



ST LEONARDS AND CROWS NEST 2036

NSW Department of Planning and Environment

Draft Plan

October 2018

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VISION	4
CONTEXT	6
ABOUT THIS PLAN	8
GUIDING DESIGN PRINCIPLES	10
PLACE	12
LANDSCAPE	16
BUILT FORM	22
LAND USE	28
MOVEMENT	36
IMPLEMENTING THE PLAN	42
INFRASTRUCTURE	64
NEXT STEPS	65
APPENDIX - INFRASTRUCTURE LIST	66
APPENDIX - INFRASTRUCTURE MAPS	74

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

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.

3km to Chatswood
10 km to Macquarie Park

2.3 km to Middle Harbour

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 Artarmon.

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.

1.7km to Sydney Harbour

5km to Sydney CBD



VISION

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.

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.

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.

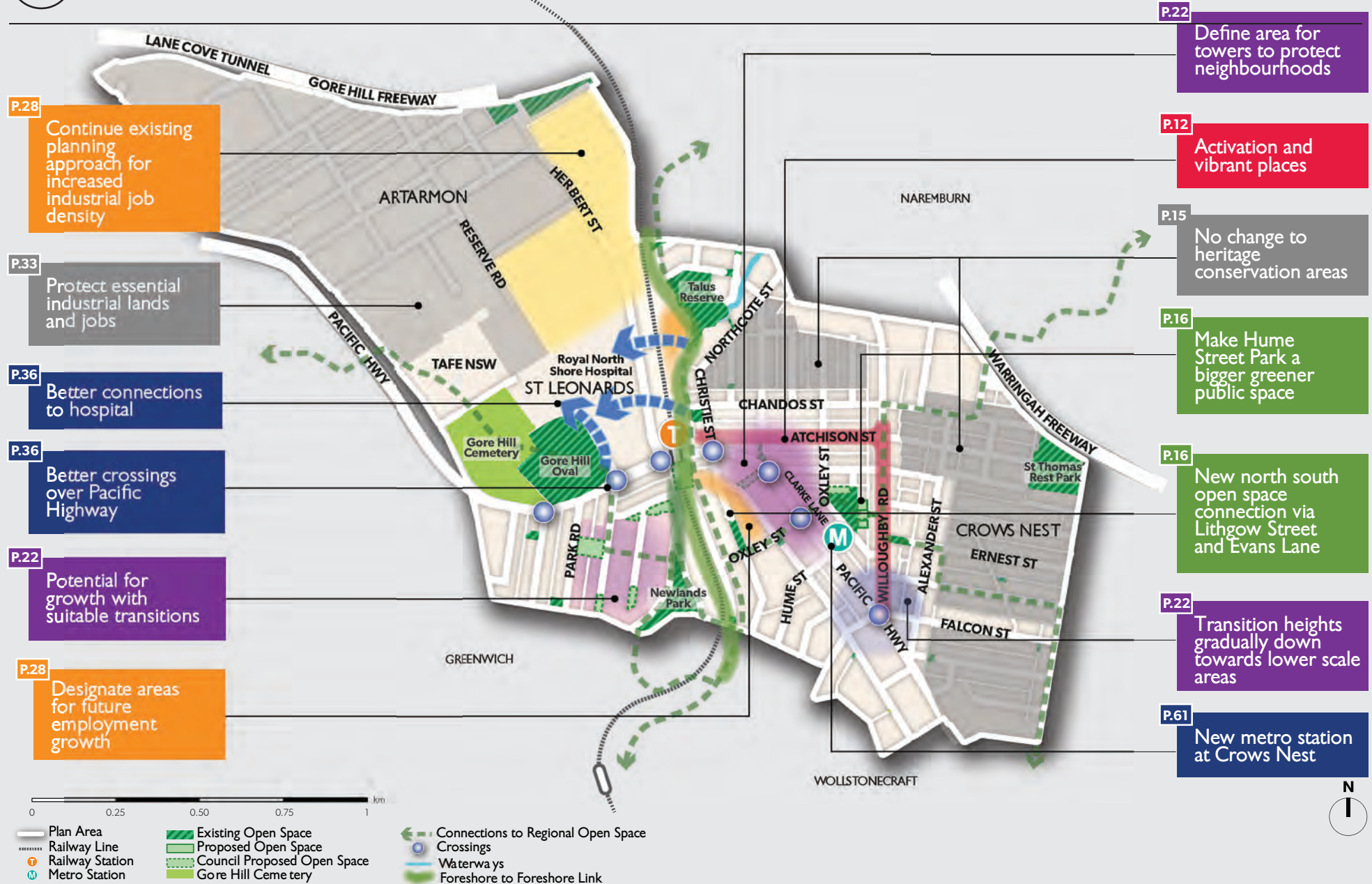


Figure 1: Vision taking shape



CONTEXT

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



DRAFT LOCAL CHARACTER STATEMENT

The draft Local Character Statement outlines the community's vision for the future character of the area. This will directly guide future plans in the area.



DRAFT GREEN PLAN

The draft Green Plan has been prepared to guide planning and design of open space and tree canopy in a coordinated manner across the area.



DRAFT ST LEONARDS AND CROWS NEST 2036 PLAN

This draft Plan brings together community consultation outcomes and specialist technical studies to detail how the community's vision for the area can be achieved with planning control changes and supporting infrastructure. The five themes in the draft Local Character Statement have been translated into this draft Plan, Place, Landscape, Built Form, Land Use and Movement.



DRAFT SPECIAL INFRASTRUCTURE CONTRIBUTION SCHEME

The Department proposes to implement a Special Infrastructure Contribution (SIC) scheme for St Leonards and Crows Nest. Application of the SIC in urban renewal areas across Sydney recognises that new development should contribute to the state and regional infrastructure upgrades required to support sustainable growth.



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.





ABOUT THIS PLAN

This draft Plan is the draft Land Use and Implementation Plan (LUIIP) 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 Process

Technical studies

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.

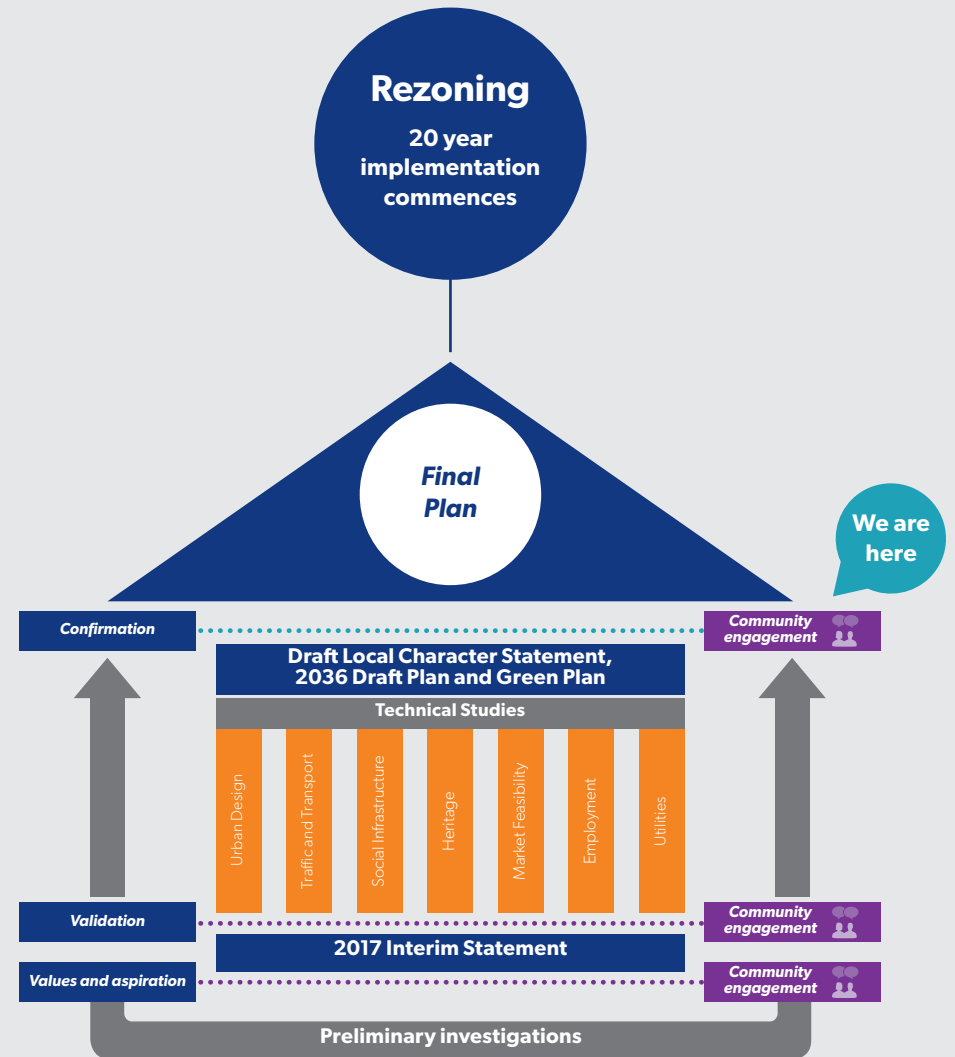


Figure 2: Plan implementation process



GUIDING DESIGN PRINCIPLES

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.

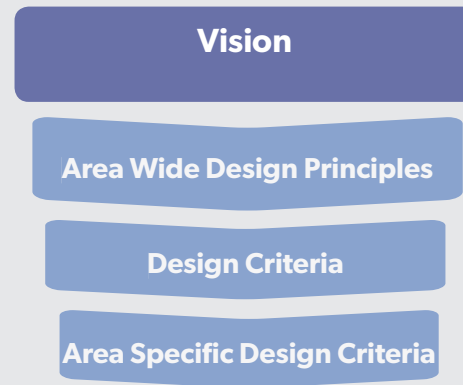
These requirements reflect the aspects of St Leonards and Crows Nest most valued by the community and their aspirations for future developments.

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).



Above: Hierarchy of future development considerations

Design Criteria



The following design criteria should be considered for future development in the area:

- Meet solar height planes in this Plan (identified in figure 11 on page 26).
- Consideration of quality streetscape aspects such as setbacks, street wall height and heritage buildings.
- Acknowledge key views and vistas such as key long distance vistas which offer sky views, and vistas where a building may terminate the view.
- Avoid a monolithic street wall effect through the distribution of higher buildings.
- Transition heights from high rise areas down towards existing lower scale areas, including areas not proposed for height changes, and Willoughby Road.

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).



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.



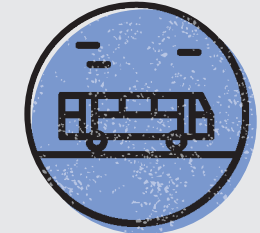
BUILT FORM

- 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.



PLACE

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.

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.

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.



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

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

- Protecting heritage areas and ensuring gradual height transitions are provided between heritage areas and new development.



You value sunny and bright public spaces.

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

- Protecting open space and vibrant places across the area by minimising overshadowing of new development.



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

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

- Requiring improved connections to and from the hospital as part of a future integrated strategy for the health and education precinct.



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

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

- Ensuring that wind impacts for proposed new buildings are considered as part of detailed design phase for rezoning.

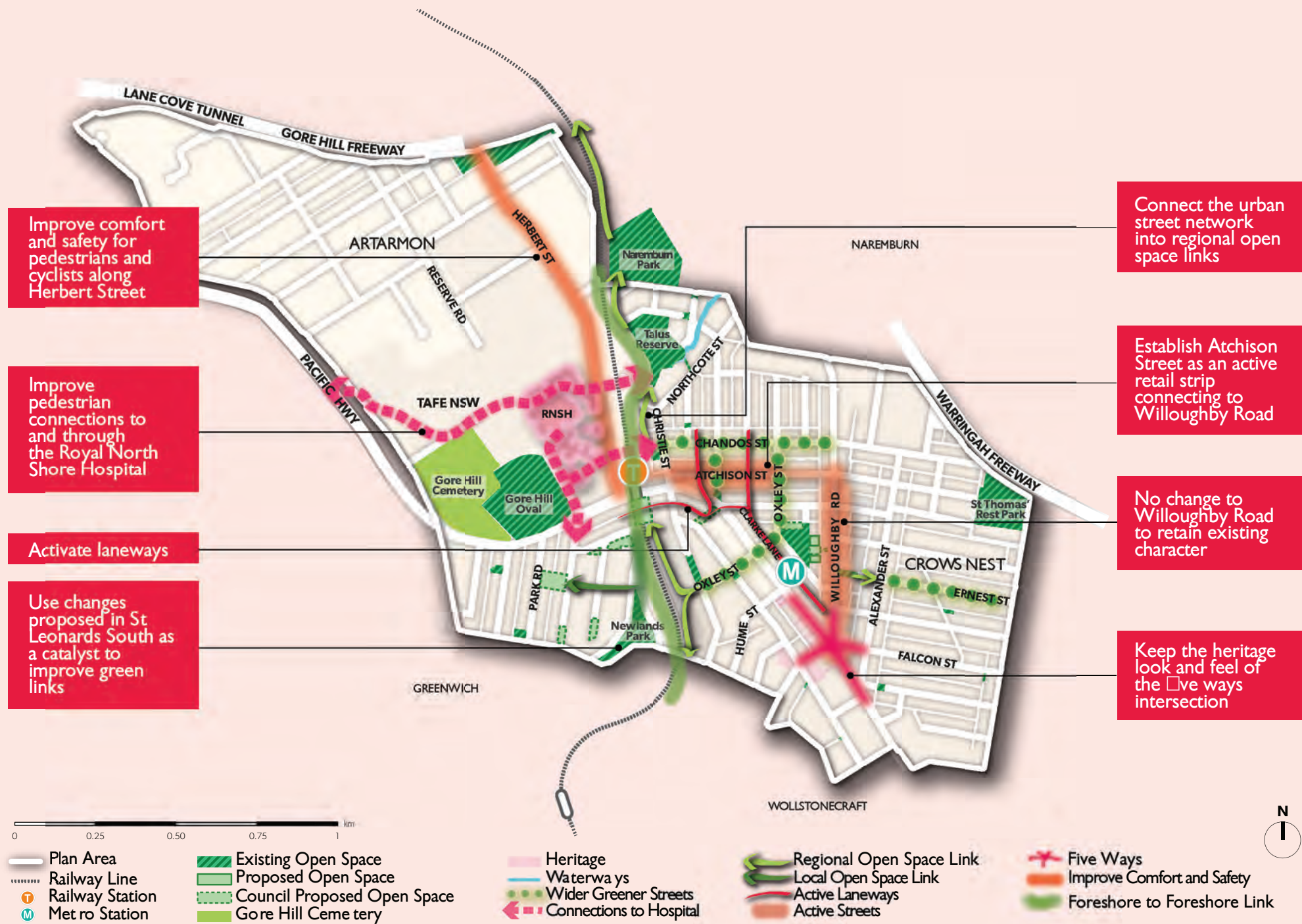


Figure 3: Place

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.



Above: Shade and trees create more comfortable public spaces.



Figure 4: Ground floor setbacks for wider footpath

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.

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.

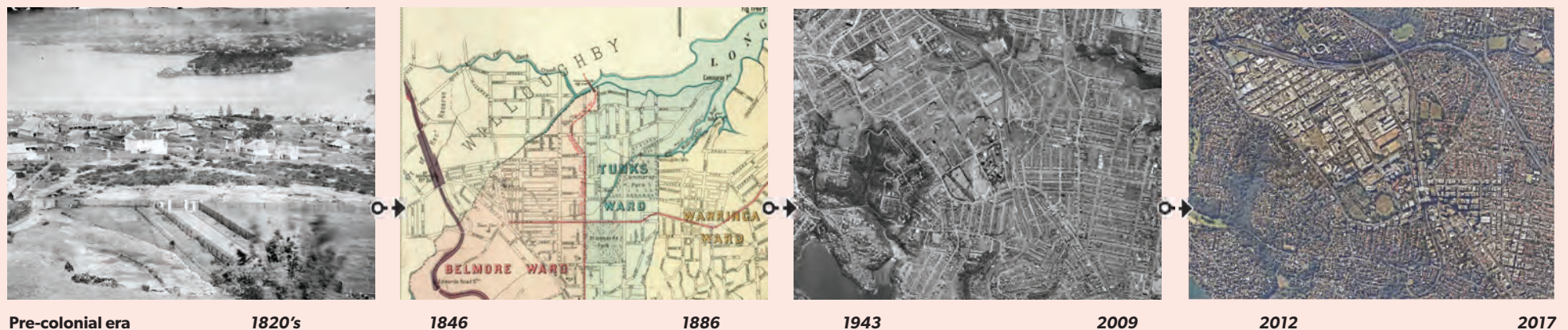


Figure 5: St Leonards history



LANDSCAPE

YOU TOLD US



You would like to see more 'greenery' and less concrete.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

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

HOW THE DRAFT PLAN RESPONDED

Proposing to expand:

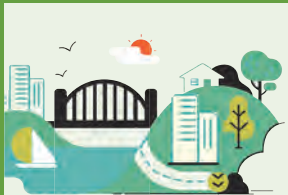
- Hume Street Park to create a true 'village green' in the heart of the area.
- An existing pocket park along Lithgow Street to the new plaza on Pacific Highway.



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

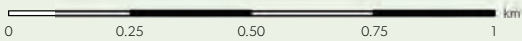
Support Council plans for new open space in St Leonards South

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)



- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Gore Hill Cemetery
- Heritage
- Waterways
- Greener Streets
- Foreshore to Foreshore Link
- Connections to Nearby Open Spaces
- Retain and Enhance Street Trees on Willoughby Road
- Improve Tree Canopy in Artarmon Employment Area
- Avenue Tree Planting

Figure 6: Landscape

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.

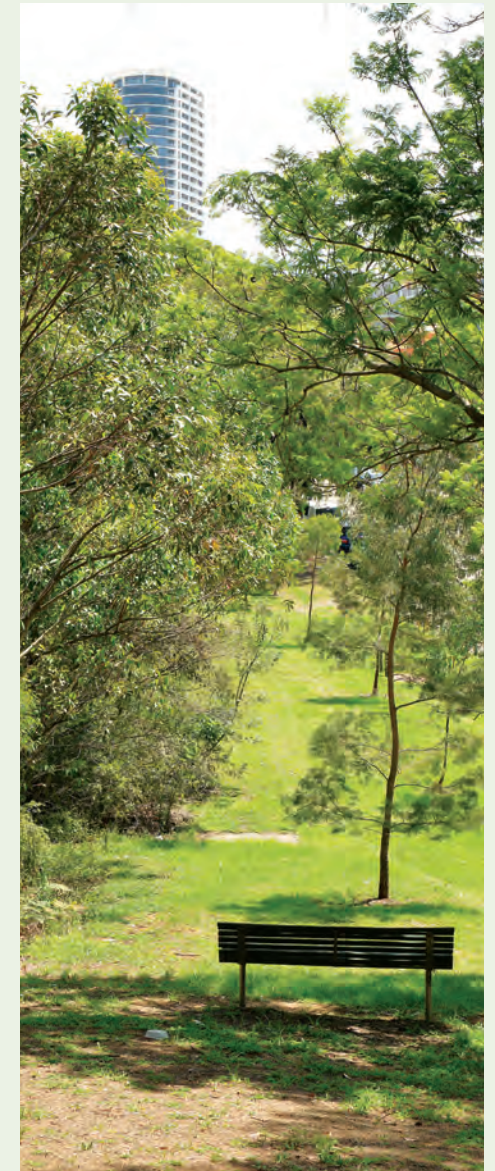
The draft Plan is supported by a draft Green Plan which identifies open space opportunities for implementation as part of this plan and aspirational, long term projects for future proofing.

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 and the Crows Nest 'Village'; and
 - The space will be configured and orientated for access to sunlight which is important to the community.



Above: Tree cover is valued in public spaces.



Above: Open space - Lithgow Street along railway line

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.

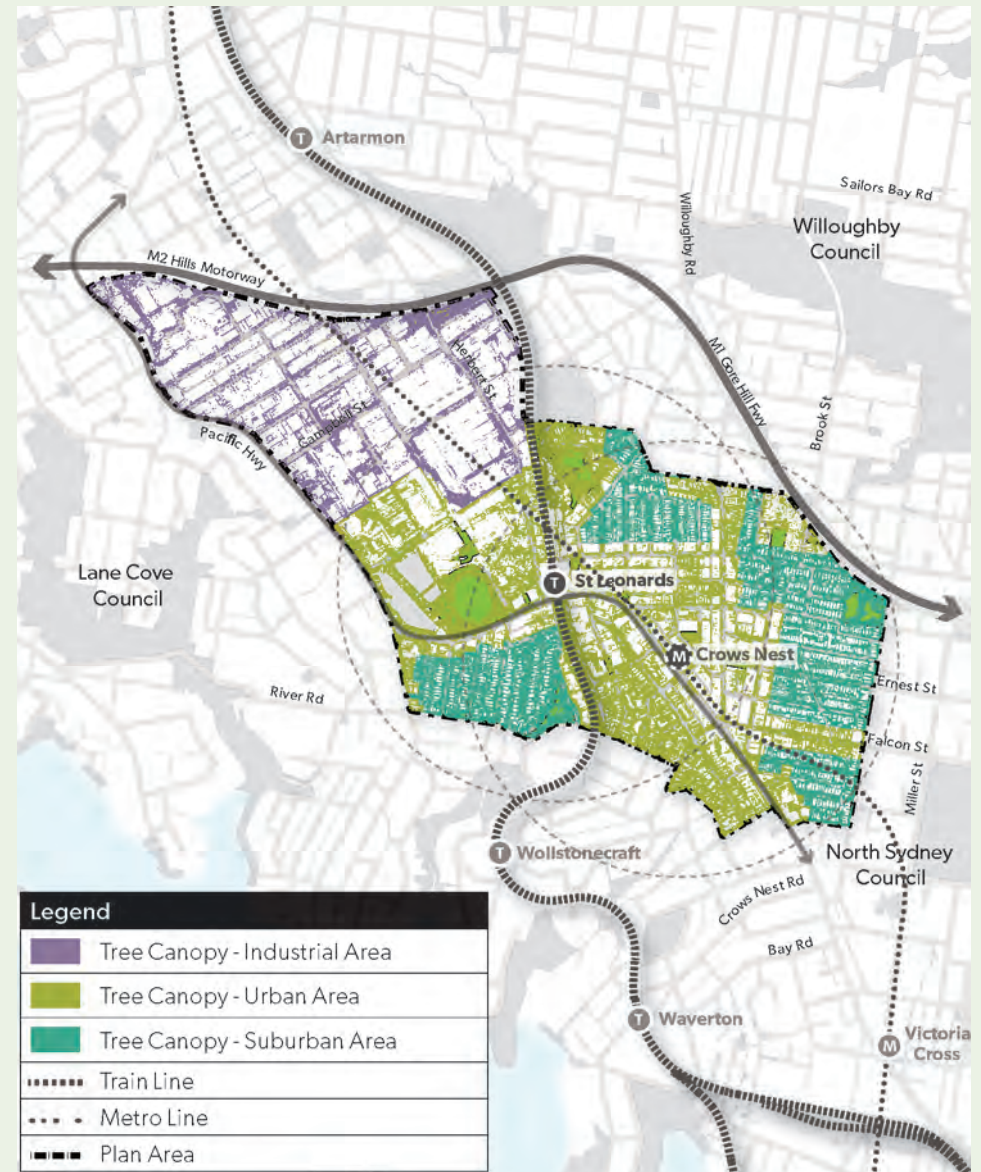


Figure 7: Existing tree canopy map (AECOM)



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.

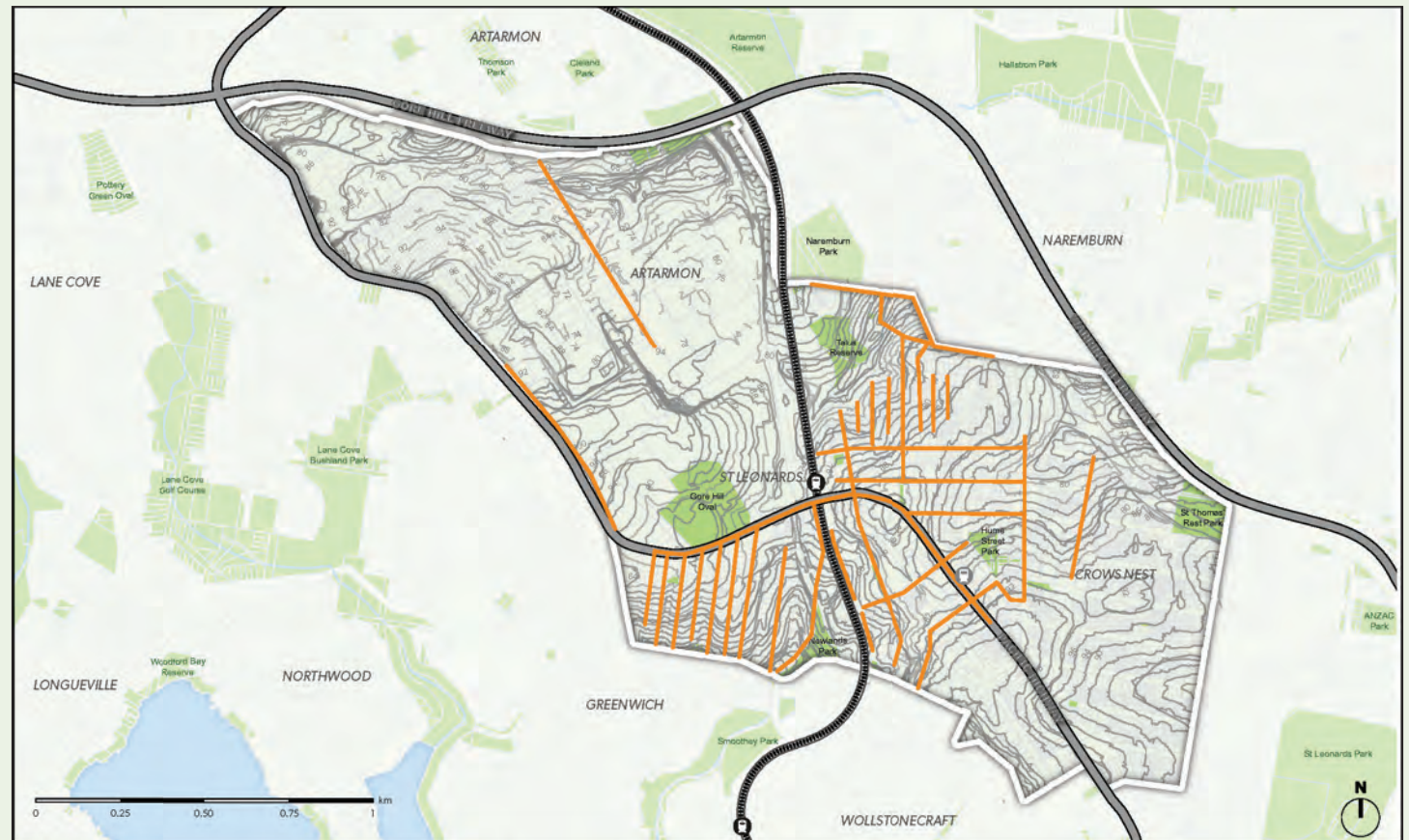


Figure 8: Topography and steep walking map





Above: Ernest Place



Above: Artist impression of long-term potential for Hume Street Park expansion



BUILT FORM

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.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

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



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

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.



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

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



You want new development to incorporate best practice design.

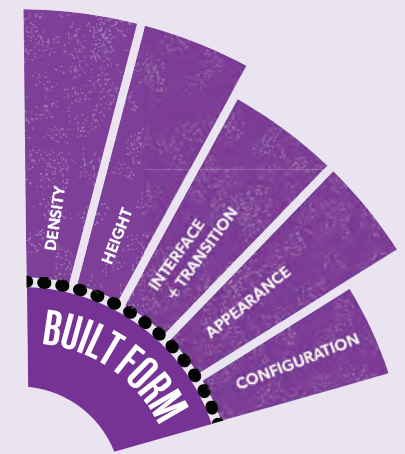
Ensure new development models best practice design, picking up the best elements of surrounding building types.



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.

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.

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

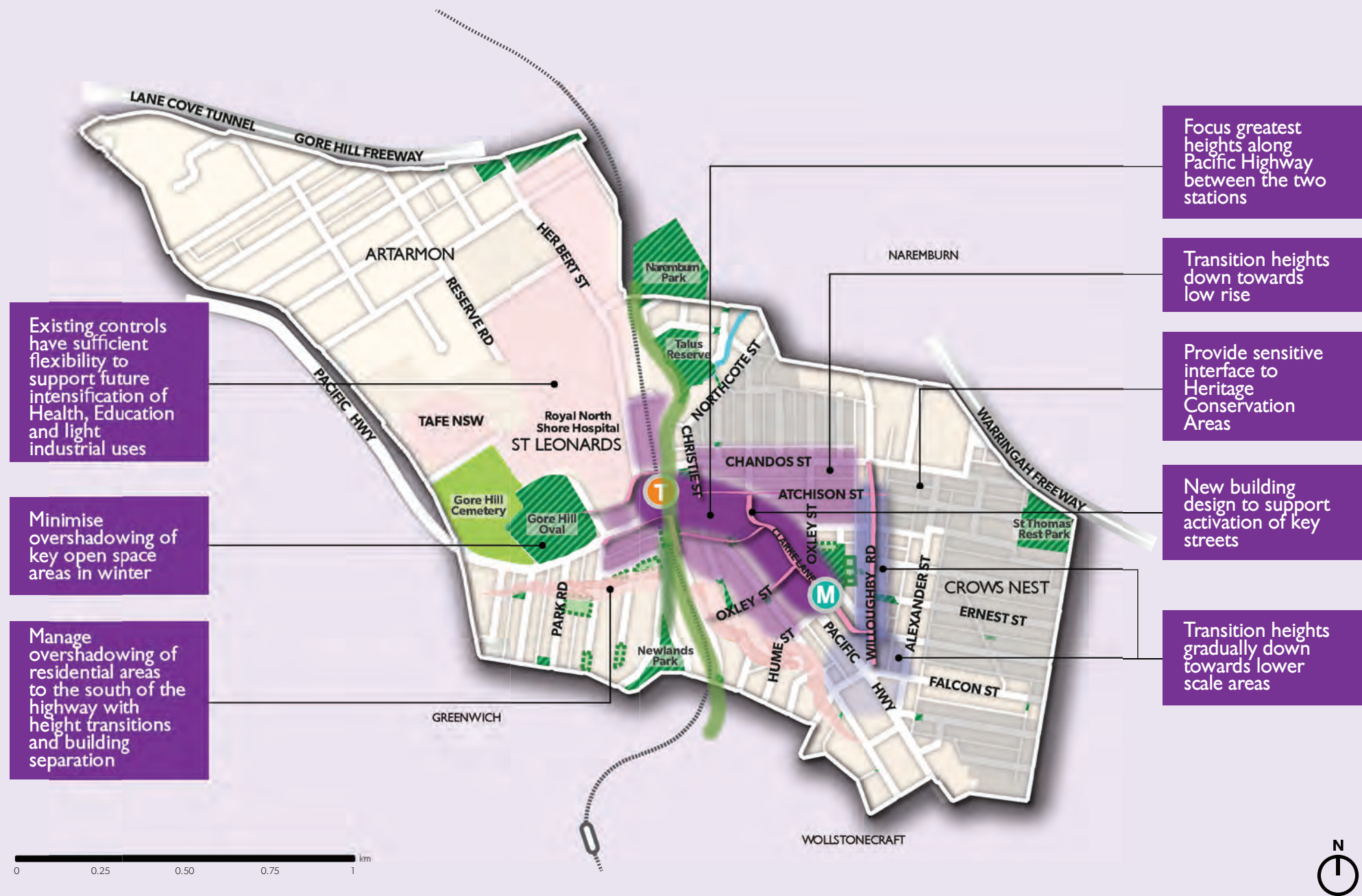
Focus greatest heights along Pacific Highway between the two stations

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



- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Gore Hill Cemetery
- Key Streets for Activation
- Waterways
- Minimise overshadowing to the area south of Pacific Highway
- Foreshore to Foreshore Link

Figure 9: Built Form



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.

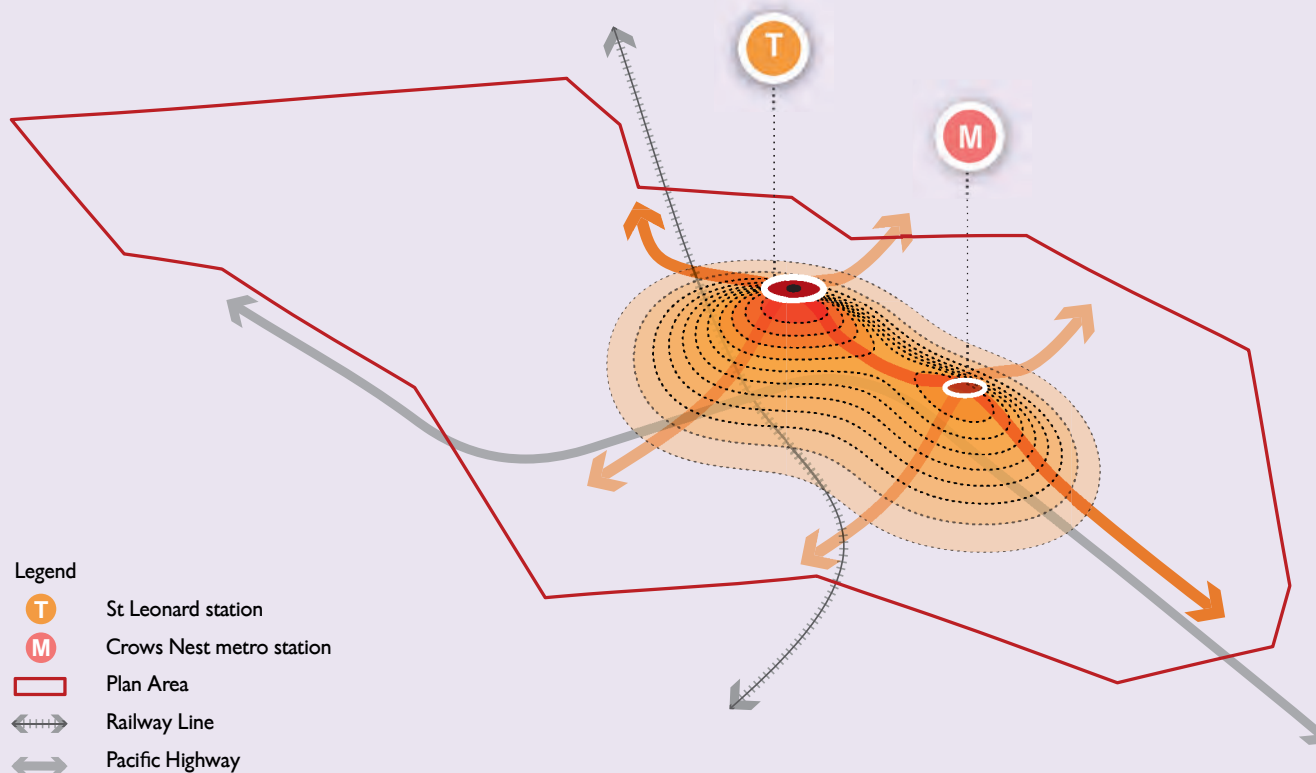


Figure 10: Height concept map



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.

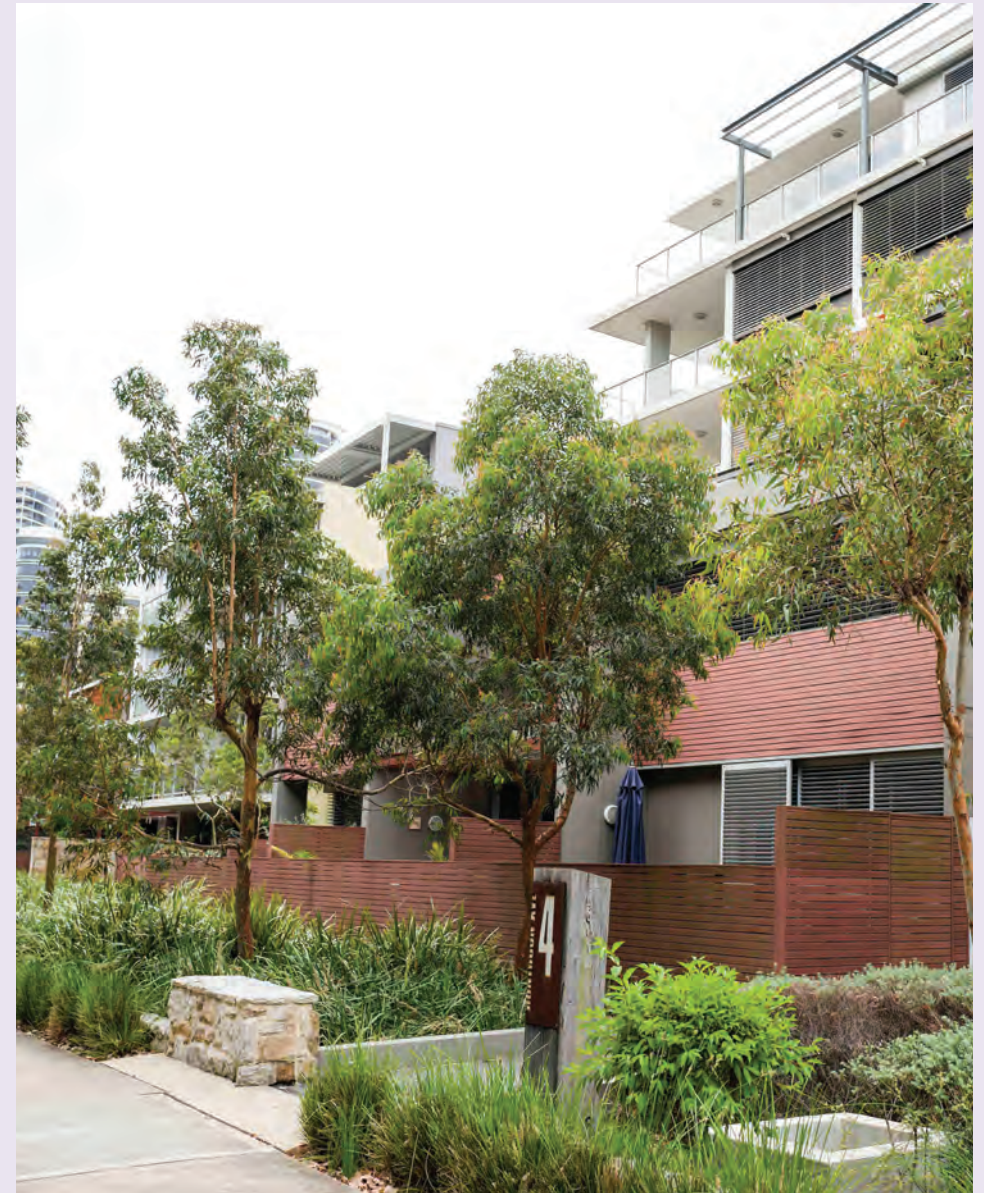
The draft plan identifies specific sites that may be appropriate for taller buildings (subject a rigorous design excellence process). A total of five sites are nominated and are discussed in detail on page 62.



Above: Atchison Street built form



Above: Lower scale of Crows Nest



Above: Duntroon Avenue building setbacks



Height continued...

Because the community values sun light 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)

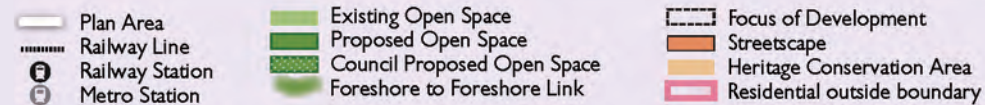


Figure 11: Solar amenity map



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.



Above: Duntroon Avenue transitions

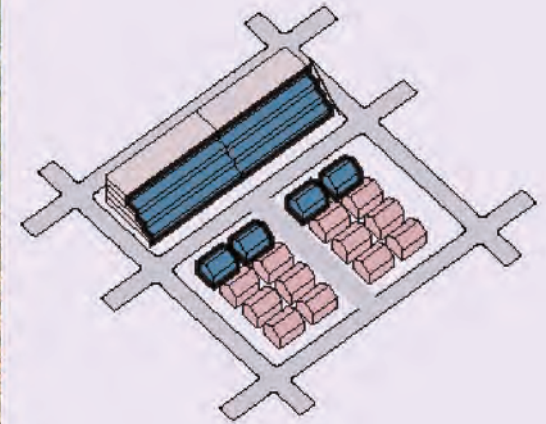


Figure 12: Henry Lane transition to heritage conservation area



Above: Willoughby Road Character



Above: Royal North Shore Built Form



LAND USE

YOU TOLD US



Education is very important to you and you want to see more schools to support growth and changing demographics.



More community facilities that cater to everyone such as galleries, indoor and outdoor sports and recreation facilities, libraries and community halls.



You want housing you could afford to rent and buy in the area.



You enjoy the easy access to medical facilities when needed and want to continue that level of service in the future.



You like living and working near the range of industrial services in Artarmon.



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.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

Provide a supportive environment for learning with new schools and creative spaces.

Ensure a range of community facilities are available to support the area.

Provide a mix of housing types at different price points to ensure that households at all stages of life are encouraged to live in the area.

Continue to provide a high standard of health services into the future.

Protect essential industrial activities in Artarmon as these service the area and much of the North Shore.

Protect the diverse range of employment opportunities available in the area and allow for a better mix of office spaces for different business sizes and types.

HOW THE DRAFT PLAN RESPONDED

- Identifying the 'health and education precinct' for investigation of a new secondary school and primary school.

- Support existing council plans and Voluntary Planning Agreements for community facilities.

- Allowing for increased residential destiny in the most accessible parts of the area.

- 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.

- Retaining the existing employment zoning in Artarmon to make sure that services are protected for the future.

- 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.





Retain industrial zone to protect existing uses

Continue to support intensification of employment uses in the light industrial area including high technology and ancillary health uses on a site by site basis

Investigate a location for a new primary and high school in the Health and Education precinct

New minimum non-residential floor space requirements in the mixed use zone to ensure significant floor space for new jobs is provided

Retain large B3 Commercial Core sites to provide opportunities for long term jobs growth

New minimum non-residential floor space requirements for B3 Commercial Core sites with shop top housing* as an additional permitted use

Retain existing mixed use zone to protect existing local shops and other businesses

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Gore Hill Cemetery
- Foreshore to Foreshore Link

- Health and Education
- Periphery commercial office
- Community uses
- Utilities

- Waterways
- *Shop top housing means one or more dwellings located above ground floor retail or business premises

Figure 13: Land Use

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 Crows 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.

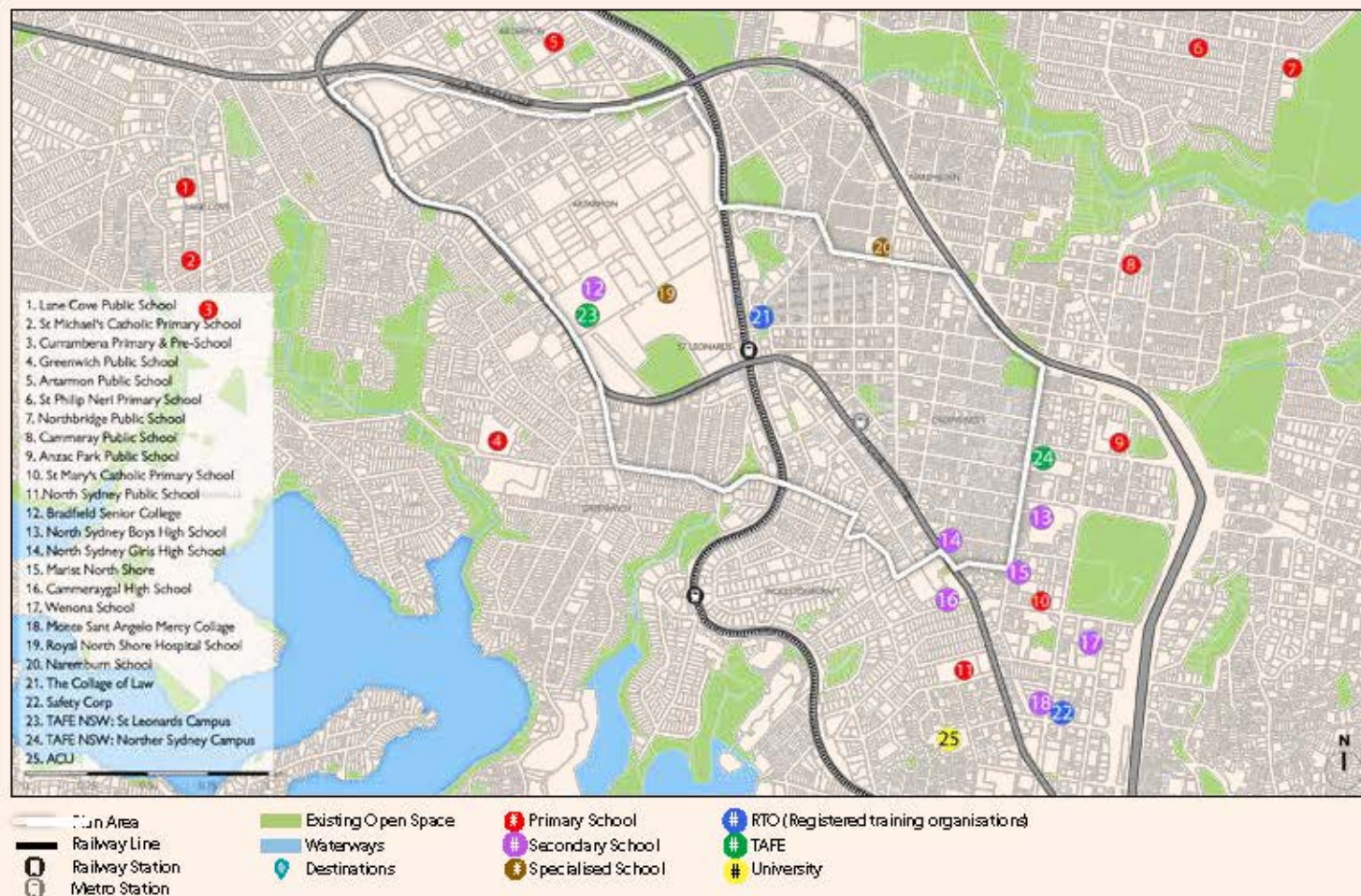


Figure 14: Map of existing schools and tertiary education

Community facilities

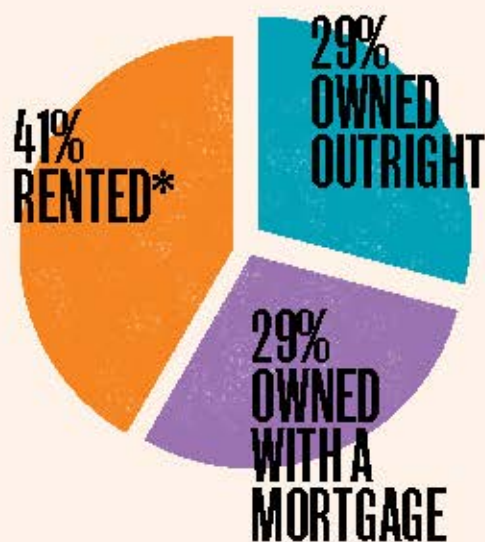
The Social Infrastructure and Open Space study identified opportunities for more community meeting places, libraries and schools.

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 Scheme 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.



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

Figure 15: Housing tenure in the area

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 6,800 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 Region 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.



Above: Mixed-density residential development

Health

The area is well served by existing health infrastructure including:

- The Royal North Shore Hospital (RNSH), a regional public and teaching hospital with 600 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 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.

- Further investigation of opportunities for allied health uses in the area.
- Support for Willoughby Council's practice of considering additional ancillary health uses in the light industrial zone on a case by case basis.
- Extra measures to attract health-related jobs to the health precinct will be explored by an alliance that exists through a collaboration between the Ministry of Health, Northern Sydney Local Health District, and Local Health Infrastructure, the Department of Education & Training, TAFE NSW, the Greater Sydney Commission and the Department of Planning & Environment.

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 changes are 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 leverage existing activity on Willoughby Road and at St Leonards Forum plaza (via Sergeants 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.



Above: Ernest Place

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.

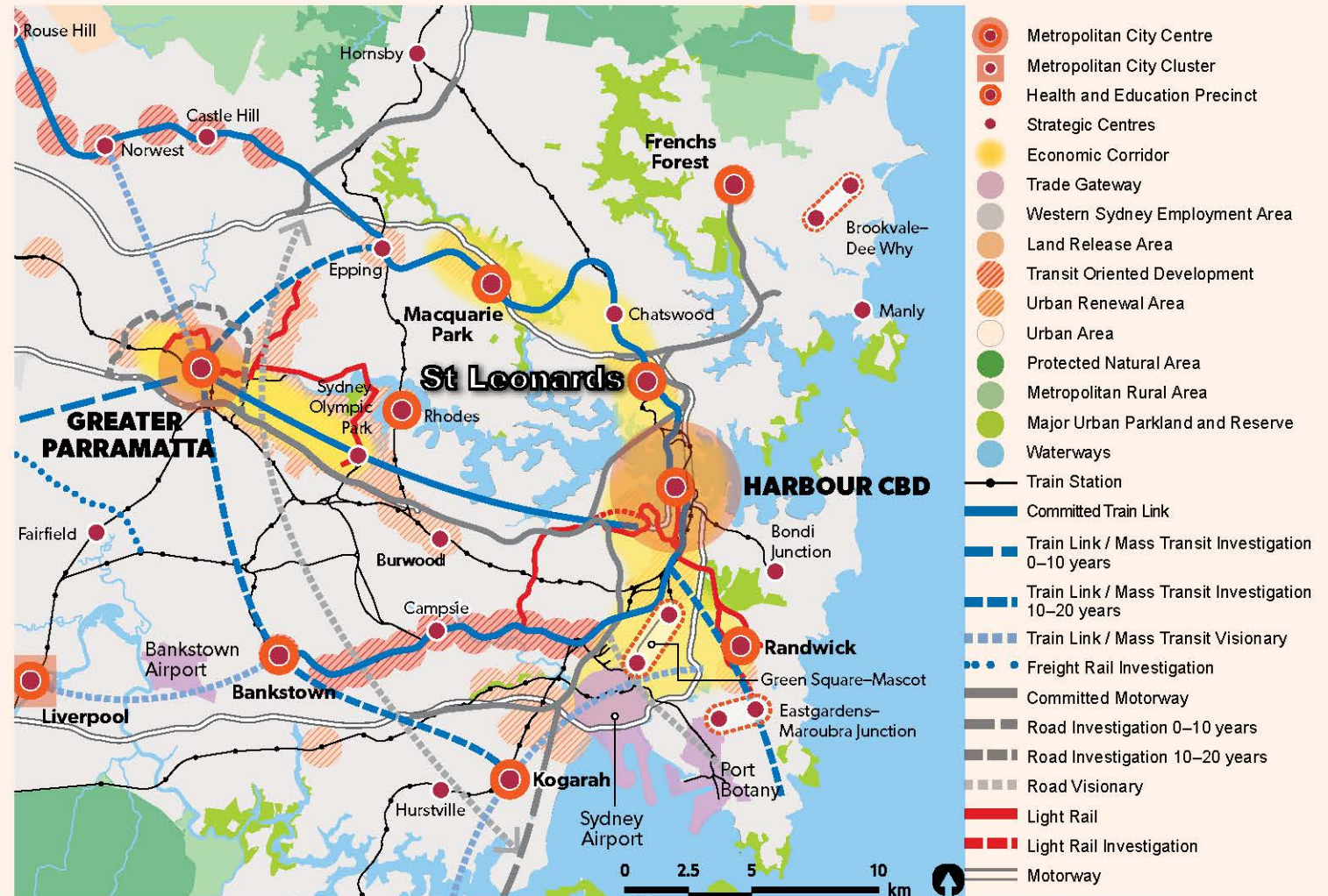


Figure 16: Sydney Region Plan map

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.

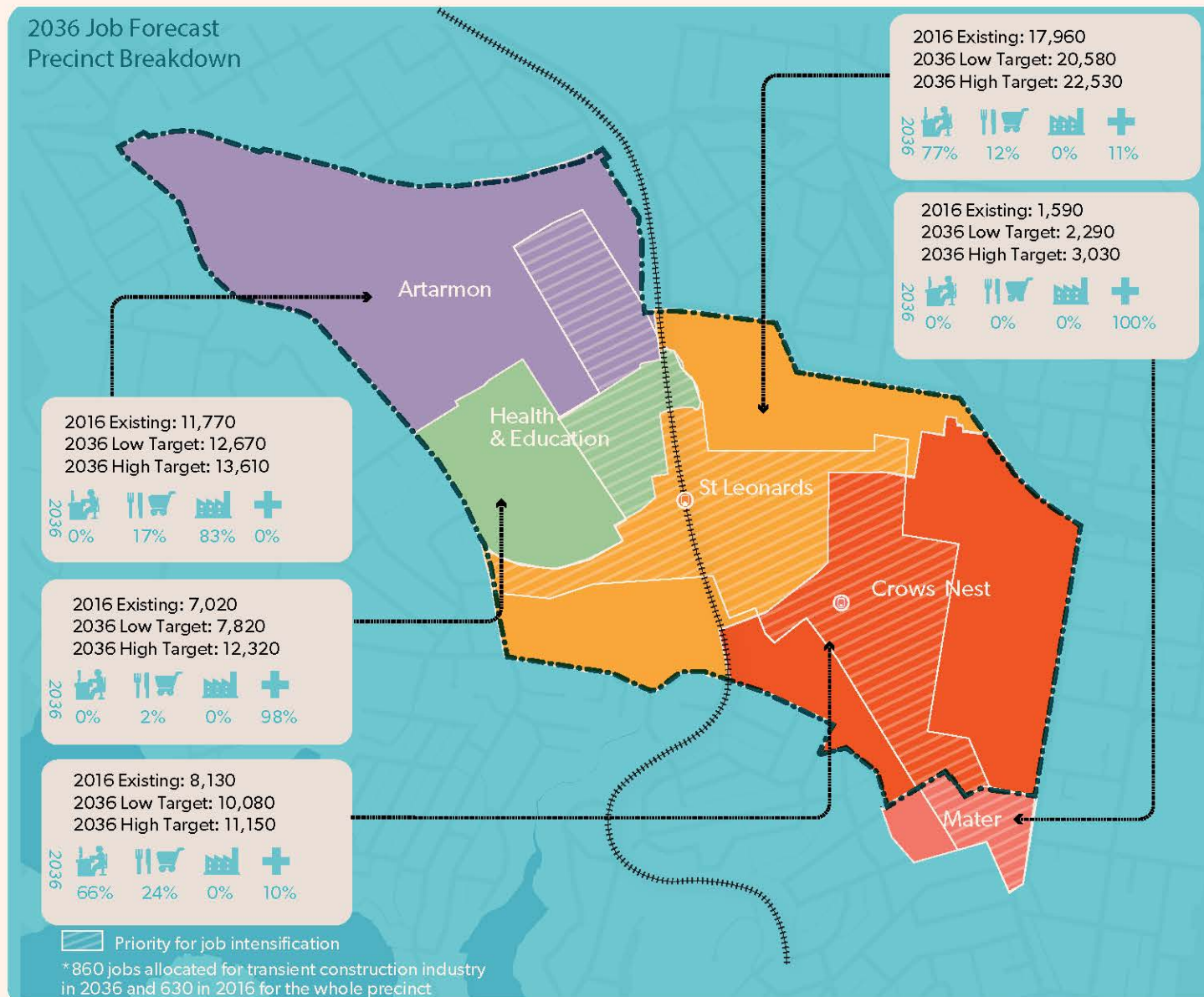
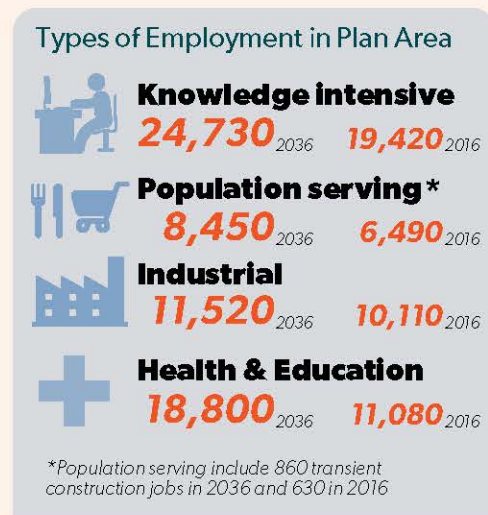


Figure 17: GSC employment forecasts

Employment continued...

The draft Plan proposes to accommodate the 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

800 to 5,300 new jobs by 2036

Health uses are a major jobs 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 councils 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

2620 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 floor space 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 a high quality public domain and supporting services is important to attract knowledge sector businesses to the St Leonards office market.

Crows Nest

1950 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 standalone 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 an additional 230 transient jobs in the area by 2036.



Above: Royal North Shore Hospital



MOVEMENT

YOU TOLD US



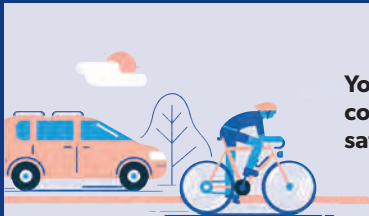
You like how well connected the area is, however, would like to see more vibrant and safer streets between key destinations in the area.

THE LOCAL CHARACTER STATEMENT PRINCIPLE IS

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.

HOW THE DRAFT PLAN RESPONDED

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

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

- 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.



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.

Consider more opportunities to safely cross the Pacific Highway.

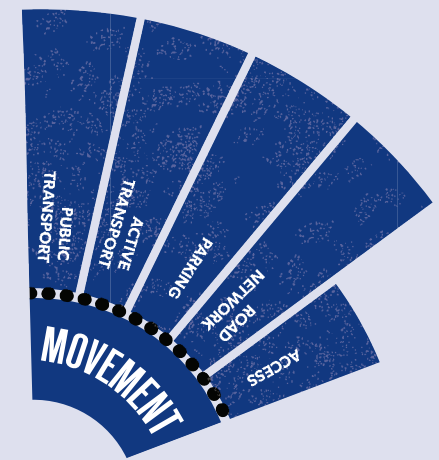
- Recommending new or improved crossings for further investigation in the next stage of the project.



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.

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.



Investigate long term opportunity to improve cycle safety on Pacific Highway

Improve active transport links

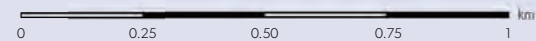
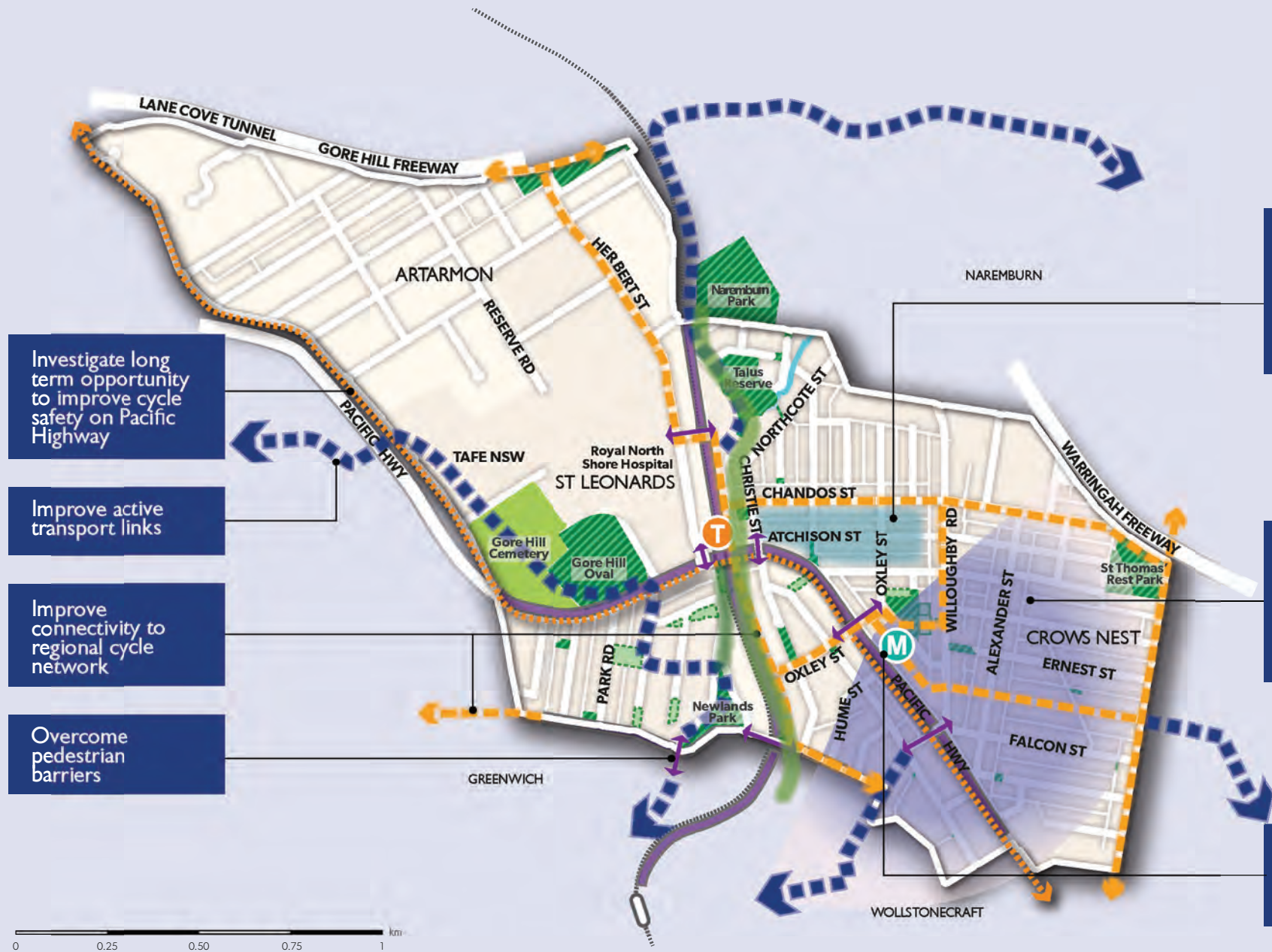
Improve connectivity to regional cycle network

Overcome pedestrian barriers

Improve signals on Pacific Highway to reduce through traffic in St Leonards commercial core

Support expansion of the Crows Nest metro station walking and cycling catchment

New pedestrian and cycling connection to metro station



- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Gore Hill Cemetery
- Foreshore to Foreshore Link
- Waterways
- Active Transport Links
- Regional Cycle Network
- Cycle Network on Pacific Highway

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.



Above: Public transport connections

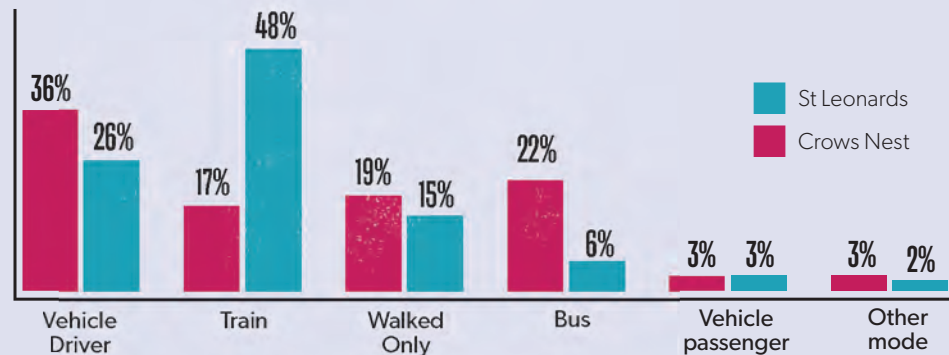


Figure 19: Mode share commuting from the area

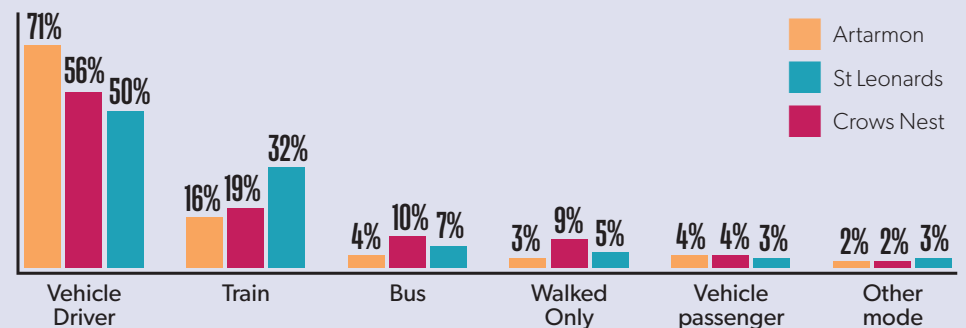


Figure 20: Mode share commuting to the area

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.



Above: Existing car parking



Above: Existing car parking



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.



Above: Existing road network



Above: Existing road network



IMPLEMENTING THE PLAN

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

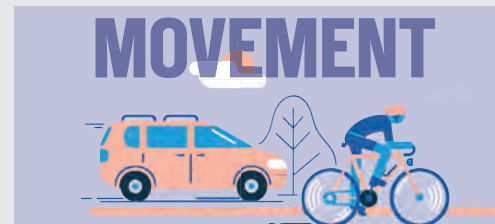
This section retains the five themes from the draft Local Character Statement and preceding sections of the draft Plan: Place, Landscape, Built Form, Land Use and Movement.

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

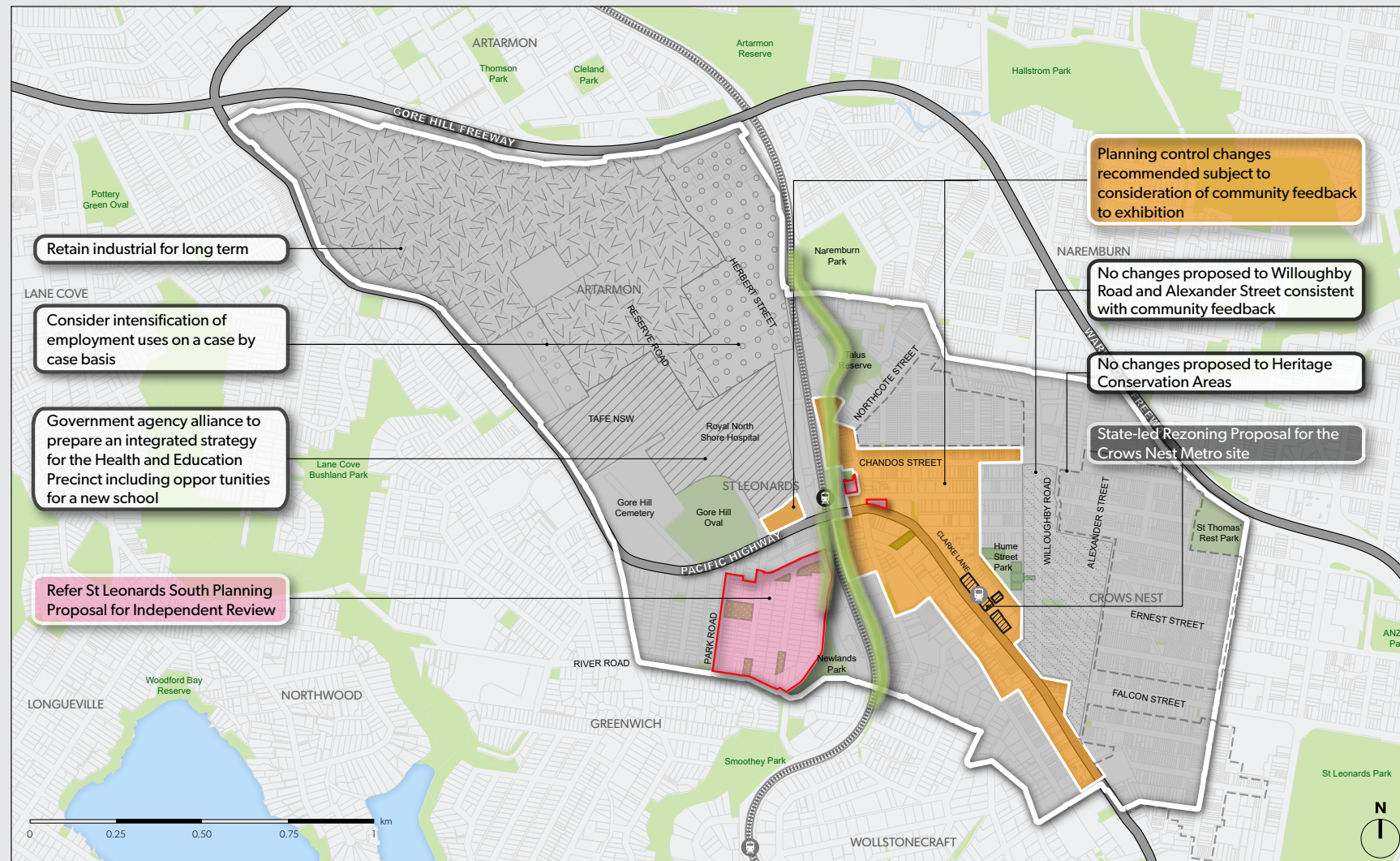


Figure 21: Areas of change and no change

- | | | | |
|-----------------|-----------------------------|--|------------------------------------|
| Plan Area | Existing Open Space | No Change Areas | Crows Nest Sydney Metro Site |
| Railway Line | Proposed Open Space | Potential Change to Planning Controls | Heritage Conservation Areas |
| Railway Station | Council Proposed Open Space | Areas Subject to Planning Proposals being Progressed by Councils | Intensification of Employment Uses |
| Metro Station | Foreshore to Foreshore Link | | Industrial Uses for Long Term |



The following Actions and Recommendations address Place related Objectives to realise the vision for the area.



Objectives

Actions and Recommendations

No change to the Heritage Conservation Areas or listed heritage items.

Maintain the current heritage status in existing planning controls.

Transition in height from new development to surrounding Heritage Conservation Areas.

Include transitions in planning controls, including stepping height down towards Heritage Conservation Areas.

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.

Retain the village feel and character of Willoughby Road.

Specify heights of buildings to ensure transition to Willoughby Road. Maintain current planning controls along Willoughby Road.

Widen key streets to provide landscaped setbacks.

Change the layout of Atchison Street to encourage reverse setbacks to support more active uses and allow for green elements such as planter boxes.

Improve the public domain by introducing "Asymmetric Street" along Oxley, Mitchell and Chandos Streets to allow for setbacks with grass and canopy trees.

See *Built Form*.

Provide pedestrian/vehicle shared zones along Clarke Lane and Sergeants Lane.

In conjunction with North Sydney Council, investigate inclusion of pedestrian/vehicle shared zones along Clarke Lane including the provision of traffic calming measures.

Also improve the transition from share zone treatment along Sergeants Lane with Christie Street by providing an outstand.

Improve connection to the health and education precinct.

See *Movement*.

PLACE



DRAFT Plan

IMPLEMENTING THE PLAN

PLACE ACTIONS AND RECOMMENDATIONS

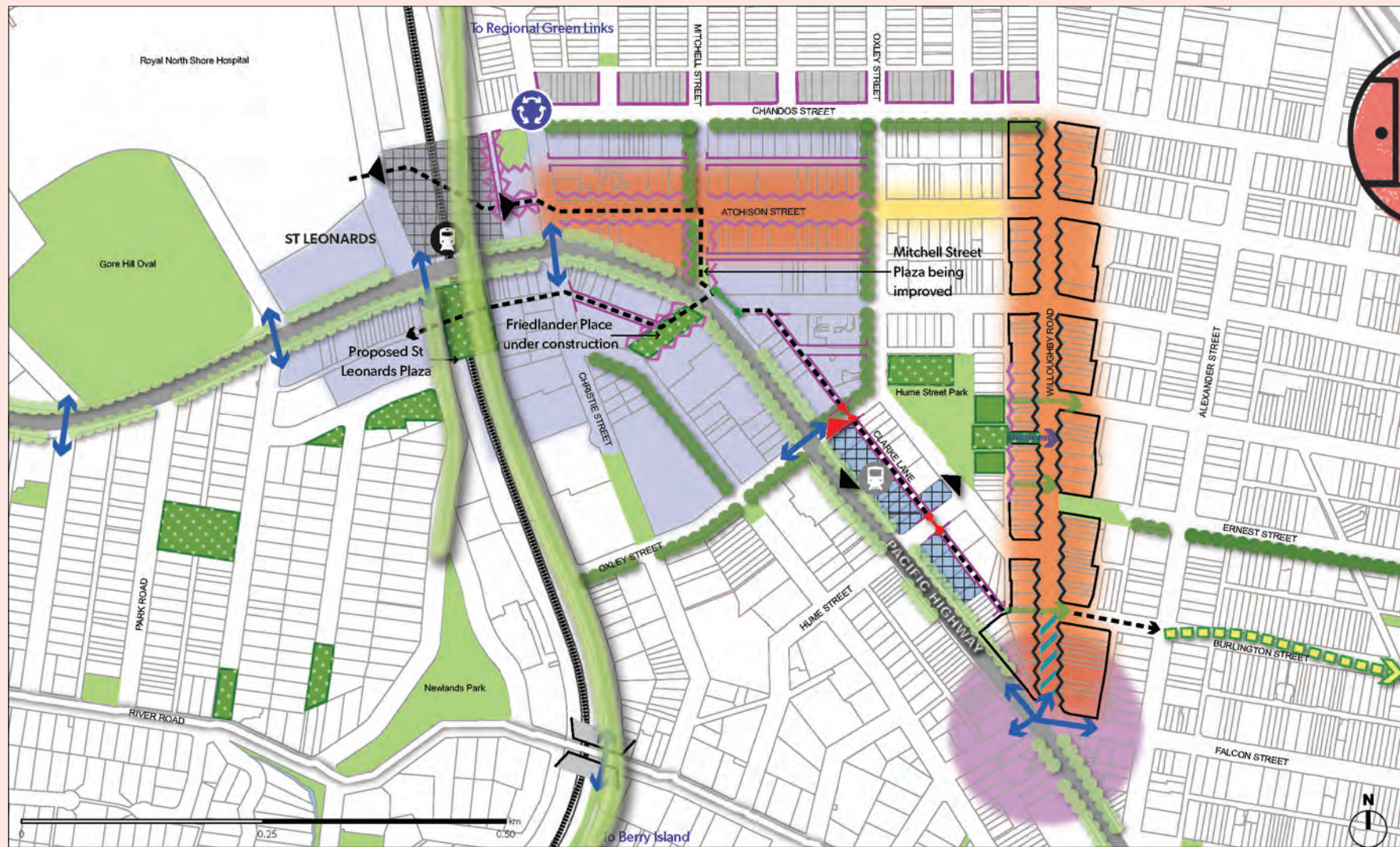


Figure 22: Place actions and proposals

- | | | | | | | |
|---|---|--|--|--------------------------------|--|--|
| Plan Area | Existing Open Space | Active Street Front | Foreshere to Foreshore Link | Contain Tall Buildings | Cycling lane along Burlington Street | Bridge Expansion |
| Railway Line | Proposed Open Space | Retained Built Form Along Wolloughby Rd. | Station to Station Link with Active frontage | Low Scale Near Five Ways | Plaza provided by Council | Connection Improvement |
| Railway Station | Council Proposed Open Space | Shops with 2nd. Frontage to Open Space | Three Canopy Streets | Roundabout Improvement | Proposed station entry | Active street |
| Metro Station | St Leonards Station | Shared Active Laneways | Walk Through Opportunity | Existing pedestrian crossing | Opportunity to reorientate station entry | Long Term Pedestrian Improvement Opportunity |
| Crows Nest Station - Transit-Oriented Development | Chandos St. transition towards heritage | Council Proposed Link | New pedestrian crossing | Planting along Pacific Highway | | |



The following Actions and Recommendations address Landscape related Objectives to realise the vision for the area.



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.

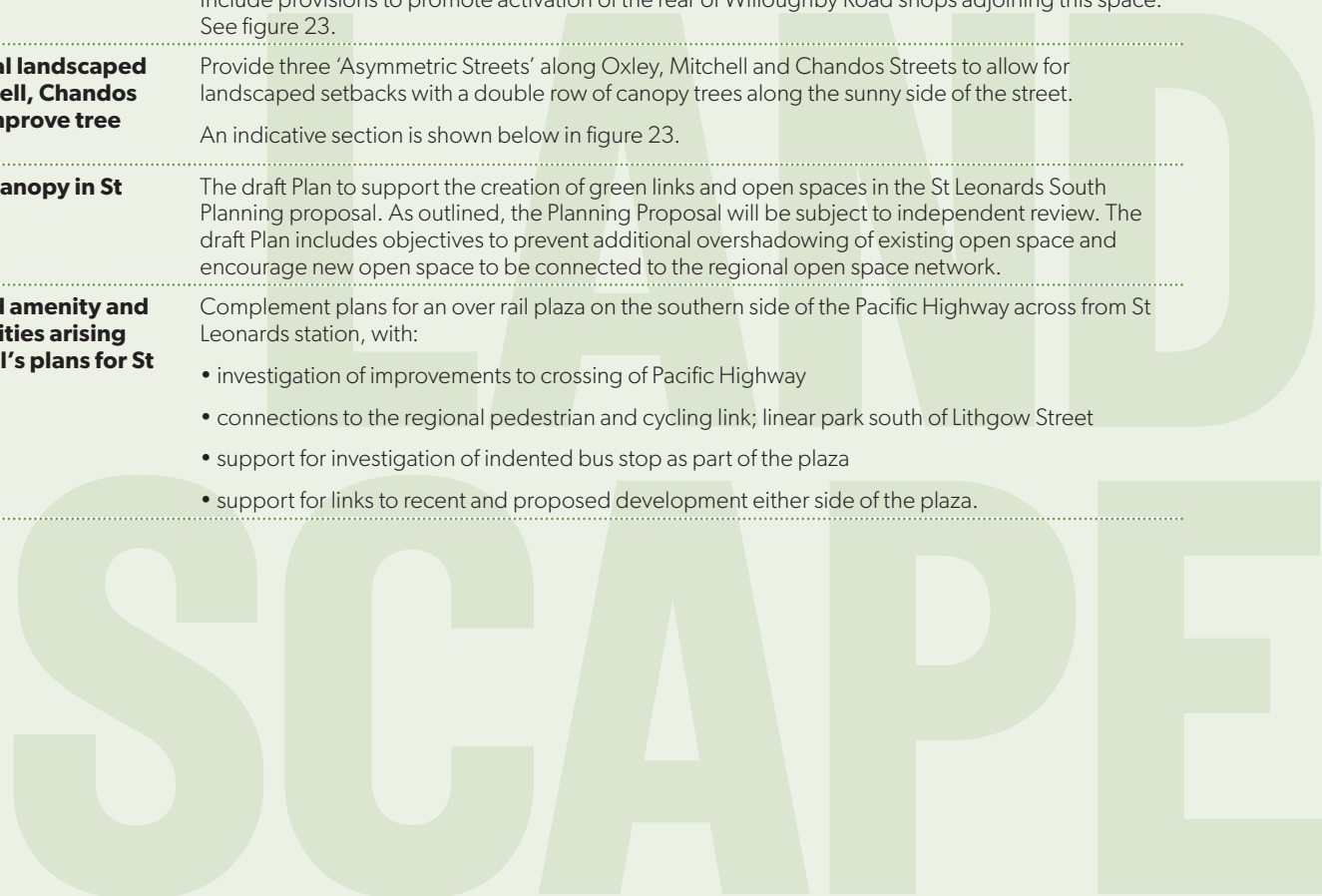
Maintain and expand canopy in St Leonards South.

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.





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IMPLEMENTING THE PLAN

LANDSCAPE ACTIONS AND RECOMMENDATIONS



Figure 23: Landscape

- | | | | |
|-----------------|------------------------------------|---|---------------------|
| Plan Area | Existing Open Space | Asymmetric Tree Lined Street | Key Pedestrian Link |
| Railway Line | Proposed Open Space | Safe and comfortable Access for Investigation | |
| Railway Station | Council Proposed Open Space | Foreshore to Foreshore Link | |
| Metro Station | Proposed Gore Hill Oval Playground | Connection Improvement Across Railway Line | |



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



Objectives

Actions and Recommendations

Apply design principles for solar amenity, configuration, interface and transition.

Provide transitions between areas of change and no change when amending planning controls and include controls relating to solar amenity and configuration.

Encourage new development to be sympathetic to existing buildings with appropriate setbacks and street wall heights.

Amend planning controls to implement appropriate setbacks and street wall heights as shown in figure 26 and 27.

Encourage a balance of mixed-use and stand-alone commercial development.

Amend planning controls to maintain a combination of mixed-use and stand-alone commercial zones as outlined in figure 28.

Use reverse setbacks to assist in providing good interface outcomes in appropriate locations.

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.

Provide appropriate transition between areas of change and no change.

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.

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.

Provide transitions in height to adjoining low scale residential areas.

Amend planning controls to stipulate heights as outlined in figure 24.

Transit oriented development at Sydney Metro Station Site.

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).

FORM



Continued from previous page.

Objectives	Actions and Recommendations								
<p>Minimise overshadowing of key open spaces, public places and adjoining residential areas.</p>	<p>Amend planning controls to introduce solar height planes to prevent additional overshadowing of specific areas in winter at the times stipulated below:</p> <p>Public Open Space 10:00am-3:00pm</p> <table border="0"> <tr> <td>Christie Park</td> <td>Hume Street Park</td> </tr> <tr> <td>Newlands Park</td> <td>Ernest Place</td> </tr> <tr> <td>St Leonards South</td> <td>Gore Hill Oval</td> </tr> <tr> <td>Propsting Park</td> <td>Talus Reserve</td> </tr> </table> <p>Streetscape 11:30am-2:30pm</p> <p>Mitchell Street and Oxley Streets Willoughby Road</p> <p>Residential Areas 9:00am-3:00pm</p> <p>Conservation Areas for at least 3 hours Residential outside boundary for the whole time between 9:00am and 3:00pm</p>	Christie Park	Hume Street Park	Newlands Park	Ernest Place	St Leonards South	Gore Hill Oval	Propsting Park	Talus Reserve
Christie Park	Hume Street Park								
Newlands Park	Ernest Place								
St Leonards South	Gore Hill Oval								
Propsting Park	Talus Reserve								
<p>Provide transitions in height from the lower scale development at Willoughby Road, Crows Nest to tall building in the St Leonards Core.</p>	<p>Amend planning controls.</p>								
<p>Adopt objectives from the NSW Government Architect's – Evaluation of Good Design.</p>	<p>Adopt these objectives in the drafting of new planning provisions.</p>								
<p>Promote best practices planning outcomes for South St Leonards Planning Proposal.</p>	<p>Refer Lane Cove Council's Planning Proposal to an independent panel for review having regard to principles listed on page 63 of this plan.</p>								
<p>Allow Planning Proposals which are supported by councils to progress.</p>	<p>Councils can still consider and progress planning proposals for individual sites and the St Leonards South area while this plan is being finalised.</p>								
<p>Significant buildings</p>	<p>Provision of robust planning principles to ensure assessment of buildings on key sites within the area is of highest quality design.</p>								



BUILT FORM



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IMPLEMENTING THE PLAN
BUILT FORM HEIGHT CHANGES



Figure 24: Proposed height of buildings (storeys)

- | | | | | |
|-----------------|-----------------------------|-----------------------------|--|--|
| Plan Area | Railway Station | Existing Open Space | Proposed Height Changes | Significant Sites |
| Pacific Highway | Metro Station | Proposed Open Space | Subject to Planning Proposals Supported by Councils | Amendment to Height Controls led by State Government |
| Railway Line | Council Proposed Open Space | Foreshore to Foreshore Link | Height of building in storeys allowed by current planning controls | |
- *Height of Building is indicative and subject to detailed design



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IMPLEMENTING THE PLAN BUILT FORM OVERALL FSR CHANGES



Figure 25: Floor space ratio (FSR)

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council 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

- | | | | |
|-----------------|-----------------------------|-----------------------------|---|
| Plan Area | Existing Open Space | 2 storey street wall height | 6 storey street wall height |
| Railway Line | Proposed Open Space | 3 storey street wall height | As adjoining heritage storey street wall height |
| Railway Station | Council Proposed Open Space | 4 storey street wall height | Subject to Planning Proposals supported by Councils |
| Metro Station | Heritage | 5 storey street wall height | Height of podium to be in accordance with station design requirements |
| | Foreshore to Foreshore Link | | |



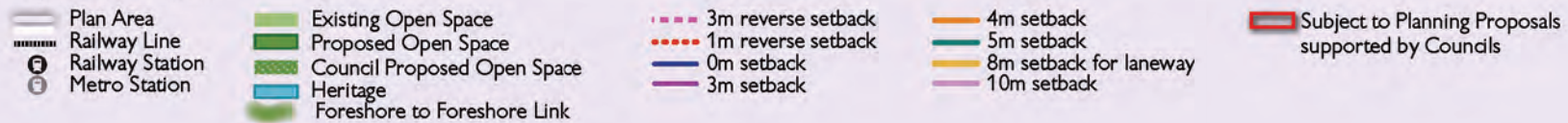
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IMPLEMENTING THE PLAN

BUILT FORM STREET SETBACK DIRECTIONS



Figure 27: Street setback





The following Actions and Recommendations address Land Use related Objectives to realise the vision for the area.



Objectives	Actions and Recommendations
Strive for Sydney Region and North District Plan high jobs target of 63,500 jobs by 2036.	Balance commercial and residential uses within the St Leonards Core with a minimum non-residential floorspace requirement for mixed use zones in planning controls while retaining B3 Commercial Core zoning on appropriate sites (see figure 25).
Allow mixed-use development on key sites to encourage more A-grade commercial office floorspace and encourage revitalisation of St Leonards.	Amend the planning controls to specified minimum non-residential floorspace on B4 Mixed-Use sites proposed for the greatest density (see figure 29).
Retain some land for commercial core office uses.	Retain the B3 Commercial Core zone on appropriate sites which are highly accessible or desirable (including those with view) that could support campus style office development to attract more large firms to the area (see figure 28).
Protect and manage the Artarmon Employment Area.	Protect and manage the Artarmon Employment Area in accordance with the North District Plan. Retain current zone and planning controls. Allow the continued consideration of health, education and related innovation uses on a site by site basis in accordance with the current practice of Willoughby Council.
Identify areas suitable for medium and high-density housing.	Concentrate higher density housing along the Pacific Highway and potential to provide a mixture of densities in St Leonards South (subject to planning proposal) (see figure 28). See <i>Built Form</i> for more detail on St Leonards South.
Investigate possible locations of a school in the health and education precinct.	Further investigations to be undertaken. No change in the zoning of land are proposed. Introduce a Special Infrastructure Contribution to assist in funding a new school.
Introduce planning controls to encourage both day and night time activity in the St Leonards core such as cafés, restaurants and retail.	Government alliance to investigate the introduction of Complying Development Provisions for cafes, restaurants and retail with extended trading hours. Introduce active street frontage provisions into the planning controls for Atchison Street and parts of Clarke Lane.
Ensure land is available at Royal North Shore Hospital for future expansion of health uses.	No change to the planning controls.
Investigate opportunities to support allied health uses.	Investigate options to provide appropriate flexibility in planning controls to allow allied health uses to be considered on a site by site basis.
Prepare an integrated strategy for the area around the Royal North Shore Hospital and TAFE sites to improve connections, cooperation and shared infrastructure.	Investigate further opportunities to strengthen the Health and Education sub-precinct including the identification of education pathways through TAFE and other institutions, physical connection to support collaboration and identify opportunities to share new and existing facilities.



Continued from previous page.

Objectives

Actions and Recommendations

Encourage the location of additional retail in the St Leonards Core and Crows Nest Village rather than the Artarmon Employment Area.

Ensure that planning controls are consistent with the protection and management of industrial lands. Concurrently, allow for more active retail uses in the St Leonards Commercial core.

Investigate and provide infrastructure that caters for all age demographics including schools and parks.

A new active linear park provides connections to key regional open spaces north and south of the area including active recreation spaces. A passive urban open space will be delivered through the expansion of Hume Street Park.

Cater for variety in housing to recognise the diverse community.

Include in the planning controls, opportunities for mixed use development, medium density development and protect some of the low scale residential areas including existing Heritage Conservation Areas.

High density apartment development will be focused along the Pacific Highway corridor between St Leonards station and Crows Nest Sydney Metro station, transitioning to lower density living options in areas of no change.

Potential for new mixed-density development to be provided in St Leonards South (subject to Planning Proposal).

Undertake investigations to support inclusion of affordable housing targets for the area.

Undertake further investigation to identify an appropriate target for affordable housing in the area, consistent with the Sydney Region Plan.

Transit oriented development at Crows Nest Sydney Metro Station Site.

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 60).



LAND USE

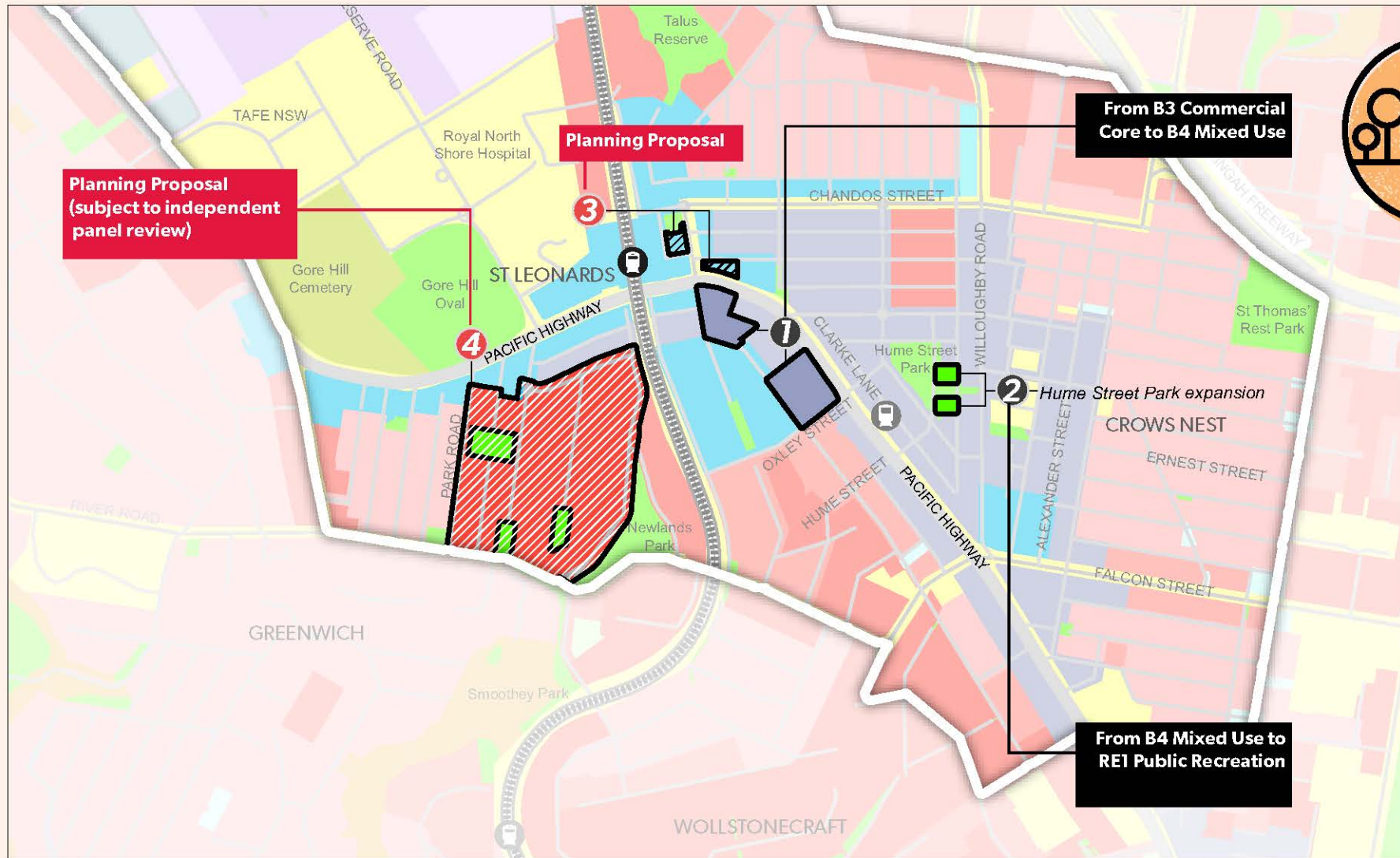
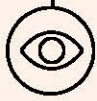
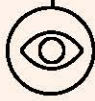


Figure 28: Proposed zoning changes

- | | | | | |
|-----------------|--------------------|-------------------------------|----------------------|---|
| Plan Area | Railway Station | R2 Low Density Residential | Zoning Changes Areas | Planning Proposal |
| Pacific Highway | Metro Station | R3 Medium Density Residential | 1 B3 → B4 | Planning Proposal (subject to independent review) |
| Local Road | B3 Commercial Core | R4 High Density Residential | 2 B4 → RE1 | |
| Railway Line | B4 Mixed Use | RE1 Public Recreation | | |



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IMPLEMENTING THE PLAN
LAND USE NON-RESIDENTIAL FSR CHANGES

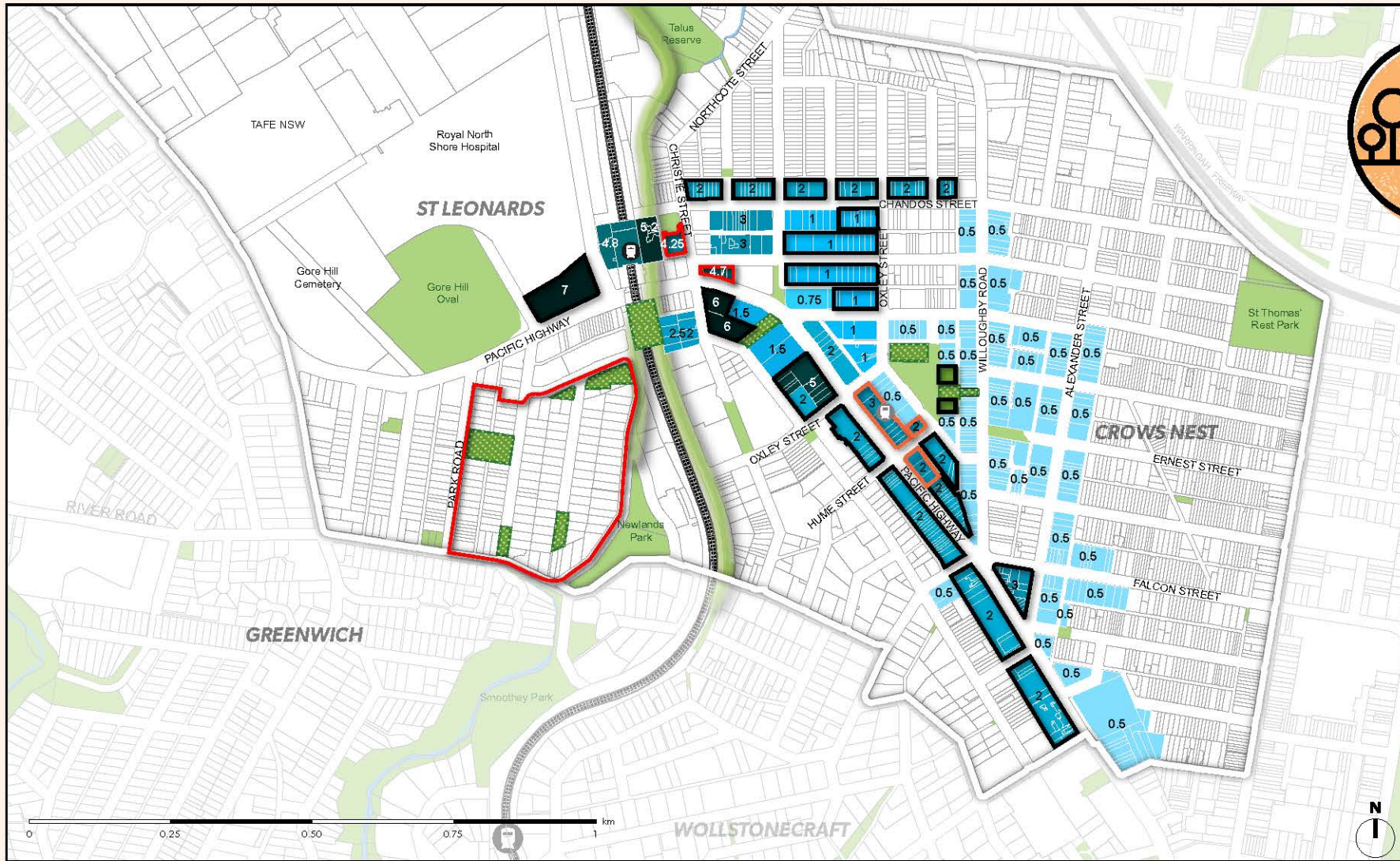


Figure 29: Non-residential FSR

- | | | | |
|-----------------|-----------------|-----------------------------|---|
| Plan Area | Railway Station | Existing Open Space | Proposed Non-Residential FSR Changes |
| Pacific Highway | Metro Station | Proposed Open Space | Subject to Planning Proposals Supported by Councils |
| Local Road | Waterways | Council Proposed Open Space | Amendment to Non-Residential FSR Controls led by State Government |
| Railway Line | | Foreshore to Foreshore Link | |



The following Actions and Recommendations address Movement related Objectives to realise the vision for the area.



Objectives

Actions and Recommendations

Provide clear, continuous and direct pedestrian and cycle routes to priority destinations such as St Leonards station and surrounding commercial core, the future Crows Nest Sydney Metro station, Royal North Shore Hospital and St Leonards TAFE.

Provide east-west pedestrian and cycling connections to the north-south regional pedestrian and cycling links. These connections will extend the existing east-west cycling routes provided along Warringah Freeway, Chandos Street, Burlington Street and Henry Lane.

Undertake footpath improvements.

The following improvements are proposed to support active transport:

- Enhance amenity and connectivity along Clarke Lane to support access to the Crows Nest Sydney metro station with a continuous shared path treatment and reverse setbacks at ground level.
- Widen the footpath along Sergeants Lane to support access to St Leonards Station and complement plans for active retail along Atchison Street.
- Provide shade and shelter for pedestrians with reverse setbacks along Atchison Street and double tree planting along Chandos, Oxley and Mitchell Streets.
- Formalise a north-south regional pedestrian and cycling connection beside the rail line and a linear park along the Lithgow Street segment of the link.

Works are itemised in the infrastructure schedule. See figure 30.

Undertake improvements to cycle paths.

Prioritise delivery of cycle infrastructure identified by North Sydney Council and Bike North including dedicated cycle lanes on Henry Lane and Burlington Street.

Bicycle crossing facilities should form part of upgrades to the signalised intersections along cycling routes including where they cross Pacific Highway and Oxley Street.

Cycling infrastructure along the Pacific Highway is identified as a long-term consideration contingent upon a detailed assessment of the effects of major infrastructure investments as part of detailed traffic and transport modelling currently underway.

Works are itemised in the infrastructure schedule. See figure 30.

Provision of regional pedestrian and cycling connections and improve wayfinding.

The draft Plan identifies a regional pedestrian and cycling link to connect the area and regional open space. This link will close a gap in the existing walking and cycling network to provide a continuous link from Berry's Bay to Sailors Bay.

Providing secondary connections to this regional link and signage to and along the link is recommended to improve wayfinding in the area. See figure 30.

Provide a linear park as well as improved access to parks, bushlands, waterways and public domain.

Amend planning controls to rezone land identified for a linear park along Lithgow Street to Public Recreation.

Fund embellishment of the park through the Special Infrastructure Contribution Scheme.



Continued from previous page.

Objectives

Actions and Recommendations



Improve pedestrian crossings.	<p>Investigate providing an additional pedestrian crossing on the Pacific Highway at Portview Road and Reserve Road subject to detailed traffic modelling, to be funded through the SIC.</p> <p>Investigate providing an additional pedestrian crossing legs at existing intersections on the Pacific Highway at Oxley Street, Herbert Street and Christie Street subject to detailed traffic modelling, to be funded through the SIC. Investigate delivery of the crossing at Oxley Street as part of Crows Nest station integration works.</p> <p>Investigate access over the railway line at River Road to link Duntroon Avenue to Lithgow Street by widening the rail bridge on the northern side of River Road to allow pedestrians and cyclists to pass each other. Concurrently improve the crossing on the eastern side of River Road with lights or a signal.</p> <p>Investigate providing improved pedestrian crossings along key walking and cycling streets including but not limited to Chandos Street, Willoughby Road, Atchison Street and Clarke Lane. New crossings are itemised in the infrastructure list. See figure 30.</p>
Strengthen connectivity between the two stations via laneways and Atchison Street.	Include in the planning controls, active street front provisions for Atchison Street and requirements for reverse setbacks to both sides of Clarke Lane and Atchison Street to widen footpaths.
Improve pedestrian and cycle links and expand tree canopy in the Artarmon Employment Area.	Improve pedestrian and cyclist comfort with tree lined streets along Reserve Road, Westbourne, Herbert and Frederick Streets.
Promote the provision of end of trip facilities to support cycling.	Ensure that planning provisions encourage end of journey facilities such as bicycle parking and showers to be provided as part of all commercial, mixed-use, health, education and industrial developments for use by building occupants.
Connect to the regional pedestrian and cycle link via Herbert Street bridge above the railway line.	Provide a pedestrian and cyclist extension from the Herbert Street bridge to improve east west connectivity and provide access to the foreshore to foreshore link.
Improve the ease of interchange at St Leonards and Crows Nest stations by rationalising existing bus stops on Pacific Highway.	Further investigation is required in consultation with RMS and TfNSW to rationalise existing bus stops to respond to the new Sydney Metro station at Crows Nest.
Integrate bus stops near the Sydney Metro station on the eastern side of the Pacific Highway.	Encourage the design of Sydney Metro entrance to consider access to the broader area.
Limit the amount of car parking provided in association with new developments subject to outcomes of traffic and transport modelling.	Undertake detailed traffic modelling to inform the development of an area wide car parking policy. In conjunction with Councils, review planning controls with a view to introduce maximum, or if appropriate no additional, parking in new developments.
Encourage the use and accommodation of car share facilities.	Review planning controls to ensure the provision of parking for share car programs is enabled.
Undertake improvements to road connections.	Subject to further investigations, provide funding of a right hand turn only movement from the Pacific Highway to Oxley Street for south bound traffic to reduce traffic in St Leonards Core created by the current limitation on this movement.



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IMPLEMENTING THE PLAN MOVEMENT ACTIONS AND PROPOSALS

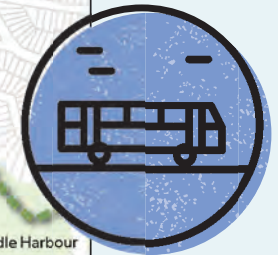
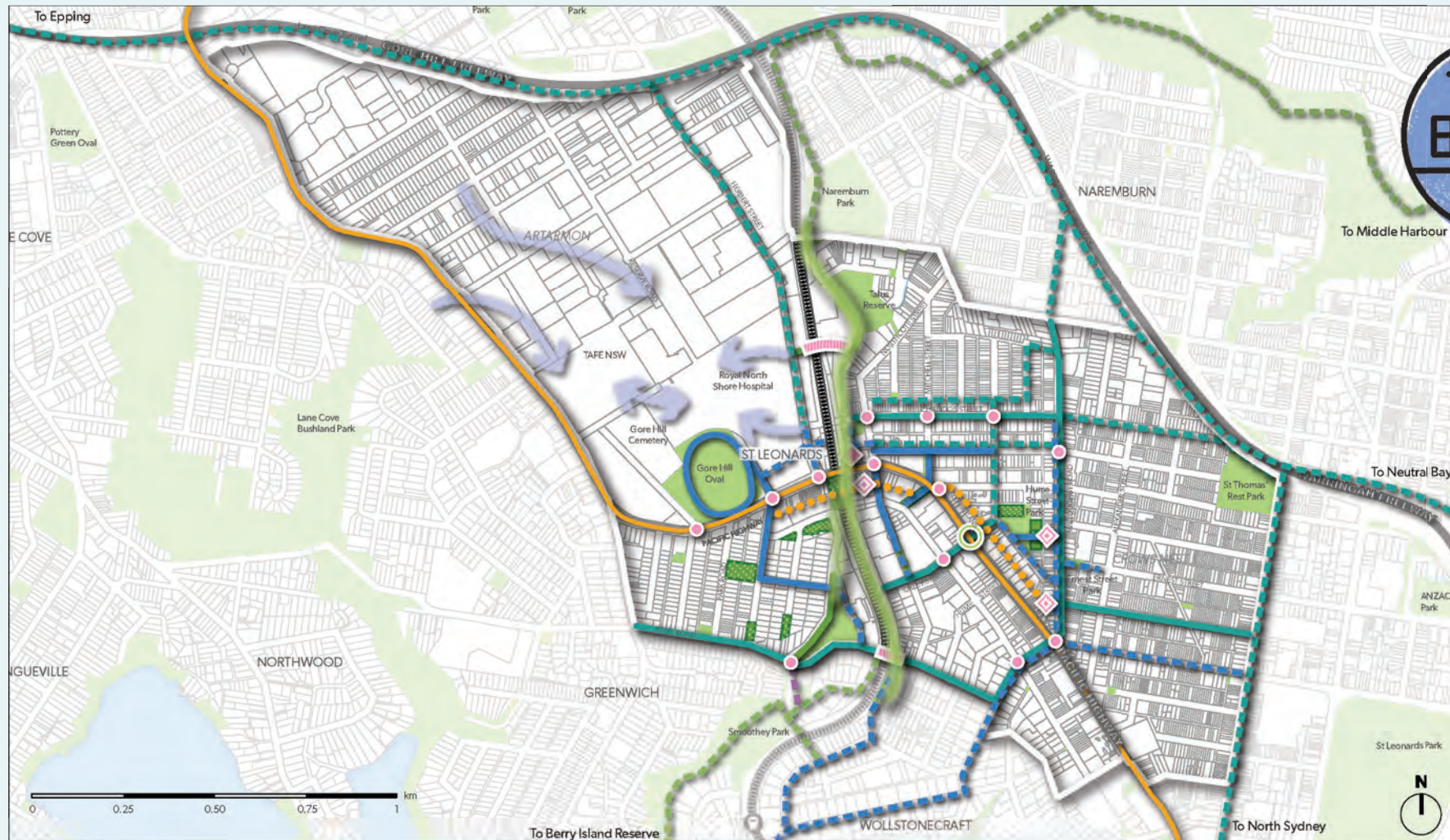


Figure 30: Active transport

- | | | | | |
|-----------------|---|---|--|--------------------------------------|
| Plan Area | Existing Open Space | Existing pedestrian link | Existing 'foreshore to foreshore' link | Existing through site link |
| Railway Line | Proposed Open Space | New or improved pedestrian link | Foreshore to Foreshore Link | New through site opportunities |
| Railway Station | Council Proposed Open Space | Improve crossing for pedestrians and/or cyclists | Existing cycle infrastructure | Improved shared space connection |
| Metro Station | Improved connections to the Health and Education precinct for further investigation | Improve or expand crossing over rail for pedestrians and cyclists | New or improved cycle infrastructure | Major vehicle corridor including bus |
| | | Introduce a new right-turn for south bound vehicles | | |



State Led Rezoning of Crows Nest Sydney Metro Station Site

A Rezoning Report to amend current planning controls for the new Crows Nest Sydney Metro station sites are being exhibited in conjunction with this draft Plan. The proposed amendments allow for development of sites at and around the new station. These sites (Figure 31) were acquired by the Sydney Metro to build the Crows Nest station and have specific infrastructure constraints requiring certain design elements to build the station entries and platforms.

The existing planning controls for the sites were adopted in 2013, prior to the NSW Government commitment to deliver a new Sydney Metro station at Crows Nest and do not reflect the opportunities for improved accessibility associated with the new Sydney Metro station enabling people to live, work and spend time close to public transport.

The Department is proposing to amend North Sydney Local Environmental Plan 2013 to enable integrated station development. Proposed amendments are consistent with key principles of this draft Plan and include:

- increasing building heights to a maximum RL183 (equivalent to 27 storeys);
- introducing an overall floor space ratio for the sites;
- increasing the minimum non-residential floor space ratio to encourage employment generating uses; and
- introduction of a Design Excellence clause to ensure best practice urban and landscape design for the sites.

Detailed design the integrated station development will be assessed as part of the State Significant Development (SSD) process. Sydney Metro lodged a request for Secretary’s Environmental Assessment Requirements (SEARs) and the SEARs were issued on 26 September 2018.

There will be more opportunities for community feedback prior to future development above the Crows Nest Sydney Metro Station. Formal consultation will take place before any changes are made to the North Sydney Local Environmental Plan as well as during consultation of any future development application.

Design principles for any future integrated station development are set out in the Crows Nest Sydney Metro Site Rezoning Report include:

- minimising overshadowing of public open spaces and important places including Willoughby Road;
- ground level activation ; and
- consideration of heritage areas.

Crows Nest Sydney Metro Site Rezoning Report is currently available for public comment. The Department encourages community feedback to the proposed amendments. Separate submissions are sought for the state led rezoning of the Crows Nest Sydney Metro sites and the draft Plan.



Figure 31: Crows Nest Sydney Metro Station Site



Significant Sites

The draft Plan identifies several sites (Figure 32) which may be appropriate for additional height, subject to further assessment and community consultation. Any revised development controls for these sites would be established through a Council-led planning proposal and further community consultation. The identification of these sites is consistent with the approach taken by North Sydney Council in the St Leonards Crows Nest Planning Study Precincts 2 & 3 adopted in May 2015.

These significant sites will be subject to a rigorous design excellence process to determine the appropriate height, floor space ratio and other design details. Proposals for

significant sites would need to demonstrate consistency with the vision, design criteria and area wide design principles in this Plan (page 4, 10 & 11) and significant site design principles (insert). Significant sites are expected to meet the highest design standards and provide additional community benefits to ensure their overall impact is a positive one.



Figure 32: Significant Sites

Significant Site Design Criteria




Significant Sites must demonstrate consistency with the vision, area wide design principles and design criteria in this Plan (page 4, 10 & 11) and deliver exceptional design quality and contribute to the following:

- Undertake a design excellence process.
- Sustainable, walkable and liveable city.
- Meet solar height planes in this Plan (identified in figure 11 on page 26).
- Manage cumulative overshadowing impacts of significant sites in the area. Consider actions and recommendations identified in the draft Plan.
- Respond to street character and surrounding heritage items and/ or areas when determining street wall height, awnings and ground and upper level setbacks.
- Exemplary street level activation and contribution to the public domain with ground level setbacks, plazas or similar.

- Have a positive impact on the area's key view lines and vistas, with consideration of a visual marker of an important place.
- Slender towers (smaller floor plate) to avoid bulk.
- Make significant improvements to the public domain and local infrastructure.
- Provide gradual transitions, sensitive interfaces and an appropriate response to the scale of the street (using a combination of street wall heights, ground and upper level setbacks).
- Avoid unreasonably constraining development potential of neighbouring sites.
- Tree canopy planting or other landscaping in public spaces on site.

Note: Subject to further detailed urban design analysis, the site specific 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).

 foreshore to foreshore LINK



St Leonards South Planning Proposal

Lane Cove Council exhibited a planning proposal for the St Leonards South Master Plan area between October 2017 and January 2018. The planning proposal is for a change to the existing zoning to allow for higher density residential development of between four and 19 storeys.

If rezoned as exhibited, the proposal could provide capacity for up to 2, 400 new dwellings.

Feedback in response to the Local Character Statement consultation undertaken by the Department in March 2018 included a range of differing and sometimes opposing views on the proposal. There were different views about the

extent of the boundary of the proposal, as well as how dense the proposal should be. However, the community agreed that high quality design is important to future development.

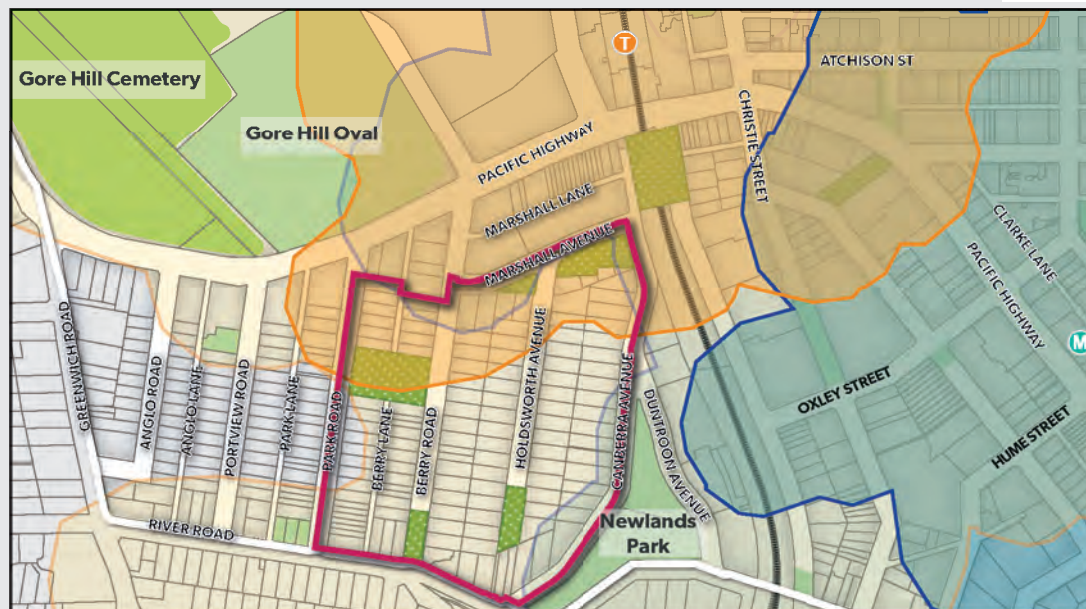
The draft Plan recommends referral of the proposal to an independent panel for review to ensure consistency with conditions of the Gateway Determination and this draft Plan. Design principles (right) relating to the site should be considered by the independent panel.

St Leonards South Design Principles



The following principles should be considered by an independent panel in its review of Lane Cove Council's Planning Proposal:

- Consider accessibility to St Leonards and Crows Nest Stations.
- Minimise overshadowing of public open space and streets with a significant public domain function within and outside of the Plan boundary.
- Minimise overshadowing of Heritage Conservation areas and residential areas outside of the Plan boundary.
- Ensure new open spaces improve connections to existing surrounding open spaces.
- Improve active transport connections.
- Consider cumulative traffic impacts.
- Transition buildings appropriately to lower scale buildings.



- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Proposed Open Space
- Council Proposed Open Space
- Gore Hill Cemetery
- 400m Walking Catchment from St Leonards Trains Station
- 800m Walking Catchment from St Leonards Trains Station
- 400m Walking Catchment from Crows Nest Metro Station
- 800m Walking Catchment from Crows Nest Metro Station

Figure 33: St Leonards South



INFRASTRUCTURE

Special Infrastructure

Contribution Scheme

The Special Infrastructure Contribution (SIC) Scheme is designed to ensure that development which relies on improvements to State and regional infrastructure financially contributes to the delivery of this infrastructure. A SIC Scheme will review the need for new or expanded State infrastructure to support the proposed level of development and will cost this infrastructure.

The infrastructure list below includes rationale for future infrastructure items. The draft SIC Scheme is on public exhibition alongside this draft Plan, and the finalised SIC Scheme will be published with the plan is finalised.

Agency budgets

There is scope to fund necessary infrastructure through relevant State agencies' capital works budgets. This recognises the limited capacity of contributions to fund the required infrastructure, as well as the fact that some infrastructure improvements would be required regardless of the growth anticipated in this draft Plan.

Precinct Support Scheme

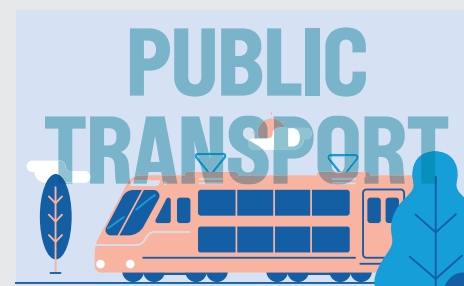
The Precinct Support Scheme is a State Government fund to provide new parks, streetscapes, bicycle and walking paths in areas subject of NSW Government Planning. As part of the consultation for this draft Plan, the Department is asking for community feedback on which projects are preferred, as well as consulting with Councils on planned projects that could potentially be funded by the scheme.

Council Developer Contributions – Section 7.11

Each Council has a Developer Contributions Plan that funds local infrastructure. These contributions will still be applied to development within the Plan area. Individual Developer Contributions Plans are available on the Council's respective website.

State and local VPA

Section 7.4 of the *Environmental Planning and Assessment Act 1979* allows a developer to enter into a voluntary planning agreement (VPA) to provide State or local infrastructure associated with a change to planning controls or a development application. This is an available avenue to provide infrastructure in St Leonards or Crows Nest in lieu of a contribution to the SIC or local contribution schemes.





NEXT STEPS

Have your say

The following documents are on public exhibition:

- draft Plan
- draft Local Character Statement
- draft Crows Nest Sydney Metro Site rezoning proposal
- draft SIC
- draft Green Plan

The documents are available on the Department’s website (www.planning.nsw.gov.au).

We are here

Finalising the Plan

The Department will release the final Plan and a Submissions Report on the Department’s website that summarises the feedback received during public exhibition. Updates to the Plan will be made based on feedback received during exhibition.

The final Plan is proposed to be accompanied by a Direction under s. 9.1 of the *Environmental Planning and Assessment Act 1979*

requiring future rezoning and development to be consistent with the final Plan. Planning proposals may be inconsistent with the Plan if it can be demonstrated to the Secretary of the Department of Planning & Environment that the proposal clearly demonstrates better outcomes and supporting infrastructure can be delivered and the proposal still achieves the vision, objectives, planning principles and actions identified in the Plan.

Rezoning

Rezoning will be required to allow development to occur in accordance with the draft or final Plan. It will be the responsibility of each relevant Council to progress planning proposals through amendments to their respective Local Environmental Plans. Further work will also be required to implement changes to each council’s development control plans, where necessary.

The Department will work closely with each Council to help inform changes to their Local Environmental Plans and development control plans. There will be further opportunities for the community to provide feedback as part of the public exhibition of any proposed changes to each council’s Local Environmental Plan or Development Control Plan.

The exception is for the Crows Nest Sydney Metro Station to facilitate integrated station development. The proposal will be progressed for rezoning and development assessment by the NSW Government

Delivery

Development will start to occur in accordance with the final Plan, once areas identified for proposed changes to existing planning controls have been rezoned. While the speed of development will depend on market forces, the Department anticipates this will occur incrementally over the 20 year life of the Plan.





List No.	Location	Description	Funding Source	Status	Rationale
INFRASTRUCTURE TO BE FUNDED BY THE SPECIAL INFRASTRUCTURE CONTRIBUTION SCHEME					
ACTIVE TRANSPORT INFRASTRUCTURE					
Pedestrian and cycle link: Herbet Street and Chandos Street					
P1	Intersection on Herbert St near RNSH and Railway Bridge	New pedestrian crossing treatments	SIC	Subject to further investigation and detailed design	Provision of improved crossing treatments would improve pedestrian connectivity and safety across Herbert St near RNSH.
P1	Bridge from Herbert St over railway line opposite RNSH	Enhance existing bridge over railway to provide pedestrian and cycling connection to Chandos St	SIC	Subject to further investigation and detailed design	The existing bridge over the railway line could be augmented to provide a pedestrian and cycling connection to Chandos St adjacent to the railway line. All options are subject to detailed design and testing.
Cycle connection: Talus reserve to Naremburn Park					
P2	Talus reserve to Naremburn Park	Cycling connection linking Talus reserve to Naremburn Park	SIC	Subject to further investigation and detailed design	Enhance cycling link from Talus reserve to Naremburn Park to connect to the regional cycleway that follows the Gore Hill Freeway.
Pedestrian and cycle connection: Pacific Highway to River Road via southern linear park					
P3	Pacific Highway to River Road via southern linear park	Pedestrian and cycle connection	SIC	Subject to further investigation and detailed design	Provide pedestrian and cycle connection from Pacific Highway to River Road via southern linear park.
Pedestrian and cycle connection: Canberra Avenue					
P4	Canberra Avenue between Pacific Highway and Marshall Avenue	Pedestrian path widening	SIC	Subject to further investigation and detailed design	Canberra Ave is an important regional walking and cycling link between St Leonards Station, Newlands Park and Wollstonecraft Station. This link could be enhanced to cater for increased use.
P4	Canberra Avenue between the Pacific Highway and River Rd	Provide shared path on Canberra Avenue to link to River Road and provide pedestrian and cycle improvements	SIC	Subject to further investigation and detailed design	Canberra Ave is an important regional walking and cycling link between St Leonards Station, Newlands Park and Wollstonecraft Station. This link could be enhanced to cater for increased use.
P4	Intersection of Canberra Avenue and Duntroon Avenue	Enhance pedestrian crossing to link	SIC	Subject to further investigation and detailed design	Enhance pedestrian crossing to link with proposed footpaths on the eastern side of Canberra Avenue.
P4	Intersection of Canberra Avenue and River Road	New signalised intersection and crossing	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A signalised crossing could be provided at the intersection of River Rd and Canberra Ave to improve crossing opportunities for pedestrians and cyclists. The north south link along Canberra Avenue is an important regional link between St Leonards, Greenwich and Wollstonecraft Station.



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List No.	Location	Description	Funding Source	Status	Rationale
Pedestrian and cycle improvements: Willoughby Road					
P5	Willoughby Rd from Atchison St to Lawson Lane	Shared pedestrian/ cycling path	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A shared cycling and pedestrian path could be continued along Willoughby Rd to link to regional connections along Chandos or Atchison St.
P5	Intersection of Willoughby Rd and Atchison St	New pedestrian treatments to existing intersection	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	New pedestrian treatments to the northern and eastern legs of the intersection of Willoughby Rd and Atchison St will improve pedestrian connections and support increased activation on Atchison St.
P5	Along Willoughby Rd from Clarke St to Atchison St	Cycleway link	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A cycleway link along Willoughby Rd would connect the Sydney Metro sites to the wider cycling network.
P5	Willoughby Rd, south of Holtermann St	New pedestrian crossing	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A new crossing over Willoughby Rd would complement the through block link to Hume St Park.
Pedestrian and cycle improvements: Sergeants Lane/Christie Street					
P6	Sergeants Lane and Christie Street Intersection	Kerb outstand	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	There is currently insufficient space for pedestrians to wait at the lights to cross Christie St. A kerb outstand (extension) could be created to provide safe refuge for pedestrians. Existing footpaths are too narrow for pedestrians to pass one another and could be widened with this being achieved by narrowing the road to one exit lane onto Christie St.
Cycle improvements: Oxley Street					
P7	Intersection of Oxley St and Nicholson St	Intersection upgrades for pedestrians and cyclists	SIC	Subject to further investigation and detailed design	Cycling/pedestrian signals and crossings in this location could improve connectivity to wider regional cycling network.
P7	Oxley Street and Pacific Highway	Pedestrian crossing, north west leg	SIC	Subject to further investigation and detailed design	Improve pedestrian connectivity and reduce delay.
P7	Along Oxley St between Pacific Highway and Lithgow St	Pedestrian footpath improvements and cycle link	SIC	Subject to further investigation and detailed design	Widened footpaths could be provided along both sides of Oxley St between the Pacific Highway and Lithgow St to support increased pedestrian and cycling movements.
P7	Along Oxley St between Pacific Highway and Lithgow St	Cycleway link	SIC	Subject to further investigation and detailed design	Improve connectivity along Oxley St between Pacific Highway and Lithgow St.



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List No.	Location	Description	Funding Source	Status	Rationale
Cycle improvements: Shirley Road					
P8	Intersection of Nicholson St and Shirley Rd	Provide intersection treatment for pedestrians or cyclists crossing Shirley Rd (refuge/signals)	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Cycling or pedestrian refuge/signals in this location improves connectivity to wider regional cycling network.
Cycle improvements: River Road					
P9	River Road between Greenwich Road and Shirley Road. Shirley Road between River Road and Nicholson Street. Sinclair Street between Shirley Road and Bruce Street	Shared path	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Improved east-west connectivity along the southern boundary of the precinct.
P9	Railway overpass on River Rd between Lithgow St and Duntroon Avenue	Widen rail bridge to provide shared path. Potential pedestrian crossing enhancements over River Rd.	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Widening the existing railway bridge on River Rd could provide an opportunity for a shared pedestrian and cycle path which would contribute to regional links that provide access from the Lithgow St linear park to Newlands Park and St Leonards South.
Pedestrian and cycle improvements: Chandos Street					
P10	Intersection of Chandos St and Christie St	Pedestrian crossing treatments	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A signalised intersection could be provided in this location to improve pedestrian safety near the station and improve connectivity north to regional active transport links. This intersection could also cater for a future link to Herbert St. Both this intersection and a potential link from Herbert St are subject to detailed design.
P10	Cycle Path along Chandos St	Separate bi-directional cycleway along Chandos St	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A separated bi-directional cycle path would provide enhanced connections to existing regional cycling infrastructure.
P10	Intersection of Chandos St and Mitchell St	Pedestrian crossing treatments	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Pedestrian crossing treatments could be provided for each leg of the intersection to improve regional connections.
P10	Intersection of Chandos St and Oxley St	Pedestrian crossing treatments	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Pedestrian crossing treatments could be provided for each leg of the intersection to improve regional connections.
P10	Intersection of Willoughby Rd and Chandos St	Pedestrian crossing (signalised), north leg	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A northern crossing leg to the existing signalised intersection would improve pedestrian and cycling connections along Chandos Street.



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List No.	Location	Description	Funding Source	Status	Rationale
ROADS					
R1	Pacific Highway, near Portview Rd	Signalised pedestrian crossing	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	A new signalised crossing would improve connectivity between Gore Hill Oval/Park and St Leonards South and increase connectivity to the nearby bus stop.
R2	Intersection of Pacific Highway and Reserve Rd	Signalised pedestrian improvement	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Pedestrian crossing leg on the eastern side of this intersection would improve north-south connectivity and reduce delays for pedestrians.
R3	Intersection of Pacific Highway and Herbert St	Signalised pedestrian improvement	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Pedestrian crossing leg on the eastern side of this intersection (nearer St Leonards Station) would improve north-south connectivity and reduce delays for pedestrians and cyclists and support the regional green link through the precinct.
R4	Intersection of Pacific Highway and Christie St	Signalised pedestrian improvement	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	An additional crossing leg on the western side of this intersection would improve connectivity across the Highway and reduce delays for pedestrians. It supports the regional green link through the precinct by connecting to the St Leonards Plaza and Lithgow St Linear Park.
R5	Intersection of Pacific Highway and Albany St	Signalised pedestrian improvements	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	While there is an existing crossing on Albany St, it is quite long due to the angle of the intersection. A kerb extension (outstand) would shorten the crossing distance for pedestrians and encourage reduced vehicle speeds.
R6	Intersection of Pacific Highway and Oxley St	Signalised pedestrian improvement	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	The intersection of the Pacific Highway and Oxley St could be reconfigured to provide a right hand turn movement. This would support vehicular access and egress to new development.
R7	Intersection of Pacific Highway, Shirley Road, Willoughby Road and Falcon Street	Signalised pedestrian improvement	SIC	Subject to further investigation, liaison with RMS, modelling and detailed design	Alteration of five-ways intersection to support vehicular traffic movements.
OPEN SPACE PROVISION					
OS1	Between Chandos St and Talus St Reserve	Northern linear park: Herbert Street bridge to Chandos Street	SIC	Subject to further investigation and detailed design	Provide northern linear park from Herbert Street bridge to Chandos Street.
OS2	Lithgow St adjacent to the railway corridor	Southern Linear Park: Lithgow Street	SIC	Subject to further investigation and detailed design	Lithgow St and the land adjacent to the railway line presents a significant opportunity to provide a linear park to improve green regional connections through the precinct. Existing on-street parking could be removed and used to provide additional landscaped areas.
OS3	Acquisition of commercial properties on Hume Street to further expand Hume St Park.	Hume Street Park expansion	SIC	Subject to detailed design and liaison with North Sydney Council to integrate with existing concept	Additional land can be acquired to supplement North Sydney Council's plan to expand Hume St Park. This would increase the total area of the park.



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List No.	Location	Description	Funding Source	Status	Rationale
OS4	Gore Hill regional park and playground	North-western corner of Gore Hill park	SIC	Subject to detailed design and liaison with Willoughby Council to integrate with existing concept	Provide a regional park and playground, including: play equipment, soft/hard landscaping, furniture (benches etc), landscaping and bike paths and footpaths.
EDUCATION					
E1/E2	Location to be confirmed	SIC to provide funding towards additional school places in precinct.	SIC	Subject to detailed investigation.	SIC to provide funding towards additional school places in precinct.
OTHER					
C1	617-621 Pacific Highway	Community Arts Centre	SIC	To be delivered as works in kind.	To be delivered as works in kind.

INFRASTRUCTURE TO BE FUNDED BY COUNCILS OR OTHER FUNDING SOURCE**Public Transport**

1	Bus stop between Oxley St and Hume St (east side)	Re-locate bus stops near Sydney Metro station	Sydney Metro and Sydney Buses	Subject to further investigation, liaison with TfNSW & RMS and detailed design	A suitable interchange is required between Pacific Highway bus services and Sydney Metro. Consideration should be given to revised bus locations and this work could potentially be undertaken as part of the integrated station access plan for Sydney Metro.
2	Bus stops between Hume St and Shirley St (west side)	Consolidate two bus stops near Sydney Metro station	Sydney Metro and Sydney Buses	Subject to further investigation, liaison with TfNSW & RMS and detailed design	Two bus stops exist in this area within approximately 200m of each other. They should be consolidated into one stop and this could potentially be undertaken as part of the integrated station access plan for Sydney Metro.

Active Transport (Pedestrian and Cycling Links)

3	Pacific Highway between Oxley St and Hume St	Widen footpath on northern side of Pacific Highway near Sydney Metro	Sydney Metro	Subject to further investigation, liaison with TfNSW and detailed design	The footpath on the northern side of the highway near the Sydney Metro station (between Oxley St and Hume St) should be widened to accommodate increased pedestrian movements and allow avenue tree plantings. This should be delivered as part of the construction of Sydney Metro.
4	Intersection of Pacific Highway and Oxley St	New pedestrian crossing legs	Sydney Metro	Subject to further investigation, liaison with TfNSW and RMS and detailed design	A new north west crossing leg on the existing intersection would improve connectivity and reduce delays for pedestrians. The pedestrian traffic at this intersection is likely to increase with the opening of Sydney Metro.



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5	Christie St between Henry Lane and Christie Lane	Cycleway	Local	Subject to liaison with Council and detailed design	Provide a cycling connection from Henry Lane (north of Chandos St) to Christie Lane (south of the Pacific Highway). This would provide an important regional link to St Leonards station, across the highway, to the proposed St Leonards Plaza and to land further south toward River Rd. This link is subject to detailed design and an alternative along Sergeants Lane should also be considered.
6	St Leonards Railway Station	Improved pedestrian and cyclist facilities, kiss and ride areas, and taxi zones	TfNSW	Subject to further investigation, liaison with TfNSW and detailed design	Investigate opportunities to improve bicycle parking, kiss and ride areas and a designated taxi zone. The intent is to encourage cycling to the station, reduce car parking and discourage taxis using the bus zone on the Pacific Highway.
7	Intersection of Oxley St and Albany St	New pedestrian crossing legs	Local	Subject to further investigation and detailed design	Pedestrian crossing treatments should be provided for each leg of the intersection to improve connections. North Sydney Council are currently investigating options to upgrade this intersection.
8	Intersection of Oxley St and Clarke St	New pedestrian crossing	Sydney Metro	Subject to further investigation, liaison with TfNSW and detailed design	Sydney Metro is likely to increase pedestrian movements on Clarke St and marked pedestrian crossings should be provided on each leg of this intersection.
9	Intersection of Oxley and Atchison St	New pedestrian treatment	Local	Subject to further investigation and detailed design	New pedestrian treatments proposed for all legs of Atchison St and Oxley St intersection to improve pedestrian links.
10	Between Willoughby Rd and Hume St Park (through block link)	Pedestrian and cycle connection to Hume St Park	Local	Subject to further investigation and detailed design	Provide a mid block pedestrian and cycling connection between Willoughby Rd and Hume Street Park.
11	Intersection of Mitchell St and Atchison St	Additional crossing treatments	Local	Subject to further investigation and detailed design	The northern and eastern legs of the intersection require pedestrian crossing treatments (raised refuge) to cater with increased pedestrian demand in this area associated with activation of Atchison St.
12	Clarke Lane between Sydney Metro (Hume St) and Albany St	Improve pedestrian environment of Clarke Lane.	Local and Sydney Metro	Subject to further investigation, liaison with TfNSW and detailed design	Clarke Lane is likely to be a significant pedestrian link from Sydney Metro to Albany and Atchison Streets (away from the highway). The laneway should be treated and activated to encourage use by pedestrians. Crossings will be required at key intersections.
13	St Leonards South	New pedestrian and cycle path in St Leonards South along an east-west axis.	Local	Location and design subject to finalisation of St Leonards South Planning Proposal.	East to west pedestrian and cycling connections through St Leonards South will improve connectivity to regional open space (Gore Hill Oval) and the regional cycling network. The location of these links are subject to finalisation of the St Leonards South Planning Proposal
14	Nicholson St between Oxley St and Christie St	Cycling link along Nicholson St to link from Sydney Metro to St Leonards Plaza and St Leonards Station	Local	Subject to further investigation and detailed design	A cycling link along Nicholson St would link public transport, link to the St Leonards Plaza rail crossing and contribute to the regional cycling network. .



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15	Between Marshall Lane, St Leonards Plaza and Lithgow St	Cycling connection from Marshall Lane, over railway, to Lithgow St	Local	Subject to detailed design of Lane Cove Council St Leonards Plaza	As part of Lane Cove Council's St Leonards Plaza, a cycling connection should be provided crossing the railway and linking Marshall Lane to Lithgow St.
16	Frederick Street between Reserve Road and Herbert St	Cycling connection along Frederick St to Herbert St	Local	Subject to further investigation and detailed design	A cycleway connection in this location will improve east west access between Reserve Road and Herbert St.
17	Reserve Road, Campbell St, Clarendon St, Mclachlan Avenue	Cycling connection from Reserve Road to Gore Hill freeway cycleway	Local	Subject to further investigation and detailed design	A cycleway connection in this location will improve connectivity through the industrial area, linking to the existing regional cycling infrastructure
18	Between Marshall Lane, St Leonards Plaza and Lithgow St	Cycling connection between Bruce St and Pacific Highway via Nicholson St and Rocklands Road	Local	Subject to further investigation and detailed design	A cycleway connection in this location will improve cycling connections to the Mater Hospital and include network coverage.
OPEN SPACE					
19	Hume Street Park	North Sydney Council are proposing upgrade works to Hume St Park.	To be funded by North Sydney Council	Preferred design options have been prepared.	North Sydney Council plans to close part of Hume Street to expand Hume Street Park. A later stage of these plans includes relocating both the indoor sports facility and car parking underground to increase open space.
20	Royal North Shore Hospital Campus	Review provision of open space provision in hospital campus	Health NSW	Subject to further investigation and liaison with NSW Health	Open space areas are proposed throughout the hospital campus in accordance with the site's masterplan. The planning and delivery of these open space areas should be considered as part of the integrated strategy for the site.
21	Both Oxley St and Mitchell St between Albany St and Chandos St	Provide public domain improvements and street trees by increasing building setbacks.	Council	Subject to further investigation and detailed design	North Sydney Council is proposing widening footpaths, additional tree planting and public domain improvements along both Oxley St and Mitchell St. This would be facilitated by increasing building setbacks along these streets.
22	Friedlander Place	Friedlander Place upgrade works	Developer on behalf of Council via VPA and works in kind	Under construction	Friedlander Place and surrounds are being upgraded as part of developments that have been approved by Council and are currently proceeding.



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23	St Leonards Plaza (over railway line between Lithgow St and Canberra Ave)	Lane Cove Council are proposing a plaza over the railway line.	Council funding, VPA and works in kind	Rail Plaza Deck on Canberra Ave currently under construction. Rail Plaza Deck on Lithgow St forms part of DA currently under assessment. Central deck over railway to be constructed as last stage.	Lane Cove Council is proposing a plaza (5,000m ²) and public transport interchange over the railway line south of the Pacific Highway. This would create new open space in the centre of St Leonards and improve links to additional community facilities. It is being constructed in three components. The first component on Canberra Avenue is under construction, the second component on Christie St forms part of the 88 Christie St DA which is on exhibition, the last component is the deck over the railway which will be delivered following completion of the
24	St Leonards South	New open space to be provided in St Leonards South	To be funded by Council	Timing and location subject to finalisation of St Leonards South Planning Proposal	New open space is to be provided in St Leonards South. Council have identified indicative open space areas however, the location of open space is subject to the finalisation of the planning proposal.
25	Gore Hill Oval- Stage 1	Upgrade works to oval being undertaken by Council in two stages.	Stage 1 has been fully funded by Council. Stage 2 is included on the SIC list.	Stage 1 work is under construction.	Gore Hill Oval is being upgraded by Willoughby Council to meet identified recreational needs and increase capacity of oval.

SOCIAL INFRASTRUCTURE

26	Location to be confirmed	TAFE, Planning and Education to investigate opportunities for new primary and secondary school on TAFE site.	Funded by Education	Subject to further investigation and liaison between DPE and Education	Population growth will require an additional primary school and secondary school. DPE is working with TAFE and Education to investigate provision of a new school at St Leonards TAFE.
27	St Leonards Plaza and 88 Christie St	New branch library (approx. 1000 m ²) at St Leonards Plaza	Developer on behalf of Council via VPA and works in kind	Development application under assessment.	Lane Cove Council is proposing to deliver a branch library as part of the St Leonards Plaza and 88 Christie St developments
28	St Leonards South	Multipurpose child care centre and community hall	Developer on behalf of Council via VPA and works in kind	Location and design subject to finalisation of St Leonards South Planning Proposal.	Lane Cove Council is proposing a facility incorporating a child care centre and community hall in St Leonards South. The location and timing of this facility is dependant on the finalisation of the St Leonards South Planning Proposal.



DRAFT Plan
APPENDIX - INFRASTRUCTURE MAP

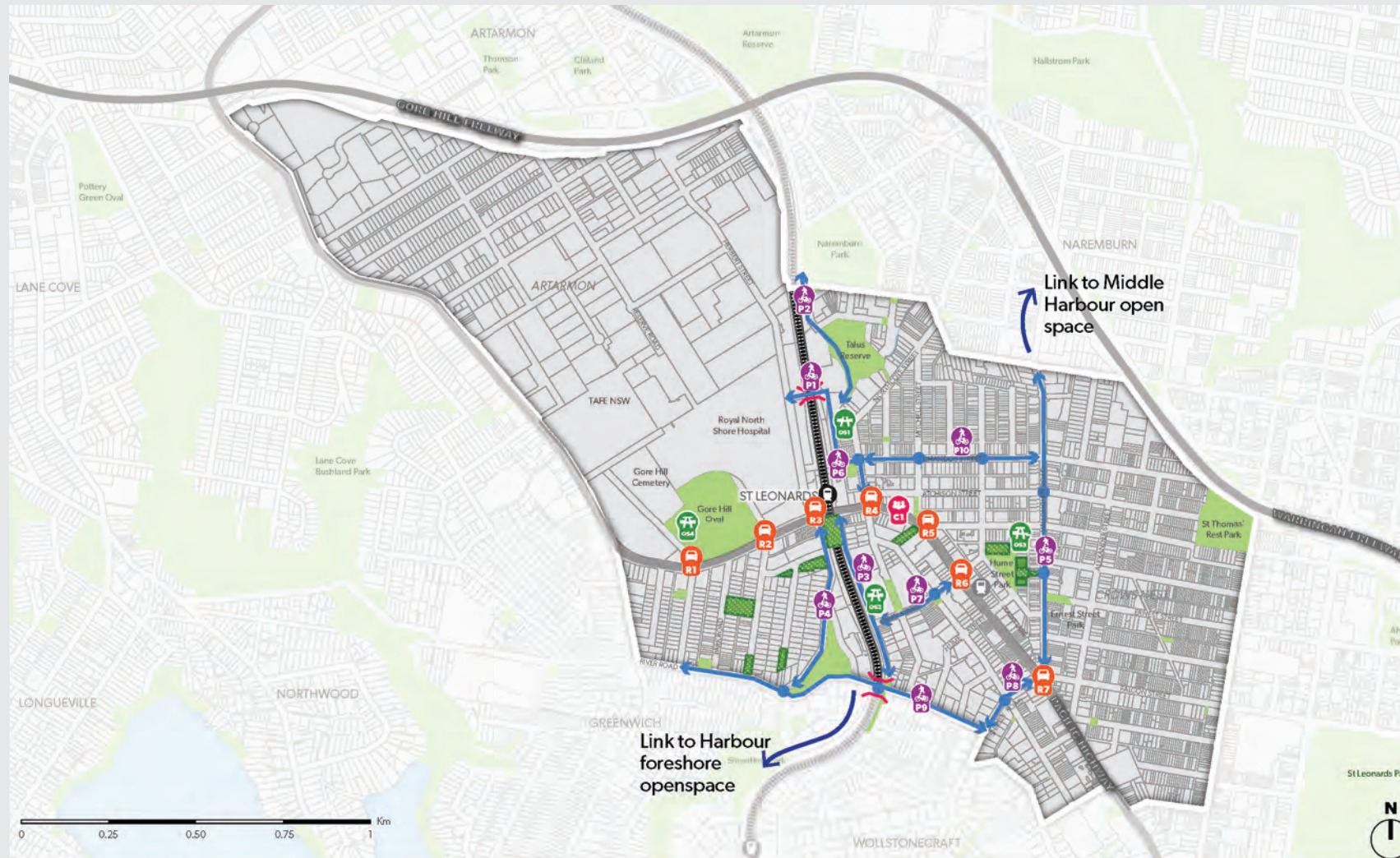


Figure 34: Infrastructure items

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|-----------------|-----------------------------|----------------------|---|
| Plan Area | Existing Open Space | Community Facilities | Pedestrian & cycle connection improvements |
| Railway Line | Proposed Open Space | Open Space | Pedestrian crossing improvements |
| Railway Station | Council Proposed Open Space | Active Transport | Bridge crossing improvements for pedestrians/cyclists |
| Metro Station | | Roads | |

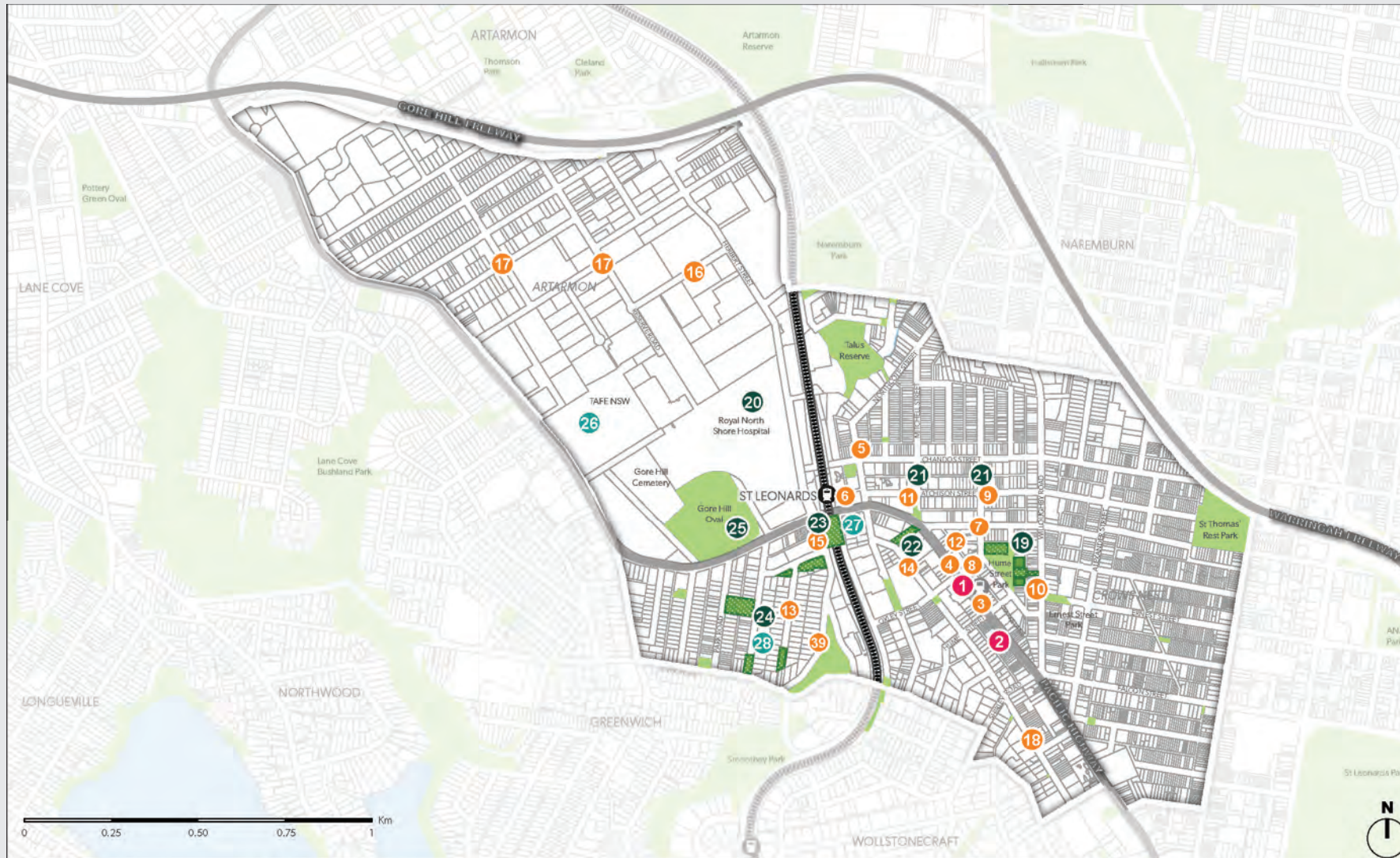


Figure 35: Infrastructure items

- Plan Area
- Existing Open Space
- Community Facilities
- Pedestrian and Cycling Links
- Railway Line
- Proposed Open Space
- Open Space
- Public Transport
- Railway Station
- Council Proposed Open Space
- Road Network
- Metro Station

