



Planning &
Environment

St Leonards and Crows Nest Station Precinct

Interim Statement



August
2017

Introduction

In July 2016, the then Minister for Planning announced the strategic planning investigation of the St Leonards and Crows Nest Station Precinct ('the Precinct'). The Precinct straddles the three local government areas of Lane Cove, North Sydney and Willoughby.

The Precinct is identified as a Strategic Centre in the Greater Sydney Commission's (GSC) draft North District Plan. The importance of the Precinct as a key employment centre in Sydney combined with the new metro station at Crows Nest presents a unique opportunity for renewal and activation. The NSW Government is working to provide new homes and jobs located close to transport, open space and social infrastructure. The investigation will build on the GSC's vision for a '*health and education super precinct*'.

The investigation will be undertaken in a number of stages with the first stage, a Strategic Review now complete. The first stage analysed the existing employment floorspace to understand future employment demands, mapped opportunities and constraints and developed a vision, objectives and guiding principles for the Precinct.

A Land Use & Infrastructure Implementation Plan ('the Plan') is now being prepared to provide a strategic planning framework to guide future development and infrastructure delivery over the next 20 years. A Special Infrastructure Contribution (SIC) plan for funding towards district level infrastructure will also be developed.

The Precinct is located five kilometres north-west of Sydney CBD and includes the established suburbs of St Leonards, Greenwich, Naremburn, Wollstonecraft, Crows Nest and Artarmon. The Plan will build upon a number of key assets and characteristics of the Precinct including heavy rail and future metro public transport services, a highly skilled workforce with a diverse range of industries, Royal North Shore Hospital, existing amenity and character, proximity to major centres and education facilities.



Draft North District Plan

In November 2016, the Greater Sydney Commission (GSC) released the draft District Plans for six districts in the Sydney metropolitan area. The plans set the direction for the longer term regional planning in Sydney and identifying the best locations for new homes with easy access to transport, jobs, open space, health and education facilities with supporting infrastructure.

The Precinct is located within the North District and has been identified as a 'health and education super precinct'. The Plan also identifies a number of policy directions for the Precinct focusing on leveraging off a new metro station at Crows Nest to deliver additional employment and homes, improving connectivity and the public domain, protecting employment land and providing synergies between many of the health related uses.

Sydney Metro

Sydney Metro is Australia's largest public transport infrastructure project. This priority rail project by the NSW Government will be transformative for Sydney. Sydney Metro will deliver 31 metro stations and has two core components:

- Sydney Metro Northwest (formerly known as the North West Rail Link) - this 36km metro line will open in the first half of 2019 and comprise eight new stations and five upgraded stations; and
- Sydney Metro City & Southwest – this new 30km line will extend the metro from Chatswood to Bankstown, including a new crossing beneath Sydney Harbour, new stations in the Lower North Shore and CBD, and the upgrade and conversion of the existing rail line between Sydenham and Bankstown. Scheduled to open in 2024, this component will deliver seven new stations and 11 upgraded stations.

This world class service will mean that daily activities such as getting to and from work, meetings, school or education, sports and a day out will be easier and faster to do.

A new station at Crows Nest, coupled with the existing heavy rail station will significantly increase accessibility to and from the Precinct. Additionally, travel times from Crows Nest will be reduced, with a trip to the CBD halved from 15 to 7 minutes (Martin Place station), Chatswood reduced to four minutes and Macquarie Park reduced to 13 minutes.

The faster, more frequent metro service will create demand and opportunities for new growth and development within the Precinct. The investigation seeks to harness the potential of this transformative investment in infrastructure to achieve sound and positive planning outcomes.



Sydney Metro Project - Priority Growth Areas

KEY



District Centre



Strategic Centre



Metro Station

ROUSE HILL

**Northwest
Metro Corridor**

NORWEST

CASTLE HILL

**Macquarie Park
Corridor**

MACQUARIE
PARK

CHATSWOOD

**St Leonards &
Crows Nest**

ST LEONARDS

NORTH SYDNEY

SYDNEY CITY

**Central to
Eveleigh Corridor**

**Sydenham to
Bankstown Corridor**

CAMPSIE

GREEN
SQUARE/
MASCOT

BANKSTOWN

GREATER
PARRAMATTA

WESTERN SYDNEY
AIRPORT

○ The Precinct's Key Assets

 <h2>Accessibility</h2>	 <h2>Employment</h2>	 <h2>Housing</h2>	 <h2>Open Space and Heritage</h2>	 <h2>Health and Education</h2>
<ul style="list-style-type: none"> • well serviced by public transport including heavy rail and buses • new metro station at Crows Nest to open in 2024 • within a 30 minute catchment of a number of major centres • access to major road network including Pacific Highway and Warringah Freeway • high usage of public transport compared to other strategic employment centres. 	<ul style="list-style-type: none"> • one of the most highly skilled and educated workforces in the NSW and Australian economy • diverse range of employment opportunities and existing economic anchors • heavy and metro rail will increase accessibility and provide jobs closer to homes • strong industry clusters such as health, automotive services and information technology (IT) • vibrant retail and eat street around Willoughby Road, Crows Nest. 	<ul style="list-style-type: none"> • highly desirable place to live, with proximity to open space, schools, community facilities and jobs • heritage conservation areas contribute to the character of the area • demand for housing in the Precinct • strong sense of community and involvement • diversity of housing ranging from low density detached dwellings to high rise living. 	<ul style="list-style-type: none"> • leafy areas with access to regional open space, natural bushland, national parks and Sydney Harbour • good quality existing open spaces such as Gore Hill Oval, Newlands Park, with Hume Park to be upgraded • new open spaces and plazas proposed across the Precinct that will contribute to the amenity of the area including proposed St Leonards rail plaza • high quality, pedestrian friendly public domain in some areas • significant views towards Sydney Harbour and national parks • protection of existing heritage items such as Gore Hill Cemetery and conservation areas. 	<ul style="list-style-type: none"> • Public and private hospitals (Royal North Shore and North Shore Private) • Mater and Greenwich hospitals also located close by creating one of Sydney's major health precincts • TAFE NSW, Northern Sydney St Leonards Campus provides tertiary education opportunities • proximity to a large network of primary and secondary schools surrounding the Precinct and Bradfield Senior College located within the Precinct.

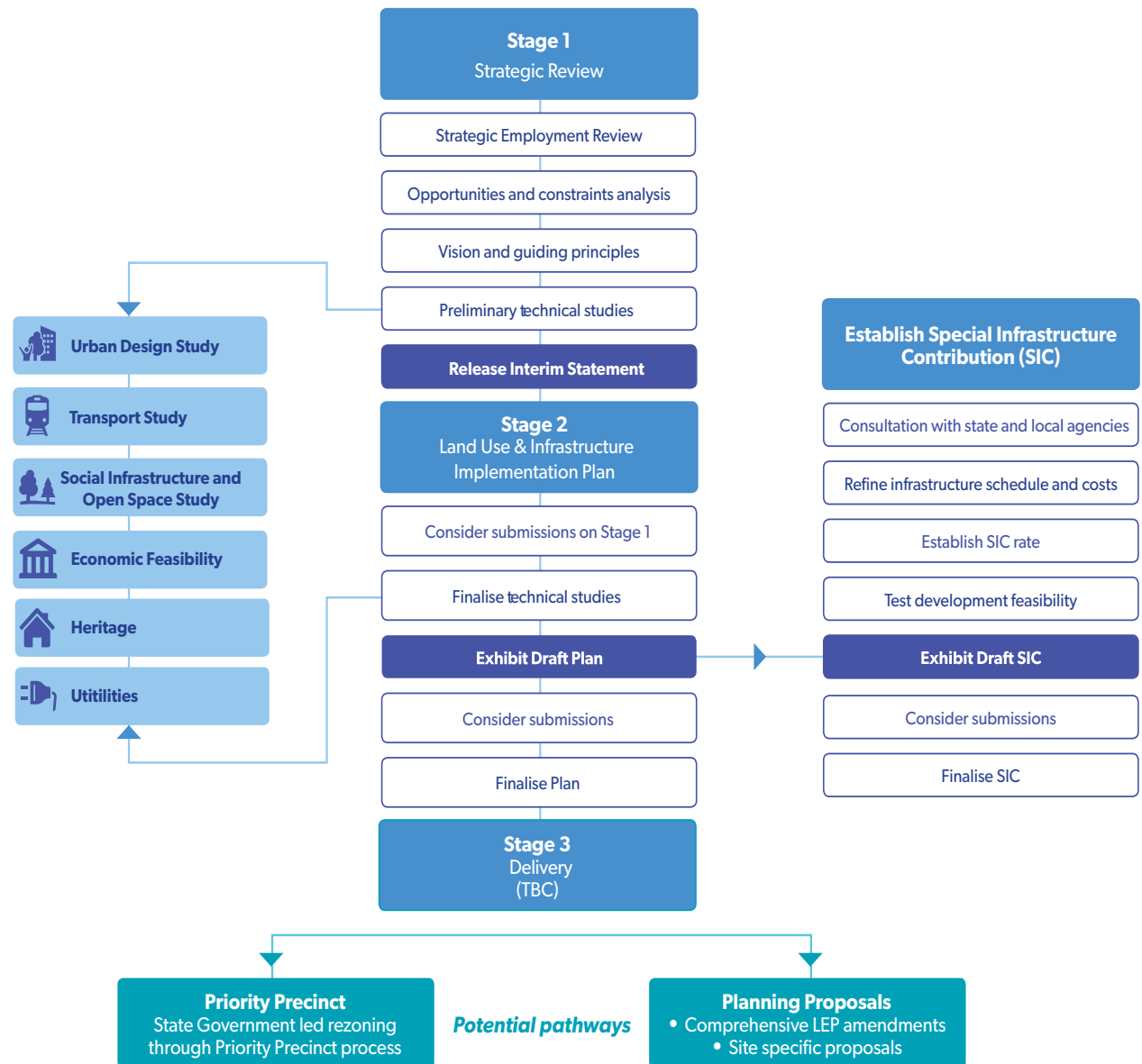
Methodology

The Department has commissioned a number of specialist studies to inform the Plan. The Strategic Employment Review formed part of Stage 1. The Review analysed existing employment floorspace in the Precinct and provided recommendations on future employment demands and requirements. The Strategic Employment Review is available on the Department's website.

In addition, specialist studies on Urban Design, Public Domain, Transport and Social Infrastructure and Open Space have commenced. These studies will be finalised in Stage 2. Initial findings are available on the Department's website.

The Department will develop and exhibit a draft Special Infrastructure Contribution (SIC) plan for the Precinct in Stage 2. The SIC will contribute towards funding district level infrastructure such as regional roads, schools and district open space.

As part of the investigation, the Department has consulted with Lane Cove, North Sydney and Willoughby Councils through regular Project Working Group and Project Control Group meetings with governance arrangements formalised through a Terms of Reference. The Government Architect's Office and GSC including the North District Commissioner have also been involved in this process.



○ Strategic Employment Review

The Precinct is a major employment hub in Sydney and employed 44,000 people in 2016 from a diverse range of industries and occupations over an employment floorspace of 1,826,000sqm. There are a number of key employment areas in the Precinct including:

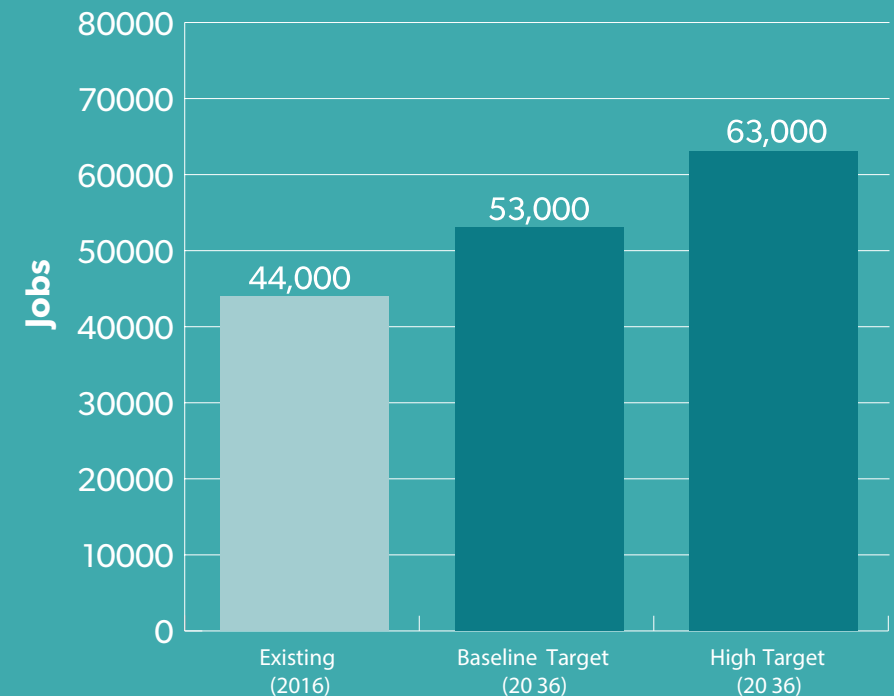
- health and education cluster centred around Royal North Shore Hospital (RNSH) and North Shore Private;
- Artarmon employment area;
- St Leonards centre and Crows Nest station; and
- Pacific Highway corridor.

There are a number of existing industry specialisations including health care around RNSH and Mater Hospitals, professional services in St Leonards, urban services (concrete batching plants, waste recycling and automotive services) in Artarmon and creative industries at Crows Nest.

The Precinct has a number of strengths including a highly qualified local skills base containing one of the most qualified and educated workforces in the NSW and the Australian economy. Increased access to the Precinct through the new Crows Nest metro station will provide additional opportunities for employment growth and revitalization of commercial uses.

The draft North District Plan identifies the Precinct as a '*Health and Education Super Precinct*' and sets targets for employment growth. The high target of 63,000 jobs by 2036 leverages off the new metro station at Crows Nest and focuses growth around jobs in the health and education sectors as well as in research and innovation. The Precinct is within a 30 minute commute of many major centres such as the CBD, Barangaroo, North Sydney and Macquarie Park making it even more accessible. Other advantages from an employment perspective include proximity to the arterial road network, variety of lot sizes and building floor plates and proximity to attractive residential areas.

Employment Targets

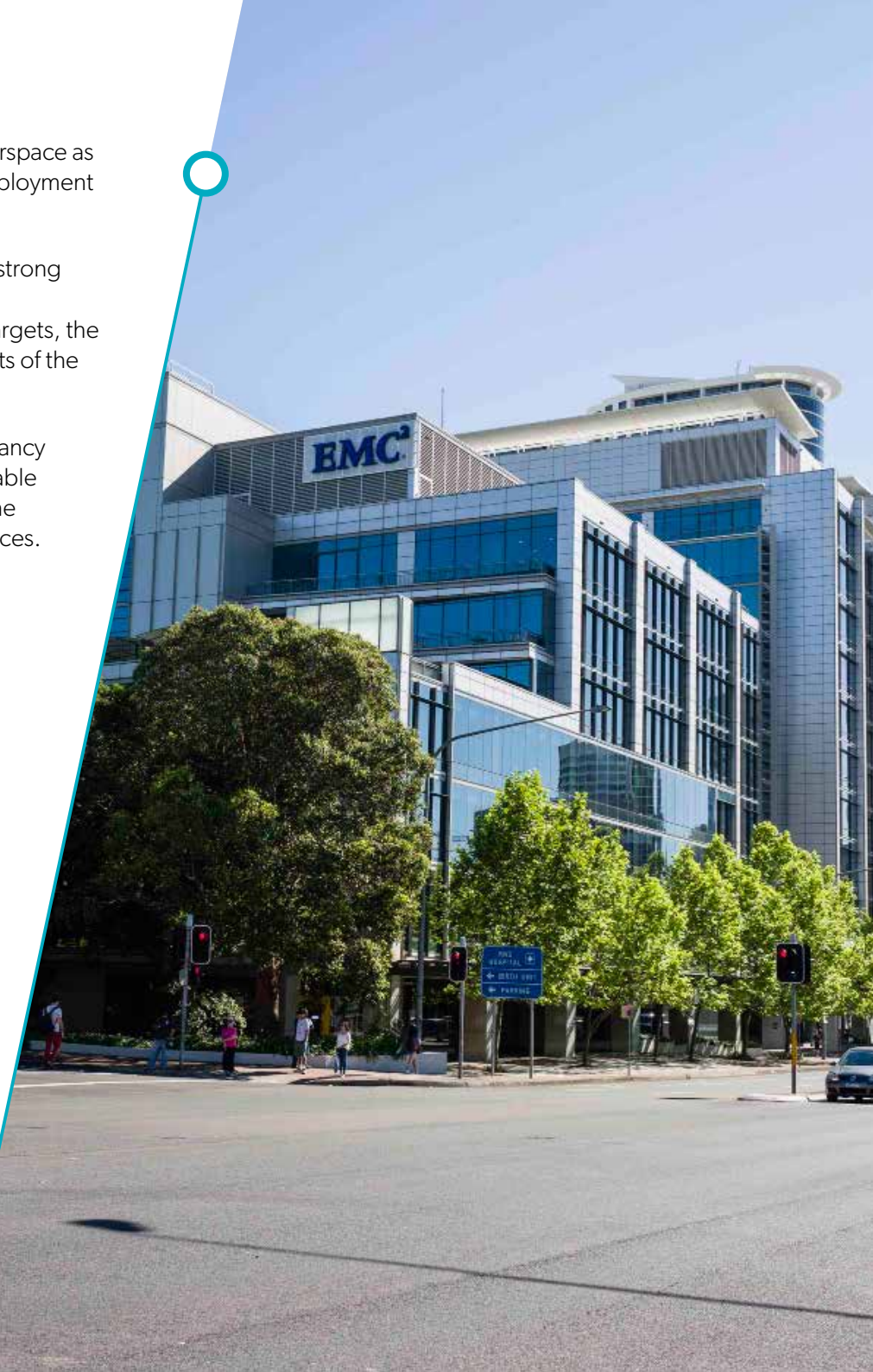
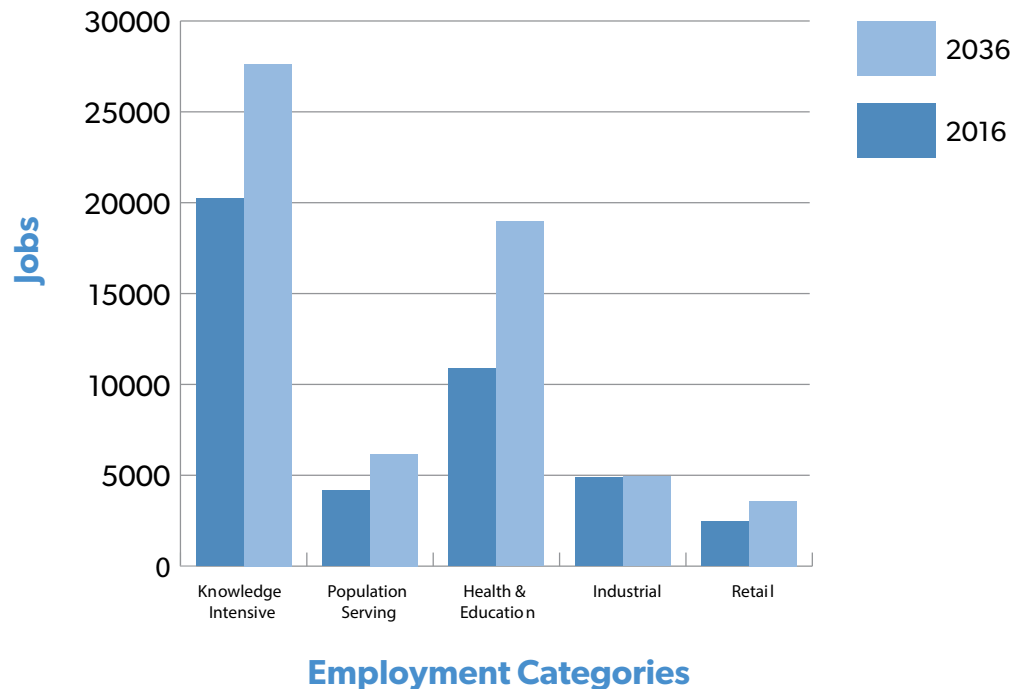


The Strategic Employment Review indicates that there will be an undersupply of both office floorspace as well as urban services floorspace across the Precinct with at least 284,000sqm of additional employment floorspace required by 2036.

Job projections broken into a number of categories are shown below and indicate there will be strong growth in the knowledge intensive, urban services and health and education sectors. To ensure employment floorspace is provided to cater for the future demand for jobs and to achieve the targets, the Strategic Review recommends minimum non-residential floorspace requirements for certain parts of the Precinct.

The Artarmon employment area is a highly productive, mostly industrial area with a very low vacancy rate (3.7 percent) that is highly sought after and has significant strategic value. It provides a valuable alternative to 'non-centre' businesses and is critical to the function of the Lower North Shore. The Strategic Review considers it should be retained and protected for employment and urban services.

Breakdown of Jobs (2016 & 2036)



Transport



The Precinct is well connected by public transport through a combination of heavy rail and buses. The future metro system at Crows Nest will slash travel times to the CBD and other centres with metro trains running every four minutes in the peak. A high proportion of local residents and workers currently use public transport with a daily average of 35,000 customers using St Leonards station in 2014.

The Precinct is well situated within a series of strategic transport corridors including the Pacific Highway and Warringah Freeway, and has one of the lowest peak hour traffic generation rates. However, local and collector roads experience congestion and queuing in peak hours with the high demand for on-street parking.

The Precinct lacks a comprehensive cycle network. There is an opportunity to build on the established cycleways, improve connections between transport nodes to create a more connected and safer cycle network.

The pedestrian experience varies throughout the Precinct. Some areas enjoy a high quality public domain and pedestrian friendly environment while in other areas the pedestrian environment is poor. The Pacific Highway and heavy rail corridor are significant barriers to movement and connectivity across the Precinct. Consideration will be given to improving pedestrian movement, protecting the function of strategic networks, improving the public domain and a consistent approach to parking rates across the Precinct. Issues and strategies outlined in *How We Plan Transport* (2016) will also be a key consideration.

Social Infrastructure and Open Space



The Precinct contains a mix of both residential and employment areas including a diverse mix of dwelling types ranging from low density detached dwellings to high rise towers. A significant proportion of the population (70 percent) reside in apartments.

An audit of existing local and regional open space areas and social infrastructure such as community centres and educational facilities has been undertaken. A range of open spaces are located within the Precinct including existing recreation areas of Gore Hill Oval, Newlands Park and a number of existing smaller parks and plazas scattered throughout the Precinct. There are a number of high quality open spaces proposed including those proposed by the local Councils such as the Hume Street Park and St Leonards Rail Plaza (south of the Pacific Highway).

The Precinct has a relatively good supply of social infrastructure and is well serviced by regional health, educational and emergency services within or close to the Precinct boundary. However there are a lack of cultural facilities and community centres in the St Leonards area.

To support any future growth additional open space and social infrastructure such as additional educational facilities will be required. This will be a key consideration in Stage 2.

Draft Vision

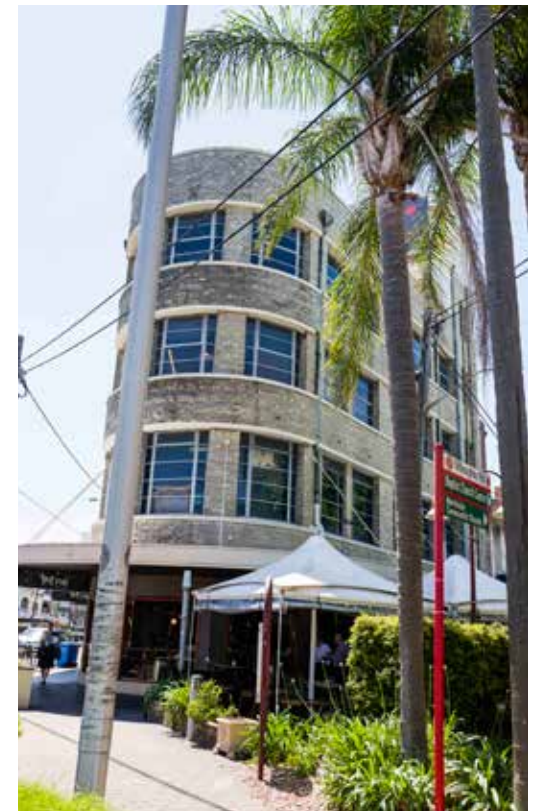
The St Leonards and Crows Nest Station Precinct has a strategic role within the Sydney metropolitan area. It provides a unique opportunity to strengthen and develop many of the existing qualities which attract people to live, work and relax here. Future development will be responsive to place with a clear identity and purpose, which is inspiring, enjoyable and rewarding.

The new metro station at Crows Nest will complement the existing heavy rail service at St Leonards to contribute to an **integrated** and highly accessible centre.

There is capacity for a diverse range of commercial and mixed uses to be focused around and between the two stations. New development will be **responsive** to the existing environment and context, particularly with respect to the village atmosphere of Crows Nest and surrounding heritage conservation areas which are a key asset and are to be preserved and enhanced.

Additionally, Royal North Shore Hospital, North Shore Private Hospital and the Northern Sydney TAFE will continue to service the Precinct with world class health and education facilities. Other significant employment opportunities such as industrial and urban services will also be retained and enhanced.

The Precinct will continue to foster the strong, established communities, whilst providing for new communities in a range of housing types reflecting different characteristics of the Precinct. **Equitable** housing will be provided for a diverse demographic. These neighbourhoods will be highly **liveable** and sustainable, with connections to local retail and service amenities and high quality public open spaces supported by a **resilient** public domain.

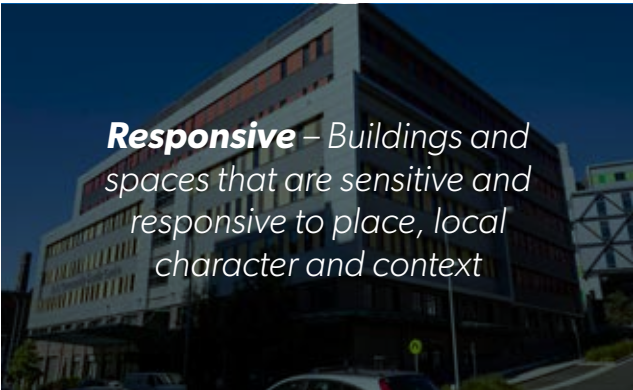


Draft Objectives

1. Leverage world-class health and education uses to provide opportunities for future employment growth.
2. Protect and strengthen the Precinct's commercial role supported by complementary uses to capitalise on renewed confidence in the commercial market.
3. Create future employment opportunities leveraging off the increased transport capacity of the new metro station.
4. Strengthen and enhance opportunities in the Artarmon employment area to fulfill the important urban service needs of the wider North District.
5. Create a network of new and existing useable and diverse open spaces which prioritise walking, cycling and access to transport, promote a healthier urban environment and encourage social interaction.
6. Incorporate opportunities for transit oriented development including commercial and mixed use development that takes advantage of existing and future transport.
7. Develop high quality and diverse residential areas that create sustainable and liveable communities.
8. Preserve, strengthen and enhance the existing diverse character areas.




Draft Guiding Principles



Responsive – Buildings and spaces that are sensitive and responsive to place, local character and context

- Promote design excellence through contextually responsive design and encourage variation in built form and building heights.
- Consider a varied skyline with height and density to be focused around St Leonards and Crows Nest stations, and along the Pacific Highway corridor between the stations.
- Respect the heritage conservation areas and ensure appropriate transitions in built form to protect the amenity and character within these areas.
- Protect the fine grain nature and scale of Crows Nest Village.
- Encourage amalgamation of smaller sites to facilitate good urban design outcomes.
- Ensure development:
 - considers site context and not preclude the development potential of surrounding sites;
 - responds to and retains/shares significant views throughout the centre;
 - ensure that built form is sensitive to the environmental amenity of surrounding development;
 - promotes sustainable design that reflects the Precinct's unique characteristics;
 - considers the cumulative impacts on surrounding sites; and
 - is consistent with the vision and strategic intent developed for the Precinct.




Integrated – A built environment that links communities within a cohesive place

- Support a range of diverse employment, retail, residential and community uses to create a truly mixed use and vibrant Precinct.
- Improve the quality of walking, cycling and public transport choices consistent with the movement and place urban road framework identified in *How We Plan Transport* (2016).
- Encourage local living by focusing new growth within a short walk of centres and public transport.
- Consider improving east-west links for transport, including crossing facilities for physical barriers such as the Pacific Highway and rail corridor.
- Support cycling as a safe, enjoyable and convenient everyday transport option for residents, workers and visitors of all ages and abilities.
- Set maximum parking rates to limit the traffic generated by new developments and increase the attractiveness of car sharing, walking, cycling and public transport.
- Ensure freight and servicing access is maintained, managed and designed to reduce conflicts in residential areas and commercial centres while supporting activity in retail areas and the Artarmon employment area.



Resilient – A building, place or space that is sustainable in the context of social, economic or environmental changes

- Ensure the Precinct strengthens its role as a high performing employment area and remains a major contributor to the knowledge, health and innovation economy in NSW.
- Prioritise employment growth and leverage off government investment in infrastructure to increase employment capacity.
- Ensure the aspirations of existing tenants are met whilst attracting employment generating land uses and innovation.
- Protect the Artarmon employment area and allow for urban services and diversity of employment.
- Provide opportunities for flexible working and small businesses in key locations.
- Facilitate a coordinated planning approach across three local government areas and develop partnerships with local and State agencies.
- Allow for a well designed and resilient public domain.



Equitable – A built environment that is fair and accessible for all citizens

- Encourage a range of housing types within the Precinct that addresses the needs of the current and future populations.
- Provide affordable housing in accordance with the draft North District Plan's target of 10 percent.
- Foster a dynamic and integrated community so the social, intellectual, cultural and economic needs of the existing and future community are met.
- Ensure adequate social infrastructure, such as childcare centres, schools, community and cultural facilities are provided to enhance the St Leonards and Crows Nest stations as places for communities to interact.
- Deliver social outcomes by encouraging community involvement.



Liveable – A built environment which supports and responds to people's patterns of living, and promotes enjoyment, safety and prosperity

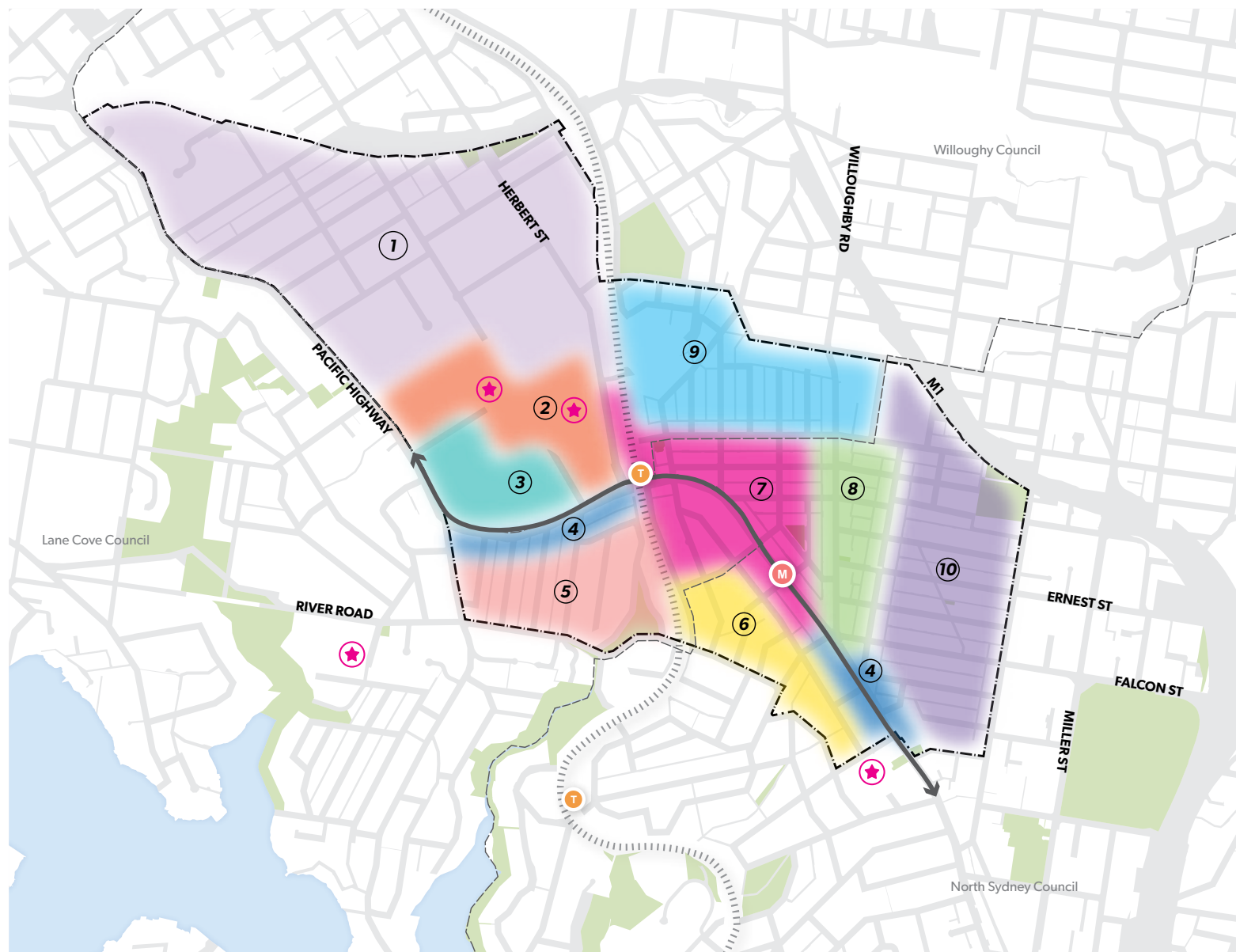
- Promote a healthy, active lifestyle through the provision of high quality green spaces and public domain.
- Ensure the Precinct is connected to the broader Green Grid and has active connections to Sydney Harbour and its foreshores.
- Ensure the network of green spaces and public plazas receive good solar access at peak times throughout the day and addresses the microclimate effects.
- Create new and diverse opportunities for social interaction with an improved public domain, particularly along the Pacific Highway.
- Support and create meeting places and local destinations in the Precinct to create a sense of community.
- Facilitate a night time and weekend economy in St Leonards and enhance Crows Nest Village's role as a retail and hospitality destination.
- Plan a walkable Precinct with enhanced pedestrian connectivity, wayfinding, safety and amenity and mitigate challenging topography by improving accessibility.
- Ensure new housing contains high levels of amenity in relation to solar access, sustainability and private open space.



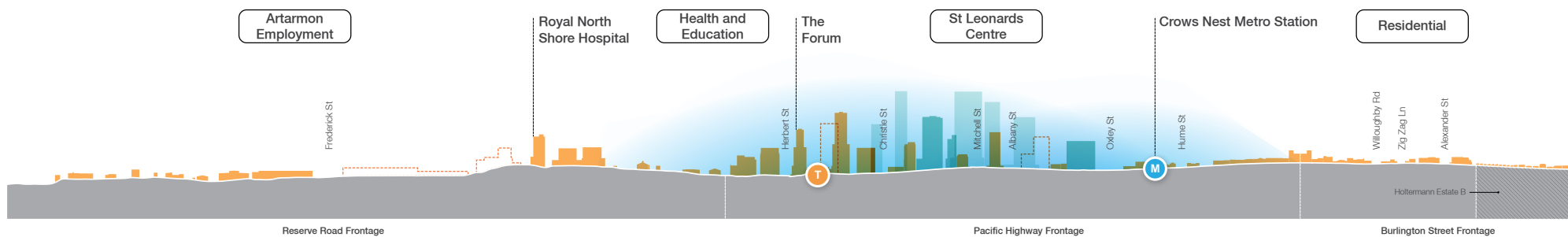
Character Areas

KEY

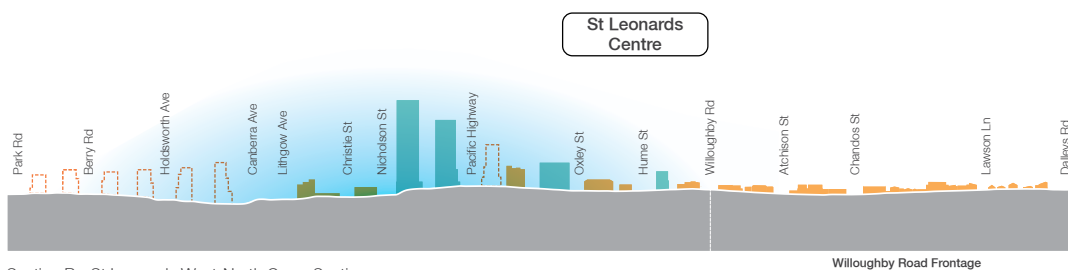
- 1. Artarmon Employment
- 2. Health and Education
- 3. Open Space
- 4. Pacific Highway Corridor
- 5. Residential (St Leonards South)
- 6. Residential (Wollstonecraft)
- 7. St Leonards Centre
- 8. Crows Nest Village
- 9. Residential (Naremburn)
- 10. Residential (Crows Nest)
- Precinct Boundary
- Pacific Highway
- Local Government Area Boundary
- ★ Health Infrastructure (public & private)



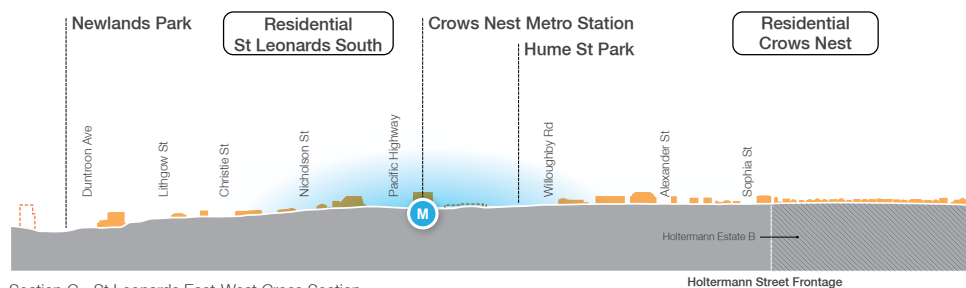
Character Area	Opportunities and Key Considerations
1. Artarmon Employment Area	<ul style="list-style-type: none"> The Artarmon employment area is proposed to be protected for employment and urban services. Employment uses are to build on the regionally important existing industrial and service industries acknowledging the limited supply of suitable employment land in the North District. Matters for consideration include investigating opportunities to introduce smaller format incubator industries, retaining existing urban services, industry and mixed businesses associated with technology, IT and warehousing, attracting new businesses, improving connections and allowing employment to diversify and evolve over time.
2. Health and Education	<ul style="list-style-type: none"> The Health and Education character area is proposed to be retained for uses associated with the health and education industries building on the vision for a <i>'health and education super precinct'</i> The Department will work with Health NSW to identify opportunities for additional capacity and growth in the health sector and providing improved connections from the Royal North Shore Hospital campus to the rest of the Precinct including other health related land uses. The Department will work with the Department of Education and TAFE NSW to identify future education needs and opportunities.
3. Gore Hill Oval & Cemetery	<ul style="list-style-type: none"> The Gore Hill Oval is proposed to be retained for recreational uses to support residents and workers in the Precinct. Whilst proposals are in place for the upgrade of the oval, additional green space areas and connections across the Precinct to support the recreational needs of the community and encourage active and healthy lifestyles will be investigated. The upgrade of the cemetery to incorporate into the open space network.
4. Pacific Highway Corridor	<ul style="list-style-type: none"> The Pacific Highway Corridor is proposed to be an activated, high density mixed use corridor with a key focus on employment. Create additional employment floorspace and investigate new opportunities for employment, particularly lower floor uses. Synergies and associated employment uses between the health and education uses around Royal North Shore, North Shore Private and Mater Hospitals and increasing employment capacity will be promoted. Whilst retaining the key function of the Pacific Highway, new walking and cycling connections will be investigated as well as an improved public domain and minimising overshadowing impacts to the south.
5. Residential (St Leonards South)	<ul style="list-style-type: none"> St Leonards South is proposed to be a higher density residential area over time. Increased densities will be focused in those areas closest to St Leonards station. Key matters for consideration include traffic, access and connections, provision of open space, schools and minimising overshadowing.
6. Residential (Wollstonecraft)	<ul style="list-style-type: none"> Wollstonecraft is proposed to be retained as medium to high density residential set within a landscaped setting. Increased densities will be focused in those areas closest to the new Crows Nest metro station. Key matters for consideration include traffic and access, connections to Pacific Highway, provision of open space, schools and minimising overshadowing.
7. St Leonards Centre and Crows Nest Station	<ul style="list-style-type: none"> The St Leonards Centre and Crows Nest Station area is proposed to be a true high density centre that ensures the Precinct strengthens its role as a major commercial centre in Sydney. Minimum employment floorspace controls will be required to ensure employment capacity and diversity will meet the job needs of future generations. It will support a mix of commercial, retail, community, residential and public domain uses that complement St Leonards and Crows Nest. An improved public domain through varied building types, improved connections and a high quality streetscape will be delivered. It will provide for the social, cultural and civic needs of the community as the Precinct grows. Key matters for consideration include amalgamation of key sites to ensure good design outcomes can be achieved, appropriate heights and densities to ensure amenity is not comprised, minimising overshadowing impacts to the south, open space requirements, the prioritisation of pedestrians and traffic minimisation.
8. Crows Nest Village	<ul style="list-style-type: none"> Crows Nest Village is proposed to be retained in its current form to protect the fine grain scale of the residential and retail area. No additional density is proposed and the fine grain scale is to remain. Key matters for consideration include improvements to the already high amenity area including the expansion of Hume Street Park, appropriate transitions between the sub-precinct and any new development, improved connections to the Crows Nest station and relationship to the Pacific Highway.
9 & 10. Residential (Naremburn and Crows Nest)	<ul style="list-style-type: none"> Naremburn and Crows Nest areas are proposed to be retained for lower density residential development. No significant increase in densities is proposed as the majority of these areas are located within the Naremburn and Holtermann Estate Conservation Areas. Key matters for consideration include appropriate transitions between these character areas and any new development, protection of the heritage character of these areas and improved connectivity.



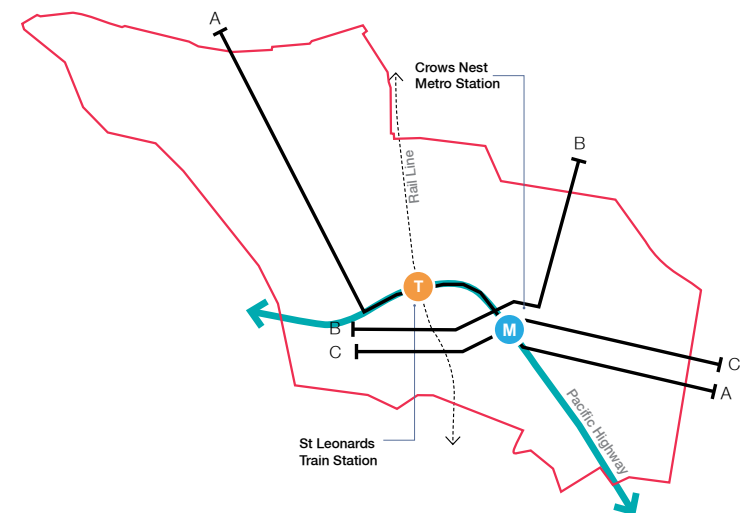
Section A - St Leonards North-South Cross Section



Section B - St Leonards West-North Cross Section



Section C - St Leonards East-West Cross Section



Next Steps

ACTION 1



The Department will work with the three Councils to prepare a Land Use & Infrastructure Implementation Plan for the Precinct. The Plan will provide an overview of the opportunities for renewal and recommend a planning pathway for realising long term potential. The Plan will also identify local and regional infrastructure to support this growth.

The Plan will be informed by more detailed specialist studies including urban design, transport and social infrastructure and open space. The studies will be finalised and exhibited for public comment with the Plan.

ACTION 2



The Department in consultation with local and state government agencies will investigate and develop a Special Infrastructure Contribution (SIC) plan for the Precinct. The SIC will assist in funding district level infrastructure upgrades including roads, schools and regional open space over a 20 year timeframe.

ACTION 3



The Department will work with the Department of Education and landowners to identify a site for new educational facilities such as a new primary school within the Precinct to accommodate future demand.

ACTION 4



The Department will work with Transport for NSW to prepare a detailed transport plan for the Precinct.

ACTION 5



The Department will work with NSW Health, Department of Education and Communities and TAFE NSW to promote synergies between health related uses to implement the actions associated with the 'health and education super precinct' identified in the draft North District Plan.

ACTION 6



The Department will work with Councils to refine the local infrastructure requirements for the Precinct and assist Councils to cost local infrastructure upgrades recommended in the Plan.

ACTION 7



The Department will continue to undertake a range of consultation activities with stakeholders and the community to inform the Plan.



Planning &
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Have Your Say

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