3.1 Vision Objectives

The following are a number of high-level objectives that have informed the vision for the future Cross Nest and St Leonards area. These objectives have been taken from the draft Stage 02 St Leonards and Cross Nest 2016 Urban Design Study (2018), that were developed from the visioning workshops and interim statement developed as part of stage 1 of the project.

A set of principles relating to public domain, open space and community; movement and access; land use and activity; and built form, were developed to guide the delivery of the vision objectives.

While these objectives have been developed at a precinct-wide scale, any future development must consider their implication and ways of delivery at a site-specific level.

1. Leverage world-class health and education uses to provide opportunities for training and employment growth into the future.

2. Protect and strengthen the area’s commercial role supported by complementary uses to capitalise on renewed confidence in the commercial market and potential softening of the residential market.

3. Create future employment opportunities leveraging off the increased transport capacity of the new metro station.

4. Protect and enhance opportunities in the Artarmon employment area to fulfil the important urban service needs of the wider North District.

5. Create a network of new and existing useable, public open spaces which prioritise walking, cycling and access to transport, promote a healthier urban environment and encourage social interaction.

6. Incorporate opportunities for transit oriented development including commercial and mixed use development that takes advantage of existing and future transport.

7. Develop high quality and diverse residential areas that create sustainable and liveable communities.

8. Preserve, strengthen and enhance the existing diverse character areas.
3.2 Design Framework Methodology

The urban design framework for the Crows Nest Sydney Metro sites has been formed through consideration of the site’s position within both its wider and local context.

The concept diagrams opposite illustrate key design principles for the proposed development. The conceptual framework outlines the site’s strategic position within the wider Precinct, which is then investigated in greater detail within the immediate context. These principles are presented as a series of parameters and opportunities that are unique to the site, ensuring a place-based design approach is taken for the development.
3.3 Design Principles - Wider Context

The following diagrams outline the key design principles that will ensure a good urban design outcome for the future growth and development within the St Leonards and Crow Nest Study Area. These concepts have been adapted from the draft Stage 02 St Leonards and Crow Nest 2036 Urban Design Study (2016).

1. Density in Proximity to Stations

- Proposed Crowns Nest Sydney Metro sites facilitate Transit Oriented Development (TOD).
- Density is to be focused on and around the two transport hubs.
- The proposed metro station will serve as a destination point for Crowns Nest Village denoted through a density of mixed uses, which provides opportunity for a focus of activity and amenity.

2. Centre & Height Transition from Stations

- Reinforce the role of the two stations as anchors within the St Leonards and Crowns Nest Station character area, through a focus of height and bulk.
- Large developments are to be located around St Leonards Train Station and Crowns Nest Sydney Metro Station along the Pacific Highway with a transition in height, bulk and scale from the highway to the surrounding neighbourhood areas. This focus of height as referred as the ‘knuckle’ area within St Leonards and mixed use commercial core.

3. Retain High Amenity for Key Streets, Open Spaces and Heritage Conservation Areas

- Ensure future development has minimal impact on the overshadowing and visual amenity for all areas of the public realm, especially key streets, open spaces and heritage conservation areas.

4. Fine Grain Approach

- Proposed development should consider its relationship to surrounding context and urban grain while seeking to provide improved accessibility.
- This may include appropriate frontage treatment and articulation of form, as well as the provision of arcades, laneways and enhanced public domain.
- Fine grain character may also be created through the provision of a mix of uses and activity at the ground plane.

5. Create green connections and facilitate movement and access

- Strengthen connectivity between existing train station and future metro station via laneways and green links.
- Future development should facilitate and enhance connections between existing and proposed open spaces and other civic areas within the public realm.
3.4 Design Concept - Local Context

1. Open Space, Public Domain & Community

- Preserve high level of amenity for Hume Street Park.
- Consider the built form interface with the public domain through good amenity and activation at the ground plane.
- Potential to provide community services and infrastructure within the development.

Key Principles

Legend
- Subject Site
- Future Hume Street Park
- Public Domain Interface - Primary
- Public Domain Interface - Secondary

Legend
- Subject Site
- Future Hume Street Park
- Major Vehicular Connection
- Key Pedestrian Links
- Improved Pedestrian Connection across Pacific Highway
- Activity Node
- Potential Metro Station Access

2. Movement and Access

- Potential to improve pedestrian access across Pacific Highway.
- Facilitate access to wide range of public and active transport options on and around the site.
- Ensure accessibility through site for the varied uses and uses.
- Support cycling through improved bike paths and end of trip facilities.
- Any vehicle access should be provided via Clarke Lane.
- Facilitate pedestrian access and wayfinding to key local destinations such as Hume Street Park, Willoughby Road and St Leonards Train Station.
3. Land use and Activity

- Provide a variety of uses across the site to create a vibrant, mixed-use development.
- Activate key frontages through built form articulation, high accessibility and active ground floor uses.
- Promote role of site as a primary anchor for activity and development surrounding the Crows Nest Sydney Metro Station.
- Provide a mix of non-residential uses to contribute to jobs growth and support the future employment aspirations outlined by the Greater Sydney Commission’s North District Plan.

4. Built Form and Solar Access

- Promote role as transit oriented development, focusing height and density on and around the future metro station.
- Transition height down along the Pacific Highway from the station and commercial core.
- Ensure bulk and scale of built form does not cause significant overshadowing impact to Willoughby Road between 11:30am-2:30pm.
- Podium heights should respond to scale of existing buildings, particularly key street wall heights, within immediate context.
- Built form scale and articulation to respond to undulating topography along Pacific Highway.
- Highlight location of metro station through built form scale, articulation and wayfinding strategies.

Key Principles

![Diagram of land use and activity]

Legend
- Subject Site
- Future Hume Street Park
- Primary Active Frontages
- Secondary Active Frontages
- Proposed Land Use

![Diagram of built form and solar access]

Legend
- Subject Site
- Future Hume Street Park
- Height Transition
- Density Focus
- Solar Access to Willoughby Road
- Existing datum /street wall heights
- Topography (Highest-lowest)
- Focal Point
4.1 The Draft Plan for St Leonards and Crows Nest

The Draft Plan for St Leonards and Crows Nest is taken from the draft Stage 02 St Leonards and Crows Nest 2036 Urban Design Study. The Plan illustrates a unified and over-arching framework for the St Leonards and Crows Nest Area.

The Plan recognises that St Leonards and Crows Nest is made up of a number of adjoining activity areas, each with unique characteristics. Consequently, the primary concept is to establish a series of focal points that are connected by an expanded green network of open spaces, active frontages and vibrant environments.

The draft Plan for St Leonards and Crows Nest Land Use is based upon 9 key priorities and actions for the area:

1. Increase the amount of open space and plazas.
2. Improve pedestrian and cycle connectivity.
3. Preserve the character of Willoughby Road.
4. Improve activity offering within the core including a mix of retail, restaurants and services, anchored at the two major intersections along the ‘activity spine’.
5. Expand mixed-use development along Pacific Highway around and between St Leonards Station and Metro.
6. Encourage expansion of RNSH sub-precinct with preparation of an integrated strategy and provide for some expansion of health/medical uses into the fringe of the Artarmon Industrial Precinct.
7. Consolidate commercial development between St Leonards and Crows Nest Station.
8. Retain Artarmon industrial sub-precinct (per the North District Plan (NSC). Encourage industrial, urban services, advanced technology uses and innovation industries in the Herbert and Frederick Street area.
9. Protect the heritage character of Naremburn Conservation Area and Holtermann Estate Conservation Area and individual items throughout the precinct.

Legend
- Study boundary
- St Leonards Station
- Crows Nest Metro Station
- Central Precinct - High Density Centre
- Central Precinct - Height Opportunity
- Mixed-Use Centre
- Artarmon Industrial Precinct
- Health and Education Precinct
- Major Health and Education Precinct
- Medium Density Residential zone
- Low Density Residential zone
- Commercial zone
- Heritage conservation area
- Existing open space
- Proposed open space
- Plaza
- Primary Road
- Secondary Road
- Key Pedestrian and Green Links
- Activity spine
- Major Intersections - Activity Anchors
- 5-way Intersection - Junction of Key View Corridors
- Pedestrian Link Improvements
- Investigate Increased Industrial Job Densities
4.2 Central Precinct

The following diagram has been adapted from the draft Stage G2 St Leonards and Crows Nest 2036 Urban Design Study and summarises the key priorities for the Central Precinct.

The proposed Centre will be defined by Chandos Street to the north, Ossian Street and the Crows Nest Sydney Metro sites to the east and Ossian Street south of the Pacific Highway to the south, anchored by St Leonards Station in the north-western corner. This Central Precinct will serve as a new heart for the area connecting to the surrounding character areas. This Precinct will encapsulate the areas of greatest development uplift, activation and public domain improvements.

Specifically, this plan relates to a number of public domain, movement and open space improvements that should be investigated for implementation.

Legend
- Study Boundary
- Core Employment Area
- Proposed Open Space
- Existing Open Space
- Green Connections
- Asymmetric Streets
- Pedestrian/Lane-way Connections
- Proposed Cycleway
- Opportunity for Height (Primary)
- Opportunity for Height (Secondary)
- New/Improved Pedestrian Crossings
- Location for Community Facilities
- Location for Library
- Key Activity Streets
- High Density Centre
- Potential Hospital Expansion Zone
- Active Frontages
- Active Lane-way
- Willoughby Road Precinct

Figure 4.2.1: Central Precinct Plan
4.3 Design Considerations

The design principles from Chapter 3 have been distilled into a number of key design considerations, which have informed the design moves presented over the following pages.

The considerations, shown opposite and listed below, can be read as a list of design parameters that are specific to the constraints and opportunities presented by the site.

1. Consider interface with Pacific Highway, including impact of traffic noise and accessibility.
2. Activate key frontages, particularly at the ground plane along the Pacific Highway and Clarke Street.
3. Activate Clarke Lane - Opportunity to create shared path with expanded width through reverse podium setbacks.
4. Facilitate proposed green connection to Hume Street Park and beyond.
5. Minimise overshadowing impact to Willoughby Road between 11:30am-2:30pm and Hume Street Park between 10am-3pm.
6. Minimise impact on existing heritage item, located on the corner of Oxley and Clarke Street, through a considered design response.
7. Height transitions down from St Leonards Central Precinct and Station and towards Willoughby Road and Crowe Nest residential area.
8. Podium height should respond to existing street wall heights of adjacent buildings and varied character of different street interfaces.
9. Ensure future development demonstrates design excellence through good solar access, articulation of built form and a high quality finish.
4.4 Urban Design Framework

The following pages provide an urban design framework as a set of key design moves and considerations for the future redevelopment of the subject site.

Ground Plane

1. Public Domain & Landscape
   - Facilitate tree planting on Pacific Highway and Oxley Street to provide amenity to the pedestrian environment.
   - Extend the proposed green spine along Oxley Street.
   - Shared road surface along Clarke Lane facilitating a better environment for the connection of St Leonards Station through to Crooks Nest Sydney Metro.
   - Oxley Street is highlighted as an asymmetric ‘greener street’, with planting focused along the western side.
   - Investigate opportunity to provide publicly accessible and communal open or civic spaces within the development.

2. Movement & Access
   - Facilitate connections to key local destinations, including St Leonards Train Station, Hume Street Park and Willoughby Road.
   - Provide good access and wayfinding to metro station, providing entry from primary interfaces with Pacific Highway and Clarke Street.
   - Access the site, align entrances with key nodes and pedestrian/cycle routes.

3. Activation
   - Along the Pacific Highway activation will respond to its setting along a major road, with convenience and service uses clustered around the Metro Station and Bus Stop.
   - Future connection utilising Clarke Lane will be activated to provide passive surveillance and allow for services and retail uses to be located where amenity can best be provided.
   - Opportunity to activate Oxley and Hume Street with outdoor dining.