2.3 Changing Employment Context - GSC Job Targets

The North District Plan identifies St Leonards and Crows Nest as a ‘Health and Education Precinct’ and sets targets for employment growth. Under the Plan, the area has a high target of 63,500 jobs by 2036.

SGS Planning & Economics in collaboration with relevant stakeholders have undertaken analysis to identify the distribution of job targets to a sub-precinct level, as illustrated to the right.

Job density in the Artarmon sub-precinct will largely be driven by existing industry and demand for space to accommodate evolving urban services. The Health and Education Precinct will continue to grow but may need government intervention in order to achieve the GSC High Target for employment. There will be more pressure on the Health and Education Precinct to deliver jobs in line with the vision.

The white hatching depicts where the intensification of employment will be focused. The breakdown of existing and forecast employment is shown in the table for each sub-precinct.

Employment in St Leonards and Crows Nest will largely be driven by private development, which will need to be facilitated by planning controls. Proposed controls need to find a balance of delivering the GSC job target for 2036 as well as additional employment longer-term, and not sterilising existing development.

(Note - the Mater Hospital sub-area has been included as it is linked to the operation of the area, contributing to, and leveraging off development and activities. It effectively forms part of the ‘Health and Education Precinct’ as referred to in a suite of planning documents).

Greater Sydney Commission

47,000 jobs
Employment Target by 2016

63,500 jobs
Employment Target by 2036

16,500 Additional Jobs

2036 Job Forecast Precinct Breakdown

2016 Existing: 17,960
2036 Low Target: 20,580
2036 High Target: 22,530

2016 Existing: 1,590
2036 Low Target: 2,290
2036 High Target: 3,030

Figure 1.14 2036 Job Forecast Sub-Precinct Breakdown

<table>
<thead>
<tr>
<th>Types of Employment in Plan Area</th>
<th>2016 Existing</th>
<th>2036 Low Target</th>
<th>2036 High Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knowledge intensive</td>
<td>24,730</td>
<td>19,420</td>
<td>2036</td>
</tr>
<tr>
<td>Population serving*</td>
<td>8,450</td>
<td>6,490</td>
<td>2036</td>
</tr>
<tr>
<td>Industrial</td>
<td>11,520</td>
<td>10,110</td>
<td>2036</td>
</tr>
<tr>
<td>Health &amp; Education</td>
<td>18,800</td>
<td>11,080</td>
<td>2036</td>
</tr>
</tbody>
</table>

*Population serving include 860 transient construction jobs in 2036 and 630 in 2016

Priority for job intensification

*860 jobs allocated for transient construction industry in 2036 and 630 in 2016 for the whole precinct.
2.4 Challenges of Delivering Employment

Over the past few years development pressures across Sydney for more housing have seen a gradual decline in the amount of employment space across many centres. This has also been the case in St Leonards, where a number of proposals have resulted in the rezoning of B3 Commercial Core to B4 Mixed Use. Many of these are located within the heart of St Leonards Centre along Christie and Atchison Streets, and along the Pacific Highway.

While these developments include a non-residential component, some have also resulted in an overall net loss of commercial floor space and reduced the availability of future office space in close proximity to public transport.

Additionally, since they are converted, strata developments restrict the potential of the sites to be redeveloped for commercial in the future.

As a result of the need to deliver commercial floor space that will meet the job targets identified in the District Plan for St Leonards, two land use and built form options are proposed:

1. Retention of B3 zones with increased FSR and height to allow a different typology of commercial to develop, which will leverage off the future metro station, primary location, views, nearby hospital as well health and education opportunities.

2. Deliver commercial floor space in podium elements across the broader area to accommodate future commercial demand, while also providing residential above podium as catalyst for redevelopment. Minimum non-residential FSRs would be adopted to ensure a sufficient amount of commercial floor space is delivered.

The job targets identified in the North District Plan have been translated into commercial GFA (shown to the right) in order to understand how much additional floor space is required to meet the target. The quantum of commercial GFA deliverable under the existing LEP controls has been calculated to understand how much non-residential GFA is required to meet the job target in the District Plan.

The gap has been calculated as the difference between the job target and the current LEP allowable commercial floor area.

Figure 1.1.20: Existing Controls with sites that will be converted to B4 identified.
2.5 Constraints

1. Change is occurring in the area and community feedback reflects a feeling that this could affect important open spaces, quiet streets and active streets. Managing growth to respect important public places is a key consideration.

2. The new Metro station will bring change to Crows Nest. It is a challenge to manage the impacts of this change. This requires consideration of the scale of new buildings, overshadowing, pedestrian movements and demand on public spaces.

3. The character and function of Willoughby Road is very important to the community. The management of change to minimise impact in the Crows Nest area is a key consideration.

4. There is a need to manage the interface and relationship between new developments and existing areas where no changes are proposed.

5. The topography of the Pacific Highway means high buildings are located on the top of the ridge line. The potential overshadowing particularly to properties and open space areas to the south, is a key consideration that must be managed.

6. New residential developments throughout the area require high quality design measures to provide good amenity, solar access and privacy.

7. New developments must respond to the challenge of respecting existing amenity of surrounding areas.

8. The dense urban character of the area presents limited opportunity for new open space areas and this presents a significant consideration.

9. There are few opportunities to cross the railway corridor which impacts east-west connectivity.

10. The Pacific Highway is a busy road and there are limited crossing opportunities for pedestrians, which impacts north-south connectivity. In some areas footpaths are narrow with few trees.

11. The demand for residential development in the area must be managed to balance the need for increased employment capacity in the centre.

12. The Artarmon Employment Area should be managed and protected as it provides essential urban services for the regional population. There is pressure to deliver residential uses in this area which would impact the employment role.
2.6 Opportunities

1. St Leonards and Crows Nest comprises many well-functioning places and spaces including active streets, open spaces and heritage areas which should be treated sensitively.
2. Community feedback reflects many residents are proud of their community and the places and spaces that work well.
3. The character of Crows Nest Village is valued by the local community. It should be retained and encouraged to continue to attract business of local-residents and workers, as well as draw people to the area.
4. The Metro Station will greatly improve connectivity and presents opportunities for new active streets, employment areas and new homes around public transit.
5. Near Metro, there are significant opportunities for public domain improvements, new civic spaces and more active areas.
6. The new metro will put much of the study area within 400m-800m walking distance of a station which presents significant opportunities for transport oriented developments.
7. The public transport accessibility presents an opportunity to reduce private vehicle usage.
8. New development in the area presents an opportunity to fund and deliver public domain improvements such as greener streets, wider footpaths, better links to other areas and new public spaces.
9. The Health and Education Precinct around the Royal North Shore Hospital, North Shore Private Hospital and St Leonards TAFE presents an opportunity for innovative health, technology and education uses in surrounding areas.
10. The Mater Hospital presents a similar opportunity along the Pacific Highway at the southern end of the study area.
11. The Artarmon Employment Area currently presents an opportunity to continue to provide industrial and urban services land to the area. This opportunity may shift to different employment uses and types with global economic trends.
12. There are opportunities to provide for improved amenity for workers in the Artarmon Employment Area.
13. There are opportunities to undertake further investigation into crossings and connections across the Pacific Highway and the railway line.

Figure 1.1.22/Stage 01 Opportunities Diagram