

Introduction

1.4 The Site

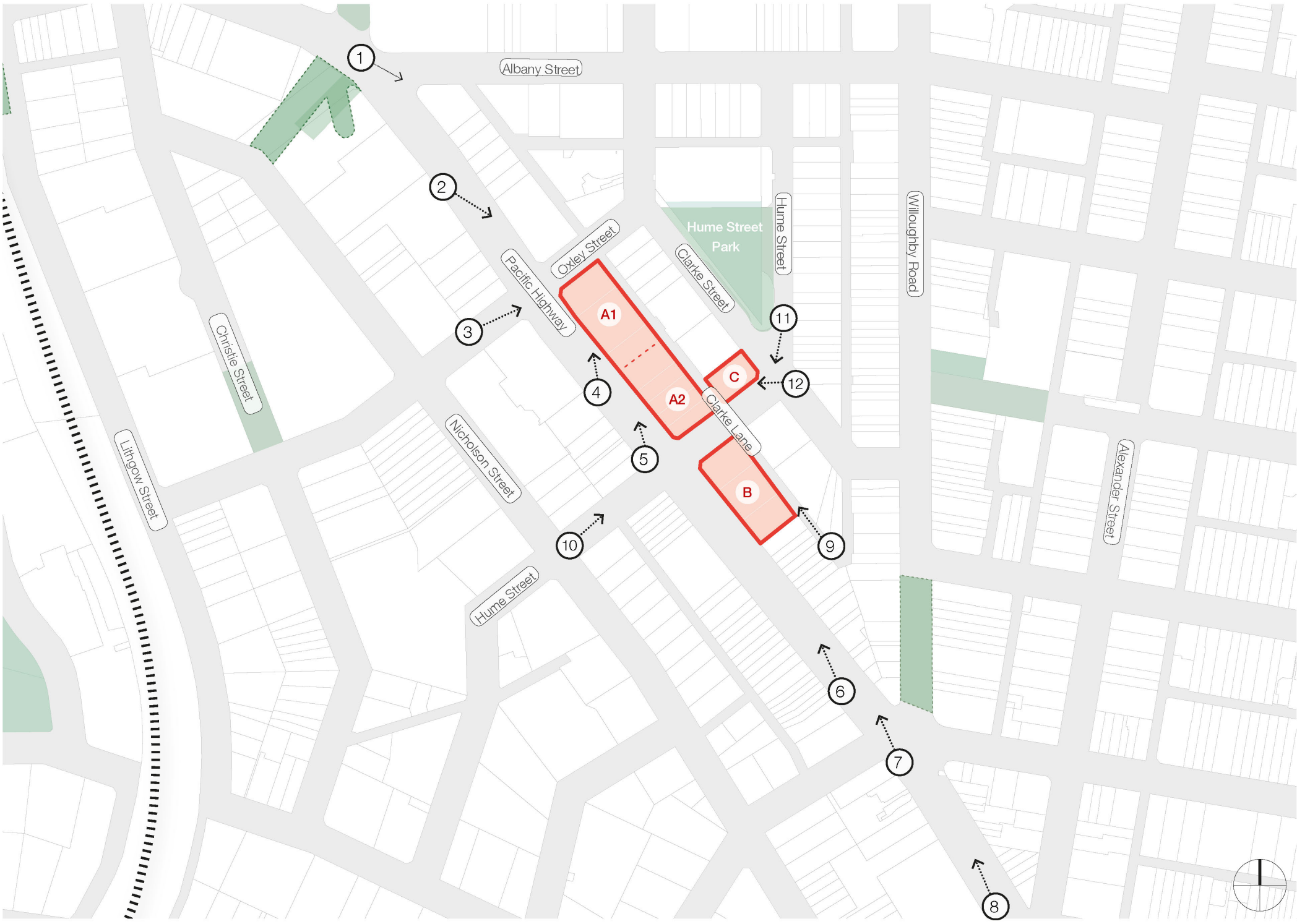
The Crows Nest Sydney Metro sites are located between the eastern side of the Pacific Highway, to the south of Oxley Street and Hume Street.

The subject site covers multiple blocks, identified as A, B and C on the diagram opposite.

- Some key features within the immediate context include:
- The primary frontage is along the Pacific Highway, with secondary frontages along Oxley Street, Clarke Street and Hume Street.
 - Clarke Lane runs adjacent to the site and is currently inactive and underutilised.
 - The site is located in proximity to Willoughby Road, an active retail strip to the east.
 - Hume Street Park is located directly to the north-east of the site and is proposed to be upgraded and expanded to provide a green pedestrian/cycle link to Willoughby Road.
 - A number of smaller pocket parks and civic spaces are located within the immediate vicinity.

Legend

<div></div>	Subject Site
<div></div>	Development Blocks
<div></div>	Existing Train Line
<div></div>	View Locations (see p.9)
<div></div>	Existing Open Space
<div></div>	Proposed Open Space



Introduction

1.5 Site Photos - Local Context



Location 1 - From Pacific Highway at Albany Street looking south



Location 2 - From Pacific Highway looking south



Location 3 - From Oxley Street looking towards Pacific Highway



Location 4 - From Pacific Highway looking opposite



Location 5 - From Pacific Highway at Hume Street looking north



Location 6 - From Pacific Highway looking north



Location 7 - From Pacific Highway at Fiveways Intersection looking north



Location 8 - From Pacific Highway at Alexander Street looking north



Location 9 - From Clarke Lane looking north



Location 10 - From Hume Street at Nicholson Street Intersection



Location 11 - From Hume Street at Clarke Street Intersection



Location 12 - From Clarke Street at Hume Street Intersection

Strategic Framework

2.1 Greater Sydney Region Plan

St Leonards as a Strategic Centre - Greater Sydney Region Plan (GSC)

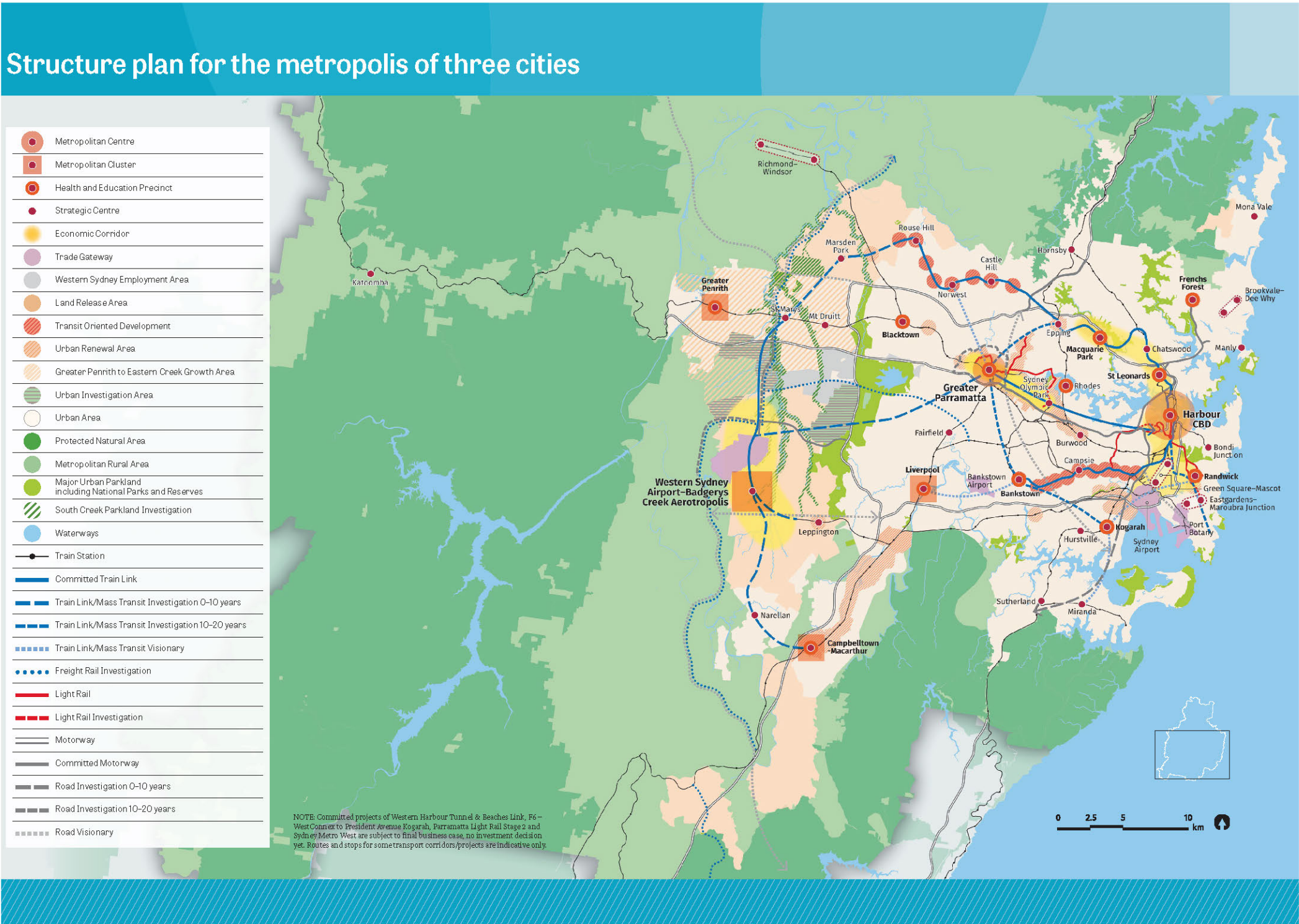
The final Greater Sydney Region Plan was released in March 2018 by the Greater Sydney Commission and outlines a vision to meet the needs of a changing population and transforming Greater Sydney into a metropolis of three cities.

The Plan identifies St Leonards as a Strategic Centre and Collaboration Area within 'Global Sydney' and more specifically, within the Harbour CBD and Eastern Economic Corridor, which extends from Macquarie Park to Sydney Airport.

St Leonards and Crows Nest is located between two other main employment centres within the corridor, North Sydney and Chatswood, which are connected to the Sydney CBD by road, and bus. It is noted as being one of Sydney's key office markets alongside Harbour CBD, Macquarie Park and Norwest. The Eastern Economic Corridor is of national significance and currently contains approximately 775,000 jobs.

The area supports:

- High density residential;
- Office-based employment hub, including high-rise office developments;
- Health and medical uses at the Royal North Shore Hospital, North Shore Private Hospital and Mater Hospital;
- Northern Sydney Institute of TAFE and technology industries; and
- Consolidated industrial sub-precinct in Artarmon providing essential urban services to the broader area.



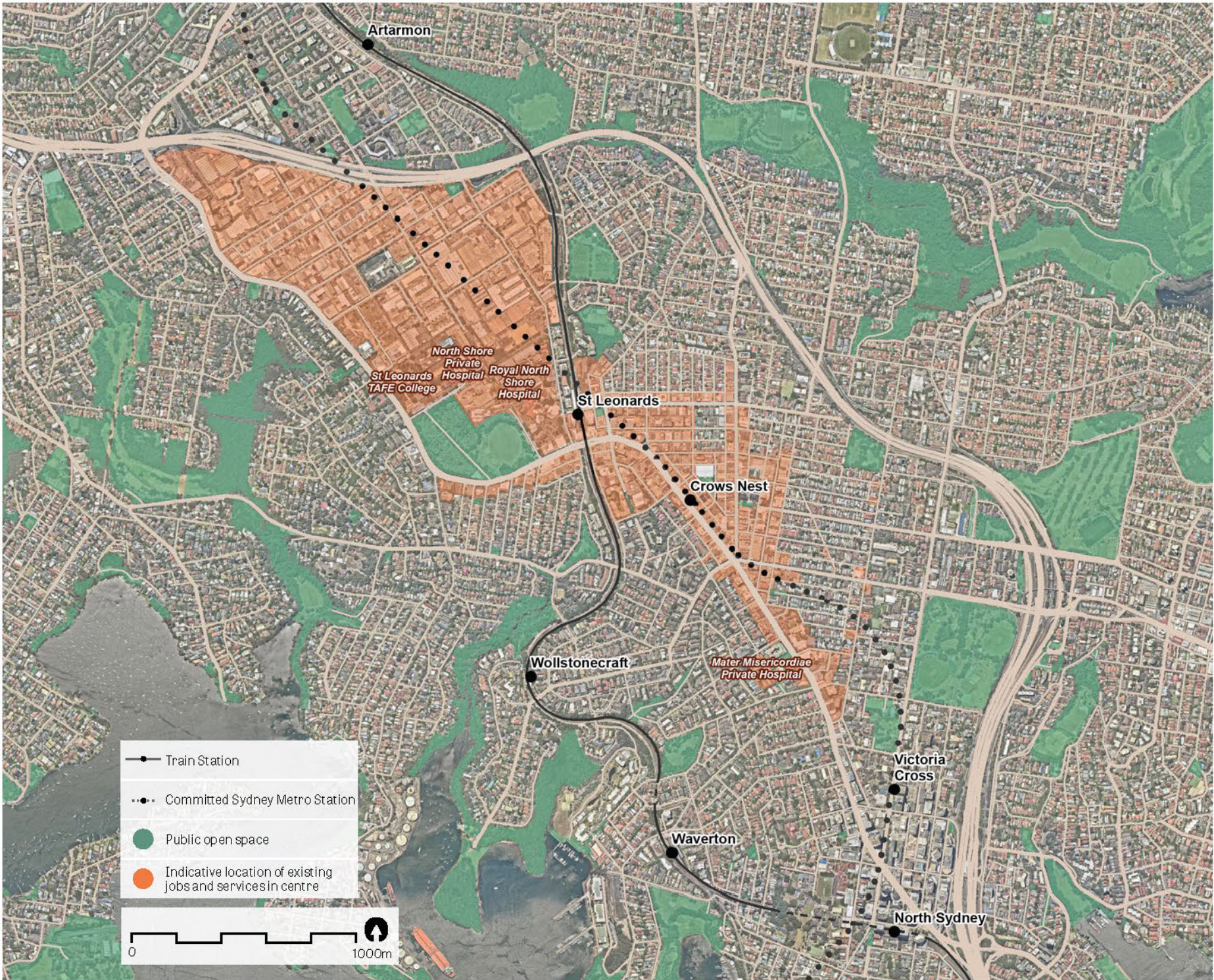
Strategic Framework

A Strategic Centre - North District Plan (GSC)

St Leonards is a mixed use centre with high rise offices, a major health and education precinct, high density residential development and good public transport. It is an attractive centre, bolstered by the restaurant village along Willoughby Road in Crows Nest and productive industrial employment area within Artarmon.

With a current estimate of approximately 47,000 jobs provided in St Leonards, the Plan proposes a jobs target of up to 63,500 jobs by 2036, meaning an additional 16,500 new jobs by 2036 to be provided within the Precinct. This will require considered planning for significant growth in commercial development within the area, along with supporting housing, transport infrastructure and other key services and amenities.

In order to meet these targets the intention is to leverage the potential of the Royal North Shore Public, North Shore Private Hospitals and the Mater Hospital to grow jobs in complementary health services and existing education facilities, a new Sydney Metro station at Crows Nest will further strengthen the centre's economic and employment functions.



Strategic Framework

2.2 Catalyst for Change - Sydney Metro

Sydney Metro (Northwest and City & Southwest)

Sydney Metro is Australia's largest transport project – a new standalone railway delivering 31 metro stations and 66 kilometres of new metro rail, revolutionising the way people in Australia's biggest city travel. It will have the ultimate capacity to operate 30 trains an hour through the CBD in each direction – a train every two minutes each way.

In November 2015, Crows Nest was announced as a metro station. In the Sydney Metro Secretary Environmental Assessment Requirements (SEARS) documents, two entrances are proposed along the Pacific Highway and at Clarke Street.

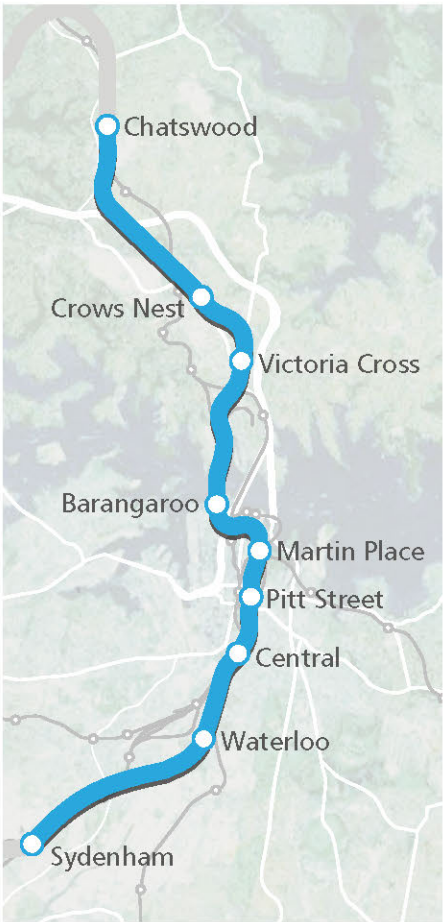
The addition of a station at Crows Nest will reinforce the role of the area between the two stations as the commercial and mixed use core. The new station will also change the way that people use and move through the public realm.

A pedestrian and cycle-friendly catchment will be centred around the new transport node, which will include upgrades to pedestrian crossings, cycle links and way-finding. The walk to a major station will be significantly reduced for patrons within the area on the south-western side of the Pacific Highway, as well as those to the east of Oxley Street. A small section of the study area also falls within the 800m catchment area for the Victoria Cross Metro station at North Sydney.

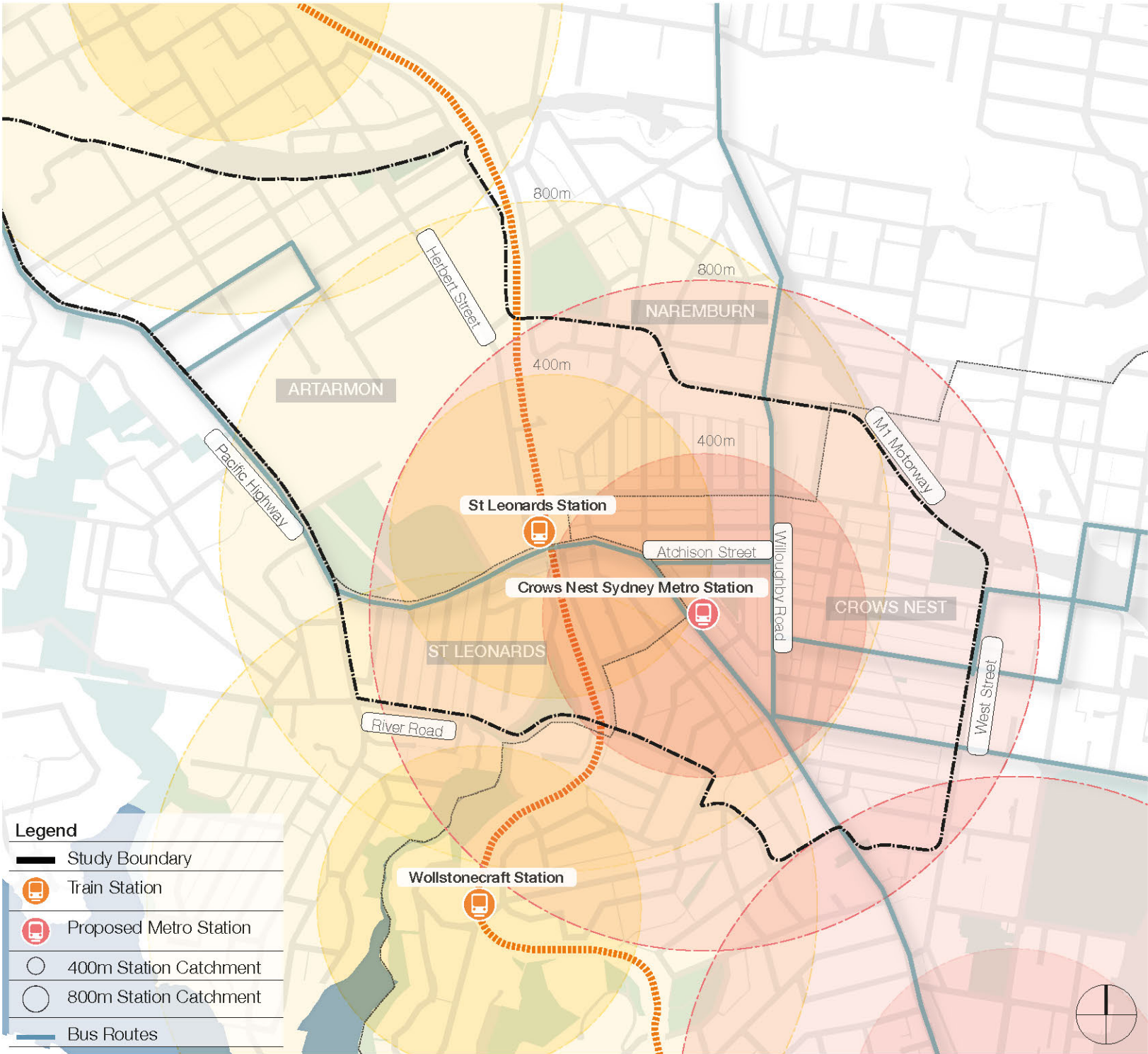
The travel experience for commuters to and from the centre will also be improved with travel times estimated at 11 minutes to Central station and 7 minutes to Martin Place Metro Station (from 2024).

Given the increased accessibility in this area, further investigations into commercial and residential densities have formed a large component of this study. The new station will facilitate the sustainable growth of the area through improved connectivity and a focus on active and public transport modes. A decrease in car reliance will also be facilitated by an improved public domain, pedestrian experience and improved active transport links.

The station will improve access to the Crows Nest residential area, as well as the St Leonards southern gateway to commercial and mixed-use activities. This will not only bring jobs closer to residents but will also open up new opportunities for office and health based commercial uses, with an increased population available to the area.



Metro Alignment



Strategic Framework

2.3 Local Projects

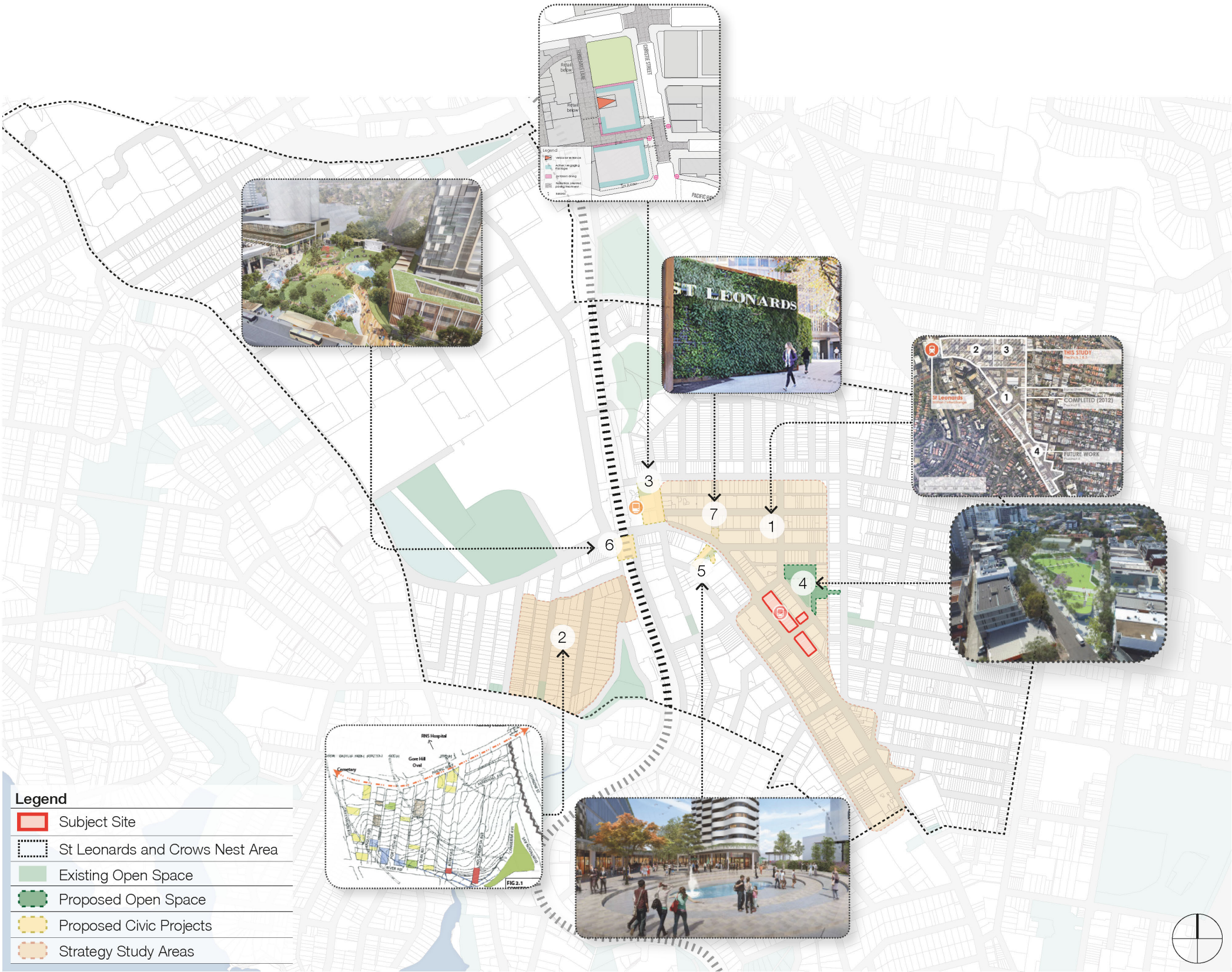
In addition to the wider strategic documents, a number of local strategies, civic projects and proposed developments are shaping the future of St Leonards and Crows Nest.

Local Strategic Documents/Masterplans

- 1. **St Leonards Crows Nest Planning Study**
 - Adopted by North Sydney Council (2011, 2012, 2015)
 - Study area focused within along the Pacific Highway within the central precinct.
 - Investigates potential for sustainable development growth along the corridor.
- 2. **St Leonards South Planning Proposal**
 - Planning Proposal lodged by Lane Cove Council (2014).
 - Investigates opportunities for increased residential density alongside improved amenity.
- 3. **Christie Street Master Plan**
 - Christie Street Master Plan Guidelines endorsed by North Sydney Council on 16 May 2016.
 - The master plan includes the upgrade of Christie Street Park and built form guidance for the development of nearby sites on Christie Street and Pacific Highway.

Major Civic projects:

- 4. **Hume Street Park**
 - North Sydney Council
 - Approved at Gateway with RPA for implementation.
 - Proposal to upgrade and potentially expand existing park, to provide better facilities and connections for the surrounding urban areas as they develop.
- 5. **Friedlander Place Pedestrian Plaza**
 - Lane Cove Council
 - Subject to Development Application.
 - An upgraded pedestrian plaza proposed as part of the Charter Hall and Leighton Properties Development at 472-520 Pacific Highway and 69 Christie Street.
- 6. **Civic Plaza & Bus/Rail Interchange**
 - Lane Cove Council
 - Proposed in the 2006 St Leonards Strategy as an integrated public plaza and transport interchange located over the rail corridor, on the south side of the Pacific Highway.
- 7. **Mitchell Street Plaza**
 - Completed public domain project, endorsed by North Sydney Council.
 - The upgrade includes green walls, a shared pedestrian zone and footpath upgrades along the Pacific Highway.



Strategic Framework

2.4 St Leonards and Crows Nest 2036 Urban Design Study

The *St Leonards and Crows Nest 2036 Urban Design Study* was prepared by SJB in collaboration with various consultants, on behalf of the NSW Department of Planning and Environment. The document forms part of the second stage of the urban design study for the St Leonards and Crows Nest Station area. Stage 2 builds on the analysis and conceptual framework presented in the Stage 1 report, layering in additional inputs, strategic drivers and place making factors to provide a suite of Structure Plans for the Precinct.

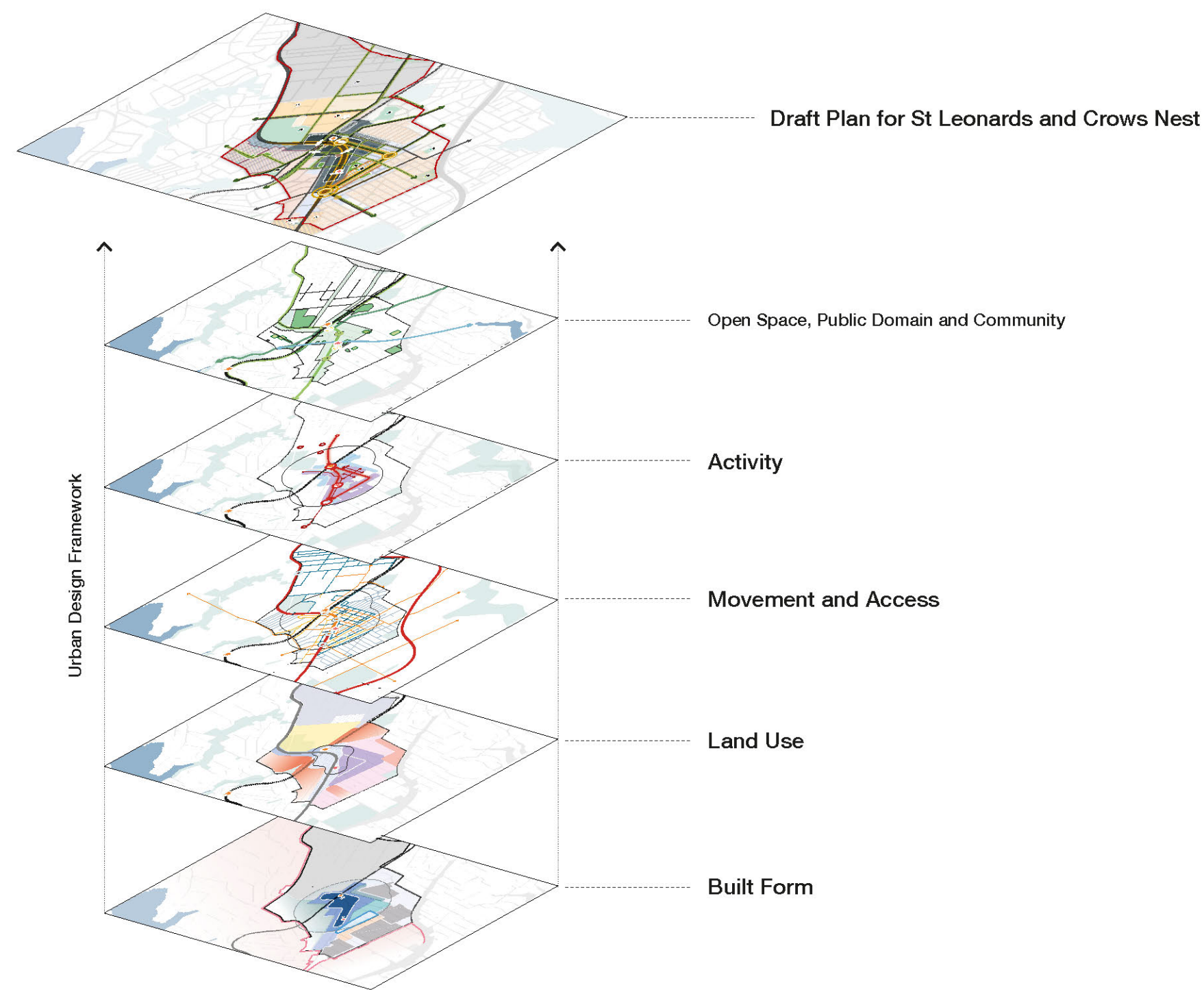
The resulting Draft Plan for St Leonards and Crows Nest combines and distills the actions and directions identified in a series of Framework Plans, which cover a number of key themes (listed opposite).

The Plan focuses on improving connectivity across and between the identified character areas through a network of green streets, activity areas and public spaces.

The greatest focus of development will be within St Leonards Centre and along Pacific Highway to the Crows Nest Sydney Metro sites. Sites in these locations can embrace the close proximity to public transport and existing density to provide additional commercial and residential floor space, enhance the quality of the streetscape and support activation of the centre.

Existing residential neighbourhoods and conservation areas of Naremburn and Crows Nest will be protected, undergoing no change as a result of this Plan. Land in St Leonards South will transition from Canberra Avenue to Park Road ensuring solar access is maintained to surrounding low scale residential areas and to Newlands Park. The Artarmon Industrial Area in the north-west will be preserved for employment opportunities, continuing to provide essential urban services in line with the current zoning controls. Industrial jobs will be facilitated east of Herbert Street and South of Fredrick Street also.

Consequently, public domain improvements will be focused on enhancing the functionality and accessibility of the areas immediately surrounding the two stations, and the integration with existing open spaces.



Vision and Principles

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