



# SECTION 3 ST LEONARDS / CROWS NEST PLANNING AREA

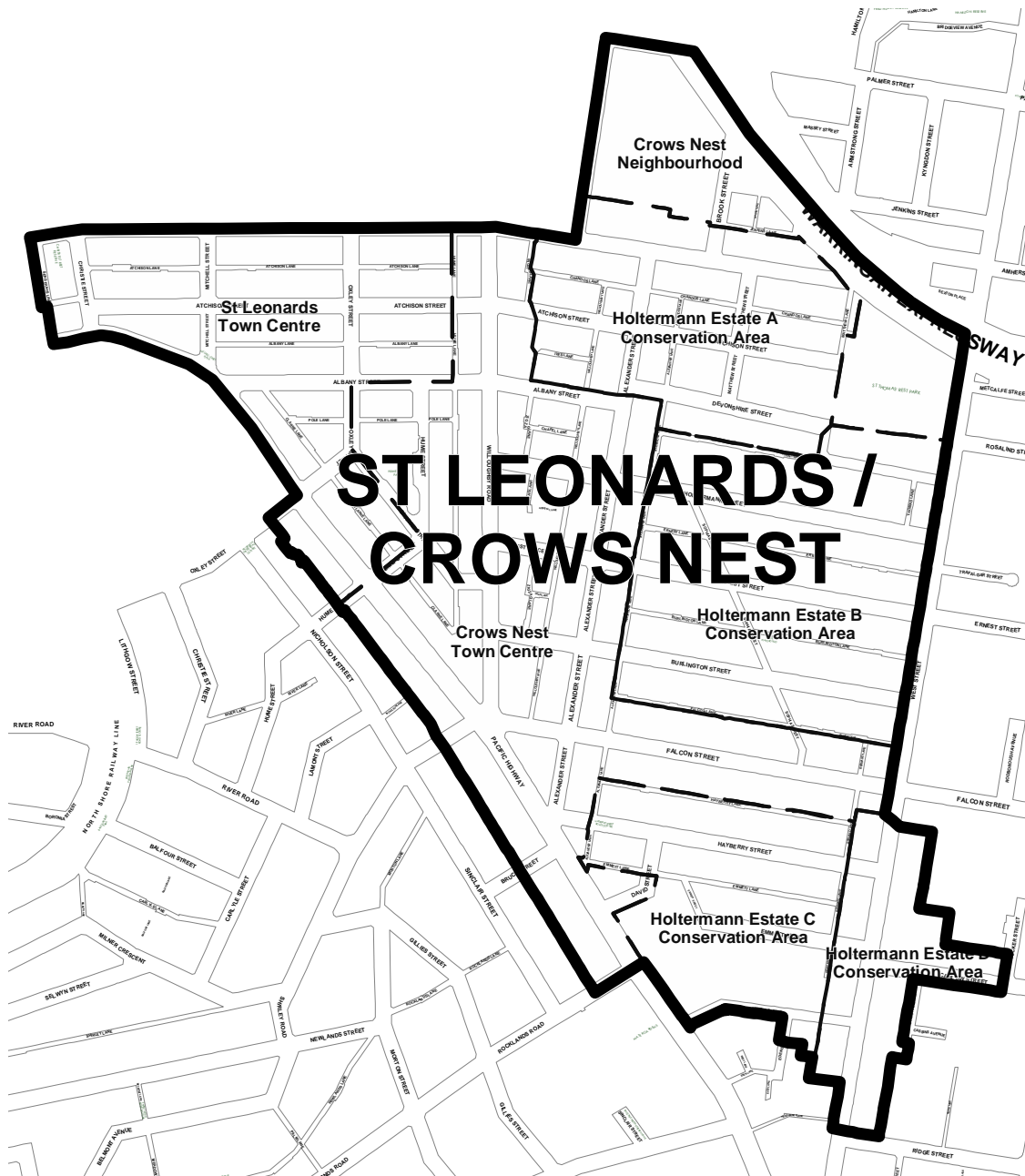
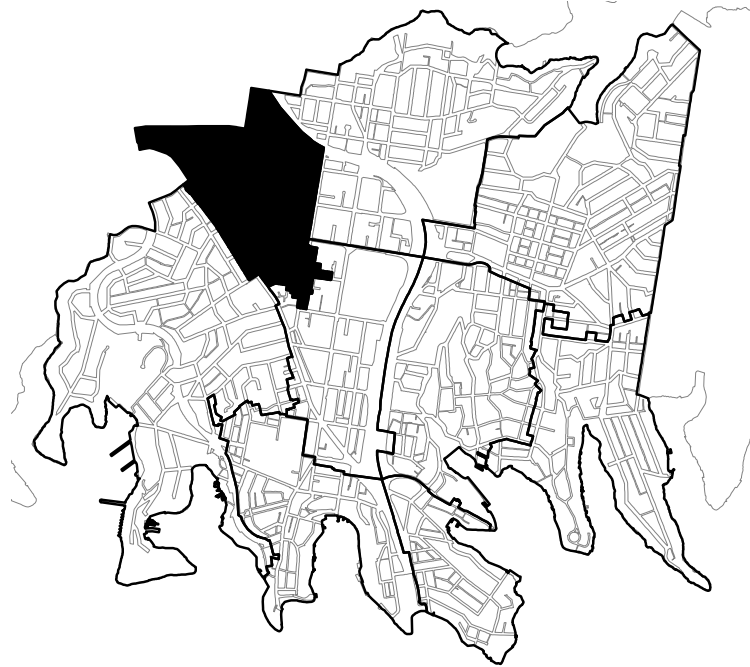


Figure C-3.0: St Leonards / Crows Nest Planning Area and associated Locality Areas

### 3.0 ST LEONARDS / CROWS NEST PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the St Leonards/Crows Nest Planning Area. This statement has been informed by aims and desired outcomes of Council's Planning Studies undertaken in the Planning Area and the State Government's *2036 Plan for St Leonards Crows Nest*.

The Planning Area is focussed around the town centres of St Leonards and Crows Nest in the north-west of the Local Government Area, both of which are situated on major vehicular traffic routes. The remainder of the Planning Area comprises a number of predominantly low-density residential neighbourhoods, much of which is characterised by retention of the historic subdivision pattern.

The St Leonards Town Centre is identified as a Strategic Centre within the heart of the Eastern Economic Corridor and forms part of an identified Health and Education Precinct under the Greater Sydney Region Plan. In particular, it is a dense, significant, sustainable and busy urban centre where:

- it will accommodate sustained growth in the health and technology sectors, whilst supporting creative industries, small to medium sized businesses, startups, galleries, entertainment and speciality retail to ensure it enhances the economic function of North Sydney
- a diverse range of living, employment, recreation and social opportunities are provided which serve both local and regional populations and contribute to the vibrancy of the Town Centre
- residents, workers and visitors enjoy a high level of amenity and quality of the natural and built environment
- residents, workers and visitors can easily access the Planning Area through excellent public transport links to the Sydney CBD, other suburban centres and many parts of the Sydney Region by rail and bus.



**Area Character Statements - St Leonards / Crows Nest Planning Area**

The Crows Nest Town Centre is smaller in scale in comparison to St Leonards, with 19<sup>th</sup> Century, two storey shopfront parapets along Willoughby Road and parts of the Pacific Highway. The Town Centre services the daily needs of residents and visitors, as well as having a lively dining district. Traffic is actively managed so pedestrians can move freely across Willoughby Road.

The quiet residential neighbourhoods in the east of the Planning Area are low in scale and characterised by wide roads with street tree plantings. Laneways facilitate movement and provide rear lane access to properties. Local shops, dispersed throughout the area, serve both local and regional needs. St Thomas Rest Park, located toward the north-eastern edge of the Planning Area, as well as Hume Street Park, provides much needed open space and complements pocket parks within the area, with access to St Leonards Park on its eastern edge.

Higher density commercial and mixed use development as a result of the State Government's 2036 Plan for St Leonards and Crows Nest will be located around the rail and metro station and along the Pacific Highway.

and where:

**Function**

- various grades and sizes of business spaces are provided in the St Leonards and Crows Nest Town Centres to accommodate a mix of small to large business premises, retail premises and community services
- the lower levels of commercial and mixed use buildings in the St Leonards Town Centre are designed to provide flexible spaces to support the growth of creative industries, small to medium sized businesses, startups, galleries, entertainment and speciality retail
- active uses outside normal business hours are encouraged to be established to enhance the vitality of the Town Centres
- the village atmosphere of Crows Nest is maintained and enhanced, with Willoughby Road continuing to be an active high street.
- community facilities meet the needs of the Planning Area's working and resident population, visitors, and residents of nearby neighbourhoods, in terms of wellbeing, culture and recreation, and add to the diversity and activity of the Town Centres
- there is housing choice in the mix of dwelling types and in the range of affordability
- public transport, including walking and cycling, is the main form of access to the Town Centres
- the grid pattern of streets and lanes imposes order and allows freedom of movement
- mid-block pedestrian connections provide alternative routes through long street blocks at street level to assist pedestrian movement
- the area is highly permeable for pedestrians

**Environmental Criteria**

- the extremes of sun, wind and rain are mitigated by continuous awnings and other good building design elements
- natural light reaches buildings, public places and streets
- solar access to existing and proposed public open spaces is maximised and contributes to the enjoyment of those spaces used by the public
- mechanical and other noise is controlled to protect residential amenity
- there is opportunity for sharing of views within the area



- additional public open space is provided and existing spaces embellished to cater for increases in resident and worker populations
- increased opportunities for tree planting are provided at the ground level to minimise the urban heat island effect

**Quality Built Form**

- a safe, high quality urban environment is achieved through careful design of buildings and use of materials, and a well designed and maintained public domain
- the high ridge that underlies St Leonards is reflected in its built form and the skyline is an interesting and distinctive feature in the broader landscape
- buildings are scaled down from the railway and metro stations towards surrounding areas, to fit in with lower scale development and reducing adverse affects on lower scale areas
- high rise development is generally focused along the Pacific Highway and the area generally contained by the Pacific Highway to the west, Oxley Street to the east and south and Chandos Street to the north
- the character in the St Leonards Town Centre is highly urbanised, but softened through urban design and landscaping
- the visual characteristics of the Crows Nest neighbourhood's heritage conservation areas are reflected in new development, with low rise small scale dwellings predominating
- heritage items retain their heritage significance, and contribute to area's rich development history and provide interest in the physical fabric of the area

**Quality Urban Environment**

- tree planting in private and public spaces and small landscaped areas provides softening from the built form
- traffic is managed so that pedestrians can move within the area safely and freely and amenity is maintained
- parking is managed to maintain pedestrian safety, maximise public and active transport modes and minimise traffic generation
- pedestrians are assisted to safely cross barriers such as the Pacific Highway and the railway at grade
- the perceived extent of the public domain is increased through the incorporation of landscaped setbacks and reversed podiums
- rear lanes are used for vehicle access to properties

**Efficient Use of Resources**

- energy efficient design and life cycle assessment of buildings enables the conservation of natural resources and minimal use of non-renewable energy resources
- stormwater runoff is minimised, and reused on-site where possible

In addition to the above character statement for the Planning Area, the character statements for the following Locality Areas also require consideration:

- Section 3.1: St Leonards Town Centre
- Section 3.2: Crows Nest Town Centre
  - Section 3.2.4 Hume Street Park
  - Section 3.2.5 27-57 Falcon Street, Crows Nest



***Area Character Statements - St Leonards / Crows Nest Planning Area***

- Section 3.3: Crows Nest Neighbourhood
- Section 3.4 Holtermann Estate Conservation Area A
- Section 3.5: Holtermann Estate Conservation Area B
- Section 3.6: Holtermann Estate Conservation Area C
- Section 3.7: Holtermann Estate Conservation Area D

### 3.1 ST LEONARDS TOWN CENTRE



Figure C-3.1-1: Locality Area Map

#### 3.1.1 Significant elements

##### Land Use

- P1 Predominantly retail and mixed commercial and residential development.
- P2 Commercial development.
- P3 High density residential development.
- P4 Community facilities.
- P5 Passive and active recreational spaces.

##### Topography

- P6 Slight falls to the east and north east from the Pacific Highway which generally follows the ridgeline.
- P7 Slight fall to the west along the Pacific Highway from Albany Street.

##### Identity / Icons

- P8 The Forum development and plaza.
- P9 St Leonards Railway Station and Crows Nest Metro Station, major transport interchange hubs.
- P10 Pacific Highway, a major sub-arterial thoroughfare.
- P11 Christie Street Reserve.
- P12 Hume Street Park.

##### Subdivision

- P13 Generally rectilinear grid pattern with dual frontages.

##### Streetscape

- P14 Wide fully paved footpaths along Pacific Highway and adjacent to other commercial and mixed use buildings.



- P15 Atchison Street between Christie Street and Mitchell Street is one way only, with wide paved footpaths, landscaping and other urban furniture.
- P16 Awnings provided along the Pacific Highway and for other commercial and mixed use buildings.
- P17 Irregular planting of street trees.

**Public transport**

- P18 Development is to take advantage of high levels of access to high frequency public train, Metro and bus services.
- P19 Public transport, cycling and walking are the main forms of transport to the Centre.

**3.1.2 Desired Future Character**

**Diversity of activities, facilities, opportunities and services**

- P1 Predominantly high to medium-high rise, commercial and mixed commercial and residential development.
- P2 Provision of a variety of different sized commercial office, business, retail, recreation, (indoor and outdoor) community, entertainment, food and drink and other active non-residential uses at the street level in the *E2 Commercial Centre* and *MU1 Mixed Use* zones.
- P3 Intensify the provision of commercial office and business premises in close proximity to the railway and metro stations with active uses such as food and drink premises and retail located at the ground level addressing the public domain.
- P4 Maximise ground level activation along Christie, Mitchell, Oxley, Atchison, Chandos and Clarke Streets by focusing food and drink premises and retail within a fine grain built form. This can be achieved through the emphasis of small to medium sized tenancies which directly address the public domain.
- P5 High density residential accommodation within mixed use buildings is concentrated closes to the railway and metro stations and along the Pacific Highway.
- P6 Retention of the medium density residential precinct in the north-eastern corner of the Locality Area.

**Public spaces and facilities**

- P7 Establish Atchison Street as the civic main street by:
  - (a) ensuring that the design of building exteriors at the lower levels incorporates high levels of architectural modulation (i.e. no blank walls) along with high quality materials and finishes;
  - (b) maximising active uses such as retail, food and drink and outdoor dining at the ground level; and
  - (c) improving the public domain in accordance with Council’s Public Domain Style Manual and Design Codes.
- P8 Outdoor dining to be concentrated along widened footpaths to Atchison, Chandos, Mitchell, Oxley and Clarke Streets.
- P9 Maintain and enhance Christie Street Reserve as a sunny and inclusive landscaped space which is activated along its southern edge with ground floor retail premises to 100 Christie Street.
- P10 Maintain and enhance Mitchell Street Plaza at the intersection of Mitchell Street and Pacific Highway.
- P11 A linear landscaped park is provided along the western side of Mitchell and Oxley Streets, between Chandos and Pacific Highway.



- P12 A shared way is provided along Mitchell Street between Atchison Street and Albany Lane.
- P13 Consideration be given to integrating artworks, water features and wind breaks into the design of Mitchell Street Plaza.
- P14 Plazas incorporate space for public entertainment and expression of community identity, large enough to hold an open air performance or market.
- P15 Roof top gardens and public facilities that allow public access to district views from higher floors.

**3.1.2.1 Accessibility and permeability**

**Objectives**

- O1 Improve permeability and provide connections to main pedestrian and cycling networks, key destinations and residential areas.
- O2 Ensure that the design of through site links and mid-block connections is high quality, safe, well-lit, accessible and pedestrian friendly.
- O3 Encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce vehicle movements.
- O4 Encourage active frontages along through site link without compromising safe pedestrian access and use.
- O5 Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

**Provisions**

- P1 The through site links identified in Figure C-3.1-2 are to be provided, retained and enhanced.
- P2 New through site links are to align as best as possible with existing through site links to maximise permeability.
- P3 Through site links that are proposed in addition to those identified under P1 must demonstrate that it meets the objectives and provisions of this subsection.
- P4 Through site links are to be provided in accordance with Section 2.4.9 to Part B of the DCP and the following criteria:
  - (a) The design and finish must be in accordance with the relevant Public Domain Strategy.
  - (b) Include landscaping where practical to assist guiding people along the link while maintaining long sightlines.
  - (c) Be fully open to the sky. Internal through site links will only be considered where they are provided with double height spaces to convey a sense of publicness.
  - (d) Provide public access 24 hours a day 7 days a week.
  - (e) Be activated on both sides of the link.
  - (f) Be clearly distinguished from vehicular accessways.





Figure C-3.1-2: Through Site Link Map

### 3.1.3 Desired Built Form

#### 3.1.3.1 Subdivision

##### Objectives

- O1 To enable the development of feasible built forms which also incorporate suitable side and rear setbacks at the upper levels to afford daylight and ventilation between buildings.

##### Provisions

- P1 Maintain a frontage of 20m - 40m, which equates approximately to the amalgamation of two or three original allotments.
- P2 Development on consolidated allotments with a frontage wider than 20m - 40m frontage is to be broken down by articulation, design and detailing, change in materials and colours.

#### 3.1.3.2 Form, massing and scale

##### Objectives

- O1 To ensure that density and scale is concentrated close to the rail and metro stations and along the Pacific Highway.
- O2 To ensure a positive transition in height and scale down from tall towers to neighbouring and adjoining lower density areas.
- O3 To enable the lower levels of buildings to be converted between retail, commercial and community uses over time.



- O4 To increase amenity for the occupants of buildings by providing direct access to sunlight, daylight and natural ventilation.
- O5 To maximise year round solar access to existing and new public spaces to be created within the Planning Area.

**Provisions**

- P1 Buildings should generally transition in height from St Leonards Railway Station, Crows Nest Metro Station and Pacific Highway down to the surrounding areas and the lower scale development on Chandos Street, Willoughby Road, Crows Nest Town Centre, the Upper Slopes Neighbourhood and Crows Nest Neighbourhood.
- P2 Roof design presents a varied, composed and interesting skyline when viewed from a regional context.
- P3 Architectural detailing and ornamentation provides a rich visual texture and a symbolic reference to the history of the place, the building's use or occupant.
- P4 Developments on land greater than 1,000sqm should consider the incorporation of internal courtyards adjacent to laneways and through site links to broaden the range and form of open space in the locality.
- P5 Development is to be designed to maximise year round solar access to existing and the new public spaces to be created within the Planning Area.
- P6 Tower elements located above the podium level should not exceed 45m in width, unless it can be adequately demonstrated that sufficient physical vertical articulation can be provided to break the tower elevation into distinct elements.
- P7 Minimum floor to floor heights on land zoned *E2 Commercial Centre* or *MU1 Mixed Use* must be provided:
  - (a) Ground floor level: 4.0 – 4.5m
  - (b) First floor level: 3.6m
  - (c) Levels above: 3.0m (residential uses) or 3.6m (non-residential uses)
- P8 Residential floor to floor heights should generally not exceed 3.2m, except on the first floor level in accordance with P7 above.
- P9 Rooftop plant and structures should be designed and positioned to comprise a minor element of the roofscape and minimise any increases to the building's overall overshadowing impacts.

**3.1.3.3 Setbacks**

**Objectives**

- O1 Reinforce the spatial definition of streets and public spaces.
- O2 Emphasise the street as a distinct spatial entity and design the street wall frontage with an appropriate human scale and sense of enclosure for the street.
- O3 Ensure consistent street frontages along the street alignment.
- O4 Recognise the variation in street frontage heights throughout the centre and allow flexibility to respond to context.
- O5 Ensure adequate transition in scale between employment / mixed use zones and residential zones.
- O6 Enable deep soil planting along the Pacific Highway and identified linear parks.

**Provisions**

**Note.** Additional setbacks may be required for any part of the building located above the podium level. Refer to Section 3.1.3.5.

- P1 Buildings are to be setback from all street frontages in accordance with the Building Setbacks Map (refer to Figure C-3.1-3).

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- P2 A nil setback is permitted to all side and rear boundaries without a street frontage on land zoned *E2 Commercial Core* or *MU1 Mixed Use*.
- P3 Despite P2, a minimum 6m setback is required where land zoned *E2 Commercial Centre* or *MU1 Mixed Use* directly adjoins land which is residentially zoned along the zone interface. This requirement does not apply if the land is separated by a public road.
- P4 A minimum 4.5m setback is required to all side and rear boundaries without a street frontage on land zoned *R4 High Density Residential*.
- P5 Despite P1 and P2, setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).
- P6 Despite P1-P4, where a site contains a heritage item and that item is to be retained, the heritage item may maintain its existing setback.
- P7 Despite P1-P4, increased setbacks may be required for podium levels that contain residential uses to achieve adequate building separation in accordance with [SEPP \(Housing\) 2021](#).
- P8 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure C-3.1-3).
- P9 Where a whole of building setback is required to the Pacific Highway, Chandos Street, Oxley Street or Mitchell Street, any basement is also required to be setback the same distance, unless it can be adequately demonstrated that sufficient soil depth can be provided to enable the planting of canopy trees capable of growing to at least the height of any adjacent podium.



Figure C-3.1-3: Building Setbacks Map

### 3.1.3.4 Podium Heights

#### Objectives

- O1 To strengthen the urban form of the Centre with consistent street wall heights.
- O2 To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- O3 To enhance the distinctive character of streets within the Centre.
- O4 To ensure the context of heritage items are not adversely eroded.

#### Provisions

- P1 Podiums are to be provided in accordance with the Podium Heights Map (refer to Figure C-3.1-4).
- P2 Despite P1, corner sites are to maintain a consistent podium height to all street frontages to achieve consistent built form.
- P3 Despite P1, sites containing a heritage item and where that heritage item is to be retained the existing podium height may be retained.
- P4 Despite P1 podium heights may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD). However, distinct architectural elements are to be incorporated to reflect the desired podium heights.
- P5 If required, podiums are to step down with the topography.



Figure C-3.1-4: Podium Heights Map

### 3.1.3.5 Above Podium Setbacks

#### Objectives

- O1 To protect daylight access to the street level to enable the successful growing of street trees.
- O2 To permit sky views from the street and neighbouring residential areas.
- O3 To ensure that built form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of urban heat and wind effects of tower buildings.
- O4 To reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.
- O5 To provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
- O6 To ensure towers are sufficiently separated to be seen in the round and reduce the cumulative overshadowing impact of towers on neighbouring residential areas.
- O7 To ensure development does not prejudice the re-development of adjoining sites in the future.
- O8 To avoid awkward ziggurat style built forms.

#### Provisions

- P1 All buildings are to be designed to provide setbacks above the podium in accordance with the Above Podium Setbacks Map (refer to Figure C-3.1-5). Setbacks above the podium are to be measured from the outer wall of the podium.
- P2 A minimum above podium setback to all side and rear boundaries is required as follows:
  - (a) 4.5m for buildings up to 8 storeys in height; or
  - (b) 6m for buildings from 9 storeys up to 18 storeys in height; or
  - (c) 12m for buildings over 18 storeys in height.
- P3 Despite P1 and P2, above podium setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).
- P4 Despite P2, a minimum 15m above podium setback, measured from the property boundary, is required where land zoned *E2 Commercial Centre* or *MU1 Mixed Use* directly adjoins land which is residentially zoned along the zone interface. This requirement does not apply if the land is separated by a public road.
- P5 Despite P1-P4, increased setbacks above the podium may be required to achieve adequate building separation in accordance with [SEPP \(Housing\) 2021](#).
- P6 Only one step in the built form between the podium walls and tower is permissible.
- P7 An existing adjacent building, even if heritage listed, cannot be used to justify a reduced setback that would compromise the development potential of the adjacent site in the future.

**Note.** Setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.



Figure C-3.1-5: Above Podium Setbacks Map

**3.1.3.6 Active Frontages**

**Objectives**

- O1 To provide for the amenity, interest and liveliness of the street environment and public open spaces.
- O2 To ensure a positive experience for pedestrians with the necessary fine grain environment of the street.
- O3 To enable sensory engagement with the street and public spaces.
- O4 To provide an active ground floor frontage that is accessible and integrated with the design of the public domain.
- O5 To maximise the extent of active frontages in the public domain.
- O6 To promote activity, connectivity and variety in the public domain.
- O7 To increase passive surveillance of the street and other public spaces and enhance safety.

**Provisions**

- P1 Buildings must contain active frontages to all street frontages with the exceptions of public laneways.
- P2 Despite P1, an active frontage is to be provided to Sergeants Lane along the southern boundary to 100 Christie Street.
- P3 Active frontages to public laneways are encouraged where practical.



- P4 Where a site has a direct frontage to an existing or proposed open space, an active frontage is to be provided to that interface. In particular, active frontages are to be provided to:
- (a) Christie Street Reserve;
  - (b) Mitchell Street, between Chandos Street and Pacific Highway;
  - (c) Oxley Street, between Chandos Street and Pacific Highway; and
  - (d) Clarke Street, between Oxley Street and Hume Street.
- P5 Active frontages are to be provided along both sides of the through site links.
- P6 Where a site has multiple street frontages, all service and vehicular access points must not be provided off the primary street frontage.
- P7 Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.
- P8 Avoid the use of colonnades along all street frontages.

### 3.1.3.7 Awnings

#### Objectives

- O1 To maximise pedestrian comfort and continuous protection.

#### Provisions

- P1 Awnings are to be provided along all street frontages in the *E2 Commercial Centre* and *MU1 Mixed Use* zones.

### 3.1.3.8 Solar access

#### Objectives

- O1 To ensure existing and future parks and public spaces in and around the Centre are afforded a high level of amenity through the maintaining and maximising of solar access during periods in the day when they are most used throughout the year.
- O2 To promote active and passive recreation to public spaces to service existing and planned population of the Centre and surrounds.
- O3 To ensure the successful growth and survival of trees and vegetation within the parks and public spaces.

#### Provisions

- P1 Development is to be designed to maximise year round solar access to existing and proposed new public spaces to be created within the Planning Area.
- P2 Development must not result in a net increase in overshadowing to the following existing and proposed public spaces between 10am and 3pm from the March Equinox to the September Equinox (inclusive):
- (a) Christie Street Reserve, comprising all land within Lots 2 and 3, DP 733528 and zoned *RE1 Public Recreation*; and
  - (b) Hume Street Park, comprising all land located between Pole Lane, Willoughby Road, Clarke Street and Oxley Street and zoned *RE1 Public Recreation*; and
  - (c) Ernest Place, comprising all land within the Ernest Street road reserve located between Willoughby Road and Willoughby Lane and zoned *RE1 Public Recreation*; and
  - (d) Holtermann Reserve (proposed), comprising that part of Lot 1, DP 785343 and zoned *SP2 Infrastructure – Car Park*.
- P3 Development must not result in a net increase in overshadowing to the following existing and proposed public spaces between 10am and 3pm from the March Equinox to the September Equinox (inclusive):



- (a) Willoughby Road road reserve, between Chandos Street and Falcon Street; and
- (b) Mitchell Street road reserve and the whole of building setback requirement to the western side of Mitchel Street as required under s.3.1.3.3, between Chandos Street and the Pacific Highway; and
- (c) Oxley Street road reserve, and the whole of building setback requirement to the western side of Oxley Street as required under s.3.1.3.3, between Chandos Street and Clarke Street

P4 Despite P2 and P3, development on land located directly adjacent to the identified public spaces may result in a net increase in overshadowing of that space, but only if that development strictly complies with key built form envelope controls that apply to that land under both NSLEP 2013 and this DCP.

**3.1.3.9 Noise**

**Objectives**

O1 Ensure adequate amenity to occupants of future development adjacent primary vehicular routes.

**Provisions**

P1 Elevations of buildings fronting the Pacific Highway and Chandos Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

**3.1.3.10 R4 – High Density Residential Zone**

*Note: These provisions only apply to land within the R4 High Density Residential zone. Provisions to s.3.1.3.10 prevail over the provisions under s.3.1.1-s.3.1.3.9 to Part C of the DCP to the extent of any inconsistency that arises.*

**Objectives**

- O1 Ensure that development compliments the physical form of development in the adjoining mixed use areas.
- O2 Promotion of communal open space areas.
- O3 Promotion of casual visual surveillance over the public domain.

**Provisions**

- P1 Generally 5 storeys in height, with flat roofs and the topmost storey setback from the levels below.
- P2 Height of development responds to adjacent building height and form.
- P3 Landscaped areas should be accessible to all residents and not fenced off into separate courtyards.
- P4 Rear open spaces must be accessible from the street.
- P5 Laneway fences generally between 900 and 1200mm high.

**3.1.3.11 Car accommodation**

**Objectives**

- O4 To minimise the impact on pedestrian safety.
- O5 Ensure that traffic generation is minimised.
- O6 To minimise the visual impact of vehicles.
- O7 Ensure high levels of accessibility.

**Provisions**

P1 Where a property has a frontage to a laneway, vehicular access must be provided from the laneway.





***Area Character Statements - St Leonards / Crows Nest Planning Area***

- P2 All off-street car parking must be provided underground.
- P3 Pick up and drop off points for public transport and taxi ranks should be located close to public spaces and activities, and main building entries.
- P4 Short stay (ten minute) parking spaces should be located close to meeting places.
- P5 The level of parking provided on sites in close proximity to the railway and metro stations should be minimised as far as practical.

### 3.2 CROWS NEST TOWN CENTRE



Figure C-3.2-1: Locality Area Map

#### 3.2.1 Significant elements

##### Land Use

- P1 Predominantly retail and mixed commercial and residential development.
- P2 Commercial development.
- P3 Public parking facilities.
- P4 Community facilities.
- P5 Medium and high density residential accommodation.
- P6 Passive and active recreational spaces.

##### Topography

- P7 Slight falls to the east and north east from the Pacific Highway which generally follows the ridgeline.
- P8 Substantial fall down from Alexander Street to Alexander Lane south of Falcon Street.

##### Natural Features

- P9 Ridge line following the alignment of Pacific Highway.

**Views**

P10 The following views and vistas are to be preserved and where possible enhanced:

- (a) Vista north along Willoughby Road and Pacific Highway.
- (b) District views from the upper levels of taller buildings.

**Identity / Icons**

- P11 Crows Nest Fiveways intersection.
- P12 Formalised outdoor dining on Willoughby Road, Burlington, Ernest and Holtermann Streets.
- P13 Pacific Highway and Falcon Streets, major sub-arterial thoroughfares.
- P14 Crows Nest Metro Station.
- P15 Hume Street Park.
- P16 Ernest Place, Crows Nest Community Centre and the proposed Holtermann Street Park.

**Subdivision**

- P17 Regular grid pattern interrupted by diagonal streets.
- P18 Generally long narrow allotments with dual street frontages.

**Streetscape**

- P19 In mixed use areas, buildings are generally built to the street and aligned with the street frontage.
- P20 Continuous awnings provided for shops, cafes and other commercial uses.
- P21 Wide footpaths with designated outdoor dining areas on Willoughby Road, Burlington, Ernest, Holtermann and Clarke Streets.
- P22 Landscaping provided along Willoughby Road to improve amenity for pedestrians and outdoor diners.
- P23 Traffic calming and pedestrian crossings provided near shops and cafes on and around Willoughby Road.
- P24 Irregular planting of street trees and shrubs.

**Public transport**

- P25 Development is to take advantage of the Area’s high levels of accessibility to public metro, train and bus services.

**3.2.2 Desired Future Character**

**3.2.2.1 Diversity of activities, facilities, opportunities and services**

- P1 Intensify commercial and mixed use development in close proximity to the Metro station and along the Pacific Highway with active uses at the ground floor levels, commercial within the podium levels and residential above.
- P2 Maintaining a low scale built form to Willoughby Road, between Falcon Street and Albany Street, with two storey parapet shopfronts with shops at ground level, non-residential or residential above, with additional height set back above a 2 storey parapet.
- P3 Predominantly medium rise mixed use development, built boundary to boundary, with setbacks to laneways, and above the podium, with shops at ground level, non-residential/residential on first floor and residential above.
- P4 Medium density residential development along Falcon Street, consistent with its residential zoning.



P5 Expansion of Hume Street Park to provide a large connected piece of open space connecting Willoughby Road to Oxley Street.

P6 Provision of a new public open space off Holtermann Street and backing onto the Crows Nest Community Centre.

**3.2.2.2 Accessibility and permeability**

**Objectives**

- O1 Improve permeability and provide connections to main pedestrian and cycling networks, key destinations and residential areas.
- O2 Ensure that the design of through site links and mid-block connections is high quality, safe, well-lit, accessible and pedestrian friendly.
- O3 Encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce vehicle movements.
- O4 Encourage active frontages along through site link without compromising safe pedestrian access and use.
- O5 Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

**Provisions**

- P1 Provide, retain and enhance through site links for pedestrians identified on the Through Site Link Map (refer to Figure 3.2-2).
- P2 New through site links are to align as best as possible with existing through site links to maximise permeability.
- P3 Through site links that are proposed in addition to those identified under P1 must demonstrate that it meets the objectives and provisions of this subsection.
- P4 Through site links are to be provided in accordance with Section 2.4.9 to Part B of the DCP and the following criteria:
  - (a) The design and finish must be in accordance with the relevant Public Domain Strategy.
  - (b) Include landscaping where practical to assist guiding people along the link while maintaining long sightlines.
  - (c) Be fully open to the sky. Internal through site links will only be considered where they are provided with double height spaces to convey a sense of publicness.
  - (d) Provide public access 24 hours a day 7 days a week.
  - (e) Be activated on both sides of the link.
  - (f) Be clearly distinguished from vehicular accessways.



Figure C-3.2-2: Through Site Link Map



### 3.2.2.3 Public spaces and facilities

#### Objectives

- O1 To increase the quantum of public open space in the locality.
- O2 To ensure public spaces are enhanced to maximise their amenity.

#### Provisions

- P1 Maintain Willoughby Road as the civic main street of the Town Centre by:
  - (a) ensuring that the design of building exteriors at the lower levels incorporate high levels of architectural modulation (i.e. no blank walls) along with high quality materials and finishes;
  - (b) maximising active uses such as retail, food and drink and outdoor dining at the ground level;
  - (c) seamlessly integrating with adjoining and neighbouring public open spaces; and
  - (d) improving the public domain in accordance with Council's Public Domain Style Manual and Design Codes.
- P2 Hume Street Park is expanded to provide the principle public open space area within the St Leonards / Crows Nest locality, generally located on land bound by Pole Lane, Oxley Street, Clarke Street and Hume Streets, with an integrated connection through to Willoughby Road.
- P3 Ernest Place provides a strong community focus for the Town Centre.
- P4 A new park off Holtermann Street adjacent to the Crows Nest Community Centre will provide additional public open space with excellent year-round sunlight.
- P5 Ensure that community facilities are integrated with public open spaces to maximise their use.

### 3.2.3 Desired Built Form

#### 3.2.3.1 Subdivision

##### Objectives

- O1 To enable the development of feasible built forms which also incorporate suitable side and rear setbacks at the upper levels to afford daylight and ventilation between buildings.

##### Provisions

- P1 Maintain a frontage of 20m - 40m along the Pacific Highway, which generally equates approximately to the amalgamation of two or three original allotments.
- P2 Maintain a 10m - 15m frontage in the remainder of the Locality Area (except residentially zoned land) consistent with two storey parapet shopfront scale, especially along Willoughby Road and Alexander Street.
- P3 Development on consolidated allotments with a frontage wider than that identified in P1 or P2 is to be broken down by articulation, design and detailing, change in materials and colours.

#### 3.2.3.2 Form, massing and scale

##### Objectives

- O1 To ensure that density and scale is concentrated close to the metro station and along the Pacific Highway.
- O2 To ensure a positive transition in height and scale down from tall towers to neighbouring and adjoining lower density areas.

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- O3 To enable the lower levels of buildings to be converted between retail, commercial and community uses over time.
- O4 To increase amenity for the occupants of buildings by providing direct access to sunlight, daylight and natural ventilation.
- O5 To maximise year round solar access to existing and new public spaces to be created within the Planning Area.

**Provisions**

- P1 Buildings should generally transition in height from the Crows Nest Metro Station and Pacific Highway down to the surrounding areas and the lower scale development within the Crows Nest Town Centre, the Upper Slopes Neighbourhood and Crows Nest Neighbourhood.
- P2 Roof design presents a varied, composed and interesting skyline when viewed from a regional context.
- P3 Architectural detailing and ornamentation provides a rich visual texture and a symbolic reference to the history of the place, the building's use or occupant.
- P4 Consistent parapet facade heights are provided along Willoughby Road and the Pacific Highway.
- P5 Developments on land greater than 1,000sqm should consider the incorporation of internal courtyards adjacent to laneways and through site links to broaden the range and form of open space in the locality.
- P6 Development is to be designed to maximise year round solar access to existing and the new public spaces to be created within the Planning Area.
- P7 Tower elements located above the podium level should not exceed 45m in width, unless it can be adequately demonstrated that sufficient physical vertical articulation can be provided to break the tower elevation into two distinct elements.
- P8 Minimum floor to floor heights on land zoned *E2 Commercial Centre* or *MU1 Mixed Use* must be provided:
  - (a) Ground floor level: 4.0 – 4.5m
  - (b) First floor level: 3.6m
  - (c) Levels above: 3.0m (residential uses) or 3.6m (non-residential uses)
- P9 Residential floor to floor heights should generally not exceed 3.2m, except on the first floor level in accordance with P7 above.
- P10 Rooftop plant and structures should be designed and positioned to comprise a minor element of the roofscape and minimise any increases to the building's overall overshadowing impacts.

**3.2.3.3 Setbacks**

**Objectives**

- O1 Reinforce the spatial definition of streets and public spaces.
- O2 Emphasise the street as a distinct spatial entity and design the street wall frontage with an appropriate human scale and sense of enclosure for the street.
- O3 Ensure consistent street frontages along the street alignment.
- O4 Recognise the variation in street frontage heights throughout the centre and allow flexibility to respond to context.
- O5 Ensure adequate transition in scale between employment / mixed use zones and residential zones.



**Provisions**

**Note.** Additional setbacks may be required for any part of the building located above the podium level. Refer to Section 3.2.3.5.

- P1 Buildings are to be setback from all street frontages in accordance with the Building Setbacks Map (refer to Figure C-3.2-3). Where a street setback is not indicated on the Buildings Setback Map, setbacks are to be in accordance with:
- (a) Section 1.4.6 to Part B of the DCP for land zoned *R3 Medium Density Residential*; or
  - (b) Section 3.2.5 to Part C of the DCP for land zoned *R4 High Density Residential*.
- P2 A nil setback is permitted to all side and rear boundaries without a street frontage on land zoned *E2 Commercial Centre* or *MU1 Mixed Use*.
- P3 Despite P2, a minimum 6m setback is required where land zoned *E2 Commercial Centre* or *MU1 Mixed Use* directly adjoins land which is residentially zoned along the zone interface. This requirement does not apply if the land is separated by a public road.
- P4 Side and rear setbacks on residentially zoned land are required to be setback in accordance with Section 1.4.6 to Part B of the DCP.
- P5 Despite P1 and P2, setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).
- P6 Despite P1-P4, where a site contains a heritage item and that item is to be retained, the heritage item may maintain its existing setback.
- P7 Despite P1-P4, increased setbacks may be required for the podium levels contain residential uses to achieve adequate building separation in accordance with [SEPP \(Housing\) 2021](#).
- P8 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure C-3.2-3).





Figure C-3.2-3: Building Setbacks Map



### 3.2.3.4 Podium Heights

#### **Objectives**

- O1 To strengthen the urban form of the Centre with consistent street wall heights.
- O2 To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- O3 To enhance the distinctive character of streets within the Centre.
- O4 To ensure the context of heritage items are not adversely eroded.

#### **Provisions**

- P1 Podiums are to be provided to in accordance with the Podium Heights Map (refer to Figure C-3.2-4).
- P2 Despite P1, corner sites are to maintain a consistent podium height to all street frontages to achieve consistent built form.
- P3 Despite P1, sites containing a heritage item and where that heritage item is to be retained the existing podium height may be retained.
- P4 Despite P1 podium heights may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD). However, distinct architectural elements are to be incorporated to reflect the desired podium heights.
- P5 If required, podiums are to step down with the topography.



Figure C-3.2-4: Podium Heights Map



### 3.2.3.5 Above Podium Setbacks

#### Objectives

- O1 To protect daylight access at street level and permit views of sky from the street by providing setbacks above the podium that promote separation between buildings and assist in mitigating urban heat.
- O2 To ensure that built form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of urban heat and wind effects of tower buildings.
- O3 To reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.
- O4 To provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
- O5 To ensure towers are sufficiently separated to be seen in the round and reduce the cumulative overshadowing impact of towers on neighbouring residential areas.
- O6 To ensure development does not prejudice the re-development of adjoining sites in the future.
- O7 To avoid awkward ziggurat style built form outcomes.

#### Provisions

- P1 All buildings are to be designed to provide setbacks above the podium in accordance with the Above Podium Setbacks Map (refer to Figure C-3.2-5). Setbacks above the podium are to be measured from the outer wall of the podium.
- P2 A minimum above podium setback to all side and rear boundaries is required as follows:
  - (a) 4.5m for buildings up to 8 storeys in height; or
  - (b) 6m for buildings from 9 storeys up to 18 storeys in height; or
  - (c) 12m for buildings over 18 storeys in height.
- P3 Despite P1 and P2, above podium setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).
- P4 Despite P2, the following minimum above podium setbacks, measured from the property boundary, is required where land zoned *E2 Commercial Centre* or *MU1 Mixed Use* directly adjoins land which is residentially zoned along the zone interface:
  - (a) 12m for buildings up to 8 storeys in height; or
  - (b) 15m for buildings over 8 storeys in height.

This requirement does not apply if the land is separated by a public road.
- P5 Despite P1, P2 and P3, increased setbacks above the podium may be required to achieve adequate building separation in accordance with [SEPP \(Housing\) 2021](#).
- P6 Only one step in the built form between the podium walls and tower is permissible.
- P7 An existing adjacent building, even if heritage listed, cannot be used to justify a reduced setback that would compromise the development potential of the adjacent site in the future.

**Note.** Above podium setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.





Figure C-3.2-5: Above Podium Setbacks Map



### 3.2.3.6 Active Frontages

#### Objectives

- O1 To provide for the amenity, interest and liveliness of the street environment and public open spaces.
- O2 To ensure a positive experience for pedestrians with the necessary fine grain environment of the street.
- O3 To enable sensory engagement with the street and public spaces.
- O4 To provide an active ground floor frontage that is accessible and integrated with the design of the public domain.
- O5 To maximise the extent of active frontages in the public domain.
- O6 To promote activity, connectivity and variety in the public domain.
- O7 To increase passive surveillance of the street and other public spaces and enhance safety.

#### Provisions

- P1 Buildings must contain active frontages to all street frontages, with the exceptions of public laneways.
- P2 Where a site has a direct frontage to an existing or proposed open space, an active frontage is to be provided to that interface. In particular, active frontages are to be provided to:
  - (a) Hume Street Park, including the link between Willoughby Road and Hume Street;
  - (b) Ernest Place, between Willoughby Road and Willoughby Lane; and
  - (c) Holtermann Reserve (proposed).
- P3 Active frontages are to be provided along both sides of through site links.
- P4 Active frontages to public laneways are encouraged where practical but not where they do not have an interface with residentially zoned land.
- P5 Where a site has multiple street frontages, all service and vehicular access points must not be provided off the primary street frontage.
- P6 Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.
- P7 Avoid the use of colonnades along all street frontages.

### 3.2.3.7 Solar access

#### Objectives

- O1 To ensure existing and future parks and public spaces in and around the Centre are afforded a high level of amenity through the maintaining and maximising of solar access during periods in the day when they are most used throughout the year.
- O2 To promote active and passive recreation to public spaces to service existing and planned population of the Centre and surrounds.
- O3 To ensure the successful growth and survival of trees and vegetation within the parks and public spaces.

#### Provisions

- P1 Development is to be designed to maximise year round solar access to existing and proposed new public spaces to be created within the Planning Area.
- P2 Development must not result in a net increase in overshadowing to the following existing and proposed public spaces between 10am and 3pm from the March Equinox to the September Equinox (inclusive):

- (a) Hume Street Park, comprising all land located between Pole Lane, Willoughby Road, Clarke Street and Oxley Street and zoned *RE1 Public Recreation*; and
  - (b) Ernest Place, comprising all land within the Ernest Street road reserve located between Willoughby Road and Willoughby Lane and zoned *RE1 Public Recreation*; and
  - (c) Holtermann Reserve (proposed), comprising that part of Lot 1, DP 785343 and zoned *SP2 Infrastructure - Car Park*.
- P3 Development must not result in a net increase in overshadowing to the Willoughby Road road reserve, between Chandos Street and Falcon Street between 10am and 3pm from the March Equinox to the September Equinox (inclusive).
- P4 Despite P2 and P3, development on land located directly adjacent to the identified public spaces may result in a net increase in overshadowing of that space, but only if that development strictly complies with relevant built form envelope controls that apply to that land under both NSLEP 2013 and this DCP.

### 3.2.3.8 Awnings

#### Objectives

- O1 To maximise pedestrian comfort and continuous protection.

#### Provisions

- P1 Awnings must be provided to all street frontages on land zoned *E2 Commercial Centre* and *MU1 Mixed Use*, except laneways.

### 3.2.3.9 Car accommodation

#### Objectives

- O1 To minimise the impact on pedestrian safety.
- O2 Ensure that traffic generation is minimised.
- O3 To minimise the visual impact of vehicles.
- O4 Ensure high levels of accessibility.

#### Provisions

- P1 Where a property has a frontage to a laneway, vehicular access must be made from the laneway.
- P2 No vehicular access is permitted to:
  - (a) Willoughby Road,
  - (b) Pacific Highway, or
  - (c) Falcon Street.
- P3 Shared vehicular access to Shirley Road must be maintained to all properties between 286 and 306 Pacific Highway.
- P4 All off-street car parking must be provided underground, except when owned and operated by Council as a public car park.
- P5 The level of parking provided on sites in close proximity to the metro station should be minimised as far as practical.

### 3.2.4 Hume Street Park

#### Plan of Management

- P1 Development is not permitted on the Hume Street Park site:
  - (a) until a Plan of Management has been prepared for the site; and
  - (b) the development is consistent with the Plan of Management.



**Diversity**

P2 The principal purpose is to provide a large recreational area and urban plaza with a variety of community, recreational and business purposes provided below ground level.

**Form, massing and scale**

P3 Development is predominately located below ground, to ensure that the land is highly accessible for pedestrians and can be actively used as a recreational space and urban plaza.

P4 Any development located above ground shall not exceed 1 storey in height.

**3.2.5 27-57 Falcon Street**

**3.2.5.1 Desired Future Character, Design Objectives and Key Principles**

P1 Development is to respond to the scale and character of the existing development and desired future character of the surrounding area.

P2 Built form, scale and massing is to transition in scale across the site from a mixed use, higher density typology in the western portion reflective of the Crows Nest Town Centre to a lower to medium density residential typology on the eastern portion.

P3 Development should balance the provision of new residential flat buildings within a Town Centre, while maintaining a reasonable level of amenity, privacy and solar access for low density neighbouring residents on Alexander Lane, Falcon Street and in the Hayberry Conservation Area.

P4 A mixed-use typology with medium rise residential flat buildings built to the boundary with commercial on ground level at the corner of Falcon Street and Alexander Lane. A residential typology to the eastern part of the site along Falcon Street setback from the street, with multi dwelling housing fronting Hayberry Lane to respond to the existing scale of the Hayberry Conservation Area.

P5 Built form to transition to the existing lower scale development in the Hayberry Conservation Area.

P6 Road widening along Alexander Lane with pedestrian amenity and road widening with a landscaped response and pedestrian amenity to Hayberry Lane.

P7 Vehicular access from Alexander Lane with two-way access from / to Falcon Street.

P8 A secure pedestrian through site link between Falcon Street and Hayberry Lane.

**3.2.5.2 Desired Built Form**

**Objectives**

O1 To provide for increased opportunity for height and density in the growing Crows Nest Town Centre, close to public transport and services.

O2 Building envelopes are to respond to the site's surrounding context which transitions in character from the Crows Nest Town Centre to the lower scale Heritage Conservation Area on Hayberry Street.

O3 To achieve appropriate separation distances between existing and proposed buildings and ensure reasonable privacy and solar access is maintained to surrounding dwellings, mindful of the need for renewal at the site.

O4 To ensure appropriate building lengths, a variety of building facades and a 'fine-grain' response to the public domain.

**Provisions**

**Building Height**

P1 Buildings must not exceed the maximum height in storeys as shown on the Site Layout Plan at Figure C-3.5 and the following provisions:



- (a) Building A - a maximum height of 6 storeys and stepping down in height to a maximum of 3 storeys at the Hayberry Lane frontage.
- (b) Building B - a maximum height of 6 storeys and stepping down in height to a maximum of 2-3 storeys at the Hayberry Lane frontage.
- (c) Building C - a maximum height of 4 storeys.
- (d) Building D - a maximum height of 3 storeys with a maximum 2 storey presentation to Hayberry Lane, with the third storey generally accommodated within the roof form.

P2 NSLEP 2013 may allow minor exceedances of the maximum heights stipulated on the Height of Buildings Map where it relates to plant and lift overruns only.

**Street and Side Setbacks**

P3 Building setbacks must, at a minimum, comply with the setbacks shown on the Site Layout Plan at Figure C-3.5 and the following provisions:

- (a) The following minimum setbacks are required to Falcon Street:
  - (i) Building A - 0m.
  - (ii) Building B - 0m.
  - (iii) Building C - 2m.
- (b) The following minimum setbacks are required to Hayberry Lane:
  - (i) Building A - 3m
  - (ii) Building B - 3m.
  - (iii) Building D - 1.5m.
- (c) The following minimum side setbacks are required to 56-63 Falcon Street:
  - (i) Building C - 4.5m.
  - (ii) Building D - 1.5m.
- (d) Building A is to be setback a minimum of 6m from the existing centreline of Alexander Lane.

**3.2.5.3 Site Coverage**

**Objectives**

- O1 To ensure that development is balanced and in keeping with the optimum capacity of the site acknowledging its unique size and location within the Crows Nest Town Centre at the interface between employment / mixed use zones and residential zones that accommodates a mix of building typologies.
- O2 To achieve appropriate building envelopes that ensure the development responds to its surrounding context and provides appropriate open space and landscaped area for residents and visitors.

**Provisions**

- P1 The maximum site coverage for this site is 65%.
- P2 For the purposes of P1, site coverage is to be determined in accordance with P2 to S.1.5.5 to Part B of the DCP.

**3.2.5.4 Communal Open Space**

**Objectives**

- O1 To provide high quality communal open space at ground level and on buildings with a reasonable level of outdoor amenity without reducing privacy to neighbouring dwellings.



O2 To provide a level of communal open space commensurate with *Apartment Design Guidelines* that is mindful of the site’s unique location and building typologies.

O3 To ensure communal open space is useable.

**Provisions**

P1 Communal open space is provided in the locations shown on the Site Layout Plan at Figure C-3.5.

P2 Communal open space can be provided on the Building B rooftop only if the space is designed such that there is no potential for overlooking into private open space and its location will not create any noise issues for surrounding dwellings.

**3.2.5.5 Landscaped Area**

**Objectives**

O4 To ensure that landscaping is used to provide appropriate amenity for development and soften the appearance of buildings and their interface with the neighbouring dwellings and the public domain.

O5 To provide a level of landscaped area commensurate with *Apartment Design Guidelines* that is mindful of the site’s unique location and building typologies.

**Provisions**

P1 The minimum landscaped area for the site is 20%.

P2 For the purposes of P1, landscaped area is to be determined in accordance with P2 to S.1.5.6 to Part B of the DCP.

**3.2.5.6 Traffic, Access and Parking**

**Objectives**

O1 To regulate traffic movements and reduce congestion on Falcon Street.

O2 To ensure that vehicular access is safe for motorists and pedestrians.

O3 To facilitate road widening along Alexander Lane.

O4 To facilitate road widening and the provision of a shared way along Hayberry Street.

O5 To create a safe, accessible and shared laneway network.

O6 To provide appropriate amount of basement parking spaces for residents, visitors and staff.

**Provisions**

P1 Vehicular access to the site must be from Alexander Lane and be located as far as practicable from Falcon Street.

P2 To facilitate vehicular access from Hayberry Lane, Alexander Lane is to be widened to allow for the provision of two-way traffic between Falcon Street and Hayberry Lane.

P3 Provide on-site parking, including visitor parking at the maximum rates stated Table C-3.1.

TABLE C-3.1: Parking Rates		
Development type		Maximum Parking Rate
Residential accommodation	Studio / 1 bedroom	0.5 space / dwelling
	2 or more bedrooms	1.0 space/dwg
	Visitor	0.25 space/dwg
Non-residential development		1/60sqm of non-residential GFA

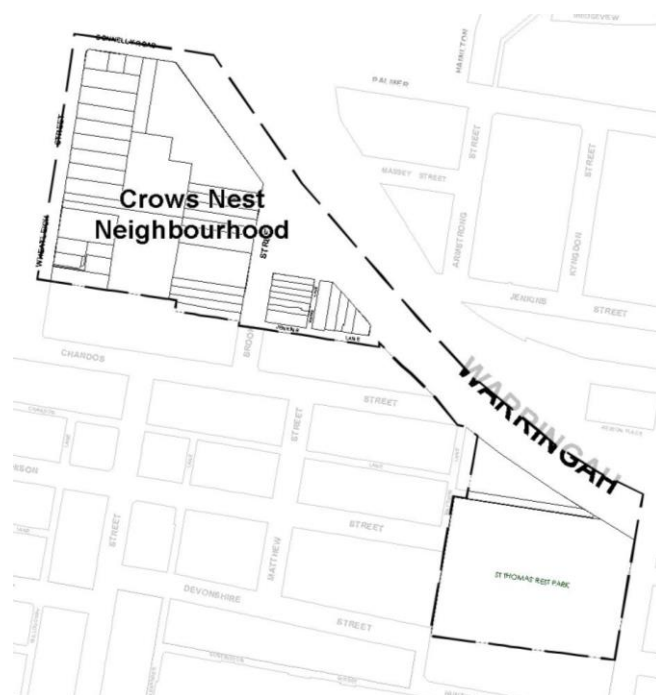


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- P4 On-site car parking provision significantly below maximum rates specified in Table C-3.1 will only be considered if the proposed development has good access to public transport due to the impact that unmet on-site parking demand may have on surrounding residential streets, if viable alternative transport modes are not available.



### 3.3 CROWS NEST NEIGHBOURHOOD



#### 3.3.1 Significant Elements

##### Land Use

- P1 Predominantly residential accommodation.
- P2 Passive recreational spaces.

##### Topography

- P3 Gentle falls to the north-east towards the Warringah Expressway.

##### Views

- P4 The following views and vistas are to be preserved and where possible enhanced:
  - (a) Vista north along Willoughby Road and Pacific Highway.

##### Identity / Icons

- P5 Warringah Expressway a major arterial thoroughfare.
- P6 St Thomas Rest Park.
- P7 Holtermann Estate Conservation Areas.

##### Subdivision

- P8 Traditional grid subdivision pattern interrupted by the juxtaposition of the Warringah Expressway.
- P9 A mix of narrow deep allotments reflecting detached and semi-detached housing forms and larger consolidated allotments reflecting multi dwelling housing and residential flat building forms.

##### Streetscape

- P10 Tree lined streets with grassed verges and concrete footpaths.
- P11 Buildings setback from the boundary and aligned with the street frontage.



P12 Low brick fences.

### 3.3.2 Desired Future Character

#### Diversity

- P1 Predominantly a mix of dwelling houses, attached dwellings, multi dwelling houses and residential flat buildings according to zone.
- P2 Retention and enhancement of existing public open spaces.

### 3.3.3 Desired Built Form

#### Form, massing and scale

- P1 Retention of a low density residential character along Wheatley Street.

#### Access

- P2 Vehicle access on Brook Street should be carefully designed to minimise disruption to vehicular traffic.

#### Noise

- P3 Elevations of buildings fronting Chandos Street and Warringah Expressway are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

### 3.4 HOLTERMANN ESTATE A CONSERVATION AREA



#### 3.4.1 History

The Holtermann Estate Conservation Areas are part of original land grants to Alexander Berry, JR Hatfield and A Mosman. Extensive land purchases by BO Holtermann in the 1880s led to consolidated subdivision of large areas.

Holtermann’s Estate sought to provide “comfortable working men’s houses”. The Holtermann Estate A Conservation Area was subdivided and offered for sale during the 1880s and 1890s.

Main period of construction-1884 to 1915.

#### 3.4.2 Description

The Holtermann Estate A Conservation Area is the northern most section of the larger Holtermann Estate and is bounded by St. Thomas Rest Park, the Warringah Expressway and commercial development to the west.

The landform falls slightly to the north and west. Subdivision is determined by a grid pattern of wide streets, rear lanes and narrow cross lanes. Lot sizes are slightly larger than other parts of the Holtermann Estate though many lots have been developed for attached dwelling houses.

The area is characterised by its low scale of single storey, hipped roof, detached and attached dwelling houses that includes a mix of late 19th and early 20th century building styles, and restrained examples of Victorian Georgian, Filigree and Italianate, Federation Queen Anne and Federation Bungalow. There are also some Inter-War Californian Bungalow and Art Deco styles with post war residential flat buildings and modern infill housing.

Street verges are typically 3.5m wide and include grass with concrete or bitumen footpaths and crossings to off-street parking. Deep set sandstone kerbs remain in some locations. Houses to the high side of the street are often set on sandstone plinths with retaining walls to the street. Rear lanes are lined with fences, carports and garages with some development fronting the lanes.



There are long views along the main streets and cross views along the lanes.

Front gardens contribute to the landscaping of the streets. Gardens follow the natural fall of the land with steps to the street on the high side. High and low scale street trees.

### 3.4.3 Statement of Significance

The Holtermann Estate A Conservation Area is significant:

- (a) as a late 19th century subdivision for speculative housing.
- (b) For its regular grid of streets, rear lanes and cross lanes.
- (c) For its consistent late 19th and early 20th century residential character and the unity of its low scale built form that derives from its regular grid subdivision pattern and its single storey, detached and attached dwelling houses in a mixture of late Victorian and early Federation styles.

	<p><b>Figure C-3.4-2 (left):</b> Circa 1890</p>
	<p><b>Figure C-3.4-3 (below left):</b> Circa 1943</p>
	<p><b>Figure C-3.4-4 (below):</b> Circa 2008</p>
	

### 3.4.4 Significant elements

#### Topography

P1 Slight falls to the north and west.

#### Subdivision

P2 Detached houses: 380m<sup>2</sup> lots with 10m frontage.

P3 Semi-detached and attached houses and some detached houses: 180m<sup>2</sup> to 260m<sup>2</sup> lots with 4-6m frontages. Long narrow lots with frontages to street and laneway (where they occur).

#### Streetscape

P4 Street trees align streets.

P5 Sandstone retaining walls relate to changes in level between streets and lots.



P6 Continuous grass verges and sandstone kerbs without vehicle crossings.

P7 Lanes have a low scale and service character.

**Views**

P8 Vistas along major streets and lanes.

**3.4.5 Characteristic buildings**

P1 Single storey, detached, semi-detached and attached dwelling houses.

**3.4.6 Characteristic built elements**

**Siting**

P1 Located towards the front of the block.

P2 Consistent setbacks.

**Form, massing and scale**

P3 Single storey with hipped and gabled roofs with skillion rear extensions.

P4 Reduced height and scale to rear.

P5 Open verandahs to front.

P6 Projecting front gables beside recessed verandahs.

P7 Dwelling houses in groups of identical design (detached, semi-detached and attached) often have continuous front verandahs.

P8 Strong skyline of simple pitched roofs and tall chimneys visible from street and rear lanes and stepped along the streets/lanes.

**Roofs**

P9 Hipped roofs pitched between 30 and 45 degrees without dormers or openings that can be seen from the street.

P10 Gabled ends for projecting bays to the street.

P11 Skillion roofs to rear extensions.

P12 Brick and rendered chimneys with terracotta chimney pots.

**External Materials**

P13 Sandstone, timber weatherboards or face brick on sandstone foundations.

P14 Original rendered walls.

P15 Slate, corrugated metal and terracotta tiled roofs.

P16 Timber windows, doors and joinery in a Victorian, Federation or Edwardian style.

P17 Original front garden landscaping.

**Fences**

P18 Original low front fences.

P19 Timber fences rear and side.

P20 Sandstone plinths, sandstone piers, metal palisade and gates, timber pickets, timber rails and mesh, pipe and mesh gates, original face brick with piers.

**Car accommodation**

P21 Located off rear lanes.



### **3.4.7 Uncharacteristic elements**

- P1 Over-scaled, two storey additions; contemporary buildings with laneway frontages; over-scaled and poorly detailed carports and garages; front and side dormers and rooflights; modified roof forms; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

### 3.5 HOLTERMANN ESTATE B CONSERVATION AREA



#### 3.5.1 History

The Holtermann Estate Conservation Areas are part of original land grants to Alexander Berry, JR Hatfield and A Mosman. Extensive land purchases by BO Holtermann in the 1880s led to the consolidated subdivision of large areas.

Holtermann's Estate sought to provide "comfortable working men's houses". The area between West Street and Willoughby Road was subdivided and offered for sale during the 1880s and 1890s.

Main period of construction 1880-1915.

#### 3.5.2 Description

The Holtermann Estate B Conservation Area includes the central portion of the larger Holtermann Estate.

The landform is generally level, with slight falls to the south. Subdivision is determined by a grid pattern of wide streets and narrow, rear lanes. Lot sizes vary and many lots have been developed for attached houses.

The area is characterised by its low scale of single storey, hipped roof, detached and attached dwelling houses that include a mix of late 19<sup>th</sup> and early 20<sup>th</sup> century building styles, and restrained examples of Victorian Georgian and Filigree, Victorian Italianate, Federation Queen Anne and Federation Bungalow. There are also some Inter-War Californian Bungalow and Art Deco styles with some post war residential flat buildings and modern infill housing. There are examples of high quality attached dwellings.

Street verges are typically 3.5m wide and include grass with concrete or bitumen footpaths. Deep set sandstone kerbs remain in some locations. Rear lanes are lined with fences, garages and carports with some remnant dunnies. The lane intersections are sometimes terminated by the side profile of a corner building oriented to the cross street.

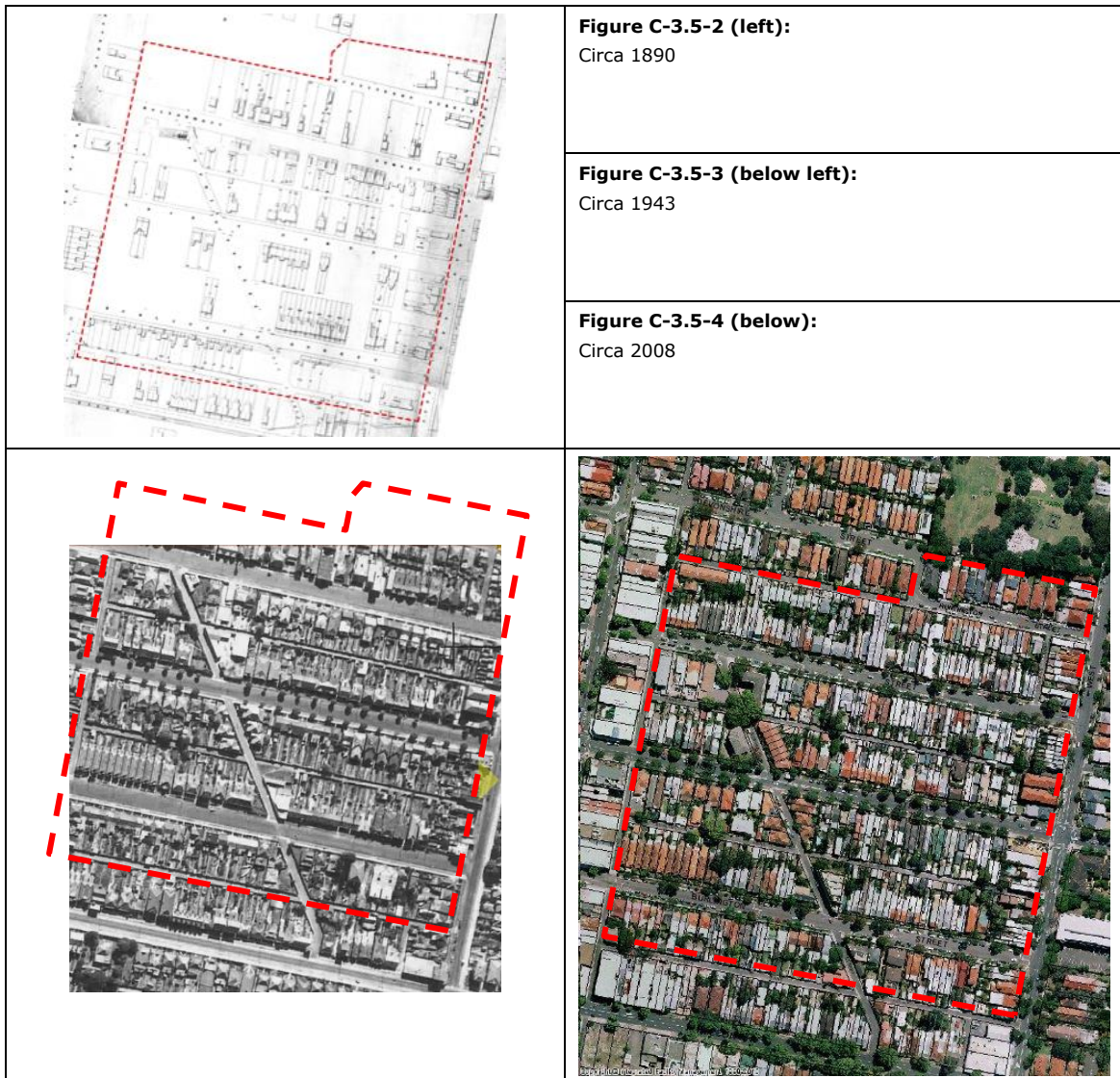
Sophia Street provides diagonal views.

Front gardens contribute to the landscaping of the streets. Gardens follow the natural fall of the land with steps to the street on the high side. There are high and low scale street trees and shrubs.

### 3.5.3 Statement of Significance

The Holtermann Estate B Conservation Area is significant:

- (a) As a late 19<sup>th</sup> century subdivision for speculative housing.
- (b) For its regular grid of streets, rear lanes and cross lanes.
- (c) For its consistent late 19<sup>th</sup> and early 20<sup>th</sup> century residential character and the unity of its low scale built form that derives from its regular grid subdivision pattern and its single storey, detached and attached dwelling houses in a mixture of late Victorian and early Federation styles.



### 3.5.4 Significant elements

#### Topography

P1 Generally level, slight falls to the south east.

#### Subdivision

P2 Detached dwelling houses: 380m<sup>2</sup> lots with 10m frontage.

P3 Detached, semi-detached and attached dwelling houses: 180m<sup>2</sup> to 260m<sup>2</sup> lots with 4-6m frontages.

P4 Long narrow lots with frontages to street and laneway (where they occur).

**Streetscape**

P5 Street trees and shrubs align streets. Sandstone retaining walls relate to changes in level between streets and lots. Continuous grass verges and sandstone kerbs without vehicle crossings. Lanes have a low scale and service character.

**Views**

P6 Along Sophia Street.

**3.5.5 Characteristic buildings**

P1 Single storey, detached, semi-detached and attached dwelling houses.

**3.5.6 Characteristic built elements**

**Siting**

P1 Located towards the front of the block.

P2 Consistent setbacks.

**Form, mass and height**

P3 Single storey with hipped and gabled roofs with skillion rear extensions.

P4 Reduced height and scale to rear.

P5 Open verandahs to front.

P6 Projecting front gables beside recessed verandahs with decorative detailing.

P7 Dwelling houses in groups of identical design (detached, semi-detached and attached) which often have continuous front verandahs.

P8 Strong skyline of simple pitched roofs and tall chimneys visible from the street and rear lanes.

**Roofs**

P9 Hipped roofs pitched between 30 and 45 degrees without dormers or openings.

P10 Gabled ends for projecting bays to the street.

P11 Skillion roofs to rear extensions.

P12 Brick and rendered chimneys with terracotta chimney pots.

**External Materials**

P13 Sandstone, timber weatherboards or face brick on sandstone foundations.

P14 Original rendered walls.

P15 Slate, terracotta tiles, corrugated metal roofs.

P16 Original timber windows, doors and decorative joinery in a Victorian, Federation and Edwardian style.

P17 Original front garden landscaping.

**Fences**

P18 900-1600mm high to the street.

P19 1800mm high to laneways.

P20 Sandstone plinths, sandstone piers, metal palisade fences and gates, timber pickets, timber rails and mesh, pipe and mesh gates, original face brick with piers.



**Car accommodation**

P21 Located off rear lanes.

**3.5.7 Uncharacteristic elements**

P1 Over-scaled two storey additions; contemporary buildings with laneway frontages; over-scaled and poorly detailed carports and garages; front and side dormers and rooflights; modified roof forms; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

### 3.6 HOLTERMANN ESTATE C CONSERVATION AREA



#### 3.6.1 History

The Holtermann Estate Conservation Areas are part of original land grants to Alexander Berry, JR Hatfield and A Mosman. Extensive land purchases by B. O. Holtermann in the 1880s led to consolidated subdivision of large areas.

Holtermann's Estate sought to provide "comfortable working men's houses". The area between West Street and Willoughby Road was subdivided and offered for sale during the 1880s and 1890s.

The main period of construction across the Holtermann Estate was between 1884 and 1915.

#### 3.6.2 Description

The Holtermann Estate C Conservation Area includes part of the southern end of the larger Holtermann Estate and is bounded by Falcon Street, West Street and the Pacific Highway.

The landform is generally level with some stepping across the streets. Lot sizes are irregular and the urban form is determined by a strongly defined grid pattern of wide streets and narrow rear lanes.

The area is characterised by modest, speculative cottages in the Victorian Georgian and Filigree, Victorian Italianate, Federation Queen Anne and Federation Bungalow styles. There are also some Inter-War Californian Bungalow and Art Deco styles and later infill development including the large campus of the Sydney Girls High School.

Street verges are typically 3.5m wide and include grass with concrete or bitumen footpaths. Deep set sandstone kerbs remain in some locations. Front cottage gardens contribute to the landscaping of the streets. Gardens are sometimes raised with centrally located steps to the street.




Rear lanes are important to the townscape and allow car access that helps the streets to maintain a pedestrian character. There are intrusive off street parking structures where rear lane access is not available. Other uncharacteristic elements include two storey additions constructed to the street, lot amalgamations and loss of original subdivision pattern, contemporary buildings with laneway frontages.



### 3.6.3 Statement of Significance

The Holtermann Estate C Conservation Area is significant:

- (a) For its late 19<sup>th</sup> and early 20<sup>th</sup> century residential character that is characterised by single storey, detached and semi detached dwelling houses of modest scale in a mixture of late Victorian and early Federation styles.
- (b) As an area that represents the working class residential development of North Sydney at the turn of the century.

	<p><b>Figure C-3.6-2 (left):</b> Circa 1890</p>
	<p><b>Figure C-3.6-3 (below left):</b> Circa 1943</p>
	<p><b>Figure C-3.6-4 (below):</b> Circa 2008</p>
	

### 3.6.4 Significant elements

#### Topography

P1 Generally level, slight falls to the north and west with stepped street.

#### Subdivision

P2 Long narrow lots with frontages to street and laneway (where they occur). Semi-detached houses and some detached house.



### Streetscape

- P3 Sandstone retaining walls relate to changes in level between streets and lots.
- P4 Continuous grass verges and sandstone kerbs without vehicle crossings.
- P5 Lanes have an open, low scale and service character with lines of timber fences.

### Views

- P6 Limited street views.

### 3.6.5 Characteristic buildings

- P1 Detached, late Victorian, Federation and Edwardian semi-detached dwelling houses.

### 3.6.6 Characteristic built elements

#### Siting

- P1 Located towards the front of the block, with gardens to rear.
- P2 Consistent setbacks.

#### Form, massing and scale

- P3 Predominantly single storey.
- P4 Rear extensions located within a single storey roof line of reduced height and scale to the main dwelling.
- P5 Dwelling houses with wide frontages have projecting bays to the street beside recessed verandahs.
- P6 Dwelling houses in groups of identical design (detached, semi-detached and attached) with continuous front verandahs.
- P7 Strong skyline of a series of simple pitched roofs and tall chimneys stepped along the streets/lanes and following the natural changes in landform.

#### Roofs

- P8 Hipped roofs pitched between 30 and 45 degrees and without dormer windows or openings that can be seen from the street.
- P9 Gabled ends for projecting bays to the street, skillion roofs to rear extensions.
- P10 Brick chimneys are unpainted, unrendered or rendered with detailing, or rough cast with chimney pots.

#### Materials

- P11 Walls: face brick, timber weatherboards or sandstone on sandstone foundations.
- P12 Roofing materials: unglazed terra cotta tiles, or slate and corrugated metal on Victorian cottages and rear extensions.

#### Windows and doors

- P13 Late Victorian, Federation and Edwardian.

#### Fences

- P14 Rusticated sandstone base walls, face brick, timber (vertical pickets and horizontal railing and wire fences) or metal palisade. Face brick or sandstone piers and base with metal palisade panels. Higher timber fences to rear.

#### Car accommodation

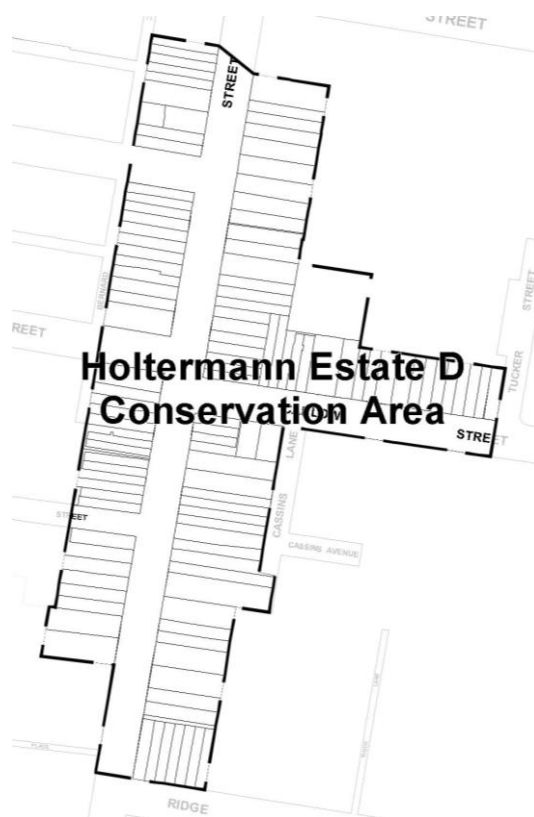
- P15 Located off rear lanes.



### **3.6.7 Uncharacteristic elements**

- P1 Modern additions; loss of original detail, painting and rendering of face brickwork; modern infill developments removal of original detailing, front and side dormers and rooflights.

### 3.7 HOLTERMANN ESTATE D CONSERVATION AREA



#### 3.7.1 History

The Holtermann Estate Conservation Areas are part of original land grants to Alexander Berry, JR Hatfield and A Mosman. Extensive land purchases by B.O. Holtermann in the 1880s led to consolidated subdivision of large areas.

Holtermann’s Estate sought to provide “comfortable working men’s houses”. The area between West Street and Willoughby Road was subdivided and offered for sale during the 1880s and 1890s.

The main period of construction across the Holtermann Estate was between 1884 and 1915.

#### 3.7.2 Description

The Holtermann Estate D Conservation Area is set to both sides of the southern end of West Street and is defined by Falcon Street and Ridge Street.

The landform is generally level and the urban form is determined by a strongly defined grid pattern of wide streets and narrow rear lanes.

The Area is characterised by modest, speculative cottages that include a mix of late 19<sup>th</sup> and early 20<sup>th</sup> century building styles including Victorian Georgian and Filigree, Federation Queen Anne and Federation Bungalow. There are also some two storey Victorian Italianate and Victorian Filigree terraces and Inter-War, Californian Bungalow and Art Deco styles.

The mature street trees are also a prominent and unifying feature of the West Street streetscape.




Front cottage gardens contribute to the landscaping of the streets, and are typical of small lot development of the pre-war era.

There are rear lanes that have a distinct character that is different to the streets and that allow car access.

### 3.7.3 Statement of Significance

The Holtermann Estate D Conservation Area is significant:

- (a) for its consistent late 19<sup>th</sup> and early 20<sup>th</sup> century residential character that is characterised by single storey dwelling houses of modest scale and two storey attached dwellings in a mixture of late Victorian and early Federation styles.
- (b) for its regular grid subdivision pattern, the level landform and development over a single main development period.

	<p><b>Figure C-3.7-2 (left):</b> Circa 1890</p>
	<p><b>Figure C-3.7-3 (below left):</b> Circa 1943</p>
	<p><b>Figure C-3.7-4 (below):</b> Circa 2008</p>
	



### 3.7.4 Significant elements

#### Topography

P1 Generally level, slight falls to the north and west.

#### Subdivision

P2 Long narrow lots with frontages to street and laneway (where they occur).

#### Streetscape

P3 Sandstone retaining walls relate to changes in level between streets and lots. Continuous grass verges and sandstone kerbs without vehicle crossings. Street trees align streets. Lanes have an open, low scale and service character with lines of timber fences.

#### Views

P4 Along West and Carlow Streets.

### 3.7.5 Characteristic buildings

P1 A mixture of single storey detached and semi-detached dwelling houses and two storey attached dwellings.

### 3.7.6 Characteristic built elements

#### Siting

P1 Located towards the front of the block.

P2 Consistent setbacks.

#### Form, massing and scale

P3 Single storey detached and semi-detached dwellings.

P4 Two storey attached dwelling houses.

P5 Single storey, rear extensions within single storey roof line – reduced height and scale to rear of housing.

P6 Dwelling houses with wide frontages have projecting bays to the street beside recessed verandahs.

P7 Dwelling houses in groups of identical design often have continuous front verandahs.

P8 Strong skyline of a series of simple pitched roofs and tall chimneys stepped along the streets/lanes.

#### Roofs

P9 Hipped roofs pitched between 30 and 45 degrees and without dormer windows or openings that can be seen from the street.

P10 Gabled ends for projecting bays to the street, skillion roofs to rear extensions.

P11 Brick chimneys are unpainted, unrendered or rendered with detailing, or rough cast with chimney pots.

#### Materials

P12 Walls: face brick, timber weatherboards or sandstone on sandstone foundations. Where walls are painted darker shades are typically used for detailing.

P13 Roofs: unglazed terra cotta tiles, or slate and corrugated metal on Victorian cottages and rear extensions.

#### Windows and doors

P14 Late Victorian, Federation, Edwardian and Inter War.



**Fences**

P15 A mixed use of:

- (a) low rusticated sandstone base walls, face brick;
- (b) timber (vertical pickets and horizontal railing and wire fences);
- (c) metal palisade;
- (d) face brick or sandstone piers and base with metal palisade panels.

**Car accommodation**

P16 Located off rear lanes.

**3.7.7 Uncharacteristic buildings**

P1 Over-scaled, two storey additions; contemporary buildings with laneway frontages; front and side dormers and rooflights; modified roof forms, removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street, car parking in front setback, lot amalgamation and loss of original subdivision pattern.