

# Environmental Impact Statement

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*20-22 Atchinson Street,  
St Leonards*

October 2025

Prepared for: Setia Sydney Pty Ltd



**Urbis staff responsible for this report were:**

Partner                    Stephen White  
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Project Code            P0060848  
Report Number        DRAFT\_V1\_Test of adequacy review\_14 October 2025  
                                  FINAL\_V2\_Final Lodgement\_23 October 2025

## *Acknowledgment of Country*

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



*The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.*

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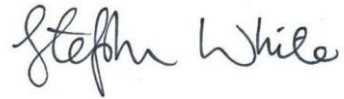
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# EIS Declaration

Project Details		
Application number	SSD-87486461	
Address	20-22 Atchison St, St Leonards	
Applicant details		
Applicant name	Setia Sydney Pty Ltd	
Applicant address	Level 1, 155 Franklin Street, Melbourne, VIC 3000	
Environment Impact Statement (EIS) prepared by		
Name	Eliza Scobie – Associate Director	Mietta Gleeson– Associate Director
Qualification	Bachelor of Planning (Hons), UNSW	Bachelor of Urban and Regional Planning (Hons), RMIT
Declaration		
Name	Stephen White – Partner	
Qualification	Master of Urban Development and Design (UNSW) Bachelor of Economic Geography (UNSW)	
Registration number	6543	
Organisation registered with	Urbis Ltd	
The undersigned declares that this EIS:		
<ul style="list-style-type: none"><li>▪ has been prepared in accordance with Part 8 Division 5 of the Environmental Planning and Assessment Regulation 2021.</li><li>▪ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.</li><li>▪ does not contain information that is false or mis-leading;</li><li>▪ addresses the Planning Secretary’s environmental assessment requirements (SEARs) for the project.</li><li>▪ identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.</li><li>▪ has been prepared having regard to the Department’s State Significant Development Guidelines – Preparing an Environmental Impact Statement.</li><li>▪ contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.</li><li>▪ contains a consolidated description of the project in a single chapter of the EIS;</li><li>▪ contains an accurate summary of the findings of any community engagement; and</li><li>▪ contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.</li></ul>		

Signature

A handwritten signature in black ink that reads "Stephen White". The signature is written in a cursive style with a large 'S' and 'W'.

**Stephen White, Partner**

**Registered Environmental Assessment Practitioner (REAP) 6543**

**Planning Institute of Australia**

**23 October 2025**

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# Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ANEF	Australian Noise Exposure Forecast
ARI	Average Recurrence Interval
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
CWC	Connecting with Country
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority

Reference	Description
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
GTP	Green Travel Plan
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MNES	Matters of National Environmental Significance
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NML	Noise Management Level
NRAR	Natural Resource Access Regulator
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
PAD	Potential Archaeological Deposit
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
PMF	Probable Maximum Flood
POM	Plan of Management
PSI	Preliminary Site Investigation
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	20–22 Atchison Street, St Leonards
SSD	State Significant Development
SSDA	State Significant Development Application

Reference	Description
T&I SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIS	Vegetation Integrity Score
WCM	Water Cycle Management
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

# Summary

## Overview

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Setia Sydney Pty Ltd (**the applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) for the site at 20–22 Atchison St, St Leonards (**the site**).

The site is located on Cammeraygal Country and we acknowledge the Cammeraygal people, their elders past and present and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if we care for Country, Country will care for us.

The SSDA seeks consent for:

- Demolition of the existing structures on the site.
- Bulk excavation up to 21m and basement dewatering.
- Construction of a 40-storey mixed use development comprising:
  - A four storey mixed use podium, featuring commercial floorspace at Lower Ground to Level 1, two levels of residential apartments at Level 2 and Level 3 and a level of associated residential amenities at Level 4.
  - Tower comprising an additional 34 levels of residential apartments from Level 6 to Level 39.
  - Five basement levels accommodating car, bicycle and motorcycle parking, storage, waste, loading, plant and end of trip facilities.
- Landscaping and public amenities within a 5-metre-wide setback, creating a stepped linear park along Mitchell Street, at Ground and Lower Ground Level.
- Consolidated vehicular and loading access from Atchison Lane.
- Amalgamation of Lot 1 in DP740017 and Lot 120 DP564606.
- Provision of a monetary contribution equating to 10% of the gross floor area of the residential component of the development, paid to North Sydney Council, to fund/provide affordable housing in the LGA in partnership with their nominated Community Housing Provider.

The intended outcomes of the project are to:

- Facilitate a high-quality mixed-use development that delivers housing and employment-generating floor space in a highly accessible location
- Deliver a built form outcome that positively contributes to the public realm consistent with the existing and emerging character of St Leonards and the wider Crows Nest TOD precinct.
- Deliver a high-quality ground plane that supports activity and creates a welcoming, human-scaled interface to enhance the public domain.
- Provide an affordable housing contribution to assist in meeting NSW Government targets

The proposed development has an estimated development cost (**EDC**) of \$177,640,178 excl. GST. The project is therefore classified as a State Significant Development (**SSD**) under Section 4.5 of the Environmental Planning and Assessment Act 1979 ('EP&A Act').

An aerial photograph of the site detailing the development footprints is provided at **Figure 1**.

Figure 1 Aerial Photograph



Source: Urbis

## Community and Stakeholder Engagement

Community and stakeholder engagement has been undertaken by Urbis and the Project Team in the preparation of the SSDA. This includes direct engagement and consultation with:

- Adjoining landowners and occupants;
- Government, agency and utility stakeholders

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects*. The feedback received has been considered in the final design and assessment in the EIS and discussed in detail at **Section 5** and **Appendix D** of this EIS.

## Strategic Justification

The EIS has assessed the project against the requirements of the Secretary's Environmental Assessment Requirements (SEARs) (**Appendix A**), and the relevant planning instruments and policies (**Section 4 and Appendix C**).

The key issues identified within the SEARs have been assessed in **Section 6** of the EIS. This assessment has been informed by specialist reports which include recommendations and mitigation measures. The assessment of key issues includes the mitigation measures which can be adopted to ensure the project does not result in any significant impacts. These mitigation measures are included at **Appendix E**.

The project is a positive development outcome for the site and surrounding area for the reasons outlined in **Table 1**.

Table 1 Summary of Development Outcomes

Matter	Response
Connecting with Country	<p>The Cammeraygal and Gai-maragal Peoples of the Eora Nation are the Traditional Custodians of the St Leonards area, and the project embeds cultural knowledge into its planning and design.</p> <p>Guided by the <i>Connecting to Country</i> principle, the development integrates Sydney’s sandstone-inspired architecture, communal spaces, and native landscaping to foster cultural, ecological, and social connections.</p>
Design Excellence / Better Placed	<p>The proposal delivers a high-quality architectural outcome with a well-proportioned podium and tower, articulated façades, and a contextually appropriate materials palette that enhances the emerging character of St Leonards and the Crows Nest TOD precinct.</p> <p>The proposed density and land use mix facilitates the delivery of additional housing supply and a significant affordable housing monetary contribution, along with adequate commercial use, in a well-located centre close to transport and existing services and employment offerings.</p> <p>The development has been designed to enhance the public domain through a high-quality ground plane, that supports activity and establishes a welcoming, human-scaled interface, while carefully managing massing, view corridors, privacy, and environmental impacts.</p> <p>Integrated landscape design, and sustainable design principles further support amenity, accessibility, and vibrant, human-scaled streetscapes.</p>
The project is consistent with strategic planning policies	<ul style="list-style-type: none"> <li>▪ Greater Sydney Region Plan: A Metropolis of Three Cities</li> <li>▪ Our Greater Sydney 2056: North Sydney City District Plan</li> <li>▪ St Leonards and Crows Nest 2036 Plan</li> <li>▪ NSW Housing Strategy</li> <li>▪ North Sydney Local Strategic Planning Statement</li> <li>▪ NSW Better Places</li> </ul>
The project is consistent with State and local development controls	<p>The development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including;</p> <ul style="list-style-type: none"> <li>▪ <i>State Environmental Planning Policy (Planning Systems) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i></li> </ul>

- *State Environmental Planning Policy (Housing) 2021*
- *North Sydney Local Environmental Plan 2013*
- *Crows Nest Transport Oriented Development Precinct Design Guide, November 2024*

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The site is suitable for the project

- The site aligns with TOD principles and the SLCN precinct, supporting higher-density housing that addresses State housing supply and affordability objectives.
- Currently underutilised, the site is strategically located near Crows Nest Metro, St Leonards railway station, and key social infrastructure, enabling accessible residential intensification, including affordable housing.
- There are no critical environmental or physical constraints, and specialist studies confirm that impacts such as noise, traffic, and overshadowing can be effectively mitigated.

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The project is in the public interest

- The proposed development delivers 181 dwellings and a 10% affordable housing contribution in an area identified for increased density.
  - The development supports urban renewal with modern commercial space, enhances the public realm via Mitchell Street Plaza, and aligns with regional and local planning strategies and the TOD program.
  - The design meets NSW ADG standards, with mitigation measures addressing environmental and social impacts.
  - The project will generate local economic activity and contribute to required infrastructure, supporting housing supply, affordability, and vibrant, well-connected communities.
- 

**The EIS demonstrates that the project has significant merit and is recommended for approval subject to the implementation of the mitigation measures described in this report and supporting documents.**

# 1 Introduction

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Setia Sydney Pty Ltd (**the applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) for the site at 20–22 Atchinson Street, St Leonards (**the site**).

The site is located on Cammeraygal Country and we acknowledge the Cammeraygal people, their elders past and present, and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if we care for Country, Country will care for us.

## 1.1 Applicant Details

The applicant details for the proposed development are listed in the **Table 2**.

Table 2 Applicant Details

Proponent	Setia Sydney Pty Ltd
Postal Address	Level 1, 155 Franklin Street, Melbourne, VIC, 3000
ACN	673 798 304
Nominated Contact	Cynthia Chau

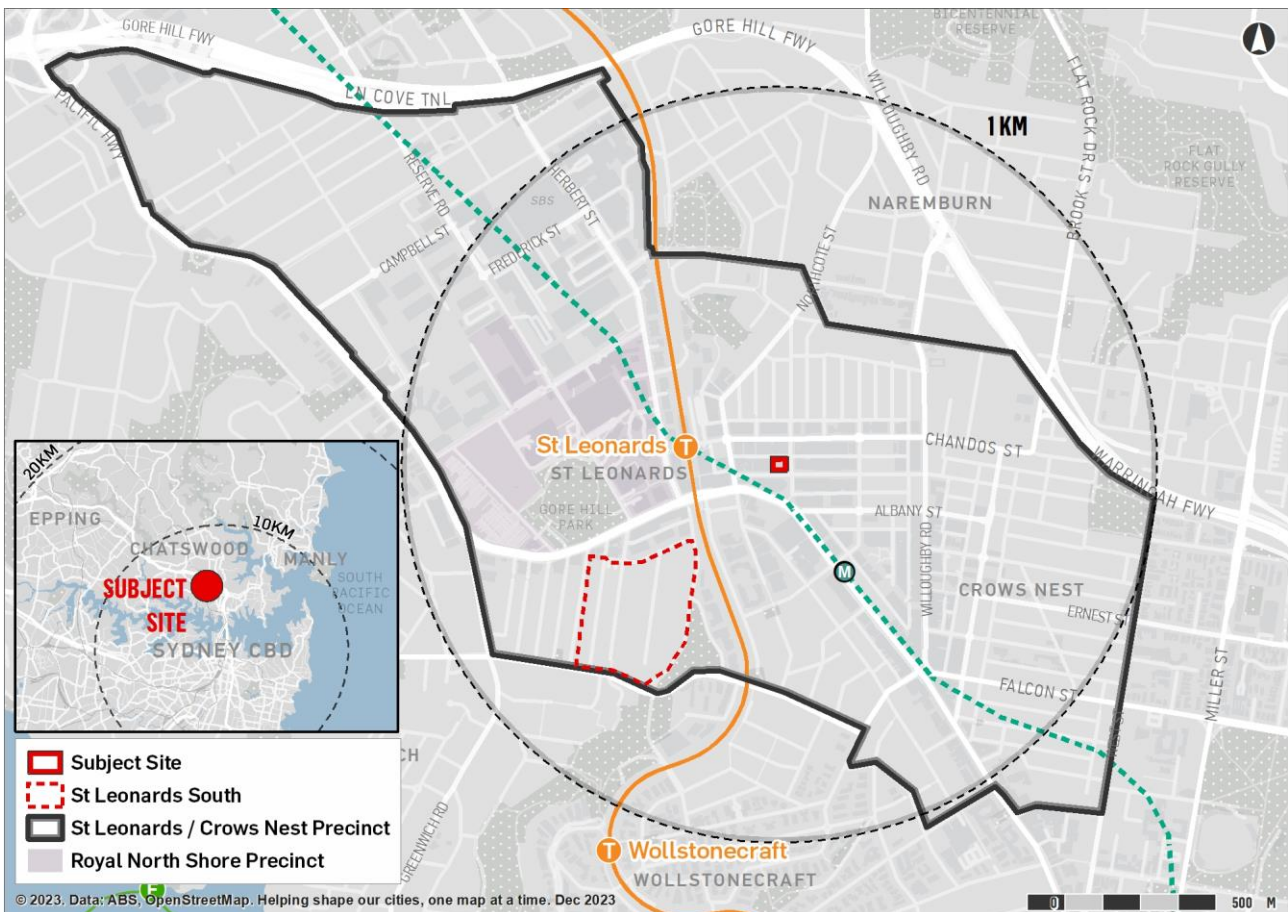
## 1.2 The Project

The SSDA seeks consent for:

- Demolition of the existing structures on the site.
- Bulk excavation up to 21m and basement dewatering.
- Construction of a 40-storey mixed use development comprising:
  - A four storey mixed use podium, featuring commercial floorspace at Lower Ground to Level 1, two levels of residential apartments at Level 2 and Level 3 and a level of associated residential amenities at Level 4.
  - Tower comprising an additional 34 levels of residential apartments from Level 6 to Level 39.
  - Five basement levels accommodating car, bicycle and motorcycle parking, storage, waste, loading, plant and end of trip facilities.
- Landscaping and public amenities within a 5-metre-wide setback, creating a stepped linear park along Mitchell Street, at Ground and Lower Ground Level.
- Consolidated vehicular and loading access from Atchison Lane.
- Amalgamation of Lot 1 in DP740017 and Lot 120 DP564606.
- Provision of a monetary contribution equating to 10% of the gross floor area of the residential component of the development, paid to North Sydney Council, to fund/provide affordable housing in the LGA in partnership with their nominated Community Housing Provider.

A map of the site in its regional setting is provided as Figure 2..

Figure 2 Regional Context



## 1.3 Project Background

### 1.3.1 Previous Application – Planning Proposal

The site was the subject of a Planning Proposal prepared by the former landowner to amend the planning provisions for the site. This included submission of a Planning Proposal to Council in 2019 and 2020, and a subsequent request for a rezoning review December 2020. Key issues with the former Planning Proposals included an inconsistency with the 2036 Plan and unacceptable environmental impacts.

Since this time, there has been significant advances in the strategic planning framework governing Greater Sydney accompanied by ongoing population growth and a fall in dwelling approvals. This includes:

1. The emergence of a 'housing emergency' across both federal and state levels and calls for immediate action to boost housing supply and affordability across the country.
2. Establishment of the National Housing Accord agreement within the 2022 Budget to build 1.2 million new, well-located homes over 5 years from 2024. Within NSW, this translates to the physical delivery of 320,000 new homes within the next five-year period.
3. Acknowledgement that key to the realisation of this target is removing critical barriers to development and supporting greater density for mixed-use development schemes on well-located sites.

As a result, Setia lodged a Planning Proposal in December 2023 seeking amendments to the site's planning controls to implement the 2036 Strategy. The Planning Proposal was under assessment with Council when the State Government announced the Transit Oriented Development (**TOD**) Program and the State led rezoning of this precinct. This included rezoning of the site and a change of built form controls.

The Planning Proposal was subsequently withdrawn from Council and the process progressed under the new State led rezoning. The proposed TOD SSDA scheme seeks to continue the same high-quality design through the additional levels permitted under the new TOD control for the site.

### 1.3.2 Crows Nest Accelerated TOD Precinct

The Crows Nest TOD rezoning proposal was finalised in November 2024, with new planning controls for the subject site coming into effect through amendments to the North Sydney LEP 2013 and in particular, the inclusion of *Part 7 Crows Nest Transport Oriented Development Precinct* of the LEP.

Key LEP changes as a result of the Crows Nest TOD, as relevant to the subject site include:

- Building Height – the maximum height control for the site is now 139 m
- Floor Space Ratio – the FSR control for the site is now 13.8:1.
- Non-Residential FSR – A non-residential FSR control of 3:1 now applies to the site.
- Affordable Housing – 10% affordable housing levy applies to new residential GFA on the site.

In addition, a new SSD pathway has been made available until November 2027 for residential development applications in Accelerated TOD Precincts, where the residential component is greater than \$60 million. This SSDA is lodged under this pathway.

### 1.3.3 Pre-Lodgement Discussions

A summary of discussions with key agencies prior to lodgement of the SSDA is provided in **Section 5**.

### 1.3.4 Restrictions and covenants

The certificate of title for the site lists the relevant easements and dealings that apply to the site. These matters are detailed in **Table 3** with the proposed action listed against each.

Table 3 Restrictions, covenants

Site	Restrictions and covenants in the Second Schedule	Action
<b>Lot 1</b>	Reservations and conditions in the Crown Grant.	Maintain.
<b>Lot 120</b>	Reservations and conditions in the Crown Grant(s) AK971351 lease of lease p347304 to Blue Asset Partner Pty Ltd, Eric Alpha Asset Corporation 1 Pty Ltd, Eric Alpha Asset Corporation 2 Pty Ltd, Eric Alpha Asset Corporation 3 Pty Ltd & Eric Alpha Asset Corporation 4 Pty Ltd AK971352 Lease of Lease ak971351 to Blue Op Partner Pty Ltd, Eric Alpha Operator Corporation 1 Pty Ltd, Eric Alpha Operator Corporation 2 Pty Ltd, Eric Alpha Operator Corporation 3 Pty Ltd & Eric Alpha Operator Corporation 4 Pty Ltd AK971502 mortgage of lease AK971351 to ANZ Fiduciary Services Pty Ltd AK971571 change of name affecting lease p347304	Currently under consideration.

## 2 Strategic Context

This section of the EIS describes the key features of the site and its relationship to its local context. It also discusses how the project aligns with relevant strategic planning policy. It identifies other projects that should be considered in assessing the cumulative impacts of the project and also outlines the potential feasible alternatives explored by the applicant.

### 2.1 Key Features of Site and Locality

The location of the site is illustrated in **Figure 3**. The key features of the site are described in **Table 4** below. Photographs of the current site condition are provided in **Figure 6**.

Figure 3 Local Context Aerial Photograph



Source: Urbis 2025

Table 4 Site and Locality Description

Characteristic	Description
<b>Key Site Features</b>	
Country	Land of the Cammeraygal people, of the Eora Nation.
Address	20-22 Atchison Street, St Leonards
Legal Description (Title Particulars)	Lot 1 in DP740017 and Lot 120 DP564606
Zoning	MUI Mixed Use

Number of existing lots	Two lots
Existing Use / Structures	<p>22 Atchison Street accommodates a six-storey commercial office building and 18-20 Atchison Street contains a three-storey commercial building, which is currently vacant.</p> <p>A review of the site history indicates that the site was low density residential in the early 1900s to the 1940s, became increasingly commercial / industrial in the 1950s to the 1980s and was redeveloped for commercial (office) buildings in the 1980s to present. A similar pattern is noted in the surrounding area with the current land use in the area generally comprising a mixed use (commercial and high density residential).</p>
Site Area	<p>Total site area of 1374.4 sqm, comprising:</p> <ul style="list-style-type: none"> <li>▪ 20 Atchison Street, St Leonards: 690.4 sqm</li> <li>▪ 22 Atchison Street, St Leonards: 684 sqm</li> </ul>
Existing GFA	The existing GFA on site is approximately 3,025sqm in 20 Atchison Street existing building and approximately 3,675sqm in 22 Atchison Street.
Number of pre-existing dwellings	Nil.
Site Frontage	<ul style="list-style-type: none"> <li>▪ Atchison Street – 42 metres</li> <li>▪ Mitchell Street – 32 metres</li> <li>▪ Atchison Lane – 35 metres</li> </ul>
Site Width	34.29 metres
Vehicular/Site Access	Both sites are provided with rear vehicular access from Atchison Lane. 22 Atchison Street is also provided with vehicular access from Mitchell Street. Primary pedestrian entry to both sites is via Atchison Street.
Adjacent land uses North	To the north, the site abuts Atchinson Lane, a 5.6 metre wide service lane. Further north, the site interfaces with the 39-41 Chandos Street, comprising a seven-storey commercial building. Vehicular and service access to the site is provided via Atchison Lane.
Adjacent land uses East	Immediately east, the site abuts Mitchell Street, providing a single lane of traffic in each direction and on-street car parking. Further east is 30 Atchinson Street, accommodating a five-storey commercial building.
Adjacent land uses South	<p>Immediately south, the site abuts Atchinson Street. Public realm works have recently been undertaken to pedestrianise this one-way section of Atchinson Street, including a linear park adjacent to the site frontage.</p> <p>Further south, is 601 Pacific Highway accommodating a 14-storey mixed use building comprising residential apartments and commercial use. The site is subject to a current application (SSD-85848713) for a 52-storey shop top housing development as discussed in <b>Section 2.2</b>.</p>

Adjacent land uses West	The western site boundary abuts 14-16 Atchison Street, comprising a 28-storey serviced apartment building, with ground-floor retail tenancies. A pedestrian walkway runs along the common site boundary, providing access between Atchison Street and Atchison Lane.
Topography	The site is located near the crest of a high ridgeline point. The Survey Plan shows that the existing footpath levels adjoining the property boundary indicate a general fall from south to north with a difference of 4.25m from the south-east corner to the north-west corner and an approximate slope of 8.4% (1 in 11.91 grade) ranging from RL92.00 to RL87.75 at each corner respectively
Vegetation	Three trees are located within the rear site setback adjacent to Atchinson Lane. Eight street trees and low level planting is present along the Atchison Street and Mitchell Street frontages.
Flooding/Overland Flow	The Integrated Water Management Plan prepared by Meinhardt confirms the site does not appear to be within a flood zone area based on the floodplain risk management study and plan conducted by GRC Hydro for the North Sydney LGA. Council stormwater pit and pipes are located along Atchison Street, and outlets to the south-west and north-west of the site.
Heritage	The site is not mapped as a heritage item, nor is it within a heritage conservation area.
Aboriginal Archaeology	The site is not identified as containing any items of Aboriginal heritage significance.
Bushfire	The site is not mapped as Bushfire Prone Land and as such further assessment of bush fire risk is not required.
Biodiversity	The site does not contain any significant vegetation as it has already been fully developed.
Geotechnical	The Geotechnical Report prepared by Douglas Partners identifies the site is underlain by the Ashfield Shale formation, typically consisting of black to dark grey shale and laminite of Triassic age. This is underlain by Hawksbury Sandstone.
Groundwater	The Geotechnical Report prepared by Douglas Partners identifies a groundwater bore search of the WaterNSW and Douglas database indicates a registered deep bore located at approximately 400 m to the north of the site (GW108224). The recorded measurements from the well in 2006, showed a standing water level at 35 m, (inferred RL 39 m).
Acid Sulfate Soils	The site is not mapped as being within area of Acid Sulfate Soils or mapped risk of saline soils.
Contamination	The Detailed Site Investigation prepared by Douglas Partners identifies the presence of asbestos on the site including asbestos cement material and fibrous asbestos / fines on the site at 20

Atchison Street. The site is therefore assumed to be asbestos contaminated in its existing condition.

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## Surrounding Locality

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### Public Transport

The site is within walking distance of existing public transport connections including:

- St Leonards Train Station (300 metres): providing direct access to the Sydney CBD and other key destinations along the North Shore Line (T1) and Northern Line (T9).
- Crows Nest Metro Station (800 metres): providing direct access to the Sydney Metro network on the Tallawong to Bankstown Line.
- Bus Services (200 metres): multiple bus routes operate along the Pacific Highway, offering connections to various parts of Sydney.

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### Major Roads

The surrounding road network consists of a variety of local and State roads:

- Atchinson Street: Local road providing direct primary frontage to the site. Running in an east-west alignment, the road provides connection through St Leonards and Crows Nest, with a portion of one way only access from Christie Street to Mitchell Street.
- Mitchell Street: Local road providing direct secondary frontage to the site and north-south connection through St Leonards and Crows Nest.
- Willoughby Road: Main road providing north-south between connection between the Pacific Highway and the M1.
- Pacific Highway: Major arterial road providing connectivity to key centres, including Chatswood, North Sydney, and the Sydney CBD to the south, and Hornsby and the Central Coast to the north.
- Warringah Freeway / Gore Hill Freeway (M1): Major freeway connecting North Sydney to the CBD and Sydney Airport.

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### Open Space

The site is located close to the following areas of open space:

- Gore Hill Oval (600 m)
- Mitchell Street Plaza (100 m)
- Wadanggari Park (230 m)
- Naremburn Park (900 m)
- Greenland park (1.2 km)

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### Social Infrastructure

The site is located close to the following key social infrastructure:

- Royal North Shore Hospital (650 m)
- North Shore Private Hospital (900 m)
- Northern Sydney Institute of TAFE (1.1 km)
- St Leonards Library (140 m)
- Anzac Park Primary School (1.7 km)

Figure 4 View of the primary site frontage on Atchison Street



Source: Google Maps

Figure 5 View of the secondary site frontage on Mitchell Street



Source: Google Maps

Figure 6 Site and Locality Photographs



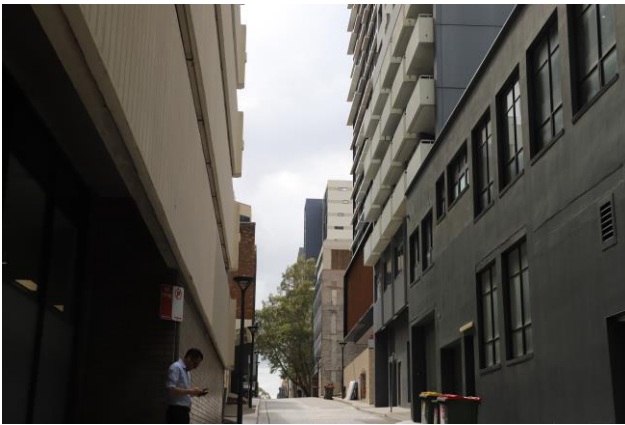
Picture 1 View north-west along Atchison Street

Source: Google Maps



Picture 2 View west along Mitchell Street

Source: Google Maps



Picture 3 View east along Atchison Lane

Source: Google Maps



Picture 4 View north to Atchison Lane, along through site link

Source: Google Maps

## 2.2 Other Development in the Precinct

The site is located in St Leonards, which is identified as a strategic centre in a suite of high-level planning documents, including the 2036 Plan, Greater Sydney Region Plan and the North District Plan. The strategic centre is forecast to accommodate greater residential and commercial growth over the next 20 years.

Approved and likely future major projects which may be relevant in the cumulative impact assessment of the proposal are summarised in **Table 55**.

Table 5 Nearby Projects / Development

SSDA Reference	Development Description	Current Status
Crows Nest TOD Rezoning	Crows Nest was identified as an accelerated precinct in the DPHI's TOD program. The rezoning came into effect on 27 November 2024 and will enable capacity for 5,900 new homes and capacity for up to 2,500 new jobs.	The cumulative impact of the application has been considered in the visual impact and urban context assessment of this EIS.

		Individual SSDAs are considered in the cumulative impact assessment where relevant as outlined in this table.
DA297/2023 619-621 Pacific Hwy, St Leonards	<p>The Sydney North Planning Panel on 18<sup>th</sup> September 2025 approved the following development:</p> <p>A 50 storey mixed use development comprising retail, commercial and community art facility in the podium and residential apartments above, together with basement car parking, and severing areas.</p>	Development application approved on 18 September 2025 by the Sydney North Planning Panel
SSD-85848713 601 Pacific Highway, St Leonards	<p>A SSDA at 601 Pacific Highway, St Leonards is proposed under the Housing Delivery Authority (<b>HDA</b>) program. 601 Pacific Highway is located directly south of the site.</p> <p>SSDA and concurrent rezoning proposal to enable construction and operation of a new mixed-use development with a maximum height of RL259 (52 storeys) and a total gross floor area (GFA) within the maximum floor space ratio (FSR) control (currently approximately 56,758 sqm), comprising:</p> <ul style="list-style-type: none"> <li>▪ Demolition of the existing commercial office building on site;</li> <li>▪ Site excavation, remediation, and other preparatory site works;</li> <li>▪ Five-storey basement, containing residential and commercial car parking spaces, bicycle and motorcycle spaces, waste rooms, plant rooms, loading docks, and back-of-house areas</li> <li>▪ Podium levels containing retail and commercial land uses, residential and commercial lobbies, basement vehicle entry, waste rooms, and back-of-house areas at Ground Level, commercial tenancies, affordable housing apartments at Level 03 and Level 04, and dedicated communal amenity spaces at Level 05;</li> <li>▪ Residential flat building between level 6 – level 52, containing 507 x residential apartments at Level 06 – Level 50, dedicated communal amenity spaces, plant and structural transfers at Level 51 – Level 52, and back-of-house areas.</li> <li>▪ Public domain works, including landscaping and publicly accessible open spaces; and</li> <li>▪ Reticulation of site services and infrastructure (electricity, telecommunication, water, and sewer).</li> </ul> <p>A concurrent rezoning application is also proposed to amend the minimum non-residential floor space ratio (FSR) under LEP Clause 4.4A from 20:1 to 1:1.</p>	<p>SEARs for the SSDA were issued on 4 July 2025. At the time of writing this report, no EIS has been lodged.</p> <p>Should an EIS be lodged whilst this SSDA is under assessment, the cumulative impacts of the proposal will be considered.</p>

<p>SSD-79240223 378-398 Pacific Highway, Crows Nest</p>	<p>A SSDA at 378-398 Pacific Highway, Crows Nest is proposed under the Crows Nest TOD provisions. 378-398 Pacific Highway is located 450m to the south of the site.</p> <p>The proposal seeks consent for the construction of a mixed-use development comprising 40 storeys plus one level of plant, including:</p> <ul style="list-style-type: none"> <li>▪ A 3-storey commercial / retail podium with residential apartments in a tower form above.</li> <li>▪ Communal open space and amenities on Level 20.</li> <li>▪ 8 basement levels for car parking, bicycle parking and end-of-trip facilities.</li> <li>▪ Affordable housing contribution equivalent to 10% of new residential GFA proposed on the site.</li> <li>▪ Stratum subdivision of the airspace above the existing development at 398 Pacific Highway.</li> <li>▪ Vehicular access from Hume Street.</li> <li>▪ Associated landscaping and public domain works.</li> </ul>	<p>EIS for the SSDA was lodged in April 2025. The Submissions Report was submitted on 31 July 2025 and the application is currently under final assessment by DPHI.</p> <p>The cumulative impact of the application has been considered in the visual impact and urban context assessment of this EIS.</p>
<p>19 - 33 Chandos Street, St Leonards</p>	<p>In June 2025, the HDA declared a proposal at 19 - 33 Chandos Street, St Leonards to be State Significant development. 19 - 33 Chandos Street, St Leonards is located 330m to the north of the site.</p>	<p>SEARs for the HDA declared site have not been issued at the time of writing this EIS. Should an EIS be lodged whilst this SSDA is under assessment, the cumulative impacts of the proposal will be considered.</p>
<p>Crows Nest OSD 25 Hume Street, Crows Nest</p>	<p>A Concept SSDA (SSD-9579) (Concept Approval) was approved in December 2020, which provided for a mixed-use development across three sites (known as Site A, Site B and Site C) integrated with the Crows Nest Metro Station. The Crows Nest Metro Station opened in August 2024 and is located 500m south-east of the site.</p> <p>An SSDA for an 8 storey commercial office building was approved on Site C on 17 December 2021. Construction of the office building is underway. A SSDA is currently under assessment for Site B for 131 residential units, four ground floor/mezzanine retail and commercial floorspace.</p> <p>A SSDA is currently under assessment for Site A for mixed-use development predominantly comprising residential (BTR and 15% affordable housing) integrated with commercial (retail) uses. A concurrent amendment to the Concept SSDA is also proposed to reflect this.</p>	<p>Site B and Site A SSDAs are currently under final assessment by DPHI.</p> <p>The cumulative impact of the application has been considered in the visual impact and urban context assessment of this EIS.</p>
<p>Mitchell Street streetscape</p>	<p>North Sydney Council have completed upgrades to the Mitchell Street plaza to the immediate south of the site.</p> <p>The SLCN 2036 Green Plan identified North Sydney Council is proposing widening footpaths, additional tree planting and public domain improvements along both Oxley St</p>	<p>Timing of the Mitchell Street public domain works is unknown and Council were unable to confirm this timing during the pre-lodgement</p>

and Mitchell Street, located along the site's eastern frontage.

meeting. The applicant is willing to engage further with Council during assessment of the SSDA.

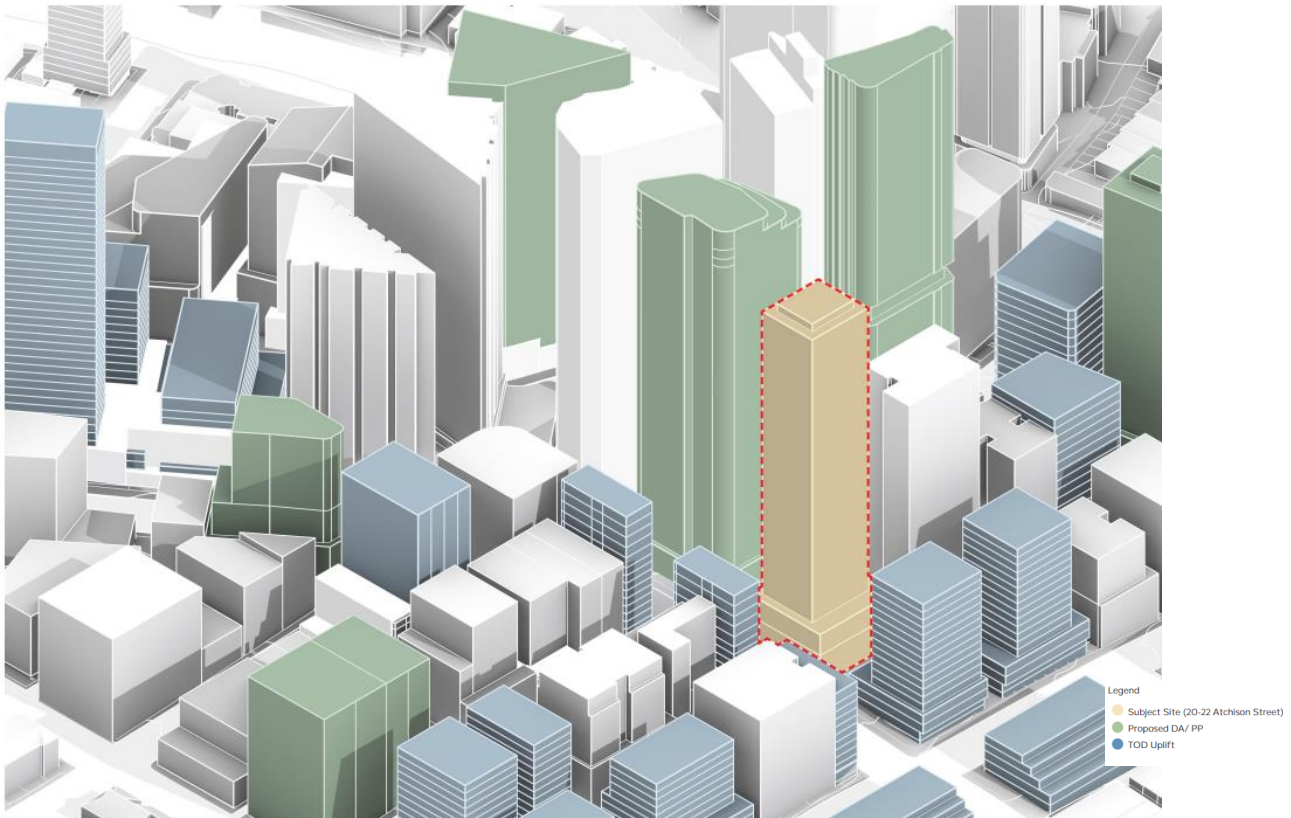
The potential cumulative impacts of the project are addressed in **Section 6** of the EIS (where relevant) in accordance with the DPHI *Assessing Cumulative Impacts* guidelines. Overall, the impacts associated with the proposal are those that can reasonably be expected given it is consistent with the TOD planning controls.

Figure 7 Crows Nest TOD precinct rezoning – approved heights



Source: SJB

Figure 8 Proposed SSDA and immediate surrounding DA, PPs and TOD uplift controls



Source: Cox

## 2.3 Agreements with Other Parties

There are no agreements with other parties proposed under this application.

## 2.4 Feasible Alternatives

Clause 192(1)(c) of the *Environmental Planning and Assessment Regulation 2021 (the Regulation)* requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development. This is outlined in **Table 6**.

Table 6 Project Alternatives

Option	Discussion
Option 1 Do Nothing	<p>A “do nothing” approach would fail to capitalise on the site’s potential for renewal, as identified under the SLCN Plan and the rezoning of the Crows Nest Accelerated TOD Precinct.</p> <p>Maintaining the current scale of commercial use would lead to a severe underutilisation of the site, would be inconsistent with the vision and strategic objectives for this precinct and would fail to deliver on the Government’s direction of providing increased housing, affordable housing and jobs on sites adjacent to transport hubs. The existing commercial buildings require revitalisation and are not a positive contribution to the SLCN streetscape.</p>
Option 2 – Fully compliant LEP scheme	<p>A compliant scheme would include a full commercial podium and delivery of 3:1 non-residential FSR. This would</p>

reduce the overall housing yield and limit the total amount of the monetary contribution for affordable housing.

While commercial floor space can be appropriate in some locations, there is no demonstrated demand for 3:1 non-residential FSR at this site. Requiring it here would undermine the feasibility of the project and shift the focus away from its main purpose, which is delivering more housing near public transport hubs. As discussed in the Economic Impact Statement, full compliance of 3:1 non-residential FSR would not be supported by the market and would result in vacant levels within the upper podium.

Overall, this alternative scenario would not make the most effective or efficient use of this strategically located site.

### Option 3 – The Proposal

The proposal takes full advantage of the TOD provisions, delivering development that complies with the newly gazetted controls and contributes a 10% monetary contribution for affordable housing. This approach maximises the site’s potential by leveraging its proximity to the St Leonards and Crows Nest transport hub and provide well-designed housing with a diverse mix of tenures.

It aligns with State planning priorities to address housing supply and affordability while supporting sustainable growth near public transport. By delivering public benefit alongside a strong urban renewal outcome, the proposal represents the most effective and beneficial use of the site.

## 2.5 Strategic Planning Alignment

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in **Table 7** below.

*Table 7 Strategic Planning Consistency*

Plan	Detail
Greater Sydney Region Plan – A Metropolis of Three Cities	<p>The Greater Sydney Region Plan (Regional Plan) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Region Plan, the site is located within the North District, which forms as part of the Eastern Harbour City.</p> <p>The project is consistent with the Region Plan for these reasons:</p> <ul style="list-style-type: none"> <li>▪ <b>Infrastructure:</b> The development proposes residential apartments and commercial floorspace in a location that makes efficient use of transport infrastructure. The site is within close proximity to St Leonards Station and Crows Nest Metro Station.</li> <li>▪ <b>Liveability:</b> The site is identified in the Region Plan as being within the Crows Nest Growth Area and Urban Renewal Corridor, where residential development is supported. The proposal includes the provision of 181 new apartments, comprising 1, 2, and 3 bedroom apartments ensuring a diverse range of housing options that respond</li> </ul>

to varying household needs and contribute to housing choice and affordability.

- **Productivity:** The site's proximity to St Leonards Station and Crows Nest Metro Station ensures future residents have access to jobs, education, and services within 30 minutes via public transport.
- **Sustainability:** The development proposes a new mixed-use building that achieves sustainability outcomes that contribute to the achievement of net zero emissions by 2050.

The Region Plan also recognises that the Metro will boost economic activity within the Eastern Economic Corridor.

This proposal is seeking the orderly development of additional residential and commercial floorspace on an underutilised site, which is in close proximity to a Metro station, therefore maintaining strong strategic alignment with the Region Plan.

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Our Greater Sydney 2056:  
North District Plan

The North District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan.

The project is consistent with the North District Plan for these reasons:

- The proposal supports *Planning Priority N1* through the provision of a mixed-use development that is located to benefit from established transport, utilities, and community facilities, ensuring the efficient use of land and urban resources.
- The proposal aligns with *Planning Priority N5* by contributing to the achievement of population growth targets and addressing housing supply, diversity and affordability. The delivery of a 10% affordable housing monetary contribution in the North Sydney LGA supports the urgent need for well-located, affordable housing options in areas with established infrastructure and services.
- The proposal supports the goal of a 30-minute city sought by *Planning Priority N12* by providing housing and employment opportunities close to public transport to facilitate sustainable and accessible urban living.

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North Sydney Local Strategic  
Planning Statement

The North Sydney Local Strategic Planning Statement (**LSPS**) is a 20-year plan and land use vision that seeks to appropriately develop jobs, homes, and infrastructure in conjunction with the identified priorities of the North Sydney community.

The LSPS identifies the St Leonards and Crows Nest area as a key location for achieving several local planning priorities within the LGA. In particular, housing delivery in the St Leonards/Crows Nest Planned Precinct is highlighted as critical to meeting the North Sydney LGA's housing targets.

The LSPS outlines a number of priorities that align with this proposal, including:

- *L1 – Provide diverse housing options that meet the needs of the North Sydney community.*
- *P3 – Enhance the commercial amenity and viability of North Sydney's local centres.*

- *P6 – Support walkable centres and a connected, vibrant and sustainable North Sydney.*
- *S3 – Reduce greenhouse gas emissions, energy, water and waste.*

This proposal supports these objectives by delivering a high-quality and environmentally sustainable development, comprising a mix of housing types and attractive commercial space, that will contribute to the vibrancy and activation of the local area.

St Leonards and Crows Nest  
2035 Plan

The SLCN Plan guides development and infrastructure in St Leonards and Crows Nest until 2036. The plan leverages existing public transport and the new Crows Nest Metro Station to support the community with new infrastructure, open spaces, upgraded cycle lanes, and planning for health and education.

The Crows Nest TOD builds on the vision and objectives of the SLCN, seeking to create additional well-located homes close to transport, amenities, work, shops, and leisure. The built form controls set out in the Crows Nest TOD for the subject site supersede those within the SLCN and have been adopted into the North Sydney LEP 2013. The proposal is consistent with the TOD controls.

NSW Housing Strategy

In March 2021, the NSW Government released the *Housing Strategy: Housing 2041*, outlining a 20-year vision to improve housing outcomes across the state. The strategy recognises high-density housing as a key typology for broadening housing choice in NSW.

The development delivers housing choice through the provision of 181 apartments with a mix of 1, 2 and 3 bedrooms, as well as a 10% affordable housing monetary contribution, in a strategically appropriate location.

Future Transport Strategy

The NSW Future Transport Strategy is a long-term plan for transforming the transportation landscape in New South Wales. It aims to create a modern, efficient, and customer-focused transport system that can adapt to emerging technologies and cater to the evolving needs of a growing population. The Strategy prioritises integrated land use and transport planning to create accessible, efficient, and sustainable urban environments.

The proposed development is strategically located to support the strategy through the provision of housing and employment opportunities close to public transport, including Crows Nest Metro and St Leonards Station. Further the development has been designed with limited on-site car parking, reducing reliance on private vehicles, to encourage active transport options such as walking and cycling.

Better Placed

Better Placed is an integrated design policy for the built environment developed by the NSW Government Architect. The policy aims to enhance the quality of life for the people of New South Wales by promoting good design in the planning, design, and construction of buildings, spaces, landscapes, and neighbourhoods.

The project is consistent with the seven key Better Placed objectives as follows:

- **Fit:** The proposal delivers a contextually appropriate in-fill development that supports the orderly and economic redevelopment of a strategically located site within proximity to Crows Nest Metro

and St Leonards Station. The built form contributes to the evolving character through appropriate scale, articulation, and a legible podium–tower arrangement. Two activated frontages on Atchison Street and Mitchell Street will contribute to the vibrancy of the Crows Nest TOD precinct.

- **Performance:** The proposal incorporates passive design principles to optimise solar access, cross-ventilation, and thermal comfort, reducing reliance on mechanical systems. Apartment layouts have been designed to meet or exceed the requirements of NSW ADG. The design is durable and environmentally responsive, meeting BASIX and contributing to NSW Government sustainability targets through reduced energy and water use.
- **Community:** The development provides a diverse mix of apartments sizes (1-4 bedrooms), in a high-accessibility location. These dwellings vary in location throughout the building, supporting social inclusion. A level of residential amenities, including indoor and outdoor spaces, provides communal on-site leisure and passive recreation opportunity for residents.
- **People:** The design incorporates CPTED and accessibility principles, including clear sightlines and secured building entries. Lower-level apartments and balconies are oriented to overlook the public realm, supporting passive surveillance. Further, apartment layouts support privacy, safety, and efficient use of internal space.
- **Working:** The development is functional, efficient, and fit for purpose, with logical building layouts, consolidated services in a shared basement, and clearly defined communal and circulation spaces that support day-to-day usability.
- **Value:** The proposed non-residential floor space in the podium will generate economic and social benefits for the community, consistent with the desired future character of the area as expressed through the intended outcomes and vision for the Crows Nest TOD precinct. Further, the development supports the NSW Government’s housing supply and affordability objectives by delivering a mix of market and affordable housing in a strategically appropriate location.
- **Look and Feel:** The proposal activates the ground plane through defined residential and commercial entries, enhancing legibility and reinforcing building identity. The reverse setback and glazed awning articulate the main residential entrance, distinguishing it from commercial tenancies and strengthening wayfinding. The tower has been designed with a vertical expression that complements the podium design, creating a cohesive building form that contributing to a strong sense of place.

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#### Connecting to Country Framework

The NSW Government Architect’s “Connecting to Country” framework aims to integrate Aboriginal cultural knowledge into the planning, design, and development of the built environment. It seeks to foster a deep respect and understanding of the Aboriginal connection to Country, promoting its recognition and celebration in contemporary design and planning. The framework serves as a guide to create spaces that are culturally inclusive, sustainable, and reflective of Australia’s rich Aboriginal heritage.

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The project is consistent with the Connecting to Country framework as it will:

- Ground the architecture in Sydney's sandstone bedrock, expressed through a solid podium base and a natural colour palette.
  - Provides communal spaces across the ground plane on Atchison Street and Mitchell Street that invite gathering and interaction
  - Include native planting across the streetscape and podium to foster cultural and ecological connections, support wellbeing, mindfulness, and care for Country.
- 

## 2.6 Justification Summary

The project is considered to be aligned with the overall strategic context for these reasons:

- The project has considered the key site characteristics through a detailed analysis of the relevant constraints.
- The project has considered the wider locality including surrounding infrastructure, public transport and the cumulative impacts of other projects in accordance with DPHI's Cumulative Impact Assessment Guidelines for State Significant Projects.
- The project has considered feasible alternatives and how these would meet the objectives of the development, this includes the consequences of not carrying out the development. The analysis has found that the proposed development represents the best outcome for the site that aligns with the strategic planning vision for the area and delivers much-needed housing and commercial floor space into the precinct.
- The project is aligned with the relevant State and local strategic planning policies as it delivers a high-quality, environmentally sustainable mixed-use development on a site that is strategically located within the Crows Nest TOD Precinct. The proposal supports housing growth and employment, providing a diverse mix of apartment types, alongside attractive commercial spaces that will enhance the vibrancy and activation of the local area.

# 3 Project Description

The following section of the EIS summarises the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

## 3.1 Project Overview

The key components of the proposed development are summarised in the following table. A copy of the architectural concept drawings is provided as **Appendix F**.

Table 8 Project Summary

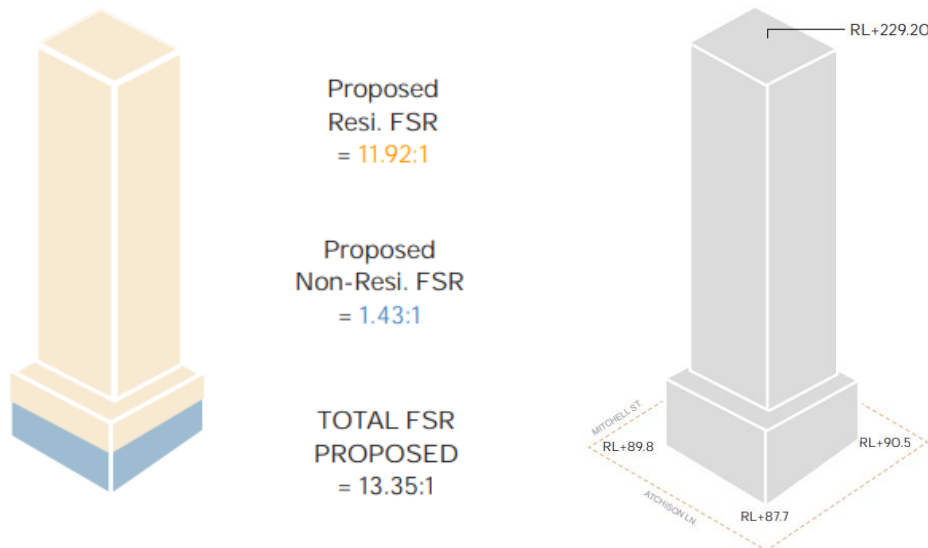
Project Element	Summary
Project Summary	<p>Site preparation, bulk earthworks, construction and landscaping works comprising:</p> <ul style="list-style-type: none"> <li>▪ Demolition of the existing structures on the site.</li> <li>▪ Bulk excavation up to 21m and basement dewatering.</li> <li>▪ Removal of four trees.</li> <li>▪ Construction of a 40-storey mixed use development comprising:               <ul style="list-style-type: none"> <li>– A four storey mixed use podium, featuring commercial floorspace at Lower Ground to Level 1, two levels of residential apartments at Level 2 and Level 3 and a level of associated residential amenities at Level 4.</li> <li>– Tower comprising an additional 34 levels of residential apartments from Level 6 to Level 39.</li> <li>– Five basement levels accommodating car, bicycle and motorcycle parking, storage, waste, loading, plant and end of trip.</li> </ul> </li> <li>▪ Landscaping and public amenities within a 5-metre-wide setback, creating a stepped linear park along Mitchell Street, at Ground and Lower Ground Level.</li> <li>▪ Consolidated vehicular and loading access from Atchison Lane.</li> <li>▪ Amalgamation of Lot 1 in DP740017 and Lot 120 DP564606.</li> <li>▪ Provision of a monetary contribution equating to 10% of the gross floor area of the residential component of the development, paid to North Sydney Council, to fund/provide affordable housing in the LGA in partnership with their nominated Community Housing Provider.</li> </ul>
Site/Project Area	The project applies to the whole site (1374.4 sqm)
Proposed uses	<ul style="list-style-type: none"> <li>▪ Residential accommodation</li> <li>▪ Commercial premises</li> </ul>
Demolition	All existing structures are to be demolished.
Earthworks/Cut and Fill	<p>Bulk excavation is proposed up to 21m in depth to facilitate a 5-storey basement. The 5-storey basement is proposed at RL71.85m AHD.</p> <p>Dewatering of the site is proposed via conventional sumps and pumps and is expected to be redirected and discharged into council stormwater drains, pending water quality testing results and relevant approvals</p>

Gross Floor Area (GFA)	Total 18,387sqm which includes: <ul style="list-style-type: none"> <li>Commercial 1938 m<sup>2</sup></li> <li>Residential 16450 m<sup>2</sup></li> </ul>	
Floor Space Ratio (FSR)	13.38:1	
Non- Residential FSR	1.4:1	
Apartments and Mix	181 dwellings including 37 dwellings (20%) adaptable units under AS 4299. <ul style="list-style-type: none"> <li>1 bedroom – 74 (40.8%)</li> <li>2 bedroom – 85 (47%)</li> <li>3 bedroom – 22 (13%)</li> </ul>	
Commercial	1938 m <sup>2</sup> of commercial floor space is proposed, comprising a commercial tenancy on the south-western corner of the site fronting Atchison Street and the adjoining through site link, and commercial floor space on the ground level and level 1. The specific use of the commercial tenancy as either a retail premises or a business premises is subject to a future DA.	
Maximum height	RL 229.3 (139m) 40 Storeys	
Setbacks	Podium: <ul style="list-style-type: none"> <li>North: 1.52 metres</li> <li>East: 5 metres</li> <li>South: 0-3 metres</li> <li>West: 0 metres</li> </ul>	Tower: <ul style="list-style-type: none"> <li>North: 8.24 metres</li> <li>East: 8 metres</li> <li>South: 3 metres</li> <li>West: 6 metres</li> </ul>
Vehicular Access	Via a new 7.86 metre-wide driveway to Atchison Lane.	
Parking	<ul style="list-style-type: none"> <li>87 car parking spaces, comprising: <ul style="list-style-type: none"> <li>81 residential spaces (37 adaptable)</li> <li>5 commercial spaces (1 accessible)</li> <li>1 service space</li> </ul> </li> <li>9 motorcycle spaces</li> </ul>	
Cycle Parking	<ul style="list-style-type: none"> <li>198 resident spaces</li> <li>16 commercial spaces</li> <li>26 visitor spaces</li> </ul>	
End of Trip	End of trip facilities are provided at Basement Level 1	
Open Space	<ul style="list-style-type: none"> <li>Communal: 640sqm at level 4 podium (46% of site area). 88% of the communal open space achieves more than 2 hours of solar access.</li> <li>Public: 171.45sqm at ground level on the eastern frontage of the site to continue the Mitchell Street linear park</li> </ul>	
Jobs	<ul style="list-style-type: none"> <li>Construction – 145</li> <li>Operation – 93</li> </ul>	
Estimated Development Cost	\$177,640,178 excl. GST	

## 3.2 Project Area

The project area comprises a total developable area (area to be disturbed) of 1374.4 sqm, representing the full extent of the land parcels at 20 and 22 Atchison Street, St Leonards. The building envelope and key parameters are outlined in **Figure 9**. There are no bonuses proposed as part of the SSDA, the height and FSR are the base controls for development on the site.

Figure 9 Project Area



Source: Cox

## 3.3 Connecting with Country

The Cammeraygal and Gai-maragal Peoples of the Eora Nation are the Traditional Custodians of the St Leonards area, a landscape defined by sandstone ridgetops, creek lines, gullies, and harbour views. The project has been informed by a deep understanding of the system of Country and the importance of embedding cultural knowledge into the planning, design, and development of the site.

Guided by the Connecting to Country principle of *A Connection to Place*, the design grounds the architecture in Sydney's sandstone bedrock, expressed through a solid podium base and a natural colour palette. The ground plane provides communal spaces on Atchison Street and Mitchell Street that invite gathering and interaction, while native planting across the streetscape and podium fosters cultural and ecological connections, supporting wellbeing, mindfulness, and care for Country.

## 3.4 Site Preparation Activities

The following site preparation works will be undertaken to ready the site for the proposed development:

- Demolition of the two existing buildings on site.
- Removal of four existing trees along Atchison Lane to accommodate the proposed building and basement. These trees are all Broad Leaved Paperbarks.
- Bulk excavation up to 21m to a depth of approximately RL71.85m below existing ground level to accommodate the proposed four level basement structure.
- De-watering of the site via conventional sumps and pumps (pending water quality testing results and relevant approvals).
- Earthworks to level the site in readiness for the proposed building.

## 3.5 Site Layout and Design

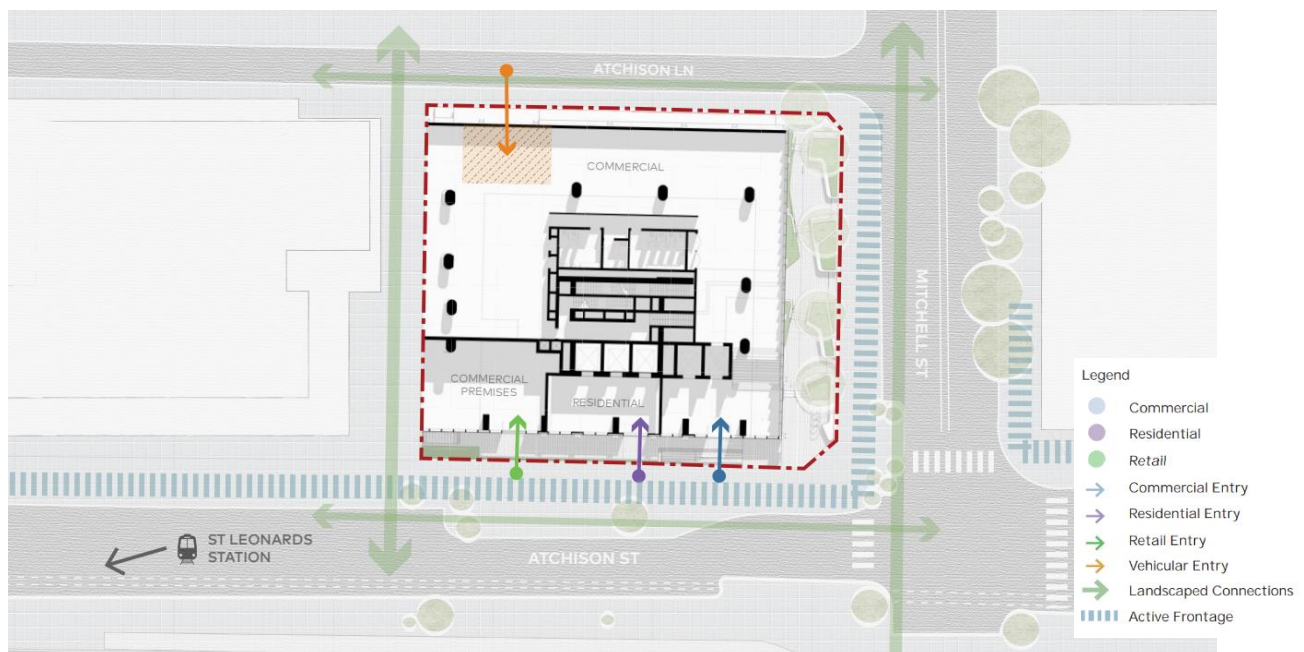
The proposed development of the site has been designed to directly respond to the site's topography, orientation, and surrounding built form context. The proposed development delivers a podium and tower form, which has been designed to address each street frontage, as well as the respective adjoining interfaces. The building adopts a four-storey podium and 34 storey tower, resulting in maximum overall building height of RL 229.3 (139m).

Vehicular access to the site is proposed via Atchison Lane, connecting to a five-level basement containing resident and commercial parking, bicycle storage, end-of-trip facilities, plant areas, and loading and waste facilities.

Primary pedestrian access to the site is via Atchison Street, with separate entrances provided to the commercial premises, residential lobby and commercial lobby. The podium is setback from Atchison Street at Ground Level, providing a seamless transition between the public and private realm, while ensuring that the site's key entrances are easily accessible and identifiable. Additional pedestrian access to the site is provided from Atchison Lane.

Along Mitchell Street, a five-metre-wide setback accommodates a stepped linear park that contributes to the public realm and provides a landscaped pedestrian connection between Atchison Street and Atchison Lane, and the development's Ground and Lower Ground Levels.

Figure 10 Ground plane activation plan



Source: Cox

### 3.5.1 Land Use

A mixed-use development is proposed, comprising the following uses:

- Residential apartments (181 market apartments)
- Commercial tenancies and/or offices (1,938sqm, including one commercial tenancy and commercial floor space across ground level and level 1)

Tenants for the retail and commercial spaces have not yet been confirmed. The specific use of the corner commercial tenancy (either retail premises or business premises) will be subject to separate future development applications or complying development certificates which will include their required hours of operation.

### 3.5.2 Building Design

#### Podium

The podium has been designed to achieve a comfortable human scale at street level, creating an inviting experience for pedestrians. It is proposed to be constructed to the full extent of the western boundary, with a reverse 3-metre setback to Atchison Street, a 5-metre setback to Mitchell Street and a 1.52 metre setback to Atchison Lane, for the full height of the podium.

Along Atchison Street, the podium creates a 4-storey street wall height as per the TOD Design Guide (Figure 11). Due to the sloped topography of the site, along Mitchell Street the podium creates a part 4, part 5-storey street wall height (Figure 12). The 5-storey street wall continues along Atchison Lane

The podium provides a strong foundation of the building ‘base’, while maintaining visual connectivity to the tower above and ensuring appropriate human-scale proportions at street level. The podium design that has sought to optimises the pedestrian interface through human-scaled, well-defined entry points that promote active street engagement.

Figure 11 Atchison Street podium frontage

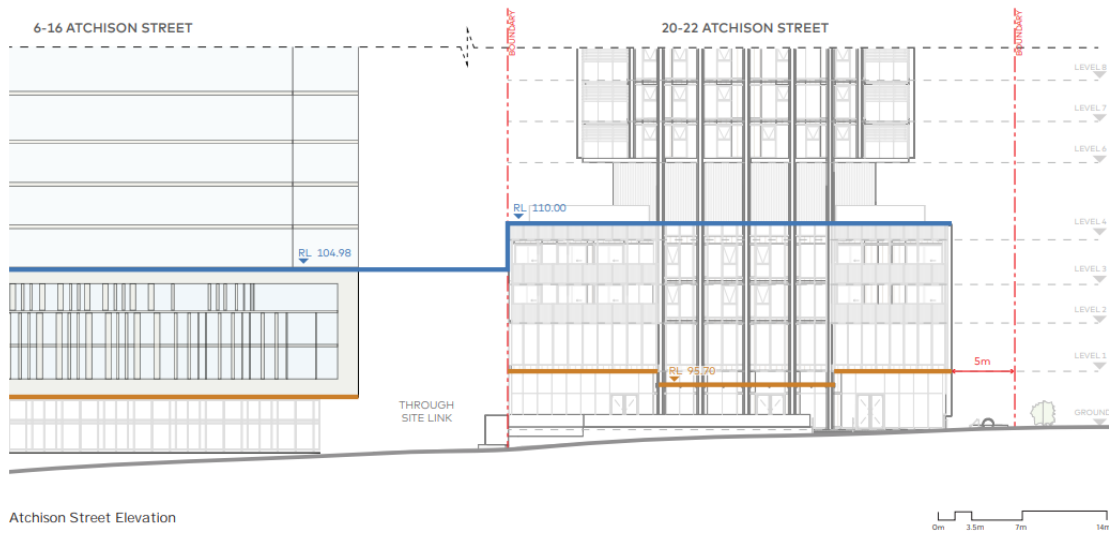


Figure 12 Atchison Lane podium frontage



Source: Cox

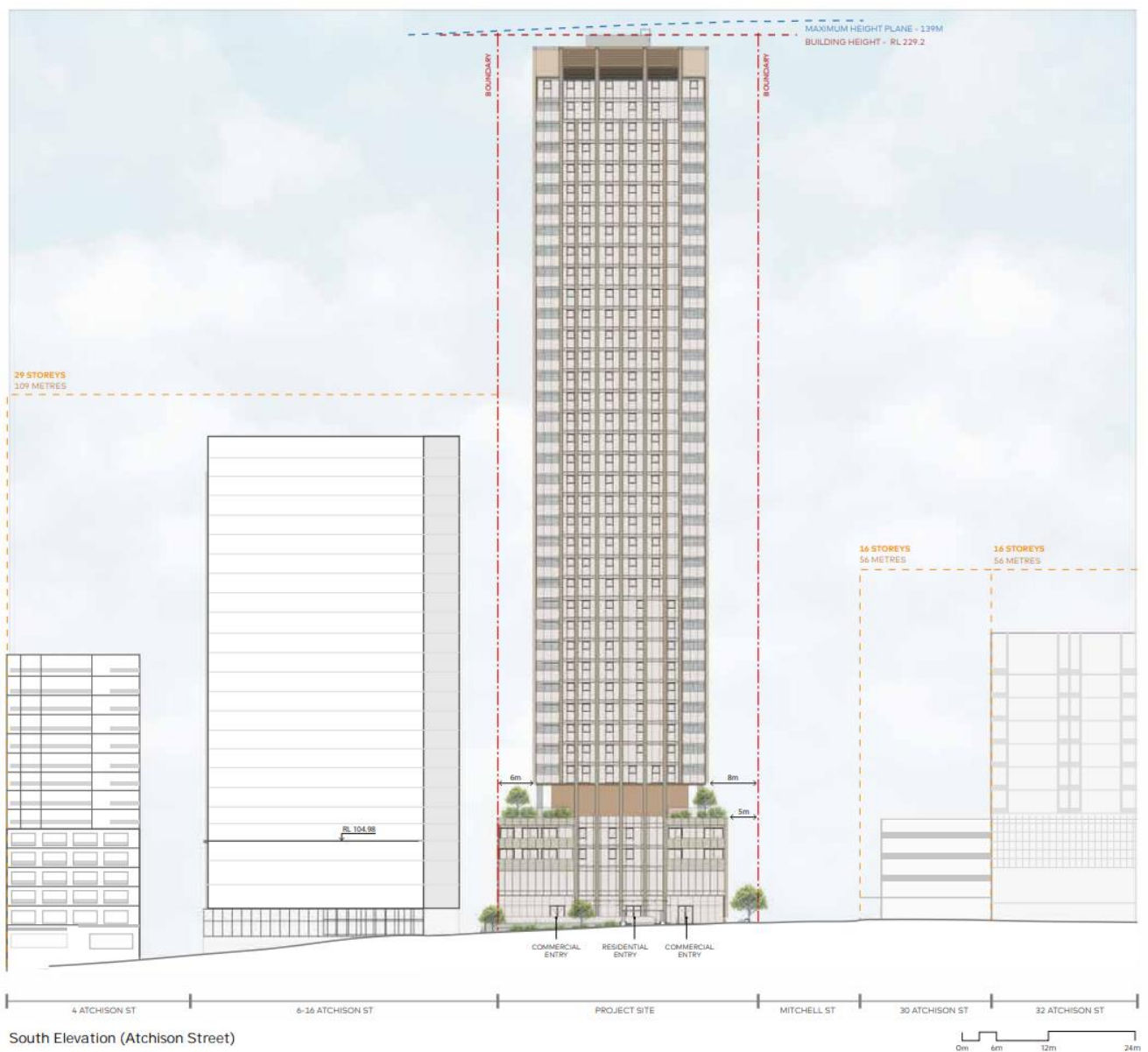
## Tower

Above the podium, the tower is setback 3 metres from Atchison Street, 8.05 metres from Mitchell Street, 8.24 metres from Atchison Lane and 6 metres from the western site boundary the adjacent neighbour at 6-16 Atchison Street. A blank wall is proposed on the western elevation of the tower to ensure appropriate separation between the development and neighbouring properties (as the adjoining property currently has a non-compliant building separation distance).

The tower rises to a maximum height of RL 229.3 (139m) above ground level and has been designed to contribute and sensitively respond the existing and emerging character of St Leonards and the wider Crows Nest TOD precinct. The tower incorporates vertical façade features that elongate the tower form, providing articulation and breaking up the overall mass. The massing of the two key frontages to Atchison Street and Mitchell Street is illustrated in **Figure 13** and **Figure 14**.

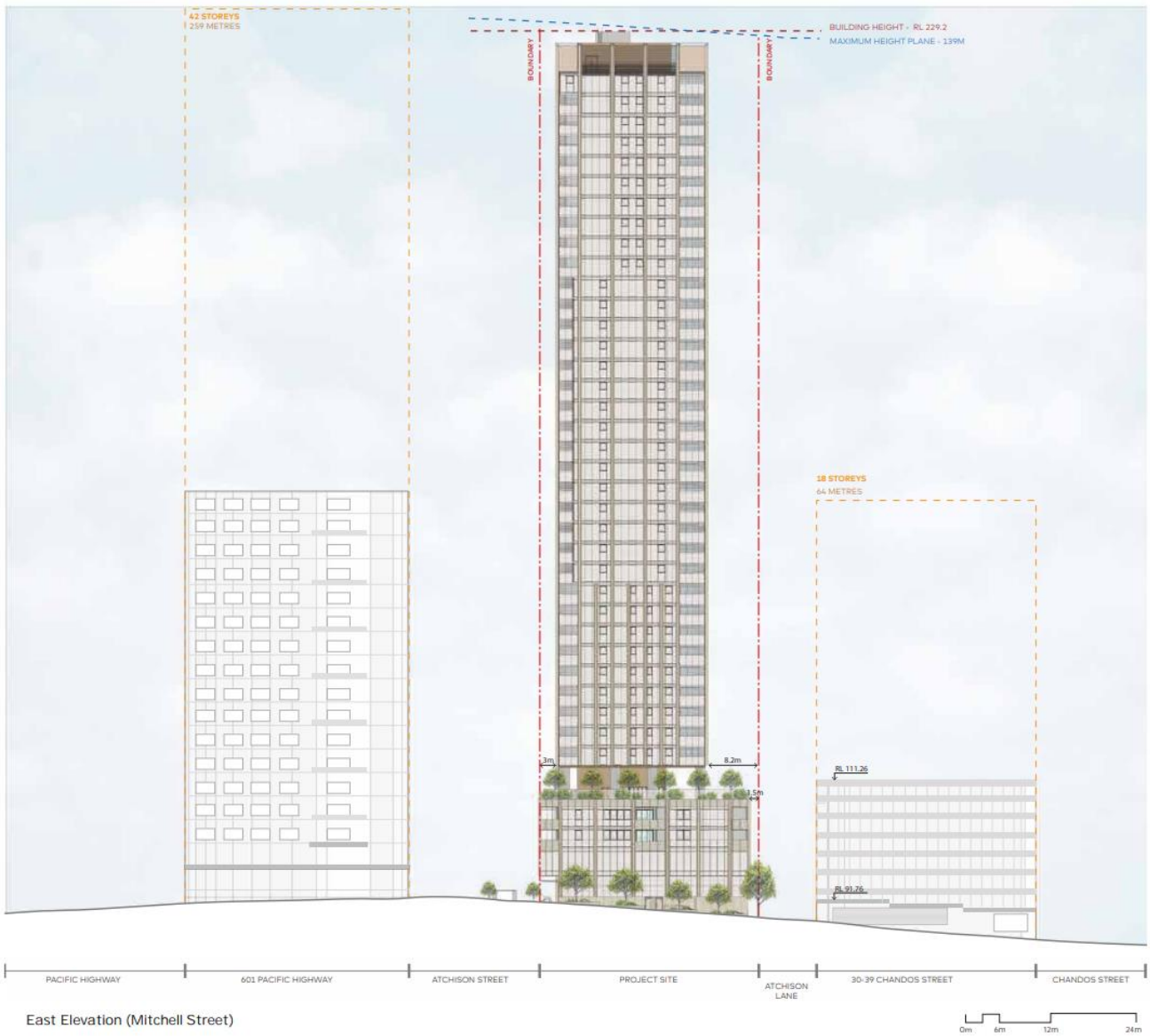
Further discussion of building separation and massing is contained in **Section 6.2**.

Figure 13 Proposed South Elevation to Atchison Street



Source: Cox

Figure 14 Proposed East Elevation to Mitchell Street



Source: Cox

### Internal Configuration

A single vertical circulation core positioned towards the centre of the site defines the floor plate. This supports efficient internal layouts, dual-aspect apartments and commercial tenancies, and improves access to daylight and natural ventilation.

A higher percentage of apartments and balconies are positioned with a northern aspect to maximise access to both sunlight and outlook for residents. While apartments with east, west and southern aspects have been designed with consideration for key views and daylight access. No apartments have outlook to the west to ensure visual privacy is maintained to the neighbouring property.

### 3.5.3 Materials and Finishes

Materiality of the design draws on the character of St Leonards, to integrate the building with its context.

Sandstone, a defining material of St Leonards and Sydney's landscape, is incorporated at the podium level in sandstone coloured cladding to blend the building with its context and maintain architectural continuity. Its texture and warmth create a more inviting, human-scale environment that enhances the pedestrian experience at street level. Bronze coloured metal, metal batten cladding, palisade balustrade, glass balustrades and performance glazing are complementary materials on the remainder of the façade.

The design responds to Country inspiration taken from 'A Connection to Place' to ground the architecture and materials palette in the Sydney bedrock, using sandstone to inspire the project colour palette, and a strong solid podium base to reflect the link to bedrock

The podium balances solidity and transparency, with robust materials offset by large sections of glazing that provide open, inviting entries to the commercial and residential lobbies. Vertical blades feature a sandstone-coloured exterior and reflective mesh interior, while battened balustrades add privacy and further texture to the podium material palette. Transparency is further utilised through glazed awnings over the residential and commercial entries, connecting the lobbies visually to the tower above.

Figure 15 Render of proposed development



Source: Cox Architecture

### 3.6 Landscaping and Open Space

The landscape and open space strategy for the development has been designed to seamlessly integrate with the built form, ensuring a cohesive design response and connecting the development with the surrounding landscape context. The design prioritises activation of the ground plane with a combination of public open space, commercial offerings, and pedestrian connections. Key features of the proposed landscape outcome include:

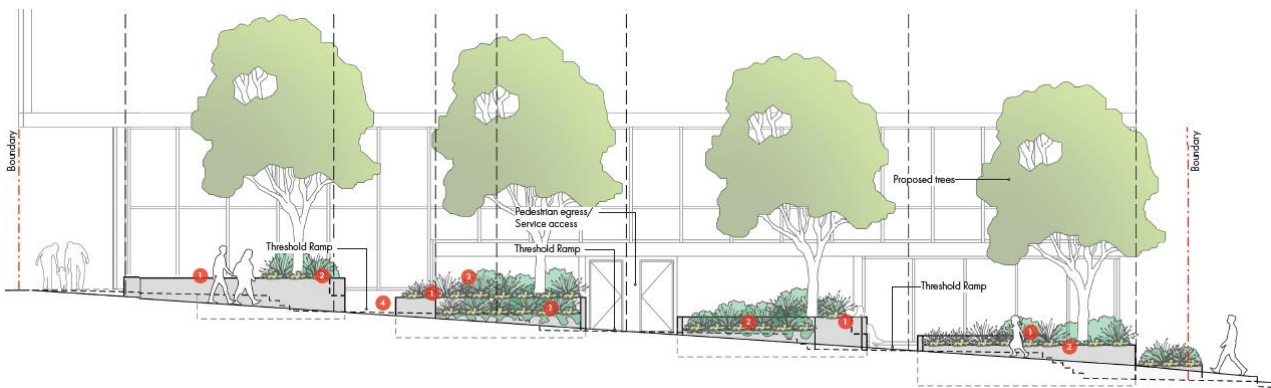
- **Ground Level:** At ground level, the western frontage is designed as an extension of Mitchell Street Plaza, integrating seamlessly with the existing footpath and street trees. The hard landscaping aligns with the design of the Plaza, creating a strong public connection that invites community engagement and draws pedestrians to the site.

The sloping site creates level differences between Atchison Street and Atchison Lane, in response the proposal has been designed to ensure safe, equitable pedestrian movement and enhance the streetscape with cascading planting and large planter beds accommodating four canopy trees as illustrated in **Figure 17**. This includes the provision of four canopy trees.

Figure 16 Landscape Plan – Ground Level



Figure 17 Section Diagram of the Landscape pedestrian Connection on Mitchell Street



Source: Tract

- Level 4:** the landscape outcome is primarily focused on outdoor amenity for future residents, while also enhancing the building design when viewed from the public realm. Perimeter planter beds accommodate trees and cascading planting, providing visual amenity and contributing to wind and solar protection, to ensure comfortable use of the outdoor spaces.

The landscape design incorporates soft and hard landscape within a range of spaces including areas for large and small gatherings, outdoor kitchen and dining, passive health and wellness and children’s play area.

Figure 18 Landscape Plan – Podium Level



Source: Tract

- **Planting strategy and species:** Species selected in the plant schedule have been divided into 11 planting mixes across the Ground Floor and Level 4. The schedule features 81% native species to promote local biodiversity and ecological resilience, supplemented by 19% exotic species which have been largely selected to match the character of surrounding local streets in St Leonards.

### 3.7 Affordable Housing Provision

In accordance with Section 7(7) of the North Sydney LEP 2013 (refer below), it is proposed to provide an affordable housing provision equating to 10% of the gross floor area of the residential component of the development.

Consistent with Section 7(7)(b) this is proposed in the form of a monetary contribution of \$13,000 per sqm, paid to North Sydney Council to fund/provide affordable housing in the LGA in partnership with their nominated Community Housing Provider, as per the clause below. Section 7(7) of the North Sydney LEP 2013 reads as follows:

*(7) A condition imposed under this clause must permit a person to satisfy the contribution by—*

*(a) a dedication, in favour of the Council, of land comprising 1 or more dwellings, each having a gross floor area of at least 50m<sup>2</sup>, and a monetary contribution, paid to the Council, for any remainder, or*

*(b) a monetary contribution paid to the Council, of equivalent value to the gross floor area specified in subclause (6).*

The gross floor area specified in subclause (6) of the LEP is 10% of the gross floor area of the residential component of the development, as shown on the Affordable Housing LEP map.

### 3.8 Sustainability

The development integrates ESD principles within the design to ensure alignment with policy objectives for sustainable, low-carbon urban growth. The development will comply with BASIX, target an average 7-star NatHERS rating, and seek to achieve 5.5-Star NABERS Energy and 3-Star NABERS Water ratings for the commercial use.

The following key ESD measures are proposed:

- Fully electric building, along with infrastructure to support renewable energy and electric vehicles.
- Rainwater harvesting and reuse, and submetering.
- Water and energy efficient fixtures
- Material specification for low embodied carbon products, particularly concrete and steel.
- Landscape design that contributes to site ecology, canopy cover targets, and enhances microclimate resilience.
- Provision of end-of-trip facilities and on-site bicycle parking to support active transport.

### 3.9 Stormwater Management

The proposed development includes an integrated stormwater management system comprising:

- OSD tank as confirmed by North Sydney Council. The OSD is 50m<sup>3</sup> in volume and suspended in the underground floor slab.
- Discharge point to the kerb at Atchison Street as per existing site condition.
- A network of interconnected graded inlets and stormwater treatment devices.
- 10KL rainwater harvesting tanks located on non-trafficable roofs.

Refer to the Civil Plans and Integrated Water Management Plan prepared by Meinhardt.

## 3.10 Access, Transport and Servicing

### 3.10.1 Vehicular Access and Parking

Vehicular access to the development is provided via a single 7.86 metre wide driveway from Atchinson Lane, entering the site at the Lower Ground Level. This driveway provides consolidated access for both private vehicles and loading.

A 3.93 metre wide ramp provides direct access to the four basement levels below, which accommodate car parking spaces for residents, visitors and the commercial uses. A total of 87 car parking spaces are proposed, made up of 81 residential spaces, 5 commercial spaces and 1 service space. 38 of the car parking spaces proposed are adaptable. A total of 9 motorcycle spaces are provided at across Basement Level 3 and 4.

### 3.10.2 Pedestrian Access and Bicycle Parking

At the Lower Ground Level, pedestrian access is provided via Atchison Lane servicing both the basement and commercial premises. At Ground Level direct pedestrian access from Atchison Street is provided separately to the commercial premises, residential lobby and commercial lobby. Pedestrians egress from the internal fire stair is provided to Mitchell Street, between Lower Ground and Ground Level.

Bicycle parking for residents is provided at Basement Level 2-4 within secure bicycle storage areas. A total of 198 resident bike spaces are proposed. 16 commercial bike spaces and 26 visitor bike space are provided at Basement Level 1, along with end of rip facilities are provided for the commercial uses.

### 3.10.3 Loading and Servicing

A dedicated loading and waste collection area is provided at the Lower Ground Level, accessed via the consolidated vehicle entry on Atchison Lane. The loading bay can accommodate a 8.8 metre long (MRV) waste collection vehicle, in addition to service and removalist vehicles.

Separate waste storage areas are allocated to residential and commercial bins at the Lower Ground Level. Residential waste will be collected by Council, while a private contractor will be utilised for commercial waste collection. Both Council and private waste collection vehicles will utilise the dedicated loading dock for collection.

## 3.11 Development Timing

The proposal will be developed in a single stage. The construction program is estimated to have a duration of approximately 36 months. A detailed construction program will be developed by the appointed builder prior to the commencement of any works.

Construction of the proposed development will indicatively occur in line with the following:

- Site establishment/demobilisation
- Demolition
- Bulk Excavation
- Structure
- Fit out and Finishes

All construction works associated with the proposed development will be carried out during standard construction hours:

- Monday to Friday: 7:00am to 5:00pm
- Saturday: 7:00am to 3:00pm
- Sunday: Subject to Out of Hours Permit Approval

# 4 Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *NSW Biodiversity Act 2016 (BC Act)*
- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (the Regulations)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (SB SEPP)*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*
- *North Sydney Local Environmental Plan 2013 (NSLEP 2013)*
- *Crows Nest Transport Oriented Development Precinct Design Guide, November 2024*

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

## 4.1 Statutory Requirements

The following sections provide a summary of the relevant statutory requirements having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

### 4.1.1 Power to Grant Approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined in **Table 9**.

Table 9 Power to Grant Approval

Matter	Consideration
Declaration of SSD	<p>In accordance with Schedule 2, Section 19 of the Planning Systems SEPP, development for the purposes of residential accommodation or mixed use development on land identified as an 'Accelerated TOD Precinct' is State Significant Development if the part of the development that is for the purposes of residential accommodation has an estimated cost of more than \$60 million.</p> <p>The site is located in the Crows Nest Accelerated TOD Precinct. The residential component of the proposed mixed use development has an estimated development cost of more than \$60 million (refer <b>Appendix B</b>).</p> <p>As such, the proposal is classified as SSD.</p>
Consent Authority	<p>Under section 4.5 of the EP&amp;A Act, the Minister is the consent authority for SSD unless the Independent Planning Commission is declared the consent authority.</p>

## 4.1.2 Permissibility

The permissibility of proposed development is outlined in **Table 10**.

Table 10 Permissibility

Matter	Consideration
Land use(s)	Shop top housing
Land use zone(s)	MUI Mixed Use
Permissibility	The site is zoned MUI (Mixed Use) in accordance with the NSLEP 2013. 'Shop top housing' is permitted with development consent within the MUI zone.

## 4.1.3 Other Approvals

The other approvals required to carry out the project are outlined in Table 11 below.

Table 11 Other Approvals

Matter	Consideration	Applies (Y/N)
Consistent approvals s4.42 of the EP&A Act 1979	<b>Act</b>	
	Fisheries Management Act 1994 (s144)	N
	Coal Mine Subsidence Compensation Act 2017 (s22)	N
	Mining Act 1992 (380A)	N
	Petroleum (Onshore) Act 1991 (s24A)	N
	Protection of the Environment Operations Act 1997 (s43)	N
	Roads Act 1993 (s138)	N
	Pipelines Act 1967	N
Water Management Act	An application for a water use approval under Part 3, Division 2 of the Water Management Act 2000 will be obtained as a condition of development consent and prior to receipt of a Construction Certificate as basement de-watering on the site is required. Refer to further discussion in the Groundwater Modelling Report prepared by Dougals Partners.	
EPBC Act	The EPBC Act does not apply to this project, as the project does not have the potential to significantly impact matters of national environmental significance (MNES). Accordingly, there is no requirement for a 'Bilateral Agreement'.	
Other approvals, etc. that do <u>not</u> apply	Fisheries Management Act 1994 – permit under s201,205 or 219	
	Heritage Act 1977 – approval under part 4 or excavation permit under s139	
	National Parks and Wildlife Act 1974 – an Aboriginal Heritage Impact Permit, s90	
	Rural Fires Act 1997 – a bush fire safety authority under s100B	

## 4.2 Pre-Conditions to Granting Consent

**Table 12** outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 12 Pre-Conditions

Statutory Reference	Pre-Condition	Section in EIS
R&H SEPP	<p>Under section 4.6 of the R&amp;H SEPP a consent authority must be satisfied that the land is suitable in its contaminated state – or will be suitable, after remediation – for the purpose for which the development is proposed to be carried out.</p> <p>Potential sources of contamination exist at the site related to asbestos but are not expected to preclude the proposed development subject to implementation of the recommendations, including:</p> <ul style="list-style-type: none"> <li>▪ preparation and implementation of an asbestos removal plan,</li> <li>▪ final waste classification of the fill and underlying natural soils after the completion of demolition</li> <li>▪ a supplementary round of groundwater testing to confirm the requirements for dewatering during basement construction</li> <li>▪ preparation and implementation of an unexpected finds protocol</li> </ul>	Section 6 and Detailed Site Investigation
Housing SEPP Chapter 4	<p>Section 147: states consent must not be granted unless the consent authority has considered the quality of the design of the development, the Apartment Design Guide, and any advice from a design review panel.</p> <p>The Design Report addresses the principles of Schedule 9 of the Housing SEPP and the ADG. A design review panel is not required for this application as it is SSDA and a SDRP review is not required as confirmed by the DPHI.</p>	Section 6,
NSLEP 2013	<p>Section 7.3: Development consent must not be granted for development unless the consent authority is satisfied the development will be consistent with the Crows Nest Transport Oriented Development Precinct Design Guide.</p> <p>The Statutory Assessment Table assesses the design against the TOD Design Guide.</p>	Section 6 and Appendix C
	<p>Section 7.4: Development consent must not be granted unless the consent authority considers that the development exhibits design excellence. Design excellence is addressed in the Statutory Assessment Table, Design Report and Section 6.</p>	Section 6
SB SEPP	<p>Development consent must not be granted to development to which the standards specified in Schedule 1 or 2 apply, unless the consent authority is satisfied the embodied emissions attributable to the development have been</p>	Section 6 ESD Report BASIX Certificate

quantified. Embodied emissions are quantified in the relevant forms and a BASIX Certificate is provided.

## 4.3 Mandatory Considerations

**Table 13** outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS

Table 13 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
<b>Consideration under the EP&amp;A Act and Regulations</b>		
Section 1.3	Relevant objectives of the EP&A Act	Throughout the EIS and Appendix C
Section 4.15 (1)(a)(i) Relevant environmental planning instrument	All relevant EPIs will be addressed in the EIS, these include; <ul style="list-style-type: none"> <li>▪ <i>State Environmental Planning Policy (Planning Systems) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i></li> <li>▪ <i>State Environmental Planning Policy (Housing) 2021</i></li> <li>▪ <i>North Sydney Local Environmental Plan 2013</i></li> <li>▪ <i>Crows Nest Transport Oriented Development Precinct Design Guide, November 2024</i></li> </ul>	Section 6.7
Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	There are no draft EPIs relevant to the site or proposal.	N/A
Section 4.15 (1)(a)(iii) Relevant development control plan	Clause 2.10 of the Planning Systems SEPP provides that DCPs do not apply to SSDAs. As such, compliance with North Sydney Development Control Plan 2025 ( <b>North Sydney DCP</b> ) is not required. However, the provisions of the North Sydney DCP have been considered in this report where relevant.	N/A
Section 4.15 (1)(a)(iiiia) any planning agreement or draft planning agreement	None relevant to the proposed development.	N/A
Section 4.15 (1)(a)(iv) relevant matters	This SSDA addresses the relevant requirements of Section 24 of the EP&A Regulations. Specifically:	N/A

- prescribed by the Regulations.
- A Design Verification Statement prepared by Cox is provided within the Design Report as per section 29 of the EP&A Regulations.
  - This SSDA is accompanied by a relevant BASIX certificate for the development issued no earlier than 3 months before the day on which the development application is submitted. The Certificate is dated 25 September 2025 as per section 27 of the EP&A Regulations.
  - A Clause 4.6 Variation Request which sets out the grounds on which the applicant seeks to vary the non-residential FSR standard is prepared by Urbis at **Appendix AA** as per Section 35B of the EP&A Regulations.

Section 4.15(1)(b) the likely impacts of that development,	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 7
Section 4.15(1)(c)	The suitability of the site for the development	Section 7
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations	Section 5
Section 4.15(1)(2)	The Public Interest	Section 7

#### **Mandatory relevant considerations under EPIs**

State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.48: Determination of other development applications – other development, applies to development carried out within 5m of an exposed overhead electricity powerline.	N/A
	Section 2.99: Excavation in, above, below or adjacent to rail corridors, applies to development within a rail corridor that has excavation more than 2m below ground level.	Section 6.7 and Preliminary Metro Impact Statement at Appendix Y
	Section 2.100: Impact of rail noise or vibration on non-rail development	Section 6.7 and Noise and Vibration Impact Assessment at Appendix I

#### **Considerations under other legislation**

Biodiversity Conservation Act 2016 Part 7 and Part 8 (2) (BC Act)	<p>The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report, unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.</p> <p>A BDAR Waiver request has been submitted for the project which details that the proposal is unlikely to have any significant impact</p>	Appendix GG
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on biodiversity values of the site and surroundings. The Waiver was granted on 12 September 2025.

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#### Development Control Plan

North Sydney Development Control Plan 2013	<p>Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD.</p> <p>There is no requirement for assessment of the project against the North Sydney DCP.</p>	N/A
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#### Development Contributions Plan

North Sydney Local Infrastructure Contributions Plan (2020)	<p>The North Sydney Local Infrastructure Contributions Plan (2020) applies to the subject site. Development that has a proposed cost of carrying out the development of more than \$200,000 is subject to a Section 7.12 levy of 1% of that cost.</p> <p>The Applicant expects the contribution levy to be imposed as a condition of consent.</p>	N/A
HPC (Regional) Development Contributions	<p>The HPC generally applies to residential (new dwellings), commercial, and industrial developments where new floor space or new dwellings are created.</p> <p>Current (1 July 2025) rate is \$32.35 per square metre of new commercial GFA and \$10,783.18 per new dwelling for a medium or high-density residential development.</p> <p>The Applicant expects the contribution levy to be imposed as a condition of consent.</p>	N/A

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# 5 Community Engagement

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

## 5.1 Engagement Carried Out

Community and stakeholder engagement has been undertaken by the Project Team in the preparation of the SSDA. The Planning Studio led the community engagement and conducted a variety of engagement methods including:

- A specific email contact - [engage@theplanningstudio.com.au](mailto:engage@theplanningstudio.com.au) - was made available to the public on the flyers and through the intercept surveying to provide the community with a single point of contact to raise views. No emails were received.
- A community flyer was distributed to 390 residences and local businesses on 2 September 2025 within close proximity of the site (**Figure 19**). An additional 30 flyers were distributed while the intercept surveying was taking place on site (total of 420 flyers).
- A community survey was developed for the community to provide feedback about the proposal and how it may impact the local community. A total of 34 surveys were completed. The survey was available online from 2 September to 14 September 2025 and accessed via a QR code provided on the community flyer.
- In-person intercept surveys were also undertaken on site on 9 September 2025 across six locations within close proximity of the site and near key locations, such as St Leonards Train Station. Four staff interviewed 19 people as well as informally speaking with an additional 10 community members.

Figure 19 Community engagement surrounding the site



Source: The Planning Studio

In summary, majority of members surveyed were local residents (44%), local business (18%) or travellers (17%). Half of the survey respondents were positive or very positive about the new scheme (48%), with those with negative responses raising concern about traffic impact, cumulative impact on road network and development in the TOD area. Positive responses were received on the affordable housing contribution.

Areas of concern to be managed by the project include mitigating traffic impact, dust from construction, and ongoing communication throughout the construction period.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

Consultation was also undertaken with relevant agencies as outlined in **Table 14**.

Table 14 Agency Engagement Carried Out

Agency	Action	Date(s)
DPHI	<p>A meeting was held with DPHI in June 2025 attended by Cox and Urbis. During the meeting, the applicant presented the scheme, background of the site and discussed key considerations.</p> <p>DPHI confirmed in the meeting that a review by the State Design Review Panel (SDRP) is not required and this was also confirmed in writing via email on 18 June 2025. DPHI also questioned the level of compliance of the scheme with the Crows Nest TOD Design Guide. A full assessment of this is contained in the assessment table at <b>Appendix C</b>.</p> <p>The current SSDA is wholly compliant with the scheme presented during the pre-lodgement meeting.</p>	June 2025
North Sydney Council ( <b>NSC</b> )	<p>A meeting was held with NSC on 14 August 2025 to brief Council on the project. Key matters raised by Council during the meeting include:</p> <ul style="list-style-type: none"> <li>▪ Council noted due to the increase in residential and mixed-use DAs in the SLCN precinct, there is an increase in parking supply being provided which can have impacts on traffic generation and capacity of the surrounding road network.</li> <li>▪ The adjoining site at 6-16 Atchison was discussed, and Council noted this building provides units on a north-south orientation. Cox noted this is acknowledged and has been considered in the proposed building design.</li> <li>▪ NSC noted that while LEP does make provision of option for contribution of affordable housing in lieu of delivery, DPHI are requesting applicant to provide justification of market value. This application proposes \$13,000/sqm.</li> <li>▪ The proposed variation to non-residential FSR is noted. Council recommends the assessment considers impacts of a compliant and non-compliant scheme. This is addressed in the</li> </ul>	14 August 2025

Clause 4.6 Variation Request prepared by Urbis at **Appendix AA**.

- Public domain and landscaping plan was discussed, with further engagement with Council's public domain team recommended. The landscape architect, Tract, attempted consultation with the public domain team however was advised to continue consultation as part of the assessment process.
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# 6 Assessment of Impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

Detailed tables have been provided within the appendices as outlined in **Table 15**. This information includes a reference to where these matters have been addressed in the EIS.

Table 15 Key Appendices

Key Appendix	Reference
SEARs compliance table	<b>Appendix A</b>
Statutory compliance table	<b>Appendix C</b>
Community engagement table	<b>Appendix D</b>
Proposed mitigation measures table	<b>Appendix E</b>

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

## 6.1 Design Quality

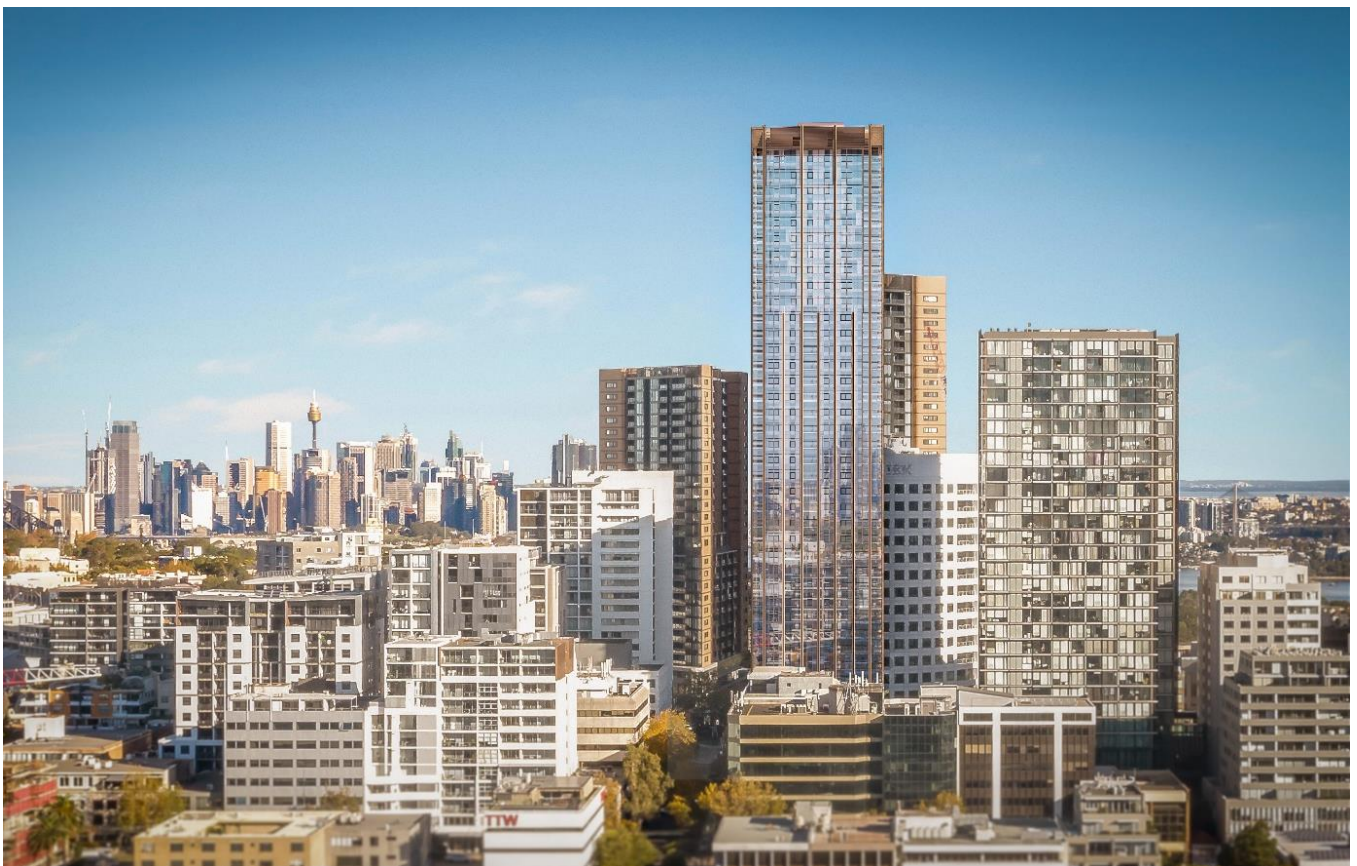
The DPHI has confirmed that the proposal is not required to be presented to the State Design Review Panel or a local design review panel to enable expedited delivery of housing on the site. Notwithstanding this, the proposed design seeks to deliver a high-quality design that exhibits design excellence as per clause 7.4 of the North Sydney LEP, which applies to development within the Crows Nest TOD Precinct.

As demonstrated in the Architectural Plans (Appendix F), Architectural Design Report (Appendix G), and Landscape Design Report (Appendix H), the proposed development achieves design excellence through a considered architectural, urban and landscape response. In accordance with Clause 7.4(3)(a)-(d) of the North Sydney LEP, the proposal is considered to exhibit design excellence based on the following:

- The proposal demonstrates a high-quality architectural design through a well-proportioned built form, articulated façade, and a robust, contextually appropriate materials palette. The use of sandstone at the podium level is consistent with the character of the area and will provide interest in the physical fabric of the area.
- The apartments achieve high level of environmental amenity; with 74% of apartments achieving at least 2 hours solar access, and 63% of apartments naturally cross-ventilated up until Level 9 exceeding the ADG minimum guidelines. Furthermore, 88% of the principal usable part of the communal open space is in direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June, exceeding the 50% requirement.
- Streetscape improvements including the extension of the Mitchell Street green link along the western site boundary and generous landscaping across the site will contribute to accessibility, vibrancy, and comfort of the public domain. The provision of commercial uses and a residential lobby along the ground plane will further support this activity throughout day and night time.
- The massing and siting of the development have been carefully considered to preserve key view corridors. A View Impact Analysis prepared by Cox confirms that the proposal will not detrimentally impact on view corridors within the public realm.

- The site is strategically located and serviced, as such being highly suitable for the proposed development. Further, the development delivers an appropriate mix of residential and commercial use that supports housing targets, employment, activation, consistent with the objectives of the MUI Zone.
- The proposal provides adequate setbacks, separation and orientation to ensure appropriate urban form, privacy and amenity in relation to adjoining and future development, consistent with the provisions of the Crows Nest TOD Precinct Design Guide and the NSW ADG.
- The façade's vertical expression unifies the tower and podium, with Level 4 amenities providing a considered break in the building form. The strong podium base and elongated tower form carefully balance bulk, massing, and modulation, while establishing a distinct identity through a thoughtfully considered material palette.
- The proposal has been designed to appropriately manage off-site impacts including overshadowing, wind, and visual privacy, to maintain the comfort and amenity of nearby public spaces and adjoining serviced apartments.
- The proposal addressed the principles of ESD including the precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, pricing and incentive mechanisms.
- The design ensures that safe and legible access is provided for pedestrians, cyclists, vehicles and services, with access and circulation designed to minimise conflict and maximise efficiency.
- The landscape design is fully integrated into the development, incorporating deep soil planting, canopy trees and layered vegetation to soften the built form and contribute to the overall site amenity.

Figure 20 Proposed Development viewed from the north



Source: Cox Architecture

## 6.2 Built Form and Urban Design

### 6.2.1 Overview

St Leonards and Crows Nest centre has been transitioning to higher density living since around the early 2000s in response to population growth and the need for more housing options. The most significant change however has been the recent planning policy changes under the accelerated TOD program.

The TOD program was informed by the NSW Government's 2036 SLCN Plan that identified capacity for increased heights and densities close to transport hubs such as the Metro Station and St Leonards Train Station. The TOD LEP amendments facilitate building heights up to 259 metres and FSRs of up to 20:1 in the immediate vicinity of the site. The controls have created the opportunity for the development of a high-density, mixed use building that integrates with the existing built environment while also aligning with the future vision for St Leonards.

The proposed SSDA represents the next step in the planning process for the site, seeking detailed development approval for a mixed use development generally consistent with the planning proposal outcomes, while aligning height and density to the current TOD planning controls. The proposed massing and development aligns well with the surrounding context and the future context of the Crows Nest TOD precinct as illustrated in the visual analysis at **Figure 8**.

### 6.2.2 Podium Strategy

The podium adopts a consistent podium height of 4-storeys to all street frontages. Due to the significant level differences of up to 4m on the site between Atchison Street and Atchison Lane, it presents as a four-storey podium to Atchison Street, a part four – five storey podium on Mitchell Street, and a five storey podium on Atchison Lane. This is illustrated in **Figure 11** and **Figure 12**.

Whilst this is a technical departure from the TOD Design Guide control of a 4-storey podium height on the site, this is considered suitable for the site as:

- The podium expression provides a clearly defined podium height on level 4 which includes a parapet and podium landscaping to signal the prominent corner location.
- The podium datum aligns with the podium height of the two adjoining properties of 6-16 Atchison Street and 30 Atchison Street to provide a consistent street character and cohesive urban response. This achieves a comfortable human scale when experienced within the surrounding public realm.
- The massing provides an appropriate site-responsive approach to a sloping site. Stepping the podium to address the considerable slope would provide a suboptimal urban outcome and would result in an inconsistent street wall along Mitchell Street.
- The floor-to-floor levels of the podium are consistent with the Crows Nest TOD Design Guide.
- The podium design enhances the pedestrian experience by activating the ground plane with human-scaled, clearly defined entries that invite public engagement. A 3-metre reverse setback along Atchison Street frames the commercial frontages, while a cut-out within this setback establishes a welcoming residential entry that is visually connected to the tower above yet maintains a human scale at street level through the addition of a glass awning as illustrated in **Figure 11**.

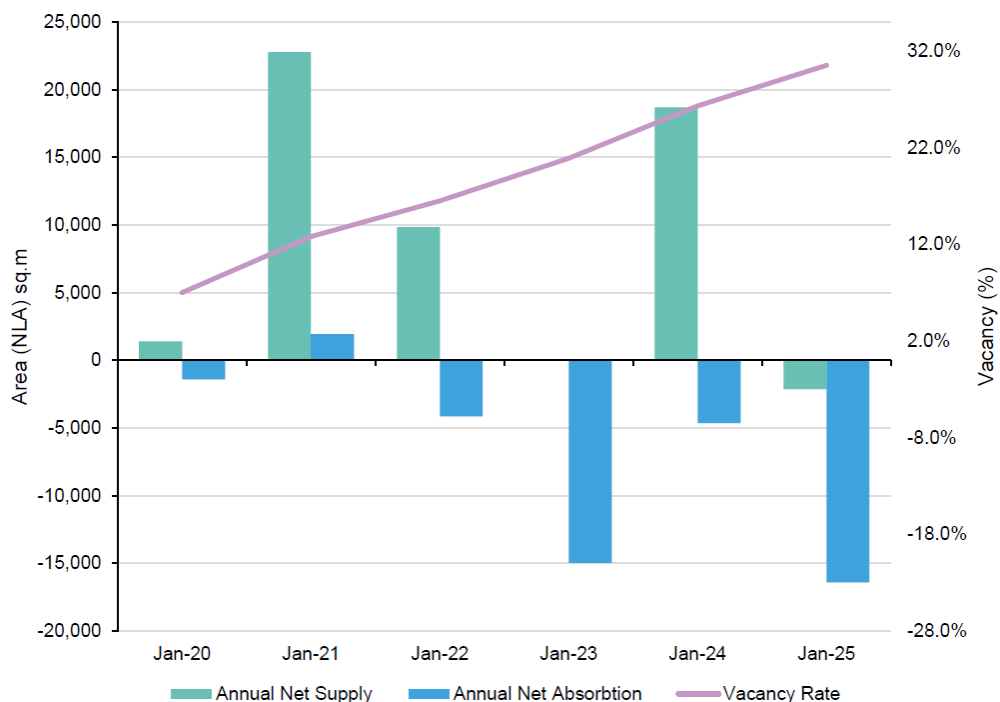
## Podium Land Uses and Non-residential FSR

The podium consists of two levels of commercial land uses and two levels of residential land uses.

As discussed in the Economic Impact Statement prepared by Urbis (**Appendix Z**), the commercial office market in SLCN precinct is facing significant challenges, with vacancy-rates anticipated to remain above 25% over the next ten years. Considering the existing stock, planned additions and withdrawals of office floor stock in the area, the market would support a limited amount of commercial floorspace in the podium of the proposed development. The Urbis study assesses the performance of the Office Study Area is defined as the SLCN precinct, and finds:

- Office vacancies have substantially increased in the Office Study Area from 7.0% in January 2020 to 30.5% in January 2025. This represents 108,927sqm of vacant office floor space as of January 2025.
- Tenants are taking advantage of market conditions by taking up space in locations that offer higher levels of amenity and agglomeration economies. Properties located outside the core office locations and precincts are facing higher vacancies. Vacancy rates in the SLCN are the highest for any office market in Sydney.
- The negative net absorption in the St Leonards market is not a new trend and the market has not been a high performing office market over most of the past 30 plus years. Over the ten years to January 2030, the Office Study Area is anticipated to see moderate net absorption, slightly higher than historical averages. However, vacancies are set to remain above 25% (95,200-108,800 sqm) over the next 10yrs.
- The outlook for the Office Study Area will remain weak in the short to medium term. The anticipated vacancy rate (%) FY26-FY35 is 27% - 31% (refer **Figure 21**).
- According to the employment forecasts there may be potential for up to 1,500 sqm on the site by completion (expected for Q2 2028). Additional commercial GFA substantially above this figure will not be supportable from a market perspective, preventing the non-residential floorspace ratio of 3:1 for this site from being achieved.
- Comparably, the residential population is expected to grow at an annual growth rate of 0.8% until FY30.

Figure 21 Net absorption, supply and vacancy rate in Office Study Area



Source: Urbis

The economic analysis demonstrates that a full commercial podium is not supported on the site from a market perspective and would further contribute to high levels of vacancy in the office market.

The function of the St Leonards centre is no longer that of a traditional 'commercial core' where the primary roles are retail, business, community, and cultural activity uses. As a TOD accelerated precinct, SLCN is recognised for its strategic potential to deliver significant residential accommodation. The vision for the SLCN precinct is underpinned by mixed commercial and residential uses, supported by access to community uses, open spaces, and public transport. The precinct prioritises high density mixed uses within proximity of transport hubs. The proposal responds to the current and forecast market conditions by delivering high-quality, diverse residential accommodation, employment-generation, and public activation at a well-located site. The project leverages the site's immediate proximity to public transport hubs, including walking distance to St Leonards train station and Crows Nest Metro.

It is therefore proposed to reduce the non-residential FSR to 1.4:1 (1938 m<sup>2</sup>) and provide residential floor space on the upper levels of the podium level 3 and 4. 7 units are proposed on each level including 1-, 2- and 3-bedroom dwellings. Communal open space is provided on the level 4 podium.

The provision of apartments and residential amenities at the upper levels ensures activation of all levels of the podium and provides for enhanced safety and amenity of the streetscape. The Architectural Plans illustrate that suitable residential amenity can be achieved on these levels, including provision of private open space (balconies), generous storage, and internal amenity as follows:

- Across the two residential podium levels, 6 dwellings achieve minimum 2 hours of solar access and 2 units achieve up to 2 hours of solar access.
- 4 dwellings on both levels achieve natural cross ventilation.

On balance, the positive contribution of residential uses on Levels 3 and 4 to the public realm is considered to outweigh the minor shortfall in reduced non-residential FSR for the site. This is discussed further in the Clause 4.6 Variation Request prepared by Urbis at **Appendix AA**.

Figure 22 Proposed residential podium floor plan



Source: Cox Architecture

### 6.2.3 Tower Height, Scale and Separation

The development acknowledges and responds to the contrast between the low-rise residential character of Naremburn and the more urbanised conditions along Pacific Highway, which features a higher concentration of high-rise, mixed-use developments. This context informs the building's design, with proposed permissible building height of 139 metres, providing an appropriate transition between the permissible scale of development on the respective sites to the north (30-39 Chandos Street – 64 metres) and south (601 Pacific Highway – 259 metres).

This density and scale are supported by the TOD controls and provides for population growth in a strategically appropriate location, while sensitively responding to the existing and emerging character of the area that includes both quieter residential streets and the busier, more densely built urban corridors.

The tower design is generally compliant with the building separation distances of the ADG, in exception of the western site boundary. The site's western interface is to the existing serviced apartments at 6-16 Atchinson Street which incorporates a non-compliant 6 metre tower setback to the common boundary, with screened windows.

Figure 23 Design interface on western site boundary



Picture 5 Eastern façade of 6-16 Atchison Street

Source: Cox



Picture 6 Proposed western façade elevation

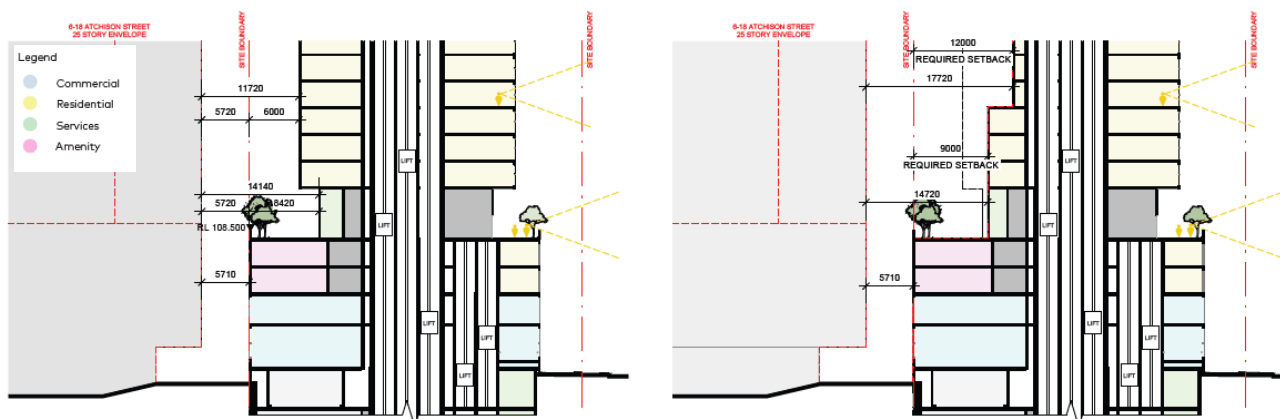
Source: Cox

The proposal aligns with this 6 metre tower setback to the western boundary, rather than the recommended 12m separation distance for habitable rooms / balconies at 9 storeys and above under the NSW ADG. This is considered appropriate as:

- The façade has been designed to ensure no opportunity for overlooking. As shown at **Figure 23**, all residential podium and tower levels adopt a solid western boundary wall, preventing any opportunity for outlook to the adjoining property to the west. The façade of the western elevation utilises shadowbox panels that provide a uniform visual approach to the tower design, while ensuring visual privacy is maintained. The vertical fins are also minimised on the western tower facade, as shading of windows on this elevation is not required.
- The building envelope of a tower with compliant ADG separation setbacks would significantly impact the viable development of the site, with only 2-3 apartments able to be accommodated on each level. These units would also be very narrow and would not provide good resident amenity. This is illustrated in **Figure 24**. A fully compliant option does not create a viable residential floorplate and if imposed would fail to facilitate the intended density outcome for this strategic site.
- Shadow diagrams have been prepared by COX Architecture, which show the shadow cast by the proposed development at hourly intervals between 9am and 3pm on June 21. The diagrams confirm that incorporation of an ADG compliant setback to the western boundary would not reduce the impact overshadowing of Mitchell St Plaza at 1pm and 2pm.

- The proposed design appropriately addresses overlooking, while providing adequate separation distance to maintain the necessary apartment yield required to facilitate the development and contribute to the identified housing targets for the precinct.

Figure 24 Western Interface Section Diagram



Source: Cox Architecture

- The design is consistent with the objectives of NSW ADG 2F as the development is articulated to support the desired future character and achieve an appropriate massing. This is achieved through façade design that:
  - A vertical façade expression that elongates the tower form, while providing articulation to break up the overall mass.
  - Consistency in materiality and expression between the podium and tower to enhance the visual connection from ground level to the building’s crown.
  - Vertical façade elements that vary across the tower, enhancing the overall design while contributing to ESD objectives by providing shading, particularly to the east and west façades.
  - Setting of the solid vertical blades from the tower corners to allow the balconies to soften and visually break up the square form.
- There is no impact on deep soil zones and landscaping as a result of the proposed reduced building separation.

## 6.3 Environmental Amenity

Detailed analysis has been undertaken by COX Architecture and other technical consultants to demonstrate that the proposed development will achieve a high degree of internal amenity without creating adverse external amenity impacts to surrounding development and public open spaces.

### 6.3.1 Solar Access, Natural Ventilation and View Aspects

A high level of internal amenity is achieved through the building layout and apartment orientation, maximising daylight access, cross ventilation, and views to the CBD and the Harbour.

The Architectural Design Report demonstrates the following:

- 74% of apartments achieve at least 2 hours solar access, compliant with the provisions of the NSW ADG, which requires a minimum of 70%.
- 63% of apartments are cross-ventilated up until Level 9, compliant with the provisions of the NSW ADG, which requires a minimum of 60%.

- 88% of the principal usable part of the communal open space is in direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June, compliant with the provisions of the NSW ADG, which requires a minimum of 50%.

Ensuring optimal solar access for apartments and communal open spaces was a key consideration in the design process. The tower's orientation ensures that the north, east, and west façades to receive abundant solar access, while the south façade is provided with outlook towards St Leonards and beyond as illustrated in **Figure 25**.

Figure 25 Solar Access Diagram



Source: Cox Architecture Visual Privacy

The influence of views and solar amenity on the tower design evident on the northern elevation, which accommodates the highest concentration of units and balconies to maximise access to both sunlight and outlook for residents. This maximises the range of district and local views and vistas available from the north and east orientations, including toward Sydney's Lower North Shore and Northern Sydney.

This is reflected in the design as the vertical fin expression of the façade design is reduced above the mid stack of the tower, opening the upper façade up to expansive views.

### 6.3.2 Overshadowing

Shadow diagrams have been prepared by COX Architecture, which show the shadow cast by the proposed development at hourly intervals between 9am and 3pm on June 21. An extract is provided at **Figure 27** and **Figure 28**.

The shadow diagrams also confirm that the proposed development does not result in any additional overshadowing of any of the protected spaces nominated by the Crows Nest Design Guide between 10am and 3pm in mid winter (except for Mitchell Street streetscape) and that shadows from the proposed development do not extend beyond the Crows Nest precinct boundary between 9am and 3pm on June 21.

## ***Mitchell Street streetscape***

The diagrams highlight that the proposed development results in some additional overshadowing to the Mitchell Street Plaza at 1pm and 2pm on June 21 (**Figure**). This is a technical non-compliance with the Crows Nest TOD Desing Guide which seeks to protect the Mitchell Street streetscape between 11.30am – 2:30pm.

The extent of additional shadow is limited in both extent and duration and is a direct result of the increased building height of the proposed development, which:

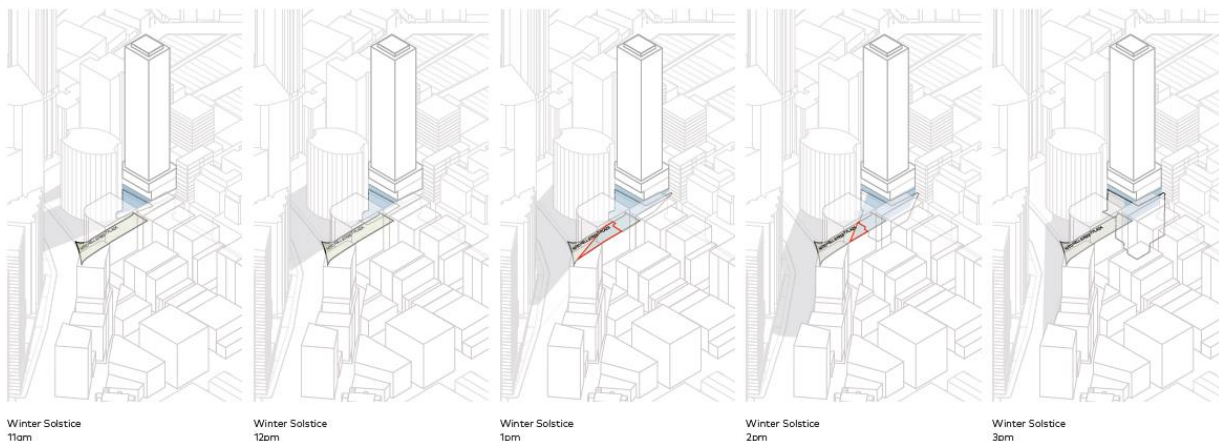
- complies with the TOD controls at a maximum of 139 metres
- complies with the required tower setback to Mitchell Street of 8m as per Section 3.1.3.5 of the North Sydney DCP (including a 5m ground level setback and 3m tower setback).

On balance, the additional shadow is considered consistent with the anticipated built form outcomes for the precinct, which seek high density development of the site. Although solar access to Mitchell Street will be slightly reduced at 1pm and 2pm, the proposed public realm upgrades and extension of the Mitchell Street Plaza that form part of the proposed development on the eastern side boundary (illustrated in **Figure 17**) will enhance the overall usability and amenity of the space and increase the net area of the plaza.

Furthermore, whilst not strictly applicable to SSDAs it is noted the North Sydney DCP states “*development on land located directly adjacent to the identified public spaces may result in a net increase in overshadowing of that space, but only if that development strictly complies with key built form envelope controls that apply to that land under both NSLEP 2013 and this DCP.*”

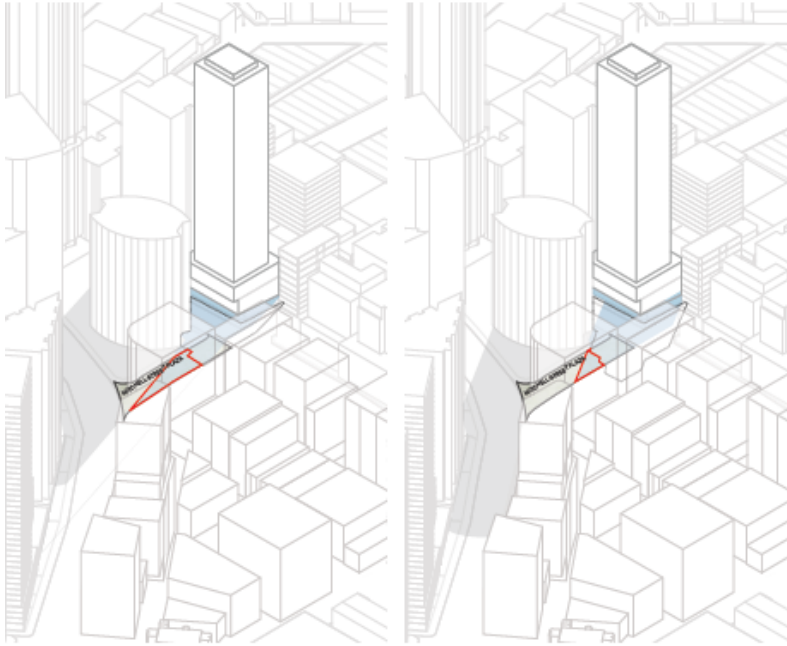
Given the high level of compliance of the envelope with other key provisions of the Design Guide, the overshadowing on Mitchell Street is considered acceptable.

Figure 26 Shadow impact to Mitchell Street: 11am – 3pm



Source: Cox

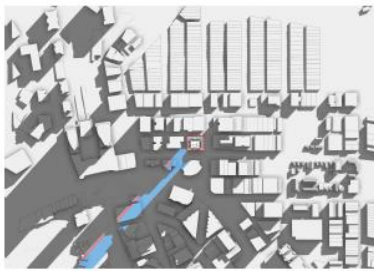
Figure 27 Shadow impact to Mitchell Street: 1pm – 2pm



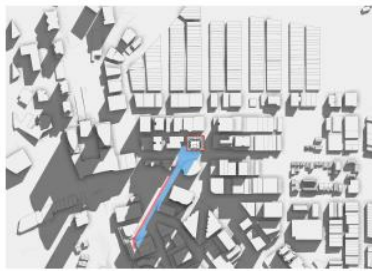
Winter Solstice  
1pm

Winter Solstice  
2pm

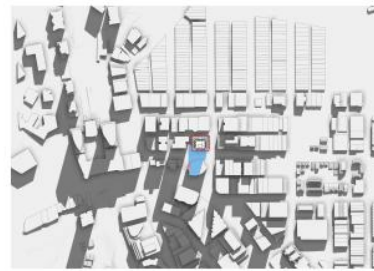
Figure 28 Shadow Diagrams



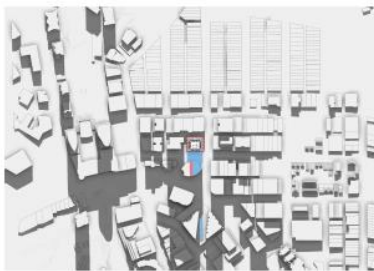
WINTER SOLISTICE 9am



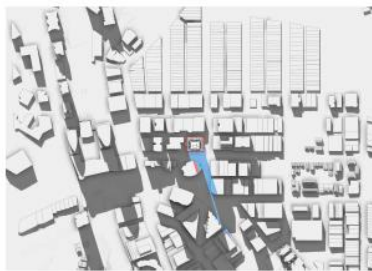
WINTER SOLISTICE 10am



WINTER SOLISTICE 11am



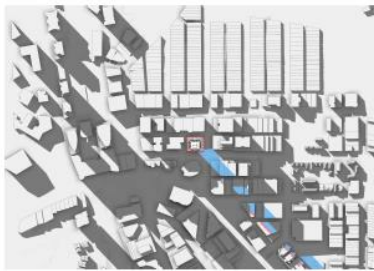
WINTER SOLISTICE 12pm



WINTER SOLISTICE 1pm



WINTER SOLISTICE 2pm



WINTER SOLISTICE 3pm

Source: Cox Architecture

### 6.3.3 Wind Impacts

A desktop Environmental Wind Impact Assessment has been prepared by SLR (**Appendix J**) to assess wind conditions associated with the existing site and the proposed development. The assessment finds that, subject to the inclusion of recommended wind mitigation measures, the anticipated future wind environment as a result of the proposed development is likely to comply with the acceptable wind comfort criteria.

The surrounding context is characterised by medium to high density development, with high-rise buildings to the south and east (both existing and approved), while areas from the north to southeast provide predominantly medium-scale built form.

These immediate surrounds provide effective medium level wind shielding to the site. In the upper levels, the proposed development may be impacted by the higher wind levels originating from the north and northwest directions. Some potential for wind channelling also exists along neighbouring streets.

SLR identify the following design features, already incorporated into the design of the development, that will significantly improve local wind conditions where winds are expected to approach or exceed the relevant 10 m/s, 13 m/s or 16 m/s criterion depending on the designed use for that area and should be maintained:

- The proposed substantial setback of the building façade and the inclusion of planned/existing trees, to mitigate potential impact of the development on pedestrian winds along surrounding footpaths.
- The proposed trees and landscaping within and along the sides of the development to help reduce local wind speeds. It is recommended that all proposed landscaping be evergreen with dense foliage to maintain year round effectiveness.
- The proposed 2.4 m-high vertical windbreak extending continuously around the outer perimeter of the communal open space on Level 4, which ensures adequate wind protection and improved comfort for users of the area.

## 6.4 Traffic and Transport

A Transport Impact Assessment (TIA) has been prepared by Salt3 (**Appendix K**) to support the proposed development. This report assesses the anticipated traffic implications of the proposed development during construction and operational stages.

### 6.4.1 Existing Environment

Vehicular access to the site is currently provided via Atchinson Lane, a local road with width of approximately 5.6 metres that extends in an east-west alignment between Christie Street and Hume Lane.

The site has a primary frontage to Atchinson Street, a local road that extends in an east-west alignment between Christie Street and Willoughby Road. At the site frontage, Atchinson Street operates in a one-way eastbound arrangement, increasing to two-way east of Mitchell Street. Entry from Christie Street is restricted to left-turn in only. An on-road bike lane is provided on Atchinson Street at the site frontage.

The site has a secondary frontage to Mitchell Street, a local road that extends in a north-south alignment between Northcote Street and Albany Lane. Along the site frontage, it provides one traffic lane in each direction, plus kerbside parking on both sides of the road. South of Atchinson Street, it converts to a shared zone with pedestrians given priority.

The site is well serviced by public transport and is located within 110m of St Leonards Station and high frequency bus stops located on Pacific Highway. It is also approximately 400 metres (6 minute walk) from Crows Nest Metro Station.

The site is also well served by a network of local footpaths and a number of cycling routes which consist of both off-road and on-road paths.

## 6.4.2 Potential Impacts

### Access

Vehicular and loading access from the surrounding street network to the site will from Atchinson Lane, via a new crossover of approximately 7.86m wide. The building wall is proposed to be set back from the property boundary, on the exit side of the driveway to provide the required 2.0m by 2.5m pedestrian sight triangle as per AS2890.1.

An Australian Standard B85 and B99 vehicle can pass simultaneously when entering and exiting the car park. The crossover also suitably accommodates access for loading and waste collection vehicles on-site including up to an 8.8m long Medium Rigid Vehicle (MRV).

### Parking Rates

Residential car parking is provided in accordance with the Crows Nest TOD Precinct Guide. The proposal includes a total of 87 car parking spaces, including 81 residential spaces, five commercial spaces and one shared service vehicle space. The table below demonstrates that the number of car spaces provided complies with the parking rates specified by the Design Guide.

Figure 29 Residential Car Parking Provision

Land Use		Area / Number of Units	Statutory Maximum Parking Rate	Maximum Parking Allowed <sup>1</sup>
Shop-top housing (MU1 Zone, High Accessibility Area)	1-bedroom units	74 units	0.4 spaces per dwelling	29 spaces
	2-bedroom units	85 units	0.7 spaces per dwelling	59 spaces
	3-bedroom units	22 units	1 space per dwelling	22 spaces
Commercial (all other uses, B4 Mixed Use Zone, St Leonards area)		Total 1,938m <sup>2</sup> GFA	1 space per 400m <sup>2</sup> non-residential GFA	5 spaces
<b>TOTAL</b>				<b>Max. 115 spaces, including Max. 110 resident spaces; and Max. 5 commercial spaces</b>

<sup>1</sup> Car parking requirement rounded down to the nearest whole number as per the DCP

Source: Salt3

For non-residential parking, motorcycle parking and bicycle parking there are no specified rates outlined in the Design Guide, as such guidance is taken from the North Sydney DCP, which would otherwise not apply to this proposal.

The DCP provides for a maximum car parking rate of 1 space per 400sqm of non-residential uses. Based on the approximately 1,695sqm of non-residential uses the site generates a maximum requirement of 4 parking spaces. Five parking spaces are proposed for the commercial uses which complies with the maximum parking rates.

Based on the proposed car parking provision, the DCP requires at least one motorcycle space for the commercial use and a maximum of eight resident motorcycle spaces. The proposal provides motorcycle parking in accordance with these rates.

The proposal has a requirement to provide a total of 193 bicycle spaces (181 resident and 12 commercial), to be provided in a secure, enclosed area, along with a total of 26 visitor spaces to be provided at bicycle racks.

The proposal includes a series of bicycle storage rooms within the basement levels, providing a total of 198 resident bicycle parking spaces and 16 commercial spaces, thus exceeding the minimum required 193 occupant spaces. In addition, 26 visitor bicycle spaces are proposed at bike racks at ground level and at Basement 1, meeting the requirement.

### ***Servicing and Loading Arrangements***

The service vehicle access point is combined with the general vehicle access off Atchinson Lane. A loading dock is proposed at Lower Ground Level with two dedicated spaces for a Medium Rigid Vehicle (MRV).

The design makes provision for all vehicles to enter and exit the site in a forward direction, with MRV's using the accessway to reverse into the designated loading bays. The lower ground level is proposed to be provided with a height clearance of 4.5m from the entrance and majority of the accessway length. This is compliant with AS290.2 to accommodate the 8.8m long MRV manoeuvring.

It is noted that Bay 01 cannot be accessed if Bay 02 is already occupied, as such loading is to be managed so that MRV Bay 01 is used first, followed by Bay 02. This arrangement provides a practical performance solution given the site constraints and the low frequency of MRV activity, where simultaneous use of both bays would be rare.

All on-site car park and loading areas have been designed in accordance with the relevant Australian Standards AS2890.1 and AS2890.2.

### ***Construction Traffic***

A high-level preliminary assessment of construction traffic impacts has prepared with the TIA, a full Construction Traffic Management Plan is to be provided.

During demolition, the largest expected vehicle type is a 19m 'Truck and Dog Trailer'. This can access the site to/from Pacific Highway, circulating the area via Albany Street, Oxley Street, Chandos Street, Christie Street, Atchison Street and Mitchell Street. Should a 19-metre semi-trailer be utilised during construction, kerb works would be required to accommodate circulation within the local road network, to and from Pacific Highway.

Construction is not expected to cause any major interruptions to cyclists, with the on-road bike lane and public bike racks located on the southern side of Atchison Street.

### ***Operational Traffic***

The TfNSW Guide to Traffic Impact Assessment (2024) provides a consolidated source of traffic generation rates based on surveys undertaken at similar existing sites. For a high-density residential development with high public transport accessibility in the Sydney area, the following traffic generation rates are applicable:

- Weekday AM peak hour: 0.19 trips per dwelling
- Weekday PM peak hour: 0.15 trips per dwelling
- Daily: 1.52 trips per dwelling

For commercial traffic generation, estimated peak hour trip rates per parking space were estimated to be 0.8 trips during the AM and PM network peak hour respectively.

The proposed development is expected to generate a relatively low level of traffic. The addition of up to 37 vehicles during a peak hour equates to one vehicle entering or exiting the site every 1.6 minutes on average. Traffic is expected to be well distributed amongst the surrounding road network such that all vehicles are not added to any particular intersection.

### 6.4.3 Mitigation Measures

- Should more than one construction vehicle arrives to the site simultaneously, there are limited opportunities for truck parking in the vicinity of the site. When necessary, trucks shall be instructed to park and wait at a service station (or similar truck parking facility) until the loading area is available at the construction site.
- Where possible, a gantry should be installed to maintain pedestrian access on the site frontages including Atchison Street, Mitchell Street and Atchison Lane.

## 6.5 Trees and Landscaping

An Arboricultural Impact Assessment (AIA) has been prepared by Bluegum (**Appendix O**). The AIA evaluates the potential impacts on trees and makes recommendations to reduce the impacts on the trees proposed for retention.

Landscape Plans and a supporting report have been prepared by Tract (**Appendix H**), which set out the landscape design concept for the proposed development.

### 6.5.1 Existing Environment

Three trees are located within the site boundary Atchinson Lane. These trees are all Broad Leaved Paperbarks, *Melaleuca quinquenervia*. Six Council owned street trees are located along Mitchell Street comprising a Chinese Elm, *Ulmus parvifolia*, three Weeping Bottlebrush, *Callistemon viminalis* and a Broad Leaved Paperbark, *Melaleuca quinquenervia*. Two Council owned street trees are located on Atchinson Street, being a Spotted Gum, *Corymbia maculata* and Leopard Tree, *Caesalpinia ferrea*.

### 6.5.2 Potential Impacts

The following table describes the proposed approach to tree management with regard to the nominated retention value described in the Arborist Report.

Retention Value	Removed	Retained
Medium (7 trees)	0 trees	7 trees
High (4 trees)	4 trees	0 trees
<b>Total (11 trees)</b>	<b>4 trees</b>	<b>7 trees</b>

The four high retention value trees for removal include the three trees located within the subject site and one street tree located at the on the corner of Atchinson Lane and Mitchell Street.

The AIA finds that due to their location these trees are structurally constrained, with roots likely impacting existing footings and posing risks of destabilisation during demolition and earthworks. Their location would obstruct hoarding, scaffolding, footpath and retail access, and given their limited prominence, retention would be an unworkable design.

The removal of the trees is mitigated through the extensive planting proposed across the site. As discussed in Section 0, the proposal includes extensive planting at ground level and level 4, with planting comprising 81% native species to promote local biodiversity and resilience, supplemented by 19% exotic species to align with the surrounding character of St Leonards.

Overall, the development provides the following:

- 504sqm of canopy coverage, which is a net increase from the existing site condition of 298sqm.
- 18 new small trees across the site with a height of up to 6–8m and a 4m crown spread at maturity.
- Raised planter beds along the eastern ground level to extend the Mitchell Street linear park into the site.

- Greenwall and green columns to achieve vertical landscaping.
- Landscape planter beds to mitigate the level differences along Atchison Lane. The current landscape plan proposes a solution to mitigate differences in levels along the laneway through a minor extension of the landscaping planters and paving into the public domain and along the Atchison Lane interface and the Mitchell Street / Atchison Lane corner. Part of these works extend into the public domain and as such further engagement with Council is proposed to occur as part of the assessment process.

No deep soil is provided due to the site constraints, representing a technical departure from Part 3E of the NSW ADG. This is because the:

- proposed basement requires 100% coverage of the small, constrained site to achieve necessary servicing and car parking requirements,
- site's location in a high-density area in the Crows Nest TOD Precinct reduces the ability to dedicate the site area to deep soil planting due to the objectives to provide mixed-use development,
- design accommodates non-residential uses at ground level to provide activation to the full street frontage on Atchison Street and part of Mitchell Street.

To mitigate the lack of deep soil, extensive stormwater management measures are proposed in the design as outlined in the Integrated Water Management Plan to promote management of water and reduce runoff. Together with the proposed planting on structure at level 4, this is consistent with the design guidance of the NSW ADG and achieves the intent of the control.

### 6.5.3 Mitigation Measures

#### Tree Impacts

##### Prior to Construction

- **Appointment of a Project Arborist:** An Arborist with an AQF Level 5 qualification in Arboriculture and experience in tree protection within construction sites should be engaged prior to the commencement of work on the site. The Project Arborist should be present at the following times:
  - Project Commencement to meet with the Site Foreman and discuss tree protection requirements.
  - Following installation of trunk protection (battening).
  - During canopy pruning.
  - At any time that trenching is required for new underground services.
  - At project completion to verify tree protection and retention.
- **Trunk Protection (Trees 1 and 10):** Detail of adequate trunk protection is detailed in the AIA. The purpose of trunk protection is to prevent accidental trunk/bark injuries that often occur on construction sites.
- **Tree Removal:** Tree removal works must be undertaken by a qualified Arborist (AQF Level 2 minimum) and be undertaken in accordance with the WorkSafe Australia Guide to Managing Risks of Tree Trimming & Removal Work.

##### During Construction/Landscaping

- The following should be prohibited within the Tree Protection Zones:
  - Stripping of topsoil or organic surface material.
  - Stockpiling of spoil or fill
  - Storage of building material, vehicles and machinery.
  - Disposal of solid, liquid or chemical waste.
  - Any excavation, fill or other construction activity other than that discussed in this report.

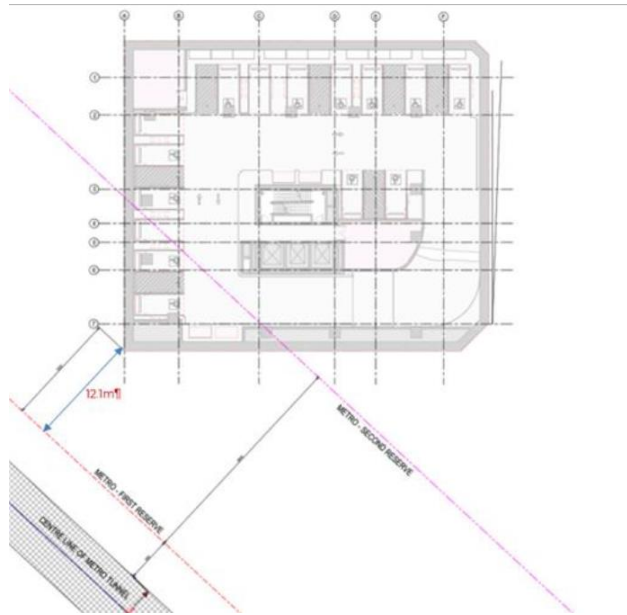
## Post Construction Tree Care

- At the completion of the project, the retained trees should be inspected by the Project Arborist. Depending on the health and vitality of retained trees, the Project Arborist may prescribe some remedial tree care. This may include installation of temporary or permanent irrigation, application of soil conditioners, compost application and installation of mulch.

## 6.6 Standard Impact

This section of the report addresses the matters which require a standard impact assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

Table 16 Standard Assessment Matters

Issue (per SEARs)	Assessment & Mitigation
<b>Sydney Metro interface</b>	<p>Meinhardt have been engaged as the structural engineer for the proposal. As outlined in the Preliminary Sydney Metro Statement at <b>Appendix Y</b>, the basement of the development encroaches in the designated Sydney Metro Second Reserve zones. The south-western corner of the basement is located 12m from the First Reserve as illustrated below.</p> <p><i>Figure 30 Proximity of site to Sydney Metro reserve tunnels</i></p> 
<b>Noise and Vibration</b>	<p>A Noise and Vibration Impact Assessment has been prepared by Pulse White Noise Acoustic for the proposed development and is included at <b>Appendix I</b>. The report investigates external noise and vibration intrusion onto the development site from</p>

road traffic and rail, as well as an assessment of the construction and operational noise and vibrations associated with the proposed development.

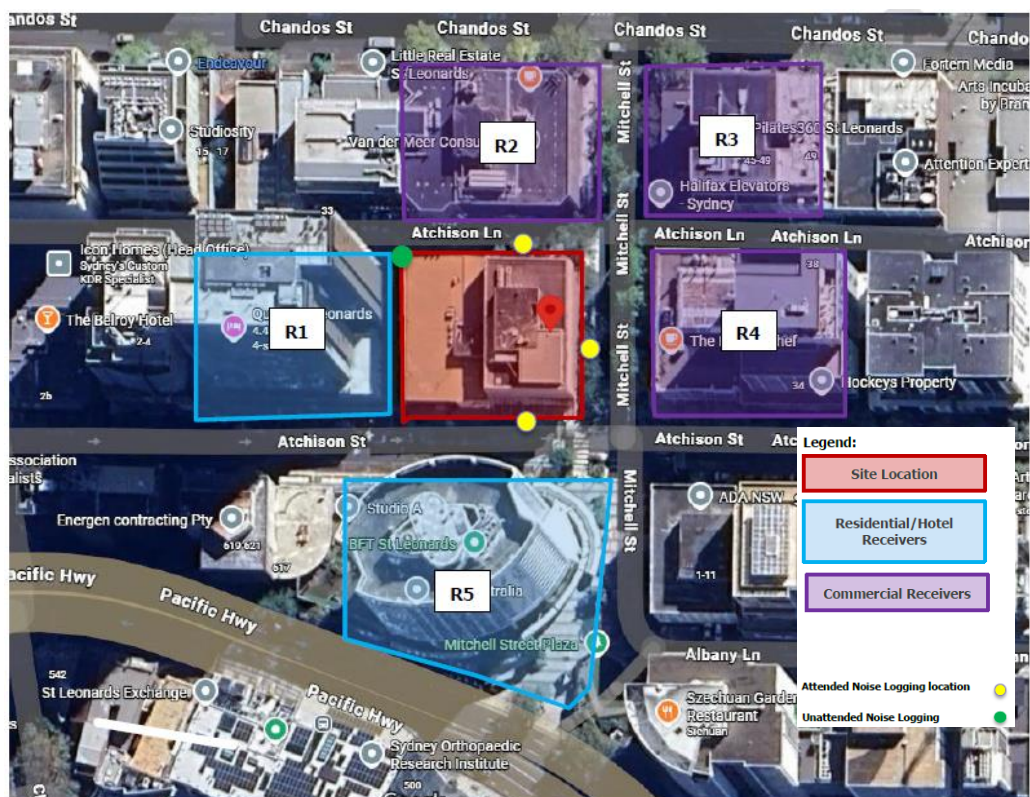
### Assessment

The nearest sensitive receivers to the site and the measurement locations have been identified in **Figure 31** and include:

- **Receiver 1:** Multistorey residential/hotel receiver to the west of the site.
- **Receiver 2:** Commercial building receiver located to the north of the site.
- **Receiver 3:** Commercial building receiver located to the north-east of the site.
- **Receiver 4:** Commercial building receiver located to the east of the site.
- **Receiver 5:** Multistorey residential receiver to the south of the site.

Unattended noise monitoring was conducted between Thursday 11 June and Tuesday 25 June 2024 to determine the existing noise environment at the site.

Figure 31 Extract from Acoustic Assessment showing Sensitive Receivers



Source: Pulse White Noise Acoustic

The following are identified as key potential impacts:

#### Construction Noise

The Acoustic Report assesses the noise impact from equipment associated with construction works, this includes during site establishment, ground works, structure, internal works and common and external works. A list of the equipment associated with these works, and the typical noise level is detailed in the report.

The predicted noise levels at all receivers have been assessed against the construction noise criteria within the Interim Construction Noise Ln Guideline.

The assessment finds that the nearest residential, residential hotel and commercial buildings are likely to be highly noise impacted during all phases of construction.

The report confirms that noise impacts from construction traffic is unlikely to have an impact at the nearest affected properties, based on the expected number of vehicles required during each construction phase.

#### Construction Vibration

To maintain compliance with human comfort vibration criteria, indicative safe distances for construction equipment is recommended by the Acoustic Assessment. These indicative safe distances should be validated prior to the start of construction works by undertaking measurements of vibration levels generated by construction and demolition equipment to be used on site.

#### Operational Noise and Vibration

##### *Traffic and Rail Noise and Vibration:*

It is noted that the site is not located on a road which is defined as a busy road carrying over 20,000 AADT, however the noise levels of the SEPP have been used to develop suitable project requirements.

The proposed development is located above the future Sydney Metro rail network. The potential for vibration impact from a train pass-by on the Sydney Metro has been assessed for both tactile vibration impact as well as ground borne vibration resulting in structure borne noise. The assessment finds that resulting vibration levels from the operation of the Sydney Metro will be acoustically acceptable without additional acoustic mitigation to the proposed project. Because compliance is likely to be achieved with the ground-borne noise level criteria, it is also likely that compliance will be achieved with the vibration criteria for human comfort.

##### *Outdoor communal Areas:*

The proposed communal open space is intended for residents and includes an open area subject to environmental noise from surrounding roadways. For this assessment, it is assumed that up to 60 people may occupy the podium terrace at any one time, with one-third speaking at a typical level of 69 dBA. Subject to the provision of the recommended mitigation measures, outlined below, the assessment finds that the communal area will comply with the applicable noise emission criteria.

##### *Basement Car Park, Loading Dock and Vehicle Movements*

The assessment finds that:

- The number vehicles associated with the development will not exceed a 2 dB(A) increase at a residential receiver as summarised in the NSW EPA RNP and considered acoustically acceptable.
- Noise associated with vehicle manoeuvring within the basement will be contained by the building envelope and comply with the requirements listed in the NSW EPA Noise Policy for Industry (NPfI) 2017.
- The operation of the loading dock during daytime and evening times will not result in an adverse impact on the existing acoustic amenity of future residence within the building or those neighbouring the site.

##### *Mechanical Plant Noise*

Mechanical plant (e.g. air conditioning condensers, exhaust fans) must ensure compliance with the project noise trigger levels at nearby receivers. This will be achieved through appropriate specification, spatial separation, and screening as required.

## **Mitigation**

### Construction Noise

- The proponent should inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
- The proponent should apply all feasible and reasonable work practices to meet the noise affected level.
- Scheduling of high-noise works outside sensitive periods and offering respite periods where practical.

#### Construction Vibration

it is recommended that the indicative safe distances listed in Table 23 of the report should be maintained. These indicative safe distances should be validated at the start of construction works by undertaking measurements of vibration levels generated by construction and demolition equipment to be used on site if required to be used within the distances detailed in the table below.

#### Operational Noise and Vibration

##### *Building Materials*

- Specification of upgraded glazing (minimum Rw 35) and acoustic seals for windows on the residential levels.
- Any light-weight external plasterboard walls should be constructed with a minimum acoustic performance of Rw 45.
- An alternative source of outside air is required to be provided to all residential dwellings within the building, including all levels and façade orientations
- A detailed review of the glazing assessment, roof and facade should be conducted during the design phase of the project.

##### *Mechanical Plant Noise:*

- All future plant and equipment are to be acoustically treated to ensure the noise levels at all surrounding receivers and internal receivers comply with noise emission and intrusion criteria detailed within this report.

##### *Communal Area:*

- External common areas are only to be used during the daytime and evening time which are as follows:
  - For Monday to Saturday, Daytime 7:00 am – 6:00 pm; Evening 6:00 pm – 10:00 pm.
  - On Sundays and Public Holidays, Daytime 8:00 am – 6:00 pm; Evening 6:00 pm – 10:00 pm
- Use of the common area is permitted for communal activities. The area is not to be used for high noise generating activities such as large gatherings, playing of loud music or parties.
- Amplified music is not permitted in the communal area at any-time.
- Signs must be installed within the area outlining the recommendations above.

## **Water Management**

An Integrated Water Management Plan has been prepared by Meinhardt for the proposed development and is included at **Appendix M**. The IWMP outlines the proposed stormwater management strategy for the development and is supported by a Stormwater Management Plan and a Sediment and Erosion Control Plan.

These documents detail the design of the stormwater drainage, on-site detention, and water quality systems for the site.

## Assessment

### Stormwater Quantity

The proposal will have a concrete OSD tank located under the Ground Floor. 2 x RHS outlets will provide the designated PSD for this site to size detention volume required, which equates to approximately 50m<sup>3</sup>. The discharge velocity shall not exceed the depth-velocity of 0.4m<sup>2</sup>/s as per the ARR guidelines.

The OSD size has been calculated using a DRAINS modelling, with the assumed PSD flow calculated based on council consultation in 2023 and existing conditions on site.

In addition to the OSD, a 10,000-litre rainwater tank for reuse and a network of surface pits to manage overflow will form part of the stormwater drainage system.

### Stormwater Quality

Stormwater quality modelling was undertaken using the MUSIC (*Model for Urban Stormwater Improvement Conceptualisation*) software to assess post-development pollutant generation and treatment effectiveness.

The proposed treatment train consists of:

- A 10kL rainwater reuse tank
- Gross Pollutant Traps
- 7 x Psorb StormFilter Treatment Units

The proposed multi-step approach minimises pollutant loads entering downstream waterways, improves receiving water quality, mitigates flooding risks through integrated flow management, and enhances ecological outcomes by supporting habitat health and biodiversity via natural filtration processes. Collectively, these measures demonstrate compliance with the WSUD objectives of the project.

## Mitigation

- A Maintenance Plan will ensure all stormwater infrastructure is regularly inspected and maintained in accordance with North Sydney Council requirements, including quarterly inspections and post-rain event checks. Proprietary filtration units (GPT and StormFilter) will be serviced in line with manufacturer specifications, with StormFilter cartridges generally replaced biennially as required.
- All erosion and sediment control measures will be implemented in accordance with *Managing Urban Stormwater: Soils and Construction – Volume 1 (Landcom, 4th ed., 2004)* and will be adapted to suit construction staging. Controls such as silt fences, sediment basins, diversion drains, and inlet protection will ensure stormwater runoff is appropriately managed and treated prior to discharge to the existing system.

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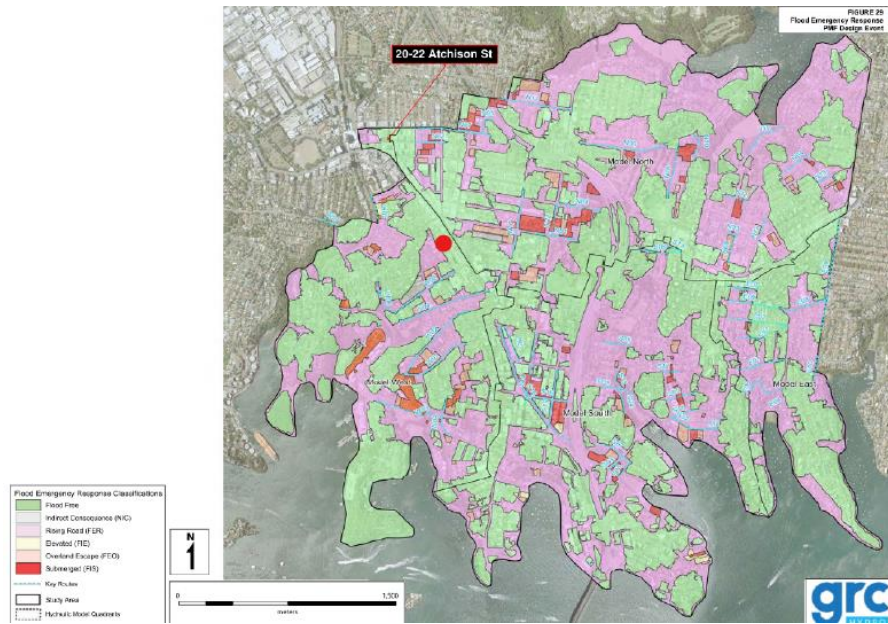
## Flooding

The Integrated Water Management Plan prepared by Meinhardt at **Appendix M** also addresses flooding and overland flow.

### Assessment

The report states that the site does not appear to be within a flood zone area based on the floodplain risk management study and plan conducted by GRC Hydro for the North Sydney Local Government Area, as illustrated in the following extract.

Figure 32 Extract of GRC floodplain risk management study



Source: GRC

Due to the sloped topography of the site, there are two different Finished Floor Levels for the main building with the southern area at RL92.000 and the northern area RL93.400. Surface runoff will be directed away from the buildings and internally collected where feasible, any 1% AEP flows will easily fall towards the designated overland outlet.

The ramp at the North of the site is uncovered, the trench grate capturing the flows to be sized to the 1% AEP storm event and pumped to the OSD tank. The 1% AEP flows are to be directed to surcharge pit to the North West corner of the site, with a kerb and channel to prevent overtopping to neighbouring site. The overland flow path from the surcharge pit is to Atchison Lane.

**Mitigation**

The report does not identify any mitigation measures required for flooding.

**Ground and Groundwater Conditions**

A Geotechnical Investigation Report (**Appendix BB**) and Groundwater Impact Assessment Report (**Appendix CC**) have been prepared by Douglas Partners to investigate subsurface conditions and provide recommendations on excavation, retention, hydrogeological considerations, footings, subgrade preparation, basement slabs and dewatering.

**Assessment**

The assessment included the installation of three monitoring wells to depths between 15 m (BH2 and BH3) and 18 m (BH1) with data loggers for long term groundwater level monitoring within each well to comply with DCCEE minimum requirements.

The groundwater level was measured at variable depths of between 9.3m and 16.6m. The measured groundwater is expected to be from perched water rather than regional groundwater table, which is expected to be present in deeper layers. Based on the measured groundwater levels, it is anticipated that the basement levels will interest groundwater in the form of water seepage.

Dewatering of the site will be required. The assessment finds that dewatering of the site will be achievable via conventional sumps and pumps and is expected to be

redirected and discharged into council stormwater drains, pending water quality testing results and relevant approvals.

Based on the findings of the assessment, the impacts from dewatering for the proposed development are below the minimum impact requirements outlined in the AIP and therefore, the impact are considered "low to negligible".

### **Mitigation**

- Dilapidation surveys should be carried out on adjacent buildings, existing buildings, pavements and infrastructure that may be affected by the excavation works. The dilapidation surveys should be undertaken before the commencement of any excavation or demolition work to document any existing defects so that claims for damage due to construction related activities can be accurately assessed.
- As the magnitude of vibration transmission is site specific, it is recommended that a vibration trial be carried out at the commencement of rock excavation. These trials may indicate that different types of excavation equipment are required to reduce vibration to acceptable levels.
- All excavated materials to be removed from site will need to be disposed of in accordance with the provisions of the current legislation and guidelines including the Waste Classification Guidelines (NSW EPA, 2014).
- It is recommended that the structure is not designed to rely on any passive resistance from the excavated rock faces surrounding the site as there is the potential for the removal of this rock by future neighbouring developments.
- Follow the recommendations of the management strategy for a drained basement as set out in the Groundwater Impact Assessment Report.

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### **Contamination**

A Detailed Site (Contamination) Investigation (DSI) has been prepared by Douglas Partners for the proposed development and is included at **Appendix N**. The DSI has been prepared to assess the suitability of the site, from a contamination perspective, for the proposed development and whether further investigation and/or management is required.

#### **Assessment**

The site history information suggests that the site evolved from low-density residential (1900s–1940s) to commercial/industrial (1950s–1980s), before redevelopment for office use from the 1980s onward.

The investigation comprised of a review of the site history information, a site walkover, preparation of a preliminary conceptual site model (CSM), drilling of boreholes, installation of two groundwater wells and collection and analysis of soil samples for the identified contaminants of potential concern (CoPC) and the collection and analysis of groundwater samples for the CoPC.

Overall, the DSI found that:

- The concentration of contaminants in soil were generally within the adopted site assessment criteria (SAC). Asbestos was detected in two samples, BH2/0.13–0.2 and BH4/0.13–0.14.
- The fill was preliminarily classified as Special Waste (asbestos), general solid waste and the underlying natural soils and rock as virgin excavated natural material (VENM).
- The concentration of contaminants in groundwater were generally within the adopted SAC. Elevated concentrations of heavy metals were recorded. Organochlorine pesticides (OCP) and per and polyfluoroalkyl substances PFAS

were detected in one location (BH1) and total recoverable hydrocarbons (TRH) were also detected.

Based on the results of the DSI, Douglas and Partners find that the site is suitable for the proposed mixed use (commercial and residential) development subject to implementation of specified recommendations. These are detailed below.

### Mitigation

- The preparation and implementation of an asbestos removal plan including the requirements for delineation, segregation and validation of the removal of asbestos contaminated soils.
- Final waste classification of the fill and underlying natural soils after the completion of demolition.
- A supplementary round of groundwater testing to confirm the requirements for dewatering during basement construction.
- Preparation and implementation of an unexpected finds protocol.

### Ecologically Sustainable Development

An Ecologically Sustainable Development Report and BASIX Report has been prepared by LCI Consultants for the proposed development and is included at **Appendix Q** and **Appendix R**.

The ESD Report identifies how ESD principles (as defined in Section 193 of the EP&A Regulation) have been incorporated into the design and ongoing operation of the development. The ESD Report also provides an assessment of the proposed development against the standards for non-residential development set out in Chapter 3 of the State Environmental Planning Policy (Sustainable Buildings) 2022.

A Net Zero Statement has also been prepared to address the Sustainable Building SEPP requirement of achieving net zero operational greenhouse gas emissions by 2035.

### Assessment

#### ESD Principles:

An assessment of the proposal against the principles of ESD is provided below:

Principle	Project Response
Precautionary Principle	The project will employ relevant environmental protection measures and risk assessments to ensure no irreversible environmental harm is acted as a result of the construction or operation of the development.
Intergenerational Equity	The development supports inter-generational equity by minimising resource use, reducing emissions, enhancing biodiversity, and providing diverse, inclusive, and affordable housing to benefit both current and future communities.  Integrated environmental, social, and economic strategies, including energy- and water-efficiency measures, low-impact materials, and long-term operational sustainability, ensure the site's health, resilience, and productivity are preserved for future generations.
Conservation of Biological Diversity and Ecological Integrity	The development enhances biodiversity and ecological integrity in its urban setting through native, drought-tolerant landscaping and street tree planting that

increase canopy cover and provide habitats for local fauna. Integrated across multiple levels with heat-mitigating materials, these measures support ecological resilience and improve the surrounding environmental quality.

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Improved Valuation, Pricing and Incentive Mechanisms	The project integrates environmental considerations into asset and service valuation through sustainability initiatives, an Environmental Management System, and waste reduction strategies that align environmental responsibility with economic accountability. Life-cycle-focused measures, including high energy and water efficiency, performance-based incentives like NABERS, and contractual sustainability obligations, ensure long-term cost efficiency and enhanced asset value.
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### ESD Initiatives

The development will comply with BASIX, target an average 7-star NatHERS rating, and seek to achieve 5.5-Star NABERS Energy and 3-Star NABERS Water ratings for the commercial use.

The following key ESD measures are proposed:

- Fully electric building, along with infrastructure to support renewable energy and electric vehicles.
- Rainwater harvesting and reuse, and submetering.
- Water and energy efficient fixtures
- Material specification for low embodied carbon products, particularly concrete and steel.
- Landscape design that contributes to site ecology, canopy cover targets, and enhances microclimate resilience.
- Provision of end-of-trip facilities and on-site bicycle parking to support active transport.

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## **Waste Management**

A Waste Management Plan has been prepared by SALT for the proposed development and is included at **Appendix S**. The WMP details measures to be implemented to manage, reuse, recycle and safely dispose of waste, as well as assessing the proposed waste servicing areas and collection arrangements.

### **Assessment**

#### Demolition and Construction Waste Management

The WMP details the anticipated volumes of the different waste materials anticipated to be generated during demolition and construction stages and how the various waste streams will be recycled or disposed of off-site.

Assessment has been undertaken to confirm that both the demolition waste and construction waste will achieve the 80% recycling target set by the NSW EPA *Waste Avoidance and Resource Recovery Strategy 2014-21*.

#### Operational Waste Management

##### *Residential Waste*

The proposal incorporates a central waste management system, with all residents disposing of bagged garbage and loose recyclables using the provided dual chute system available at each level. Each chute would output directly into the stream

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appropriate 1,100L bin within the lower ground level chute room. The proposal requires 3 x 1,100L and 2 x 480L capacity bins to be provided for commercial waste.

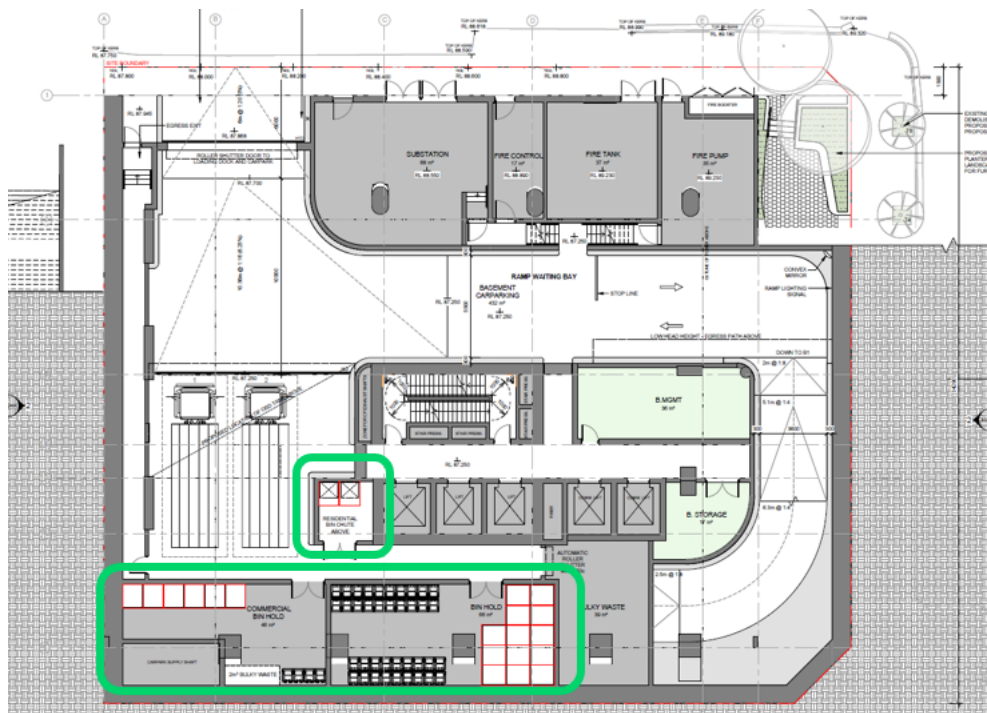
A waste storage area is located at Lower Ground Level and will accommodate all waste and recycling. A bulky waste room is also provided at Lower Ground Level. Waste would be collected by North Sydney Council and collected weekly using an 8.8m medium rigid vehicle (**MRV**). Further engagement with Council is required as part of the assessment process.

Whilst a HRV was tested on the site, there are challenges with manoeuvring and access into Atchison Lane using this vehicle, in addition to head height clearance issues when entering the site loading dock. The waste collection is therefore proposed through a MRV.

#### Commercial Waste

The proposal requires 13 x 1,100L and 38 x 120L capacity bins to be provided for residential waste. A waste storage area is located at Lower Ground Level and will accommodate all waste, recycling and bulky waste. Commercial waste will be collected by a private contractor once per week using an 8.8m medium rigid vehicle.

Figure 33 Waste Storage Areas at Lower Ground Level



Source: Cox (extract from Lower Ground Level Plan)

### Mitigation

#### Demolition and Construction Waste Management

- All materials and waste types to be stored and separated where possible.
- All generated waste(s) to be processed off site at a licensed facility that is approved to accept the material specified for further recycling and sorting.
- All waste storage areas onsite should:
  - Be located in accessible areas for on-site movement, transfers and collection;
  - Have an appropriate space allocated for the quantity of waste generated and separation of recyclable materials

- Have space allowances for required on-site treatment facilities, such as compaction equipment if required.
- Have an acceptable level of weather protection and be enclosed if necessary;
- Be secured and lockable;
- Be well-ventilated and located nearby a sewer for drainage purposes; and
- Provided clear signage and labelling to ensure appropriate use.

#### Operational Waste Management

- A Building Manager will be responsible for the daily operation and oversight of all waste management facilities. Responsibilities include bin transfers, cleaning, inspections, and resident education regarding waste separation and recycling. Signage will be installed to guide appropriate use of waste facilities, and regular maintenance will be carried out to maintain hygiene and safety standards.
- Commercial waste collections would be coordinated with residential waste collections to reduce truck movements in the local area.
- Commercial waste collections would occur between 7am to 8pm on Mondays to Fridays and between 8am to 8pm on Saturdays, Sundays and public holidays to ensure minimal noise impacts to the neighbouring properties.

### **Social Impact**

A Social Impact Assessment has been prepared by The Planning Studio for the proposed development and is included at **Appendix T**. The SIA involved a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations.

#### **Assessment**

DPHI's *Social Impact Assessment Guideline (2023)* states that a SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods and decision-making.

The methodology to prepare the SIA was informed by DPHI's SIA Guideline (2023). Potential social impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain) per DPHI's Guidelines. The potential enhanced positive and mitigated negative social impacts identified are listed below.

*Table 17 Summary of Potential Positive and Negative Social Impacts*

<b>Impact Description</b>	<b>Impact Category</b>	<b>Mitigated Assessment</b>
Connection and Cohesion: access to adequate social infrastructure	<ul style="list-style-type: none"> <li>▪ Community</li> <li>▪ Way of Life</li> <li>▪ Health and Wellbeing</li> <li>▪ Accessibility</li> </ul>	<p><b>Medium to High Positive Impact</b></p> <p>The development provides communal spaces that foster neighbour connection and gatherings. Further, the site location offers excellent walkable access to local open spaces, as well as convenient connections to larger district and regional facilities via train and metro services.</p> <p>The SIA recommends consideration for use of the identified residential amenity spaces for activities such as music practice, celebrations,</p>

or co-working, supporting both resident well-being and flexible work-from-home needs.

Provision of diverse housing options	<ul style="list-style-type: none"> <li>▪ Community</li> <li>▪ Way of Life</li> <li>▪ Personal Livelihood</li> </ul>	<p><b>Medium to High Positive Impact</b></p> <p>Proposes a diversity of unit sizes that promotes social diversity by accommodating a broad range of household types in St Leonards.</p> <p>Given the site's proximity to Royal North Shore Hospital and major public transport services, and the high housing costs in the LGA, it is recommended that on-site affordable housing be provided instead of a monetary contribution.</p> <p>The SIA finds that delivering key worker housing in this location would generate significant social benefits, increase affordable housing supply, and enhance the social diversity of the St Leonards community.</p>
Supporting the liveability and wellbeing of future residents and neighbours	<ul style="list-style-type: none"> <li>▪ Health and Wellbeing</li> <li>▪ Way of Life</li> </ul>	<p><b>High Positive Impact</b></p> <p>Commercial tenancies at the ground level will provide strong social benefits by supporting daily needs while also delivering economic benefits by catering to commuters along the busy pedestrian route to St Leonards Station.</p> <p><b>Medium to High Negative Impact</b></p> <p>During construction, local residents, businesses and the wider community are likely to experience temporary impacts on amenity, including traffic disruptions, access constraints and noise. As the area contains both homes and businesses, construction, will need to be carefully managed to minimise disruptive impacts, noting these will be experienced differently across the community.</p>
Accessibility and Safety	<ul style="list-style-type: none"> <li>▪ Accessibility + Safety</li> <li>▪ Way of Life</li> <li>▪ Health and Wellbeing</li> </ul>	<p><b>Low to Medium Negative Impact</b></p> <p>The development may result in impacts on existing residents, including minor changes to local traffic and pedestrian routes during construction.</p> <p><b>Minimal to Minor Negative Impact</b></p> <p>The proposal may result in impacts on residents' travel times and area access, primarily due to increased vehicle movements during construction.</p>
Managing significant change in this location	<ul style="list-style-type: none"> <li>▪ Civic Engagement</li> </ul>	<p><b>Medium to High Positive Impact</b></p> <p>The development is expected to deliver positive impacts for future residents and neighbours by renewing sites currently occupied by vacant commercial buildings, with the building design enhancing both the amenity of the immediate area and the social environment.</p>

### Minor Negative Impact

Visual changes from construction equipment, fencing, and hoarding may cause minor temporary social impacts for local residents and businesses.

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### Mitigation

The SIA recommends the following:

- Preparation of an adequate Construction Management Plan, which is updated as the construction progresses and the scale/intensity of potential negative social impacts increase and/or decrease.
- Clearly communicate any changes to traffic and/or pedestrian access. A safe, barrier free alternative access should be provided that prioritises the safety and access of people in and around the sites. These alternative pathways should have clear signage and be safe for all people to navigate.
- Universal Design and CPTED principles should be applied to ensure all private and publicly accessible areas within the buildings are inclusive and physically accessible.
- Where appropriate, clear signage should delineate public and private spaces, with adequate lighting to ensure residents can enter and exit safely.
- Ongoing engagement with surrounding residents and businesses should take place both before and during construction.

Engagement could include providing a dedicated email or phone contact for information, complaints, or inquiries, as well as notices informing residents and businesses about construction timelines, expectations, and compliance with standards.

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### Historical Archaeological Assessment

A Preliminary Historical Archaeological Assessment (PHAA) has been prepared by Urbis for the proposed development and is included at **Appendix V**. The PHAA has been prepared to assess whether the proposed development would result in any potential direct or indirect impacts on environmental heritage.

### Assessment

Historic research shows the site was first developed in the 1890s with brick houses by George Glissan and Samuel Butcher, appearing on an 1896 crown plan. No development is evident between 1821–1890, when the land formed part of a larger estate, likely used for agriculture. By the 1940s there was a house occupying each of the four historic allotments. Only one of these survived into the 1960s, the other three being replaced by what appear to be warehouses.

As a result of the various instances of 20th century development within the study site, it has been assessed that the study site holds nil archaeological potential for remains of the 1890s houses.

The PHAA finds that no listed archaeological items or places have been identified within the subject area, and it is unlikely that the subject area retains any archaeological resources that would meet the thresholds requirements of the definition of a 'relic' under the Heritage Act.

Therefore, the works proposed works associated with the development are unlikely to impact any relevant archaeological resources.

### Mitigation

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- **Unexpected Archaeological Finds Procedure:** In the unlikely event that any potential archaeological resources are uncovered during any site works, the following must be undertaken:
  - All works within the vicinity of the find must immediately stop. The find location and minimum 2m buffer should be cordoned off with signage identifying the area as a ‘no-go zone’ to prevent accidental impact. The find must not be moved ‘out of the way’ without assessment.
  - The site supervisor or another nominated site representative must contact either the project archaeologist (if relevant) or Heritage NSW (Enviroline 131 555) to contact a suitably qualified archaeologist.
  - The nominated archaeologist must examine the find, provide a preliminary assessment of significance, record the item and decide on appropriate management measures. Heritage NSW should be notified of the find through a Section 146 notification. Such management may require further consultation with the approval authority, preparation of a research design and archaeological investigation/salvage methodology.
  - Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required and further archaeological investigation undertaken.
  - Reporting may need to be prepared regarding the find and approved management strategies.
  - Works in the vicinity of the find can only recommence upon receipt of approval from Heritage NSW.
- **Human Remains Procedure:** In the unlikely event that clearly identifiable human remains are uncovered during the proposed works, the following steps must be followed:
  - All works within the vicinity of the find must immediately stop and the location cordoned off with signage installed to stop any accidental impact to the finds.
  - The site supervisor or other nominated manager must notify the NSW Police and Heritage NSW (Enviroline 131 555).
  - The find must be assessed by the NSW Police, which may include the assistance of a qualified forensic anthropologist.
  - Management recommendations are to be formulated by the NSW Police, Heritage NSW and site representatives.
  - Works are not to recommence until the find has been appropriately managed.

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## Archaeology

An Aboriginal Objects Due Diligence Assessment (**ADD**) has been prepared by Urbis for the proposed development and is included at **Appendix U**. The ADD has been prepared to determine if ‘there is known, or reasonably likely, to be Aboriginal cultural heritage on or near the site’ and to provide ‘an initial assessment of the potential impacts’ of the proposed development if Aboriginal cultural heritage is identified.

### Assessment

The DDA specifies that there are no registered Aboriginal objects or declared Aboriginal places within the curtilage of the subject area and No other sources of

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information have been identified that indicate Aboriginal objects are likely to be retained within the subject area.

The ADD identifies the subject area as being located on a ridgeline, which is considered indicative of likely past Aboriginal land use under the Due Diligence Code. The ADD however highlights that the entire subject area has been subjected to ground disturbing activities that have caused clear and observable changes to the land's surface. As such, the DDA determines that there are no landscape features that are considered likely to indicate the presence of Aboriginal objects under the Due Diligence Code.

On this basis, the assessment process outlined in the Due Diligence Code, the DDA concludes that there is no known Aboriginal cultural heritage on or near the subject area, nor is it reasonably likely that Aboriginal cultural heritage occurs on or near the subject area.

### **Mitigation**

- **Submission of Report:** A copy of this report should be submitted with the EIS in support of SSD-87486461.
- **Aboriginal Cultural Heritage Assessment Not Required:** In accordance with the due diligence process described in the Due Diligence Code and SEARs Item 21 for SSD-80211463, no further archaeological investigation is required for the subject area, subject to the following archaeological chance finds and human remains procedures being implemented and followed.
- **Unexpected Archaeological Finds Procedure:** Should any archaeological deposits be uncovered during any site works, the following steps must be followed:
  - All works within the vicinity of the find must immediately stop and the location cordoned off with signage installed to stop any accidental impact to the finds. The find must not be moved 'out of the way' without assessment.
  - The site supervisor or another nominated site representative must contact either the project archaeologist (if relevant) or Heritage NSW (Enviroline 131 555) to contact a suitably qualified archaeologist.
  - The nominated archaeologist must examine the find, provide a preliminary assessment of significance, record the item and decide on appropriate management measures. Such management may require further consultation with Heritage NSW, preparation of a research design and archaeological investigation/salvage methodology and registration of the find with the Aboriginal Heritage Information Management System (AHIMS).
  - Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required and further archaeological investigation undertaken.
  - Reporting may need to be prepared regarding the find and approved management strategies.
  - Works in the vicinity of the find can only recommence upon receipt of approval from Heritage NSW.
- **Human Remains Procedure:** In the unlikely event that clearly identifiable human remains are uncovered during the proposed works, the following steps must be followed:

- All works within the vicinity of the find must immediately stop and the location cordoned off with signage installed to stop any accidental impact to the finds.
- The site supervisor or other nominated manager must notify the NSW Police and Heritage NSW (Enviroline 131 555).
- The find must be assessed by the NSW Police, which may include the assistance of a qualified forensic anthropologist.
- Management recommendations are to be formulated by the NSW Police, Heritage NSW and site representatives.
- Works are not to recommence until the find has been appropriately managed.

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## Heritage

The site is not identified as a heritage item under the local or State planning framework and is not in proximity of any items of environmental heritage. A local heritage item is located to the north-west of the site on the corner of Chandos Street and Christie Street, however the proposal does not have a direct interface with this item and will not block any existing views from the immediate street frontages to the heritage item.

To the north of the site is the Holtermann Estate B local heritage conservation area (HCA). The site is not located within the HCA and as such will have no physical impact on the significance of the local character. The proposed massing is compliant with the newly introduced height control and as such is consistent with the transition of heights proposed under the Crows Nest TOD Urban Design Framework, to reduce visual impact and overshadowing on the HCA. As outlined in the shadow analysis discussed at **Section 6.3.2**, there is no shadow cast by the development on the HCA.

As such, the proposal will not have an impact on the significance of surrounding local or State heritage items or the Holtermann Estate B HCA.

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## Aviation

An Aviation Report has been prepared by AviPro for the proposed development and is included at **Appendix W**. The report analyses the likely impact of the proposed building envelope, and any associated, future construction cranes, on aviation operations into and out of Sydney (Kingsford-Smith) Aerodrome and of the Royal North Shore Hospital (RNSH) HLS.

### Assessment

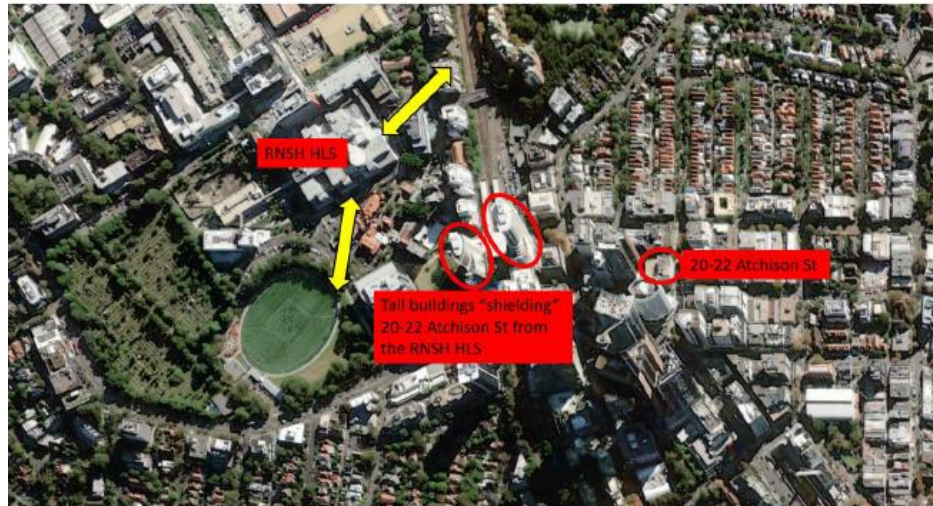
The site is located approximately 13km from Sydney (Kingsford-Smith) Aerodrome and 430m from the Royal North Shore Hospital (RNSH) Helicopter landing Sites (HLS).

The site is below the 500 ft lower-level step of Sydney (Kingsford-Smith) Aerodrome's Control Zone (CTR). Media, emergency services and aeromedical helicopters frequently operate in this general area.

The elevation of the RNSH HLS is listed in the Ozrunways HLS database at an elevation of 422 ft above mean sea level - estimated at 129m AHD and will therefore be approximately 100m below the maximum elevation of the rooftop of the proposed development.

There are no surveyed or defined approach and departure paths for the RNSH HLS, however the Figure 34 shows the most used directions, with reference to the site location.

Figure 34 Extract from Aviation Report showing RNSH HLS Approach and Departure Paths



Source: AviPro

The report finds that the proposed building envelope, and any future construction cranes on the site, will marginally impact aviation safety in relation to Sydney (Kingsford-Smith) Aerodrome. As such, approval from aviation safety and airspace protection authorities/agencies, however it is not considered that this will be contentious.

The possible approach and departure paths for the RNSH HLS will not be impacted by the position of the proposed development. The proposed development, including any future construction cranes, will not impact adversely on the RNSH HLS.

#### Mitigation

- Ensure that the proposed development construction tower crane(s) is/are fitted with HLS-specific aviation obstacle lighting.
- If operating at night or in low visibility, ensure that the proposed development construction mobile crane(s) is/are fitted with HLS-specific aviation obstacle lighting.

#### Visual impact, view loss and view sharing

The Cox Urban Design Report at **Appendix G** includes a visual analysis of a number of views of the proposed massing from key perspectives in the surrounding area.

The proposal is wholly compliant with the height and overall FSR permitted under the planning controls and as such will not result in significant visual impact not anticipated by the planning controls. As such, a full visual impact assessment is not required under the SEARs.

Key views assessed in the visual analysis are provided in the following figure.

Figure 35 Key plan of visual analysis views



Source: Cox

In summary, it is considered that:

- The site is located within a highly urbanised setting of the SLCN precinct. Views of the tower will be in the context of similar built form of an equivalent scale. The proposal does not block views to areas of high scenic quality.
- The visual environment is changing in the context of the TOD Program and (previously) the SLCN 2036 plan. The proposal is consistent with the desired future character for this part of St Leonards and the strategic objectives of the TOD Program to deliver housing within well located areas.
- As the proposal is wholly compliant with the strategic direction for the area, any minor loss of views is considered acceptable under the circumstances of the TOD precinct.
- It is unlikely that new built form will cause significant adverse blocking effects in relation to scenic or highly valued features, or significant district views. The proposal is wholly compliant with

On balance when all relevant factors are considered, the view impacts caused by the proposed development are considered to be reasonable and acceptable and as such the proposal can be supported on visual impact grounds.

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### **Lighting and reflectivity**

The SSDA does not seek consent for external building illumination or illumination signage. It is therefore not considered that the proposal will cause adverse lighting impacts on the surrounding environment.

It is not considered that the proposal will have any reflectivity impacts on the surrounding environment. As per standard industry practice, adopting a maximum 20% specular reflectance of the glazed surfaces will mitigate any impact of reflectivity and ensure there will be no adverse impacts caused by reflectivity on the surrounding environment.

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# 7 Justification of the Project

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

## 7.1 Project Design

The site, located within walking distance of St Leonards Station and Crows Nest Metro, is surrounded by commercial, retail, residential, and recreational uses in a precinct undergoing transition to high-density mixed-use development. The proposal, comprising a 40-storey residential tower above a mixed-use podium with commercial spaces, landscaped terraces, and active street frontages, aligns with and reinforces the evolving character of the area.

The building massing achieves a scale, bulk and height consistent with the desired future character of the precinct, with podium and tower setbacks that align with adjacent development, define the street edges, and incorporate a landscaped green link along Mitchell Street. The design provides careful consideration for direct site interfaces, including solar access to Mitchell Street and Mitchell Street Plaza, ensuring the development reinforces the streetscape, protects amenity, and contributes positively to the public domain.

Further, at an FSR of 13.35:1, the building height and form have been designed to ensure that the development achieves an appropriate density for the site while providing high levels of residential amenity. The proposed density and land use mix facilitates the delivery of additional housing supply and a significant affordable housing monetary contribution, along with adequate commercial use, in a well-located centre close to transport and existing services and employment offerings.

## 7.2 Strategic Planning Consistency

This EIS has demonstrated that the proposal is consistent with the strategic framework and has been considered against key state government and Council documents including the following:

- Greater Sydney Region Plan – A Metropolis of Three Cities.
- Our Greater Sydney 2056: North District Plan
- St Leonards and Crows Nest 2036 Plan
- NSW Housing Strategy
- North Sydney Local Strategic Planning Statement
- NSW Better Places
- St Leonards Crows Nest TOD Design Guide

All levels of strategic planning seek to facilitate additional housing (including affordable housing) and 'transit-oriented development. The proposal meets these objectives, given it:

- Proposes residential accommodation and employment opportunities with high amenity in a highly accessible area. The site is strategically located within short walking distance of both the St Leonards Train Station and Crows Nest Metro Station, as well as several bus stops. These transport services provide access to Greater Sydney, including key employment centres.
- Will positively contribute to housing provision in the St Leonards area and provide an affordable housing contribution to North Sydney Council, directly addressing the NSW Government mandate to increase housing supply and improve affordability.

- Provides a mix of dwelling types and commercial floor space, creating opportunities for more people to live near their workplace. This is particularly relevant given the site's proximity to a major hospital, associated health services, and nearby educational facilities

### 7.3 Statutory Planning Consistency

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised in **Table 18** below.

Table 18 Statutory Planning Consistency

Matter	Consistency
Objects of Act – EP& A Act s1.3	The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act and addressed in <b>Appendix C</b>
Evaluation of development application (s4.15) – EP&A Act s4.40	The proposed development has been evaluated in accordance the relevant matters for consideration under s4.15(1) of the EP&A Act as outlined in <b>Appendix C</b> .
Compliance with environmental assessment requirements – EP&A Regulation s.191	This EIS has been all matters identified in the SEARs as outlined in <b>Appendix A</b> .
Principles of Ecologically Sustainable Development – EP&A Regulation s.193	
The precautionary principle	The proposal has been designed and assessed in a manner that ensures environmental impacts are minimised. Specialist technical studies—including stormwater, arboricultural, traffic, and acoustic assessments—have identified no serious or irreversible environmental impacts. However, precautionary measures such as tree protection zones, acoustic mitigation, and detailed erosion and sediment control plans will be implemented.
Inter-generational equity	The project supports inter-generational equity by delivering a well-located and high-quality mixed-use development including a 10% affordable housing monetary contribution in an accessible location. It ensures efficient use of urban land and facilitates access to housing for future generations. The delivery of communal open space on level 4 and the extension of the Mitchell Street linear park along the eastern boundary at ground level also contributes to long-term environmental and social value.
Conservation of biological diversity and ecological integrity	The site is not environmentally sensitive and contains no threatened species or vegetation communities. While 4 trees are proposed to be removed, extensive landscaping is proposed to mitigate this loss. The landscape strategy provides for replacement planting with locally appropriate species, thereby contributing to long-term ecological resilience and improving biodiversity outcomes.

Improved valuation, pricing and incentive mechanisms

The proposal reflects improved valuation and pricing mechanisms by providing a monetary affordable housing into a market development, leveraging the TOD program incentives to secure public benefit. The project's contribution to housing supply near transit infrastructure supports reduced reliance on car travel, lowering emissions in the long term.

## 7.4 Community Views

Community and stakeholder engagement has been undertaken by Urbis and the Planning Studio in the preparation of the SSDA. This includes direct engagement and consultation with:

- Adjoining landowners and occupants; and
- Government, agency and utility stakeholders.

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects*. The feedback received has been considered in the final design and assessment in the EIS.

In accordance with the EPA Regulation, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

## 7.5 Environmental Impacts

The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality, have been assessed in **Section 6** of this EIS.

It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues, the impact will either be positive or can be appropriately mitigated. **Appendix E** provides a summary of the 'mitigation measures' which can form appropriate conditions of development consent.

## 7.6 Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The proposal aligns with the principles of TOD and the SLCN precinct. The proposal utilises these provisions to enable higher-density development that responds to identified housing supply and affordability needs of the State.
- The site is currently underutilised, containing low-density commercial development housing in a location identified by DPHI as part of its TOD reforms. These reforms prioritise areas near transport hubs for additional housing growth, confirming the site's capacity to support the proposed density and development.
- The site benefits from proximity to the Crows Nest Metro and St Leonards railway station and key social infrastructure, ensuring accessibility to employment, education and community facilities along the Crows Nest village. This makes it well-suited for residential intensification, including affordable housing.
- There are no critical environmental or physical constraints affecting the site that cannot be effectively managed. Specialist studies demonstrate that impacts, including noise, traffic, and overshadowing, can be appropriately mitigated through design and operational measures.

## 7.7 Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal delivers a 10% monetary affordable housing contribution. This addresses the NSW Government's objectives to improve housing supply, affordability, and diversity while supporting integrated land use and transport by providing housing close to public transport, employment centres, retail, and community infrastructure.
- The proposal will deliver much-needed housing supply in a precinct earmarked by the Government to support additional density since 2018 and again in 2023 for future density increase via the TOD program. The proposal will deliver 181 dwellings in a site that is highly appropriate for increased densification.
- The development aligns with the Greater Sydney Region Plan, North District Plan, North Sydney Local Strategic Planning Statement, and the DPHI's TOD program which identify the site as a suitable location for increased density and housing supply near transport infrastructure.
- The proposal will facilitate urban renewal of a strategically located site and contribute to the ongoing transformation of the SLCN Precinct. The development of new office space would create a more modern, flexible and contemporary working environment. Any new commercial floorspace would be designed to better suit tenant needs and demand, including co-working spaces better suited to creative and new age industries.
- The Environmental Impact Statement confirms that, with appropriate mitigation measures, the development will not result in significant social or environmental impacts during construction or operation.
- The proposal includes provision of public open space through an extension of Mitchell Street Plaza along the western boundary, contributing the vibrancy of the public realm.
- The proposal has been assessed against the NSW ADG design criteria, ensuring high standards of amenity for future occupants.
- The accompanying Design Report demonstrates that the proposal is not responsible for any unreasonable external impacts in regard to overshadowing, visual impact, privacy and wind impacts.
- Subject to the implementation of the recommended mitigation measures, no adverse social or environmental impacts result from the proposal during construction and operation of the development.
- The proposal also generates local economic activity by creating 145 jobs during the construction phase, 93 jobs during the operational phase and increasing housing availability near key economic centres.
- The proposal will contribute the required contributions toward local and regional infrastructure under the North Sydney Contribution Plan and HPCs to support the change in density.

This development represents a thoughtful and responsible approach to urban development, balancing economic growth, environmental sustainability, and social considerations. Given the comprehensive evaluation and the measures taken to address potential impacts, the proposed development is deemed appropriate for the site.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.



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