

Final Plan | August 2020

St Leonards and Crows Nest 2036

NSW Department of Planning, Industry and Environment



Acknowledgement

NSW Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land, the Cammerraygal People of the Guringai language group, and pays respect to all Elders past, present, and emerging.

August 2020

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Abbreviations

CBD	Central Business District
DCP	Development Control Plan
DPE	NSW Department of Education
DPIE	NSW Department of Planning, Industry and Environment
FSR	Floor Space Ratio
GSC	Greater Sydney Commission
HCA	Heritage Conservation Area
IPC	Independent Planning Commission
LCC	Lane Cove Council
LEP	Local Environmental Plan
LHS	Local Housing Strategy
NSC	North Sydney Council
RNSH	Royal North Shore Hospital
RL	Reduced Level
SIC	Special Infrastructure Contribution
SSD	State Significant Development
TAFE NSW	Technical and Further Education NSW
WCC	Willoughby City Council
VPA	Voluntary Planning Agreement

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Precinct Overview

The St Leonards and Crows Nest 2036 Plan (the Plan) will facilitate the urban renewal of St Leonards and Crows Nest for an expanding employment centre and growing residential community in the suburbs of St Leonards, Greenwich, Naremburn, Wollstonecraft, Crows Nest, and Artarmon.

Located five (5) kilometres north-west of the Sydney CBD, the St Leonards and Crows Nest area is identified as a strategic centre through a suite of high-level planning documents, including the Greater Sydney Region Plan and the North District Plan. The introduction of the new Crows Nest Metro Station as part of the Sydney Metro City & Southwest – Chatswood to Sydenham project has also presented an opportunity for renewal and activation in the area.

The Plan applies to all areas within the boundary identified in the vision map on Page 6. The preparation of the Plan has taken into account community values of the area's village character, particularly the Willoughby Road shops, its heritage conservation areas, world class health facilities and leafy streets.

The precinct has been planned to provide:

- Planning capacity for additional commercial floor space to support new jobs to realise the North District Plan's high jobs target of 63,500 for St Leonards by 2036.

- Funding for open space and infrastructure upgrades through a new State infrastructure levy.
- A variety of mixed-use sites, both for short-term and long-term development.
- Crows Nest Metro Station over-station development for a significant number of new jobs, as well as housing and public domain upgrades.
- Development protection for Willoughby Road, Crows Nest Village, and Heritage Conservation Areas.
- Suitable provisions to allow for the transition of the St Leonards core to surrounding residential areas.
- Collaboration with North Sydney Council to bring forward development contributions to develop a new park with underground parking at Holtermann Street carpark, and working with Lane Cove and Willoughby City Councils on open space opportunities.
- Support for the long-term growth of the health and education precinct.

The Plan has been developed as a strategic land use and infrastructure plan to guide future development in the precinct and contribute to the required more detailed site specific planning investigations. Rezoning proposals will be required to be consistent with the Plan, unless any inconsistency meets the requirements of the supporting Direction issued by the Minister for Planning and Public Spaces under s9.1 of the *Environmental Planning and Assessment Act 1979*.

Development of the Plan has been led by the Department of Planning, Industry and Environment, in consultation with North Sydney Council, Willoughby City Council, Lane Cove Council, other government agencies and through extensive community engagement.



GORE HILL FREEWAY

ARTARMON

NAREMBURN

WARRINGAH FREEWAY

ST LEONARDS



PACIFIC HIGHWAY



CROWS NEST

NORTHWOOD

GREENWICH

WOLLSTONECRAFT

St Leonards and Crows Nest 2036 Plan – What we heard

DPIE have made significant improvements to the Plan following feedback received during exhibition. This is set out below:

Item	What we heard
Homes	<p>The community felt there were too many new homes planned and the number should be reduced, while industry told us they wanted to build more.</p> <p>The Plan has struck a balance and allowed for up to 6,683 new homes, a reduction of more than 700 initially proposed.</p>
Jobs	<p>The community wanted more employment floorspace to support up to 16,500 new jobs by 2036.</p> <p>The Plan has more than doubled the amount of extra employment floorspace, to 119,979sqm to deliver capacity for more jobs in the precinct.</p>
Open Space	<p>The community told us they wanted more open space to support growth and new development.</p> <p>The SIC allocates more than \$78million for open space - an increase of more than \$20million. SIC funding will be prioritised for additional open space. This includes, working with North Sydney Council to bring forward development contributions for a new park with underground parking at Holtermann Street carpark and working with Lane Cove and Willoughby City Councils on open space opportunities.</p>
Number of Trees	<p>The community supported greener streets and improved tree canopy cover.</p> <p>2038 new trees are planned for the precinct, to achieve:</p> <ul style="list-style-type: none">• 16% tree canopy in the industrial area.• 25.7% tree canopy in the urban area.• 32.7% tree in the heritage residential area.

Item	What we heard
Significant Sites	<p>The community said they were uncertain about development outcomes on these sites and raised concerns about building heights, density and overshadowing.</p> <p>New height and floor space controls have been recommended for all sites marked for renewal.</p>
Road Upgrades	<p>The community told us they were concerned the local road network wouldn't cope with the additional pressure of new development.</p> <p>Five road network improvements are identified in the Plan. The new Crows Nest Metro Station will also provide better transport connections for local residents, workers and visitors.</p>
Pedestrian & Cycling Upgrades	<p>The community wanted more active transport links, in addition to work to investigate footpath and cycleway improvements.</p> <p>The SIC allocates \$13.8million towards pedestrian and cycling upgrades. Cycle links and pedestrian crossings will also connect the Crows Nest Metro Station to surrounding streets and important places such as Royal North Shore Hospital, Willoughby Road and Chatswood.</p>
Heritage & Local Character	<p>The community supported the proposed protections for heritage conservation areas and key public spaces.</p> <p>Solar access controls will not allow additional overshadowing for Heritage Conservation Areas (for at least 3 hours) between 9:00am - 3:00pm. Additional solar controls include protection of public parks, existing residential areas, and key streets such as Willoughby Road.</p>
Education Facilities	<p>The community wanted more information on the identification of a school site.</p> <p>The Department of Education is actively investigating new early childhood, schools and tertiary education facilities in the precinct.</p>

Vision

Sitting at the heart of the Eastern Economic Corridor; connectivity, innovation and a commitment to great design will see the St Leonards and Crows Nest area transform as a jobs powerhouse. Mixing commercial and residential, the centre will offer workers, residents, students and visitors a variety of homes, jobs and activities with increased accessibility with a new world class metro service.

Continued growth in the health and technology sectors will deliver around 16,500 new jobs across existing, emerging and evolving industries over the next 20 years. The community will benefit from a thriving economy with work opportunities in the industrial area of Artarmon, Crows Nest village, the Royal North Shore Hospital and the commercial centre of St Leonards.

The area will leverage opportunities for health and medical research benefitting from being within close proximity to an internationally renowned teaching hospital and associated research facilities, as well as the administrative hub of health care services in NSW.

Improved transport connections and the Sydney Metro Crows Nest Station will enhance connectivity within the precinct and ensure St Leonards and Crows Nest is ideally placed to grow as a collaboration area.

As a vibrant community that caters for the needs of people of all ages, the St Leonards and Crows Nest area will have a diverse range of homes supported by open spaces, community services, cafes, restaurants and unique local retail experiences.

Parks and public green spaces, more trees and features in the landscape will help the precinct become a cooler and more sustainable place.

The precinct will embrace its unique local character areas – the village atmosphere of Crows Nest will be retained, with Willoughby Road continuing to be an activated high street that is valued by the community and an escape from the hustle and bustle of modern life. It will remain connected to the past by protecting heritage conservation areas in Naremburn and Holtermann Estate and recognising its heritage, celebrating the historic character of the area.

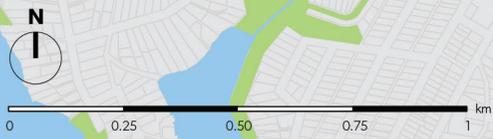
The St Leonards core will be revitalised through a balance of commercial and residential development, providing lively and active streets, safe and interesting laneways for people and sunny tree-lined public spaces. The best bits of the surrounding leafy neighbourhoods that locals love will be brought into the heart of St Leonards for residents, workers and visitors to enjoy.

Partnerships with all levels of government, the community and the private sector will deliver on the key precinct objectives for St Leonards and Crows Nest.



Vision Map

-  Plan Area
-  Railway Line
-  Railway Station
-  Metro Station
-  Existing Open Space
-  Potential Open Space
-  Waterways
-  St Leonards South Rezoning
-  Herbert Street Precinct
-  Artarmon Employment Area
-  Heritage Conservation Area
-  Higher Development Between Stations
-  Connections to nearby Open Spaces
-  Tree Lined Green Streets
-  Retained Built Form Along Willoughby Road



Priorities and Objectives

The Plan has been shaped by a number of design priorities and objectives. These objectives have been informed by the planning priorities in the North District Plan and community and stakeholder consultation undertaken for the Plan. These objectives reflect the aspects of St Leonards and Crows Nest valued by the community and their aspirations for good growth. Clear precinct objectives provide the framework for achieving the North District Priorities and delivering the vision for St Leonards and Crows Nest. They should be read in conjunction with the key theme actions explained in the Explanatory section of this report.

North District Priorities



Infrastructure and Collaboration

Planning Priority N1: Planning for a city supported by infrastructure

Planning Priority N2: Working through collaboration



Liveability

Planning Priority N3: Providing services and social infrastructure to meet people's changing needs.

Planning Priority N4: Fostering healthy, creative, culturally rich and socially connected communities.

Planning Priority N5: Providing housing supply, choice and affordability with access to jobs, services and public transport.

Planning Priority N6: Creating and renewing great places and local centres and respecting the District's heritage.



Productivity

Planning Priority N12: Delivering integrated land use and transport planning and a 30-minute city

Planning Priority N14: Leveraging inter-regional transport connections

Planning Priority N8: Eastern Economic Corridor is better connected and more competitive

Planning Priority N9: Growing and investing in health and education precincts

Planning Priority N10: Growing investment, business opportunities and jobs in strategic centres

Planning Priority N11: Retaining and managing industrial and urban services land

Planning Priority N13: Supporting growth of targeted industry sectors



Sustainability

Planning Priority N16: Protecting and enhancing bushland and biodiversity

Planning Priority N17: Protecting and enhancing scenic and cultural landscapes

Planning Priority N19: Increasing urban tree canopy cover and delivering Green Grid connections

Planning Priority N20: Delivering high quality open space

Planning Priority N21: Reducing carbon emissions and managing energy, water and waste efficiently

Planning Priority N22: Adapting to the impacts of urban and natural hazards and climate change.

Precinct Objectives

Infrastructure and Collaboration	Liveability	Productivity
<ul style="list-style-type: none"> • Deliver key State and regional infrastructure to support long-term growth. • Coordinate the delivery of key infrastructure between NSW Government and councils. • Enhance quality of life by providing infrastructure to support place outcomes. • Coordinate the delivery of infrastructure with growth to ensure infrastructure is available at the right time. 	<ul style="list-style-type: none"> • Ensure new development retains and enhances important heritage elements by using sympathetic building materials and preserving key views and vistas. • Retain and enhance the village atmosphere in and around Crows Nest, particularly along Willoughby Road. • Apply casual surveillance and universal access principles to new development to create a safe, inclusive and comfortable environment. • New development should have consideration to wind impacts demonstrated through a wind assessment. • New buildings adjoining Hume Street Park should contribute to the village green atmosphere. They should also provide an active frontage to the park and encourage connections between Willoughby Road, Hume Street Park and Crows Nest Metro Station. • Consider cumulative impacts of 	<ul style="list-style-type: none"> • new developments on existing areas, including overshadowing, wind impacts and view loss. • Contain taller buildings between St Leonards Station and Crows Nest Metro Station. • In transition areas between low and high-rise developments, new development should consider the prevailing scale and existing character in the design of their interfaces. • New building design should provide high on-site amenity and consider street width and character by providing ground and upper level setbacks and awnings to achieve a human scale at street level. • Ensure new development contributes to a range of dwelling types in the area to cater for all life cycles. • Investigate and secure locations for education establishments to service the precinct. This includes early childhood, schools, and tertiary education facilities that may be needed to deliver education services. <ul style="list-style-type: none"> • Ensure new employment sites in the area cater to a range of business types and sizes. • Foster development of high technology and health related uses in the light industrial area to support the surrounding hospitals. • New development in mixed-use areas should contribute to the delivery of active streets by providing a range of uses at ground floor. • Protect large commercial core zoned sites to ensure employment uses are protected into the future.

Sustainability

- Ensure no additional overshadowing of public open spaces and important places in accordance with solar access controls identified on page 38 of the Plan.
- New development along Chandos, Oxley and Mitchell Streets should provide wider setbacks to enable the creation of greener streets.
- New development adjoining the increased setbacks and landscaped areas should contribute to its landscape character. For example, by providing planter boxes, lighting, green walls, deep planting, landscaped setbacks and forecourts.
- New development in nominated areas along the Pacific Highway should be set back 3 metres and incorporate elements such as avenue planting, below ground setbacks for deep soil planting.
- Incorporate new street trees to realise the tree canopy targets identified on Page 3 and increase the overall tree coverage in the area.



Figure 1 - Built form interface in Naremburn

Planning Context

St Leonards is identified as a strategic centre in the North District Plan, with the area around the Royal North Shore Hospital also identified as a Health and Education Precinct. Key directions established in the North District Plan for the St Leonards and Crows Nest area include:

- Base jobs target of 54,000 and high target of 63,500 by 2036.
- Leverage the new Sydney Metro Station at Crows Nest to deliver additional employment capacity.
- Grow jobs in the centre.
- Reduce the impact of vehicle movements on pedestrian and cyclist accessibility.
- Protect and enhance Willoughby Road's village character and retail/restaurant strip.
- Deliver high quality open space, upgrade public areas, and establish collaborative place-making initiatives.
- Promote synergies between the Royal North Shore Hospital and other health and education-related activities, in partnership with NSW Health.
- Retain and manage the adjoining industrial zoned land for a range of urban services.

METROPOLITAN

Greater Sydney Region Plan -
A metropolis of Three Cities
Future Transport 2056



DISTRICT

North District Plan



PRECINCT

St Leonards and Crows Nest Plan 2036



LOCAL

Local Strategic Planning Statements
Local Environmental Plans
Development Control Plans



Infrastructure and collaboration

Collaboration areas include the Health and Education Precinct at St Leonards.



Liveability

Growth will bring urban renewal with increased infrastructure and services, open spaces and public places.



Productivity

Innovation and global competitiveness will be focused in the Harbour CBD, the Eastern Economic Corridor and strategic centres.



Sustainability

The Greater Sydney Green Grid will improve access to foreshores, waterways and the coast for recreation, tourism and cultural events.

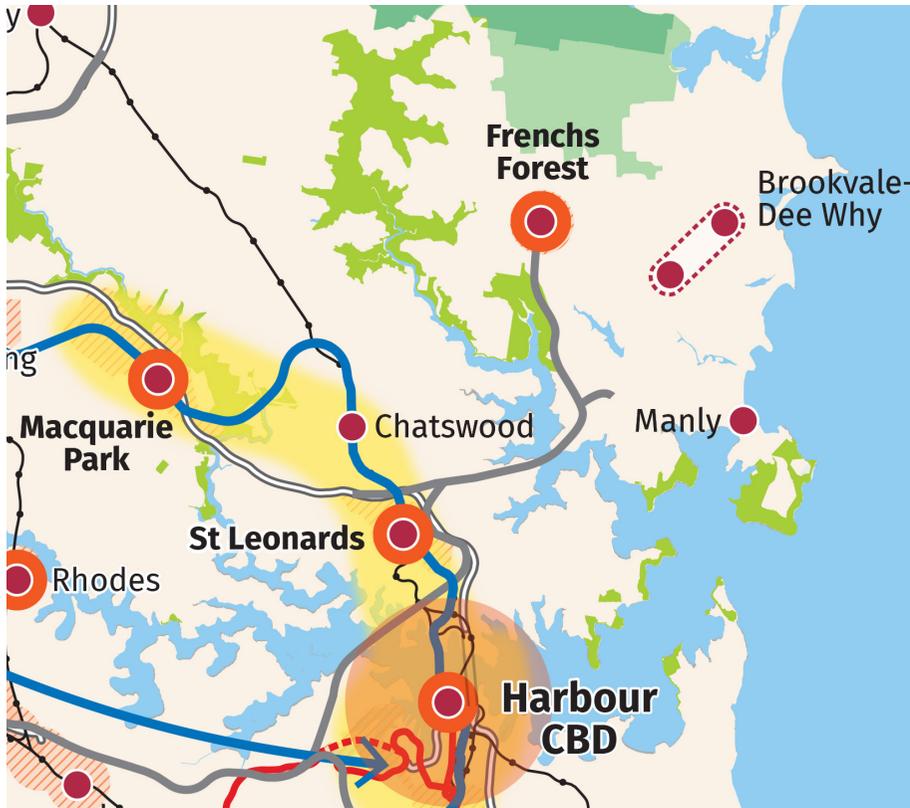


Figure 2 - Greater Sydney Region Plan - St Leonards

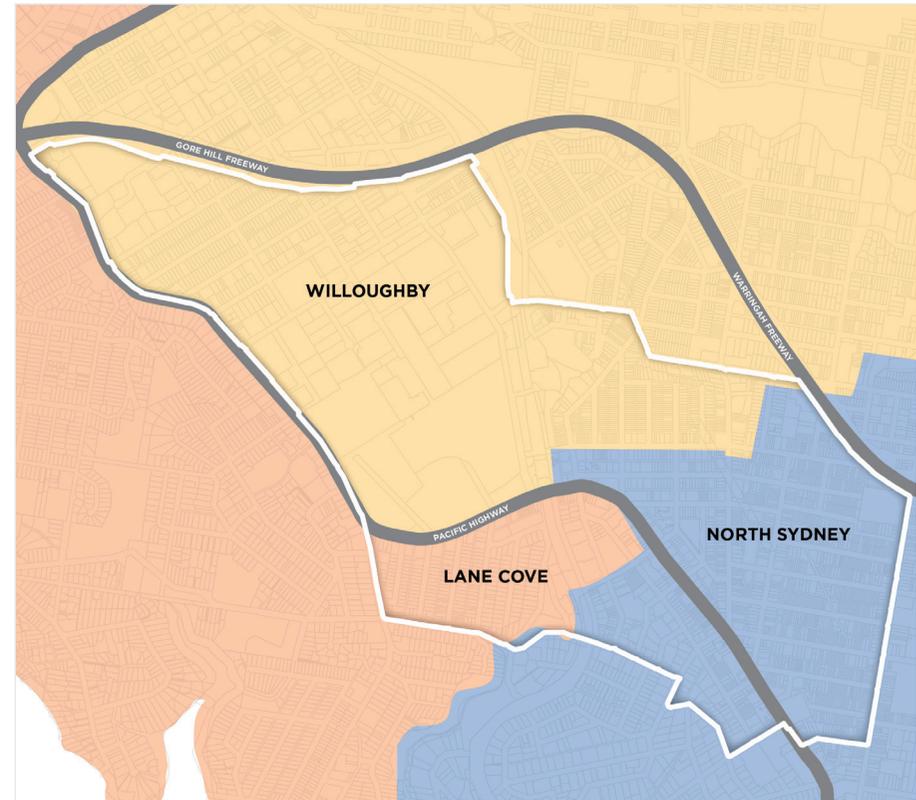


Figure 3 - Local Government Areas

The Plan area covers the intersection of three local government areas; North Sydney Council, Lane Cove Council, and Willoughby City Council. It builds on each Council's existing strategic planning work to provide a cross-boundary planning framework.

St Leonards and Crows Nest 2036 Plan

As Greater Sydney grows, we must ensure that our city grows in a strategic and coordinated way with infrastructure and development to be delivered in parallel.

Plans for areas that are undergoing change must be grounded in an appreciation of what is important to the local community. Planning by the NSW Government is undertaken with comprehensive community consultation and involvement of local councils.

DPIE has developed this Plan to identify opportunities for renewal in the area whilst recognising the things that matter to the local community.

The Plan is based on a vision for growth and improvement in the area to 2036, informed by community aspirations identified in the Local Character Statement. The Plan is also informed by a Green Plan and technical studies that recommend new and upgraded infrastructure. A Special Infrastructure Contribution Scheme (SIC) has been developed alongside the Plan to assist with funding and delivery of State and regional infrastructure to support the area's sustainable growth.



Together these four documents provide a framework for change in the area.

01

LOCAL CHARACTER STATEMENT

The Local Character Statement outlines the community's vision for the future character of the area. This directly guided the development of the 2036 Plan.

02

GREEN PLAN

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

03

ST LEONARDS AND CROWS NEST 2036

The Plan brings together community consultation outcomes and specialist technical studies to detail how the vision for the area can be achieved with future planning control changes and supporting infrastructure. The five themes in the Local Character Statement have been translated into the Plan.

04

SPECIAL INFRASTRUCTURE CONTRIBUTION SCHEME

A Special Infrastructure Contribution (SIC) scheme for St Leonards and Crows Nest will be implemented. Application of the SIC in urban renewal areas across Sydney recognises that new development should contribute to the State and regional infrastructure upgrades required to support sustainable growth.

Technical studies

The Plan has been informed by specialist technical studies to respond to community values identified in the Local Character Statement:

- **Urban Design**

Reviewed the existing built form, constraints and opportunities in St Leonards and Crows Nest and provided a structure plan to deliver job targets while responding to considerations of place and good design.

- **Traffic and Transport**

Considered existing and future movement within, to and from the area and made recommendations to improve transport infrastructure.

- **Social Infrastructure and Open Space**

Reviewed existing demographic data and future population projections to recommend open space and community facilities for future residents and workers.

- **Heritage**

Recommended design responses for new buildings for planning around heritage items and conservation areas including transitions and interfaces.

- **Market Feasibility**

Forecast future demand for residential, commercial and industrial land uses, having consideration for the impact of the new Crows Nest Metro station.

- **Employment**

Considered how a range of economic trends, policy initiatives and infrastructure investments will drive demand for land use in the area and identified possible strategic policy interventions to attract more jobs and investment

- **Utilities**

Reviewed capacity of existing utilities and services and identified further investigation or testing required to upgrade utilities.

Consultation

For 16 weeks from October 2018 to February 2019, DPIE exhibited the draft St Leonards and Crows Nest 2036 Plan and supporting documents.

To communicate the draft Plan, DPIE provided a number of avenues for the community to ask questions and seek clarification on any items of the Plan. These included six drop-in sessions and presentations to stakeholder groups.

In response to the draft Plan, there were 831 submissions made by members of the community (including approx. 500 form letters), 59 submissions made by developers/landowners and 15 submissions from community organisations, industry bodies and government agencies. A wide range of matters were raised in relation to building height and form, open space, infrastructure and quality of life in the St Leonards and Crows Nest area.

The outcomes from the feedback and matters raised in the submissions informed a number of changes that are incorporated in the final Plan.

A Finalisation Report including a response to submissions has been published alongside this Plan and can be accessed on DPIE’s website.



27,000

Postcards



12,798

Letters posted



2,157

Submissions received



286

Online surveys completed



1

Notice of exhibition published in the North Shore Times



1,426

Number of email notifications sent with registered updates



78

Comments or likes on social Pinpoint Map



19,600

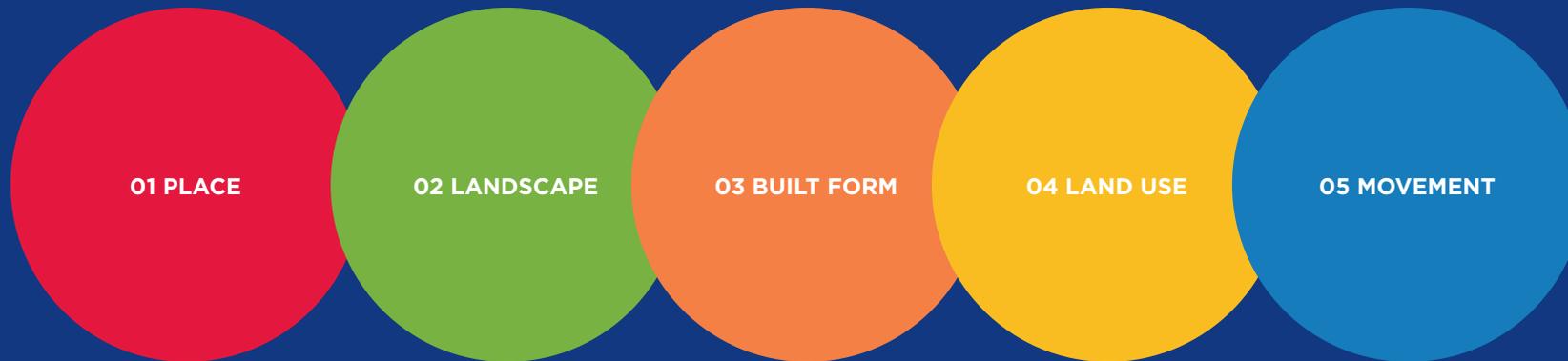
Social media total reach

Date	Time	Venue	No. Attendees
30 October 2018	4pm-7pm	Crows Nest Centre	78
08 November 2018	4pm-7pm	2 Ernest Place, Crows Nest	76
10 November 2018	12pm-3pm		250
21 November 2018	4pm-7pm		84
24 November 2018	11am-2pm	Lane Cove Community Hub	28
11 December 2018	4pm-7pm	1 Pottery Lane, Lane Cove	23



The Plan – Explanatory

This section translates the vision and objectives into the five key themes identified as part of the Local Character Statement and identifies actions to realise the opportunities for urban renewal within St Leonards and Crows Nest.





01 PLACE



Place Map

-  Railway Line
-  Railway Station
-  Metro Station
-  Existing Open Space
-  Potential Open Space
-  Waterways
-  St Leonards South Rezoning
-  Heritage Conservation Area
-  Retained Built Form Along Willoughby Road
-  Tree Lined Green Streets

- 1** Investigate opportunities for improved connections to the Health and Education Precinct.
- 2** No changes to proposed heritage conservation areas.
- 3** Transition heights from new development to surrounding Heritage Conservation Areas. New development should adopt the street wall height consistent with existing heritage shopfronts for new buildings in the same street.
- 4** Maintain current planning controls along Willoughby Road to retain its village feel and character.
- 5** Improve the public domain by introducing 'green streets' along Oxley, Mitchell, and Chandos Streets to allow for setbacks with grass and canopy trees.
- 6** Investigate inclusion of shared zones along Clarke Lane including the provision of traffic calming measures.
- 7** Widen key streets (Atchison Street) to support more active uses and allow for green elements e.g. planter boxes.

Priority	Actions	Primary stakeholder	Supporting stakeholder	Map Reference
	Investigate opportunities for improved connections to the health and education precinct.	LCC, NSC, WCC, DPE	RNSH, NSW Health	1
	Retain the current heritage status in existing planning controls.	LCC, NSC, WCC		2
	Transition heights from new development to surrounding Heritage Conservation Areas.	NSC, WCC		3
	New development should adopt the street wall height consistent with existing heritage shopfronts for new buildings in the same street.	NSC	LCC, WCC	3
	Maintain current planning controls along Willoughby Road to retain its village feel and character.	NSC		4
	Improve the public domain by introducing 'green streets' along Oxley, Mitchell, and Chandos Streets to allow for setbacks with grass and canopy trees.	NSC	LCC	5
	Investigate inclusion of shared zones along Clarke Lane including the provision of traffic calming measures.	NSC	Sydney Metro	6
	New development should consider its place within country, including Aboriginal heritage by (at least) consulting with the Metropolitan Local Aboriginal Land Council.	LCC, NSC, WCC	Metropolitan Local Aboriginal Land Council	
	Widen key streets (including Atchison Street) to support more active uses and allow for green elements e.g. planter boxes.	NSC		7

Public domain

New development offers opportunities for improvements to public places including plazas, activated laneways and safe and well-designed pedestrian links. The Plan identifies opportunities for new through site links and street-widening using building setbacks.

The Plan also proposes three (3) 'green streets' along Oxley, Mitchell and Chandos Streets for setbacks to allow for landscaping including canopy trees, achieving a high level of solar access. This reflects the Government Architect NSW's Greener Places Design Framework which identifies tree canopy as critical to comfort in the public domain.

The new Crows Nest Metro Station will turn the surrounding streets into bustling pedestrian and cycling areas. This will create new ways of moving through the area and see areas such as Clarke Lane become active shared spaces.

Wider footpaths at ground level in high density areas such as Atchison Street and Clarke Lane will improve pedestrian movement.



Figure 4 - TAFE NSW - St Leonards

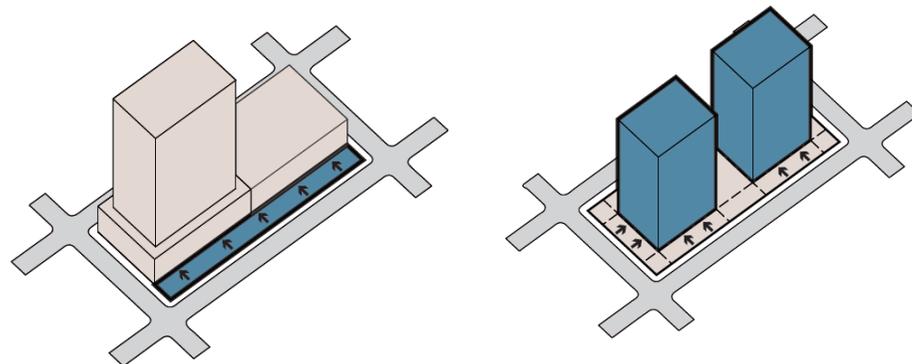


Figure 5 - Ground Floor Setbacks for Wider Footpaths and Landscaped Streets

Heritage and culture

Community feedback has emphasised the significance of local community places on cultural heritage in the area. There is strong value placed on the tree-lined streets and the style, scale and design features of heritage dwellings in these areas.

The Plan prioritises protecting the various elements of heritage significance in the area and their contribution to the desired future character identified in the Local Character Statement.

No changes are proposed to Heritage Conservation Areas and the status of individual heritage items in the Plan.

Built form recommendations in the Plan provide guidance for development near or adjoining heritage items and conservation areas drawn from the heritage analysis.

These include:

- Transition in heights from surrounding areas to Heritage Conservation Areas.
- Adopting the facade heights of existing heritage shopfronts as a street wall height benchmark for new buildings.
- Where rezoning is proposed for areas containing heritage items or conservation areas, ensure planning controls are adequate to protect cultural and Aboriginal heritage significance.



Figure 6 - St Leonards History

Comfort and safety

New planning controls are recommended to protect solar access to key streets and open spaces during mid-winter to maximise useability and amenity to these places. Refer solar access map on page 38.

A focus on improving active streets and pedestrian movement will create a more vibrant streetscape which will contribute to passive surveillance and safer places.

Local economy

Local shops along Willoughby Road and the village character are highly valued amongst the community. The Plan will protect and maintain this village character by retaining the existing planning controls and protecting local retail areas (Ernest Place and Willoughby Road).

This village character will also be extended through the identification of Atchison Street as a 'civic street'. The Plan supports more active retail uses on Atchison Street and the role and function of this street as an active space should be enhanced as future rezoning occurs.



Figure 7 - Ernest Place



02 LANDSCAPE



Landscape Map

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Heritage Conservation Area
- Connections to Nearby Open Spaces
- Tree Lined Green Streets
- Improved Street Tree Canopy

- 1 Leverage the opportunities for improved amenity and connectivity from Lane Cove Council's proposed St Leonards Plaza.
- 2 Work with North Sydney Council to redevelop Holtermann Street carpark for a new park by bringing forward development contributions.
- 3 Investigate opportunities to embellish or expand Hume Street Park consistent with North Sydney Council policy.
- 4 Introduce landscaped street setbacks along Oxley, Mitchell and Chandos Streets to allow for additional street trees.
- 5 Maintain and expand canopy in St Leonards South. Opportunity to expand public open space in St Leonards South.
- 6 Provide tree lined streets to improve tree canopy in Artarmon employment Area.

Priority	Actions	Primary stakeholder	Supporting stakeholder	Map Reference
	<p>Leverage the improved amenity and connectivity opportunities from Lane Cove Council's proposed St Leonards Plaza, through:</p> <ul style="list-style-type: none"> Investigate improvements for pedestrian crossings of Pacific Highway. New/improved connections to the regional pedestrian cycling link. Support for investigation of an indented bus stop as part of the plaza. Support for links to recent and proposed development either side of Council's future St Leonards Plaza. 	LCC	NSC	1
	<p>Protect and enhance natural links through the area. Refer to final Green Plan.</p>	LCC, NSC, WCC	DPIE	N/A
	<p>Work with North Sydney Council to redevelop Holtermann Street carpark by bringing forward development contributions.</p>	NSC, DPIE		2
	<p>Investigate opportunities to upgrade Hume Street Park consistent with North Sydney Council policy.</p>	NSC	DPIE	3
	<p>Introduce landscaped street setbacks along Oxley, Mitchell, and Chandos Streets to allow for additional street trees.</p>	LCC, NSC, WCC		4
	<p>Maintain and expand tree canopy in St Leonards South to meet tree canopy target for the area identified at page 3. Investigate opportunities to expand Newlands Park and new public park in St Leonards South.</p>	LCC		5

Public open space

High quality and variety of public open spaces is valued highly within the community. The Plan is supported by a Green Plan which identifies open space opportunities for implementation as part of this Plan and aspirational, long term projects for future investigation.

Holtermann Street Carpark - Open Space

The community told us they wanted more open space to support growth and new development. This Plan identifies a strategic need to provide additional open space with \$78.4million in state infrastructure levies to be allocated for open space within the precinct.

The opportunity exists to bring forward development contributions for DPIE and North Sydney Council to redevelop Holtermann Street carpark as a new high quality park.

Benefits include:

- New open space to link with Ernest Place and Crows Nest Centre.
- Upgraded car parking facilities.
- Close proximity to Willoughby Road to service local retail.

The Green Plan identifies the following key opportunities for future investigation of public open space:

- Improving connections to regional open space via a continuous north-south link. The link could run along Lithgow Street between River Road and the Pacific Highway where a linear park could be created by widening the curb beside the train line. The link will then connect to Lane

Cove Council's proposed over-rail plaza and then St Leonards Station before continuing north to Talus Reserve via Evans Lane. A connection is proposed to the Royal North Shore Hospital by extending the Herbert Street bridge to Evans Lane. Improvements are also proposed to the existing path between Talus Reserve and Naremburn Park.

Benefits include:

- Improved access to existing open space and other key destinations in the area.
- Improved amenity of existing streets and open spaces.
- Upgrade of Hume Street Park to create a large multi-function green open space in the heart of St Leonards and Crows Nest. North Sydney Council has begun plans to upgrade Hume Street Park. The Green Plan supports this approach.

Benefits include:

- Creation of a generous open space close to future high density.
- Open space near the existing Willoughby Road shops.
- Creation of transition space between high density areas in St Leonards and the Crows Nest Village.

- The space can be configured and orientated for access to sunlight which is important to the community.

There will be more opportunities to deliver and embellish public open space within St Leonards and Crows Nest, in particular through new open space in St Leonards South. DPIE will work with each Council and the community on how this funding should be invested for the delivery of new and improved public open space.



Figure 8 - Ernest Place

Tree canopy

A key aspect of the Plan is to retain and enhance the existing network of tree lined streets.

The Plan identifies opportunities to improve tree canopy cover on streets with offset tree planting and setbacks. These setbacks allow for a double row of trees along sunlit streets that can act as important transition areas and pedestrian links.

Opportunities for green streets include:

- Mitchell Street – a landscaped setback between Chandos Street and Mitchell Street Plaza will allow more solar access to the street and plaza.
- Chandos Street – a landscaped setback on the southern side of Chandos Street will act as a transition from high rise to low scale buildings on the north.
- Oxley Street – a landscaped setback on the western side of Oxley Street will improve the interface with low scale areas to the east at the boundary between St Leonards and Crows Nest suburbs.
- Landscaped setbacks for avenue tree planting are also proposed along the Pacific Highway.

The Green Plan provides a long-term framework for increasing canopy tree cover up to 40% throughout the precinct depending on land uses. The Green Plan identifies streets that should be the focus of new street tree planting. These include Herbert Street, Lithgow Street, Berry Road, Park Road, Wheatley Street and Falcon Street. Existing trees should be maintained wherever possible.

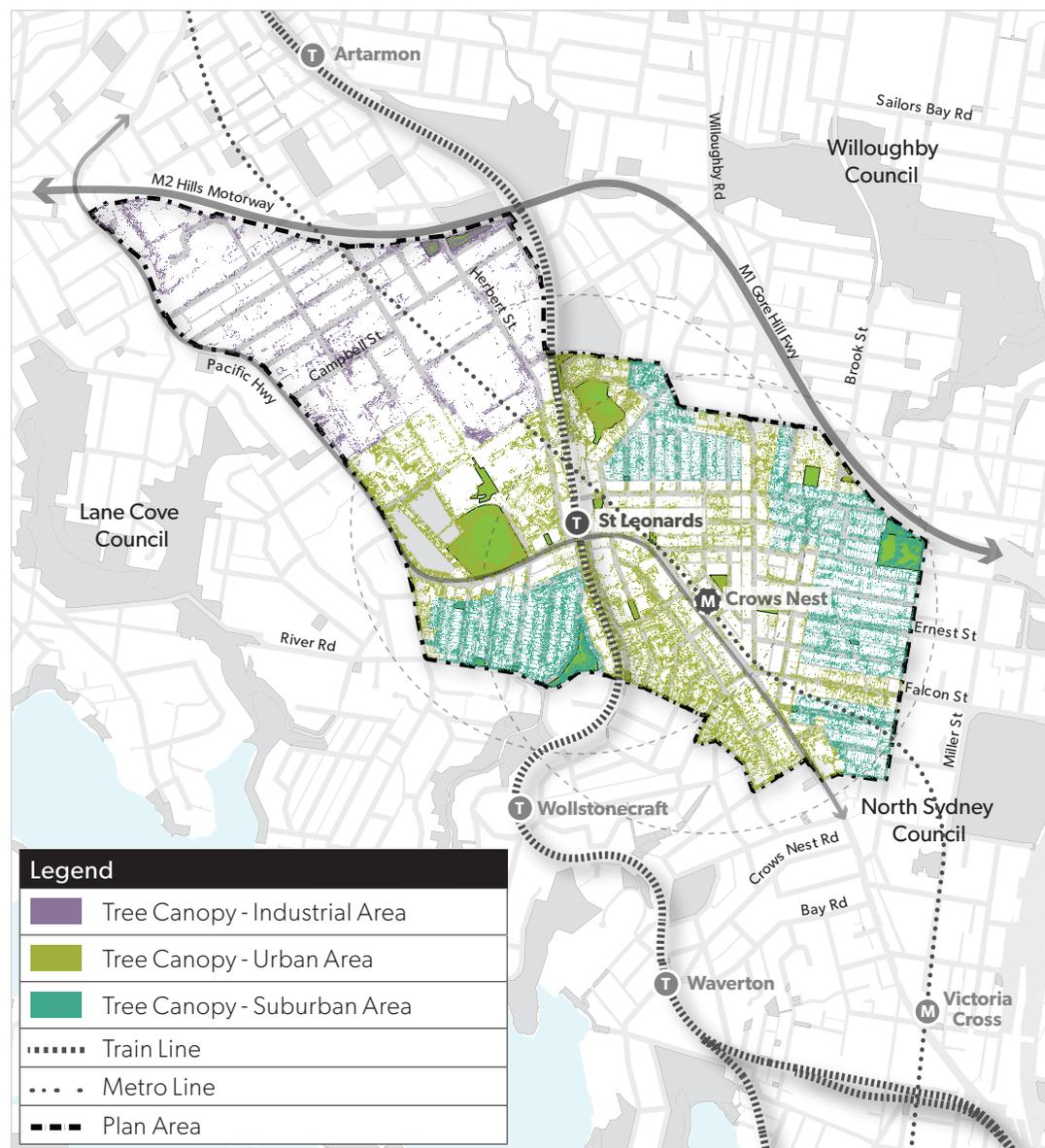


Figure 9 - Existing Tree Canopy Map

Topography

The steep topography in parts of the area is integral to its character. The Plan identifies opportunities to work with the grade of the land to achieve improve use of open spaces and capture views towards the city.

Natural environment

Connections to the natural environment are critical in dense urban areas. The area has both formal and informal landscape elements that provide this connection to the natural environment.

The following opportunities have been identified for further investigation to improve connections to nature:

- Greening of drainage and stormwater corridors.
- Converting available space along the railway corridor into a linear park as part of the potential north-south link.
- Improving links to Lane Cove bushland.

These opportunities could potentially be funded in part through the SIC.



Figure 10 - Newlands Park



Figure 11 - Open Space in St Leonards



03 BUILT FORM



Built Form Map

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Heritage Conservation Area
- Retained Built Form Along Willoughby Road
- Higher Density Between Stations
- Buffer area for Transition to Lower Density

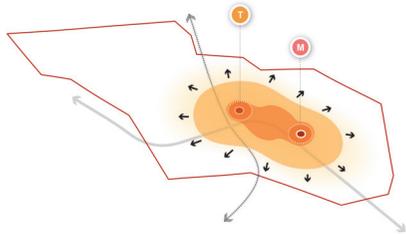
- 1 Deliver a transit-oriented development at the Crows Nest Metro Station sites.
- 2 Provide a landscaped front setback to Oxley Street between Clarke and Chandos Streets to encourage a sensitive interface to areas east of Oxley Street.

Priority	Actions	Primary stakeholder	Supporting stakeholder	Map Reference
	Deliver a transit-oriented development at the Crows Nest Metro Station sites.	NSC, Sydney Metro	DPIE	1
	Apply design principles for solar amenity, configuration, and interface between areas of transition.	LCC, NSC, WCC		Refer to legend
	New development should be sympathetic to existing buildings with appropriate setbacks and street wall height (pages 69 and 70).	LCC, NSC, WCC		Pages 69 and 70
	Adopt reverse setbacks and active street frontages to improve the interface between new buildings and the public domain along Atchison Street and Clarke Lane.	NSC	Sydney Metro	Page 70
	Provide stepped setbacks for properties on the south side of Henry Lane to provide a sympathetic interface with Naremburn Heritage Conservation Area.	LCC, NSC		Figure 14
	Provide appropriate transitions in height to adjoining low scale residential areas.	LCC, NSC, WCC		Refer to legend
	Minimise overshadowing of key open spaces, public places and adjoining residential areas. Solar height planes should be adhered to as indicated within the Solar Access Map (page 38).	LCC, NSC, WCC		Page 38
	Provide transitions in height from the lower scale development at Willoughby Road, Crows Nest, to tall buildings in the St Leonards Core.	LCC, NSC, WCC		Refer to legend
	Adopt objectives from the Government Architect NSW's Evaluating Good Design Policy in the drafting of new planning provisions.	LCC, NSC, WCC		N/A
	Provide a landscaped front setback to Oxley Street between Clarke and Chandos Streets to encourage a sensitive interface to areas east of Oxley Street.	NSC	LCC, WCC	2

Urban design principles

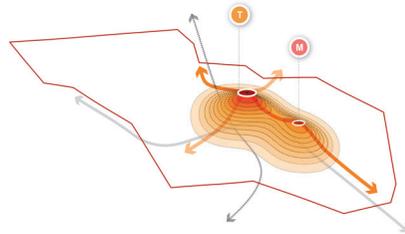
The proposed built form controls and actions are informed by key urban design principles. These principles form the design criteria which should be considered for future development in the area.

Proximity to Stations - Epicentre



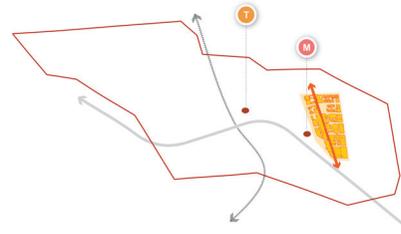
Density is located close to a transport hub such as St Leonards Station or the Crows Nest Metro Station. Taller buildings are to be located within 150-200m of either station and transition in height to the surrounding areas

Centre and Height Transition - Height 'Knuckle Area'



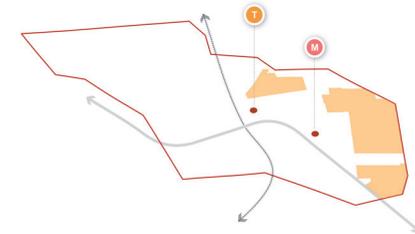
St Leonards is to be read as the predominant centre to reinforce its commercial role and Crows Nest as a secondary lifestyle destination. Large developments are to be located between the stations and transition in height, bulk and scale from the highway to the surrounding neighbourhood areas. The focus of height is referred to as the 'knuckle area' within St Leonards mixed use commercial core.

Maintain Willoughby Road



Willoughby Road is an important place within the Plan area that is to be protected. New development is to ensure minimal overshadowing and avoid unreasonable visual impact to the public domain.

Reduce Impact on Heritage Conservation Areas

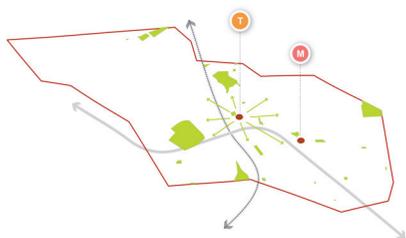


Heritage Conservation Areas are to be protected. New development nearby is to ensure minimal overshadowing and avoid unreasonable visual impact to the public domain or private open spaces of dwellings within these areas.

Figure 12 - Urban Design Principles

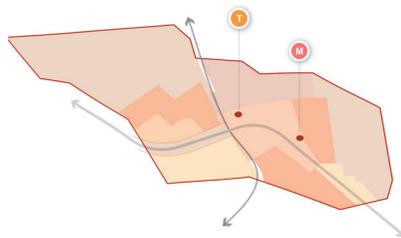
Urban design principles

Expand Open Space Network and Protect Amenity



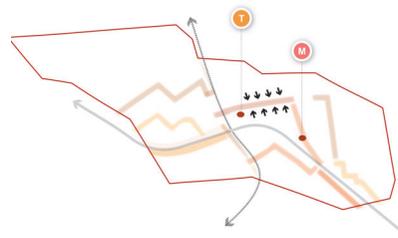
Investigate opportunities to provide additional open space in the Plan area. New developments are not to cause unacceptable overshadowing to any key existing or proposed public open spaces.

Response to Character Area



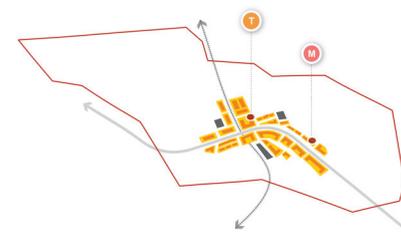
New development must respond appropriately to built form character of sub-precincts, including height, bulk and scale, as well as the existing and proposed uses.

Transition between Character Areas



The interface between two-character areas should respond to the adjacent character area to create an appropriate transition.

Fine Grain Approach



New development should consider its relationship to surrounding context and urban grain, while seeking to provide improved accessibility through appropriate frontage treatment and provision of arcades, laneways, and enhanced public domain.

Figure 13 - Urban Design Principles

Density

St Leonards will continue to grow as an employment centre over the next 20 years.

The North District Plan identifies a high jobs target of 63,500 for the area by 2036. In order to accommodate this growth, the Plan proposes a cluster of high-density commercial and mixed-use development between the St Leonards Station and Crows Nest Metro Station. This is a logical place for increased density delivered as transit-oriented development and will take advantage of the precinct's increased accessibility to deliver more jobs.

New offices and apartments together in this cluster of mixed-use development will create a vibrant, high amenity atmosphere and ensure the area between the stations is activated during the day, in the evenings, and on weekends.

The employment area to the south of the Pacific Highway will benefit from the location of the new Crows Nest Metro Station and Lane Cove Council's commitment to the delivery of a new over-rail plaza, which will improve accessibility to these areas. The Metro Station has also been safeguarded to accommodate a pedestrian tunnel under the Pacific Highway that would further improve accessibility to the station.

Increased densities are also proposed in the St Leonards South area between Canberra Avenue and Park Road. This would provide additional housing within the walkable catchment of St Leonards Station and the health and education precinct.

There may be opportunities for specific sites to accommodate additional density and height where the public benefits proposed to be delivered as part of a development proposal is of exceptional value, beyond what could be secured under a standard practice approach that should be considered within the precinct. In these instances, the proposal would still need to be consistent with the vision, objectives and actions, including solar access controls, in this Plan.

Transitions and interfaces

New development presents an opportunity for well-designed interfaces to sensitive places within the area.

Setbacks, variations in height, floor space ratios, and solar access controls will be used to ensure the level of transition from high density development to lower density development (e.g. Heritage Conservation Areas) is appropriate.

The Plan encourages a stepped setback to transition between development along Chandos Street and the adjoining Naremburn Heritage Conservation Area.

The Plan includes an objective to increase upper level setbacks to achieve optimal transitions that minimise overshadowing. Gradual height transitions are proposed to Willoughby Road and the Five Ways intersection, with lower scale development recommended east of Oxley Street and north of Clarke Street towards Willoughby Road.

Height transitions are also proposed along the Pacific Highway towards the Five Ways intersection, which acts as a gateway element into the precinct.

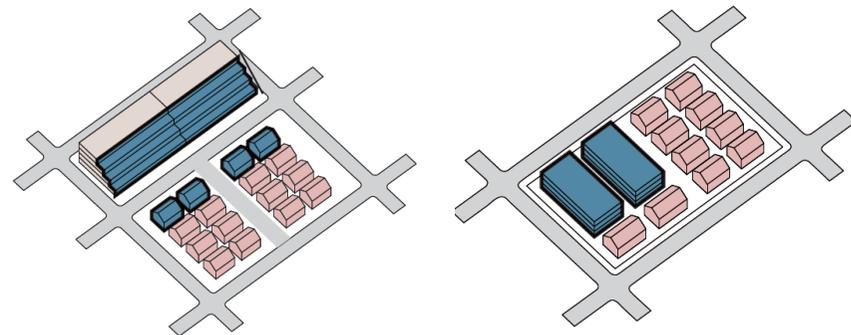


Figure 14 - Desirable Height Transitions to Heritage Conservation Areas

Height

A height expectation of taller buildings (up to 50 storeys) between the St Leonards and Crows Nest stations has already been set by recent approvals along the Pacific Highway between Oxley Street and Herbert Street.

Detailed urban design analysis has informed the Plan's recommendation that areas around the St Leonards Station and Crows Nest Metro Station will be height peaks, as they will consolidate development above and adjacent to the two stations. A reduction in height between the two peaks provides an opportunity for solar access for areas to the south of the Pacific Highway.

The two peak concept includes a transition in height, bulk, and scale stepping down from the highway. Consideration of fit, transition and off-site amenity impacts are incorporated in key objectives of the Plan which will be considered as part of future development.

Atchison Street



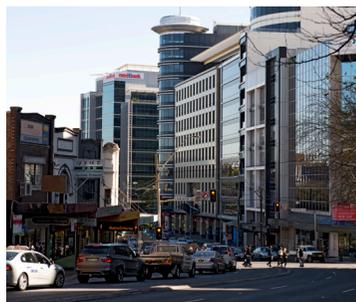
Crows Nest



St Leonards



St Leonards Office



Duntroon Avenue



Royal North Shore Hospital



Figure 15 - Existing Urban Form

Solar Access

Retaining solar access to public open space, valued streetscapes, and residential areas is a key objective of the Plan. Solar access controls - are outlined in the Solar Access Map.

The solar access controls protect these key places by requiring that new development in the area does not produce substantial additional overshadowing during specific hours in mid-winter (21 June). These requirements can limit the bulk and scale of new development in order to maintain hours of solar access.

Consideration should be given to the potential overshadowing impacts for Willoughby Road and Ernest Place at the March and September equinox periods (21 March, 21 September).



Solar Access

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Heritage Conservation Area
- Streetscape

Public Open Space 10.00am - 3.00pm

- 1 Christie Park
- 2 Newlands Park
- 3 St Leonards South (indicative)
- 4 Propsting Park
- 5 Hume Street Park
- 6 Ernest Place
- 7 Gore Hill Oval
- 8 Talus Reserve

Streetscape 11.30am - 2.30pm

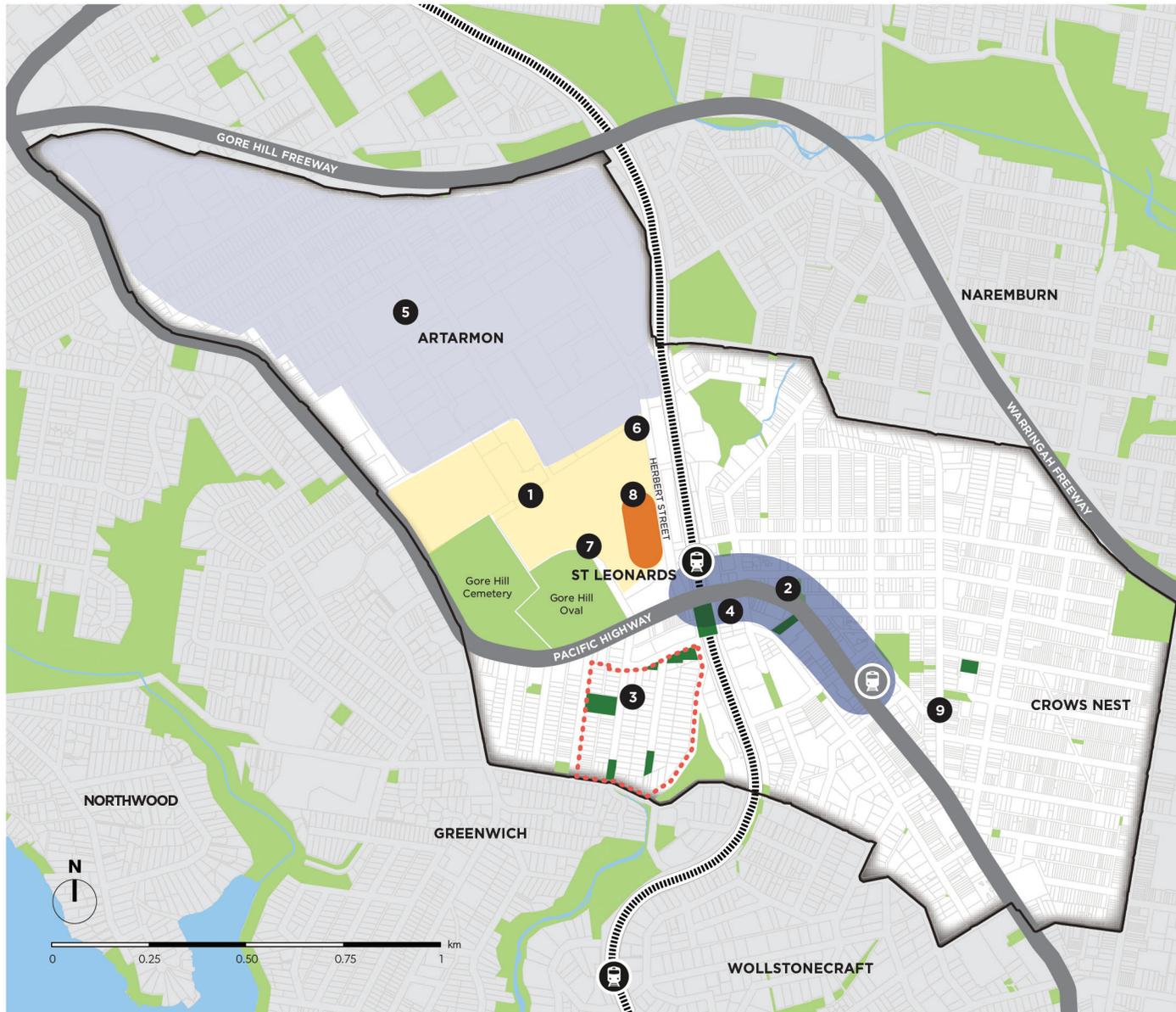
- 9 Mitchell Street and Oxley Streets
- 10 Willoughby Road

Residential Areas 9.00am - 3.00pm

- 11 Residential areas inside boundary (for at least 2 hours)
- 12 Heritage Conservation Areas inside boundary (for at least 3 hours)
- 13 Residential outside boundary (for the whole time between 9am and 3pm)



04 LAND USE



Land Use

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Artarmon Employment Area
- Higher Density Between Stations
- Herbert Street Precinct

- 1 Investigate further opportunities to strengthen the health and education precinct.
- 2 Concentrate higher density along the Pacific Highway between the St Leonards Station and Crows Nest Metro Station.
- 3 Encourage a mixture of densities in St Leonards South.
- 4 Encourage a balance of commercial and residential uses within the St Leonards Core.
- 5 Protect and manage the Artarmon Employment Area.
- 6 Enable flexibility in planning controls to consider health, education and innovation on a site-by-site basis.
- 7 Investigate possible locations for a school in the health and education precinct.
- 8 Ensure land is available at Royal North Shore Hospital for future expansion of uses.
- 9 Encourage the location of additional retail within the St Leonards Core and Crows Nest Village rather than the Artarmon Employment Area.

Priority	Actions	Primary stakeholder	Supporting stakeholder	Map Reference
	Investigate further opportunities to strengthen the health and education 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.	LCC, NSC, WCC, DPE	RNSH, NSW Health	1
	Commit SIC funding to provide infrastructure that caters for all age demographics including pedestrian and cycle links and parks.	DPIE	LCC, NSC, WCC	N/A
	Include opportunities through amendments to planning controls to encourage a range of dwelling typologies to cater for the diverse community in St Leonards and Crows Nest.	LCC, NSC, WCC		N/A
	Concentrate higher density housing along the Pacific Highway between the St Leonards Station and Crows Nest Metro Station and transition to lower density living options in the surrounding area.	LCC, NSC		2
	Encourage a mixture of densities in St Leonards South.	LCC	DPIE	3
	Undertake investigations to identify an appropriate target for affordable housing in the area, consistent with each Councils affordable rental housing target schemes.	LCC, NSC, WCC	DPIE	N/A
	Explore build-to-rent opportunities within the precinct.	LCC, NSC, WCC	DPIE	N/A
	Encourage a balance of commercial and residential uses within the St Leonards Core with a minimum non-residential floor space requirement for the B4 Mixed Use zone to meet North District Plan high jobs target.	LCC, NSC, WCC		4

Priority	Actions	Primary stakeholder	Supporting stakeholder	Map Reference
	Permit mixed-use development on key sites to encourage the renewal of St Leonards through the delivery of new A-grade commercial floor space (page 65).	LCC, NSC, WCC		Page 65
	Retain B3 Commercial Core zone on appropriate sites to maintain future viability of the St Leonards Core (page 65).	LCC, NSC, WCC	DPIE	Page 65
	Protect and manage the Artarmon Employment Area.	WCC		5
	Enable flexibility in planning controls to consider innovative and complementary health and education related uses on a site by site basis within the Artarmon Employment Area and health and education precinct.	WCC, DPIE	Property NSW, DPE, RNSH, NSW Health, DPIE	6
	Investigate new early childhood, schools and tertiary education facilities in the Precinct, supported via SIC funding.	DPE, WCC	DPIE	7
	Investigate introduction of Complying Development Provisions for cafes, restaurants and retail with extended trading hours.	DPIE, LCC, NSC, WCC		N/A
	Ensure land is available at Royal North Shore Hospital for future expansion of health uses.	WCC, RNSH		8
	Encourage the location of additional retail in the St Leonards Core and Crows Nest Village rather than the Artarmon Employment Area.	NSC, LCC		9
	Support investigations into the Herbert Street Precinct to provide new health services, affordable and key worker housing and additional education facilities.	WCC, Property NSW, RNSH	DPIE	10

Education

There are currently 25 education facilities within close proximity to the plan area (Figure 17). The Local Character Statement identifies an importance to the local community to see more schools and education facilities in the area to support the growing community. The NSW Department of Education is actively investigating new early childhood, schools and tertiary education facilities in the precinct.

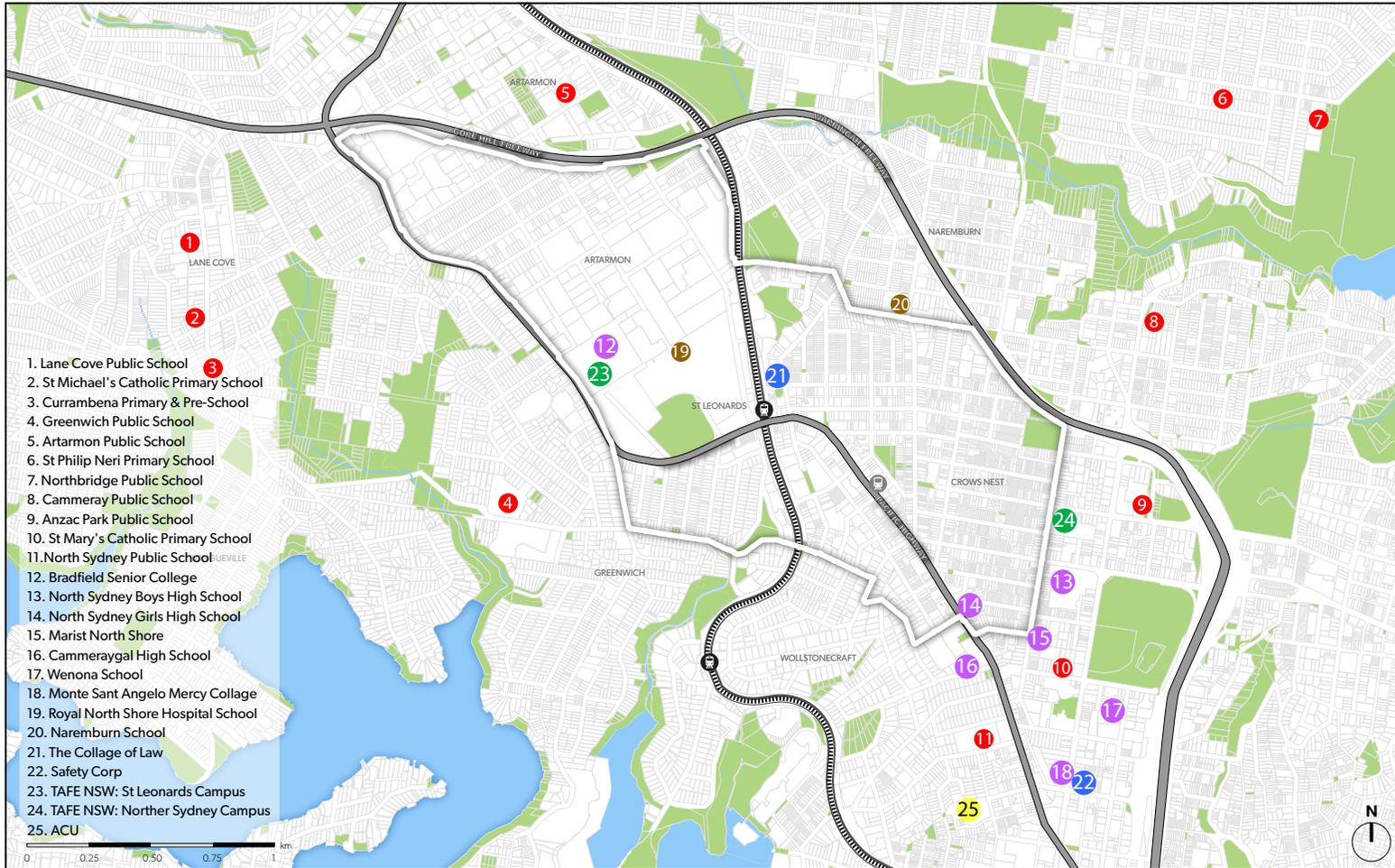
This Plan recommends the following be considered when identifying new education facilities in the area:

- Walkable distance from the Crows Nest Sydney Metro station or St Leonards Station.
- Accessible from surrounding residential areas by bicycle or walking.
- Co-located with new or existing open space.
- Capable of accommodating multi-use community facilities.
- Implementation of the NSW Government Architect's Design for Schools and Environmental Manual to promote quality design.

The Plan identifies an opportunity to locate new education facilities within the health and education precinct. There may be opportunities to share facilities with TAFE and potential learning pathways from secondary education into health-related vocational training.



Figure 17 - New schools should be easy to access



Existing schools and tertiary education

- Plan Area
- Existing Open Space
- Primary School
- RTO (Registered training organisations)
- Railway Line
- Waterways
- Secondary School
- TAFE
- Specialised School
- Destinations
- University
- Railway Station
- Metro Station

Figure 18 - Map of existing schools and tertiary education

Community facilities

There are opportunities for additional community meeting places, libraries and schools within the Plan area.

Planning for the following facilities is currently underway:

- A Voluntary Planning Agreement (VPA) has been executed between Lane Cove Council and the developer of 88 Christie Street to deliver a 1,000sqm library in St Leonards.
- North Sydney Council have negotiated a VPA for a new arts facility at 617 Pacific Highway.
- North Sydney Council are negotiating a VPA for a 2,000sqm community co-working space at 100 Christie Street.
- Property NSW and Department of Health are investigating the potential for the delivery of a new primary school within the Royal North Shore Hospital campus.



Figure 18 - Artarmon Reserve



Figure 19 - Mixed-density residential development

Housing

The Local Character Statement identifies a desire to see more affordable housing and a greater variety of housing types in the area.

The Plan provides capacity for up to 6,683 new dwellings in the area.

An analysis of housing stress figures indicates that 10% of renters in the area are experiencing rental stress, so there is an important opportunity to influence affordability by increasing supply and increasing the diversity of products.

The Plan also supports further investigation into the provision of affordable housing in accordance with the initiatives outlined in the Greater Sydney Region Plan in consultation with Councils. The provision of affordable housing is exempt from application of the SIC.

The Greater Sydney Region Plan recommends applying affordable housing targets in defined precincts prior to rezoning. Further investigation to support a target for the area are recommended in this Plan. This will be further investigated under each Councils Local Housing Strategy.

Emerging Land Use – Build-to-Rent

Build-to-rent housing is purpose-built rental housing, held in single ownership and professionally managed. It is designed to attract institutional investment and provide for a more stable rental sector.

Build-to-rent housing is generally:

- High density development.
- Situated in well-located areas, close to transport and amenity and can be integrated into commercial areas.
- Funded by larger-scale institutional investors.
- Focused on providing a good experience for tenants through the provision of on-site services and facilities, professional management and long-term leases.

St Leonards and Crows Nest represents a key opportunity to deliver build-to-rent housing given its accessible location and improvements to active and public transport links with the introduction of the Crows Nest Metro Station.

Built-to-rent housing has the potential to deliver key public benefits for the community, including greater housing choice in a stable-rental environment which can result in more established residents actively participating in the community.

Councils are encouraged to explore build-to-rent opportunities within the precinct.

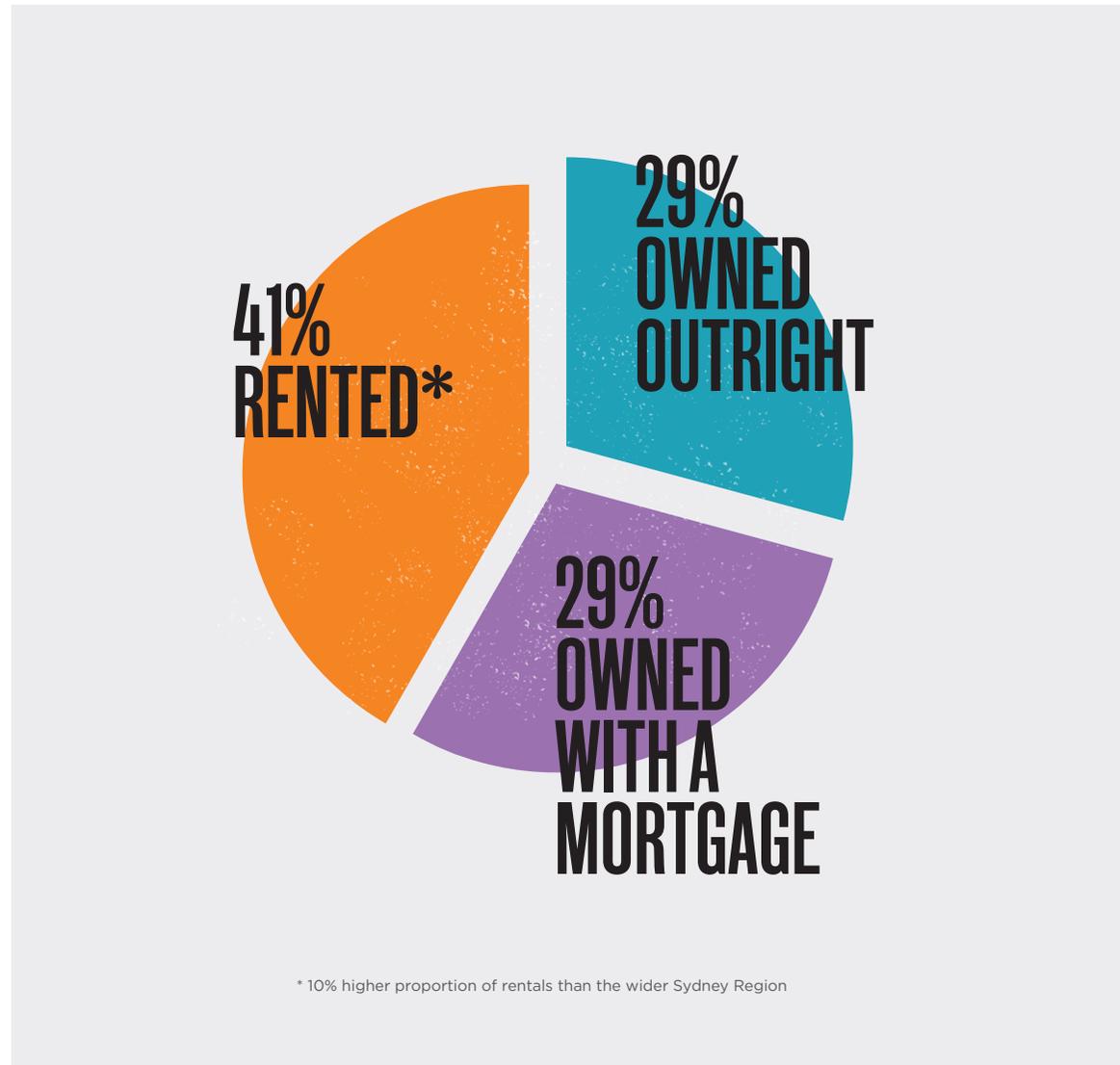


Figure 20 - Housing tenure in the area

Retail

Retail and leisure activities in the area are varied and reflect the area’s diverse character. The Plan supports the retention and expansion of the boutique retail and hospitality character of the area.

No changes are proposed to existing planning controls for the Crows Nest area incorporating Willoughby Road and Alexander Street. It is acknowledged that these areas function effectively as a local retail service hub.

More diverse uses along Atchison Street are encouraged to define a new retail focus for St Leonards that leverages existing activity on Willoughby Road and at St Leonards Forum plaza (via Sergeants Lane). Retail is encouraged to include uses such as restaurants and extended trading hours to stimulate the night-time economy. Public domain improvements will also make Atchison Street more attractive for boutique retail envisaged for the street in the Plan.



Figure 21 - Retail in St Leonards

Health

The area is well serviced by existing health infrastructure, including:

- The Royal North Shore Hospital (RNSH), a regional public and teaching hospital with 600 beds, which has recently been upgraded.
- The North Shore Private Hospital with 313 beds.
- Ancillary facilities, including Northside Clinic, health and community centres and specialist clinics.
- The Mater Hospital and surrounding health services outside of the Plan area.

Health is a key driver of jobs in the area as well as a service to the community. Health sector jobs are expected to grow over time and are expected to be a major contributor to the forecast additional 16,500 new jobs in the area by 2036. These jobs would include health services and complementary uses such as research, diagnostics and medical manufacturing.

The following trends were identified by the market feasibility study:

- New health jobs are created to serve population growth.
- Ageing and affluent populations have a higher demand for district-level specialised health facilities.

The Plan proposes the following measures to promote jobs growth in the health sector:

- Improved connections to the hospital for workers and visitors.
- More diverse housing choices including build to rent.
- Further investigation of opportunities for allied health uses in the area.
- Support for Willoughby City Council's practice of considering additional complementary health related uses in the light industrial zone on a case by case basis.
- Extra measures to attract health-related jobs to the health precinct will be explored through the collaboration of State Government and local agencies such as, NSW Health, Northern Sydney Local Health District, and Local Health Infrastructure, Department of Education, Greater Sydney Commission and the Department of Planning, Industry and Environment.
- Support for State Government investment into the Royal North Shore Hospital and health and education precinct to establish a new health precinct providing new health services, affordable and key worker housing and additional places for educational facilities.



Figure 22 - Royal North Shore Hospital

Employment

The Greater Sydney Region Plan identified the following employment opportunities for the growth of the area:

- Planning should deliver a ‘30 minute city’, where people can travel to work, school, services and recreation within 30 minutes from home.
- St Leonards, a strategic centre with the sixth largest office market in the Sydney Region, should grow to provide greater access to jobs close to where people live.
- Planning should support the economic growth of the Health and Education Precinct around Royal North Shore Hospital.
- Industrial land in the North District is limited and demand for industrial land for population driven uses including urban services will increase in the future.

There are approximately 47,000 jobs in the area (2016). The area requires 16,500 new jobs by 2036 to meet the high jobs target of 63,500 total jobs in the North District Plan.

The Plan supports jobs within the precinct through the identification of five (5) key employment areas, as shown in Figure 23.

The Plan supports the delivery of new jobs in each of the employment areas through the following objectives:

Artarmon

900 to 1,840 new jobs by 2036

Existing employment lands are to be protected and retain their current industrial zoning, providing jobs in essential trades and services.

The Plan supports intensification and the ability of these areas to adapt to change to ensure they can continue to support economic growth and employment into the future. The Plan proposes to retain the existing zoning and consider future proposals on an individual case-by-case basis, consistent with Willoughby City Council’s current approach.

Health and Education

800 to 5,300 new jobs by 2036

Health uses are a major jobs driver for the area. Royal North Shore Hospital campus is an anchor for health jobs and supporting businesses.

Collaboration between NSW Health, Department of Education, the Department of Planning, Industry and Environment, and the local councils will investigate emerging opportunities provided by the health and education precinct to expand jobs within the precinct.

St Leonards

2,160 to 4,570 new jobs by 2036

St Leonards plays a significant economic role as the sixth largest office market in the Sydney Region. New ‘A Grade’ employment floorspace opportunities will be unlocked through mixed-use development with minimum requirements for non-residential floor space to balance the proportion of employment to residential uses.

The Plan retains commercial zoning on some large sites in and around the St Leonards core and along the Pacific Highway that would could be occupied by larger tier firms. This provides opportunities for longer term job growth and changes in the office market.

The Plan acknowledges that delivery of a high-quality public domain and supporting services is important to attract knowledge sector businesses to the St Leonards office market.

Crows Nest

1,950 to 3,020 new jobs by 2036

Employment uses in Crows Nest are mainly local retail shops, population serving businesses, and smaller professional services businesses.

Willoughby Road and the surrounding streets that form part of the Crows Nest village will retain their current planning controls to maintain the vibrancy and character of this important high street.

A similar balance of mixed-use developments and standalone commercial sites are proposed closer to the Crows Nest Station and St Leonards.

The Mater Hospital

700 to 1,440 new jobs by 2036

The Mater Hospital is located at the southern end of the precinct and is supported by a range of allied health services along the Pacific Highway. The long-term growth of health uses throughout the area is a focus of the Plan supported by some areas of the Pacific Highway corridor having minimum non-residential floor space requirements.

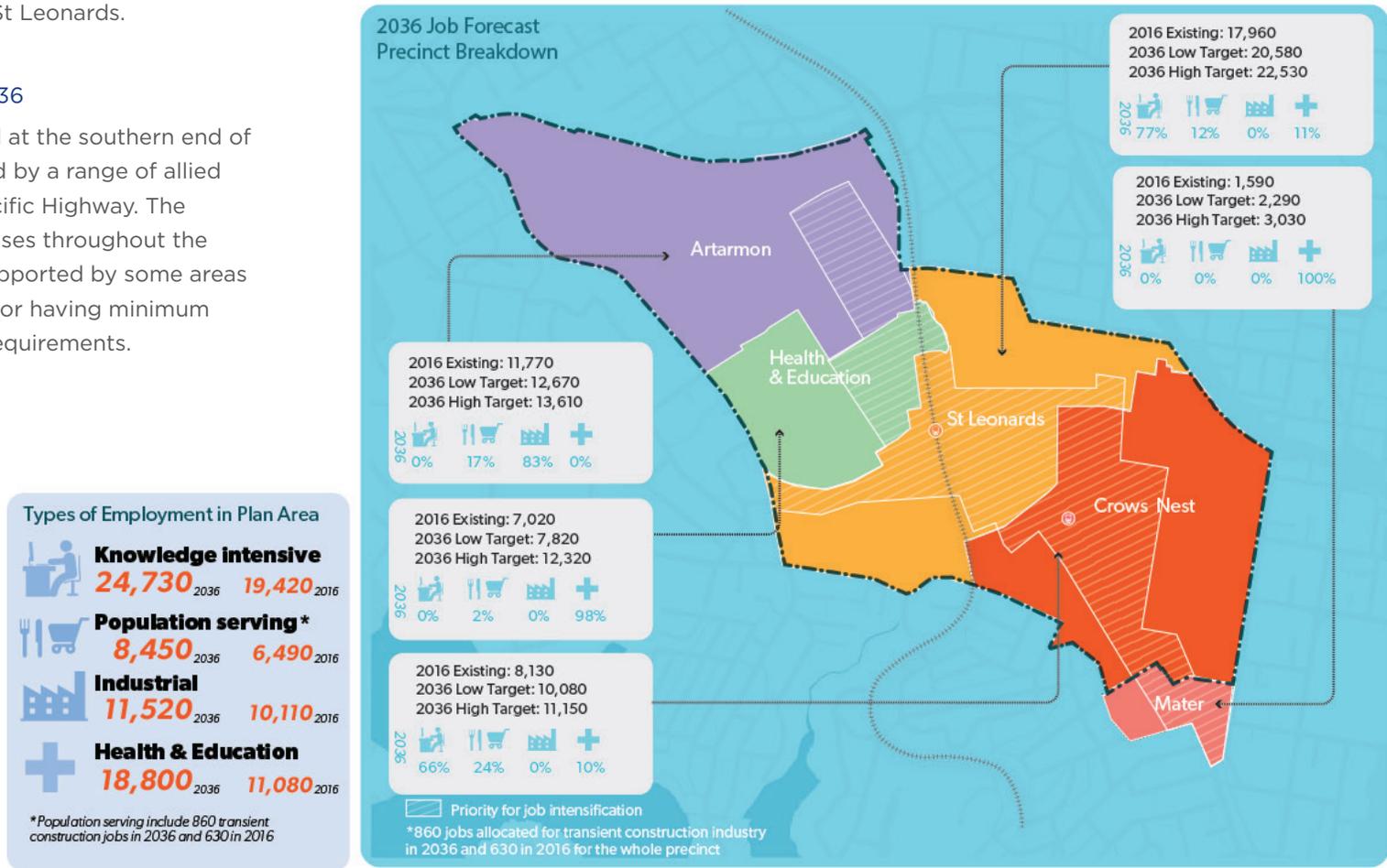
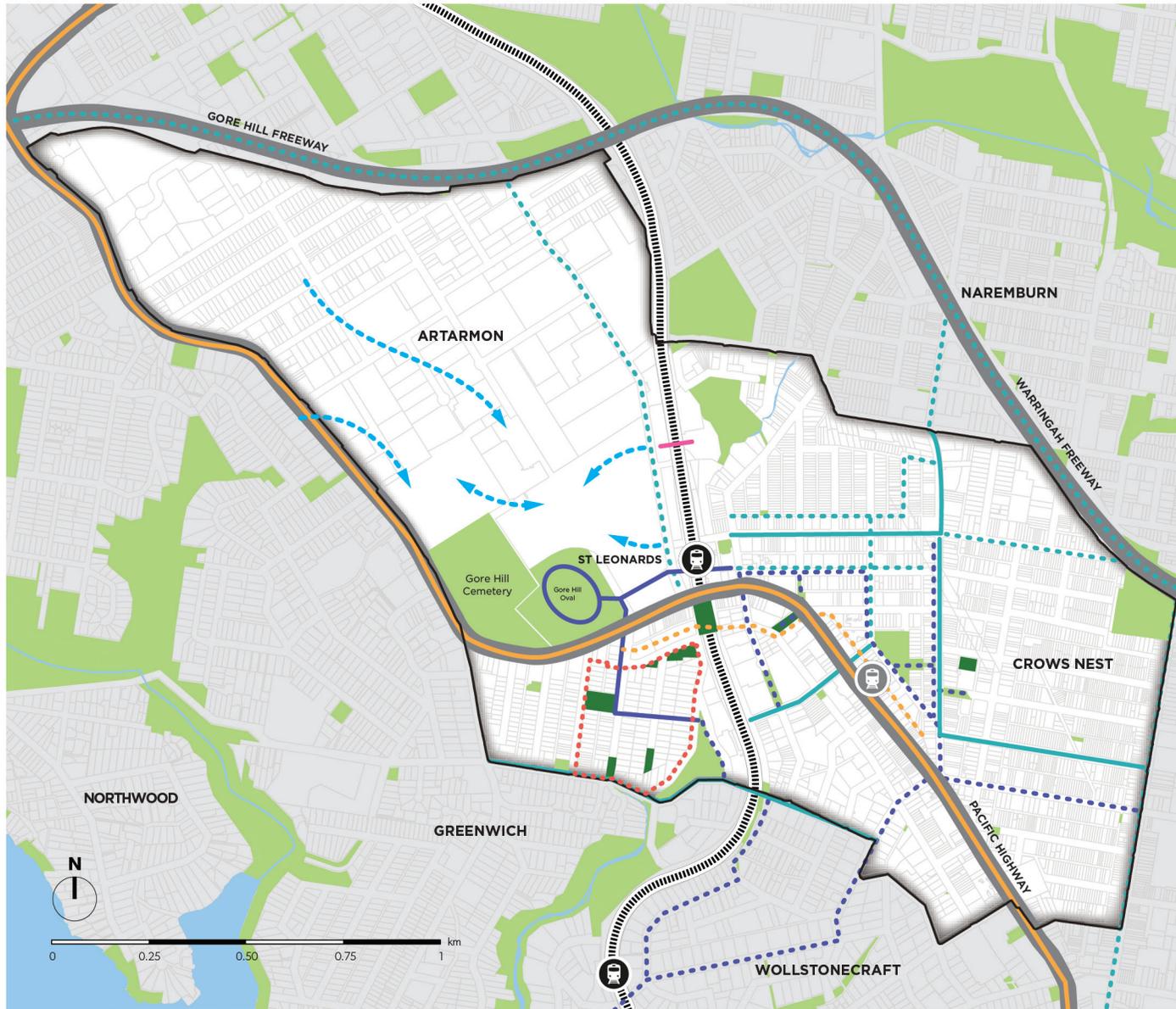


Figure 23 - Employment areas in St Leonards and Crows Nest



05 MOVEMENT



Movement Map

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Existing Pedestrian Link
- New or Improved Pedestrian Link
- Existing Cycle Infrastructure
- New or Improved Cycle Infrastructure
- Improved Shared Space Connection
- Major Vehicle Corridor including bus
- Improved Connections to the Health and Education precinct for further investigation
- Improved Over-Rail Crossing to Pedestrains and Cyclists

Priority	Actions	Primary stakeholder	Supporting stakeholder
	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.	LCC, NSC, WCC	NSW Health, DPE
	<p>Investigate footpath improvements:</p> <ul style="list-style-type: none"> Enhance amenity and connectivity along Clarke Lane to support access to the Crows Nest 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 tree lined green streets along Chandos, Oxley and Mitchell Streets. 	LCC, NSC, WCC	Sydney Metro, DPIE
	<p>Investigate cycle path improvements:</p> <ul style="list-style-type: none"> Prioritise delivery of cycle infrastructure identified by North Sydney Council and Bike North including dedicated cycle lanes on Henry Lane and Burlington Street. Bicycle crossing facilities should form part of upgrades to the signalised intersections along cycling routes including where they cross Pacific Highway and Oxley Street. Cycling infrastructure along the Pacific Highway is identified as a long-term consideration contingent upon a detailed assessment of the effects of major infrastructure investments as part of detailed traffic and transport modelling currently underway. 	LCC, NSC, WCC, TfNSW	DPIE
	Deliver a regional pedestrian and cycling link to connect the area and regional open space.	LCC, NSC, WCC	DPIE

Priority	Actions	Primary stakeholder	Supporting stakeholder
	<p>Improve pedestrian crossings:</p> <ul style="list-style-type: none"> Investigate providing an additional pedestrian crossing on the Pacific Highway at Portview Road, to be funded through the SIC. Investigate providing an additional pedestrian crossings at existing intersections on the Pacific Highway at Oxley Street to be funded through the SIC. Investigate delivery of the crossing at Oxley Street as part of Crows Nest Station integration works. 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. Review the crossing on the eastern side of River Road for lights or a signal. 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. Investigate a new pedestrian tunnel under the Pacific Highway connecting the new Crows Nest Metro Station and areas south of the Pacific Highway. 	LCC, NSC, WCC, TfNSW	Sydney Metro, DPIE
	<p>Undertake road network improvements:</p> <ul style="list-style-type: none"> Investigate the provision of dual lanes along Chandos Street from Willoughby Road to Mitchell Street, including a dual circulating lane for the westbound direction of the roundabout. This will require the removal of parking in the AM peak (consideration of retention during PM). Investigate signalisation of Oxley Street and Albany Street from its existing roundabout configuration and ban parking on Albany Road between the Pacific Highway and Willoughby Road. Short lane for the right-hand turn into RNSH on Herbert Street by removing 30m of parking (to allow for southbound through vehicles to go around right turning vehicles) Parking bans in the northbound direction on Greenwich Road between River Road and Pacific Highway in the PM peak. Consideration can be given to retain parking in the AM peak. Clearways along Pacific Highway between Albany and Falcon Street. 	LCC, NSC, WCC	Sydney Metro, DPIE

Priority	Actions	Primary stakeholder	Supporting stakeholder
	Provide a pedestrian and cyclist extension from the Herbert Street bridge to improve east west connectivity.	NSC, WCC	DPIE
	Limit the amount of car parking provided for new developments.	LCC, NSC, WCC	TfNSW
	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.	LCC, NSC, TfNSW	
	Improve pedestrian and cyclist comfort with tree lined streets along Reserve Road, Westbourne, Herbert, and Frederick Streets.	WCC	DPIE
	Promote the provision of end of trip facilities to support cycling.	LCC, NSC, WCC	
	Encourage the use and implementation of car share facilities.	LCC, NSC, WCC	DPIE

As St Leonards and Crows Nest grows with additional population and jobs, it is important that policy measures are updated and infrastructure is upgraded to support active and public transport to balance transport demand across the various modes. The Plan is supported by a Traffic and Transport Study which identifies infrastructure upgrades for future investigation and delivery within the Plan area.

Public transport

Supporting public transport is critical in ensuring the effective growth of St Leonards and Crows Nest as a strategic centre. The existing community relies heavily on public transport routes as reflected in Figure 24 and Figure 25, which show that a large proportion of residents utilise public transport.

The delivery and operation of the new Crows Nest Metro Station will more than double the current rail capacity of the area and its location will allow for a wider catchment of the St Leonards and Crows Nest population to be within walking distance of rail transport. This will effectively shift the mode share of residents and commuters further towards public transport use.

While the proportion of residents catching public transport is comparatively very high, Figure 25 indicates that a relatively smaller proportion of

workers and visitors travel to the area by public transport. The study identified that the origins of people working and visiting the centres is disparate so additional public transport improvements, such as bus network reorientation to the Sydney Metro line, are required to support a shift towards public transport for workers and visitors.

By 2036, it is expected that a significantly larger proportion of trips to the precinct will be made by public or active transport.

Sydney Metro is preparing a Station Interchange Access Plan for the Crows Nest Metro Station that will respond to the final station design with improved interchange integration. Transport for NSW have indicated bus coverage and services will be reviewed when investment decisions for major road projects, including the Western Harbour Tunnel and Northern Beaches Link, are made and their impacts can be tested.

Future year traffic and transport modelling at 2026 and 2036 has been undertaken and will assist Transport for NSW in their review. Further discussion on the future year modelling is detailed in the Road Network section.

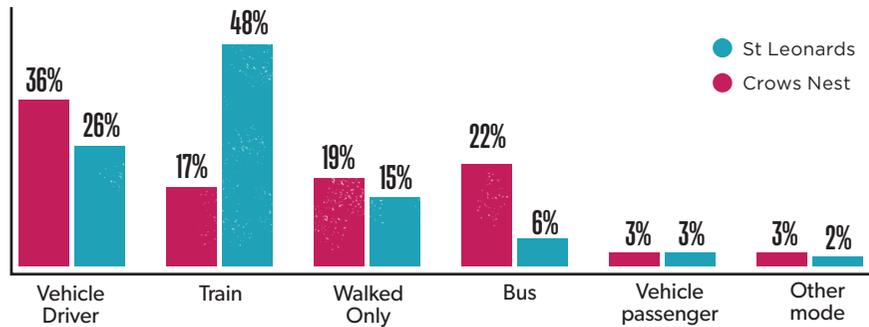


Figure 24 - Mode Share Commuting from the Area

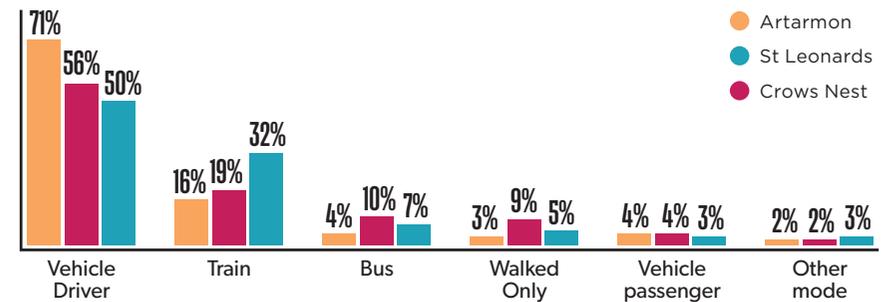


Figure 25 - Mode Share Commuting to the Area

Active transport

The Local Character Statement identifies that many community members walk or cycle around the area. The North Shore has one of the highest walking mode shares in Sydney at over 25 per cent. The Plan seeks to strengthen walkability and cycle connectivity within the precinct.

Based on the Traffic and Transport study, the most used cycling routes connect north-south and east-west beyond the Plan boundary. The highest ridership recorded within the area is at the intersection of Falcon and Alexander Streets with 500 cyclists eastbound and 288 northbound.

There is an opportunity to improve cycle connectivity with more marked and separated cycle lanes and paths. North Sydney Council has identified Chandos Street for a dedicated cycle path which is supported in this Plan.

Improvements to cycle facilities on Burlington Street are recommended with a possible future through-site connection to the Crows Nest Metro Station via Clarke Lane.

Footpath improvements are recommended to support walking as active transport. The following improvements are to be investigated:

- Enhanced amenity and connectivity along Clarke Lane to support access to the future Crows Nest Metro station.

- Widened footpaths along Sergeants Lane to support access to St Leonards Station and complement Atchison Street as the retail heart of St Leonards.
- Provide shade and shelter for pedestrians via increased setbacks and street tree planting along Atchison Street, Chandos, Oxley, and Mitchell Streets.
- Improved connections to the Royal North Shore Hospital with a new active transport link over rail at Herbert Street.

A north-south pedestrian and cycle link through the area has been identified within the Green Plan as a linear park. The link is an opportunity project that would connect green links outside the precinct. The project is identified for future investigation with councils.



Figure 26 - Cycling Improvements



Figure 27 - Footpath Improvements

Parking

Availability and accessibility for parking is correlated with traffic generation. Limiting parking and/or identifying a cost for parking can influence private vehicle demand, reduce congestion and reinforce sustainable travel goals by facilitating mode shift towards active and public transport modes.

The NSW Government already operates a car parking space levy scheme to discourage car use around St Leonards Station. Transport upgrades including the Crows Nest Metro Station will provide additional transport capacity to reduce the need for parking and encourage mode shift.

New development should consider car share schemes and reduced parking provision within the precinct. It is recommended that each Councils review their existing car parking rates and promote car share facilities and end of trip facilities to support active transport.



Figure 28 - Existing Car Parking



Figure 29 - Existing Car Parking

Road network

The proposed changes to transport infrastructure for the precinct have been modelled within future year 2026 and 2036 scenarios to confirm if these can be supported in conjunction with the forecasted increase in travel demand. The majority of these upgrades are feasible in both the 2026 and 2036 scenarios.

Due to the increase in travel demand from 2026 to 2036, five (5) additional network improvements are recommended:

- Dual westbound lanes along Chandos Street from Willoughby Road to Mitchell Street (including a dual circulating lane for the westbound direction of the roundabout).
- Upgrade of the Oxley Street / Albany Street intersection from roundabout to signals and remove parking on Albany Road between Pacific Highway and Willoughby Road to enable two lanes in each direction.
- Short lane for the right turn into RNSH on Herbert Street achieved by removing 30m of parking (to allow for southbound through vehicles to go around right turning vehicles).
- Parking removal in the northbound direction on Greenwich Road between River Road and Pacific Highway in the PM peak. Consideration can be given to retain parking in the AM peak
- Clearways along Pacific Highway between Albany Street and Falcon Street.

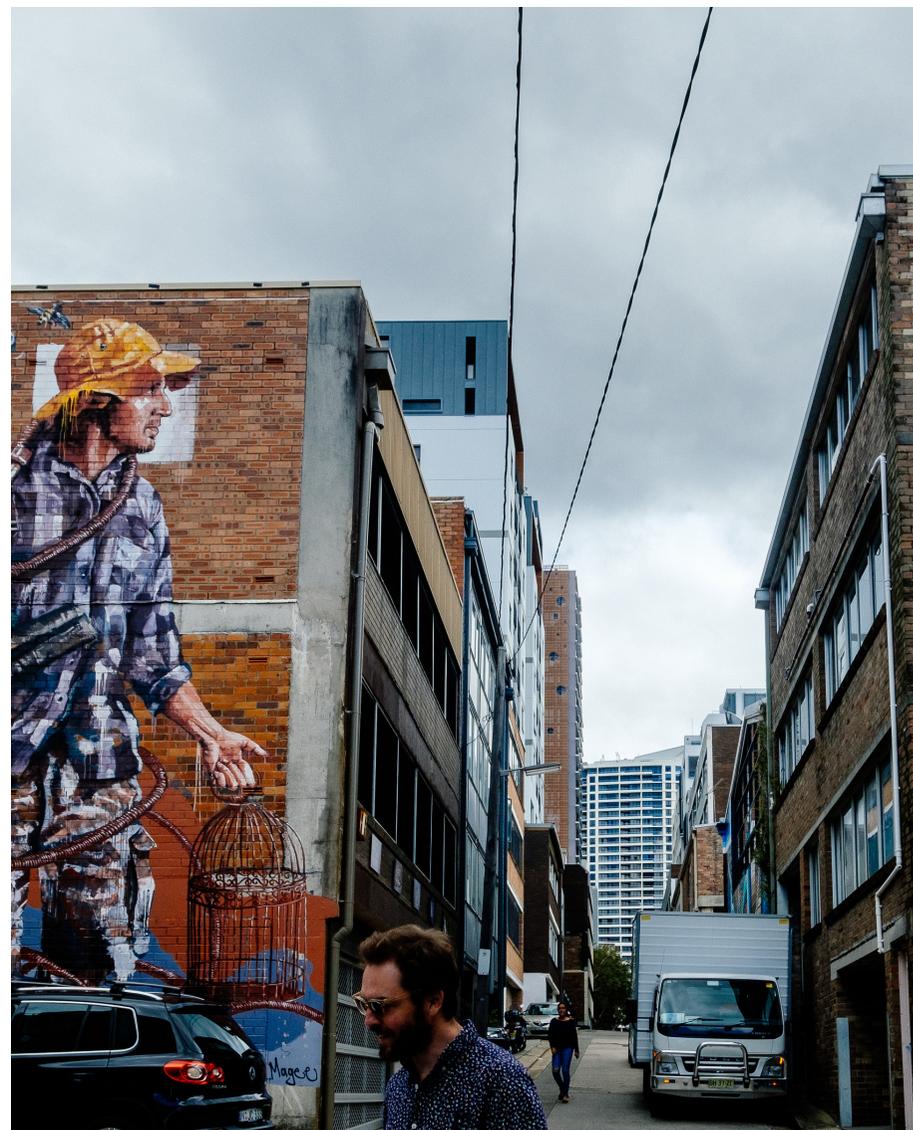


Figure 30 - Fine Grain Streets



Figure 31 - Warringah Freeway

A Planned Approach to the Future of St Leonards and Crows Nest

This section outlines the proposed changes to existing planning controls to support the objectives and actions within this Plan.

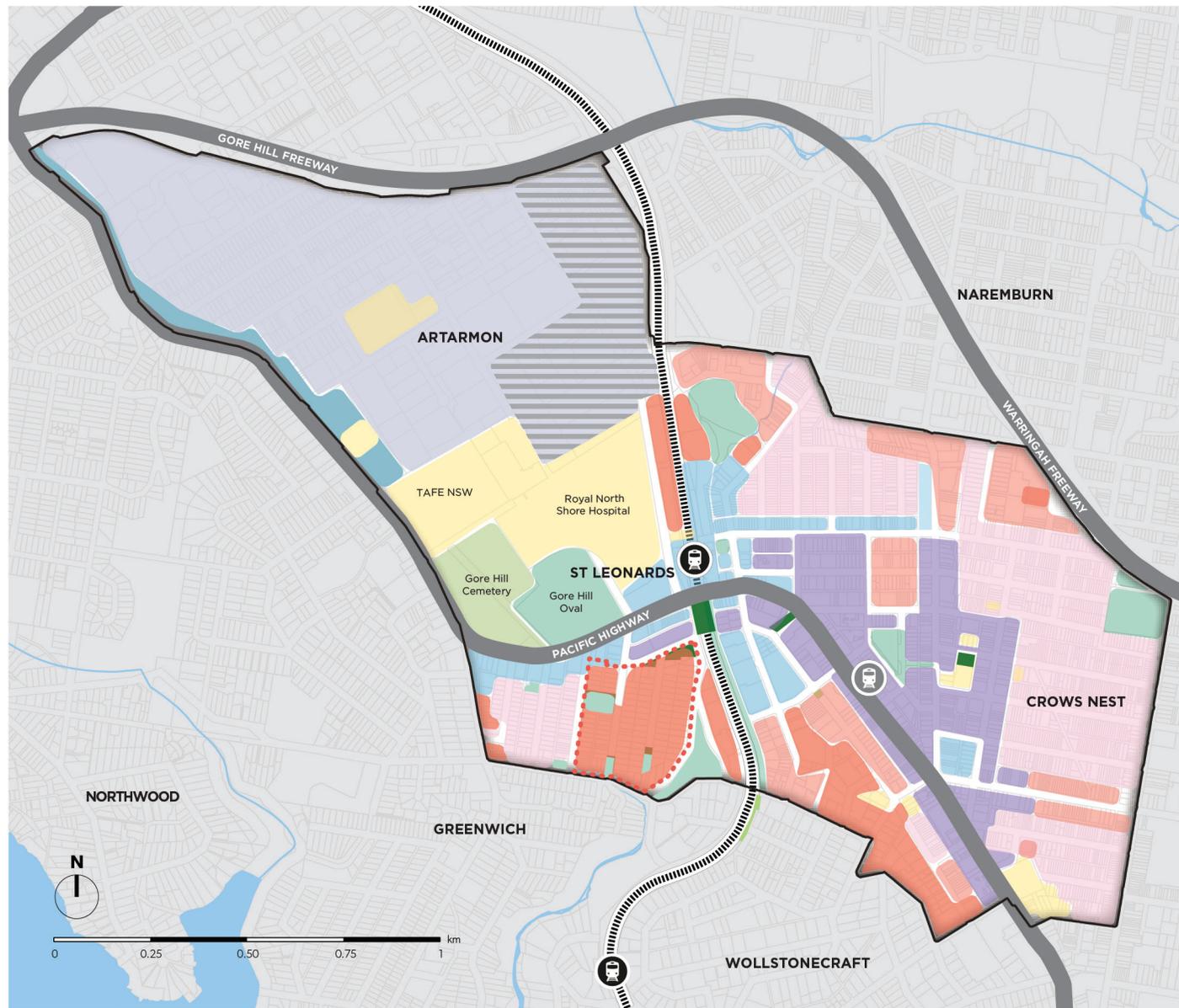
The identified changes are indicative and demonstrate the planning and other interventions which would give effect to the changes described in earlier sections of this Plan. These potential built form parameters have been developed to achieve the key urban design principles envisaged by the Plan.

Final planning controls will be developed as part of any future rezoning process.



Areas of Change

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Recommended Changes to Planning Controls



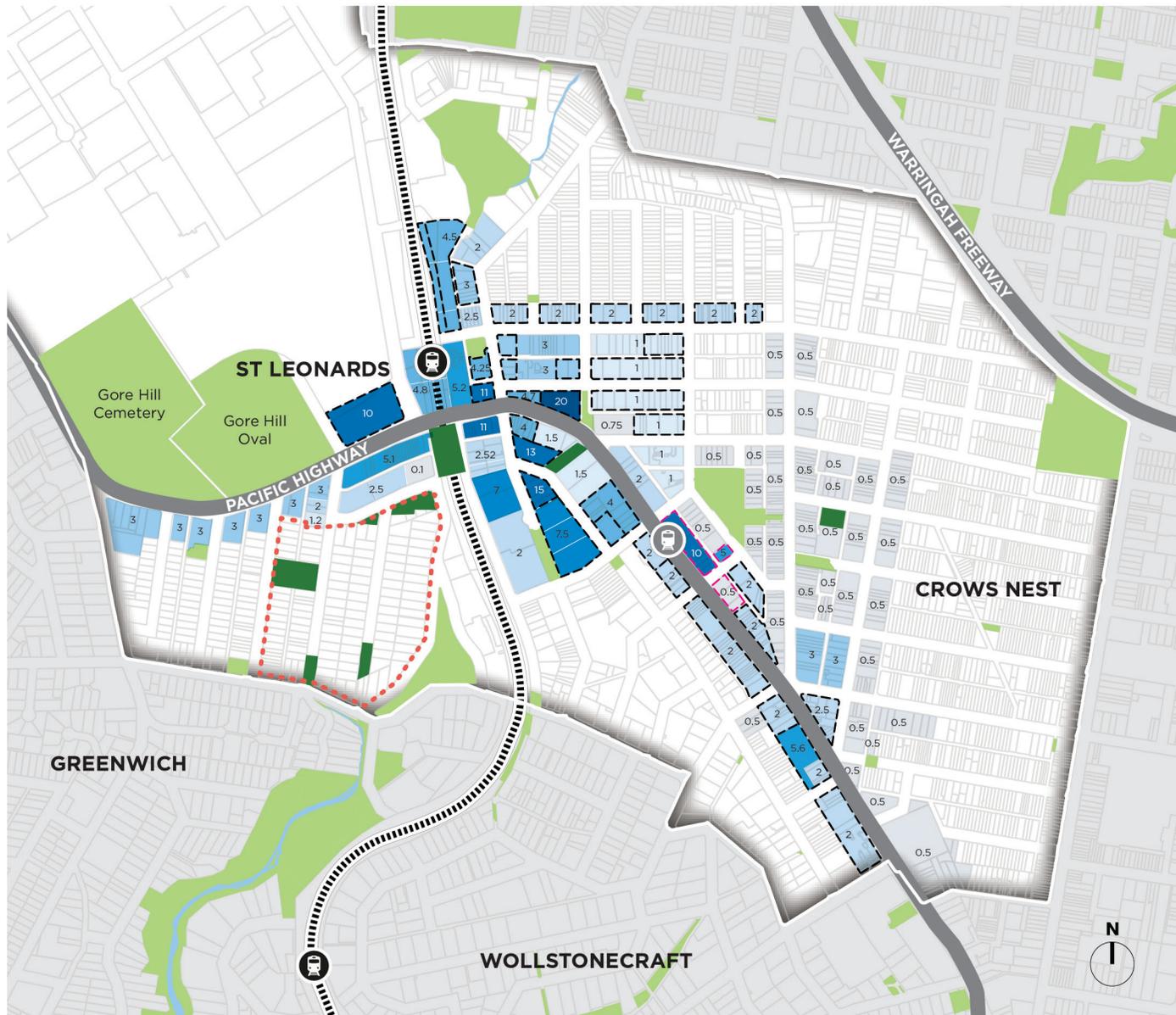
Land Zoning

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- RE1 Public Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- SP2 Infrastructure
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B7 Business Development
- IN1 Light Industrial
- IN2 General Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential



Building Height

-  Railway Line
-  Railway Station
-  Metro Station
-  Existing Open Space
-  Potential Open Space
-  Waterways
-  St Leonards South Rezoning
-  2-3 Storeys
-  4-12 Storeys
-  13-19 Storeys
-  20+ Storeys
-  Proposed Height Changes
-  Crows Nest Metro Sites

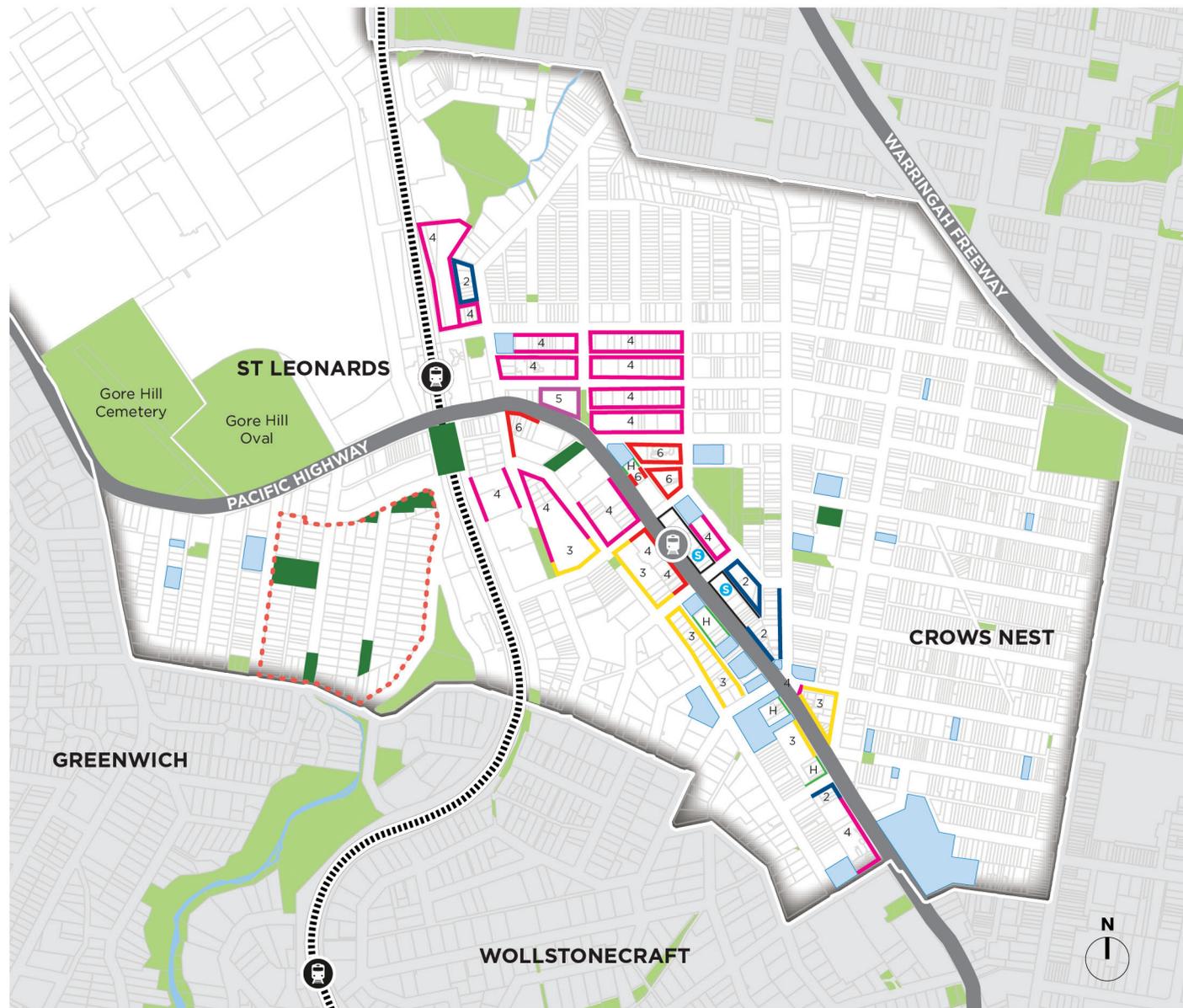


Minimum Non-Residential FSR

- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- Proposed Non-Residential FSR Changes
- Crows Nest Metro Sites

Non-Residential Floor Space Ratio (n:1)

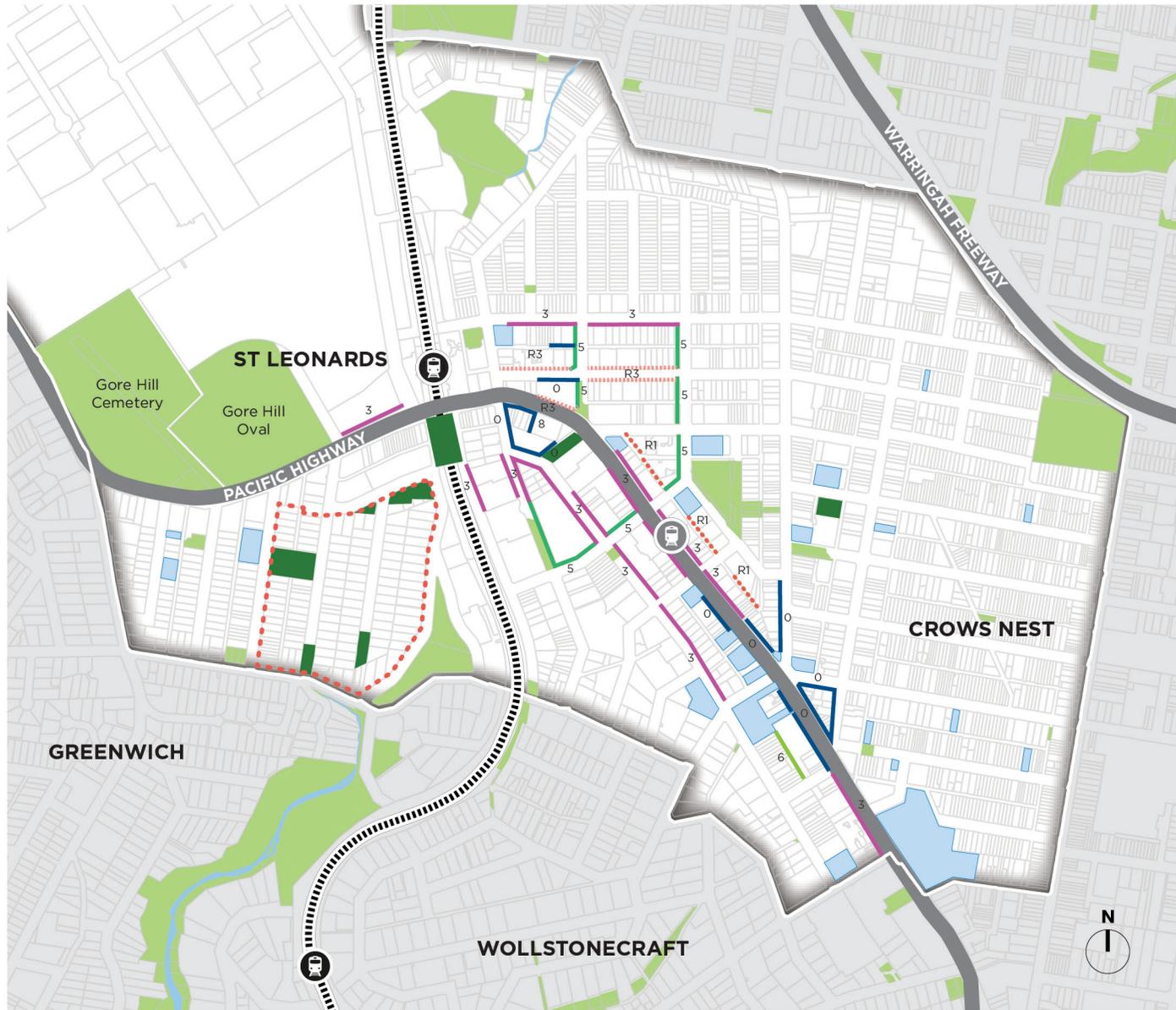
- 0.5 - 0.9
- 1 - 1.19
- 2 - 2.9
- 3 - 3.9
- 4 - 4.9
- 5 - 6.9
- 7 - 8.9
- 9 - 14.9
- 15+



Street Wall Height

- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- St Leonards South Rezoning
- 2 storey street wall height
- 3 storey street wall height
- 4 storey street wall height
- 5 storey street wall height
- 6 storey street wall height
- As adjoining heritage storey wall height
- Heritage
- Street Wall Height Subject to Final Crows Nest Metro Station Design





Setbacks

-  Railway Line
-  Railway Station
-  Metro Station
-  Existing Open Space
-  Potential Open Space
-  Waterways
-  St Leonards South Rezoning
-  3m reverse setback
-  1m reverse setback
-  0m setback
-  3m setback
-  5m setback
-  8m setback for laneway
-  Heritage

State Led Rezoning of Crows Nest Metro Station Site

DPIE prepared a proposal to amend the *North Sydney Local Environmental Plan 2013* (NSLEP 2013) controls for the new Crows Nest Metro Station sites.

The amendments to the planning controls allow for development of sites above the new station. These sites (page 72) were acquired by Sydney Metro to build the Crows Nest Station. The sites have specific infrastructure constraints which require certain design elements to build station entries and platforms.

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

DPIE exhibited a draft rezoning proposal from October 2018 to February 2019. In response to submissions received, DPIE in collaboration with Sydney Metro undertook key changes to the proposal:

- Amendments to the building envelopes and heights, including a 20 per cent reduction in the overall size of the building envelope.
- Changes in proposed land use to significantly increase the amount of employment floor space.
- Changes to the configuration and reduction in car parking.

The changes to the *North Sydney Local Environmental Plan 2013* include:

- Increasing building heights to be RL 180m (equivalent of 27 storeys), RL 155m (equivalent of 17 storeys) and RL 127m (equivalent of 9 storeys).
- Introducing overall floor space ratios of 11.5:1, 7.5:1 and 6:1 to apply to the sites.
- Increasing the minimum non-residential floor space ratios to 10:1, 0.5:1 and 5:1 to apply for the sites to encourage and protect employment generating uses.
- Introduction of a design excellence clause to ensure best practice urban, architectural and landscape design for the sites.

Design of the over-station development will be assessed as part of the State Significant Development Application process.

There will be more opportunities for community feedback prior to any future development above the Crows Nest Metro Station.



Crows Nest Metro Station

- Plan Area
- Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- Waterways
- Crows Nest Metro Sites

St Leonards South

St Leonards South is an area located south of the Pacific Highway and west of the North Shore railway line (page 74). Lane Cove Council prepared a planning proposal for the rezoning of this land to change the existing land use from R2 Low Density Residential to R4 High Density Residential and enable residential development between 4 and 19 storeys.

Due to significant community interest, DPIE referred the planning proposal to the Independent Planning Commission (IPC) for review to ensure consistency with conditions of the Gateway determination and the then draft St Leonards and Crows Nest 2036 Plan. The IPC advice considered that the proposal was inconsistent with a number of elements of the vision and design principles of the draft 2036 Plan and the scale of residential development would represent an overdevelopment of the site.

In response to this, DPIE in collaboration with the Government Architect NSW and the State Design Review Panel held a design charette with Lane Cove Council to review the planning proposal in light of the IPC advice. The recommendations of the design charette were provided to assist Lane Cove Council's response to the IPC advice in finalising the planning proposal.

Lane Cove Council subsequently made a number of amendments to the planning proposal and resolved to support its finalisation. Lane Cove Council submitted the proposal to DPIE in May 2020 with a request that the plan be made.

In August 2020, the Minister's delegate determined to approve the plan.

The changes to *Lane Cove Local Environmental Plan 2009* include:

- Changes to land use zone from R2 Low Density Residential to R4 High Density Residential.
- Inclusion of an area of RE1 Public Recreation between Park Road and Berry Road.
- Increasing the maximum building height limits for the area from 9.5 metres to various heights up to 65 metres (equivalent of up to 20 storeys at certain locations).
- Increasing the maximum permissible FSR for the area from 0.5-0.6:1 to various FSRs up to 3.85:1 to enable the delivery of approximately 2,000 dwellings.
- Introducing a new clause and incentive maps to identify bonus height and FSR opportunities in return for identified infrastructure and public benefit.
- A new design excellence clause to ensure best practice urban, architectural and landscape design.

The new planning framework for St Leonards South will result in the following public benefits:

- Provision of two new community facilities and childcare centres.
- 3,500sqm of new open space.
- East-west pedestrian/cycle links to improve pedestrian connections.
- Around 43 new affordable housing units.
- A new local road between Park Road and Berry Road to improve permeability.
- A mix of dwellings to meet the needs of the area's growing population.

Refer to the DPIE's webpage for additional information.

St Leonards South Timeline

- **May 2015**
St Leonards South planning proposal supported by Lane Cove Council
- **September 2016**
DPIE issued Gateway determination
- **October 2017 - January 2018**
St Leonards South planning proposal exhibited.
- **October 2018**
Draft 2036 Plan recommends referral to IPC for advice
- **July 2019**
IPC advice released
- **November 2019**
St Leonards South Design Charette held
- **February 2020**
Design Charette Outcomes and Recommendations Report released.
- **May 2020**
Lane Cove Council submits the planning proposal to DPIE with a request the plan be made.
- **August 2020**
Minister's delegate makes the LEP amendment.



St Leonards South

- Plan Area
- ▬ Railway Line
- Railway Station
- Metro Station
- Existing Open Space
- Potential Open Space
- ▨ Open Space for Investigation
- Waterways
- St Leonards South Rezoning

Infrastructure

Special Infrastructure Contribution Scheme

The Special Infrastructure Contribution (SIC) Scheme is designed to ensure that development which relies on State and regional infrastructure provides a contribution to help deliver improvements to these assets. The St Leonards and Crows Nest SIC establishes the framework to make a contribution and guides the identification, prioritisation, and allocation of funding to support the anticipated growth in St Leonards and Crows Nest. The SIC provides a funding mechanism where a contribution is levied on new residential development in the precinct. This allows the government to help fund infrastructure from development contributions coordinated with delivery agencies (state and local) strategic plans and capital budget planning processes.

DPIE has developed a flexible SIC infrastructure schedule and will focus on post-implementation delivery planning in collaboration with State agencies and councils to align with future planning proposals and rezoning. The SIC will generate up to \$116.6million to be spent in the area to help fund new and upgraded public parks, active transport, education facilities and improvements to intersections and crossings.

Funding via the SIC will contribute to the following infrastructure categories:

- Open space - \$78.4million.
- Regional pedestrian and cycling facilities - \$8.9million
- Education - \$22.7million.
- Pedestrian improvements - \$4.9million
- Planning and delivery - \$1.7million.

Decisions on funding allocation for project nominations will be made in close consultation with each Council as the area develops. The SIC and more information on its implementation is published on DPIE's webpage.

Precinct Support Scheme

The Precinct Support Scheme is a State Government grant program to help fund the delivery of open spaces including parks, streetscapes, bicycle, and walking paths to support areas subject to urban renewal and sustainable growth. DPIE has allocated \$10.6million across the three councils to help deliver new local infrastructure.

The following projects were nominated by each Council to support the development of the St Leonards and Crows Nest Precinct:

PSS Project Nomination

Council	Nomination	Allocation	Status
North Sydney	Stage 1 Hume Street Park upgrade	\$3.5m	Approved
Lane Cove	Upgrade to Bob Campbell Oval and provision of a new shared user path	\$3.6m	Approved
Willoughby	Improvements to active transport links	\$3.49m	Approved

Councils are responsible for managing all aspects of the project's delivery.

Implementation

Local Infrastructure Contributions

Each Council has a Development Contributions Plan that funds local infrastructure. Existing local infrastructure contributions will continue to apply to help fund the local infrastructure identified by each Council and this Plan to support future growth. It will be the responsibility of each Council to ensure their respective Development Contribution Plans remain updated.

State and local voluntary planning agreements

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

Section 9.1 Direction

The Plan is implemented under Section 9.1 of the *Environmental Planning and Assessment Act 1979*, requiring future rezonings to be consistent with the Plan. Planning proposals may be inconsistent with the Plan if it can be demonstrated to the Secretary of the Department of Planning, Industry and Environment that the inconsistency is of minor significance while still achieving the vision, objectives and actions identified in the Plan.

Rezoning

Changes to a site's existing statutory planning controls will be required to allow development to occur in accordance with the Plan. It will be the responsibility of each relevant Council to progress planning proposals through amendments to their respective local environmental plans to give effect to the built form recommendations in the Plan. Further work will also be required to implement changes to each Council's planning framework, where necessary.

DPIE will work closely with each Council to help inform changes to their local environmental plans. There will be further opportunities for the community to provide feedback as part of the public exhibition of any planning proposal to amend each council's local environmental plan.

Delivery

Development will start to occur in accordance with the Plan once areas identified for proposed changes to planning controls have been rezoned. While the speed of development will depend on market forces, the DPIE anticipates this will occur incrementally over the 15-year timeframe of the Plan.

DPIE will establish an implementation group with Lane Cove, North Sydney and Willoughby Councils to support the delivery of the land use and infrastructure changes recommended in the Plan. This will also help inform decisions on SIC funding allocation for project nominations.

