8.4 Non-Residential Floor Space - Concept

The following diagram depicts the non-residential floor space concept.

The focus of employment is located between St Leonards and the Crows Nest Sydney Metro sites, along the Pacific Highway.

This will be supported by a contiguous provision of employment along the Pacific Highway Corridor south and west.

Focus of employment becomes less intense as land becomes further away from The Pacific Highway to respond to the fine grain retail of the surrounding areas, such as Willoughby Road.

Artarmon Employment Area will continue to provide employment as a result of its industrial and business development zones.

There is opportunity to provide additional employment uses within the area located to the south of the high density employment core. Employment uses are considered viable due to the area’s proximity to Wollstonecraft Centre. Furthermore, the potential overshadowing impact caused by future high density development to the north may mean that non-residential uses are best suited for this area.
8.5 Commercial Typologies

**Fine-grain Retail**
- **Key Characteristics**:
  - Small lot sizes.
  - Mix of boutique stores, cafés, dining etc. at ground floor.
  - Active frontages with permeable, engaging façades that address the street.
  - Creates a vibrant mix of activity, typically located along high streets of a centre.

**Shop-top Housing**
- **Key Characteristics**:
  - Typically retail/commercial ground floor with housing above.
  - Activated ground floor with permeable façades that address the street.
  - Typically located in B4 Mixed Use Zones.

**4-6 Storey Large Footprint**
- **Key Characteristics**:
  - 2,000m² floor plates.
  - Stand-alone commercial building.

**Commercial Tower**
- **Key Characteristics**:
  - Mix of medium to large floor plates that allow for single office or multi-tenanted strata office.

**Lanus Apartments, Marrickville - Candalepas Associates**

**Entreprise 1, University of Wollongong Innovation Campus - Bates Smart**

**1 High Street, Sydney (84 storeys) - Bagnato Architects - Architects**

**SJB - St Leonards & Crows Nest 2036**
8.6 Distribution of Non-Residential Floor Space Ratio Controls

Figure 1.1.33 depicts the proposed non-residential Floor Space Ratio (FSR) controls across both B4 Mixed Use and B3 Commercial Core zoned land. The proposed non-residential FSR controls on these sites, if redeveloped, would deliver between the low and high Job Targets set by the GSC.

For sites located within B4 or B3 zoned areas where residential uses are also permitted, only the non-residential component of the FSR control has been identified. The B3 sites where residential uses are not permitted are highlighted (hatched), to indicate that the numbers shown also reflect the total FSR control. The sites with a proposed change to the FSR have also been identified (outlined in black), while the others reflect the existing LEP controls.

Designation of FSR has taken the following into consideration:

- North Sydney Council already applies non-residential FSRs to numerous sites within their LGA.
- High FSRs located at St Leonards Station along Pacific Highway and gradually taper off towards the proposed Crows Nest Sydney Metro Station.
- Proposed FSRs on some B4 sites reflect the existing commercial floor space of these sites as a minimum.
- Medium FSRs located south of Pacific Highway and west of St Leonards Station.
- Low FSRs located along Willoughby Road to retain existing streetscape retail character.
9.1 Framework Plan

1. Contain High Density in St Leonards Centre
   High density mixed use, incorporating commercial and residential should be concentrated around and between Crows Nest Sydney Metro Station and St Leonards Station. High density development should be located on both sides of Pacific Highway and around the stations to enable appropriate density in close proximity to public transport.

2. Protect the Fine Grain of Willoughby Road/Crows Nest Village
   Height will gradually transition to low scale development towards Willoughby Road, ensuring the low scale and fine grain character of the “high” street is retained. High density from the St Leonards and metro areas should not be overly visually imposing on the character of the area and appropriate solar access in mid winter should be maintained.

3. Five Way Intersection
   Establish minimum height around intersection, determined by existing heritage buildings.

4. Establish Transition towards Naremburn
   A transition and edge of commercial, mixed use and residential built form will be located along Chandos Street, cloaking the St Leonards Centre from Naremburn residential neighbourhood and heritage conservation area in the north.

5. Preserve Amenity of Crows Nest and Naremburn
   Retain solar access to Crows Nest and Naremburn residential areas, ensuring minimal overshadowing impact from any future development. There is opportunity for medium density mixed use along Willoughby Road, north of Chandos Street.

6. Maintain Function of Artarmon Industrial Area
   Artarmon Industrial area is to retain its primary urban services function as a key employment and industry serving centre for the surrounding area and broader region.

No changes to FSR controls or zoning controls are proposed in Artarmon at this stage. Recommendations for this area are subject to further investigation.
9.2 Design Recommendations

The following diagrams identify design recommendations and
priorities to be considered to ensure development responds
to the local context and character of St Leonards and Crows
Nest.

1. Towers greater than 15 storeys to be considered on
sites larger than 1,500m².
2. Provide podium setbacks to be provided.
3. Respond to grain of cadastral lots.
4. Continue street wall height and minimise its length.
5. Respond to height and scale of conservation area.
6. Protect solar amenity open space.
7. Prioritise through site links that are open to the sky.
8. Reverse podium to narrow sites where an above
podium setback can't be achieved.
9. Have podium respond to scales at edges of
conservation area.
10. Allow for permeability through street blocks.
11. Prioritise height at key intersections.
12. Active underground passage link to be investigated
adjacent to main transit system.
13. Setback building to allow for street extension in narrow
streets.
14. Allow for engaging frontages to encourage activity on
the street.
15. Allow for stand alone commercial and residential
buildings where possible.
17. Maintain fine grain character with above podium
setback.
18. Provide landscaped setback in residential zone.
19. Allow for interim screened above ground parking that
could later be retrofitted into commercial use.

Note: The location of land near “gateways” does not relate to
increased height. Land in these locations needs to function
and respond to entry points to the area. This includes relating
to the surrounding context and character of the area.
9.3 Solar Amenity and Sensitive Areas Consideration

The provision of solar access to key open space and existing residential areas assists in establishing the maximum building heights permissible across the area. A transition in height is recommended for development adjacent to established character areas, to mitigate overshadowing impacts within these sensitive locations.

Built form controls have considered overshadowing of critical open spaces and surrounding low density residential areas, ensuring future envelopes do not result in additional significant impact within the time periods identified below. The degree of acceptable additional impact has been assessed according to the site-specific characteristics and existing performance quality of each space.

The time periods identified below have been determined by the type of activity and the likely hours of predominant use for each space.

No additional overshadowing of Public Open Space:
1. Christie Street Reserve 10:00am-3:00pm
2. Newlands Park 10:00am-3:00pm
3. St Leonards South #1 (Proposed) 10:00am-3:00pm
4. St Leonards South #2 (Existing) 10:00am-3:00pm
5. Hume Street Park 10:00am-3:00pm
6. Ernest Place 10:00am-3:00pm
7. Gore Hill Oval 10:00am-3:00pm
8. Tallus Street Reserve 10:00am-3:00pm

Streetscape:
9. Mitchell Street and Ossie Street 11:30am-2:30pm
10. Willoughby Road 11:30am-2:30pm

Residential Area (at least 3 hours within this time period):
11. Residential areas within boundary 9:00am-3:00pm
12. Residential outside boundary 9:00am-3:00pm

Legend
- Study Boundary
- Focus of Development
- Streetscape
- Open Space
- Conservation Area
- Residential outside boundary

Figure 1.35 Solar Amenity Diagram
9.4 Building Heights

Figure 1.1.36 depicts the proposed built form typology and height throughout the study area. Proposed heights have taken into consideration overshadowing and amenity of key public spaces, and opportunity for CBD views.

Generally taller developments are concentrated in the St Leonards Centre, and along and around the Pacific Highway between St Leonards Station and the proposed Crows Nest Sydney Metro station.

These developments will also generally be required to provide a large amount of employment (non-residential) floorspace, and where appropriate mixed use including residential development can also be provided.

Significant Sites
The following performance criteria should be considered for significant sites identified in the study area:

- Sites must be greater than 1,500m²;
- Ensure no net loss of commercial floorspace (non-residential FSR) occurs;
- Provide affordable housing that is proportionate to overall development;
- Proposal should demonstrate design excellence;
- Ensure appropriate separation between tall buildings (40m for greater than 18 stories); and
- Include a public benefit offering (such as open space, community facility, etc.).