



Crows Nest Over Station Development

Design Quality Guidelines

FINAL

November 2018





Crows Nest



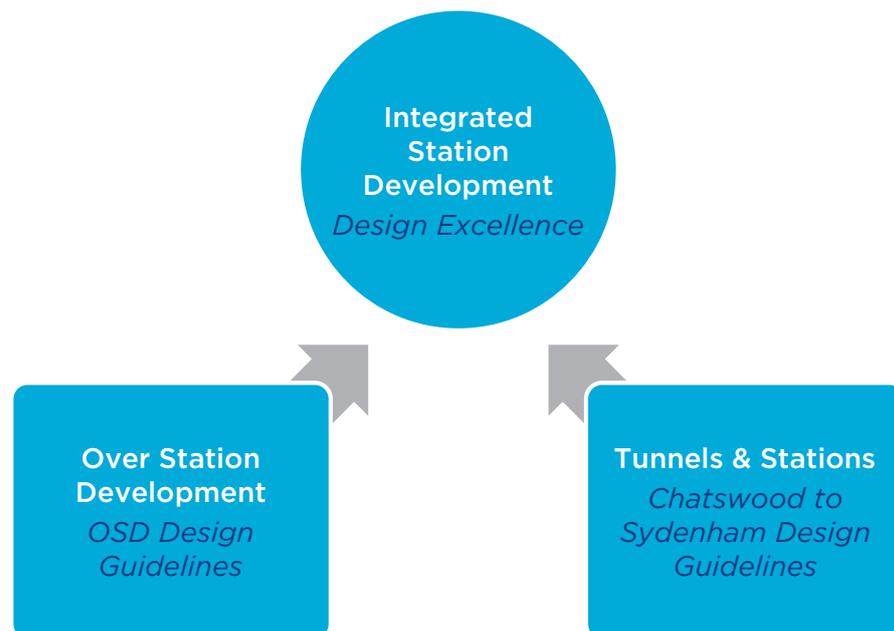
Purpose of the Document

The purpose of this document is to guide the design of the Sydney Metro Crows Nest over station development (OSD) and provide a reference document for the assessment of design outcomes.

Design parameters are included for built form, integration with the public domain and Sydney Metro station, movement, connectivity and legacy outcomes of the development. These have been prepared with reference to:

1. Concept State Significant Development Application Built Form and Urban Design Report for Crows Nest Over Station Development, November 2018.
2. 'Sydney Metro City & Southwest: Chatswood to Sydenham Design Guidelines' (Sydney Metro CSW Design Guidelines), June 2017.
3. 'Sydney Metro City & South West Crows Nest Over Station Development: 'Statement of Heritage Impact'', November 2018.
4. Crows Nest Station Draft Preliminary Design - October 2017.

Together with the Sydney Metro CSW Design Guidelines, these guidelines provide a consistent framework for design across the integrated station development and should be considered in conjunction with the Sydney Metro Design Excellence Strategy (demonstrated below).



Vision

The Crows Nest OSD will mark a vibrant new gateway to the Crows Nest village centre and reinforce the established St Leonards strategic centre. The built form will be exceptional and distinctive, recognising the urban primacy of a major station node while assimilating with the emerging scale of the St Leonards commercial area.

The OSD will establish a western anchor to the Crows Nest centre, with the design pursuing distinctive outcomes for each development site while delivering a cohesive, legible and integrated end product. The OSD will reflect and enhance the local character and support the existing urban activities of the surrounding precinct.

The development provides an opportunity for an activated podium in the separation between the station podium and the towers. This activated podium space encourages a mix of uses that will provide amenity, convenience and enjoyment for commuters, visitors and residents. The development will provide an opportunity for community facilities.



Figure 1 – Artists impression of Crows Nest Station



Site Overview



Figure 2 - Site Map

The OSD is bound by the Pacific Highway, Clarke Lane, Clarke Street, Oxley Street, and Hume Street and has a potential maximum gross floor area (GFA) of approximately 55,400 square metres. The development comprises of three separate sites as shown in Figure 3. These are:

- Site A: Block bound by the Pacific Highway, Hume Street, Oxley Street and Clarke Lane (3877m²);
- Site B: Southern corner of Hume Street, the Pacific Highway and Clarke Lane (1871m²); and
- Site C: North-western corner of Hume Street and Clarke Street (608m²).

Site Overview



Figure 3 - Development sites

Site Context

Significant features of the site and its context include:

1. The Pacific Highway, a sub-arterial thoroughfare that acts as an important connection to North Sydney and the Sydney CBD.
2. A local character defined by mixed commercial, retail and residential development with two storey buildings along the Pacific Highway and emerging high-rise developments north towards St Leonards.
3. Willoughby Road to the east, a thriving, fine grain high street.
4. Integrating with Hume Street Park, introducing new shared zones, supporting active transport and facilitating movement to St Leonards.
5. Heritage items adjacent to the site, including the brutalist style St Leonards Centre and fine grain architecture of the Higgins Building on the Pacific Highway.
6. Positive activation of the public domain for extensive retail and business operations.
7. Pedestrian movements between on street parking, existing public transport infrastructure and surrounding retail uses.
8. A variety of opportunities to enhance the public domain and the broader urban context through improved and activated streets, contextual and human scale design, integrated landscaping and quality finishes.
9. A local streetscape characterised by buildings built to the street, continuous awnings, wide footpaths with outdoor dining areas and irregular planting of trees and shrubs.

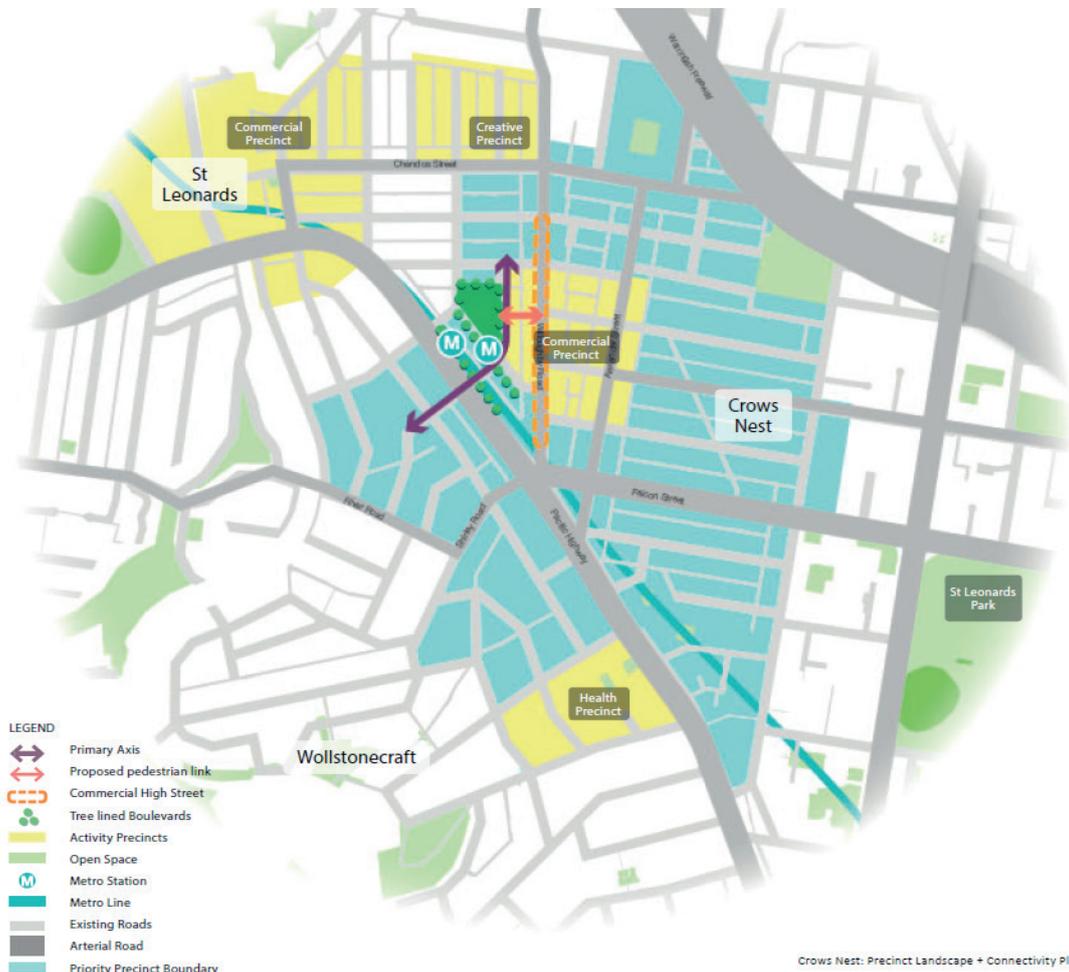


Figure 4 – Site Context

Sydney Metro Design Objectives

The design outcomes for the Crows Nest OSD are underpinned by the design objectives for all Sydney Metro projects.



Designs for the station, station precinct and the OSD must deliver on the following:

Ensuring an easy customer experience.

Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Being part of a fully integrated transport system.

Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.

Being a catalyst for positive change.

Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.

Being responsive to distinct contexts and communities.

Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through internationally benchmarked high quality station architecture and public domain that is well integrated with the valuable inherited urban fabric of existing places.

Delivering an enduring and sustainable legacy for Sydney.

Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.

Sydney Metro City And South West Chatswood To Sydenham Design Guidelines

The Chatswood to Sydenham (C2S) design guidelines form part of the environmental impact statement (EIS) for the C2S Critical State Significant Infrastructure approval and establish design standards to guide the interface outcomes between stations and their surrounding locality.

The C2S design guidelines provide the following key design drivers and urban design strategies for Crows Nest station. As a component of the approved C2S EIS, these drivers and strategies must inform the design response for the Crows Nest OSD.

Key design drivers

1. Create a new transport focus on the southern side of the St Leonards strategic centre.
2. Maximise legibility and connectivity with the local urban structure.
3. Integrate the station with local improvement plans and make a positive contribution to the sense of place.

Urban design strategies

Green Streets

Crows Nest Station is an opportunity to enhance the amenity and green character of Oxley Street and Hume Street. This could include enhanced pedestrian space, paving upgrades and street trees.

Visible and integrated entries

There is an opportunity to create a seamless entry experience into the station through materiality and extending the character of the surrounding public domain into the station.

A Pacific Highway landmark

The station and associated development above has the opportunity to create a consistent built edge along the Pacific Highway, aligned with existing buildings and maximising activation at ground level.

Supporting the vision for Crows Nest Village

The Sydney Metro entry on the corner of Hume and Clarke Streets directly addresses cycle, kiss and ride and taxi access including improved pedestrian crossing of Clarke Street.

This station entry will be scaled to reflect the local fine grained character of the area and accommodate new and existing active transport links.

Department of Planning & Environment

St Leonards and Crows Nest Draft 2036 Plan

In October 2018 the Department of Planning and Environment (DPE) released a draft planning package for St Leonards and Crows Nest. This included a Crows Nest Sydney Metro Site Rezoning Proposal document.

DPE's vision states that:

The St Leonards and Crows Nest area will be a major centre for workers, residents, students and visitors, offering a variety of homes, jobs and activities for the diverse local population. The area will continue to be a place that people are proud to work in, visit and call home.

The Rezoning Proposal for the Sydney Metro sites delivers on the vision of the draft 2036 Plan as summarised below:

An employment hub

Protect and strengthen the area's commercial role with additional commercial and complementary uses to capitalise on renewed confidence in the commercial market as well as retail, creative, health and education sectors.

Transit-orientated development

Create future employment opportunities that leverage the increased transport capacity of the new Metro station.

Vibrant community

Encourage community uses on the Sydney Metro sites and improvements to the public domain to create a new community focal point in this accessible location.

Accessible places

Ensure the Sydney Metro sites are an attractive and easy place to visit, with improved pedestrian and cyclist connections.

A well-designed place

Ensure new buildings demonstrate the highest quality design that respects and enhances the diverse local character of the area.

DPE's vision is aligned with Sydney Metro's vision for Crows Nest.

Design Guidelines

Built Form

Respond to the existing urban fabric and built form context, with landmark buildings creating a focal point on the ridgeline. Design excellence clearly delineates podium and tower elements, with relief offered through appropriately scaled interstitial space and extensive use of landscaping and greenery.

Innovative use of scale and articulation will bring unique responses to each development site. Responses will create a consistent built edge along the Pacific Highway while achieving increased permeability, maximum activation at ground level and seamless entries into the station.



Figure 6 - Artist's impression of Pacific Highway Metro Entrance

Design Guidelines

Podium and Street Wall

Podium form and articulation references buildings in the immediate context and clearly delineates podium functions from activities above. The street wall should deliver activation, permeability, a sense of human scale and heritage sensitivity.

This is to be achieved through:

1. Responding to the surrounding streetscape scale, with direct reference to the local context.
2. Minimising bulk and scale through careful articulation and choice of materials.
3. Innovation in delivering distinct podium and OSD components while referencing design outcomes at St Leonards.
4. Extensive use of landscaping and green elements at street level and top-of-podium levels.
5. Appropriate street setbacks that allow for managed customer and pedestrian flow and comfort.
6. Maximising site permeability and connectivity with through site links.
7. Respecting surrounding historical cues and materiality, including traditional shopfront facades and the St Leonards Centre.
8. Relating car park heights to the scale of the St Leonard's Centre and designing for future adaptation.
9. Addressing pedestrian level wind environments at ground level.
10. Strong activation of street frontages, station entries and lobbies including integration of Clarke Lane, where appropriate.
11. Provision of community uses space at podium level, connected to green space.
12. Sensitive setbacks to provide context for the St Leonards Centre and improve amenity and traffic flow.
13. Referencing DPE's Draft 2036 Plan and North Sydney Council's planning and precinct studies.

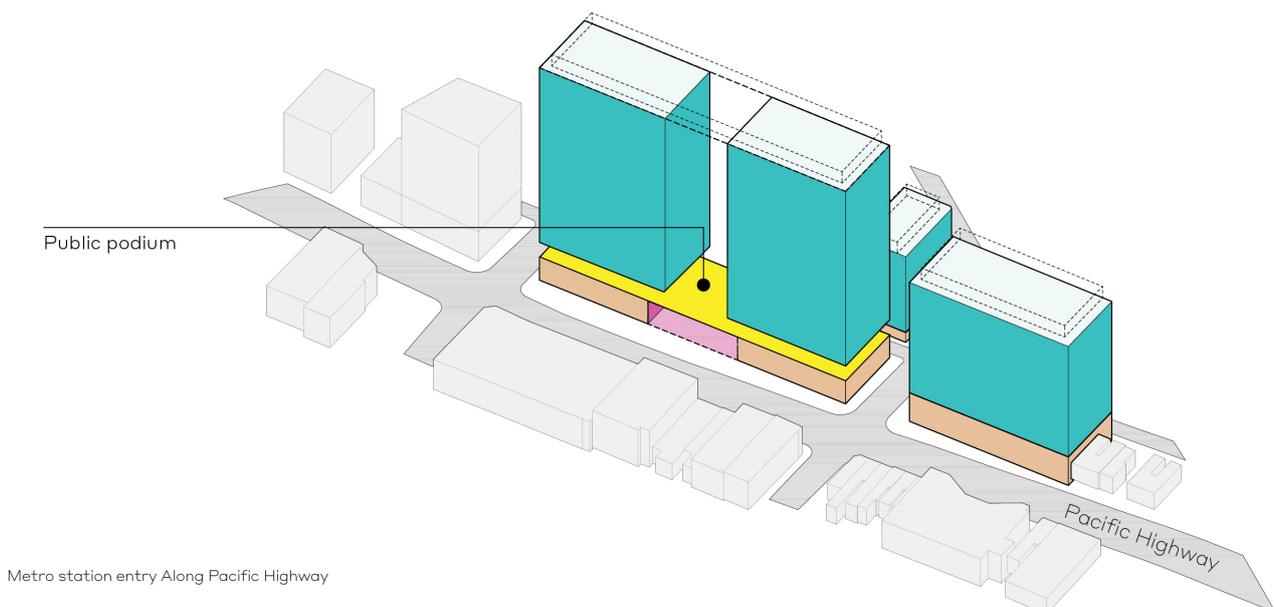


Figure 7 - Pacific Highway podium and street wall