

Urban Analysis

4.1 Constraints - Movement

The Precinct is bounded by the Warringah Freeway and the Pacific Highway, and is also dissected by the rail line, and the Pacific Highway. This creates physical boundaries to the study area which can interrupt access to services and amenities.

These roads and rail lines also generate poor amenity due to noise and pollution.

The rail line currently has 4 crossings allowing limited movement between the eastern and western halves of the precinct.

The Pacific Highway to the eastern side of the rail line has numerous pedestrian crossings allowing ease of movement across the highway. To the west of the station however there are limited and spaced out pedestrian crossings across the highway, providing limited connectivity and amenity for pedestrians.

The Gore Hill Freeway has scattered crossings along its length, which partially limits movement in some areas of the precinct particularly to the north east of the Precinct.

The steep and varying topography of the area also limits the movement of some patrons through the centre, especially those with mobility issues including mothers with prams.

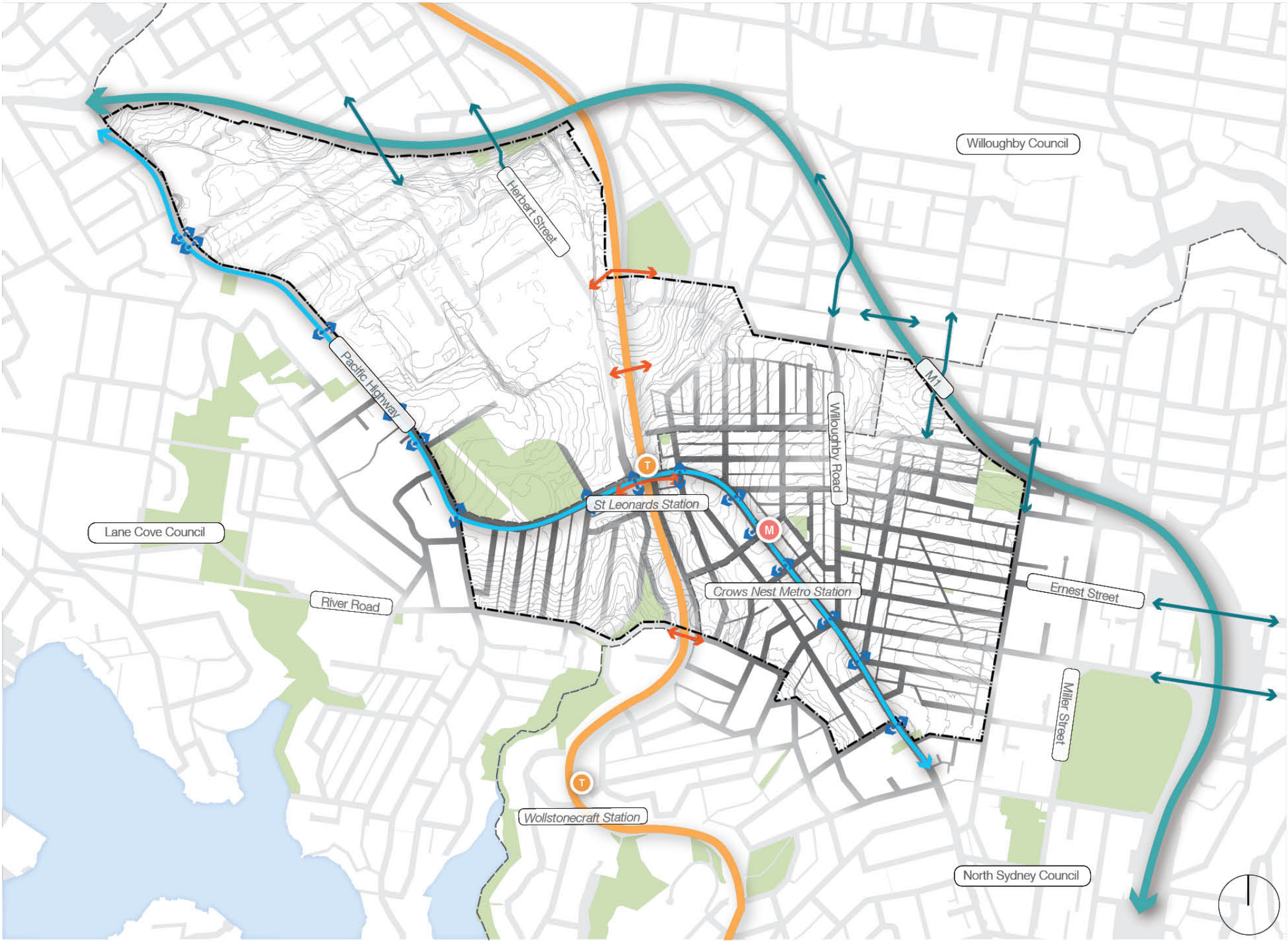
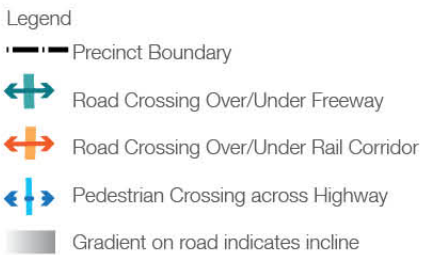


Figure 4.1.1 Constraints - Movement

Urban Analysis

4.2 Constraints - Built Form

The built form is constrained by a number of large heritage conservation areas, as well as the development controls applicable to different sites within the study area. Shown in grey are sites with over 8 strata titles, which provides an additional obstacle to redevelopment in the future.

Infrastructure sites including schools, TAFE and the RNSH campuses have been mapped, to show the restricted remaining sites for future development.

Willoughby Road has a distinctive character which is currently a large attractor for the area and should be retained. The village atmosphere of Crows Nest should also be protected.

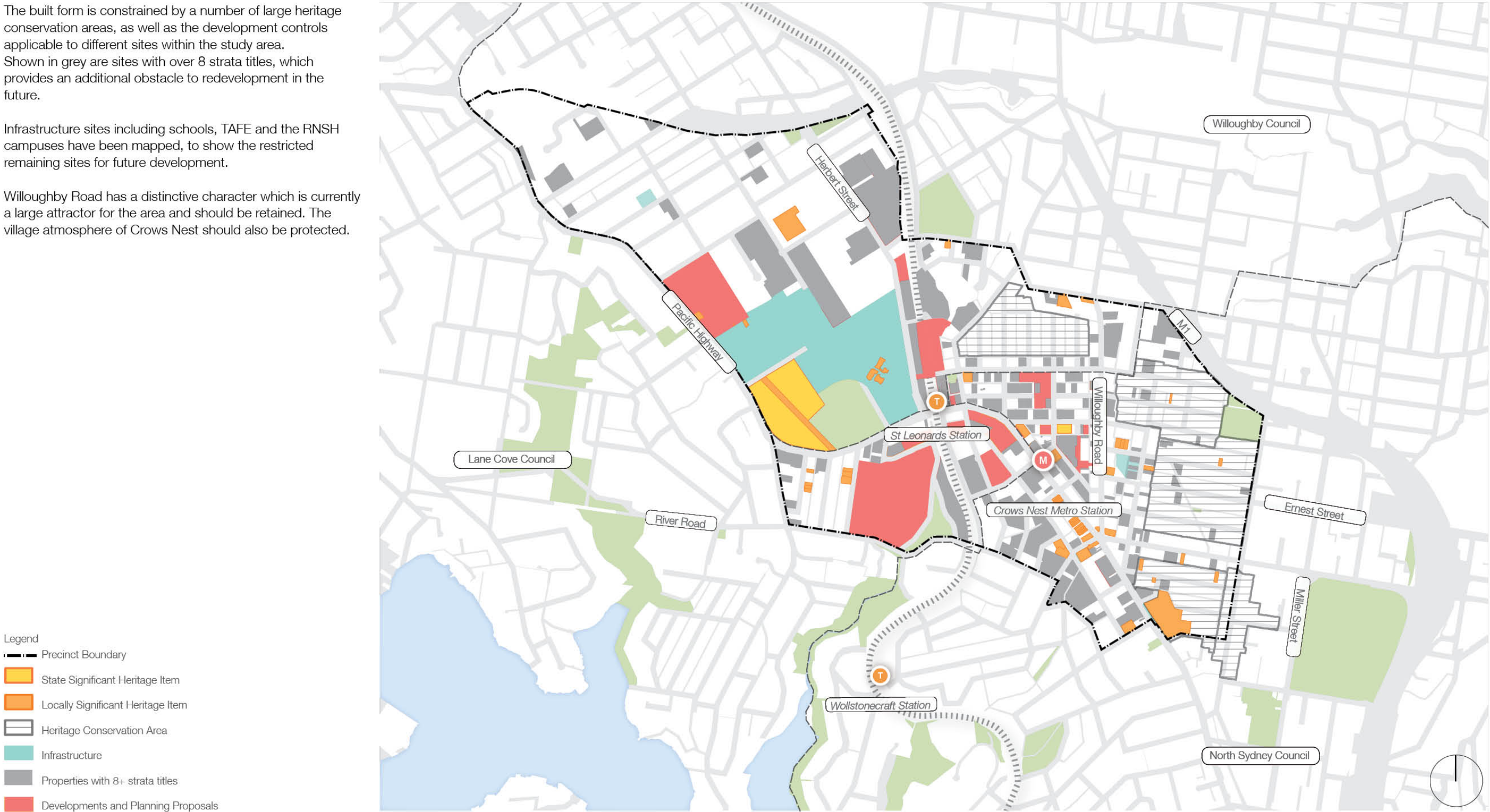


Figure 4.2.1 Constraints - Built Form

Urban Analysis

4.3 Constraints - Environment

The topography in the Precinct is quite steep to the south, and causes much of the area to be in shadow. The steep slopes also provide a barrier to some people for walking to amenities and services nearby.

The Pacific Highway runs along the ridgeline which causes the highway to be a series of rising and falling inclines. This can make it difficult to 'read' the centre of St Leonards and results in wayfinding difficulties with patrons not clearly being able to locate the train station from Willoughby Road, or even from the Pacific Highway.

In addition to this the centre is lacking clear signage and compounds the wayfinding difficulties.



Figure 4.3.1 Constraints - Environment

Legend
--- Precinct Boundary
Noise Impacts
Topography

Urban Analysis

4.4 Constraints - Land Use

The north-western section of the Precinct has an established character, with the Royal North Shore Hospital Site, the TAFE, Gore Hill Oval and Cemetery, and the Artarmon Employment Area.

The St Leonards business district is primarily to the eastern side of the rail line, with a commercial core use lining the Pacific Highway to the west.

These areas are largely operational during the day time, and become quiet during the evening and night. This portion of the area lacks the residential population that the southern and eastern sections of the study area do.

The Crows Nest area has an established and identifiable character which supports day and night time economies, and also has a large pool of predominantly residential or mixed land uses surrounding the area.

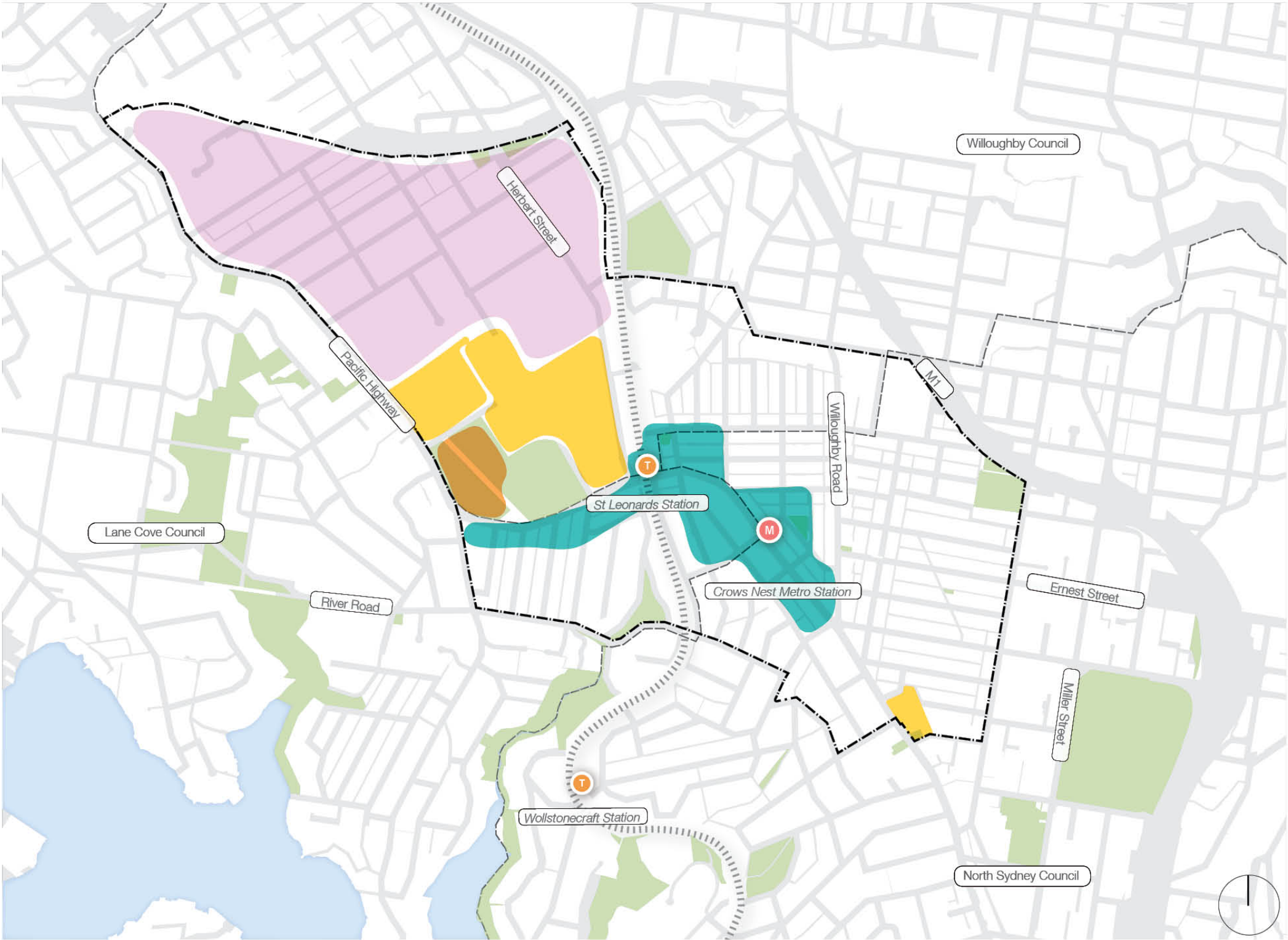


Figure 4.4.1 Constraints - Land Use

- Legend
- Precinct Boundary
 - Artarmon Employment Precinct
 - Social Infrastructure
 - St Leonards Centre
 - Gore Hill Cemetery

Urban Analysis

4.5 Opportunities - Movement

The area is well serviced by public transport with a heavy rail station at St Leonards. The proposed metro line will further extend the catchment and increase accessibility.

The metro line will also offer connectivity to other strategic centres at a faster journey time, allowing more patrons to travel into the study area from further afield, and allow existing residents an improved journey to other destinations.

The increased access to transport is likely to reduce motor traffic on the Pacific Highway.

There are a number of opportunities for improving congestion at major intersections, and to also improve the quality of the area with placemaking initiatives and public domain improvements at these locations.

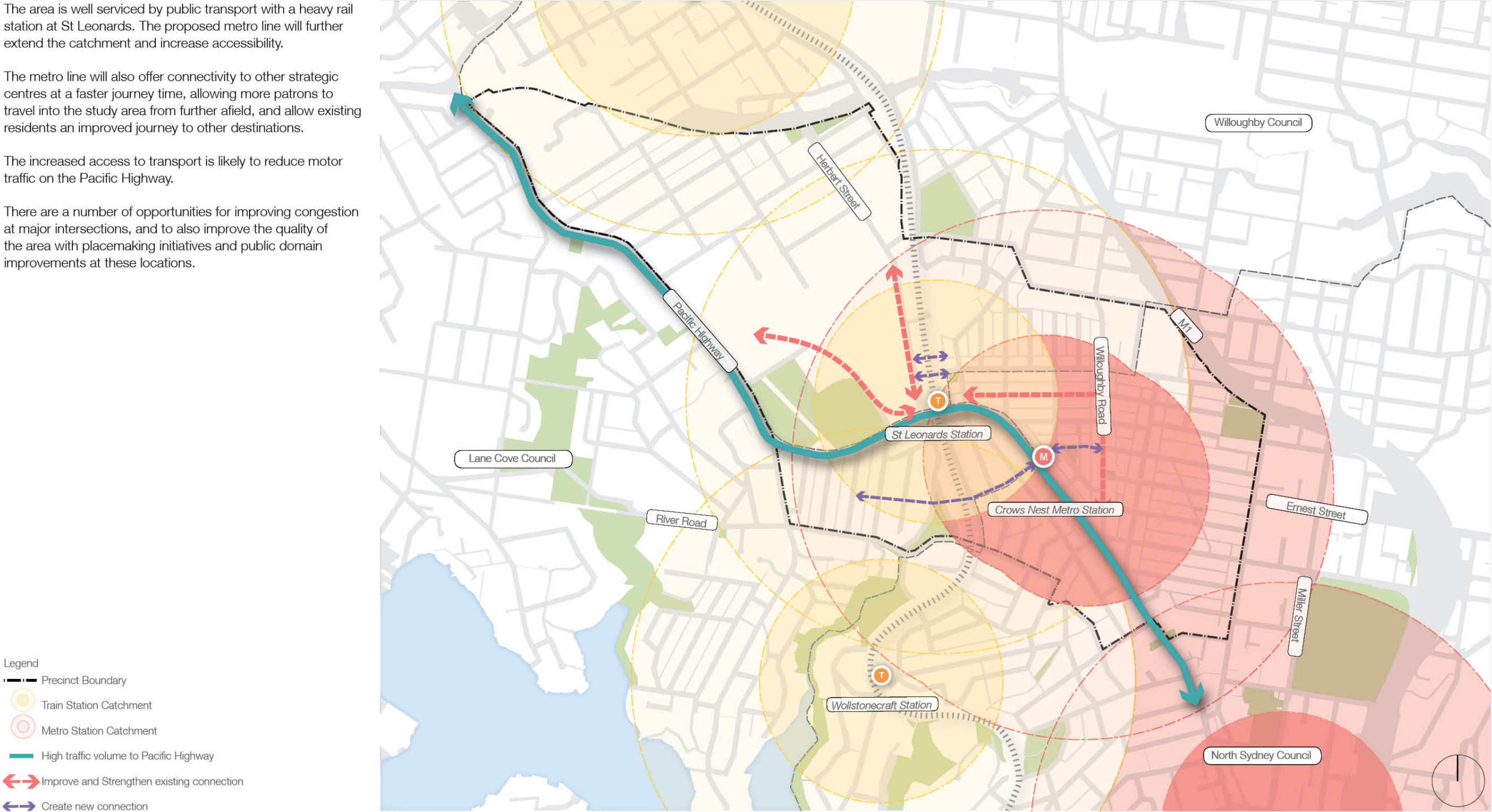


Figure 4.5.1 Opportunities

Urban Analysis

4.6 Opportunities - Built Form

1. The built form along Willoughby Road is a large attractor in the area and will continue to draw patrons locally and from further afield with increased public transport connectivity. This character should be retained in any strategic plan for the area.
2. The surrounding Historic Character Areas and low density residential streets to the north-east of the precinct also provide amenity in the area, and offer reprieve from the density in the St Leonards CBD. The character of these areas should be retained.
3. The Artarmon Employment Area is a crucial area for providing large format warehouses and urban service providers. It is important that this area retains this use, and hence the character here is unlikely to vary drastically in the future.
4. Any additional uplift as a result of the new Metro Station should be located within close proximity of the station however, providing for additional employment is also essential. Given that the station is located nearby the Willoughby Road area that is to be conserved, it is proposed that additional density be located along the Pacific Highway in the section between the Metro Station and the St Leonards Train Station. This is likely to expand outwards to capture the St Leonards 'CBD' to either side of the Pacific Highway between the stations, as shown in Figure 4.6.1.
5. Additional density may be reasonably located along the Pacific Highway as this is a key transit link.
6. It is also proposed that increased residential capacity is captured to the southern section of the precinct. These areas are largely within walking distance of the two stations, and have good levels of amenity. This is also a last remaining area within the Precinct that may be able to reasonably accommodate increased density, as well as providing for additional employment opportunities.

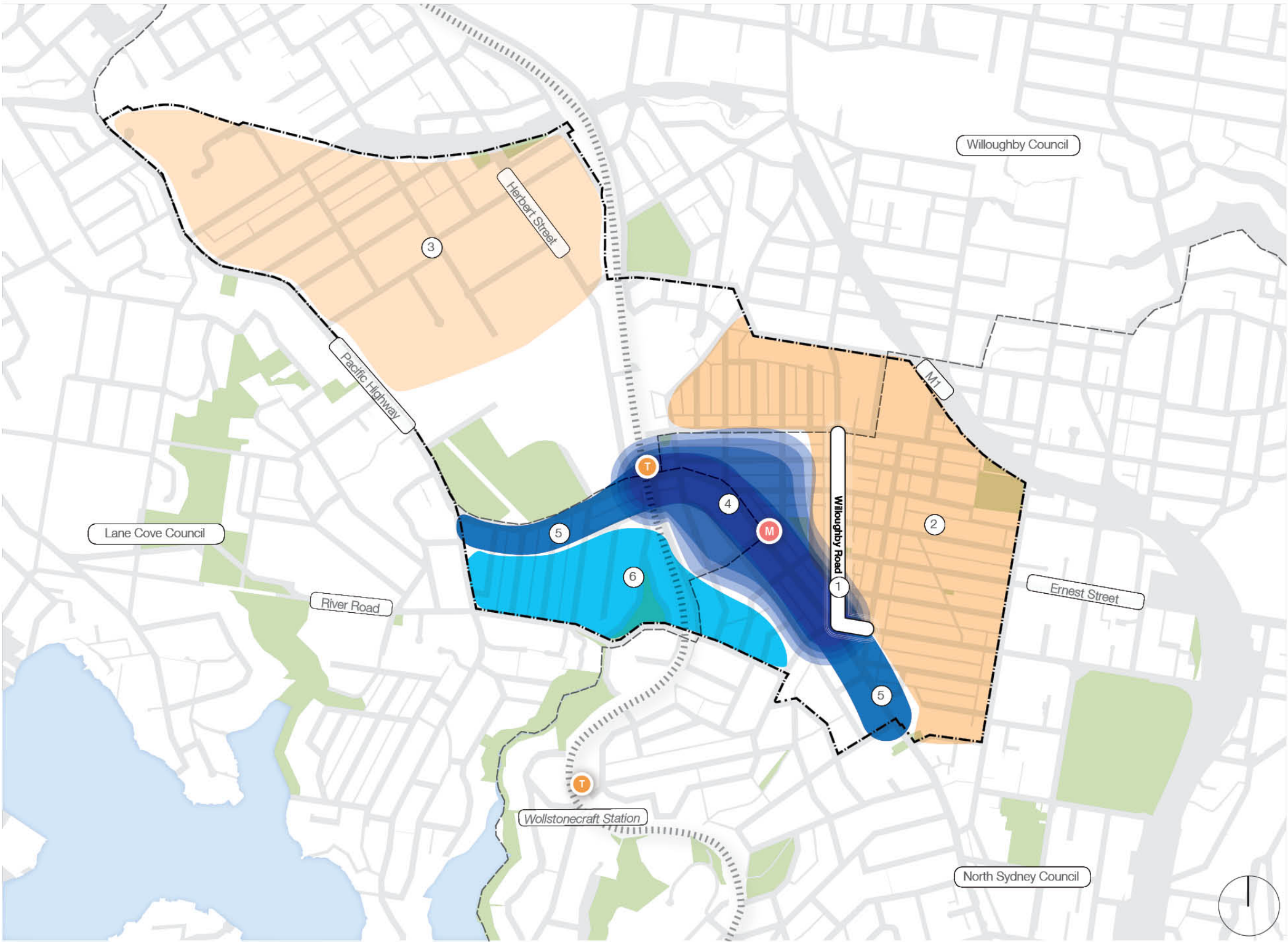
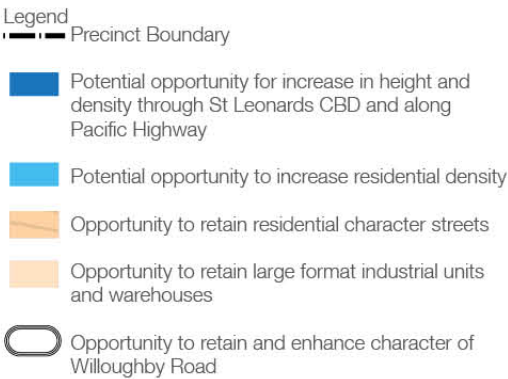


Figure 4.6.1 Opportunities - Built Form

Urban Analysis

4.7 Opportunities - Environment

As the site sits along a ridgeline, there are a number of locations where views may be gained from new developments. Certain locations also offer these glimpses at ground level to other strategic centres such as North Sydney, the Sydney City CBD, Chatswood, as well as desirable views to the harbour.

The site is well located in terms of proximity to other strategic centres for employment, education and entertainment, allowing residents to have the option of a relatively short commute.

The area is largely well serviced by access to open space, with most locations having a local park within 400m, or 5 minutes walking distance.

The area between Crows Nest and St Leonards Station is lacking access to an existing park which is suitable for a number of recreation activities. Hume Park may satisfy some activities, however the park is divided by the child care building, and is largely overshadowed in its current state. The new plan for the park when complete will provide ample area for recreation in this location.

The Artarmon Industrial Area also has limited access to ample open spaces for recreation at lunch time.

The catchment areas for each park have been shown as 200m and 400m, to address the issue that many patrons of the parks will be coming during breaks from work. As such a short walking time has been illustrated to reflect this.

Regional Parks and Reserves

- 01. Lane Cove Bushland Park & Bob Campbell Oval
- 02. Gore Hill Oval
- 03. Narremburn Park
- 04. Saint Thomas Rest Park
- 05. St Leonards Park
- 06. Civic Park
- 07. Brennan Park
- 08. Smoothery Park
- 09. Newlands Park

Legend

- St Leonards Suburb Boundary
- 200m radius to existing open space
- 400m radius to existing open space
- District Views
- Views to Harbour
- Views to City and North Sydney



Figure 4.7.1 Opportunities - Environment

Urban Analysis

4.8 Opportunities - Access to Proposed Plazas and Local Parks

The proposed plazas and public open spaces also provide an additional layer of access to open space for residents and workers. These spaces largely service the eastern and central sections of the Precinct

The Artarmon Industrial Area would benefit from increased access to open space for workers, particularly to the northern section of the precinct.

As above, the catchment areas for each plaza have been reduced to 200m and 400m, to reflect that many patrons will be coming during breaks from work. 400m reflects a walk time of approximately 5 minutes.

The proposed plazas largely address the existing deficiency of open space available in the St Leonards and Crows Nest areas, provide increased connectivity across the train line to the north, as well as through residential areas to the south.

Existing Public Spaces

- 01. Portview Road Reserve
- 02. Propsting Playground
- 03. The Forum / St Leonards Station Entrance
- 04. Christie Street Plaza
- 05. Mitchell / Albion St Plaza
- 06. Hume Street Park
- 07. Ernest Place
- 08. Christie Street Reserve

Proposed Open Spaces

- 09. RNSH Concept Plan
- 10. Mitchell Street Linear Park
- 11. Oxley Street Linear Park
- 12. Civic Plaza / Rail / Bus Interchange
- 13. Friedlander Place
- 14. Hume Street Park Extension
- 15. Ernest Place Extension
- 16. Southern Portion of Willoughby Road

Legend

- Precinct Boundary
- 200m radius to existing public space
- 200m radius to proposed public space
- 400m radius to a public space

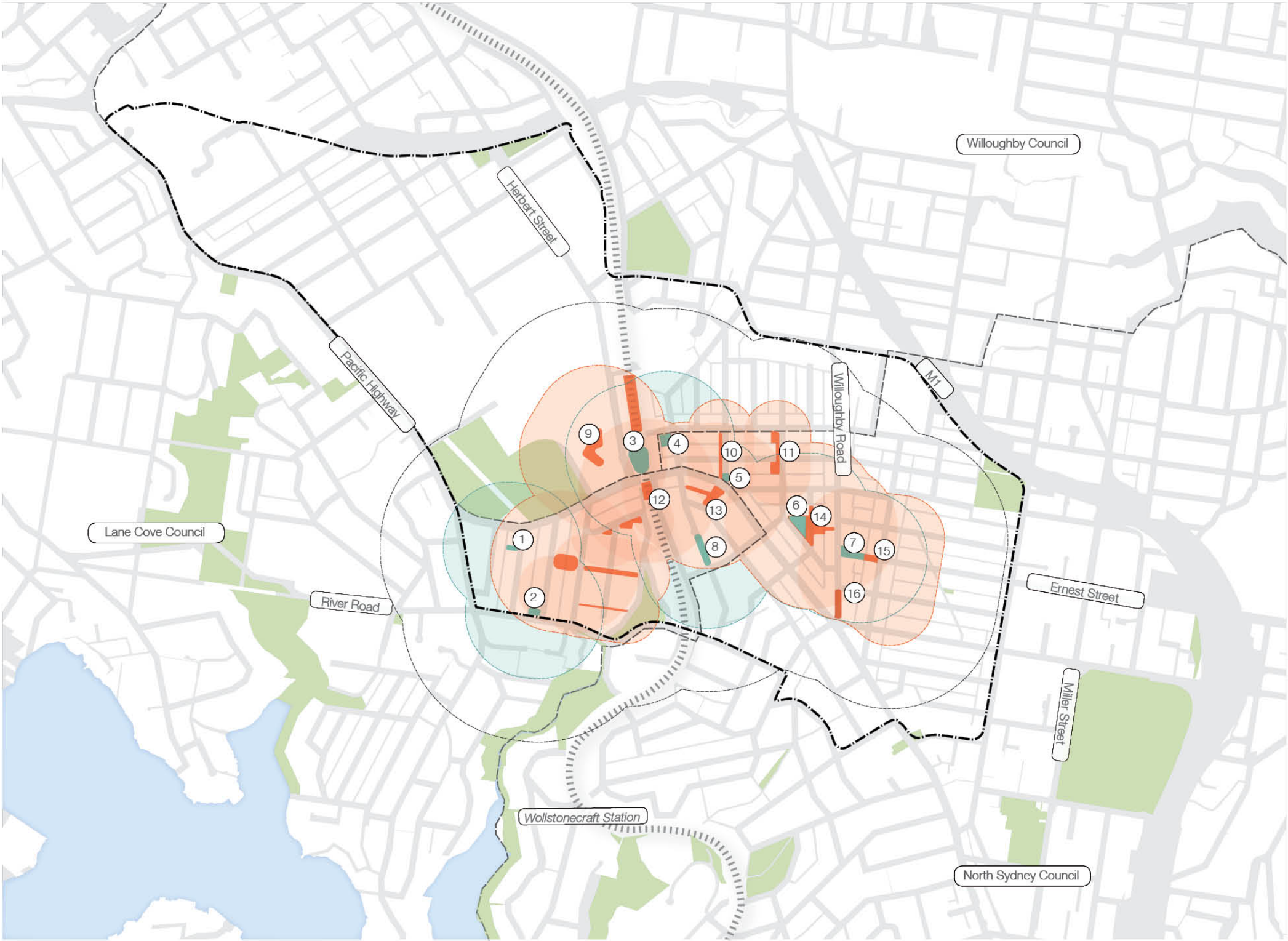


Figure 4.8.1 Opportunities - Access to Proposed Plazas and Local Parks

Urban Analysis

4.9 Opportunities - Land Use

The established land uses provide the opportunity to build upon the existing strong character of each ‘precinct’ and allow others to develop. These land uses will be informed by the findings of the Strategic Employment Review.

- 1. Development along the Pacific Highway should continue to be appropriate to the amenity of the highway, and offer important urban services. The priority of this area is to facilitate transit movement.
- 2. The Artarmon Employment Area should continue to provide much needed light industrial and warehouse uses and employment land.
- 3. The Royal North Shore Hospital and TAFE in the Health and Education Precinct offer important social infrastructure to the region and should be strengthened through supporting land uses in the surrounding areas.
- 4. The CBD can be strengthened and extended to include the hospital and TAFE and improve access across the train line. This area should build upon the opportunity to renew and increase the offering of employment floorspace via the redevelopment of older stock into new mixed use developments.
- 5. Willoughby Road and the surrounding Crows Nest Village should be retained and strengthened so as to continue to provide an important attractor for the area. Uses include retail, food and beverages, and services.
- 6. The low density residential area hugging the north-eastern edge of the precinct is to be retained and protected due to the heritage character areas.
- 7. The area to the south of the precinct is to be investigated for further intensification to accommodate medium density residential.
- 8. A mixed-use precinct that encourages uses to support the Mater Hospital and complimentary commercial and residential uses is to be investigated.

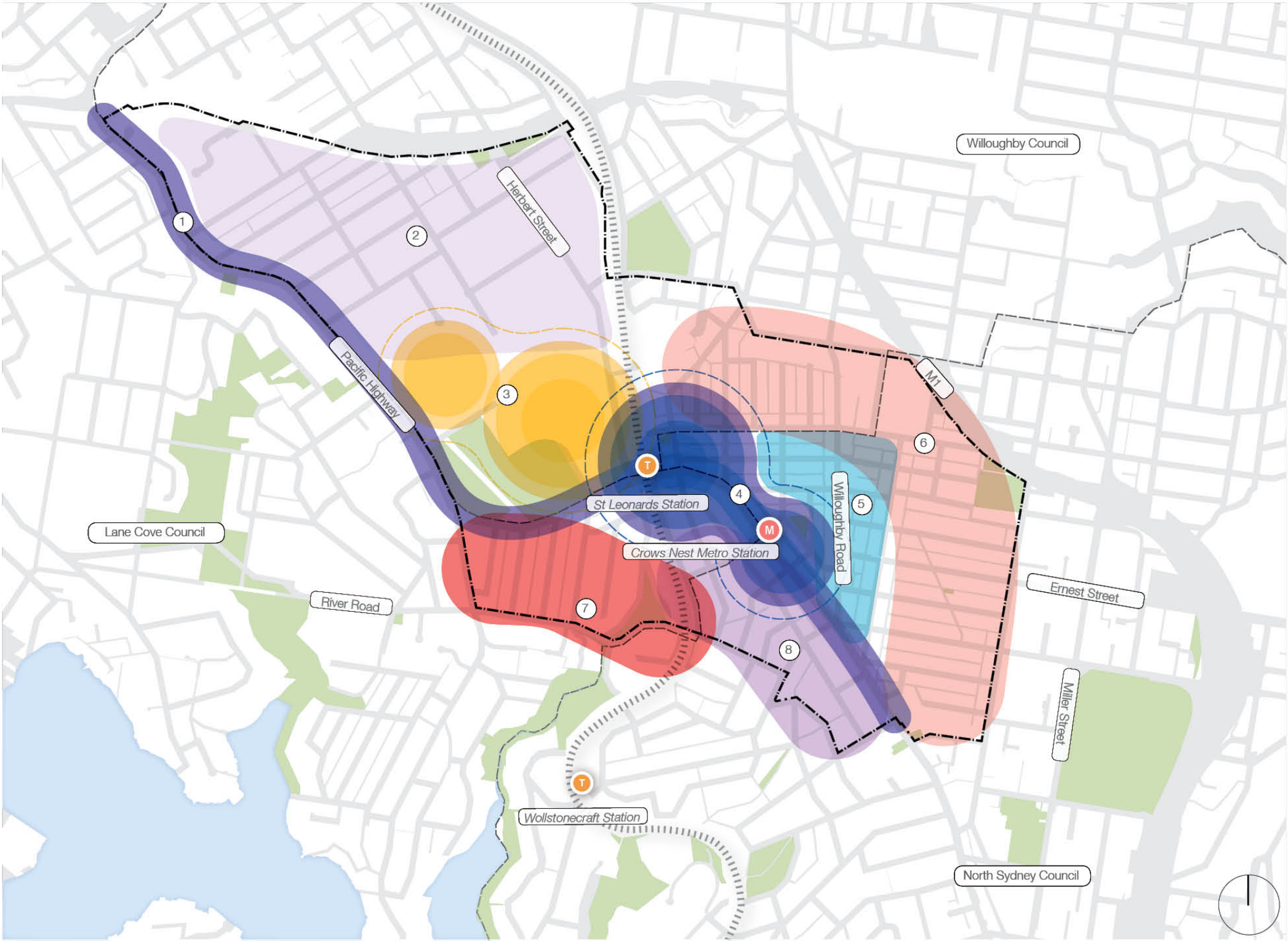


Figure 4.9.1 Opportunities - Land Use



Preliminary Structure Plan

A preliminary response to the strategic and urban conditions within the Precinct.

Urban Analysis

5.1 Challenges

Figure 5.1.1 depicts the major challenges within the Precinct area both currently and into the future as Sydney grows.

1. The heavy rail line bisects the study area in a north-south direction, limiting east west connectivity. Ella Street, River Road and Pacific Highway are the only accessible crossings for vehicles and pedestrians.
2. The Pacific Highway divides the corridor in an east-west direction. At grade crossings are available for cars and pedestrians however lack amenity due to traffic volumes and narrow footpaths.
3. The Crows Nest Metro Station is located close to Willoughby Road and Crows Nest Village, which creates a challenge that needs to be managed between allowing uplift for the area to provide transit oriented development, as well as protecting the character and amenity of this popular area.
4. Increasing the provision of open space within the St Leonards Centre is challenging due to land ownership patterns, as well as balancing development potential with the retention of amenity and public benefit.
5. Retaining solar access to Newlands Park and the residential areas adjacent to the park is likely to be a challenge due to the steep topography. Development uplift is likely to continue to intensify height along the ridgeline, which will have a cumulative overshadowing effect on the properties downhill.
6. A challenge within the area will be to ensure that any uplift within the centre does not erode the employment capacity of St Leonards, but that development increases job opportunities within the centre.
7. The retention of the Artarmon Employment Precinct will be challenging given the 'highest and best use' principle that is currently applied in areas around Sydney with excellent access to public transport connections. It will be important to retain land to provide essential urban services for the regional population.
8. Providing residential development with good amenity along the Pacific Highway and the train line will require considered design responses.
9. The management of increased vehicle traffic due to increased residential and employment developments will require innovative methods to reduce congestion and the reliance on private vehicles. Methods to encourage patronage of public transport should be encouraged.
10. Lot sizes require amalgamation and may not achieve appropriate urban outcomes to provide adequate commercial buildings.

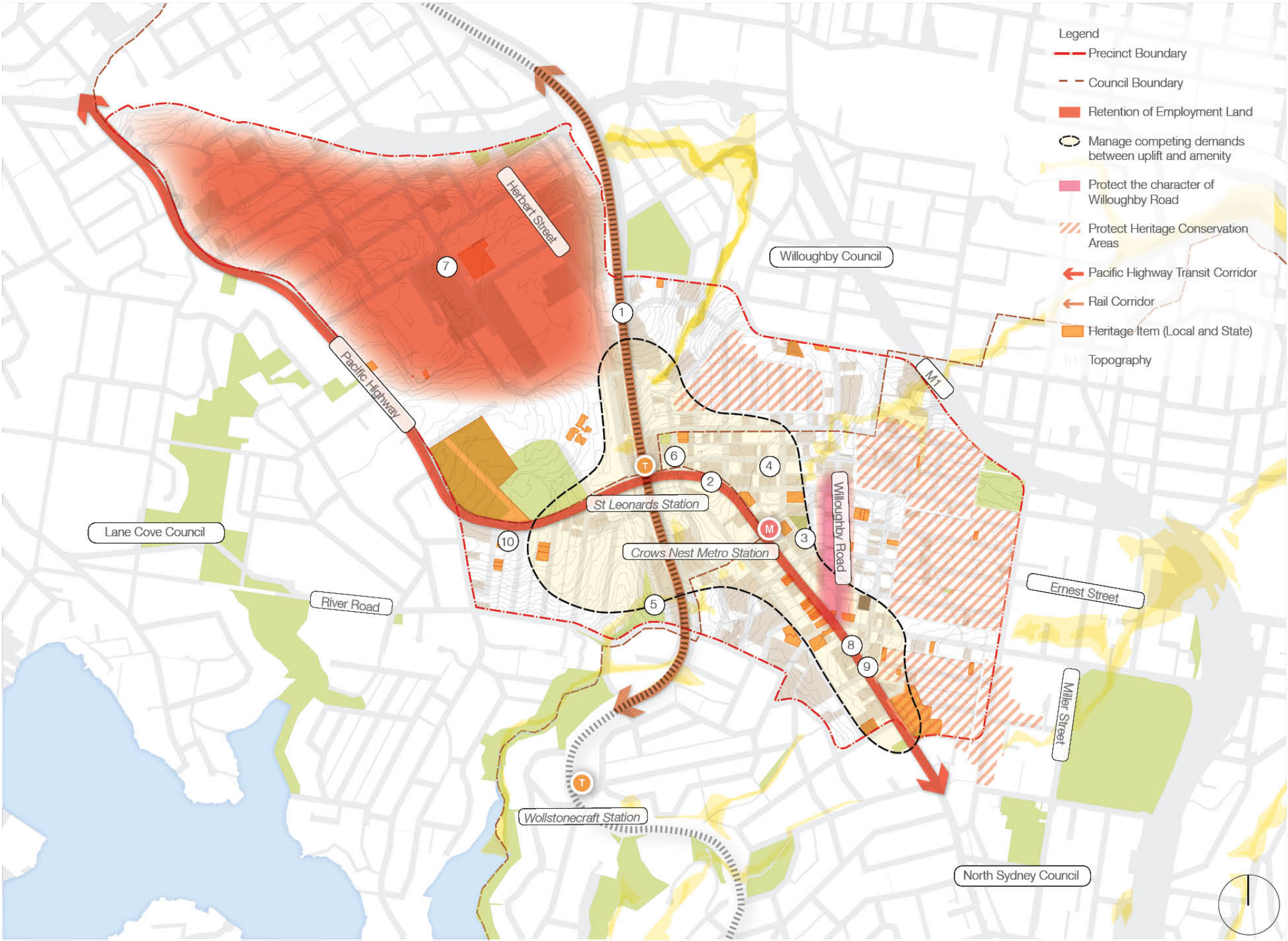


Figure 5.1.1 Challenges

Urban Analysis

5.2 Opportunities

The following have been identified as opportunities within the study area that should be leveraged.

1. The new Metro Station at Crows Nest should be capitalised upon to facilitate uplift and provide additional employment and residential capacity around the public transit stations within the centre.
2. Any additional development value should be captured through appropriate mechanisms to improve the public domain throughout the centre, and particularly around St Leonards Train Station. A consistent approach to placemaking and public domain should be coordinated between the three councils.
3. Connectivity and amenity throughout the centre should generally be improved for pedestrians.
4. Opportunities to provide additional public open space within the centre of St Leonards should be explored.
5. The character throughout Crows Nest Village, particularly that of Willoughby Road should be retained and enhanced to continue to attract business of local residents and workers, as well as provide a regional attraction.
6. The Health and Education Precinct around the Royal North Shore Hospital, Royal North Shore Private Hospital and St Leonards TAFE should be strengthened through the provision of complimentary uses in the surrounding areas, as well as increasing pedestrian connectivity to the precinct from the station.
7. The opportunity to provide another smaller Heath Precinct around the Mater Hospital should be capitalised upon given the proximity to Crows Nest Metro Station and the RNSH Health & Education Precinct.
8. To increase density within the 400m catchments of the two stations to provide for transit oriented developments that encourage people to utilise public transport.
9. Methods to encourage patronage of public transport, and the minimisation of private vehicle usage should be implemented.
10. The potential to investigate crossings and connections should be explored across the Pacific Highway and the rail line.
11. The character of the Heritage and residential areas to the east of the precinct should be protected.
12. Additional open space and amenity for workers in the Artarmon Employment Area should be investigated and provided.

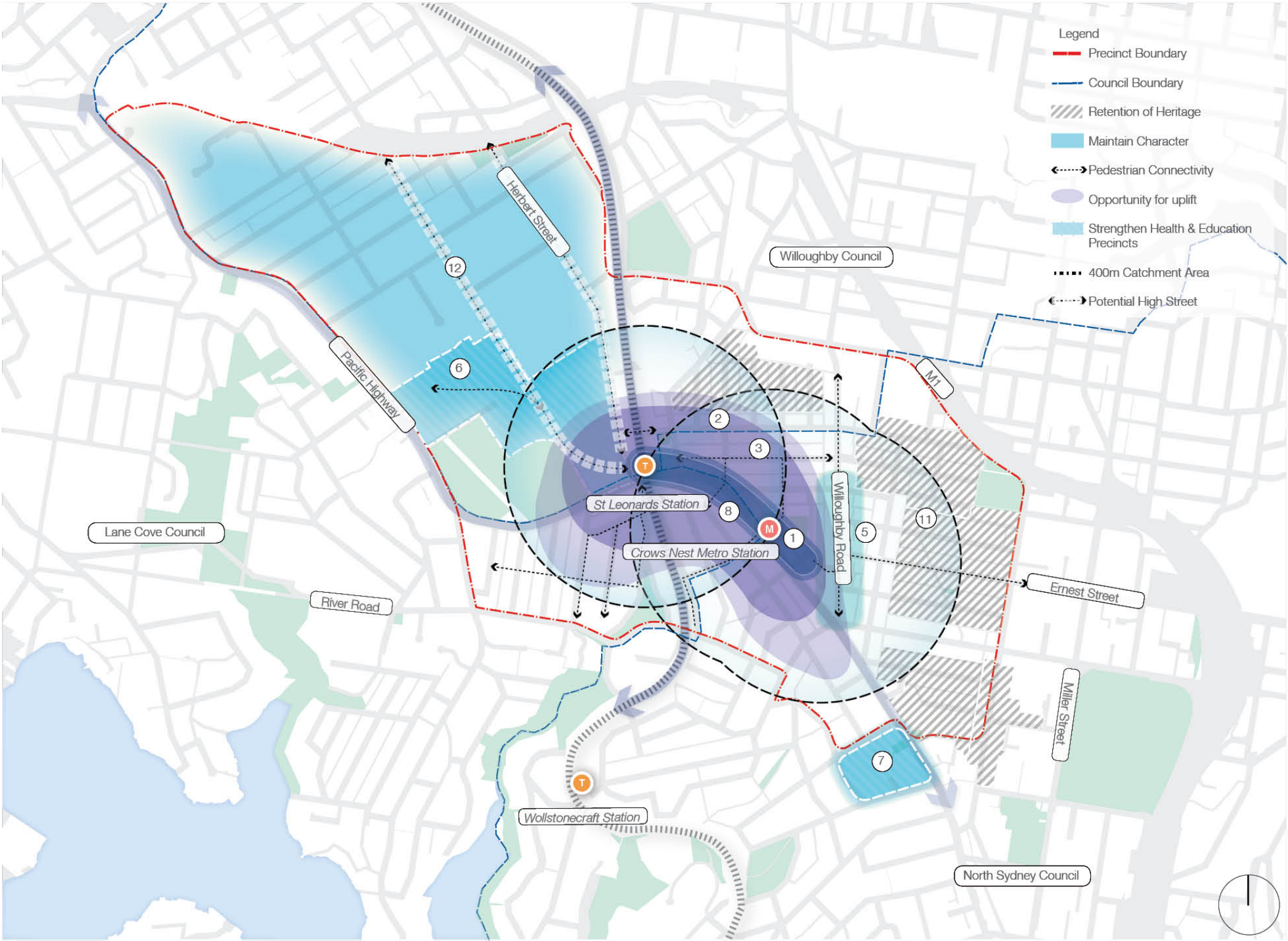


Figure 5.2.1 Opportunities

Urban Analysis

5.3 Combined Conceptual Strategy

1. Strengthen existing centres Crows Nest Village and St Leonards Centre.
2. Identify opportunities and provide additional public open spaces for passive recreation in the St Leonards Centre.
3. Identify opportunities to deliver increased open space, amenity and services for employees in the Artarmon Employment Precinct. Herbert Street may function as a potential 'high street' for the area.
4. Improve pedestrian connectivity and amenity across the Pacific Highway and rail line, and generally improve the public domain throughout the centre through a comprehensive placemaking strategy.
5. Provide increased opportunities for a range of jobs.
6. Provide increased housing supply that has a range of dwelling sizes and provides a mix of affordable and market dwellings.
7. Facilitate appropriate uplift in height and density to areas close to public transport.
8. Encourage public transport as the preferred mode of transport and reduce the reliance on private vehicles to minimise congestion on the road network.
9. Balance increased development with the retention of heritage character areas, and manage the transition appropriately between them.
10. Identify opportunities to implement sustainability initiatives in the public domain and throughout the centre.
11. Retain land throughout the Artarmon Employment Precinct for employment types that require warehouse, and large format floorspace, to ensure that essential urban services continue to be provided for the North District Sydney.
12. Identify appropriate locations for a new education facilities within the centre to allow the local community excellent access to education, services and transport.
13. Develop a network of green and open spaces for the community to gather in and enjoy with connections to the broader green grid network.

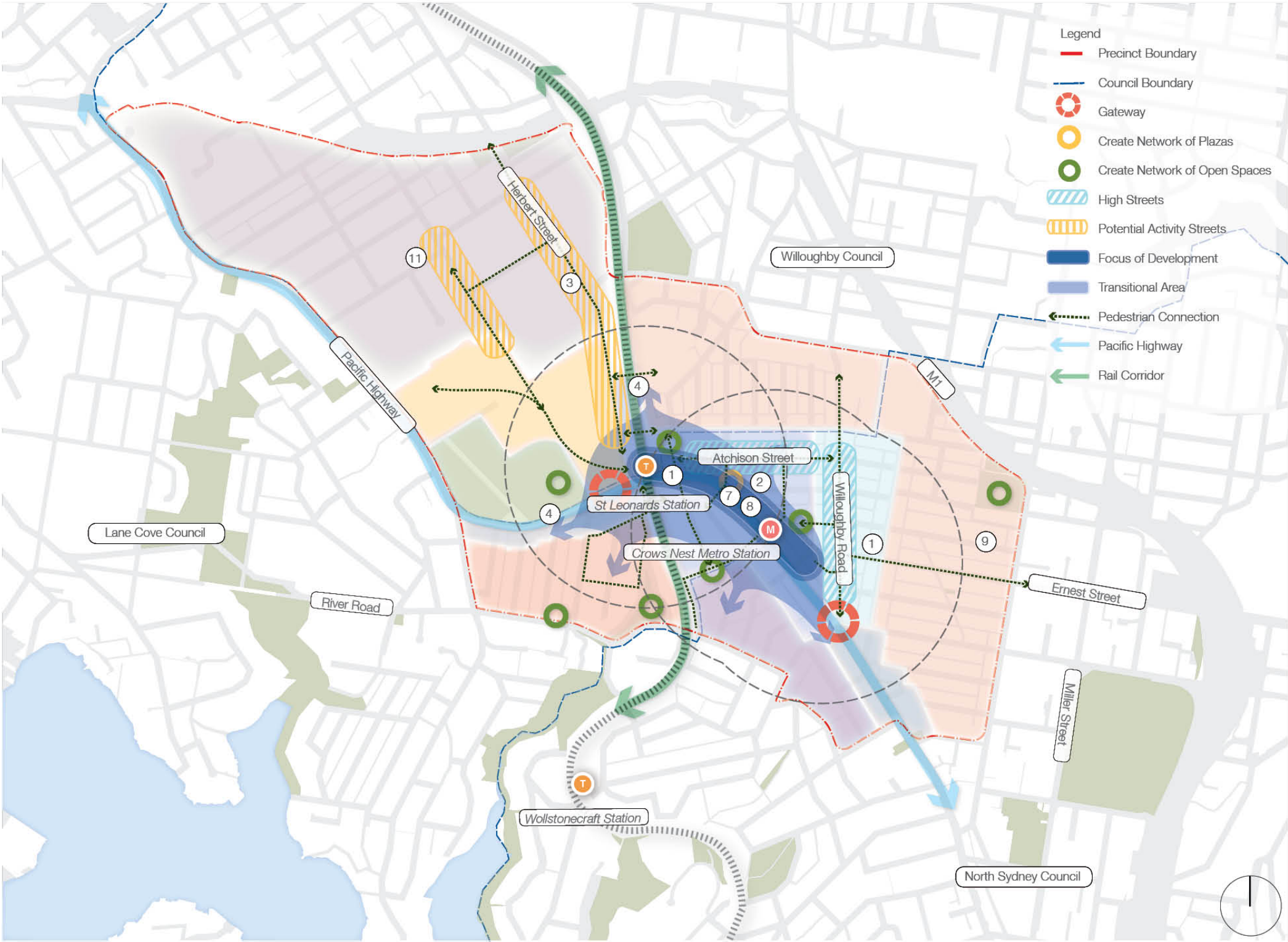


Figure 5.3.1 Combined Conceptual Strategy

Urban Analysis

5.4 Preliminary Structure Plan - Character Areas

The character areas for the Precinct as illustrated in Figure 5.4.1 have been identified based upon the existing character in the areas and the current predominant land use.

1. Artarmon Employment
2. Health & Education
3. Gore Hill Oval & Cemetery
4. Pacific Highway Corridor West
5. Pacific Highway Corridor South-East
6. Residential (St Leonards South)
7. Residential (Wollstonecraft)
8. St Leonards Centre and Crows Nest Station
9. Crows Nest Village
10. Residential (Naremburn)
11. Residential (Crows Nest)

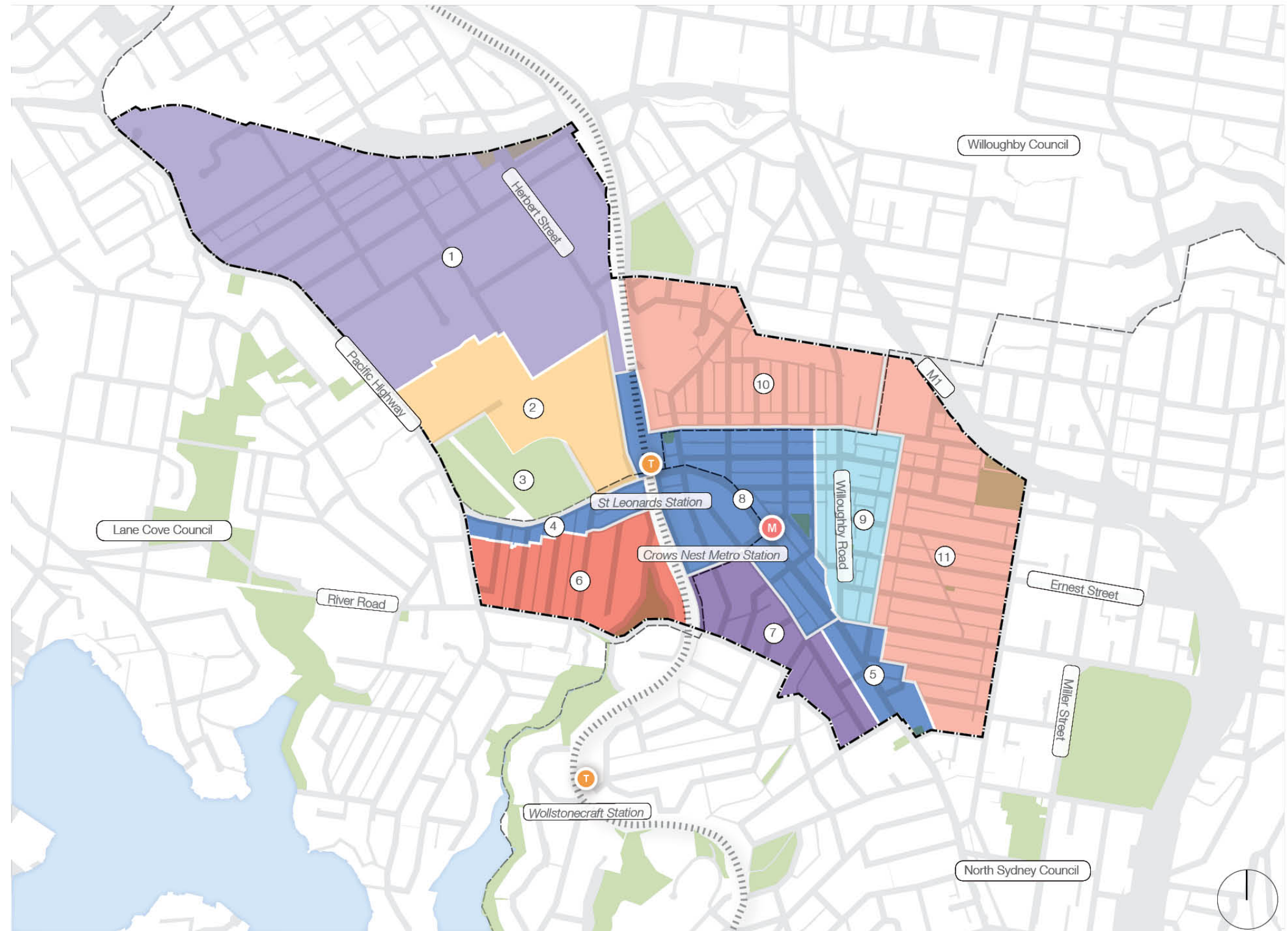


Figure 5.4.1 Opportunities - Land Use

Legend
 --- Precinct Boundary

Urban Analysis

5.5 Preliminary Structure Plan - Movement

Figure 5.5.1 illustrates the intended primary movement paths by vehicles and pedestrians. These paths differentiate between faster moving traffic and busy corridors, and the quieter and more pleasant pedestrian routes through the centre.

The Movement Structure Plan will be further informed by the Transport Assessment Report undertaken by Cardno.

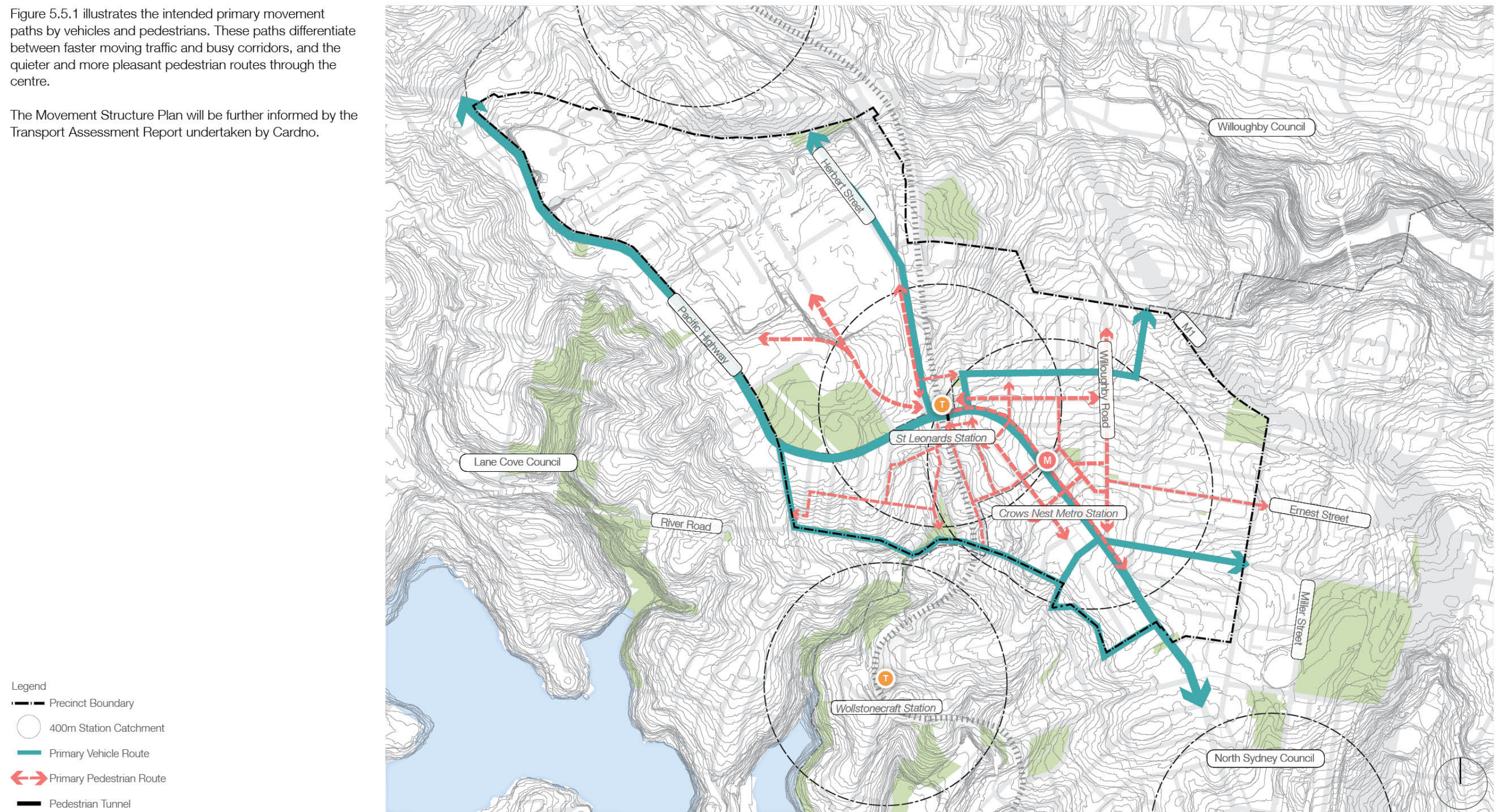


Figure 5.5.1 Movement

Urban Analysis

5.6 Preliminary Structure Plan - Open Space Opportunities

The Greater Sydney Commission have prepared in the Draft North District Plan a green grid for the North District. The green grid is not prominent in the St Leonards and Crows Nest precinct, and features only the opportunity to create a link above or adjacent to the rail line, as well as one route that connects to the harbour via the St Leonards Centre and will need to be further investigated.

The open space structure plan is to be further informed by the findings of the Social Infrastructure Needs Assessment report by ARUP.

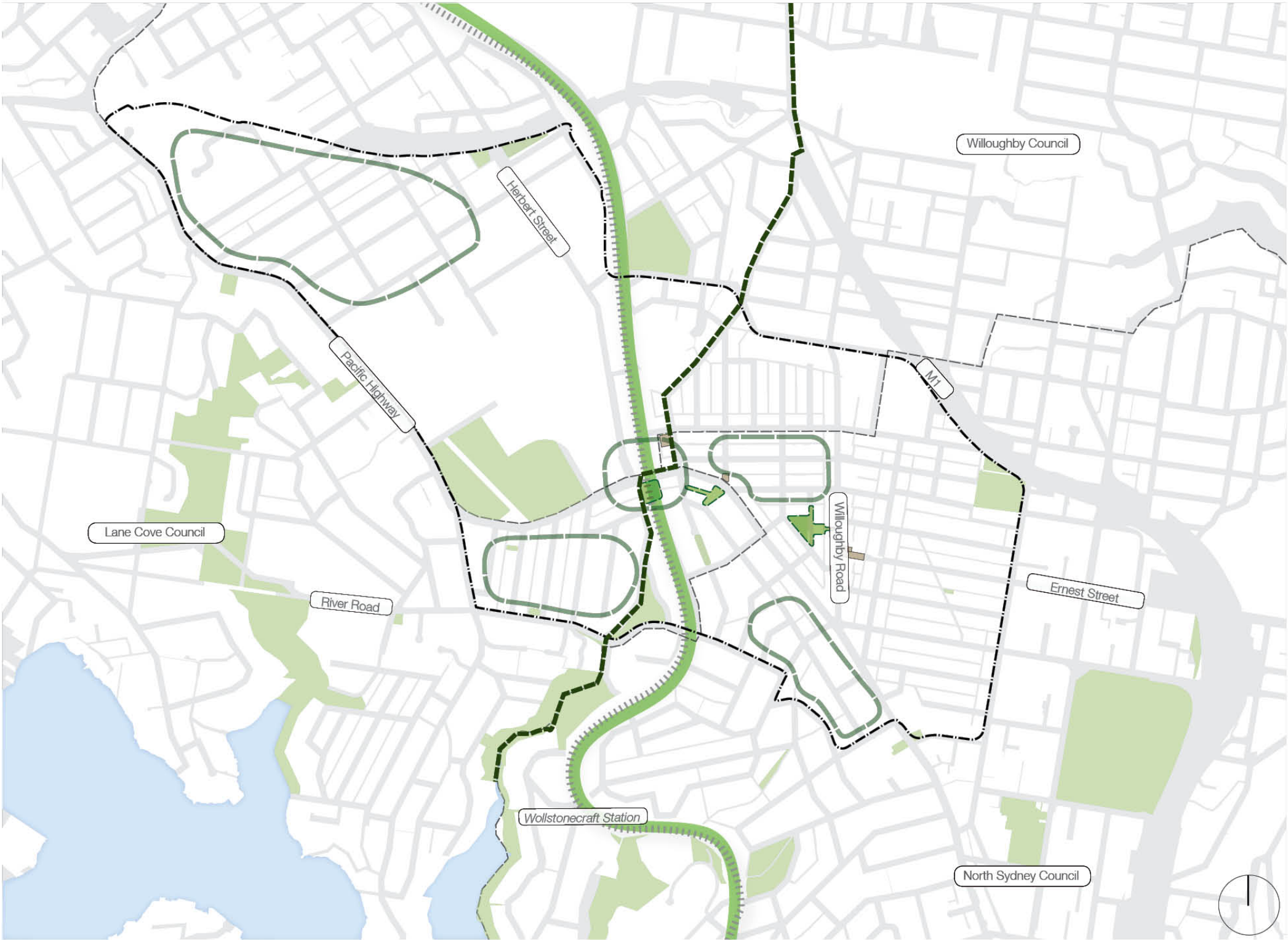


Figure 5.6.1 Open Space



Appendix - Vision

Raw data obtained from the Stakeholder Visioning Workshop.

Urban Analysis

6.1 Visioning workshop - 20 October 2016

SJB Architects

St Leonards & Crows Nest Station Precinct Structure Plan

Visioning workshop

20 October 2016

SJB



Based on what you just drew...

Is the vision still right for St Leonards?

What needs to change for it to include areas like Crows Nest and Artarmon?

What is the sense of place?

Exercise 1A - homework

What do you think are the top 3 challenges facing the precinct?

Exercise 1B - homework

What do you think are the top 3 successes or things we want to protect in the precinct?

Exercise 2

Mapping

Things to address:

- Assets or great things we want to keep
- High streets / active streets – where is the right location? Everywhere or concentrated?
- What type of retail/hospitality?
- Economic hubs / CBD core
- Medical hubs
- Housing precincts
- Where does height go and definitely not go?

Exercise 3

Reconsidering the vision

Vision - St Leonards

"St Leonards will continue to develop as one of the major employment centres for knowledge-based industries within the Sydney metropolitan region, by capitalising on its location within Sydney's 'global arc' and building on opportunities arising from its excellent accessibility and co-location with regional scaled health and educational facilities.

New and diverse housing opportunities will also continue to emerge and be supported by convenience shopping, cafes, bars, entertainment venues, community facilities, a high quality environment and excellent public transport, walking and cycling accessibility, creating a desirable place for cosmopolitan urban living.

New development and public domain improvements will create a more consistent and high quality image throughout the centre, leading to an identifiable 'sense of place'."

- St Leonards Strategy 2006, Willoughby, Lane Cove & North Sydney Councils

Look at your map....

Can you translate what you drew into principles?

Height	Movement
Built form	Planning controls
Character	Activation
Activation	Governance
Nature	

Exercise 4

Objectives and Principles

Exercise 5

Top 3 Priorities

Urban Analysis

6.2 Exercise 1A - Challenges and Concerns

Raw Data Collected on Post-Its

- Topographical constraints to walk and cycle
 - Divided by major road corridor
 - Reduction of commercial floor space while increasing residential floor space
 - Maintaining distinct commercial character
 - Access to St Leonards train station from Lane Cove side
 - Reserve Bank forecast of slowing down housing due to oversupply
 - The highway is not a great place for pedestrians
 - Cars: Un-coupling car parking location from home location
 - Governance
 - Remember to ensure we plan for 8 year olds and 80 year olds; not for developers
 - A key challenge for St Leonards is the establishment of a cohesive identity
 - Public Domain
 - Significant development pressure
 - How will health be incorporated
 - Open space and social infrastructure
 - Protection of industrial land
 - 'Identity' (be bold)
 - Market is confused about future
 - Residential is more profitable than commercial – how to restrict residential now and invest in jobs
 - Incorporation of active transport opportunities
 - There are some streets that have lots of o.... (on street parking perhaps?)
 - Built form – controlling/guiding the built form to ensure the area functions for economic and lifestyle/amenity
 - Pacific Highway and more Urban Open Space
 - Access to high quality open space – equity
 - Retaining employment lands
 - Capacity of the 2 metro stations opening in 2024
- Liveability and access to services
 - Pressure on employment land to convert to residential
 - Increasing population and demand on social infrastructure and open space
 - To retain and increase employment capacity to support future generations
 - Development pressure on employment land
 - Pedestrian environment
 - Enough open space for increased population
 - Public domain
 - Open space
 - Pedestrian amenity (streetscape)
 - Creation of good urban quality/public domain
 - Public domain – pedestrian accessibility
 - Provision of necessary infrastructure, schools, roads, parking, open space
 - Public domain
 - Accessibility
 - Poor public domain
 - Pressure of residential (attracting commercial / diversity of uses)
 - Streets in CBD feel cold and unloved (Open space challenges)
 - Connectivity lacking between lots of different sub precincts
 - Lack of character + services in strial area
 - Traffic impacts on the street
 - Traffic
 - Traffic
 - Traffic issues
 - Movement – traffic
 - Traffic
 - Traffic congestion
 - To successfully deliver a walkable cycle able place rather than vehicles

Data Collated into Themes

Market Demand

- Reduction of commercial floor space while increasing residential floor space
- Reserve Bank forecast of slowing down housing due to oversupply
- Significant development pressure
- How will health be incorporated
- Protection of industrial land
- Market is confused about future
- Residential is more profitable than commercial – how to restrict residential now and invest in jobs
- Pressure on employment land to convert to residential
- Development pressure on employment land
- Pressure of residential (attracting commercial / diversity of uses)

Governance

- Remember to ensure we plan for 8 year olds and 80 year olds; not for developers
- Open space and social infrastructure
- Protection of industrial land
- Retaining employment lands
- Increasing population and demand on social infrastructure and open space
- To retain and increase employment capacity to support future generations
- Provision of necessary infrastructure, schools, roads, parking, open space

Liveability

- Capacity of the 2 metro stations opening in 2024
- Liveability and access to services
- Enough open space for increased population
- Open space
- Accessibility
- Connectivity lacking between lots of different sub precincts
- Lack of character + services in Artarmon industrial area
- To successfully deliver a walkable + cycle-able place rather than vehicles
- Incorporation of active transport opportunities

Urban Design

- Maintaining distinct commercial character
- A key challenge for St Leonards is the establishment of a cohesive identity
- Public Domain
- 'Identity' (be bold)
- Built form – controlling/guiding the built form to ensure the area functions for economic and lifestyle/amenity
- Access to high quality open space – equity
- Public domain
- Creation of good urban quality/public domain
- Public domain – pedestrian accessibility
- Public domain
- Poor public domain
- Streets in CBD feel cold and unloved (Open space challenges)
- Lack of character + services in Artarmon industrial area

Amenity

- The highway is not a great place for pedestrians
- Cars: Un-coupling car parking location from home location
- Pacific Highway and more Urban Open Space
- Pedestrian environment
- Pedestrian amenity (streetscape)
- Traffic impacts on the street
- Traffic
- Traffic
- Traffic issues
- Movement – traffic
- Traffic
- Traffic congestion
- Incorporation of active transport opportunities

Physical Barriers

- Topographical constraints to walk and cycle
- Divided by major road corridor
- Access to St Leonards train station from Lane Cove side

Visioning Workshop

6.3 Exercise 1B - Successes and Opportunities

Raw Data Collected on Post-Its

- Unique urban characteristics 'Willoughby Road', etc.
 - Willoughby Road and 'Village-like' character; Scale, Intimacy
 - Willoughby Road Village / Centre / Community
 - Character and scale of Crows Nest precinct
 - Villages e.g. Crows Nest
 - Willoughby Road Village / Retail Strip
 - Shops on Willoughby Road
 - Fine grain independent retail
 - Willoughby Road eat street and village feel
 - Fine grain village atmosphere of Crows Nest
 - Freidlander Place type of transport node
 - New metro and government investment
 - Public transport (metro)
 - Public transport
 - Close to public transport
 - Two stations within walking distance
 - Transport: train; bus; road
 - Proximity to city
 - Industrial land retained
 - Conservation / heritage areas
 - Bus / train interchange (public transport)
 - Regional public transport connections to other centres
 - Crows Nest restaurant precinct
 - Employment is working well in the area e.g. services for cars, storage
 - Diverse jobs, office/health/education
 - Mix: Industrial area / health area / residential
 - Employment function (specifically health)
- Tight and defined centre
 - Diversity of housing
 - Good design quality
 - Protect current and future diversity and access to services
 - Opportunity to create a liveable urban environment for now and the future – economy is ready
 - Protect views / liveability / amenity / existing open space
 - Existing open space
 - Build on connection to existing open space network and harbour
 - Existing open space e.g. oval, parks, etc.
 - Can provide greater connectivity (foreshore, stations)
 - Views
 - Local government as placemakers
 - Creative Industries, SMEs, Innovative Businesses, Start Ups
 - Potential artistic community, street level uses of buildings (Nth Sydney / St Leonards)
 - Strong sense of community
 - Active and educated demographic
 - Health and education
 - Industrial precinct / employment
 - Industrial employment
 - Good access to shops / cafes / retail
 - Diversity of uses: commercial; health; retail; open spaces; schools
 - Low cost / industrial land
 - Medical / education precinct
 - Employment opportunities

Data Collated into Themes

Strong Neighbourhood Character

- Unique urban characteristics 'Willoughby Road', etc.
- Willoughby Road and 'Village-like' character; Scale, Intimacy
- Willoughby Road Village / Centre / Community
- Character and scale of Crows Nest precinct
- Villages e.g. Crows Nest
- Willoughby Road Village / Retail Strip
- Shops on Willoughby Road
- Fine grain independent retail
- Willoughby Road eat street and village feel
- Fine grain village atmosphere of Crows Nest
- Conservation / heritage areas
- Crows Nest restaurant precinct
- Tight and defined centre
- Good design quality

Diverse Community

- Employment is working well in the area e.g. services for cars, storage
- Diverse jobs, office/health/education
- Mix: Industrial area / health area / residential
- Employment function (specifically health)
- Creative Industries, SMEs, Innovative Businesses, Start Ups
- Health and education
- Industrial precinct / employment
- Industrial employment
- Diversity of uses: commercial; health; retail; open spaces; schools
- Low cost / industrial land
- Medical / education precinct
- Employment opportunities

Liveability & Connectivity

- Freidlander Place type of transport node
- New metro and government investment
- Public transport (metro)
- Public transport
- Close to public transport
- Two stations within walking distance
- Transport: train; bus; road
- Proximity to city
- Bus / train interchange (public transport)
- Regional public transport connections to other centres
- Opportunity to create a liveable urban environment for now and the future – economy is ready
- Protect views / liveability / amenity / existing open space
- Existing open space
- Build on connection to existing open space network and harbour
- Existing open space e.g. oval, parks, etc.
- Can provide greater connectivity (foreshore, stations)
- Views
- Good access to shops / cafes / retail

Governance & Resilience

- Industrial land has been retained
- Local government as placemakers
- Protect current and future diversity and access to services
- Diversity of housing

Diverse Community

- Potential artistic community, street level uses of buildings (Nth Sydney / St Leonards)
- Strong sense of community
- Active and educated demographic

Visioning Workshop

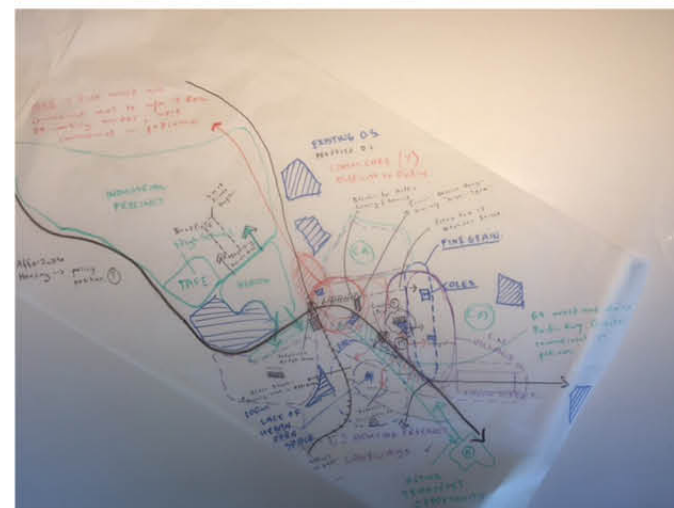
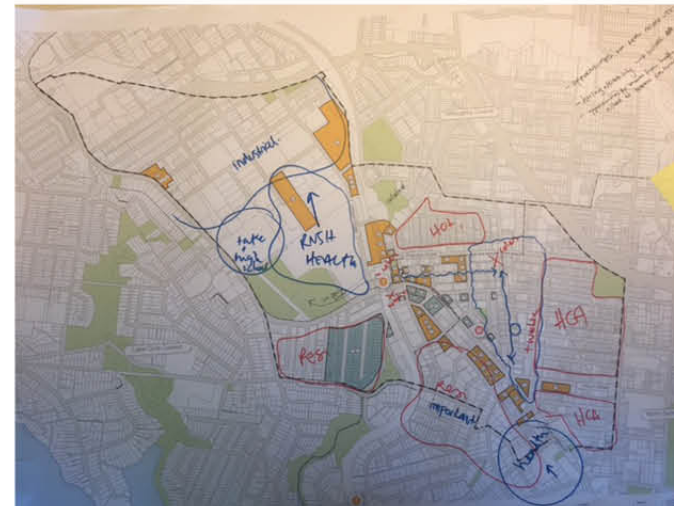
6.4 Exercise 2: Mapping

Alignment

- Retain industrial area/ mixed use area
- Expansion / overlap of medical uses
- Employment lands will evolve over time
- Willoughby Road
 - Blends at either end
 - Falcon Street
 - Laneways are good
- Open Space
 - Complete network of OS, but there are gaps
 - South of Pacific Highway – opportunities for OS links
 - Type of OS will need to change with density
 - Green space desirable in urban centre
 - 200m-900m but needs to be right place and type
- Rail – Pacific Highway
 - Lacks identity
 - Close to metro
 - Opportunity for affordable housing
 - Older apartments
- Pacific Highway
 - Opportunity as connector, but is a barrier (overcome with bridge or tunnel)

Discussion / Misalignments

- What is the CBD core / employment centre
- 3 Councils have different view E, S, N
- What is the heart? Pedestrian focused, breaks from traffic. A series of places or one:
 - Willoughby Road, Crows Nest, Forum
- Lots of Sub-precincts
- Potential to close off streets, shared basement
- What can go in the commercial core?
 - Vertical mixed use?
 - Podium requirements for commercial
 - Opportunistic approach
- Challenge uniting approach
- Metro – how will it fit in / connect with existing landscape



6.5 Exercise 3 and 4: Group 1

Vision

- Respond to development pressures and policy
- 3 x elements / 3 x paragraphs
 - Define what sort of employment based on SGS findings
 - Diverse and affordable housing
 - Sustainable / inter-connected spaces
- Linking of public open space to Liveability
- Metro
- Roles of sub-precincts/unique characteristics and 'sense of place' and experience

Principles / Discussion

- Overarching
 - The area is unique – character / place
 - Liveability
 - Inclusive
 - Connected
 - Sustainable
 - Strategic Role
 - Employment / Commercial
 - Industrial
 - Health
 - Education
 - Culture
 - Food/dining + entertainment
- Sub-precincts / Spatial
 - 3 more
 - Overshadowing and amenity
 - Pedestrianisation
 - Car parking / servicing
 - 'Design Excellence' and Competitions

6.6 Exercise 3 and 4: Group 2

Vision

- 1st Paragraph Still Relevant
 - Professional services (St Leonards) / Small businesses / start ups (no focus specifically)
 - Crows Nest – innovation / creative industries
 - Health – 2 sub-precincts
 - Align with language of the District Plan
- 2nd Paragraph
 - Affordability
 - Liveability
 - Walkability and accessibility
 - Statement about balancing regional traffic with pedestrians coming first
- 3rd Paragraph
 - Open space – range, passive & active, meet needs of everybody
 - Amenity
 - Design excellence

Principles / Discussion

- Balancing different transport modes
- Prioritising pedestrians – connectivity and amenity
- Transitions (not sure exactly how/when)
- Encourage 'true' mixed use through area between stations
- Protecting and encouraging/enhancing employment uses
- Ensure social infrastructure provided
- Design excellence

Visioning Workshop

6.7 Summary

Vision

“St Leonards will continue to develop as one of the major employment centres for knowledge-based industries within the Sydney metropolitan region, by capitalising on its location within Sydney’s ‘global arc’ and building on opportunities arising from its excellent accessibility and co-location with regional scaled health and educational facilities.

- Define the type of employment in the centre based on the SGS findings
- Professional Services / small businesses / start ups
- Align with language of District Plan

New and diverse housing opportunities will also continue to emerge and be supported by convenience shopping, cafes, bars, entertainment venues, community facilities, a high quality environment and excellent public transport, walking and cycling accessibility, creating a desirable place for cosmopolitan urban living.

- Diverse, Inclusive and Accessible area
- Affordability
- Accessibility
- Diversity in economy and community
- Place for people (pedestrians first)

New development and public domain improvements will create a more consistent and high quality image throughout the centre, leading to an identifiable ‘sense of place’.

- Sustainable, Livable, Connected Sub-Precincts with ample access to public transport, open space, services and social infrastructure
- Design Excellence
- Amenity
- Open spaces

Emerging Principles

- To address the provision of affordable housing and the issue of housing affordability
- Investigate opportunities for provision of affordable housing stock – such as along Pacific Highway or Rail Corridor, or in older building stock as new stock becomes available
- Retain and enhance the character of the sub-precincts within the study area:
 - Willoughby Road/Crows Nest;
 - Heritage Conservation Areas;
 - 2 x Health Precincts;
 - Education Precinct;
 - Industrial Precinct;
 - Residential Precinct; and
 - Mixed Use Commercial Precinct.
- Retain strategic role of centre
- Encourage dining and entertainment pockets
- Facilitate improved connectivity across physical barriers including Pacific Highway and Rail Corridor
- Strengthen identity of corridor along Pacific Highway, as well as the sub-precincts behind
- Improve amenity for Artarmon Industrial Precinct
- Ensure design excellence through Council policy and Competitions
- Prioritise connectivity and amenity of pedestrians throughout precinct
 - Could encourage shared basements to achieve this
 - Could change traffic light settings to preference pedestrians
- Balance different transport modes through centre
- Transitions between sub-precincts (particularly with reference to height and built form) but also land uses
- Encourage ‘true’ mixed use in the area between the two stations
- Protect and encourage / enhance employment uses, and balance delivery of residential uses
- Ensure development delivers social benefit and that adequate social infrastructure is provided
- Design excellence

Areas for Further Discussion

- Is there/should there be a ‘commercial core’, or is a ‘true mixed use’ precinct more appropriate?
- What should go in the ‘centre’/commercial core area – vertical mixed use, minimum podium requirements?
- Is there a specific ‘heart’ to the centre, or a number of connected places?
- Investigate potentials to close off streets and create shared basements.
- Metro – what is its role, how does it connect with the existing urban landscape?