

Baseline Review

2.13 Baseline Review: High and Medium Density Residential (Proposed by Various Strategies)

The various precinct studies have each identified a location for residential density to be increased to either Medium or High density residential. Within each precinct, these locations are in close proximity to St Leonards Train Station and Bus interchange, providing a good foundation for increased densities.

The St Leonards South Masterplan details a significant increase in high density residential land, which is located nearby public transport, however is a further distance from services. The area is quiet though, and currently zoned residential, and could reasonably support the proposed increase. The area indicated in both the St Leonards Strategy and the St Leonards Crows Nest Study would be more problematic for high density residential given its proximity to the character area of Willoughby Road.

Section 2.12 shows a combined image illustrating all of the proposed high density and medium density residential land on the one image, and a comparison with the current LEP controls.

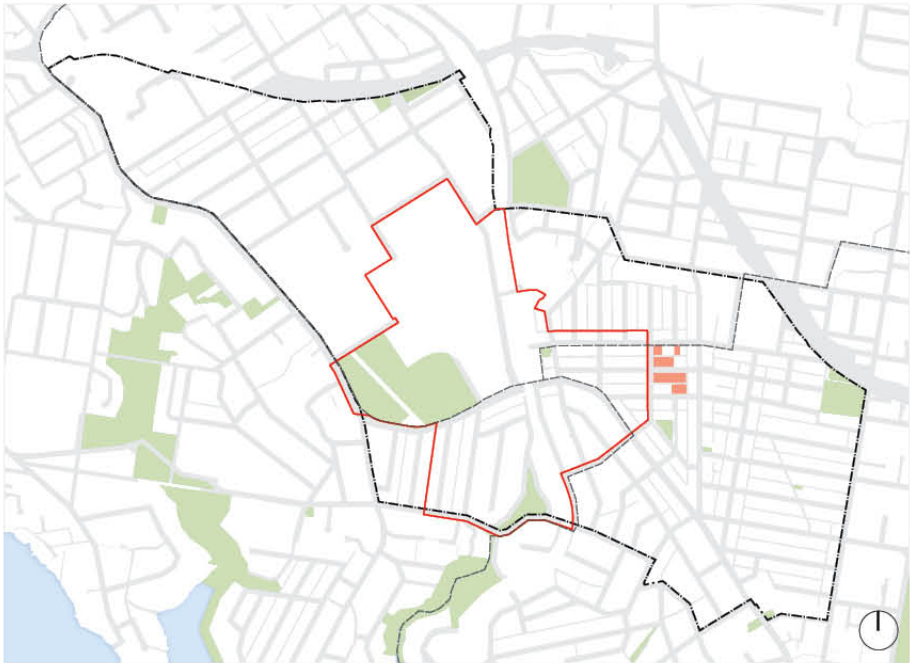


Figure 2.13.1 St Leonards Strategy 2006



Figure 2.13.2 St Leonards Crows Nest Planning Study Precincts 1-4, 2015

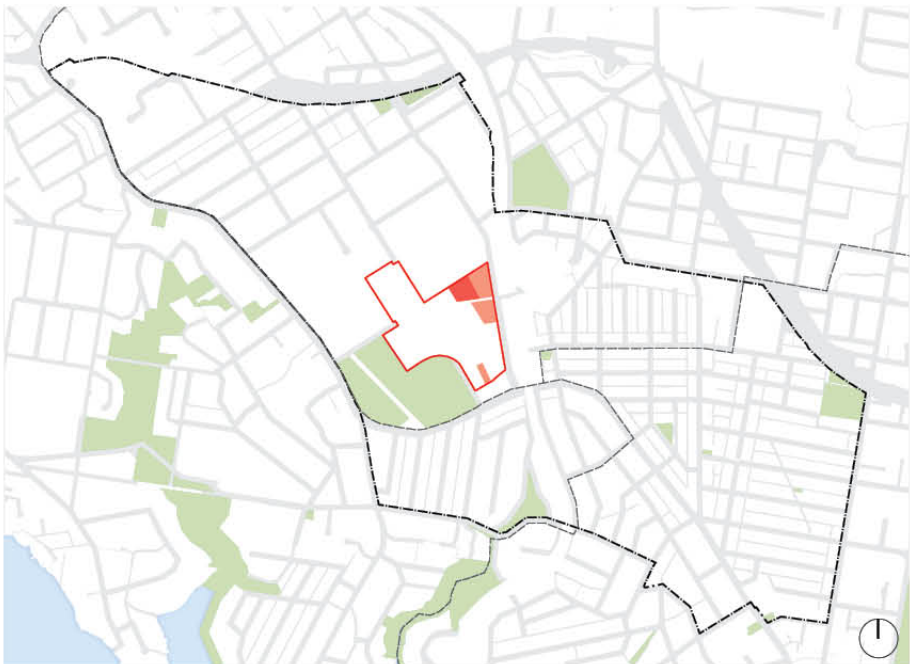


Figure 2.13.3 Royal North Shore Hospital Concept Plan, 2010

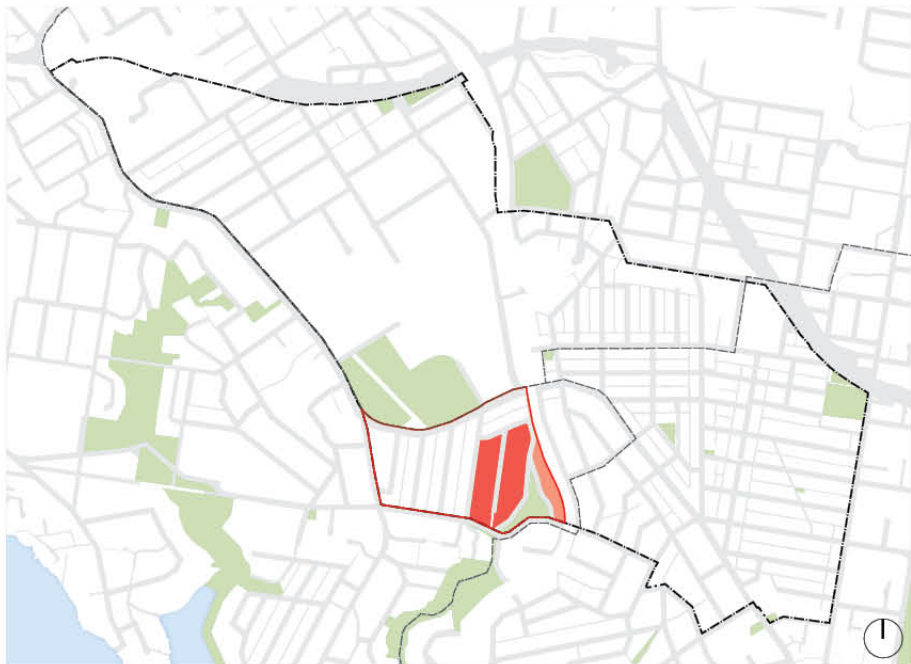


Figure 2.13.4 St Leonards South Masterplan

- Legend
- Study Area Boundary
 - Strategy Boundary
 - High Density Residential
 - Medium Density Residential

Baseline Review

2.14 Combined Land Use Strategy (Proposed by Various Strategies)

The following diagrams combine the strategies illustrated on the previous pages to reveal alignments and inconsistencies. The combined commercial core and mixed use plan reveals that the strategies are largely consistent with each other in providing commercial core along the Pacific Highway, and potential mixed use above this, as well as mixed use areas behind the pacific highway. This mirrors for the most part the existing LEP controls, with the exception of the RNSH Precinct proposing additional commercial uses.

The residential strategies are also largely consistent with each other, and do offer more departure from the LEP. This difference is particularly revealed in the Lane Cove North Masterplan which proposed high density residential land where there is currently low density. Likewise the RNSH Precinct again proposes additional high and medium density residential zones along Herbert Street.

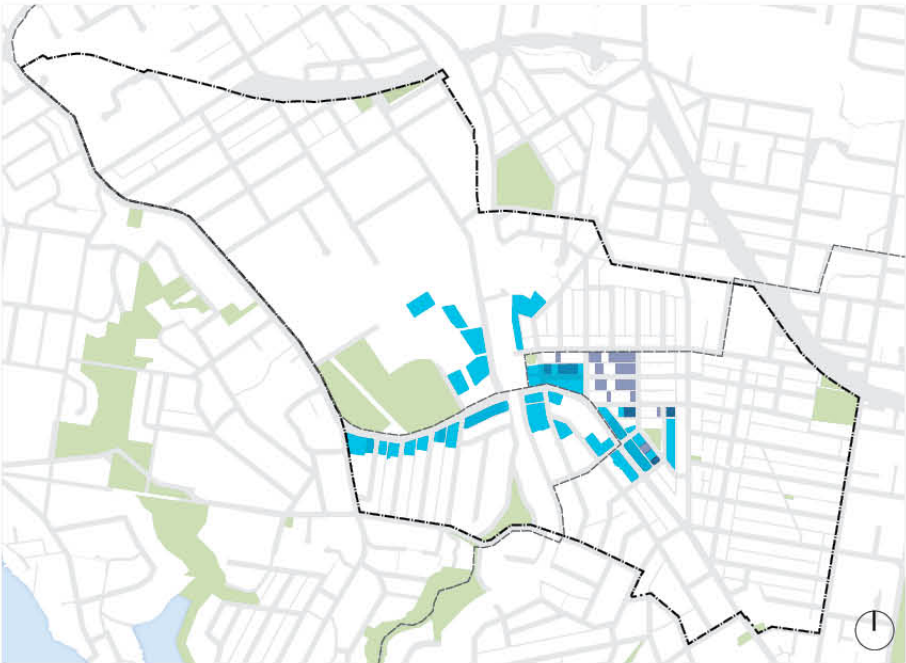


Figure 2.14.1 Combined plan showing proposed location of mixed use and commercial core land.



Figure 2.14.2 Combined plan showing proposed location of high and medium density residential land.

- Legend
- Study Area Boundary
 - Strategy Boundary
 - Commercial
 - Mixed Use
 - High Density Residential
 - Medium Density Residential

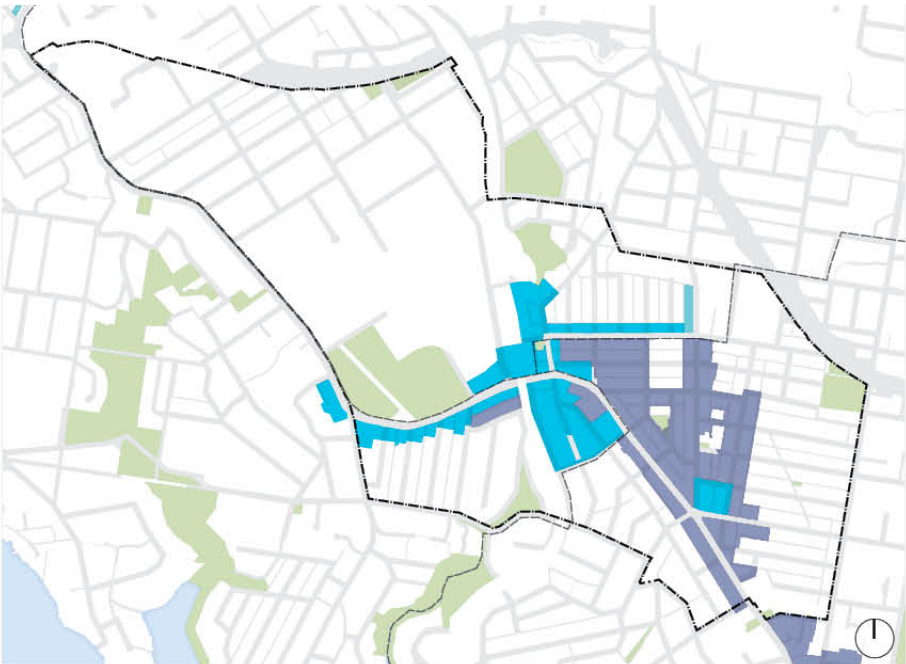


Figure 2.14.3 Existing LEP B4 Mixed Use and B3 Commercial Core zones.

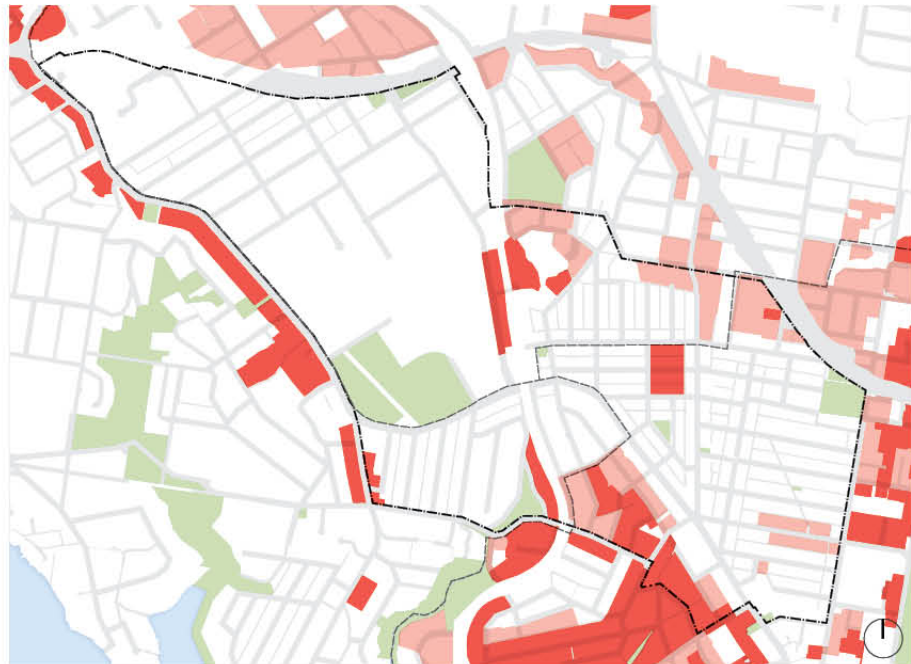


Figure 2.14.4 Existing LEP R3 Medium and R4 High Density Residential zones.

Baseline Review

2.15 Combined Strategic Plan (Existing Studies)

The existing strategic plans largely correlate in terms of locations for various land uses, circulation routes, and height transitions and built form. The plans all reflect the importance of the existing infrastructure (RNSH and TAFE) in terms of attracting other land uses.

In these existing strategies, commercial centre is to be retained along the Pacific Highway, whilst mixed use zones create a buffer to the north to provide a pedestrian focused network of streets and public spaces.

The proposed civic spaces are dispersed and create the opportunity to better connect the area. The studies and planning proposals have focused mainly on the area surrounding St Leonards train station.

The proposed station at Crows Nest is likely to stimulate additional measures which expand from the station outwards. This is likely to affect the south eastern section of the study area on either side of the Pacific Highway.

It should be noted that all of these existing strategies and studies pre-date the announcement of a new metro station at Crows Nest. This needs to be considered as part of the current investigation

Legend

Precinct Boundary

T

Train Station

B

Bus Interchange

M

Proposed Metro Stop

⊕

Proposed Height Gradation

Proposed Pedestrian and Cycle Connections

Main Traffic Thoroughfare

Civic Spaces

Commercial Centre

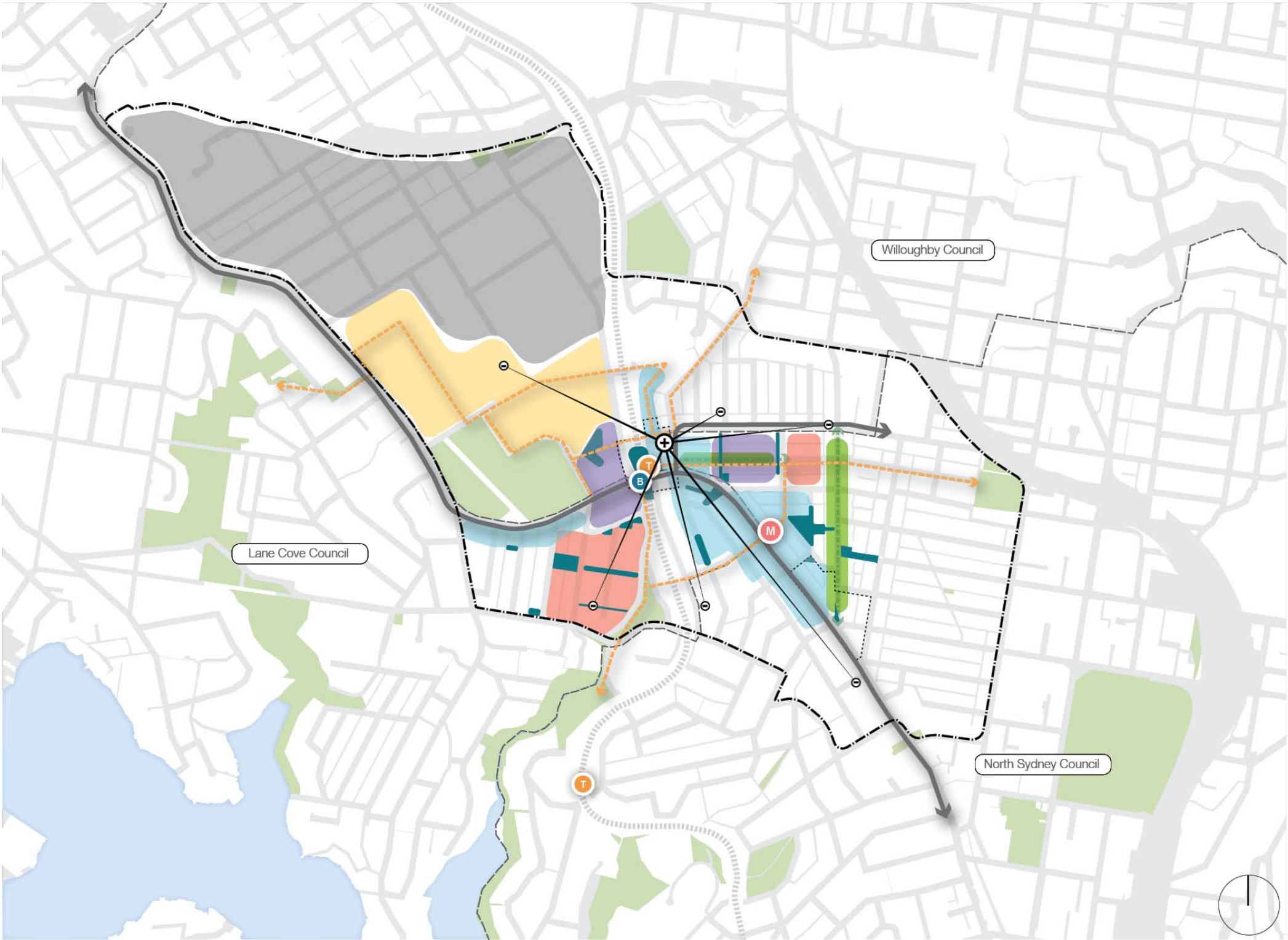
Mixed Use Land Uses

High Density Residential

Infrastructure

Industrial Land Uses

Existing Retail High Streets





Urban Context

An analysis of the Precinct and its surrounding context which will form the basis of the structure plans.

Urban Context

3.1 Planning Controls - Land Zoning

The land zone pattern re-enforces a commercial core around the station as well as along primary movement corridors. A significant portion of B3 Commercial Core Zoning falls within the Lane Cove and Willoughby Council areas to the south and north of the Pacific Highway respectively. North Sydney Council Area is primarily zoned as B4 Mixed Use.

There is an ‘island’ of residential land at the eastern boundary of North Sydney Council amongst an area of B4 Mixed Use and B3 Commercial Core land zoning. It is an area bound by Oxley, Chandos and Albany Streets and Hume Lane, currently zoned as R4 high density residential.

The high limit for this particular R4 zone is 16.9 m, or approximately 5 storeys (see following page).

Lane Cove Council are pursuing a planning proposal to re-zone properties in St Leonards South.

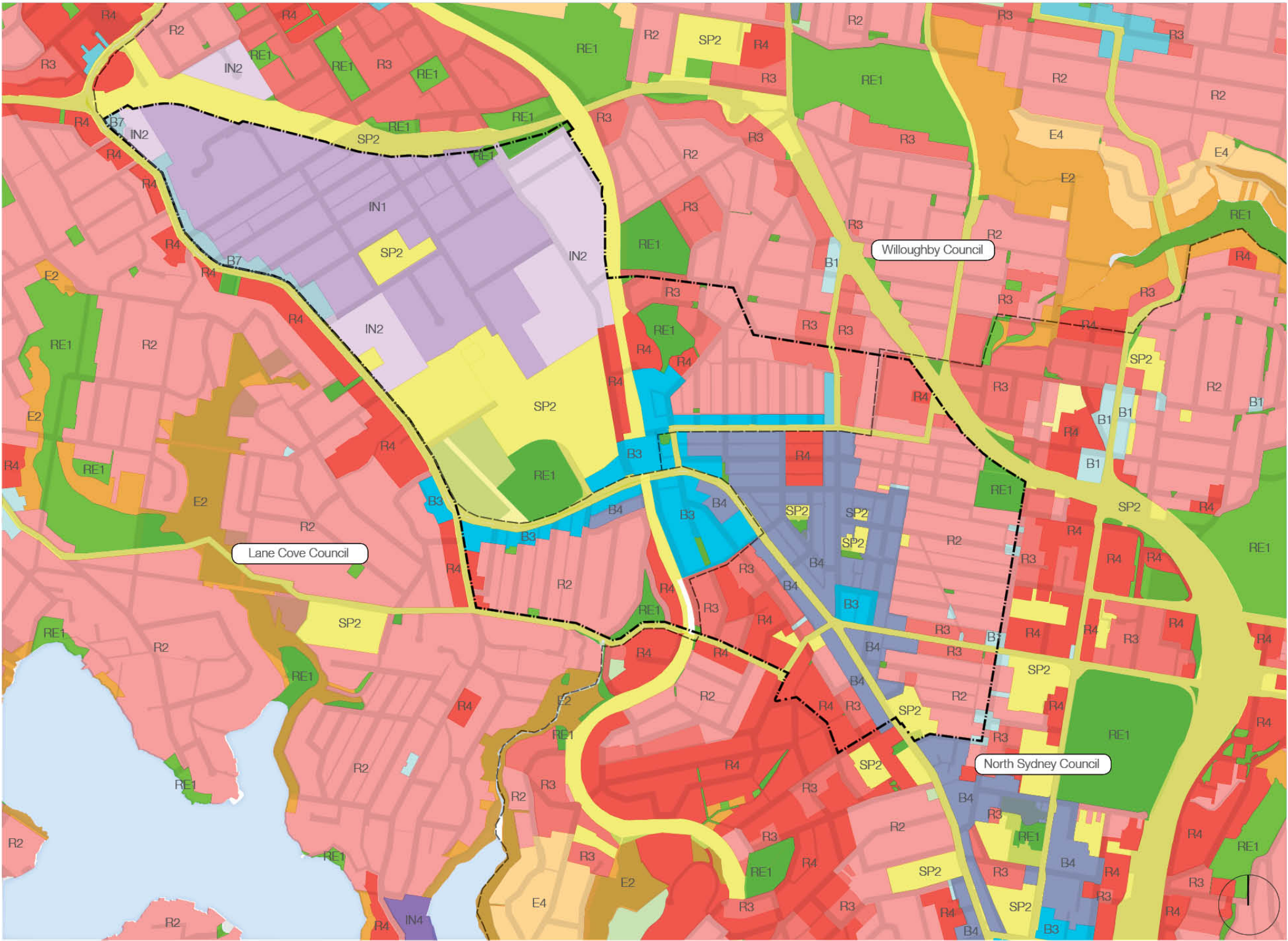


Figure 3.1.1 Combined Height Zone Map - Willoughby, Lane Cove and North Sydney Councils

Urban Context

3.2 Planning Controls - Height

Heights are defined by the three different LEP's of Willoughby, Lane Cove and North Sydney Councils. The map adjacent illustrates the combined LEP controls for each of these areas.

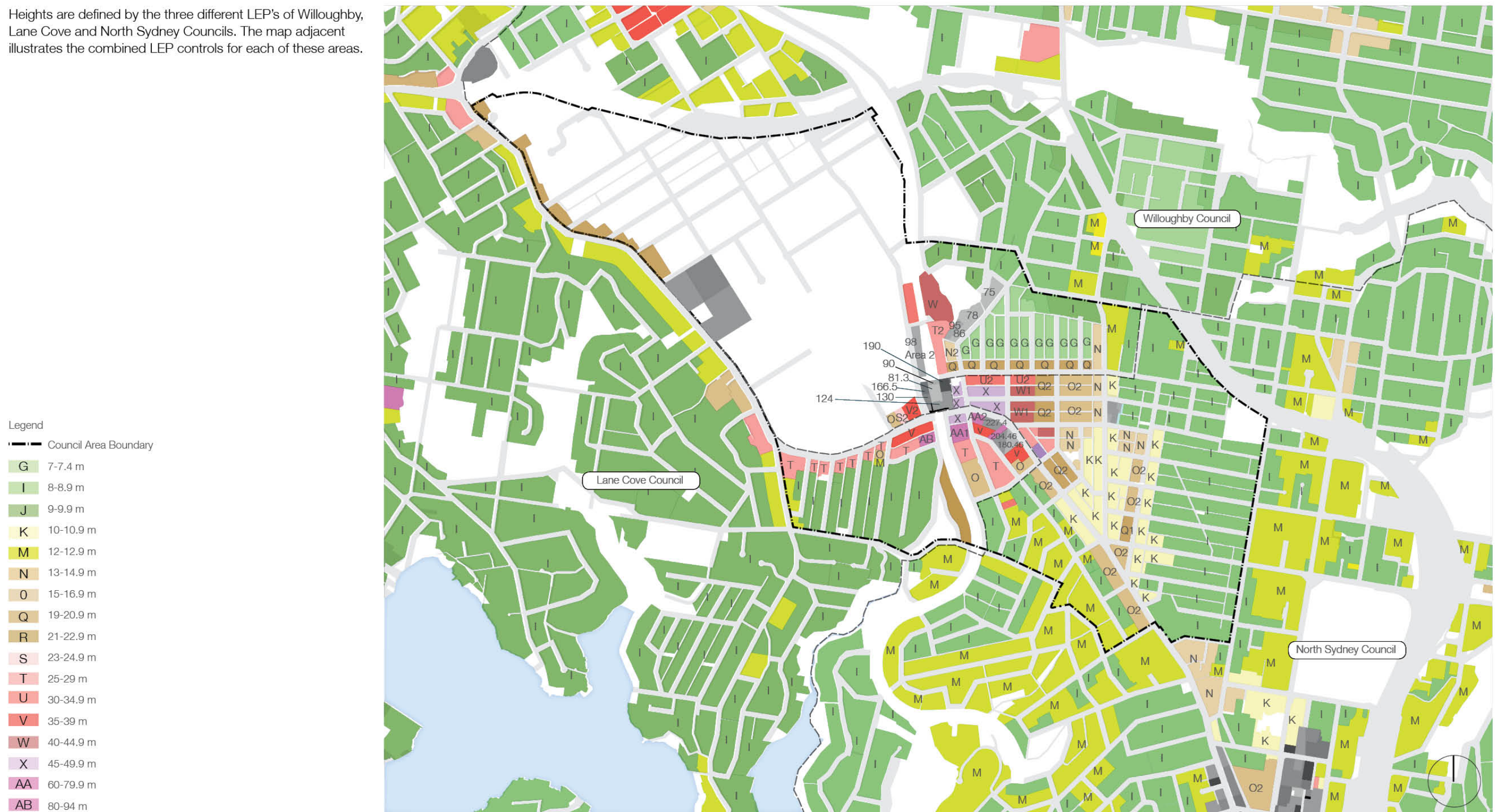


Figure 3.2.1 Combined Height Zone Map - Willoughby, Lane Cove and North Sydney Councils

Urban Context

3.3 Planning Controls - FSR

The FSR controls are shown in Figure 3.3.1. Minimum commercial floor space controls apply to some areas, and is a key development control used in the Precinct

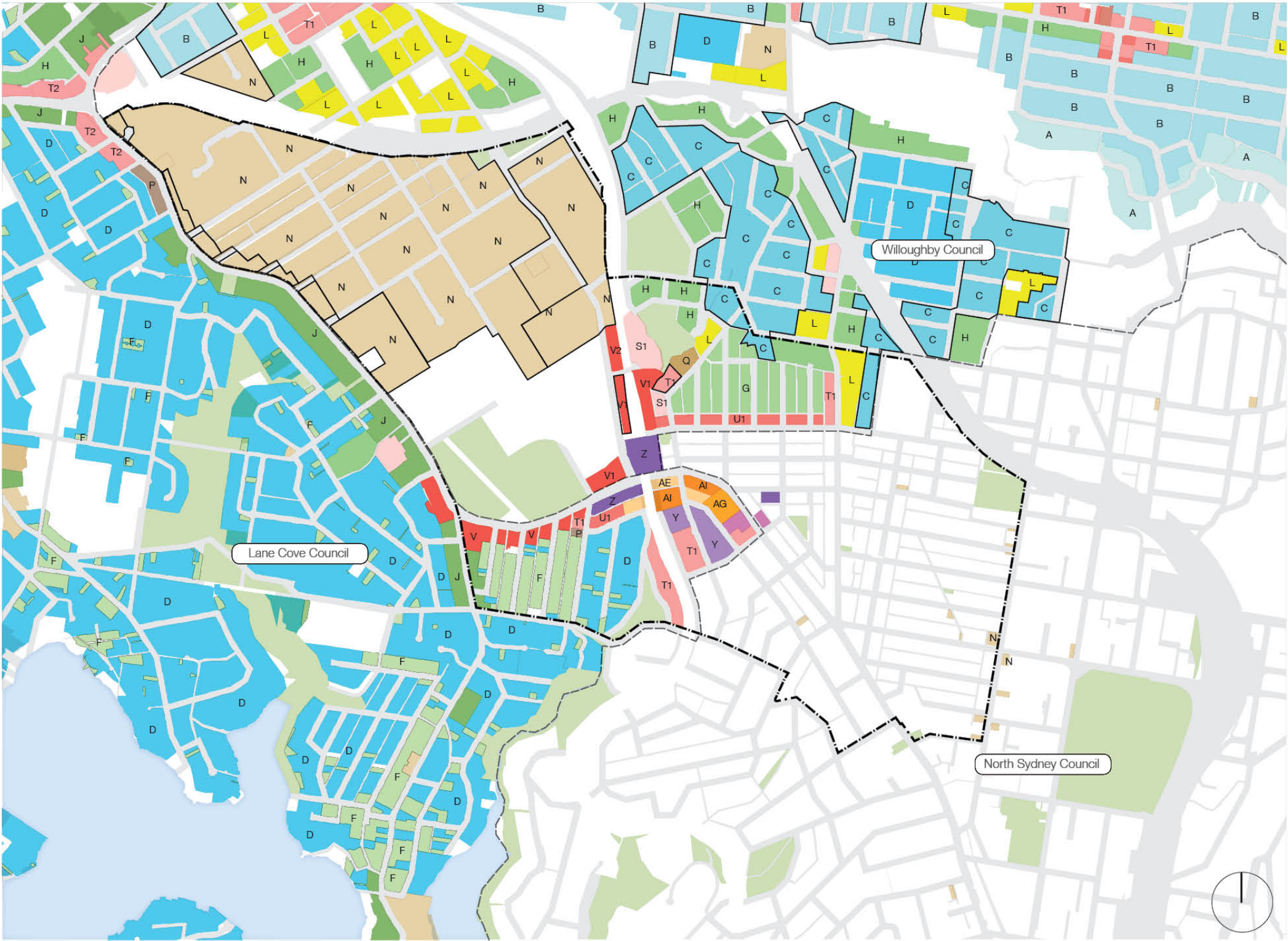
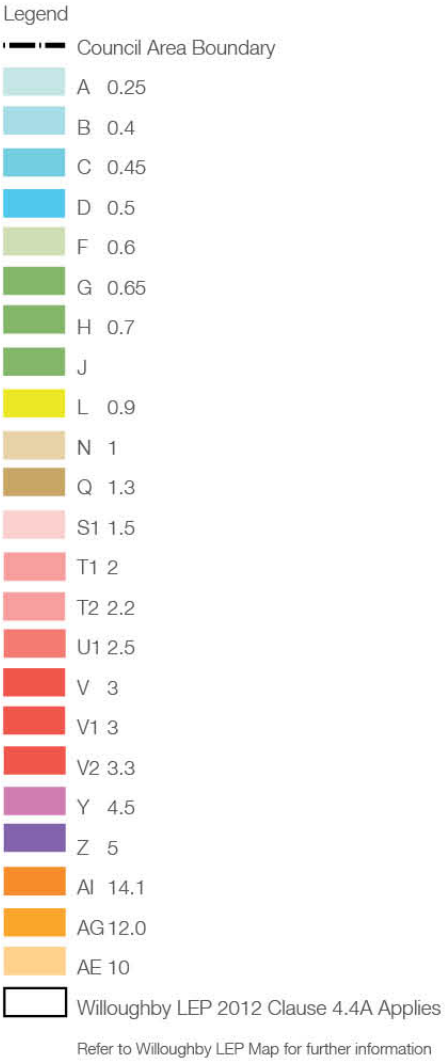


Figure 3.3.1 Combined FSR Map - Willoughby, Lane Cove and North Sydney Councils

Urban Context

3.4 Key Features

There are a number of amenities within and around the Precinct. The site is well serviced by schools and educational institutes, as well as hospital and health services. Within the subject site however, there is a distinct lack of open space, with Gore Hill Oval being the only sizeable park. Around and within the site are also town centres with local shops and eateries:

- 1. St Leonards Forum
- 2. Willoughby Road, Crows Nest
- 3. Miller Street, Cammeray
- 4. Wollstonecraft Station
- 5. Greenwich Road, Greenwich
- 6. Northwood Road, Longueville
- 7. Longueville Road, Lane Cove
- 8. Hampden Road, Artarmon
- 9. Sailors Bay Road, Northbridge

Legend

- Precinct Boundary
- Civic and Community
- Health
- Supermarkets
- Open Space
- Education
- Sport and Recreation
- Harbour Bay



Urban Context

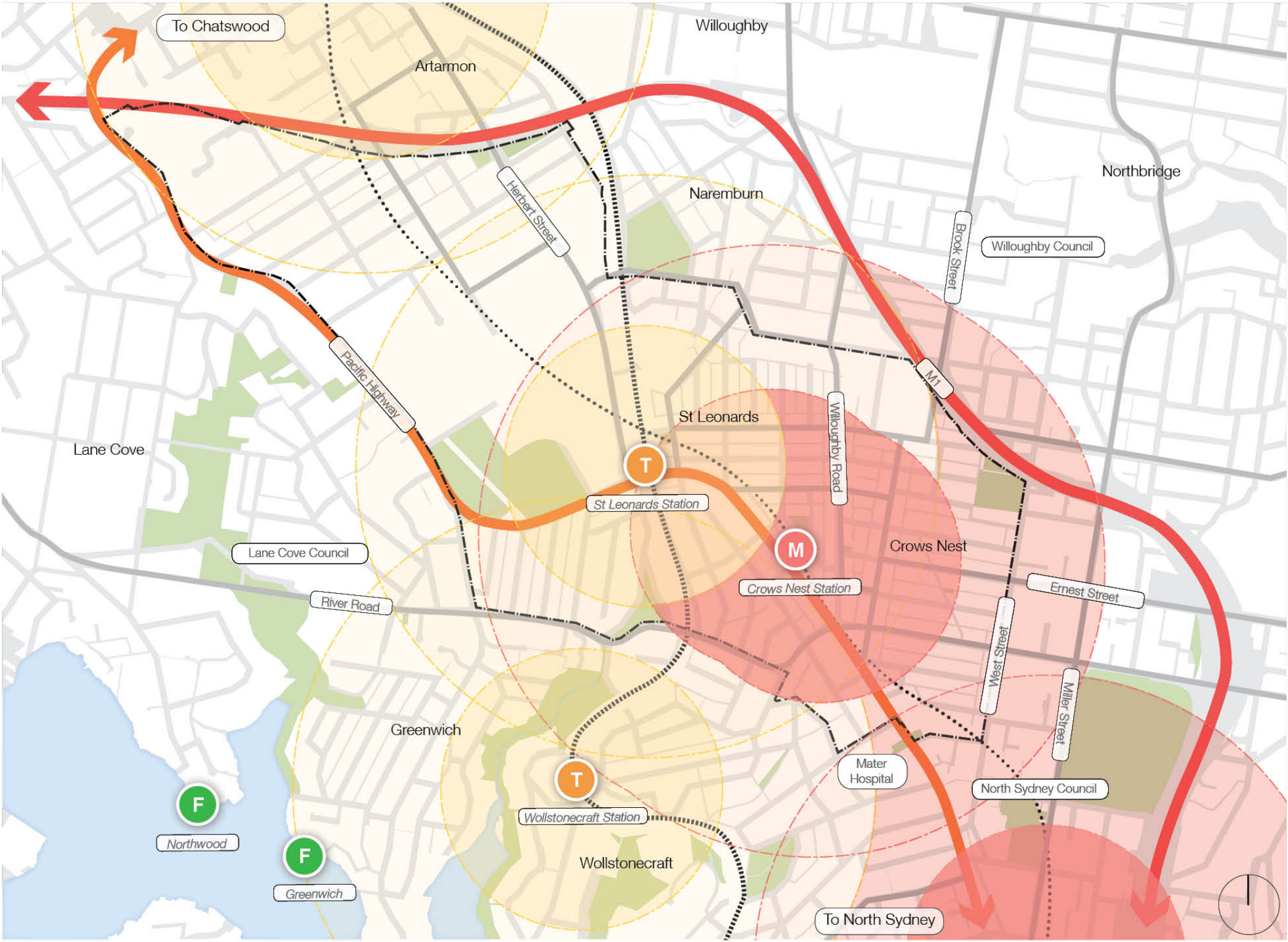
3.5 Movement

The Precinct is well connected to the greater Sydney road network with the M1 in close proximity linking to the Cahill Expressway into the CBD, as well as the Pacific Highway running through the site which links to Chatswood and the North Shore to the north and North Sydney to the south.

The Precinct is serviced by an existing heavy rail network, with a new metro station proposed, with an approximately 15 minute commute into the Sydney CBD, as well as a number of buses which pass through Pacific Highway.

Crows Nest is currently serviced only by buses with a commute time of approximately 15-20 minutes into the CBD, however it will be serviced by the metro network in 2024.

- Legend
- Precinct Boundary
 - Motorway
 - Arterial Road
 - Secondary Road
 - Local Road
 - Metro Line
 - Train Line
 - Ferry Stop
 - Train Station
 - Metro Station



Urban Context

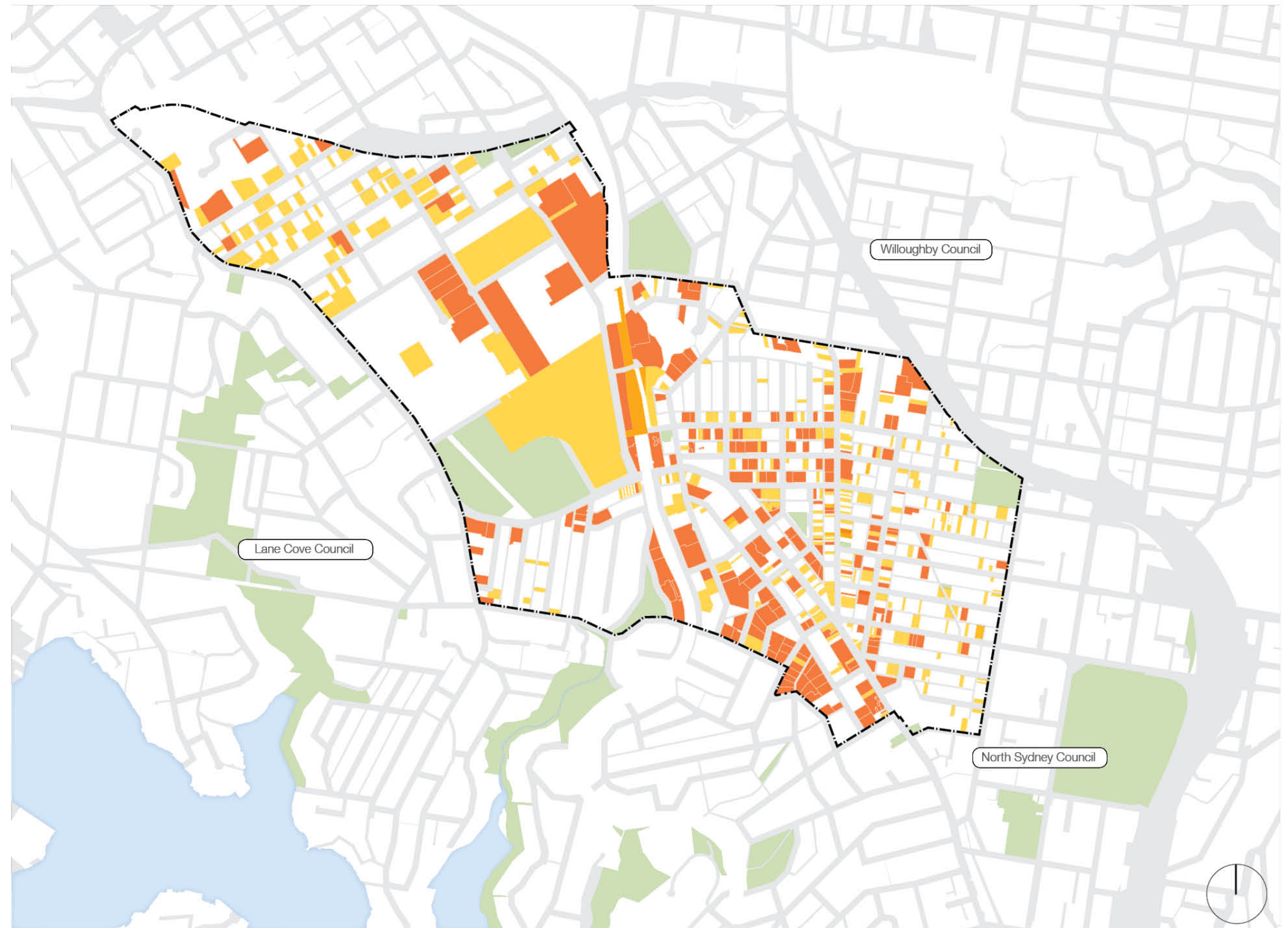
3.6 Strata Titled Properties

The diagram indicates that there is a large proportion of Crows Nest / St Leonards strata titled properties with many having more than 8 titles.

This is likely to impose a constraint to the procurement of land within the centre, as well as development potential, however as the recent strata laws have changed there may be more flexibility now than previously.

The Artarmon Employment Area is also largely strata titled into industrial units and business parks.

The properties identified as strata title will influence the timing of development within the Precinct in the short, medium and long-term.



Legend
- - - Precinct Boundary
Less than 8 Strata Titles
More than 8 Strata Titles

Urban Context

3.7 Open Space, Topography and Flooding

The Precinct is located along a ridgeline, with steep inclines to the south towards the harbour. The Pacific Highway follows a path with gentle rises and falls, whilst Atchison Street and Chandos Street have noticeably steeper inclines for pedestrians towards the train station.

The Artarmon Employment Precinct is relatively flat, and not prone to flooding making it ideal land for industrial uses.

The 1 in 100 year flood lies in a channel to drain, however the probably maximum flood (PMF) extends over a larger area which is outside of the study area. This area ranges from low to high density dwellings.

There are some localised PMF levels south and north east within the Precinct boundary.

Some small watercourses outside the study area follow the steep inclines down towards the harbour away from the Pacific Highway.

For more detailed flood information, refer to North Sydney LGA Flood Study dated February 2017.

Legend

Precinct Boundary

1 in 100 year flood

PMF Flood

Watercourse

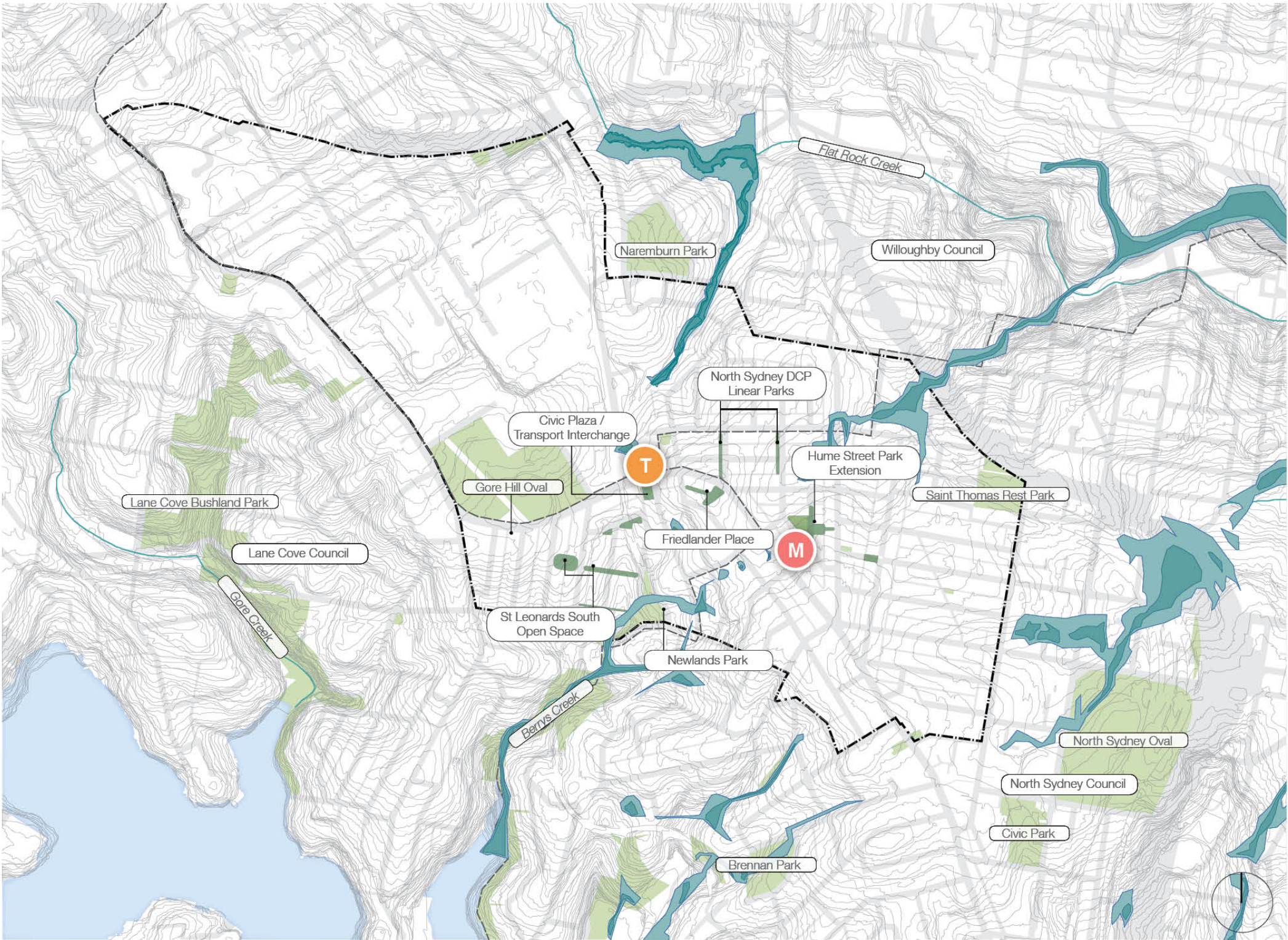
Proposed Open Space

T

Train Station

M

Metro Station



Urban Context

3.8 District Views within the Study Area

Approaching the area along the Pacific Highway offers occasional glimpses at the towers lining the highway, whilst approaching from most of the surrounding lower lying areas offers a view to the skyline surrounding the St Leonards train station. This offers people a point of reference for the area.

Moving south along the Pacific Highway offers views towards the North Sydney skyline, and occasional views to the Chatswood skyline can be viewed from Chandos and Atchison Streets.

From River Road at the southern edge of the precinct, the St Leonards skyline can be seen along the residential streets.



Urban Context

3.9 Local Views Within the Study Area

As the Pacific Highway undulates along the crest of the area, and has many turns, the views at street level change frequently, however there are not too many opportunities to gain district views.

The hilly nature and regular street pattern of the residential areas results in the views often being framed with abundant foliage from the large street trees.

Within St Leonards itself, there are a number of opportunities to glimpse the tall towers, however again the undulations result in the field of vision being predominantly on the public domain.



Urban Context

3.10 Heritage Items

There are two heritage items of state significance within the study area, and a number of heritage items of local significance. There are four large conservation areas in North Sydney Council and one in Willoughby Council within the study area. These areas are low density residential estates and contain a range of examples of single, semi-detached and attached dwellings. These conservation areas impose a challenge on a large area of land to the eastern section of the study area and results in the new catchment for the metro area. As a result the existing population will receive the most benefit from the station and improvements to the surrounding areas. It should be noted these areas contribute to the character of the area

The state significant items include the Gore Hill Memorial Cemetery located on the Pacific Highway and the Electricity Power House at the corner of Albany and Oxley Streets.

1	Gore Hill Memorial Cemetery
2	Electricity Power House
3	Naremburn Conservation Area (C08 - Willoughby)
4	Holtermann Estate A (CA07 - North Sydney)
5	Holtermann Estate B (CA08 - North Sydney)
6	Holtermann Estate C (CA09 - North Sydney)
7	Holtermann Estate D (CA18 - North Sydney)

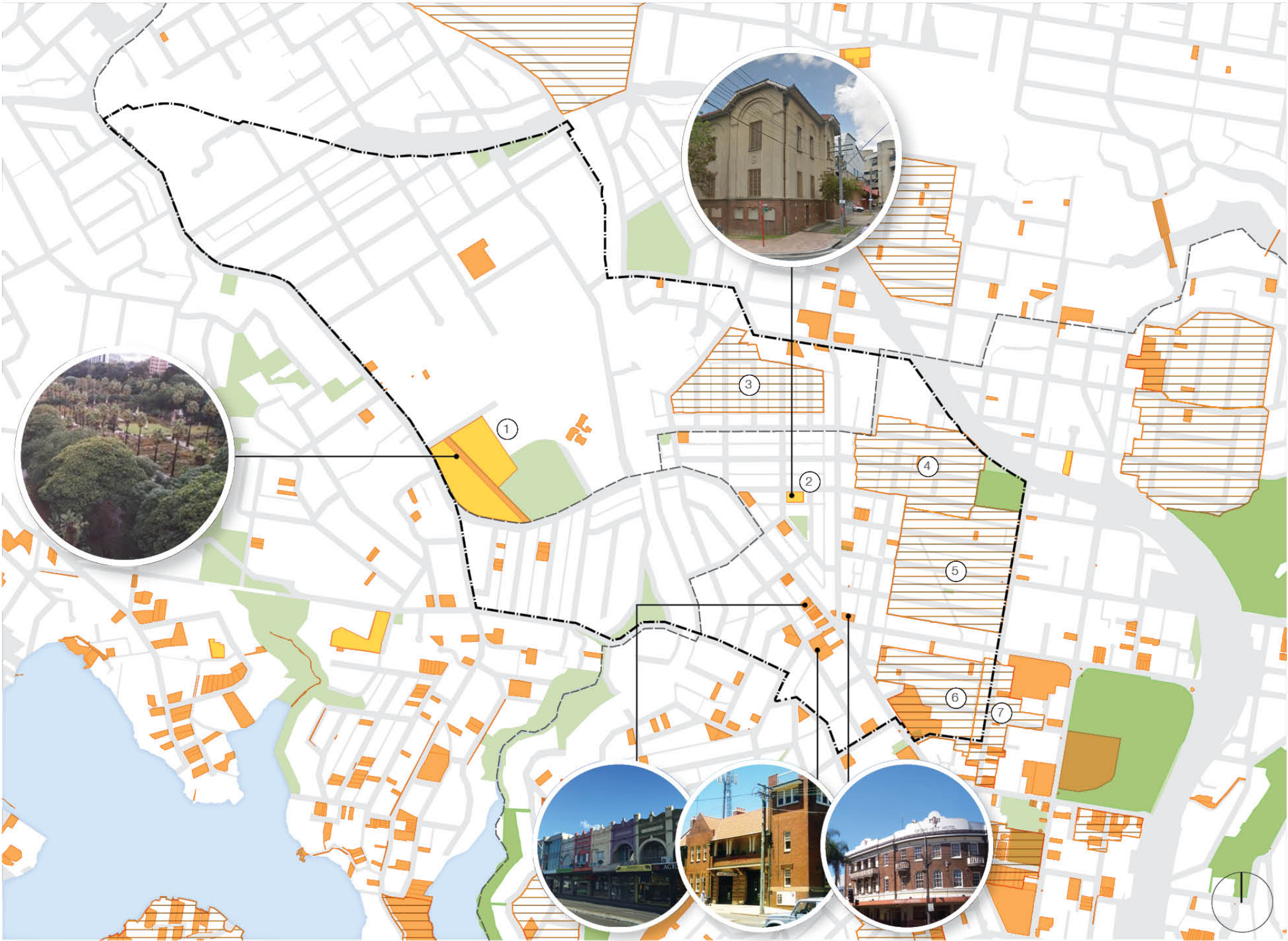
Legend

Precinct Boundary

Heritage Conservation Area

Local Heritage Item

State Heritage Item



Urban Context

3.11 Existing Character Areas (Based on Existing Studies)

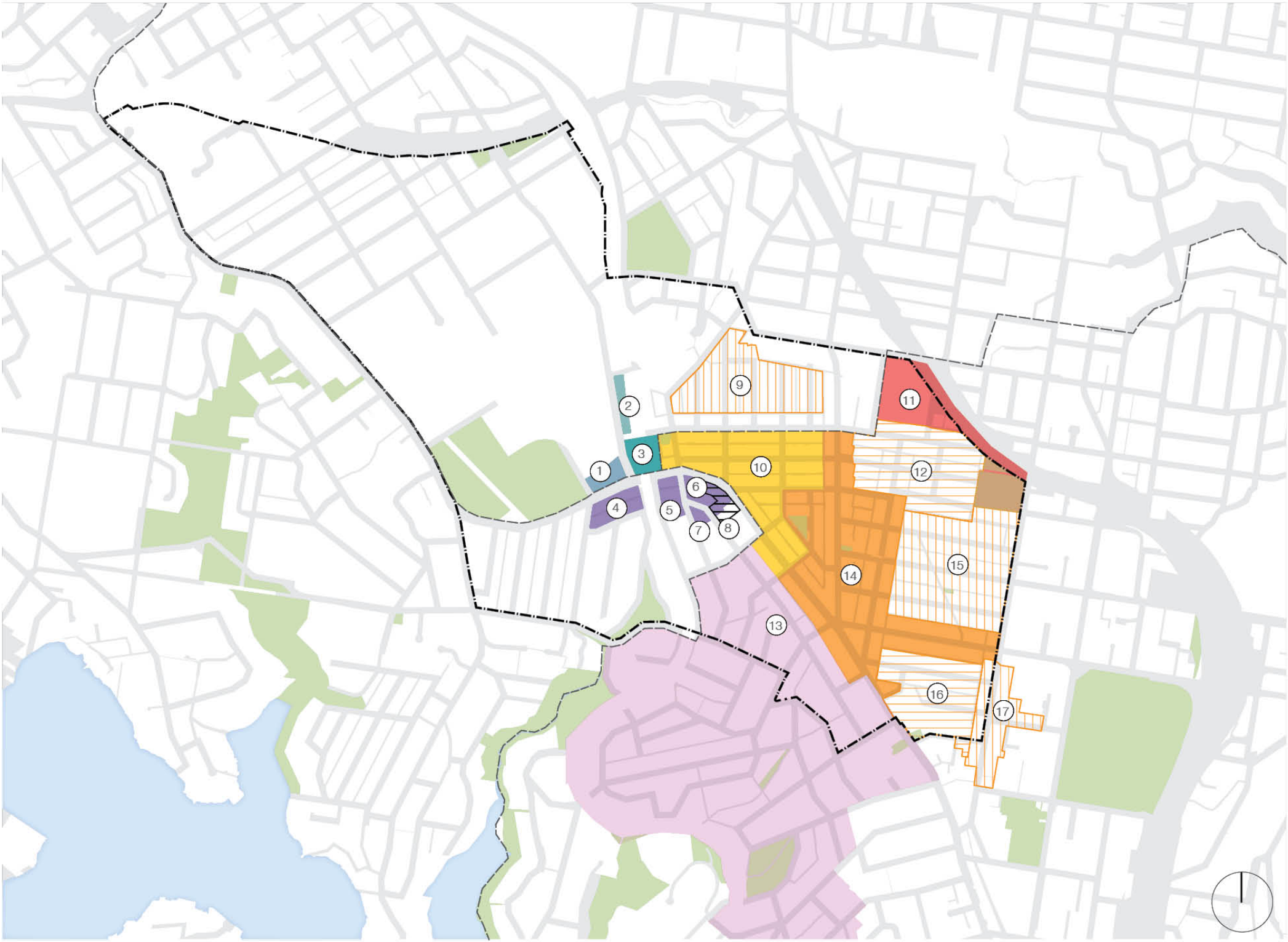
There are a number of character areas within the study area have been identified in existing planning studies, mostly located in the North Sydney Council Area. Lane Cove and Willoughby Councils have nominated key sites of interest, as well as the Naremburn Conservation Area.

The St Leonards and Willoughby areas (1-8) set out site-specific controls to prescribe heights, setbacks, podiums, and open space provisions for development.

The North Sydney Character Areas (10, 11, 13, 14) describe the existing character and the desired future outcome for development in each area by nominating desired built form controls.

The Holtermann Estate Conservation Areas (12, 15, 16, 17) and the Naremburn Conservation Area (9) Character Statements provide further detail about the history and significance of the residential estates, and specifically notes the features of the areas which are characteristic and are to be retained. There is minimal scope for development in these areas.

1	Willoughby - 207 Pacific Highway
2	Willoughby - 11 Herbert Street
3	Willoughby - St Leonards Station Precinct
4	Lane Cove - Locality 1 - Marshall Precinct
5	Lane Cove - Locality 1 - Christie Precinct
6	Lane Cove - Locality 1 - Friedlander Precinct
7	Lane Cove - Locality 1 - Nicholson Precinct
8	Lane Cove - Locality 5 - 472-504 Pacific Highway
9	Willoughby - Naremburn Conservation Area
10	North Sydney - St Leonards Town Centre
11	North Sydney - Crows Nest Neighbourhood
12	North Sydney - Holtermann Estate A
13	North Sydney - The Upper Slopes
14	North Sydney - Crows Nest Town Centre
15	North Sydney - Holtermann Estate B
16	North Sydney - Holtermann Estate C
17	North Sydney - Holtermann Estate D



Urban Context

3.12 Infrastructure and Amenities

The Precinct currently has a large proportion of the site as social infrastructure or institutional uses in the form of the Northern Sydney Institute and the Royal North Shore Hospital & also a number of private medical facilities.

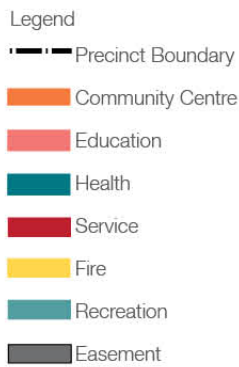
Gore Hill Oval offers the community access to outdoor sporting grounds, whilst the North Sydney Indoor Sports Centre in Crows Nest allows patrons access to indoor activities in all weather conditions.

A number of churches service the community in the eastern section of the Precinct area, and the Crows Nest Centre offers the only community centre within the site which can be hired out for events.

There are two fire stations within the study area, and Crows Nest Police Station sits just outside of the area.

One school falls within the Precinct boundary, North Sydney Girls High, however Cammeraygal High Schools falls adjacent to the boundary to the south and Naremburn Primary to the north.

The Precinct boundary contains four post offices, two near the RNSH precinct, one in Crows Nest and another in St Leonards.



Urban Context

3.13 Demographics

The figures below and diagrams to the right summarise the demographic characteristics of the St Leonards and Crows Nest Precinct population. These findings are important to understand the community’s profile and determine their needs to inform a social overlay for the site.

The Precinct has a population of 10,492 people. A high proportion of these residents live in a flat, unit or apartment, as this category attributes for 71% of the dwelling structure of the area. This is evident with the high proportion of residential towers located in and around the study site.

The median age is 34 years old with 35% of the population between the age of 25-34. There is a relatively small proportion of households in the area with children aged 0-14, accounting for only 3% of the total population.

A high proportion of St Leonards working force utilise the excellent public transport of the area with more 46% of the residents using buses and trains to commute and 17% walking to work.

In relation to education, 77.2% of the residents completed a post secondary qualification, which is much higher than the state average of 54.9%. The highest occupation category is Professional, Scientific and Technical (23%) followed by Financial and Insurance Services (14.2%) and Health Care and Social Assistance (10%).

In 2011, the median weekly household income in the precinct was between \$2,000 and \$2,499, which is higher than the Sydney region (\$1,250 - \$1,499).

10,492

Population

34 years old

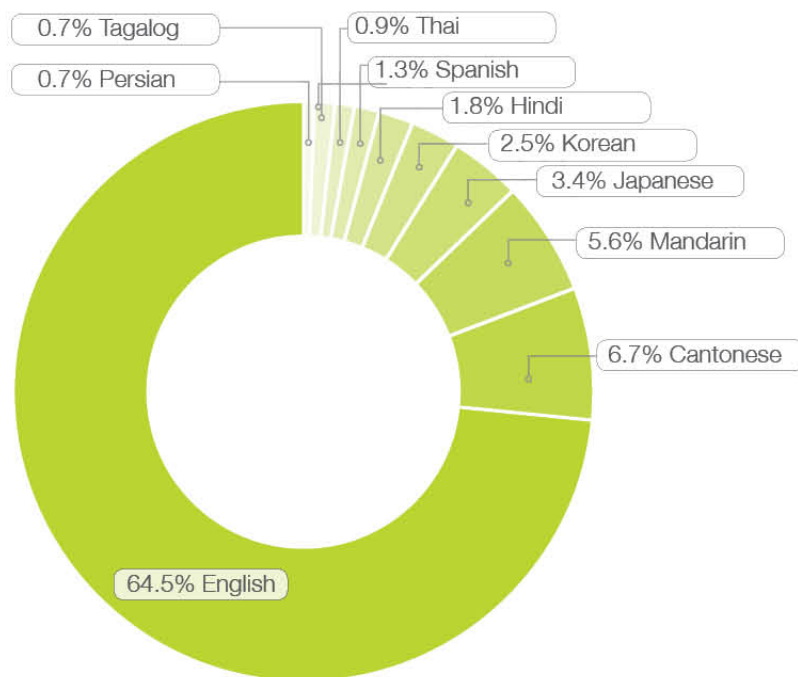
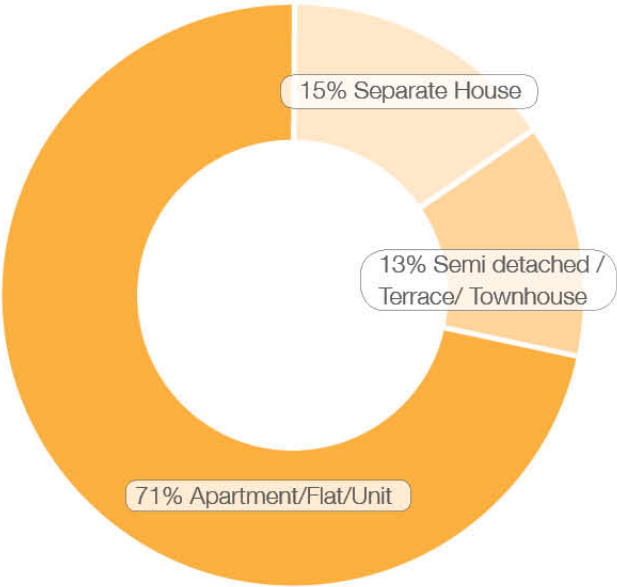
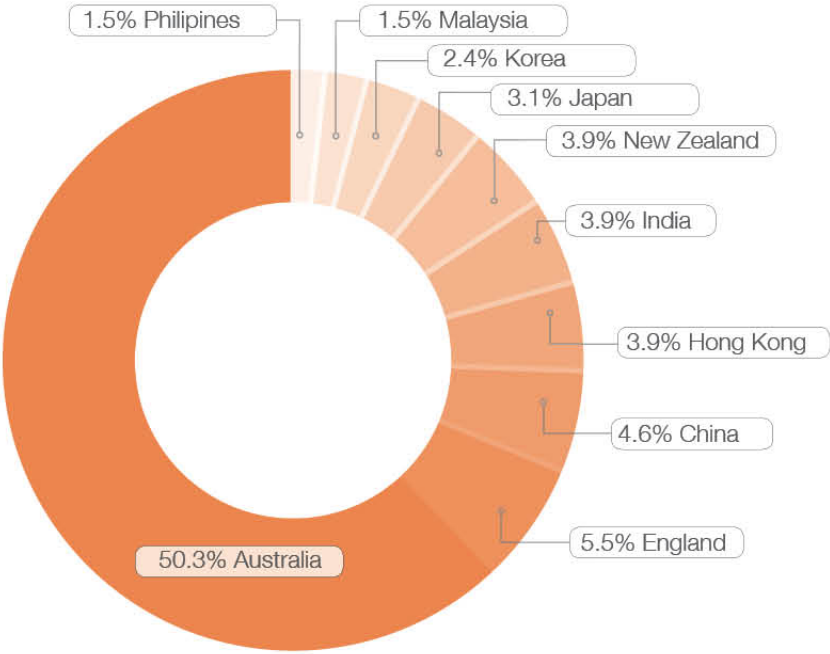
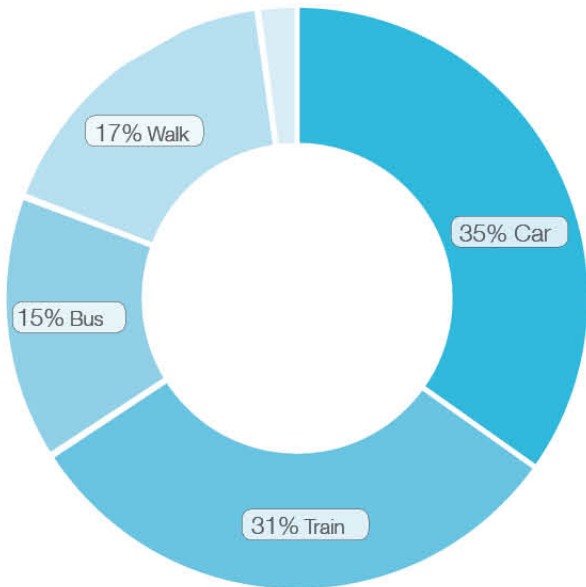
Median Age

36 years old

Median Age - Sydney

5,690

Dwellings



Source: Australian Bureau of Statistics, St Leonards Census 2011, <<http://www.abs.gov.au/census>>

Urban Context



3.14 Market Demand

SGS Economic Study
As part of Stage 01 for the St Leonards & Crows Nest study area, SGS has been commissioned to provide insight into the projected employment demand for the centre.

For detailed information, refer to the SGS Report.

St Leonards + Crows Nest + Artarmon Precinct

Private Dwellings	5, 690	
Separate House	110	15%
Semi-Detached	39	13%
Flat, Unit, or Apartment	1,927	71%

Population	10, 492
Median Age	34

Education	
Post Secondary Qualification	77.2%
Bachelors or Post Graduate	54.4%

Greater Sydney

Private Dwellings	1,720,333	
Separate House	926,062	57%
Semi-Detached	194,171	13%
Flat, Unit, or Apartment	391,887	30%

Population	4,286,217
Median Age	36

Education	
Post Secondary Qualification	54.9%
Bachelors or Post Graduate	26.4%

Source: Australian Bureau of Statistics, St Leonards Census 2011, <<http://www.abs.gov.au/census>>

Site Context

3.15 Recently Approved or Constructed

This map illustrates the proposed or recently approved developments in the Precinct.

#	Address (Storeys)	Status
1	103-111 Willoughby Road	Approved
2	1-13a Marshall Street (29 storeys)	Notified
3	617-621 Pacific Highway (17 & 19 storeys)	Approved
4	'Air Apartments' 6-16 Atchison Street (28 storeys)	Built
5	18-22 Atchison Street (15 & 16 storeys)	Approved
6	'Charter Hall', 504-520 Pacific Highway (44 storeys)	Approved
7	472-494 Pacific Highway (30 & 37 storeys)	Notified
8	545-551 Pacific Highway (16 storeys)	Built
9	7-19 Albany Street (12 storeys)	Under Construction
10	162 - 166 Willoughby Road (4 storeys)	Built
11	15-25 Marshall Ave	Notified

A number of developments are also being assessed within the Precinct.

Legend

Precinct Boundary

Recently Approved / Built



Figure 3.14.1 Proposed developments and UAP

Site Context

3.16 Existing Massing

The following figures depict existing built form within the Precinct and the surrounding context.

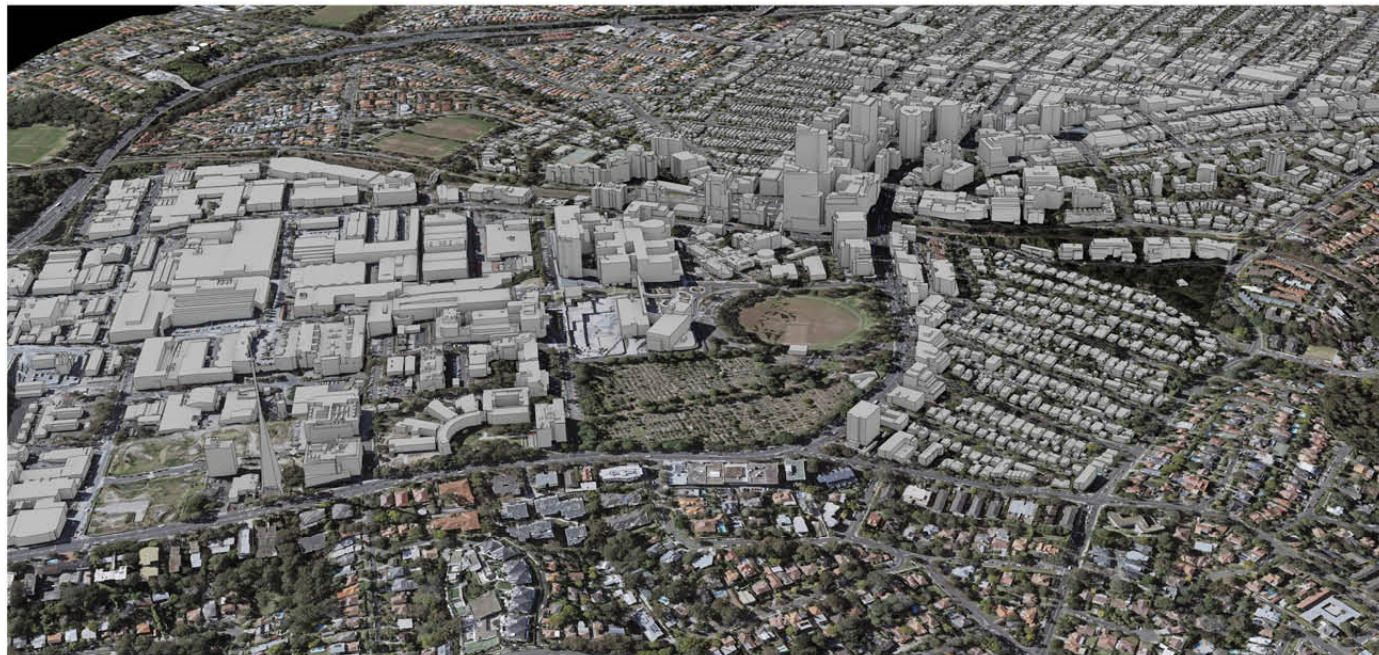


Figure 3.16.1 View north along Pacific Highway showing Crows Nest in the foreground



Figure 3.16.2 View looking north towards St Leonards Station along the train line



Figure 3.16.3 View east along the Pacific Highway towards St Leonards Station

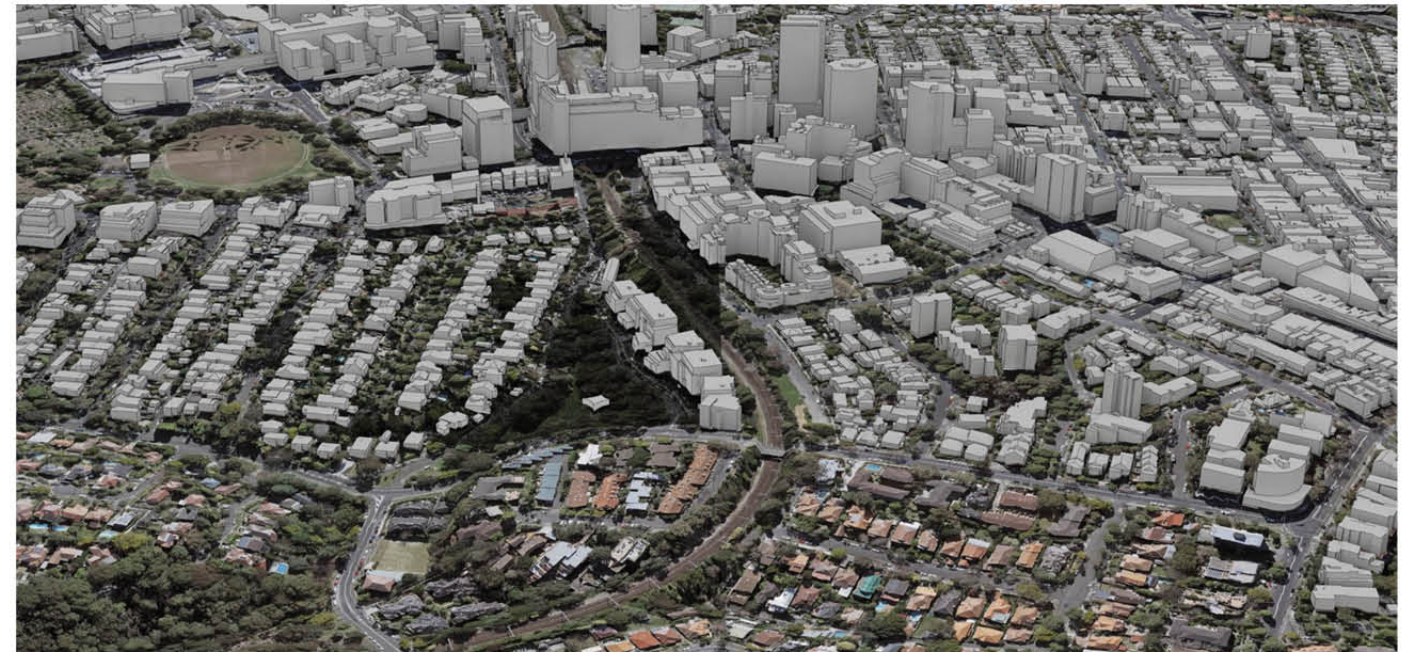


Figure 3.16.4 View south towards St Leonards from Artarmon Industrial Precinct

Site Context



Figure 3.16.5 View towards St Leonards across Crows Nest



Figure 3.16.6 View from north Crows Nest looking south



Figure 3.16.7 View from Lane Cove south looking north towards St Leonards



Figure 3.16.8 View of St Leonards along Pacific Highway



Urban Analysis

Summary of the key findings from the Precinct and context analysis undertaken by the project team, distilled into a series of opportunities and constraints