

An aerial photograph of a city street grid. A building at 23-35 Atchison Street is highlighted with a blue roof. The surrounding area includes various commercial and industrial buildings, parking lots, and streets. The text 'ST LEONARDS PRECINCT PLANNING PROPOSAL SITE ONE' is overlaid in the bottom right corner.

# ST LEONARDS PRECINCT PLANNING PROPOSAL SITE ONE

23-35 ATCHISON STREET



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23-35 ATCHISON STREET



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# 01 INTRODUCTION

## 1.1 EXECUTIVE SUMMARY

The St Leonards/Crows Nest area adjoins both the Willoughby and Lane Cove Council LGA's which are also currently experiencing a transition in development height and scale.

AJ+C have prepared this Urban Design Report and indicative design for the site known as TWT Site 1, being four (4) amalgamated lots, known as 23-35 Atchison Street (on the corner of Oxley Street)

The proposal for TWT 1 is generally in accordance with Council's proposed controls for Precinct 3 as defined in the St Leonards/Crows Nest Planning Study - Precincts 2 & 3 (The Planning Study) undertaken by North Sydney Council in 2015. This proposal has followed a process of consultation with Council resulting in Council's agreement to support the matter being considered by the Design Excellence Panel after consideration of the following items;

- + Shared basement access with 21 Atchison Street to be incorporated into design.
- + The built form to be amended to avoid overshadowing the proposed children's playground at Hume Street Park.
- + The built form to be amended to minimise overshadowing residential development at 30-46 Albany Street, and 7-19 Albany Street.
- + The relationship between building entrances, public access around the site and terraced areas are better resolved to deal with the slope across the site. Upgraded and expanded footpaths, including the new laneway, should be at grade where possible. Oxley St and Atchison St footpaths to be fully covered by awnings. There needs to be sufficient space for trees to grow without awning cut-outs. Café seating is encouraged within the setback and laneway.

This proposal notes that Council's policy is for a 3m full building setback to Atchison St and no isolation of sites. The Design Statement in Part 04 provides a justification for departures from Council's policy on the basis of the urban design considerations arising from the existing context.

As a consequence of the desired future character sought by the draft North District Plan and the latest St Leonards strategic area planning, and the future intensification expected as a result of the go ahead for the proposed Crows Nest Metro Station Council asked for the scheme to provide additional outcomes that were not part of the built form strategy set out in the Planning Study. These outcomes included;

- + Create a podium with a distinct non-residential character to reflect the desired future character sought by the draft North District Plan and the latest St Leonards strategic area planning

- + Create a new open to the sky through site link to improve the street quality and access to sunlight of Albany Lane and the walkability of the precinct with reduced block lengths

A scheme to deliver a non residential FSR of 1.9:1 in with a full commercial podium was able to be delivered with a maximum height in storeys of 18. This additional height in storeys was not accepted by Council so therefore the podium character in the proposal is in accordance with the built form strategy of the Planning Study.

The proposal will deliver a 6m wide open to the sky through site link.

The proposal seeks

- + A floor space ratio of 6.3:1 of which a minimum 1.5:1 is to be non-residential (approx. 3,170m<sup>2</sup>)
- + A height limit in metres of 62m (and a max height to RL 146)
- + A maximum height in storeys of 16.





Figure 01: Render of indicative design









Figure 02: Figure 1.1 - Render of indicative design



# 01 INTRODUCTION

## 1.2 SITE IDENTIFICATION

The subject sites are composed of thirteen lots, namely 55-89 Chandos Street (DP172499, Lot 1 DP927407, Lot 1 DP104816, SP57119, Lot 1 DP900998, Lot 1 DP115581, Lot 28/29 DP455939, Lot A/B DP443166, Lot 31 DP2872 and Lot 32 DP2872), 58-64 Atchison Street (Lot 2 DP2872, Lot 3 DP2872, Lot 4 DP2872 and Lot 1 DP1029839) and 23-35 Atchison Street (Lot 27 DP2872, Lot 28 DP2872, Lot 29 DP2872, Lot 30 DP2872, Lot 31 DP2872, Lot 32 DP566480).

The lots are amalgamated under one ownership of TWT Property Group Pty Ltd.

The site areas are:

TWT1 23-35 Atchison Street: 2109.8sqm.

TWT2 58-64 Atchison Street: 1440.9sqm;

TWT3 55-89 Chandos Street: 4211.8sqm;

This report will undertake investigations focused upon site TWT1 (23-35 Atchison Street).



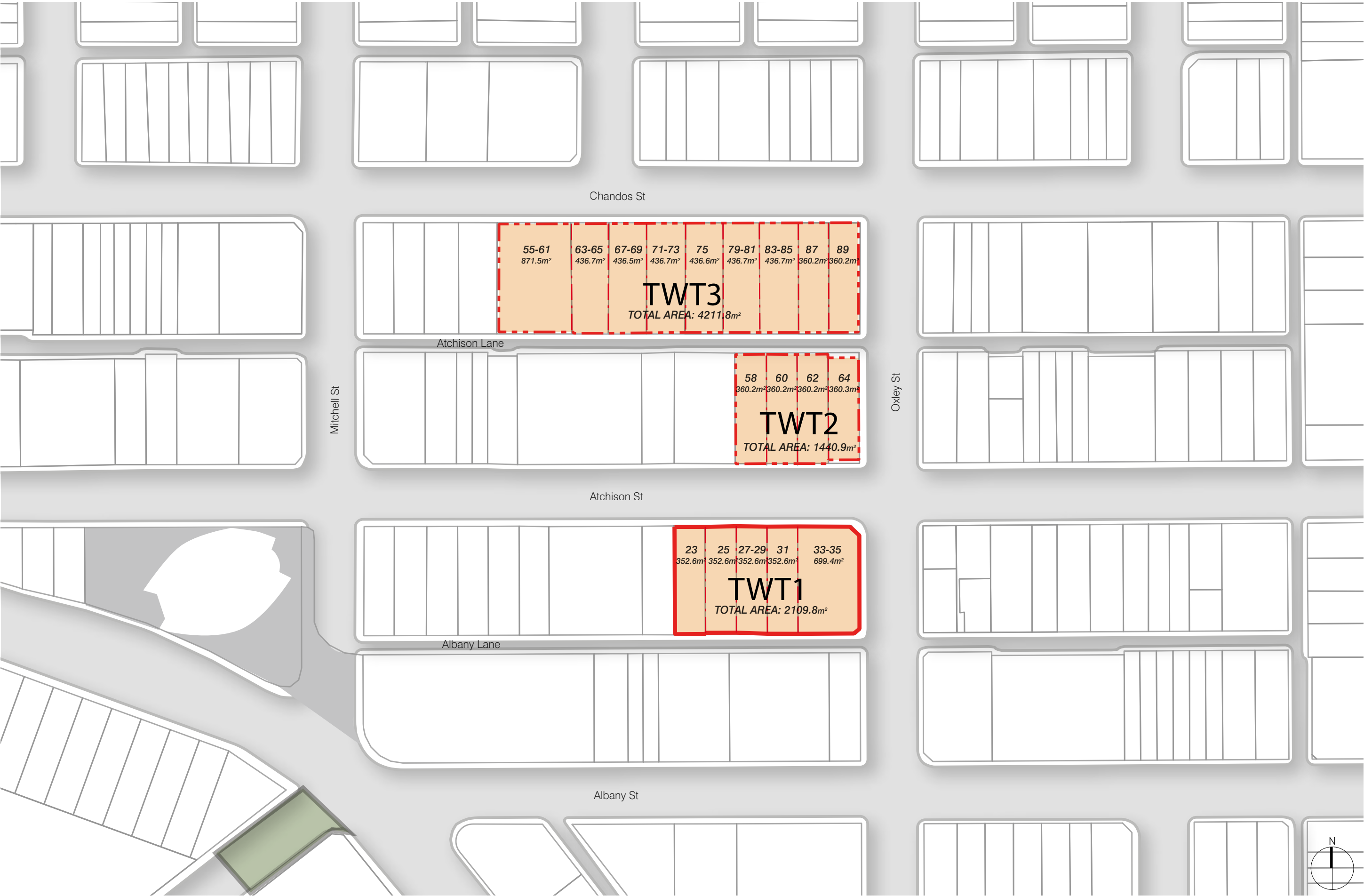


Figure 03: Figure 1.2 - Site identification



# 02 PLANNING CONTEXT

## 2.1 DISTRICT CONTEXT

### *A Plan for Growing Sydney*

A Plan for Growing Sydney (the Regional Plan) is NSW Governments 40 year strategic vision for the growth of the Sydney Metropolitan region. It provides key directions and actions to guide Sydney’s productivity, environmental management, and liveability including the delivery of new housing, employment, infrastructure and open space.

St Leonards is a strategic centre in the St Leonards and Crows Nest Station Precinct Investigation Area and within a growth area on Sydney’s Global Economic Corridor. It is a priority area with a focus on planning for the creation of and maintaining local employment opportunities closer to home.

The transformation of the Site located at 23-35 Atchison Street in St Leonards recognises the opportunity to provide new homes, mixed use activities, retail, and create new places and a laneway all with easy access to existing and planned public transport.

### *Draft North District Plan*

The Draft North District Plan (November 2016) developed by the Greater Sydney Commission identifies St Leonards as a strategic growth centre. The Plan also identifies St Leonards as a Collaboration Area.

The Department of Planning and Environment is working with Lane Cove, North Sydney and Willoughby councils to examine the St Leonards and Crows Nest Station Precinct. This Collaboration area will include considerations to “leverage off the new Sydney Metro station at Crows Nest to deliver additional employment and residential capacity.” The Plan proposes actions to facilitate place making and the growth and diversification of job opportunities in St Leonards. Any residential intensification proposed will need to carefully balance the capacity for further jobs growth.

The draft North District Plan identifies St Leonards as a health and education super precinct. Planning for the area will include considerations to:

- + Leverage off the new Sydney Metro station at Crows Nest to deliver additional employment and residential capacity
- + Identify actions to grow jobs in the centre
- + Reduce the impact of vehicle movements on pedestrian and cyclist accessibility
- + Protect and enhance Willoughby Road’s village character and retail/restaurant strip while recognising increased growth opportunities due to significant NSW Government infrastructure investment
- + Deliver new high quality open space, upgrade public areas, and establish collaborative place-making initiatives
- + Promote synergies between the Royal North Shore Hospital and other health and education-related activities, in partnership with NSW Health
- + Define the northern perimeter of St Leonards to protect the adjoining industrial zoned land for a range of urban services.

### *Accelerating housing opportunities*

Urban renewal provides opportunities to focus new housing in existing and new centres with frequent public transport so that more people can live in areas that provide access to jobs and services.

### *Sydney Metro*

Transport for NSW has committed to delivering a new world-class metro system for Sydney. The Chatswood to Sydenham section of the Sydney Metro City & Southwest project received planning approval in January 2017.

The Crows Nest Metro station will provide new improved rail access to the residential area, urban renewal areas of St Leonards and creates a transport focus on the southern side of the St Leonards supporting the southern gateway to commercial and mixed-use activities.

The Crows Nest Metro Station will be located 25 metres underground on the eastern side of the Pacific Highway between Oxley Street and Hume Street.

The proposed Site is a 300 metres walk within 400m radius to the new Sydney Metro station at Crows Nest. This proximity adds value to the planning proposal to help deliver additional employment and increase residential capacity in the precinct.

The anticipated construction program is from 2017 to 2024

### *St Leonards & Crows Nest Station Precinct Preliminary UD Analysis*

The St Leonards and Crows Station Precinct Preliminary Urban Design Analysis (May 2017) developed by the Department of Planning and Environment identifies design principles and structure plans for the area addressing open space, activity, movement and built form.

The site is in the St Leonards Centre and Crows Nest Station character area and is;

- + Identified in 4.2 Constraints - Built Form as one of the largest development sites in the area.
- + Identified in 4.8 Opportunities - Access to proposed Plazas and Local Parks as capable of delivering Item 11 Oxley Street Linear Park .
- + Identified in 4.8 Opportunities - Land Uses as a Local Centre .
- + Identified in 5.1 Challenges Item 4 which notes the difficulty of increasing the provision of open space within the St Leonards Centre due to land ownership patterns as well as balancing development potential with the retention of amenity and public benefit.
- + Identified in 5.2 Opportunities Item 2 which notes any additional development value should be captured through appropriate mechanisms to improve the public domain throughout the centre.



# 02 PLANNING CONTEXT

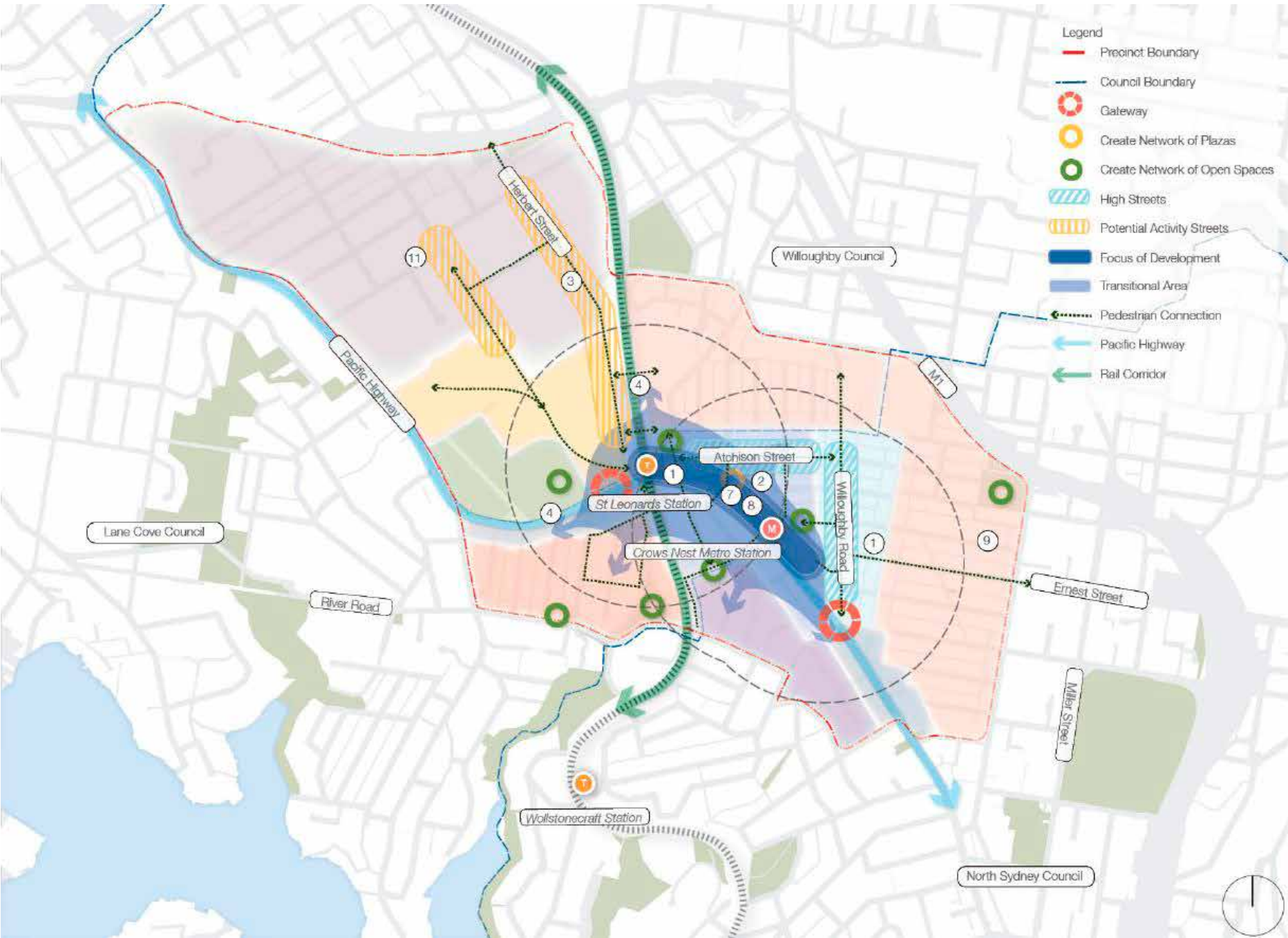


Figure 04: Figure 2.1 - St Leonards & Crows Nest Station Precinct Preliminary urban Design Analysis 2016. p57

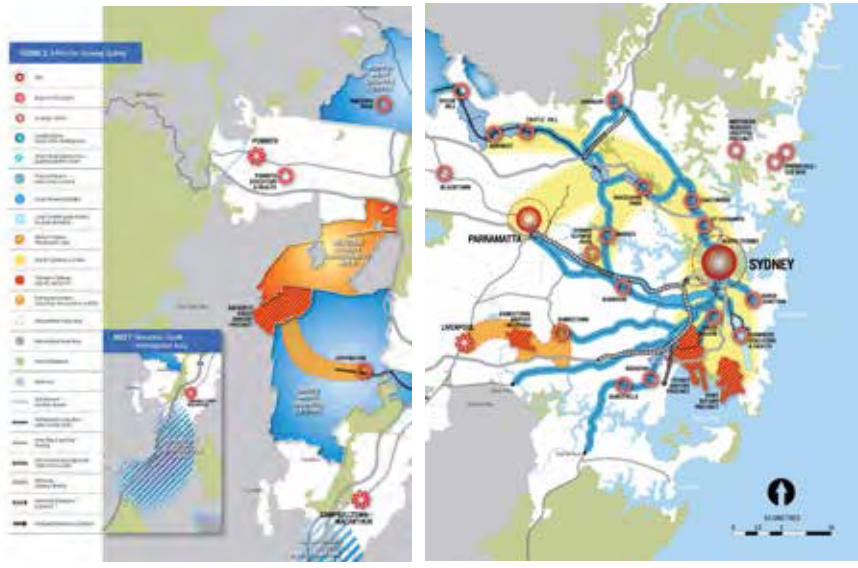


Figure 06: Figure 2.1 - District Context. Source: A Plan for Growing Sydney, December 2014, pg 12-13



Figure 05: Figure 2.2 - Sydney Metro Plan. Source: Sydney Metro City & Southwest - Chatswood to Sydenham Design Guideline, 2016. pg4



# 02 PLANNING CONTEXT

## 2.2 ST LEONARDS PLANNING STUDY

The subject site, known as TWT Site 1, consists of namely 23-35 Atchison Street (on the corner with Oxley Street)(TWT1). This site is within Precinct 3 of the St Leonards / Crows Nest Planning Study undertaken by North Sydney Council.

The aim of the Planning Study is to develop new strategies and initiatives that will provide for:

- + New open space in St Leonards/Crows Nest;
- + Increased investment in St Leonards and decreased commercial vacancy rates;
- + Improved connectivity, particularly between St Leonards/Pacific Highway and Willoughby Road;
- + Improved urban design and street level amenity in St Leonards;
- + Improved building design and residential amenity in St Leonards;
- + A new creative precinct with civic and cultural amenity.

The St Leonards Crows Nest Planning Study outlines key guidelines to inform design decisions, this includes built form controls to stimulate job growth and support a modern, mixed use centre.

The site lies within the area identified in the St Leonards Vision as the West Oxley Creative Quarter situated to the east of The Centre and west of the Crows Nest Residential Precinct. *(1.3 Vision, Region, St Leonards Crows Nest, Planning Study, 2015 pg 12)*  
It forms the southern component of the Oxley Street Masterplan, comprised of TWT sites 1 through to 3. (55-89 Chandos Street, 23-35 and 58-64 Atchison Street) *(6.4 Built Form Strategy, pg 101)*

The precinct vision identifies the site as part of the Oxley St Linear park, Atchison St civic 'main street' and a public benefit opportunity site. *(1.3 Vision, Precinct., pg 13)*

The Oxley Street linear park will provide additional open space, supporting the future residential and working community, a setback along the western side of Oxley street will be located on the ground floor with a transfer of developable area from the ground plane for additional height considered as incentive.

Atchison St will become the civic 'main street' connecting St Leonards Station to Crows Nest. The focus of this is to create a safe and engaging pedestrian focused street through streetscape upgrades. *(3.4 Placemaking Strategy, Map 3A, pg 47)*

The Employment Strategy identifies that Floor Space Ratio is important in giving businesses room to grow. Non-residential podium floor space within a mixed scheme provides the opportunity to provide affordable start-up space for businesses. This will provide active, beneficial podium levels with a diversity of uses, services and activities.

- + TWT1, 23-35 Atchison Street is identified as lying within area 13 on Map 5A\_ Non-Residential Floor Space Ratio with a new FSR minimum of 1.5:1 *(5.4 Employment Strategy, Map 5A, pg 77)*

The Built Form Strategy outlines key factors informing design these include future character, ground level setbacks and podium heights, minimum above podium setbacks and building heights.

- + TWT1, 23-35 Atchison Street is identified as lying within the West of Oxley Street Creative Quarter, the west end of this precinct is outlined to remain a predominantly 12 storey mixed use area. *(6.4 Built Form Strategy, Future Character, pg 95)*
- + TWT1 has a podium requirement of 4 storeys with 3 storeys to laneways (except on corner sites) with a 3m whole building setback to Atchison Street, 5m whole building setback to Oxley Street and a 1.5m whole building setback to Albany Lane. *(6.4 Built Form Strategy, Map 6A, pg 97)*
- + Non residential uses are proposed for the for two building levels *(6.4 Built Form Strategy, Atchison Street - the civic street pg 100)*
- + TWT1 has three minimum above podium setbacks: 3m to Atchison Street, 7m to Oxley Street and 4m to Albany Lane. *(6.4 Built Form Strategy, Map 6B, pg 97)*
- + TWT1 has been identified in a zone that has an adjustment to height. the maximum building height in storeys is indicated as 16 storeys *(6.4 Built Form Strategy, Map 6C, pg 105)*
- + TWT1 lies in within a height transition zone between Mitchell and Oxley street also identified as the West of Oxley Creative Quarter, along with the Abode building with a hight of 60m and the Ralan building with a height of 50m. The planning studies outlines that the Abode building will remain the tallest built form within this precinct "The western end will remain a predominantly 12 storey mixed use area with the Abode remaining the tallest built form." *(6.4 Built Form Strategy, pg 95,102,103)*



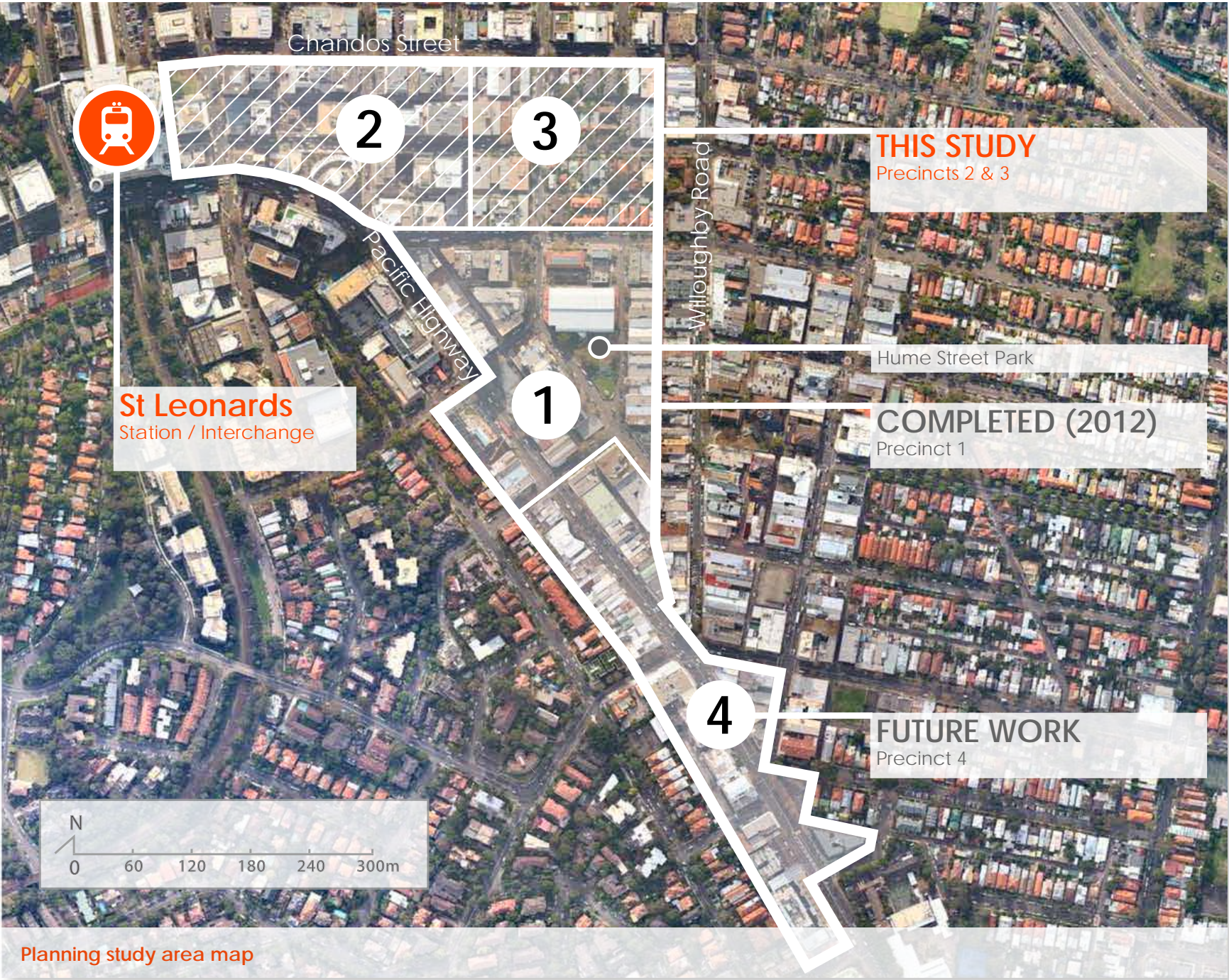


Figure 07: Figure 2.3 - Precinct Study Plan. Source: St Leonards Crows Nest, Planning Study, 2015, Page 11



# 03 SITE ANALYSIS

## 3.1 LOCAL CONTEXT + STREET NETWORK

The subject site is located within St Leonards Town Centre, which falls into the North Sydney Council municipal area.

St Leonards Railway Station is approximately 400m away to the west of the subject site.

The Pacific Highway and the Warringah Freeway(M1), which are in proximity to the subject site provide access to the broader regional area while the local street network provides access to the local and immediate surrounding areas.

Connecting St Leonards to the greater Sydney Region is the Planned Crows Nest Metro Station, located to the south of the Town Centre, in the Crows Nest Residential Area. Providing new metro rail access to the Crows Nest residential area, it improves travel to local schools, businesses and Crows Nest village. The station creates a new transport focus on the southern side of the St Leonards specialised centre which supports the St Leonards southern gateway to commercial and mixed-use activities. The Metro will provide services that connect to Central Station (11 minutes) and Sydney Metro’s Martin Place Station (7 minutes).

Two local parks, namely Hume Street Park and Christie St Reserve, are within 400m walking distance from the subject site, while two other bigger parks, being St Thomas’ Rest Park and Newlands Park are located further from the subject site.

The Pacific Highway and North Shore Train line are divisive elements in the overall context, acting as barriers between the east and west of St Leonards

The current Hume St Indoor Sports Centre is outlined in figure 3.1 as under development to be demolished to contribute to the Hume St Park upgrades and extensions.

Key

Site

Town Centre

Road Network

Divisive Road/Trainline

400m (5min) Catchment

Activation Centres

Through Site Links

Open Space

Proposed Open Space

Hume St Park Extension

T

St Leonards Station

B

Bus Interchange

M

Metro Station



Figure 08: Figure 3.1 - Local Context + Street Network



## 3.2 TOPOGRAPHY

The subject site sits on the edge of a high point that occurs roughly at the intersection of Mitchell Street and Atchison Street.

There is approx 6 metres of elevation change across the site of 23-35 Atchison Street and approx 2.5 metres of elevation change across the site of 58-64 Atchison Street, both at ratio between 1:10 and 1:11 declining from their western boundaries to Oxley Street, which is to the east of the site. The fall across site of 55-89 Chandos Street is much more gentle and is at a ratio between 1:14 and 1:26.



Figure 09: Figure 3.2 - Topography



# 03 SITE ANALYSIS

## 3.3 PEDESTRIAN ENVIRONMENT

The pedestrian environment within the subject site and within close proximity is free from the high traffic volumes and noise experienced along the Pacific Highway.

Most footpaths are of standard width and tree-lined. The footpaths along Oxley Street and the southern sides of Chandos Street and Atchison Street (near Oxley Street) enjoy good solar access. No awnings are provided on the subject site. However there is a relatively continuous provision of awnings along part of Atchison Street and Albany Street, which protect pedestrians from the inclement weather. Some landscaped building frontages are well established along a segment of the southern side of Chandos Street in lieu of awnings. Oxley Street has a 6.6m wide landscaped range from Chandos Street to Albany Lane which has the potential to create a well landscaped pedestrian boulevard.

Atchison Lane and Albany Lane mainly serve vehicle access. Both of them are hard-edged with sporadic provision of footpaths. There is minimal solar access to both lanes

Key

Site

Awnings

Active Frontages

Laneways

Through Site Links

Existing Arcades

Planned Links

Indicative Laneways

Grassed Open Space

Paved Open Space

Landscaped Frontages

Noise Issues

St Leonards Station

Bus Interchange

Metro Station



Figure 10: Figure 3.3 - Pedestrian Environment



# 03 SITE ANALYSIS



01 Figure 11: Figure 3.3.01 - Footpath on Chandos Street



03 Figure 12: Figure 3.3.03 - Landscaped Frontage on Chandos Street



05 Figure 13: Figure 3.3.05 - Atchison Lane



02 Figure 14: Figure 3.3.02 - Footpath on Atchison Street



04 Figure 15: Figure 3.3.04 - Footpath on Oxley Street



06 Figure 16: Figure 3.3.06 - Albany Lane



# 03 SITE ANALYSIS

## 3.4 PEDESTRIAN LINKS

St Leonards Railway Station is connected with the northern end of Willoughby Road via footpaths along Chandos Street and Atchison Street. The trip length is approximately 600m with limited points of interest and no public open space along the way.

Oxley Street provides part of a connection from the St Leonards Railway Station to the southern end of Willoughby Road via the existing Hume Street Park which is designated for enlargement and improvement.



- Key
- Site
  - Pedestrian Links
  - Open Space
  - 400m (5min) Catchment
  - Activation Centres
  - St Leonards Station
  - Bus Interchange
  - Metro Station

Figure 17: Figure 3.4 - Pedestrian Links



## 3.5 OPEN SPACE

St Leonards is a high population density area with a low provision of parks and open spaces.

There is a lack of connections and linkages between existing open spaces and parks that hampers any potential for individual open spaces to form part of a greater whole.

The existing parks offer limited diversity or opportunities for recreational or cultural activities. The GHD Recreation Needs Study (June 2005) shows that there is no existing provision for children's play area in St Leonards. The closest children's playground is in St Thomas Rest Park which is 670m walk from the corner of Atchison Street and Oxley Street.

In 2015, North Sydney Council resolved to expand the Hume Street Park to the site occupied by the Indoor Sports Centre.

It is envisaged this will be developed within a 10 year period.



Figure 18: Figure 3.5 - Open Space