



BUILT FORM

YOU TOLD US



You have mixed views about density, but generally agreed that the St Leonards Core should remain the densest part of the area.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

Concentrate taller buildings and higher densities around St Leonards Core and along the Pacific Highway.



You felt a strong sense of connection to Willoughby Road and Crows Nest village and were concerned that development could change its character.

Protect the village atmosphere and low scale built environment around Willoughby Road in Crows Nest and ensure that new development does not impose upon these areas.



You want more building setbacks at the street level in St Leonards Core to provide more space on footpaths.

Provide building setbacks and podiums where possible to create a more human scale feel at street level.



You want new development to incorporate best practice design.

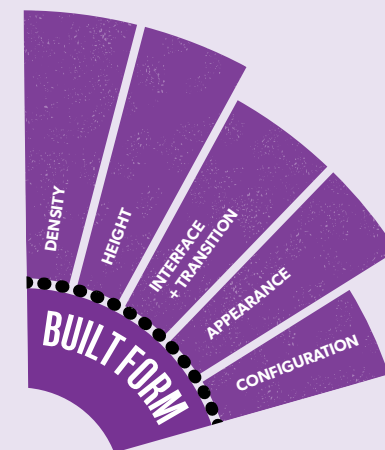
Ensure new development models best practice design, picking up the best elements of surrounding building types.



You have mixed views about the future of St Leonards South Planning Proposal, but you agree that transitions are required from high density areas to low rise areas.

Provide gradual sensitive height transitions from high-rise to low-rise areas and minimise overshadowing of public open space.

HOW THE DRAFT PLAN RESPONDED



- Focusing height and density along the Pacific Highway between the two stations.
- Protecting the village character of Crows Nest, with heights in the plan transitioning down to this area.
- Key planning principle introduced to ensure there is no additional overshadowing to Willoughby Road.
- No change to existing planning controls along Willoughby Road high street
- Proposing ground level setbacks under podiums (reverse setbacks) to Atchison Street and landscaped setbacks at Mitchell, Oxley and Chandos Streets.
- Recommending that a detailed technical study is undertaken in the next stage of the project to inform best-practice design outcomes.
- Recommending Lane Cove Council's planning proposal for St Leonards South be referred to an independent panel for review during exhibition of the draft Plan, and proposing gradual height changes from higher density to lower density areas.

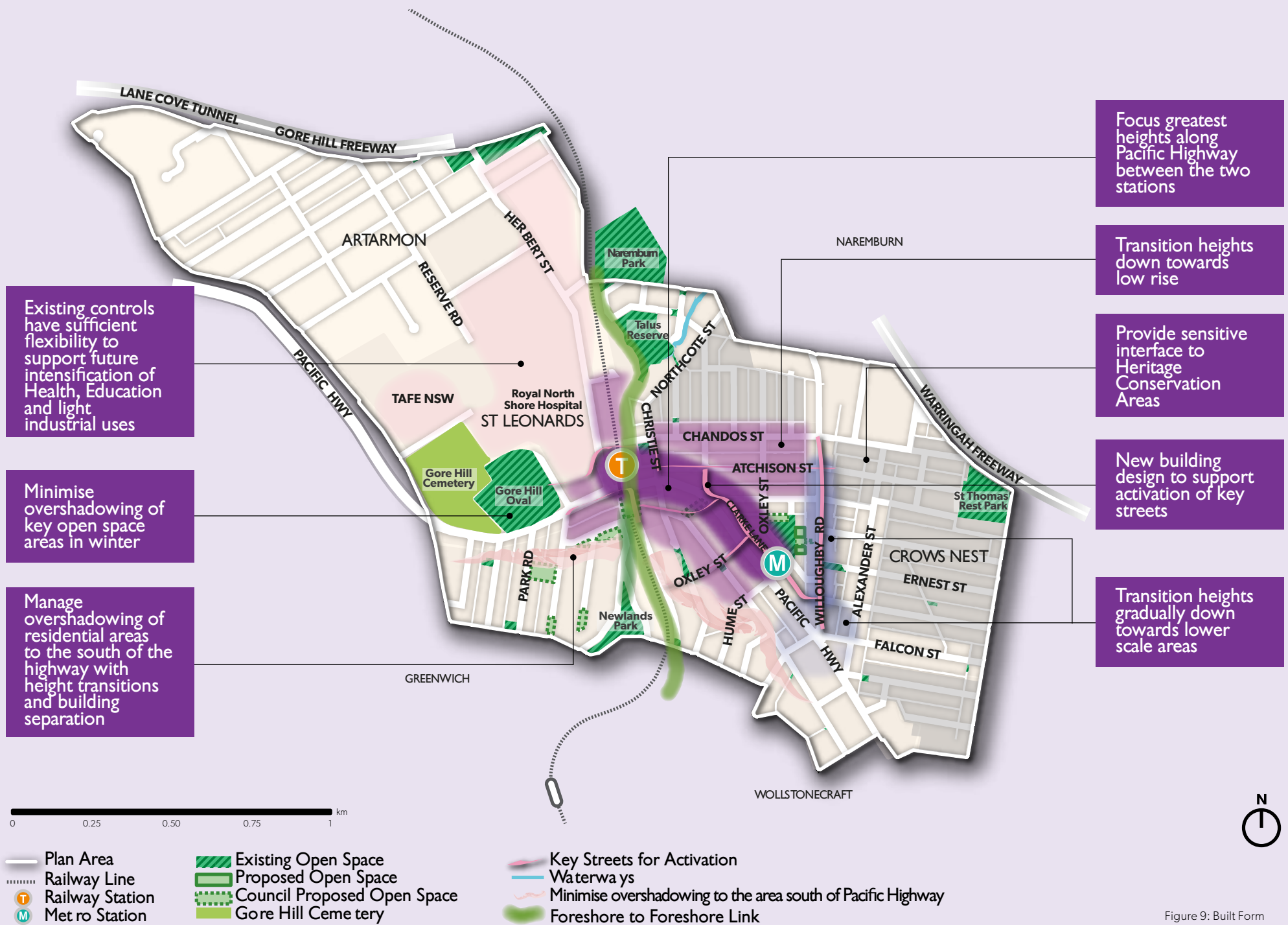


Figure 9: Built Form



Density

To achieve the Greater Sydney Commission's vision for St Leonards to be a growing office market in the future, the draft Plan proposes a cluster of high density mixed-use development between St Leonards and Crows Nest station. This is a logical place for increased density from a transit-oriented development perspective and the accessibility of this location is attractive to businesses.

There are other benefits of dense mixed-use

in this location for achieving the (GSC) jobs target. The amenities that come with new apartment buildings such as public domain improvements, ground floor retail and other activities that support high density living are also attractive to knowledge sector jobs.

New offices and apartments together in this concentrated pocket of mixed-use will create a vibrant, high amenity atmosphere and ensure the area between the station is lively during the

day, in the evenings and on weekends.

Increased densities are also proposed in the St Leonards South area between Canberra Avenue and Park Road. This would provide additional housing within the walkable catchment of St Leonards station and the health and education precinct.

The Department is aware that there are a wide range of community views regarding the St

Leonards South Proposal exhibited by Lane Cove Council. The Department recommends that the Planning Proposal be referred to an independent panel during exhibition of the draft Plan.

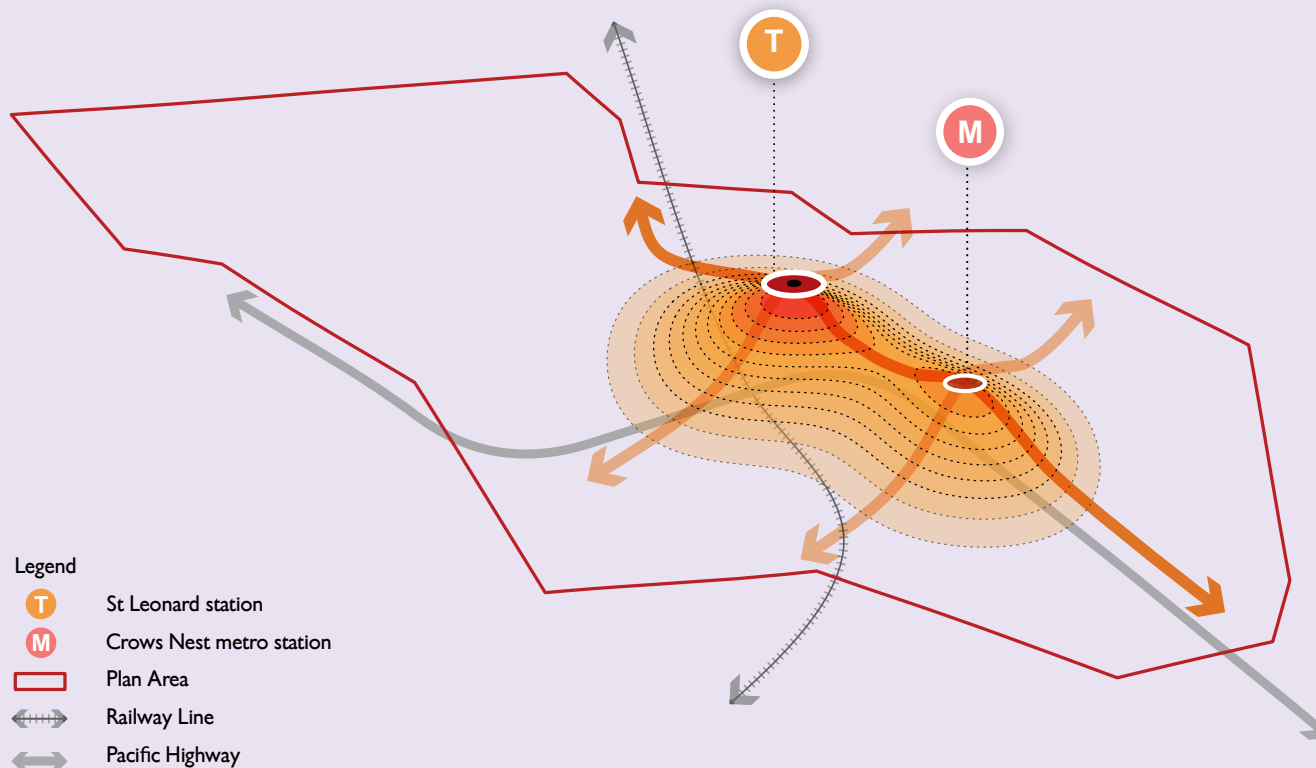


Figure 10: Height concept map



Height

A height 'expectation' of taller buildings (up to 50 storeys) between St Leonards and Crows Nest stations has already been set by recent council approvals along Pacific Highway between Oxley Street and Herbert Street.

The urban design analysis determined that areas around St Leonards station and Crows Nest Sydney Metro station will be height peaks as they will consolidate development above and adjacent to the two stations as shown in Figure 10. A dip in height between the two peaks provides an opportunity for solar access for areas to the south of the Pacific Highway.

The concept of two peaks also includes a transition in height, bulk and scale moving away from the highway. Consideration of fit, transition and off-site amenity impacts are incorporated in key objectives of the draft Plan which must be met by tall and dense developments.

The draft plan identifies specific sites that may be appropriate for taller buildings (subject a rigorous design excellence process). A total of five sites are nominated and are discussed in detail on page 62.



Above: Atchison Street built form



Above: Lower scale of Crows Nest



Above: Duntroon Avenue building setbacks



Height continued...

Because the community values sun light in public places like parks, a requirement not to overshadow these places (known as a solar access plane) was recommended by the Urban Design study. The solar access plane works by requiring that new development in the area does not produce any additional overshadowing of nominated places during specified hours in mid-winter. These requirements can restrict the height or width of new developments so they maintain required hours of solar access.

Public Open Space 10:00am-3:00pm

- ① Christie Park
- ② Newlands Park
- ③ St Leonards South
- ④ Propsting Park
- ⑤ Hume Street Park
- ⑥ Ernest Place
- ⑦ Gore Hill Oval
- ⑧ Talus Reserve

Streetscape 11:30am-2:30pm

- ⑨ Mitchell Street and Oxley Streets
- ⑩ Willoughby Road

Residential Areas 9:00am-3:00pm

- ⑪ Residential areas inside boundary (for at least 3 hours)
- ⑫ Residential outside boundary (for the whole time between 9am and 3pm)

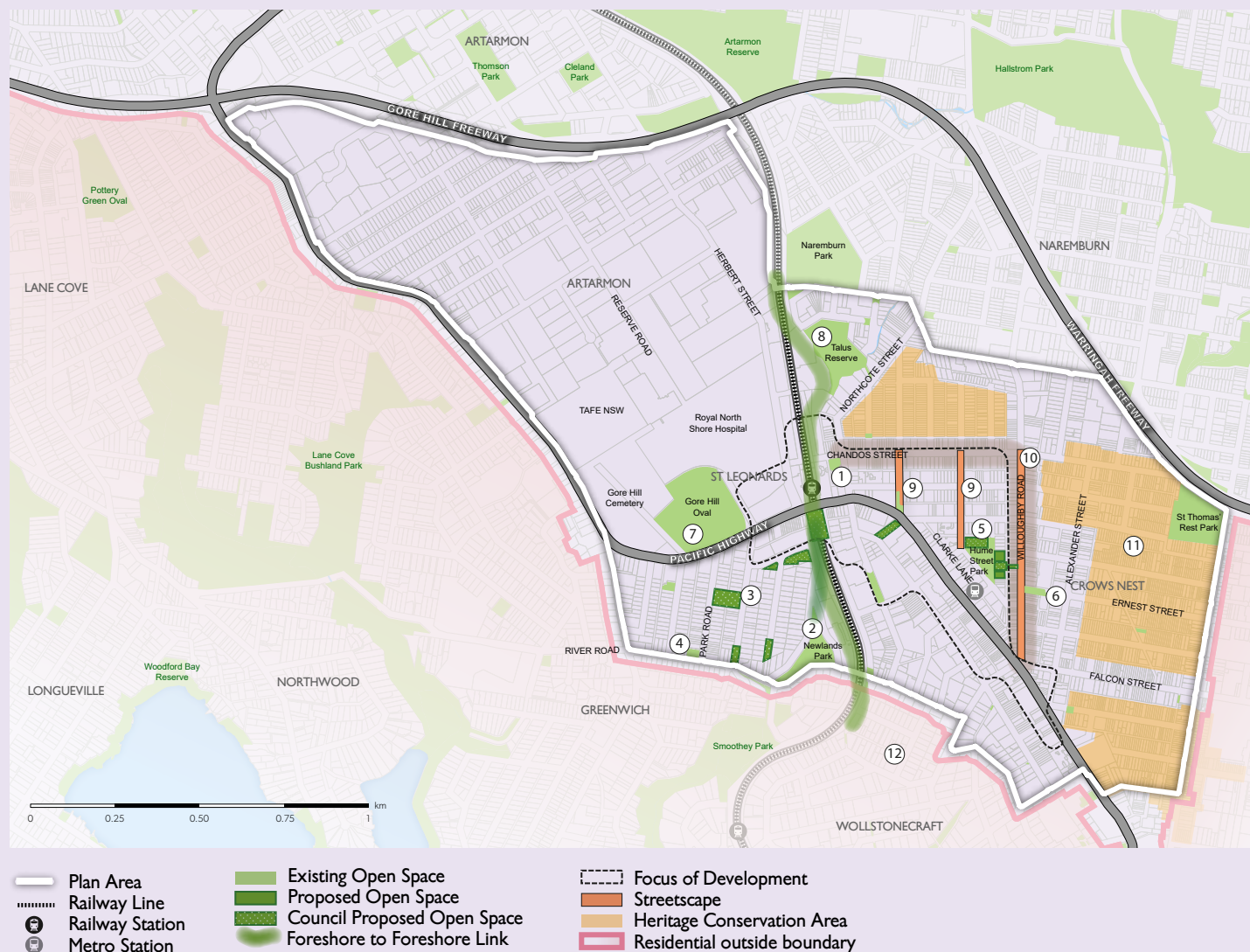


Figure 11: Solar amenity map



Transitions and interfaces

New developments present opportunities for well-designed interfaces to sensitive places within the area.

Setbacks, variations in height, floorspace ratios and solar access plane requirements will be used to ensure the level of transition from dense and tall development to low scale development such as Heritage Conservation Areas.

The draft Plan encourages a stepped setback to transition between development along Chandos Street and the adjoining Naremburn Conservation Area. Feedback during the preparation of the draft Local Character Statement indicates that the built form of 30–32 Chandos Street (which has this kind of setback) was the preferred response to transition to Naremburn Heritage Conservation Area.

The draft Plan also includes objectives to increase upper level setbacks to achieve optimal transitions that minimise overshadowing from the St Leonards South Planning Proposal area to the south side of River Road.

Gradual height transitions are proposed to Willoughby Road and the Five Ways intersection, with lower scale development recommended east of Oxley Street and north of Clarke Street towards Willoughby Road. Height transitions are also proposed along the Pacific Highway, reducing towards the Five Ways intersection.



Above: Duntroon Avenue transitions

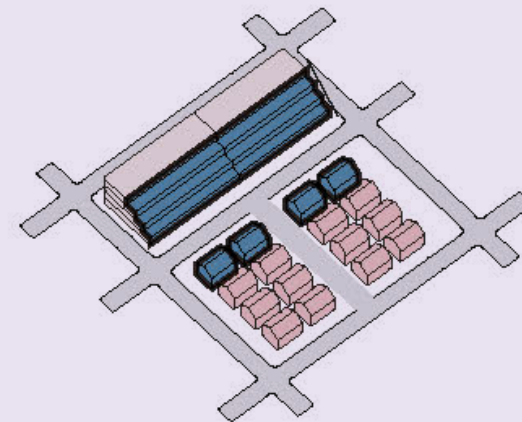


Figure 12: Henry Lane transition to heritage conservation area



Above: Willoughby Road Character



Above: Royal North Shore Built Form



LAND USE

YOU TOLD US



Education is very important to you and you want to see more schools to support growth and changing demographics.



More community facilities that cater to everyone such as galleries, indoor and outdoor sports and recreation facilities, libraries and community halls.



You want housing you could afford to rent and buy in the area.



You enjoy the easy access to medical facilities when needed and want to continue that level of service in the future.



You like living and working near the range of industrial services in Artarmon.



You like the many different employment options in the area, however would like to see a range of different spaces provided for small and large businesses in the future.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

Provide a supportive environment for learning with new schools and creative spaces.

Ensure a range of community facilities are available to support the area.

Provide a mix of housing types at different price points to ensure that households at all stages of life are encouraged to live in the area.

Continue to provide a high standard of health services into the future.

Protect essential industrial activities in Artarmon as these service the area and much of the North Shore.

Protect the diverse range of employment opportunities available in the area and allow for a better mix of office spaces for different business sizes and types.

HOW THE DRAFT PLAN RESPONDED

- Identifying the 'health and education precinct' for investigation of a new secondary school and primary school.
- Support existing council plans and Voluntary Planning Agreements for community facilities.
- Allowing for increased residential destiny in the most accessible parts of the area.
- A Government alliance will prepare an integration strategy for the health and education precinct and promote a range of health related activities in the area including near hospitals.
- Retaining the existing employment zoning in Artarmon to make sure that services are protected for the future.
- Maintaining large sites zoned 'Commercial Core' and requiring a minimum amount of non-residential floor space in new buildings in the 'Mixed Use' zone to make sure there is a balance of commercial and residential spaces.

