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Director, Sydney Central Urban Renewal
NSW Department of Planning and Environment
GPO Box 39 Sydney, NSW 2001

Dear Sir/Madam,

SUBMISSION TO: DRAFT ST LEONARDS CROWS NEST PLAN 2036

1. PURPOSE

This submission has been prepared on behalf of our client the NSW Farmers Association, landowner of the site at 40 Oxley Street, St Leonards (the site).

On behalf of our client, we provide the following comments in response to the Draft St Leonards Crows Nest Plan 2036 ('Draft 2036 Plan') for the St Leonards and Crows Nest Station Precinct ('the Precinct'), and its accompanying specialist reports released by Department of Planning and Environment ('DPE').

2. THE SITE

The site is known as 40 Oxley Street, St Leonards. The site is a corner allotment with its vehicle entry point from Nicholson Street and a pedestrian street entry frontage to Oxley Street. It has a total area of 1,684 sqm.

The site is occupied by a small scale commercial office development. The building comprises 4 storeys from the street with a stepped building form up Oxley Street. The building has an approximate floor space of 2,600sqm, with two levels of basement parking.

The site is located within 400m of the existing St Leonards Train Station and less than 100m from the new Crows Nest Metro Station.

Figure 1 on the following page illustrates the site in its context as well as part of the larger *Oxley Street Significant Site*.

Figure 1 – Site context



3. SUMMARY OF KEY DIRECTIONS OF THE DRAFT 2036 PLAN

The Draft 2036 Plan provides a framework to guide future redevelopment and revitalisation in St Leonards and Crows Nest.

The draft Plan sets a clear vision for the centre under the following 5 themes: *Place, Landscape, Built Form, Land Use and Movement.*

The vision and area-wide design principles have been translated into actions and recommendations to guide the location scale and character of development in the centre.

From our review, the following key directions arising from the Draft 2036 Plan are of relevance to the site:

Table 1: Draft 2036 Plan Summary

Design Principle	Vision Descriptor	Directions & Recommendations
Place	<i>A vibrant community</i> <i>A place that protects the past</i>	<ul style="list-style-type: none"> - Make Oxley Street a wider greener street - Ensure wind impacts from new development is considered to protect pedestrian amenity
Landscape	<i>A greener place</i>	<ul style="list-style-type: none"> - Oxley Street to form part of a network of greener streets - Avenue tree planting along Pacific Highway
Built Form	<i>A well-designed place</i>	<ul style="list-style-type: none"> - Focus building height and density in the highway corridor zone between the two rail stations - Sites with increased building height to meet new solar protection guidelines - Ground level setbacks under podium on Oxley Street
Land Use	<i>An employment hub</i> <i>A home for people of all ages</i>	<ul style="list-style-type: none"> - Significant Site designation for key sites in the focus area (including the subject site) - Creation of a mixed land use corridor along between the stations - New non-residential FSR requirements for B4 zoned land
Movement	<i>An accessible place</i>	<ul style="list-style-type: none"> - Allow for increased density in the most accessible parts of the centre - Oxley Street to form part of a regional cycle network - A new right turn from the Highway southbound onto Oxley Street

4. RESPONSE TO THE DRAFT 2036 PLAN

The following commentary details our views of various aspects of the Draft Plan for consideration.

4.1. PRINCIPLE OF FOCUSING DENSITY IN THE CENTRE

A key foundation of the Draft 2036 Plan is to define suitable areas for high density development, enabling the protection and preservation of existing neighbourhood characters. We agree with this principle.

The focus of development along the Pacific Highway corridor between the existing rail station and future metro station is appropriate as it places density in the most accessible locations to public transport that in turn will facilitate high levels of public transport patronage.

The subject site has the substantial capacity to accommodate additional density beyond the current 4 storey development. Given its location within the corridor between the two stations, we agree that the site is strategically located warranting built form uplift, to be determined through a careful design and modelling process.

Request:

- The underlying principle where density is to be focused, be maintained.

4.2. “SIGNIFICANT SITE” DESIGNATION + CRITERIA

The site has been identified as part of a multi property ‘**Significant Site**’ classification. Whilst the Draft 2036 Plan contains little detail on the Significant Sites, we under such sites have been identified for their ability to positively contribute to delivering on the vision for the precinct.

We support the sites designation as a Significant Site. For ease of reference we refer to as the ***Oxley Street Significant Site***.

In order to realise the opportunity the Oxley Street Significant Site, the landowners must act cooperatively to deliver a single masterplan concept that achieves design excellence. It will be important in such an exercise that the design outcome is derived from a first principles design analysis approach, by considering the site as a single consolidated landholding and not be driven by existing lot boundaries, otherwise the potential for design excellence may be compromised.

The other key aspect of requiring a single collaborative design approach is that it will avoid any site isolation outcome occurring. This is vital for not only demonstrating design excellence but will ensure the full potential public domain and development opportunities are realised compared to ad hoc uncoordinated planning applications

Our client has already taken steps to engage with the majority landowner of much of the other landholdings that make up the Oxley Street Significant Site. We believe a positive outcome can be reached to work collaboratively between the landowners and deliver outcomes expected of the Significant Site status.

Despite the positive initial expectations, there are no guarantees coordination will occur, and thus there exists a prospect that the site remains under-developed, failing to optimise its potential to providing additional jobs and housing on this key site landholding. Therefore we request DPE establish a ‘base’ building height and density increase for the site holdings in the Oxley Street

Significant Site to have clarity of their individual site development potential and enable willing landowners to reinvest in a timely manner.

Request:

- The DPE add specific wording in the Draft 2036 Plan to make clear that the Significant Site opportunity can only be realised if the land grouping is amalgamated and put forward and process as a single consolidated proposal.

4.3. PROPOSED ZONING CHANGE

We note the Draft 2036 Plan recommends the Oxley Street Significant Site holdings to be rezoned from B3 Commercial Core to B4 Mixed Use. We support this recommendation as it would ensure the optimisation of housing within the precinct in the most accessible locations to public transport.

It is evident that St Leonards is evolving into a mixed use strategic centre characterised by multi use commercial and residential buildings. The recommended zoning will ensure the future development is contextually compatible with the emerging mixed land use character that surrounds the site.

Request:

- Maintain the current recommendation to rezone the site from B3 to B4.

4.4. PROSPOED BUILT FORM CONTROLS

The Draft 2036 Plan incorporates a range of suggested built form controls that aim to guide future Planning Proposals and development Controls Plans to ensure the *Place, Built Form* and *Landscape* objectives will be delivered.

Being designated a Significant Site we understand the eventual building height and FSR will be derived from a collaborative design excellence process with Council and its design advisors. In addition, the Draft 2036 Plan recommends a series of street wall heights, street setbacks and non-residential minimums.

We agree and accept the street wall height and setback provisions as they will contribute to the broader street movement and activation objectives. In terms of the non-residential FSR minimum, it appears impractical to recommend two controls (5:1 and 2:1). If the land is to be developed in a single consolidated way, then the non-residential provision should reflect this.

Request:

- Maintain the current recommended street wall height and building setbacks for the Oxley Street Significant Site
- Amend the non-residential FSR to be a blended number across all sites in the land grouping, ie: a minimum non-residential FSR in the order of 3.5:1– 4:1 for the Significant Site overall.



4.5. SPECIAL INFRASTRUCTURE CONTRIBUTION

We understand the Special Infrastructure Contribution (SIC) Levy is proposed to be imposed to ensure that new development contributes to the update or delivery of regional infrastructure to support the overall demand growth that will arise from the implementation of the Draft 2036 Plan.

Our clients supports the approach of a consistent transparent methodology to calculating contributions as opposed to relying on individual landowner negotiations with Council.

Request:

- Maintain the proposed consistent approach of a SIC levy for regional contributions

5. SUMMARY & RECOMMENDATION

The application of the recommendations of the Draft 2036 Plan as they relate to the Oxley Street Significant Site will:

- Unlock the site's potential to deliver the desired new housing, employment and key public domain outcomes.
- Facilitate a coordinated development outcome of the significant site which comprises multiple land owners.
- Allow for the creation of a more generous and active streetscape incorporating street fronting retail uses, wider street footpaths and a consolidated and safer access arrangement.
- Create additional employment opportunities to support the long-term jobs growth in the centre.
- Allow new housing opportunities on a key site in the centre, ideally located between the existing and planned rail stations, with the ability to achieve high levels of resident amenity.
- Ensure the future built form outcome will achieve design excellence and contribute to raising the design quality of buildings in the centre.

In conclusion, we request DPE make the requested amendments to the Draft 2036 Plan as part of its finalisation to ensure the desired planning outcome for the Oxley Street Significant Site will be realised. If you have any questions, please do not hesitate to contact me on (02) 8233 9955 or via email on; swhite@urbis.com.au.

Yours sincerely,

Stephen White
Director