

Appendix 3 - Strategic planning assessment

National Housing Accord

In October 2022, the National Housing Accord was introduced by the Federal Government and pledged to construct 1 million, well located houses over 5 years from mid-2024.

The Commonwealth, states and territories agreed to update this target in August 2023 to 1.2 million over 5 years from mid-2024.

This increase demonstrates demand for the population to live in the vicinity of their work and in areas with high amenity.

The proposal is consistent with the accord in that it increases housing supply in a highly accessible TOD precinct.

Greater Sydney Region Plan

The Greater Sydney Region Plan (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities:

- the established Eastern Harbour City
- the developing Central River City
- the emerging Western Parkland City

Historically, Greater Sydney's jobs and transport have been focused to the east, requiring many people to make long journeys to and from work and other services. The 3 cities vision allows opportunities and resources to be shared more equitably while enhancing the local character we value in our communities. By integrating land use, transport links and infrastructure across the three cities, more people will have access within 30 minutes to jobs, schools, hospitals and services.

The Region Plan provides broad priorities and actions, which focus on the following 4 key themes:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

There are a number of directions and objectives that are of particular relevance to the Proposal which are addressed below:

Directions	Comment
<i>Q1 - Infrastructure supports the three cities</i>	<ul style="list-style-type: none"> ▪ The proposed development is consistent with this objective as the site is adequately supported by existing infrastructure and is optimised due to the site's strategic location, which includes proximity to the Crows Nest Metro, Pacific Highway, M1 and M2. ▪ The proposed development will further enhance the social infrastructure in Crows Nest through the facilitation of a medical Centre and retail uses for broader community uses.
<i>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</i>	<ul style="list-style-type: none"> ▪ The site is located 250m south of the Crow's Nest Metro. ▪ The Metro provides a high frequency transport service which connects major employment hubs such as Macquarie Park, Chatswood, North Sydney and the Sydney CBD. ▪ The proposed development will capitalise on the State Governments' investment in the Metro by delivering density in close proximity to transport which encourages future residents and workers to rely on public transport.
Livability	
<i>O10: Greater housing supply</i>	<ul style="list-style-type: none"> ▪ The Region Plan provides housing targets for the North District (in which the site is located) between 2016-2036: <ul style="list-style-type: none"> ○ 0–5-year target (2016-2021): 25,950 additional homes ○ 20-year (2016-2036): 92,000 additional homes.
<i>O11: Housing is more diverse and affordable</i>	<ul style="list-style-type: none"> ▪ This objective highlights the importance of housing diversity to meet changing community needs. The proposed development is consistent with this direction as it is capable of providing diverse unit configurations ranging from 1-4 bedrooms in addition to adaptable dwellings.
<i>O13: Environmental heritage is identified, conserved and enhanced</i>	<ul style="list-style-type: none"> ▪ The site does not contain any heritage items and is not within a Heritage Conservation Area.

Directions	Comment
	<ul style="list-style-type: none"> ▪ It is noted an item of local heritage significance known as the Former North Shore Gas Co office (I0150) adjoins the northern site boundary. The site is also in close proximity to a number of locally listed heritage items. ▪ Notwithstanding, as detailed within the Heritage Impact Statement (Appendix 25) the proposal will not have any adverse heritage impacts.
Productivity	
<p><i>O14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.</i></p>	<ul style="list-style-type: none"> ▪ This objective outlines the relationship between connectivity and productivity and supports the creation of a ‘30-minute city’ to ensure residents can access metropolitan centres within 30 minutes by public transport. ▪ The proposal is consistent with this objective as it: <ul style="list-style-type: none"> ○ Co-locates residential and employment generating land uses with transport through enabling the provision of a high quality, dense development on a site adjacent to a bus stop (frequently serviced by buses 119, 525, 254, 265, 267, 286, 287, 290, 291, N90 and N91) and 400m from the Crow’s Nest Metro ○ optimises a liveable and walkable city
An Efficient City	
<p><i>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</i></p>	<ul style="list-style-type: none"> ▪ The site’s proximity to public transport (metro and bus services mentioned above) promotes walkable and cyclable neighbourhoods by increasing accessibility to and convenience of public transport. ▪ This reduces reliance on private cars and contributes to the objective of creating a low-carbon city.
<p><i>O34: Energy and water flows are captured, used and re-used</i></p>	<ul style="list-style-type: none"> ▪ The Applicant is committed to managing resource consumption by minimising waste, increasing energy efficiencies and lessening environmental impact where possible. Such measures will be explored in greater detail as part of the SSD.

Table 1: Alignment with the Greater Sydney Regional Plan

North District Plan

The North District Plan (District Plan) was prepared by the former Greater Sydney Commission in March 2018. It seeks to manage growth in the context of economic, social and environmental matters in the North District. It provides the district level framework to implement the goals and directions outlined in the Region Plan.

In particular, the proposed development will address the planning priorities detailed in the table below and also will assist in achieving the housing target of 92,000 dwellings between 2016 and 2036:

Planning priority	Explanation
Infrastructure and collaboration	
N1: Planning for a city supported by Infrastructure	<ul style="list-style-type: none"> The proposal leverages off the bus stop (directly adjacent) and metro station (250m north) to provide residential and employment generating land uses in close proximity to established infrastructure. The indicative travel time is 11 minutes from Crows Nest Station to Central Station and 5 minutes to North Sydney, locating the site well within the desired 30 minute travel envisaged by the Region Plan to get to work.
N2: Working Through Collaboration	<ul style="list-style-type: none"> The access to high-quality public transport makes the site suitable for accommodating residential dwellings as well as ground floor non-residential tenancies.
N3: Providing Services and Social Infrastructure to meet people's changing needs	<ul style="list-style-type: none"> The proposed development will provide on-site medical and retail services for the community and residents.
Liveability	
N5: Providing housing supply, choice and affordability, with access to jobs, services and public transport	<ul style="list-style-type: none"> The District Plan requires housing supply to be coordinated with local infrastructure to create well connected spaces. The proposed development is consistent in that it can deliver housing in a strategic location near key infrastructure and services.

Planning priority	Explanation
N12: Delivering integrated land use and transport planning and a 30-minute city	<ul style="list-style-type: none"> The proposed development is located in a strategic location close to high quality public transport routes, reducing the need for the future residents and employees (within the commercial component of the development) having to travel long distances to work or services. Once occupied, the future residents will be able to access services such as retail, healthcare, and education facilities within 30 minutes or less from the site which supports the 30-minute city concept.
Productivity	
N8: Eastern Economic Corridor is better connected and more competitive	<ul style="list-style-type: none"> Crows Nest is identified as being within the 'Eastern Economic Corridor.' The proposal will increase density on a site co-located with the Crows Nest Metro meaning more people will have easy access to employment in a rejuvenated urban environment, this will boost productivity.
N12: Delivering integrated land use and transport planning and a 30-minute city	<ul style="list-style-type: none"> This objective seeks to integrate land use and transport planning to deliver a 30-minute city. As noted above, the proposal is consistent with this objective by collocating housing and employment generating land uses with transport.
Sustainability	
N21: Reducing carbon emissions and managing energy, water and waste efficiently	<ul style="list-style-type: none"> Energy efficiency and sustainable measures will be incorporated to ensure compliance with BASIX and resultingly reduce the carbon footprint as part of the SSD.

Table 2: Consideration of key planning priorities of the North District Plan

St Leonards Crows Nest 2036 Plan

The St Leonards and Crows Nest 2036 Plan provides the strategic framework to facilitate the urban renewal of St Leonards and Crows Nest for an expanding employment centre and growing residential community in the suburbs of St Leonards, Greenwich, Naremburn, Wollstonecraft, Crows Nest, and Artarmon.

The St Leonards and Crows Nest 2036 Plan specifically states in relation to built form:

St Leonards and Crows Nest represents a key opportunity to deliver build-to-rent housing given its accessible location and improvements to active and public transport links with the introduction of the Crows Nest Metro Station.

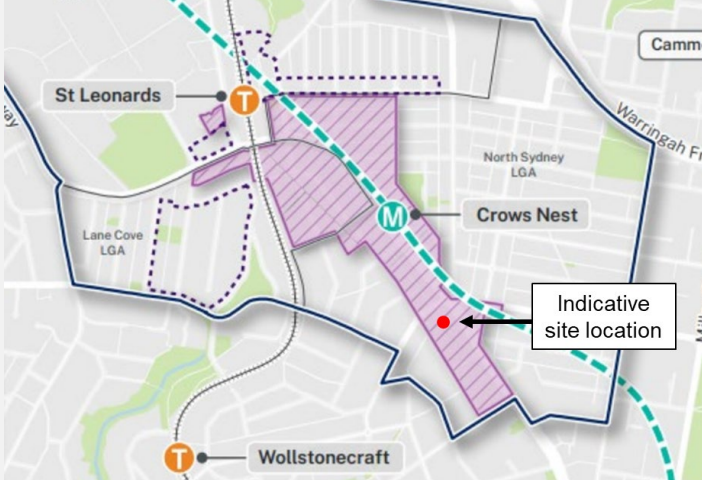
Built-to-rent housing has the potential to deliver key public benefits for the community, including

*greater housing choice in a stable-rental environment which can result in more established residents actively participating in the community.
Councils are encouraged to explore build-to-rent opportunities within the precinct.*

The proposal is entirely consistent with this action as the residential component of the future development on the site (SSD-79658964) is BTR.

In addition, the 2036 Plan establishes an employment target of 16,500 new jobs within the precinct by 2036. The proposal will assist in achieving this target through the delivery of 3,721m² of employment generating GFA.

The St Leonards and Crows Nest 2036 Plan includes actions. The table below demonstrates how the proposal aligns with the relevant actions.

Action	Explanation
Area wide actions	
Land Use: Include opportunities through amendments to planning controls to encourage a range of dwelling typologies to cater for the diverse community in St Leonards and Crows Nest.	<ul style="list-style-type: none"> The proposal is entirely consistent as it proposes an amendment to the non-residential planning control to enable diverse dwelling typologies on the site (refer to the Planning Report at Appendix 34), whilst still providing a sufficient quantum of employment generating floor space.
Land Use: Concentrate higher density housing along the Pacific Highway between the St Leonards Station and Crows Nest Metro Station and transition to lower density living options in the surrounding area	<ul style="list-style-type: none"> It is noted the site is 250m south of the Crows Nest Metro and outside of the area nominated by this action. It is understood the Crows Nest TOD is the primary strategic vision for the site. As shown within the figure below, the site is located within the focus area of the TOD and therefore an ideal location for higher density along Pacific Highway despite being.
 <p>The map shows the Crows Nest Acceleration TOD area in Sydney, Australia. It highlights the Pacific Highway corridor between St Leonards and Crows Nest. Key locations include St Leonards, Lane Cove LGA, North Sydney LGA, Crows Nest, and Wollstonecraft. A red dot indicates the 'Indicative site location' south of the Crows Nest Metro station. The map also shows the Warringah Freeway and various local streets.</p>	
Figure 1: Crows Nest Acceleration TOD (Source: DPHI)	

Action	Explanation
Land Use: Explore build-to-rent opportunities within the precinct	<ul style="list-style-type: none"> The proposal is entirely consistent with this action as the proposed residential component of a future development will be for BTR purposes.
Implementing the Plan	
Zoning – B4 Mixed Use	<ul style="list-style-type: none"> The proposal is consistent with the intent of the MU1 Mixed Use zoning
Building height – 13 storeys	<ul style="list-style-type: none"> The proposal is 16 storeys consistent with the height control under the NSLEP 2013. It is noted a 13 storey commercial was previously approved for the site under DA193/23. The proposal is wholly contained within the building envelope under DA193/23.
FSR – 5.6:1	<ul style="list-style-type: none"> The proposal is consistent with the FSR control of 5.6:1.
Non-residential FSR – 5.6:1	<ul style="list-style-type: none"> A concurrent State led Planning Proposal seeks to amend the non-residential FSR to 1:1 to fulfill to above mentioned actions and enable residential, specifically build-to-rent development on the site. Refer to the Planning Report at Appendix 34. The proposed non-residential FSR of 1:1 will provide an appropriate quantum of employment generating GFA for the site and is supported by a Market and Economic Assessment prepared by Hill PDA (Appendix 6)
Street wall height – 3 storeys	<ul style="list-style-type: none"> The proposal is consistent as it proposed a 3 storey wall height.
Setbacks – 0m to front and 5m to the rear	<ul style="list-style-type: none"> The proposal is consistent.

Table 3: Consideration of key planning priorities of the St Leonards and Crows Nest 2036 Plan

NSW Future Transport Strategy 2056

The NSW Future Transport Strategy 2056 was published in March 2018 and acknowledges the vital role transport plays with regards to land use, tourism and economic development. The Strategy is supported by a suite of plans to achieve a 40-year vision for transport in NSW to cater for the estimated increase in population to 12 million by 2056.

The Transport strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network.

The proposed development supports the delivery of numerous outcomes identified in the Future Transport Strategy by:

- helping to reduce greenhouse gas emissions from the reduction of the dependency on private cars. This is aided by good access to public access to public transport, surrounding social infrastructure and non-residential amenities for the future tenants.
- providing 226 bicycle spaces promoting healthier lifestyles and alternative ways of traveling.
- providing new job opportunities from the non-residential retail and medical uses which will help grow the community.

Better Placed – An integrated design policy for the built environment of NSW

NSW is rapidly growing and changing, and our built environments must remain liveable, productive, healthy and sustainable.

Better Placed was prepared by the NSW Government Architect in May 2017 and aims to assist in the creation of better places for the future heritage of NSW by advocating the importance of design for better places, spaces and outcomes, supporting industry and government to deliver good design for people and enabling effective design processes to be established and supported in the planning system.

The policy outlines what the NSW Government means by good design in the built environment and outlines a framework for examining places and reviewing proposals from a good design perspective. This includes formal processes such as Design Excellence and Design Review.

The policy is addressed in Appendix 10.

The proposal is consistent with the aims of Better Placed as it exhibits good design.

North Sydney Local Strategic Planning Statement 2020

The North Sydney Local Strategic Planning Statement was finalised and published on the NSW Planning Portal in March 2020. It sets out a 20-year plan on the Council's land use vision and planning priorities for the local government area.

The proposal is consistent with the Local Strategic Planning Statement, in particular the following actions:

- Priority I1: Provide infrastructure and assets that support growth and change
- Priority L1: Diverse housing options that meet the needs of the North Sydney community.
- Priority L2: Provide a range of community facilities and services to support a creative, healthy, diverse and socially connected North Sydney community
- Priority S3: Reduce greenhouse gas emissions, energy, water and waste.

North Sydney Draft Housing Strategy Supplement

The North Sydney LHS is a 20-year plan, established in 2019, that outlines the strategic direction for housing within the North Sydney local government area (LGA). The strategy aligns with Regional and District Plan directions, objectives and actions for housing in metropolitan Sydney.

At the time of preparing the North Sydney LHS, North Sydney Council was required to meet the North District 0-5 year housing target of 3,000 dwellings, deliver a 6-10 year housing target to

meet anticipated demand, and contribute to the District's 20-year target. This amounted to approximately 3,000 new dwellings every five years.

In mid-2024, the NSW Government released new dwelling completion targets for each local government area. North Sydney was set a target of 5,900 dwelling completions over the next five years (2024-2029).

Of this target, 2,630 are already planned and either have existing approvals or are where rezonings have already occurred. The remaining 3,270 will need to come from the expected delivery of homes which can occur in the next five years based on the Crows Nest Accelerated TOD Precinct and low and mid-rise housing reforms.

Following this, Council prepared a 'housing strategy supplement' to support the existing North Sydney LHS. The housing strategy supplement incorporates new and modified actions to ensure alignment with the updated housing targets and planning reforms.

The supplement is consistent with the overarching goal of the existing NSLHS. However it is noted, the supplement incorporates several new and modified actions to ensure alignment with the updated housing targets and planning reforms (i.e. the TOD).

The Proposal is consistency with the following objectives of the Strategy:

- *Continue to deliver housing growth through existing capacity of residential zoned land (Planning Approach 1)*
- *Implement the State Government's Transport Oriented Development (TOD) program (Crows Nest precinct) and low and mid-rise housing changes to zoning and planning controls*

North Sydney Local Housing Strategy

Further to the above, the LHS states:

'Sites already under investigation and coordinated planning, including Council endorsed planning study areas should be prioritised for new housing development.'

As outlined previously, the proposal is consistent with the Crows Nest TOD – which is an area prioritised for new housing development by DPHI. The Planning Report directly aligns with the vision of the TOD.

In this regard, the proposal is consistent with the LHS, as it delivers housing in an area identified for growth and on a key strategic site.

North Sydney Community Strategic Plan 2018 - 2038

The Community Strategic Plan has a broader focus than the Local Strategic Planning Statement as it addresses long term social, environmental and economic goals for the community.

The proposal is consistent with the Community Strategic Plan as it will promote sustainability and resilience by incorporating eco-friendly practices in its design. It also focuses on meeting community needs through providing improved infrastructure in a location near sustainable transport options, such as to the Crows Nest and Saint Leonards metro and train stations, as well as existing bus routes.

The proposal will also contribute to the local economy by providing employment opportunities from the non-residential retail and medical uses that will create a distinct sense of place within the transforming urban environment.

Development Near Rail Corridors and Busy Roads Guideline

The Development Near Rail Corridors and Busy Roads Guideline (issued in 2008 by the then Department of Planning) assists in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads.

The impact of road noise and potential vibration impacts from the adjoining road network are considered in the Acoustic Assessment Report prepared by Pulse White Noise Acoustics, included at Appendix 15.

Guide to Traffic Generating Developments

Transport for NSW's Guide to Traffic Generating Developments provides guidance on a number of matters related to the traffic impacts of land use developments, most notably on matters relating to traffic generation and parking.

The assessment of the proposal's traffic generation and parking are addressed in the Traffic impact assessment at Appendix 11, in summary:

- The proposed site is expected to generate 77 trips in the AM peak and 76 trips in the PM peak in the worst-case scenario. This is a net reduction of 12 trips in the AM peak and 17 trips in the PM peak compared to the existing uses.
- Based on the intended use and users of the site, it is proposed to provide 82 spaces (2 courier, 34 residential, 1 retail and 45 medical centre spaces). This is a surplus of 38 spaces for the medical centre use from the NSDCP 2013 rate.
- Although the parking rate of the NSDCP 2013 is not met for the medical centre, the proposed parking meets the end user requirements for medical centres. Namely, that visitors may be vulnerable, impaired and more dependent on private car use.
- The proposed car parking provision of 45 spaces for the medical centre use is considered appropriate for its size and intended use. This car parking provision is also consistent with the NSDCP car parking rate for medical centres for specific non-residential uses.
- Vehicle access to the basement car park will be provided off Bruce Street, and the car park and associated elements complies with the design requirements set out in the Australian Standards.

The TIA concludes that the proposed development is not expected to have an adverse impact on the local road network.