ST LEONARDS AND CROWS NEST 2036

NSW Department of Planning and Environment

Draft Plan

October 2018
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Supporting Documents:
Draft Local Character Statement
Draft Green Plan
Draft Special Infrastructure Contribution Scheme
Technical Studies:
• Urban Design
• Traffic And Transport
• Social Infrastructure And Open Space
• Heritage
• Market Feasibility
• Employment Review
• Utilities
INTRODUCTION

THE PLAN AREA IN 2018

St Leonards and Crows Nest is located five kilometres northwest of the Sydney CBD and includes the suburbs of St Leonards, Greenwich, Naremburn, Wollstonecraft, Crows Nest and Anarmon.

The local community values the area's village character, particularly the Willoughby Road shops, Heritage Conservation Areas, world class health facilities and leafy streets.

A new Sydney Metro station will open at Crows Nest in 2024 bringing exciting opportunities to rejuvenate the area with new jobs, open space, infrastructure and homes.

SYDNEY IN 2018

Greater Sydney is Australia’s global city; an economic powerhouse of 4.7 million people, surrounded with the natural beauty of Sydney Harbour, bushland, beaches and the Blue Mountains.

Greater Sydney’s people have embraced this place for its economic opportunities and great lifestyle.
The St Leonards and Crows Nest area will be a major centre for workers, residents, students and visitors, offering a variety of homes, jobs and activities for the diverse local population. The area will continue to be a place that people are proud to work in, visit and call home.

Continued growth in the health and technology sectors will deliver around 16,500 new jobs across existing, emerging and evolving industries over the next 20 years. People will benefit from a thriving economy with an abundance of work opportunities in the industrial area of Artarmon, Crows Nest village, the Royal North Shore Hospital and the commercial centre of St Leonards.

As a vibrant community that caters for the needs of people of all ages, the St Leonards and Crows Nest area will have a diverse range of homes supported by open spaces, community services, cafes, restaurants and unique local retail experiences.

The village atmosphere of Crows Nest will be retained, with Willoughby Road continuing to be a vibrant high street that is valued by the community and an escape from the hustle and bustle of modern life. A connection to the past will be maintained by protecting heritage conservation areas in Naremburn and Holtermann Estate, celebrating the historic character of the area.

St Leonards Core will be revitalised through a balance of commercial and residential development, providing lively and active streets, safe and interesting laneways for people, and sunny tree-lined public spaces. The best bits of the surrounding leafy neighbourhoods that locals love will be brought into the heart of St Leonards for residents, workers and visitors to enjoy.

In 2036, St Leonards and Crows Nest will be…

**PLACE**

**A vibrant community** – New development around the Crows Nest Sydney Metro station will provide energy and life along the Pacific Highway and St Leonards. The existing vibrancy and liveliness of the Crows Nest Village and Willoughby Road will provide a foundation for the revitalisation of the St Leonards Core.

**A place that protects its past** – Heritage Conservation Areas and buildings are to be retained and celebrated as an important connection to the past.

**LAND USE**

**An employment hub** – Providing 16,500 additional jobs over the next 20 years to support a growing and evolving economy, with opportunities for employment in the industrial, professional, creative, retail, health and education sectors.

**A home for people of all ages** – A greater mix of homes will be available to the diverse range of people that live in the area.

**LANDSCAPE**

**A greener place** – Parks and public green spaces will provide areas for locals to be active, creative, and enjoy green leafy spaces throughout the area, away from built up areas in St Leonards.

**MOVEMENT**

**An accessible place** – An attractive and easy place to walk, cycle and move through, with improved local and regional connections.

**BUILT FORM**

**A well-designed place** – New buildings that model the highest quality design, respecting and enhancing the existing local character of the area.
Figure 1: Vision taking shape

- **Define area for towers to protect neighbourhoods**
- **Activation and vibrant places**
- **No change to heritage conservation areas**
- **Make Hume Street Park a bigger greener public space**
- **New north south open space connection via Lithgow Street and Evans Lane**
- **Transition heights gradually down towards lower scale areas**
- **New metro station at Crows Nest**
- **Potential for growth with suitable transitions**
- **Better connections to hospital**
- **Better crossings over Pacific Highway**
- **Designate areas for future employment growth**
- **Protect essential industrial lands and jobs**
- **Continue existing planning approach for increased industrial job density**

DRAFT Plan VISION

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As Greater Sydney grows, we must ensure that our city grows in a strategic and coordinated way with infrastructure and land use to be delivered in parallel.

Plans for areas that are undergoing change must be grounded in an appreciation of what is important to the local community. Planning by the NSW Government is undertaken with comprehensive community consultation and involvement of local Councils.

The Department has developed this draft Plan (St Leonards and Crows Nest 2036 Plan) to identify opportunities for renewal and rezoning in the area whilst recognising the things that matter to the local community.

The draft Plan is based on a vision for growth and improvement in the area to 2036, informed by community aspirations identified in the draft Local Character Statement. The draft Plan is also informed by a draft Green Plan and technical studies that recommend new and upgraded infrastructure. A draft Special Infrastructure Contribution Scheme has been developed alongside the draft Plan to assist with funding and delivery of State and regional infrastructure to support the areas sustainable growth.

Together these four documents provide a framework for positive change. Feedback on all of these draft documents is welcome:

1 Draft Local Character Statement
2 Draft Green Plan
3 Draft St Leonards and Crows Nest 2036 Plan (this document)
4 Draft Special Infrastructure Contribution Scheme
Supporting the draft Plan

The draft Plan is consistent with the strategic direction for the area in the **Greater Sydney Region Plan** and the **North District Plan** which have helped to shape this Plan. Applying the principles of a Planned Precinct process to urban renewal unlocks opportunities for more open space, infrastructure, homes and jobs in accessible locations.

**Greater Sydney Region Plan**

The Region Plan, prepared by the Greater Sydney Commission, provides high level strategic guidance for development in Greater Sydney.

The Region Plan identifies St Leonards and Crows Nest as a strategic centre and identifies the area around the Royal North Shore Hospital as a health and education precinct.

The draft St Leonards and Crows Nest 2036 Plan reflects Region Plan directions to:

- collaborate to create great places
- support employment growth in St Leonards as a strategic centre
- provide housing with 30 minutes connectivity.

**Future Transport 2056**

Prepared by Transport for NSW, Future Transport sets out a transport vision, directions and framework to guide transport investment to improve accessibility across the Greater Sydney Region.

The draft St Leonards and Crows Nest 2036 Plan seeks to maximise the area’s accessibility in alignment with Future Transport directions by improving active transport connections to the Sydney Metro and Sydney Train stations.

**North District Plan**

District level plans for Sydney, prepared by The Greater Sydney Commission, build on the directions of the Region Plan. St Leonards and Crows Nest is in the North District. District Plan directions for the area include:

- base jobs target of 54,000 and high target of 63,500 by 2036
- protect and enhance Willoughby Road’s village character
- deliver new high quality open space
- improve pedestrian and cyclist connectivity.

These directions are delivered in the draft St Leonards and Crows Nest 2036 Plan.
This draft Plan is the draft Land Use and Implementation Plan (LUIP) referred to in the Interim Statement released in August 2017.

The draft Plan promotes delivery of the right development and infrastructure to 2036 to ensure that the area is a great place to live, work and visit.

The draft Plan covers the three Council areas (North Sydney, Willoughby, Lane Cove), building on each Council’s existing strategic planning work to provide a cross boundary planning framework.

The draft Plan is not final, it’s a tool for a discussion with the community about how best to achieve the vision for the area. Consultation on the draft Plan will inform refinements to ensure that it truly reflects the community’s aspirations.

Feedback on all aspects of the draft Plan is welcome.

Community aspirations (captured in the draft Local Character Statement) identified a range of opportunities for improvement in the area.

These aspirations are the basis of the draft Plan’s Vision to provide a direct link between community feedback and changes proposed in the draft Plan.

Longer spokes on the local character wheel (right) represent those elements that are most valued by the community based on consultation undertaken to date.
The draft Plan has been informed by specialist technical studies prioritised to respond to community values identified in the draft Local Character Statement. These studies are available for comment during exhibition along with the draft Plan. The scope of each of the studies is summarised below.

**Urban Design**
Reviewed the existing built form, constraints and opportunities in St Leonards and Crows Nest and provided a structure plan to deliver job targets while responding to considerations of place and good design.

**Traffic and Transport**
Considered existing and future movement within, to and from the area and made recommendations to improve transport infrastructure.

**Social Infrastructure and Open Space**
Reviewed existing demographic data and future population projections to recommend open space and community facilities for future residents and workers.

**Heritage**
Recommended design responses for new buildings for planning around heritage items and conservation areas including transitions and interfaces.

**Market Feasibility**
Forecast future demand for residential, commercial and industrial land uses, having consideration for the impact of the new Crows Nest Sydney Metro station.

**Employment**
Considered how a range of economic trends, policy initiatives and infrastructure investments will drive demand for land use in the area and identified possible strategic policy interventions to attract more jobs and investment.

**Utilities**
Reviewed capacity of existing utilities and services and identified further investigation or testing required to upgrade utilities.

Figure 2: Plan implementation process
The draft Plan has been shaped by a number of design criteria (insert) and area wide Planning Principles (page 11). These criteria have been informed by community and stakeholder consultation and feedback received as part of the draft Local Character Statement and the 2017 Interim Statement.

These requirements reflect the aspects of St Leonards and Crows Nest most valued by the community and their aspirations for future developments.

As shown in the diagram (right), future planning proposals and development applications within the investigation area should have regard to the following:

• Vision (page 4);
• Area wide design principles (page 11);
• Design Criteria (insert); and
• Proposed planning controls (pages 50-53, 56-57).

Proposed development within the following areas will also need to meet specific site related design principles. These areas include:

• Crows Nest Sydney Metro Station Site (page 61);
• Significant Sites (page 62); and
• St Leonards South Planning Proposal (page 63).

Note: Subject to further detailed urban design analysis, the design criteria may be varied in circumstances where a proposal clearly demonstrates a better design outcome and the proposal demonstrates consistency with the vision and area wide planning principles identified in the Plan (page 11).
DRAFT Plan

AREA WIDE DESIGN PRINCIPLES

PLACE
• Ensure new development retains and enhances important heritage elements by using sympathetic building materials and preserving key views and vistas.
• Retain and enhance the village atmosphere in and around Crows Nest, particularly along Willoughby Road.
• Ensure no additional overshadowing of public open spaces and important places in accordance with solar access controls identified on page 49 of the Plan.
• Apply casual surveillance and universal access principles to new development to create a safe, inclusive and comfortable environment.
• New development should have consideration to wind impacts demonstrated through a wind assessment.

LANDSCAPE
• New buildings adjoining Hume Street Park should contribute to the village green atmosphere. They should also provide an active frontage to the park and encourage connections between Willoughby Road, Hume Street Park and Crows Nest Sydney Metro Station.
• New development along Chandos, Oxley and Mitchell Streets should provide wider setbacks to enable the creation of greener streets.
• New development adjoining the new green link should contribute to its landscape character. For example, planter boxes, lighting, green walls, deep planting, landscaped setbacks and forecourts.
• New development in nominated areas along Pacific Highway should be setback 3 metres and incorporate elements such as avenue planting, below ground setbacks for deep soil planting.
• Incorporate new street trees to improve the overall tree coverage in the area.

BUILT FORM
• Consider cumulative impacts of new developments on existing areas, including overshadowing, wind impacts and view loss.
• Contain taller buildings between St Leonards Station and Crows Nest Station and on nominated significant sites along the Pacific Highway.
• In transition areas between low and high-rise developments, new development should consider the prevailing scale and existing character in the design of their interfaces.
• New building design should provide high on-site amenity and consider street width and character by providing ground and upper level setbacks and awnings to achieve a human scale at street level.

LAND USE
• Ensure new development contributes to a range of dwelling types in the area to cater for all life cycles.
• Protect key industrial land at Artarmon that services much of the North Shore.
• Ensure new employment sites in the area cater to a range of business types and sizes.
• Foster development of high technology and health related uses in the light industrial area to support the surrounding hospitals.
• Investigate locations for a new primary and high school in the area to support the growing community.
• New development in the mixed use zone should contribute to delivery of active streets by providing a range of uses at ground floor.
• Protect large commercial core zoned sites to ensure employment uses are protected into the future.

MOVEMENT
• New development should contribute to the improvement of the walking and cycling network in the area as well as help to connect to wider regional areas.
• Identify opportunities to improve safety along existing pedestrian and cycling routes.
• New development should encourage use of public transport and reduce the need to use a private car. Innovative solutions such as car sharing are encouraged.
• New commercial developments should incorporate end of trip facilities to encourage more people to walk and cycle to work.

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**You Told Us**

You like the village atmosphere and strong sense of community of Willoughby Road and Ernest Place and want to make sure it is protected. You also want to see more spaces like this around St Leonards Station.

You want Heritage Conservation Areas maintained, including Holtermann Estate and Naremburn.

You value sunny and bright public spaces.

You want to make sure that major pedestrian routes are well lit and safe to walk at night particularly around the hospital.

You want to make sure new buildings do not increase wind in areas that are already windy.

**The Local Character Statement Principle Is**

Retain and enhance the village atmosphere in and around Crows Nest, particularly Willoughby Road. New development in St Leonards should incorporate street level improvements such as wide footpaths, street trees and active uses for a more energetic atmosphere.

Ensure new development close to Heritage Conservation Areas and items is designed to maintain the feeling of connection to the area’s history.

Protect access to sunlight where possible, especially for open spaces and important parts of the public domain.

Ensure busy pedestrian routes to and from key destinations are well lit and offer passive and active surveillance to promote a feeling of safety.

Minimise wind impacts from new development for more comfortable and enjoyable places.

**How the Draft Plan Responded**

- Retain existing character of Willoughby Road
- Designing Atchison Street as a focal point for new retail in the St Leonards Core.
- Wider footpaths with café seating and landscaping.
- Improvements to pedestrian safety and amenity along Sergeants and Clarke Lanes.
- Further expand Hume Street Park with new shops, cafes and restaurants to the rear of Willoughby Road shops.

- Protecting heritage areas and ensuring gradual height transitions are provided between heritage areas and new development.
- Protecting open space and vibrant places across the area by minimising overshadowing of new development.
- Requiring improved connections to and from the hospital as part of a future integrated strategy for the health and education precinct.
- Ensuring that wind impacts for proposed new buildings are considered as part of detailed design phase for rezoning.
Improve comfort and safety for pedestrians and cyclists along Herbert Street.

Improve pedestrian connections to and through the Royal North Shore Hospital.

Activate laneways.

Use changes proposed in St Leonards South as a catalyst to improve green links.

Connect the urban street network into regional open space links.

Establish Atchison Street as an active retail strip connecting to Willoughby Road.

No change to Willoughby Road to retain existing character.

Keep the heritage look and feel of the Five Ways intersection.

Use changes proposed in St Leonards South as a catalyst to improve green links.

Connect the urban street network into regional open space links.

Establish Atchison Street as an active retail strip connecting to Willoughby Road.

No change to Willoughby Road to retain existing character.

Keep the heritage look and feel of the Five Ways intersection.

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Figure 3. Place
Public domain

New development offers opportunities for improvements to public places including plazas, activated laneways and safe and well-designed pedestrian links. The draft Plan identifies opportunities for new through site links and street-widening using building setbacks.

The draft Plan also proposes three ‘asymmetrical streets’ along Oxley, Mitchell and Chandos Streets where setbacks on the sunny side of these streets will allow for landscaping including canopy trees. This reflects the NSW Government Architect’s Greener Places Policy which identifies tree canopy as critical to comfort in the public domain.

The new Crows Nest Sydney Metro station will turn the surrounding streets into busier places for pedestrians and cyclists. This will create new ways of moving through the area and see areas such as Clarke Lane become active shared spaces.

There will be wider footpaths at ground level in high density areas such as Atchison Street and Clarke Lane.
Heritage and culture

Community feedback has emphasised the significance the local community places on heritage in the area. Feedback received so far frequently describes the value placed on the tree-lined streets and the style, scale and design features of heritage dwellings in these areas.

The draft Plan prioritises protecting the various elements of heritage significance in the area and their contribution to the preferred future character identified in the draft Local Character Statement.

No changes are proposed to Heritage Conservation Areas and the status of individual heritage items in the draft Plan.

Built form recommendations in the draft Plan provide guidance for development near or adjoining heritage items and conservation areas drawn from the heritage study.

<table>
<thead>
<tr>
<th>Pre-colonial era</th>
<th>1820's</th>
<th>1846</th>
<th>1886</th>
<th>1943</th>
<th>2009</th>
<th>2012</th>
<th>2017</th>
</tr>
</thead>
</table>

These include:

- Transition in heights from surrounding areas to Heritage Conservation Areas.
- Adopting the facade heights of existing heritage shopfronts as a street wall height benchmark for new buildings.
- Where rezoning is proposed for areas containing heritage items or conservation areas, ensure planning controls are adequate to protect heritage significance.

Comfort and safety

Sunlight makes public places, including key streets and open spaces, more comfortable in the winter months. New planning controls to protect sunlight access are detailed in the built form section at page 23.

A concept design for ‘a foreshore to foreshore link’ is also described in the landscape section at page 16. This link will include safer access to the hospital and through Talus Reserve at night.

Local economy

The draft Local Character Statement identified that the community values the local shops along Willoughby Road and the village character that exists there. The community said they wanted to see more of the things that make Willoughby Road so enjoyable in St Leonards. Atchison Street has been identified as the ‘Civic Street’ of St Leonards by North Sydney Council. The draft Plan supports more active retail uses on Atchison Street and has identified the street for detailed investigation in the fine grain analysis as part of the next stage of the project.
You would like to see more ‘greenery’ and less concrete.

Identify opportunities for more open space, particularly around Crows Nest and St Leonards station.

Proposing to expand:
- Hume Street Park to create a true ‘village green’ in the heart of the area.
- An existing pocket park along Lithgow Street to the new plaza on Pacific Highway.

You would like more tree lined streets and want to make sure existing tree lined streets are retained.

Improve tree canopy, particularly along busy streets to increase the sense of connection to the natural environment.

- Introducing setbacks on the sunny side of Oxley, Mitchell and Chandos Streets to provide space for more trees.
- Requiring setbacks for avenue tree planting in front of new buildings along Pacific Highway.

You would like new development to fit in with the natural slope of the land.

Design new development to fit in with the varied topography of the area.

- Consideration has to be given to topography when developing proposed height transitions and floor space ratios.

You would like it to be easier to get to the wide range of green spaces around you.

Improve connections to surrounding green spaces to enable more choice and use of other open spaces.

- Proposing new green links south towards Berry Island and Greenwich Point Reserve and north towards Talus Reserve and Naremburn Park.
Complete a north south linear open space connection

Provide tree lined streets to improve tree canopy in Artarmon employment area

Improve connections to nearby open spaces

Support Council plans for new open space in St Leonards South

Use setbacks to create wider ‘greener’ streets

Further expand Hume Street Park to create a ‘village green’ in the heart of the area

Retain and enhance street trees on Willoughby Road

Increase setbacks to provide for avenue tree plantings along Pacific Highway (excluding heritage sites)

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Public open space

More and better quality public open space is very important to the community according to feedback to draft Local Character Statement consultation.

The draft Plan is supported by a draft Green Plan which identifies open space opportunities for implementation as part of this plan and aspirational, long term projects for future proofing.

Two key opportunities identified for delivery by 2036:

• Improving connections to regional open space via a continuous north-south link known as the ‘foreshore to foreshore’ link. The link will run along Lithgow Street between River Road and Pacific Highway where a ‘linear park’ will be created by widening the curb beside the train line. The link will then connect to Lane Cove Council’s proposed over rail plaza and St Leonards Station before continuing north to Talus Reserve via Evans Lane. A connection is proposed to the Royal North Shore Hospital by extending the Herbert Street bridge to Evans Lane (for pedestrian and cyclist access only). Improvements are also proposed to the existing path between Talus Reserve and Naremburn Park. Benefits include:
  • Improved access to existing open space and other key destinations in the area; and,
  • Improved amenity of existing streets and open spaces.
• Expansion of Hume Street Park to create a large multi-function green open space in the heart of St Leonards and Crows Nest. North Sydney Council has begun plans to expand Hume Street Park by converting Hume Lane into park land and acquiring three shops facing Hume Lane and a further shop on Willoughby Road. The draft Plan proposes additional expansion over time through negotiated acquisition. Benefits include:
  • Creation of a generous open space close to future high density;
  • Open space near the existing Willoughby Road shops;
  • Creation of transition space between high density areas in St Leonards and the Crows Nest ‘Village’; and
  • The space will be configured and orientated for access to sunlight which is important to the community.

Above: Open space - Lithgow Street along railway line

Above: Open space - Lithgow Street along railway line

Above: Tree cover is valued in public spaces.
Tree canopy

In feedback to Local Character Statement consultation, the community said that they would like to see the existing network of tree lined streets retained and enhanced.

The Public Domain Study identified opportunities to improve tree canopy cover on streets with asymmetrical tree planting and setbacks. These setbacks allow for a double row of trees along sunny streets that can act as important transition areas and pedestrian links. Plans for green streets include:

- Mitchell Street a landscaped setback between Chandos Street and Mitchell Street Plaza will allow more daylight access to the street and plaza;
- Chandos Street – a landscaped setback on the sunny southern side of Chandos Street will act as a transition from high rise to low scale buildings on the north; and,
- Oxley Street – a landscaped setback on the western side of Oxley Street will improve the interface with low scale areas to the east at the boundary between St Leonards and Crows Nest suburbs.

Landscaped setbacks for avenue tree planting are also proposed along Pacific Highway.

The draft Green Plan provides a long-term framework for increasing canopy tree cover up to 40% depending on land uses. The draft Green Plan identifies streets that should be the focus of new street tree planning. These include Herbert Street, Lithgow Street, Berry Road, Park Road, Wheatley Street and Falcon Street.
**Topography**

The steep topography of the area is integral to its character. The draft Plan identifies opportunities to work with the slope of the land to get more use out of steep open spaces and capture views towards the city.

Concept plans for the foreshore to foreshore link include a curved path designed to temper the slope for pedestrians and cyclists.

**Natural environment**

There is growing awareness that connections to the natural environment is positive for wellbeing.

The area has both formal and informal landscape elements that provide a connection to the natural environment.

The following opportunities have been identified for further investigation to improve connections to nature:

- Greening of storm water corridors.
- Converting available space along the railway corridor into a linear park, as part of the foreshore to foreshore link.
- Improving links to Lane Cove Bushland.

Figure 8: Topography and steep walking map
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.

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

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

You want new development to incorporate best practice design.

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.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

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

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.

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

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

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

- Focus greatest heights along Pacific Highway between the two stations
- Transition heights down towards low rise
- Provide sensitive interface to Heritage Conservation Areas
- New building design to support activation of key streets
- Transition heights gradually down towards lower scale areas

Existing controls have sufficient flexibility to support future intensification of Health, Education and light industrial uses

Minimise overshadowing of key open space areas in winter

Manage overshadowing of residential areas to the south of the highway with height transitions and building separation

Minimise overshadowing to the area south of Pacific Highway

Key Streets for Activation

- Waterways
- Minimise overshadowing to the area south of Pacific Highway
- Foreshore to Foreshore Link

Plan Area
Railway Line
Railway Station
Metro Station

Existing Open Space
Proposed Open Space
Council Proposed Open Space
Gore Hill Cemetery

Existing controls have sufficient flexibility to support future intensification of Health, Education and light industrial uses
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 to a rigorous design excellence process). A total of five sites are nominated and are discussed in detail on page 62.
Because the community values sunlight 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)

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*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.
# Land Use

## You Told Us

<table>
<thead>
<tr>
<th>Issue</th>
<th>How the Draft Plan Responded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Education is very important to you and you want to see more schools to support growth and changing demographics.</td>
<td>- Identifying the ‘health and education precinct’ for investigation of a new secondary school and primary school.</td>
</tr>
<tr>
<td>More community facilities that cater to everyone such as galleries, indoor and outdoor sports and recreation facilities, libraries and community halls.</td>
<td>- Support existing council plans and Voluntary Planning Agreements for community facilities.</td>
</tr>
<tr>
<td>You want housing you could afford to rent and buy in the area.</td>
<td>- Allowing for increased residential destiny in the most accessible parts of the area.</td>
</tr>
<tr>
<td>You enjoy the easy access to medical facilities when needed and want to continue that level of service in the future.</td>
<td>- 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.</td>
</tr>
<tr>
<td>You like living and working near the range of industrial services in Artarmon.</td>
<td>- Retaining the existing employment zoning in Artarmon to make sure that services are protected for the future.</td>
</tr>
<tr>
<td>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.</td>
<td>- 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.</td>
</tr>
</tbody>
</table>
Education

There are currently 25 education facilities within close proximity to the plan area (Figure 14). The draft Local Character Statement identifies a desire in the local community to see more schools and education facilities in the area to support the growing community. The NSW Department of Education is investigating the establishment of new primary and secondary schools within the area.

This draft Plan recommends the following be considered when identifying a new school site in the area:

- Walkable distance from the Crowe Nest Sydney Metro station or St Leonards station.
- Accessible from surrounding residential areas by bicycle or walking.
- Co-located with new or existing open space.
- Capable of accommodating multi-use community facilities.
- Implementation of the NSW Government Architect's Design for Schools to promote quality design.

The draft Plan identifies an opportunity to locate the new school(s) within the health and education precinct. There may be opportunities to share facilities with TAFE and potential learning pathways from secondary education into health-related vocational training.

Figure 14: Map of existing schools and tertiary education
Community facilities

The Social Infrastructure and Open Space study identified opportunities for more community meeting places, libraries and schools.

Planning for the following facilities is currently underway:

- A Voluntary Planning Agreement (VPA) has been executed between Lane Cove Council and the developer of 88 Christie Street to deliver a 1,000m² library in St Leonards.
- North Sydney Council have negotiated a VPA for a new arts facility at 617 Pacific Highway.

Councils have been invited to make an application to the $5 million Precinct Support Schemes for funding for local projects, which can include the creation of additional community facilities. Applications are encouraged to be guided by community consultation and consistent with recommendations of the Social Infrastructure and Open Space study.

Housing

The draft Local Character Statement identifies a desire to see more affordable housing and a greater variety of housing types in the area.

The draft Plan provides capacity for up to 7,525 new dwellings in the area. The Market Feasibility study suggests that the market may only deliver 5,800 of these dwellings by 2036 under current market conditions.

An analysis of housing stress figures indicates that 10% of renters in the area are experiencing rental stress, so there is an important opportunity to influence affordability by increasing supply and increasing the diversity of products.

The draft Plan also supports further investigation into the provision of affordable housing in accordance with the initiatives outlined in the Greater Sydney Commission’s Regional Plan in consultation with Councils.

The Sydney Region Plan recommends applying affordable housing targets in defined precincts prior to rezoning. Further investigation to support a target for the area are recommended in this Plan.

Figure 15: Housing tenure in the area

* 10% higher proportion of rentals than the wider Sydney Region

Above: Mixed-density residential development

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Health

The area is well served by existing health infrastructure including:

- The Royal North Shore Hospital (RNSH), a regional public and teaching hospital with 800 beds which has recently been upgraded.
- The North Shore Private Hospital with 313 beds.
- Ancillary facilities, including Northside Clinic, health and community centres and specialist clinics.
- The Mater Hospital and surrounding health services just outside of the draft Plan area.

Health is a key driver of jobs in the area as well as a service to the community. Growth in health-related jobs is expected to increase as the Ministry of Health move their headquarters to RNSH. Health sector jobs are expected to grow over time including health services and complementary uses such as research, diagnostics and medical manufacturing which will in turn increase jobs in the area. The following trends were identified by the market feasibility study:

- New health jobs are created to serve population growth.
- Ageing and affluent populations have a higher demand for district-level specialised health facilities.

The draft Plan proposes the following measures to promote jobs growth in the health sector:

- Improved connections to the hospital for workers and visitors.

Retail and leisure

Retail and leisure activities in the area are varied and reflect the area’s diverse character. The draft Plan supports the retention and expansion of the boutique retail and hospitality character of the area.

As a general principle, the draft Plan encourages additional retail in St Leonards Core and Crows Nest Village rather than Artarmon.

No change was proposed to existing planning controls for the Crows Nest Village incorporating Willoughby Road and Alexander Street because it is acknowledged that these areas work well already.

More diverse uses along Atchison Street are encouraged to define a new retail focus for St Leonards. That leverages existing activity on Willoughby Road and at St Leonards Forum plaza (via Sergeant’s Lane). Retail is encouraged to include night time uses such as restaurants and late night shopping. Public domain improvements will also make Atchison Street more attractive for boutique artisanal retail envisaged for the street in the draft Plan.

Retail is also encouraged in new developments along the Pacific Highway. With two major developments on Pacific Highway approaching completion, new retail is expected soon.
Employment

An extract of the Sydney Region Plan, set out at Figure 16, identifies the following employment opportunities for the growth of the area:

- Planning should deliver a “30 minute” city, where people can travel to work, school, services and recreation within 30 minutes from home.
- St Leonards, a strategic centre with the sixth largest office market in the Sydney Region, should grow to provide greater access to jobs close to where people live.
- Planning should support the economic growth of the Health and Education Precinct around Royal North Shore Hospital.
- Industrial land in the Northern District is limited and demand for industrial land for population driven uses including urban services will increase in the future.
Employment

There are currently around 47,000 jobs in the area (2016). The area requires 16,500 new jobs by 2036 to meet the high target of 63,500 total jobs in the Greater Sydney Commission’s (GSC) North District Plan.

An explanation of how the draft Plan supports jobs in the five areas shown in Figure 17, is provided on the next page.
Employment continued...

The draft Plan proposes to accommodate these new jobs with the following measures in each of the employment areas.

**Artarmon**

900 to 1,840 new jobs by 2036.

Existing employment lands are to be protected and retain their current industrial zoning, providing jobs in essential trades and services.

The draft Plan supports intensification and the ability of these areas to adapt to change to ensure they can continue to support economic growth and employment into the future. The draft Plan proposes to retain the existing zoning and consider future proposals on an individual basis, consistent with Willoughby Council’s current approach.

**Health and Education**

200 to 5,300 new jobs by 2036.

Health uses are a major job driver for the area. Royal North Shore Hospital campus is an anchor for health jobs and supporting businesses.

An alliance with NSW Health, Education, the Department and the local council will investigate emerging opportunities provided by the health and education precinct to expand jobs both within the precinct and the wider plan area.

**St Leonards**

2,620 to 4,570 new jobs by 2036.

St Leonards plays a significant economic role as the sixth largest office market in the Sydney Region.

New “A Grade” employment floorspace opportunities will be unlocked through mixed use development with minimum requirements for office floorspace to balance the proportion of employment to residential uses.

The plan retains commercial zoning on some large sites in and around the St Leonards core and along the Pacific Highway that would suit large office-based businesses. This provides opportunities for longer term job growth and changes in the office market or the way offices are designed.

The draft Plan also acknowledges that delivery of high-quality public domain and supporting services is important to attract knowledge sector business to the St Leonards office market.

**Crows Nest**

1,950 to 3,020 new jobs by 2036.

Employment uses in the Crows Nest Village are mainly local retail shops, population serving businesses and smaller professional services businesses.

Willoughby Road and the surrounding streets that form the Crows Nest Village will retain their current planning controls to maintain the vibrancy and character of this important high street.

A similar balance of mixed use developments and stand-alone commercial sites are proposed closer to the Sydney Metro and St Leonards. The draft Plan is undertaking a fine grain analysis to ensure new development respects the character of these important areas.

**The Mater Hospital**

700 to 1,440 new jobs by 2036.

The Mater Hospital is located at the southern end of the precinct and is supported by a range of allied health services nearby along the Pacific Highway. The long-term growth of health uses throughout the area is a focus of the plan supported by some areas of the Pacific Highway corridor having minimum commercial floorspace requirements.

Note: the above figures assume there will be additional 290 transient jobs in the area by 2036.