



Sydney Metro City & Southwest: Crows Nest Over Station Development

Statement of Heritage Impact

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Executive Summary

Extent Heritage has been commissioned to prepare the following Statement of Heritage Impact (SoHI) to assess the potential heritage impacts of proposed Over Station Development (OSD) above Crows Nest Station. The subject site is bound by the Pacific Highway, Clarke Lane, Clarke Street, Oxley Street and Hume Street and comprises three sites which are formed by amalgamated lots. The proposal seeks approval for the maximum building envelope for structures on all three sites – Block A (North and South), comprising two buildings of 27 storeys, and Block B, comprising one building of 17 storeys, front onto the Pacific Highway and Block C, comprising one building of 8 storeys, is on Clarke Street facing Hume Street Park.

The lots that form the overall site are not listed heritage items or located within a heritage conservation area. There are, however, a number of locally listed heritage items in the vicinity of the site, with the most immediate ones including:

- The St Leonards Centre, located at 28–34 Clarke Street, Listing ID I0141;
- The Higgins Buildings, located at 366-376 Pacific Highway, Listing ID I0166-0171.

This SoHI report has been prepared to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD Application on 26 September 2018, which require an assessment of the potential impacts of the proposed OSDs on non-Indigenous heritage items in the vicinity. It takes note of a number of supplementary reports which in addition and in consideration of the Application, including the draft *Crows Nest Over Station Development design quality guidelines, 2018*.

Assessment of the preliminary conceptual envelope design of the OSDs indicates a consideration of the identified constraints and opportunities of the site and the broader site context. Set in the high-rise to medium-rise, commercial and residential use development context of St Leonards and Crows Nest, the OSDs envelopes have been designed such that there is a stepping down of the number of storeys with 27 storeys proposed along the St Leonards edge of the site, 17 storeys proposed to the Crows Nest Town Centre side, and 8 storeys proposed to the Crows Nest neighbourhood section of the site. This is further augmented by the proposed podium to break up of the larger Block A into two distinct structures, mitigating the overall impact of the building to some extent. The overall design is constant with the *2018 Heritage*

The proposed OSDs will have a minor visual impact to heritage items in the vicinity, on the Pacific Highway; namely the Higgins Buildings and shop front groups, however owing to stepping down in height, this will not adversely affect those items. Care has also been taken to ensure that, while the 27 storeys towers of Block A will form a backdrop to the St Leonards Centre, Block C along Clarke Street is only 8 storeys high, in keeping with the 6 storey scale of the Centre. Overall the proposal will not have any adverse impacts on heritage items in the vicinity.

1.0 Introduction

1.1 Purpose of this report

This report supports a concept State Significant Development application (concept SSD Application) submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The concept SSD Application is made under Section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for a mixed use development comprising four buildings above the Crows Nest Station, otherwise known as the over station development (OSD). The concept SSD Application seeks consent for building envelopes and land uses, maximum building heights, maximum gross floor areas, pedestrian and vehicular access, circulation arrangements and associated car parking and the strategies and design parameters for the future detailed design of the development.

Sydney Metro proposes to procure the construction of the OSD as part of an Integrated Station Development package, which would result in the combined delivery of the station, OSD and public domain improvements. The station and public domain elements form part of a separate planning approval for Critical State Significant Infrastructure (CSSI) approved by DPE on 9 January 2017.

As the development is within a rail corridor, is associated with railway infrastructure and is for commercial premises and residential accommodation with a Capital Investment Value of more than \$30 million, the project is identified as State Significant Development (SSD) pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The development is therefore, State significant development for the purposes of Section 4.36 of the EP&A Act.

This report has been prepared to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD Application on 26 September 2018 which states that the Environmental Impact Statement (EIS) is to address the following requirements:

Reference	SEARs Requirement	Where Addressed in Report
Item 10: Heritage and Archaeology	<p>The EIS shall provide:</p> <ul style="list-style-type: none">a detailed heritage impact statement (HIS) that identifies and addresses the extent of heritage impact of the proposal on the site, site curtilage and surrounding area, including any built and landscape items, views and settingconsideration of any endorsed conservation management plans for heritage items in the vicinity of the site and the surrounding area	<p>This Report</p> <p>No endorsed Conservation Management Plans are relevant to the site.</p>

	<ul style="list-style-type: none"> include a heritage interpretation strategy. consideration of any archaeological impacts if relevant 	<p>A heritage interpretation strategy will be prepared under the terms of the CSSI Approval- refer to section 8.7.2 of the EIS</p> <p>Archaeological impacts have been assessed in a separate report: <i>AMBS Ecology & Heritage; Sydney Metro, City & Southwest Archaeological Method Statement for Crows Nest Station; November 2017.</i></p> <p>Refer to section 8.7.3 of the EIS.</p>
Item 11: Aboriginal Heritage	The EIS shall include a detailed Aboriginal heritage impact statement (AHIS) that identifies and addresses the extent of Aboriginal heritage impacts of the proposal on the site and the surrounding area, including objects, places or features (including biological diversity) of cultural value within the landscape. If Aboriginal Cultural Heritage is found at the site, a full Aboriginal Cultural Heritage Assessment Report together with document of required consultation must be provided.	<p>Aboriginal cultural heritage is assessed in a separate report by GML Heritage Pty Ltd.</p> <p>Refer to section 8.8 of the EIS</p>
Plans and Documents	<p>The EIS must include:</p> <ul style="list-style-type: none"> heritage impact statement 	This Report

1.2 Overview of the Sydney Metro in its context

Sydney Metro is Australia's biggest public transport project. A new standalone metro railway system, this 21st century network will deliver 31 metro stations and 66km of new metro rail for Australia's biggest city — revolutionising the way Sydney travels. Services start in the first half of 2019 on Australia's first fully-automated railway.

Sydney Metro was identified in *Sydney's Rail Future*, as an integral component of the *NSW Long Term Transport Master Plan*, a plan to transform and modernise Sydney's rail network so it can grow with the city's population and meet the future needs of customers. In early 2018, *the Future Transport Strategy 2056* was released as an update to *the NSW Long Term Transport Master Plan* and *Sydney's Rail Future*. Sydney Metro City & Southwest is identified as a committed initiative in the *Future Transport Strategy 2056*.

Sydney Metro is comprised of three projects, as illustrated in **Figure 1**:

- Sydney Metro Northwest** — formerly the 36km North West Rail Link. This \$8.3 billion project is now under construction and will open in the first half of 2019 with a metro train every four minutes in the peak.

- **Sydney Metro City & Southwest** — a new 30km metro line extending the new metro network from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, through the CBD and south west to Bankstown. It is due to open in 2024 with an ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.
- **Sydney Metro West** – a new underground railway connecting the Parramatta and Sydney central business districts. This once-in-a-century infrastructure investment will double the rail capacity of the Parramatta to Sydney CBD corridor and will establish future capacity for Sydney's fast growing west. Sydney Metro West will serve five key precincts at Westmead, Parramatta, Sydney Olympic Park, The Bays and the Sydney CBD. The project will also provide an interchange with the T1 Northern Line to allow faster connections for customers from the Central Coast and Sydney's north to Parramatta and the Sydney CBD.

Sydney's new metro, together with signalling and infrastructure upgrades across the existing Sydney suburban rail network, will increase the capacity of train services entering the Sydney CBD – from about 120 an hour currently to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.

Sydney Metro City & Southwest includes the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and on to Bankstown through the conversion of the existing line to metro standards.

The project also involves the delivery of six (6) new metro stations, including at Crows Nest, together with new underground platforms at Central. Once completed, Sydney Metro will have the ultimate capacity for a train every two minutes through the CBD in each direction - a level of service never seen before in Sydney.



Figure 1: Sydney Metro alignment map

On 9 January 2017, the Minister for Planning (the Minister) approved the Sydney Metro City & Southwest - Chatswood to Sydenham application lodged by TfNSW as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval.

The CSSI Approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above ground structures and other components of the future OSD (including building infrastructure and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale for this delivery approach, as identified within the CSSI application is to enable the OSD to be more efficiently built and appropriately integrated into the metro station structure.

The EIS for the Chatswood to Sydenham alignment of the City & Southwest project identified that the OSD would be subject to a separate assessment process.

Since the CSSI Approval was issued, Sydney Metro has lodged five modification applications to amend the CSSI Approval as outlined below:

- **Modification 1** - Victoria Cross and Artarmon Substation which involves the relocation of the Victoria Cross northern services building from 194-196A Miller Street to 50 McLaren Street together with the inclusion of a new station entrance at this location referred to as Victoria Cross North. The modification also involves the relocation of the substation at

Artarmon from Butchers Lane to 98 – 104 Reserve Road. This modification application was approved on 18 October 2017.

- **Modification 2** - Central Walk which involves additional works at Central Railway Station including construction of a new eastern concourse, a new eastern entry, and upgrades to suburban platforms. This modification application was approved on 21 December 2017.
- **Modification 3** - Martin Place Station which involves changes to the Sydney Metro Martin Place Station to align with the Unsolicited Proposal by Macquarie Group Limited (Macquarie) for the development of the station precinct. The proposed modification involves a larger reconfigured station layout, provision of a new unpaid concourse link and retention of the existing MLC pedestrian link and works to connect into the Sydney Metro Martin Place Station. It is noted that if the Macquarie proposal does not proceed, the original station design remains approved. This modification application was approved on 22 March 2018.
- **Modification 4** - Sydenham Station and Sydney Metro Trains Facility South which incorporated Sydenham Station and precinct works, the Sydney Metro Trains Facility South, works to Sydney Water's Sydenham Pit and Drainage Pumping Station and ancillary infrastructure and track and signalling works into the approved project. This modification application was approved on 13 December 2017.
- **Modification 5** - Blues Point acoustic shed modification which involves the installation of a temporary acoustic shed at Blues Point construction site and retrieval of all parts of the tunnel boring machines driven from the Chatswood dive site and Barangaroo through the shaft at the Blues Point temporary site. This modification application was approved on 2 November 2018.

The CSSI Approval as modified allows for all works to deliver Sydney Metro between Chatswood and Sydenham Stations and also includes upgrade of Sydenham Station.

The remainder of the City & Southwest alignment (Sydenham to Bankstown) proposes the conversion of the existing heavy rail line from west of Sydenham Station to Bankstown to metro standards. This part of the project, referred to as the Sydenham to Bankstown upgrade, is the subject of a separate CSSI Application (Application No. SSI 17_8256) for which an EIS was exhibited between September and November 2017, and a Submissions and Preferred Infrastructure Report was exhibited in June and July 2018. This application is currently being assessed by DPE.

1.3 Planning relationship between Crows Nest Station and the OSD

While Crows Nest Station and the OSD will form an Integrated Station Development, the planning pathways defined under the *Environmental Planning & Assessment Act 1979* require separate approval for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

For clarity, the approved station works under the CSSI Approval included the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This includes but is not limited to:

- demolition of existing development
- excavation
- integrated station and OSD structure (including concourse and platforms)
- lobbies
- retail spaces within the station building
- public domain improvements
- pedestrian through-site link
- access arrangements including vertical transport such as escalators and lifts
- space provisioning and service elements necessary to enable the future development of the OSD, such as lift cores, plant rooms, access, parking, retail, utilities connections and building services.

The vertical extent of the approved station works above ground level is defined by the 'transfer level' level, above which would sit the OSD. This delineation is illustrated in **Figure 2**.

The CSSI Approval also establishes the general concept for the ground plane of Crows Nest Station including access strategies for commuters, pedestrians, workers, visitors and residents.

Since the issue of the CSSI Approval, Sydney Metro has undertaken sufficient design work to determine the space planning and general layout for the station and identification of those spaces within the station area that would be available for the OSD. In addition, design work has been undertaken to determine the technical requirements for the structural integration of the OSD with the station. This level of design work has informed the concept proposal for the Crows Nest OSD. It is noted that ongoing design development of the works to be delivered under the CSSI Approval would continue with a view to developing an Interchange Access Plan (IAP) and Station Design Precinct Plan (SDPP) for Crows Nest Station to satisfy Conditions E92 and E101 of the CSSI Approval.

All public domain improvement works around the site would be delivered as part of the CSSI Approval.

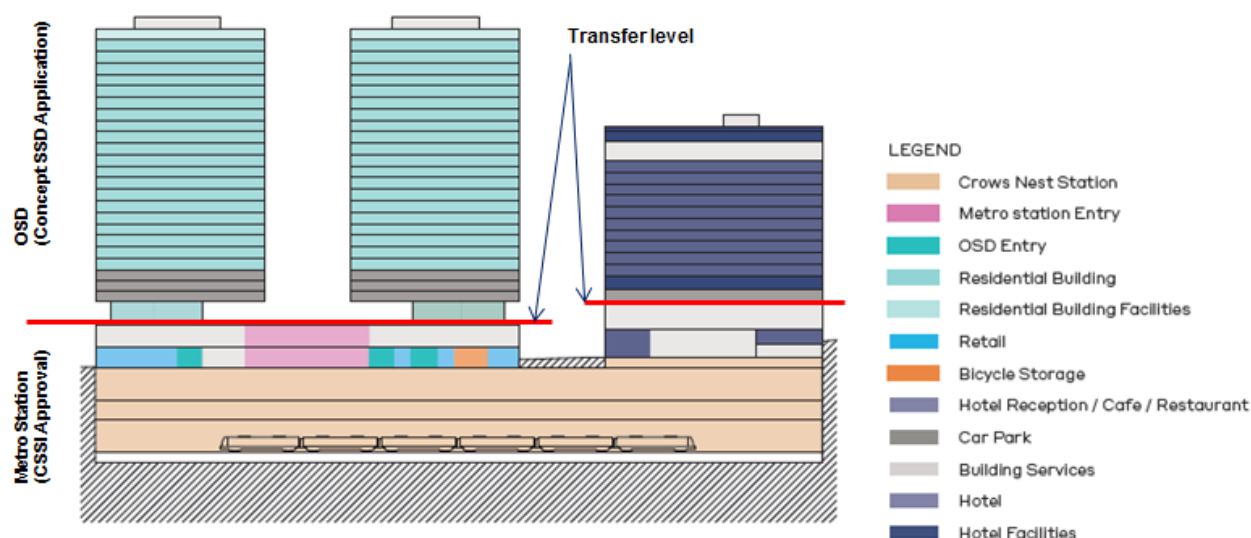


Figure 2: Delineation between the Metro station and OSD (based on indicative OSD design)

1.4 The strategic planning context

DPE is currently undertaking strategic planning investigations into revitalising the area surrounding St Leonards railway station and the metro station at Crows Nest. In August 2017, DPE released the *St Leonards and Crows Nest Station Precinct Interim Statement* and in October 2018 DPE released the *St Leonards and Crows Nest 2036 Draft Plan* (2036 Draft Plan) and supporting documents which detail recommended changes to land use controls in the precinct. These documents recommend new developments be centred around the Pacific Highway corridor and the Crows Nest Station while protecting the amenity of Willoughby Road.

In October 2018, DPE also placed on public exhibition the *Crows Nest Sydney Metro Site Rezoning Proposal* (Planning Proposal). The Planning Proposal outlines the State led rezoning of the subject site, on the basis that the current planning controls in the *North Sydney Local Environmental Plan 2013* do not reflect the opportunities for improved accessibility associated with the new metro station enabling people to live, work and spend time close to public transport. This concept SSD Application is aligned with the planning controls proposed in the Planning Proposal.

1.5 The site

Crows Nest Station precinct is located between the Pacific Highway and Clarke Street (eastern side of the Pacific Highway) and Oxley Street and south of Hume Street, Crows Nest (**Figure 3**).

The site is located within the North Sydney Local Government Area.

The Crows Nest Station precinct is divided into three separate sites as illustrated in **Figure 4** and described below:

- **Site A:** Six lots in the block bound by the Pacific Highway, Hume Street, Oxley Street and Clarke Lane (497-521 Pacific Highway, Crows Nest)
- **Site B:** Three lots on the southern corner of Hume Street and Pacific Highway (477-495 Pacific Highway, Crows Nest)
- **Site C:** One lot on the north-western corner of Hume Street and Clarke Street (14 Clarke Street, Crows Nest).

Sites A, B and C have a combined site area of 6,356 square metres.

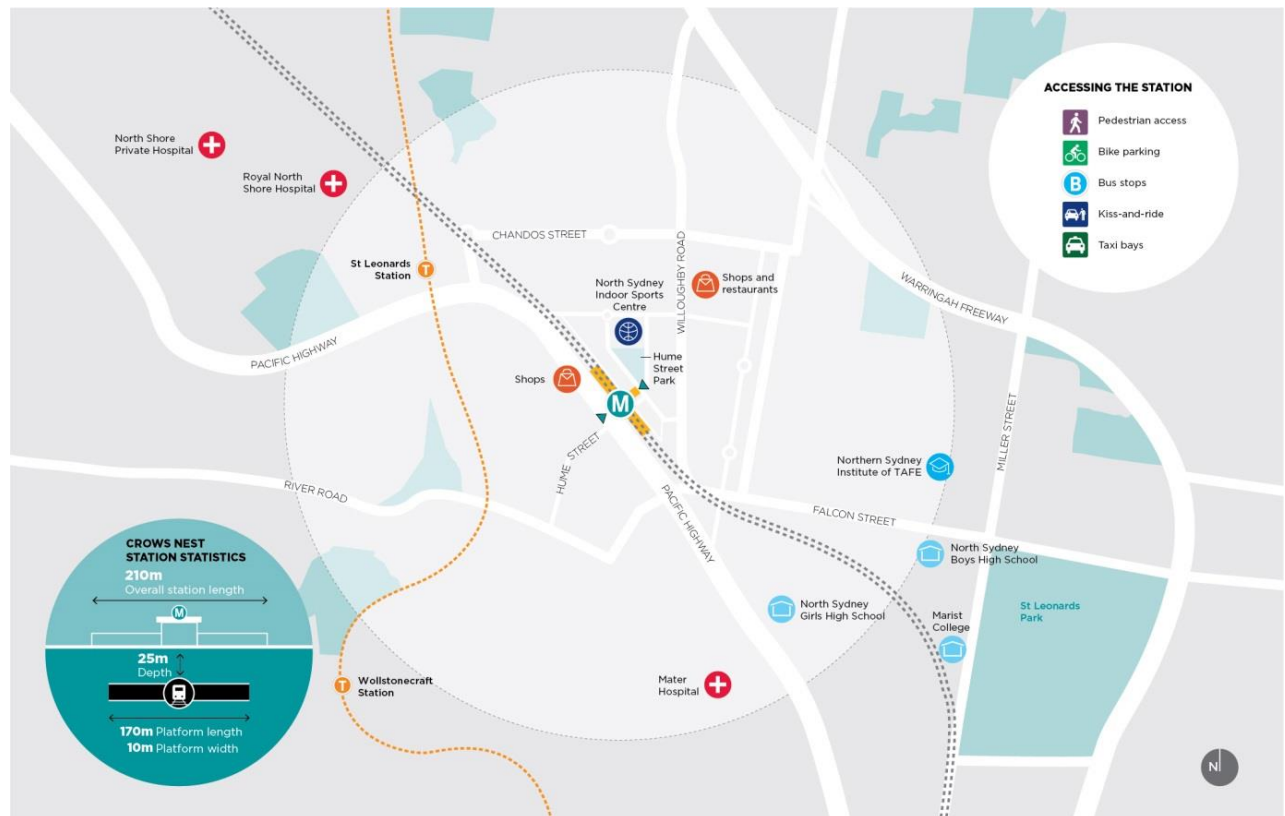


Figure 3: Crows Nest Station location plan



Figure 4: The subject site

The site comprises the following properties:

- **Site A:**
 - 497 Pacific Highway (Lot 2 in DP 575046)
 - 501 Pacific Highway (Lot 1 in DP 575046)
 - 503-505 Pacific Highway (Lot 3 in DP 655677)
 - 507-509 Pacific Highway (Lot 4 in DP 1096359)
 - 511-519 Pacific Highway (SP 71539)
 - 521-543 Pacific Highway (Lot A and Lot B in DP 374468)
- **Site B:**
 - 477 Pacific Highway (Lot 100 in DP 747672)
 - 479 Pacific Highway (Lot 101 in DP 747672)
 - 491-495 Pacific Highway (Lot 100 in DP 442804)
- **Site C:**
 - 14 Clarke Street (Lot 1 in SP 52547)

1.6 Overview of the proposed development

This concept SSD Application comprises the first stage in the Crows Nest OSD project. It will be followed by a detailed SSD Application for the design and construction of the OSD to be lodged by the successful contractor who is awarded the contract to deliver the Integrated Station Development.

This concept SSD Application seeks approval for the planning and development framework and strategies to inform the future detailed design of the Crows Nest OSD.

The concept SSD Application specifically seeks approval for the following:

- maximum building envelopes for Sites A, B and C, including street wall heights and setbacks as illustrated in the plans prepared by Foster + Partners for Sydney Metro
- maximum building heights:
 - **Site A:** RL 183 metres or equivalent of 27 storeys (includes two station levels and conceptual OSD space in the podium approved under the CSSI Approval)
 - **Site B:** RL 155 metres or equivalent of 17 storeys (includes two station levels and conceptual OSD space approved under the CSSI Approval)
 - **Site C:** RL 127 metres or 8 storeys (includes two station levels and conceptual OSD space approved under the CSSI Approval)

Note 1: the maximum building heights defined above are measured to the top of the roof slab and exclude building parapets which will be resolved as part of future detailed SSD Application(s)

 - maximum height for a building services zone on top of each building to accommodate lift overruns, rooftop plant and services:
 - **Site A:** RL 188 or 5 metres
 - **Site B:** RL 158 or 3 metres
 - **Site C:** RL 132 or 5 metres

Note 1: the use of the space within the building services zone is restricted to non-habitable floor space.

Note 2: for the purposes of the concept SSD Application, the maximum height of the building envelope does not make provision for the following items, which will be resolved as part of the future detailed SSD Application(s):

- communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like, which are excluded from the calculation of building height pursuant to the standard definition in NSLEP 2013
- architectural roof features, which are subject to compliance with the provisions in Clause 5.6 of NSLEP 2013, and may exceed the maximum building height, subject to development consent.
- maximum gross floor area (GFA) of 55,400sqm for the OSD comprising the following based on the proposed land uses:
 - **Site A:** Residential accommodation - maximum 37,500 square metres (approximately 350 apartments)
 - **Site B:** Hotel / tourist accommodation and associated conference facilities or commercial office premises GFA - maximum of 15,200 square metres (approximately 250 hotel rooms)
 - **Site C:** Commercial office premises GFA - maximum of 2,700 square metres
 - **Site A or C:** social infrastructure GFA inclusive of the GFA figures nominated above for each site, with provision optional as follows:
 - Site A: podium rooftop (approximately 2,700 square metres)
 - Site C: three floors and rooftop (approximately 1,400 square metres)

Note 1: GFA figures exclude GFA attributed to the station and station retail space approved under the CSSI Approval

- a minimum non-residential floor space ratio (FSR) for the OSD across combined Sites A, B and C of 2.81:1 or the equivalent of 17,900 square metres
- the use of approximate conceptual areas associated with the OSD which have been provisioned for in the Crows Nest station box (CSSI Approval) including areas above ground level (i.e. OSD lobbies and associated spaces)
- a maximum of 150 car parking spaces on Sites A and B associated with the proposed commercial, hotel and residential uses
- loading, vehicular and pedestrian access arrangements
- strategies for utilities and services provision
- strategies for managing stormwater and drainage
- a strategy for the achievement of ecological sustainable development
- a public art strategy
- indicative signage zones
- a design excellence framework
- the future subdivision of parts of the OSD footprint, if required.

As this is a staged development pursuant to section 4.22 of the EP&A Act, future approval would be sought for the detailed design and construction of the OSD.

The proposed location of the buildings on the site is illustrated in the location plan provided at **Figure 5**.

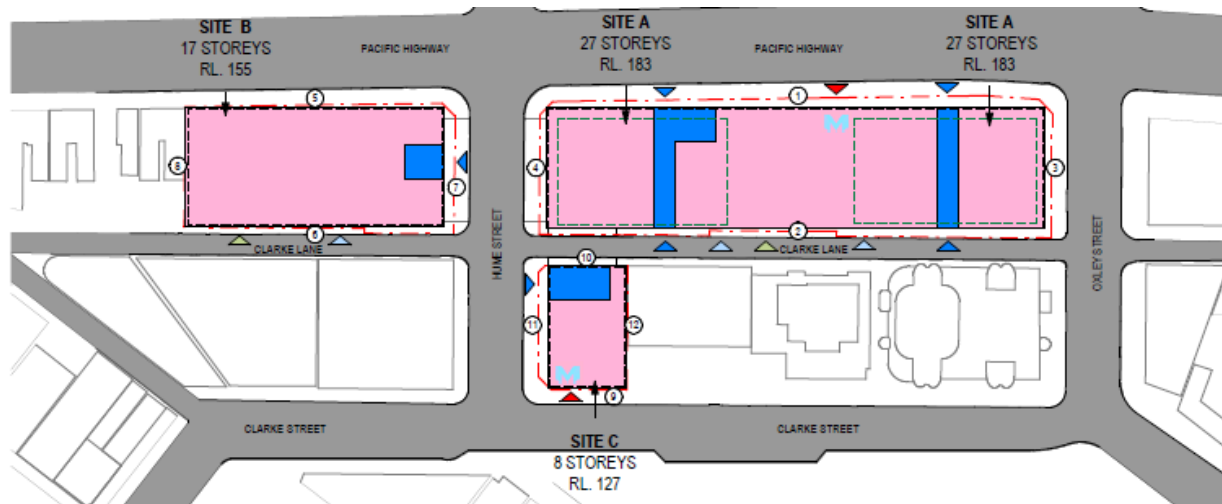


Figure 5 – Proposed location of buildings on the

The total GFA for the integrated station development, including the station GFA (i.e. retail, station circulation and associated facilities) and the OSD GFA is 60,400 square metres, equivalent to a floor space ratio (FSR) of 9.5:1.

The concept proposal includes opportunities for community uses in the development on either Site A or Site C. This space has the potential to be used for a range of uses including community facilities, child care centre, recreational area/s, library, co-working space, which can take advantage of the sites accessibility above the metro station.

Through design development post the CSSI Approval, pedestrian access to the metro station is proposed from the Pacific Highway and from Clarke Street, opposite the Hume Street Park. Vehicular access to the site including separate access to the loading docks and parking is proposed from Clarke Lane.

Public domain works around the site would be delivered as part of the CSSI Approval. Notwithstanding, the OSD will be appropriately designed to complement the station and activate the public domain. Provision for retail tenancies to activate the public domain are included in the ground floor of Sites A, B and C, as part of the CSSI Approval. Future detailed development applications will seek approval for the fitout and specific use of this retail space.

Drawings illustrating the proposed building envelopes are provided in Figures 6A and 6B. The concept SSD Application includes an indicative design for the OSD to demonstrate one potential design solution within the proposed building envelope (refer to Figure 7).

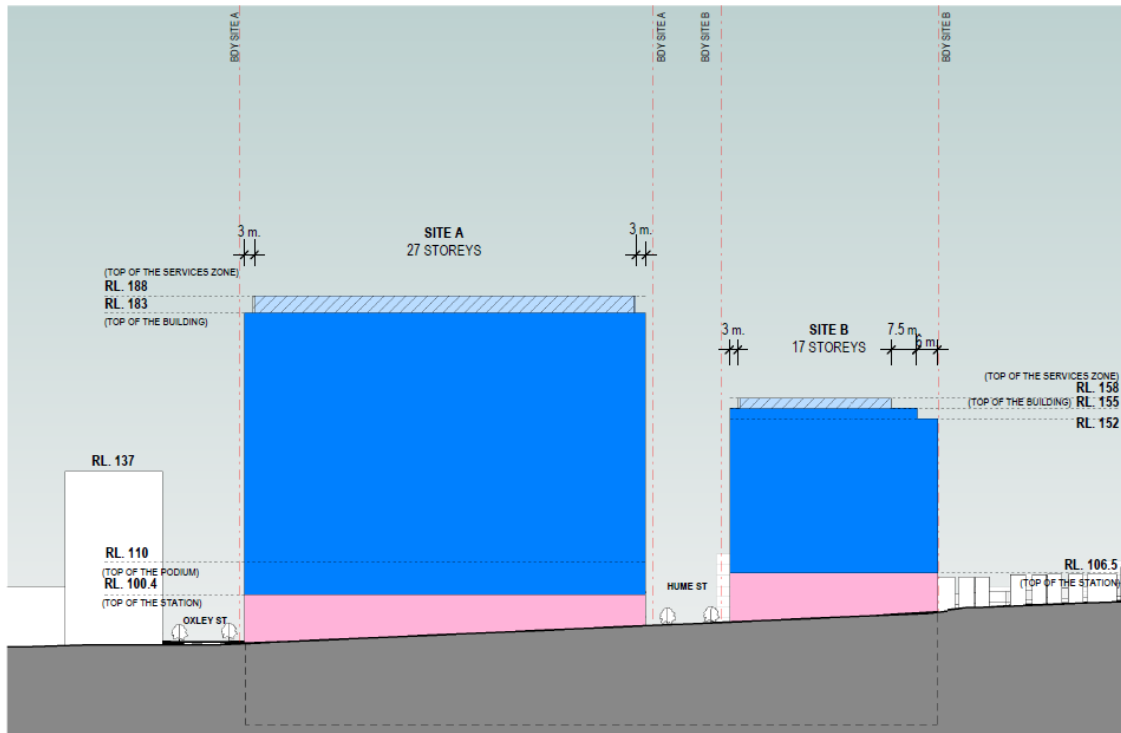


Figure 6A: Proposed Crows Nest OSD building envelopes – west elevation (Pacific Highway)

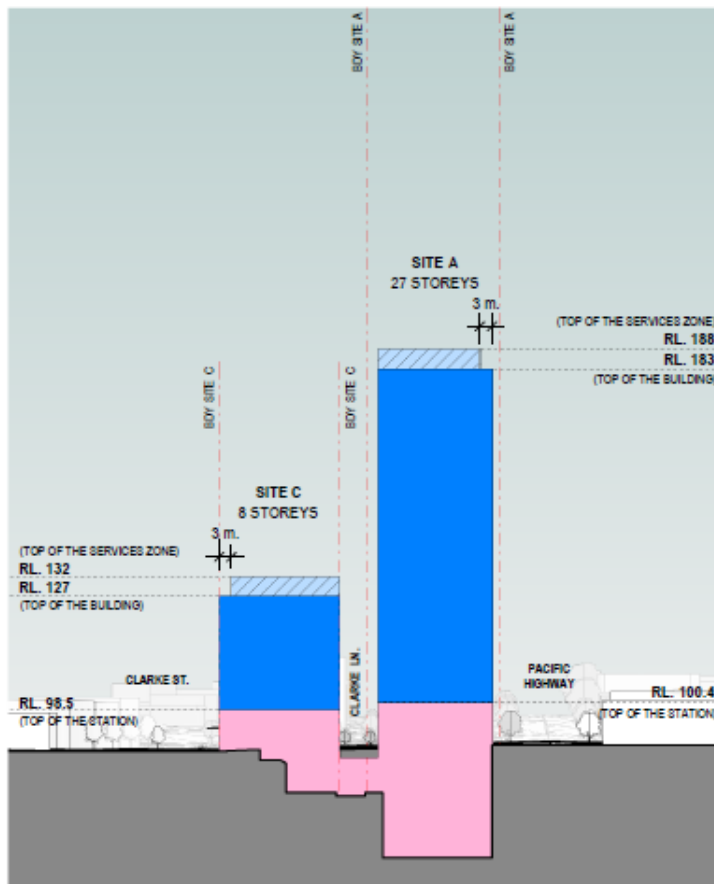


Figure 6B: Proposed Crows Nest OSD building envelopes – cross section through the site (east-west)



Figure 7: Crows Nest OSD indicative design

1.7 Limitations

This report documents a Statement of Heritage Impact assessment that has been undertaken for the OSD concept drawings prepared by Sydney Metro for the OSD at Crows Nest.

The report is limited to an investigation of the non-indigenous built heritage in the vicinity of the site. It is based on an inspection of the site and its surroundings in conjunction with a review of available historic information.

The historic context provides sufficient background information to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended to be an exhaustive history of the site.

1.8 Authorship

Extent Heritage Pty Ltd has been engaged to prepare this Statement of Heritage Impact. The authors of this report are:

Kylie Christian	Senior Associate
Dr Vidhu Ghandi	Senior Heritage Advisor
Tony Brassil	Senior Heritage Advisor
Ruth Berendt	Heritage Advisor
Ben Calvert	Heritage Advisor

1.9 Methodology and Terminology

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the latest version of the Statement of Heritage Impact Guidelines (2002), produced by the NSW Office of Environment and Heritage.

This Statement of Heritage Impact (SOHI) will review the relevant statutory heritage controls, assess the impact of the proposal on the subject property and make recommendations as to the level of impact.

The terminology in this report follows definitions presented in *The Burra Charter*. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2.0 Crows Nest and St Leonards Local Area

2.1 Description of Local Area

The subject site is located on the Pacific Highway, which is a multi-lane highway which currently forms the major transport link between North Sydney and Chatswood.

The site lies within the town centres of St Leonards and Crows Nest – which have been collectively identified as both a Planning Area in the *North Sydney Development Control Plan 2013* and a Planned Precinct by the Department of Planning and Environment. St Leonards Town Centre has also been categorised as part of the Eastern Economic Corridor under both the *Greater Sydney Regional Plan 2018* and *North District Plan 2018*. It has been earmarked as an employment hub, along with providing health and education industries at Royal North Shore Hospital, Royal North Shore Private Hospital and North Sydney TAFE.

Located on the boundary of Crows Nest and St Leonards, the subject site is set within a streetscape that has a mix of commercial and residential developments of varying scales and densities. High rise and medium rise commercial and residential buildings line the Pacific Highway, more towards St Leonards, with the Crows Nest section marked by a mix of historic shop house developments and newer medium-rise commercial properties. The highly urbanised character of the area is seen reflected in dense inner-city built fabric along Willoughby Road, Hume Street and Clark Street to the east of the subject site. More recent and emerging high-rise developments are noted to the north of the site in the St Leonards area. The larger area retains historic subdivisions and built fabric comprising of single and double storey detached houses.

2.2 Character Area Statements

2.2.1 North Sydney Council

The following Character Area Descriptions relate to the areas defined by North Sydney Council. They describe the areas marked 10, 14 and 13 (*Crows Nest Town Centre*, *St Leonards Town Centre* and *The Upper Slopes*, respectively). These area descriptions have been developed by North Sydney council for the Development Control Plan (DPC) 2013, as amended in March 2018. These assessments only nominate desired built form controls; they do not set out site specific controls for the area.

The following relevant sections of the Character Area Statement have been replicated below:

2.2.1.1 Crows Nest Town Centre

Identity / Icons

P9 Crows Nest five ways intersection

P10 Formalised outdoor dining on Willoughby Road, Burlington, Ernest and Holtermann Streets

P11 Pacific Highway and Falcon Streets - major sub-arterial thoroughfares.

P12 Hume Street Park

Subdivision

P13 Regular grid pattern interrupted by diagonal streets

P14 Generally long narrow allotments with dual street frontages

Streetscape

P15 In mixed use area, buildings are built to the street and aligned with the street frontage

P16 Continuous awnings provided for shops cafes and other commercial uses

P17 Wide footpaths with designated outdoor dining areas on Willoughby Road, Burlington, Ernest and Holtermann Streets

P18 Landscaping provided along Willoughby Road to improve amenity for pedestrians and outdoor diners

P19 Traffic calming and pedestrian crossings provided near shops and cafes on and around Willoughby Road.

P20 Irregular planting of street trees and shrubs

2.2.1.2 St Leonards Town Centre

Identity / Icons

P6 The Forum development and plaza

P7 St Leonards Station a major transport interchange hub

P8 Pacific Highway, a major arterial thoroughfare

Subdivision

P9 Generally rectilinear grid pattern with dual frontages

Streetscape

P10 Wide fully paved footpaths along Pacific Highway and other commercial and mixed-use buildings

P11 Atchison Street between Christie Street and Mitchell Street is one way only, with wide paved footpaths, landscaping and other urban furniture.

P12 Awnings provided along the Pacific Highway and for other commercial and mixed-use buildings

P13 Irregular planting of street trees

2.2.1.3 The Upper Slopes

Identity / Icons

- P8 Mater Hospital
- P9 Bradfield College
- P10 North Sydney Demonstration School
- P11 Pacific Highway, a major regional thoroughfare
- P12 North Shore railway line
- P13 Brennan Park
- P14 Smoothey Park

Subdivision

- P15 A diverse mixture of allotment sizes and shapes reflective of the street alignments which follow the undulating topography of the land

Streetscape

- P16 Wide streets with trees set into the carriageway
- P17 Grass verges and concrete paths
- P18 Buildings setback and generally aligned with the street frontage
- P19 Low masonry fences
- P20 Garages built to the boundary along the southern side of Rocklands Road and set into the slope of the land.

2.2.2 Department of Planning St Leonards & Crows Nest Draft Local Character Statement

During early 2018 consultation with the public, The Department of Planning and Environment identified the village character of the St Leonards and Crows Nest areas as particularly important to local residents. In response the Department released the draft *St Leonards and Crows Nest 2036 Plan* and a supporting draft planning package for St Leonards and Crows Nest. Both the draft 2036 Plan and supporting planning package provide the framework to guide future development. They include documents identifying and assessing the values of the community and any changes the metro infrastructure project might have to those values.

The planning package includes a *Draft Character Area Statement* document which constitutes the character and considerations of the *St Leonards and Crows Nest 2036 Plan*. The following relevant character statement sections have been included below:

St Leonards and Crows Nest embraces a diverse and unique local character: The Village feel of Willoughby Road and Crows Nest; the bustling commercial centre around St Leonards Station; the heritage protected areas; the industrial engineer of Artarmon; and the emerging health and education services.

It's important because it's able to cater for the needs of everyone who lives here.

- Community: continue to make people proud to live and work in the area.
- Sunlight: keep public spaces in the area bright and sunny

- Wind: minimise wind impact from tall buildings in the area.
- Safety: improve lighting and activity throughout the day in the area.
- Heritage: protect areas and make sure development nearby fits with surrounds
- Vibrant Streets: buzzing full of day and night time activity around and between stations
- Comfort: streets that are easy and enjoyable to walk through in the area
- Village Atmosphere: protect look and feel of Willoughby Road and bring similar atmosphere to other areas.

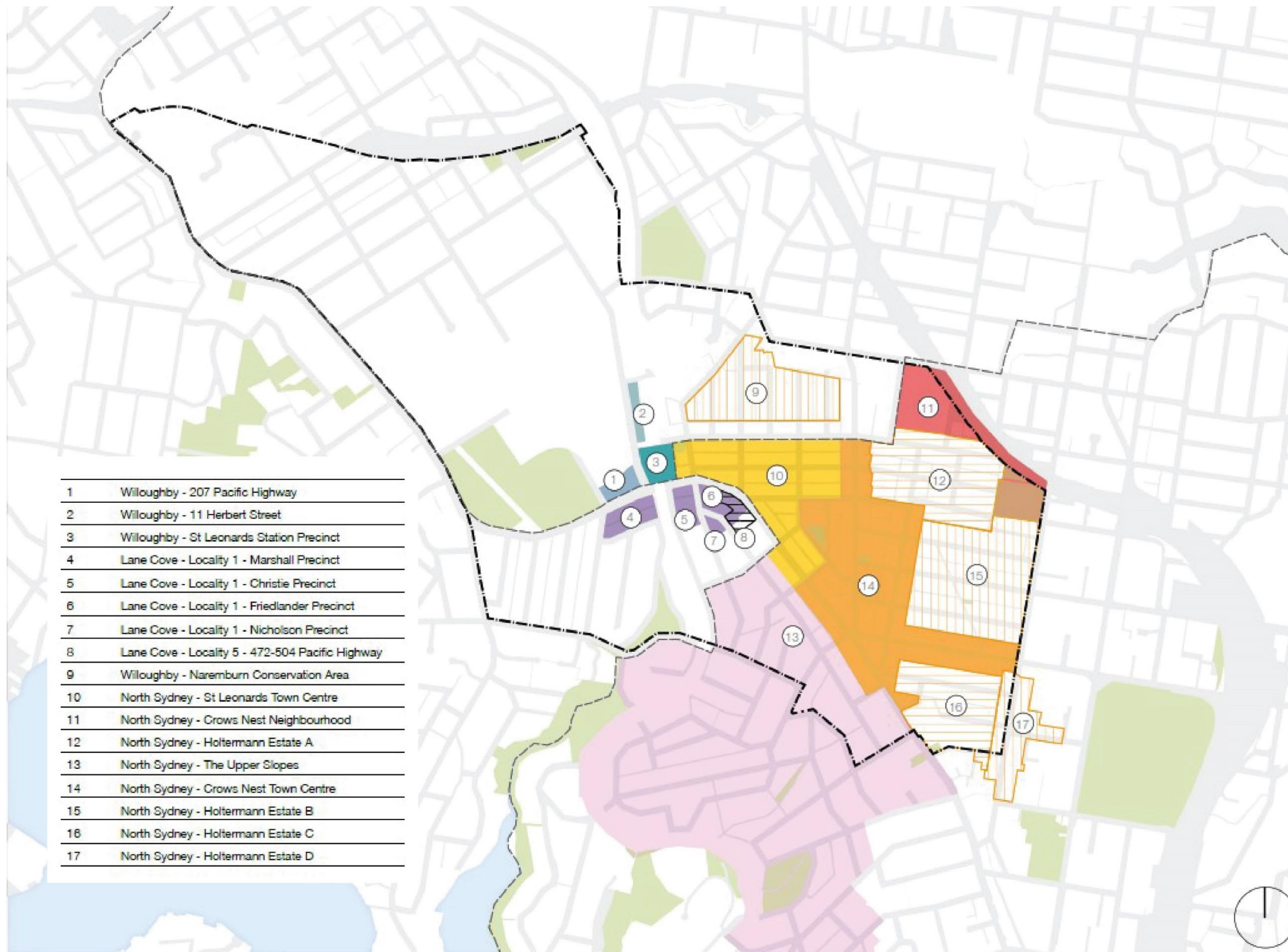


Figure 8 - Area map showing the intersection of character areas around the Crows Nest Metro Station (Source: St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis, Part 2).

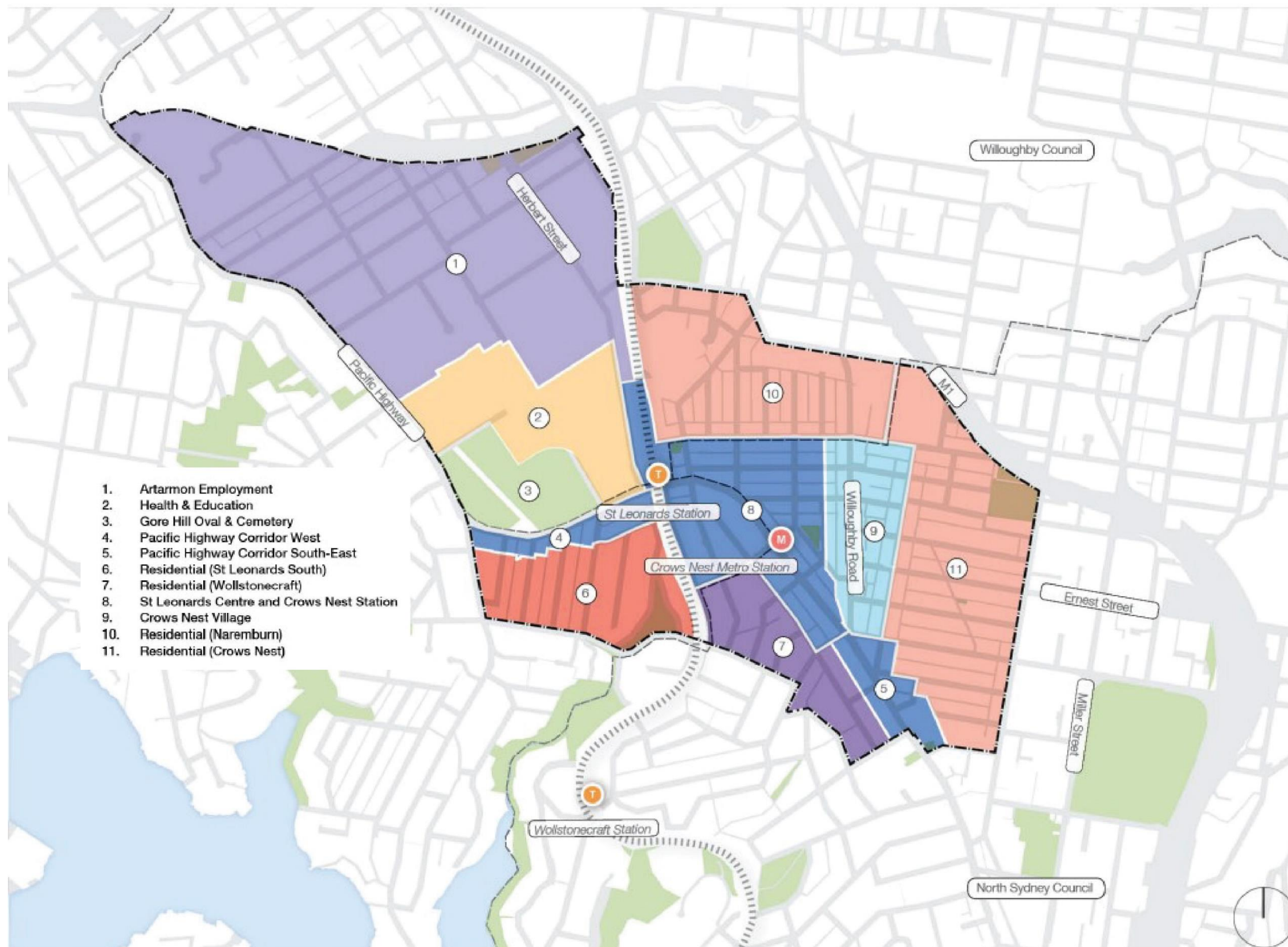


Figure 8 - Area map showing the intersection of character areas around the Crows Nest Metro Station (Source: St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis, Part 3).

3.0 Heritage Status

3.1 Listings

The subject site is currently under construction for the Sydney Metro Crows Nest Station. The building and built forms which had previously been inside the site boundary were typically low scale commercial buildings. These were not heritage listed structures. Currently, nothing on the construction site is heritage listed in any statutory or non-statutory heritage register.

Register/Listing	Listed Item (YN)	Item Name	Item Number
Statutory Register			
National Heritage List	N		
Commonwealth Heritage List	N		
State Heritage Register (SHR)	N		
S170 Heritage and Conservation Register	N		
Local Environmental Plan	N		
Non-Statutory Registers			
Register of the National Trust (NSW)	N		
Register of Significant Buildings in NSW (Australian Institute of Architects)	N		
Engineers Australia Heritage Register	N		

3.2 Items in the Vicinity

The proposed Crows Nest OSD is located in the vicinity of a number of heritage items.

The North Sydney LEP 2012 Heritage Overlay indicated that a number of items are located within a geographical proximity to the study area. Heritage items which can be considered to be in the vicinity of the Item have a spatial association and are typically within the line of sight of the subject site. The following items are listed below:

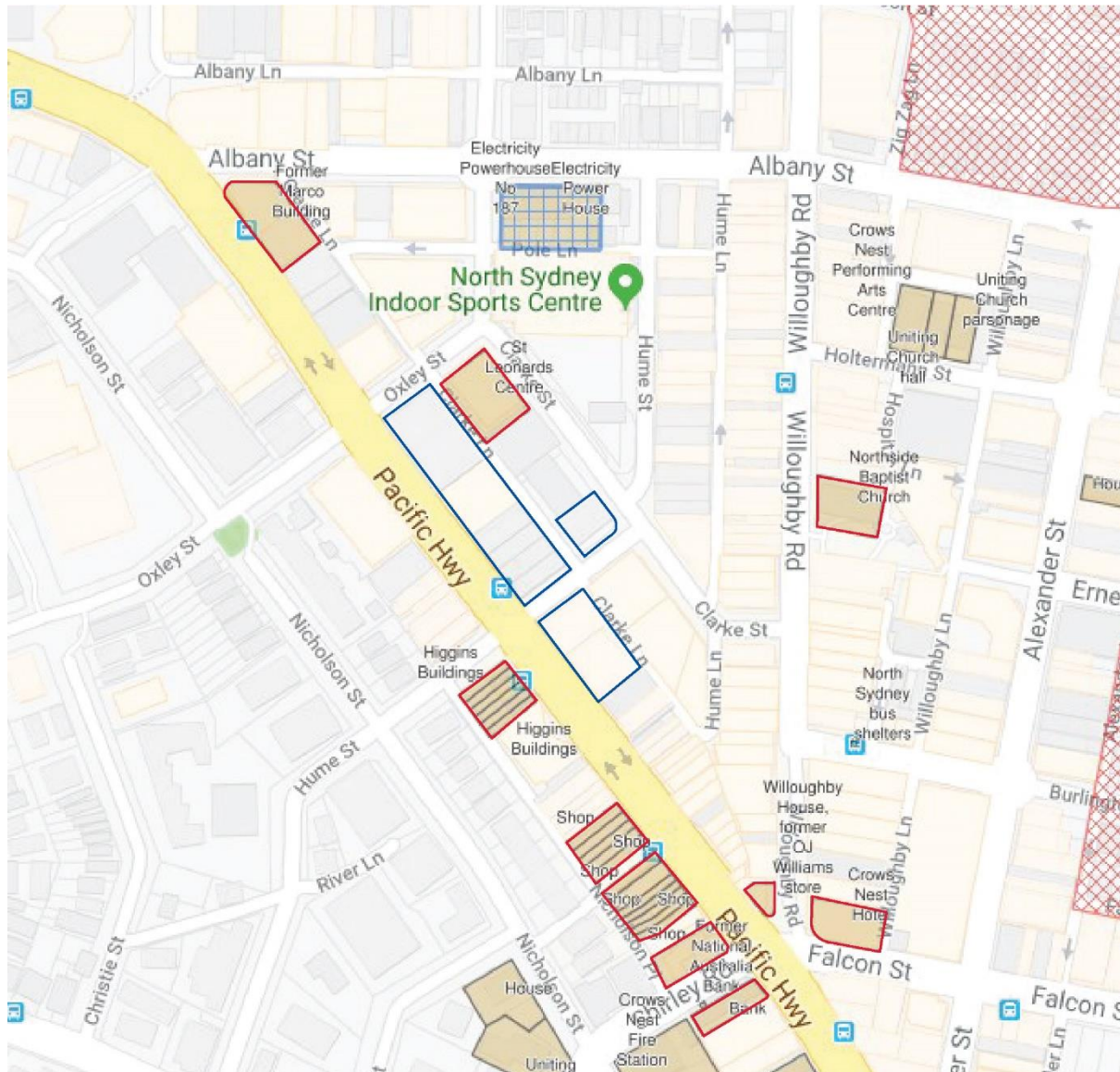


Figure 9 – Heritage overlay. Items outlined in red are identified as being in the vicinity of the development, typically as they are within line of line of the development. Areas outlined in blue indicate the location of the proposed OSD (Source: NSW Planning Portal).

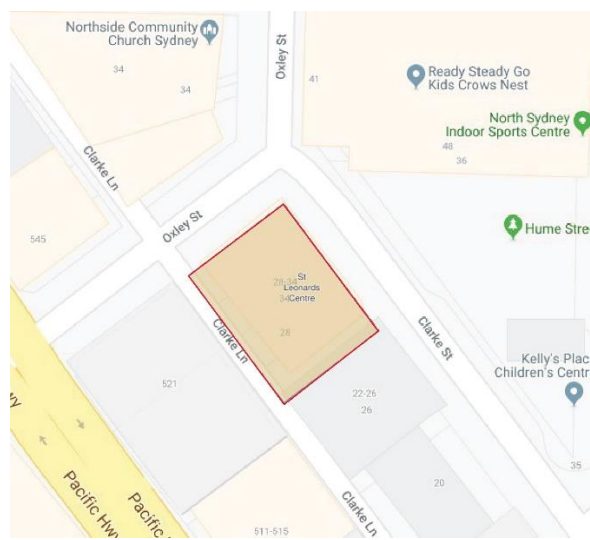
3.3 Statements of Significance

The following statements of significance and images for statutory listed heritage items in the vicinity of the site have been sourced from the Heritage Division, NSW Office of Environment and Heritage SHI.

Local Heritage Item 0141

St Leonards Station

28 Clarke Street, Crows Nest, NSW 2065



Statement of Significance:

28 Clarke Street is an unusual example of a six storey, late Twentieth Century commercial building built c. 1972 designed by Kerr and Smith, Architects and Planners, in the late Twentieth Century Brutalist style and is a dominant building in the local streetscape.

Local Heritage Item 0181

Crows Nest Hotel

1-3 Willoughby Road, Crows Nest, NSW 2065



Statement of Significance:

Interesting large urban Edwardian hotel on an important intersection which has buildings similar in materials, form, style and period on each corner. A good example of the Free Classical Style from the early twentieth century, it has powerfully detailed elevations with Egyptians motifs set on a prominent corner site. It is an important local hotel.

Local Heritage Item 0172

Willoughby House, former O. J. Williams Store

429 Pacific Highway, Crows Nest, NSW 2065



Statement of Significance

Dramatic and imposing commercial building on an important corner of a major intersection which is characterised by buildings of similar period and materials. A fine example of the Interwar Functionalist style and an early example of a large regional department store. It is the work of T.D. Esplin.

Local Heritage Item 1034

Former Marco Building

583 Pacific Highway



Statement of Significance:

Excellent and attractive example of the Interwar Functionalist style on a prominent corner site.

Local Heritage Item 0152

Former National Australia Bank

308 Pacific Highway



Statement of Significance:

An example of a two-storey rendered masonry commercial building on a prominent corner site with plainly detailed elevations. An important streetscape item as a part of a major intersection with a cohesive group of interwar commercial buildings on each corner. Of the five corner buildings, this is the earliest, though it has had its characteristic detailing modified. Continuous use as a bank since construction.

Local Heritage Items

Higgins Buildings

366 – 376 Pacific Highway



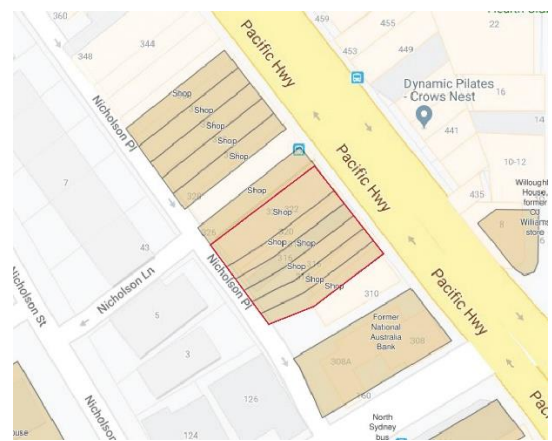
Statement of Significance:

A good example of an Interwar Free Classical style brick and masonry commercial/retail building housing a group of shops which occupies an important corner location and which complements and reflects the type of development characteristic of this streetscape.

Local Heritage Items: 0153, 0154, 0155, 0156, 0157, 0158.

Shop

312 – 322 Pacific Highway



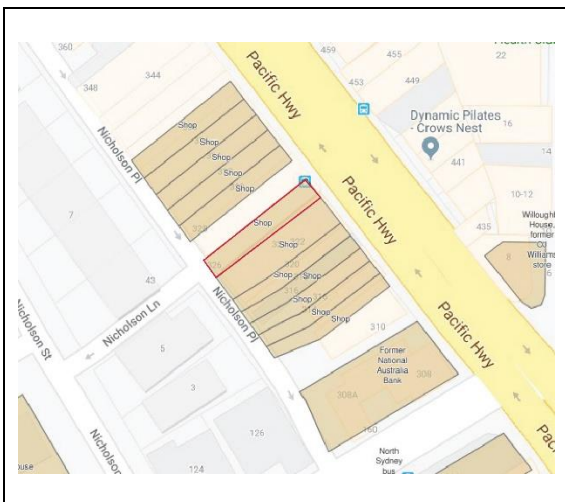
Statement of Significance:

A good and well detailed example of a two storey, rendered masonry commercial building with residences to the first floor that was built as a row of seven and that forms a streetscape of high quality.

Local Heritage Item 0159

Shop

326 Pacific Highway



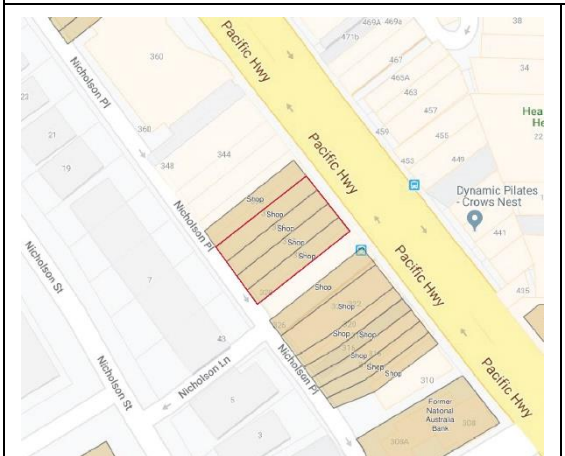
Statement of Significance:

A good example of a two storey, rendered masonry commercial building in the Inter War Functionalist style with interesting and simple Art Deco detailing

Local Heritage Items: 0160, 0161, 0162, 0163

Shop

330 – 336 Pacific Highway



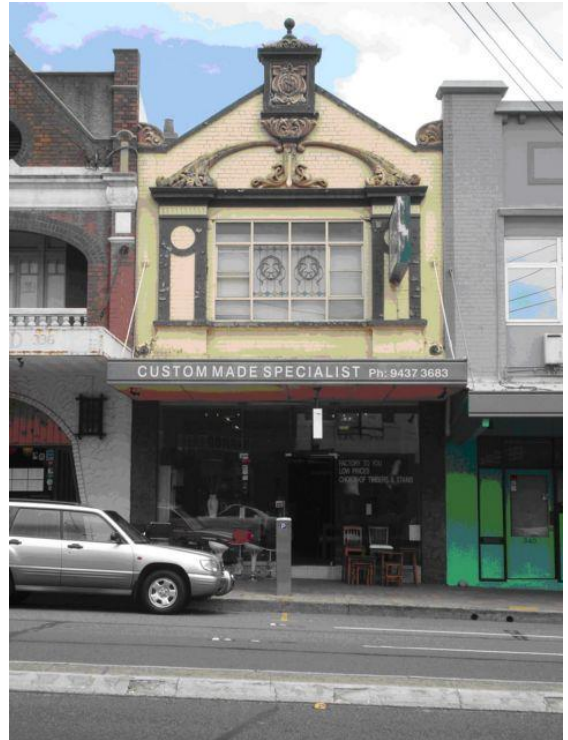
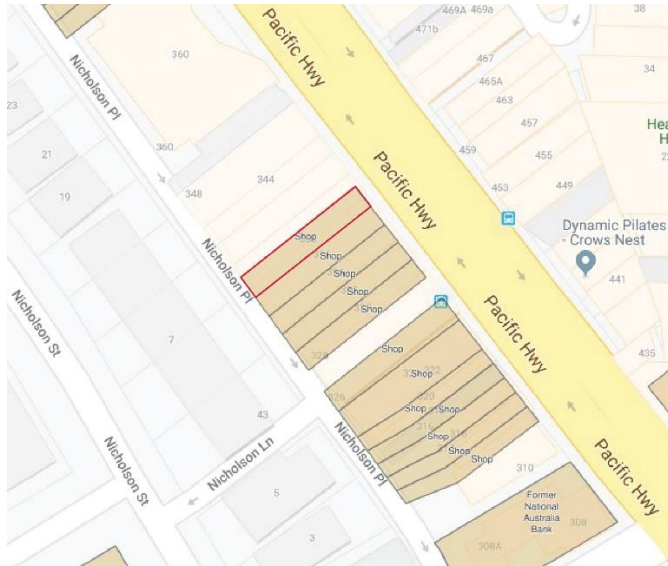
Statement of Significance:

A good and well detailed example of a two storey, brick and rendered masonry commercial building in the Federation Free style with residences to the first floor that was built as a row of four and that forms a streetscape of high quality

Local Heritage Item 0164

Shop

328 Pacific Highway



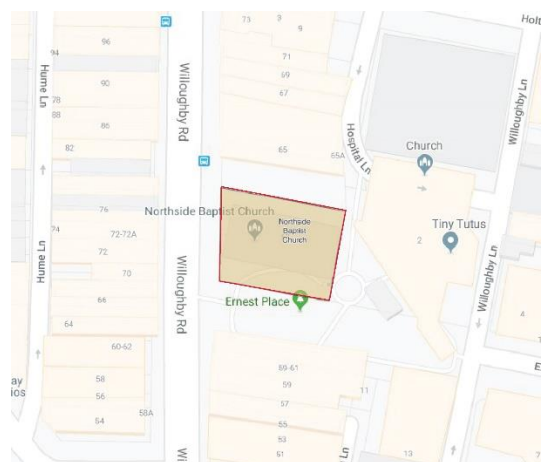
Statement of Significance:

A rare example of a two storey, brick and rendered masonry commercial building in the Federation Free style with unusual Art Nouveau decoration to the upper facade.

Local Heritage Item 0182

Northside Baptist Church

63 Willoughby Road



Statement of Significance:

Important local church which is a fine example of the Federation Gothic style, in important central location in Crows Nest.

4.0 Historic Context

4.1 Land Grants and Early Access (1788 – 1850)

The current suburb of Crows Nest is located in land originally granted to London born man, Edward Wollstonecraft. Wollstonecraft was a wealthy merchant and landowner as well as nephew to Mary Shelley, the famous gothic author. In 1812, Wollstonecraft met Scottish merchant Alexander Berry and the two men formed a friendship, which would later become a formal business partnership. Wollstonecraft and Berry were active figures in the early commercial and financial development of the colony and, by the time of Wollstonecraft's death in 1832, each had amassed large estates, particularly in Coolangatta.¹

For the first decade of British occupation in Port Jackson, grants of land were typically minor. Governor Philips stipulated that any land grants must have a particular use and those entitled to a land grant were only to include free settlers, emancipated convicts and non-officers from the Marine Corps. This policy was largely aimed at discouraging land speculation. However, in 1821, Governor Macquarie altered this policy to allow for land grants for those who could pass a capital means test, allowing for a degree of land speculation.² Consequently, in the early 19th century, land grants around the North Shore were characterised by small holdings belonging to working class men and non-commissioned members of the New South Wales Corps, with more moderately sized grants belonging to the established wealthy gentry from Britain. However, at this time, occupation was still scattered and access to and from these grants was limited.³

Berry and Wollstonecraft arrived in NSW in 1819. Upon arrival, Edward and Alexander each received grants from the Governor cumulatively amounting to 2000 acres. Of this, 500 acres was located in the North Shore and specifically granted Wollstonecraft. The land was described as 'exclusive of sand and rocks'. In this spot, he built a small cottage located at the top of a hill, which was named 'Crow's Nest'. Though not located inside the suburb's boundaries, it would be after this cottage that 'Crows Nest' was named. In 1827, Elizabeth Wollstonecraft, the sister of Edward Wollstonecraft, migrated to New South Wales and married Alexander Berry on 21 September 1827.⁴

Necessary for early movement, unlicensed ferrying services had existed since the inception of the colony. In 1803, Governor King instituted a system of licencing and fare schedules to the ferrying of peoples around the Harbour, following complains about the conduct and irregularity of the service. In 1808, William (Billy) Blue offered licenced ferrying services from the settlement at Sydney Cove around the Harbour. In 1816, he established a regular route to the North Shore, primarily for the few people who worked and lived around the shoreline. In 1842, the first vehicular ferry was established. Though ferrying between Sydney and the

¹ Stephen, M. D. 1967. "Wollstonecraft, Edward (1783-1832)", Australian Dictionary of Biography, National Centre of Biography, Australian National University. Site Accessed on 30.07.2018 at: <http://adb.anu.edu.au/biography/wollstonecraft-edward-2812>

² Enid Campbell, *Conditional Land Grants by the Crown*, University of Tasmania Law Review Vol 25, No 1 2008, p.48

³ G. Souter, *Mosman a History*, Melbourne University Press (1995), pp.1-6.

⁴ GML, North Shore Heritage Study, p.32.

North Shore was the most utilised form of transport, it was still a relatively small-scale industry.⁵

Following Edward Wollstonecraft's death in 1838, Elizabeth and Alexander took ownership of his Crows Nest holdings. They subsequently accumulated land to the east of the estate, including the parcels on which the current subject site exists. By the mid-18th century, land holdings in the north shore were, on average, becoming larger and accumulating in the hands of fewer people. Some of these owners, such as Alexander Berry, began subdividing and selling off portions of his estates near Lane Cove Road (now the Pacific Highway) after the death of Elizabeth. However, around Crows Nest, sales of these lots were few and, after this experience, Berry was reluctant to engage in further land division.⁶



Figure 10 - Sketch of Slab Hut with Sydney's north shore in background, drawn circa 1842-1850. This sketch is indicative of the still largely rural character of the north shore (Source: SLNSW, File No: 1118520).

By the mid-18th century, estate subdivision was becoming more common in the south and western areas around Sydney, however, the process in North Sydney was still comparatively slower. Roads through the North Shore typically started at the shoreline and followed the lines of least resistance, often along ridge lines, to access locations where good timbers for milling could be found. Though having already existed as one such track for decades, Lane Cove Road was proclaimed in 1845 in connexion with the road from Billy Blue's Point to St Leonards. By 1852, the road, which was 66 feet wide, became the responsibility of the

⁵ Ibid, p.44.

⁶ G. J. R. Linge, *Industrial Awakening*, 1979, p.98.

government. Lane Cove Road began at the Milsons Point wharves and tracked up ridge line, through Berry's estate.⁷



Figure 11 – Overview of the landholdings and road in the wider North Shore area (Source: SLNSW: parish map of Willoughby, Country of Cumberland: File No: FL3779915).

⁷Eric Russell, *Lane Cove 1788, 1895, 1970: A North Shore History*. The Council of the Municipality of Lane Cove, p.12.



Figure 12 – Parish Map dating to the early 18th century, showing the existing road networks and land ownership around current day Crows Nest and the subject site (Source: SLNSW: parish map of Willoughby, Country of Cumberland: File No: FL3779915).

4.2 Subdivision and Development (1850 – 1915)

In 1856, the colony of New South Wales established representational government. Shortly following this, the *(NSW) Municipalities Act 1858* was passed and the question of local government was raised on the North Shore. Several public meetings were held in the Old Commodore Hotel to decide the matter of local government. Estate owners, including Alexander Berry, were strongly opposed to the proclamation of government in the North Shore, largely on the grounds that their ‘farmlands’ would be unfairly subject to council rates. Nonetheless, in 1859, a local council was established. In the following decades, a number of municipalities would emerge across the North Shore, incorporating areas from Lane Cove to Mosman. Until his death in 1873, Alexander Berry continued to oppose the creation of any municipality which might collect rates from his land.⁸

In spite of the creation of a municipality, the population was sparse and still growing slowly. The gold rush of the 1850s had exponentially increased the population of New South Wales, such that, in 1856, the total population was 252,640 but the population of Sydney was 42,240. As a place to live, North Sydney was not conveniently located and lacked the industry necessary to maintain a working population. This was such that, in 1859, the number of families listed as residing in the North Shore was 151. However, in 1861, the North Shore Ferry Company was established and it began operating a regular service from Circular Quay to Milsons Point, which rapidly grew. The impact of the North Shore Ferry

⁸Op.cit, GML, p.61.

Company was such that, by 1867, the number of families in the area had increased to 328. Nonetheless, most of these families were still located in or around the shoreline.⁹

In the 1870s, a wealthy miner, Bernhardt Otto Holtermann, purchased parcels of land from Sir John Hay, the inheritor of Alexander Berry's Estate, in the areas around modern day North Sydney. Born in Hamburg, Germany, Holtermann arrived in Victoria in 1856 and soon became a gold miner. When a mine shaft in which he had a claim extracted the world's largest gold reef specimen on the 21st of October 1871, he was able to stop working and indulge his interests. On the land he had bought in North Sydney, he redeveloped a large house and began experimenting with photography. By the late 1870s, Holtermann had involved himself in civic life and became the Member for St Leonards in 1882. In the early 1880s, Holtermann made extensive land purchases, leading to the consolidated subdivision of large areas around Crows Nest.¹⁰

Holtermann had begun subdividing his estates in the early 1880s and the allotments were generally considered suitable for working class families. In spite of his early death in 1885 at age 47, the subdivision and development of the land continued. These developments established a common grid pattern typified by wide main streets and narrow back lanes. The subdivision incorporated the existing Lane Cove Road, as well as some smaller estate roads. The Holtermann developments continued into 1890s. In the early 1890s, Hay subdivided the remaining portions of the Berry Estate but, because of the economic depression of the time, sales were slow.

Throughout the 1860s and 1870s, large landowners had agitated for the construction of a railway from Hornsby into the North Shore but without success. However, in 1885, Henry Parkes ran for parliament in the seat St Leonards. Having formed government, Parkes instructed John Sutherland, the Minister for Public Works, that provision should be made for a railway line into North Sydney. Construction began in 1887. Prior to these works, Hay had donated a portion of his estates to the State Government for the extension of the railway line. Opportunistically, he sought to subdivide his estates and capitalise on the expected residential expansion in North Sydney, however, few allotments sold.¹¹

Between 1870s and 1900s, a number of new services and infrastructure projects began in North Sydney. Chief among these was the introduction of telegraph lines, the North Shore train line, town gas, reticulated water and tram lines. The introduction of these services dramatically altered movement and housing development in the North Shore. The opening of the tramway from Milsons Point to Ridge Street in 1886 allowed convenient transport for residents and day trippers in the area. As a result of the trams, it was possible to provide housing and local commercial centres away from the foreshores. Accordingly, the advantage afforded by trams was such that lines rapidly spread along most major roads, with the objective of linking to transport hubs at wharves and the newly opening train stations. By

⁹ Garry Wotherspoon, Dictionary of Sydney, 'Ferries', 2008.

¹⁰ Keast Burke, 'Holtermann Bernhardt Otto (1838 – 1885)', Australian Dictionary of Biography, National Centre of Biography, Australian national University.

¹¹ North Sydney Council. *From land Grant to Subdivision*. 2018

1883, the tramway had extended along Lane Cove Road to the Crows Nest Junction and later to St Leonards Station.¹²

The first house to be recorded in the study area was built in 1884. A single-storey brick house with iron roof and five bedrooms, it was owned by Ernest Henstridge. Immediately adjacent this residence was a house of the same construction and size, also owned by Henstridge. The houses appear to be a semi-detached pair. A further residential building within the study area was a single storey brick house with three rooms, owned and occupied by William Carter and present in 1894. Though the process of subdivision had started in the 1880s, residential construction was gradual, with houses and commercial buildings still being built into the 1910s. Residential styles in Crows Nest were predominantly late Victorian and early Federation, though some owners built with more ostentation and constructed houses in the Italianate and Queen Anne styles.¹³

With new transportation and a growing residential community, through the 1910s, commercial and larger religious buildings were being constructed. The Northside Baptist Church was constructed in 1900 and was enlarged to its current state in 1909, while the Uniting Church was built in 1890 but was enlarged to its current size in 1908. The commercial centre of Crows Nest formed around the former tramway intersection of Crows Nest Junction (the Intersection of Falcon Street, the Pacific Highway and Willoughby Road). Early commercial buildings included grocers, banks, plumbing and gas fitting, rent collectors, hardware stores, hotels, auto mechanics, theatres and picture theatres.¹⁴

During the 1910s, houses were being built around the subject site, however, inside the subject site, the only houses recorded are located at current 590 Pacific Highway, 495 Pacific Highway and 14 Clark Street.¹⁵

¹² Op.cit, GML, p.12.

¹³ North Sydney DCP, Area Character Statement, Section 3 Crows Nest planning Area, p.12.

¹⁴ Draft for North Shore Historical Society 1980, 'Memories of old Crows Nest shopping centre', p.2

¹⁵ Op.cit, GML, p.50.

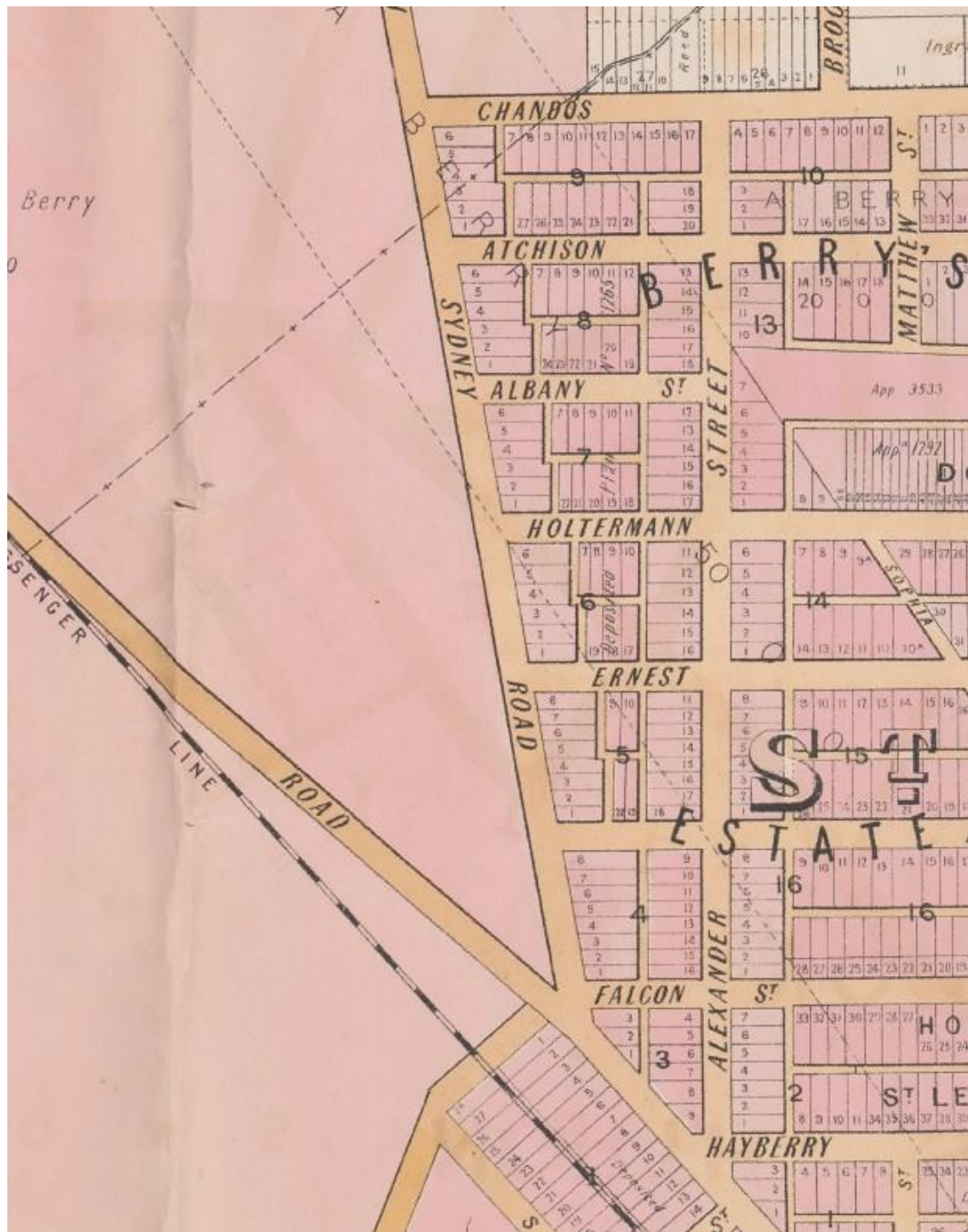


Figure 13 – Map of St Leonards 1887, showing Lane Cove Road and North Sydney Road at Crows Nest Junction (Source: Stanton Library, Heritage Studies Room).

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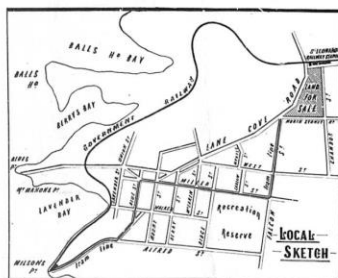


Figure 14 – 1892 Subdivision plan of Crows Nest, plan shows Crows Nest before tramlines were introduced (Source: Stanton Library, SP130).

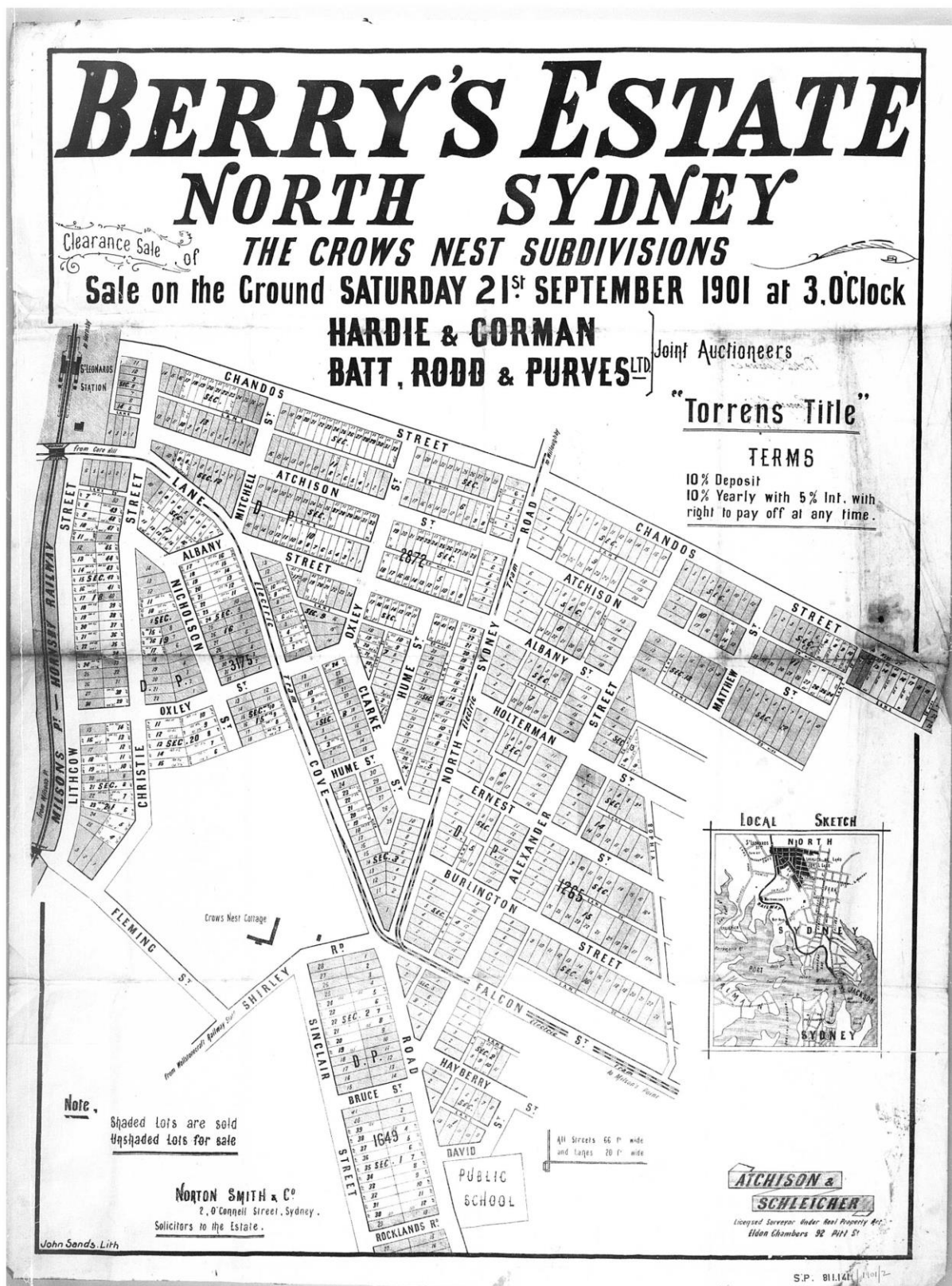


Figure 15 - 1901 Subdivision plan of Crows Nest plan shows Crows Nest after tramlines were introduced (Source: Stanton Library, SP346).



Figure 16 – Crows Nest junction in 1912, this image shows Crows Nest junction with the tramlines. Note the commercial structures around the intersection (Source: Stanton Library: PF 2174- PF 2175).



Figure 175 – Pacific Highway in 1912, this image shows the type and scale of buildings along the highway leading towards the St Leonards Stations (Source: Stanton Library: PF 2173).

4.3 Expansion and Modernisation (1915 - present)

During the interwar period, the commercial areas of Crows Nest rapidly developed. Prompted by increased access from trains, trams and cars, the value of commercial land around the Crows Nest Junction and Willoughby Street increased exponentially and turn-over was rapid. Adjacent to the still new 1910s federation style arcade on the corner of Willoughby and Burlington Street, O.J. Williams opened his four storey, functionalist style department store. In 1921, the first authorised Ford dealership was opened by Frank Delandro who, by 1938, had built a state-of-the-art service station on the Pacific Highway. During the interwar period, the character of the suburb was still dominantly Federation and Victorian, but now it included buildings with a more international style. The last residential lots from Hay's holdings were disposed in 1932 and Crows Nest House, after which the suburb was named, was demolished. Lots which hadn't yet been developed yet continued to be built in more international styles. Bungalows were the dominant type.¹⁶

In 1932, the Sydney Harbour Bridge was opened. The eight-lane bridge from the Sydney CBD into the North Shore immediately changed the movement pattern of people around the North Shore. As ferries closed and the Horney to Milson Point train line was extended over the bridge, commercial activity around the shoreline of North Sydney drastically dropped. In Crows Nest, the Pacific Highway now directed even more people through the suburb and generally contributed to an increase of foot traffic. Even subsequent widenings in 1936/9 does not appear to have negatively affected the growth in the value of commercial properties. The benefits of having three transport vectors into the community were such that the Sydney Morning Herald described Crows Nest as *'the main shopping centre for the North Sydney Districts'*.¹⁷

The price of commercial land around Crows Nest continued to rise, even after World War 2. In the early 1950s, the price per foot in one retail store shopfront building sold for nearly £200 per inch of retail space. In conjunction with typical suburban commercial price rises, the nature of professional services was changing. Office services, such as those provided by solicitors, doctors and accountants, had also become established around Crows Nest and St Leonards. This gradually began changing the character of commercial activity conducted in the suburb but also generally raised the profile of the area as well.¹⁸

In 1958, a closure of the tramways took place across Sydney, as it was generally considered that privately owned cars were to become the major mode of transport for people in and around Sydney. In much the same way that trams had allowed for the development of areas away from the shoreline of North Sydney, cars allowed for a greater degree of suburbanisation than had originally been planned. As this continued to increase the number of cars on the roads and, in turn, increase congestion, planning began on the Warringah Expressway, which was to become the main thoroughfare between the northern suburbs and the Sydney Harbour Bridge. The Warringah Expressway was opened in 1968.¹⁹

¹⁶ Op.cit, GML, p.34.

¹⁷ Sydney Morning Herald, *Building and Construction, Shops at Crows Nest*, April 1939, p.6.

¹⁸ North Shore Historical Society, *Crows Nest's Expanding Future*, Vol 18 No 1, 1978, p.6-7.

¹⁹ Op.Cit, GML, p.73.

As a result of changing transport patterns in North Sydney, in the late twentieth century, travel to and through Crows Nest had lessened. Fewer customers were travelling to Crows Nest from near-by North Shore suburbs. The commercial centre of Crows Nest changed in response to the decline of inter-suburban traffic, the commercial activities beginning began to cater more directly to the immediate residential population to the east and west of the suburb. One of the notable changes was the opening of numerous restaurants during the 1980s. Since their opening, these establishments have generally characterised the main streets of the suburb throughout the 20th century up to the present day.²⁰

In the late 20th century, the size and scale of buildings around St Leonards Station and along the Pacific Highway began to change. The St Leonards Centre was built in 1972 and was a stark brutalist introduction to the streetscape around Crows Nest. The building was designed by Kerr and Smith architects for CBC (Commercial Banking Company of Sydney). The St Leonards Centre was designed to house the new computing equipment used by CBC for its financial services, requiring hundreds of people to operate the centre. The design of the St Leonards Centre was built in a deliberately international style and broke from the more vernacular styles present in the streetscape. Since the construction St Leonards Centre, a concentration of high-rise developments has been built around St Leonards Station. In 1993, this included the redeveloped St Leonards Station.²¹



Figure 18 1943 Aerial photo of the site showing the density of the Crows Nest and the junction by 1943. Notes that some lots on the subject site were still unoccupied by this period (Source: LPI Six Viewer).

²⁰See figure 15 for an overlay of the number of restaurants in Crow's Nest.

²¹North Shore Historical Society, *Crows Nest's Expanding Future*, Vol 18 No 1, 1978, p.6-7.



Figure 6 – Pacific Highway showing the Crows Nest Junction June 1960 (Source: RMS Multimedia Library, 10524PH.jpg).



Figure 20 - Pacific Highway showing the Crows Nest Junction June 1960 (Source: RMS Multimedia Library, 10526PH.jpg).

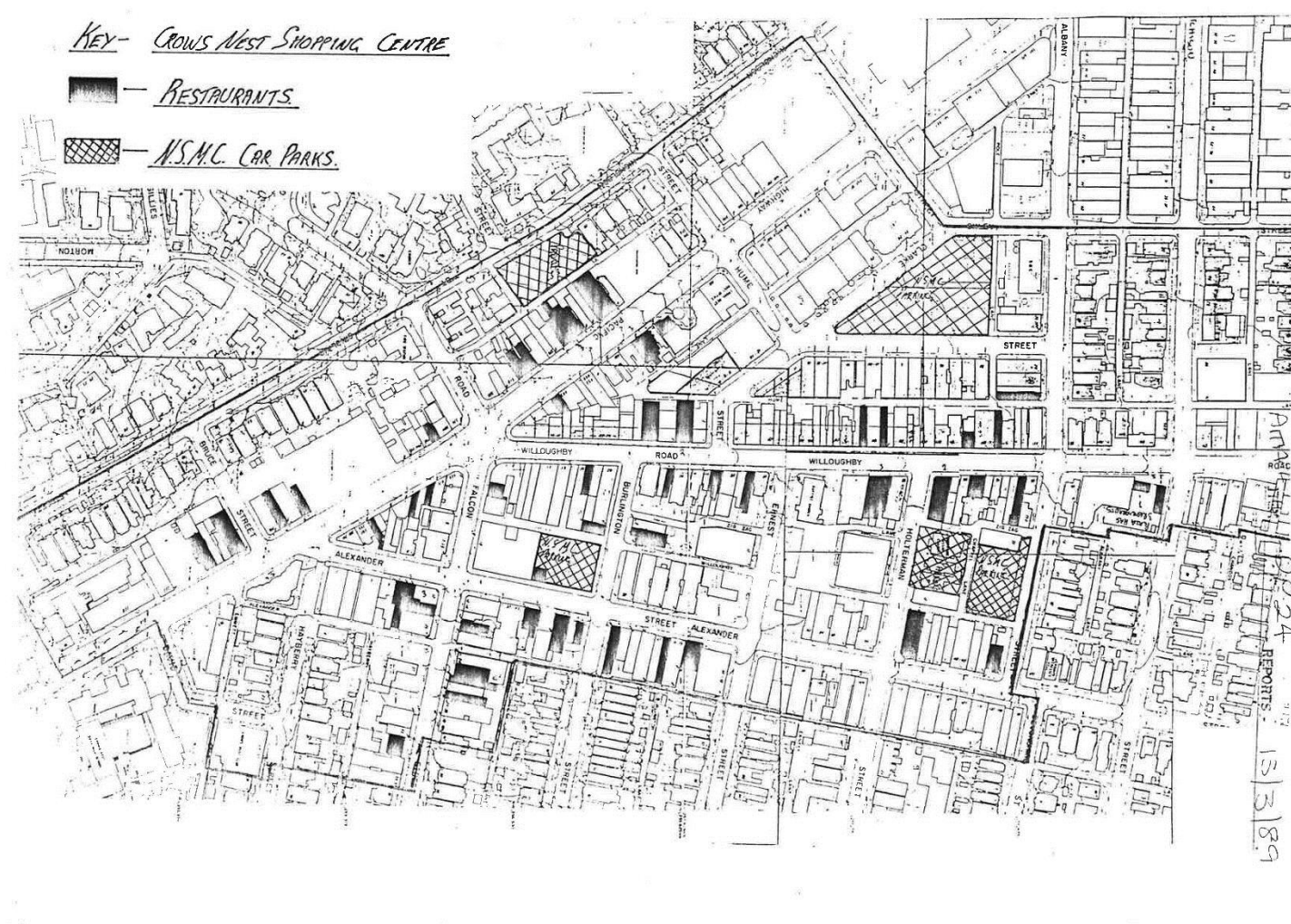


Figure 7 – The number of restaurants in Crows Nest in 1989 is indicated by the shaded buildings. (Source: Stanton Library, attachment DP24).

5.0 Physical Description

5.1 Current Context

Currently, land in the subject area has been cleared to make way for the Sydney Metro, though it had previously been occupied by a mix of interwar to later twentieth century commercial buildings.

The site prior to the demolition comprised of a 1950-1970s building at 459 Pacific Highway which was used as an Australia Post branch, a single storey commercial building at 479 Pacific Highway, a two storey late 20th century commercial building at 477 Pacific Highway, a mix of single and double storey inter-war buildings at 497-507 Pacific Highway, contemporary multi-storey buildings at 511 and 521 Pacific Highway and single storey recent development at 14 Clarke Street. The former varied nature of the amalgamated site reveals the different stages of development that can be seen reflected along the Pacific Highway and the larger area.

The subject site of the Crows Nest Metro station is connected to the larger area in terms of accessibility via the existing access routes from Oxley Street and Willoughby Road, and along Pacific Highway predominantly from St Leonards Station and commercial areas. The site also lends to access to the western side of Pacific Highway along Oxley Street and Hume Street.



Figure 22 - Current subject site, previous 20th century store front buildings demolished for the construction of the Metro Station (Source: Extent Heritage).

6.0 Setting and Views

6.1 Current Setting and View

The site is located on the Pacific Highway, which serves as one of the major arterial roads between North Sydney and Chatswood. The section of the Pacific Highway located between Crows Nest Junction and St Leonards Station is lined with a mix of federation and interwar commercial buildings, as well as more recent 20th century semi-residential-commercial structures.



Figure 23 - Typical buildings along the Pacific Highway from Crows Nest Junction to St Leonards Station (Source: Extent Heritage).

Buildings along the Pacific Highway range from the interwar period to early 21st century, and are comprised of a mix of commercial and residential structures. As a result, the number of styles, varieties of materials and façade details are varied and not strictly homogenous. Towards St Leonards Station the bulk and scale and of buildings gradually changes, though plantings remain the same. Often where buildings have been constructed with greater height, and more obvious bulk, they have been stepped back and use a podium, so as to be more sympathetic to the existing character of the streetscape.

Along the Pacific Highway, at Crows Nest Junction, the setback for street facing buildings is consistent. Footpaths are narrow and typically match the width of shopfront awnings. The scale is rarely higher than three storeys and the bulk of the buildings take their cue from the two-storey, interwar shop fronts. There are some exotic plantings on the footpath of road reserve which, in sections, serve to soften the immediate environment.



Figure 8 - Crows Nest junction showing the character and general view-lines along the streetscape (Extent Heritage).

At the Crows Nest Junction, the corner buildings are visually distinctive from the other buildings in the streetscape. These buildings largely determine the sense of character at the junction and serve to frame view lines along the streets. The buildings on the corners of the junction typically have a larger mass than the surrounding built environment.

To the east of the study area, buildings are a mix of commercial office space and high density residential apartments, with the exception of the North Sydney Indoor centre and Hume Street Park. Buildings are more modern and typically date to the mid to late twentieth century. The dominant materials are concrete and glass. Many of the twentieth century buildings in the vicinity of the subject site take influence from the St Leonards Centre, which has a strong brutalist style and a monumental bulk, consequently the sense of scale and bulk is much larger. On Hume Street and the southern end of Clark Street, most buildings consist of modern two storey, 20th century shopfronts with consistent setbacks and awnings.



Figure 259 - The eastern side of the Crows Nest Station site, showing the built environment on Clark Street (Source: Extent Heritage)

6.2 Planning Context and Potential Future Development

The *Greater Sydney Region Plan 2018*, has identified Crows Nest inside Eastern Harbour City, and more specifically, the eastern economic corridor. Located between Macquarie Park and Sydney Airport, the eastern economic corridor is considered to be of national importance. In 2015-2016 it accounted for 24 per cent of Australia growth in GDP and currently contains approximately 775,000 jobs. The construction of the Sydney Metro City and South West rail network will extend the reach and frequency of travel in the eastern economic corridor and improve the capacity of travel across the region. The *Northern Districts Plan 2018* has identified place-based planning as an important consideration to improve neighbourhoods, local centres and larger scaled areas. Generally, this is guided by a 'movement and place' framework. As the area around the Crow's Nest Station is a part of the Pacific Highway movement corridor, it has been identified as an appropriate place to allow for uplift in the height and mass of structures.

In line with the above policies, a number of developments are being undertaken around the St Leonards Town Centre. The *St Leonards and Crows Nest Station Precinct Interim Statement 2017* notes that, by 2036, the number of jobs in the area is expected to rise from 44,000 to 63,000. To account for this, a variety of housing forms and densities will be required in the local area. Principally, this includes the construction a number of residential apartment buildings which will take advantage of the movement transport framework. These buildings are generally of a height and mass which either match or are greater than the current St Leonards Railway Station or the Royal North Shore Hospital (see **Figure 26**).

In response to the proposed Victoria Cross and Crows Nest Metro Stations, located inside the North Sydney LGA, North Sydney Council have resolved to work closely with Transport for NSW throughout the project to response to the needs of the local population. As a result of that communication North Sydney Council developed a planning study for the Sydney Metro Stations. This study specifically identified the potential to integrate and interconnect the proposed Metro Stations to key areas in the vicinity.

At the site of the Crows Nest Station, it is intended to improve the existing public domain in a number of ways. Principally this would include the Hume Street Park Expansion which would open up the existing recreational space and provide better pedestrian access into Willoughby Road. Part of the Hume Park upgrade includes establishing setbacks between the footpath and station buildings and improving the four major intersections around the station (see **Figure 27**).

Planned future developments will alter the setting and views in the vicinity of the study area such that the built environment will be substantively different from what it is today. To the north-east of the station site, the area will be characterised by greater uplift from high-rise residential housing, while in the immediate vicinity, the streetscape to the immediate north, east and south will have greater setbacks and a revitalised open green space.



Figure 26 - The proposed or approved mass and heights of buildings to be built in the surrounds of the St Leonards Town Centre. These buildings are being delivered in the immediate area by unrelated parties. The proposed Crows Nest integrated station development is an artist's impression of the concept design and does not represent the final design of the building (Source: Sydney Metro).

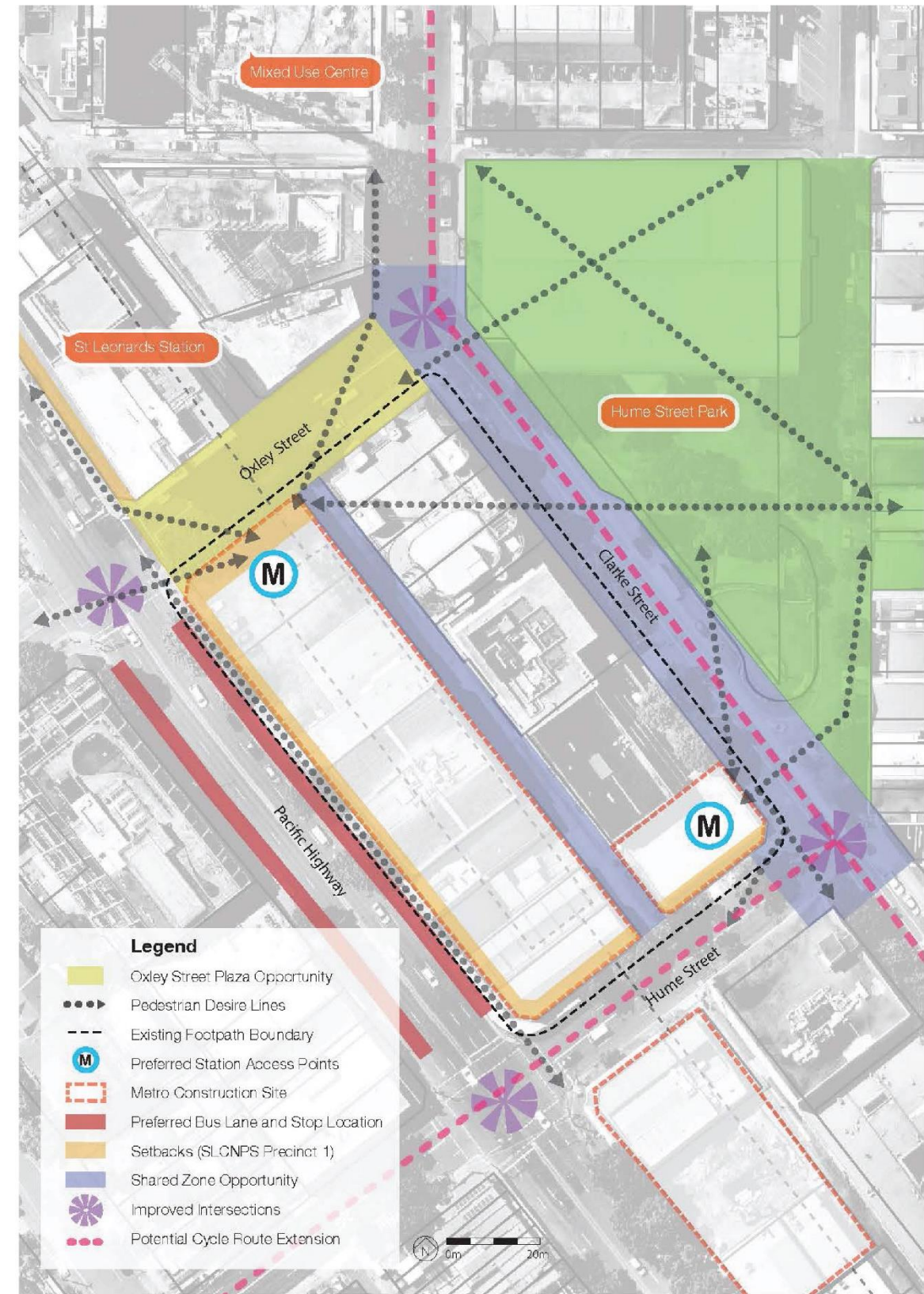


Figure 27 - Future development in the Crows Nest Town Centre in response to the implementation of the Sydney Metro Crows Nest Station. The Image on the left demonstrates how some areas around the Crows Nest Station will be developed to better connect pedestrians with identified key areas around the station. The Image on the right demonstrates how the existing green space of Hume Street Park will be used to provide a better integration between the new Crows Nest Station and surrounding built environment. Particularly the key character area of Willoughby Road (Source: North Sydney Council, Crows Nest and North Sydney, Sydney Metro Planning Study).

7.0 Design Proposal

7.1 Proposal

The Crows Nest Station OSDs concept SSD Application seeks approval for the building envelope for structures on all three sites, including the street-wall heights and setbacks, together with a framework to inform the detailed design of the development of the structure as is shown in **Figure 28**, **Figure 29**, and **Figure 30**. The concept OSDs design prepared by Foster and Partners, is indicative only and represents the current considered potential built forms of the OSD. As this application seeks approval for the building envelope only, further detail concerning form, façade detailing, and materials will be further refined as part of the future detailing design SSD Application(s)

The concept proposal involves a commercial development over the planned Crows Nest Station. This will include lobbies for buildings A, B and C as shaded in blue in **Figure 28**, but will exclude the building infrastructure, space for future lift cores, parking, retail and building services as shaded in pink. The indicative ground floor plan and proposed OSD envelope is shown in **Figure 28** and **Figure 30**. Though the ground floor plan is part of the CSSI Approval for the Metro Station, the ground floor plan demonstrates the division of space as allocated to the separate developments.

The OSDs are located on three separate sites labelled Site A, Site B and Site C. Each OSD interfaces with the above ground sections of the Crows Nest Railway Station. These sites will provide for a Gross Floor Area of the OSD is approximately 55,400 square metres. Site A is proposed for residential use, with approximately 37,500 square metres of space translating to 350 apartments. Site B is proposed for a hotel or for general commercial use, with approximately 15,200 square metres equating to 250 hotel rooms and associated conference facilities. Site C is proposed for commercial allowing for a total area of 2,700 square metres.

- The lower levels of Site A are situated over the Crows Nest Metro Station. The footprint is rectangular and, similar to the metro station, extends the length of the block from Hume Street to Oxley Street and Pacific Highway to Clark Street. The centre of the development terminates as a medium-rise building, while the northern and southern ends of the site rise to a height of RL 183.
- Site B is situated over the Crows Nest Metro Station. The building envelope encompasses the same footprint as the station to height of RL155. This OSD will have frontages to Hume Street and the Pacific Highway, with access to the OSD lobby on Hume Street.
- Site C is situated over the Crows Nest Metro Station. The building envelope encompasses the same footprint as the station to a height of RL 127.

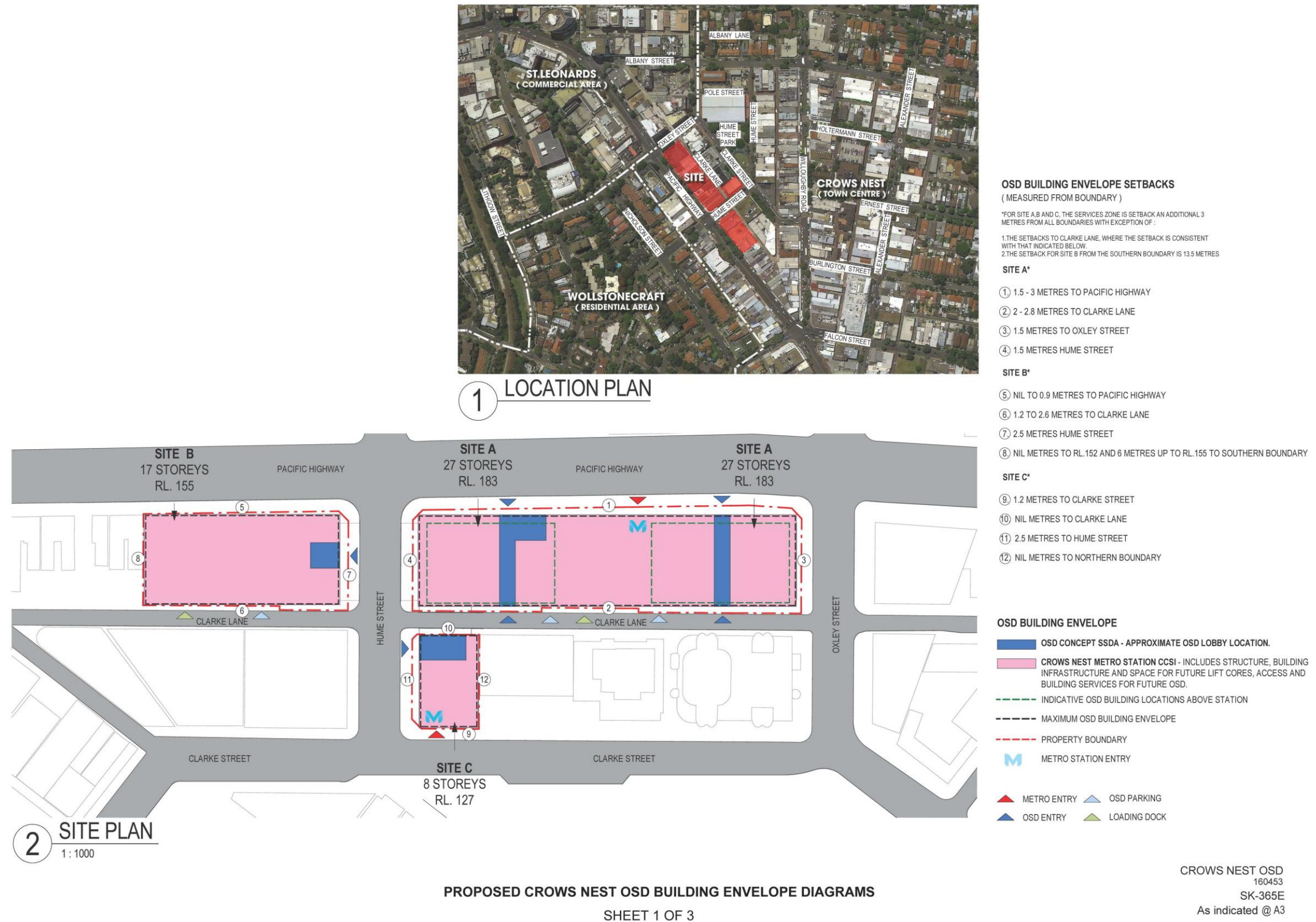
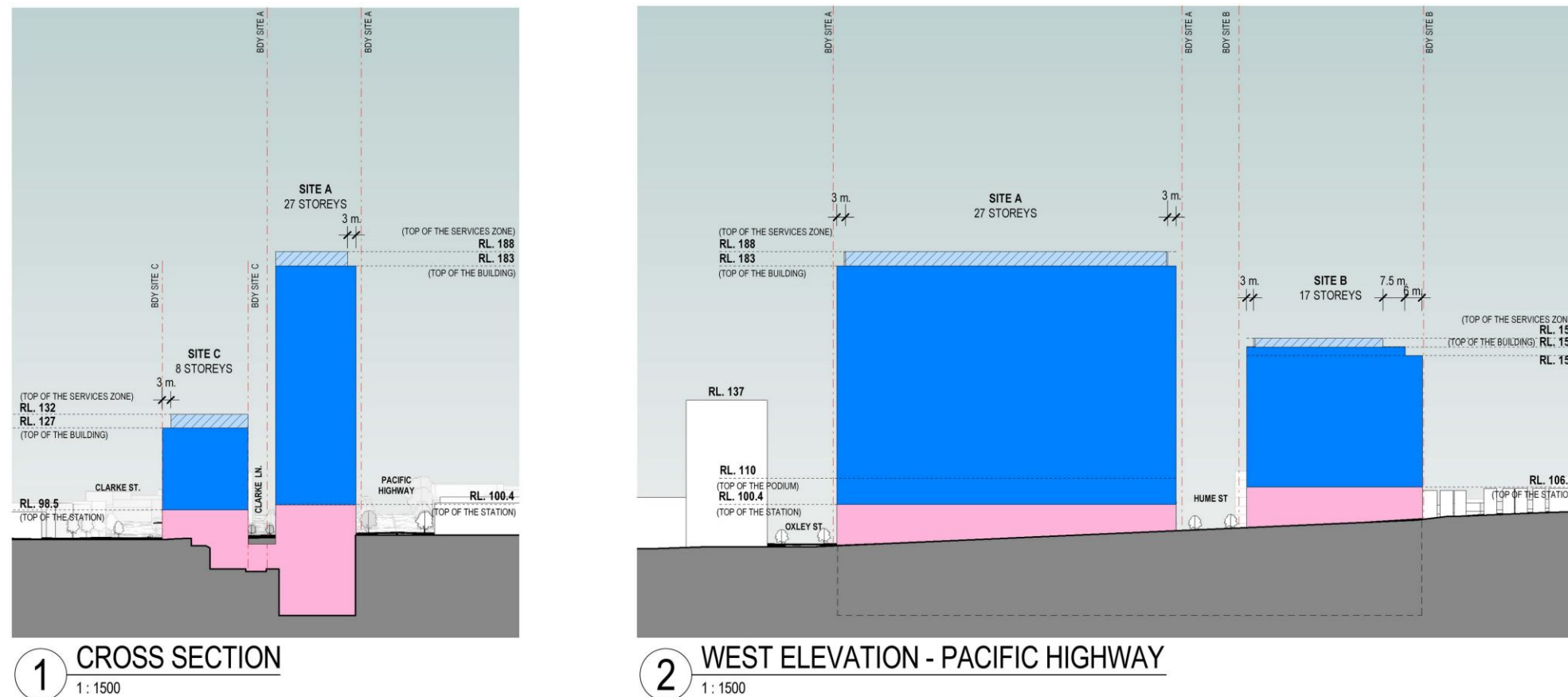


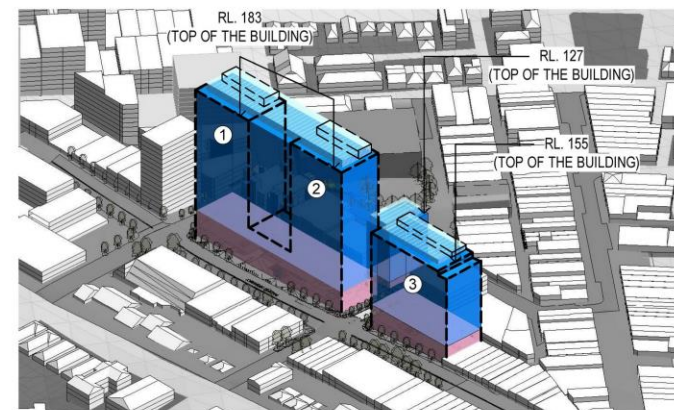
Figure 2810 – OSD architectural design illustrations showing footprint, floorplan and setbacks (Source: Sydney Metro).



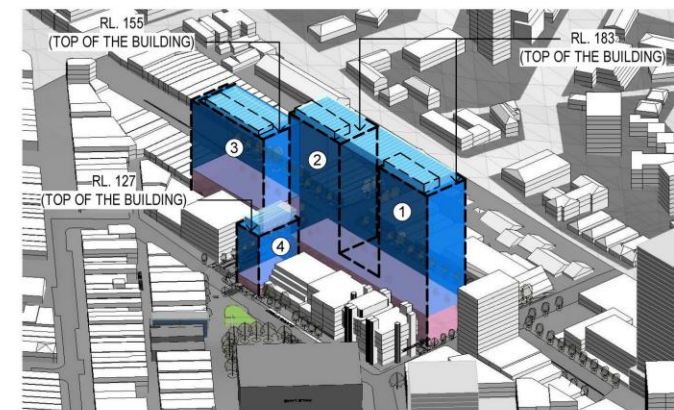
PROPOSED CROWS NEST OSD BUILDING ENVELOPE DIAGRAMS
SHEET 2 OF 3

CROWS NEST OSD
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As indicated @ A3

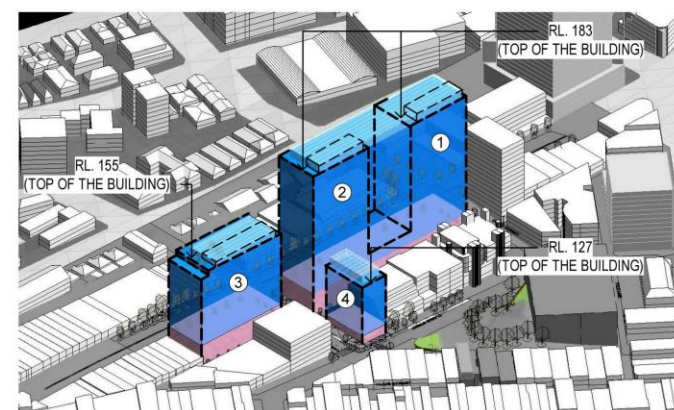
Figure 29 OSD architectural design showing overall height of the proposal (Source: Sydney Metro).



1 VIEW TO THE NORTH



2 VIEW TO THE SOUTH



3 VIEW TO THE WEST



4 VIEW TO THE EAST

OSD BUILDING ENVELOPE

MAXIMUM OSD BUILDING ENVELOPE

CROWS NEST METRO STATION CCSI - INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.

INDICATIVE OSD BUILDINGS

- ① SITE A - BUILDING A NORTH (RESIDENTIAL)
- ② SITE A - BUILDING A SOUTH (RESIDENTIAL)
- ③ SITE B - BUILDING B (HOTEL OR COMMERCIAL)
- ④ SITE B - BUILDING C (COMMERCIAL)

PROPOSED CROWS NEST OSD BUILDING ENVELOPE DIAGRAMS

SHEET 3 OF 3

CROWS NEST OSD
160453
SK-367E
As indicated @ A3

Figure 3011 - OSD architectural design showing the dimensions of the proposal in relation to surrounding built environment (Source: Sydney Metro).

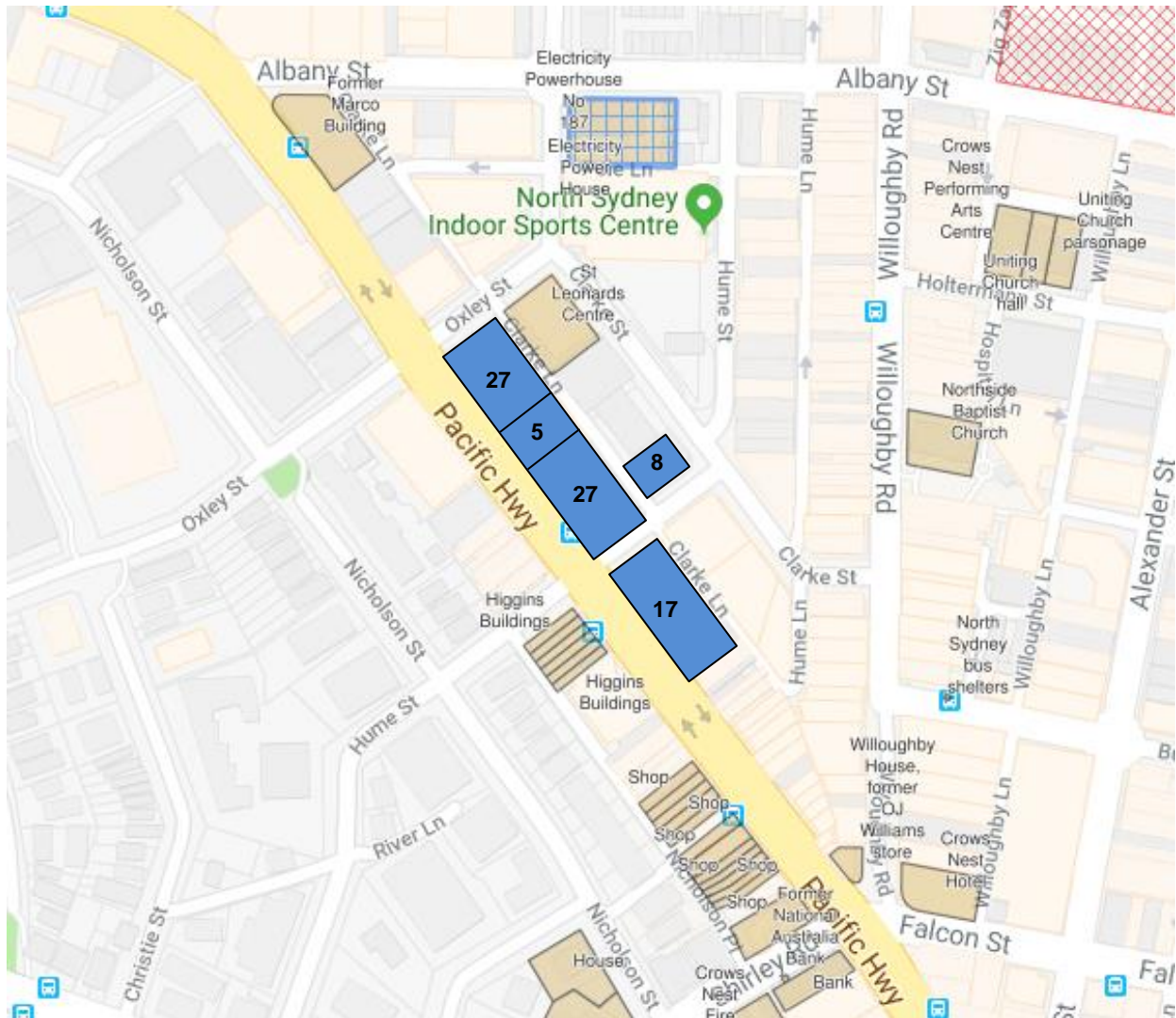


Figure 31 – Map showing heritage items in relation to proposed OSD (Source: NSW Planning Portal; Sydney Metro).

7.2 Crows Nest Over Station Development Design Quality Guidelines

Though the proposed development does not include any specific design features, Sydney metro has prepared the *Crows Nest Over Station Quality Design Guidelines* in anticipation of the future Overhead Station Development. These Guidelines are expected to provide design parameters which are consistent with the Sydney Metro CSW Design Guidelines. The following principles, identified throughout the design guidelines are intended to be integrated into future developments for the building, though it should be noted that they are not considered a part of the current works. The principles are intended to deliver activation, permeability, a sense of human scale and heritage sensitivity. This is to be achieved through:

- Responding to the surrounding streetscape scale, with direct reference to the local context
- Minimising bulk and scale through careful articulation and choice of materials
- Innovation in delivering distinct podium and OSD components while referencing design outcomes at St Leonards
- Extensive use of landscaping and green elements at street level and top-of-podium levels
- Maximising site permeability and connectivity by through site links
- Respecting surrounding historical cues and materiality, including traditional shopfront facades and the St Leonards Centre
- Relating car park heights to the scale of the St Leonard's Centre and designing for future adaptation
- Addressing pedestrian level wind environments at ground level
- Strong activation of street frontages, including station entries and lobbies
- Provision of community uses space at ground level, connected to green space
- Sensitive setbacks to provide context for the St Leonards Centre and improve amenity and traffic flow.

8.0 Assessment of Heritage Impact

8.1 Character

The larger area surrounding the proposed OSD buildings comprises high-rise to medium-rise developments, with an existing and emerging high-rise character associated with St Leonards. The scale and height of the proposed OSD building envelopes, draws upon the built character of the surroundings as the 27 storey building envelopes are located along the St Leonards edge of the site, with the 17 storey and 8 storey buildings envelopes proposed to the Crows Nest sides. While the proposal will alter the character of the area especially along the Crows Nest section of the Pacific Highway, the contained yet distributed massing of the building envelopes will help reduce the effect of the envelopes on the heritage items in the vicinity. This is evidenced in terms of the 27 storey OSD envelopes which are limited to the section of Pacific Highway which does not have heritage items directly opposite. Care has also been taken to limit the OSD envelope along Clarke Lane to 8 storeys such that it is in keeping with the 6-storey character of St Leonards Centre.

The proposed design is consistent with the character values identified in the draft *St Leonards and Crows Nest 2036 Plan* and the draft *Crows Nest Sydney Metro Site Rezoning Plan*. Specifically, the proposed OSD buildings gradually transition in height as the closer they are to surrounding to lower-scale areas, as is in keeping with the identified community values placed on a need to appropriately interface and transition between the different character areas in St Leonards and Cross Nest.

8.2 Sydney Metro Planning Study: Crows Nest and North Sydney

The *Sydney Metro Planning Study 2017* seeks to provide guidance for the future planning and development of the Metro development sites and their surrounds. It identifies opportunities for the future development of Crows Nest and North Sydney Metro station area in terms of improving amenity, connectivity, open spaces, built form and transport infrastructure.

Built form opportunities	Discussion
1. Clark Street Shared Zone: An opportunity exists to create a shared zone in Clark Street. This would further integrate the Metro into the surrounding public realm, and greatly improve safety and amenity for pedestrians accessing Hume Street Park and the Crows Nest Town Centre.	Shared zones are to be provided along Clarke Street and Clarke Lane as indicated in the Sydney Metro Planning Study. The OSD concept proposal separates entries to the CSSI and SSD developments such that entries to Crows Nest Metro Station are from Clarke Street, and the Pacific Highway; vehicular OSD entries are from Clarke Lane only, and pedestrian OSD entries are from Pacific Highway, Clarke Lane and Hume Street. This rationalisation of traffic flow supports the creation of shared zones, with St Leonards Centre as a heritage item forming an

	integral part of the shared zones.
2. Hume Street Park Extension: Council plans to significantly expand and redevelop Hume Street Park. An opportunity exists to extend it further via the full or partial closure of Clark Street, thereby seamlessly integrating the Metro with the area's principle public open space.	While the OSD concept proposal does not directly indicate the incorporation of the Metro development with the Hume Street Park Extension, an entry to the Metro station from Clarke Street from the ground floor of the 8-storey OSD envelope has been proposed which will enable this integration. Furthermore, the OSD towers are stepped down towards Clark Street such that the taller towers form a backdrop to Hume Street Park, forming a visual link with the proposed development.
3. Oxley Street The location of the north-western access portal at Oxley Street creates the need for the improvement of pedestrian amenity and movement to and from that portal. An opportunity exists to either partially or fully close the section of Oxley Street to either partially or fully close the section of Oxley Street indicated at left to provide that circulation space and an expanded plaza / forecourt to the metro.	Oxley Street has two heritage items that would benefit from the possible creation of a plaza along Oxley Street. The St Leonards Centre would be incorporated as part of a proposed Oxley Street plaza, and the Electricity Powerhouse No 187 which is along Oxley Street and is a local heritage item, would be visible from the proposed plaza. However, the OSD concept proposal does not provide any entries to the metro station or to the OSD envelopes from Oxley Street which is an opportunity that could be explored in further design development of the OSDs.
4. Bus Lane and Stops: To facilitate inter-modal transport integration, bus lanes and stops could be implemented on both sides of the Pacific Highway between Hume and Oxley Streets.	Rationalising bus lanes and stops along Pacific Highway between Hume and Oxley Streets would enable greater visual integration of heritage items – the Higgins buildings, along the southern edge of the Pacific Highway. The proposed entry to the Metro and the OSD towers from the Pacific Highway and from Hume Street enables the inter-modal transport integration.
5. Cycle Infrastructure: The opportunities exists to improve the cycling experience in Crows Nest, with existing routes integrating well with the Metro	Cycle networks have been identified along Oxley, Clarke and Hume Streets, and while the OSD concept proposal does not provide for this directly, the placement of entries to the 17 and 8 -storey OSD buildings along Hume Street, and entry to the Metro station from Clarke Street, will support the use of

location, with the opportunity to expand the network further. The provision of new and improved cycling infrastructure within the Metro station will encourage additional active transport movements.	cycles by residents and users of the OSDs and Metro station.
6. Laneway Activation: To improve pedestrian safety and amenity, and general permeability of the area, the upgrade and partial activation of nearby laneways should be considered.	The introduction of a shared zone to Clarke Lane will assist in the activation of the laneway behind the 27-storey OSD buildings and Metro station. The placement of entries to the OSDs and to the carpark of the OSDs, and a shared loading dock along Clarke Street will ensure the activation of the laneway through the day.

8.3 Height

The height of the proposed OSD buildings ranges from 8 storey to 27 storey envelopes. While the heights of the OSD buildings exceed surrounding development in the immediacy of the site, the larger context of the area (Figure 23) indicates that there is proposed and approved development that is similar and even exceeds the heights of the proposed OSD. These buildings are located on the Pacific highway and are scaled such that the highest buildings are located toward the St Leonards Station and are smaller the further away they're located. This is consistent with the draft *St Leonards and Crows Nest 2036 Plan* and the *Crows Nest Sydney Metro Site Rezoning Proposal* which note the suitability for taller structures to be located along the Pacific Highway transit corridor, as it does not detract from the quality of life in the suburb. However, it should be noted that these developments are largely in the St Leonards area.

The OSD concept proposal has accordingly noted the precedents in the area with the proposed 27 storey towers closer to the St Leonards edge of the site, with the height stepping down to 17 storeys along Pacific Highway along Crows Nest, and the further stepping down to 8 storeys along Clarke Street. This reflects a sensitivity toward the 6 storey St Leonard Centre which is a heritage listed item. Furthermore, the 27 storey towers are located along the stretch of Pacific Highway which does not have any heritage items directly opposite it, thereby avoiding direct impacts on local heritage items.

8.4 Views

The OSD development will alter the streetscape along Pacific Highway. However, the proposed building envelopes are broken down in terms of 3 separate blocks – Block A is bound by Oxley Street and Hume Street, but is indicatively broken down into two towers Block A North and Block A South – each containing 27 storeys and placed on top of a 5 storey podium which also acts as a visual separator between the two towers when viewed from Pacific Highway, Clarke Lane and Clarke Street. Block B is 17 storeys and is located along Pacific Highway but separated from Block A by Hume Street. Block C as an 8 storey structure is to be located along Clarke Street and is separated from Blocks A and B by Clarke Lane. Views of the proposed OSD development when viewed from the Pacific Highway will show a stepping down of towers toward Crows Nest, and when viewed from Clarke Lane and Hume Street Park will demonstrate a stepping down toward the medium and low rise development of the residential areas. Views to St Leonards Centre from Clarke Street and Hume Street Park will be retained and not impeded by the 8-storey Block C. Blocks A and C will form a backdrop to St Leonards Centre. Views to and from heritage items namely the Higgins Buildings and shops along Pacific Highway will not be adversely affected by the proposed developments as they are of a sufficient distance away so as not to detrimentally encroach on their setting.

8.5 Setbacks

The current OSD concept proposal does not show setbacks from the streets. However, the use of podiums is in keeping with *St Leonards, Crows Nest Planning Study, Precincts 2&3, 2015*, and indicates that these spaces will be used for non-residential uses, thereby creating an effective setback of the towers from the street level, and commercial and non-residential activity. The proposed use of podiums also indicates that the towers would be stepped back from these activity platforms as indicated in 6.4 Built Form Strategy of the *St Leonards, Crows Nest Planning Study, Precincts 2&3, 2015*.

8.6 Items in the Vicinity

The heritage items in the vicinity of the development will not be adversely affected by the proposed OSD development. The St Leonards Centre will be the only heritage item to be in the immediate vicinity of the development, but care has been taken to ensure that Block C which is along Clark Street and in the same block of lots as the Centre, is only 8 storeys high so that it matches the scale and height of the centre. However, the 27 storey on Site A will form a substantial backdrop to the Centre and, based on the indicative design, it can be considered as possibly having a visual impact on the Centre in terms of height and scale, which would need to be mitigated in terms of future detailed design. The stepped heights of building B on the Pacific Highway and building C on Clark Street reflect considerations

towards transitions between public transport hubs and open spaces and important community areas, as identified in the *St Leonards Crows Nest Precinct Heritage Analysis, 2018* and which also accords with the provisions for rezoning identified in the recent *Crows Nest Sydney Metro Site Rezoning Proposal, 2018*.

Item	Impact	Mitigation	Assessment
St Leonards Centre [28 Clarke Street]	Visual impact due to additional bulk and height in close proximity to heritage item.	Care has been taken to ensure that the OSD development along Clarke Street is limited to 8 storeys which is in keeping with the 6-storey character of the Centre. However, the 27 storey Block A to the immediate rear of the St Leonards Centre will create a dominant backdrop, and the block has accordingly been broken into two parts – North and South – which will help mitigate the impact on the Centre and the larger surroundings. Furthermore, the podium height of Block A is limited to 5 storeys will ensure that it will not be visible from the Centre.	<p>Summary assessment: The impacts are acceptable with mitigation.</p> <p>Discussion: St Leonards Centre is a Brutalist style building which has a commanding presence along Clarke and Oxley Streets. There are high-rise buildings to the north of the building, and the large emerging character of the area is one of high-rise buildings. Therefore, while the 27 storeys of Block A of the OSD will have a visual impact on the Centre, these will not be adverse but will form a backdrop for a building which has considerable street presence.</p>
Crows Nest Hotel [1-3 Willoughby Road]	No direct impact, very minor visual impact.	Nil	<p>Summary assessment: No new adverse impact.</p> <p>Discussion: The proposed OSD is at a distance from Crown's Nest Hotel, and will not be visible from it, thereby there will be negligible impacts on the heritage item. Furthermore, views to and from the heritage item comprise of the 4-storey building at 429 Pacific Highway (also a heritage item) which is a taller building as compared to the Crow's Nest Hotel, thereby reducing the impact of any proposed works on the item.</p>
Willoughby	No direct	Nil	<p>Summary assessment:</p>

House, former O. J. Williams Store [429 Pacific Highway]	impact, very minor visual impact		<p>No new adverse impact.</p> <p>Discussion:</p> <p>The proposed OSD is at a distance from Willoughby House, and will not be visible from it, thereby there will be negligible impacts on the heritage item. While the OSD in terms of its height and scale will have an impact on Pacific Highway, it will be in keeping with existing and emerging high-rise character of the larger area. Views to and from the item will be altered but with no direct impact on the item.</p>
Former Marco Building [582 Pacific Highway]	No direct impact, very minor visual impact	Nil	<p>Summary assessment:</p> <p>No new adverse impact.</p> <p>Discussion:</p> <p>The former Marco Hotel is to the north of the proposed OSD but at a distance from the site, therefore the impact on the item will be negligible. Furthermore, all views to and from the heritage item will remain unaffected by the proposal owing to the high-rise buildings which are in direct view of the item along the northern section of the Pacific Highway.</p>
Former National Australia Bank [308 Pacific Highway]	No direct impact, very minor visual impact	Nil	<p>Summary assessment:</p> <p>No new adverse impact.</p> <p>Discussion:</p> <p>The former NAB building is located further south along Pacific Highway at a distance from the proposed OSD, such that there will no direct impacts on the heritage item. The height and scale of the OSD will impact the streetscape of the Pacific Highway thereby impacting views to and from the heritage item, but these impacts are acceptable.</p>
Higgins Buildings [366-376]	Minor visual impact due to additional	The height and scale of the OSD will alter the streetscape of this	<p>Summary assessment:</p> <p>No adverse impact.</p>

Pacific Highway]	bulk and height in close proximity to heritage item	section of the Pacific Highway but the design has sought to mitigate the impacts by limiting the 27 storey section of the OSD closer to St Leonards in keeping with the high-rise character of the area. There is a reduction in the number of storeys closer to the Crows Nest section of the OSD with 17 storeys proposed to corner of Pacific Highway and Hume Road, which is the section of the OSD directly opposite the heritage item.	<p>Discussion:</p> <p>The impact of the proposed OSD on the Higgins Building will be mostly visual, as the high-rise nature of the OSD will alter the streetscape of the Pacific Highway. Views to and from the heritage will be altered as a result of the OSD but care has been taken to ensure that the OSD at this section of the Pacific Highway is 17 storeys which includes a 4-storey podium with 13 floors as a tower. The podium and tower from of the OSD will mitigate the overall impact on the heritage items.</p>
Shops [312 – 324 Pacific Highway]	No direct impact, very minor visual impact	Nil	<p>Summary assessment:</p> <p>No new adverse impact.</p> <p>Discussion:</p> <p>The shops are further south along Pacific Highway at a distance from the proposed OSD, and while the OSD in terms of its height and scale will have an impact on Pacific Highway, it will be in keeping with existing and emerging high-rise character of the larger area. Views to and from the item will be altered but with no direct impact on the shops.</p>
Shops [326 and 330 Pacific Highway]	No direct impact, very minor visual impact	Nil	<p>Summary assessment:</p> <p>No new adverse impact.</p> <p>Discussion:</p> <p>The shops are further south along Pacific Highway at a distance from the proposed OSD, and while the OSD in terms of its height and scale will have an impact on Pacific Highway, it will be in keeping with existing and emerging high-rise character of the larger area. Views to and from the item will be altered but with no</p>

			direct impact on the shops.
Shops [332-336 Pacific Highway]	No direct impact, very minor visual impact	Nil	<p>Summary assessment: No new adverse impact.</p> <p>Discussion: The shops are further south along Pacific Highway at a distance from the proposed OSD, and while the OSD in terms of its height and scale will have an impact on Pacific Highway, it will be in keeping with existing and emerging high-rise character of.</p>
Shops [338 Pacific Highway]	No direct impact, very minor visual impact	Nil	<p>Summary assessment: No new adverse impact.</p> <p>Discussion: The shops are further south along Pacific Highway at a distance from the proposed OSD, and while the OSD in terms of its height and scale will have an impact on Pacific Highway, it will be in keeping with existing and emerging high-rise character of the larger area. Views to and from the item will be altered but with no direct impact on the shops.</p>
North Side Baptist Church [63 Willoughby Road]	No direct impact, very minor visual impact	Nil	<p>Summary assessment: No impact.</p> <p>Discussion: The proposed OSD will not be visible from the North Side Baptist Church owing to the considerable distance between the Church and the OSD site. Therefore, there will be negligible impacts on the heritage item.</p>

9.0 Statutory Controls

9.1 North Sydney LEP 2013

9.1.1 Heritage Conservation – 5.10 NSLEP 2013

Objectives – Clause 5.10 (1)

The objectives of the NSLEP 2013 in terms of heritage conservation are outlined in Clause 5.10(1) of the LEP and have been included below:

(1) Objectives

The objectives of this clause are as follows:

- (a) To conserve the environmental heritage of North Sydney,*
- (b) To conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) To conserve archaeological sites,*
- (d) To conserve Aboriginal objects and Aboriginal places of heritage significance.*

The proposed building envelope for the Crows Nest OSD is consistent with the applicable objectives of heritage conservation. The proposed building envelope has been designed to conserve the environmental heritage of North Sydney by establishing a building form, height and setbacks that respect the significance and streetscape presence of the heritage items in the vicinity of the site, including views to and from the heritage items and their setting.

Approval for the construction of the Sydney Metro City & Southwest Crows Nest Station was granted in January 2017. This report addresses the impact of the OSD only and therefore, does not assess impacts on archaeological sites as all demolition and excavation will be undertaken under the terms of the CSSI Approval.

The proposed OSD would not impact on any known Aboriginal objects or places of Aboriginal Heritage significance within the North Sydney Centre.

Heritage Assessment – Clause 5.10 (5)

Clause 5.10 (5) of the NSLEP 2013 states;

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or*
- (b) on land that is within a heritage conservation area, or*
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The proposed development is located within the vicinity of a number of locally listed heritage items. As such, this heritage impact statement has been prepared as a heritage management document to accompany the concept SSD Application for the proposed Crows Nest OSD building envelopes proposal. This report has assessed the impact of the proposed building envelope on the heritage significance of the surrounding heritage items in accordance with the requirements of this clause and has found that the proposal would not have an adverse impact on the surrounding heritage items.

9.2 North Sydney Development Control Plan 2013 (NSDCP2013)

In accordance with the State and Regional Development SEPP 2011, Development Control Plans do not apply to SSD. Consequently, this report does not assess the consistency of the Crows Nest OSD building envelopes proposal against the provisions of the NSDCP2013.

9.3 Draft Heritage Design Guidelines

A Heritage Design Guide (the guidelines) was prepared by Weir Philips Heritage in September 2018 as part of the Rezoning Proposal for the Sydney metro site and is currently being exhibited by DPE as part of the Planning Package for St Leonard and Crows Nest. The guidelines seeks to mitigate adverse impacts from development on the Sydney metro site on the St Leonards Centre, Nos 28-34 Clarke Street Crows Nest. The guidelines note that the monumentality and sculptural form of the St Leonards Centre is a key aspect of the building's significance and that protecting the monumentality of the structure is an essential part of ensuring its significance is retained. View corridors and design elements are identified.

An assessment of the proposed built form of the Crows Nest OSD building envelope against the guidelines indicates that it is largely consistent but that there will be some visual impact on the item due to additional bulk and height in close proximity. However, the St Leonards Centre is a Brutalist style building which has a commanding presence along Clarke and Oxley Streets. There are high-rise buildings to the north of the building, and the large emerging character of the area is one of high-rise buildings. Therefore, while the 27 storeys of Block A of the OSD will have a visual impact on the Centre, it will form a backdrop for the building rather than adversely affect its monumentality and considerable street presence.

10.0 Conclusions and Recommendations

10.1 Conclusion

This SoHI report has been prepared to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD Application on 26 September 2018, which require an assessment of the potential impacts of the proposed OSDs on non-Indigenous heritage items in the vicinity.

The concept OSD design is a preliminary proposal of building envelopes which indicates the overall proposed number of storeys and possible massing and scale of the three blocks that form the site. There are no heritage items on the site and it does not fall within a Heritage Conservation Area, however, there are a number of heritage items within the vicinity. While the development will alter the streetscape along Pacific Highway and Clarke Street in terms of introducing taller buildings to this part of Crows Nest, which is marked by some high-rise and medium-rise buildings, care has been taken to ensure that the overall heights proposed are stepped down from the St Leonards edge of the site, to the Crows Nest Town Centre and Neighbourhood sections of the site.

The impact of the development on the larger number of heritage items in the vicinity will be minimal, namely the Higgins Buildings and shops along Pacific Highway opposite to the site. The St Leonards Centre will be impacted by the building envelope on Site A in terms of forming a high backdrop to the locally heritage listed Centre, however Centre's Clark Street frontage will be retained, more so as the proposed Block C along Clarke Street is 8 storeys high, which is in keeping with the 6 storeys height of the Centre.

Overall, the impacts to heritage items in the vicinity of the project are considered to be minimal. The proposed building envelope, heights, and setback are consistent both the site-specific design responses and with the broader response recommendations of the *St Leonards and Crows Nest Precinct Heritage Analysis, 2018*. The indicative design plans are consistent with the current Department of Environment draft *St Leonards and Crows Nest 2036 Plan*, and are supported by the *Crows Nest Sydney Metro Site Rezoning Proposal*.

This report has addresses the requirements outlined in the SEARs dated 26 September 2018.

10.2 Recommendation

The proposed concept for the OSD is considered to be acceptable from a heritage perspective. However, as this is a conceptual proposal and it does not provide detailed design of the development, the following recommendations are made to ensure that acceptable heritage outcomes are achieved as the OSD proposal is further detailed out:

- Detail out the overall height distribution of the different blocks such that the proposed heights are maintained and not changed so that visual impact to surrounding heritage items remains unaffected.

- Contemporary and simple design of the Blocks notably Block C along Clarke Street, such that new development is identifiable and is distinguishable from the heritage item in the vicinity – St Leonards Centre.
- Detail the design of Block A (North and South) such that its overall form and scale is sensitive to the heritage significance of the St Leonards Centre.
- Choice of colour schemes and building materials for the OSD buildings should take into consideration the character of the immediate surrounding built environment and adjoining heritage items, notably the St Leonards Centre. The use of materials like glass curtain walls, reinforced concrete and durable materials like aluminium will allow for the OSD buildings to fit in with the predominant built character in the area.