Urban Design Framework - Movement and Access

Streetscape Recommendations

Section A

Recommendations - Chandos Street (Vibrant Street)
- Expanded southern footpath (through dedication and kerb realignment) for outdoor dining/seating and double row of street trees; and
- New tree planting in parking bays and under-ground overhead power lines on the northern side of the street.

Section B

Recommendations - Oxley Street (Places for People)
- Expanded footpath on western side of street through 5m setback of built form;
- Remove parking lanes and create expanded footpath / linear park / outdoor dining zone;
- Provide double row of deciduous street trees on western side of the street as a buffer to the future medium density residential area; and
- Underground power lines on eastern side of the street.

Section C

Recommendations - Albany Street (Vibrant Street)
- Expanded southern footpath (through dedication and kerb realignment);
- New tree planting in parking bays and footpath on southern side of street to achieve double row of deciduous trees; and
- Planting of evergreen trees in parking bays and underground overhead power lines on the northern side of the street.
Urban Design Framework - Movement and Access

Section D

Recommendations - Atchison Street East (Places for People)
- Remove on street parking on southern street edge;
- Provide bi-directional separated cycleway on southern edge, provide deciduous tree planting to define cycleway and clear of overhead power lines;
- Remove hedge planting and provide lower planting, retain existing street trees and infill with gum trees as planted in Atchison Street west; and
- Incremental bundling/under-grounding of power lines with site redevelopment.

Section E

Recommendations - Atchison Street West (Places for People)
- Remove on street parking on southern street edge;
- Provide bi-directional separated cycleway on southern edge, provide deciduous tree planting to define cycleway and clear of overhead power lines;
- Remove hedge planting and provide lower planting; and
- Incremental bundling/under-grounding of power lines with site redevelopment.
- Provide a reverse 3m setback for the ground floor level of future built form.

Section F

Recommendations - Pacific Highway (Movement Corridor)
- Expand footpath through setback controls;
- Avenue of Plane trees on both sides of the street; and
- Underground power lines to achieve optimum tree outcomes.
Urban Design Framework - Land Use and Activity

8.1 Framework Plan

The proposed land use framework seeks to facilitate the following outcomes:

1. Ensure high-density mixed use developments incorporate appropriate commercial floor space between St Leonards Station and the proposed Crows Nest Sydney Metro Station, in order to preserve employment within the Commercial Core.
2. No change proposed for the Nerindurn Conservation Area and Holtermann Estates.
3. Encourage renewal and growth of the commercial strip along the length of the Pacific Highway.
4. Retain and enhance the Health and Education Precinct.
5. Retain the primary function of Artarmon Employment Area as one of the region's key population serving precincts for essential urban services.
6. Potential high density residential development in St Leonards South with appropriate transition to existing residential neighbourhoods.
7. Expand mixed use activity west towards Willoughby Road. Ensure future built form is sensitive to the existing scale and form, with appropriate height transition.
8. Allow for medium density residential development along Willoughby Road, north of Chandles Street, while retaining current zoning controls.
9. Allow for some future expansion of hospital precinct into Artarmon Employment Area, subject to further investigation.
10. Concurrently, allow for evolution of higher order high tech industrial urban services.

Legend
- Study Boundary
- Height ‘Knuckle’ Area
- Stand Alone Commercial
- B2 Local Centre
- B7 Business Park
- Mixed Use
- Education and Health Infrastructure
- General Industrial
- Light Industrial
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Open Space
- Gore Hill Memorial Cemetery
- Pacific Highway Corridor

Figure 1.1.29: Land Use and Activity Framework
8.2 Density of Existing and Proposed Employment and Residential Uses

The diagrams above show the proposed distribution of employment with greatest densities located at the heart of the study area between the existing railway station and the proposed Crows Nest Sydney Metro sites and along the Pacific Highway towards the Royal North Shore Hospital and Mater Hospital. Willoughby Road and the surrounding area will retain the existing fine grain, boutique employment spaces providing a variety of different commercial spaces across the area.

Residential density is also focused between the existing railway station and Crows Nest Sydney Metro sites at the core of the area, transitioning down to the surrounding low scale residential areas.

Legend
- Study Boundary
- Low - High Density Employment Area

Legend
- Study Boundary
- Low - High Density Residential Area

*Proposed employment density takes into account the location of both existing job numbers and proposed future employment sites.

*Proposed residential density takes into account the location of both existing dwellings and sites likely to redevelop for residential use.
8.3 Land Use Priorities

Commercial and Employment Considerations
- Need to preserve floor space for future employment as there is an opportunity for Metro to catalyse the commercial market
- Existing lot sizes will impact the size of commercial floor plates achievable within the commercial core
- Existing E2 sites to the south of the Pacific Highway have opportunity to increase in height to maximise CBD views
- Opportunity to develop commercial buildings within the existing shadow of large scale residential buildings as they do not require direct sunlight.

Residential Considerations
- Residential development should provide a broad range of dwellings types including terraces, low, medium and high-rise apartments
- All developments to promote design excellence and maximise amenity (Soler access and ventilation)
- Development needs to provide good access and enhanced public benefit/amenity.

Health and Industrial Considerations
- Large floor plates required for medical and education institutions, located north of FNSH.
- Allied health sector may evolve along the Pacific Highway toward the Mater Hospital.
- Capacity for growth on FNSH and TAFE sites.
- Artarmon West primarily industrial uses.
- Herbert Street and Frederick Street area evolving, industrial, communications, IT and warehouse activity.

Retail Considerations
- Many areas have poor amenity for employees, lack of retail and few after hours activities.
- Reinforce the retail character of Willoughby Road.
- Activity along Atchison, Chandore and Abbey Streets should be enhanced and diversified.
- Activity along Pacific Highway needs to respond to the form and function of the movement corridor.

Centre Core
Prioritise stand alone office buildings that are independent (i.e. not ancillary to another use on site) and body to accommodate a significant number of staff. This area should accommodate intensification of employment and consolidate employment activities with premium commercial space. Encourage amalgamation of large sites to include stand-alone commercial building in association with a residential building.

Mixed Use
Sites to provide higher non-residential floor space. Facilitate main street retail and services involving large scale and local retailing activities, traditionally found on the main street of an area. Mixed use zone also to deliver substantial commercial uses, subject to proximity to transport and other key requirements.

Low Density Residential
Existing areas to largely retain their existing scale and dwelling mix. Protect character and amenity of existing low scale development, heritage conservation areas and heritage items.

Medium-High Density Residential
Facilitate the delivery of medium and high density apartments for future residents near public transport nodes and employment. Provide a diverse range of building typologies within transition zones between the core of the centres to the surrounding low scale areas.

All future apartment buildings should seek to achieve the objectives of SEPP 65 and meet the requirements of the ADG.

Health, Education and Transport Infrastructure
St Leonards and Crows Nest to continue to support public sector administration, transport corridors and interchanges, as well as health and education services that are currently established within the area.

Industrial and Business Development
Provide essential service industry and urban support to the area and wider region. Land use facilitates car service and repair; joinery, construction and building supplies; and domestic storage. Typically does not interfere with the amenity of the neighbourhood via pollution.

High End Retail
High end retail provides a wide range of products to consumers. High end retailers are generally associated with popular and iconic local and international brands.

Standard Retail
Standard retail provides a wide range of products at various price levels. They provide products for a broad market and can operate in small, medium and large tenancies.

Boutique and Artisan Retail
Boutique and artisan retailers are generally small businesses that provide a product for a specialised target market. They provide a specialised and limited inventory and occupy small tenancies along high streets.