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Objectives	Actions and Recommendations								
Minimise overshadowing of key open spaces, public places and adjoining residential areas.	<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><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</p> <p>Willoughby Road</p> <p>Residential Areas 9:00am-3:00pm</p> <p>Conservation Areas for at least 3 hours</p> <p>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								
Provide transitions in height from the lower scale development at Willoughby Road, Crows Nest to tall building in the St Leonards Core.	Amend planning controls.								
Adopt objectives from the NSW Government Architect's – Evaluation of Good Design.	Adopt these objectives in the drafting of new planning provisions.								
Promote best practices planning outcomes for South St Leonards Planning Proposal.	Refer Lane Cove Council's Planning Proposal to an independent panel for review having regard to principles listed on page 63 of this plan.								
Allow Planning Proposals which are supported by councils to progress.	Councils can still consider and progress planning proposals for individual sites and the St Leonards South area while this plan is being finalised.								
Significant buildings	Provision of robust planning principles to ensure assessment of buildings on key sites within the area is of highest quality design.								





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BUILT FORM HEIGHT CHANGES



Figure 24: Proposed height of buildings (storeys)

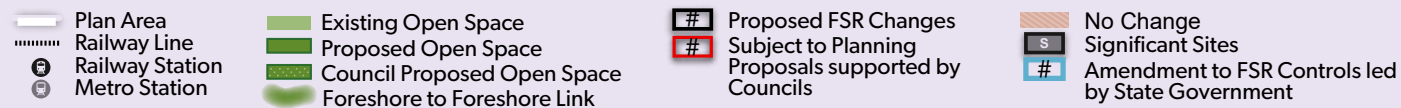
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|-----------------|-----------------|-----------------------------|--|--|
| Plan Area | Railway Station | Existing Open Space | Proposed Height Changes | Significant Sites |
| Pacific Highway | Metro Station | Proposed Open Space | Subject to Planning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



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BUILT FORM OVERALL FSR CHANGES



Figure 25: Floor space ratio (FSR)





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BUILT FORM STREET WALL HEIGHT DIRECTIONS

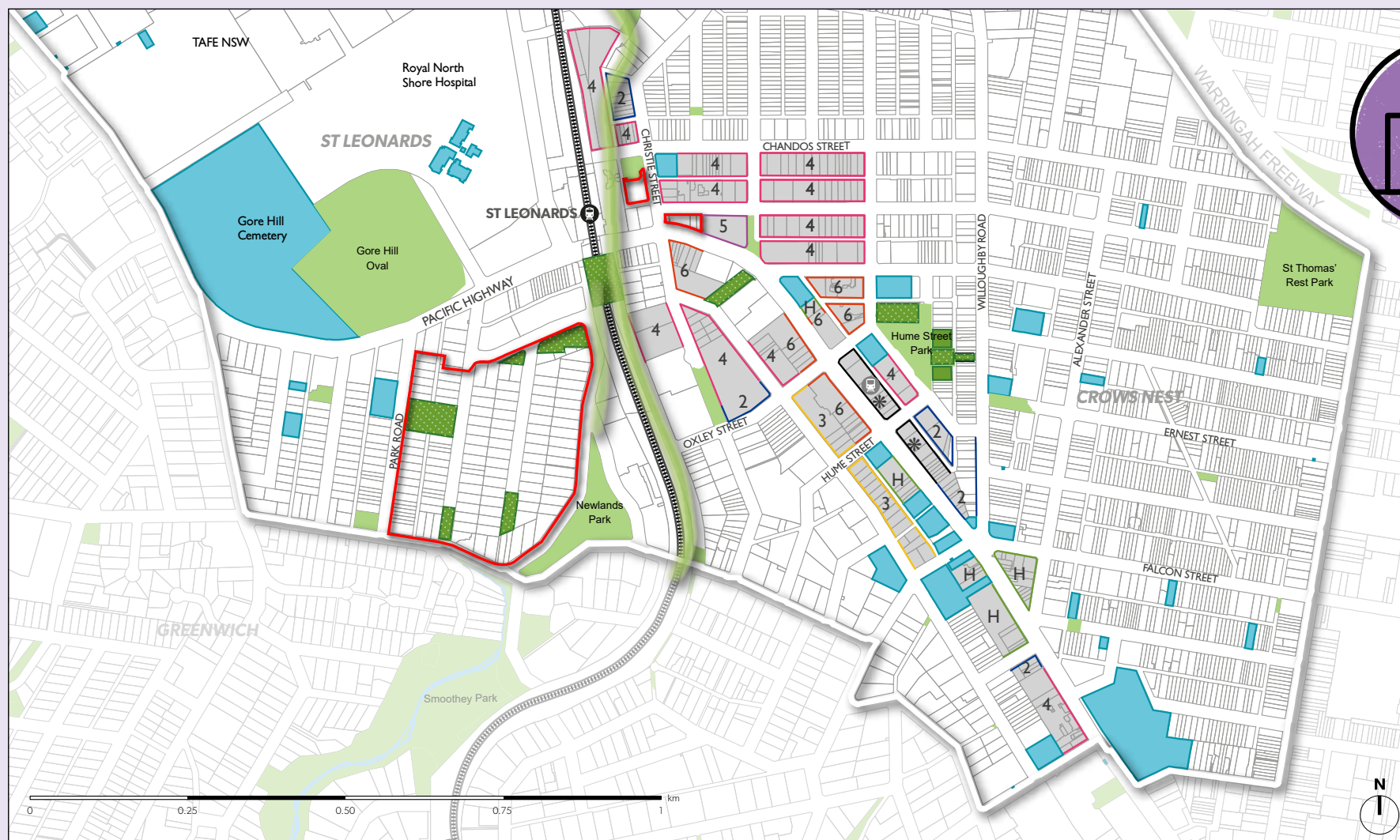
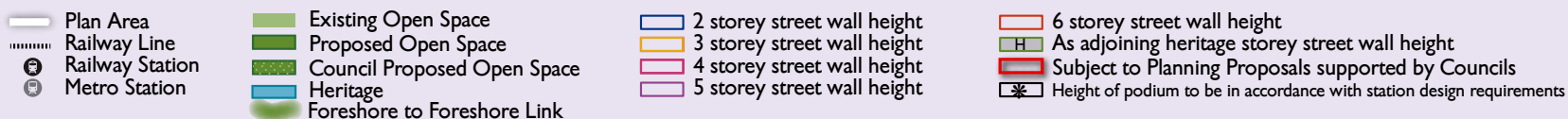


Figure 26: Street wall height





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BUILT FORM STREET SETBACK DIRECTIONS

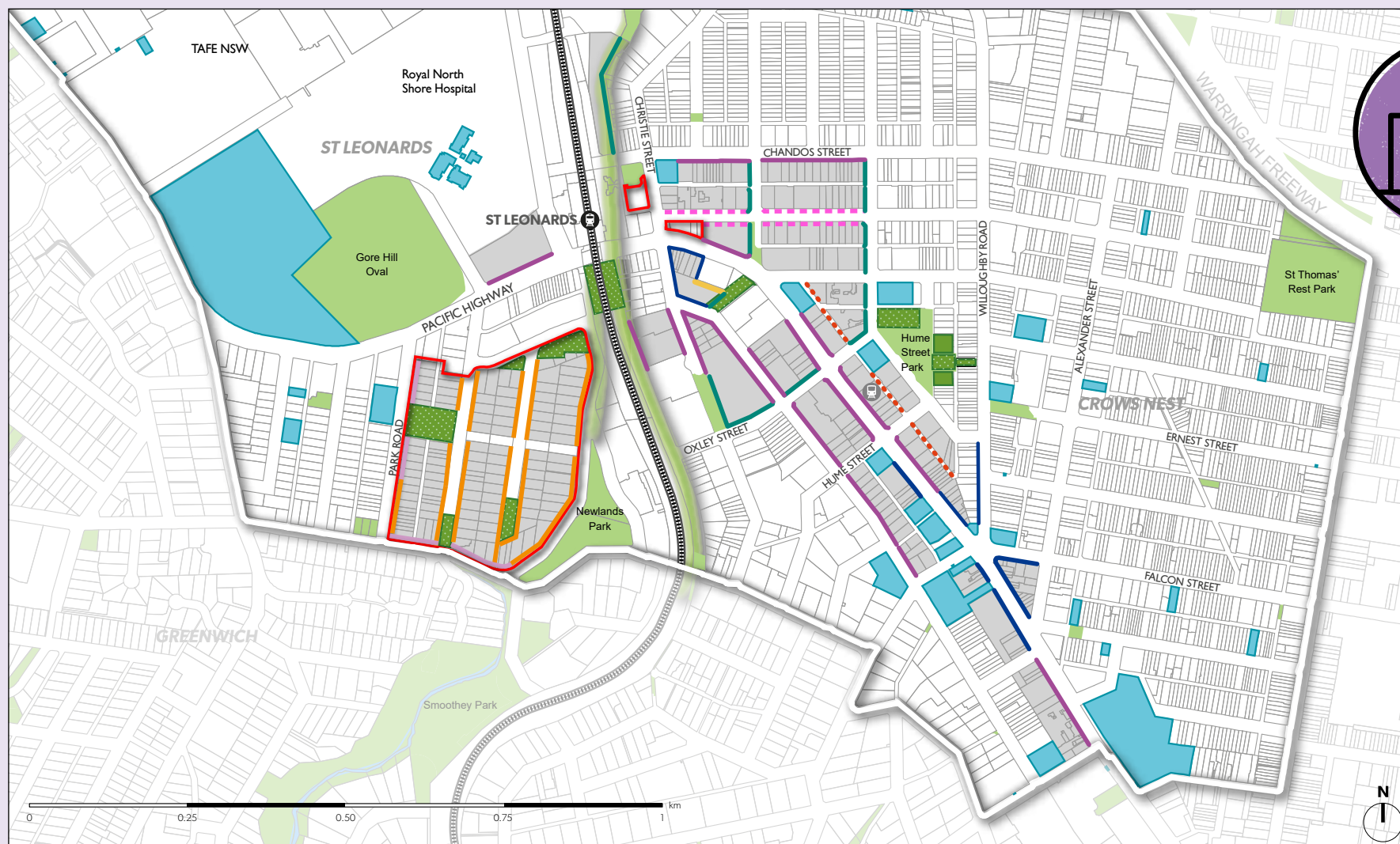
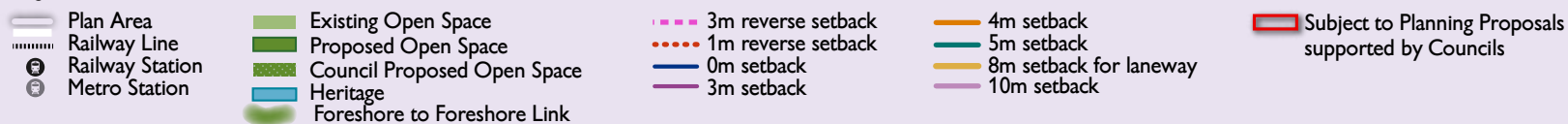


Figure 27: Street setback





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

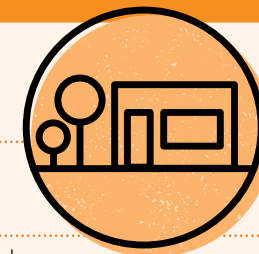


Objectives	Actions and Recommendations
Strive for Sydney Region and North District Plan high jobs target of 63,500 jobs by 2036.	Balance commercial and residential uses within the St Leonards Core with a minimum non-residential floorspace requirement for mixed use zones in planning controls while retaining 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.



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



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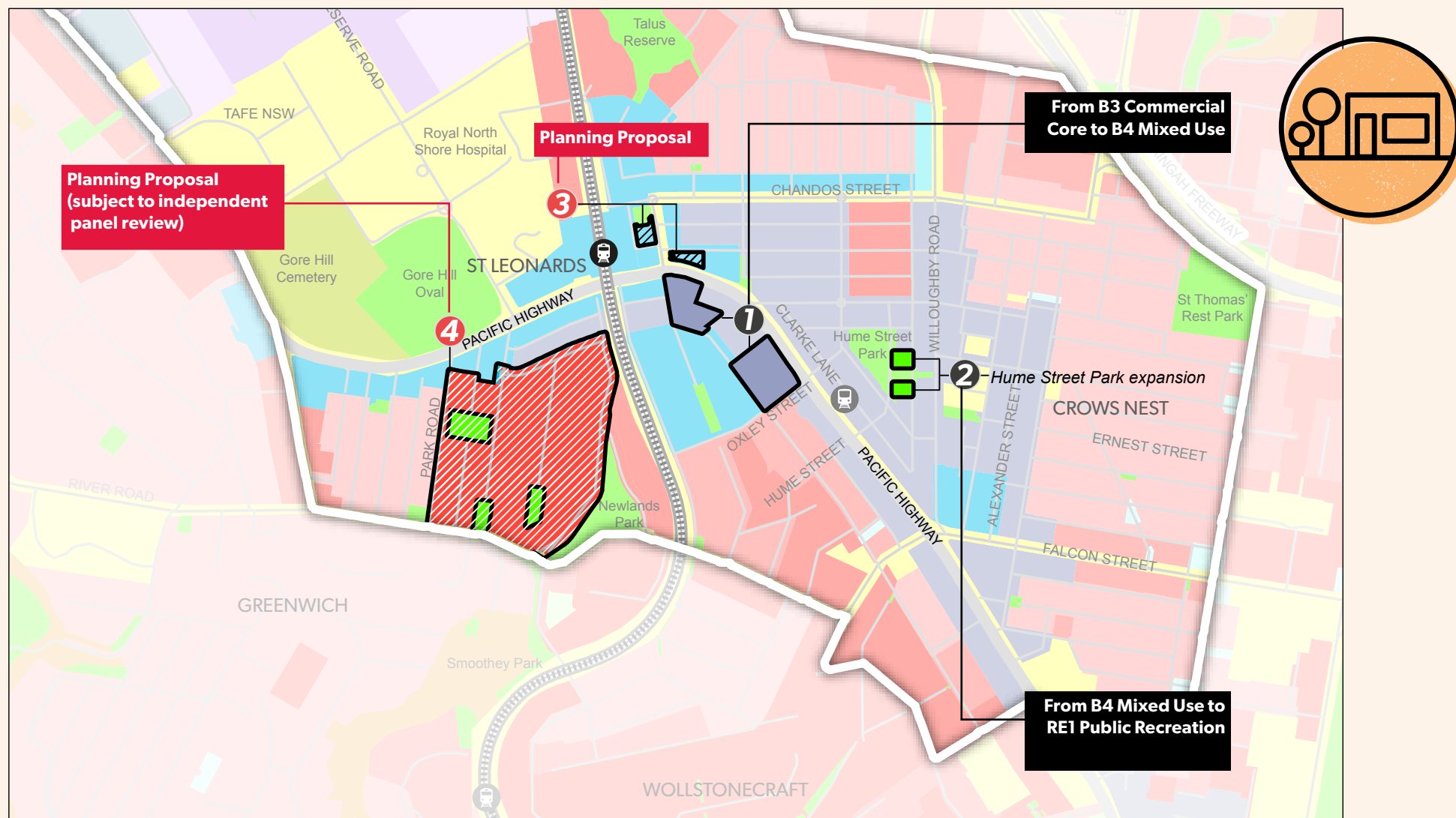
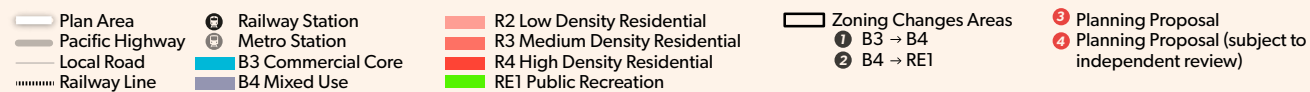


Figure 28: Proposed zoning changes





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LAND USE NON-RESIDENTIAL FSR CHANGES

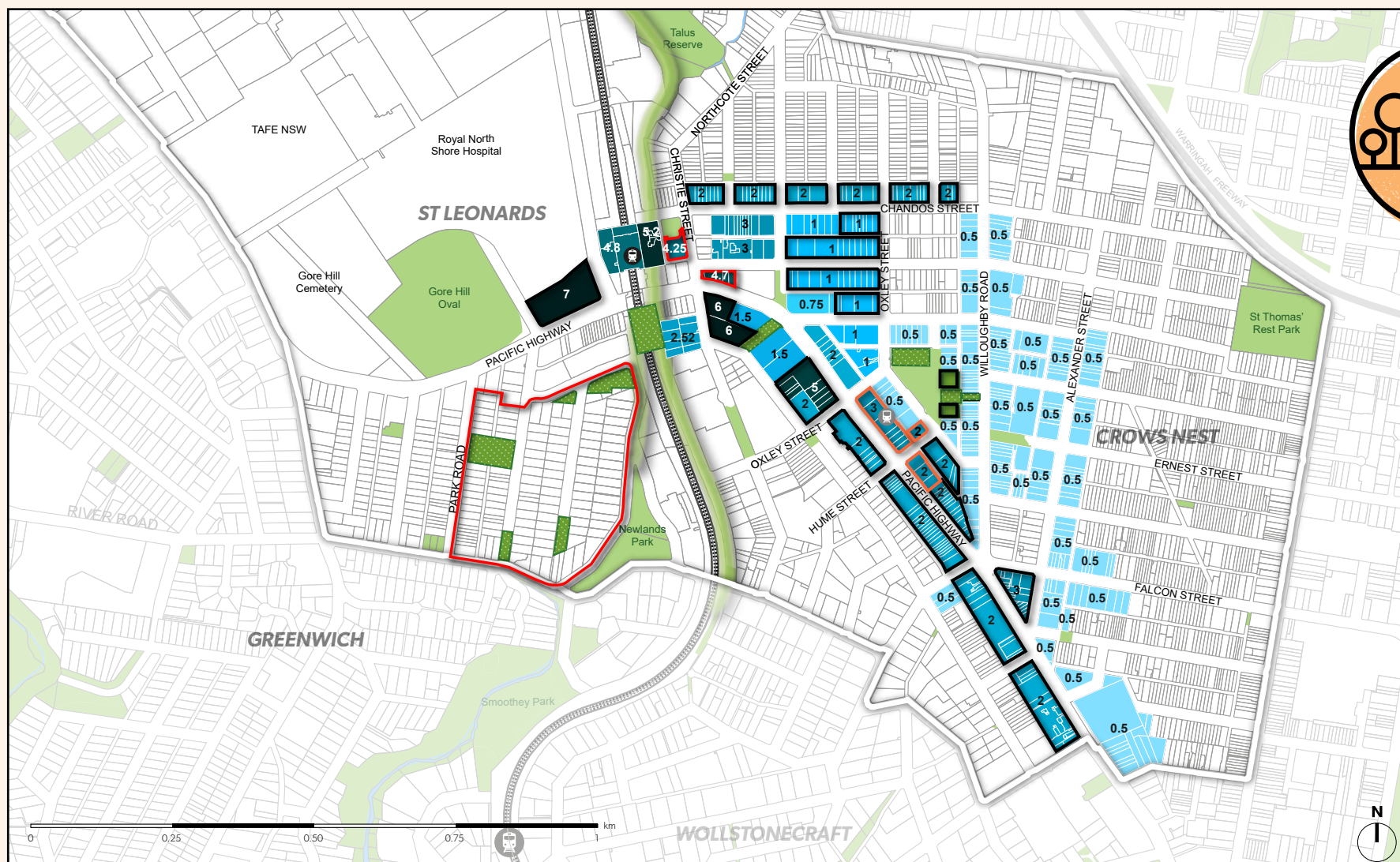
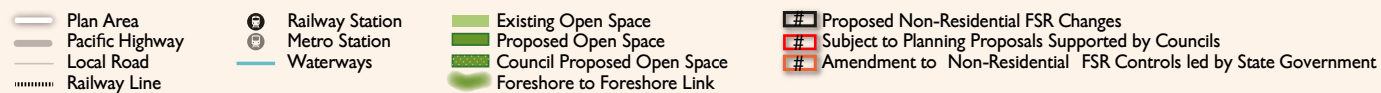


Figure 29: Non-residential FSR





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.	<p>The following improvements are proposed to support active transport:</p> <ul style="list-style-type: none">• 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. <p>Works are itemised in the infrastructure schedule. See figure 30.</p>
Undertake improvements to cycle paths.	<p>Prioritise delivery of cycle infrastructure identified by North Sydney Council and Bike North including dedicated cycle lanes on Henry Lane and Burlington Street.</p> <p>Bicycle crossing facilities should form part of upgrades to the signalised intersections along cycling routes including where they cross Pacific Highway and Oxley Street.</p> <p>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.</p> <p>Works are itemised in the infrastructure schedule. See figure 30.</p>
Provision of regional pedestrian and cycling connections and improve wayfinding.	<p>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.</p> <p>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.</p>
Provide a linear park as well as improved access to parks, bushlands, waterways and public domain.	<p>Amend planning controls to rezone land identified for a linear park along Lithgow Street to Public Recreation.</p> <p>Fund embellishment of the park through the Special Infrastructure Contribution Scheme.</p>



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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.