Deliver connectivity improvements to and around St Leonards and Crows Nest stations to make it easy to travel to schools, work, shops and meet up with friends both within the area and further afield.

- Including pedestrian improvements to key civic streets and Atchison Street, Sergeants Lane, Clarke Lane and Christie Lane to make it safer and more enjoyable to move around on foot.

You like how well connected the area is, however, would like to see more vibrant and safer streets between key destinations in the area.

You want better cycling options and connections outside of the area to make it safer and more enjoyable to get around.

At different times during the day, River Road, the Pacific Highway and Chandos Street are difficult to cross as a pedestrian or cyclist and sometimes feels unsafe.

You have differing views about how best to manage parking and traffic congestion with some wanting to see more parking provided in the future, and others preferring to see alternative transport solutions.

Investigate new and improved cycleways and walkways to make it easy, safe and comfortable to move within the local area.

Consider more opportunities to safely cross the Pacific Highway.

Consider a coordinated parking strategy to manage the community’s needs, while minimising traffic congestion.

- Proposing a study to determine the right balance of parking, accessibility and connectivity, with the Crows Nest Sydney Metro coming online, to support local business while mitigating additional traffic from future development.

- Recommending new or improved crossings for further investigation in the next stage of the project.

- Proposing a new north south link called the Foreshore to Foreshore link, which will connect key destinations to the regional pedestrian and cyclist network area. This new link is proposed to be funded by the Special Infrastructure Contribution.
Figure 18: Movement

- Improve active transport links
- Improve connectivity to regional cycle network
- Overcome pedestrian barriers
- Investigate long term opportunity to improve cycle safety on Pacific Highway
- Support expansion of the Crows Nest metro station walking and cycling catchment
- New pedestrian and cycling connection to metro station
- Improve signals on Pacific Highway to reduce through traffic in St Leonard’s commercial core
- Investigate long term opportunity to improve cycle safety on Pacific Highway

**Plan Area**

- Railway Line
- Railway Station
- Met ro Station

**Existing Open Space**

- Gore Hill Cemetery

**Proposed Open Space**

- Gore Hill Cemetry

**Council Proposed Open Space**

- Foreshore to Foreshore Link

**Fundamental Planning Principles**

- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Gore Hill Cemetery
- Foreshore to Foreshore Link

**Active Transport Links**

- Waterways
- Regional Cycle Network
- Cycle Network on Pacific Highway

**Future Focus Areas**

- Public Open Space
- Public Domain
- Heritage and Culture
- Comfort and Safety
- Local Economy
- Local Population
- Community
- Education
- Healthcare
- Housing
- Community
- Employment
- Retail and Leisure
- Recreation
- Landscape
- Built Form
- Land Use
- Movement

**Figure 18: Movement**
Public transport

The draft Local Character Statement notes that the community highly values public transport. This is reflected in mode share figures illustrated in Figure 19 and 20 which show that a large proportion of residents use public transport. Sydney Metro will more than double the current rail capacity of the area. The Traffic and Transport study forecasts a shift towards even greater public transport use. The location of the new Sydney Metro station means that more of the eastern side of the area will be within easier walking distance of rail.

While the proportion of residents catching public transport is comparatively very high, Figure 20 indicates that a relatively smaller proportion of workers and visitors travel to the area by public transport. The study identified that the origins of people working and visiting the centres is disparate so additional public transport improvements, such as bus network reorientation to the Sydney Metro line, are required to support a shift towards public transport for workers and visitors.

By 2036, it is expected that a significantly larger proportion of trips to the precinct will be made by public or active transport.

Sydney Metro is preparing a Station Interchange Access Plan for the Crows Nest Sydney Metro station that will respond to the final station design with improved interchange integration. Transport for NSW have indicated bus coverage and services will be reviewed when investment decisions for major road projects, including the Western Harbour Tunnel and Northern Beaches Link, are made and their impacts can be tested.

The next stage of planning will include detailed traffic modelling that will assist Sydney Buses in their review.
Active transport

The draft Local Character Statement identified that many community members walk or cycle around the area. This is consistent with statistics that show that the North Shore has one of the highest walking mode shares in Sydney, at over 25 per cent.

As part of the Traffic and Transport study, intersection cyclist counts were undertaken on 17 November 2016.

The most used cycling routes connected north-south and east-west beyond the area boundary. The highest ridership recorded within the area was at the intersection of Falcon and Alexander Streets with 500 cyclists eastbound and 288 northbound.

Counts at multiple locations along the Pacific Highway recorded between 80 and 160 cyclists per day, with the higher end of the range being recorded in Crows Nest. The variation suggested that fewer than half of the cyclists on Pacific Highway are travelling continuously along the length of the highway and many may be stopping in the area or diverting.

There is an opportunity to improve cycle connectivity with more marked and separated cycle lanes and paths. North Sydney Council has identified Chandos Street for a dedicated cycle path which is supported in this draft Plan.

Improvements to cycle facilities on Burlington Street identified by the Bike North Group are also included in the draft Plan with a possible future through-site connection to the Sydney Metro station via Clarke Lane.

The study also recommends footpath improvements to support walking as active transport (aligned with draft Local Character Statement aspirations) as follows:

- Enhanced amenity and connectivity along Clarke Lane to support access to the future Crow’s Nest Sydney Metro station.
- Widened footpaths along Sergeants Lane to support access to St Leonards station and complement Atchison Street as the retail heart of St Leonards.
- Provide shade and shelter for pedestrians with reverse setbacks along Atchison Street and double tree planting along Chandos, Oxley and Mitchell Streets.
- Improved connections to the Royal North Shore Hospital with a new active transport link over rail at Herbert Street.

The NSW Government Architect identified a north-south pedestrian and cycle link through the area as a priority.

This link is described in the draft Plan as the foreshore to foreshore link because it would connect to green links outside the precinct to Berry’s Bay and Middle Harbour. A concept design is being prepared for the foreshore to foreshore link which will design ways to:

- Signpost the link for good wayfinding to the area.
- Augment the Herbert Street bridge over the rail line to connect to the hospital and Herbert Street cycle path.

- Possibly widen the bridge over the rail line at River Road for safer crossing.
- Connect to open space and recreation facilities in neighbouring suburbs.

Detailed traffic modelling is also underway to test options for improving pedestrian and cyclist crossing of the Pacific Highway and River Road. These crossings were identified as key opportunities for improvement in the draft Local Character Statement.

Above: The draft Plan recommends footpath improvements.
Above: The draft Plan recommends cycling improvements.
Parking

The Traffic and Transport study notes the availability of car parking is correlated with traffic generation.

The NSW Government already operates a car parking space levy scheme to discourage car use around St Leonards Station. Proposed transport upgrades including Sydney Metro at Crows Nest provide additional transport capacity to reduce the need for parking.

Car share schemes can also play an important role in reducing car use and parking demand. Detailed traffic modelling is also testing options to lower car parking rates in the area consistent with North Sydney’s existing car parking rates which are already relatively low for Greater Sydney.
Road network

Several road network improvements were identified in the Traffic and Transport study. These are detailed below and are being tested in detailed traffic modelling currently underway:

• Closure of the intersection of Lithgow Street and Pacific Highway as part of the over rail plaza development proposed by Lane Cove Council.
• Closure of Hume Street to expand Hume St Park as part of the park redevelopment proposed by North Sydney Council.
• Signalisation of the intersection of Chandos and Alexander Streets as proposed by North Sydney Council.
• Widening of Nicholson Street north of Oxley Street as part of development under construction between Nicholson Street and the Pacific Highway.
• A new right turn from the Pacific Highway south bound onto Oxley Street to eliminate the need for drivers to perform a loop movement on the eastern side of Pacific Highway.
IMPLEMENTING THE PLAN

This section translates the vision into actions and recommendations to realise community aspirations for the area.

This section retains the five themes from the draft Local Character Statement and preceding sections of the draft Plan: Place, Landscape, Built Form, Land Use and Movement.

The map on the following page shows areas proposed for changes to existing planning controls. The identified changes in this Plan are draft only and it is proposed that final planning controls would be identified as part of any future rezoning process.

It demonstrates the planning and other interventions which would give effect to the changes described in earlier sections of the draft Plan.

It is noted that changes are not proposed to existing planning controls for much of the plan area to achieve the vision.

It will be the responsibility of each relevant Council to progress the rezonings with the exception of Crows Nest Sydney Metro Station, which will be progressed by the Department. Refer to Page 61 for further details.
Proposed Changes

Retain industrial for long term

Consider intensification of employment uses on a case by case basis

Government agency alliance to prepare an integrated strategy for the Health and Education Precinct including opportunities for a new school

Refer St Leonards South Planning Proposal for Independent Review

Planning control changes recommended subject to consideration of community feedback to exhibition

No changes proposed to Willoughby Road and Alexander Street consistent with community feedback

No changes proposed to Heritage Conservation Areas

State-led Rezoning Proposal for the Crows Nest Metro site

Intensification of Employment Uses

Potential Change to Planning Controls Areas Subject to Planning Proposals being Progressed by Councils

No Change Areas

Crows Nest Sydney Metro Site

Heritage Conservation Areas

Intensification of Employment Uses

Industrial Uses for Long Term

Figure 21: Areas of change and no change

Plan Area

Railway Line

Railway Station

Metro Station

Existing Open Space

Proposed Open Space

Council Proposed Open Space

Foreshore to Foreshore Link

No Change Areas

Potential Areas Subject to Planning Proposals

Crows Nest Sydney Metro Site

Heritage Conservation Areas

Intensification of Employment Uses

Industrial Uses for Long Term

St Leonards and Crows Nest 2036 / Draft Plan / 43
The following Actions and Recommendations address Place related Objectives to realise the vision for the area.

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Actions and Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>No change to the Heritage Conservation Areas or listed heritage items.</td>
<td>Maintain the current heritage status in existing planning controls.</td>
</tr>
<tr>
<td>Transition in height from new development to surrounding Heritage Conservation Areas.</td>
<td>Include transitions in planning controls, including stepping height down towards Heritage Conservation Areas.</td>
</tr>
<tr>
<td></td>
<td>Include a requirement in planning controls for the facade heights of existing heritage shopfronts to be adopted as the street wall height for new buildings in the same street.</td>
</tr>
<tr>
<td>Retain the village feel and character of Willoughby Road.</td>
<td>Specify heights of buildings to ensure transition to Willoughby Road.</td>
</tr>
<tr>
<td></td>
<td>Maintain current planning controls along Willoughby Road.</td>
</tr>
<tr>
<td>Widen key streets to provide landscaped setbacks.</td>
<td>Change the layout of Atchison Street to encourage reverse setbacks to support more active uses and allow for green elements such as planter boxes.</td>
</tr>
<tr>
<td>Improve the public domain by introducing “Asymmetric Street” along Oxley, Mitchell and Chandos Streets to allow for setbacks with grass and canopy trees.</td>
<td>See Built Form.</td>
</tr>
<tr>
<td>Provide pedestrian/vehicle shared zones along Clarke Lane and Sergeants Lane.</td>
<td>In conjunction with North Sydney Council, investigate inclusion of pedestrian/vehicle shared zones along Clarke Lane including the provision of traffic calming measures.</td>
</tr>
<tr>
<td></td>
<td>Also improve the transition from share zone treatment along Sergeants Lane with Christie Street by providing an outstand.</td>
</tr>
<tr>
<td>Improve connection to the health and education precinct.</td>
<td>See Movement.</td>
</tr>
</tbody>
</table>
### Objectives

<table>
<thead>
<tr>
<th>Protect and enhance natural links through the area with the provision of a linear park along the foreshore to foreshore link.</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPE has commenced development of detailed plans for the Foreshore to Foreshore Link in consultation with Councils and RMS. The draft SIC proposes to fund these works. See figure 23.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expand Hume Street Park.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend planning controls to further expand Hume Street Park by Council led zoning of land designated for expansion as Public Recreation. Fund acquisition through the Special Infrastructure Contribution Scheme. Include provisions to promote activation of the rear of Willoughby Road shops adjoining this space. See figure 23.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Introduce asymmetrical landscaped street setback at Mitchell, Chandos and Oxley Streets to improve tree canopy coverage.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide three ‘Asymmetric Streets’ along Oxley, Mitchell and Chandos Streets to allow for landscaped setbacks with a double row of canopy trees along the sunny side of the street. An indicative section is shown below in figure 23.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maintain and expand canopy in St Leonards South.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The draft Plan to support the creation of green links and open spaces in the St Leonards South Planning proposal. As outlined, the Planning Proposal will be subject to independent review. The draft Plan includes objectives to prevent additional overshadowing of existing open space and encourage new open space to be connected to the regional open space network.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Leverage the improved amenity and connectivity opportunities arising from Lane Cove Council’s plans for St Leonards Plaza.</th>
</tr>
</thead>
</table>
| Complement plans for an over rail plaza on the southern side of the Pacific Highway across from St Leonards station, with:  
  - investigation of improvements to crossing of Pacific Highway  
  - connections to the regional pedestrian and cycling link; linear park south of Lithgow Street  
  - support for investigation of indented bus stop as part of the plaza  
  - support for links to recent and proposed development either side of the plaza. |
DRAFT Plan
IMPLEMENTING THE PLAN
LANDSCAPE ACTIONS AND RECOMMENDATIONS

Objectives Actions and Recommendations

Protect and enhance natural links through the area with the provision of a linear park along the foreshore to foreshore link.

DPE has commenced development of detailed plans for the Foreshore to Foreshore Link in consultation with Councils and RMS. The draft SIC proposes to fund these works. See figure 23.

Expand Hume Street Park.

Amend planning controls to further expand Hume Street Park by Council led zoning of land designated for expansion as Public Recreation.

Fund acquisition through the Special Infrastructure Contribution Scheme.

Include provisions to promote activation of the rear of Willoughby Road shops adjoining this space. See figure 23.

Introduce asymmetrical landscaped street setback at Mitchell, Chandos and Oxley Streets to improve tree canopy coverage.

Provide three ‘Asymmetric Streets’ along Oxley, Mitchell and Chandos Streets to allow for landscaped setbacks with a double row of canopy trees along the sunny side of the street. An indicative section is shown below in figure 23.

Maintain and expand canopy in St Leonards South.

The draft Plan to support the creation of green links and open spaces in the St Leonards South Planning proposal. As outlined, the Planning Proposal will be subject to independent review. The draft Plan includes objectives to prevent additional overshadowing of existing open space and encourage new open space to be connected to the regional open space network.

Leverage the improved amenity and connectivity opportunities arising from Lane Cove Council’s plans for St Leonards Plaza.

Complement plans for an over rail plaza on the southern side of the Pacific Highway across from St Leonards station, with:

• investigation of improvements to crossing of Pacific Highway
• connections to the regional pedestrian and cycling link; linear park south of Lithgow Street
• support for investigation of indented bus stop as part of the plaza
• support for links to recent and proposed development either side of the plaza.

Figure 23: Landscape
The following Actions and Recommendations address Built Form related Objectives to realise the vision for the area.

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Actions and Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apply design principles for solar amenity, configuration, interface and transition.</td>
<td>Provide transitions between areas of change and no change when amending planning controls and include controls relating to solar amenity and configuration.</td>
</tr>
<tr>
<td>Encourage new development to be sympathetic to existing buildings with appropriate setbacks and street wall heights.</td>
<td>Amend planning controls to implement appropriate setbacks and street wall heights as shown in figure 26 and 27.</td>
</tr>
<tr>
<td>Encourage a balance of mixed-use and stand-alone commercial development.</td>
<td>Amend planning controls to maintain a combination of mixed-use and stand-alone commercial zones as outlined in figure 28.</td>
</tr>
<tr>
<td>Use reverse setbacks to assist in providing good interface outcomes in appropriate locations.</td>
<td>Amend planning controls to adopt reverse setbacks and active street frontages to improve the interface between new buildings and the public domain along Atchison Street and Clarke Lane.</td>
</tr>
<tr>
<td>Provide appropriate transition between areas of change and no change.</td>
<td>Include a requirement for a landscaped front setback to Oxley Street between Clarke and Chandos Streets in planning controls to provide a sensitive interface to areas of no change east of Oxley Street.</td>
</tr>
<tr>
<td></td>
<td>Include a requirement for stepped setbacks for properties on the south side of Henry Lane to provide a sympathetic interface with Naremburn Heritage Conservation Area.</td>
</tr>
<tr>
<td>Provide transitions in height to adjoining low scale residential areas.</td>
<td>Amend planning controls to stipulate heights as outlined in figure 24.</td>
</tr>
<tr>
<td>Transit oriented development at Sydney Metro Station Site.</td>
<td>State government to lead the concurrent amendment of planning controls to enable integrated station development to occur at Crows Nest Sydney Metro station Site (See page 61).</td>
</tr>
</tbody>
</table>
**Objectives**

**Minimise overshadowing of key open spaces, public places and adjoining residential areas.**

**Actions and Recommendations**

Amend planning controls to introduce solar height planes to prevent additional overshadowing of specific areas in winter at the times stipulated below:

- **Public Open Space**: 10:00am-3:00pm
  - Christie Park
  - Newlands Park
  - St Leonards South
  - Propsting Park
- **Streetscape**: 11:30am-2:30pm
  - Mitchell Street and Oxley Streets
  - Willoughby Road
- **Residential Areas**: 9:00am-3:00pm
  - Streetscape for at least 3 hours
  - Conservation Areas for at least 3 hours
  - Residential outside boundary for the whole time between 9:00am and 3:00pm

- **Provide transitions in height from the lower scale development at Willoughby Road, Crows Nest to tall building in the St Leonards Core.**
  - Amend planning controls.

- **Adopt objectives from the NSW Government Architect’s – Evaluation of Good Design.**
  - Adopt these objectives in the drafting of new planning provisions.

- **Promote best practices planning outcomes for South St Leonards Planning Proposal.**
  - Refer Lane Cove Council’s Planning Proposal to an independent panel for review having regard to principles listed on page 63 of this plan.

- **Allow Planning Proposals which are supported by councils to progress.**
  - Councils can still consider and progress planning proposals for individual sites and the St Leonards South area while this plan is being finalised.

- **Significant buildings**
  - Provision of robust planning principles to ensure assessment of buildings on key sites within the area is of highest quality design.
Figure 24: Proposed height of buildings (storeys)
DRAFT Plan
IMPLEMENTING THE PLAN
BUILT FORM OVERALL FSR CHANGES

Figure 2.5 Floor space ratio (FSR)

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Information:
  - Existing Open Space
  - Proposed Open Space
  - Proposed Open Space Foreshore to Foreshore Link
  - Proposed FSR Changes Subject to Planning Proposals supported by Councils
  - No Change
  - Significant Sites Amendment to FSR Controls led by State Government

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IMPLEMENTING THE PLAN
BUILT FORM STREET WALL HEIGHT DIRECTIONS

Figure 26: Street wall height
IMPLEMENTING THE PLAN
BUILT FORM STREET SETBACK DIRECTIONS

Figure 27: Street setback

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Heritage
- Foreshore to Foreshore Link.

- 3m reverse setback
- 1m reverse setback
- 0m setback
- 3m setback
- 4m setback
- 5m setback
- 8m setback for laneway
- 10m setback

- Subject to Planning Proposals supported by Councils