



Report to General Manager

Attachments:

1. Draft St Leonards / Crows Nest Planning Study - Precincts 2 and 3
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SUBJECT: Draft St Leonards / Crows Nest Planning Study - Precincts 2 and 3

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EXECUTIVE SUMMARY:

The *Draft St Leonards/Crows Nest Planning Study - Precincts 2 and 3* (the 'draft study') provides a strategic planning framework for St Leonards / Crows Nest that aims to:

- Establish a liveable, high amenity mixed use centre;
- Support creative/innovative industries establish and grow;
- Improve urban design and street level amenity;
- Improve building design and residential amenity; and
- Increase investment in St Leonards.

Recent development interest in St Leonards across the three local government areas, in addition to earlier approvals by the Joint Regional Planning Panel, Planning and Assessment Commission, suggest a pressing need to re-evaluate the existing statutory planning framework, particularly Council's height and non-residential floor space ratio controls.

The draft study is an opportunity to positively manage change in St Leonards and ensure significant public benefits are delivered that transform the precinct into an exemplar of a modern, mixed use centre.

FINANCIAL IMPLICATIONS:

Public benefits identified in this report will be costed and prioritised based on the submissions received during public exhibition of the draft study.

RECOMMENDATION:

1. **THAT** Council adopt the Draft St Leonards/Crows Nest Planning Study - Precincts 2 and 3; and
 2. **THAT** Council places the Draft St Leonards/Crows Nest Planning Study - Precincts 2 and 3 on public exhibition for an extended period of two months, acknowledging the New Year / Christmas period.
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LINK TO DELIVERY PROGRAM

The relationship with the Delivery Program is as follows:

Direction: 1. Our Living Environment

Outcome: 1.2 Quality urban greenspaces
1.5 Public open space, recreation facilities and services that meet community needs

Direction: 2. Our Built Environment

Outcome: 2.2 Improved mix of land use and quality development through design excellence
2.3 Vibrant, connected and well maintained streetscapes and villages that build a sense of community
2.5 Sustainable transport is encouraged

Direction: 3. Our Economic Vitality

Outcome: 3.1 Diverse, strong, sustainable and vibrant local economy

Direction: 4. Our Social Vitality

Outcome: 4.1 Community is connected
4.2 Community is diverse
4.3 Enhanced arts and cultural programs and facilities
4.8 Enhanced community facilities, information and services

BACKGROUND

In 2006 the St Leonards Strategy was prepared by Lane Cove Council, Willoughby Council, North Sydney Council and the Department of Planning & Environment. The strategy establishes a coordinated planning approach from the three councils, including how the economic role of the centre can be strengthened, and how future residential development will be managed and supported by much needed public domain improvements.

Since that time, North Sydney Council has implemented the recommendations of the strategy through amendments to the North Sydney Local Environmental Plan 2013, and ongoing strategic planning for the area.

On 29 November 2010 Council resolved to undertake a planning study of a portion of St Leonards / Crows Nest with the following objectives:

- New open space in St Leonards/Crows Nest;
 - Increased investment in St Leonards and decreased commercial vacancy rates, with particular focus on the rejuvenation of the Pacific Highway between St Leonards train station and the intersection of the Pacific Highway and Willoughby Road;
 - Improved connectivity, particularly between St Leonards/Pacific Highway and Willoughby Road;
-

- Improved urban design and street level amenity particularly in St Leonards and along the Pacific Highway; and
- Improved building design and residential amenity in St Leonards.

The study area was split into 4 precincts (Figure 1). The area is over 21 hectares in size and stretches over 1 kilometre along the Pacific Highway. Undertaking the study at a precinct level ensures the above objectives can be better addressed.



Figure 1: St Leonards/Crows Nest Planning Study

On 5 December 2011 Council adopted the *St Leonards/Crows Nest Planning Study - Precinct 1*. The study focuses on the ‘redevelopment strip’ along the eastern side of the Pacific Highway.

On 22 October 2012 Council adopted the *St Leonards/Crows Nest Planning Study - Precinct 1 (addendum)*. The addendum includes an ‘Open Space and Pedestrian Masterplan’ and a ‘Built Form Masterplan’ that propose an expanded Hume Street Park, a pedestrian link to Willoughby Road, widened footpaths along the Pacific Highway and high amenity mixed use buildings on key sites. Work is now underway to implement the Precinct 1 masterplans.

This draft study covers precincts 2 and 3. Precinct 2 is the high density commercial and mixed use area immediately east of St Leonards Station. Precinct 3 is the low to medium density mixed use and residential area that extends east to Hume Lane, Crows Nest. The decision to undertake precinct 3 at the same time as precinct 2 is due to:

- A \$100,000 grant under the Department of Planning & Environment's Planning Reform Fund - Round 8 (PRF) that funded studies covering both precincts (see section 2); and
- discussions with a landowner that has an interest in over 5,000m² of land in precinct 3 (see section 4).

The draft study has been informed by a detailed consultation process and three independent reports, the details of which are outlined in this report and discussed in more depth in the draft study.

CONSULTATION REQUIREMENTS

1. External

To inform the study, Council conducted:

- a community survey in 2013;
- stakeholder discussions throughout 2013-14;
- workshops that Willoughby City Council and Lane Cove Council attended; and
- various meetings with the Department of Planning & Environment.

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol. This requires the draft study be placed on public exhibition for a period of 28 days. Due to the expected interest in the draft study, the exhibition period will be extended over the Christmas and New Year period.

2. Internal

Representatives of the following divisions of Council were invited to the series of workshops and comments were sought on the relevant background studies (see section 2):

- City Strategy Division;
- Community and Library Services Division;
- Engineering and Property Services Division; and
- Open Space and Environmental Services Division.

A Councillor briefing was held on 18 August 2014.

SUSTAINABILITY STATEMENT

The sustainability implications were considered and reported on during the initiation phase of this project (29 November 2010).

DETAIL

1. The need for the study

St Leonards/Crows Nest is currently experiencing strong development interest. Over the last two years, North Sydney Council has been approached by a number of landowners seeking a

review of the height controls near St Leonards Station, which currently limits development to a maximum of 16 storeys.

In addition, decisions by the Joint Regional Planning Panel, and Planning and Assessment Commission under the now repealed Part 3A, have undermined North Sydney's planning framework by approving development that exceeds the building height control (545-553 Pacific Highway and 6-16 Atchison St). These approvals have been granted, often with significant impacts on the existing residents, but offering little to no public benefit in return.

This has created considerable uncertainty for the community. The cumulative impact of these proposals needs to be better understood and appropriately managed to ensure the future needs of the residential and working population are adequately met.

Had nothing been done, the Department of Planning & Environment would be more likely to get more involved either at a strategic level, by declaring St Leonards as 'urban activation precinct', or on a more site specific basis through the pre-gateway review process or further non-compliant approvals. Public benefits, in addition to standard developer contributions under the North Sydney Section 94 Contributions Plan, would be minimal.

Alternatively, the development interest in St Leonards can be viewed as an opportunity. The Department of Planning & Environment's forecasts indicate more than 1.6 million additional people will be living in Sydney by 2031, requiring 664,000 more homes and 625,000 more jobs¹. This is unprecedented growth that is most sustainably accommodated near existing transport infrastructure across the metropolitan area, where jobs, retail and other services are located, vehicular traffic can be kept to a minimum and lower density suburbs can be retained.

In supporting additional density in the study area, Council has the opportunity to set clear design criteria that will manage the height, massing and density of new development in the centre and capture a portion of the financial uplift in development potential for much needed public domain upgrades and new community services.

Accordingly, as per the precinct 1 study, the *Draft St Leonards/Crows Nest Planning Study - Precincts 2 and 3* establishes a process that ensures appropriate increases in development capacity on selected sites in the study area will be matched by commensurate public benefits. The aim is to transform St Leonards into an exemplar of modern, mixed use development.

It is worth noting that Lane Cove Council is currently considering proposals for mixed used towers ranging from 27 to 39 storeys in height along the Pacific Highway. Willoughby Council is considering preliminary proposals for mixed use towers ranging from 39 to 55 storeys to the north, along Chandos Street. Some of these buildings would significantly exceed the height of The Forum, which is currently the tallest building in St Leonards at 38 stories.

¹ Department of Planning & Environment www.planning.nsw.gov.au

2. Background reports

In 2013 Council successfully applied for a grant under the Department of Planning & Environment's *Planning Reform Fund - Round 8*. The funding application states the draft study will deliver an evidence-based strategy that supports state government's strategic objectives to:

- Strengthen Sydney's role as a globally competitive city;
- Locate at least 80% of all new homes within existing centres with good public transport; and
- Strengthen the state's lead on best practice urban renewal for improved liveability.

Once the funding agreement was finalised in early 2014, Council commissioned:

- *Placemaking & Design Study* - to examine how to transform the study area into a vibrant and engaging place and assist the review of the built form controls;
- *Access Study* - to identify projects that encourage walking, public transport and cycle use and reduce traffic congestion; and
- *Market Feasibility Study* - to identify strategies that would strengthen the employment function of the area.

To inform the studies, workshops were held on 29 April, 28 May and 19 June 2014. Invitees from North Sydney, Lane Cove and Willoughby Council and the three consultancies attended one to all three workshops.

To ensure the background reports provide high quality, independent advice, Council sought the consultancies' best ideas.

The draft study presents the key findings of the background reports and adopts the recommendations that are considered to have merit. Recommendations in the background reports that were considered inconsistent, unachievable or potentially downgrade the development capacity of land are not supported and have not been included in the draft study.

3. Community survey

In 2013 Council conducted a survey of the local community, seeking people's opinion on the character of the study area, the quality of the public domain and desired services and activities. Throughout 2014, a smaller, on-line questionnaire has been running on Council's website.

The recurrent theme from the surveys is that St Leonards has a distinct lack of community atmosphere and there is nothing to do. There is a strong desire to see additional or higher quality open spaces. Council also received many responses wanting new indoor activities including more retail, entertainment, restaurants and community space.

The draft study presents the relevant survey results at the start of each chapter.

4. Discussions with landowners and developers

To understand local aspirations for the area, the City Strategy Division has been holding regular meetings with local landowners and their advisors throughout 2013-14. Prior to the meetings, concept proposals for various sites in the study area were often submitted to Council for consideration.

What became apparent through these meetings is that delivering additional activities as part of a new development in St Leonards / Crows Nest is more economically feasible when undertaken with additional residential development above the podium. This is largely due, in the current market, to residential returns on investment being significantly higher than 'non-residential' development. The *Market Feasibility Study* confirms this.

The draft study provides further detail on the stakeholder discussions (pages 10-11).

In addition, a significant opportunity has emerged through these discussions for the area just west of Oxley Street (referred to in the draft study as 'West Oxley'). An 8,000m² area in Precinct 3 is under the ownership of just three landowners - 5,000m² of which is under one ownership. Despite Council advice, that owner has lodged a planning proposal before this draft study was put to Council for consideration and made publicly available.

The draft study proposes that a master plan be prepared for that land, in consultation with Council and adjacent landowners (page 17).

5. Aims of the draft study

Based on the analysis, St Leonards is considered to have image and amenity problems, ageing commercial stock, limited public domain and attractions. There is also a pressing need for the study area to balance the long-term, strategic employment function of the area with current market interest in residential development. Accordingly, the draft study aims to:

- Establish a liveable, high amenity mixed use centre;
- Support creative/innovative industries establish and grow;
- Improve urban design and street level amenity;
- Improve building design and residential amenity; and
- Increase investment in St Leonards.

The draft study sets a vision for precincts 2 and 3 (pages 12-13); and provides a summary of the study's objectives (pages 14-15).

6. Recommendations of the draft study

Key recommendations of the draft study fall under four themes. Public benefits to be negotiated with any increase in height limit are marked with an *asterisk. Other public domain upgrades are captured by the *North Sydney Section 94 Contributions Plan*.

Placemaking (pages 42-47)

- A suite of streetscape improvements under the Public Domain Style Guide;
- Upgrade Christie Street Reserve and Mitchell Street Plaza*;
- Create new, landscaped 'linear parks' down Mitchell St and Oxley Streets*;
- Provide a community centre and 40-place long childcare facility*; and
- Create new, upgraded laneways, install public art and develop an events program*.

Access (pages 54-57)

- Transform St Leonards into a transit oriented centre by downgrading the traffic role of Atchison, Mitchell and Oxley Streets and installing new bike paths and infrastructure;
- Install pedestrian crossings, and traffic lights over time, on key intersections;
- Investigate establishing a dedicated taxi rank near the station; and
- Promote innovative on-site parking arrangements that reduce the demand for parking.

Employment (pages 68-71)

- Increase the 'non-residential' floor space ratio of mixed use land to fill podium levels;
- Add 'shoptop housing' as an additional permitted use on sites with mixed use approvals in the B3 Commercial Core zone;
- Target small-medium businesses and creative industries;
- Provide affordable commercial space for start-up businesses*;
- Fix the planning controls that incentivize serviced apartments over employment space;
- Actively promote St Leonards as a place to do business.

Built form (pages 86-93)

- Increase podium height near the station to accommodate non-residential uses;
- New ground level, whole building and above podium setbacks to improve built form;
- Consider landowner-initiated planning proposals to increase height on identified sites;
- The height limit on four sites identified for 'tall buildings' to be determined on merit;
- Set design principles set to encourage tall, slender towers with good separation;
- Design to be considered upfront by referring schemes to the Design Excellence Panel;
- Provide affordable housing*.

7. Next step

It is recommended that the *draft St Leonards Crows Nest Planning Study - Precincts 2 and 3* be adopted by Council and placed on public exhibition for comment.

ST LEONARDS CROWS NEST

Planning Study

PRECINCTS 2 & 3

North Sydney Council
November 2014



Acknowledgements

North Sydney Council appreciates the contribution made to the project by:

- Community survey participants
- Department of Planning & Environment
- Lane Cove Council
- Willoughby City Council
- Arup
- SGS Economics & Planning
- SJB Architects

Disclaimer

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“St Leonards

will continue to develop as one of the major employment centres for knowledge-based industries within the Sydney metropolitan region, by capitalising on its location within Sydney’s ‘global arc’ and building on opportunities arising from its excellent accessibility and co-location with regional scaled health and educational facilities.

New and diverse housing opportunities will also continue to emerge and be supported by convenience shopping, cafes, bars, entertainment venues, community facilities, a high quality environment and excellent public transport, walking and cycling accessibility, creating a desirable place for cosmopolitan urban living.

New development and public domain improvements will create a more consistent and high quality image throughout the centre, leading to an identifiable ‘sense of place’.

- St Leonards Strategy 2006





1.1_PROJECT SCOPE



1.1_PROJECT SCOPE

This planning study has been prepared by North Sydney Council to achieve the highest standard of urban renewal in St Leonards / Crows Nest.

St Leonards is a major employment centre in Sydney, supporting the regional health and education campuses of the Royal North Shore Hospital and North Sydney (TAFE) College. The area is currently experiencing significant growth. Most significantly, the expansion of the hospital and major renewal projects are being proposed near the station and along the Pacific Highway.

The centre however, has image and amenity problems stemming from the divisive effect of the Pacific Highway and North Shore rail line, ageing commercial stock and limited public domain and services.

To guide redevelopment and renewal within the portion of St Leonards within the North Sydney local government boundary, this study outlines strategies to deliver:

- more public space and services with a greater range of activities on offer;
- built form controls that stimulate job growth and support a modern, mixed use centre;
- improved planning processes that better incorporate design considerations upfront;
- streetscape upgrades that encourage walking, public transport and cycle use and initiatives to reduce traffic congestion;
- clear funding mechanisms and a process to amend our planning controls, where needed, to deliver the scheme.

The draft study itself is not a formal proposal to change the planning controls. Instead, it forms the basis for consultation with the community, business operators, property owners, neighbouring councils and other interested stakeholders about the future of the area.

Once endorsed, the study will articulate our agreed, strategic objectives for the area. This will assist property owners and their advisors in preparing planning proposals should they seek to amend North Sydney planning controls in addition to any planning agreement being offered to support future growth in St Leonards.

The study will also assist the community review those planning proposals as they are exhibited for public comment.

It is intended that this study also highlights the significant potential of St Leonards. Being located right on the North Shore rail line, in close proximity to Crows Nest, surrounded by education, health and high technology industries and already supporting the 'fine bones' of a creative culture, St Leonards has the potential to be a highly desirable place to live, work and visit.

1.2_STUDY AREA



Above: Regional map of Lower North Shore

St Leonards is located on the lower north shore of Sydney, at the north western edge of the North Sydney local government area.

The site is 5 kilometres from the Sydney CBD, 2 kilometres from the North Sydney centre, and 3 kilometres from Chatswood.

Administratively, St Leonards is split between North Sydney, Willoughby and Lane Cove local government areas.

Whilst this study has regard to plans for the St Leonards centre as a whole, the focus of this study and recommendations relate to the North Sydney portion.

1.2_STUDY AREA



The planning study is being undertaken in stages.

Precinct 1 was completed in July 2012. This study establishes design principles for future development in the study area, noting that any development proposal that exceeds the existing planning controls needs to be delivered through a site-specific planning proposal and matched by commensurate public benefits through a voluntary planning agreement.

An expanded Hume Street Park with a pedestrian link to Willoughby Rd, and widened footpaths along the Pacific Highway will support high amenity mixed use buildings on key sites. Council is now working with property owners and developers to implement the scheme. Detailed site investigations and planning for the Hume Street Park upgrade is also currently underway.

This study covers:

Precinct 2: the high density commercial and mixed use area immediately east of the St Leonards train station.

Precinct 3: the low to medium density mixed use and residential area that extends east to towards Willoughby Rd.

Precinct 4 covers the remainder of the mixed use area extending south along the Pacific Highway. This study is scheduled to commence following an endorsed study for Precincts 2 & 3.

Left: Planning study area map

1.3_METHODODOLOGY

Specialist Reports

In 2013 North Sydney Council successfully applied for a grant under Planning & Environment's 'Planning Reform Fund' to fund specialist reports that would inform this study. It was argued that the project would deliver a best practice, evidence-based strategy that supported the state government's strategic objectives to:

- Strengthen Sydney's role as a globally competitive city;
- Locate at least 80% of all new homes within existing centres with good public transport;
- Strengthen the state's lead on best practice urban renewal for improved liveability.

Once the funding agreement was finalised in early 2014, we commissioned:

Placemaking & Design Study to examine how we can transform the study area into a vibrant and engaging place and to assist our review of the planning controls;

Access Study to identify projects that encourage walking, public transport and cycle use and initiatives to reduce traffic congestion;

Market Feasibility Study to identify strategies that would strengthen the employment function of the area, having regard to current market forces, and to propose key actions that can be taken to make housing more affordable.

We asked each of the consultants to come up with their best ideas. This ensured the studies provide high quality, independent advice.

To inform the studies, a series of internal workshops were run with the consultants and Lane Cove, and Willoughby City and North Sydney Council staff.

Discussions on the draft studies were also held with Planning & Environment. The studies were completed in August 2014.

Stakeholder Discussions

To understand local aspirations for the area, throughout 2013-2014 we have been holding regular meetings with property owners and their advisors. Concept proposals submitted to Council were carefully reviewed. These proposals outlined the type of development and public domain improvements that may be possible on each site, pending possible changes to the planning controls.

This review process helped us identify redevelopment opportunities in precincts 2 and 3, establish an agreed understanding of development capacity under our existing planning controls, and measure how much uplift could theoretically be achieved near St Leonards station. The stakeholder meetings were also a good forum to discuss how the public domain could be improved, the types of community services that may be needed in the area and other activities that could be supported at podium level of a building.

The meetings also helped us identify a few systemic problems that should be addressed in this study. Issues include the potential oversupply of serviced apartments currently incentivised under the planning controls, difficulties in retaining an employment function in the mixed use zone and the need to manage density through clear guidelines on tower separation.

Community Survey

In 2013 Council conducted a survey. Questionnaires were distributed to cafes and local businesses, staff interviewed people on the street and the survey was posted on our website. We sought people's opinions on the character and accessibility of St Leonards, the quality of our public domain, and desired services and activities in the area.

The results told quite a consistent story - that whilst St Leonards has many things going for it, there is a distinct lack of community atmosphere and nothing to do. More needs to be done to make St Leonards a safe, attractive and liveable place. Additional density will not be supported without necessary public domain and community service improvements, to support the current and future population.

The survey results are presented at the beginning of each chapter.

1.3_METHODODOLOGY

The Draft Study

This draft study draws on the ideas of the specialist reports, stakeholder discussions and the community survey. It covers:

1. Introduction outlining the purpose and scope of this study and the proposed mechanisms to implement the scheme;

2. How St Leonards is changing beginning with a look at the historical transformation of the centre through to who lives here today and current plans under consideration;

3. Placemaking projects that make the precinct a safe and engaging destination;

4. Access upgrades that encourage walking, cycling and public transport use, as well as initiatives to reduce car ownership;

5. Employment strategies to stimulate job growth and enable a more diverse mix of land uses in the centre; and

6. Built form design that will encourage high quality urban renewal of the centre, with new developments achieving an appropriate contextual response to the surrounding area.

Have Your Say

Feedback is important for the St Leonards / Crows Nest Planning Study to respond to local needs. We encourage your input because we can adjust our plans in accordance with a general consensus of ideas and concerns raised during this exhibition process.

During public exhibition, the draft study can be viewed:

- at Council's Customer Service Centre 200 Miller Street, North Sydney
9:00am to 5:00pm Monday to Friday
- in the Stanton Library
234 Miller Street, North Sydney,
9:00am to 9:00pm Monday to Thursday
9:00am to 6:00pm Friday
10:00am to 5:00pm Saturday & Sunday
- on Council's web-site at
www.northsydney.nsw.gov.au

Submissions should be addressed to

The General Manager,
North Sydney Council,
P.O. Box 12,
North Sydney NSW 2059

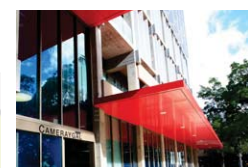
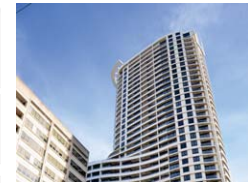
or council@northsydney.nsw.gov.au

If you would like to discuss the draft study, please contact Emma Booth of Council's City Strategy Division on 9936 8100.

Following public exhibition of this draft document, these proposals will be refined as needed, along with the preferred process to implement the scheme.

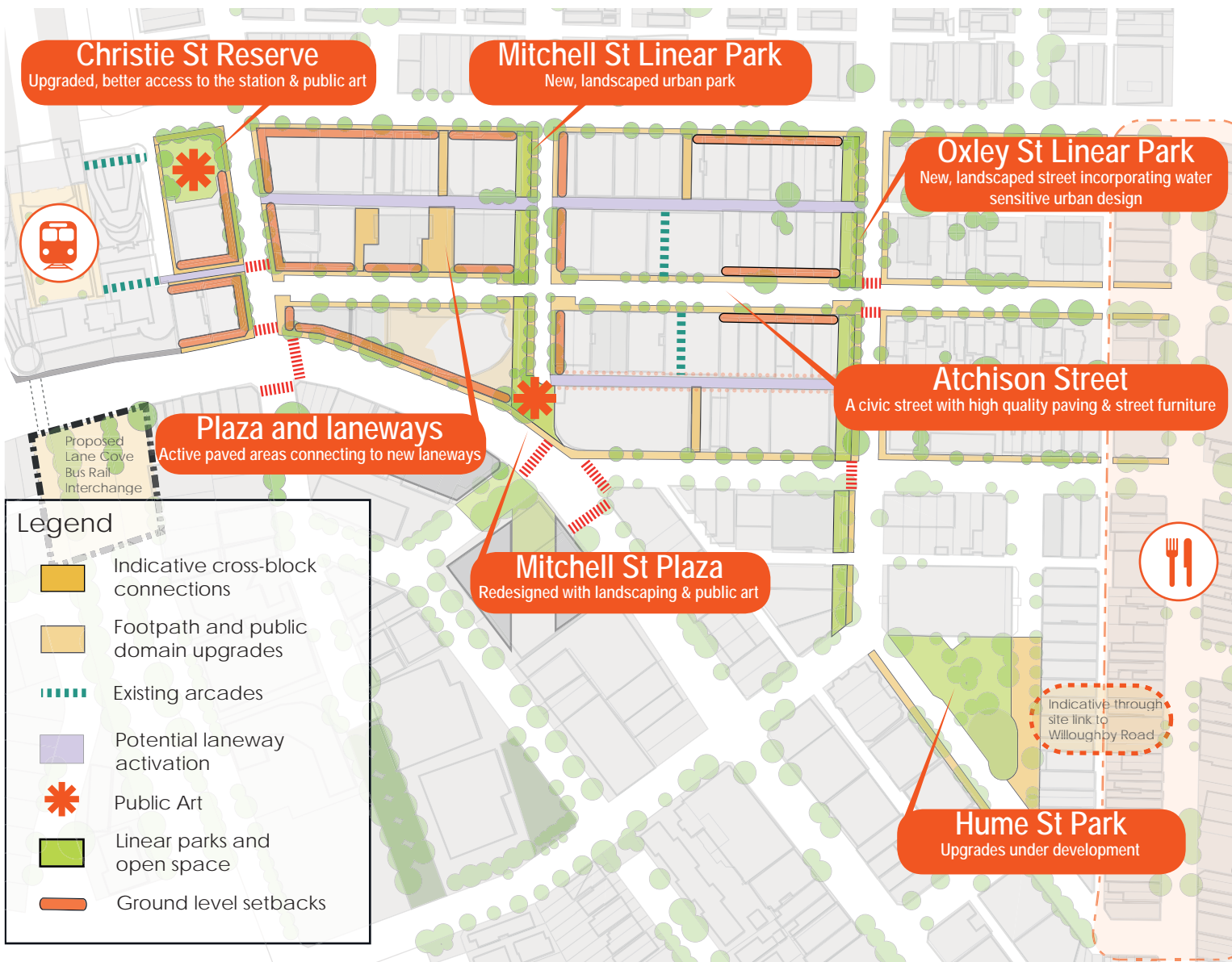
1.4_VISION

Context



1.4_VISION

Precinct



St Leonards / Crows Nest will become a hotspot for employment and inner city living on the lower North Shore. This will be achieved by:

- Capitalising on the knowledge, skills and creativity of the local community;
- Placemaking projects that develop a strong sense of character, culture and cosmopolitan urban living;
- Creating an attractive place to do business that supports small to medium businesses, start-ups, galleries, entertainment and speciality retail;
- Encouraging award-winning architectural design offering quality apartment living; and
- Offering a planning process with enough flexibility that responds to great ideas and adapts to the changing built environment.

1.5_ WHAT THIS STUDY DOES

Chapter 3 Placemaking



The one, consistent theme from the community survey is that St Leonards / Crows Nest has a detached, impersonal feel and that there is nothing to do. This sentiment is supported by the placemaking audit that informed this study. The solution is pretty clear - St Leonards needs more activity.

This study recommends some major, new public domain upgrades, a community centre and smaller projects that build on the precinct's emerging creative economy. Activity will also come from urban renewal projects that include more space for businesses in the podium levels.

Chapter 4 Transport & Access

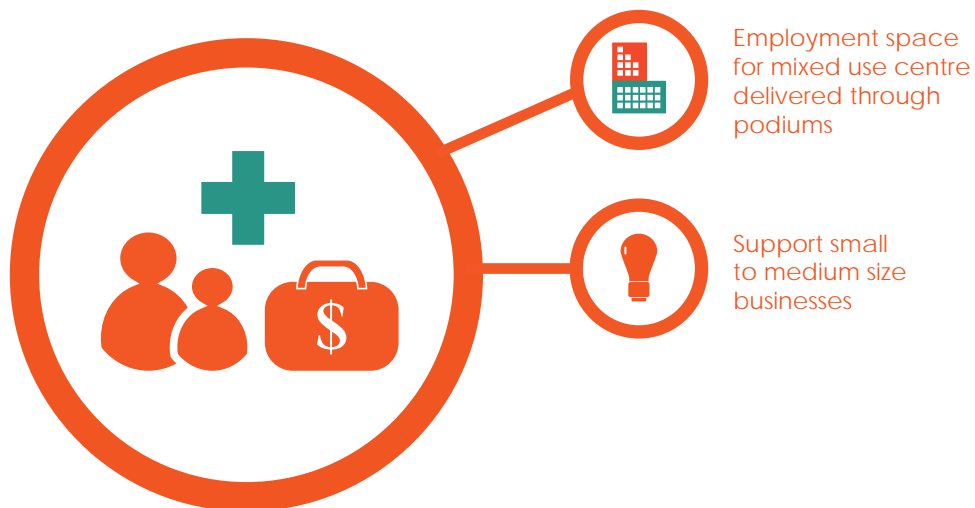


St Leonards / Crows Nest is one of the best connected centres in Sydney. Journey to work statistics suggest it has one of the lowest peak hour traffic generation rates in Sydney, showing the willingness of residents to travel by public transport. Increasing densities around St Leonards station makes sense, provided traffic levels are kept to a minimum.

This study identifies a suite of projects to improve pedestrian access to the station, bus stops and taxis, and complete bike paths. On-site parking rates are kept to a minimum, and innovative new parking schemes are encouraged.

1.5_ WHAT THIS STUDY DOES

Chapter 5 Employment



State and local strategic plans identify St Leonards as playing an important employment role in the metropolitan area. However, current market forces are seeking to convert commercial land into residential. If this continues, the land will be permanently taken out of the employment market. The consequence of this is that people will have to travel further for employment - suggesting environmental, social and economic impacts on future generations.

This study protects the employment function of the precinct though changes to our planning controls, supporting small to medium sized local companies and doing what we can to make St Leonards an attractive place to do business.

Chapter 6 Built Form



Sydney is growing rapidly. Current estimates suggest 1.6 million additional people will be living in Sydney by 2031, requiring 664,000 more homes and 625,000 more jobs. This is unprecedented growth that is most sustainably accommodated near existing transport infrastructure across the metropolitan area, where jobs, retail and other services are located, vehicular traffic can be kept to a minimum and lower density suburbs can be retained

This study supports additional housing density near St Leonards station. New buildings will support pedestrian-friendly street edge. Tall, slender towers will be considered in the centre. Design is considered early in the planning process. This makes the desired active uses and public benefits economically feasible, supporting the transformation of St Leonards into a modern mixed use centre.

1.6_IMPLEMENTING THE SCHEME

Efficient Planning

Landowner-Initiated Changes

For development to achieve the height, zone and floor space ratios envisaged under this study will require land-owner initiated planning proposals to amend the North Sydney Local Environmental Plan (LEP) 2013.

In order to gain Council's support, site specific planning proposals should:

- Relate to a parcel of land with a minimum street frontage of 20 metres;
- Relate to a parcel of land that does not isolate, sterilise or unreasonably restrict the development potential of adjacent parcels of land (see Isolated Sites);
- Propose an amendment to the LEP with a:
 - non-residential floorspace ratio control consistent with map 5.1 (page 69);
 - a site specific floor space ratio control having regard to the podium height and setback controls in maps 6.1 and 6.2 (page 87); and
 - height control consistent with map 6.3 (page 91).
- For tall buildings identified in map 6.3, propose height, setback and floor space ratio controls that achieve the design criteria for tall buildings (page 92).
- Include satisfactory arrangements to provide commensurate public benefits that support the proposed scheme.

Planning Proposal Process

Council's City Strategy Team will hold a pre-lodgement meeting with property owners and their advisors to discuss specific requirements for a planning proposal. This will generally include discussion on:

- Existing planning controls;
- Specific requirements for the site identified in this study;
- Potential public benefits the scheme may offer; and
- Planning process, including information to be submitted with a planning proposal.

A draft planning proposal and any draft voluntary planning agreement will then be accepted by the City Strategy Team for comment.

To ensure agreed, design outcomes are identified early in the process, the draft planning proposal may be referred to the North Sydney Design Excellence Panel for comment.

Once agreed, a planning proposal should be formally lodged with Council.

For further details on how to prepare and lodge a planning proposal, please refer to the Department of Planning & Environment's 'Guide to Preparing Planning Proposals'.

Development Control Plan

The recommendations of this study will form the basis of a draft amendment to the North Sydney Development Control Plan 2013.

Isolated Sites

Planning proposals that isolate a site, will not be supported on the grounds that the proposal does not represent the orderly development of land. Where there is concern that a site may be isolated, the proponent will be required to submit a scheme that demonstrates the development capacity of that land has not been adversely affected to Council's satisfaction. The same requirement applies to any development application.

Public benefits

A driving principle of the study is that development opportunities beyond those available under existing controls should only be pursued if much needed public benefits are provided. These benefits are in addition to what would normally be required by a new development, such as design excellence and section 94 developer contributions.

Accordingly, for precincts 2 and 3, a planning proposal seeking to amend the North Sydney Local Environmental Plan 2013 may be accompanied by a draft voluntary planning agreement (VPA), which sets out any public benefits proposed to be delivered in accordance with Council's 'Voluntary Planning Agreements Policy'.

This draft study has identified the following public benefits needed to support future development in the area. These benefits will be prioritised based on submissions and feedback received during the exhibition process and cost:

- An embellished Christie St Reserve;
- An embellished Mitchell St Plaza;
- New Mitchell and Oxley St linear parks;
- New multipurpose community centre;
- New 40-place long daycare facility;
- New start-up commercial space; and
- Affordable housing.

1.6_IMPLEMENTING THE SCHEME

Effective Community Engagement

Master Plan

A site being greater than 5,000m² may be the subject of a comprehensive master planning process that is prepared in consultation with Council and neighbouring landowners.

A site of this scale has the potential to significantly change the area. A master plan can provide some design flexibility to identify a broader range of opportunities for the precinct than can be envisaged under this study. The master plan should:

- Be prepared in consultation with Council's City Strategy Team; adjoining landowners should be invited to participate;
- Clearly demonstrate how the scheme will contribute to the local built form context, and the social, environmental and economic prosperity of St Leonards / Crows Nest;
- Provide section and perspective diagrams, illustrations or photomontages and supporting text to the satisfaction of the City Strategy Division that will assist the community understand the scheme;
- Outline proposed building height, zoning, floor space ratio and setback controls that would enable the scheme.

To ensure the master plan has regard to the needs and aspirations of the local community, a proponent is expected to present the scheme to the local precinct committees.

A master plan will inform any draft planning proposal and voluntary planning agreement to support the scheme.

Community Engagement

North Sydney Council is committed to working with the community to ensure the future development of St Leonards / Crows Nest is sustainable, respects the local character, and is supported by the right mix of public domain upgrades and services.

There are a number of opportunities for the community to get involved in the future direction of the local area.

This study represents the strategic level of planning, showing here, at the top of the flowchart, in orange. During the exhibition of the draft study, Council is seeking feedback on the general direction St Leonards / Crows Nest should take, including which public benefits identified in this study are considered the most important. Public benefits can then be costed and prioritised.

Developers will need to seek a change to the planning controls for any additional height envisaged under this study, show here in green. During exhibition of a draft planning proposal, Council will seek community feedback on matters such as the impact of taller buildings and whether it is being supported by a fair and reasonable public benefit.

Finally, development applications for a proposed building are exhibited for public comment. The community are invited to consider the actual design and impact of a building. Decisions - whether by a state or local planning body - consider each submission received.





2

ST LEONARDS

2.1 HISTORY

Source: Dr Ian Hoskins, North Sydney Council Historian

Aboriginal Heritage

The Cammeraygal people are the traditional owners of the North Sydney area. Their territory extended from present-day Woodford Bay in the west to Cremorne Point in the east and north possibly as far as the Kuringai area. They made ample use of Sydney Harbour to gather shellfish and catch fish. Consequently most of the evidence of their occupation survives on the foreshores by way shell middens, engravings and stencil imagery.

Early European Settlement

The earliest European land grants on Cammeraygal land were made in the 1790s. By the mid-1820s much of the foreshore between Waverton and Cremorne had been acquired by individual grantees.

Much of Crows Nest, Waverton and Wollstonecraft was granted to Edward Wollstonecraft and passed onto the Berry family. The Berry Estate remained as a huge parcel of land covering the western side of present-day North Sydney until the early 1900s with gradual subdivision.

The plan for a township of St Leonards was gazetted in 1838 and formed the basis for future north/south development. A version of this layout was agreed upon by petitioners seeking the formation of a Municipality of St Leonards in 1859.

A band of town allotments, bounded to the west by West Street and to the east by the recreation reserve that became St Leonards Park, extended from above Lavender Bay to present-day Vale Street. All this land down to Mount Street was part of the Municipality of St Leonards formed in 1867. This area extended around the east to include the area that would become Mosman Municipality in 1893.



Above: Sydney from St Leonards, Conrad Martin circa. 1841

2.1 HISTORY

Establishment and Development

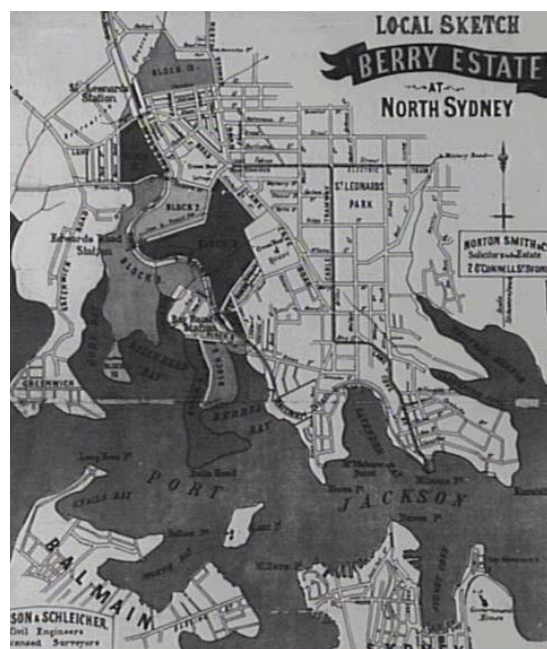
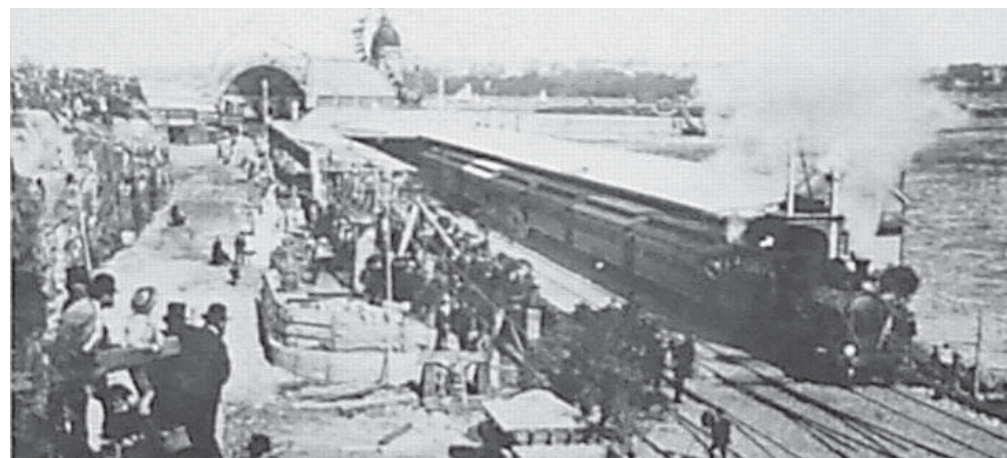
The land around present-day Albany, Atchison and Chandos Streets was then owned by Alexander Berry through his marriage to Elizabeth Wollstonecraft, brother of Edward, who had received 524 acres from there to the Harbour in the 1820s. Upon his wife's death in 1845, Berry gave approximately five acres to St Thomas Church for use as a cemetery – the first European burial ground on the north shore. That is now St Thomas Rest Park.

Population on the lower north shore increased almost exponentially from the 1860s with the provision of regular ferry services across the Harbour. In the 30 years to 1890 the population grew five-fold to 17,000. In that year St Leonards, East St Leonards and Victoria Municipalities amalgamated to form North Sydney Council. The present-day suburb of St Leonards straddles North Sydney, Willoughby and Lane Cove Local Government Areas (LGAs).

St Leonards Railway Station, which opened in 1890, sat just north of North Sydney within the Municipality of Willoughby and, from 1895, the newly-formed Lane Cove Municipality. The station serviced the nearby northern reaches of the North Sydney area – St Leonards, Crows Nest and some of Wollstonecraft. These areas were linked to the harbour by rail in 1893 when the St Leonards to Milsons Point line was opened.

The anticipation and delivery of this transport connection prompted the subdivision and sale of the Crows Nest portion of the Berry Estate between 1883-1901 (the last auction being in 1937). In 1902 the Royal North Shore Hospital relocated from Crows Nest to its current site in present-day St Leonards.

The opening of the Sydney Harbour Bridge in 1932 also dramatically altered the character of the area. As road and rail links with the Sydney CBD rapidly improved, St Leonards emerged as a transport orientated centre. Indeed the area here flourished as a result of the Bridge and the road traffic it channeled along the newly-named Pacific Highway (formerly Lane Cove Road). By contrast businesses at Milsons Point declined.



Top: Opening of the North Shore Railway Line, circa 1893.

Above Right: St Leonards Railway Station, circa 1900.

Left: Subdivision Plan of North Sydney Area, circa 1893.

2.1 HISTORY

Transformation

In 1948 the County of Cumberland Planning Scheme identified the St Leonards area as suitable for industrial purposes. Commercial and light industrial buildings were constructed.

Following the 1975 – 76 recession, apartment and townhouse development dominated the residential market and the demand for new office space picked up. By the 1980s St Leonards was emerging as a major employment centre, with the Royal North Shore Hospital being the single largest employer.

Indicative of the significant development pressures on St Leonards during this period, the only local heritage item within the study area is a commercial building at 1 Chandos Street constructed in the Modern Brutalist style in 1977.

The 1927 Power Station at 23 Albany Street, a heritage item which stands just outside the study area, is evidence nonetheless of the increased development north earlier in the 20th century.



Top: Pacific Hwy. northwards circa. 1953

Above Left: Pacific Hwy. southwards circa. 1953

Above Right: Pacific Hwy. northwards circa. 1953

Historic buildings today

A handful of residential dwellings dating to the first three decades of the 20th century remain on the south side of Chandos Street, just east of Oxley Street. More remain from this era in Atchison and Albany Streets. Like the bungalow at No.78 Atchison completed in 1914, these houses date to the original subdivision of the Berry Estate from the late 1800s through the first decades of the 20th century.

This type of building is better represented in the Holtermann Estate conservation area, located to the east of Willoughby Road and the Naremburn conservation area (in the Willoughby local government area) just to the north. The large modern townhouse development from 54 to 60 Albany Street is designed in a 'Federation-nostalgic' style intended to reflect the original residential character of this area.

In 2001 St Leonards was rezoned from a low-scale industrial/commercial centre to mixed use zone with height limits ranging from 20 metres at Oxley Street, up to 49 metres at Christie Street. This rezoning transformed the area into the medium to high-rise commercial and residential centre that we see today, with the population increasing five-fold between 1991 and 2011.

Recent social and economic developments have seen ongoing strong demand for high density residential properties. Older, small commercial buildings are being replaced by high-rise, mixed use apartments.

2.1 HISTORY

Then and now



1953
Corner of Pacific Highway and Albany Street



2014
Corner of Pacific Highway and Albany Street



1953
Corner of Pacific Highway and Christie Street



2014
Corner of Pacific Highway and Christie Street

Sources

- Designs on a Landscape: A History of Planning in North Sydney, (Margaret Park, 2001)
- Holtermann A Field Survey Inventory Sheets, (Noel Bell, Ridley Smith and Partners no date)
- North Sydney 1788-1899, (Michael Jones, 1988)
- North Sydney Heritage Inventory database
North Sydney Heritage Review, Godden Mackay 1993)
- Research files, North Sydney Heritage Centre, Stanton Library
- St Leonards Public Domain Strategy 2003.
- St Leonards Railway Station 1890 – 1995 (William H Polglase, 2007)
- St Leonards Area: Environmental Study (Planning Workshop and Sinclair Knight & Partners Pty Ltd 1980)

2.2_TODAY

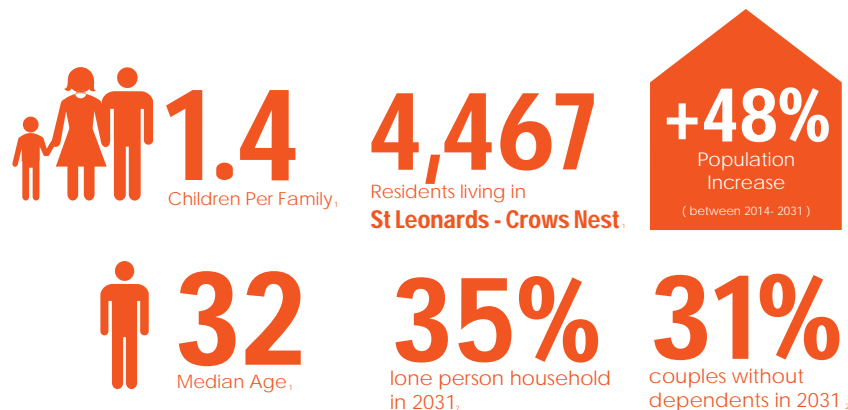
Who lives here

Today, St Leonards has a population of 4,467 people living in 2,493 dwellings. A significantly high proportion of these residents – 92%, live in a flat, unit or apartment. This is evident in the high number of residential towers located in and around the study area, particularly along Atchison Street.

The population is significantly younger than the Sydney metropolitan average. The median age is 32 years old with 41% of the population aged between 25-34, followed by 24% aged between 35-49. Of the 15% that are older than these age groups, about half are still of working age and half retired. Children aged between 0-14 years only make up 9% of the population – about half the metropolitan average. Those finishing highschool or entering the workplace or university account for 11%.

Households in the area are more likely to be couples without dependents or a lone person, at 30% and 32% of the population respectively. By 2031, lone person households are expected to grow to 35.2%. Families with children account for only 17% of households, with statistically smaller family units of only 1.4 children per family compared to the metropolitan average of 1.9. Group households account for 9% of dwellings.

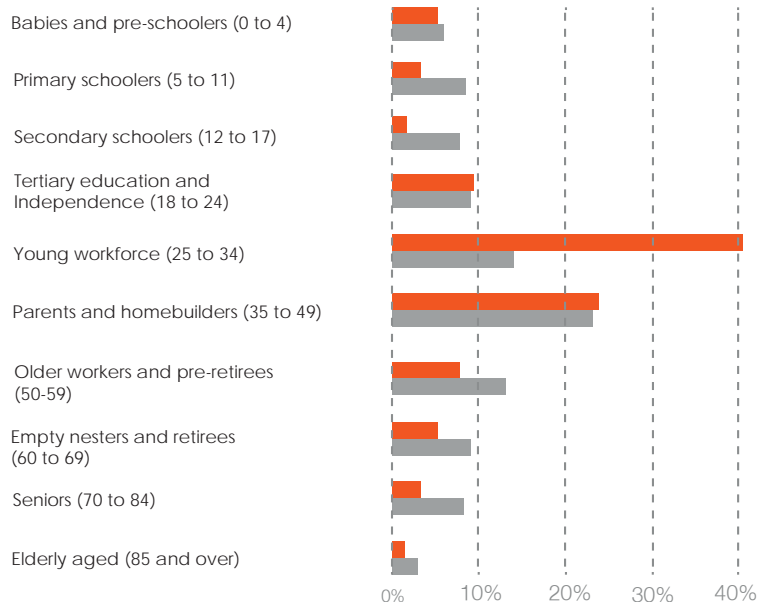
St Leonards is home to a highly educated, professional and affluent population. 34% of people received a tertiary or university education, which is much higher than the metropolitan average of 16%. Of couple households, 42.2% had both partners employed full-time. The median weekly household income was over \$2000.



AGE STRUCTURE service age groups, 2011

Source: id The Population Experts, Australian Bureau of Statistics

Legend: North Sydney Council (orange), NSROC (grey)



1. Australian Bureau of Statistics
2. Population and household forecasts, 2011 to 2031, prepared by .id The population experts, August 2012

What's on offer

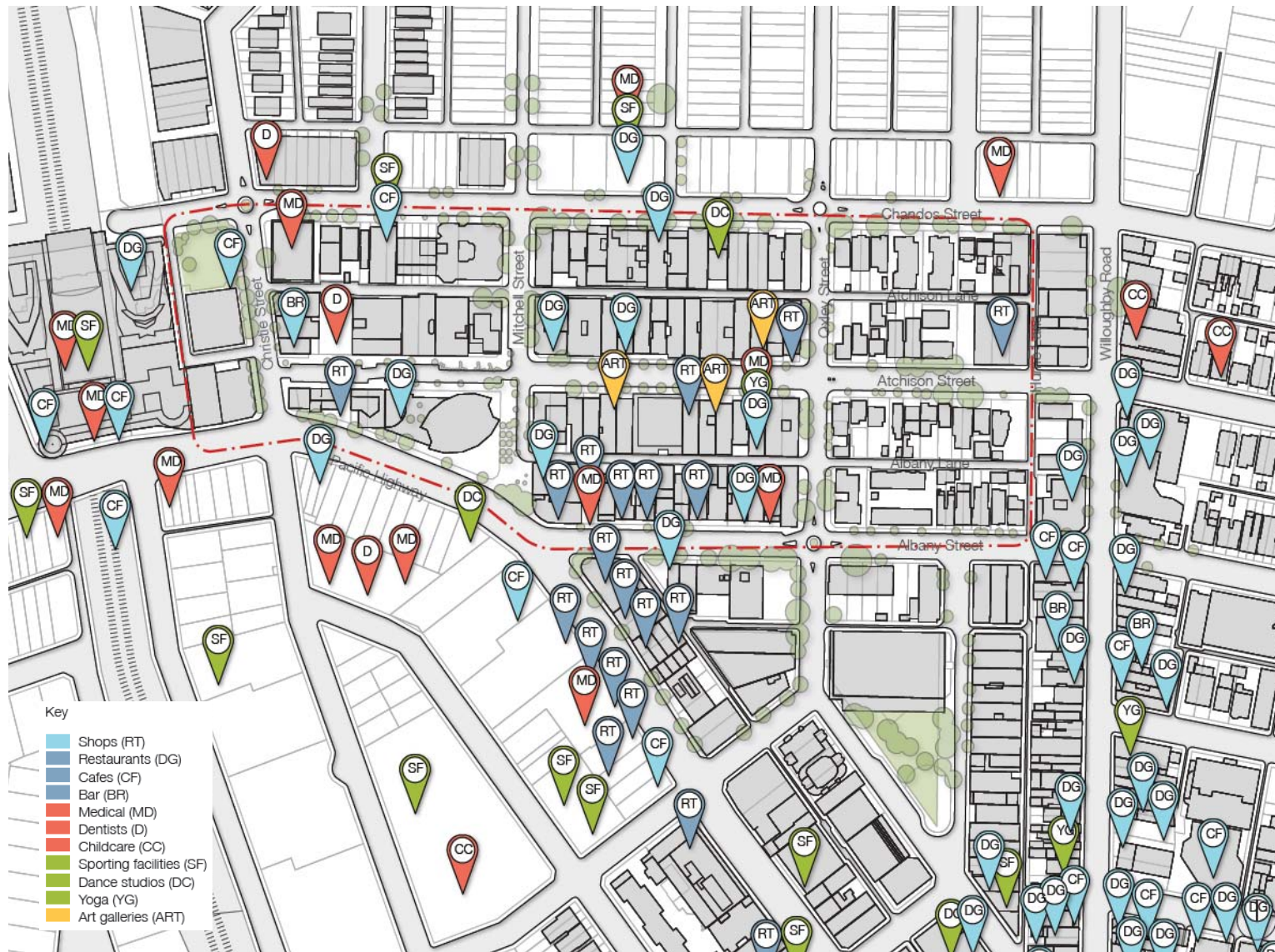
The study area currently does not support a significant amount of services or activities that serve as a destination for St Leonards, although there is potential.

Some retail is clustered around the intersection of Albany St and the Pacific Highway offering a variety of specialised goods such as homewares and furniture.

Quite recently, a number of temporary art galleries have begun to appear along Atchison St. The not for profit Australian Chinese Art Foundation, which supports a smaller scale of contemporary art exhibitions, similar to the White Rabbit Gallery in Chippendale, is a key destination that is set to grow as word gets out.

There are also a few very successful cafes and restaurants located across the area.

Additional facilities are located within walking distance of the study area. Food and beverage activities focused along Willoughby Rd suggest a fair amount of pedestrian traffic passes through the area from the station to Crows Nest. Other community, sporting and recreation uses are located south of the Pacific Highway.



Source: Placemaking & Design Study (SJB 2014)

2.3_CURRENT PLANS



Major development sites

St Leonards is changing. In the past 4 years, the centre has been subject to a significant number of development applications and proposals to amend local planning controls, some falling within North Sydney local government area.

Many of these schemes are shifting the area from a predominantly low scale commercial centre to a taller mixed use precinct.

Sites under construction



2.3_CURRENT PLANS

Major public domain and infrastructure proposals



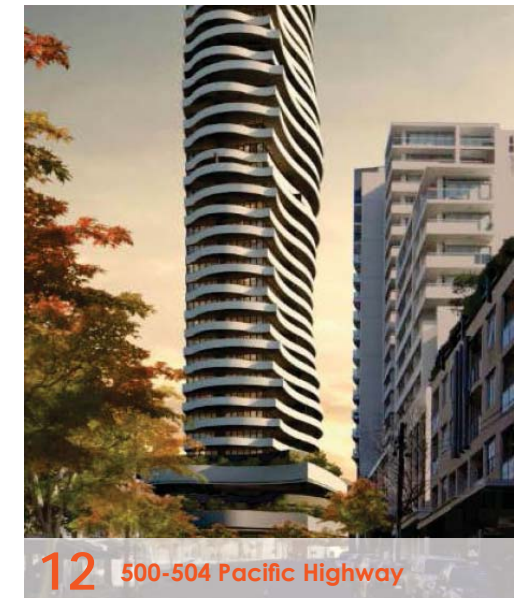
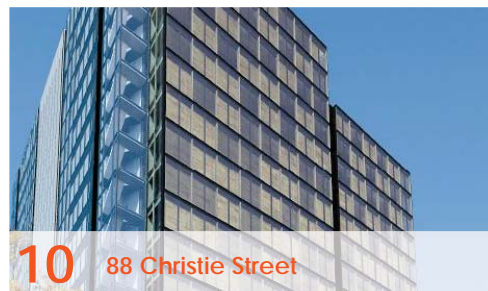
Sites seeking approval



Sites with major approved developments



Exhibited planning proposals





Improved outdoor open spaces, pedestrian access, build on identity



68%

of surveyed were either Neutral or Disagree that St Leonards has a distinct identity

Outdoor spaces and good quality development that includes access for the community



60%

of surveyed were either Neutral or Disagree that the outdoor spaces in St Leonards are attractive

Community Survey

Community Survey

The majority of people surveyed suggest St Leonards lacks a distinct identity, or that has a detached, impersonal or commercial feel.

There is strong concern that the centre does not adequately cater to existing residents outside of business hours.

More is needed in terms of creating a community atmosphere. This should include additional or higher quality open spaces and services catering to a range of people - meaning the elderly, families, single people, couples and youth.

Survey suggestions to improve open space include new playgrounds, sheltered public domain areas, more seating, barbeque areas and outdoor event spaces.

Desired streetscape improvements include addressing 'tired and derelict' spaces, adding local art and water fountains.



3



PLACEMAKING

3.1_CONTEXT

Metropolitan Context

Placemaking projects create safe and engaging public destinations and neighbourhoods over time. It involves the design and use of public spaces at varying scales and the provision of services and activities that promote people's health, happiness, and well being.

A Commitment to Great Places

State government recognises that the quality of life and the attractiveness of Metropolitan Sydney contributes to our competitive global advantage and reinforces strong local communities.

The 'Metropolitan Strategy for Sydney' stresses the importance of creating great places for people to live and work. This means supporting centres with social infrastructure and open space to allow active, successful communities to flourish.

To this end, the Strategy seeks to:

- create socially inclusive places that encourage people to come together formally and informally, stimulating cultural and recreational activities; and
- deliver accessible and adaptable recreation and open spaces that everyone can enjoy.

Details on how these spaces will be delivered from a state perspective are expected to be addressed in the subregional delivery plans.

Limited Public Space

The 'St Leonards / Crows Nest Planning Study Precinct 1' (2012) provides a detail assessment of the quality, quantity and accessibility of public open space in the region.

The study suggests that the distribution of open space on the lower north shore is relatively uneven with many foreshore locations enjoying large tracts of bushland and greenspace, whilst areas along the ridgeline including the study area, offer limited greenspace despite supporting some of the highest residential densities in the region.

St Leonards as a Priority Area

The 'North Sydney Open Space Provision Strategy' (2009) identifies St Leonards / Crows Nest as a priority area for new open space. This ranking is determined having regard to the high population density and the lack of reasonably sized quality open spaces within walking distance of the precinct (see map)

Local Context

Public Domain Improvements

The St Leonards Public Domain Strategy (2003) identifies a suite of public domain upgrades, to enhance the image and character of St Leonards as a modern mixed use centre.

Establishing Atchison St as a 'high street' is a key recommendation of the Strategy. Much of this work has been completed for the western end of the street under the Atchison Street West Masterplan (2005) providing a safer, more pleasant pedestrian focal point for residents and visitors to St Leonards. The Strategy recommends these upgrades be extended east to Oxley St over time.







Many of the ideas from the 2003 Public Domain Strategy have been picked up by the 'Placemaking & Design Study' (2014) and are presented in the following sections of this report.

Hume Street Park Upgrades

Council has been working with developers and property owners to implement the recommendations of the Precinct 1 study that includes a master plan to improve Hume Street Park.

A design team has been engaged to undertake concept design and feasibility planning for the expansion of the park. This work is anticipated to be completed in early 2015 with a detailed design to follow.

Legend

	Park or reserve of reasonable size and good quality
	<100 metres from a park or reserve
	100 - 250 metres from a park or reserve
	250 - 400 metres from a park or reserve
	>400 metres from a park or reserve
	Local Government Boundary



3.1_CONTEXT



3.2_SITE ANALYSIS_PUBLIC DOMAIN



Topography



Ridge

top location just off the Pacific Highway



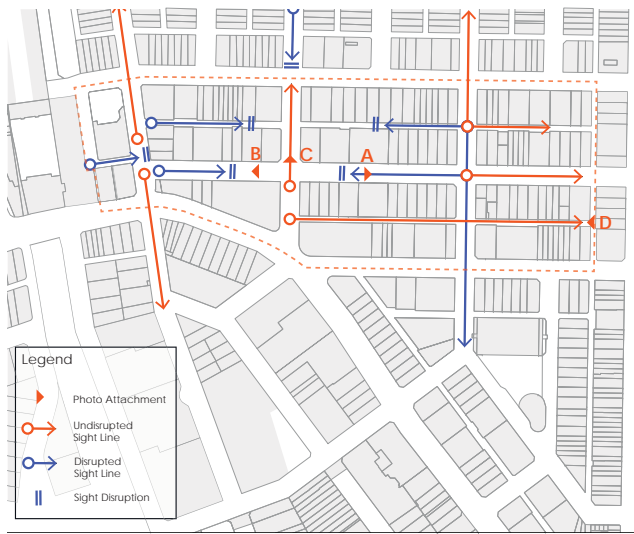
Sloping

terrain which varies across the study area and beyond

St Leonards is located at the top of a prominent ridgeline with sloping topography across and beyond the study area. The land varies up to 19 metres in height.

The high points are generally located mid-block, between Mitchell St and Atchison St and sloping away in all directions. There is a low point in the section between Willoughby Rd and Oxley St towards Crows Nest village centre, where the original creekline used to run.

As a result of the steep topography, a number of ground floor entries to buildings are either located above or below the streetscape.



Sight Lines and Vistas



Strong

building line establishes spatial character of study area



Blocked

sight lines due to rise in topography

The undulating topography of St Leonards in combination with its mostly orthogonal street grid has created many opportunities for long sightlines and vistas. These sight lines offer pedestrians a natural means of way finding.

Most streets have a strong building line which also assists with wayfinding and establishes a strong spatial character to the area.

There are points where these sight lines are broken and a pedestrian's sense of orientation may be lost. This is most prominent looking towards the crest of the hill in Atchison St and Atchison Ln as well as the disjunction between Sergeants Ln and Atchison St.



3.2_SITE ANALYSIS_PUBLIC DOMAIN



Public Open Space



Trees / Vegetation



Limited
green and hard surface public open space



Sterile
and low amenity hard surface open public space



Framed
vistas along streets are created by linear and consistent street plantings



Uniform
and consistent palette of plantings and vegetation

Christie Street Reserve is the only public green space in the study area. As the reserve receives ample sunlight and offers reasonable levels of shade under mature trees, it is well utilised by the working community at lunchtime.

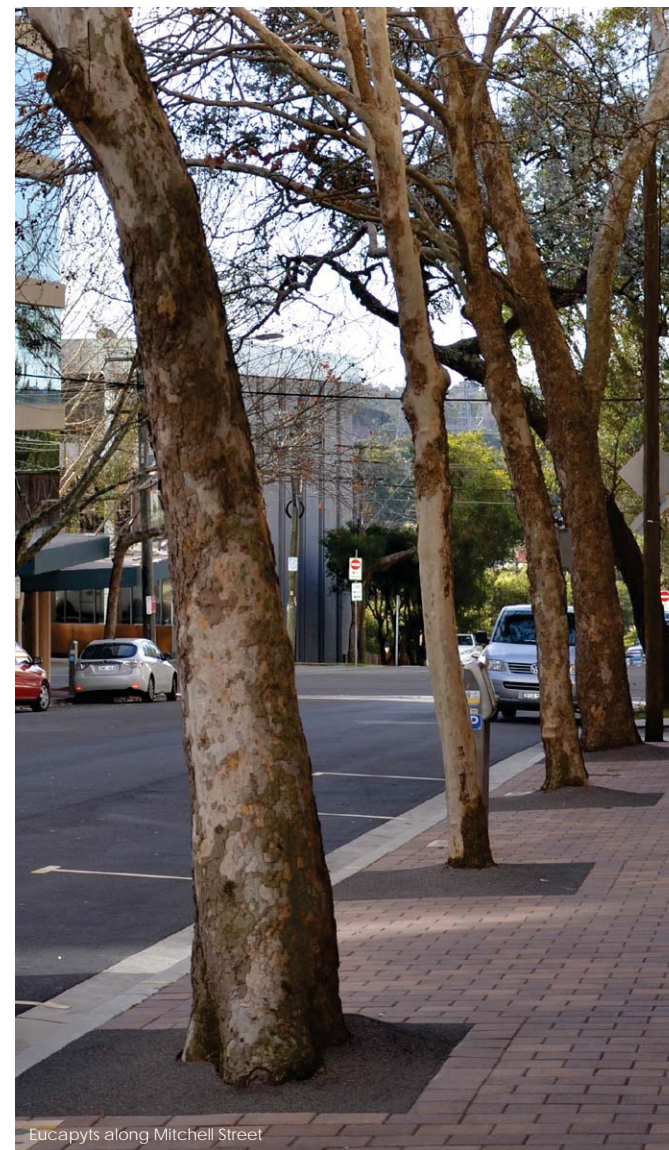
At present, Mitchell Street Plaza is the only paved public space, although the forecourt to the IBM building is also publicly available and offers more sheltered seating. Following the construction of 6-16 Atchison St, there will be publicly accessible space either side of the building, which may be expanded by the approved redevelopment of 18-20 Atchison St.

There are also two arcade links in the study area, however they are closed outside of business hours.

Despite the lack of green public open space within St Leonards, there are significant street plantings and vegetation.

The streets within precinct 2 support reasonably mature deciduous plane trees. These trees offer reasonable levels of shade in summer whilst allowing solar access in winter, provide a softening effect to streetscape and built environment, and reduce the effects of strong winds.

In the more residential area towards the east, there are fewer and smaller street trees, with larger trees predominantly located on private property, serving an important catchment function.



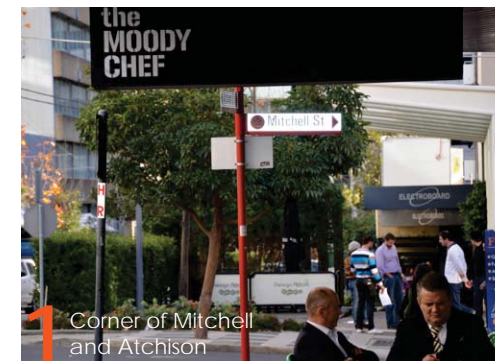
Eucalypts along Mitchell Street

3.2_SITE ANALYSIS_ACTIVITY

Source: Placemaking & Design Study (SJB 2014)



Pedestrian Amenity and Dining Activity Clusters



There is a slowly emerging cafe and dining character to the area, anchored by key establishments like the Nilgiris on Christie St, the Moody Chef on Atchison St and Bazaar on Albany St. Outdoor dining is best supported by the few cafes along Chandos St that enjoy good sunlight throughout the day.

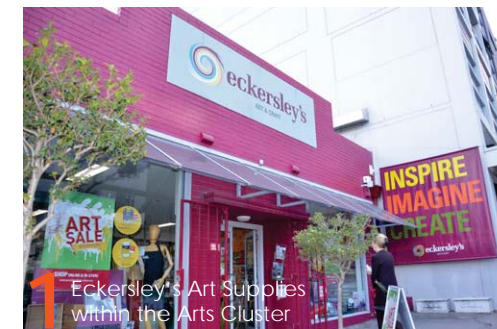
Overall, retail and dining offerings are fragmented and struggle to compete with the high amenity of Willoughby Rd.

3.2_SITE ANALYSIS_ACTIVITY

Source: Placemaking & Design Study (SJB 2014)



Community Facilities, Education and Other Clusters



There are no community or education facilities within the study area, however there are a few privately run education institutions just outside.

The Hume St Indoor Sports Centre supports four fully enclosed playing areas, grandstand seating, meeting and change rooms, with parking for up to 100 cars. It is within a 5-10 minute walk.

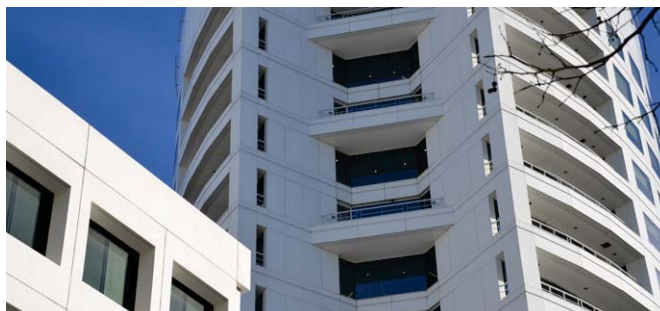
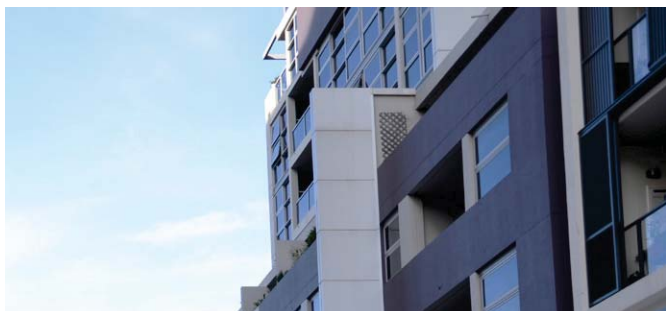
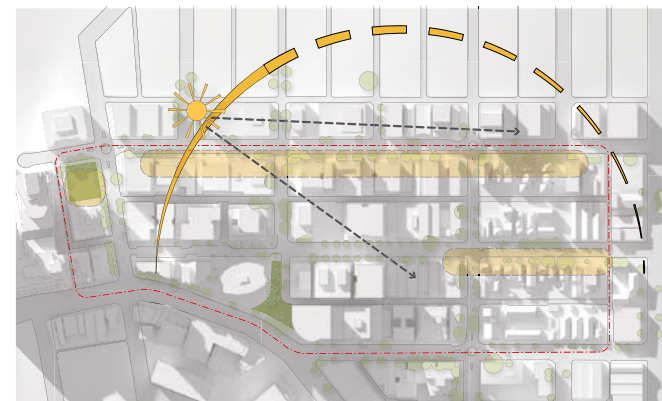
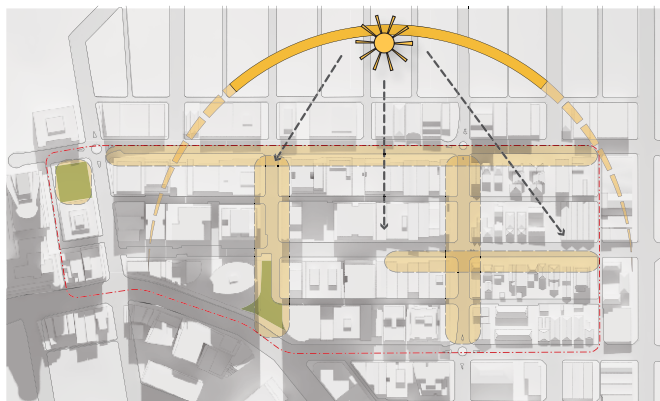
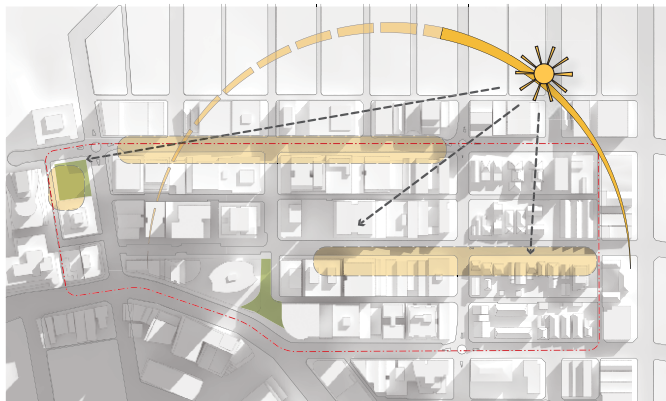
The Crows Nest (Community) Centre (just off this map) provides a wide range of services and support. It is within a 10-20 minute walk for able-bodied persons, or 5 minute cab ride.

In and around the precinct, homewares, furniture and design stores are clustered at the intersection of Albany St and the Pacific Highway.

Quite recently, a number of temporary galleries, artists in residence and rehearsal spaces have been established in some of the ageing commercial offices west of Oxley St.

3.2_SITE ANALYSIS SOLAR ACCESS

Source: Placemaking & Design Study (SJB 2014)



9am Winter Solstice

12pm Winter Solstice

3pm Winter Solstice

The above diagrams show the extent of solar access within the study area at 9am, 12pm and 3pm on the winter solstice. The precinct is made up of urban blocks arranged along an east-west grid. As a result, a large proportion of the ground plane is overshadowed throughout the day.

In the morning, the existing built form allows solar access along Chandos St, and the eastern half of Atchison St. At midday, Chandos St continues to receive good solar access along its length, whilst the extent of solar access along Atchison St decreases. In the afternoon, Chandos St and the far eastern end of Atchison St receive sunlight.

Running north-south, Mitchell St and Oxley St receive good solar access down their length at midday, making them suitable lunchtime locations all year round. Similarly, Christie Street Reserve enjoys day-long sunlight largely due to the scale of development on the north side of Chandos St.

3.2_SITE ANALYSIS_CONSTRAINTS AND OPPORTUNITIES

Source: Placemaking & Design Study (SJB 2014)

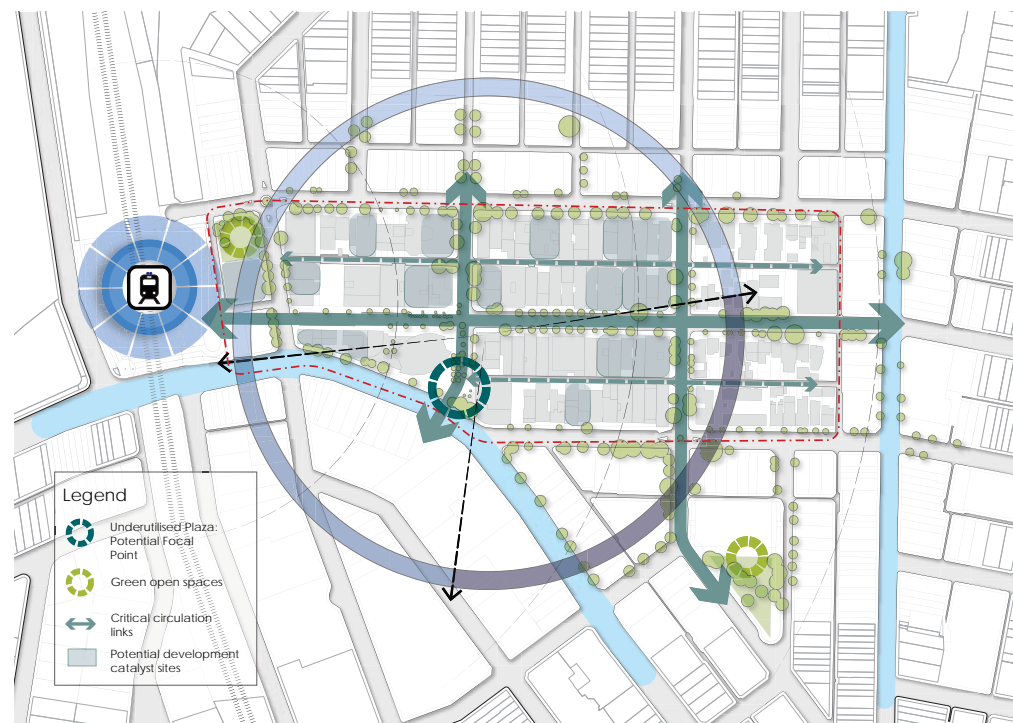


Constraints

Having regard to the above analysis, the key constraints to transforming St Leonards into a high amenity, mixed use centre are:

- lack of useable public open space;
- no focus for pedestrian activity or retail;
- no community facilities;
- volume / speed of traffic on key streets;
- inconsistent lighting, paving and furniture;
- unsafe laneways.

Council will work in partnership with landowners seeking to redevelop in the area to deliver successful placemaking projects. A more diverse land use mix needs to be delivered along with public domain improvements and much needed community infrastructure to create a sense of place.



Opportunities

Conversely, St Leonards offers a number of opportunities that can be capitalised on by future projects in the area:

- strong public transport connections;
- 'fine bones' of a creative precinct;
- a few 'anchor' establishments;
- north/south running Mitchell and Oxley St;
- potential to activate laneways;
- significant developer interest.

It is also worth noting that a large proportion of residents are in the 25-34 age bracket. This age group generally has a significant disposable income and are keen to get involved in cultural activities such as eating out, movies and attending music venues. There are many opportunities to better cater to this demographic, stimulating economic growth and providing a greater sense of character to the area.

3.3 PLACE QUALITY ASSESSMENT

Source: Placemaking & Design Study (SJB 2014)

Place Quality Assessment Tool

The views that emerged from the community survey are supported by the place assessment that was undertaken by SJB as part of the 'Placemaking & Design Study' (2014).

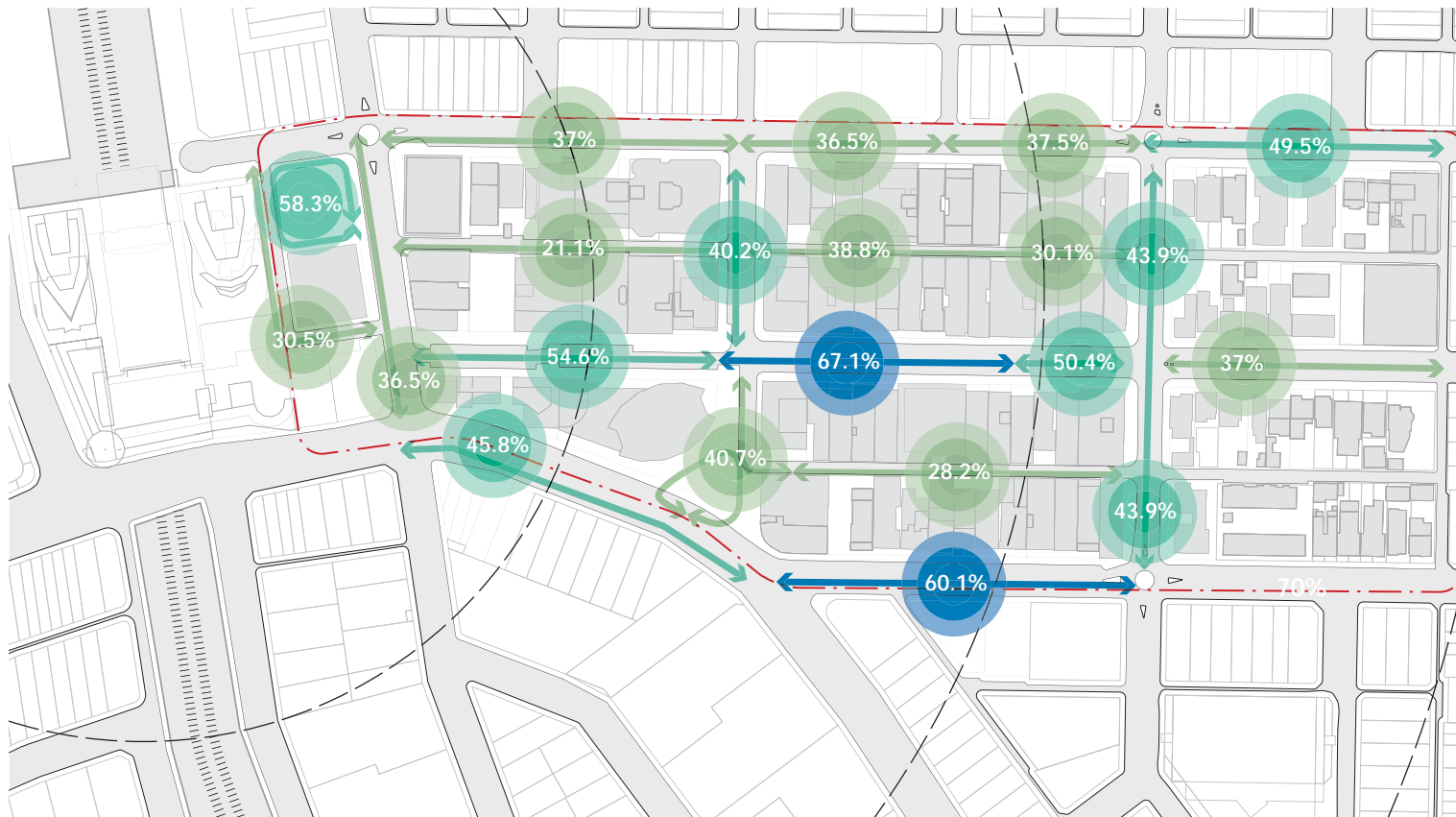
The place quality assessment tool involves rating the quality of a public space based on six key principles that are seen to encompass the essential aspects of successful places. Principles include safety, accessibility and diversity among others. The combined overall score of a place includes an average of all the principles. The scoring system allows direct recommendations to be made for each place.

Overall, the study area rates quite poorly with only portions of Atchison St and Albany St achieving a 'good' place quality. The gateway into the precinct at Sergeants Ln and Christie St was rated 'poor' along with all of the laneways. The two public spaces of Mitchell Street Plaza and Christie Street Reserve only managing 'acceptable' ratings.

Less than half of the sites surveyed were considered safe due to high traffic, poor lighting or lack of active building frontages. Very few sites were considered 'diverse' or 'enticing' given the limited activities on offer. This is a poor outcome for a metropolitan centre.

A full explanation of how the assessment was undertaken and the results are provided in the appendix to the 'Placemaking & Design Study'. It's worth a read.

Assessment Results



3.3 PLACE QUALITY ASSESSMENT

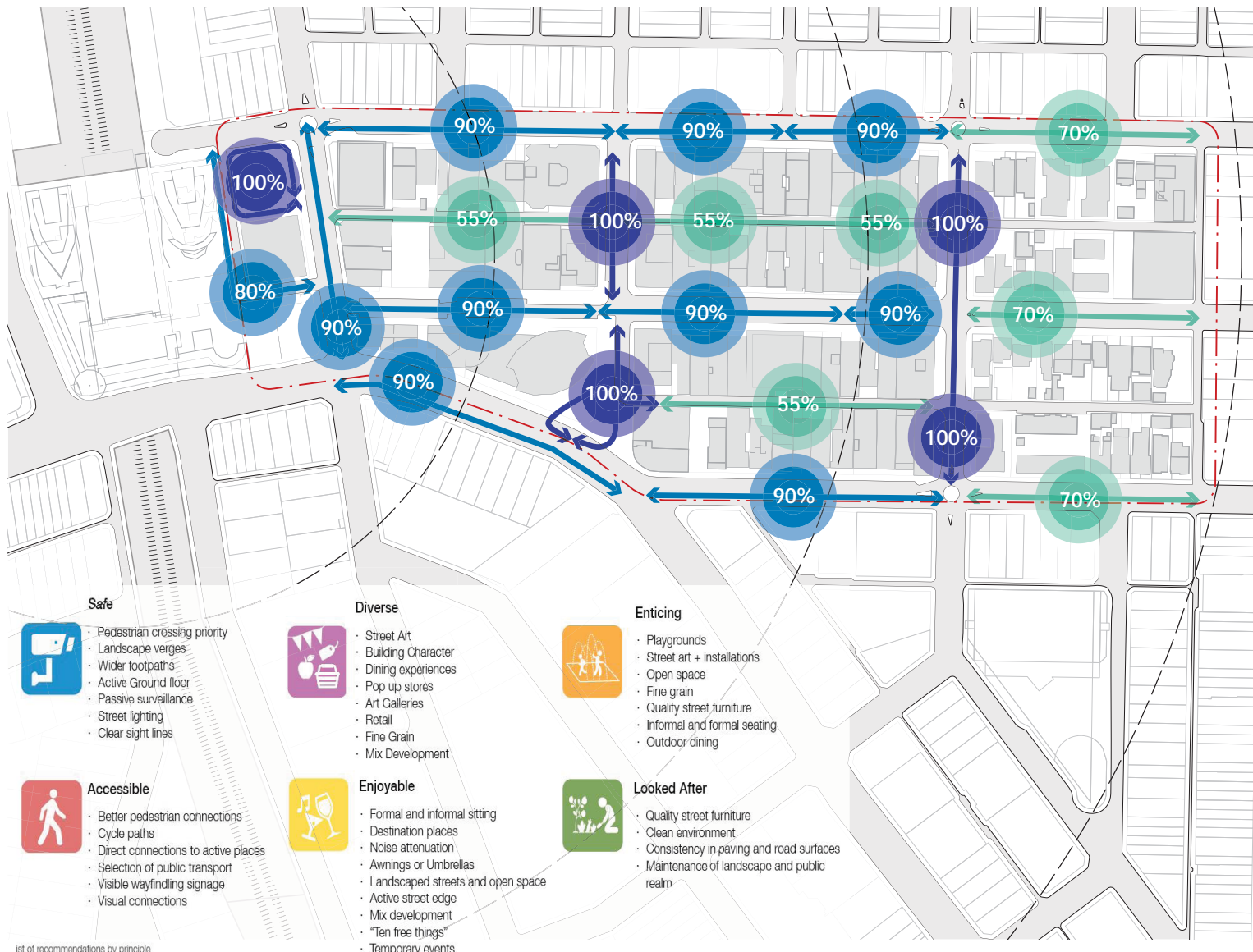
Source: Placemaking & Design Study (SJB 2014)

Assessment Target

The Place Quality Assessment includes a series of target scores that each space can potentially achieve.

It is worth noting that not every space can achieve 100% as each place serves a different role and function in our urban environment that combine to create the character of the place.

The target scores are ambitious but reflect what should be aimed for in a modern, mixed use centre.



list of recommendations by principle

3.3 PLACE QUALITY ASSESSMENT

Source: Placemaking & Design Study (SJB 2014)

Assessment Results



Atchison Street **score 37 - 67%**

Atchison Lane **score 21 - 30%**

Chandos Street **score 37 - 50%**

Albany Street **score 60%**

Atchison St has the potential to become St Leonard's civic street. Public domain upgrades such as footpath widening, seating and planting have been partially completed between Christie St and Mitchell St. On average, Atchison St scores well in comparison to the rest of St Leonards. At its best, Atchison St achieves a respectable 67.1% where the topography is highest near the Moody Chef.

The potential for active laneways is clearly appreciated in Sydney and Melbourne CBDs. By contrast, pedestrian safety and amenity on Atchison Ln beside the station is extremely poor. There is limited sunlight, no activities fronting the laneway, no street lighting and is poorly maintained. The lane achieved the lowest place quality rating.

Chandos St borders Willoughby Council. Given the proximity of the low scale, heritage conservation area to the north, the southern side of Chandos St enjoys some of the best sunlight in the precinct. This suggests there is great potential for cafes and outdoor dining. Notwithstanding, the high traffic levels and narrow footpaths contribute to Chandos Street's low score.

With retail, food and beverage offerings along the western end, transitioning into a leafy residential streetscape towards Willoughby Rd, Albany St achieves one of the highest place rankings in the precinct. With very few redevelopment opportunities remaining on the street, the biggest improvements could be achieved by encouraging more diversity in ground level activities of existing buildings and streetscape upgrades.

3.3 PLACE QUALITY ASSESSMENT

Source: Placemaking & Design Study (SJB 2014)

Assessment Results



Mitchell Street **score 40%**

Mitchell Street Plaza **score 41%**

Christie Street Reserve **score 58%**

Oxley Street **score 44%**

Mitchell St was identified by both the Access and Placemaking studies as having significant placemaking potential. It is currently a wide street serving a limited traffic function with almost no active uses.

As it enjoys good sunlight, and given its central location in the precinct, landscaping, lighting and the redevelopment of surrounding sites over time will significantly transform this street.

Mitchell Street Plaza is an underutilised and windswept public space wedged between Albany Ln, Mitchell St and the Pacific Highway. Despite being one of the few public spaces within the precinct, there is little attraction for passive recreation here, with the majority of public seating on offer facing a low amenity laneway.

Christie St is heavily dominated by cars and struggles to be an enticing gateway into the area, along with Sergeants Ln.

However Christie Street Reserve is well located next to the station and offers well maintained greenspace next to The Forum. High quality and diverse landscaping that improves station access and encourages outdoor dining would transform this gateway site.

The future design of Oxley St is critical to the placemaking of St Leonards / Crows Nest. It forms the interface between the higher density mixed use precinct and the residential area fronting Willoughby Rd. At present, the grass verges, inactive laneways, and traffic dominated intersections mean Oxley St only just rates as 'acceptable'. Given the landownership on the western side, there is considerable potential to transform this street.

3.4_RECOMMENDATIONS

OBJECTIVE

01_Public domain

Enhance local character through high quality public domain design



Benefits

480m upgraded civic street
2,000m² new linear parklands
4,600 m² embellished public space

Diverse and vibrant public life
Comfortable, safe places
Streetscapes that incorporate water sensitive urban design

Streetscape upgrades

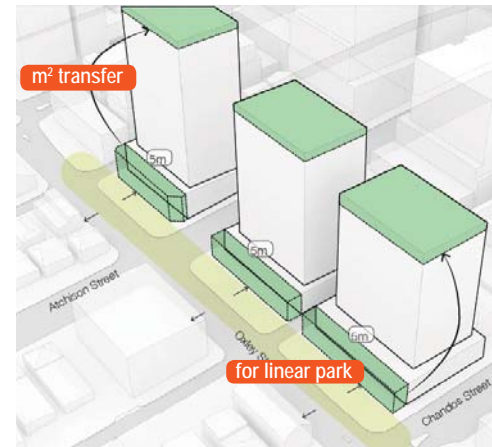
Ⓢ section 94 contributions

Streetscape upgrades will be undertaken to create a connected network of parks, landscaped streets and active laneways. Distinctive and consistent paving and street furnishings will be achieved through the application of the Public Domain Style Manual and Design Codes 2014.

Powerlines

Ⓢ section 94 contributions

St Leonards is a priority area for placing powerlines underground. Council will actively work with Ausgrid to coordinate this work with the planned streetscape upgrades.



Project 1: A civic street

Ⓢ section 94 contributions

Atchison St will become the main civic street connecting St Leonards to Crows Nest, with pedestrians and cyclists prioritised over cars.

High quality paving along widened footpaths, distinctive street furniture and pedestrian-focussed lighting will create a safe, engaging street that connects the station to the new anchor retail development on Willoughby Rd.

The traffic role of Atchison St will be downgraded and car parking will be reconfigured to accommodate landscaped kerb buildouts. Kerbs are to be extended on all corners to provide safer pedestrian crossings.

Project 2: Two linear parks

Ⓢ section 94, voluntary planning agreement

Two tree-lined linear parks will be created along Mitchell and Oxley Streets to provide additional open space to support the future residential and working community. The parks are ideally located to:

- deliver more passive recreation space;
- allow greater solar access into the area;
- incorporate water sensitive urban design.

The linear parks will be made possible through the redevelopment of identified sites with buildings set back along the western side of the streets (see map 3.1). This will be incentivised by considering the transfer of developable area from the ground plane for additional height.

Projects 3,4,5: Three public spaces

Ⓢ section 94, voluntary planning agreement

Christie Street Reserve, Mitchell Street Reserve and Hume Street Plaza (precinct 1) will be redesigned and upgraded.

The embellishment and future ownership of Christie Street Reserve will be negotiated with the property owner of 100 Christie St.

The design and upgrade of the reserves will principally be funded through financial contributions under voluntary planning agreements. Section 94 contribution will cover some of the planned upgrades to Christie St Reserve, but will not be sufficient to cover the full redesign.

3.4_RECOMMENDATIONS

01_Map 3.1_Public domain

MAP

PROJECTS

01_Public domain



Legend

- Streetscape upgrades
- Existing Civic spaces
- Lane Cove Proposed Civic Space
- Public space embellishments
- Green public open spaces network
- Site with setback

A CIVIC STREET



1 Transform Atchison St into a main civic street by continuing the upgrade program

TWO LINEAR PARKS



2 Establish linear parks along Mitchell and Oxley Streets

THREE PUBLIC SPACES



3 Embellish Christie St Reserve and install public artwork



4 Revitalise Mitchell St Plaza and install public artwork



5 Embellish Hume St Plaza as per Precinct 1 Study

STREETSCAPE UPGRADES



6 Roll out of the paving, lighting and furniture upgrades

3.4_RECOMMENDATIONS

OBJECTIVE

02_Experience

Offer a diverse range of activities & services, including free things to do



Benefits

- Community centre
- 40-place long daycare
- Active & engaged community
- Improved range of services
- More destinations
- An 18-hour economy

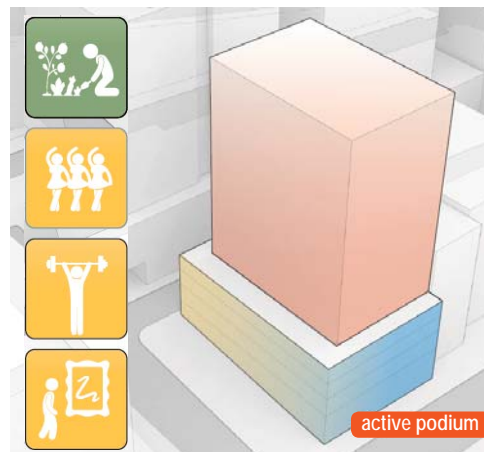
Community Centre

⑤ voluntary planning agreement
Council will consider a public benefit offer (in-kind or financial contribution) to provide a well located space that can be used as a community hub, offering various spaces such as:

- dance studio, rehearsal space;
- gallery and artist studios;
- social activities, community projects;
- one stop shop information centre.

Childcare facility

⑤ voluntary planning agreement
Council will consider a public benefit offer (in-kind or financial contribution) to provide a 40-place long daycare facility to support the significant population growth.



More business, activities & services

North Sydney Local Environmental Plan 2013
Changes to the planning controls outlined in Chapter 5 will mean a greater mix of employment, dining, recreation, entertainment community and other non-residential uses will be required in mixed use buildings.

Active street frontages

North Sydney Development Control Plan 2013
A diversity of activities, facilities and services is encouraged within the commercial and mixed use zones. The DCP provides strong support for development that incorporates community uses, entertainment facilities and active street level uses that contribute to the economic and social vitality of the centre.

Outdoor dining

North Sydney Development Control Plan 2013
Outdoor dining is supported in commercial and mixed use zones under the DCP. Footpaths along Atchison, Mitchell and Oxley Streets will be widened where possible to accommodate more outdoor dining activities. Ground level setbacks are also now required along Chandos St (Chapter 5).

Life at the top

Design Excellence Panel, Green Roof Manual
The upper levels of mixed use developments are encouraged to deliver important social and recreational uses, including rooftop gardens, tennis and basketball courts.

The North Sydney Design Excellence Panel will encourage designs that address social isolation through well-designed communal spaces.

Some examples of *community spaces*



Pine Street Creative Arts Centre - Sydney City Council

Pine Street Creative Arts Centre is the City of Sydney's dedicated, community focused arts facility, and has been in operation for around 15 years. The Centre aims to encourage participation in lifelong learning within a cultural and creative framework.

Artistic development is encouraged through all the Centre's activities, including a diverse range of:

- arts workshops
- exhibitions
- community projects
- events.

These activities are designed to promote local arts and cultural activities, provide positive social outcomes and encourage the local creative economy.



The Centre - Melbourne City Council

Short courses

Short courses and activities offered throughout the year for people of all ages and backgrounds, promoting learning and connectedness.

Community events and initiatives

Community forums and exhibitions, breakfast events, social action and other initiatives promoting community involvement and awareness of current issues and opportunities.

The Global Homework Program

A 'best practice' program offering tutored, after-school hours homework support to primary and secondary school children.

Volunteer program

Over 200 volunteers make the programs and activities possible.

The North and West Melbourne News

A long-running broadsheet newspaper with over thirty years of continuous publication, with four editions each year. Produced entirely by volunteers.

Spring Fling Festival

A biennial street festival bringing together the whole of North and West Melbourne, to celebrate the richness and diversity of the local community.

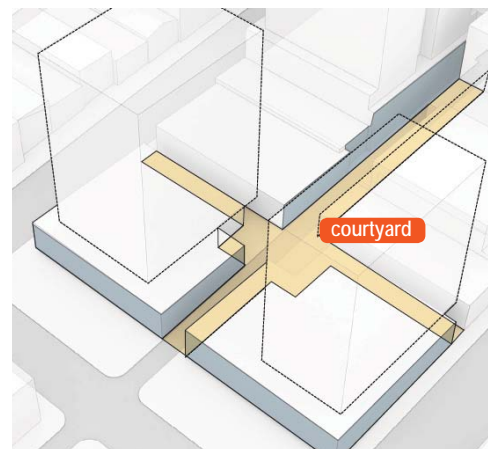
Shop front drop-in and 'help desk'

Drop in for information & support.

3.4_RECOMMENDATIONS

OBJECTIVE

03_Laneways & public art Build on the 'fine bones' of St Leonards / Crows Nest creative economy



Benefits

70-100m of new laneways

Fine grained laneway network

Greater diversity of activities

Supporting a creative economy

A place that reflects social and cultural values

New north-south links

North Sydney Development Control Plan 2013
Blocks average between 140-160m in length. Achieving a finer, coherent network of laneways through the study area is highly desirable as it:

- improves the permeability of the area;
- creates more publicly accessible space;
- creates more affordable spaces for start-up businesses and small firms to utilise;
- has the potential to significantly transform the character of the centre.

New, publicly accessible through site links and courtyard spaces will connect with existing arcades through Nexus, Arden and Air Apartments (when constructed). The DCP identifies through site links at:

- 21 Chandos St (option 1 - DCP);
- 67-69 Chandos St (option 2 - DCP); and
- 26 Albany St.

Alternative through site links (options 1b, 1c and 2b) are possible, and may in fact better align with existing and planned links. The transfer of developable area from the ground plane for additional height may be considered if impacts can be mitigated such as set back upper floors to the laneway.

It is highly preferable that, where possible, the new through site links are kept open to the sky. They will incorporate street lighting and paving in accordance with the Public Domain Style Manual and Design Codes 2014.

Larger developments are encouraged to incorporate internal courtyards into the laneways to broaden the range and form of open spaces on offer in the precinct.

Laneway links to the station

North Sydney Development Control Plan 2013
Council will work with 100 Christie St to create a clear, legible pedestrian links across Christie Street Reserve and Sergeants Ln to improve pedestrian access to the station.

Upgrading laneways

§ section 94

Laneways will be upgraded in accordance with the Public Domain Style Manual and Design Codes 2014. Opportunities for public art in the laneways will be considered.

Finer grain landuses such as small businesses, bars, cafés, shops and cultural activities will be encouraged in buildings with laneway frontages.

Events & promotion

Newsletters, electronic media

Council will investigate developing an events and promotion program with local businesses and community groups.

3.4_RECOMMENDATIONS

03_Map 3.2_Laneways & public art

MAP

PRECEDENTS

03_Laneways & art





"  **BETTER** vehicle traffic flow "



88%

of surveyed Agreed that it is easy to access public transport services in St Leonards

Community Survey

Community Survey

An overwhelming majority of those surveyed consider St Leonards to have excellent public transport services.

There is a strong desire to see St Leonards better integrated with Crows Nest, with traffic congestion along Christie St, Atchison St and Chandos St reduced to improve pedestrian amenity.



4

ACCESS

4.1_CONTEXT

Metropolitan Context

St Leonards is one of the best connected centres of Sydney, being only 5 kilometres from the Sydney CBD, well serviced by public transport and in close proximity to a number of major transport corridors.

North West Rail Link

The \$8.3 billion North West rail link is currently under construction. It will be the first fully-automated rapid transit rail system in Australia with trains operating at least every 5 minutes in peak times. The project will link 8 new railway stations in the north west to Chatswood, delivering a major public transport service to the high growth region.

This new link will be easily accessible from St Leonards and will further reinforce St Leonards' importance as part of the Global Economic Corridor.

Second Harbour Crossing

In June 2014 the state government released information about a proposed new rapid transit rail network, including a second harbour rail crossing. The 30 kilometre Sydney Rapid Transit (SRT) will extend the North West rail link, under Sydney Harbour, and then through the Sydney CBD and on to Bankstown. It will provide a 60% increase in the number of peak trains and accommodate an extra 100,000 passengers per hour.

Preliminary proposals indicate stations at St Leonards/Crows Nest and the North Sydney Centre, as well as 3 new stations in the Sydney CBD.

Bus Rapid Transit

State government is also examining the potential of a bus rapid transit connecting Sydney's Northern Beaches to the Sydney CBD. The study includes investigation of an east-west corridor between Chatswood and Dee Why.

These projects will further improve St Leonard's connectivity and strengthen the centre's competitiveness.

Local Context

Completed Projects

A key strategy that applies to the area is the St Leonards Traffic and Pedestrian Management Plan (2004). Major recommendations of the Plan include downgrading the traffic role of Atchison St, installing traffic signals and a pedestrian crossing at Christie St, which have been completed.

Access Study 2014

Given the Plan is now 10 years old, an Access Study was commissioned for the precinct (Arup 2014). This study identifies a suite of new measures that encourage walking, public transport and bicycle use to support the current and future population of St Leonards.

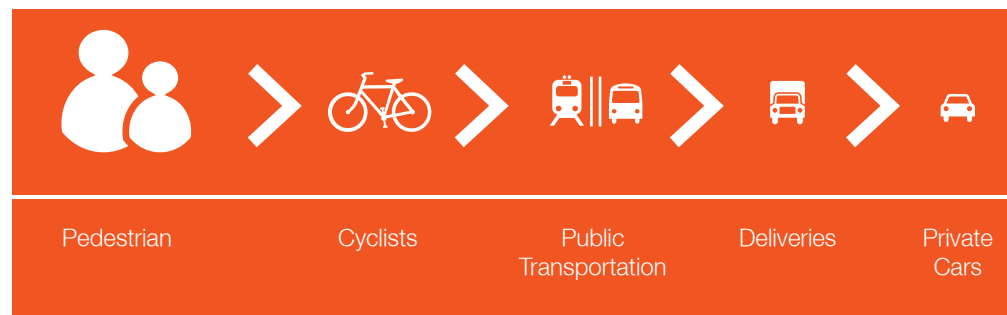
These measures are required to reduce traffic generation because as our population grows, a 'business as usual' approach - where additional traffic is generated at rates similar to current levels - is no longer feasible. Innovative solutions are now needed to reduce car dependency and promote sustainable modes of travel. Future development in St Leonards will be

centred on connectivity to public transport. The study area will be a modern exemplar of 'Transit Orientated Development' - where high density and diverse activities including a wide variety of employment, services and housing options are centred around the station.

Pedestrian and cyclists will be prioritised over private vehicles. This hierarchy of transport modes is a user-centred approach to transport planning that ensures the streets and open space are designed to be human-scaled, comfortable and safe environments that create destinations and places that people want to enjoy.

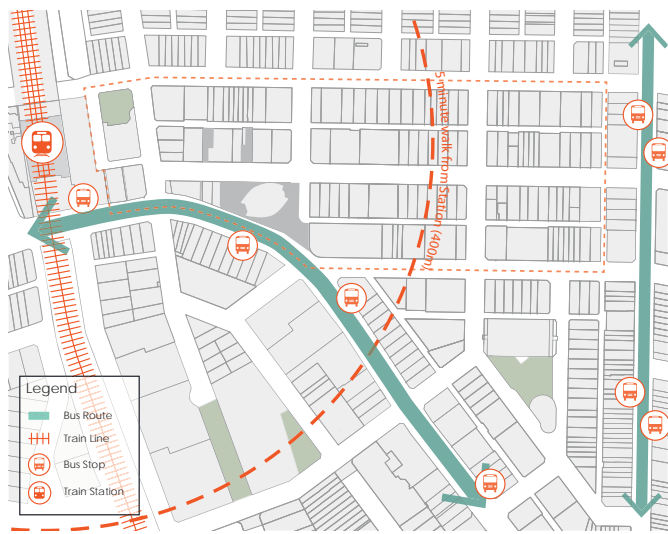
With an ageing population and given the area's proximity to the Royal North Shore Hospital, access to bus services and taxis also needs to be addressed.

Finally, this study proposes a number of parking management policies that aim to reduce traffic generation.



4.2_SITE ANALYSIS MOVEMENT

Source: St Leonards / Crows Nest Access Study (Arup 2014)



Public Transport and Pedestrian Access



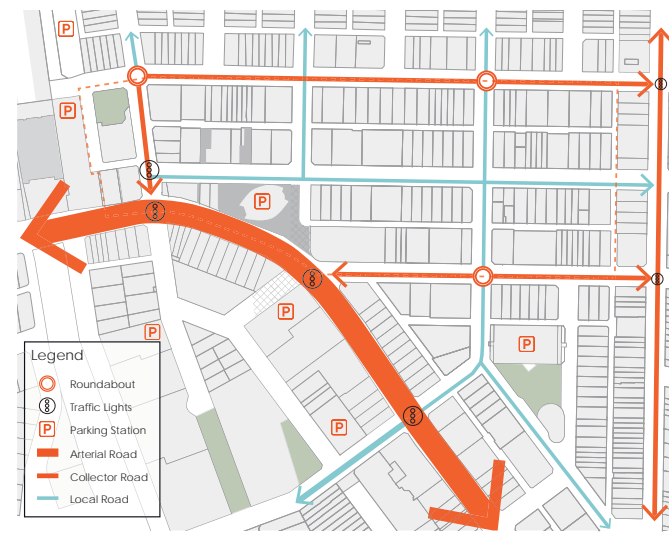
Source: ABS - Journey to Work: St Leonards 2011



Cycling



Source: ABS - Journey to Work: St Leonards 2011



Vehicular Traffic



Source: RMS 2013 (Guide to Traffic Generating Developments - Updated Traffic Surveys) Source: ABS - Journey to Work: St Leonards 2011

St Leonards is an established and well serviced transport interchange with around half of all trips made to the area by public transport, 80% of which are by train. The station is the 7th most patroned station on the rail network outside the CBD, with more than 16,000 daily arrivals and departures in 2012 (NSW Bureau of Transport Statistics). Bus routes run frequently along the Pacific Highway and Willoughby Rd.

Maintaining good quality connections from the station to key destinations is critical. Pedestrians enter the study area via Christie Street or Sergeants Lane. Most pedestrians were observed to walk along the Pacific Highway and Albany St to get to Crows Nest. Atchison St is not well utilised.

St Leonards cycling environment is improving. A wide, dedicated cycle lane has now been identified on the uphill section of Atchison St. Cycleway logos will soon be added to the downhill sections, and the design of Oxley St cycle path is now underway.

The North Sydney Integrated Cycling Strategy identifies a new cycle route along Willoughby Rd and Holtermann St to connect to Atchison St.

There are no bicycle parking lockers or racks within the study area, however there are a couple of lockers in Chandos St within the Willoughby local government area.

The study area is well served by the road network however congestion is common at the traffic signals on Albany St and Christie St intersections of the Pacific Highway, resulting in significant vehicle delays at certain times of the day. The congestion is largely a result of regional traffic from the Gore Hill Freeway heading for the Pacific Highway. The remaining intersections operate satisfactorily.

Over the last decade, the proportion of people travelling to St Leonards by car has fallen from 62% to 44%. Recent surveys by Roads & Maritime Services show St Leonards has one of the lowest traffic generation rates during peak hours. This shows the willingness of residents to travel by public transport.

4.3 ACCESS ASSESSMENT

Source: St Leonards / Crows Nest Access Study (Arup 2014)

Pedestrians

Walking is a fundamental mobility need of society. It should be a safe, convenient and enjoyable activity. High quality streets reduce the number of private vehicle trips for local journeys as well as encouraging public transport for longer trips. This contributes to healthy and engaged communities.

Vehicles Get Preference

Both the Access Study (Arup 2014) and the Placemaking & Design Study (SJB 2014) confirmed that our streets are not working as well as they could. The exit/entry points from the station are poor, pedestrian conflict with traffic, particularly on Christie St, is unsafe. By its nature the Pacific Highway offers a low amenity connection to Crows Nest and alternative routes are obstructed by roundabouts or pedestrian refuges that prioritise vehicles over pedestrians.

Paving upgrades along the western end of Atchison St and the recent installation of traffic signals on Christie St have significantly improved pedestrian safety and amenity near the station. However it is clear more can be done.

Possibilities for Laneways

The condition of laneways in the study area is also of concern. They are poorly lit, contain no active uses to offer safety through passive surveillance and lack footpaths. Both Sydney and Melbourne CBDs have shown what is possible on laneways. It is time we start looking at what is possible here.

Cyclists

Cycling plays an important role in the transport network, particularly for trips less than 5km. Current infrastructure is designed for confident cyclists that are comfortable riding within general traffic.

Integrated Cycling Strategy 2014

The North Sydney Integrated Cycling Strategy (2014) aims to cater to a broader range of users with varying abilities, by providing a network of well-designed cycle paths across the local government area. Increasing cycling rates helps to reduce traffic congestion and demand for parking, reduces air and noise pollution, improves community health and wellbeing, and creates opportunities for community interaction and connectedness.

Given the high concentration of employment uses in and around the station, the installation of bicycle parking and lockers will also play an important role in increasing cycle rates and reducing traffic.

A Fragmented Network

As it stands, the cycle network is highly fragmented and poorly connected to cycle paths outside the local government area. End of trip facilities are close to non-existent.

The Access Study suggests the level of development interest in the study area presents an opportunity to deliver planned upgrades to the cycle network and provide good quality end of trip facilities.

Public Transport & Kerbside Uses

The development potential being considered in the study area is largely based on the proximity of the land to high level public transport services at the St Leonards Interchange.

Better Access to Public Transport

The Access Study emphasises the need to strengthen pedestrian and cycle connections between the station and key land uses, and minimise walking times for passengers interchanging between bus and rail. This will ensure residents, workers and visitors are easily within a 5-10 minute walk of public transport, keeping car ownership and trips to a minimum.

A primary issue identified in the Access Study relates to the lack of seating and poor location of northbound bus stops in the Lane Cove local government area. These recommendations will be raised with Lane Cove Council.

Taxis Reduce Car Dependency Too

Taxis can reduce vehicle dependency and provide a flexible transport alternative, particularly for elderly and less mobile users. However there are no dedicated taxi ranks within or adjacent to the study area. Taxis were observed obstructing traffic to pick up or drop off passengers near the station.

Traffic & Parking

Traffic congestion, particularly along Christie St, Chandos St and Albany St is threatening the appeal of the centre as both a business and residential location.

Reducing the Demand for Cars

As public transport connections are already strong, the Access Study focusses on measures to reduce the demand for private vehicle usage. A 'business as usual' approach - where traffic from new developments is generated at similar rates to current levels, will not be feasible to support growth in the centre.

In recent years, travel for work related trips has shifted away from private vehicle use to the point where a greater proportion of workers now arrive via public transport compared to private vehicles.

The amount of on-site parking in new developments will be a key determinant in influencing the level of traffic generation.



4.3_ACCESS ASSESSMENT

Source: St Leonards / Crows Nest Access Study (Arup 2014)

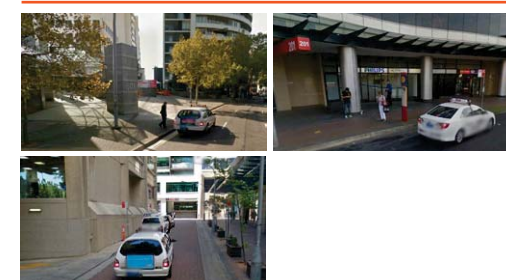


Poor Quality Pedestrian Intersections



- 1 Corner of Christie and Chandos
- 2 Corner of Oxley and Atchison
- 3 Corner of Oxley and Albany
- 4 Corner of Albany and Pacific Hwy
- 5 Corner of Atchison and Willoughby

Informal Taxi Dropoff/Pickup



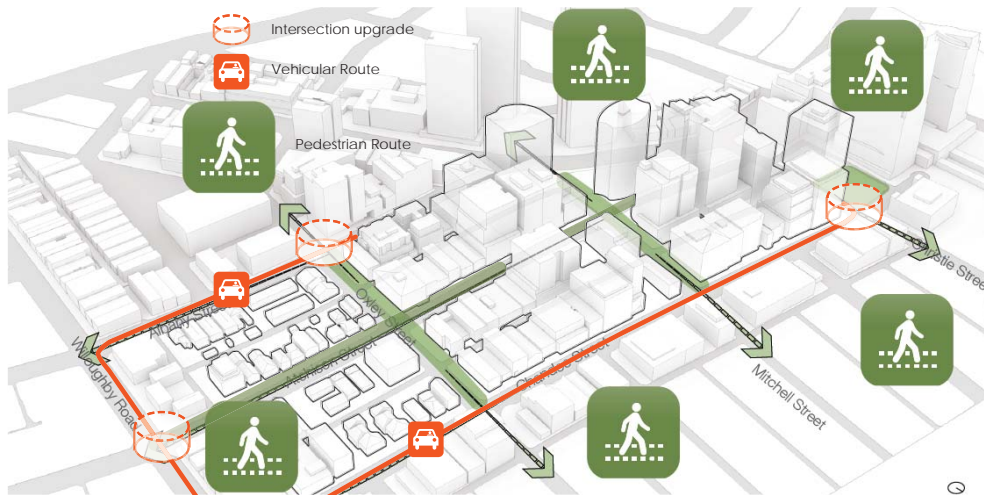
4.4_RECOMMENDATIONS

OBJECTIVE

01_Walking & Cycling

Make walking & cycling the first choices for getting around

Source: St Leonards / Crows Nest Access Study (Arup 2014)



Benefits

A welcoming and easy to access centre
Safer & more interesting streets
A place that prioritises walking, cycling and
public transport over private vehicles
Healthy & engaged community

Generous, unobstructed footpaths

Projects 1,2,3,4: Intersections

St Leonards Access Study (Arup 2014)

Key intersections will be upgraded to make it easier for pedestrians and cyclists to cross streets that serve a higher traffic function.

Pedestrian refuges, crossings and traffic lights will be installed over time at Christie St (north), Albany St and Willoughby Rd, as recommended in the Access Study (Arup 2014).

Regional Cycle Route and Parking

§ voluntary planning agreement / state grants

Regional cycle routes connecting to the local cycleways will be completed.

Secure bicycle parking facilities will be installed near the station to encourage sustainable transport. Short stay bicycle parking rails will be installed on multifunction poles.

Projects 5,6,7: Street Function

North Sydney Development Control Plan 2013

The centre of the study area will be transformed into a pedestrian and cycle friendly precinct. Street widths and kerb arrangements along Atchison St, Mitchell St and Oxley St will be reviewed to increase footpath widths, introduce landscape elements and slow down traffic.

Further investigation will be undertaken to determine whether a portion of Mitchell St can be permanently closed to traffic.

Planned cycle paths will be incorporated into Oxley St, connecting to the wider cycle network in accordance with the Integrated Cycling Strategy 2014.

Project 8: Taxi Rank

§ section 94 contributions

Council will investigate establishing a dedicated taxi rank in the study area. The Access Study (Arup 2014) has proposed a possible location along Christie Street.

Project 9: Wayfinding

§ section 94 contributions

A wayfinding strategy will be prepared to inform the streetscape upgrades.

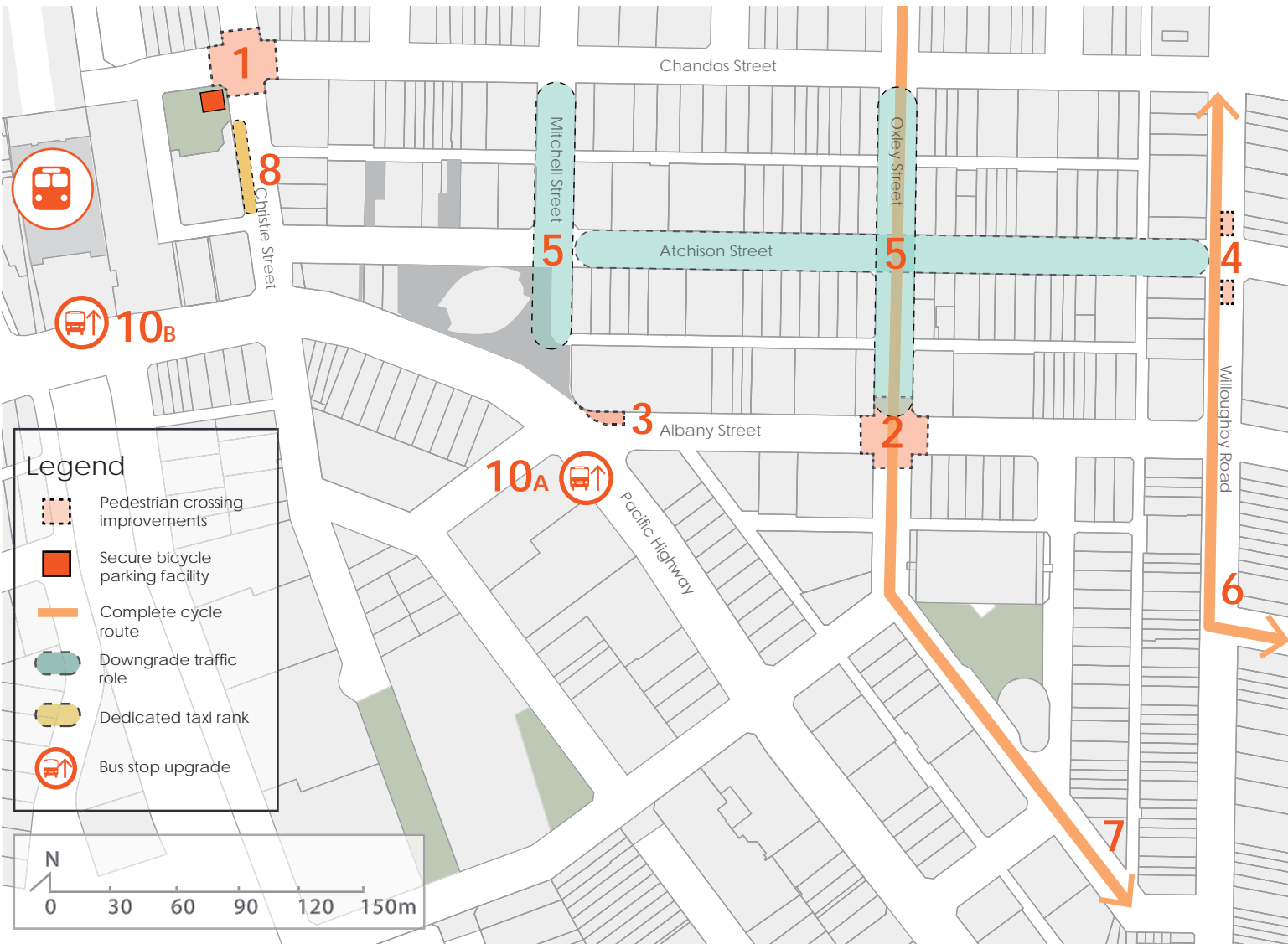
Working with Councils

Lane Cove and Willoughby City Council will be advised of the Access Study's recommendations that relate to public transport access and commuter amenity.

Council will liaise with Lane Cove and Willoughby City Councils on regional cycle route upgrades.

4.4_RECOMMENDATIONS

01_Map 4.1_Walking & Cycling



01_Walking & Cycling

- 

Short term: zebra crossing
Med-long term: signalised traffic lights
- 

Short term: install handrail
Medium term: zebra crossing
Long term: signalised traffic lights
- 

Kerb buildout
- 

Install new pedestrian refuges
- 

Downgrade traffic role
- 

Complete Cammeray to Crows Nest Bicycle Route
- 

Complete Oxley Street Bicycle Route
- 

Proposed locations for dedicated taxi rank at station
- 

Wayfinding strategy will be prepared to assist pedestrians move in and out of the centre
- 

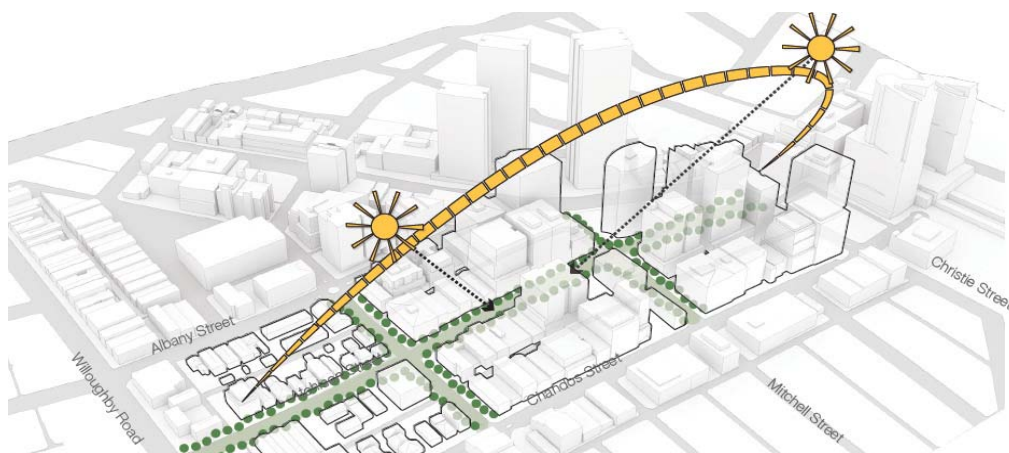
10 A: Move bus stop to be aligned with Albany Street intersection
B: Install 180mm benches with backrest at existing bus stops

4.4_RECOMMENDATIONS

02_Traffic & Parking

Manage traffic levels to improve neighbourhood safety & amenity

Source: St Leonards / Crows Nest Access Study (Arup 2014)
Source: North Sydney Council ESD Best Practice Project (NSC 2013)



Land Use	North Sydney	Lane Cove	Willoughby	City of Sydney (core CBD area)
Commercial	1 / 400m ² GFA	1 / 200m ² GFA	1 / 110m ² GFA	1 / 50m ² site area
Land Use	North Sydney ⁷	Lane Cove ⁸	Willoughby ⁹	City of Sydney (core CBD area) ¹⁰
Residential flat buildings	Studio – 0.5 / unit 1 bed – 0.5 / unit 2 bed – 1 / unit 3+ bed – 1 / unit	Studio – 0.5 / unit 1 bed – 0.5 / unit 2 bed – 1 / unit 3+ bed – 1.5 / unit	Studio – 1 / unit 1 bed – 1 / unit 2 bed – 1 / unit 3+ bed – 1.25 / unit	Studio – 0.1 / unit 1 bed – 0.3 / unit 2 bed – 0.7 / unit 3+ bed – 1 / unit

Benefits

- Transport-orientated centre
- Reduced development costs
- Reduced housing costs
- Reduced traffic levels
- Healthier environment

Parking Rates

North Sydney DCP 2013

Parking is one of the centre's biggest opportunities to effect change. A review of North Sydney Council's parking rates was undertaken as part of the North Sydney ESD Best Practice Project in 2013.

The North Sydney DCP 2013 sets maximum on-site car parking rates for various land uses. Importantly, proposals significantly below the maximum rates will now be considered in the study area given its proximity to public transport. This accords with the state government's draft Apartment Design Guide 2014.

These provisions are lower than adjacent council controls, particularly for commercial uses, but still higher than the City of Sydney. If the following proposed initiatives are not taken up by developers, Council may consider reviewing parking rates set under the DCP.

Innovative Parking Schemes

New development

Allowing people to purchase or rent housing and parking separately can mean significant savings for households wanting to take advantage of the excellent public transport system and not own a car.

Both the journey to work data and anecdotal evidence suggests the residential market in St Leonards does not require as many car spaces as other centres.

Planning proposals and development applications are strongly encouraged to incorporate innovative parking management schemes that reduce the number of car spaces.

Parking spaces in new buildings should be designed so that they can be converted to other uses such as bicycle parking or storage when no longer needed for parking cars.

4.4_RECOMMENDATIONS

02_Traffic & Parking

Manage traffic to improve safety and neighbourhood liveability



Off Street Parking Management

New development

Effective parking management policies provide one of the greatest opportunities to reduce vehicle dependency and minimise traffic impacts from new developments.

Shared parking arrangements may work well in mixed use areas. This is where car spaces serve a number of different users at different times of the day.

Parking as a rental option is where the developer retains ownership of the car space. Renting car spaces can lead to more affordable housing as the capital cost of the space is removed from the property price.



Unbundling parking involves selling car spaces separately from the commercial property or apartment. This sets a clear price on car spaces, drives down demand and makes apartments more affordable.

Underground multi-block parking achieves greater efficiency of land and reduced number of entry spaces on the laneway.

Design flexibility enables parking areas to be converted to storage, bicycle parking or living/working space when no longer needed for cars.



Green Travel Plans

North Sydney DCP 2013

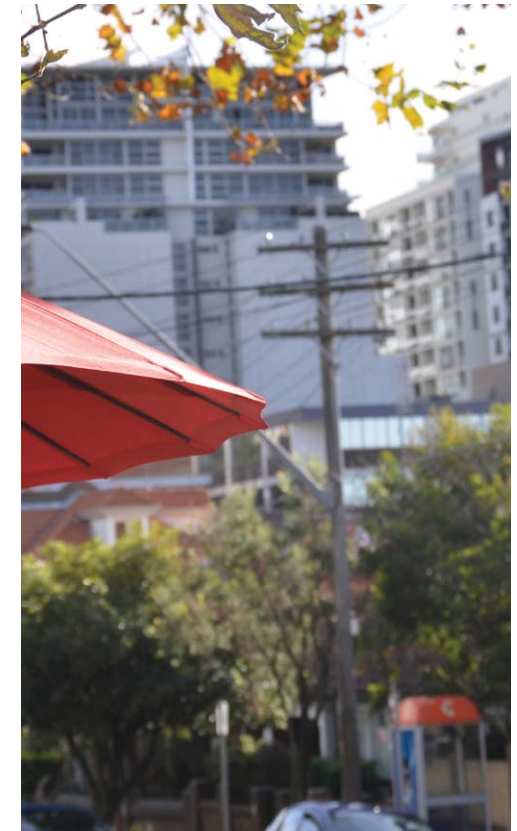
Effective Green Travel Plans that promote walking, cycling and public transport, are to be submitted with development applications that involve 50 or more dwellings, non-residential developments over 2,000m² and education establishments supporting over 100 students.

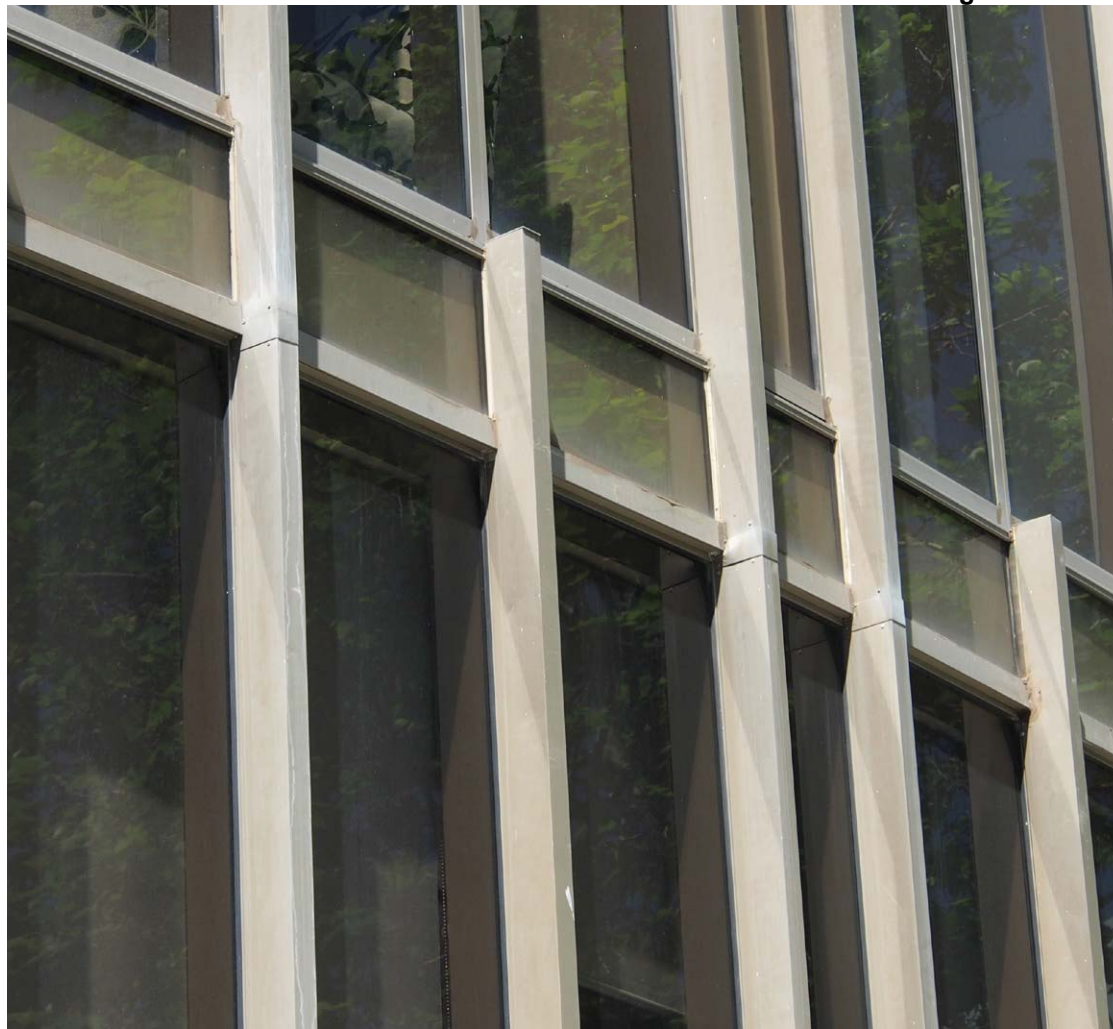
For major destinations, Transport Access Guides showing bus and rail connections should be made available to the public.

Car Share

North Sydney DCP 2013

The Access Study (Arup 2014) quotes a recent study that shows each car share vehicle normally replaces about 12 private motor vehicles. Initiatives to increase the provision of car share will be investigated.





“
attract **MORE**
shops, not
enough options
of restaurants
”

“

MORE
commercial
offices ”

*Community
Survey*

Community Survey

The community want new indoor spaces including a new shopping centre, food court, entertainment venues, places offering free Wi-Fi and an indoor community meeting space.

Suggestions for new activities include youth facilities, a greater variety of shops, more restaurants, cafes, small bars, and other places offering night life activities such as a live music venue.



5

EMPLOYMENT

5.1_CONTEXT

Metropolitan Context

Source: Draft Metropolitan Strategy for Sydney (DP&E 2013)

A Specialised Office Centre

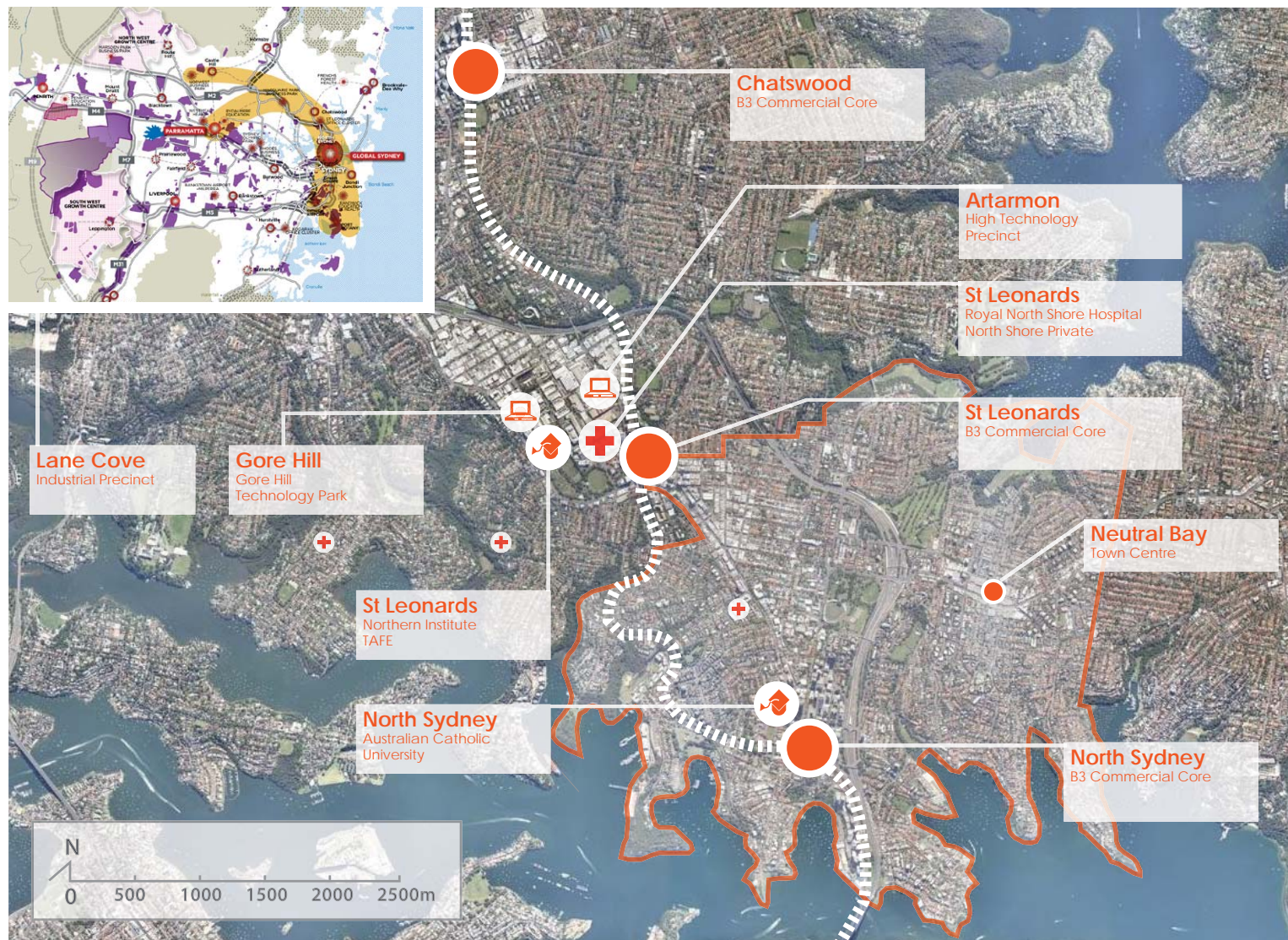
The Draft Metropolitan Strategy for Sydney sets out the NSW Government's long term planning framework to manage Sydney's growth. A key direction of the Draft Strategy is to accommodate the majority of new employment and housing stock in existing centres that are well serviced by public transport through urban renewal initiatives. It plans for at least 625,000 additional jobs by 2031.

St Leonards is located within Sydney's 'global arc', being the corridor of globally significant economic activity that stretches from Macquarie Park to Sydney Airport. St Leonards is identified as a 'specialised office centre' due to the regionally significant economic and employment functions of the Royal North Shore Hospital, and associated clusters of medical, research and education activities.

With an estimated 37,000 jobs (2011) St Leonards supports the sixth largest employment base, behind Sydney (358,000), Parramatta (49,000), North Sydney (48,000), Macquarie Park (45,000) and Sydney Airport & environs (39,000).

8,000 New Jobs by 2031

The Draft Strategy sets a minimum employment capacity target for St Leonards of 8,000 additional jobs by 2031. Three quarters of this target is expected to be met within the Royal North Shore Hospital and the southern business district of Lane Cove.



5.1_CONTEXT

Local Context

Source: St Leonards Strategy (Lock 2006)
Market Feasibility Study (SGS 2014)

St Leonards Strategy 2006

The St Leonards Strategy (2006) was prepared by Willoughby, Lane Cove and North Sydney Councils in consultation with the Department of Planning & Environment. The strategy establishes a coordinated planning approach from the three councils, including how the economic role of the centre can be strengthened.

The 2006 Strategy envisages increased employment and residential development in the centre, underpinned by public domain improvements and new retail opportunities driven by the increase in population. In the study area, the strategy notes continued replacement of low-rise industrial and business buildings for higher-rise mixed use buildings.

Of the 8,000 total employment capacity target, the Strategy allocates an employment target of 980 additional jobs by 2031 within the study area. This additional capacity was secured by rezoning a portion of mixed use land next to the station to commercial through the North Sydney LEP 2013.

Downturn in the Office Market

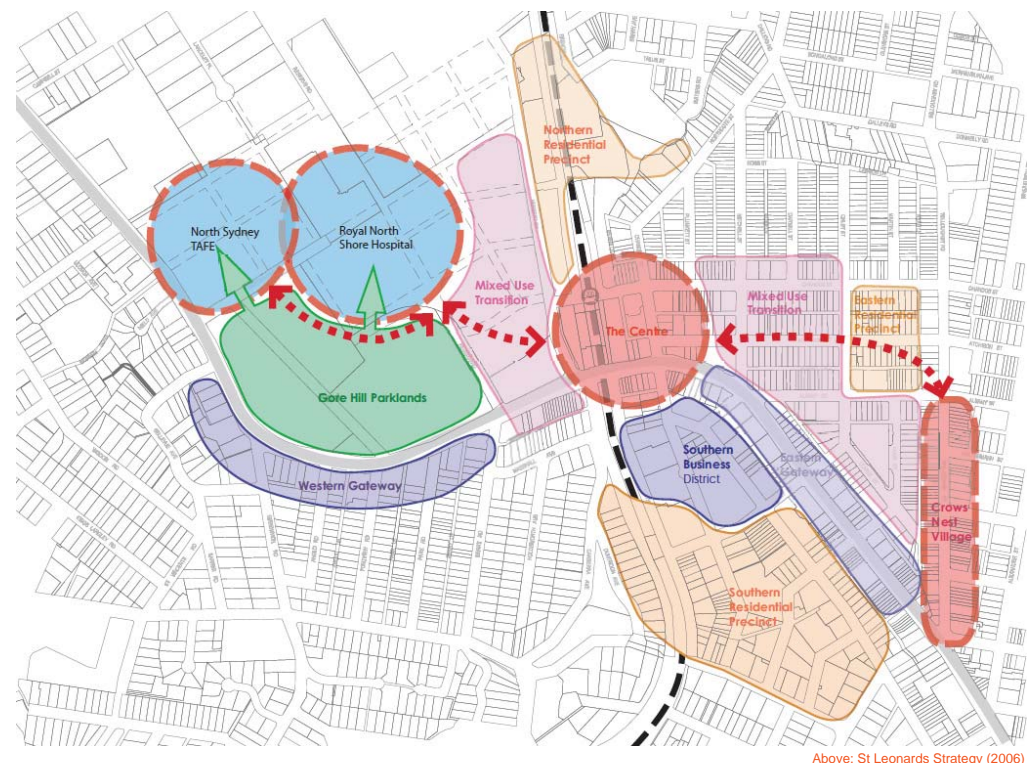
There is concern, however, that St Leonards is not currently fulfilling its employment role. The Market Feasibility Study (2014) suggests the centre is suffering from ageing commercial office stock, low pedestrian amenity in some areas

and a lack of night time activity. Commercial development has been affected by broader trends in the office market including the general downturn in commercial property since the global financial crisis. Increasing attraction of the business park office centres offering larger floorplates, lower rents and car-based accessibility have also played a role. Residential development has high appeal in the short-medium term.

Market Feasibility Study 2014

Notwithstanding, the Market Feasibility Study notes that vacancy rates are declining. Discussion with the Department of Planning & Environment suggests there are indications that the appeal of suburban office markets will improve as capacity within the Sydney CBD is taken up.

St Leonards supports high growth knowledge-based, technical and professional services industries. The Market Feasibility Study estimates the study area will need to provide an additional 34,000m² of employment capacity – equivalent to over 1,000 jobs, to meet 2031 demand. This is on par with the 2006 Strategy target. The challenge therefore, is to ensure there is sufficient employment space to meet forecast demand in the long term.



Above: St Leonards Strategy (2006)

5.2_SITE ANALYSIS_EMPLOYMENT



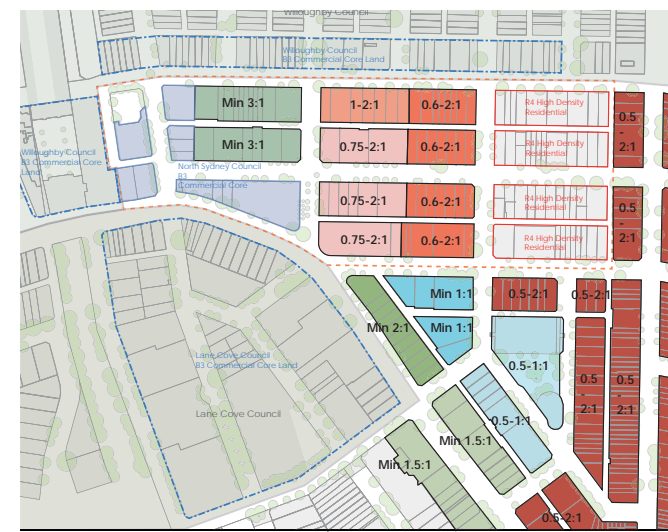
Zoning

Source: North Sydney Local Environmental Plan (2013)



Land Use

Source: SGS Economics & Planning (2014)



Non-residential floor space ratio (FSR)

Source: North Sydney Local Environmental Plan (2013)

The North Sydney LEP 2013 rezoned the area adjacent to the station to B3 Commercial Core. The rezoning was a key recommendation of the St Leonards Strategy (2006). The commercial zone encourages a wide range of employment opportunities, including retail, business and office use beside highly accessible public transport services. It also permits community and other suitable land uses that serve the needs and interests of the community, such as child care centres, entertainment venues, health services, restaurants and cafes.

The majority of the study area is zoned B4 Mixed Use that has enabled medium-high density residential towers to be developed over podium level employment space. The site transitions to R4 High Density Residential towards Willoughby Rd.

Despite the considerable amount of land zoned for mixed use, almost 50% of the existing floorspace within the study area is office space (SGS 2014). As expected, the number of storeys increases from ageing 2-3 storey commercial buildings along Oxley St, to around 12-storey commercial buildings near the station.

There are ten major mixed use developments spread along Chandos, Atchison and Albany Streets, and approval for seven more at the time of writing.

There are a number of approvals for mixed use developments - including 100 Christie Street, 619 and 621 Pacific Highway which are within the B3 Commercial Core zone. These approvals were issued before the commercial zoning was introduced in November 2013.

The North Sydney LEP 2013 contains a non-residential floor space ratio (FSR) control that applies to all land zoned B4 Mixed Use. This determines the proportion of a building that is not used for residential purposes. The key purpose of the control is to ensure there is sufficient employment floorspace within the mixed use portion of our centres. It also enables recreation, education, health and other related services to be supported within the podium levels of buildings.

With the current high market return on residential development, Council receives many requests to reduce the non-residential FSR control within the mixed use zone. There has also been a recent trend where development applications incorporate serviced apartments to meet the non-residential FSR control. However, due to low levels of employment generated by such activities, this effectively reduces the employment function of the land.

5.2_SITE ANALYSIS_EMPLOYMENT

Reported Vacancy Rate

Source: Knight Frank 2013, PCA 2013

Knight Frank

ST LEONARDS / CROWS NEST

14.3%

CHATSWOOD

13.5%

NORTH SYDNEY

10.5%

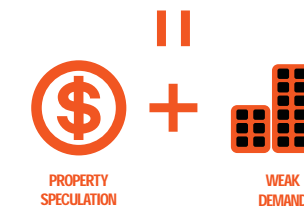
Observed Vacancy Rate

Source: SGS St Leonards Market Feasibility Report 2014

SGS

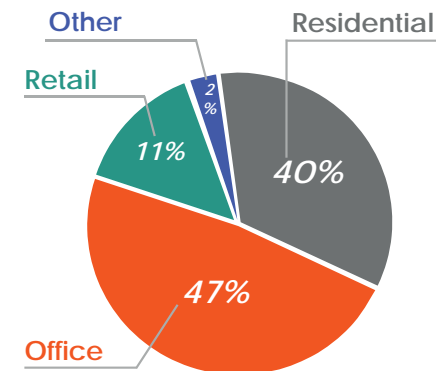
ST LEONARDS (study area)

10.5%



Land Use Composition

Source: SGS St Leonards Market Feasibility Report 2014

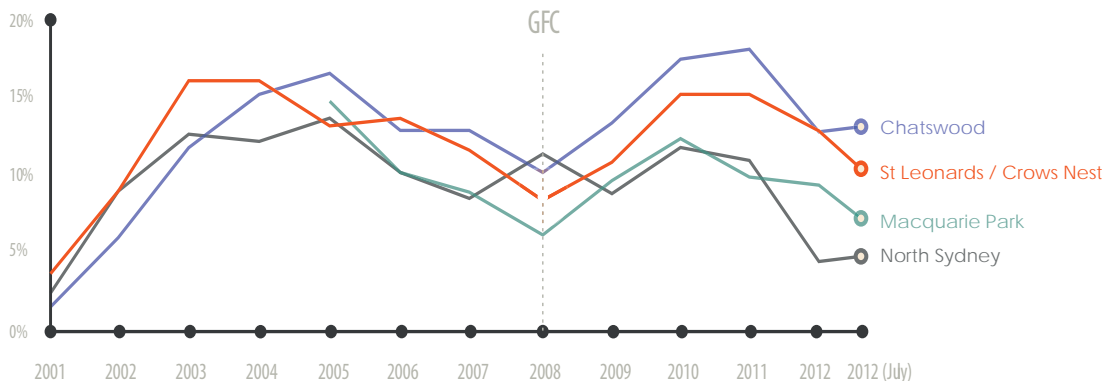


Observed vacancy

Source: SGS Economics & Planning (2014)

Office Market Vacancy : 2001-2012

Source: SGS St Leonards Market Feasibility Study (2014)



The land use audit conducted by SGS estimates 10,730m² of total vacant floorspace in the study area in May 2014. This translates to an office vacancy rate of around 10.5%, which is significantly lower than the St Leonards / Crows Nest vacancy estimates of 13.8% by Knight Frank (2013) and 14.3% by PCA (2014).

Vacancy rates peaked in 2010-11 following the global financial crisis, but have been steadily declining over the last few years.

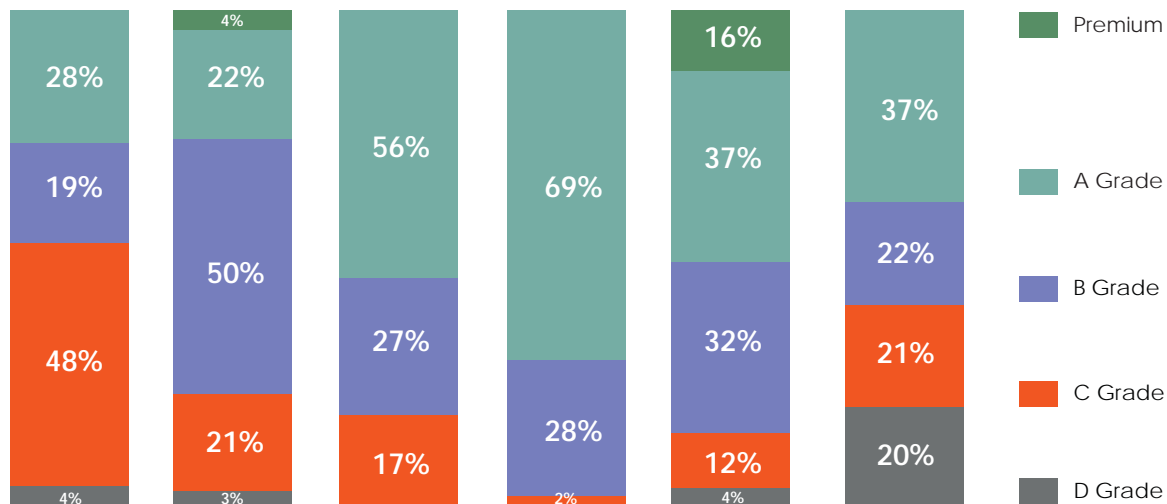
Analysts suggest employment land in St Leonards / Crows Nest is experiencing weak demand due to an overall trend for larger scale tenants seeking larger floorplates in North Sydney and the CBD. The increasing attraction of cheaper rents and car-based accessibility offered by Macquarie Park also contributes to the weaker demand.

Noting where the majority of vacant sites are located, Council is of the opinion that property speculation is contributing to the observed vacancies in the study area.

5.3 MARKET ADVICE

Quality of Office Stock

Source: SGS Economics & Planning (2014)



Source: Urbis, PCA Office Market Report Jul-13

St Leonards / Crows Nest North Sydney Chatswood North Ryde / Macquarie Park Sydney CBD Parramatta

Total Office Stock

Source: SGS Economics & Planning (2014)

NORTH SYDNEY
860,461 sqm

MACQUARIE PARK
834,445 sqm

ST LEONARDS / CROWS NEST
363,928 sqm

CHATSWOOD
279,228 sqm

General Trends

St Leonards

St Leonards / Crows Nest has a high proportion of C-grade office floorspace. Larger and higher profile businesses tend to look for large floorplate and higher grade office space in other centres. St Leonards currently attracts smaller businesses looking for cheaper or temporary lease office space. The existing C-grade office space is meeting a specific market need.

Other Competitive Markets

Chatswood

Chatswood is a major retail and business centre for the North Shore. It supports two large shopping malls, a major interchange, regional community facilities, as well as a high proportion of A-grade high-rise office space. It is the 4th largest regional centre and the largest retail centre outside the Sydney CBD.

Macquarie Park

Macquarie Park is a significant and rapidly growing business park with a high concentration of research and businesses specialising in IT&T, communications, medical research and pharmaceuticals. Macquarie Park has capacity for over 2 million square metres of commercial floor space. Macquarie University, Macquarie Hospital as well as Macquarie Shopping Centre are also major assets for the area.

North Sydney

North Sydney forms part of Global Sydney - Australia's economic powerhouse and international gateway for business and tourism. North Sydney is the third largest office market in Australia behind Sydney CBD and Parramatta. The centre has industry specialisations in information and communications technology, finance and engineering services.

5.3 MARKET ADVICE

Industry profile

Source: SGS Economics & Planning (2014)

There is currently 112,600m² of employment floorspace within the study area, equating to some 3,400 retail and office-related jobs (SGS 2014). Employment floorspace accounts for just over half the total floorspace.

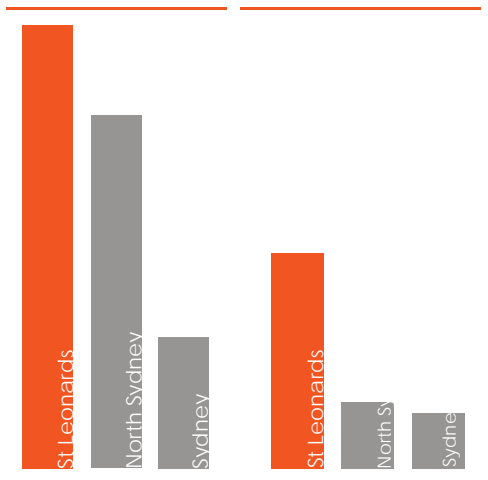
Consultation with the real estate sector reveals St Leonards currently attracts smaller businesses, generally with 3-6 employees, looking for spaces less than 100m², with cheaper, short-term lease arrangements.

The area specialises in information media, telecommunications and professional services. These industries are set to experience some of the highest growth rates to 2031 (SGS 2014).

Despite it's proximity to the Royal North Shore Hospital, health care accounts for only 2% of the employment floorspace.

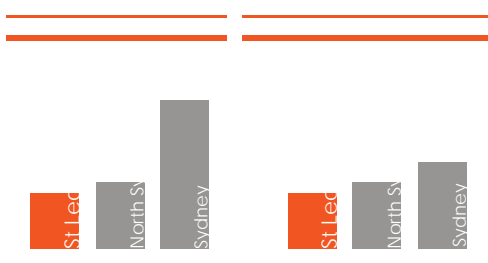
It is also worth noting the significant number of creative industry activities spread across the surrounding areas. Nearby, Artarmon, with its light industrial urban fabric contains quite a distinct film and television industry with affiliated media companies tightly clustered around the SBS TV and radio station. Another cluster of creative industries occurs in the high-technology corporate park of Gore Hill.

St Leonards and Crows Nest also contain a fair mix of smaller, creative businesses including film, music and dance companies, architecture, landscape architecture and interior design firms, graphic and web design consultancies, art and photography stores, and special boutique shops.



48% Professional, Scientific and Technical Services

24% Information Media and Telecommunications



4% Retail Trade

4% Accommodation and Food Services

PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES

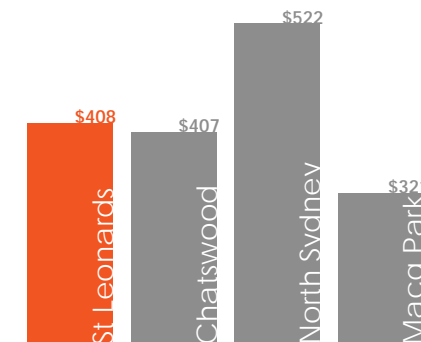
- 6910 Scientific Research Services
- Architectural, Engineering and Technical Services
- 6921 Architectural Services
- 6922 Surveying and Mapping Services
- 6923 Engineering Design and Engineering Consulting Services
- 6924 Other Specialised Design Services
- 6925 Scientific Testing and Analysis Services
- 6931 Legal Services
- 6932 Accounting Services
- 6940 Advertising Services
- 6950 Market Research and Statistical Services
- 6961 Corporate Head Office Management Services
- 6962 Management Advice and Related Consulting Services
- 6970 Veterinary Services
- 6991 Professional Photographic Services
- 6999 Other Professional, Scientific and Technical Services n.e.c.
- 7000 Computer System Design and Related Services

INFORMATION MEDIA AND TELECOMMUNICATIONS

- 5411 Newspaper Publishing
- 5412 Magazine and Other Periodical Publishing
- 5413 Book Publishing
- 5414 Directory and Mailing List Publishing
- 5419 Other Publishing (except Software, Music and Internet)
- 5511 Motion Picture and Video Production
- 5512 Motion Picture and Video Distribution
- 5513 Motion Picture Exhibition
- 5514 Post-production Services and Other Motion Picture and Video Activities
- 5521 Music Publishing
- 5522 Music and Other Sound Recording Activities
- 5610 Radio Broadcasting
- 5621 Free-to-Air Television Broadcasting
- 5622 Cable and Other Subscription Broadcasting
- 5700 Internet Publishing and Broadcasting
- 5801 Wired Telecommunications Network Operation
- 5802 Other Telecommunications Network Operation
- 5809 Other Telecommunications Services
- 5910 Internet Service Providers and Web Search Portals
- 5921 Data Processing and Web Hosting Services
- 5922 Electronic Information Storage Services
- 6010 Libraries and Archives
- 6020 Other Information Services

Average Commercial Rents

Source: SGS St Leonards Market Feasibility Study 2014



\$408

per sqm in St Leonards

As of October 2013, St Leonards attracted an average rent of \$408 per square metre. This is on par with Chatswood (\$407/m²), but is significantly higher than Macquarie Park (\$321/m²).

5.3 MARKET ADVICE

Employment Capacity

Source: Market Feasibility Study (SGS 2014)

For the study area, North Sydney LEP 2013 is estimated to support anywhere between a loss of 2,000m² to an additional 32,000m² of employment floorspace (SGS 2014). This equates to a potential loss of 60 jobs to an additional 970 jobs. The significant range is due to the upper and lower limits set for non-residential FSR in the planning controls and the economic feasibility of redevelopment under the current height controls.

Council has been approached by multiple landowners of commercially zoned land seeking a rezoning back to mixed use. Should that land be rezoned back to mixed use, in response to market demand, it is estimated the study area will lose over 30,000m² - or 27%, of employment floorspace - resulting in a loss of 900 jobs on existing the employment figure (SGS 2014).

In reality, this scenario is already occurring with three mixed use approvals in the commercial zone under the previous local environmental plan, as well as the progressive replacement of low scale commercial, with taller mixed use development.

The situation is exacerbated by the approval of 6-16 Atchison St for residential and serviced apartments, under the state government's now repealed Part 3A legislation. Despite planning controls that would have enabled some 200 additional jobs, the approval has allowed a development that significantly breaches Council's height controls without contributing any meaningful employment function in the centre.

Serviced Apartments

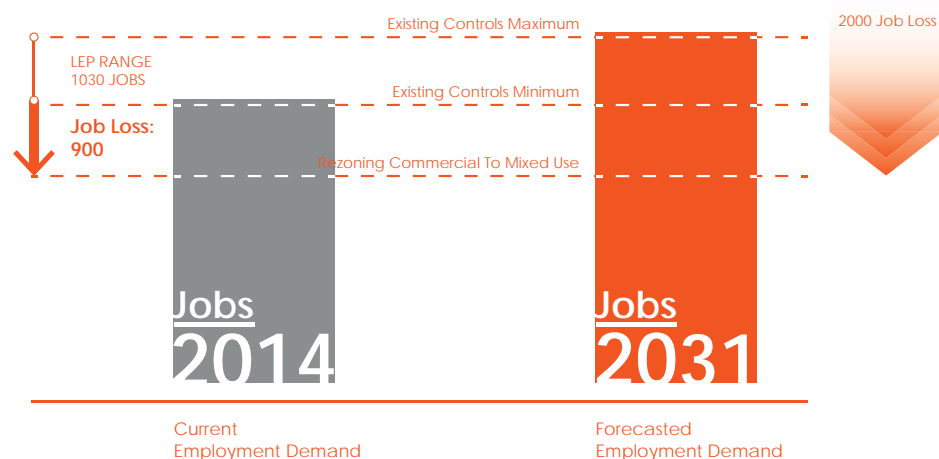
Serviced apartments are self-contained accommodation for tourists and other visitors. They serve a useful function in St Leonards as temporary accommodation near the Royal North Shore Hospital, and may also add to the night time economy of the area with patrons supporting local restaurants and venues.

Serviced apartments are permissible in both the mixed use and commercial core zones in St Leonards.

There is concern that many development applications for mixed use development are incorporating serviced apartments not through a demonstrated market need, but simply to meet the non-residential floorspace ratio controls of North Sydney LEP 2013. At the time of writing, over 100 serviced apartments have been approved in the study area, 65 of which are being provided at 6-16 Atchison Street.

In North Sydney and Milsons Point, property owners are claiming a lack of viability for the serviced apartment component of their developments. This has resulted in the lodgement of a number of planning proposals seeking an amendment to the non-residential FSR controls applying to the relevant site to enable conversion of the serviced apartments to residential accommodation. This process undermines the employment function of those centres.

If this issue is not addressed, the same situation is likely to occur in St Leonards.



5.3_MARKET ADVICE

Market Demand

Source: Market Feasibility Study (SGS 2014)

The study area is estimated to need 34,000m², or 30%, additional employment floorspace to meet demand by 2031 (SGS 2014).

To achieve the projected job growth rate:

- professional, scientific and technical services will require an additional 25,500m² of office space; and
- information media and telecommunication industries will require an additional 9,000m².

This translates to 1,000 additional jobs over the long term.

These estimates are based on the Australian Bureau of Statistics 2031 forecast data for each of the existing industries in the study area. It is on par with the 980 additional job target under the St Leonards Strategy (2006).

Having regard to the estimated range of employment capacity under the LEP, the worse case scenario for employment is that the study area not only loses 900 jobs in the short to medium term through the ongoing conversion of commercial to mixed use buildings, but cannot meet forecast demand for 1,000 additional jobs by 2031 ie. the study area will see a net loss of nearly 2,000 jobs in the long term.

Summary

Despite the long term forecast reinforcing state and local employment capacity targets, along with North Sydney's planning controls providing sufficient capacity, short-term market demand is for residential uses.

Residential development returns a significantly higher profit margin in the current market. Being so close to the high amenity of Crows Nest and offering excellent accessibility to North Sydney and Sydney CBD jobs, it is no surprise that the study area has high appeal as a residential location, and people are willing to pay comparably higher prices to live here.

Having regard to the long term strategic plans for St Leonards, it could be argued that the planning framework - at a state and local level - has been too flexible. Once land has been redeveloped for residential purposes and is placed under strata title, it is permanently taken out of the employment market. Should this trend continue, the centre will not meet forecast employment demand by 2031.

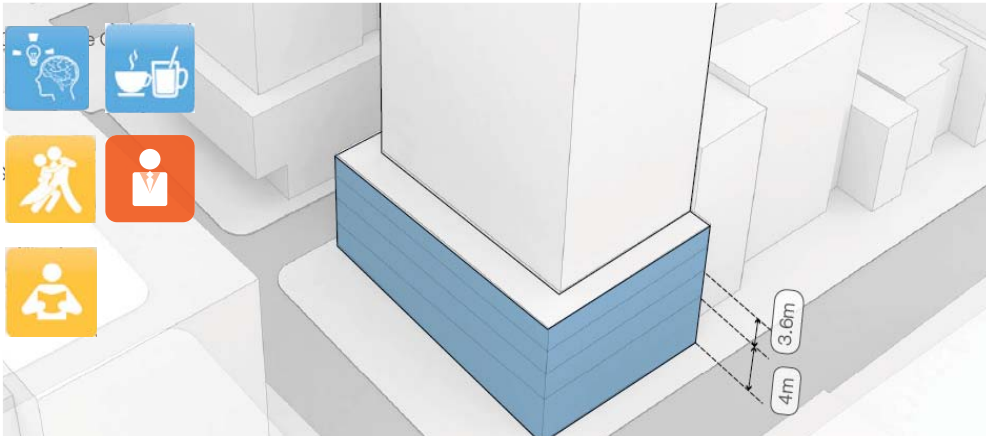
The consequence of not providing jobs close to St Leonards station is that people will have to travel further for employment. This has environmental, social and economic impacts on future generations.

5.4_RECOMMENDATIONS

OBJECTIVE

01_Room to grow

Provide enough employment space to support a modern mixed use centre



Benefits

- A diverse & engaging centre
- Protecting long-term employment function of St Leonards
- Greater range of activities & services
- Strong local economy
- Space for start-up businesses
- Support for small to medium sized firms
- Creative economy
- Pop-Up shops

Increase Employment Capacity

North Sydney LEP 2013

The planning framework will support the long-term commercial investment in the centre. Employment capacity will be protected and increased on certain sites through the following:

- Maximum non-residential FSR controls will be removed from mixed use land in the precinct via a planning proposal.
- Council will consider landowner-initiated planning proposals seeking any increase in the height limit in accordance with Chapter 6 provided the proposed minimum non-residential FSR is consistent with map 5.1
- Planning proposals seeking any increase in the height limit that applies to that land will include a provision that serviced apartments do not contribute to non-residential FSR calculations.

To support these changes, the podium levels of schemes are encouraged to include well-designed non-residential uses such as:

- office space, particularly catering to small to medium enterprises;
- creative business hubs;
- shared or co-working spaces;
- rentable meeting or event spaces;
- incubator spaces;
- retail and dining options;
- entertainment facilities;
- gallery and community spaces;
- indoor fitness centres.

Existing Mixed Use Approvals

North Sydney LEP 2013

Where there is an existing approval for mixed use development in the B3 Commercial Core zone, Council will consider a landowner-initiated planning proposal to allow “shop top housing” as an additional permitted use on that site provided the proposed minimum non-residential FSR accords with map 5.1.

Mixed Use Design

Council project

From stakeholder discussions, it is understood the mixed use building typology presents a number of challenges, particularly for developers and the finance industry. If there is a demonstrated need, Council will prepare design advice on successful mixed use building typologies that could be applied in St Leonards.

At a minimum, the podium level of new, mixed use development should be designed to provide sufficient flexibility for future conversion between retail, commercial and community land uses - the guiding principle being ‘long life, loose fit’.

Changes to the non-residential FSR controls have provided some flexibility to provide new ‘live-work’ environments and affordable workspaces that will attract creative professionals.

Podiums orientated to the south are not considered suitable for residential uses due to poor solar access.

5.4_RECOMMENDATIONS

CONTINUED

MAP

01_Room to grow

01_Map 5.1_Non-Residential Floor Space Ratio

Supporting Start-Up Business

Voluntary Planning Agreement

A public benefit offer to provide works in-kind, dedication of land or a material public benefit to support a planning proposal will be considered for start-up commercial space.

Offers of podium floorspace within a mixed use scheme will enable Council to provide affordable space for start-up businesses that would otherwise have limited choices beyond working from home. This will:

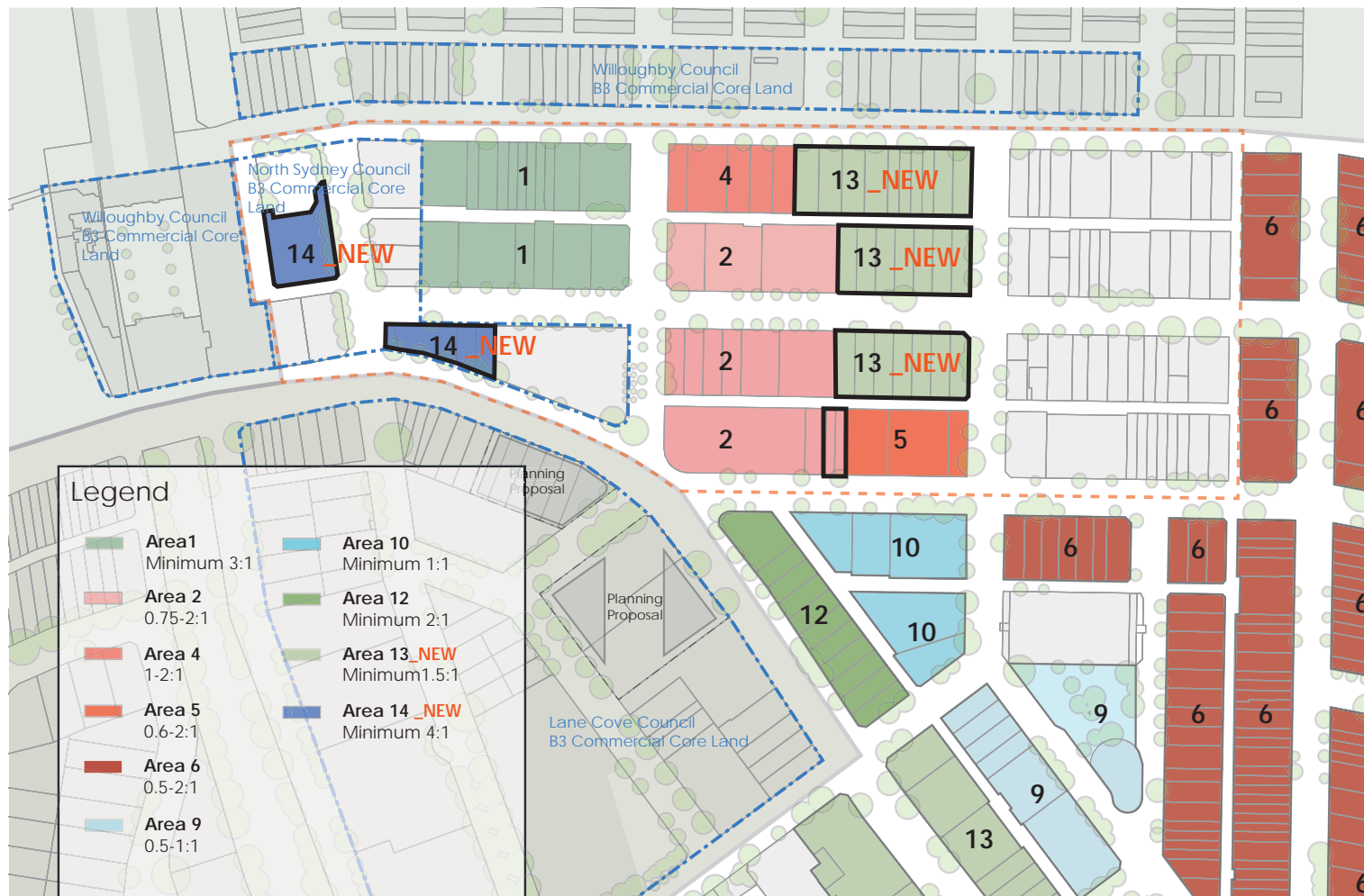
- support much needed employment space geared to young creatives;
- activate the podiums of buildings with a greater diversity of uses; and
- provide significant benefits to the public through greater services and activities.

Council will investigate funding models that support the establishment of incubator offices within the study area.

Pop Up Shops

Council project

North Sydney Council's existing 'Pop-up Shop' program transforms empty spaces into creative and vibrant shopfronts and is available to artists and artisans for a six month period, in return for the provision of free community art activities and workshops.



5.4_RECOMMENDATIONS

OBJECTIVE

02_Conditions to compete

Make St Leonards an attractive place to do business



Source: SJB proposal for Linear Park, Mascot

Benefits

Increased employment profile
Marketing & promotion opportunities
Better regional transport connections
Capitalising on knowledge, skills and creativity of the local community
Design advice

Promoting St Leonards

Newsletters, electronic media

Successful centres offer a wide variety of activities. St Leonards is fortunate to have a public and private hospital, retail area, industry, office and residential precincts, and is in close proximity to the restaurant strip of Crows Nest.

St Leonards will be actively promoted as a place to do business. Council will seek the support of Lane Cove Council and Willoughby City Council to actively promote St Leonards as an accessible and attractive employment centre.

Public Transport Connections

State Government plans

Access to business and skilled labour will improve. St Leonards enjoys excellent public transport services, however competes with the highly connected Sydney CBD and car-based accessibility of Macquarie Park. Better transport connections will make the centre competitive.

Council will lobby state government to have the proposed rapid bus routes from the Hills District in the North West stop at St Leonards and ensure it is well connected by the suburban bus network.

Similarly, Council will work with state agencies to ensure the centre is well serviced by any second Harbour rail crossing.

State Government Recognition

Subregional Delivery Plans

When the Department of Planning & Environment prepares the 'Subregional Delivery Plan' with local government, Council will strongly advocate that the Plan continues to recognise the important employment function of St Leonards as a Specialised Centre.

Design Advice

Council services

To stimulate commercial development in the precinct, St Leonards needs to be competitive. Strategies will be put in place to attract small to medium businesses requiring 'niche' high quality office space, offered as part of genuine mixed use development.

Council will provide advice on designing for small to medium businesses on:

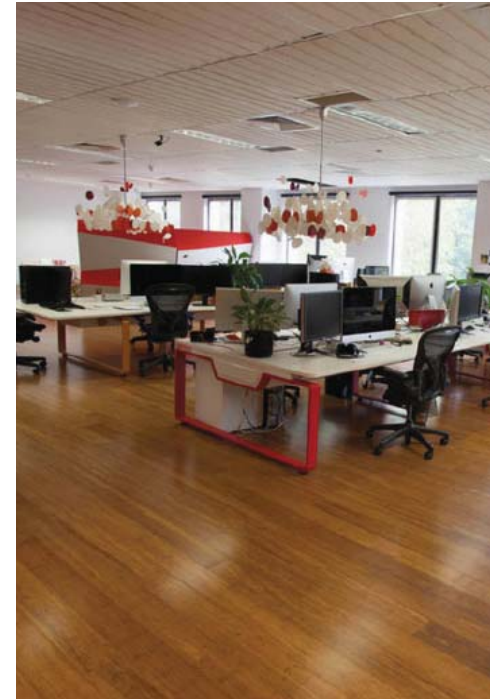
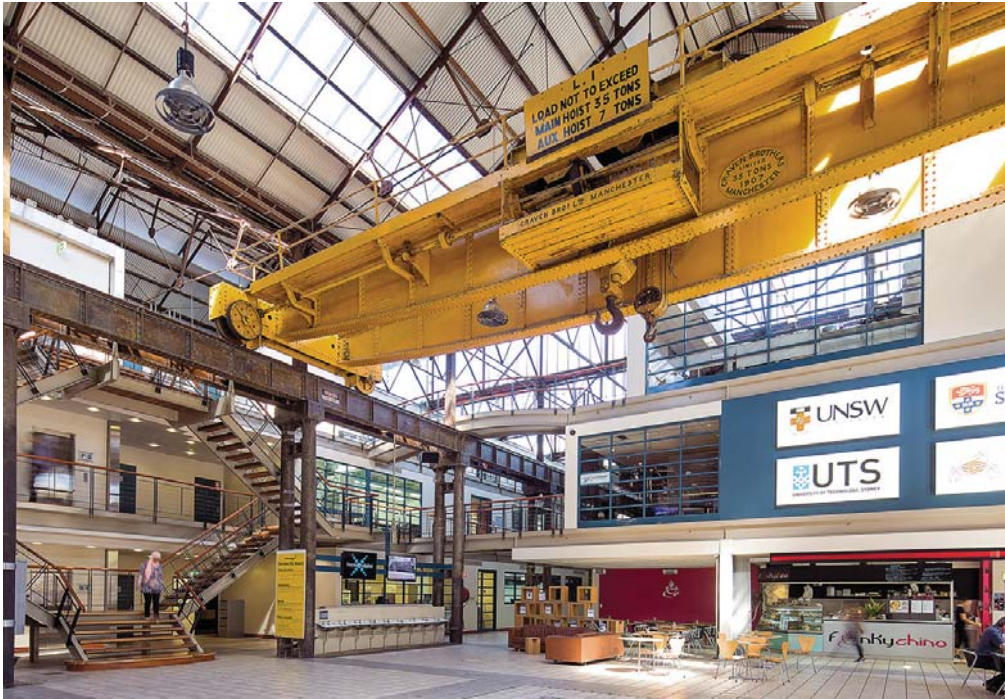
- planning proposals;
- Design Excellence Panel meetings;
- pre-lodgment meetings; and
- development assessment stage.

Public Domain Upgrades

See Chapter 3

Public domain upgrades that deliver attractive, well-maintained streets and open spaces will support a well-connected, more interesting and engaging centre that stimulates local economic development. This will achieve a point of difference with Macquarie Park.

What is a *business incubator*?



'Business incubator' is a generic term for an organisation or business which:

*"provide(s) a physical location in which a new business can start, in an environment supported by business advice and shared services."*¹

Incubators come in many forms, all offering varying services depending on the organisation's interests, stakeholders, investors etc.

Broadly speaking, the premises can be categorised into two types: *Incubators* and *Accelerators*.

Commonly, Incubators choose their startups carefully, holistically nurturing and guiding them to fulfill their potential. Accelerators on the other hand allow the startup owners more autonomy to drive their business and also offer mentoring, seed funding and the like.

Co-working spaces and shared work environments are sometimes also considered as business incubators.

Universities are often involved in business incubation as they are a common starting point from which great ideas are born, however private enterprises are also involved, and offer more diverse and sometimes unique range of services and funding programs.

// Several well known incubators in Australia

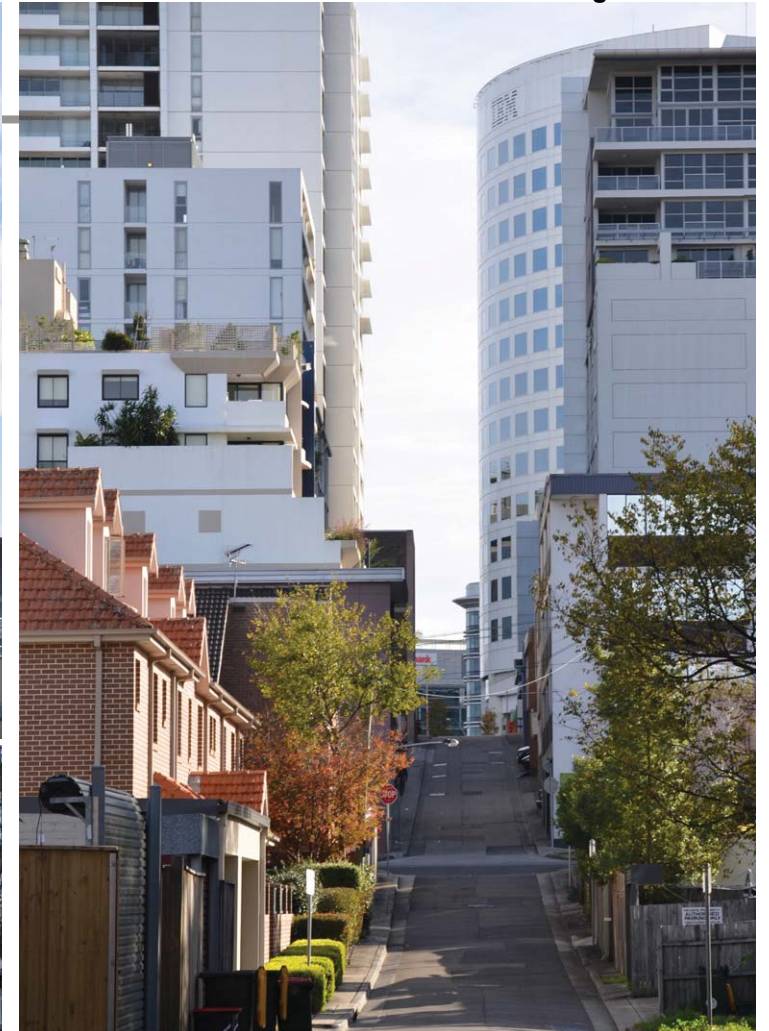
_ATP Innovations

_Pollenizer

*_Macquarie Technology
Business Incubator*

_Bluechilli

¹ Government of Western Australia - Small Business Development Corporation



“
 Need a **great street environment** like Central Sydney
 ”

“
 Needs **overhaul** - it needs people
 ”

Community Survey



BUILT FORM

6.1_CONTEXT

Metropolitan Context

The NSW Government has released updated population, household and dwelling projections providing a detailed assessment on how our population is expected to change over the next 20 years. The projections show NSW is growing by 100,500 people on average each year to 2031. This has major implications for housing and services.

State Housing Projections

Sydney is a rapidly growing city. Planning & Environment's forecasts indicate that more than 1.6 million additional people will be living in Sydney by 2031, requiring around 664,000 more homes. The challenge for both state and local government is to plan for that projected growth and deliver the necessary infrastructure as it is needed.

Housing Targets

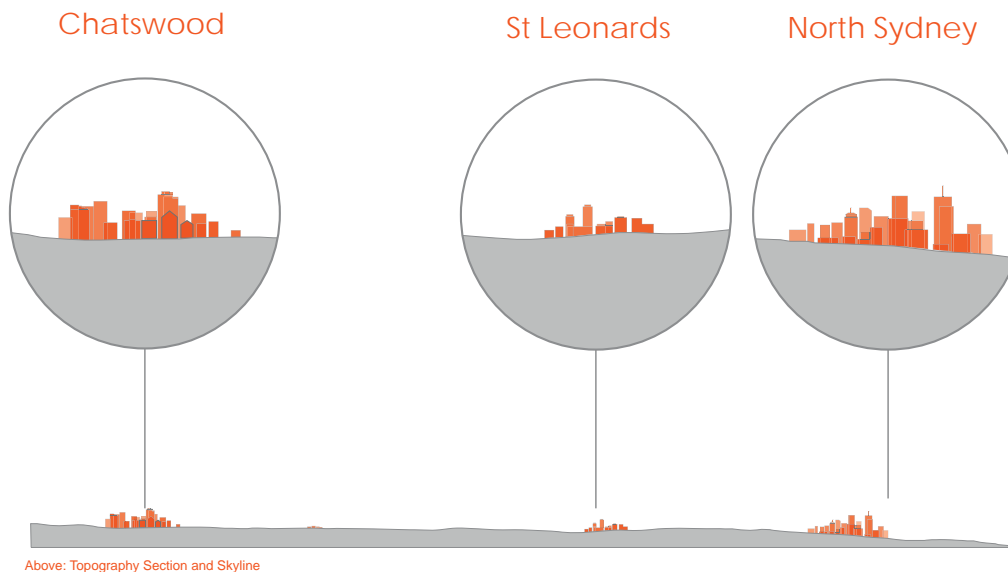
The Draft Metropolitan Strategy for Sydney sets out state government's long term planning framework to manage Sydney's growth to 2031. It sets a minimum targets of 138,000 additional homes and 230,000 new jobs for the central region (an area that extends from Maquarie Park to Sydney Airport) by 2031. Much of these targets are to be met within centres, making full use of existing transport infrastructure. To achieve this, a key policy objective of the Draft Strategy is to deliver well-designed and active centres that attract investment and growth.

Draft Apartment Design Guide 2014

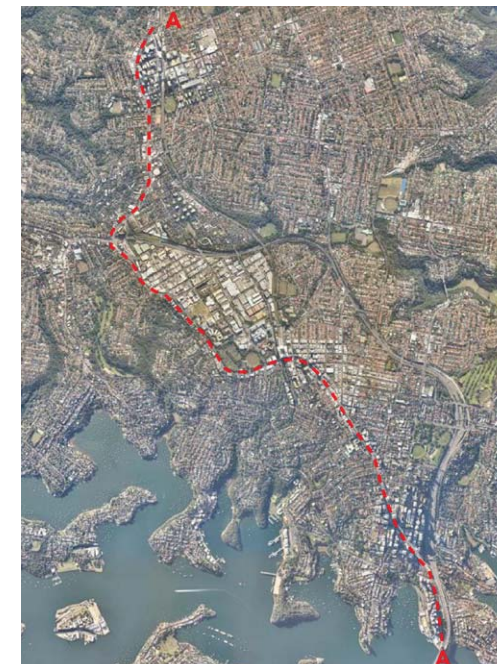
Following a review of State Environmental Planning Policy No.65 - Design Quality of Residential Flat Buildings and the accompanying Residential Flat Design Code, Planning and Environment has announced proposed changes to the guidelines that have the potential to further improve apartment design, account for population change and the growing demand for housing to be more affordable.

The proposed changes were exhibited until 31 October 2014.

Lower North Shore



Above: Topography Section and Skyline



Above: Section Line along Pacific Highway

6.1_CONTEXT

Local Context

St Leonards is currently experiencing significant growth with the expansion of the Royal North Shore Hospital and major development being proposed near the station and along the Pacific Highway.

North Sydney Residential Development Strategy 2009

North Sydney's Residential Development Strategy (2009) was undertaken to establish the strategic framework for housing in North Sydney up to 2031. The Strategy informed the translation of residential zones and development standards from the North Sydney LEP 2001 into the North Sydney LEP 2013.

The Strategy estimates our planning controls have the capacity to provide over 6,000 additional dwellings, well above the housing target of 5,500 set by the previous Metropolitan Plan.

It confirms the recommendations of the St Leonards Strategy (2006) to rezone a handful of sites from mixed use to commercial core within St Leonards to protect employment.

Up to 1,453 additional dwellings are expected to be accommodated within North Sydney's portion of St Leonards/Crows Nest between 2001 and 2031. At the time of writing, 1,417 additional dwellings have been approved, so the area is clearly on track to meet the former target.

The 'Stepping Down' Principle

The North Sydney DCP 2013 states:

"Buildings are scaled down from The Forum development towards surrounding areas, to fit in with lower scale development and reducing adverse affects on lower scale areas."

"Buildings should generally step down in height from the tallest buildings, being The Forum (201-207 Pacific Highway) down to the surrounding areas and the lower scale development on Chandos Street, Willoughby Road, Crows Nest Town Centre, the Upper Slopes Neighbourhood and Crows Nest Neighbourhood".

This 'stepping down' principle informed the review of height controls along the Pacific Highway in the St Leonards / Crows Nest Planning Study for precinct 1. This principle has been accepted by the community as a means of shaping an attractive skyline view of St Leonards as well as protecting the amenity of surrounding areas.

At 109m, The Forum has consistently been treated as the default height limit for St Leonards. The situation has changed since public exhibition of a planning proposal in the Lane Cove local government area that would enable development as high as 91, 115 and 138m. It is worth noting that similar heights are also being achieved around Chatswood railway station with the Metro Residences at 107m, 155m and 170m.

Development interest

There is significant development interest within the study area. 'Air Apartments' at 6-16 Atchison St was approved by the state government in 2012 under the controversial, and now repealed, Part 3A approvals process. The current approval is for a mixed use development that will be 82.5m in height. At the time of writing the state government is considering an application to increase the building height to 95m - nearing the height of The Forum. Air is under construction.

Other major approvals, more in line with existing height and setback controls, include 100 Christie St, 619 and 621 Pacific Highway. However, despite the current B3 Commercial zoning, each approval was issued under North Sydney LEP 2001 (now repealed) that permitted mixed use development. Further east, there are approvals for 5-7 and 18-24 Atchison St.

Over the last year, Council has received many inquiries about the potential to deliver more housing in the study area.

Council is of the view that some additional capacity should be supported on the grounds that the study area is close to public transport, jobs, retail, health and education facilities, that it will accommodate the unprecedented increase in demand for housing, whilst protecting the lower scale character of smaller village centres. Most importantly, it will support our objective to deliver new jobs in the Inner North. Any additional capacity however, must be supported by commensurate public benefits and meet key design parameters outlined in this study.

6.2_SITE ANALYSIS_BUILT FORM



Building footprint



Building age



Strata title



Scale

and density of buildings decrease further away from the Forum.



Dense

built form with very little open space.



Old

buildings of over 20 years of age are most common in the area.



Mixed Use

typologies are the most prominent typology in newer buildings



84%

of dwellings in St Leonards - Crows Nest are Medium or High Density.



Collective

decision in Strata Title system could hinder redevelopment in area.

Source: ABS - Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011.

St Leonards has a fabric that is similar to many other transit oriented development. The main transport node, The Forum, is surrounded by larger and denser developments with more intensive uses on sites generally over 1000m². Further away from the station, the scale of development transitions down towards lower scale, predominantly 2-5 storey residential buildings before the busy, fine grain strip of Willoughby Rd.

The study area is characterised by long, narrow blocks running east-west. The blocks are typically 35m deep and between 140-160m wide. The streets are 20m wide boundary to boundary and service lanes are 6-7.5m wide.

St Leonards has transformed over the years from an industrial to commercial to mixed use area. Very little of the industrial land uses remain, however there is still a fair amount of finer-grain, ageing commercial stock predominantly located just to the west of Oxley St and along Chandos St.

Over the last 5-10 years there have been a number of mixed use developments along Albany, Atchison and Chandos Streets (shown in dark orange), with more in the pipeline.

A key constraint within the study area is the amount of existing strata titled building stock. Within the past two decades, a number of medium to large scale strata titled properties have been constructed. These sites are mostly concentrated around Albany St and Atchison St. Most of these sites are unlikely to be redeveloped within the foreseeable future.

Notwithstanding there are a number of opportunity sites within the study area which will contribute to the urban renewal of the centre.

6.2_SITE ANALYSIS_BUILT FORM

Ground level setbacks & awnings

Source: Placemaking & Design Study (SJB 2014)

The relationship of a building to the street boundary strongly defines the street character. The North Sydney DCP 2013 sets a 0m ground level setback for buildings between the station and Mitchell St, and along Albany St to reinforce a strong, urban feel.

These controls have been largely adhered to. The approval at 6-16 Atchison St has moved away from these controls by incorporating a cantilevered built form.

The DCP requires 3m ground level setbacks east of Mitchell St to allow landscaping and outdoor dining. The character shifts to more mixed use and smaller-scale residential development towards the east.

Awnings also affect the amenity and appearance of streetscapes and the pedestrian environment. Continuous awnings providing weather protection along primary pedestrian routes are required by the North Sydney DCP 2013.

Where awnings have been integrated with developments that have a 0m ground level setback, they often feature cut out segments to accommodate street trees. This significantly detracts from the streetscape.

What is needed is sufficient footpath width to accommodate street trees, outdoor dining and fully covered pedestrian walkways.



Christie Street



Atchison Street



Atchison Street

Podium height and above podium setbacks

The alignment and configuration of podiums along the street frontage reduces the perceived bulk and scale of development when viewed from the street i.e. it provides a 'human scale'.

Streets in the study are generally well defined by developments that provide a continuous 4-storey podium along all the main streets in the mixed use zone.

Podiums of 3 storeys are required in the laneways under the DCP to allow additional sunlight into the narrow spaces.

No podiums are required on the residentially zoned land to the east.

Residential development above the podium is generally set back:

- 3m for development west of Mitchell St
- 1.5m for development east of Mitchell St
- 1.5m for development from laneways.

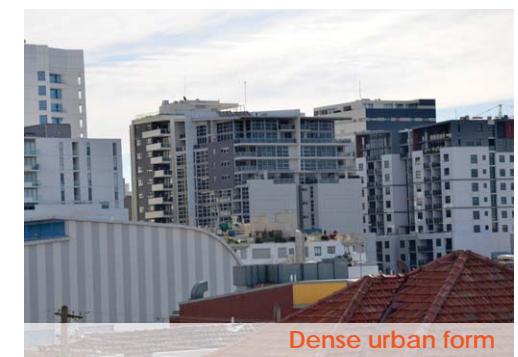
A key issue that regularly arises in discussions with North Sydney's Design Excellence Panel is that adherence to these setback controls alone would create a very dense urban form with significantly reduced residential amenity. The State government's design guidance for apartment buildings requires greater building separation as height increases. These same requirements are reflected in the North Sydney DCP 2013, however many design proposals continue to propose minimum separation distances.



Atchison Street



Mitchell St laneway



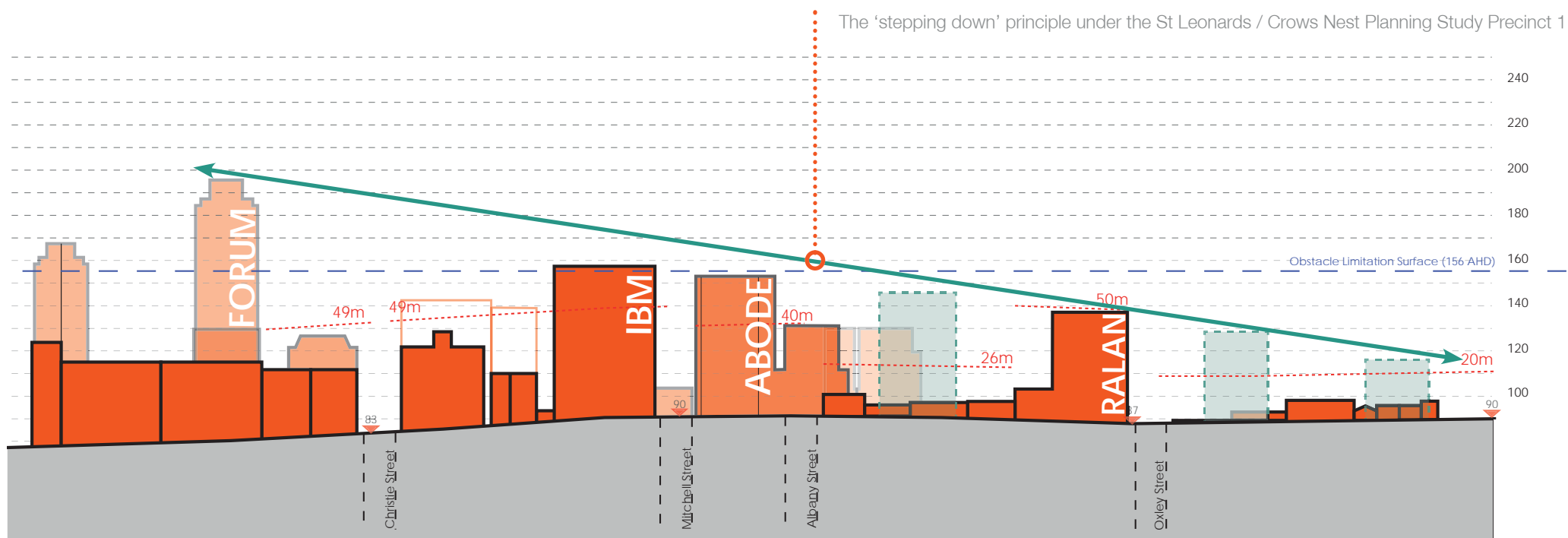
Dense urban form

6.2_SITE ANALYSIS_BUILT FORM

● Ralan 50m ● Abode 60m ● IBM 65m ● The Forum 109m



6.2_SITE ANALYSIS_BUILT FORM



Section along the Pacific Highway

The St Leonards skyline is a prominent feature of the lower north shore being highly visible in and around Sydney.

Current height controls across the three local government areas transition down from 109m at The Forum in all directions:

- Along the Pacific Highway in the North Sydney local government area, height controls step immediately down to 49m and steadily decrease towards 10m at Crows Nest.
- In Lane Cove, current height controls transition down from 72m down to 15m along the Pacific Highway.
- In Willoughby, with the exception of The Forum, the commercial area supports a 20m height limit largely in response to the conservation area to the north.

Buildings within the study are generally within the height limits of the North Sydney planning controls with a few notable exceptions - those being the IBM and The Abode buildings.

The current approval for 'Air' at 6-16 Atchison St is 82.5m. As noted earlier, at the time of writing the state government is considering an application to increase the building height to 95m - well above the 49m limit. The building is under construction.

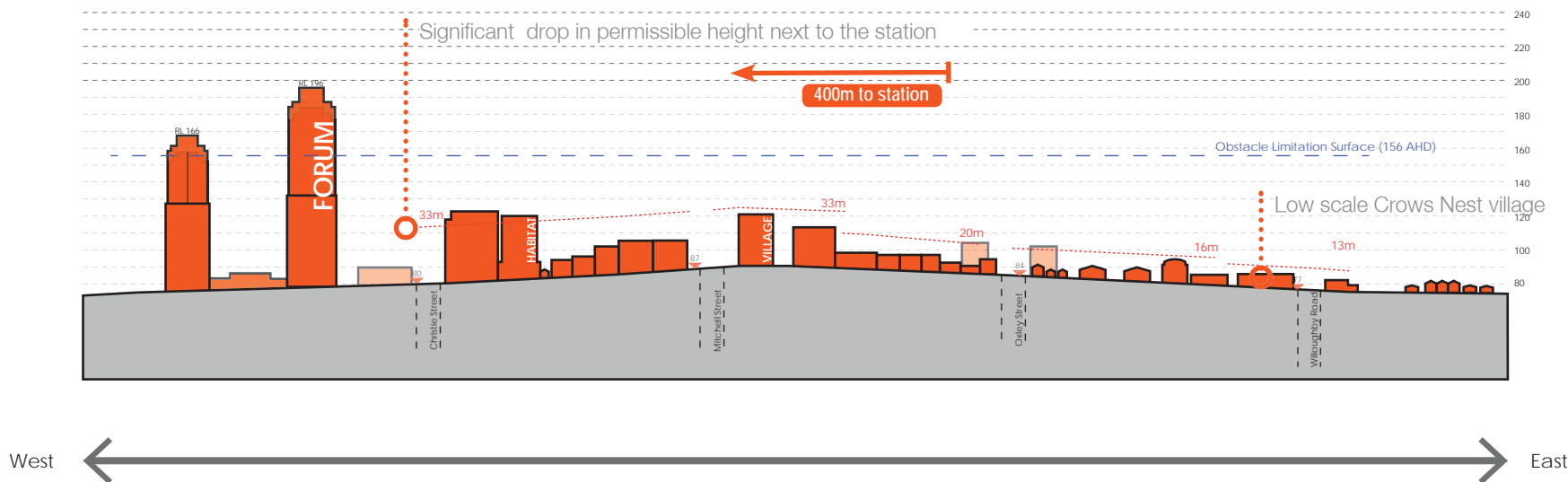
Lane Cove Council is currently progressing a site specific planning proposal that would significantly increase the maximum height south of the Pacific Highway anywhere between 91 to 138m on sites.

The above section diagram shows actual and planned heights for key development along the Pacific Highway - each adhering to the 'stepping down' principle under the St Leonards / Crows Nest Planning Study for precinct 1 (in green).

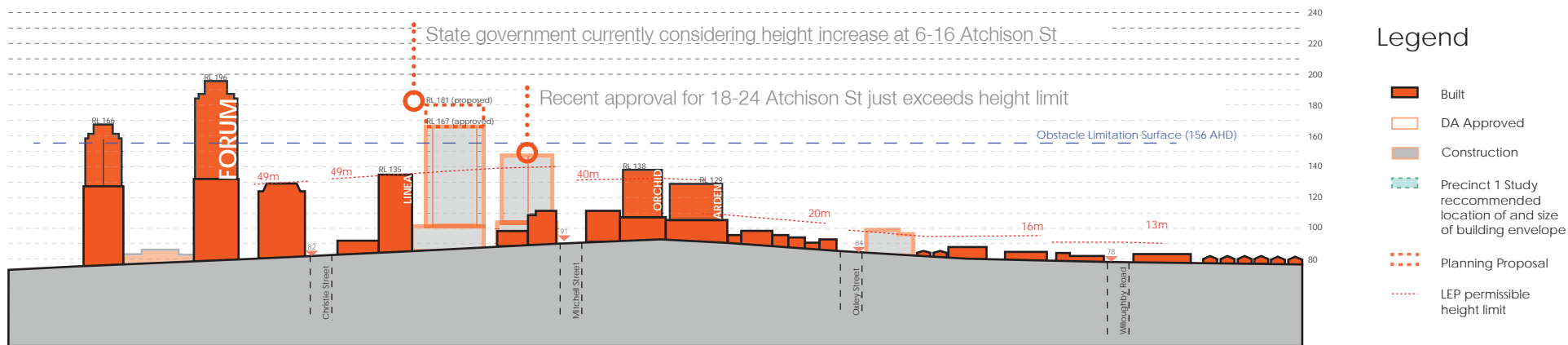
What follows on the next few pages are a series of section diagrams that show the relationship between the land, existing built form, the Council's current height controls as well as potential developments. The section diagrams indicate that in general, the built form generally transitions down from the station in each direction.

6.2_SITE ANALYSIS_BUILT FORM

SECTION A-A

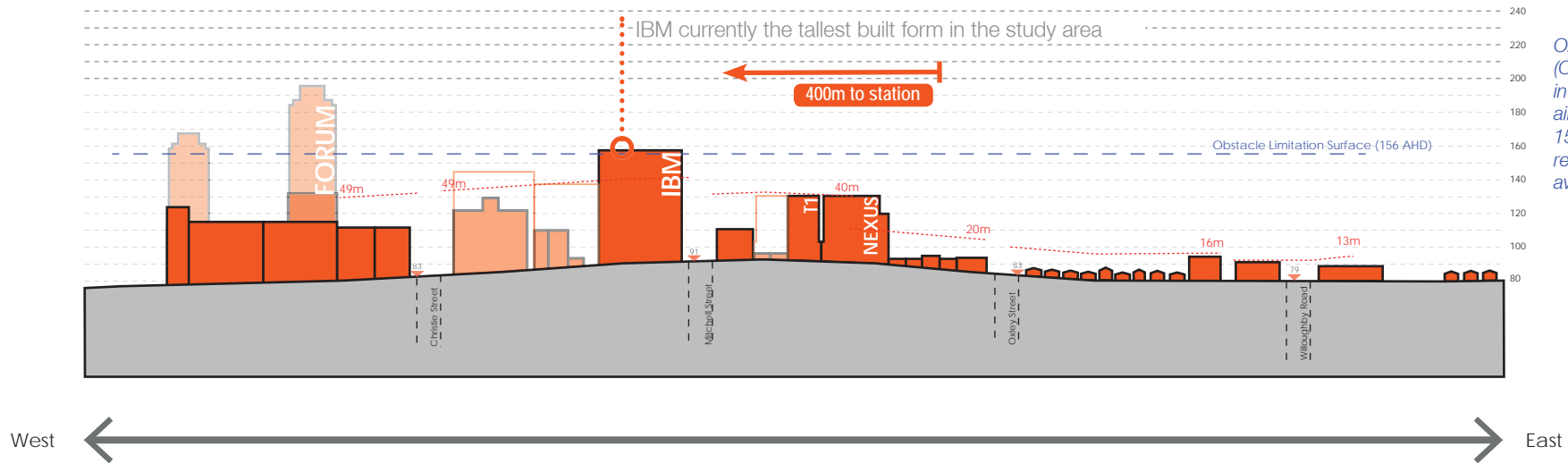


SECTION B-B



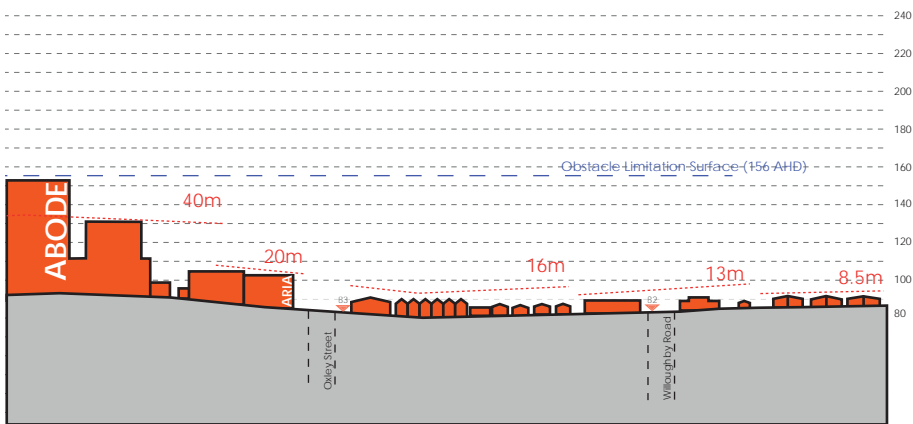
6.2_SITE ANALYSIS_BUILT FORM

SECTION C-C



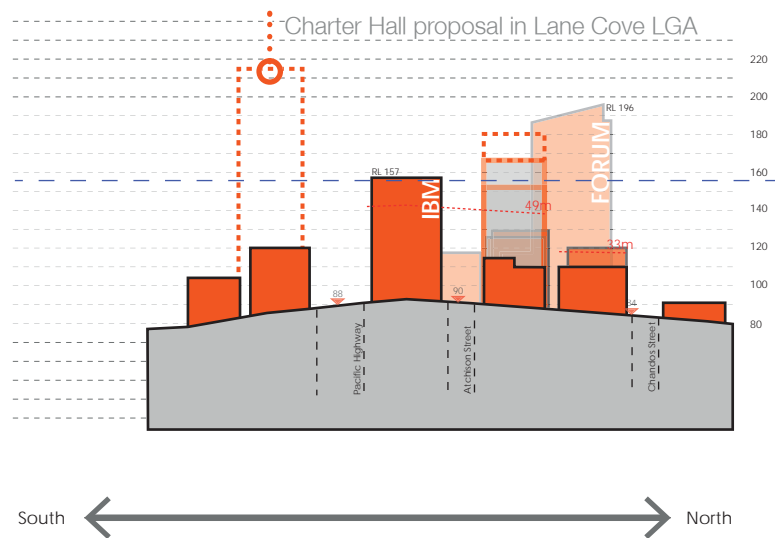
Obstacle Limitation Surfaces (OLS) are a series of surfaces in the airspace surrounding an airport. Development exceeding 156m AHD in St Leonards requires approval from federal aviation agencies.

SECTION D-D

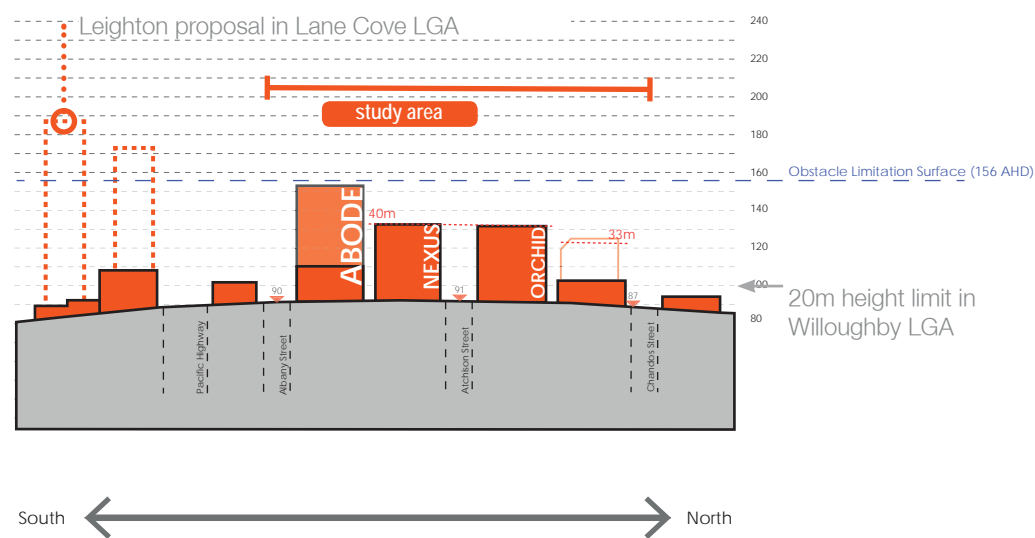


6.2_SITE ANALYSIS_BUILT FORM

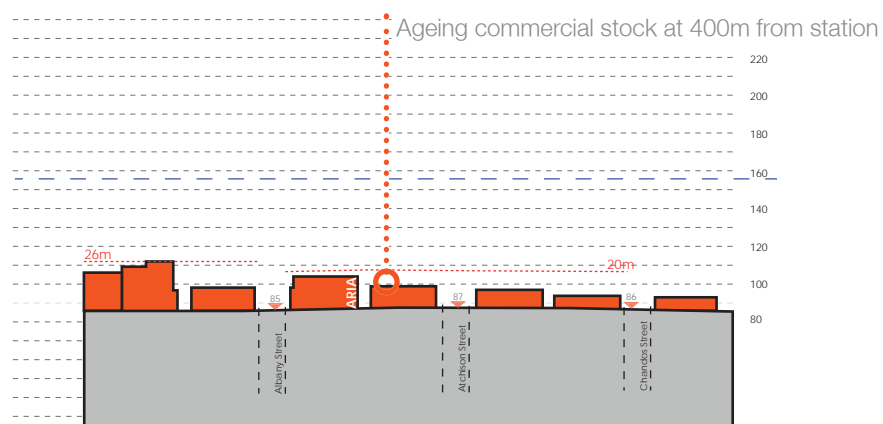
SECTION W-W



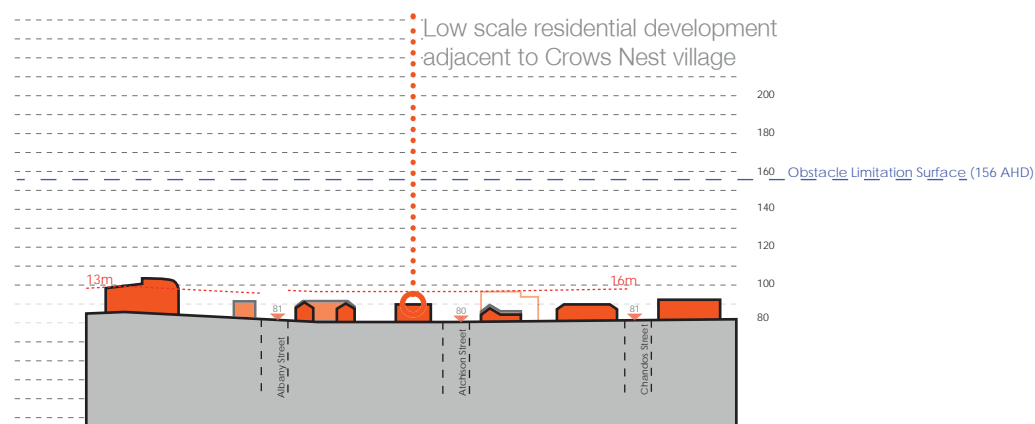
SECTION X-X



SECTION Y-Y



SECTION Z-Z



6.3 BUILDING HEIGHT REVIEW

Building Height Review

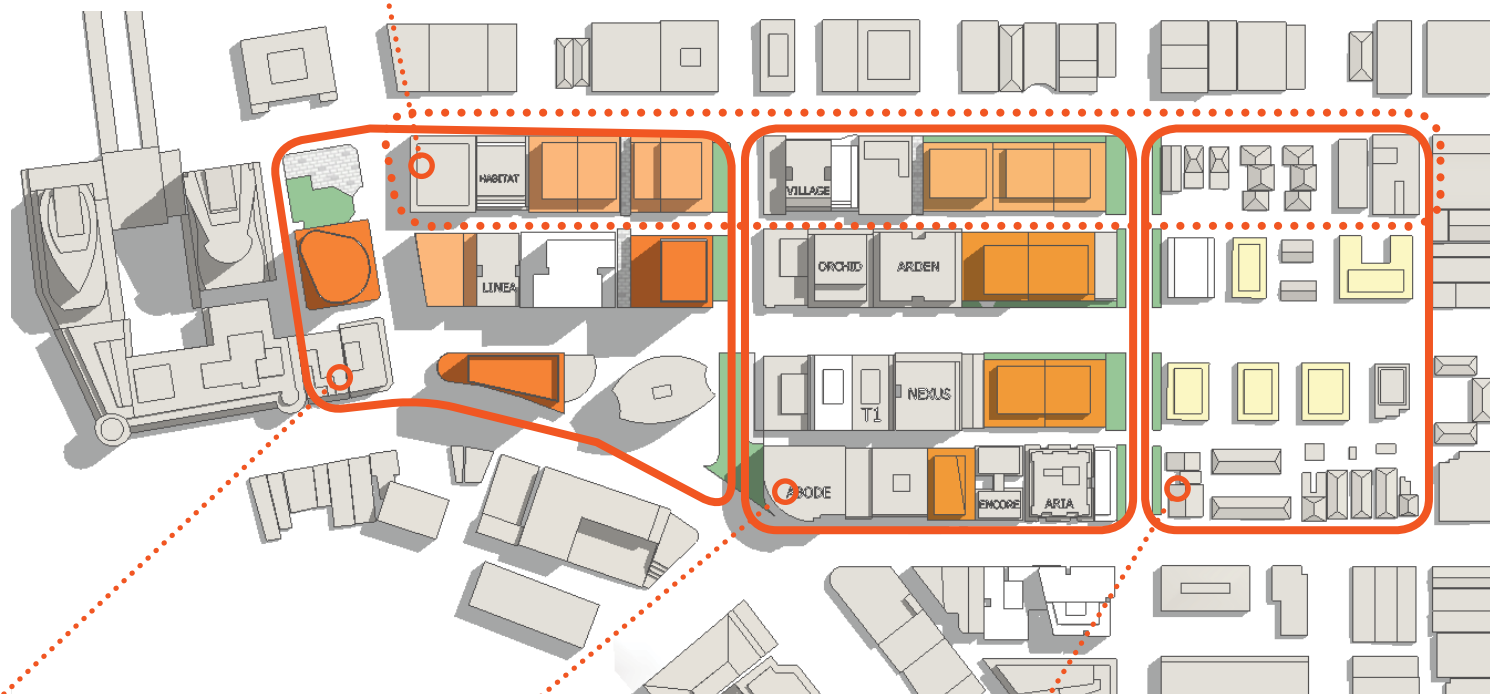
The following principles informed the review of building height, mass and setback controls:

- Buildings should contribute towards the revitalisation of the precinct as a modern, mixed use centre, having clear regard to the local context.
- Buildings should respond to the desired future character of the area, offering a variety of scales and forms.
- Increases in height will only be supported where a more slender built form can be achieved compared to existing controls.
- Corner sites in the centre that are greater than 1,000m² will be considered for tower developments over 18 stories in height.

Future Character

Chandos Street

Chandos Street will support a more compact mixed use urban form that enjoys excellent sunlight access as it transitions from the conservation area to the centre. A more fine urban grain will be achieved by maintaining 20-30m frontages. New north-south laneways will significantly enhance ground level activity and permeability.



St Leonards Centre (North Sydney local government area)

The St Leonards Centre will continue to transform into a high-density, modern, mixed use centre by supporting a vibrant mix of fully commercial and mixed use buildings offering more entertainment, community, retail & dining options. The height of tall tower development will be considered on merit, having regard to design, impact and public benefit considerations.

West Oxley Creative Quarter

To the east, West Oxley will be an innovative new precinct that supports hybrid development with a mix of commercial, retail and cosmopolitan urban living options.

The western end will remain a predominantly 12 storey mixed use area with the Abode remaining the tallest built form.

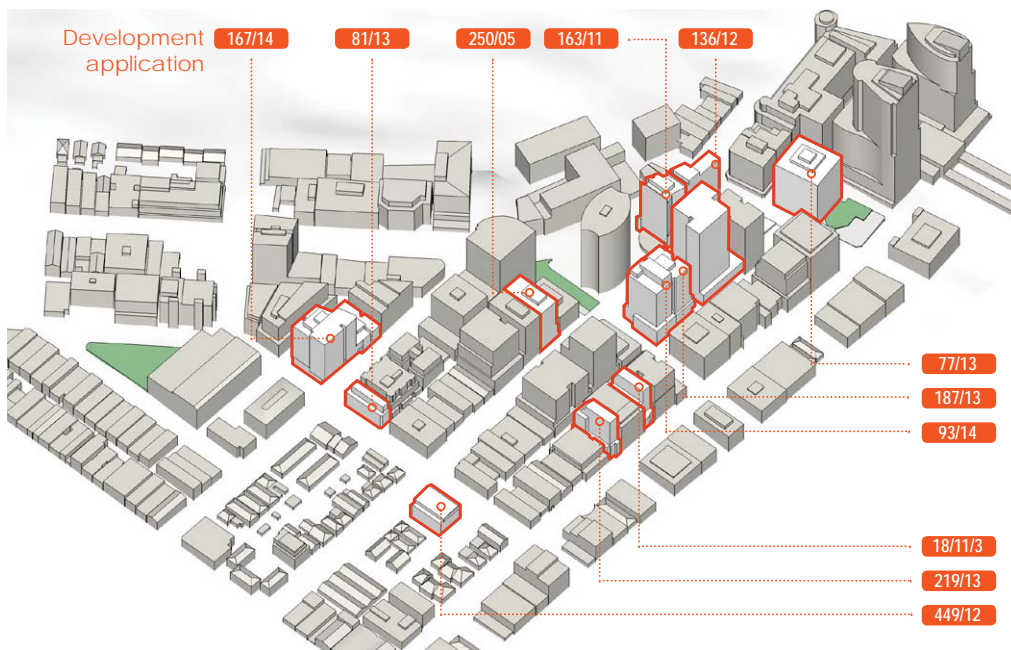
Crows Nest Residential Precinct

This high density residential precinct on the doorstep of Crows Nest village will continue to offer a range of infill and courtyard apartments, generally between three to six storeys in height.

The current landscape controls will continue to protect the catchment function of the area.

6.3 BUILDING HEIGHT REVIEW

Existing with approved development



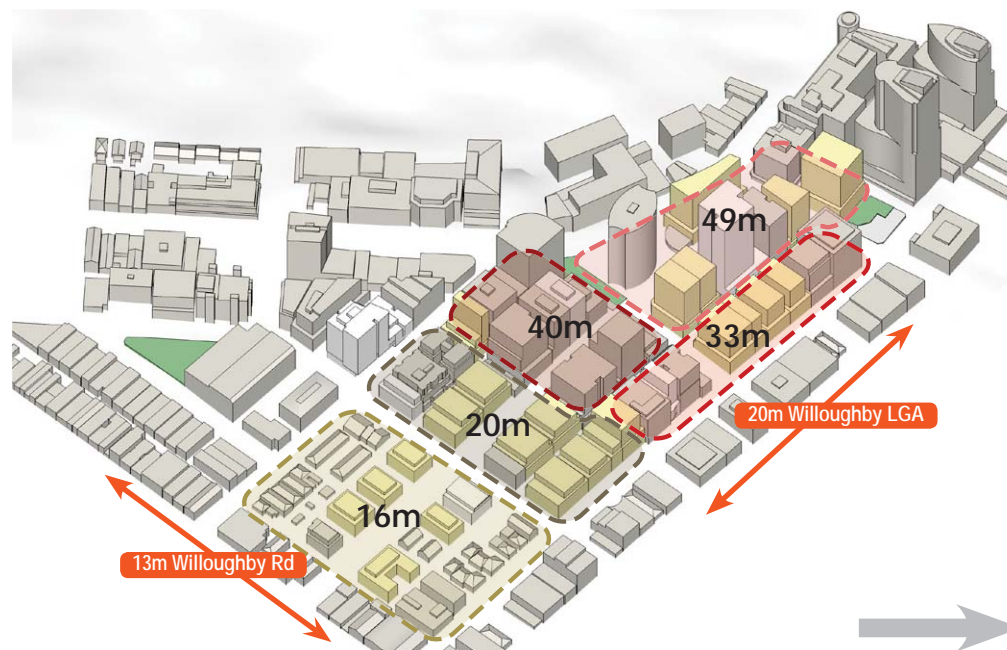
These diagrams show how the recommended changes to the built form controls have been developed, having regard to the design principles and desired character of the area.

The diagrams are based on Council's discussions with landowners to date and represent basic building envelopes that may occur under current landownership, strata title arrangements and potential acquisition opportunities. Alternative schemes are possible.

The above image shows the existing built form within the surrounding context and development approvals – some of which are currently under construction.

Development generally adheres to the existing height control, with the exception of 6-16 Atchison St (MP09_0187). The approval at 18-24 Atchison Street (DA187/13 & 93/14) is notably dense. Similarly, approvals along the Pacific Highway and Christie Street (DA 163/11, 136/12 & 77/13) are of a modest scale.

Built form achieved under current controls



Basic building envelopes that can be achieved under the existing height and setback controls are shown in yellow.

The 49m height limit allows a 16-storey building near the station. The heights transition down towards the 13m height limit along Willoughby Rd and to the 20m height limit along the Willoughby LGA boundary.

Under the height controls, there are a couple of sites where two separate height limits apply to one potential development.

Public domain improvements are currently limited to section 94 contributions, which will generally deliver streetscape upgrades including landscaping works along Oxley St, undergrounding powerlines and some embellishment of Christie Street Reserve.

6.3 BUILDING HEIGHT REVIEW

Additional height considered under the 'stepping down principle'



Adhering to the 'stepping down principle' to the 16m height limit along Hume Lane, and to the 20m height limit along the Willoughby LGA results in the above built form envelopes.

The 'stepping down principle' enables taller towers close to the station and along the Pacific Highway, with The Forum remaining the tallest built form (tall towers are only considered on corner sites in the centre over 1,000m²).

Greater development potential is also achievable in West Oxley – particularly along Atchison St.

The current 49m and 33m height limits along Mitchell St and Chandos St respectively would still apply to some land (in yellow).

The higher built form makes the proposed increase to employment space more economically viable, providing more activity and services in the precinct.

Some public benefits in addition to section 94 contributions would be achievable.

Heights refined to vary skyline and achieve public domain objectives



Variation in heights and setbacks on corner sites and transition zones allow greater variation to the skyline and impacts are mitigated.

The greatest intensity of development is still focussed around the station by allowing tall, slender towers on sites that exceed 1,000m². Tower heights follow the contour of the land, maximising sunlight access and view sharing. The maximum tower footprint is capped at 750m², and the maximum building width is 40m.

Zero-lot side setbacks on select sites provide greater setbacks to the linear parks. Shared boundaries on lots less than 30m wide ensures increased laneway setbacks can be achieved and building bulk shifted to improve sunlight access.

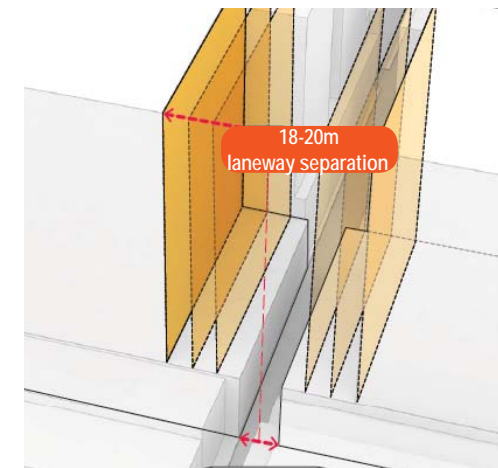
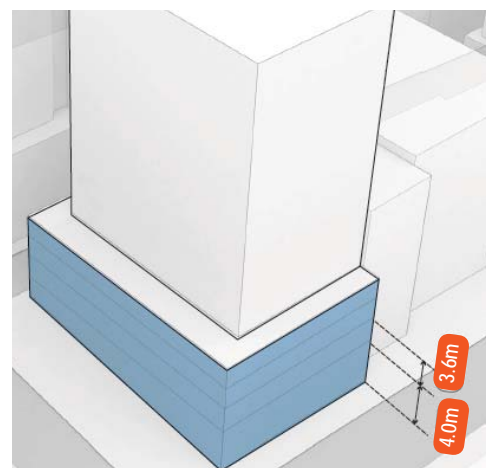
The residential zone retains the smaller-scale residential character of Crows Nest, supporting 5-storey infill and courtyard apartments. No change is proposed.

6.4_RECOMMENDATIONS

OBJECTIVE

01_Human scale streets Ensure the built form defines a pedestrian-friendly street edge

Source: St Leonards / Crows Nest Access Study (Arup 2014)



Benefits

- Human scale to streets & laneways
- Setbacks to create two new linear parks
- Greater pedestrian amenity
- More room for outdoor dining
- Continuous awnings
- Room for street trees
- Weather protection

Mixed use podium height

North Sydney Development Control Plan 2013
To support a greater level of activity near the station, 6 storey podiums are now be required on buildings west of Christie St and along the Pacific Highway as shown in map 6.1.

4-storey podiums will continue to be required across the mixed use area. 3-storey podiums are supported on mid-block sites along laneways.

Minimum floor to floor heights

North Sydney Development Control Plan 2013
To enable lower levels to be converted between retail, commercial, and community uses over time, the following minimum floor to floor heights will be required in commercial and mixed use development:

- 4.0m at the ground; and
- 3.6m on the first floor.

Mixed use ground level setbacks

North Sydney Development Control Plan 2013
New ground level setbacks apply to buildings along a portion of Christie, Chandos and Atchison St, as shown in map 6.1.

The increased setbacks will provide more generous footpath widths that will better accommodate street trees and outdoor dining as well as significantly improve pedestrian amenity along highly trafficked streets.

Mixed use whole building setbacks

North Sydney Development Control Plan 2013
To enable the two linear parks identified in Chapter 3, new whole of building setbacks apply:

- 3m on Mitchell St (western side); and
- 5m on Oxley St (western side).

Above podium setbacks

North Sydney Development Control Plan 2013
Increasing above podium setbacks will bring residential building widths more in line with best practice design, offering better ventilation, daylight access, visual and accoustic privacy. It will also improve light levels into the laneways.

New minimum above podium setbacks apply, as per map 6.2:

- 3m to Chandos St and Atchison St between Mitchell and Oxley Streets; and
- 6m to laneways in the mixed use zone.

A 6m side setback is required to existing mixed use buildings. 0m boundary side setbacks may be considered on narrow lots to maintain a fine grain along the street wall and enable new laneways as shown map 3.2.

6.4_RECOMMENDATIONS

MAP

01_Map 6.1_Ground Level Setback and Podium Height



MAP

01_Map 6.2_Above Podium Setback



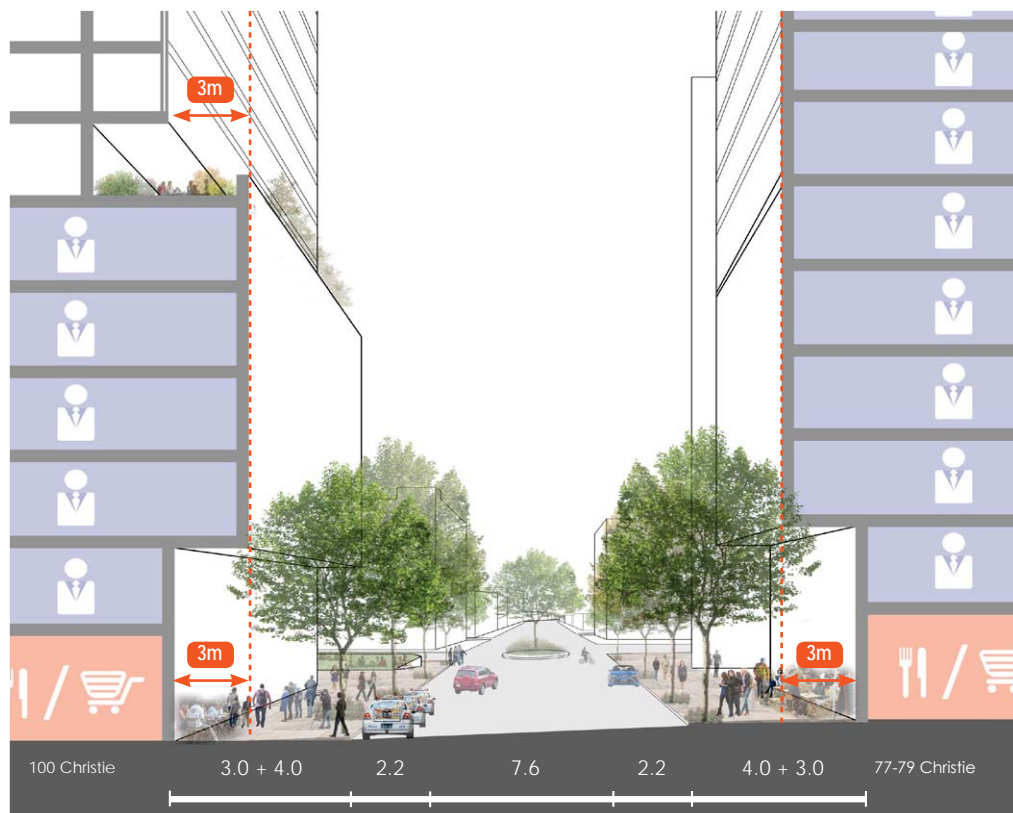
6.4_RECOMMENDATIONS

SECTION DIAGRAMS

01_Human scale streets Ensure the built form defines a pedestrian-friendly street edge

Christie Street - the gateway

looking north to Naremburn

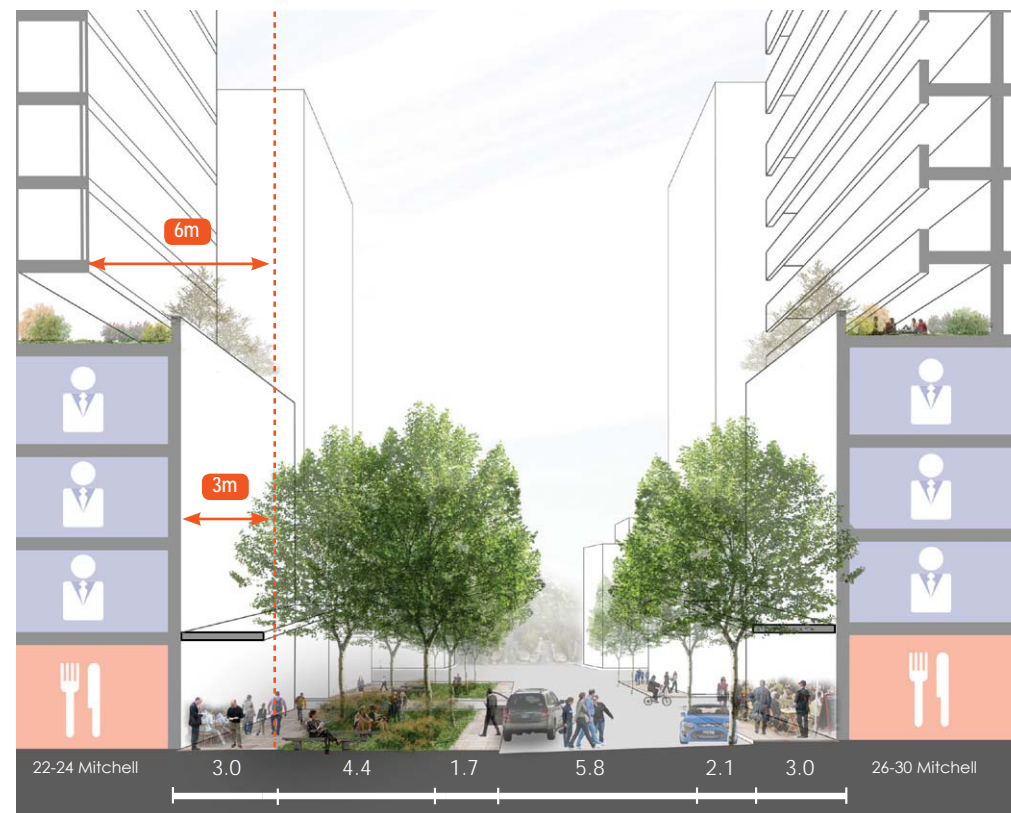


Christie Street lies at the heart of the St Leonards high rise commercial centre, featuring narrow footpaths and a heavily trafficked road.

Due to its gateway location, Christie St will support more intensive urban functions such as commercial offices, ground level retail and hospitality. It is envisaged that a strong employment function will be delivered in the built form. A 2-storey ground level setback will provide better pedestrian amenity.

Mitchell Street - new linear park

looking north to Naremburn



Mitchell Street is a key north / south orientated street with ample, year round sunlight that connects to the Mitchell Street Plaza.

Mitchell St will be transformed into a linear park with a reduced traffic function. It will make full use of the lunchtime sunlight from its northerly aspect. The ground floor will be activated by tenancies fronting the street that are invited to "spill out" and interact with the public domain.

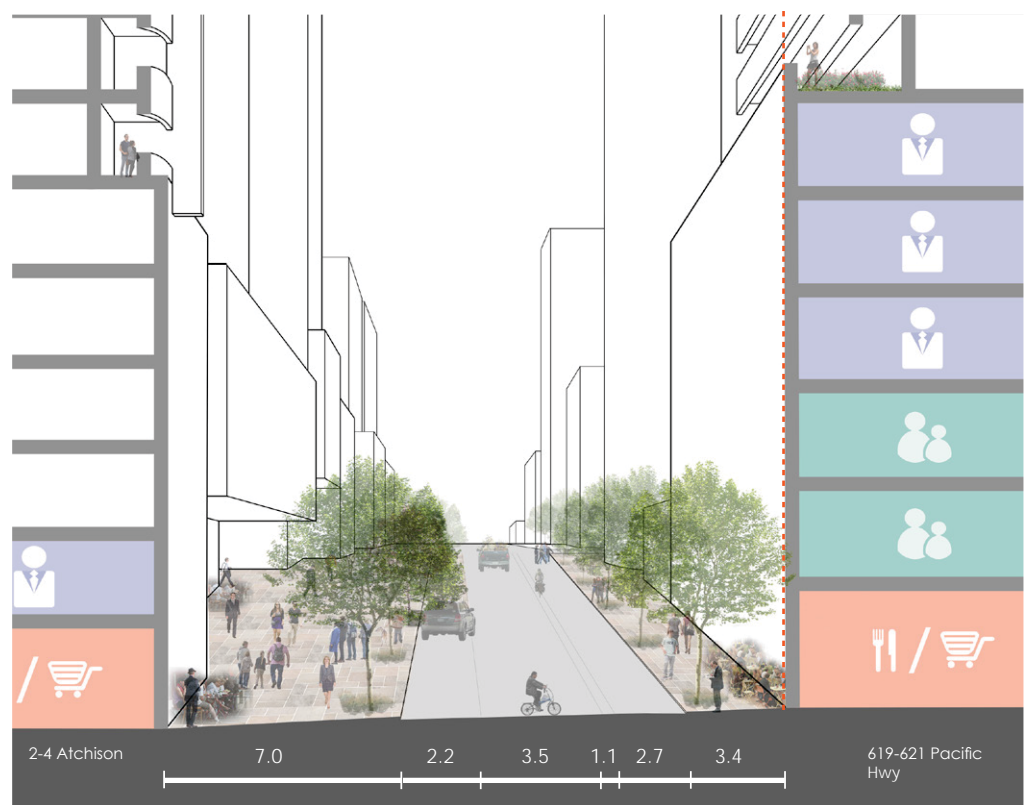
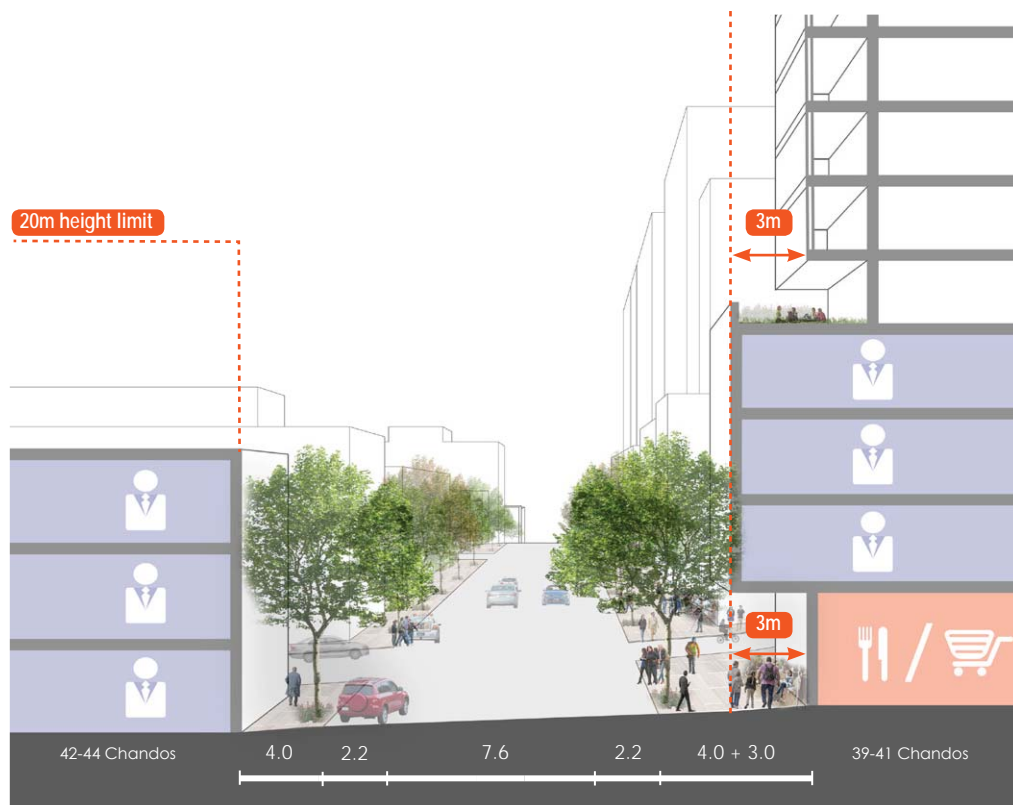
6.4_RECOMMENDATIONS

SECTION DIAGRAMS

01_Human scale streets Ensure the built form defines a pedestrian-friendly street edge

Chandos Street - supporting sunlit cafes looking east to Crows Nest

Atchison Street - the civic street looking east to Crows Nest



Chandos Street forms the northern boundary of the study area. The southern side of the street enjoys some of the best sunlight in the area.

Chandos St has considerable potential. It can support a more fine grain built form than Atchison St with ground level cafes, interesting shops, artisan food stores and the like. The 4-storey podium can support a wide range of small to medium businesses.

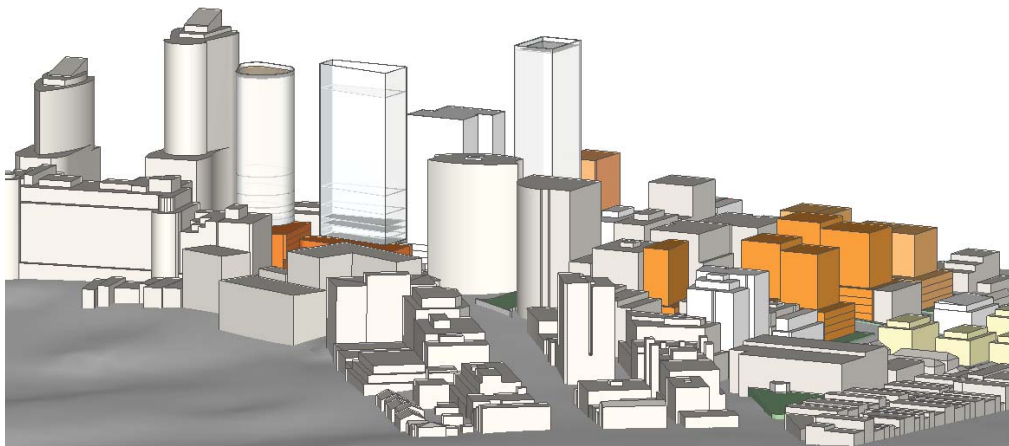
Atchison Street is the primary east-west spine through the study area, connecting St Leonards Station to Willoughby Road.

Streetscape upgrades will continue to transform Atchison St into St Leonards main, civic street. It will be the centre of a thriving 18-hour economy with buildings that provide a strong mix of employment, community, entertainment, hospitality and living opportunities. Podiums will transition from 6 storeys in the centre to 4 storeys in the creative quarter.

6.4_RECOMMENDATIONS

OBJECTIVE

02_Density & diversity Allow enough density to achieve the greatest level of environmental, social and economic benefits



Benefits

Greater housing choice
 A distinct & pleasing urban environment
 Design decisions that respect character and
 function of the precinct and its surrounds
 Early identification of design outcomes
 Greater community involvement
 Affordable housing

Building Height

North Sydney Local Environmental Plan 2013

Higher density residential development – in the right location - can make a positive contribution to urban renewal. It makes community, shopping, entertainment and employment space at the lower levels of a building more economically viable to deliver and can support the long term success of those activities.

- Council will consider land owner-initiated planning proposals that seek to increase the height limit that applies to a site, to enable a development up to the maximum number of stories shown on map 6.3.
- The maximum height that will be considered on sites marked 'tall buildings', is discussed on page 92.
- A planning proposal must include a site specific floor space ratio control to enable the density of the agreed design.
- A planning proposal must also accord with the other placemaking, transport, employment and built form objectives of this study. Please refer to the summary on page 16.
- To assist the community understand the proposed built form, an electronic 3D model of the building envelope must be submitted to Council in an agreed format. The model will be displayed on Council's website.

Design Excellence

North Sydney Design Excellence Panel

North Sydney Council is keen to see a variety of quality architecture firms working on projects in St Leonards.

To ensure agreed, design outcomes are identified early in the process, draft planning proposals will generally be referred to North Sydney Council's Design Excellence Panel for comment.

The Design Excellence Panel provides independent, expert advice to Council staff and applicants on the design quality of major development proposals and strategic work in the local government area. The panel is made up of highly experienced architecture, urban design and planning professionals.

Affordable Housing

Ⓢ Voluntary Planning Agreement

North Sydney Council aims to increase the amount of affordable rental stock in North Sydney local government area under the North Sydney Affordable Housing Strategy (2008).

St Leonards is an ideal location for affordable housing, given its excellent proximity to jobs, health and other service industries, and public transport.

Council will consider a public benefit offer (in-kind or financial contribution) to provide high amenity affordable housing.

6.4_RECOMMENDATIONS

CONTINUED

MAP

02_Density & diversity

02_Map 6.3_Building Height

Design Principles - height

North Sydney Development Control Plan 2013
 To ensure design is considered upfront, a planning proposal for additional height must demonstrate that the proposed built form envelope:

- reinforces the desired character of the area;
- adheres to the podium height, ground level and above podium setbacks in map 6.1 and 6.2;
- maximises sunlight access to streets, Mitchell Street Plaza, and the linear parks;
- maximises sunlight access and view sharing of nearby residences, likely through laneway setbacks on upper floors;
- provides a high level of residential amenity;
- creates a safe, comfortable, accessible, vibrant, and attractive public realm and pedestrian environment.

Detailed overshadowing and view analysis studies are required to support any increase in density through the planning proposal.

Development along Mitchell St is likely to increase overshadowing of the Mitchell Street Plaza. Every effort must be made to minimise that overshadowing through the location and orientation of the buildings. Overshadowing the plaza may be mitigated, in part, by creating the Mitchell Street linear park through increased built form setbacks. The proposed building envelope should demonstrate that at least 50% of the new linear park will receive sunlight on June 21 between 11am and 1pm.

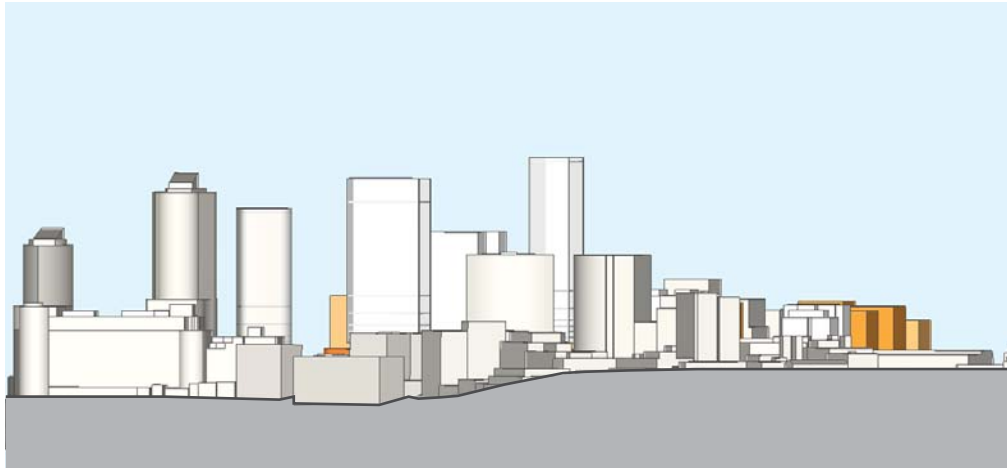


6.4_RECOMMENDATIONS

OBJECTIVE

03_Tall Building Design Support slender tower buildings near the station that contribute to the skyline

Toronto Tall Building Design Guidelines (City of Toronto 2013)
Placemaking & Design Study (SJB 2014)



Benefits

Architectural & urban design excellence
Buildings that reinforce St Leonards' image
Early agreement on design outcomes
High quality apartment living

Tall buildings

North Sydney LEP 2013

Tall buildings will play an important role in defining the image and liveability of St Leonards, provided they are of a high architectural standard. In this study, tall buildings are defined as developments over 18 stories.

This study does not set a height for tall buildings.

- Landowners of sites identified for tall buildings on map 6.3 are invited to submit a scheme to Council's City Strategy Division with a proposed height and floor space ratio for the building.
- To be considered for additional height, the proposal must have been the subject of a design excellence competition.
- Each scheme will then be assessed by Council on its merits, having regard to the design principles for tall buildings.
- Each scheme will be referred to the Design Excellence Panel for comment.
- Once the scheme has been supported, Council will consider a land owner-initiated planning proposal that seeks to increase the height limit that applies to a site (please refer to page 90).
- Planning proposals that seek an increase to the height limit which exceeds RL156 AHD (roughly the IBM and Abode) will be referred to the federal aviation authority.

Design Principles - tall buildings

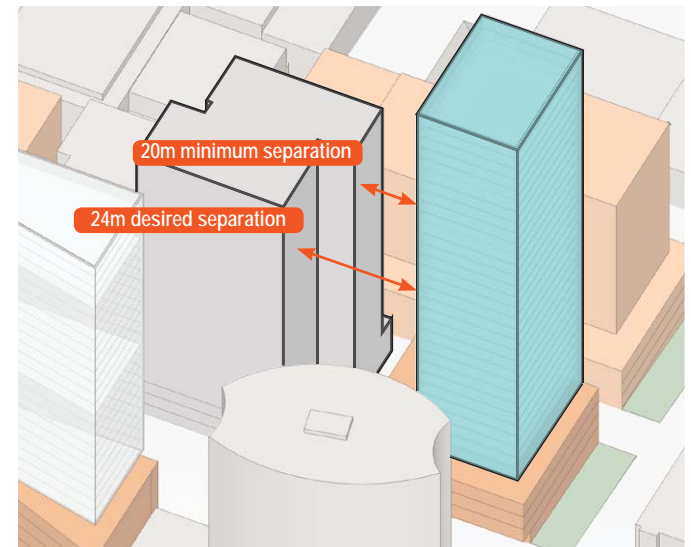
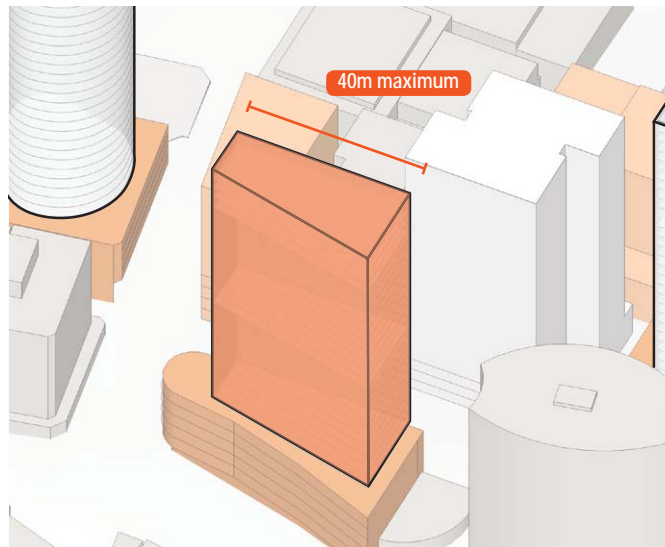
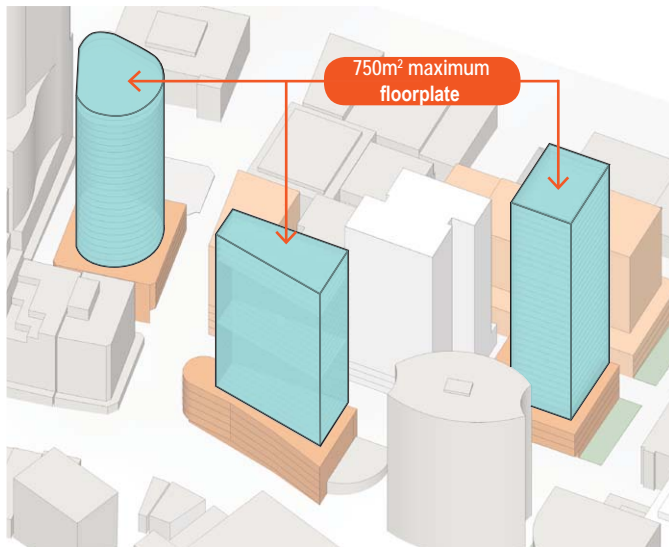
North Sydney Development Control Plan 2013

The design and placement of tall buildings should make a positive contribution to the public domain, fit harmoniously within the surrounding context and skyline.

In addition to the design principles for additional height, the following design principles for tall buildings apply:

- the built form must be a slender tower with a maximum gross buildable area (GBA) of 750m², including balconies, above a well proportioned, articulated podium;
- large, elongated floorplates are to be avoided by having tower elements with a maximum length of 40m, with breaks and articulation encouraged along elevations;
- the tower element is to achieve a minimum separation distance of 24m from other tall buildings. A minor portion of the building within a 20m separation distance will be considered if environmental and amenity impacts can be mitigated;
- the cumulative impact of multiple towers on the public realm must be carefully considered through detailed overshadowing and view analysis;
- the design must mitigate overshadowing and wind impacts, and protect sunlight and views of the sky from streets, parks, properties; and
- ensures high-quality living and working conditions, natural ventilation and privacy for building occupants.

03_Tall Building Design



APPENDIX

Abbreviations

DCP - Development Control Plan

GBA - Gross Buildable Area

LEP - Local Environment Plan

LGA - Local Government Area

OLS - Obstacle Limitation Surfaces are a series of surfaces in the airspace surrounding an airport.

SEPP 65 - State Environmental Planning Policy No.65 sets design quality principles for residential flat buildings

VPA - Voluntary Planning Agreement

Glossary

Affordable housing - rental housing for low to moderate income households

Floor space ratio - the ratio of the gross floor area of all buildings within the site to the site area

Master plan - provides a planning and design framework to guide the incremental development of large or complex areas with multiple buildings, new laneways or parks

Podium - the base of a building upon which taller (tower) elements are positioned

Section 94 - financial or in-kind development contribution to provide for the increased demand for public amenities and public services in an area

Setback - the space between the property boundary and the building

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