5.2 Activity

St Leonards and Crows Nest has four key activity areas, promoting different activities and services that will support the future commercial and residential areas. This will provide focus points within key activity areas.

1. St Leonards Centre and Althison Street
2. The Forum to Crows Nest Sydney Metro Station
3. Crows Nest (WIlloughby Road)
4. Artarmon (Herbert Street/Frederick Street)

The focus points act as key destinations that anchor activity in different parts, encouraging pedestrian movement across the area.
Urban Design Framework - Activity

St Leonards Centre

Recommendations
1. Concentrate new retail and activity primarily on Alchison Street, The Forum and Odey Street, and outwards into the surrounding street network including Chandos Street, Christie Street, Mitchell Street and Albany Street.
2. Pathways between key activity areas (such as The Forum and Alchison Street) and linkages to the train station and bus interchange are to be enhanced to prioritise pedestrian traffic in these areas.
3. Opportunity for Alchison Street to become an East Street and link up with Willoughby Road.
4. Opportunities to provide site links and pedestrian laneway activity between Chandos Street and Albany Street.
5. Leverage off the existing arts precinct to support the establishment of craft and makers through flexible ground floor spaces.

Legend
- Activity Area Gateway/Junction
- Active Frontage
- Laneways/Site Through Links (Identified)
- Laneways/Site Through Links (Proposed)
- Active Streets
- Open Space
Urban Design Framework - Activity

The Forum to Crows Nest Station

Recommendations
1. Provide an improved pedestrian experience along Pacific Highway, without compromising its transport function. Widened footpaths through building setbacks and provide articulated frontages where appropriate.
2. New retail and dining clusters on side streets off the Pacific Highway, such as Home Street and Oatley Street to leverage off the location of the proposed Crows Nest Sydney Metro Station.
3. Retain Crows Nest Five Ways as a human scale entry point and marker of the Willoughby Road Crows Nest Village local shopping strip, supported by a range of retail, services, cafes and restaurants linking to Willoughby Road. Transition the scale of built form towards the north and south of this area.
4. Improve linkages from Willoughby Road and Clarke Lane to the proposed Crows Nest Sydney Metro Station including activated laneways, and/or arcades where appropriate. Promote Clarke Lane as an alternate pedestrian connection parallel to the Pacific Highway.
5. Explore opportunities for pedestrian crossing across Highway at Metro.
6. Provide an activated laneway link from Marshall Lane through Christie Lane to Friedlander Place.

Legend
- Activity Area Gateway/Junction
- Active Frontage
- Laneways/Site Through Links (Identified)
- Laneways/Site Through Links (Proposed)
- Active Streets
- Open Space
Urban Design Framework - Activity

Crows Nest

Recommendations
1. Boutique retail activities are to be concentrated along Willoughby Road, with Clarke Street, Hume Street, Falcon Street, Oke Street and Athyrm Street supporting the flow of pedestrian traffic to the proposed Crows Nest Sydney Metro Station.
2. Improve connections from Willoughby Road to Hume Street Park through Council’s planned expansion.
3. Improve pedestrian experience along side streets and laneways with the introduction of boutique crafts and retailers with small floor plates. Improve activation of rear of shops along Hume Lane. In particular, shops adorning the expanded Hume Street Park should have dual frontages to improve activation.
4. Future development is to ensure active shop frontages are consistent with the prevailing character of the area and provide appropriate treatments for glazing, facade depth, articulation, width and operability.

Legend
- Activity Area Gateway/Junction
- Active Frontage
- Laneways/Site Through Links (Identified)
- Laneways/Site Through Links (Proposed)
- Active Streets
- Open Space
Artarmon Industrial Area

Recommendations

1. Ensure the Artarmon Industrial Area maintains a primary role in promoting the delivery of urban services and industrial related employment.
2. Activities should be concentrated along Herbert Street, Frederick Street and Reserve Road.
3. Indoor recreation activities and sports facilities could also be expanded in this area.
4. Provide opportunity for this area to evolve into higher order/High tech industrial urban services uses in line with the current IN2 zoning.
5. Streetscape upgrades for pedestrians should focus on comfort and safety.

Legend
- Activity Area Gateway/Junction
- Activity Frontage
- Activity Nodes
- Laneways/Site Through Links (Identified)
- Laneways/Site Through Links (Proposed)
- Active Streets
- Open Space
7.1 Framework Plan

St Leonards and Crows Nest offers a unique transport condition, where the proposed Crows Nest Sydney Metro Station, in tandem with the existing St Leonards station, provides a high-quality public transport service that provides a strong justification to minimise parking provision across the area.

Pacific Highway is the major movement corridor running through the area. Campbell Street, Reserve Road and Herbert Street are primary vehicle routes towards Artarmon, while River Road and Falcon Street are primary vehicle routes towards Crows Nest and Lane Cove.

Chandos Street, Atchison Street and Albany Street provide key movements east west, while Christie Street, Willoughby Road and Herbert Street provide key movements north south. The Pacific Highway is a major barrier to areas in the south east, forcing traffic through Albany and Oatley Street to access Lithgow and Nicholson Street.

There is limited opportunity to create new roads or widen existing roads due to existing built conditions, active transport across the area and improved access over the Pacific Highway should be promoted to minimise use of private vehicles.

There are a number of key opportunities to enhance the existing movement network within the centre.

1. Enhance pedestrian and cycling links from the surrounding suburbs into St Leonards Centre.
2. Investigate crossing points and upgrade existing crossings.
3. Reinforce a hierarchy of roads/traffic movement.
4. Potential to upgrade key roads and intersections where required, to assist vehicles whilst implementing traffic management/calming where appropriate to reinforce the hierarchy.
5. Strengthen the importance of pedestrian access and shared paths adjacent to Gore Hill Freeway.
6. Consider providing a pedestrian and cycle bypass link on the northern side of Pacific Highway across the rail line to Talus Reserve. This will support cyclist and pedestrian movements away from Pacific Highway and St Leonards.
7. Establish a car parking policy to reduce parking rates for residential and commercial developments in close proximity to public transport.

Legend
- Study Boundary
- Train Station
- Proposed Metro Station
- 400m Station Catchment
- Movement Corridor
- Vibrant Street
- Places for People
- Primary Residential Access
- Primary Business Access
- Potential Site Links
- Key Intersections

Figure 1.1.2/ Movement and Access Framework
7.2 Priority Streets

There are a range of streets that provide connections to adjacent neighbourhoods and suburbs.

There is an opportunity to provide cycleway links into priority destinations, such as St Leonards Train Station and the proposed Crows Nest Sydney Metro sites, commercial core, TAFE NSW and RNSH.

This can be achieved by providing redesigned streets and links. Specific recommendations include:

1. Provide a bi-directional cycleway on Chandos Street connecting from West Street to St Leonards Station.
2. Provide a cycleway link from Herbert Street west to the Pacific Highway. This would provide a cycleway connection to the TAFE area.
3. Provide a cycleway link east of the rail line, linking to Narrabum Park/Ella Street.
4. Provide separate cycleways on bridges crossing the rail corridor.
5. Provide cycling facilities including commuter cycle parking at the Metro and St Leonards Station.
6. Investigate options for arcades and through site links to align with existing streets to the north at mid-blocks between Chandos Street and Pacific Highway.
7. Provide expanded footpaths by increasing building setbacks and reducing excess carriageway space where possible.

Legend
- Study Boundary
- Train Station
- Proposed Metro Station
- Existing On Road/Off Road Cycleway
- Bi-Directional Cycleway - Proposed by North Sydney Council
- Proposed Cycle Links
- Proposed Cycle Facilities
- Heritage Street (Retail)
- Shared Way Pedestrian Priority
- Asymmetric Street
- Lanes/Arcades/Mid-Blocks
- Tree Lined Street