



# 575-583 PACIFIC HIGHWAY ST LEONARDS

PLANNING PROPOSAL - URBAN DESIGN REPORT

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# 575-583 PACIFIC HIGHWAY ST LEONARDS

## PLANNING PROPOSAL - URBAN DESIGN REPORT

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# 01 INTRODUCTION

# 01 INTRODUCTION

## SUMMARY

### PURPOSE

The purpose of this submission is to provide Council with the necessary information to assess proposed changes to the planning controls for 575-583 Pacific Highway St Leonards to enable the redevelopment of the Marco Building for mixed use development containing a commercial and retail podium with a residential tower above.

The proposed changes have been developed to meet the objectives of the Built Form Masterplan for Precinct 1 and this report assesses options for built form, bulk, height and building setbacks

575-583 Pacific Highway will be referred to throughout this document as 'The Site'. The Site is within the North Sydney Council Local Government Area (LGA). It is situated within Precinct 1 of North Sydney Council's St Leonards/Crows Nest Planning Study (December 2011 with Addendum in October 2012). These studies are referred to in this document as 'The Planning Study' and 'The Planning Study Addendum'. The Planning Study focuses on a narrow development strip along the Pacific Highway between Albany St and Oxley St which includes The Site. The Addendum generally covers the remainder of the land within Precinct 1.

The aim of The Planning Study was to develop new strategies and planning initiatives that will provide for:

- + New open space in St Leonards/Crows Nest;
- + Increased investment in St Leonards and decreased commercial vacancy rates, with particular focus on the rejuvenation of the Pacific Highway between St Leonards train station and the intersection of Pacific Highway and Willoughby Road;
- + Improved connectivity, particularly between St Leonards/ Pacific Highway and Willoughby Road;
- + Improved urban design and street level amenity particularly in St Leonards and along the Pacific Highway;
- + Improved building design and residential amenity in St Leonards.

The Site's western edge abuts the boundary defining the Lane Cove Council LGA. As such, The Site is directly impacted by strategies, consents and planning decisions not only within North Sydney Council but also Lane Cove Council.



Figure 1.01 - The Marco Building in its current condition from Pacific Highway

## METHODOLOGY

A site analysis was undertaken from which a number of opportunities and constraints to development were identified.

The planning context was considered, in particular, The Planning Study and The Planning Study Addendum as well as the development context and recent approvals surrounding The Site. A series of guiding design principles were established from these considerations as a basis for the design options. These principles relate to the principles outlined in the North Sydney Council planning study. New principles have also been included where appropriate.

Several design options were investigated and a preferred design was chosen (Refer to Part 4 - Option Study).

The report is broken into 5 main parts and is accompanied by an appendix.

Part 2 provides a contextual analysis and strategy analysis for relevant planning strategies applicable to The Site.

Part 3 outlines the design principles established for development options.

Part 4 contains an option study assessing three main options.

Part 5 details the preferred option concept masterplan.



Figure 1.02 - The Site



Figure 1.03 - The Marco Building in its current condition from Pacific Highway

# 01 INTRODUCTION

## SUMMARY

### OPTION STUDY

The Planning Study identifies a preferred option for this site which relies on amalgamation with the neighbouring site, or joint development.

Despite repeated attempts to form a partnership or purchase the neighbouring site, an agreement has not been possible. As such, it does not look likely that this part of the precinct will deliver the outcomes desired by North Sydney Council under the Planning Study strategy.

As such, two other options have been considered that would deliver the key intentions of the Planning Study.

The option study within the report considers the three options for the site.

- + Option 1 - The envelope as outlined in the Planning Study (2011)
- + Option 2 - The envelope for a 56m tall tower fully within 575-583 Pacific Highway in relation to the built form of the current DA approvals for 567-573 and 563-565 Pacific Highway.
- + Option 3 - The envelope for a 56m tall tower fully within 575-583 Pacific Highway in relation to a potential development if the sites on 567-573 and 563-565 Pacific Highway were amalgamated to enable development to the 56m height limit set out in the Planning Study's Built form Masterplan.

### PREFERRED OPTION

Option 2 is the preferred option as Option 1 is unable to be delivered due to land ownership patterns.

The preferred option for The Site maintains a tower and podium typology as per the preferred option of the Planning Study.

The podium involves the retention of the heritage listed Marco Building and the restoration of its original features to a more accurate state.

The 56m residential tower element follows the recommendations of The Planning Study, but is shifted towards the north to allow it to sit wholly within The Site. This is because The Planning Study assumed there would be an amalgamation of lots which has since proved to be unattainable, despite repeated efforts.

The Planning Study recommended certain views from the upper levels of the Abode building (599 Pacific Highway) to be retained. This is achieved through the chamfered form of the residential tower.

The proposed design enhances pedestrian amenity by setting back the built form from Pacific Highway and from Clarke Lane and by the installation of new awnings within the Pacific Highway setback.

Increased building separation, the lowering of podium and the inclusion of a podium garden help increase the amenity of the neighbouring residential building at 1-5 Albany St.



Figure 1.04 - Marco Building May 24 1946 Source: Australian Institute of Architects 2015



Figure 1.05 - Source: North Sydney Library T00845 2015

### SITE IDENTIFICATION

The Site, situated at 575-583 Pacific Highway, consists of the following lots: Lot A DP431687; Lot 10 DP660453; Lot 1 DP772247. The Site is home to the heritage listed Marco Building and is bounded by Pacific Highway to the west, Albany Street to the north and Clarke Lane to the east. It is neighboured by 567-573 Pacific Highway on its southern boundary. This neighbouring site holds a Development Consent for a mixed use commercial and residential building of 8 storeys in height.

It falls within the North Sydney Council Local Government Area. The Pacific Highway (on the western side of The Site) is the boundary between Lane Cove and North Sydney LGA.

The Marco Building is a heritage listed item which currently occupies the entire site area. This item is identified by North Sydney Council as an “excellent and attractive example of the Inter-war Functionalist style”. It is situated in a prominent location on the corner of Pacific Highway and Albany Street in St Leonards. Specialist heritage advice stipulates that the southern part of the building is a newer extension of minimal heritage significance.



Figure 1.06 - Site Aerial Source: Six Maps NSW



## 02 ANALYSIS

## O2 ANALYSIS

### REGIONAL CONTEXT

St Leonards is a built up area located on Sydney's North Shore, supported by the nearby urban areas of Chatswood and North Sydney. It lies within 10km of Sydney CBD.

The Royal North Shore Hospital and North Sydney TAFE are of regional health and education significance and are located in close proximity to St Leonards train station and transport interchange.

St Leonards railway station is on the T1 (North Shore Line) which directly connects St Leonards to Sydney CBD, Hornsby, Macquarie Park, Epping and the Central Coast. By combining modes of transport major suburban areas, such as the Northern Beaches and Ku-ring-gai Chase, are accessible.

The Pacific Highway runs past The Site and is a classified road connecting central Sydney to the North Shore, the Central Coast and goes as far north as Brisbane.

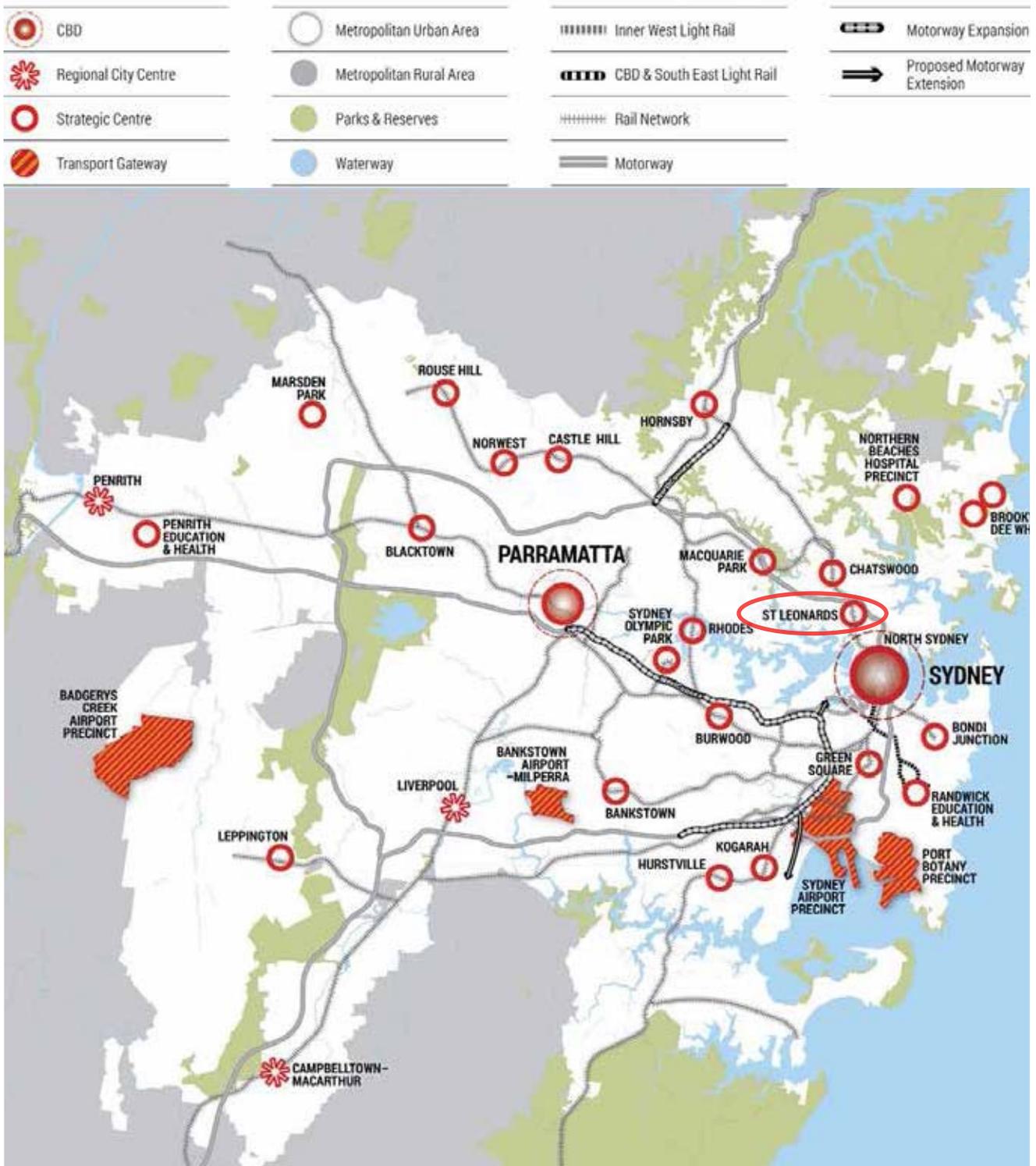


Figure 2.01 - Source: A Plan for Growing Sydney 2014, Figure 16: Sydney's Strategic Centres and Transport Gateways

The Plan for Growing Sydney identifies St Leonards as a specialised precinct, categorising it as an office cluster. It is located within the Global Arc or Global Economic Corridor and is identified as a Strategic Centre.

As one of Sydney's 10 major office markets, St Leonards is integral to the provision of Sydney's jobs. The Plan for Growing Sydney proposes to expand the Global Economic Corridor by:

- + Growing high skilled jobs,
- + Investing to improve infrastructure around strategic centres.
- + The priorities for St Leonards are to:
  - + Retain the commercial core,
  - + Increase capacity for mixed use including: offices, health, retail and housing,
  - + Support health uses around the Royal North Shore Hospital,
  - + Provide for future employment and housing opportunities associated with the rapid transit station.

 CBD	 Enterprise Corridor – attracting new economic activity
 Regional City Centre	 Metropolitan Urban Area
 Strategic Centre	 Metropolitan Rural Area
 Growth Centre – future urban development	 Parks & Reserves
 Urban Investigation Area – potential growth centre	 Waterway
 Priority Precinct – major urban renewal	 Rail Network – existing network
 Urban Renewal Corridor	 Rail Network Extension – under construction
 Local renewal opportunities yet to be identified	 Inner West Light Rail – existing
 Western Sydney Employment Area	 CBD & South East Light Rail – under construction
 Global Economic Corridor	 Motorway – existing network
 Transport Gateway – airports and ports	 Motorway Expansion – proposed

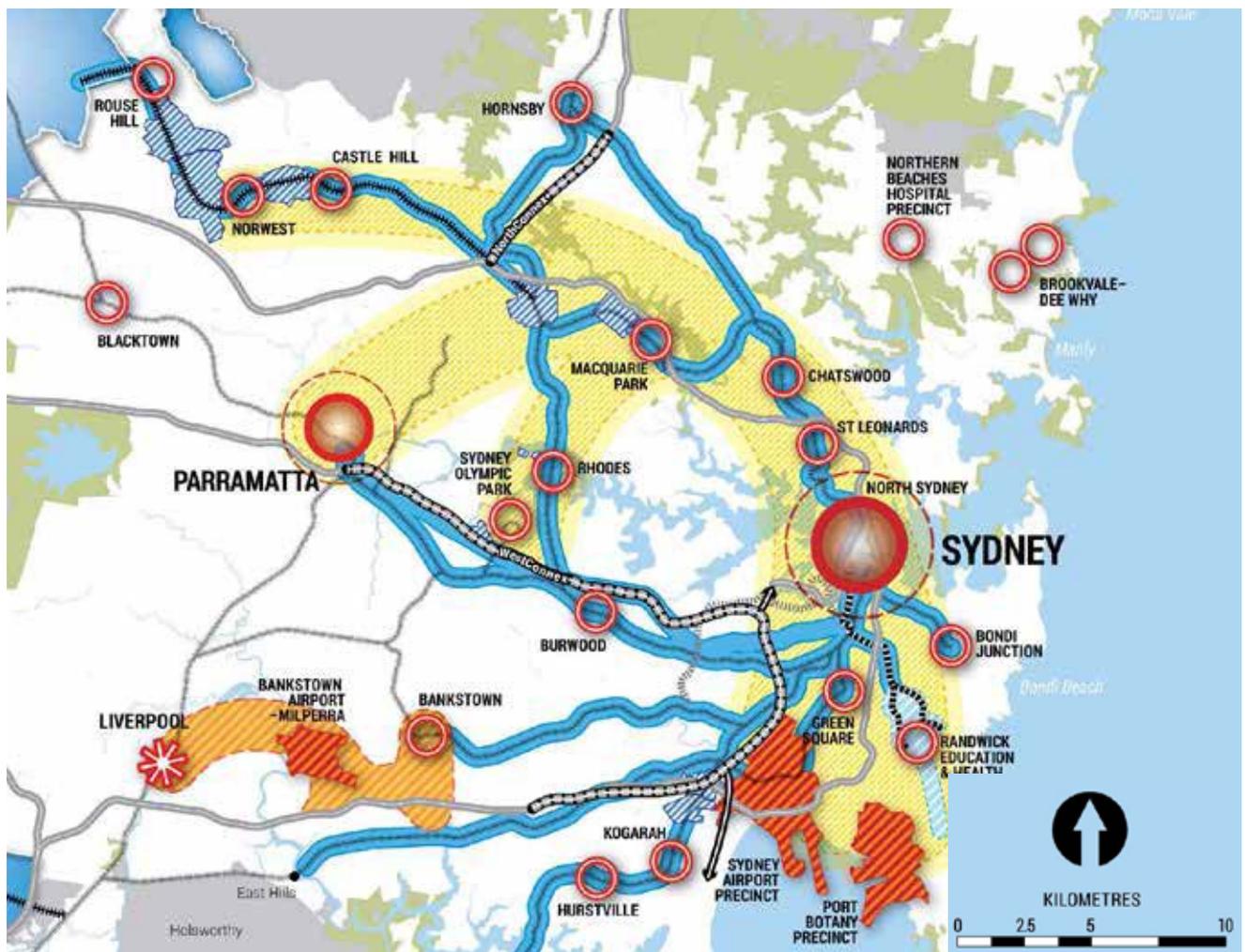


Figure 2.02 - Source: A Plan for Growing Sydney 2014, Figure 2: A Plan for Growing Sydney

## 02 ANALYSIS

### PLANNING CONTEXT

#### ST LEONARDS STRATEGY - NOVEMBER 2006.

This strategy was commissioned by North Sydney Council, Lane Cove Council and Willoughby Council in collaboration.

It makes reference to the Sydney Metropolitan Strategy which sets a target of 8,000 new jobs (an increase of 31%) and 2,000-5,000 new dwellings by 2031.

The development of St Leonards as an employment centre is based on its location within the 'Global Arc', on its accessibility and on its proximity to health and education facilities.

Three scenarios were prepared: the first achieved 4,306 jobs and 3,165 dwellings; the second achieved 8,081 jobs and 2,955 dwellings and the third achieved 13,073 jobs and 1,525 dwellings.

These scenarios suggest the Metro Strategy target is broadly achievable and that there is scope to go beyond the target.

The strategy envisions housing opportunities being diverse and supported by retail tenancies, cafés, bars, entertainment venues, community facilities, a high quality environment, excellent public transport system, and walking and cycling accessibility.

#### ST LEONARDS/CROWS NEST PLANNING STUDY PRECINCT 1 - NOVEMBER 2011 AND ST LEONARDS/CROWS NEST PLANNING STUDY PRECINCT 1 (ADDENDUM) - OCTOBER 2012.

In November 2011, North Sydney Council undertook a Planning study of the area: The St Leonards/Crows Nest Planning Study (referred to as The Planning Study). In October 2012 Council added the St Leonards/Crows Nest Planning Study (Addendum) October 2012 (referred to as The Planning Study Addendum).

The Site is located in Precinct 1 of The Planning Study. (Refer to Figure 2.03 for precinct assignment).

The Planning Study develops new strategies and initiatives to positively manage change in St Leonards, allowing significant public benefits to be delivered, while minimising negative impacts on existing residents.

This Planning Proposal aims to respond to the main goals of the study, namely:

"The study aims to develop new strategies and initiatives that will provide for the following:

- + New open space in St Leonards/Crows Nest.
- + Increased investment in St Leonards and decreased commercial vacancy rates, with particular focus on the rejuvenation of the Pacific Highway between St Leonards train station and the intersection of Pacific Highway and Willoughby Road.
- + Improved connectivity, particularly between St Leonards/ Pacific Highway and Willoughby Road. Improved urban design and street level amenity particularly in St Leonards and along the Pacific Highway.
- + Improve building design and residential amenity in St Leonards".

*Source: St Leonards/Crows Nest Planning Study addendum October 2012 - North Sydney Council*

In order to achieve these goals, The Planning Study proposes the following principles:

- + Expanding and improving the quality of the public domain where appropriate,
- + Strengthening pedestrian routes, particularly east-west connections between St Leonards and Willoughby Road,
- + Managing views, in particular existing views,
- + Encouraging a microclimate conducive to pedestrian comfort and amenity,
- + Adopting a street wall (podium) and tower building typology,



Figure 2.03 - Precinct Identification from St Leonards/Crows Nest Planning Study (2011): North Sydney Council

- + Retaining the heritage listed Marco Building in any redevelopment,
- + Creating a network of small, high capacity open spaces.

The Planning Study Addendum principles include:

- + Increasing building height while maintaining the 'stepping down' principle and the amenity of surrounding areas,
- + Expanding and rejuvenating Hume St Park,
- + Activating ground floors and encouraging non-residential first floor uses with residential above,
- + Maintaining an appropriate vehicular circulation network with on-street parking mainly catering to stop-and-shop businesses.

The Planning Study and Planning Study Addendum recommend the retention of the local heritage item the 'Marco Building'. Specialist heritage advice stated that the southern part of the building was a later addition in the same style and that it is considered to be of lesser heritage value. A number of significant changes have been made to the building fabric. The proposed development provides an opportunity to restore the building to a more authentic state by removing the southern addition and restoring the original features.

The Planning Study and Planning Study Addendum assume that the four lots of the block bound by Pacific Highway, Albany St, Clarke Lane and Oxley Street (the 'ABC' block) will amalgamate. The Planning Study and Planning Study Addendum do not take into account what would happen should amalgamation prove infeasible. [Figure 2.04]

Since Planning Study and Planning Study Addendum were written in 2011 and 2012 respectively, negotiations to amalgamate have proved fruitless. Instead, several developments have been approved and one was built in the 'ABC' block:

- + At 545-553 Pacific Highway, a development with a 50m tower component has been built. While the height of the tower element is consistent with The Planning Study recommendations, there was no amalgamation.
- + Separate Development Approvals have been granted to 567-573 Pacific Highway and 563-565 Pacific Highway, suggesting that amalgamation is unlikely between these two lots. The client (owner of 575 Pacific Hwy) has advised that tenants of 567-573 Pacific Highway received notice to vacate the building by 15/04/15. Owners of 575 Pacific Hwy have also been advised by CCS Property (the project manager for 567-573 Pacific Hwy) that a D&C building contract has been entered into with demolition and site works to commence around the week of 18/05/15.

- + Despite repeated efforts, amalgamation between The Site, 575 Pacific Highway, and its southern neighbour, 567-573 Pacific Highway, have not been possible.

The effect of these development approvals is that The Planning Study's preferred option is unlikely to be delivered, compromising the objective of the study which was the positive management of change that would allow the delivery of public benefits while minimising the negative impacts on existing residents. It is necessary to plan for different possibilities to deliver these outcomes.

Additionally, approvals within the Lane Cove Council LGA impact upon the objectives of the Planning Study. At 472-520 Pacific Highway, opposite The Site, a DA was submitted during the exhibition period for the Planning Study. The DA proposes two towers, one 28 storeys, the other 35 storeys. This height and topographical position would make this development taller than the forum. Should this development be approved and built, it would compromise North Sydney Council's 'stepping down' strategy by altering the primary view of St Leonards from the harbour.

#### NORTH SYDNEY NORTH SYDNEY LOCAL ENVIRONMENT PLAN 2013 AND THE NORTH SYDNEY DEVELOPMENT CONTROL PLAN 2013

Development on The Site is currently regulated in accordance with the standard planning instruments of North Sydney Council, namely the North Sydney Local Environment Plan 2013 and the North Sydney Development Control Plan 2013.

- + Zoning: B4 Mixed Use
- + FSR: Commercial component control 2:1
- + Height: 26m



Figure 2.04 - Amalgamation of figure 66 pg 15 and figure 117 page 32 of St Leonards/Crows Nest Planning Study.

## O2 ANALYSIS

### PLANNING CONTEXT

#### ST LEONARDS PLACEMAKING AND DESIGN STUDY

The St Leonards Placemaking and Design Study (The Design Study) is a North Sydney Council study that covers adjacent areas to the north of The Site, bounded by Albany St (figure 2.06).

While The Site falls outside the boundaries of The Design Study, its recommendations for the improvement of St Leonards can be translated to The Site. In particular, the recommendations for improving laneways can be used to inform the design of Clarke Lane and Pole Lane. The principles include but are not limited to the following:

- + Give vehicles and pedestrians equal priority over the lane,
- + Install additional street lighting,
- + Promote active frontages on the laneway,
- + Create better pedestrian and bicycle environments and connections,
- + Use public art to differentiate the laneways and make them more enticing to pedestrians,
- + Promote laneway character through street furniture, materials, lighting and landscaping that are appropriate and of good quality,
- + Encourage 'pop-up' and temporary spaces,
- + Include street canopies and awnings,
- + Maintain the laneway regularly.

#### LANE COVE COUNCIL DEVELOPMENT CONTROL PLAN - PART D

The Lane Cove Council Development Control Plan 2013 includes block-specific controls based on key objectives. Block 3 (Friedlander Precinct) is directly opposite The Site, separated by Pacific Highway. The objectives of Block 3 include:

- + To create the eastern gateway into St Leonards generally on axis with Albany Street and balance the existing northern towers.
- + To provide design excellence and iconic new development to mark the entry to St Leonards.
- + To enhance the public domain regarding view lines, pedestrian links and streetscape.
- + To create a distinctive character to the Pacific Highway.
- + To revitalise Friedlander Place.
- + To provide activation to Nicholson Street and Christie Street.



Figure 2.05 - Local Government Area Boundaries



Figure 2.06 - Placemaking and Design Study Extent

The Site is part of the North Sydney Council Local Government Area (LGA), but borders Lane Cove Council LGA. The Site is also in relatively close proximity to Willoughby Council LGA to the north.

The Site sits on Pacific Highway, a major classified road and is well connected to public transport, having access to train and bus terminals within 400m. (Refer to page 19 for further information on transport links).

The open space within 400m of The Site is sparse, Hume St Park being the most sizable. St Thomas Rest Park provides a large green open space within 800m of The Site.

The Royal North Shore Hospital is a regional scaled healthcare facility providing significant healthcare services as well as employment and educational training. It is located within 400m of The Site.

### OPPORTUNITIES

- + The connectivity offered by The Site's proximity to a multi-modal public transport network increases its attractiveness to residential and commercial tenancies. Additionally the transport hub at St Leonards Station helps to increase residential and worker amenity in the forms of retail and hospitality tenancies.
- + The Proximity of the Royal North Shore Hospital provides health care, employment and educational opportunities for residents.
- + The Site's location within the Global Economic Corridor secures employment opportunities in the future.

### CONSTRAINTS

- + Noise mitigation controls might be required due to The Site's proximity to Pacific Highway.
- + Developments opposite The Site on Pacific Highway fall within the Lane Cove Council LGA. As such, The Site is impacted by the strategies, consents and planning decisions of Lane Cove Council. A coordinated vision for the development of the area was undertaken between the three neighbouring councils in the St Leonards Strategy in 2006. The area has since experienced significant change.

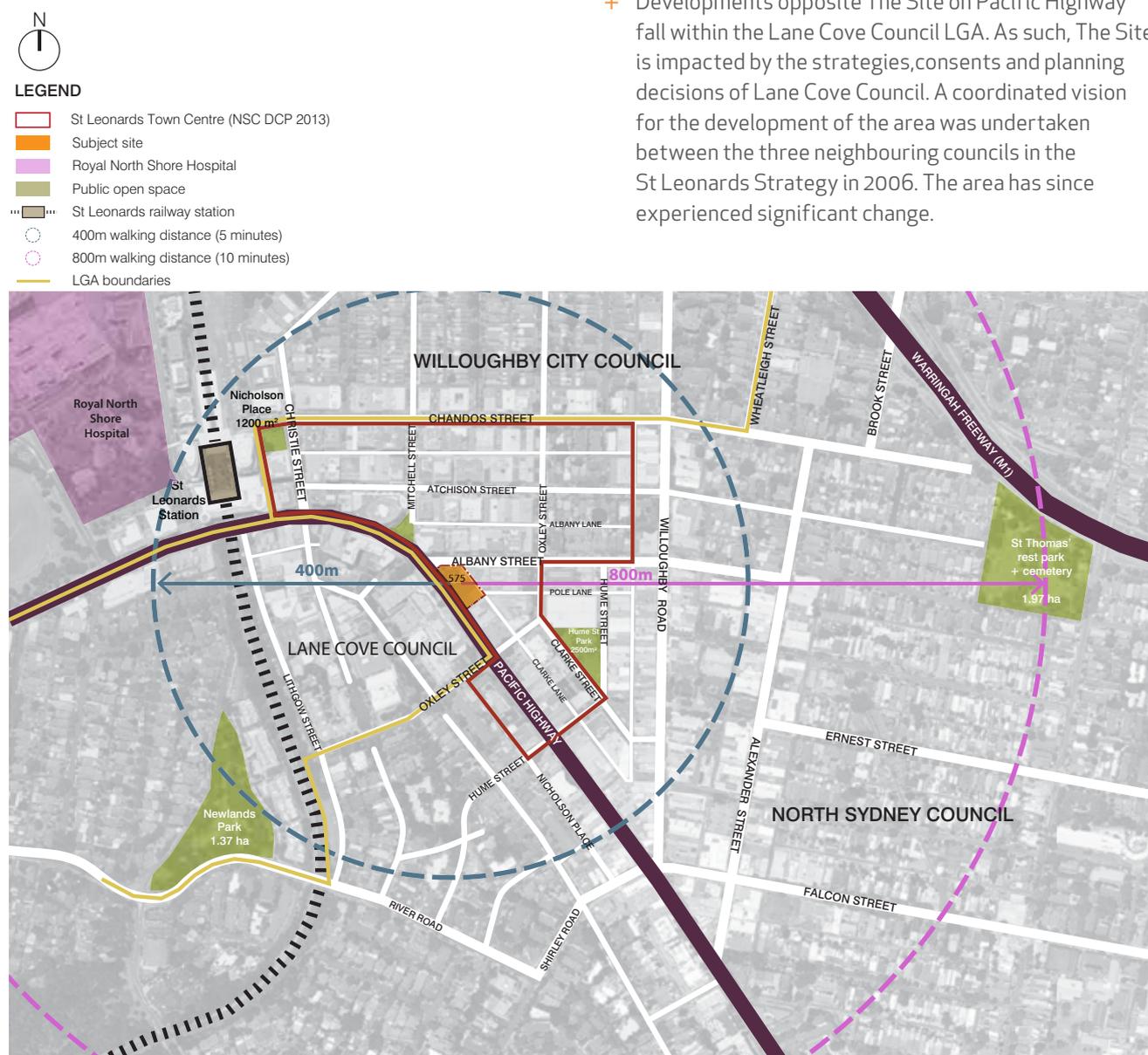


Figure 2.07 - Site Location and Context

## 02 ANALYSIS

### PROPOSED DEVELOPMENTS

A number of recent developments have been approved in St Leonards suggesting that the area is undergoing regeneration and a transition in character.

### OPPORTUNITIES

- + There is opportunity for The Site to capitalise on this regeneration by capturing new residential and commercial tenants. This in turn will help to activate and shape the new character of the area.

#### LEGEND

- St Leonards Town Centre (NSC DCP 2013)
- St Leonards Railway Station
- 575 Subject Site
- 2 Nearby DAs - Approved
- 11 Nearby DAs - On Exhibition
- 12 Nearby DAs - Under Construction /Recently Built

#### Approved Developments:

1. 7-19 Albany St (13 Storeys)
2. 26-28 Albany St (12 Storeys)
3. 48 Albany St (6 Storeys)
4. 20 & 22 Atchison St (16 Storey JRPP Approved)
5. 565 Pacific Highway (7 Storeys)
6. 567-573 Pacific Highway (9 Storeys)
7. 619 Pacific Highway (15 Storeys)
8. 621 Pacific Highway (17 Storeys)
9. 63-65 Chandos St (12 Storeys)
10. 83-89 Chandos St (11 Storeys)
11. 86- 90 Christie St (18 Storey Commercial)

#### Developments on Exhibition:

12. 472 - 486 Pacific Highway (34 & 27 Storeys)

#### Developments Under Construction /Recently Built:

13. 6-16 Atchison St (34 Storeys, Completion mid-2016)
14. 66 Atchison St (5 Storeys, Nearing Completion)
15. 51-53 Chandos St (12 Storeys, Recently Finished)
16. 78 Chandos St (6 Storeys, Under Construction)
17. 545 Pacific Highway (13 Storeys, Recently Finished)

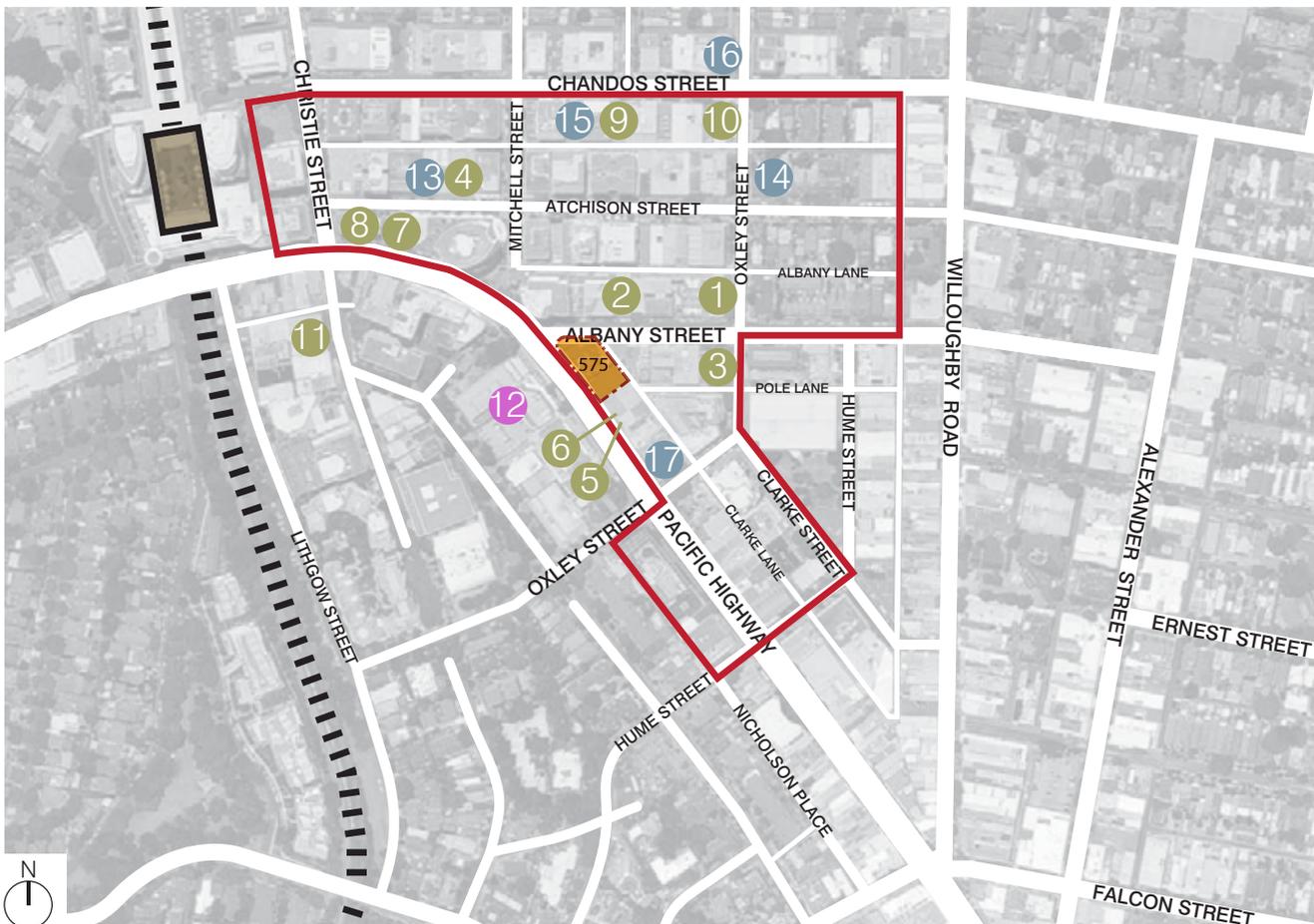


Figure 2.08 - Surrounding approvals and developments

TRANSPORT - BUS, TRAIN, ROAD AND BICYCLE.

The Pacific Highway is a road classified by the RMS as a Highway (Schedule of Classified Roads and Unclassified Regional Roads, RMS 2014). Pacific Highway provides vehicular connections from The Site to Sydney CBD and the North Shore and extends as far north as Brisbane.

St Leonards train station is within 400m of The Site, connecting to Sydney CBD, Chatswood, Hornsby and Epping. The rapid transit rail line which will connect Sydney CBD with the North-West Rail will also pass through St Leonards.

Additionally there is a bus stop adjacent to The Site which connects to Sydney CBD, Manly, Balmoral, Milsons Point, McMahon's Point and Botany. Other bus stops within 300 metres of The Site service bus routes connecting to Sydney CBD, Chatswood, Epping, Macquarie Centre,

Bondi Junction, Rouse Hill, West Pennant Hills, Riley T-Way (Stanhope Gardens) etc.

Proximity to on road cycle links provides alternatives to car ownership and can be combined with public transport usage to achieve longer distance commutes.

OPPORTUNITIES

- + The Site's attractiveness for residential and commercial uses is partly due to its proximity to multi-modal public transport.
- + There is also an opportunity to increase pedestrian and cycle amenity on Clarke Lane, providing an alternative route towards public transport and other destinations.

LEGEND

- St Leonards Town Centre (NSC DCP 2013)
- Subject site
- St Leonards railway station
- Royal North Shore Hospital
- 140 Bus route number
- Bus routes
- Cycle path (on road)
- Cycle path (separated or shared path)
- Railway line
- 🚂 St Leonards Railway Station

BUS STOP OUTSIDE THE SITE

- 143 To Manly (from Chatswood)
- 144 To Manly (from Chatswood/Royal North Shore Hospital)
- 252 To City (from Lane Cove West)
- 254 To City (from Lane Cove West)
- 257 To Blamoral Beach (from Chatswood)
- 265 To McMahon's Point (from Lane Cove)
- 286 To Milsons Point/ City (from Denistone East)
- 287 To Milsons Point (from Ryde)
- 290 To City (from Epping)
- M20 To Botany (from Gore Hill)

BUS STOP WITHIN 300m OF THE SITE

- 140 Epping Station to Manly Wharf
- 200 Chatswood to Bondi Junction
- 602x Rouse Hill to North Sydney
- 612x Riley T-Way to Milsons Point
- 653 West Pennant Hills to Milsons Point



Figure 2.09 - Transport network

## O2 ANALYSIS

### ACCESS + MOVEMENT

Nearby destinations such as St Leonards Station, Willoughby Road and Crows Nest service residential developments as well as increasing the attractiveness of commercial and retail tenancies.

Street patterns provide reasonable ease of use for pedestrian traffic within the area but there are few existing alternative routes that don't follow main roads.

#### LEGEND

-  St Leonards Train Station
-  Subject Site
-  Cadastre
-  Pedestrian Links
-  Key Pedestrian Links
-  Potential Pedestrian Links
-  Pedestrian Origins/Destinations

#### OPPORTUNITIES

- + Alternative building footprint locations could provide an opportunity for quieter alternative pedestrian routes to Pacific Highway and improved lane activation.
- + Potential to increase the porosity of the area with a pedestrian priority through-site link on The Site as shown in figure 2.10 below.

#### CONSTRAINTS

- + The constrained nature of The Site presents necessary use of part of Clarke Lane for servicing of The Site. Similar to the way in which existing neighbouring sites are serviced.



Figure 2.10 - Pedestrian Connectivity

### MARCO BUILDING HERITAGE ITEM

The Site contains a local heritage item, the Marco Building, built in 1945 in the interwar style.

There are other heritage items nearby including the Electricity Powerhouse No 183 which is of state significance, however none of these items directly impact upon The Site.

- Subject Site
- Local Heritage Item
- State Heritage Item
- Conservation Area

- I1033** Local Item - Commercial Building - 1 Chandos St
- I1034** Local Item - Former Marco Building - 575 Pacific Hwy
- I0141** Local Item - St Leonards Centre - 28-34 Clarke St
- I0166-I0171** Local Item - Higgins Buildings - 366-429 Pacific Hwy
- I0138** State Item - Electricity Powerhouse No 187 - 23 Albany St
- C8** Local Conservation Area - Naremburn

#### OPPORTUNITIES

- + There is potential to increase the value of the Marco Building by restoring it to a more original state.
- + Any new development has the potential to augment the heritage item through sensitive design that references the Marco Building's interwar functionalist style.

#### CONSTRAINTS

- + Any new development on The Site must be sensitive to the heritage item.
- + The heritage item's existing building fabric constrains the envelope of any new development.



Figure 2.11 - Heritage Items

## 02 ANALYSIS

### TOPOGRAPHY

The Site is very close to the topographical high point of the area.

#### OPPORTUNITIES

- + Due to its elevation, The Site enjoys a strong visual presence on Pacific Highway which can lend itself to an iconic development and be attractive to retail and commercial tenancies because of its visibility.
- + Opportunities to capture district views and views of Sydney CBD are aided by The Site's high topography.
- + There is a fall of up to 3m across The Site which presents opportunities for servicing and access.

#### LEGEND

-  Subject Site
-  Cadastre
-  70m
-  80m
-  90m

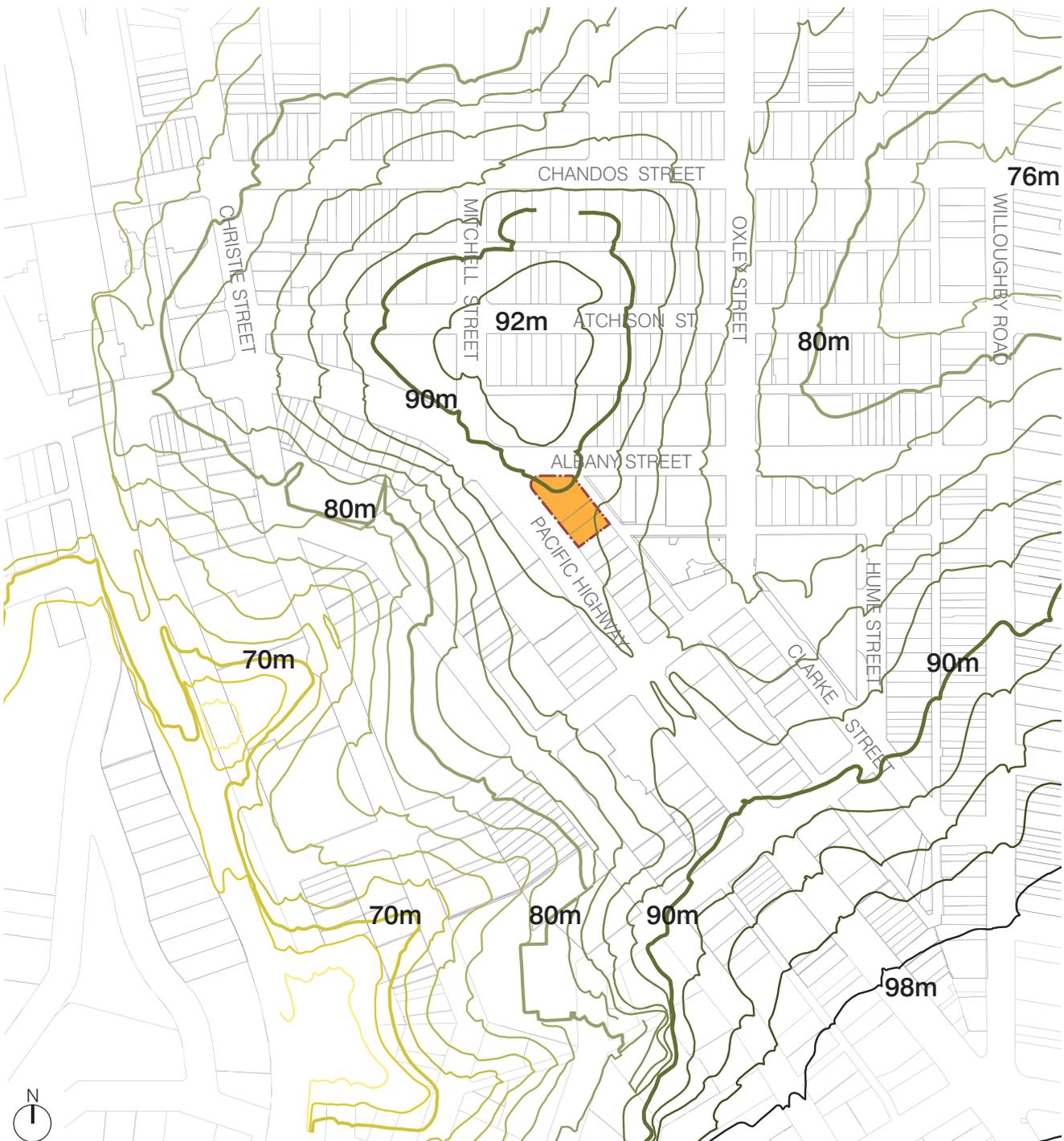


Figure 2.12 - Topography

Possible vistas can be captured to neighbouring districts and Sydney CBD. The Site is also highly visible from the Pacific Highway.



Figure xxx

### OPPORTUNITIES

- + Iconic views of the district and of Sydney CBD can be captured by new development, as long as views can be shared with existing developments.
- + Views to The Site from the Pacific Highway add to the attractiveness of retail and commercial tenancies.
- + There is an opportunity to provide a better outcome for Pole Lane vistas towards The Site, through building separation. Refer to Part 4 - Option Study and Appendix for view studies.

### CONSTRAINTS

- + Existing views should be taken into account. In particular, views from upper levels of Abode should be retained as identified in The Planning Study.
- + Existing and future development limits the availability of district views to the north-west, west and south-west.

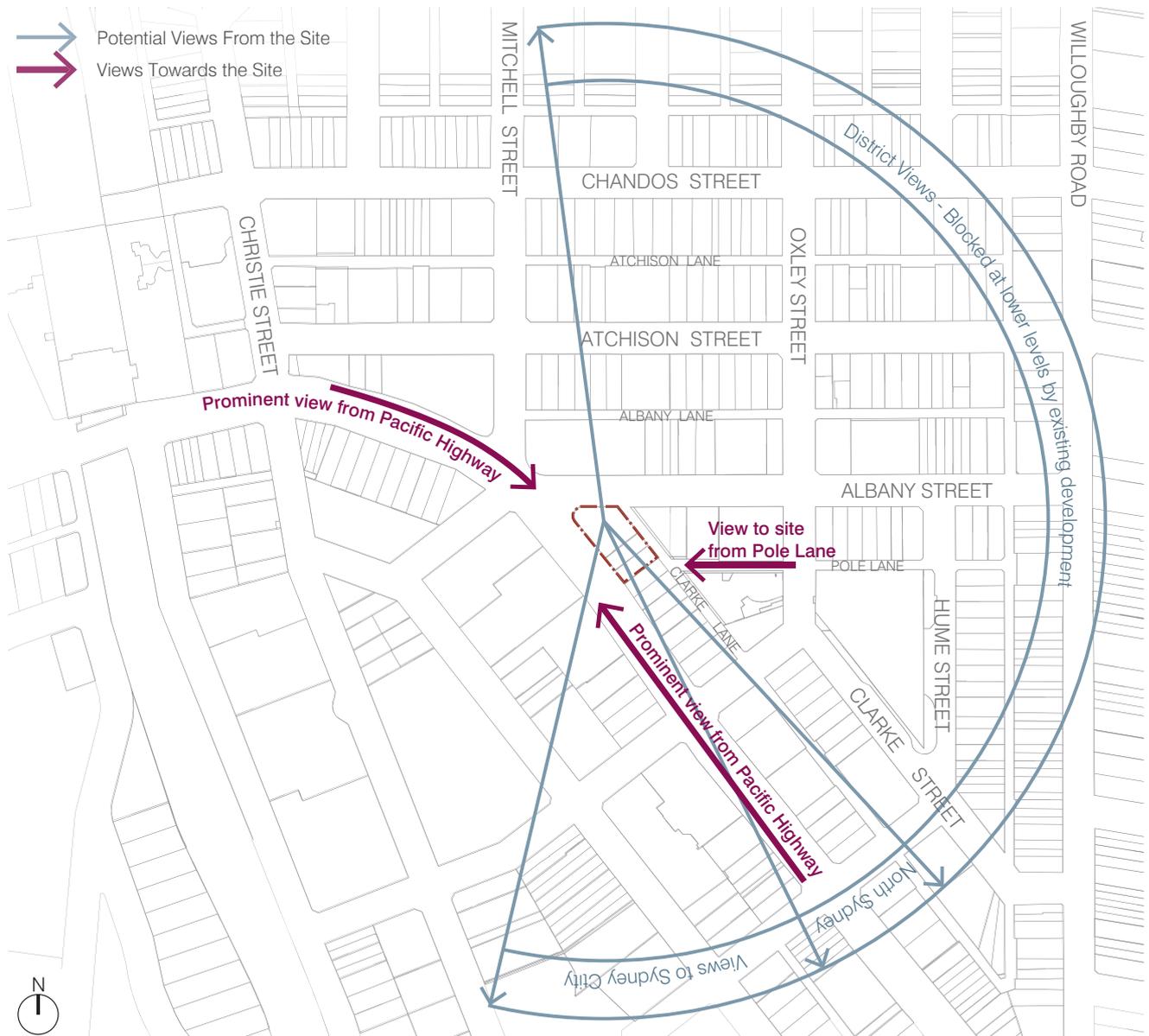


Figure 2.13 - Views and vistas

## O2 ANALYSIS

### OWNERSHIP

There are a variety of owners within the area with relatively large land holdings, many of which are residential and commercial strata titled.

#### OPPORTUNITIES

- + The two sites directly south of The Site are in single ownership allowing a possibility of amalgamation.

#### CONSTRAINTS

- + 545 Pacific Highway was recently built and strata titled. It will not change in the near future.
- + Negotiations to develop with neighbouring sites or amalgamate properties have been unsuccessful despite repeated efforts. As The Planning Study assumed The Site would amalgamate, there is a risk that public benefits will not be able to be delivered as per The Planning Study. Alternative solutions such as this Planning Proposal have to be explored.

#### LEGEND

-  Subject Site
-  'ABC' Site
-  Cadastre
-  Residential Strata Plan (Approval)
-  Residential Strata Plan
-  Commercial Strata Plan
-  Single Owner





## O2 ANALYSIS

### ENVIRONMENTAL CONDITIONS

Due to the tall, dense urban context of The Site, solar access is difficult. Refer Part 5 - Concept Masterplan for shadow studies.

Taller towers nearby can alter wind direction and velocity (potential wind tunnels) affecting the predominant winds of the area.

Existing street trees provide some shade and pedestrian comfort, although the health of the trees could be improved, as identified in The Planning Study and there is potential to provide more planting.

### OPPORTUNITIES

- + Existing trees around The Site are in varying states of health. There is an opportunity to aid the health of the existing trees which in turn will increase pedestrian comfort and to increase planting.

### CONSTRAINTS

- + The Site experiences overshadowing from the Abode building to the north Refer to Part 5 for shadow studies.
- + Ventilation patterns can be unpredictable due to tall buildings nearby. Any new development on The Site should take care not to add to this wind tunnel effect.

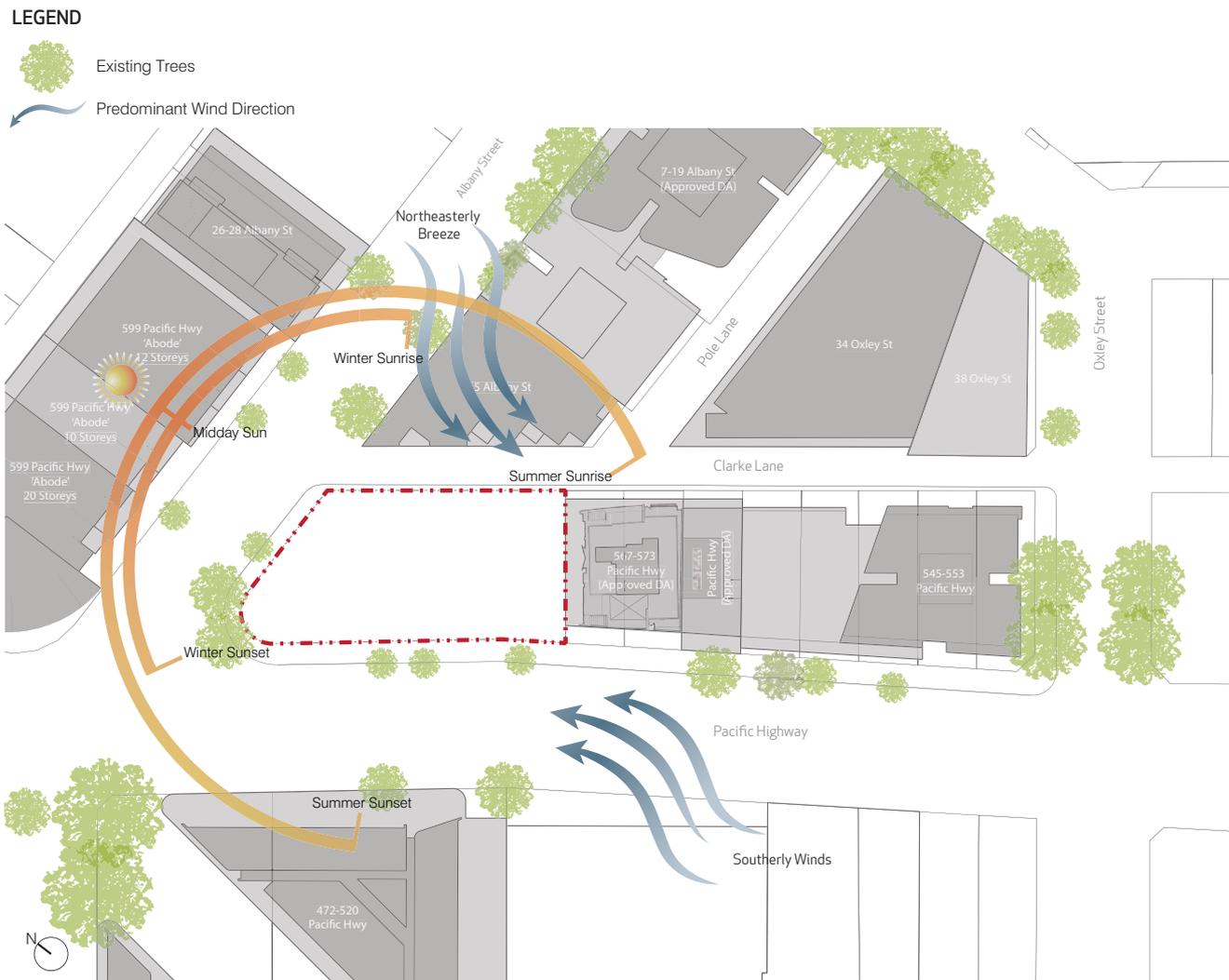


Figure 2.16 - Environment

SOLAR ACCESS AND VENTILATION RATES

The Residential Flat Design Code recommends that at least 60% of apartments in a development have cross ventilation and access to at least 70% of apartments in a development have at least 3 hours of sunlight between 9am and 3pm in mid winter to living rooms and private open spaces. In dense urban areas, 2 hours of sunlight may be acceptable.

Given the area's dense urban nature, solar access calculations would be based on a 2 hour sunlight requirement.

While the surrounding approved developments achieve the cross ventilation requirement, many do not reach the sunlight requirement. This shows that neighbouring sites are also impacted by constrained solar access.

OPPORTUNITIES

- + Increasing the height limit on the site improves the capacity of the site to deliver reasonable solar access.

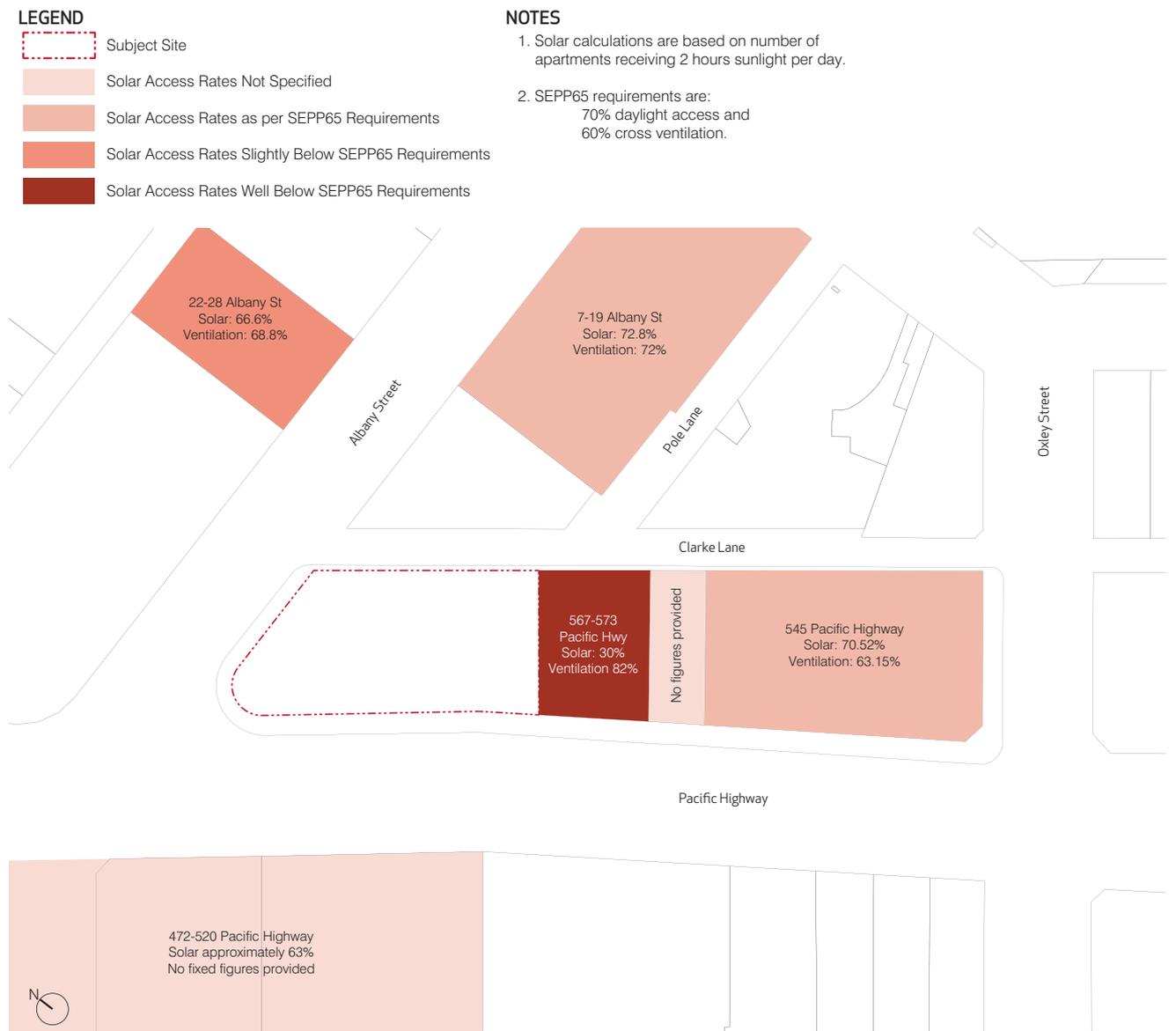


Figure 2.17 - Context diagram showing solar access and ventilation rates

## 02 ANALYSIS

### EXISTING GROUND PLANE USES

Currently on Albany St, some businesses operate only during business hours, others operate only in the evenings or on weekends and some buildings are vacant. As such, the area sometimes feels completely deserted. New developments demonstrate that the context is changing with many of the newer buildings activating the street.

Most of Clarke Lane is dominated by service, back of house façades and the blank facade of the Northside Community Church and Conference Centre. As Clarke Lane approaches Albany Street, though, the facade of the Trinity Building (1-5 Albany St) begins to activate the Lane with commercial tenancies and the Bazaar Beer Cafe.

Currently the Pacific Highway façades of the ABC block are vacant. It is anticipated that, as per the Development Approval, 545-553 Pacific Highway will house commercial and cafe tenancies and a Residential Lobby on the Pacific Highway. The approvals for 563-565 and 567-573 Pacific Highway also show commercial tenancies and Residential Lobbies on the ground floor of the Pacific Highway facade.

### OPPORTUNITIES

- + Activate Clarke Lane near Albany St, aiding the viability of the Cafe and commercial façades fronting the lane.
- + Improve Clarke Lane through measures identified in the St Leonards Placemaking and Design Guide.
- + Activate Albany St and Pacific Highway façades with commercial and retail uses.
- + Extend the hours of activation and the number of pedestrians on the Pacific Highway by placing the Residential Lobby on this facade. This is also in keeping with approved developments to the south of The Site.

### CONSTRAINTS

- + There is a requirement for a large loading dock and garbage collection to service retail, commercial and residential needs.



Figure 2.18 - Ground level activation and uses

The setback requirements outlined in the North Sydney Council DCP include a 3m setback from Pacific Highway and a 1.5m setback from Clarke Lane.

Special attention should be taken to achieve the Residential Flat Design Code recommendations with regards to building separation and amenity for residential uses given the proximity of 1-5 Albany St to The Site boundary.

#### OPPORTUNITIES

- + Habitable rooms can be built to the Albany St boundary since the separation from the Abode building to site boundary is a minimum of 26m which satisfies the Residential Flat Design Code building separation recommendation of 24m.

#### CONSTRAINTS

- + Habitable rooms of 1-5 Albany St are only 12m away from habitable areas within The Site, after accounting for the upper level setback of 1.5m. However, the facade of 1-5 Albany St is treated with privacy screening and the living spaces are oriented obliquely which would reduce impact on privacy.
- + As identified in The Planning Study, the existing iconic views from the top levels of the Abode building (599 Pacific Highway) will be retained.
- + The Development Approval for 567-573 Pacific Highway shows non-habitable uses 3m from boundary, requiring at least 6m separation to any habitable uses on The Site to meet the recommendations for separation outlined in the Residential Flat Design Code.

#### LEGEND

-  56m Maximum height for tower (as per St Leonards/Cros Nest Planning Study)
-  26m Maximum height for podium (as per North Sydney LEP 2013)
-  Old Marco Building 3 storey height retained



Figure 2.19 - Separation and setbacks



# 03 DESIGN PRINCIPLES

# 03 DESIGN PRINCIPLES

## METHODOLOGY + PRINCIPLES

### METHODOLOGY

A site analysis was undertaken from which a number of opportunities and constraints to development were identified.

Through the consideration of the Planning Study and the Planning Study Amendment along with the development context and approvals surrounding The Site, a series of guiding design principles were established. These principles inform the design option and relate back to the principles outlined in the Planning Study. The Planning Study principles have been specifically identified and responded to. New principles have also been included where appropriate.

### GUIDING DESIGN PRINCIPLES

#### New Principles

##### Heritage

- + New buildings are to respond to the form of the existing heritage building
- + The inter-war functionalist style is to be responded to in a considered manner in the development of new architectural built form

- + Consider, where possible, restoration of the heritage facade and built form where the existing fabric has been substantially altered.

#### Built form

- + New development can occur above the existing building to more actively engage with the urban fabric, by responding to the iconic and prominent location of The Site.
- + If 567-573 and 563-565 Pacific Highway are developed to the approved DA height, The Site is to act as a transitional site, stepping the building height down from The Forum and Abode.

#### St Leonards/ Crows Nest Planning Study 2011 Principles

##### Principle 1: Development Opportunities and Public Benefit

- + Superseded by the 2012 Planning Study Addendum and addressed later in this document as part of the Planning Study Addendum principles.

##### Principle 3: Pedestrian Circulation (Figure 3.01)

- + The southern part of The Site is to strengthen the Pacific Highway pedestrian route by establishing a 3m setback and providing an awning as outlined in the

#### LEGEND

- Old Marco Building to be retained
- Extent of set back frontage
- Location of awning



Figure 3.01 - Pedestrian Amenity and Setbacks

Planning Study (2011).

- + The priority for the northern part of The Site is to restore the heritage listed Marco Building. The pedestrian route is to remain unaltered by the intervention.
- + The proposal is to provide the 1.5m setback on Clarke Lane to promote pedestrian use, as per the Planning Study (2011).

**Principle 4: Activities and Uses**

- + Superseded by the 2012 Planning Study Addendum and addressed later in this document as part of the Planning Study Addendum principles.

**Principle 5: Vehicular Circulation, Servicing and Access**

- + Although amalgamation of the whole block was not able to be achieved, servicing and basement areas are to be accessed from a single vehicular access point for The Site on Clarke Lane.

- + Vehicular access and egress is to be from Clarke Lane, in keeping with the Planning Study (2011).

**Principle 6: Views (Figure 3.02)**

- + Street views are improved by the restoration of the Marco building. In addition, the tower element above helps to mark the corner of Pacific Highway and Albany St. It also balances the height of the Abode building on the north side of Albany St, reinforcing North Sydney Council's 'stepping' principle.
- + Iconic views from the upper levels of Abode building are to be maintained (as identified in The Planning Study).
- + Impact on contextual views and urban design outcomes are to be considered and improved where possible.
- + The optional district views for 1-5 Albany street identified in The Planning Study will be impacted by any development on the opposite side of the Pacific Highway within the Lane Cove Council LGA. The large development, 472-520 Pacific Highway, currently on exhibition, has been modelled in the option study (Refer Part 4) to understand the impacts of development. Visual amenity will be considered for 1-5 Albany St and provided through other means.

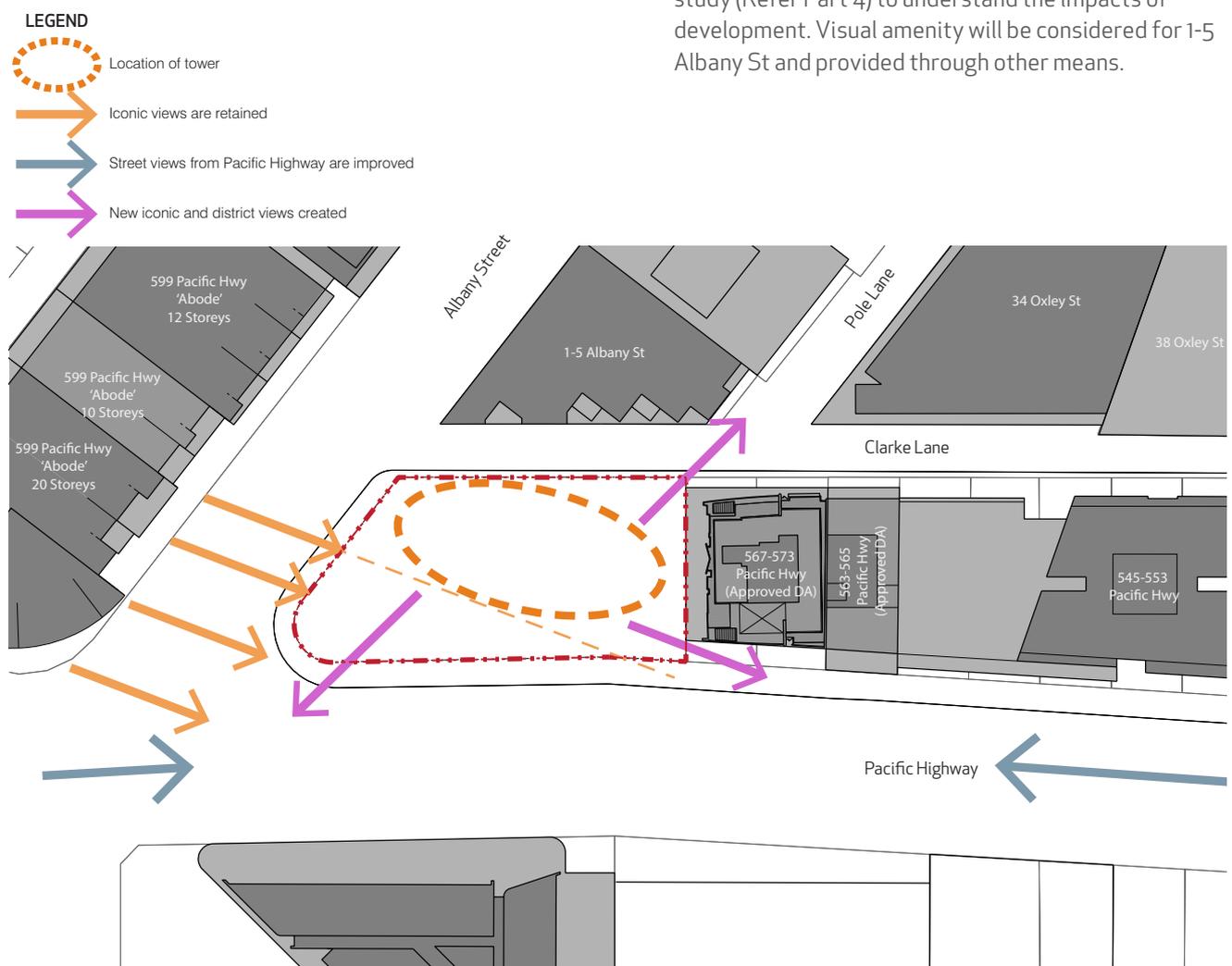


Figure 3.02 - Views

# 03 DESIGN PRINCIPLES

## PRINCIPLES

### Principle 7: Micro-climate

- + Superseded by the 2012 Planning Study Addendum and addressed later in this document as part of the Planning Study Addendum principles.

### Principle 8: Built Form (Figure 3.03)

- + A street wall in the form of a podium is to be created as per The Planning Study principles.
- + Where The Site is not able to be amalgamated with 567-573 Pacific Highway, relocate the tower form northwards to create a 'gateway' development as outlined in the St Leonards Placemaking and Design Study and will strengthen Council's 'stepping' strategy.

### Principle 9: Heritage

- + The Marco Building is proposed to be retained, as per The Planning Study (2011). Furthermore, the proposal restores the building to a more historically accurate version in order to strengthen the heritage value of the property.

### Principle 10: Open Space Network

- + Superseded by the 2012 Planning Study Addendum and addressed later in this document as part of the Planning Study Addendum principles.

### St Leonards/ Crows Nest Planning Study Addendum (2012) Principles

#### Principle 1: Development Opportunities and Public Benefit

- + To be addressed with a Voluntary Planning Agreement.

#### Principle 2: Built Form

- + The proposal is to be within the height limit prescribed by the Planning Study (2011) and enforces the 'stepping down' principle.

#### Principle 3: An Expanded Hume Street Park

- + Not applicable - The proposal will not affect Hume Street Park.

#### Principle 4: Open Space Network

- + Not applicable - No part of The Site is identified as part of the open space network.

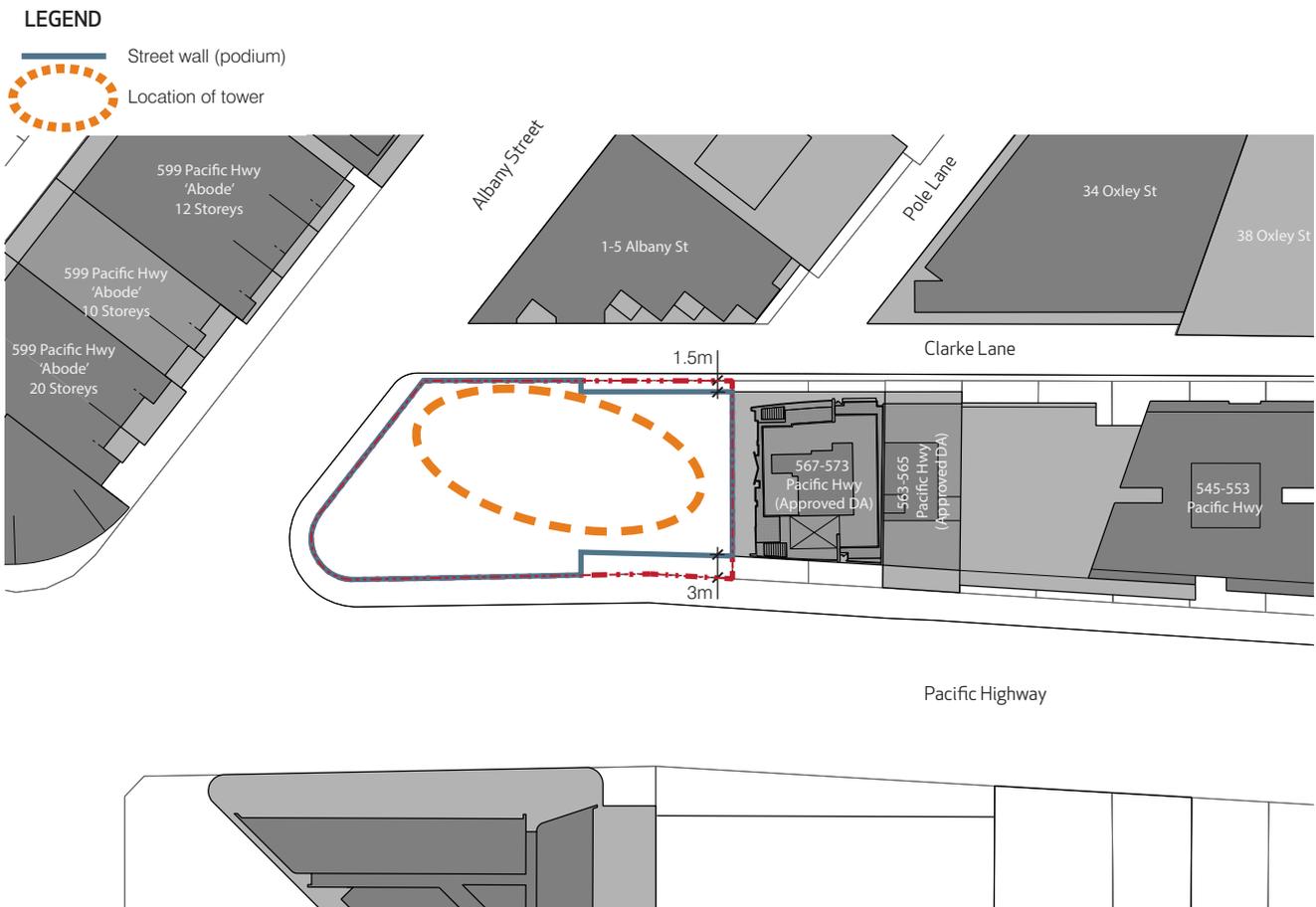


Figure 3.03 - Built form

#### Principle 5: Strengthen Pedestrian Routes

- + Active frontages to the Pacific Highway, Albany St and part of Clarke Lane are to be promoted through retail and commercial uses on the ground floor and podium.
- + The residential lobby entry is to be on the Pacific Highway to encourage pedestrian traffic and activity and thus strengthen the key pedestrian route. The residential tower also increases passive surveillance of the surrounding area.
- + The southern part of The Site is to strengthen the Pacific Highway pedestrian route by establishing a 3m setback and providing an awning as outlined in the Planning Study.

#### Principle 6: Activities and Uses

- + The proposal maintains high visibility retail uses on the ground and podium floors on Pacific Highway, Albany St and a portion of Clarke Lane. The southern part of The Site fronting the Pacific Highway is to be activated by retail shop fronts or the residential tower lobbies.

#### Principle 7: Vehicular Circulation and Parking

- + The proposal has the capacity to meet council parking rates in a basement parking configuration to support the circulation and parking strategy.

#### Principle 8: Micro-climate

- + The southern part of The Site is to protect the public domain and improve street tree growth by establishing a 3m setback and providing an awning as per the Planning Study (2011).
- + The priority for the northern part of The Site is to restore [and improve] the heritage listed Marco Building and therefore no setbacks or awnings are to be imposed on the building.



# 04 OPTION STUDY

## 04 OPTION STUDY

### INTRODUCTION

A comparative option study was undertaken to understand the impact of development in relation to three main criteria.

#### Criterion 1

- + The impacts of development at 575 Pacific Highway on adjoining building's views;

#### Criterion 2

- + Impact of development on street vistas;

#### Criterion 3

- + The separations possible under different developments and therefore impact upon neighbours' amenity.

Three options were tested and their relative merit was assessed against these criteria.

#### Option 1

The envelope as outlined in the Planning Study (2011)

#### Option 2

The envelope for a 56m tall tower fully within 575-583 Pacific Highway in relation to the built form of the current DA approvals for 567-573 and 563-565 Pacific Highway.

#### Option 3

The envelope for a 56m tall tower fully within 575-583 Pacific Highway in relation to a potential development if the sites on 567-573 and 563-565 Pacific Highway were amalgamated to enable development to the 56m height limit set out in the Planning Study's Built form Masterplan.

These three options are placed adjacent to one another on the page for each camera location so that it is possible to fully compare each scenario.

# 04 OPTION STUDY

## INTRODUCTION

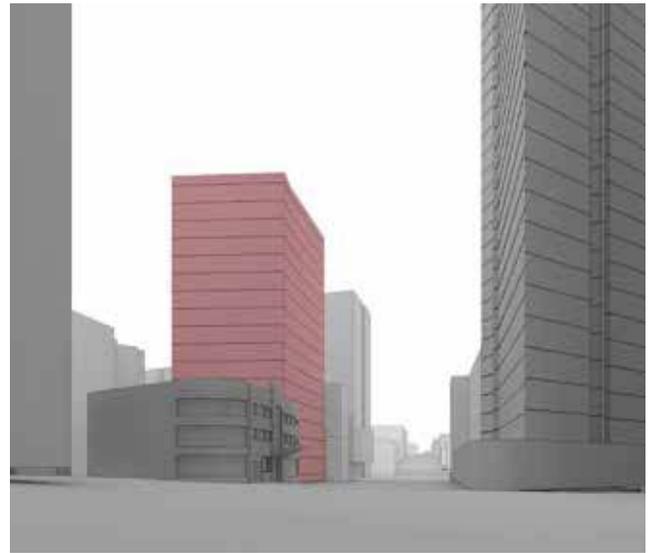
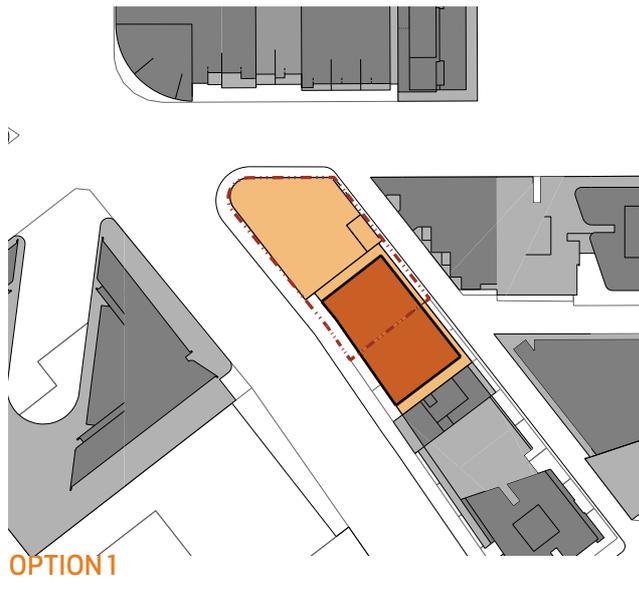


Figure 4.01 - Option 1 - The Planning Study's preferred option.

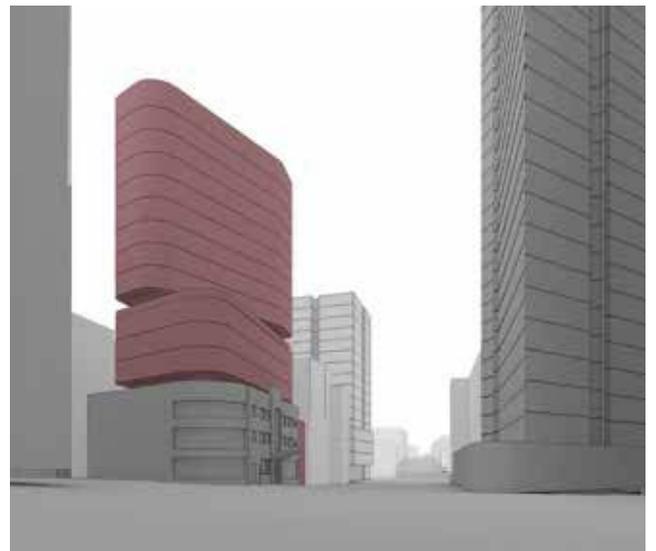
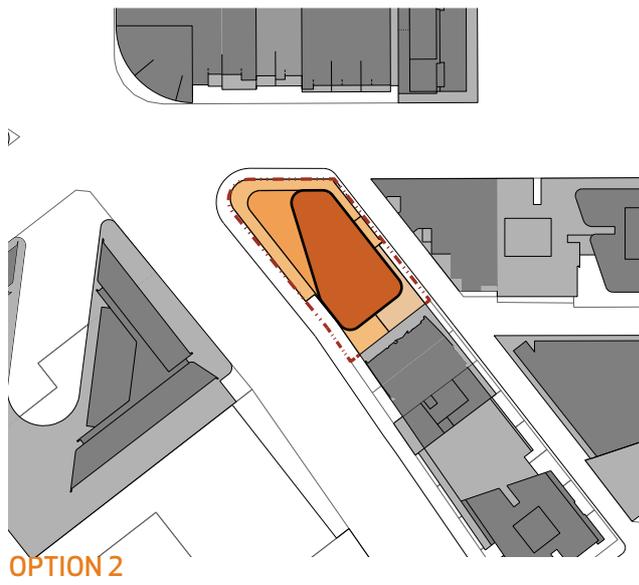


Figure 4.02 - Option 2 - Tower form on subject site.

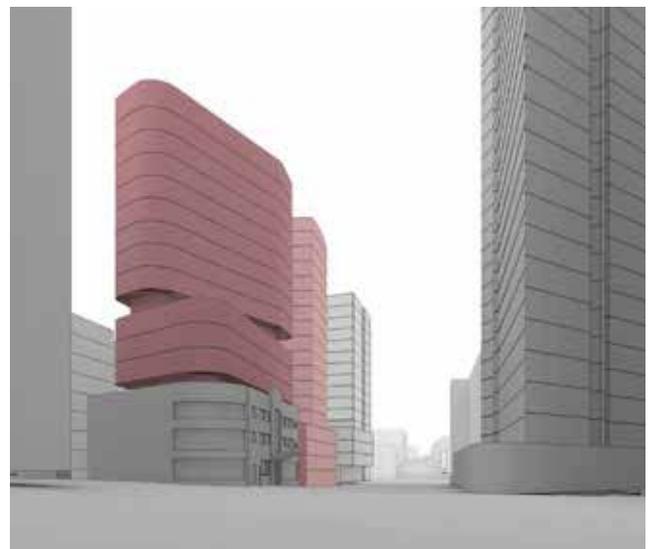
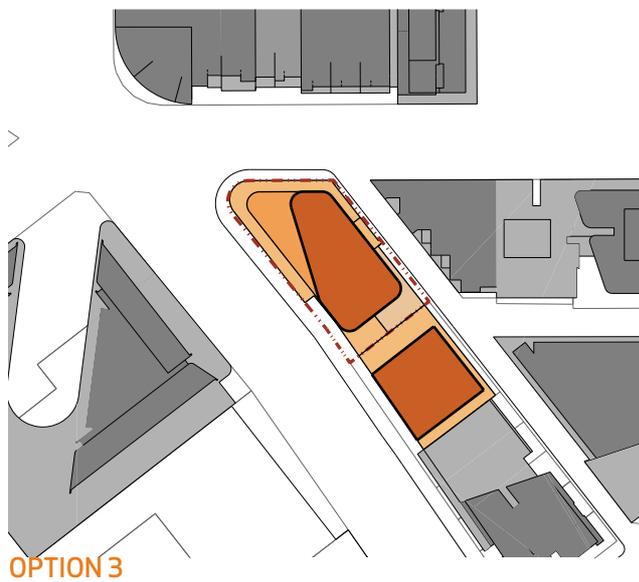


Figure 4.03 - Option 3 - Tower form on subject site and on adjacent sites.

## 04 OPTION STUDY

CAMERA POSITIONS FOR CRITERION 1 + CRITERION 2

Several different cameras positions were also set up to view the development options from multiple locations. Cameras A,B,C,D and E indicate views from residences within the Abode building (599 Pacific Highway). The cameras move upward to position themselves at approximately 1.5m above floor level (eye level) at key habitable floors within the building. For views from every habitable level, please refer to Option Study Visual Analysis within the Appendix (Part 6) of this report.

Cameras A, B and C are identified as “maintain iconic views from upper levels of Abode building” in The Planning Study principle 6. Cameras D and E were set up to understand the impact even though these views are not identified by council in their principles as necessary to maintain.

Cameras F, G, H and I are street views. These cameras describe the day to day visual impact for other local residents and commercial tenants within the area along with passing traffic. These views describe the urban design and built form impact.

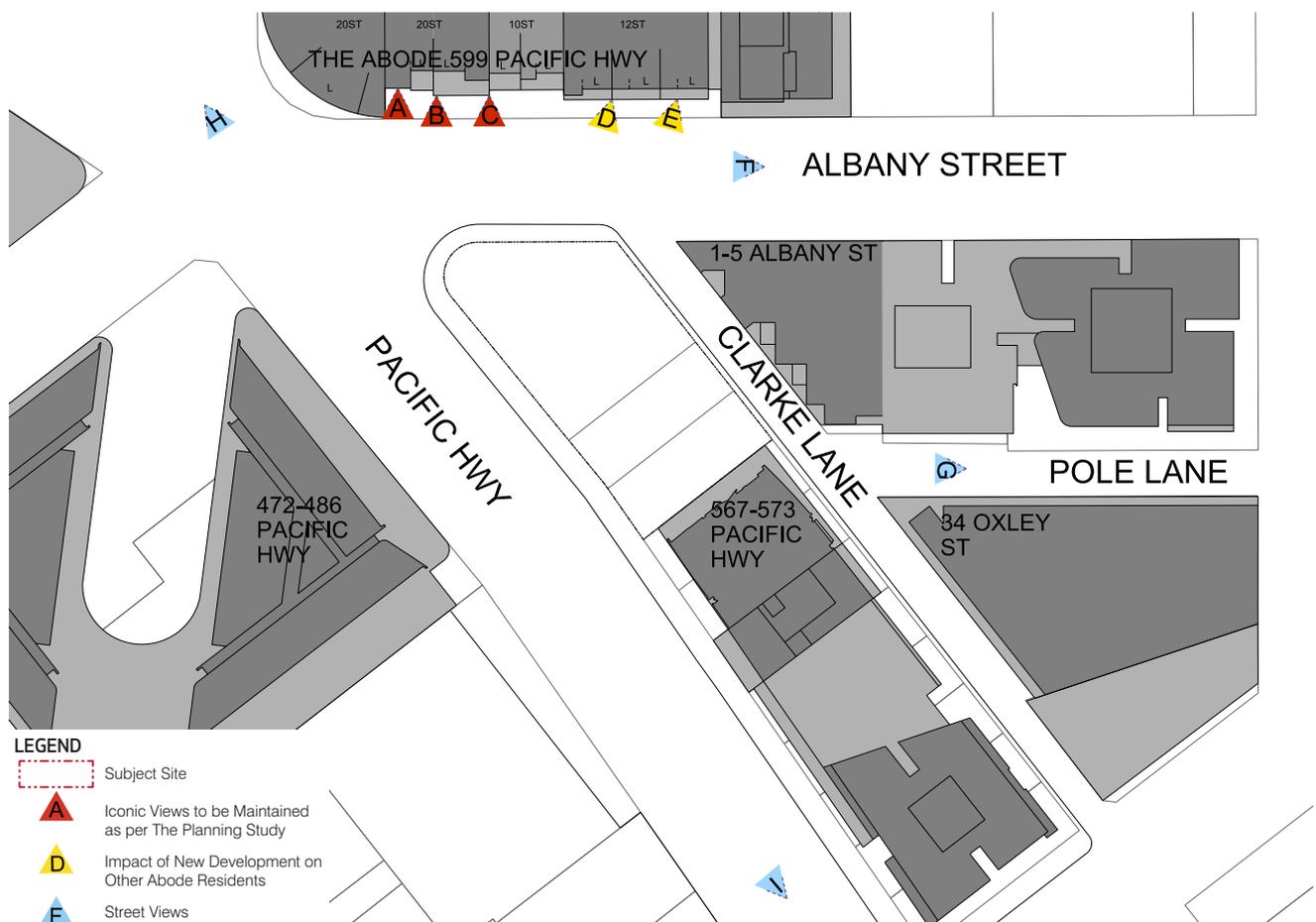


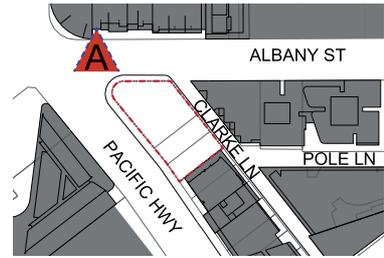
Figure 4.04 - Camera Position Legend

# 04 OPTION STUDY

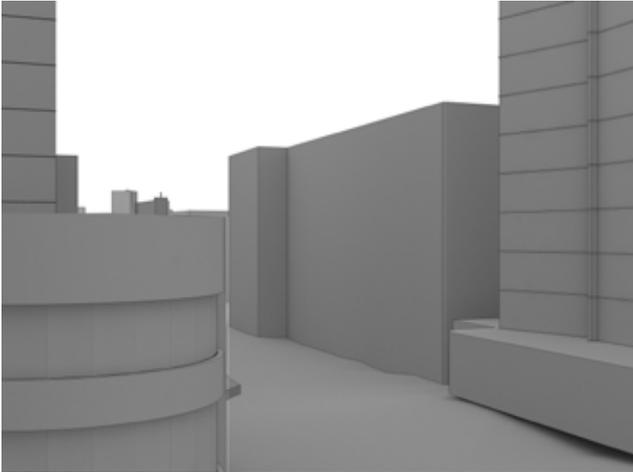
OPTION STUDY - CRITERION 1

CAMERA - A- TYPICAL FLOORS

(REFER APPENDIX FOR EVERY LEVEL)

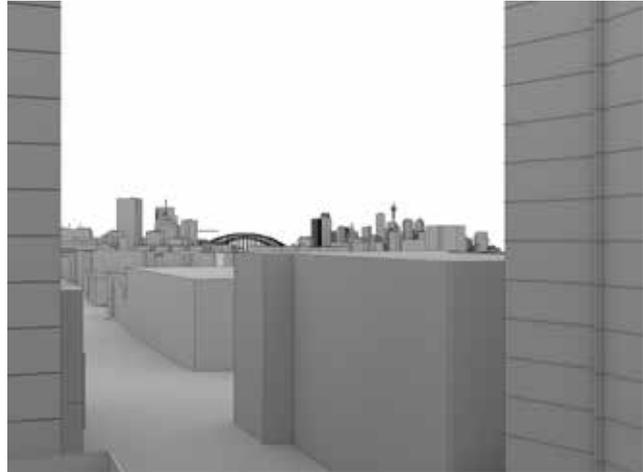


LEVEL 04 - RL 101.58

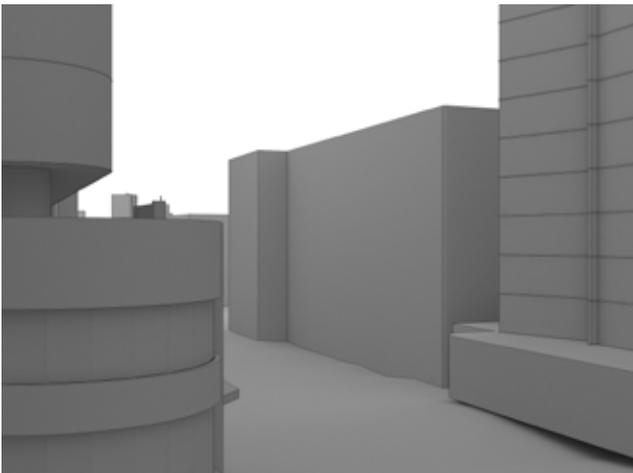


OPTION 1 - Council planning study envelope

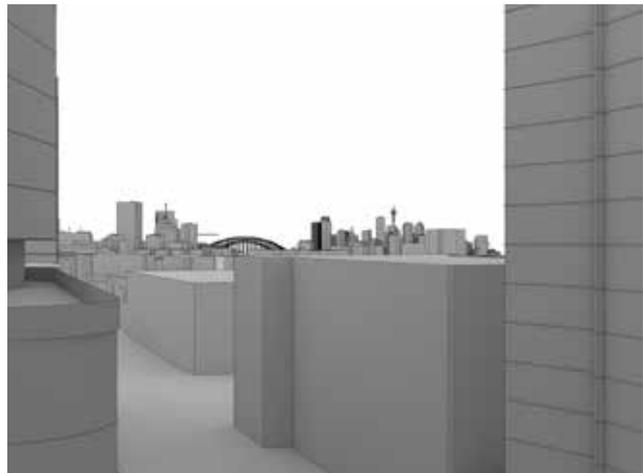
LEVEL 09 - RL 116.25



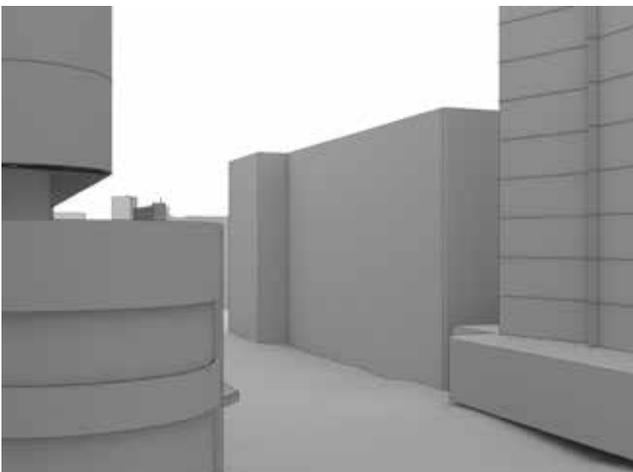
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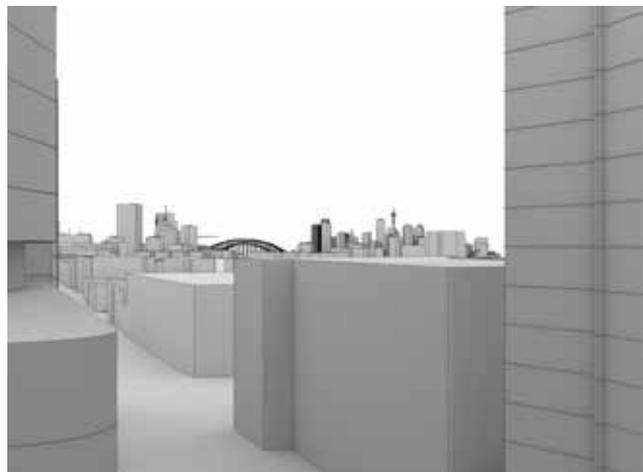
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



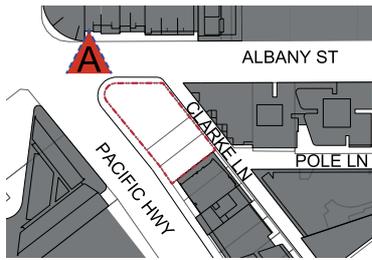
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

## 04 OPTION STUDY

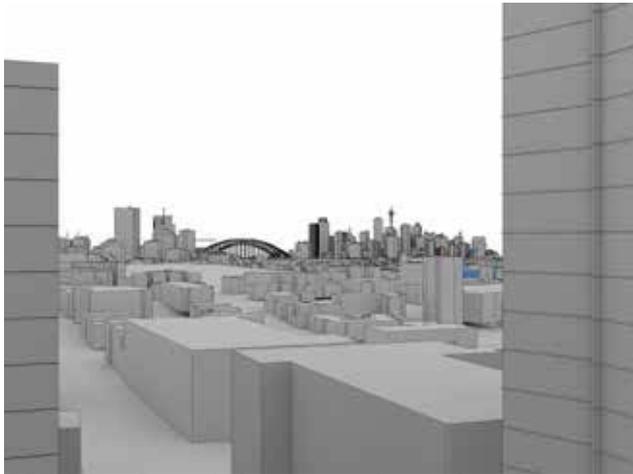
### OPTION STUDY - CRITERION 1

#### CAMERA - A - TYPICAL FLOORS

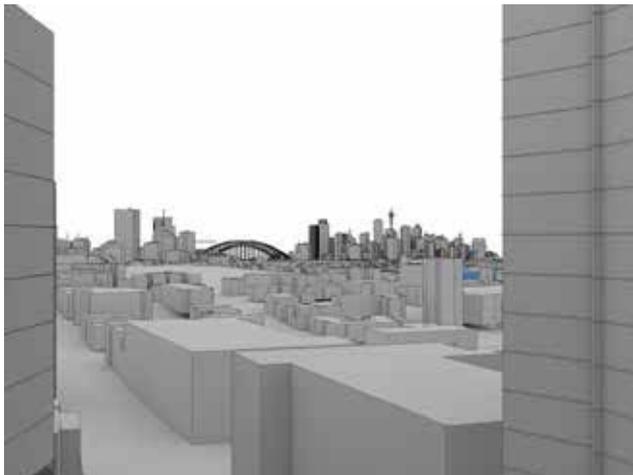
(REFER APPENDIX FOR EVERY LEVEL)



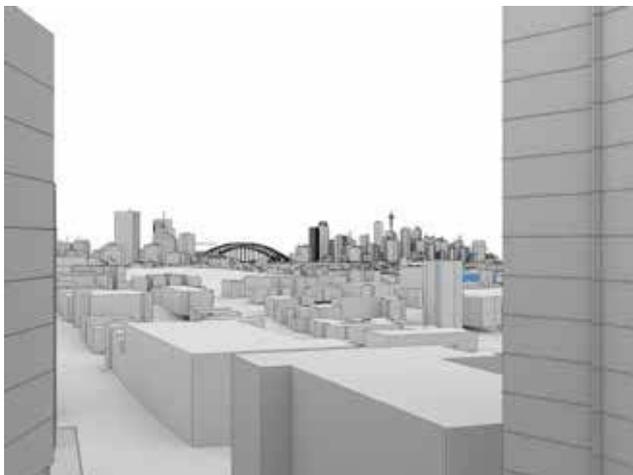
#### LEVEL 14 - RL 130.96



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

#### ASSESSMENT - CAMERA A

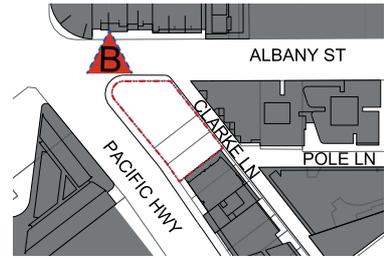
Camera A shows that there is no difference between the three design options at all levels. The chamfered corner in the tower footprint in options 2 and 3 means that, from this position, there is no greater impact imposed by the altered position of the tower.

# 04 OPTION STUDY

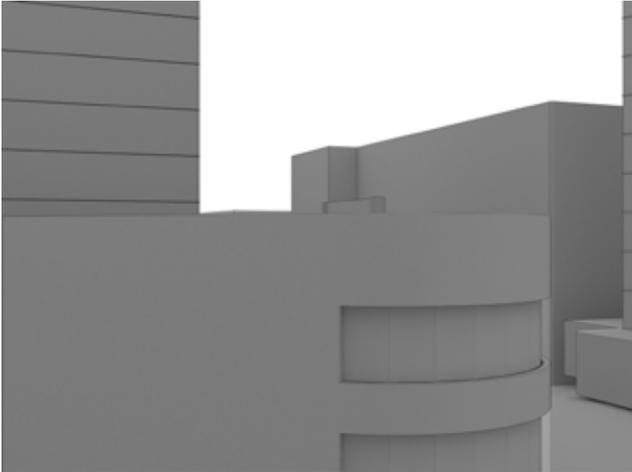
OPTION STUDY - CRITERION 1

CAMERA - B - TYPICAL FLOORS

(REFER APPENDIX FOR EVERY LEVEL)

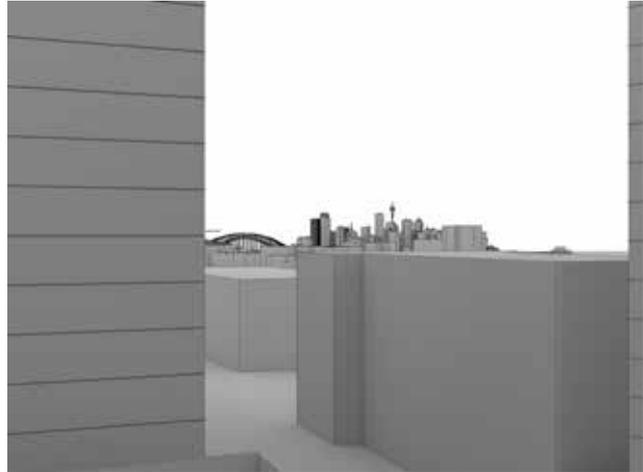


LEVEL 04 - RL 101.58

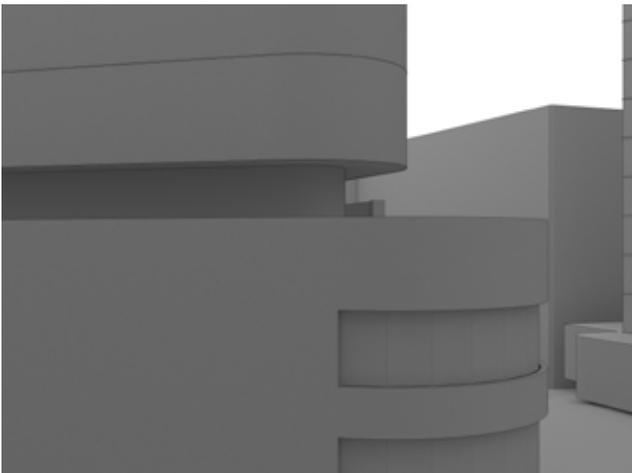


OPTION 1 - Council planning study envelope

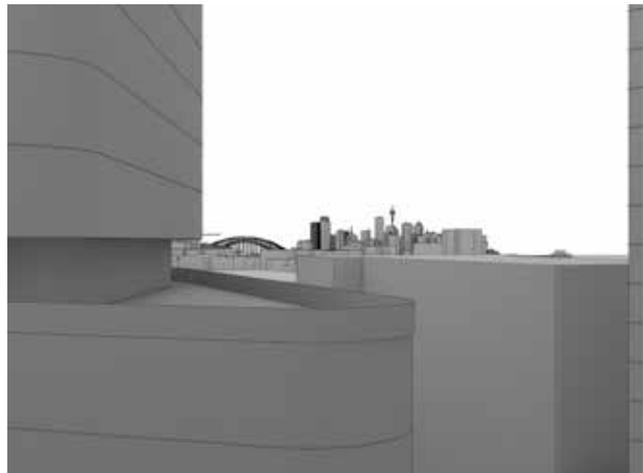
LEVEL 09 - RL 116.25



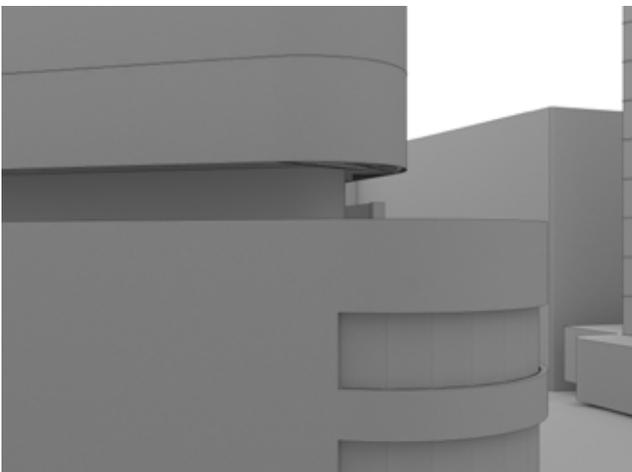
OPTION 1 - Council planning study envelope



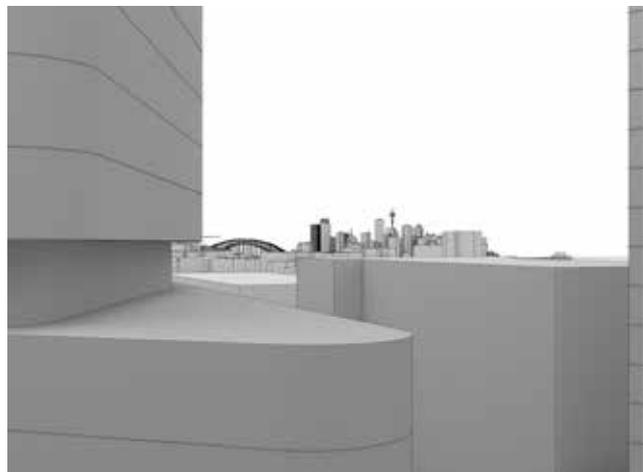
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway



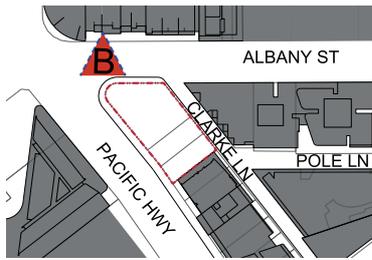
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

## 04 OPTION STUDY

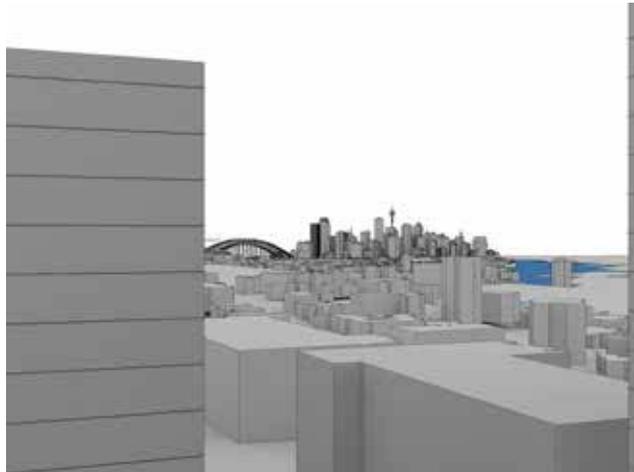
### OPTION STUDY - CRITERION 1

#### CAMERA - B - TYPICAL FLOORS

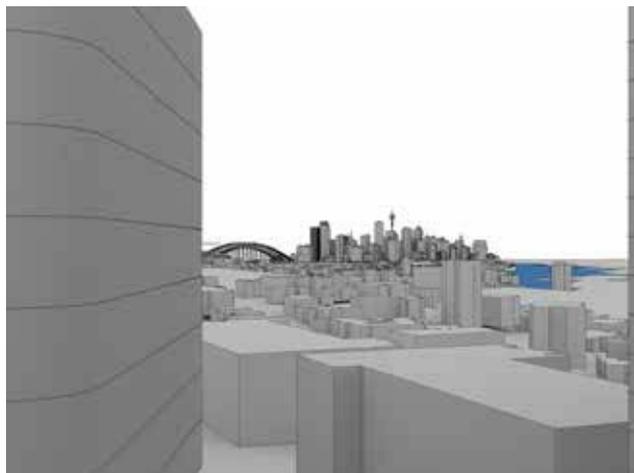
(REFER APPENDIX FOR EVERY LEVEL)



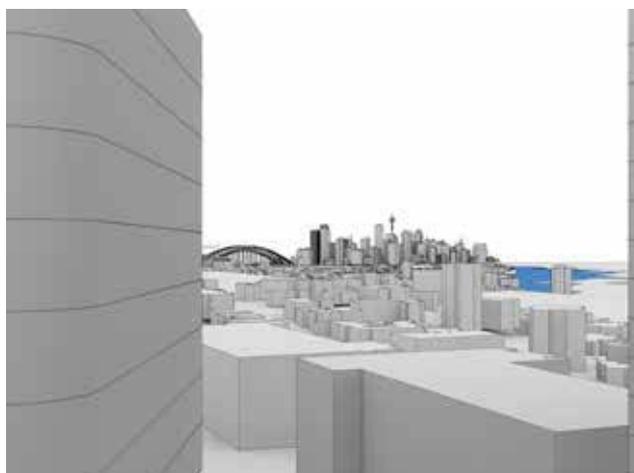
#### LEVEL 14 - RL 130.96



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

#### ASSESSMENT - CAMERA B

Camera B shows that there is no difference between the three design options at upper levels. The upper level views from Abode are protected as recommended in the Planning Study. Refer to appendix for all levels. There is some visual impact at low levels.

We have assessed potential view impact according to the "Principles of view sharing" established by the judgement in the case Tenacity Consulting vs Warringah Council [2004].

##### Step 1: Assessment of views to be protected

The view obtained from this camera position (B) is generally considered to be a highly valued view. It is a distant view of the Sydney CBD skyline. At some levels (particularly low levels) this view is partially obscured.

The future character of the area must be considered. It should be noted that, with potential future complying development, this view could potentially be obscured or removed for Abode residents at lower floors.

##### Step 2: What part of property are the views obtained from

This view is obtained from approximately 1.5m above floor level (eye level) looking straight out from the balcony. As this view is direct, it is considered important to protect particularly where the envelope would not comply. The chamfered tower protects this view at upper levels. It may not be possible to protect low level views as they could potentially also be impacted by complying development within Lane Cove Council LGA.

##### Step 3: Extent of Impact

The loss of this view is considered to be moderate because of the potential for it to be lost through future complying development occurring within the Lane Cove LGA.

##### Step 4: Reasonableness of the proposal causing impact

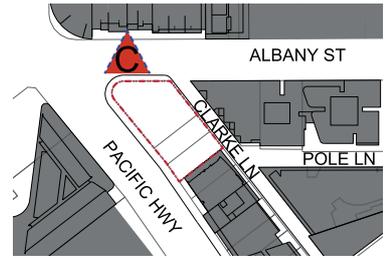
This proposal sits within a dense urban area. These views could potentially be removed by complying development within the Lane Cove Council LGA.

# 04 OPTION STUDY

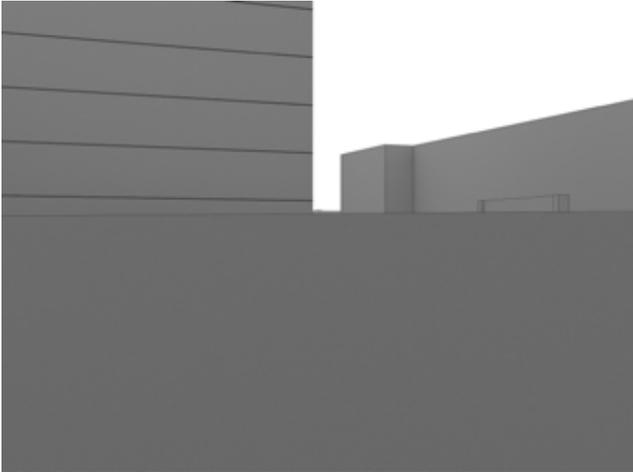
OPTION STUDY - CRITERION 1

CAMERA - C - TYPICAL FLOORS

(REFER APPENDIX FOR EVERY LEVEL)

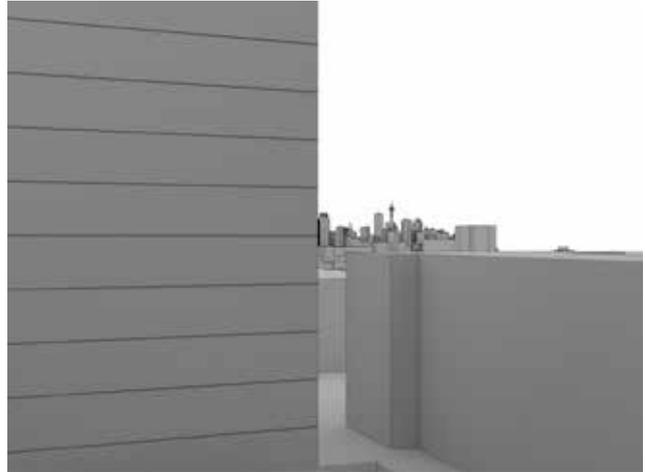


LEVEL 04 - RL 101.58

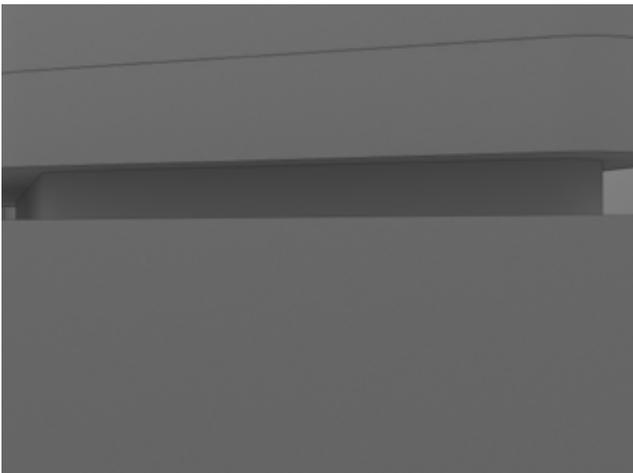


OPTION 1 - Council planning study envelope

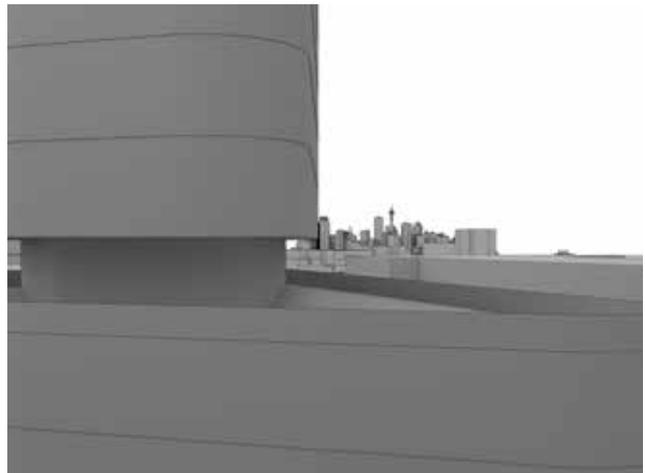
LEVEL 09 - RL 116.25



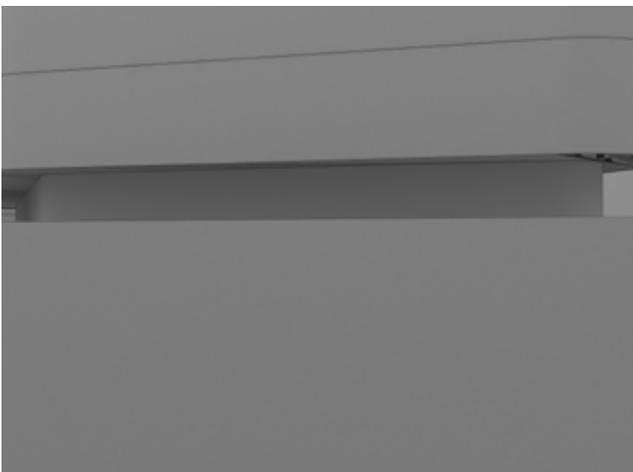
OPTION 1 - Council planning study envelope



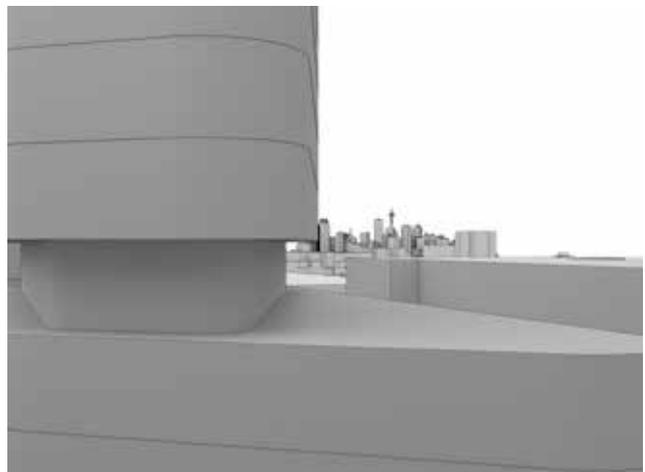
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway



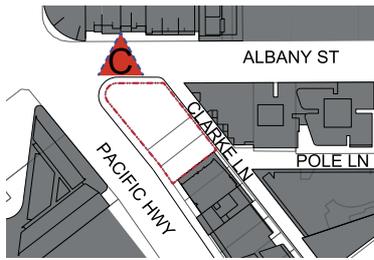
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

## 04 OPTION STUDY

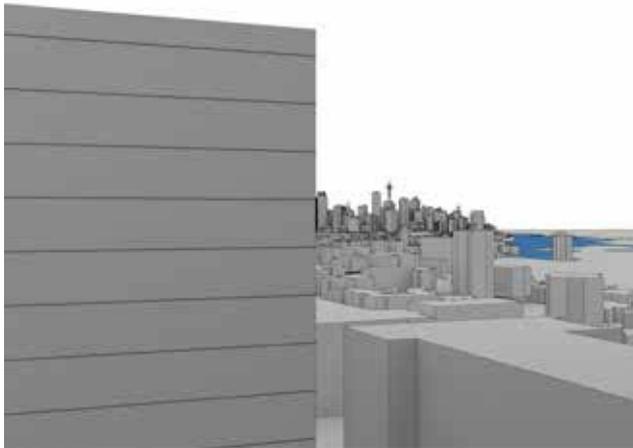
### OPTION STUDY - CRITERION 1

#### CAMERA - C - TYPICAL FLOORS

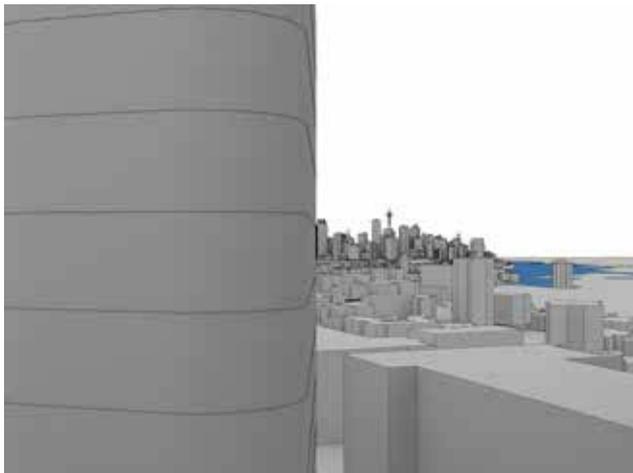
(REFER APPENDIX FOR EVERY LEVEL)



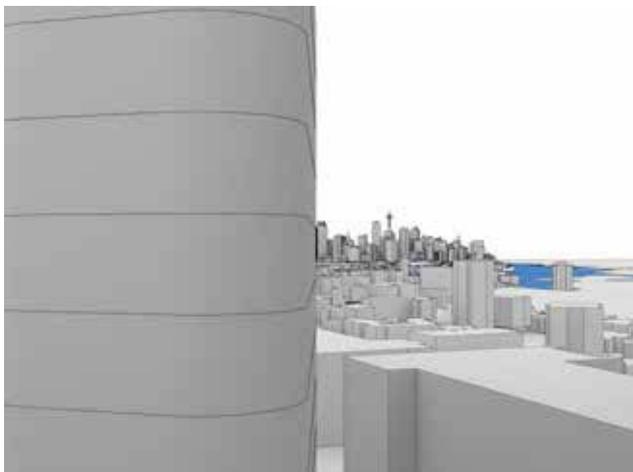
#### LEVEL 14 - RL 130.96



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

#### ASSESSMENT - CAMERA C

Camera C shows that there is no difference between the three design options at upper levels. The upper level views from Abode are protected as recommended in the Planning Study.

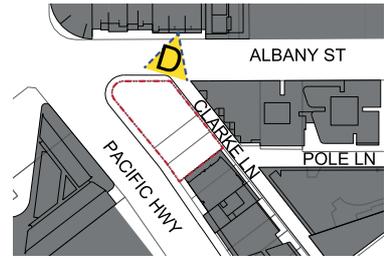
Refer to the assessment of Camera B for breakdown of view impact. The impact described for Camera B is similar to that described by Camera C.

# 04 OPTION STUDY

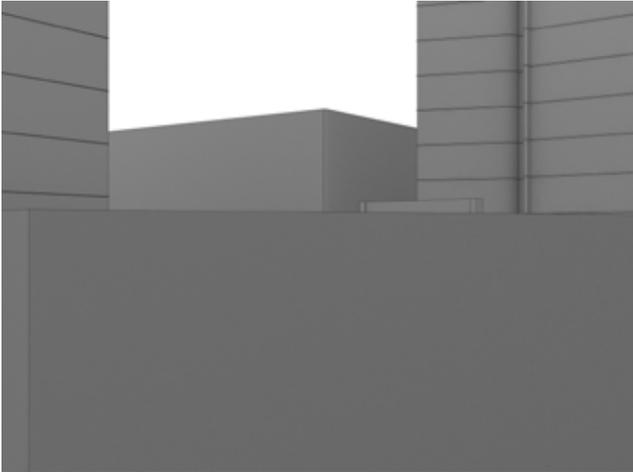
OPTION STUDY - CRITERION 1

CAMERA - D - TYPICAL FLOORS

(REFER APPENDIX FOR EVERY LEVEL)

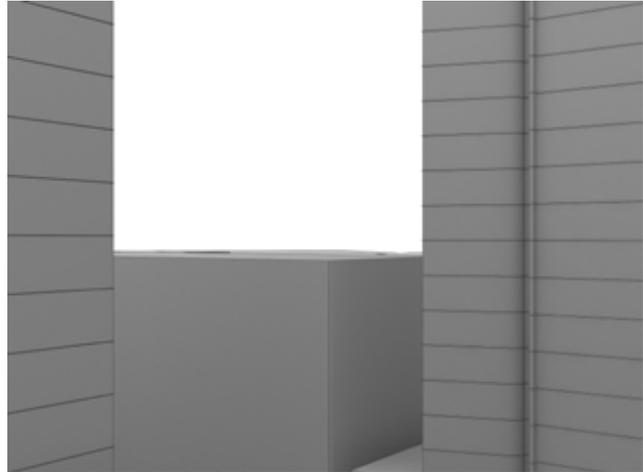


LEVEL 04 - RL 101.58

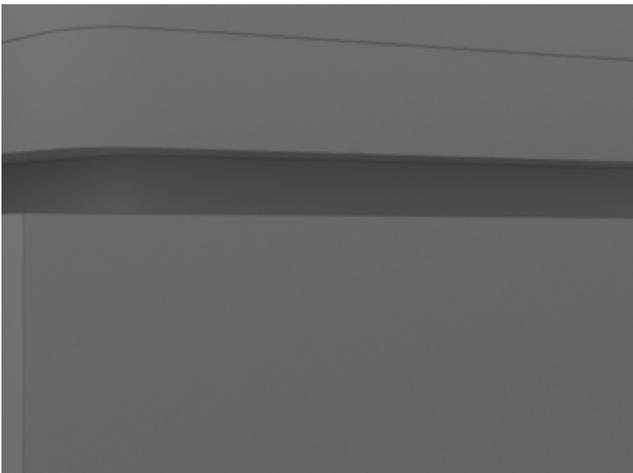


OPTION 1 - Council planning study envelope

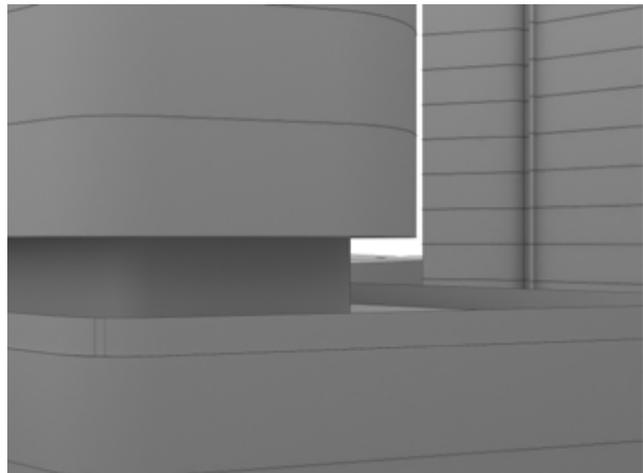
LEVEL 09 - RL 116.25



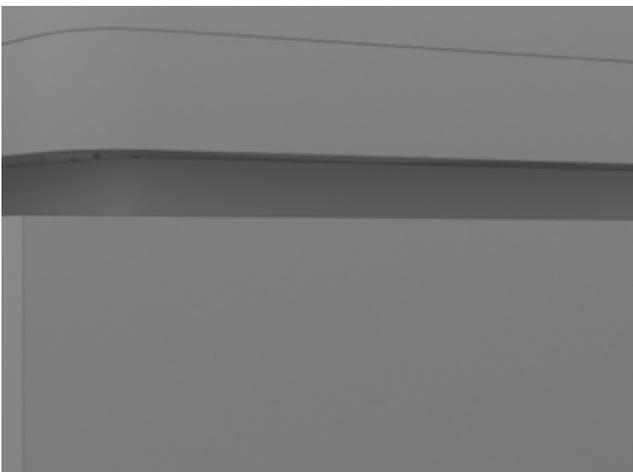
OPTION 1 - Council planning study envelope



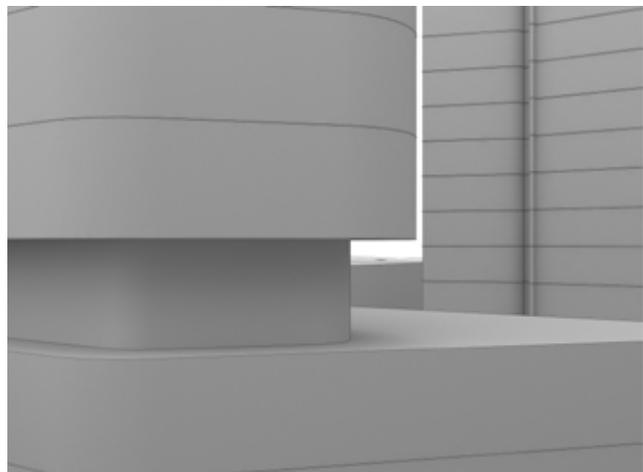
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway



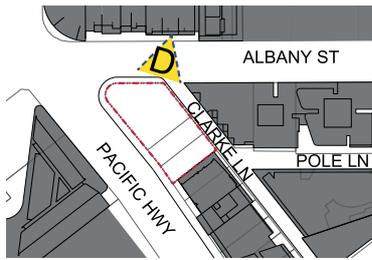
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

## 04 OPTION STUDY

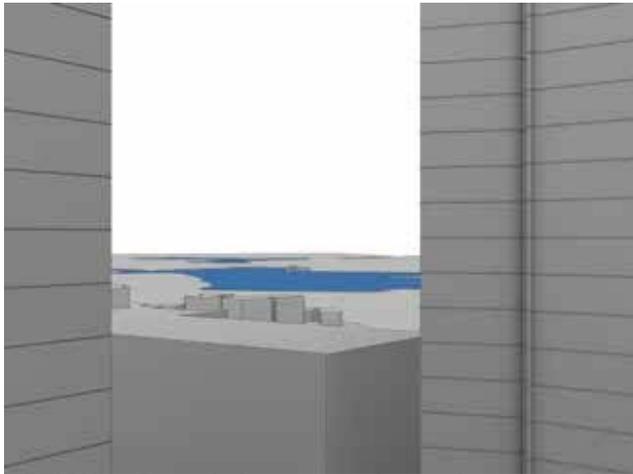
### OPTION STUDY - CRITERION 1

#### CAMERA - D - TYPICAL FLOORS

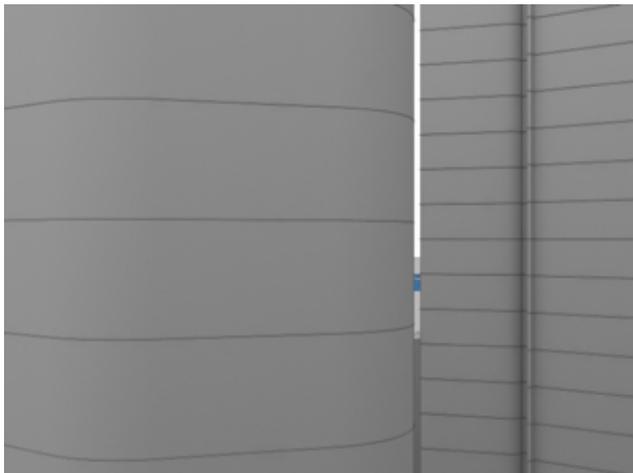
(REFER APPENDIX FOR EVERY LEVEL)



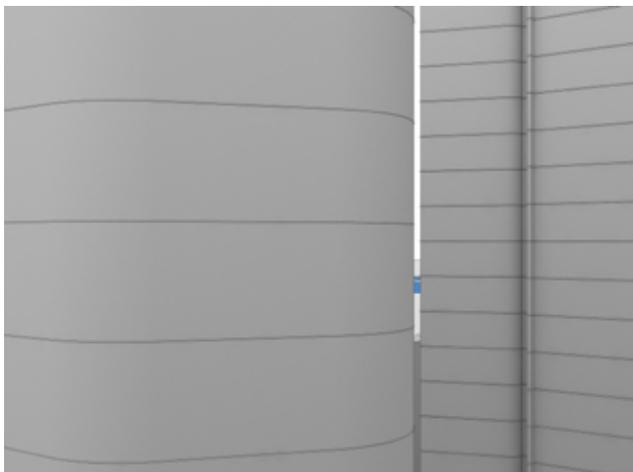
#### LEVEL 14 - RL 130.96



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

#### ASSESSMENT - CAMERA D

Camera D shows that there is some impact to views for residents from this portion of the Abode building.

We have assessed potential view impact according to the "Principles of view sharing" established by the judgement in the case Tenacity Consulting vs Warringah Council [2004].

##### Step 1: Assessment of views to be protected

This view (Option 1 at RL130.96 Camera Position D) is a distant view with potential partial water view. It should be noted that this view may have a lower value because this visual analysis was modelled using a St Leonards and Sydney CBD 3D model that does not include the built form of existing distant development in the greater suburban areas. As a result the potential partial water views are assumed to be further obscured.

##### Step 2: What part of property are the views obtained from

This view is obtained from approximately 1.5m above floor level (eye level) looking sideways toward the water. This view is an oblique, side view which is difficult to protect. This view could potentially also be impacted by complying development within Lane Cove Council LGA.

##### Step 3: Extent of Impact

The loss of this view is considered to be moderate because of the potential for it to be lost through future complying development occurring within the Lane Cove LGA.

##### Step 4: Reasonableness of the proposal causing impact

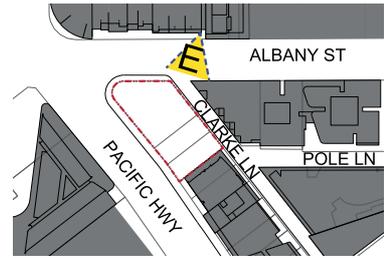
This proposal sits within a dense urban area. These views could potentially be removed by complying development within the Lane Cove Council LGA. The building below this view is 460 Pacific Highway. This building is approximately 18 m high. A 36m height is permissible within this site. If this site were developed to 36m, the current building form would double in height, removing this view.

# 04 OPTION STUDY

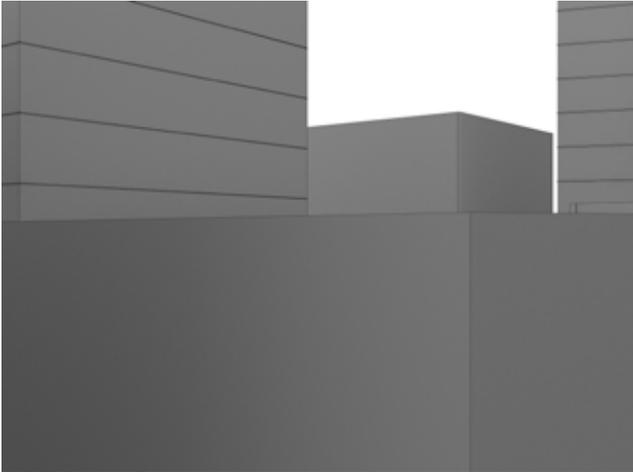
OPTION STUDY - CRITERION 1

CAMERA - E - TYPICAL FLOORS

(REFER APPENDIX FOR EVERY LEVEL)

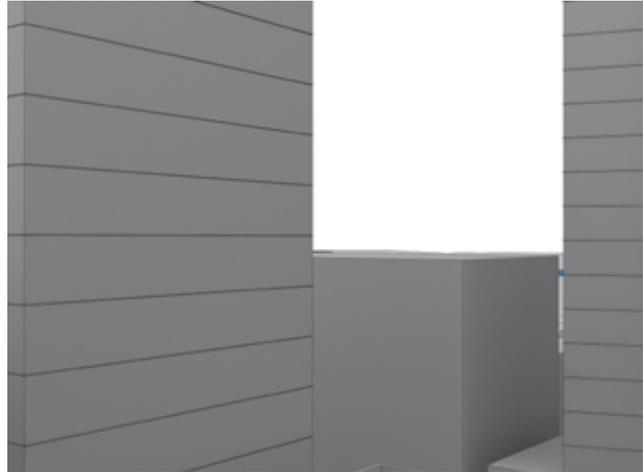


LEVEL 04 - RL 101.58

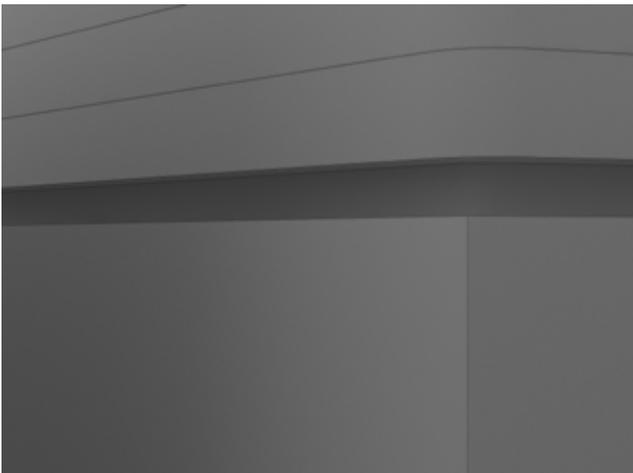


OPTION 1 - Council planning study envelope

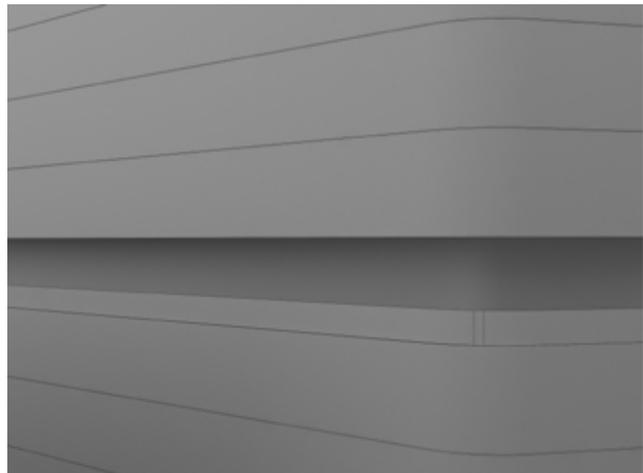
LEVEL 09 - RL 116.25



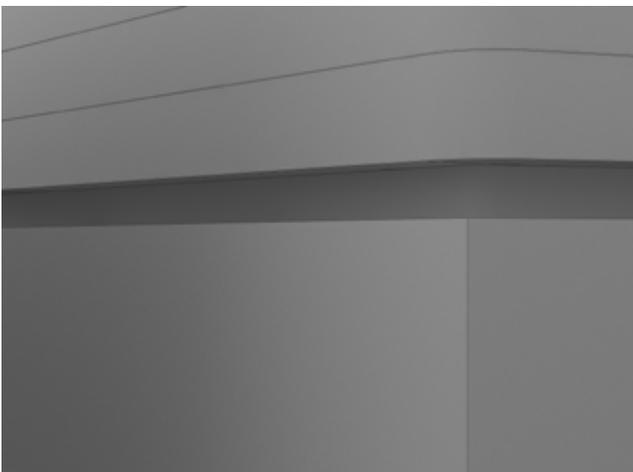
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway



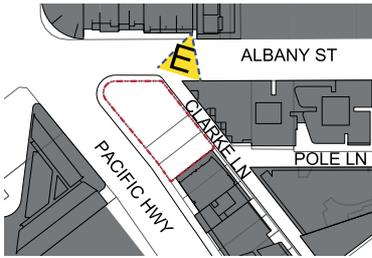
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

## 04 OPTION STUDY

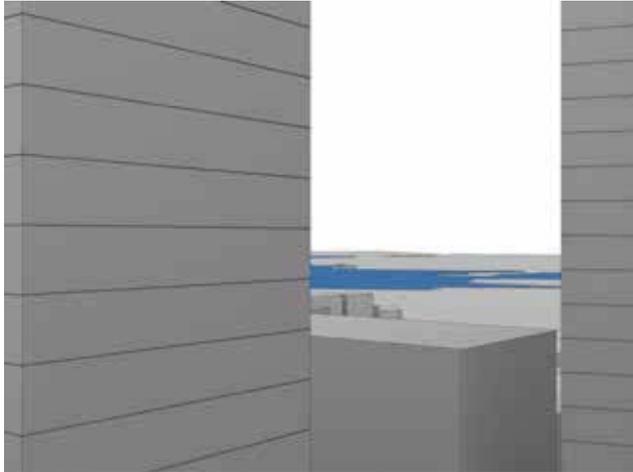
### OPTION STUDY - CRITERION 1

#### CAMERA - E- TYPICAL FLOORS

(REFER APPENDIX FOR EVERY LEVEL)



#### LEVEL 14 - RL 130.96



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

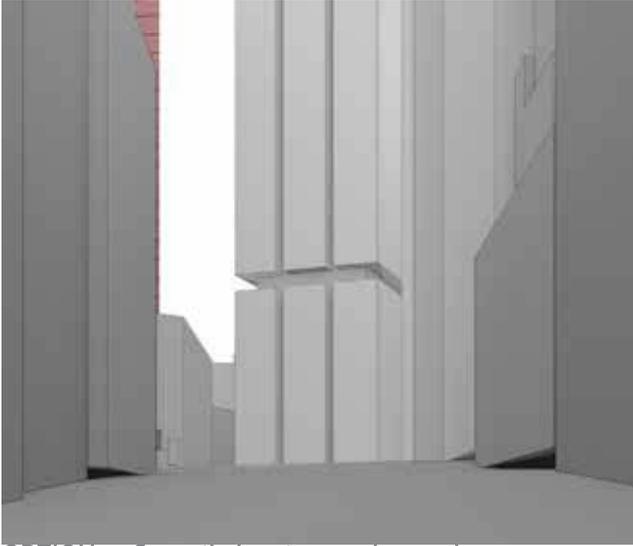
#### ASSESSMENT - CAMERA E

Refer to the Camera D assessment for a full breakdown of view impact. The impact described in this view (Camera E) is similar to that of Camera D and the observations above also apply here.

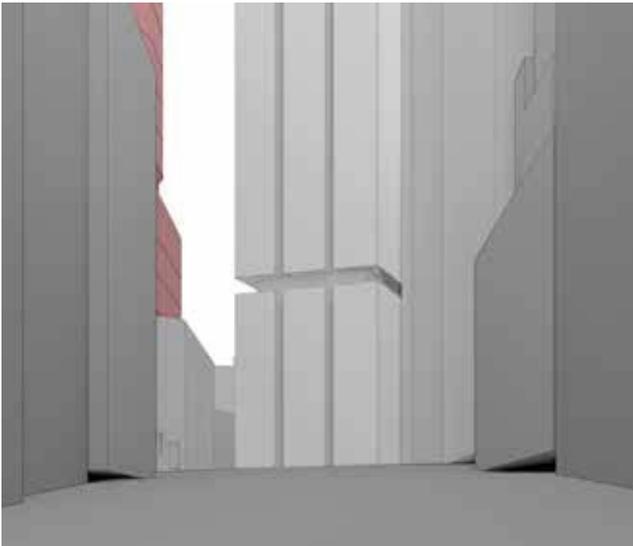
## 04 OPTION STUDY

### OPTION STUDY - CRITERION 2

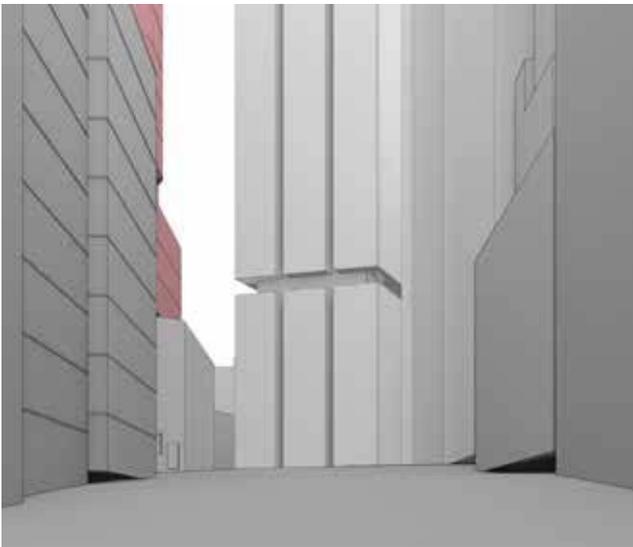
#### CAMERA F - ALBANY STREET VIEW



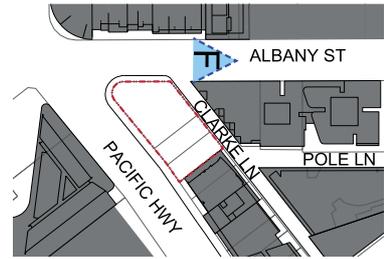
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



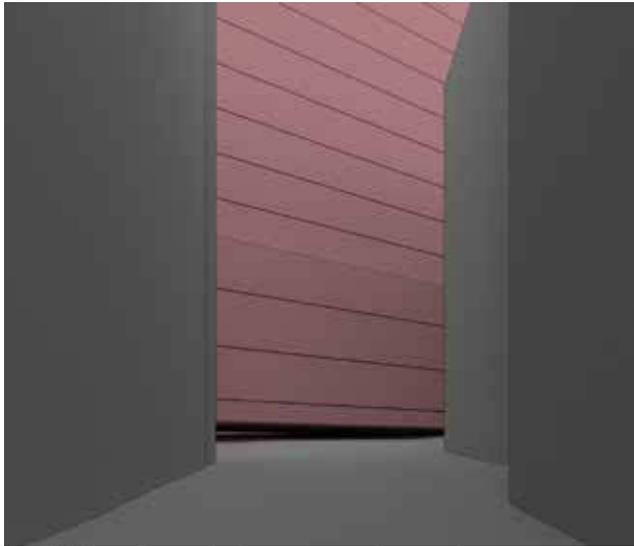
#### ASSESSMENT - CAMERA F

The potential development of the Leighton site (472-520 Pacific Highway) dominates this view. The proximity of the tower to Albany St appears to have negligible impact to this street vista. Options 2 and 3 show that, by pushing the tower further north, there is increased opportunity to reinforce the street edge and built form along Albany Street..

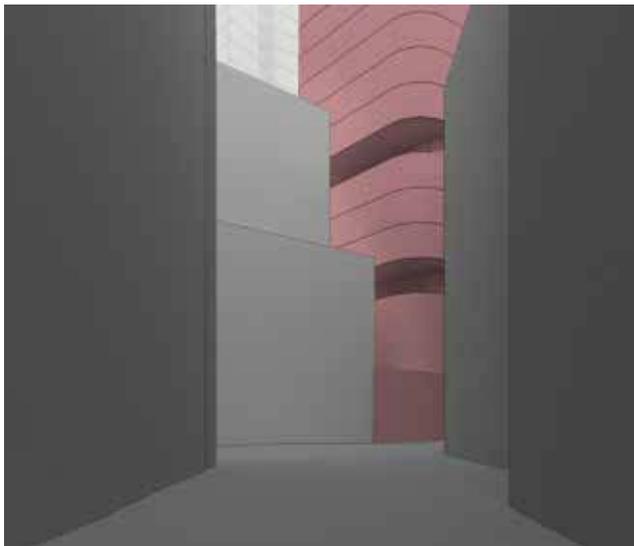
## 04 OPTION STUDY

### OPTION STUDY - CRITERION 2

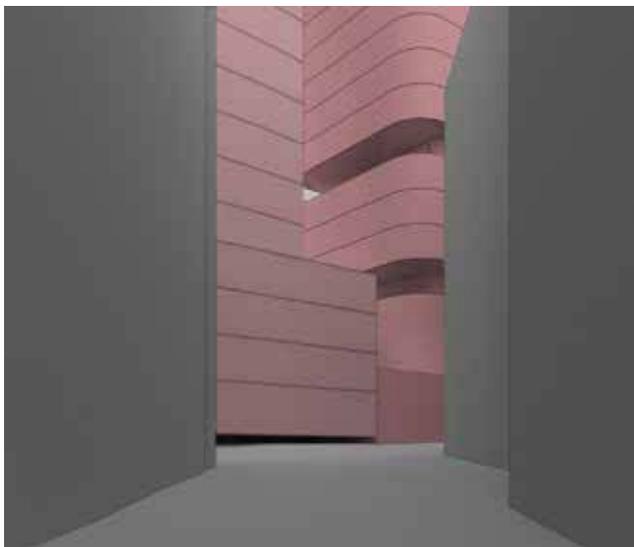
#### CAMERA G - POLE LANE STREET VIEW



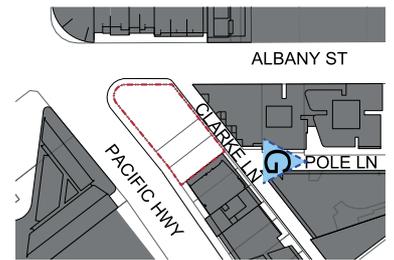
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway



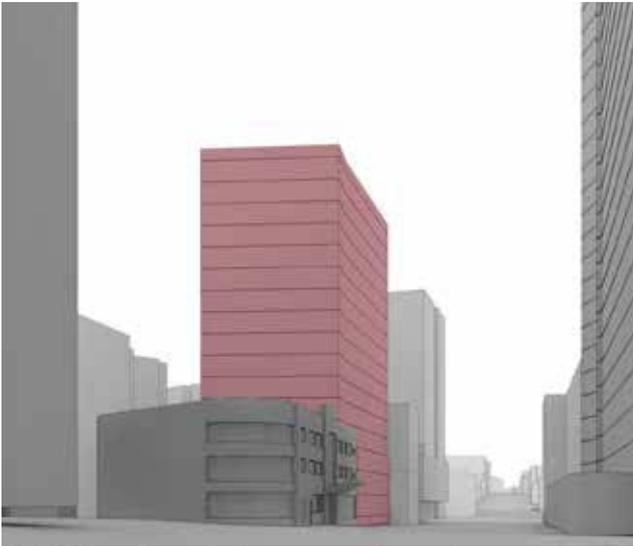
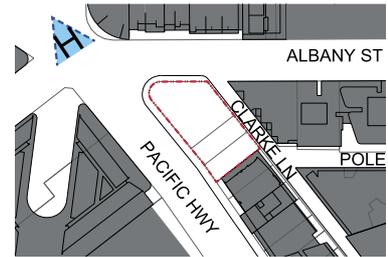
#### ASSESSMENT - CAMERA G

This view shows that Option 1 presents a solid wall at the termination of Pole Lane. Option 2 is the most desirable outcome as it enables the greatest depth of view.

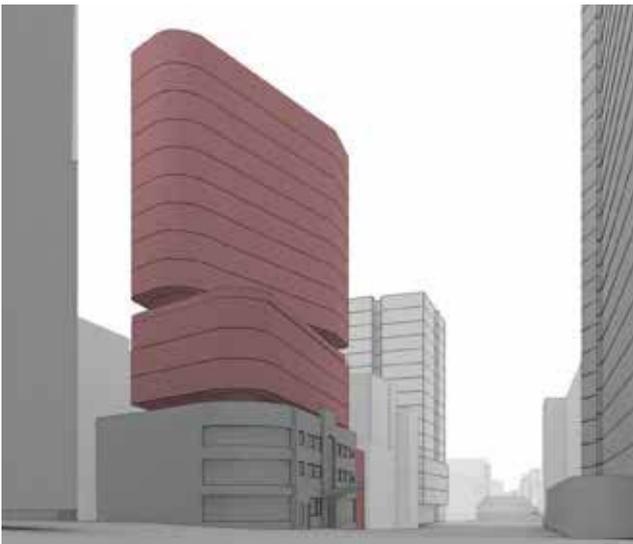
## 04 OPTION STUDY

### OPTION STUDY - CRITERION 2

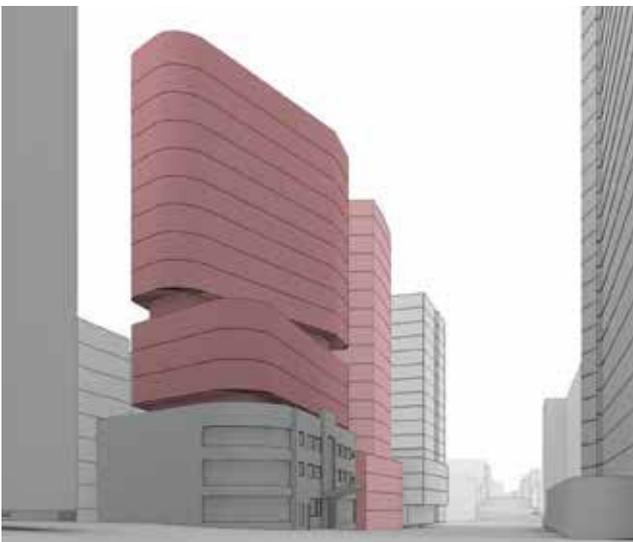
#### CAMERA H - PACIFIC HIGHWAY STREET VIEW LOOKING SOUTH



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565 and 567-573 Pacific Highway

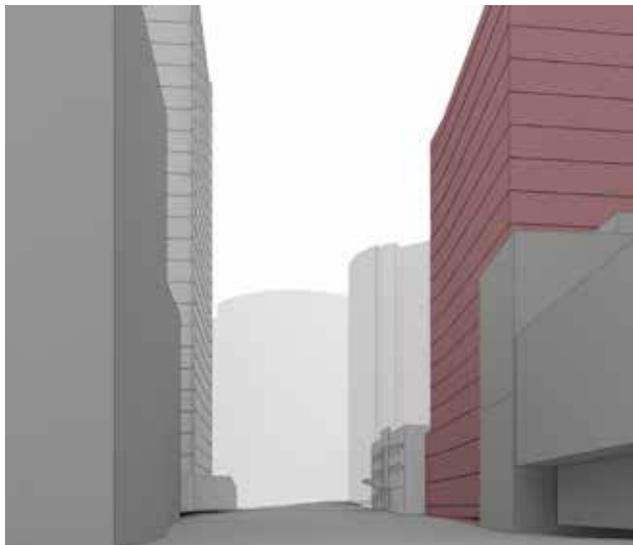
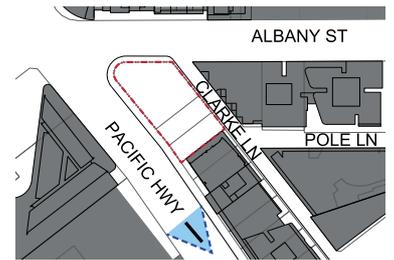
#### ASSESSMENT - CAMERA H

This Camera shows a prominent view seen by southbound motorists on the Pacific Highway. While Option 1 shows the stepping principle, Option 2 is preferable. Option 2 maintains the 'stepping principle' whilst strengthening the urban form and gateway presence of this prominent corner site. Option 2 actively responds to the heritage building below.

## 04 OPTION STUDY

### OPTION STUDY - CRITERION 2

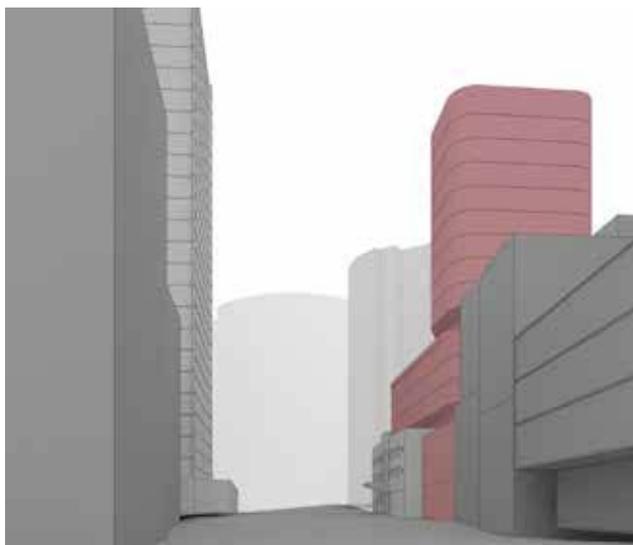
#### CAMERA 1 - PACIFIC HIGHWAY STREET VIEW LOOKING NORTH



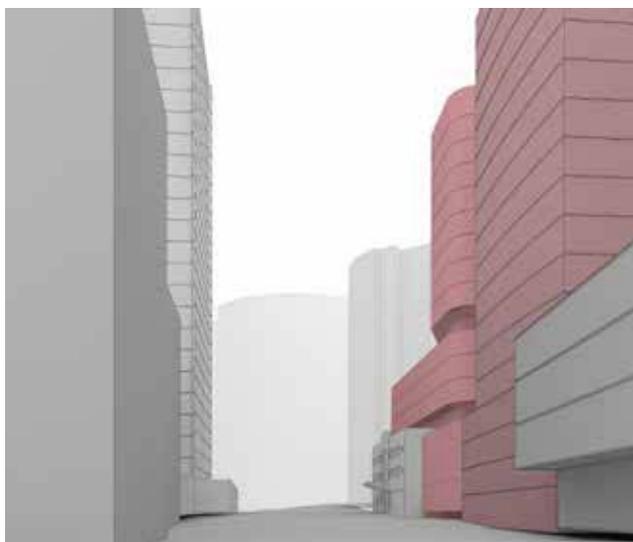
OPTION 1 - Council planning study envelope

#### ASSESSMENT - CAMERA 1

Option 2 maintains North Sydney's 'stepping principle'. This form also responds to the Leighton development within Lane Cove Council LGA on the opposite side of the Pacific Highway, creating a gateway form.



OPTION 2 - Planning proposal envelope



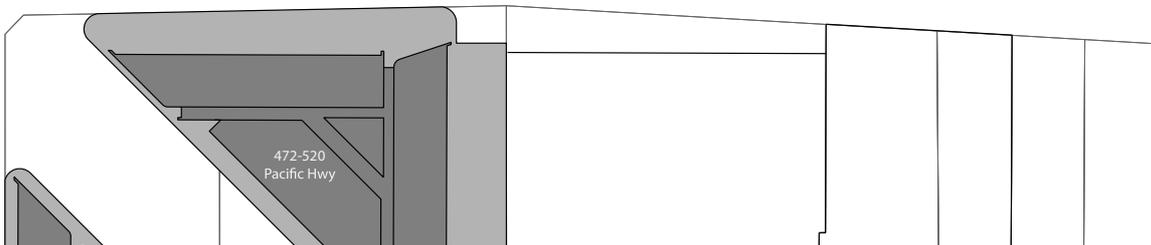
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

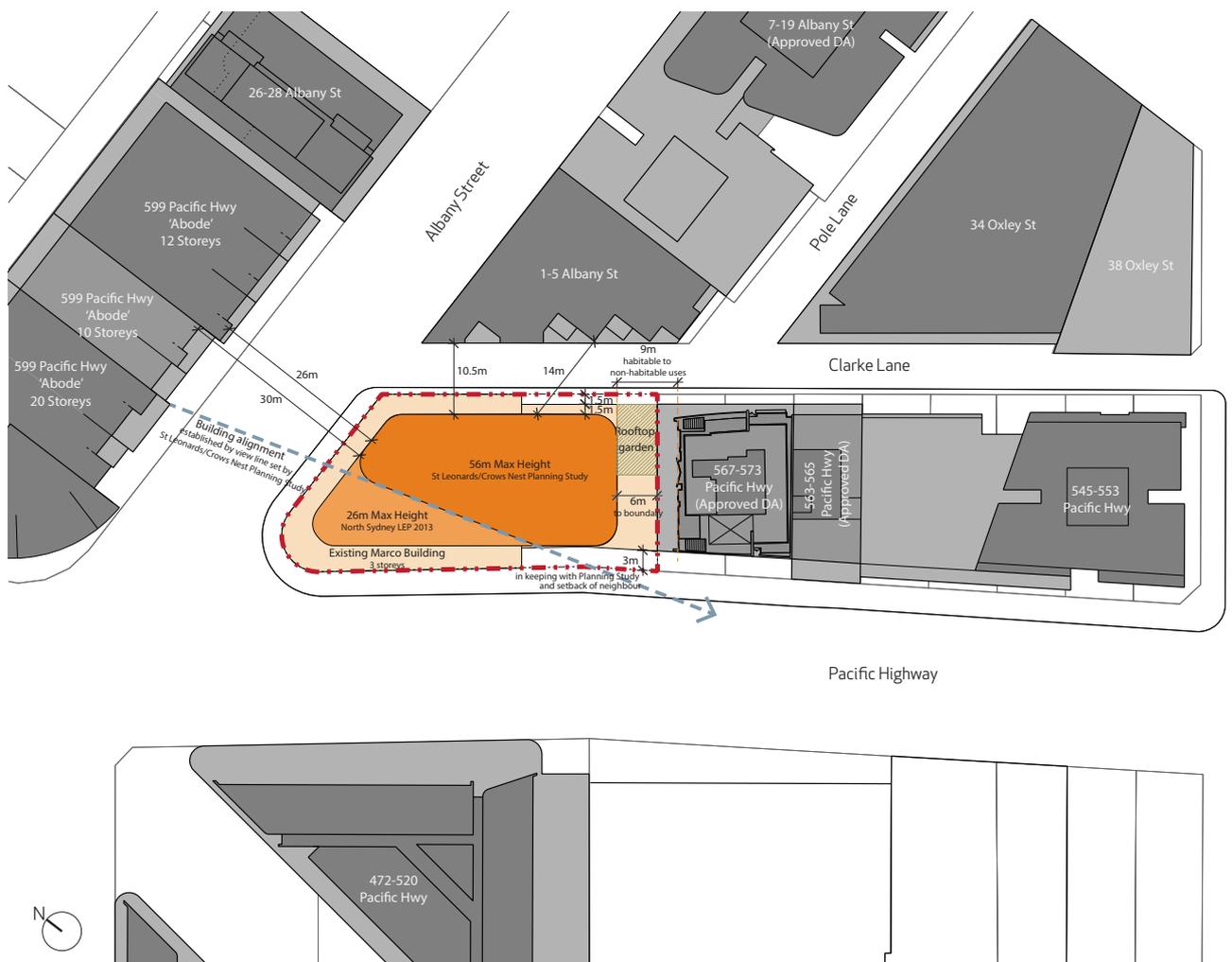
# 04 OPTION STUDY

## OPTION STUDY - CRITERION 3



Pacific Highway





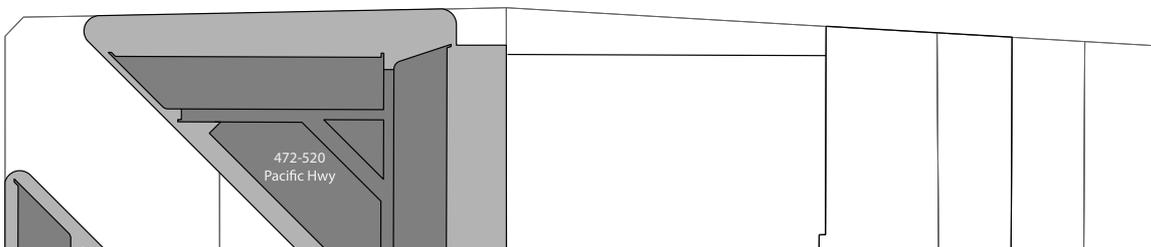
OPTION 2

# 04 OPTION STUDY

## OPTION STUDY - CRITERION 3



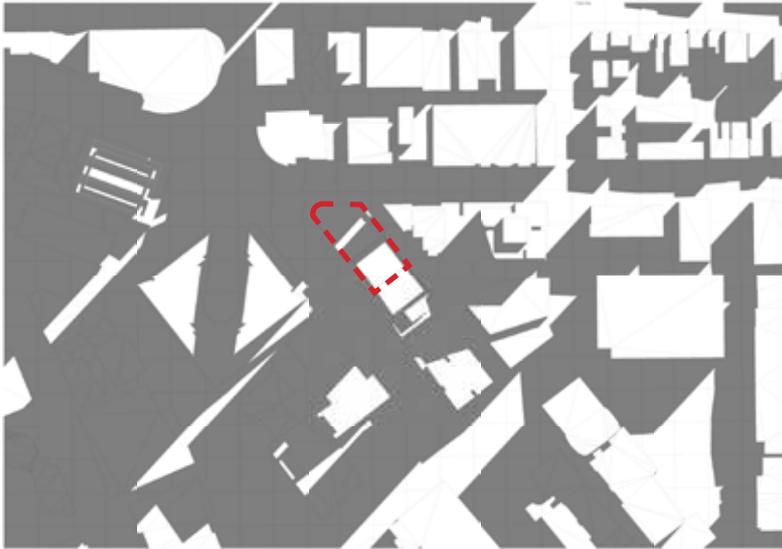
Pacific Highway



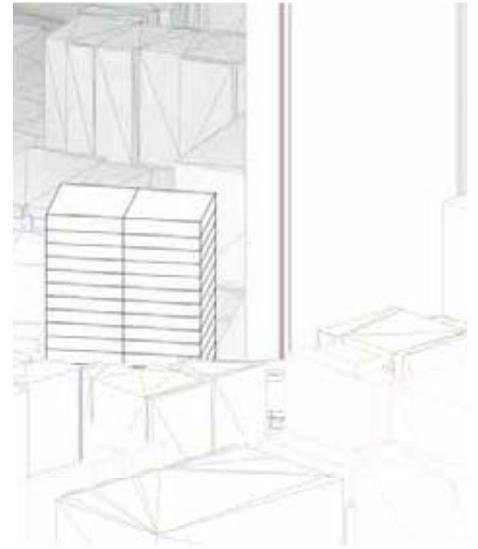
OPTION 3

## 04 OPTION STUDY

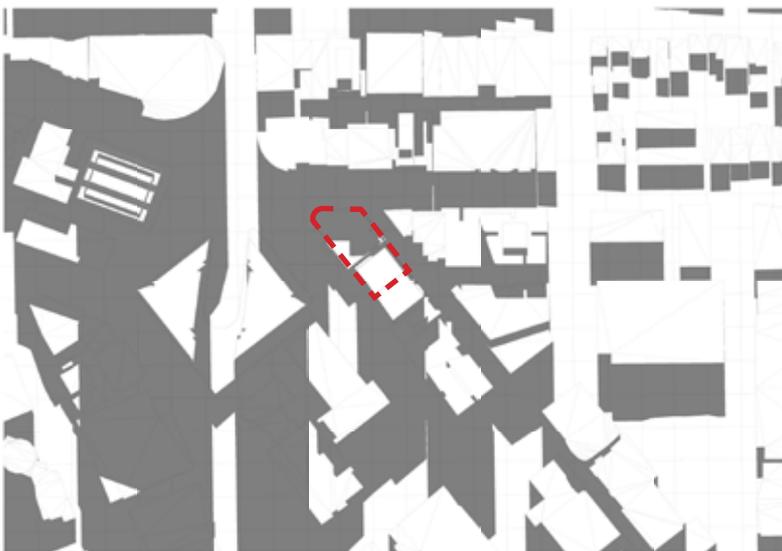
### OPTION1 - SHADOW ANALYSIS



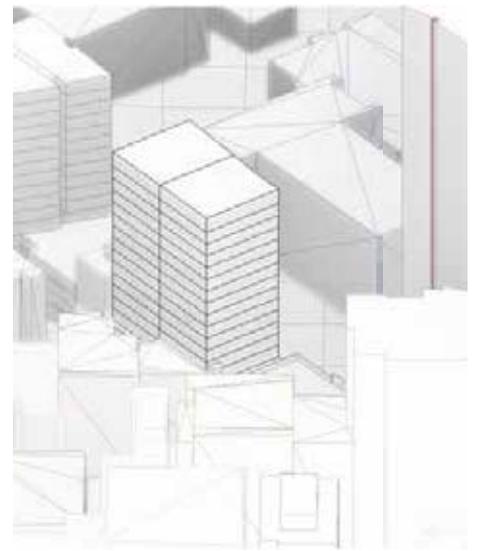
Option 1 - 9AM Shadow Diagram



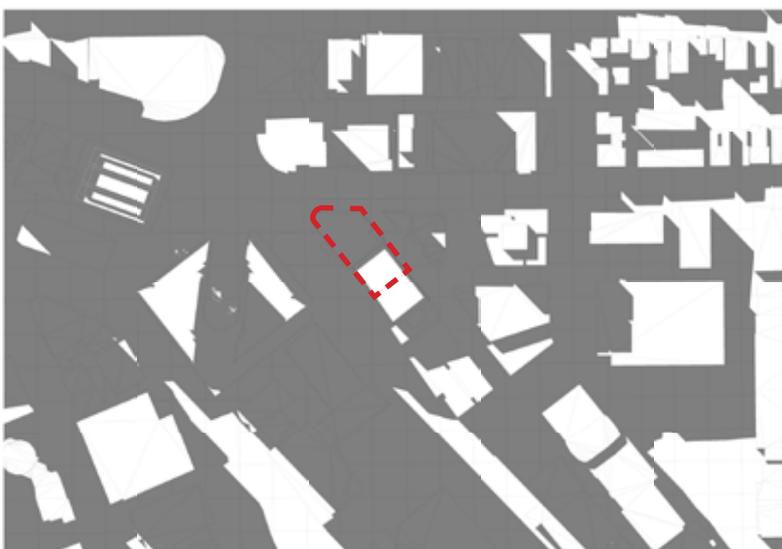
9AM Sun Eye Diagram



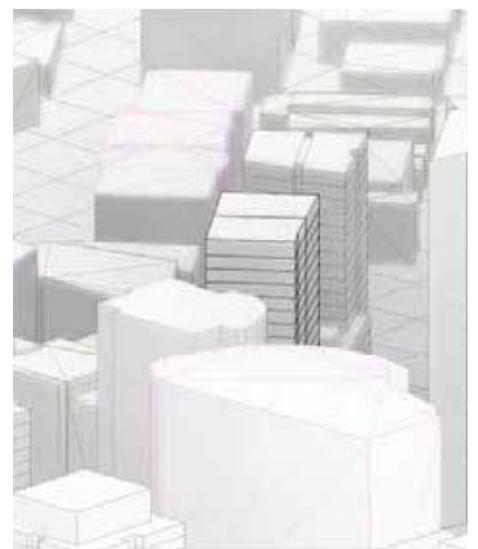
Option 1 - 12PM Shadow Diagram



12PM Sun Eye Diagram



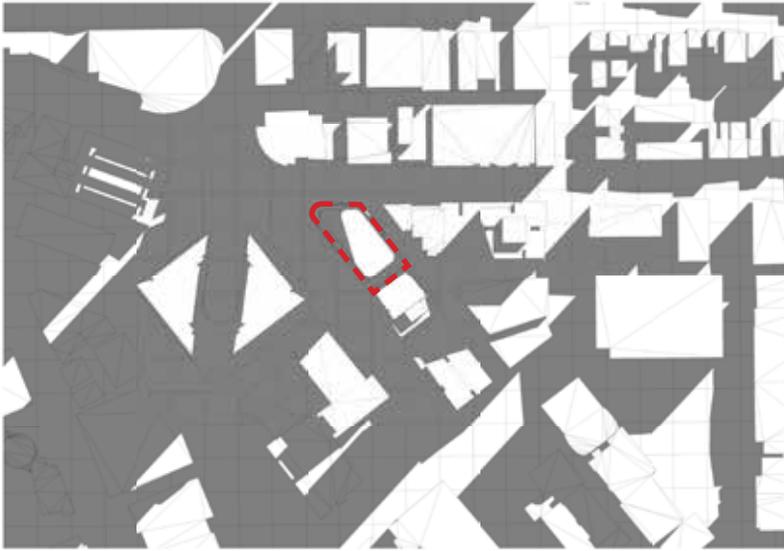
Option 1 - 3PM Shadow Diagram



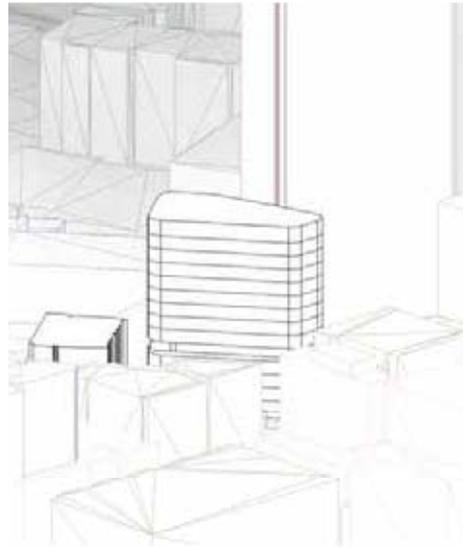
3PM Sun Eye Diagram

# 04 OPTION STUDY

## OPTION 2 - SHADOW ANALYSIS



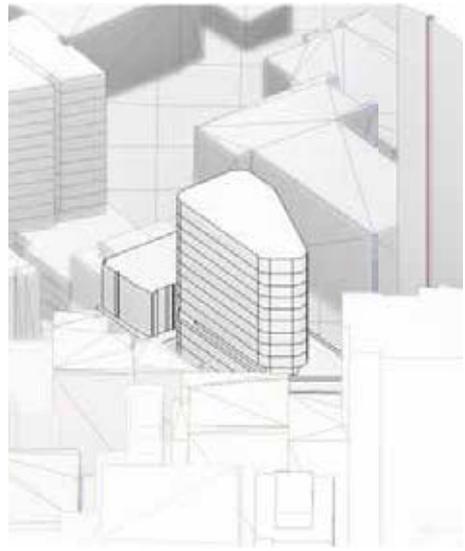
Option 2 - 9AM Shadow Diagram



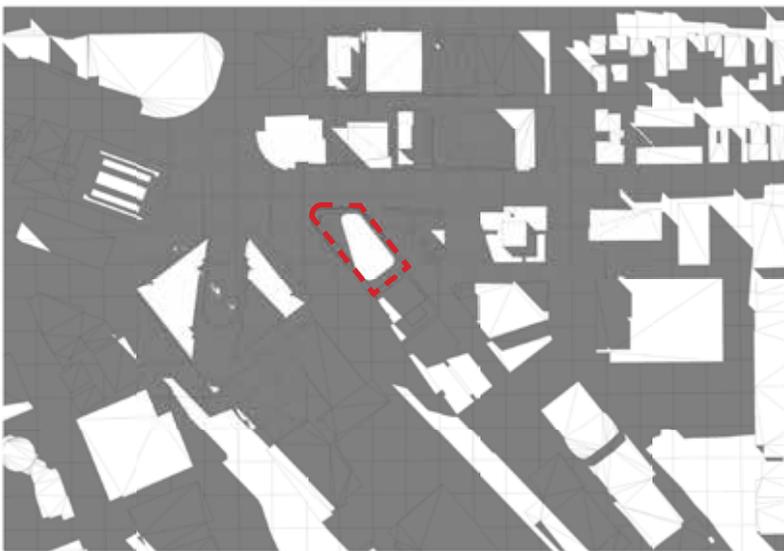
9AM Sun Eye Diagram



Option 2 - 12PM Shadow Diagram



12PM Sun Eye Diagram



Option 2 - 3PM Shadow Diagram



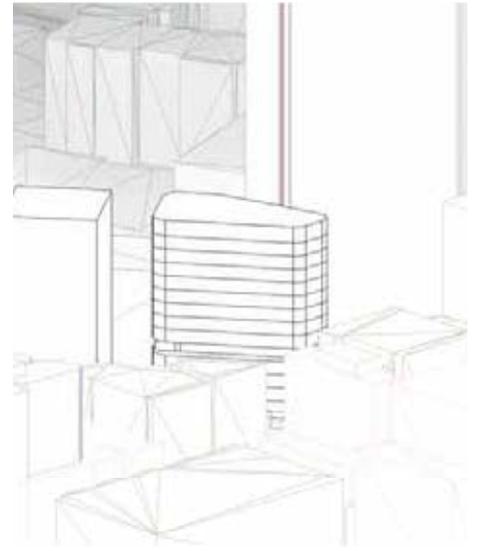
3PM Sun Eye Diagram

## 04 OPTION STUDY

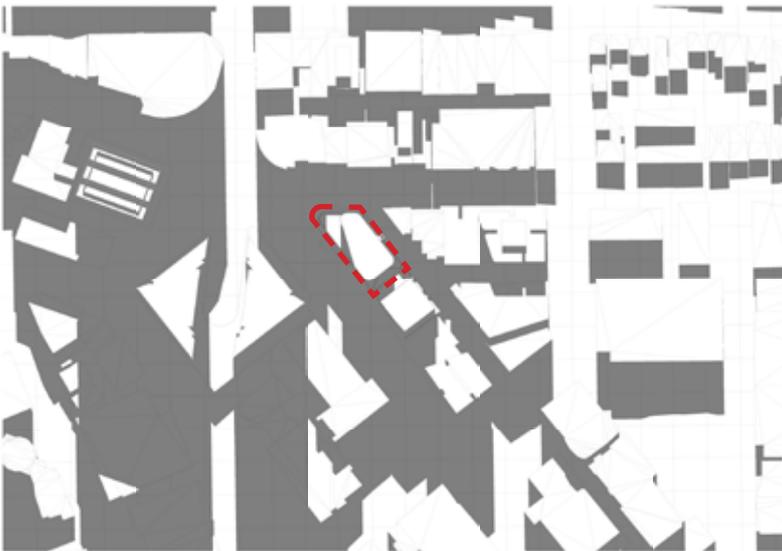
### OPTION 3 - SHADOW ANALYSIS



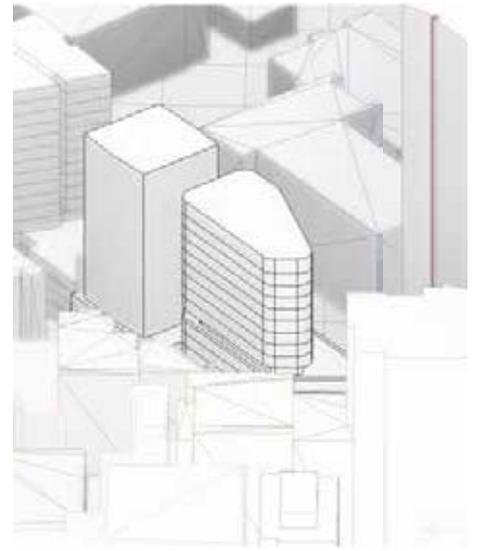
Option 3 - 9AM Shadow Diagram



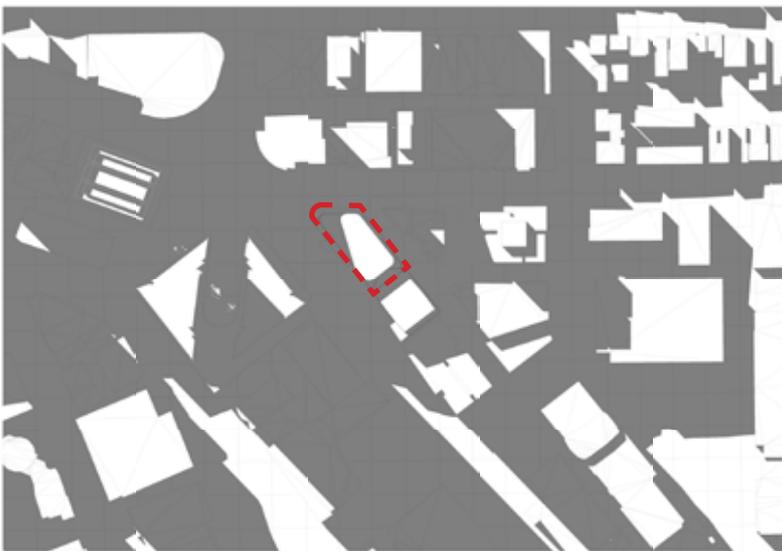
9AM Sun Eye Diagram



Option 3 - 12PM Shadow Diagram



12PM Sun Eye Diagram



Option 3 - 3PM Shadow Diagram



3PM Sun Eye Diagram

## 04 OPTION STUDY

### CONCLUSION

It will not be possible to deliver the form of Option 1 that is indicated in the Planning Study. Therefore, when assessed against all three criteria, Option 2 presents an acceptable outcome.

#### 1 - View impacts.

In terms of view impact, the focus of the proposed development should be to develop a view sharing outcome, where the highly valued views of the Sydney CBD skyline are protected. These highly valued views should be prioritised over less valuable views including oblique or side views and partial views.

The likely future character of the area in both Lane Cove Council and North Sydney Council LGAs must be considered. A focus should be placed on protecting views at upper levels. However, lower level views that could potentially be lost through surrounding complying development should have lower priority.

Option 2 satisfies these objectives.

#### 2 -Street view impacts

Option 2 improves a number of the urban streetscape views, in particular the view along the Pacific Highway travelling south. The engagement of the tower at the corner provides an iconic built form and gateway presence.

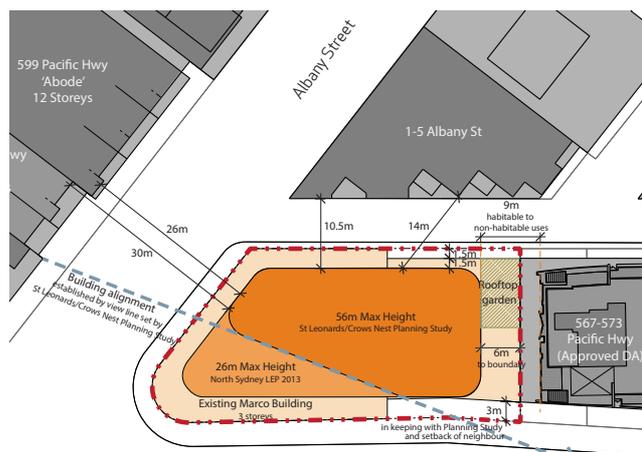
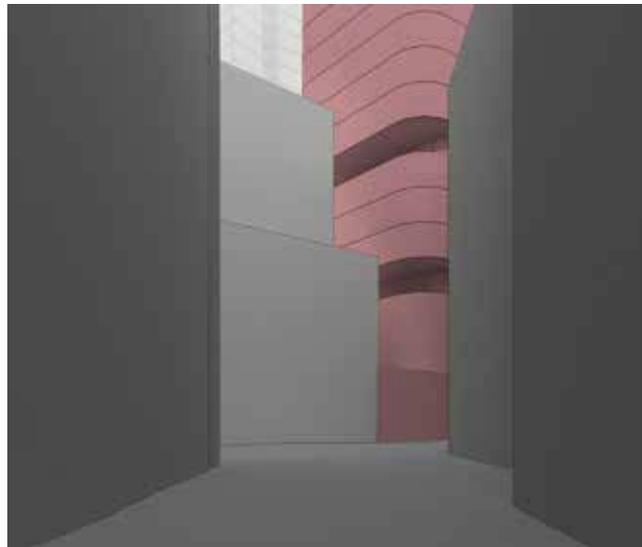
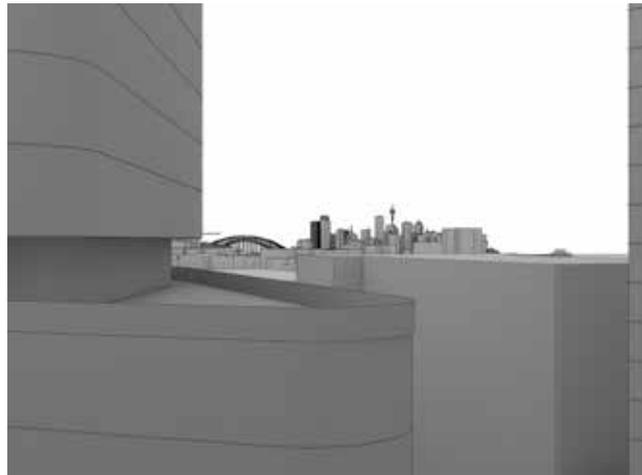
The impact of the street vista along Pole Lane is significantly improved in Option 2. Both Option 1 and Option 3 present a more solid wall at the Lane's termination.

Albany street is acceptably affected by all options

#### 3 -Amenity for neighbours through separation

Option 2 provides an acceptable outcome in terms of overshadowing which is similar to that of Option 1.

Option 2 also provides an acceptable outcome in terms of separation when compared with Option 1. The tower is positioned further north in Option 2 than it was in Option 1. While this built form does alter the impact for northerly residents in 1-5 Albany Street (across Clarke Lane), it also reduces the impact on southernmost residences within 1-5 Albany St (where the bulk of residences are located) from that proposed in the Planning Study.







# 05 PROPOSAL

## 05 PROPOSAL

### PREFERRED OPTION

#### JUSTIFICATION

Option 2 is the preferred option.

The Marco Building site was envisaged by council in The Planning Study to collaborate with neighbouring site 567-573 Pacific Highway. While this has been attempted several times, the owners of the two sites have been unable to come to an understanding. A stand-alone DA has been approved for 567-573 Pacific Highway and is assumed it will go ahead. Development options that would facilitate the built form outcome outlined in The Planning Study have hence not been achievable due to inability to combine The Sites to form the larger 'ABC' site.

The remaining footprint could not accommodate a tower that would deliver the outcomes identified in the Planning Study. As such, a tower footprint similar in size to that of the Planning Study was positioned further north within the 575-583 Pacific Highway site.

This footprint seeks to minimise the view obstruction for residents of 599 Pacific Highway while balancing the desire to increase the amenity of residents 1-5 Albany St above the standards set in The Planning Study.

The previous option study and design principles demonstrate that Option 2 does not dramatically impact the principles outlined in the planning study despite proposing an alternative form. The option study also demonstrates that in some instances, Option 2 may be a desirable alternative to Option 1 (The Planning Study envelope).

#### VISION

##### Gateway presence

The Site is a visually prominent site within St Leonards. It terminates a local vista created by the curve in the Pacific Highway extending from Royal North Shore Hospital to Albany Street. As such, the Marco Building is highly visible particularly to motorists travelling south along the Pacific Highway.

In considering these elements in the character of The Site, this proposal (Option 2) recognises the importance of not only the amenity of neighbouring sites and pedestrian amenity at street level but also to the aesthetic urban fabric of St Leonards to which this development can make a significant contribution. By positioning new development close to the corner opportunity greater impact and to create a gateway form.

##### Built Form

The proposed built form responds to the heritage building (the Marco building) and is able to be articulated in a manner that can respond to the Planning Study's Built form masterplan along with the adjoining approved DA.

##### Facade

A screened facade similar to that indicated in the reference images (refer Figure 5.15 on page 78) will assist to maintain privacy for existing residents and future residents as well as to mitigate noise impacts from the Pacific Highway.

With this facade option there is potential to vary the materiality in order to break down the scale of the building.

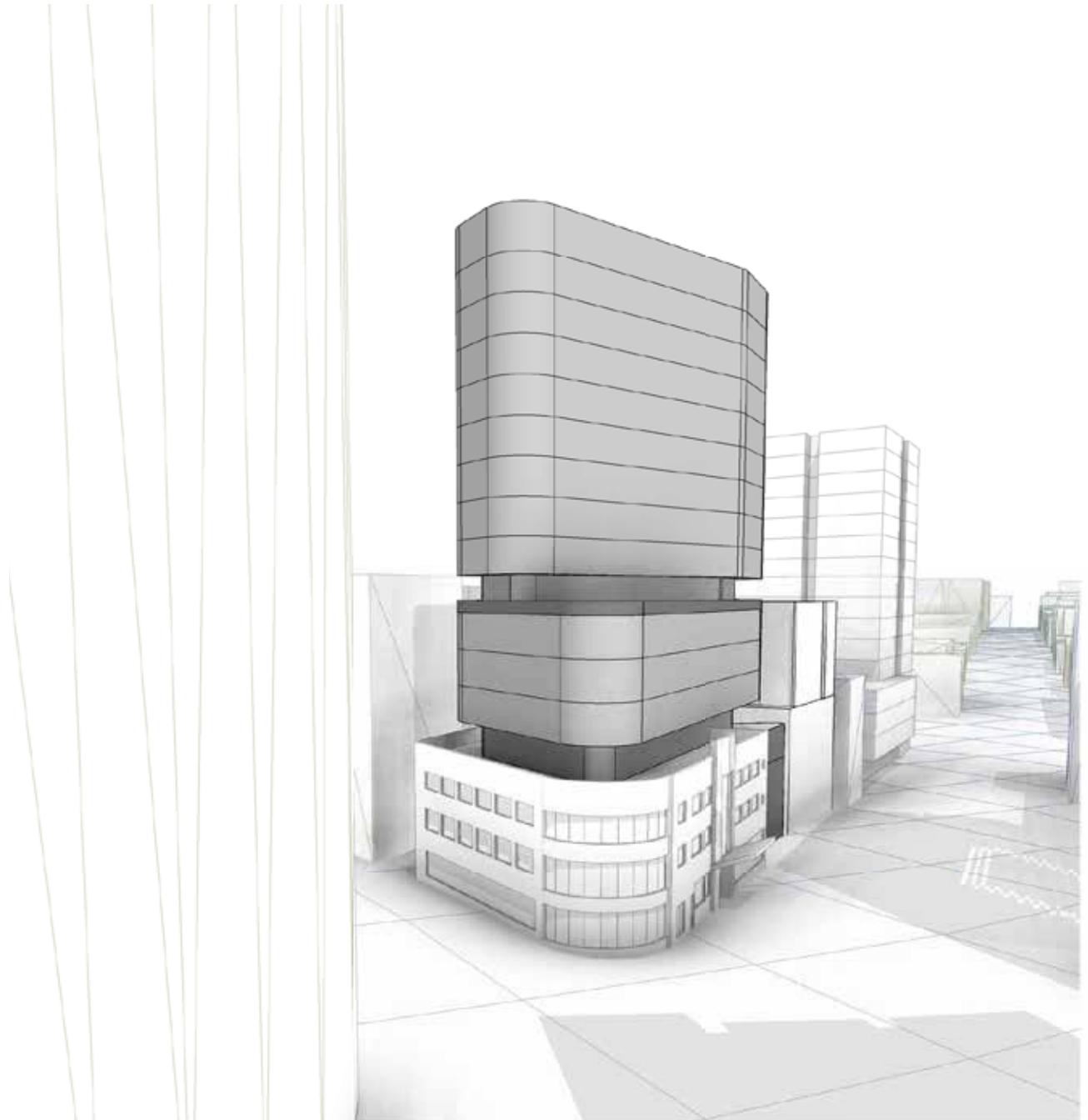


Figure 5.01

# 05 PROPOSAL

## DEVELOPMENT CONTROLS

### HEIGHT

The podium maintains the Marco Building's three storey height. This is in keeping with the DCP podium height requirements on Clarke Lane and is one storey lower than the four-storey podium requirements for Pacific Highway. A lower podium height is proposed on Clarke Lane to improve amenity for neighbouring residents.

The lower tower's 26m height limit complies with the North Sydney LEP 2013.

The upper tower extends to 56m, in keeping with The Planning Study and satisfies Council's 'stepping down' principle.

This upper tower envelope is chamfered to retain the 'iconic views' that were identified in The Planning Study from the Abode building to Sydney CBD skyline.

### FSR

The proposed FSR is 7:1

The non-residential FSR component of The Site is 2:1 which is in keeping with the requirements of The Planning Study.

### SETBACKS

The northern part of The Site is occupied by the Marco Building, which, due to its heritage value, is not subject to council's setback requirements. Therefore the setback controls are only imposed on the southern part of The Site where there would be new development.

The 3m setback to Pacific Highway and the 1.5m setback to Clarke Lane are maintained at Ground level as per the North Sydney DCP 2013, Part C.

The upper level 1.5m setback on Clarke Lane is proposed to apply from Level 2 upwards. This would increase the amenity of residents of 1-5 Albany St by providing increased separation and privacy as well as allowing for a small garden that will enhance the western outlook from the residences.

### SEPARATION

The 9m separation to 567-573 Pacific Highway is in keeping with the Residential Flat Design Code recommendations for separation distances between habitable and non-habitable uses.

Separation between the proposed tower and the 'Abode' residential development is adequate as it exceeds the 24m minimum recommended by the Residential Flat Design Code.

The 14m separation between the proposed development and residences at 1-5 Albany St does not meet Residential Flat Design Code recommendations due to the narrow nature of Clarke Lane and the inadequate setbacks provided by 1-5 Albany Street from their property boundary. The Residential Flat Design Code recommendations are addressed below:

The proposed development is scaled to support the desired character of the area since it meets the controls outlined in The Planning Study.

Visual and acoustic privacy can be achieved through the careful orientation of habitable rooms and the use of materials and privacy screens. Residences of 1-5 Albany St facing Clarke Lane are already equipped with privacy screens and are oriented obliquely to maximise privacy.

The proposed development has minimal overshadowing impact on the residences of 1-5 Albany St (refer to Shadow Analysis within the Option Study - Part 4).

A residential common room and a garden are to be provided within the development to cater for recreation activities for residents. Section 94 contributions as well as future VPAs will help to achieve the expansion of Hume Street park, as per the Planning Study Addendum (2012).

Given the urban nature of The Site no deep soil zone is possible. This is in keeping with surrounding developments. In addition, the design of the proposal as well as the additional setback requirements will promote the health of the existing street trees.

LEGEND

-  56m Maximum height for tower  
(as per St Leonards/Cros Nest Planning Study)
-  26m Maximum height for podium  
(as per North Sydney LEP 2013)
-  Old Marco Building 3 storey height retained
-  Podium rooftop garden

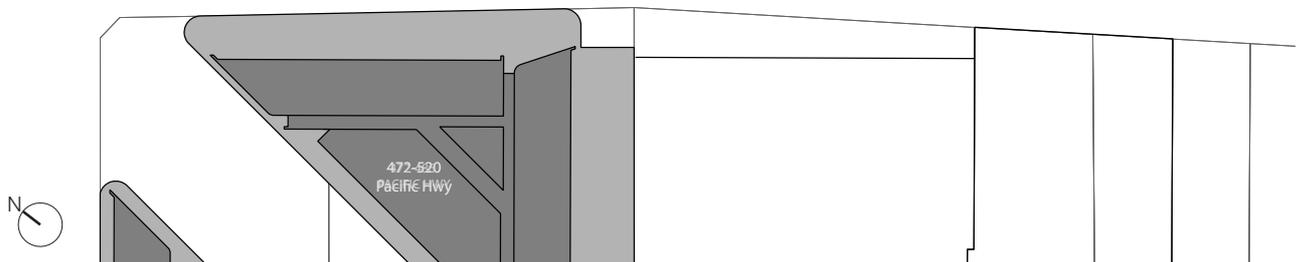


Figure 5.02

# 05 PROPOSAL

## INDICATIVE SECTION

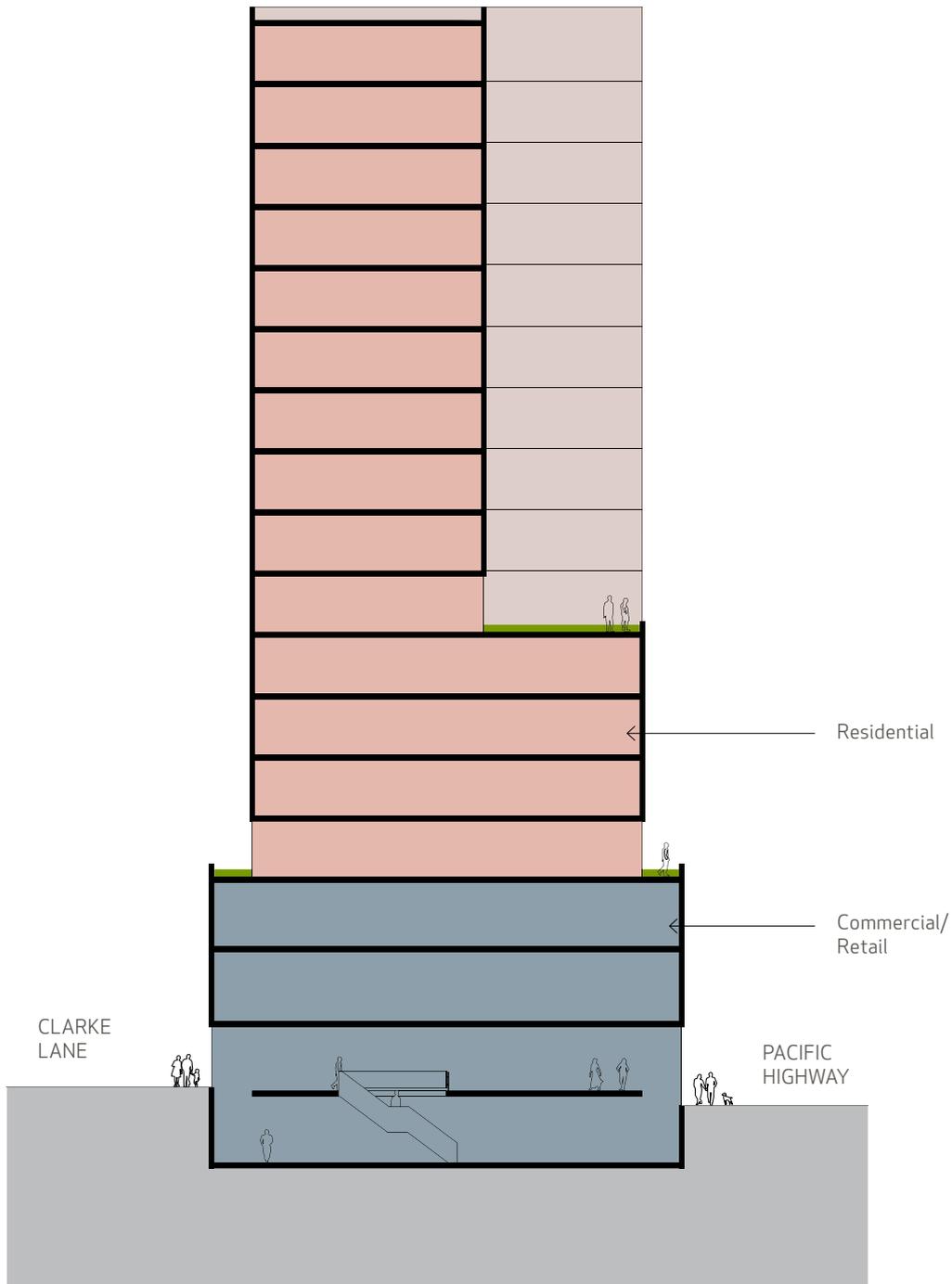
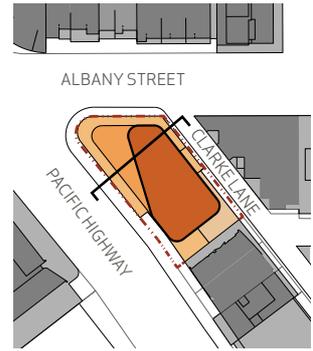


Figure 5.03 - Indicative Section

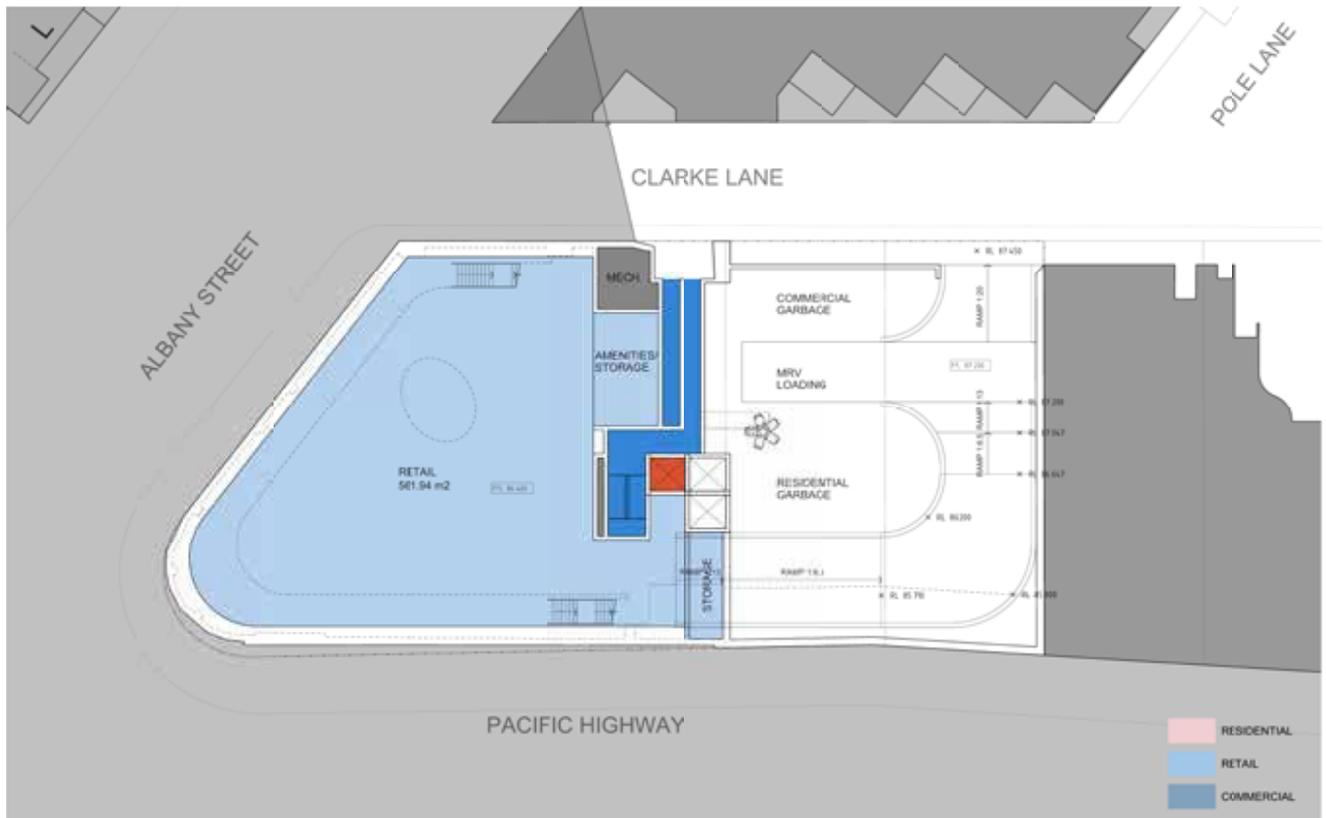


Figure 5.04 - Indicative Floor Plan - Lower Ground



Figure 5.05 - Indicative Floor Plan - Upper Ground

# 05 PROPOSAL

## INDICATIVE FLOOR PLANS

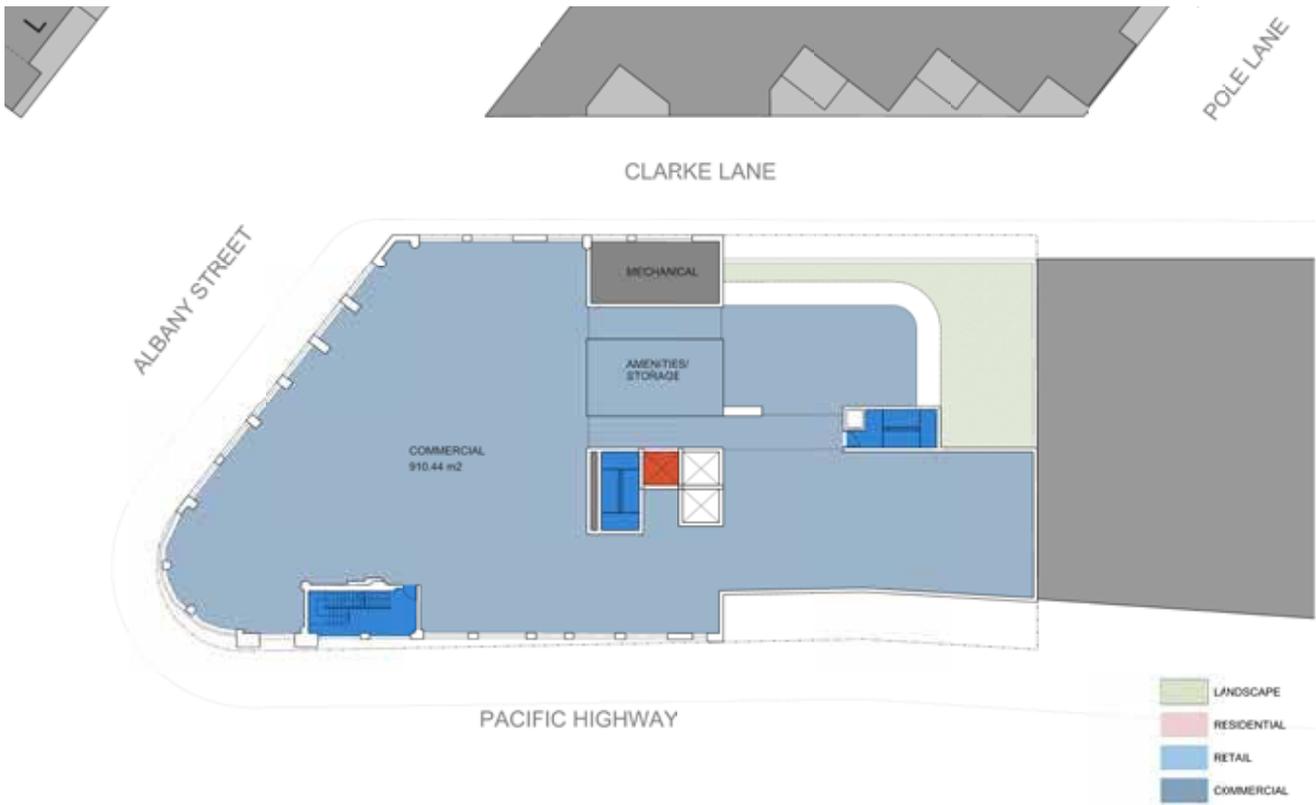


Figure 5.06 - Indicative Floor Plan - Level 1



Figure 5.07 - Indicative Floor Plan - Level 2



Figure 5.08 - Indicative Floor Plan - Level 3



Figure 5.09 - Indicative Floor Plan - Levels 4-5 typical

# 05 PROPOSAL

## INDICATIVE FLOOR PLANS



Figure 5.10 - Indicative Floor Plan - Level 6

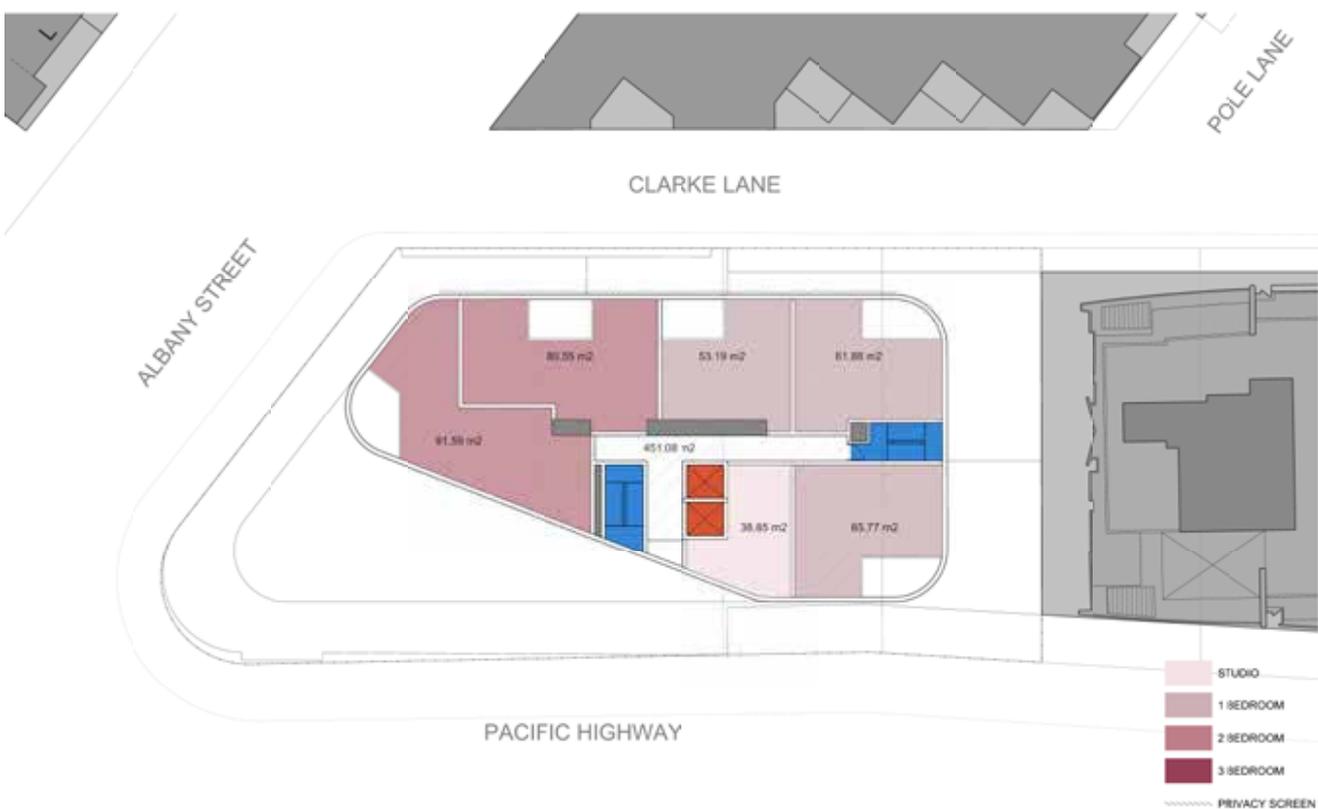


Figure 5.11 - Indicative Floor Plan - Levels 7-16 typical

INDICATIVE STREET ELEVATIONS

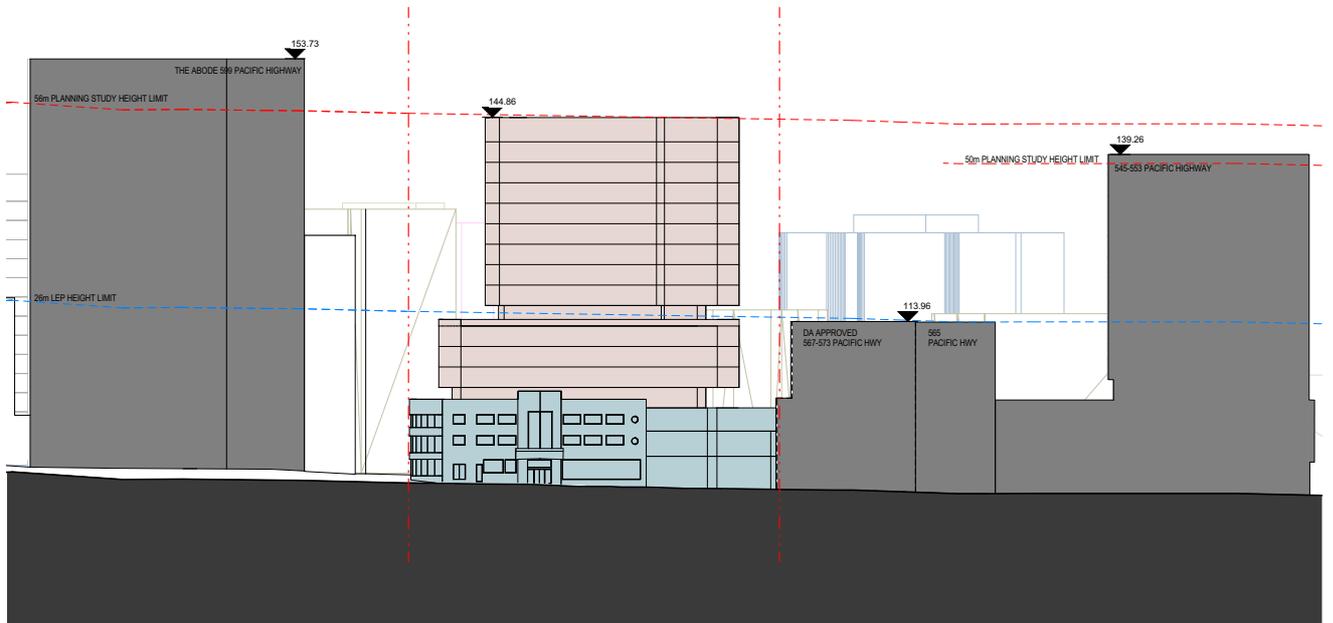


Figure 5.12 - Pacific Highway Elevation

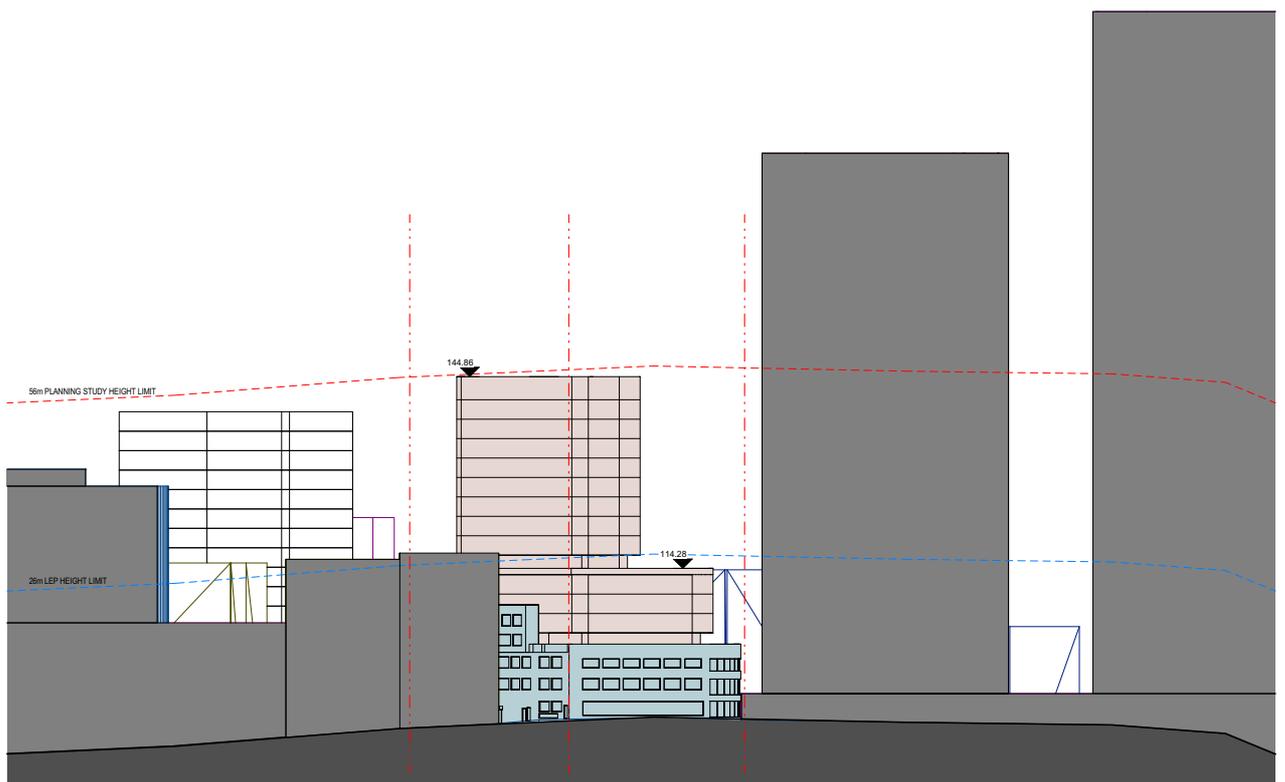


Figure 5.13 - Albany Street Elevation

# 05 PROPOSAL

## INDICATIVE STREET ELEVATIONS + YIELD

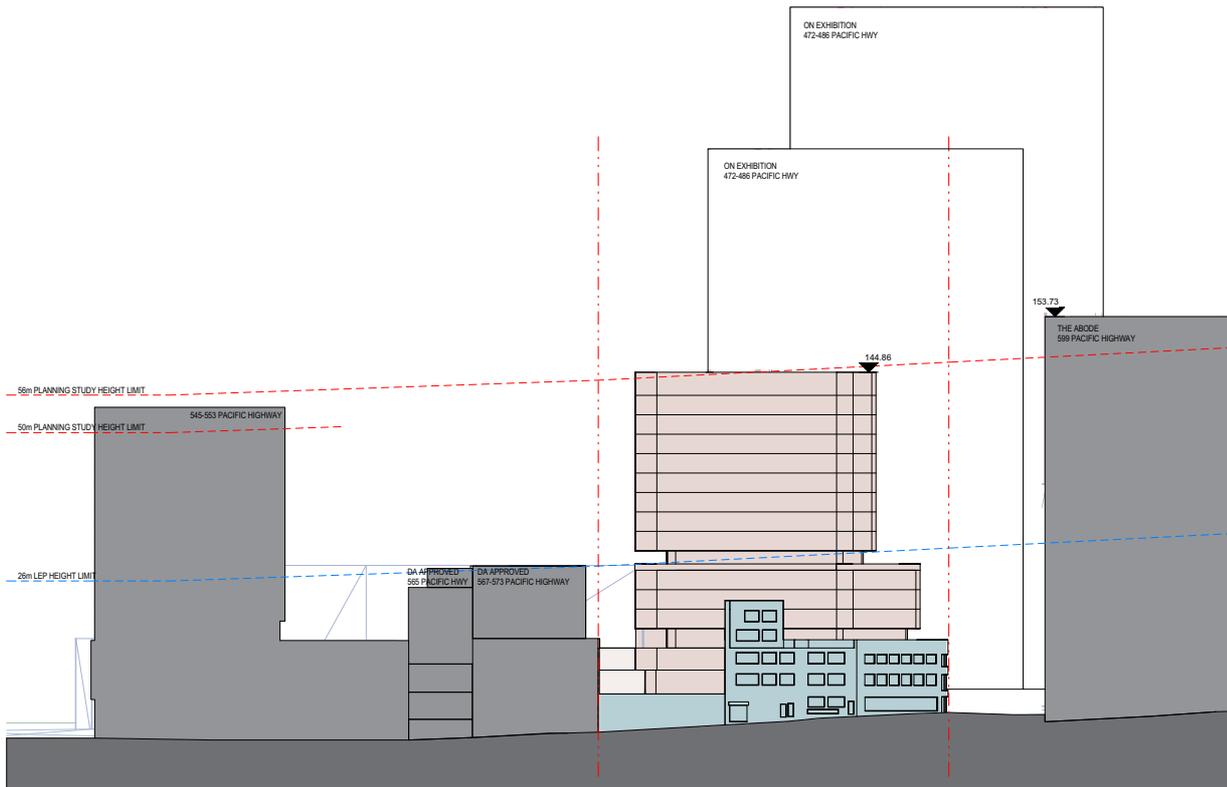


Figure 5.14 - Clarke Lane Elevation

### Residential Areas

Site-Building	Storeys	NSA	GFA	FECA	UCA	NSA/GFA	NSA/FECA
575 Pacific Hwy	18	5,504	6,541	6,948	785	84%	79%
		<b>5,504</b>	<b>6,541</b>	<b>6,948</b>	<b>785</b>		

### Non Residential Areas

Building	Use	NSA	GFA	FECA	UCA	NSA/GFA	NSA/FECA
575 Pacific Hwy	Retail	928	1,031	1,153	0	90%	81%
	Commercial	1,427	1,585	1,771	0	90%	81%
<b>Total</b>		<b>2,355</b>	<b>2,616</b>	<b>2,924</b>	<b>0</b>		

### Carparking areas

Site-Building	Use	NSA	GFA	FECA	UCA	Efficiency
575 Pacific Hwy	Carparking		0	3,453	0	0%
<b>Total</b>		<b>0</b>	<b>0</b>	<b>3,453</b>	<b>0</b>	

### Residential numbers and mix

Building	Unit Type	Studio	1B	1B+Study	2B_1Bth	2B_2Bth	3B	Total
	Mix	10%	35%	0%	45%	0%	10%	100%
	Average NSA	40	50	60	80	85	100	68
		<b>8</b>	<b>29</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>8</b>	<b>82</b>

### Carparking numbers

	Residential	Non Residential
575 Pacific Hwy	77	7
Visitor parking	0	
	<b>77</b>	<b>7</b>

### Site Summary

FECA+UCA - Residential	7,733
FECA+UCA - Non residential	2,924
FECA+UCA - Carparking	3,453
FECA+UCA - Total	14,109
<b>Site Area</b>	<b>1,308</b>
GFA - Resi	6,541
FSR - Resi	5.00 :1
GFA - Non resi	2,616
FSR - Non resi	2.00 :1
<b>GFA - Total</b>	<b>9,157</b>
<b>FSR</b>	<b>7.00 :1</b>
<b>No. of apartments</b>	<b>82</b>
<b>No. of cars</b>	<b>84</b>
Disclaimer	This is for high level feasibility only and all projections are approximate

### Definitions

- FSR is Floor Space Ratio = GFA /Site Area
- NSA is Nett Sellable Area measured to the inside face of enclosing walls excluding voids above a floor and balconies
- GFA is Planning Gross Floor Area measured as defined by the governing Local Government Authority
- FECA is Fully Enclosed Covered Area as defined by the Australian Standard Method of Measuring Building Works
- UCA is Uenclosed Covered Area as defined by the Australian Standard Method of Measuring Building Works
- all areas are measured in square metres

Table 01

## 05 PROPOSAL

### REFERENCE IMAGES



Figure 5.15 - Metal Screen Facade, Luna Apartments by Ellenberg Fraser



Figure 5.16 - Podium Landscaping, Observatory Tower landscape by Secret Gardens



Figure 5.17 - Privacy Screening, Wohnhauser Hohenbühlstrasse by AGPS Architects

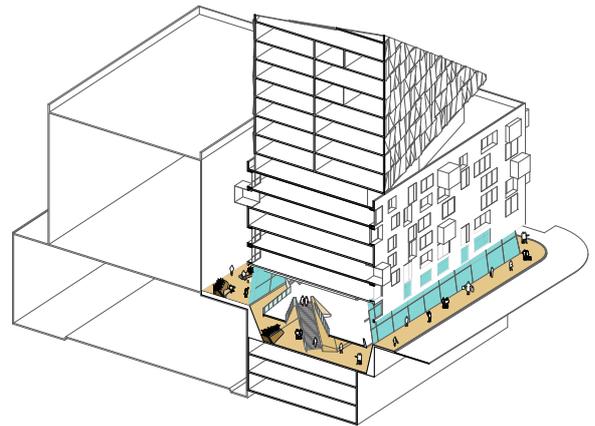


Figure 5.18 - Lower Ground Retail Space, Mixed Use Proposal by AJ+C and Terroir

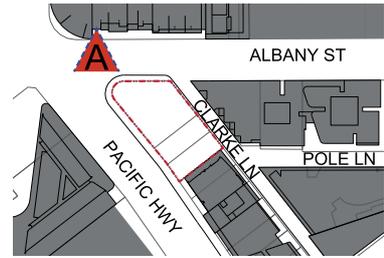


## 06 APPENDIX

# 06 APPENDIX

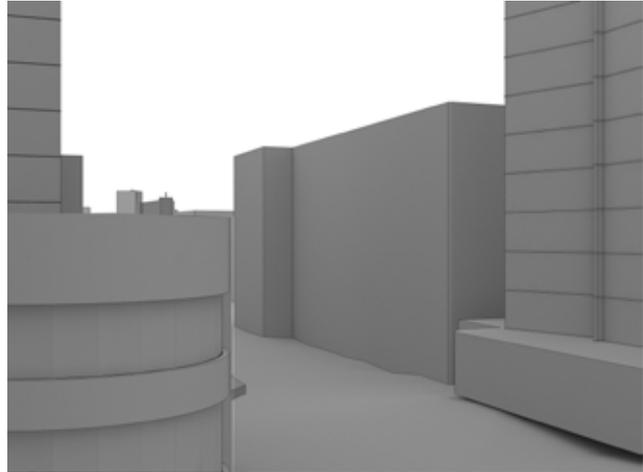
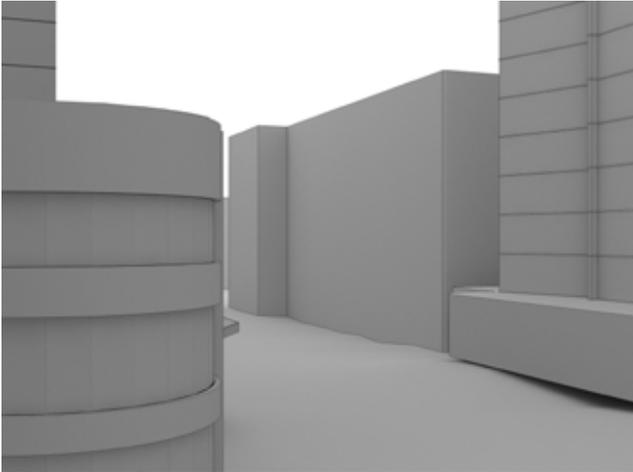
## OPTION STUDY - CAMERA A

### CAMERA - A



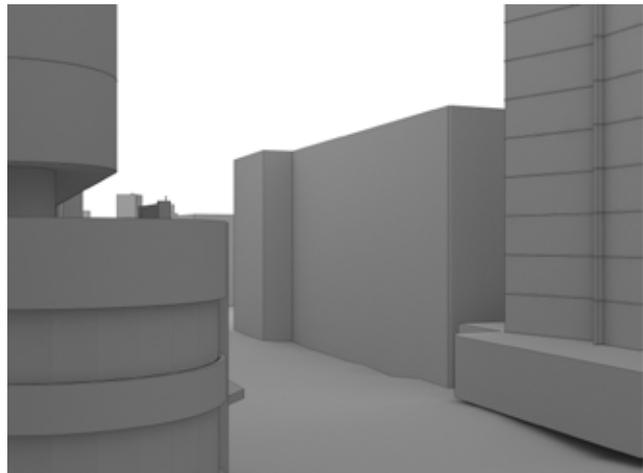
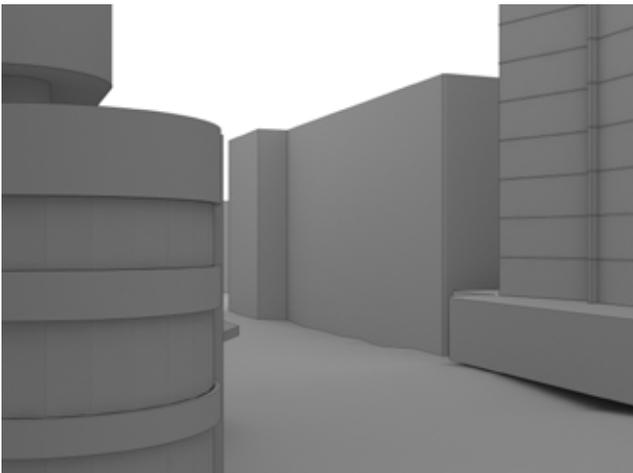
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### LEVEL 04 - RL 101.58



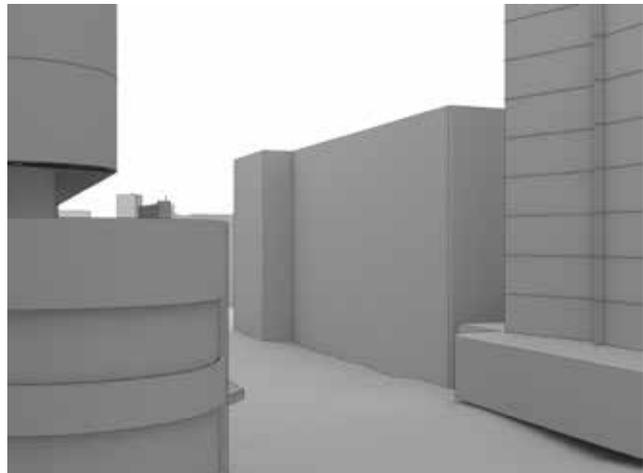
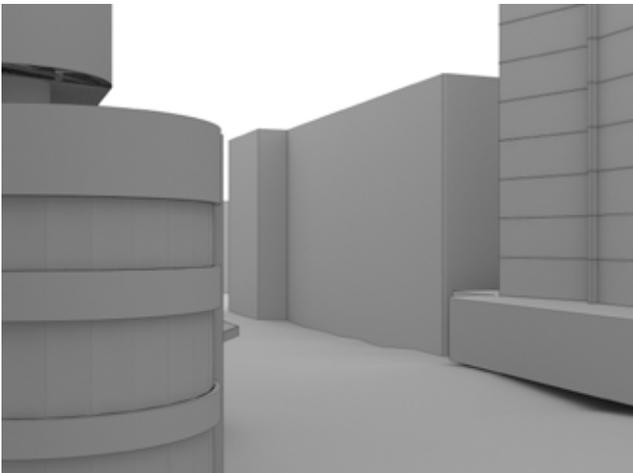
OPTION 1 - Council planning study envelope

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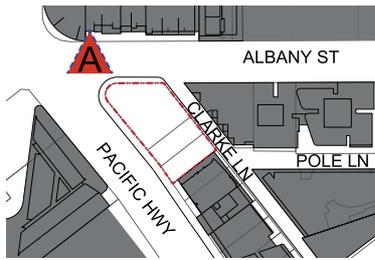
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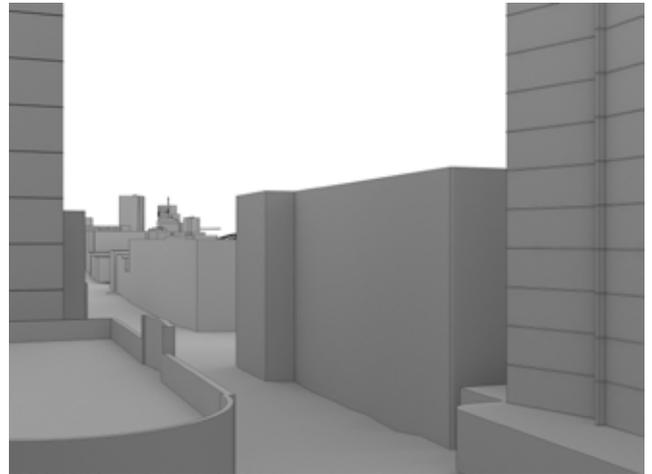
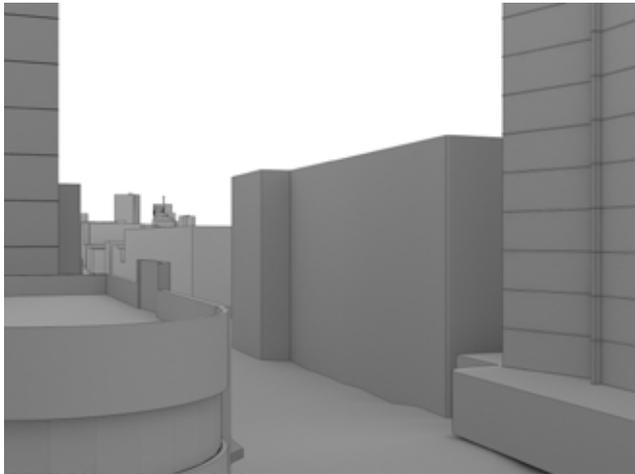
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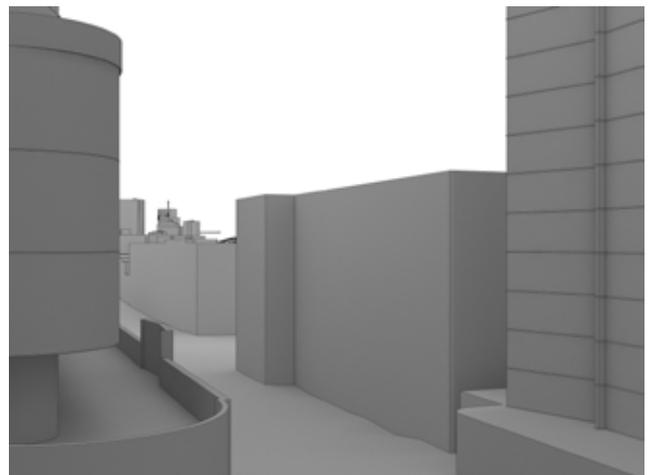
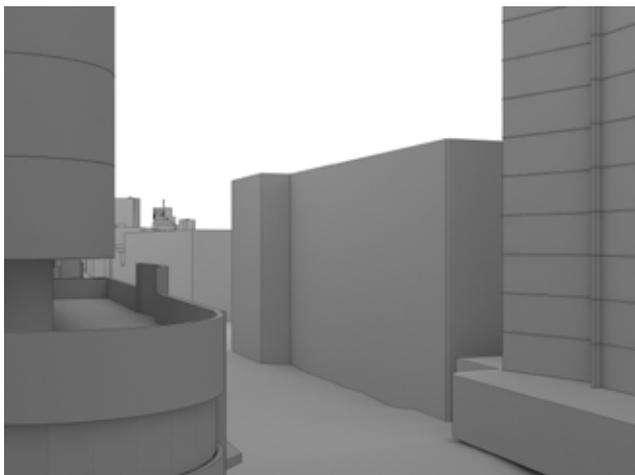
LEVEL 05 - RL 104.46

LEVEL 06 - RL 107.37



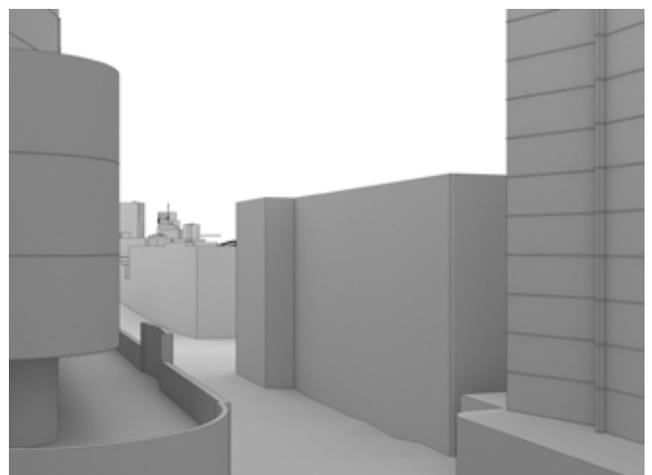
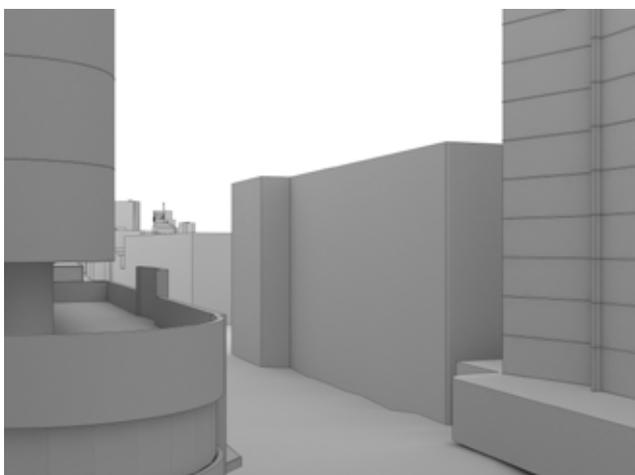
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OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



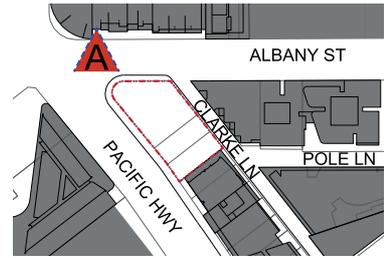
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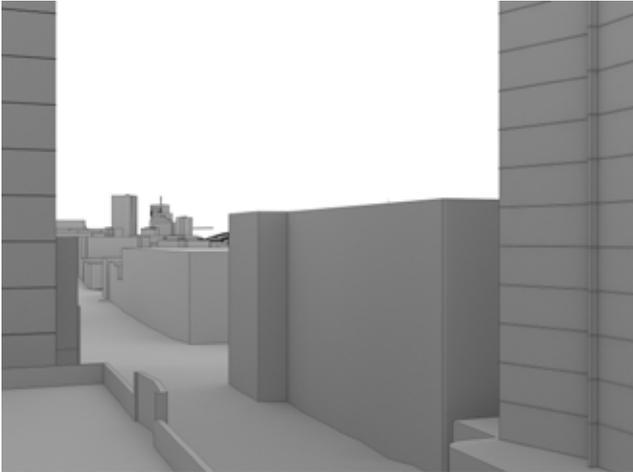
# 06 APPENDIX

## OPTION STUDY - CAMERA A

### CAMERA - A

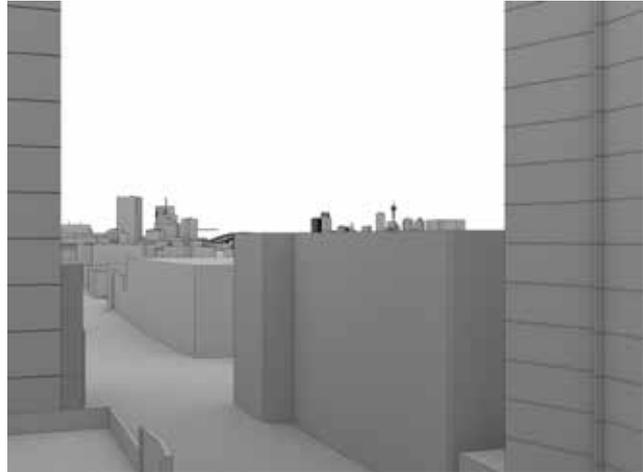


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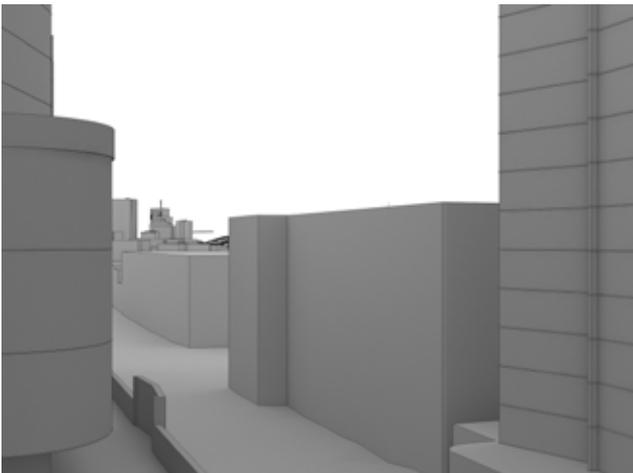


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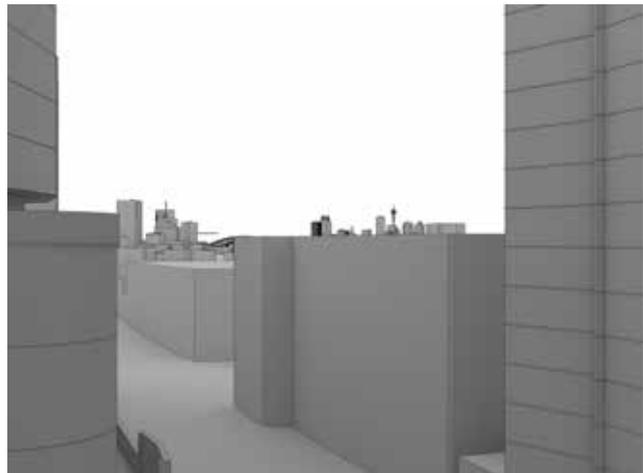
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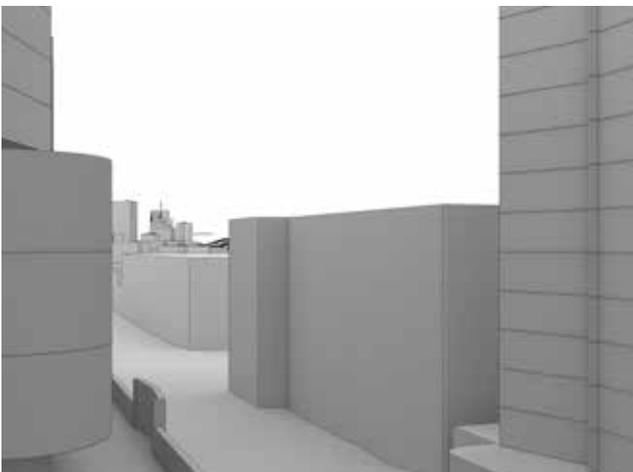
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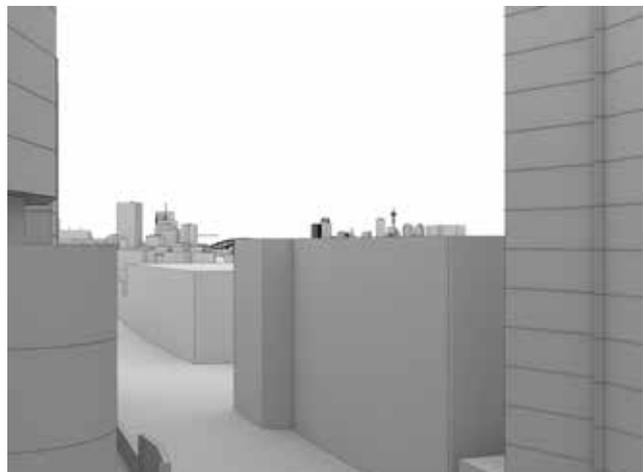
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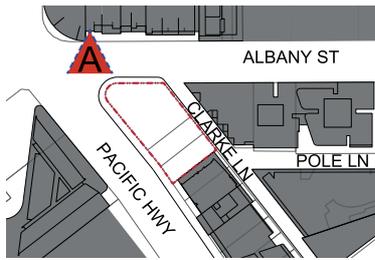
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OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

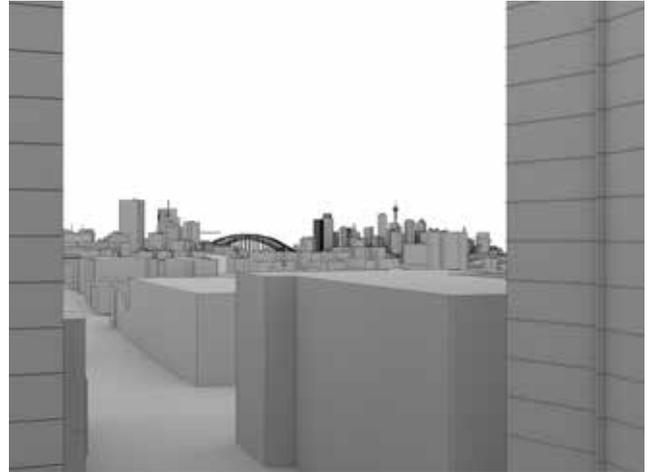
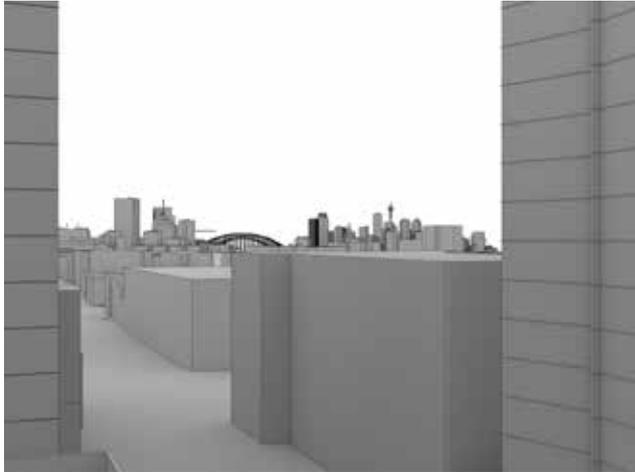


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



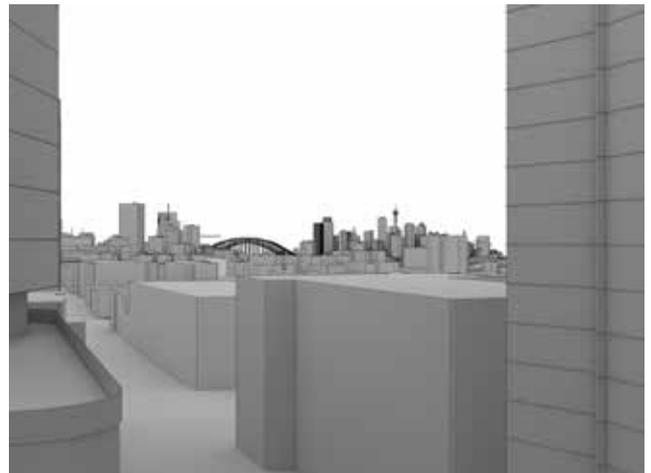
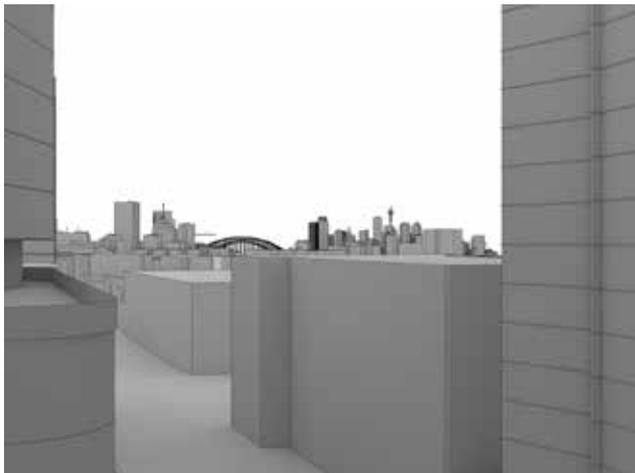
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LEVEL 10 - RL 119.37



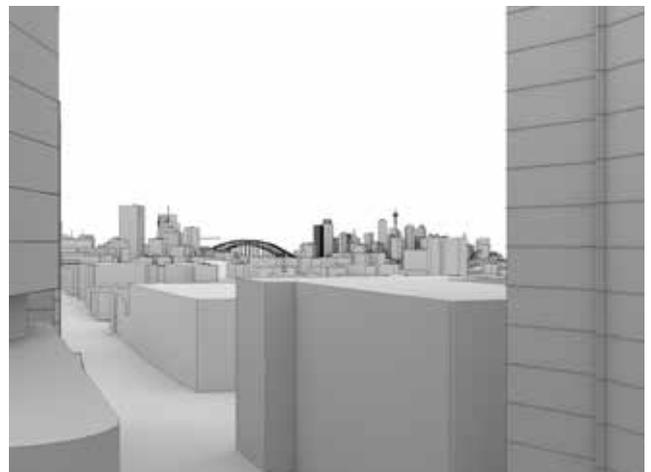
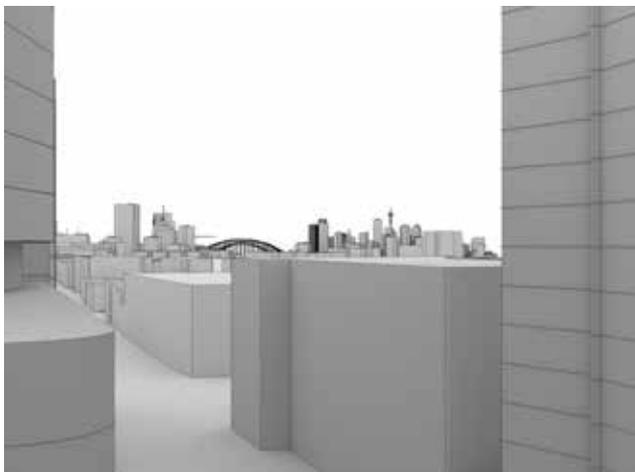
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OPTION 2 - Planning proposal envelope

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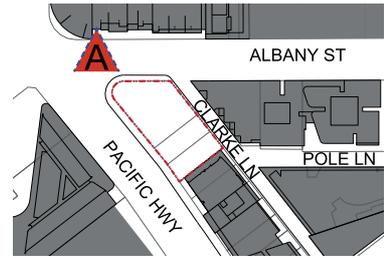
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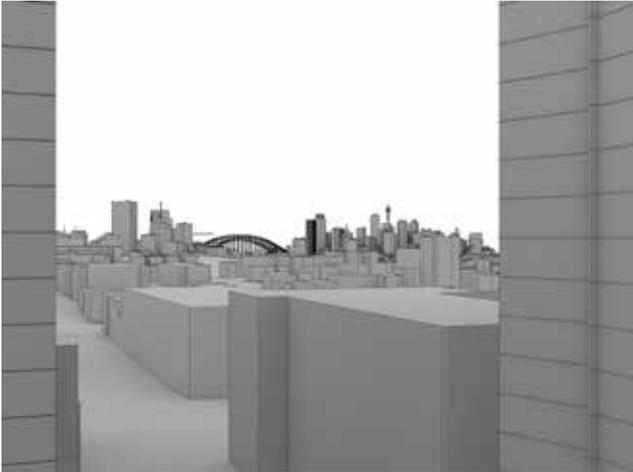
# 06 APPENDIX

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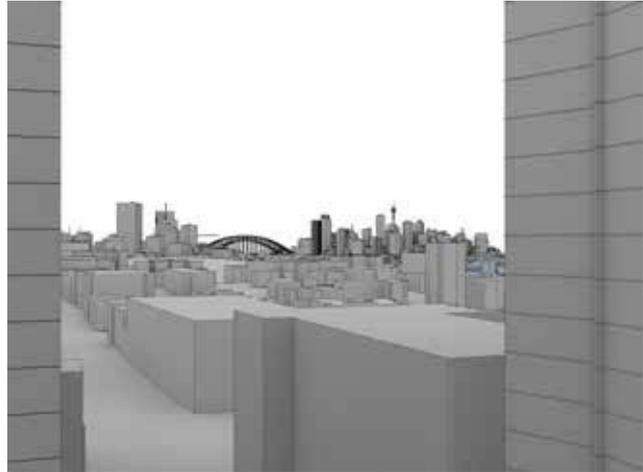


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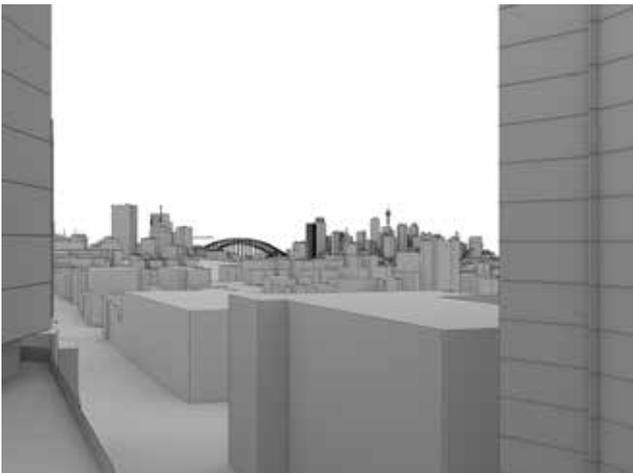


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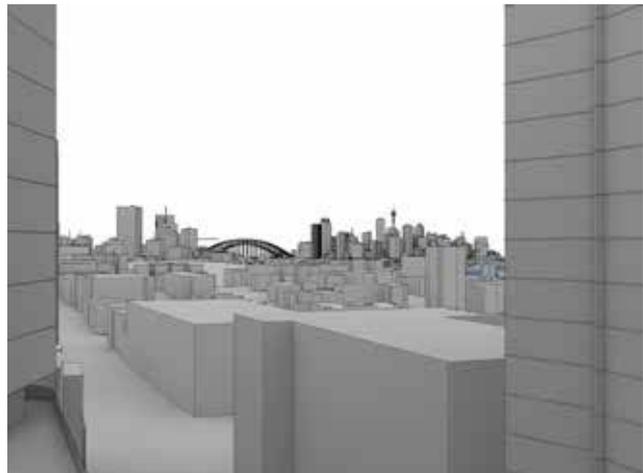
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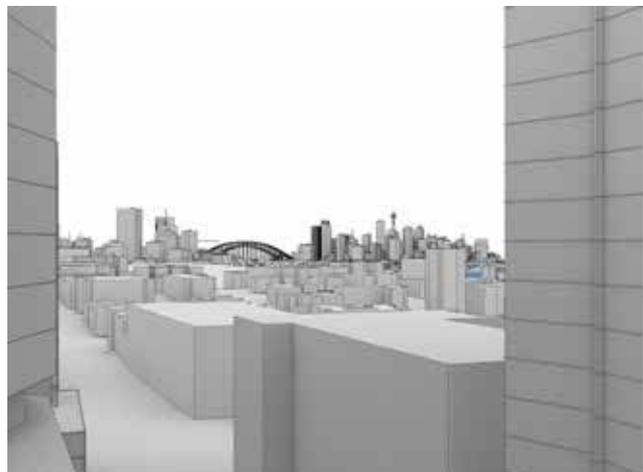
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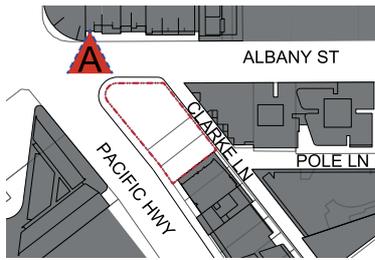
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OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

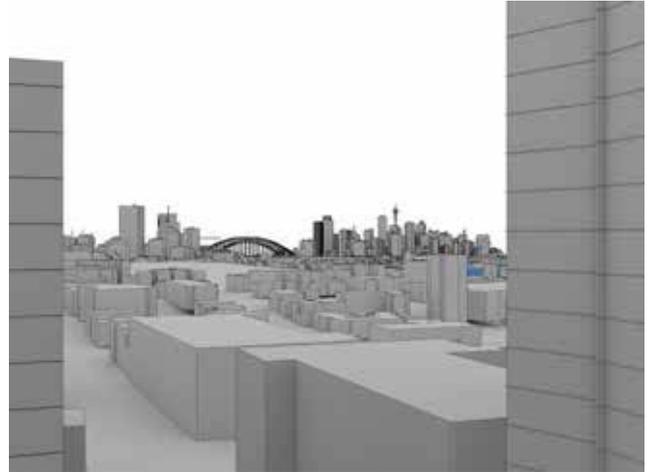
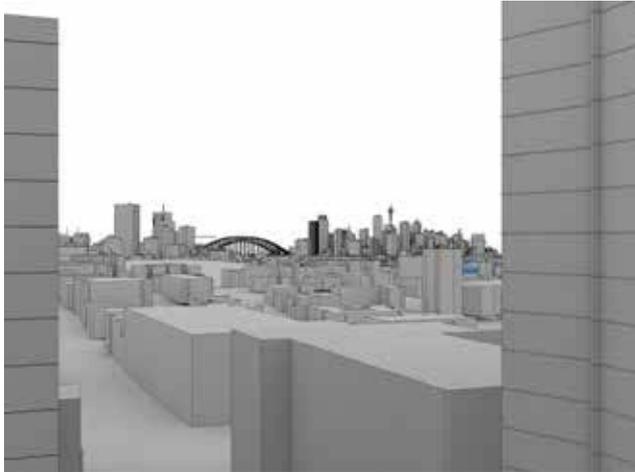


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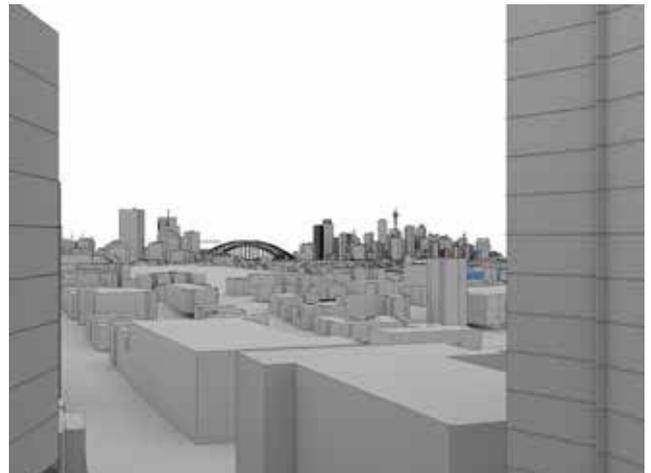
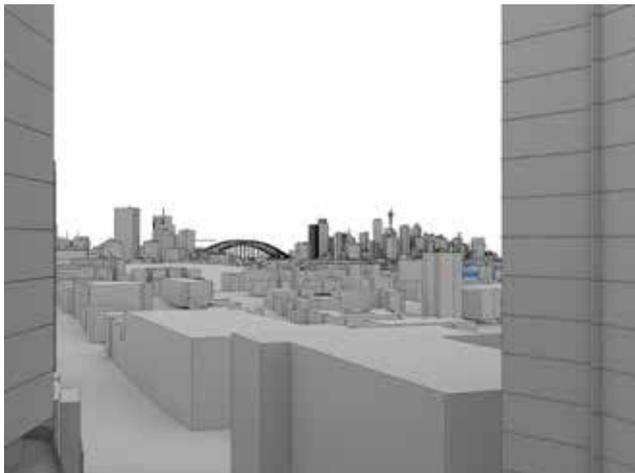
LEVEL 13 - RL 128.04

LEVEL 14 - RL 130.96



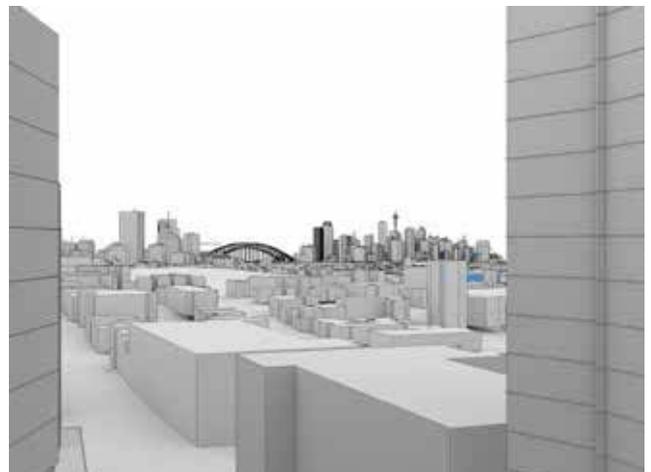
OPTION 1 - Council planning study envelope

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OPTION 2 - Planning proposal envelope

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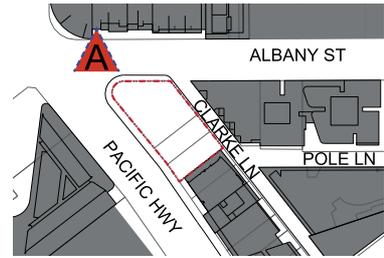
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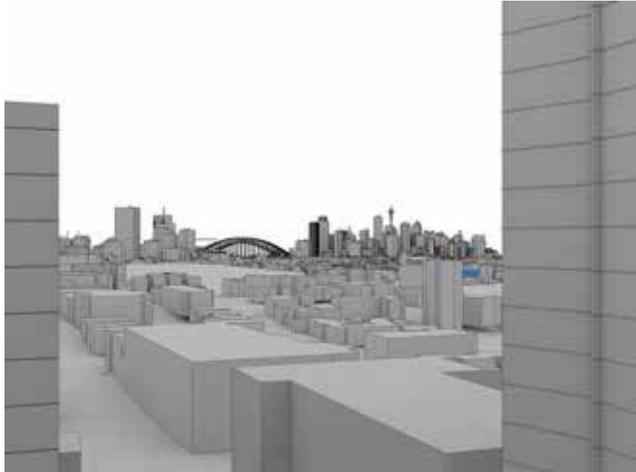
# 06 APPENDIX

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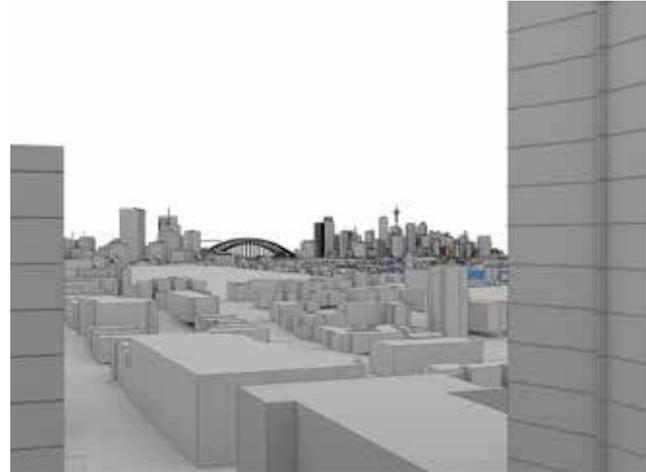


### LEVEL 15 - RL 133.84

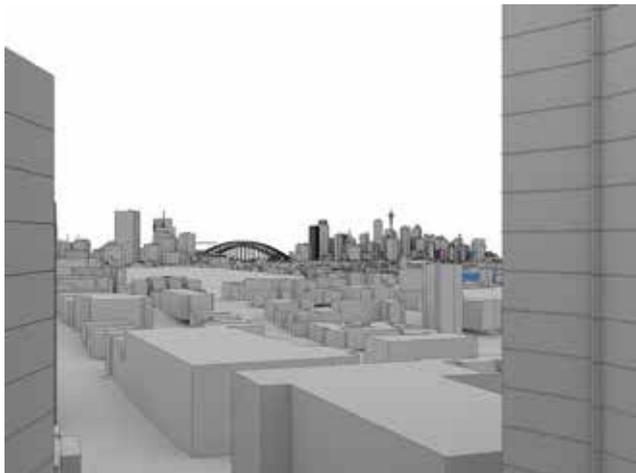


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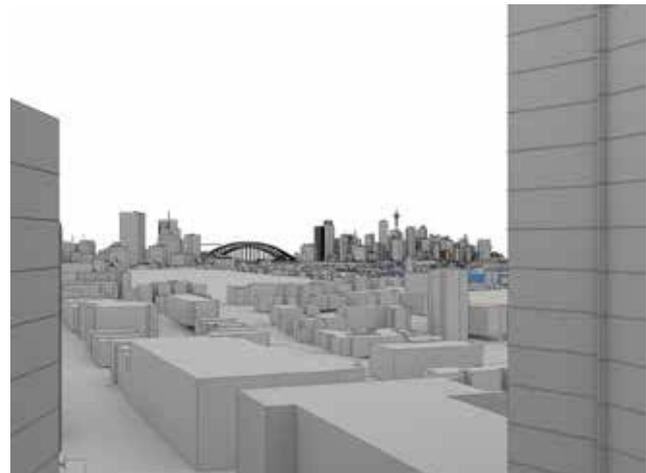
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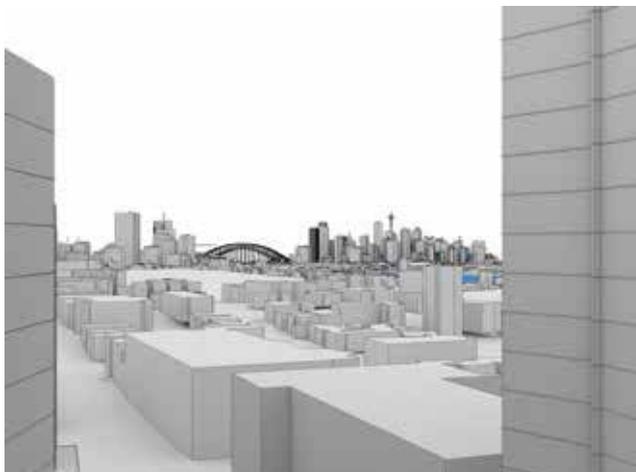
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



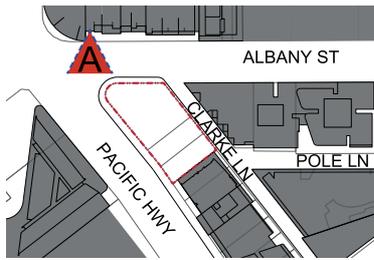
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OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

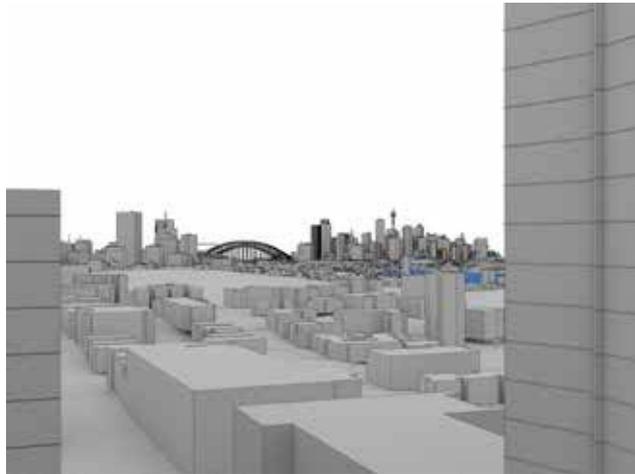


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

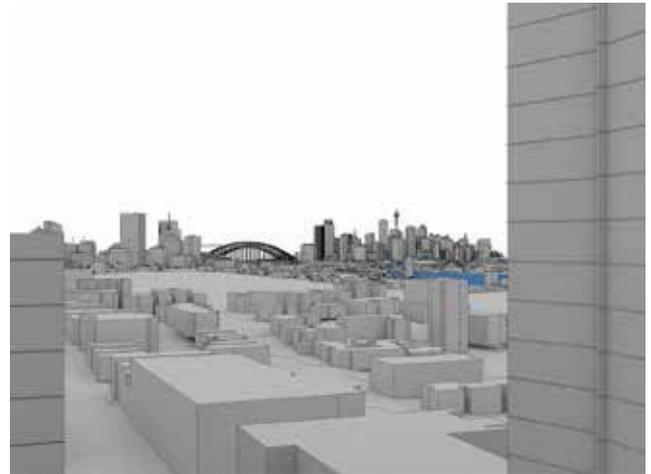


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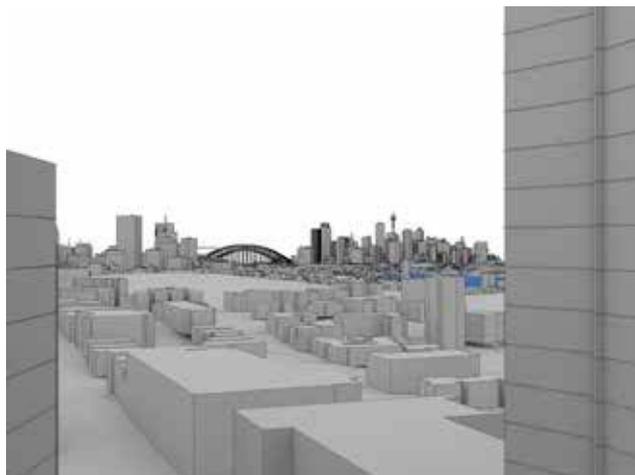
LEVEL 18 - RL 142.50



OPTION 1 - Council planning study envelope



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



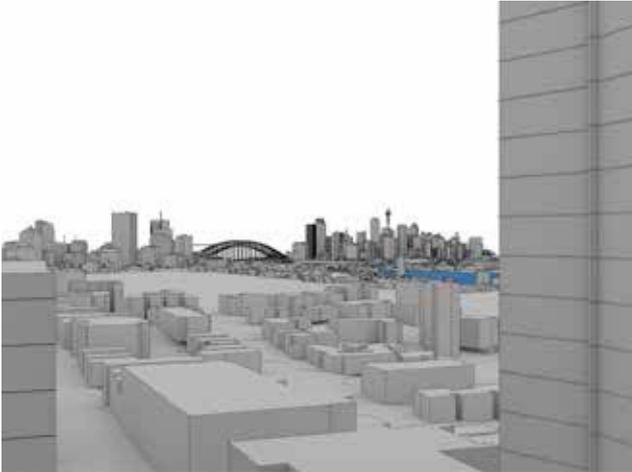
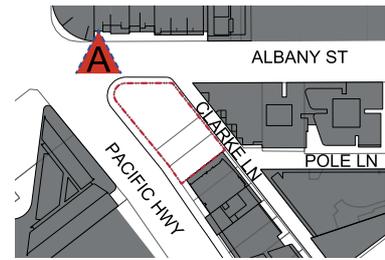
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

## 06 APPENDIX

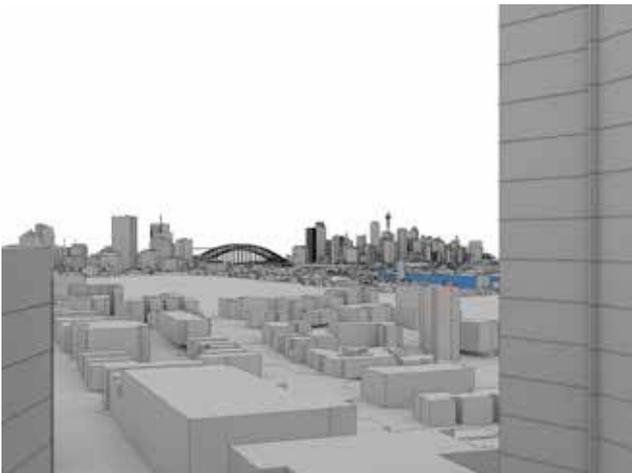
### OPTION STUDY - CAMERA A

#### CAMERA - A

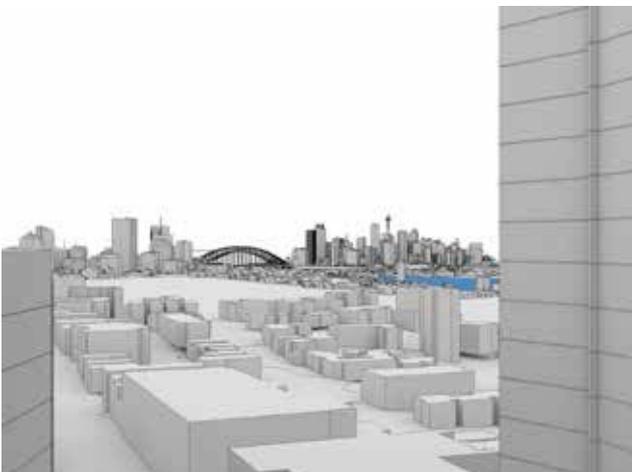
#### LEVEL 19 - RL 145.31



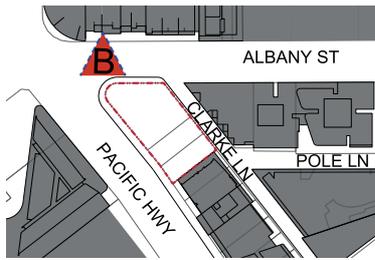
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

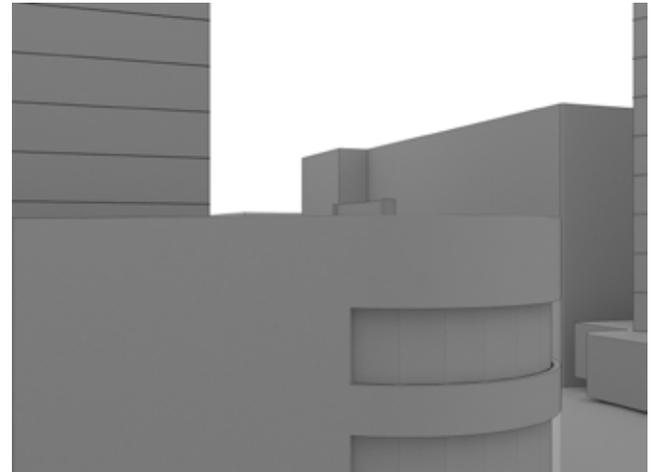
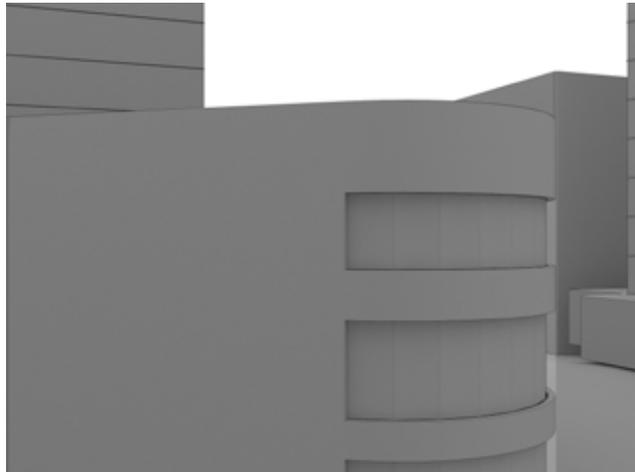


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



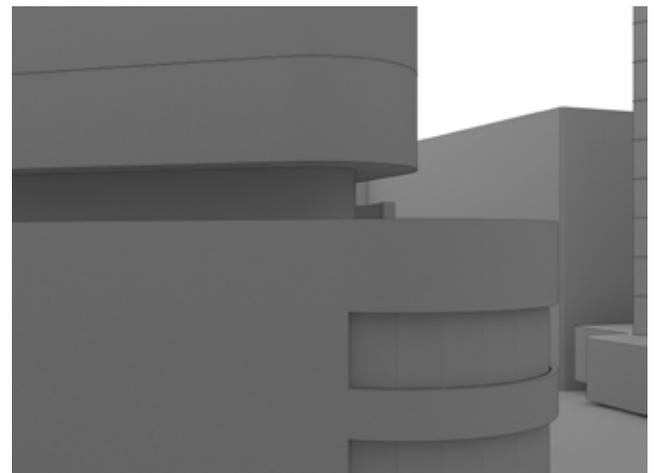
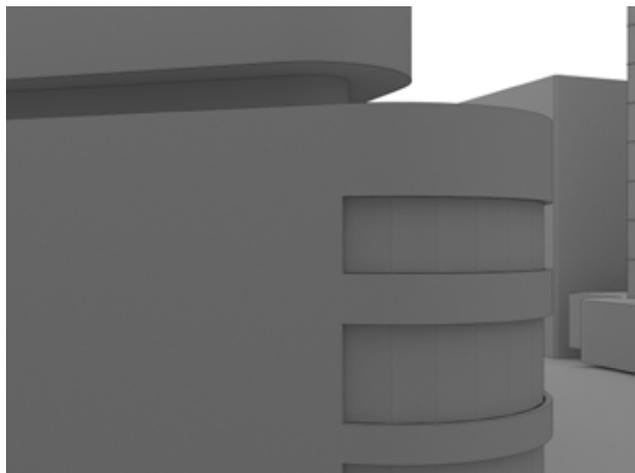
LEVEL 03 - RL 98.66

LEVEL 04 - RL 101.58



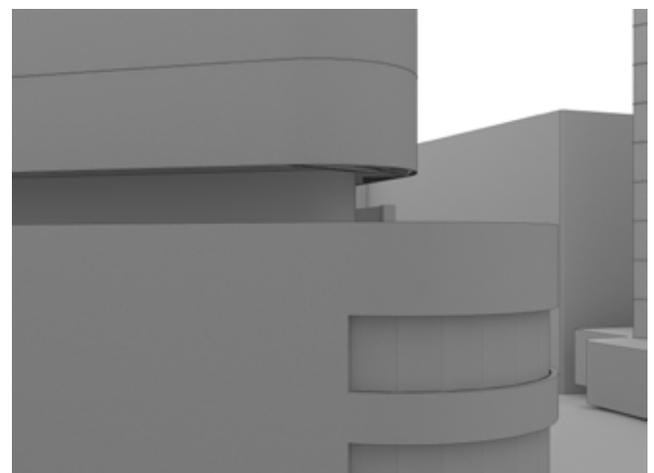
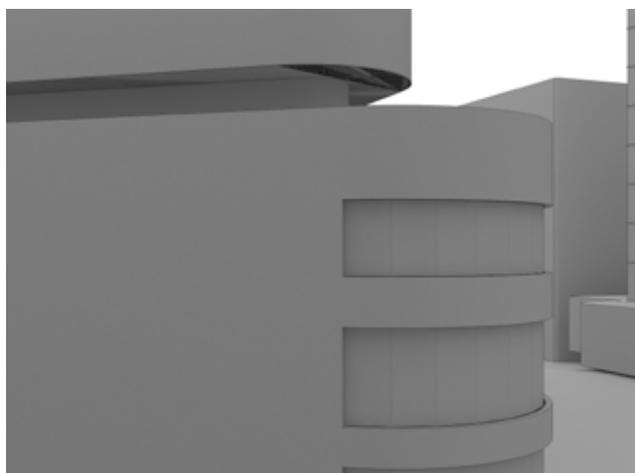
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



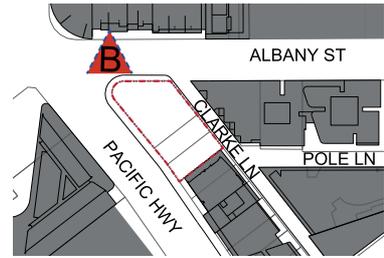
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

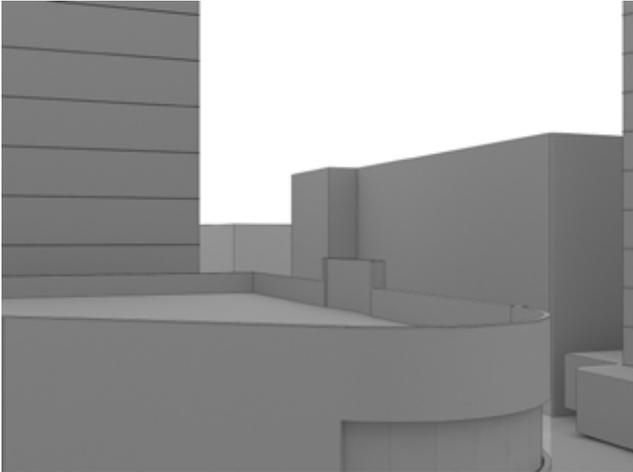
# 06 APPENDIX

## OPTION STUDY - CAMERA B

### CAMERA - B

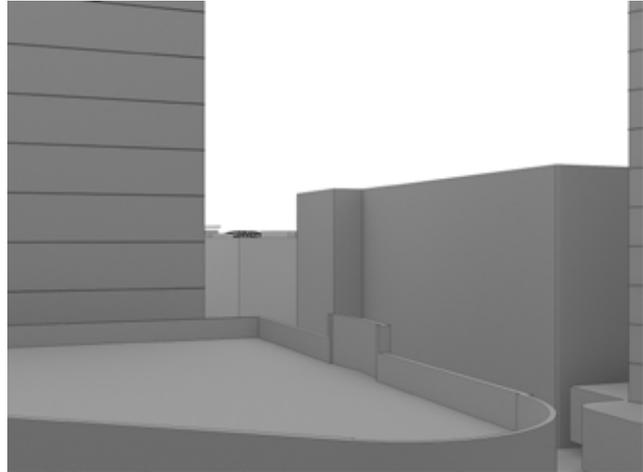


### LEVEL 05 - RL 104.46

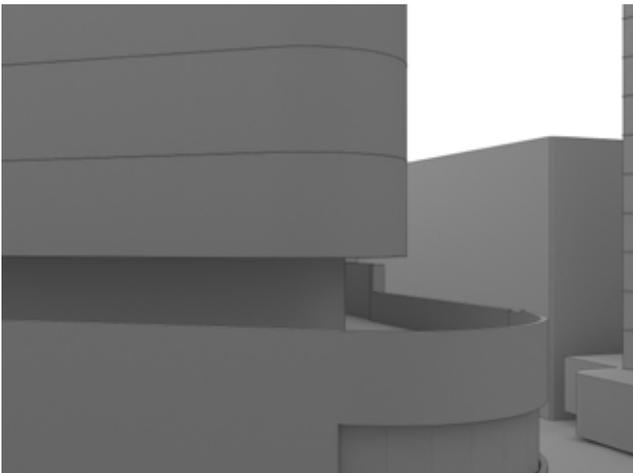


OPTION 1 - Council planning study envelope

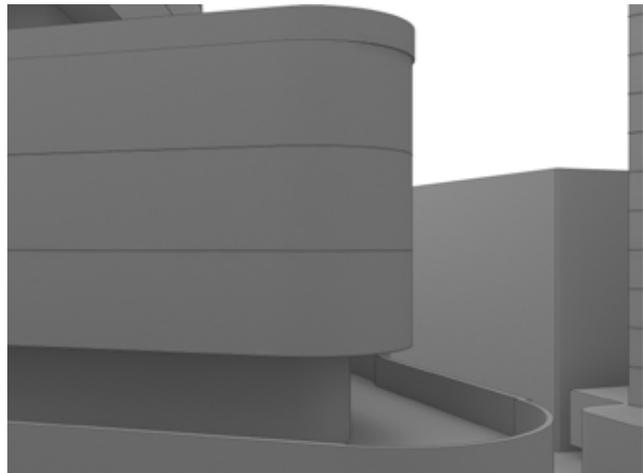
### LEVEL 06 - RL 107.37



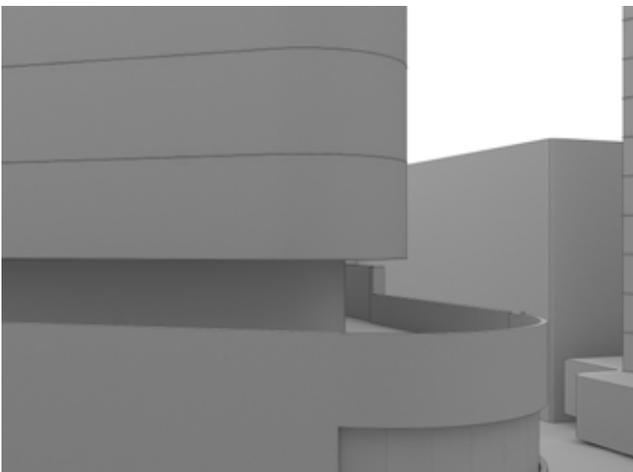
OPTION 1 - Council planning study envelope



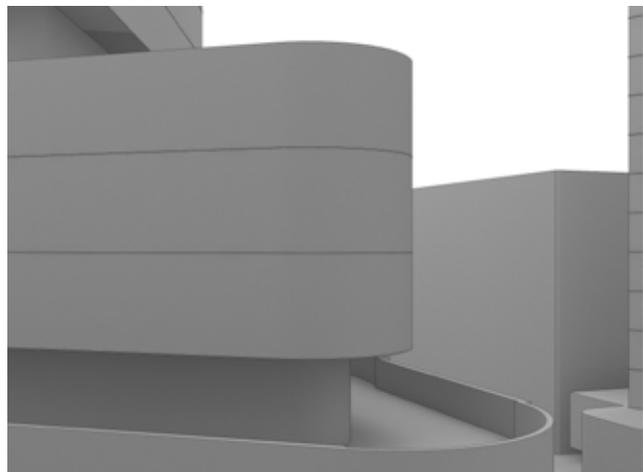
OPTION 2 - Planning proposal envelope



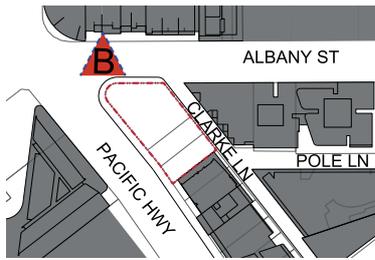
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

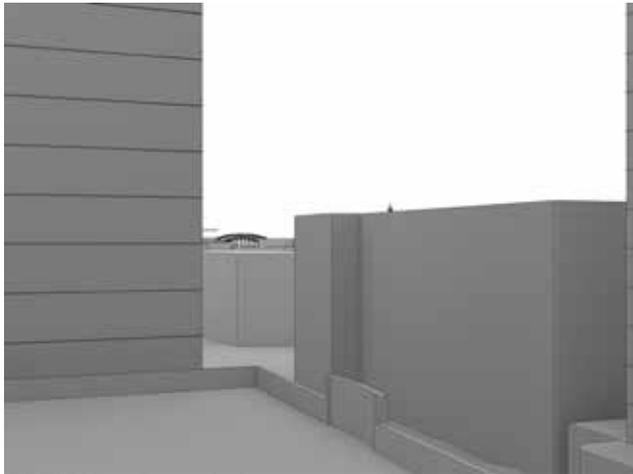


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

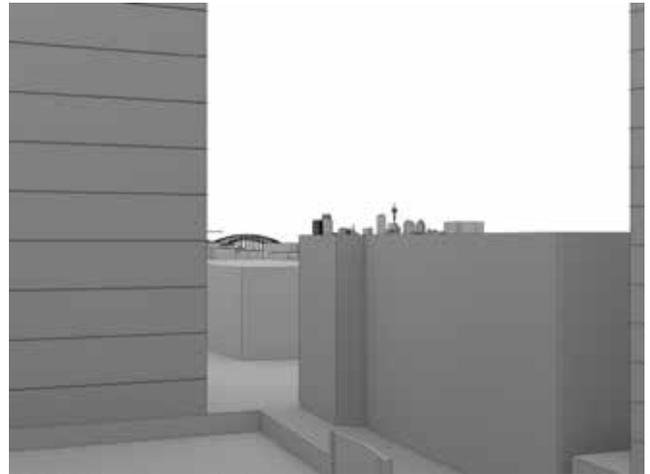


LEVEL 07 - RL 110.45

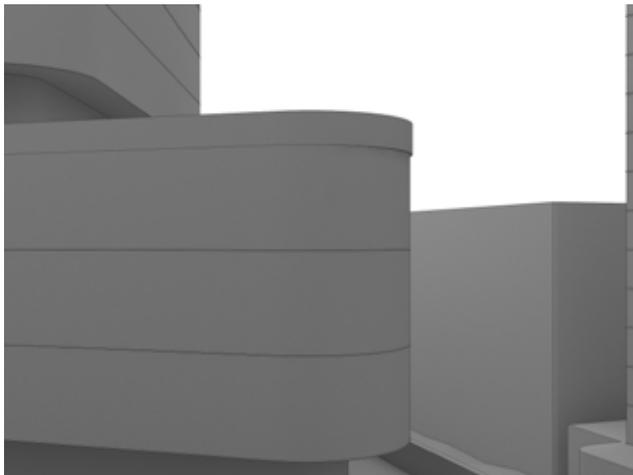
LEVEL 08 - RL 113.35



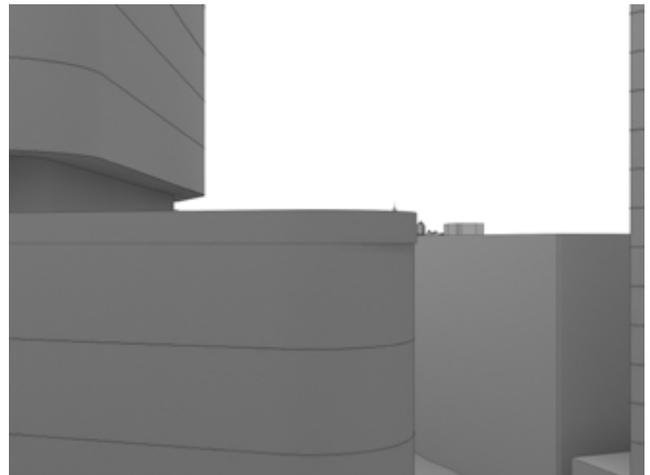
OPTION 1 - Council planning study envelope



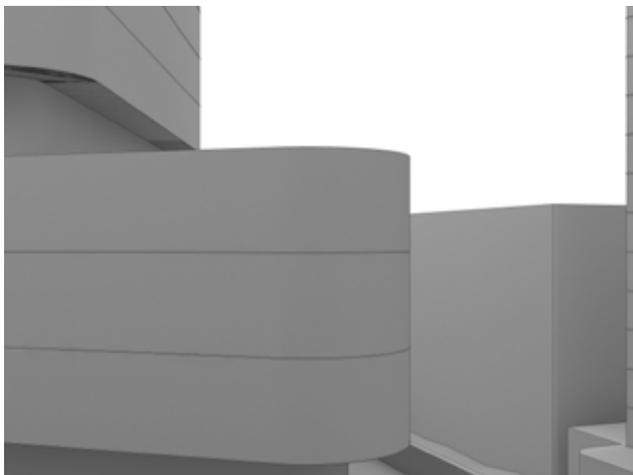
OPTION 1 - Council planning study envelope



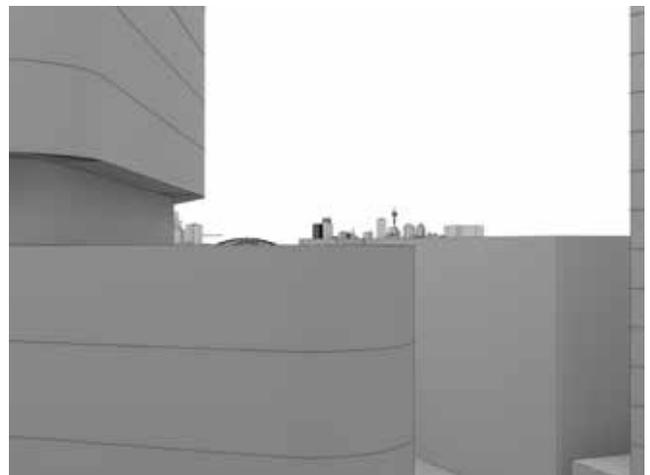
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

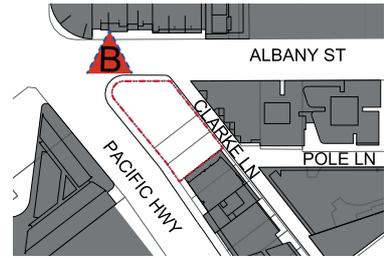


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

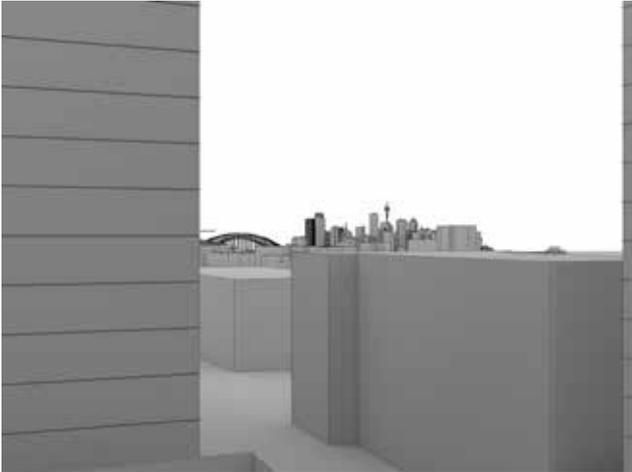
# 06 APPENDIX

## OPTION STUDY - CAMERA B

### CAMERA - B

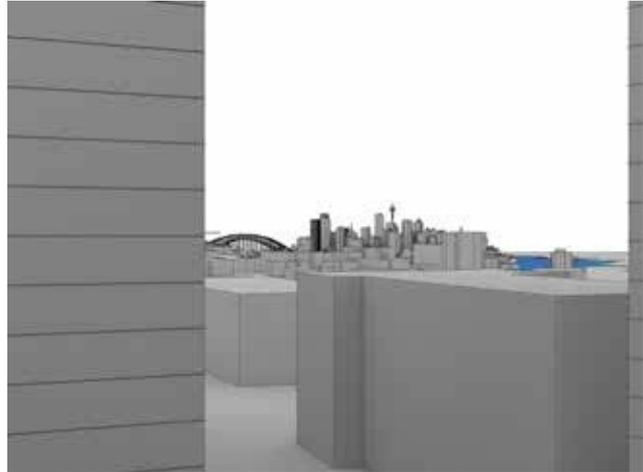


### LEVEL 09 - RL 116.25

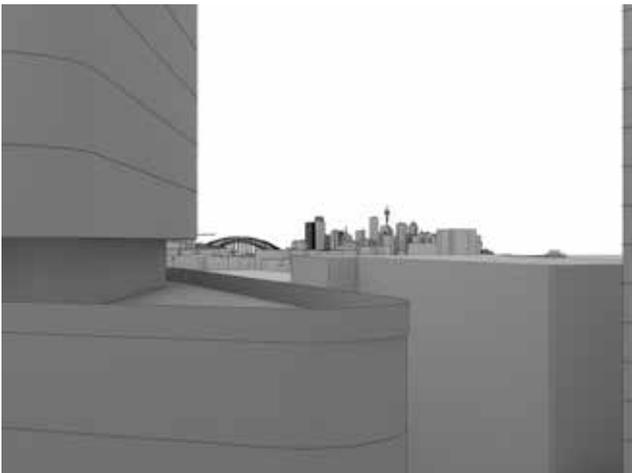


OPTION 1 - Council planning study envelope

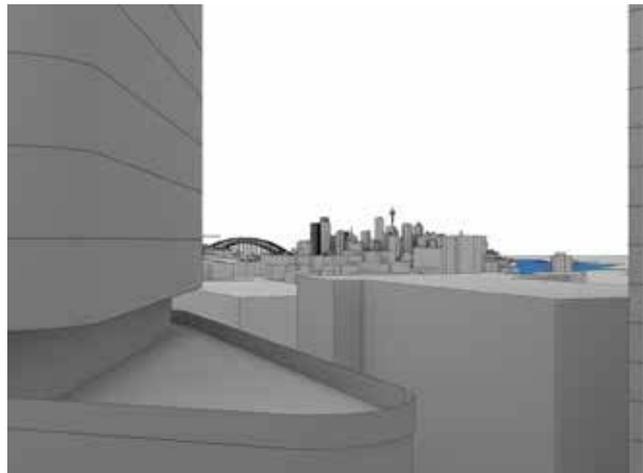
### LEVEL 10 - RL 119.37



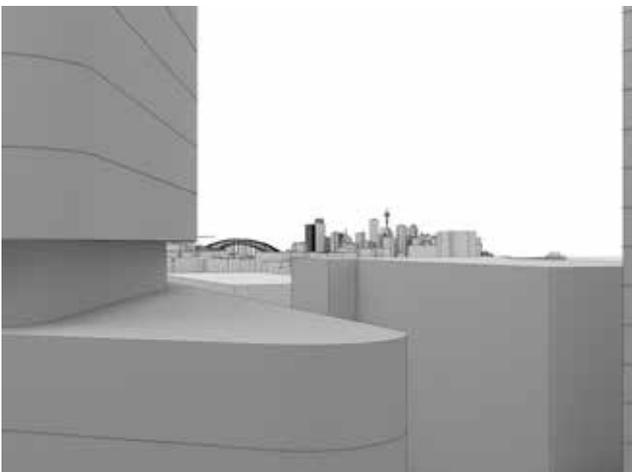
OPTION 1 - Council planning study envelope



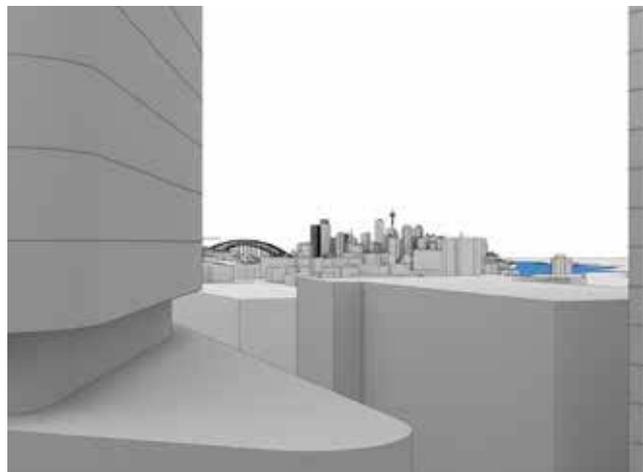
OPTION 2 - Planning proposal envelope



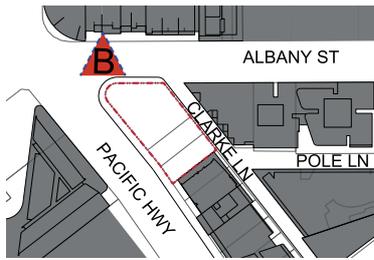
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

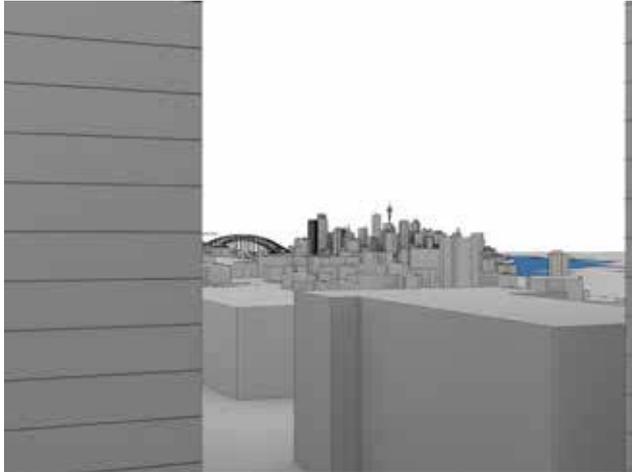


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

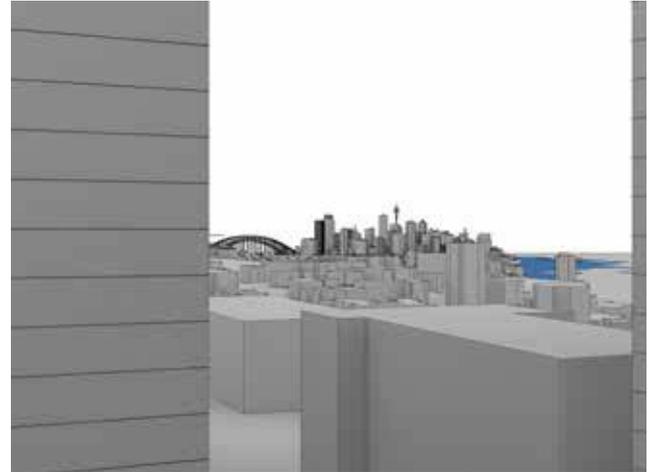


LEVEL 11 - RL 122.21

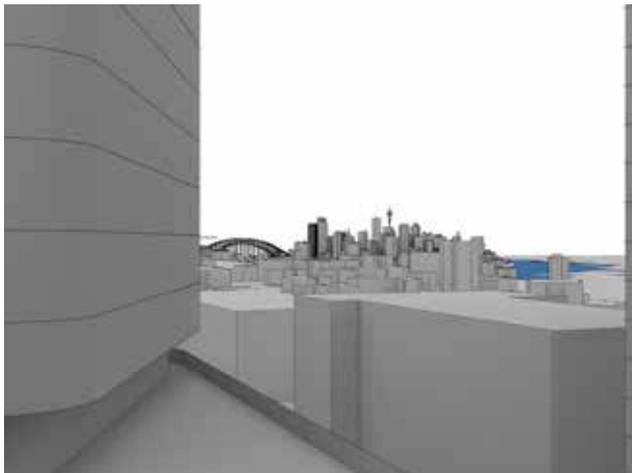
LEVEL 12 - RL 125.11



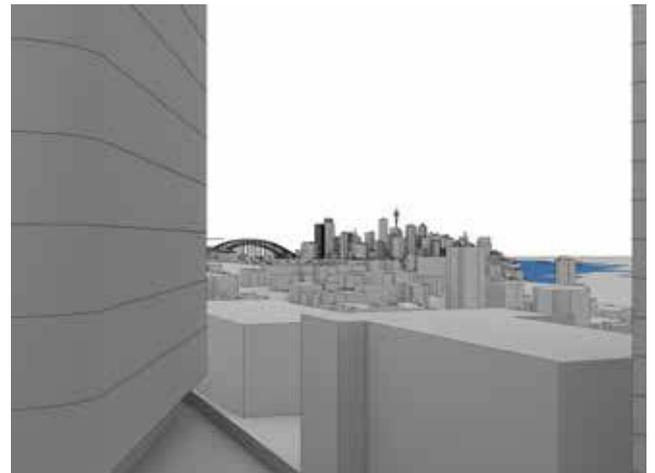
OPTION 1 - Council planning study envelope



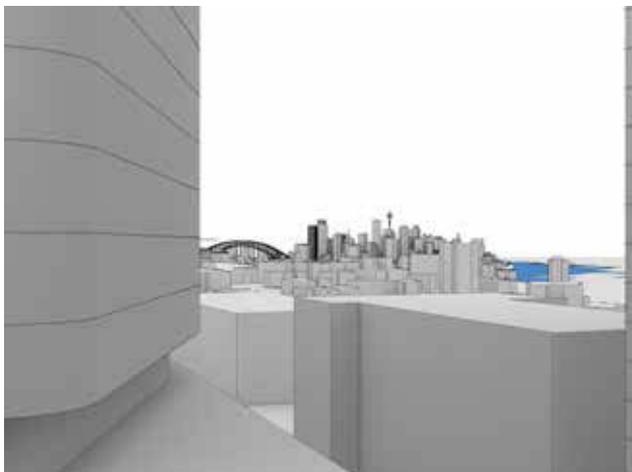
OPTION 1 - Council planning study envelope



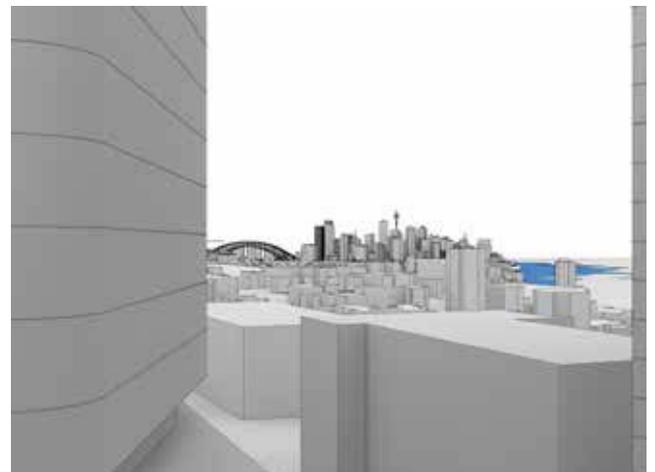
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

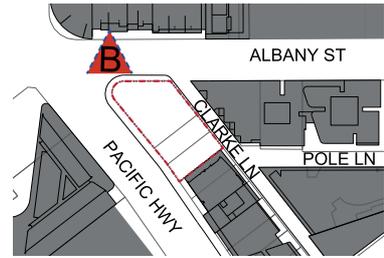


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

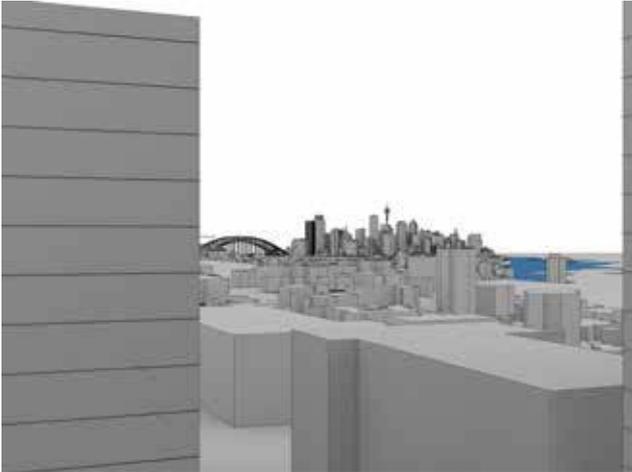
# 06 APPENDIX

## OPTION STUDY - CAMERA B

### CAMERA - B

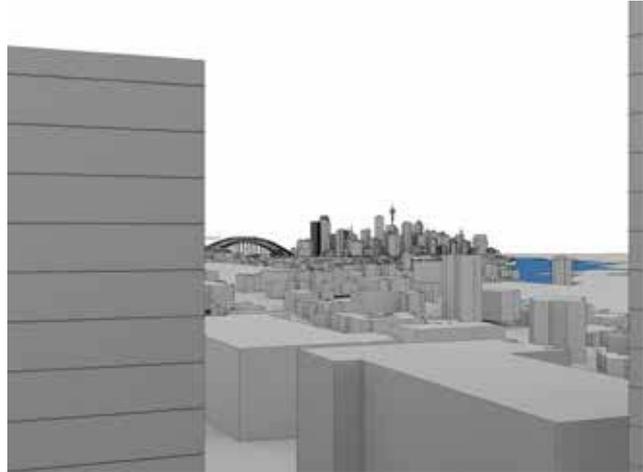


### LEVEL 13 - RL 128.04

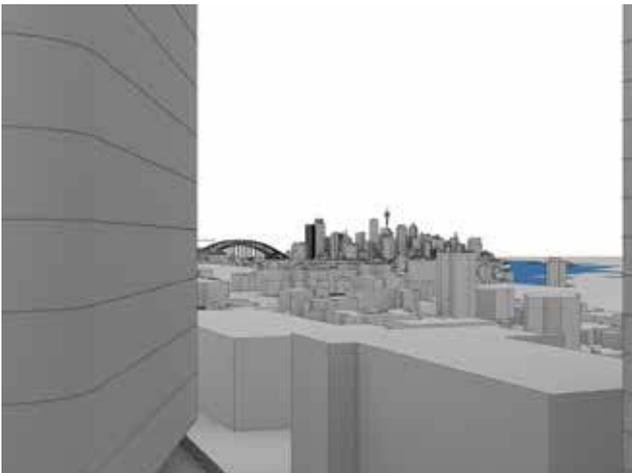


OPTION 1 - Council planning study envelope

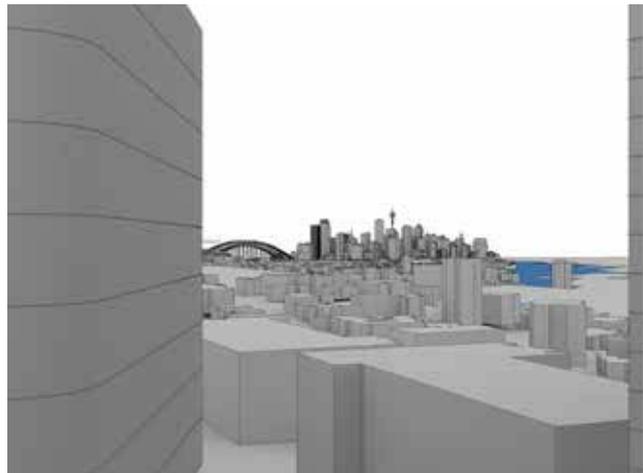
### LEVEL 14 - RL 130.96



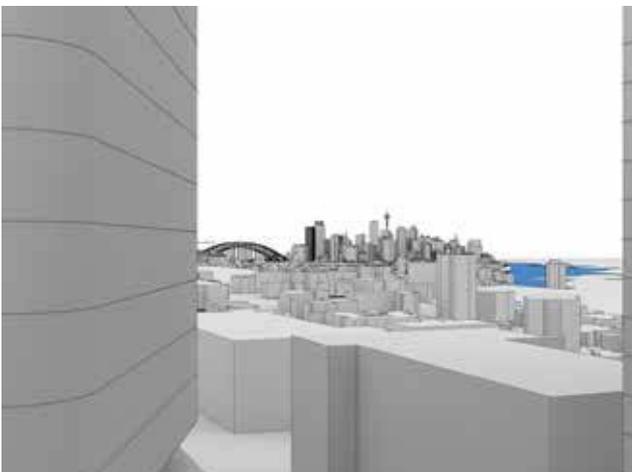
OPTION 1 - Council planning study envelope



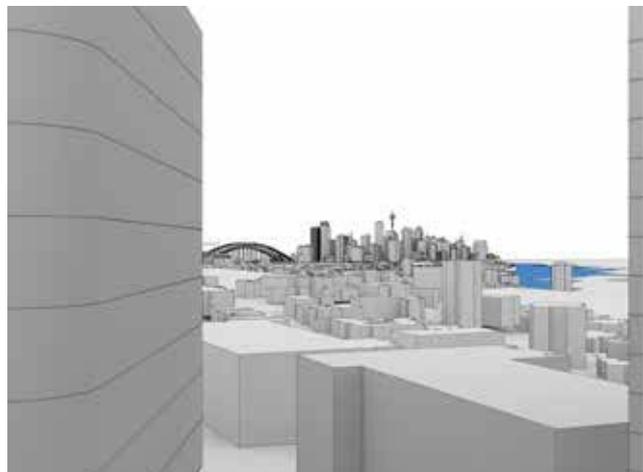
OPTION 2 - Planning proposal envelope



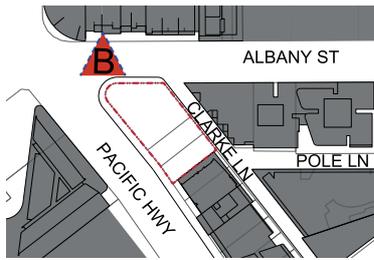
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

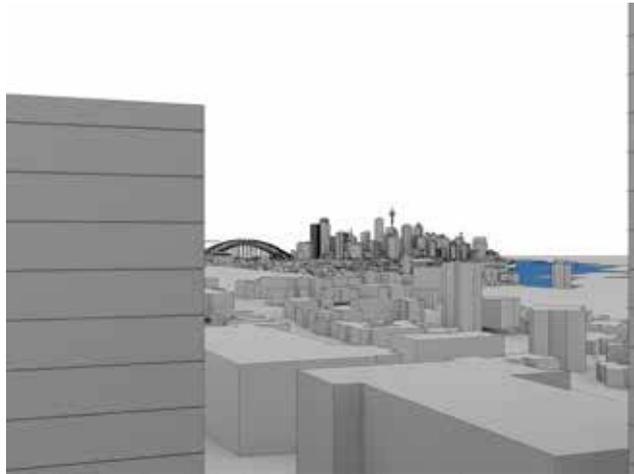


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

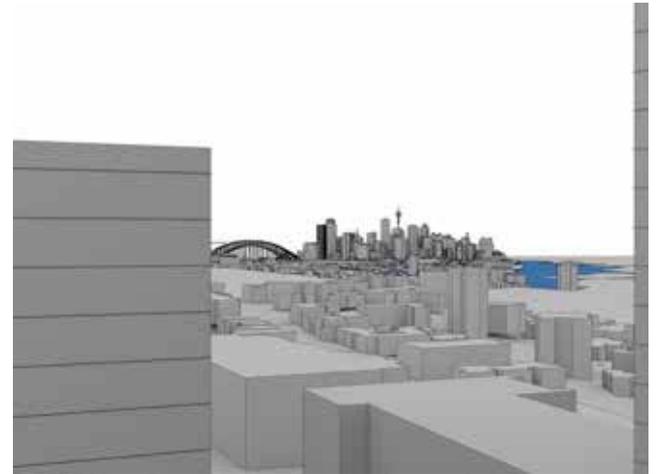


LEVEL 15 - RL 133.84

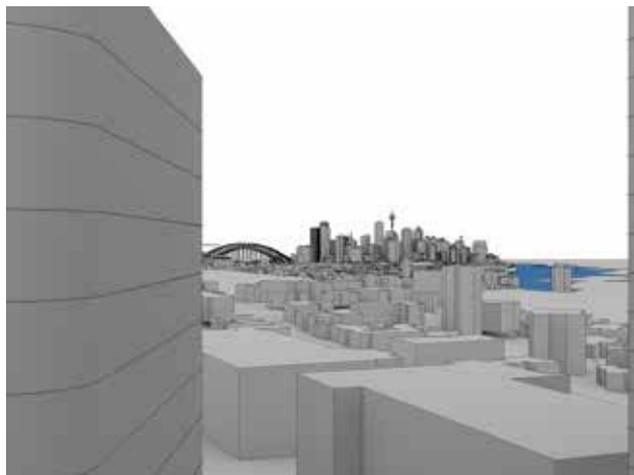
LEVEL 16 - RL 136.73



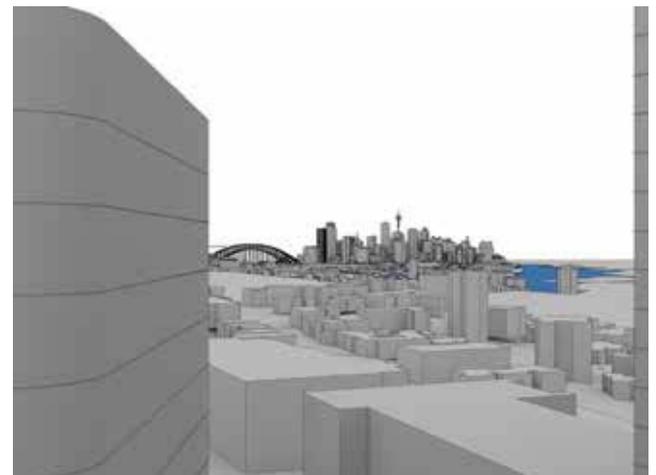
OPTION 1 - Council planning study envelope



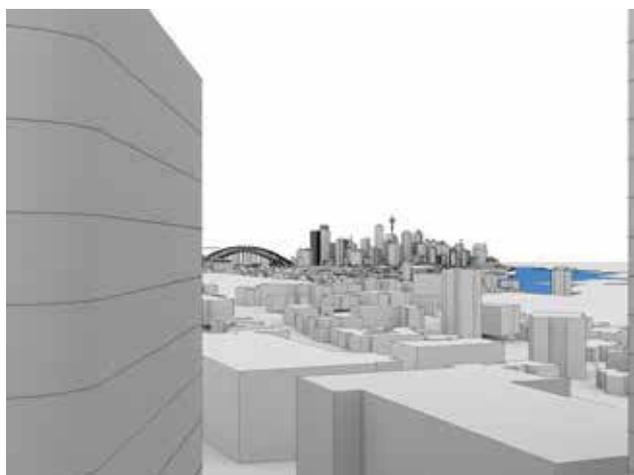
OPTION 1 - Council planning study envelope



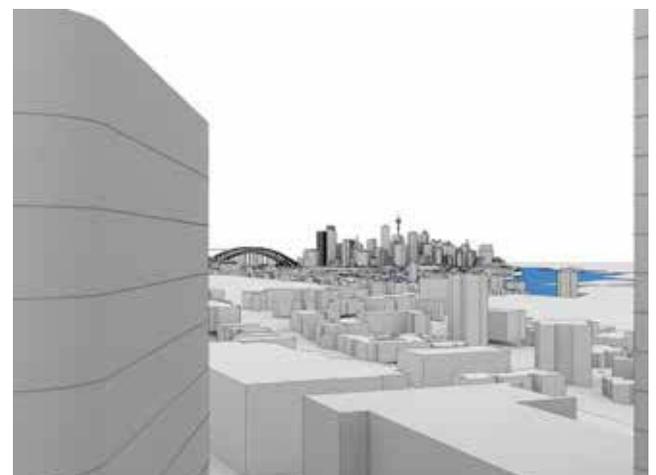
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

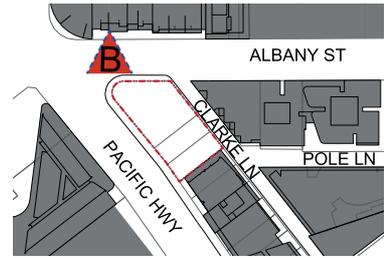


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

# 06 APPENDIX

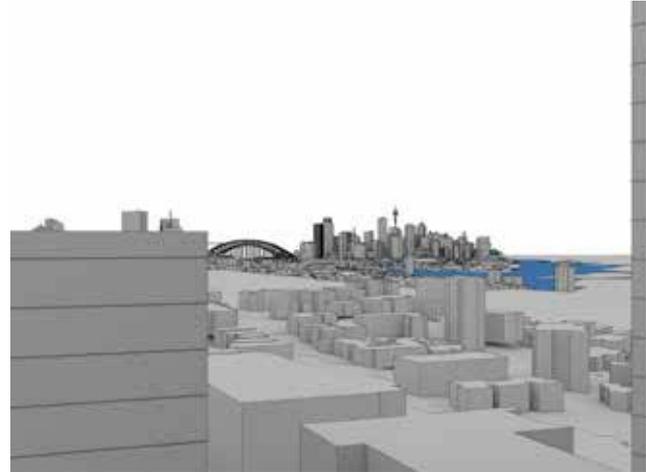
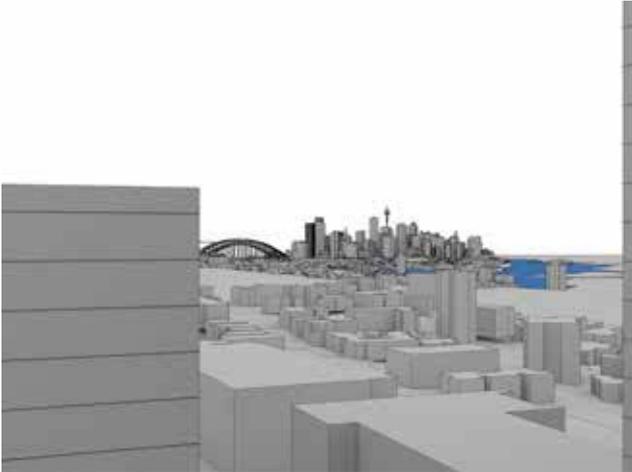
## OPTION STUDY - CAMERA B

### CAMERA - B



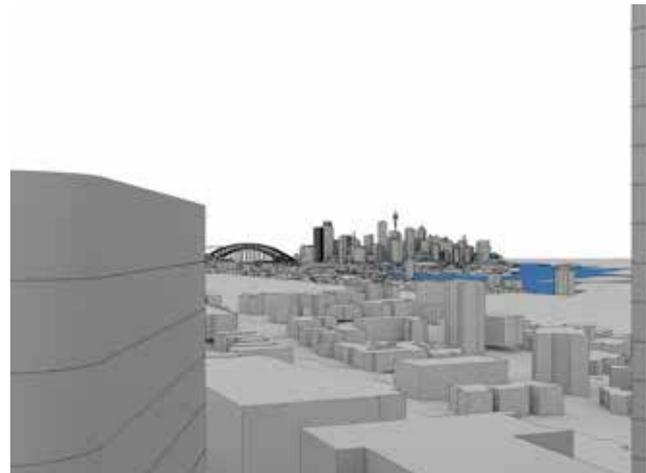
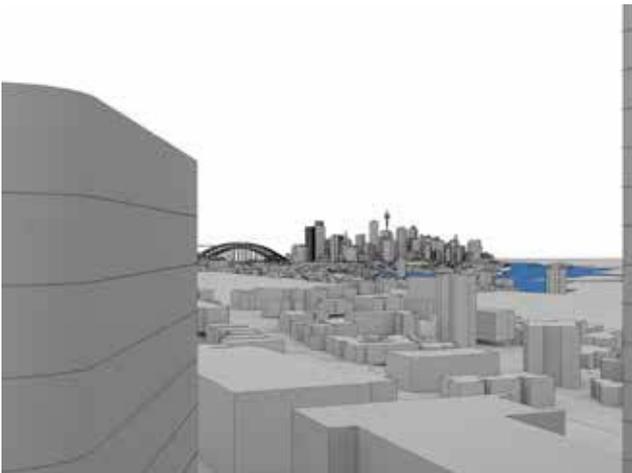
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### LEVEL 18 - RL 142.50



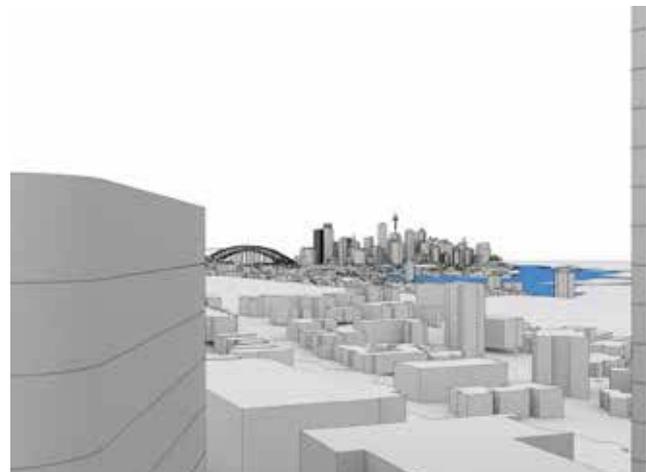
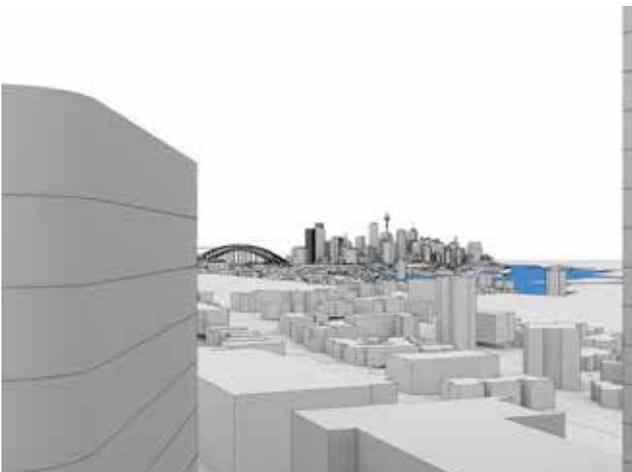
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



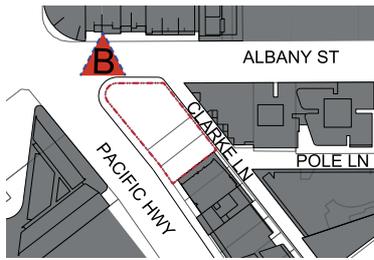
OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope

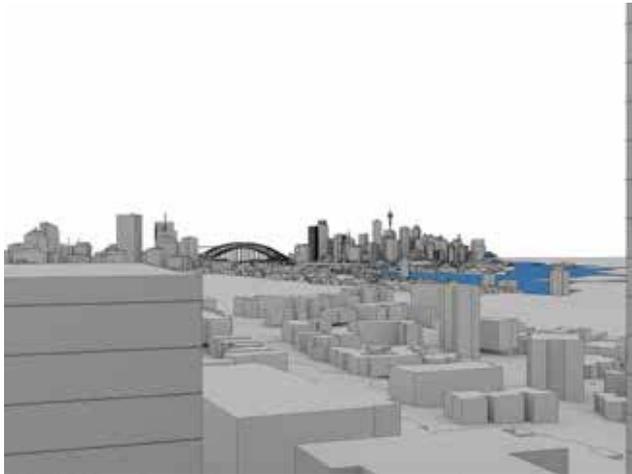


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

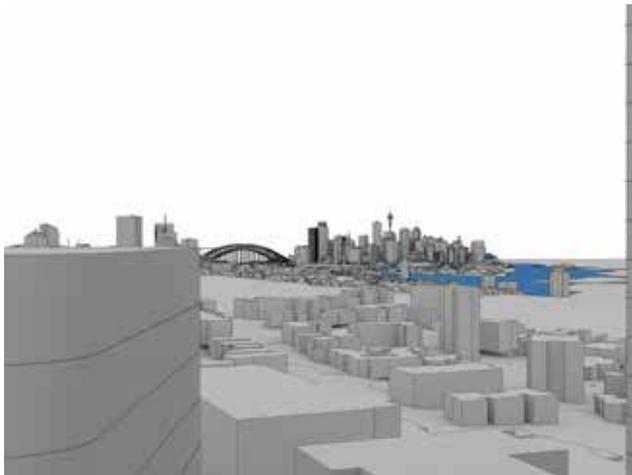
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



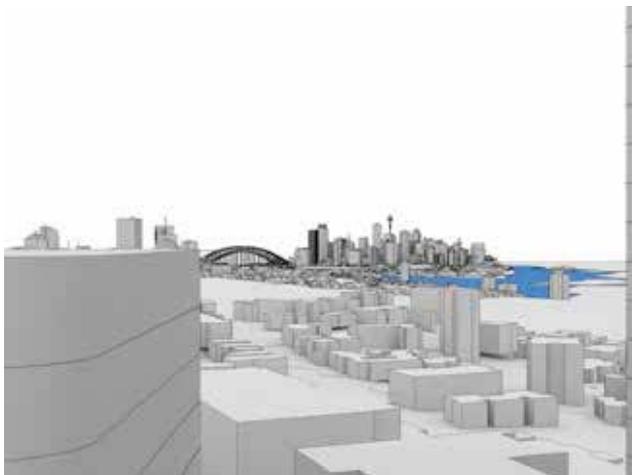
LEVEL 19 - RL 145.31



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

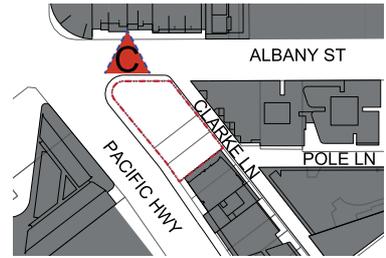


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

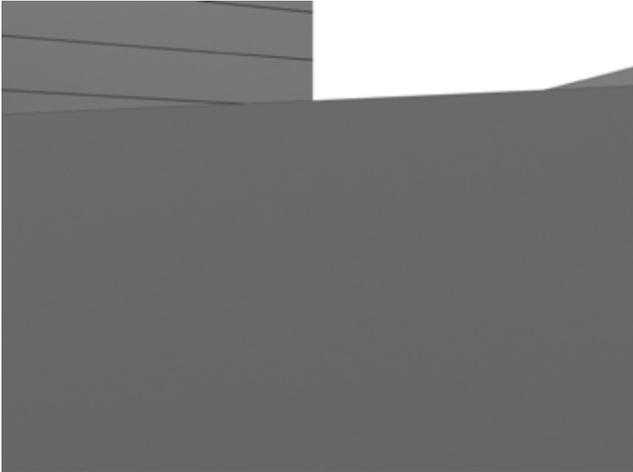
# 06 APPENDIX

## OPTION STUDY - CAMERA C

### CAMERA - C



### LEVEL 03 - RL 98.66



OPTION 1 - Council planning study envelope

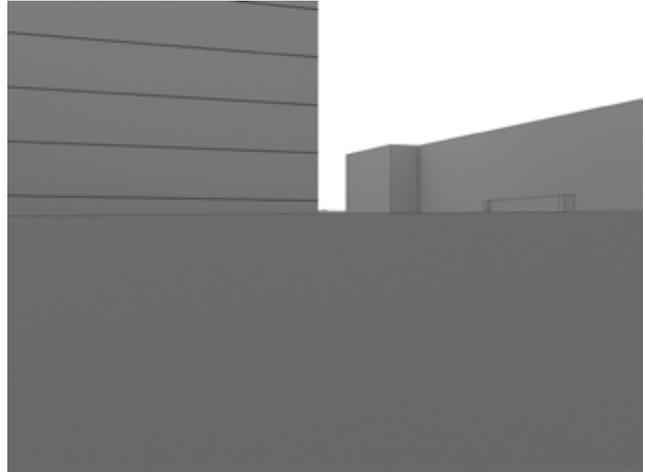


OPTION 2 - Planning proposal envelope

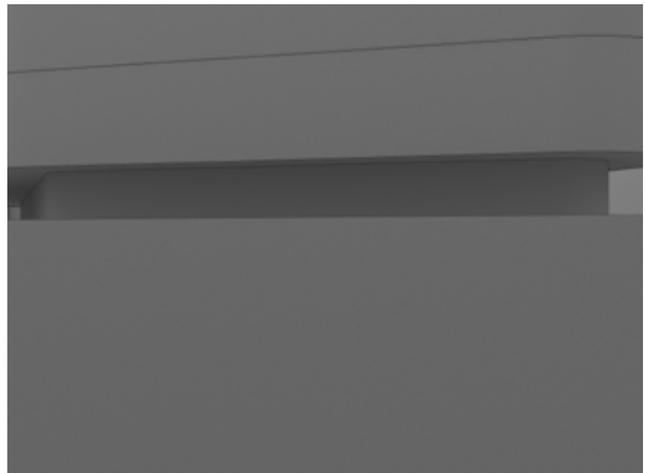


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

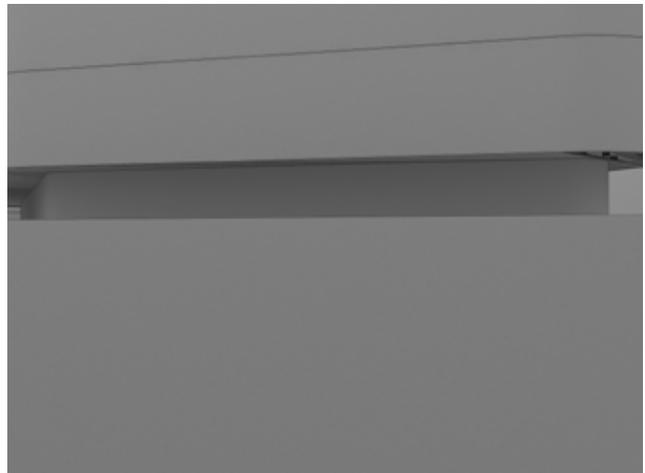
### LEVEL 04 - RL 101.58



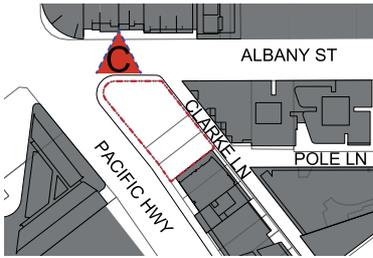
OPTION 1 - Council planning study envelope



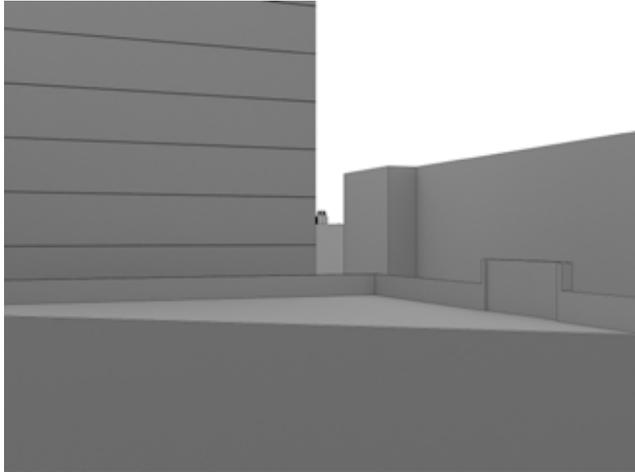
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

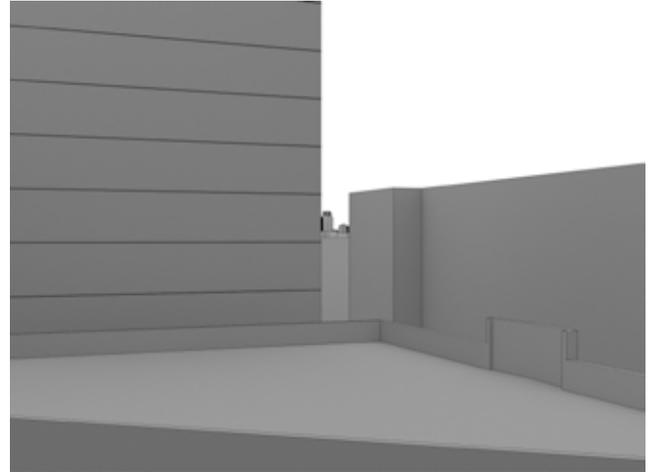


LEVEL 05 - RL 104.46

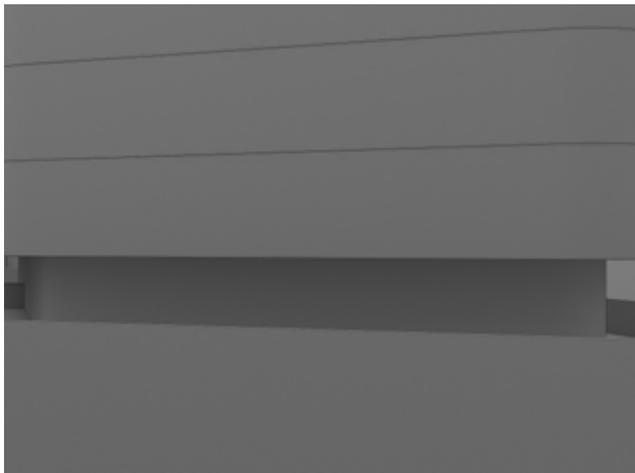


OPTION 1 - Council planning study envelope

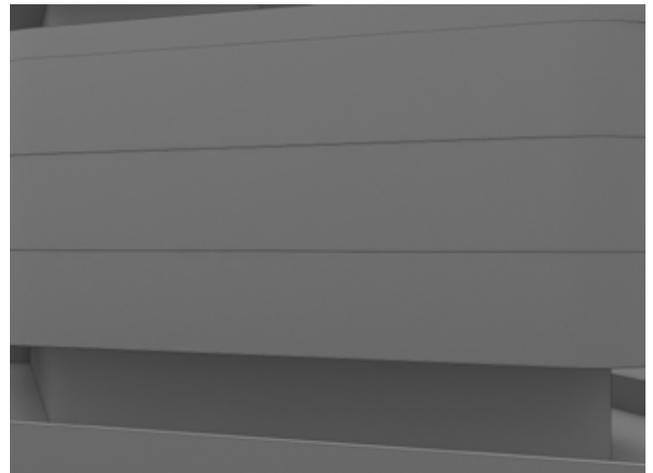
LEVEL 06 - RL 107.37



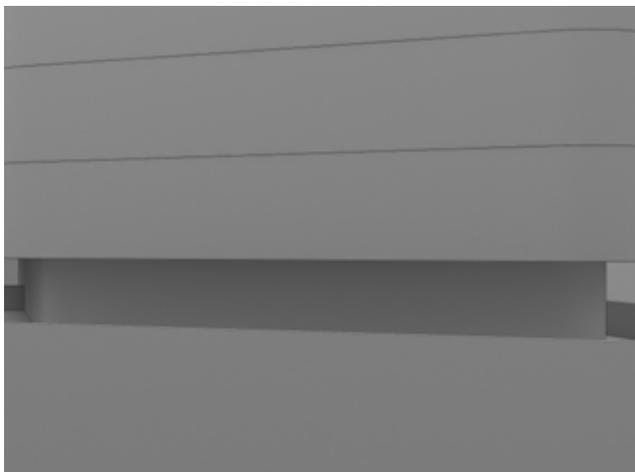
OPTION 1 - Council planning study envelope



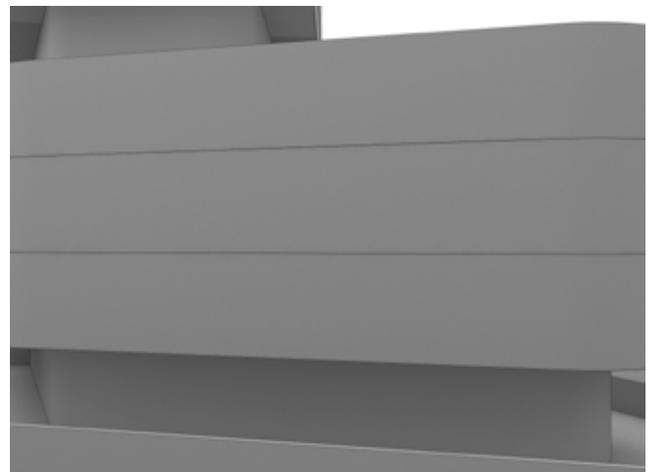
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

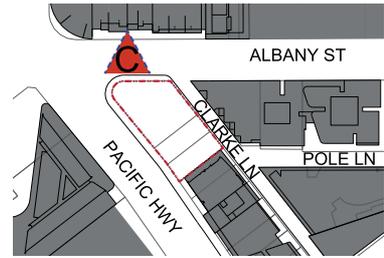


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

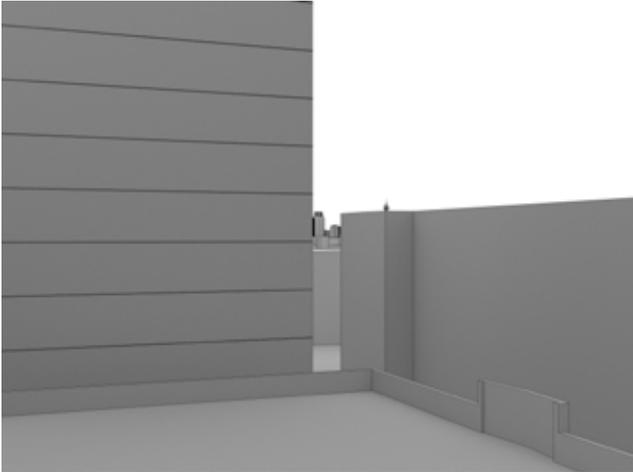
# 06 APPENDIX

## OPTION STUDY - CAMERA C

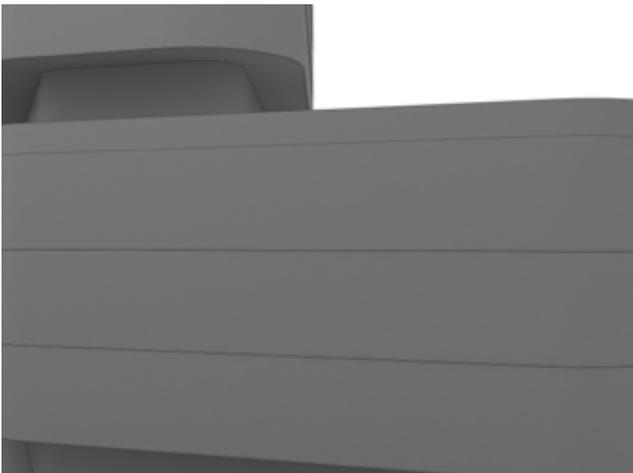
### CAMERA - C



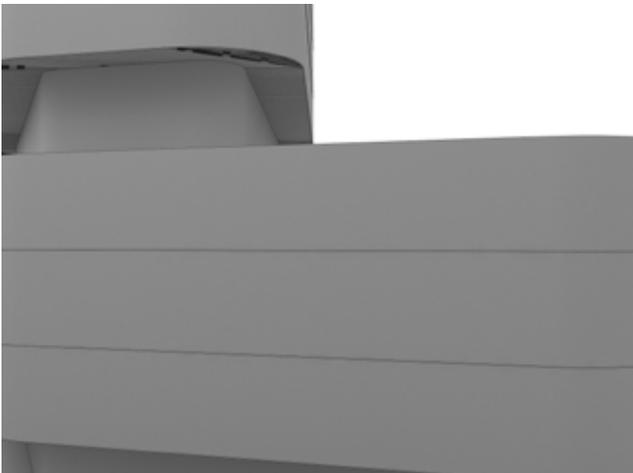
### LEVEL 07 - RL 110.45



OPTION 1 - Council planning study envelope

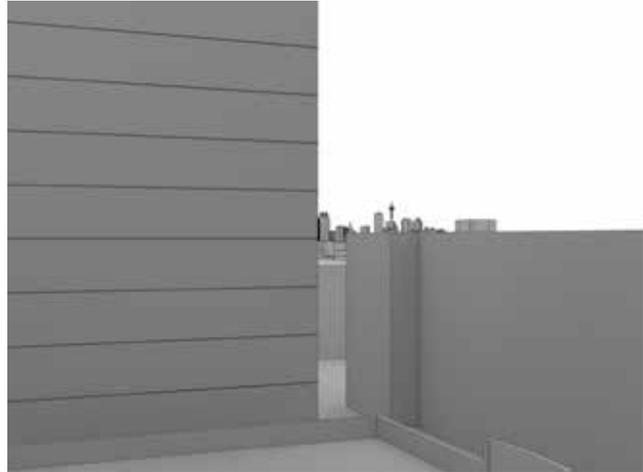


OPTION 2 - Planning proposal envelope

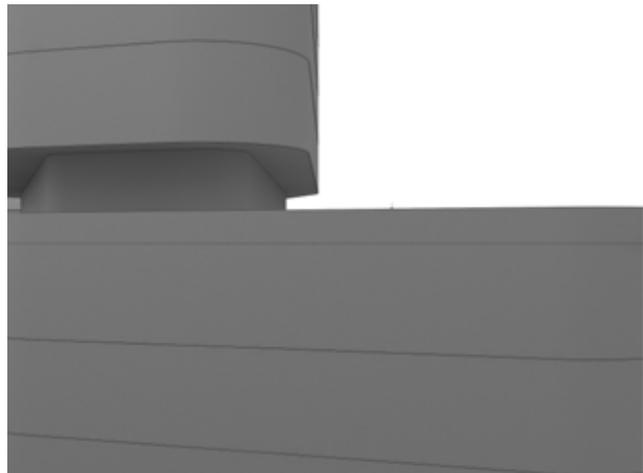


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

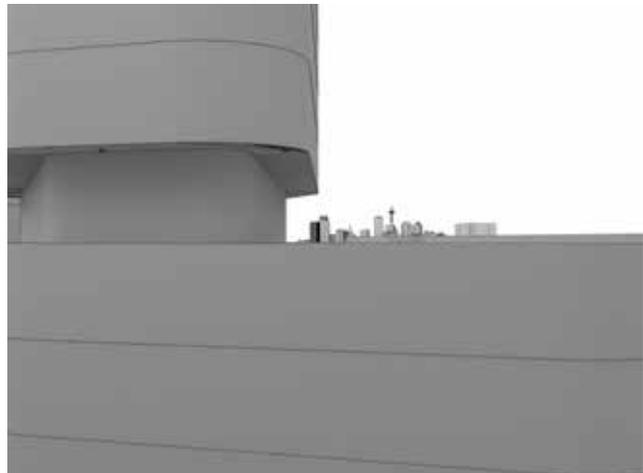
### LEVEL 08 - RL 113.35



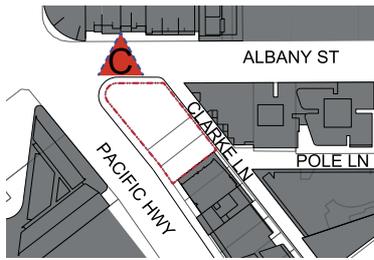
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

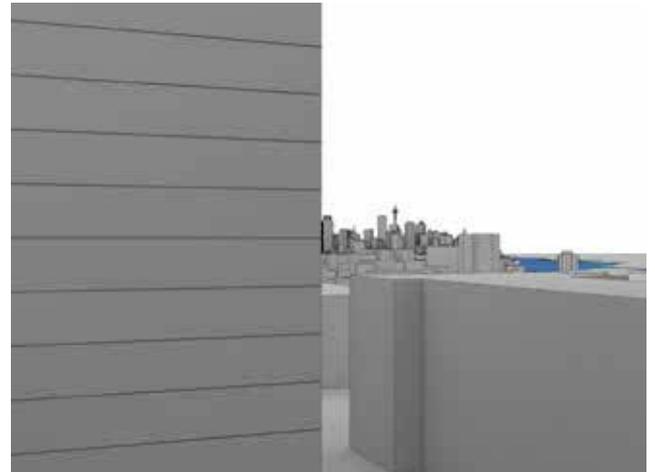
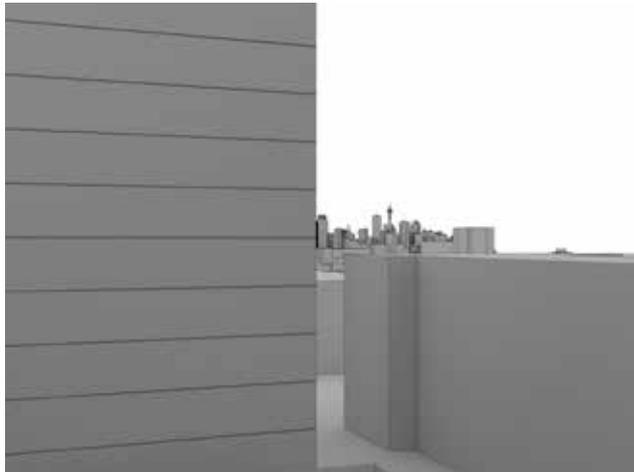


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



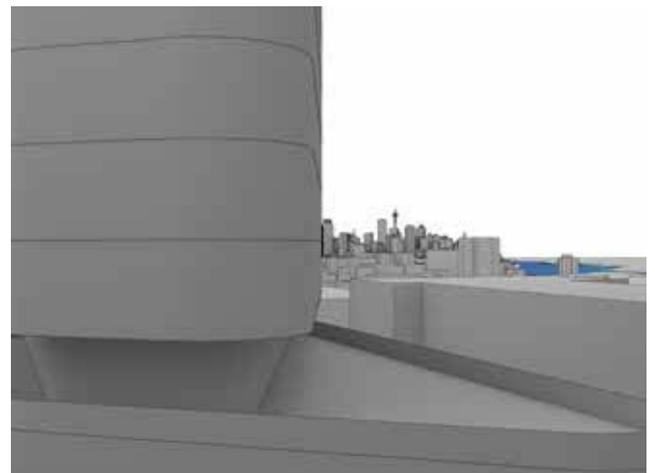
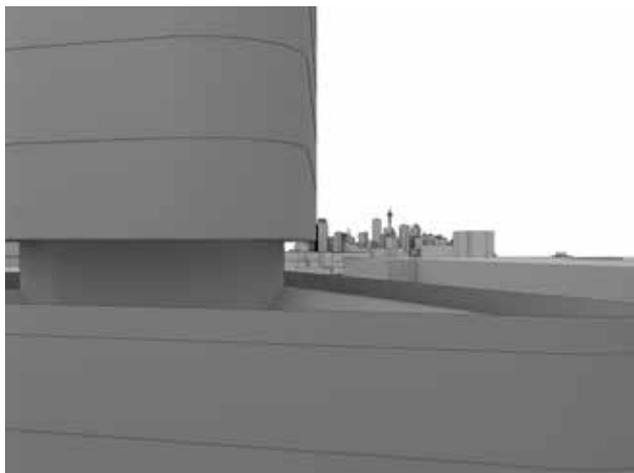
LEVEL 09 - RL 116.25

LEVEL 10 - RL 119.37



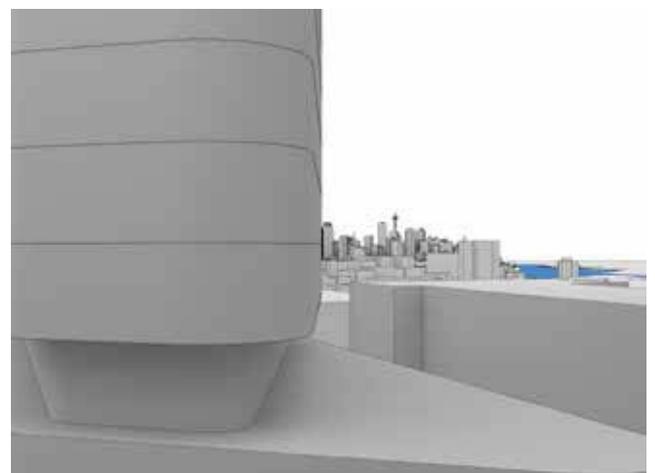
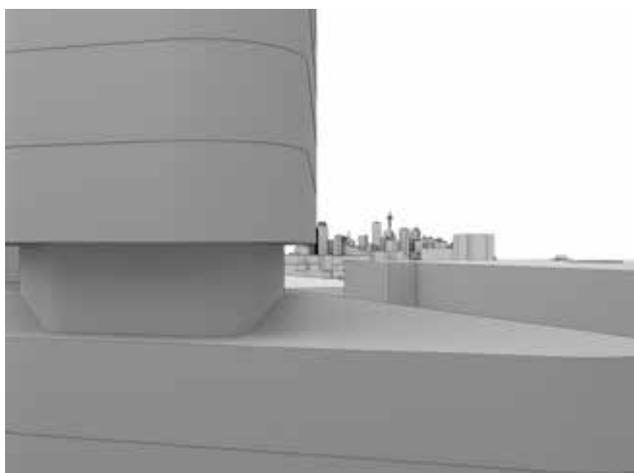
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



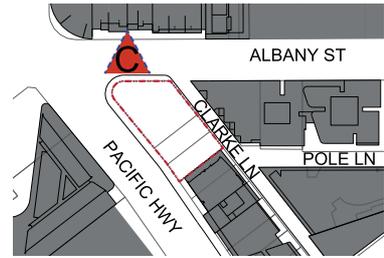
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

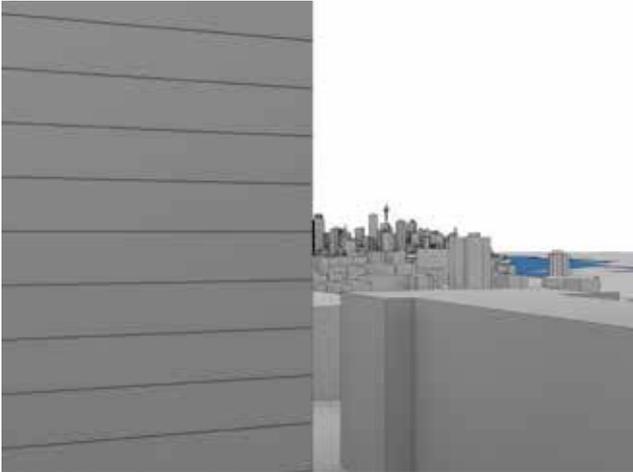
# 06 APPENDIX

## OPTION STUDY - CAMERA C

### CAMERA - C

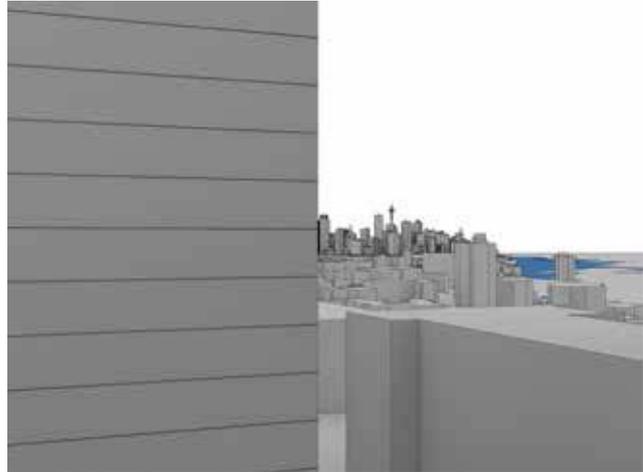


### LEVEL 11 - RL 122.21

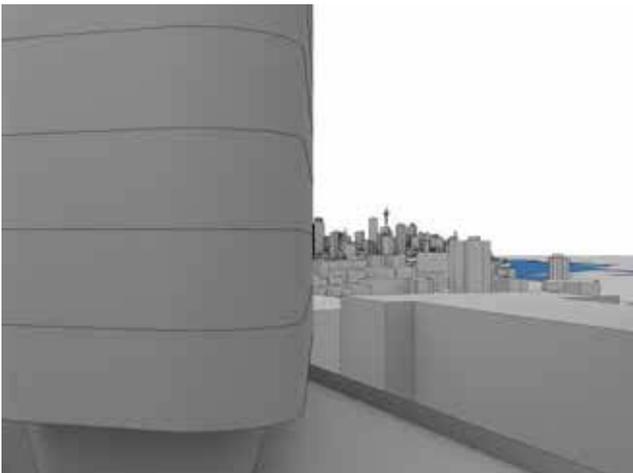


OPTION 1 - Council planning study envelope

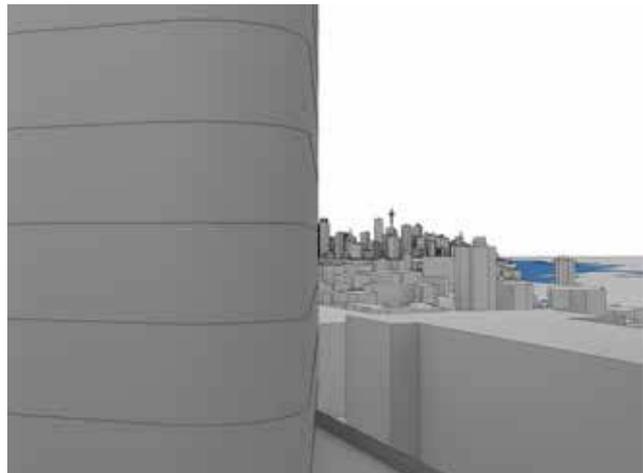
### LEVEL 12 - RL 125.11



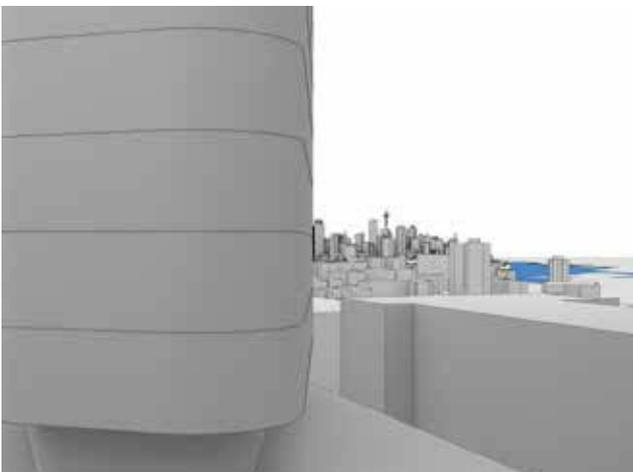
OPTION 1 - Council planning study envelope



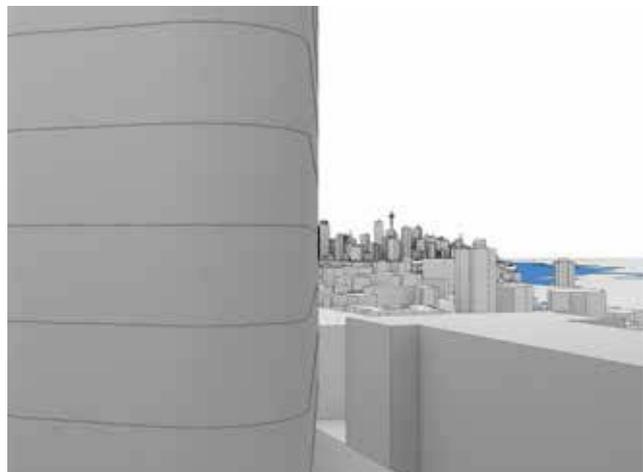
OPTION 2 - Planning proposal envelope



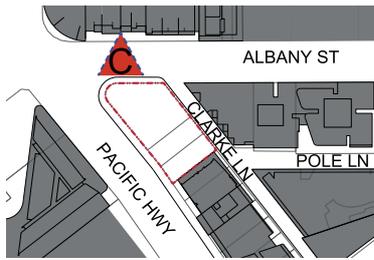
OPTION 2 - Planning proposal envelope



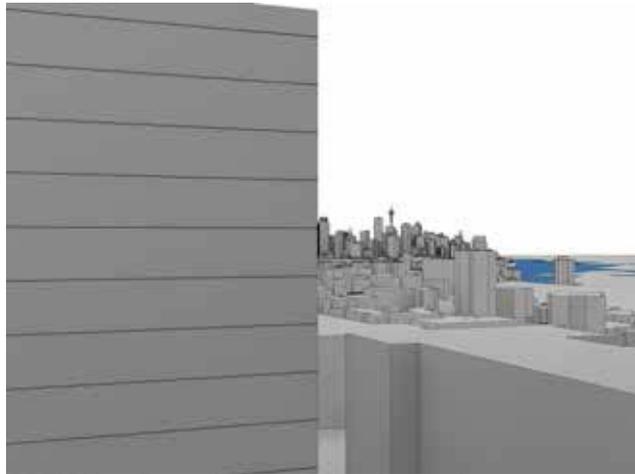
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

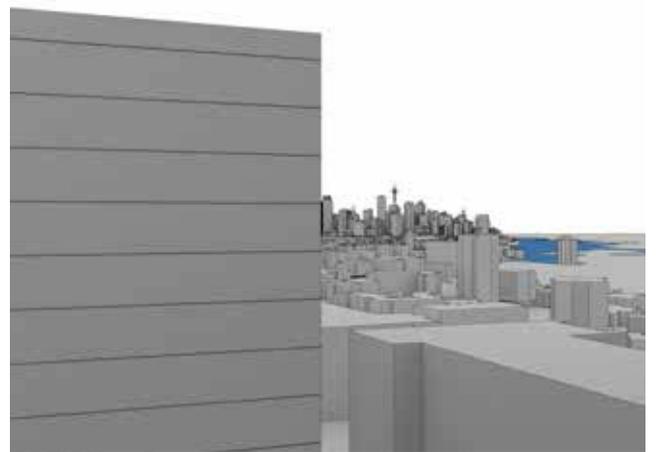


LEVEL 13 - RL 128.04

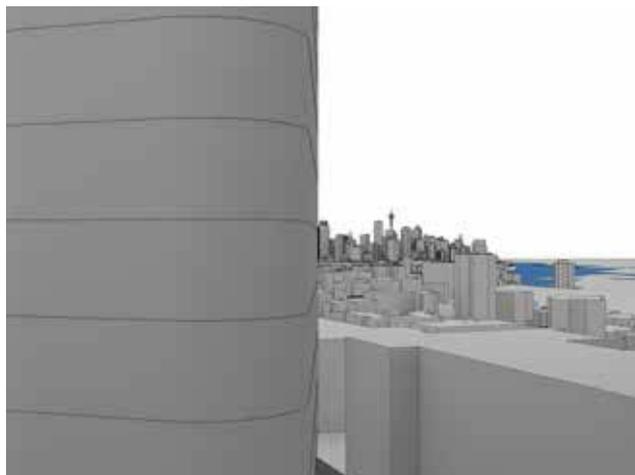


OPTION 1 - Council planning study envelope

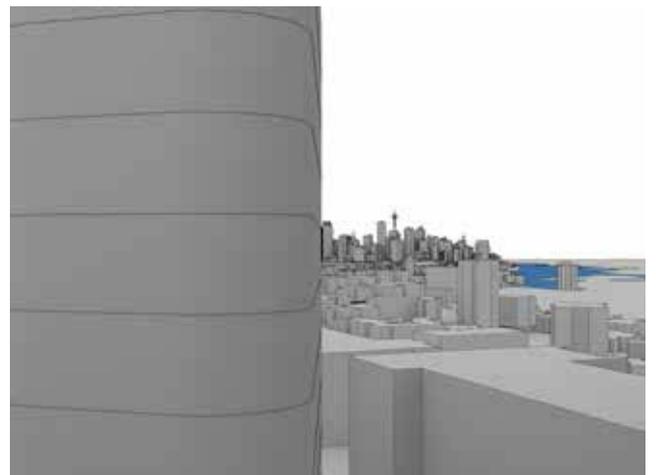
LEVEL 14 - RL 130.96



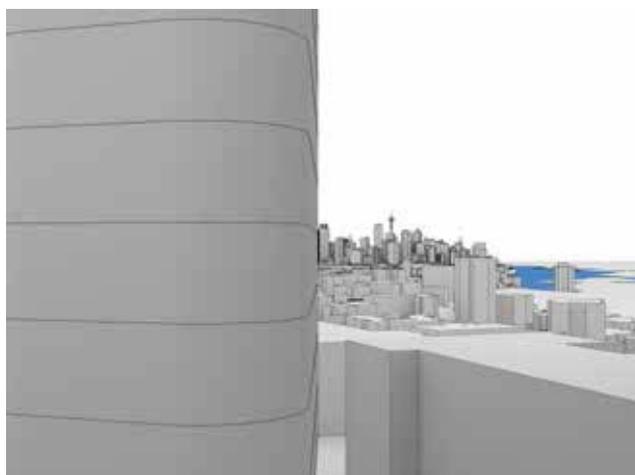
OPTION 1 - Council planning study envelope



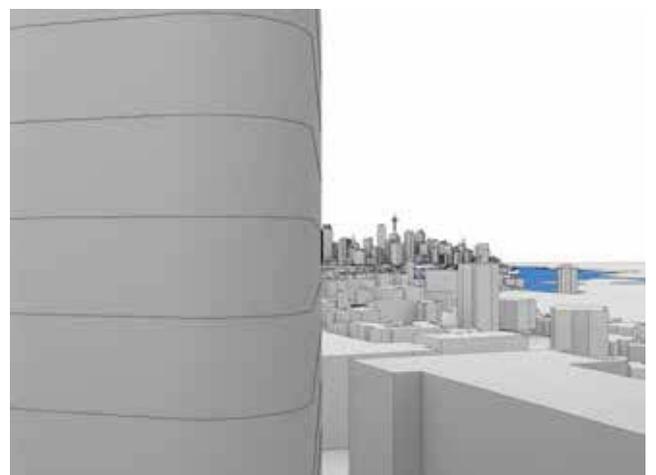
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

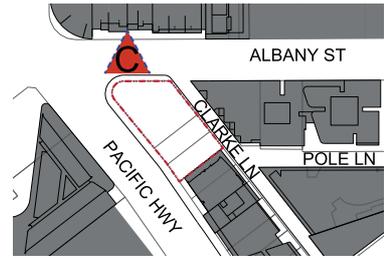


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

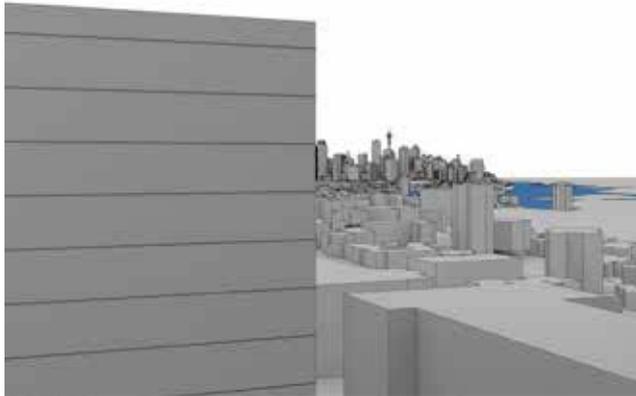
# 06 APPENDIX

## OPTION STUDY - CAMERA C

### CAMERA - C

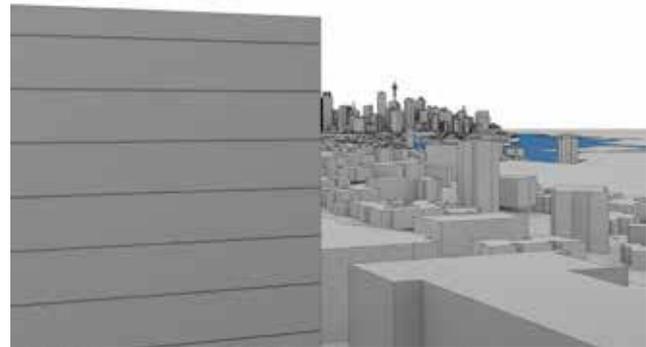


### LEVEL 15 - RL 133.84

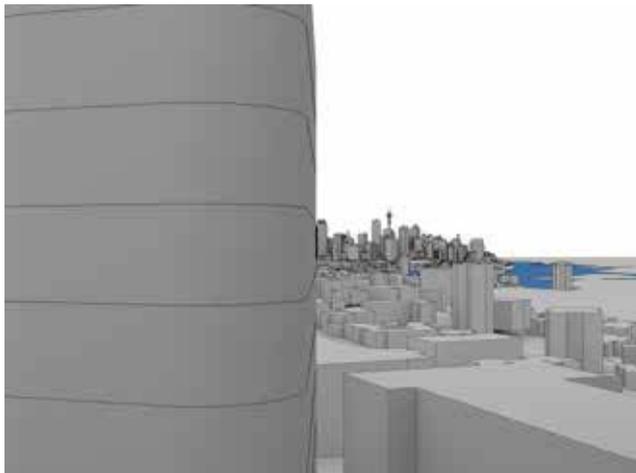


OPTION 1 - Council planning study envelope

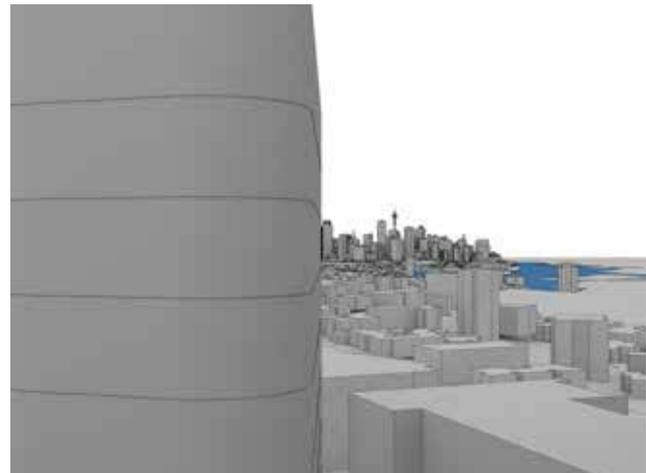
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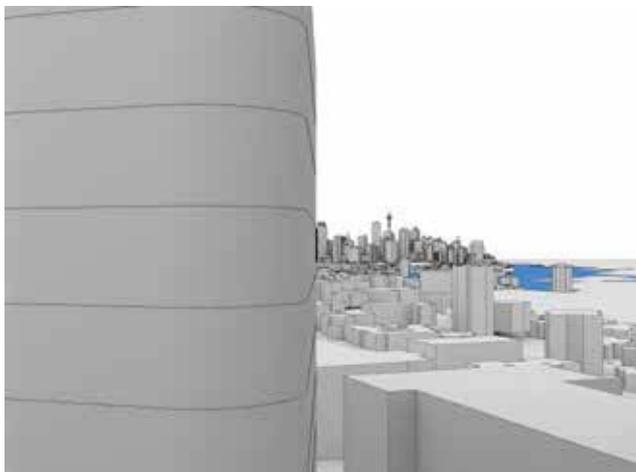
OPTION 1 - Council planning study envelope



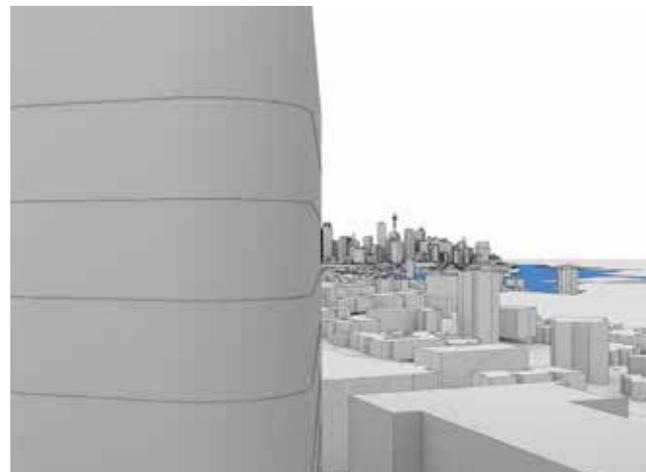
OPTION 2 - Planning proposal envelope



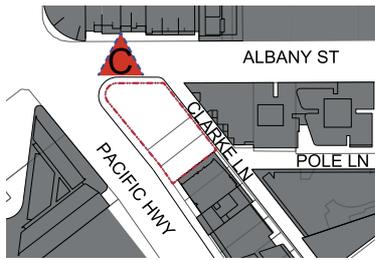
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

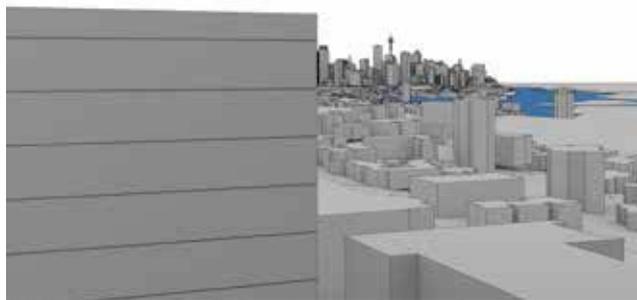


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

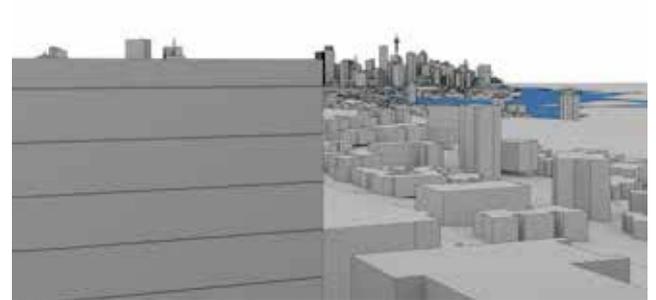


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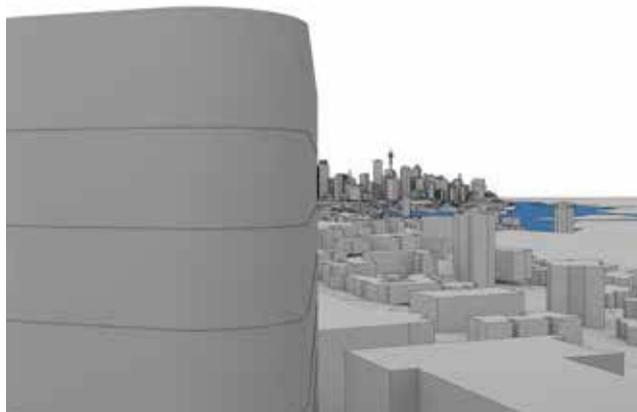
LEVEL 18 - RL 142.50



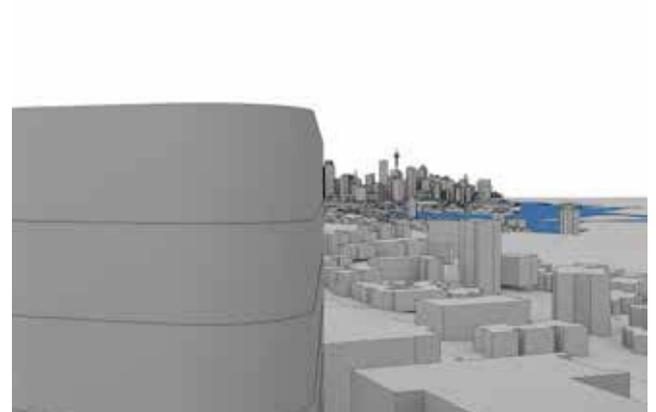
OPTION 1 - Council planning study envelope



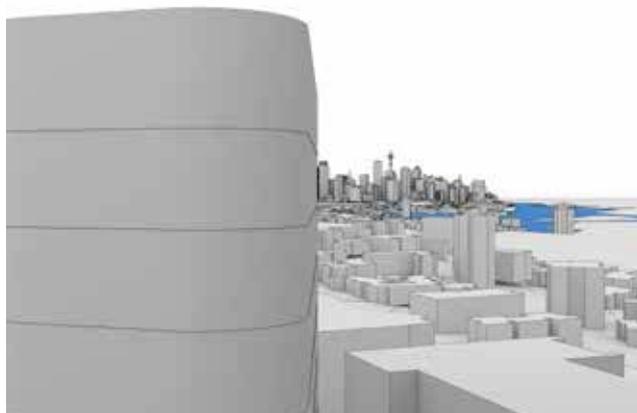
OPTION 1 - Council planning study envelope



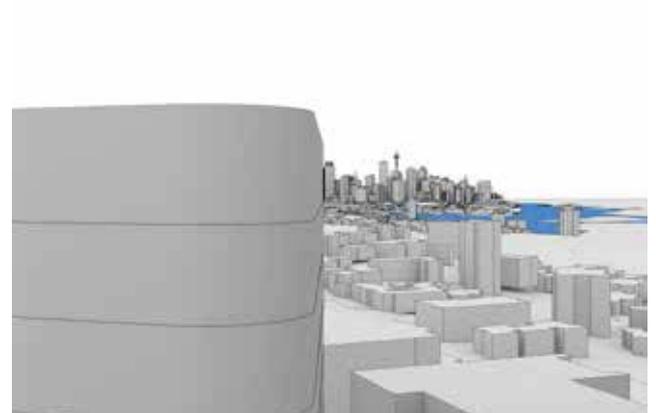
OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



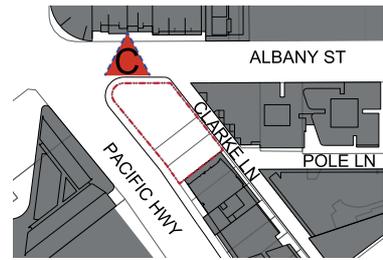
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

## 06 APPENDIX

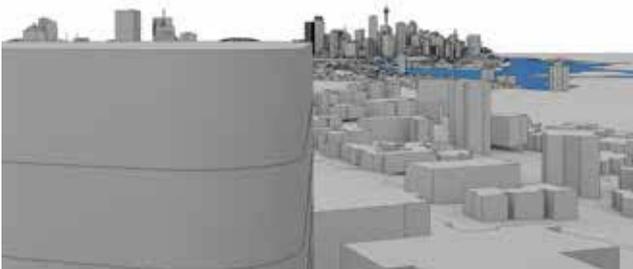
OPTION STUDY - CAMERA C

CAMERA - C

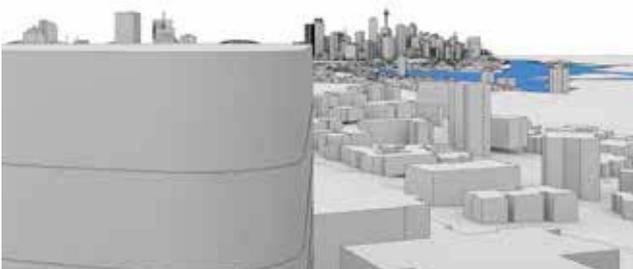
LEVEL 19 - RL 145.31



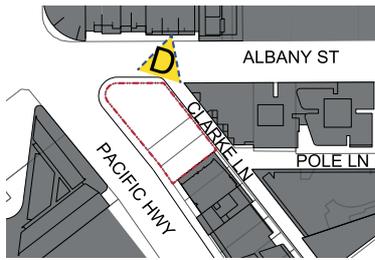
OPTION 1 - Council planning study envelope



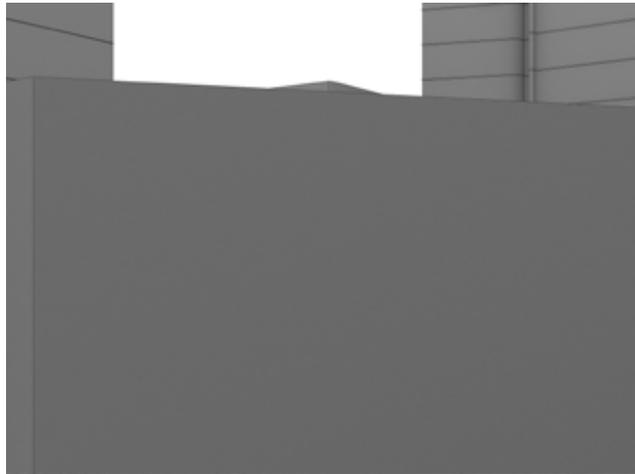
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



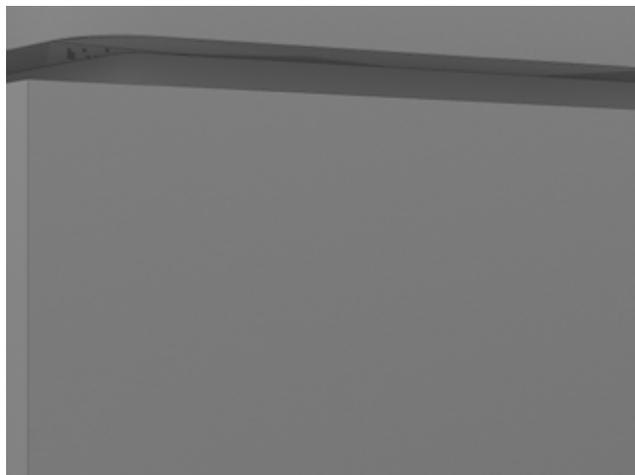
LEVEL 03 - RL 98.66



OPTION 1 - Council planning study envelope

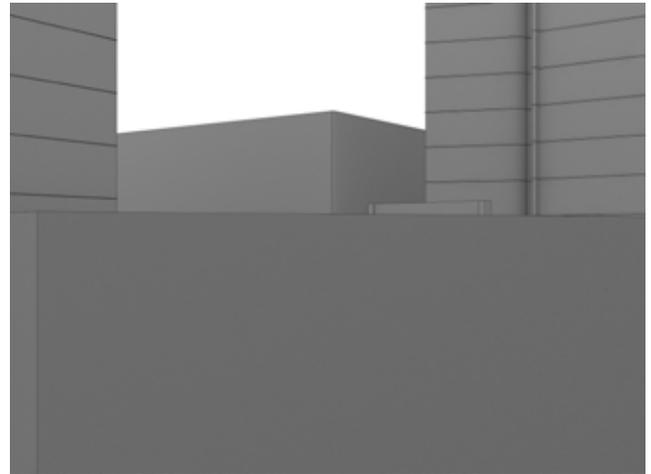


OPTION 2 - Planning proposal envelope

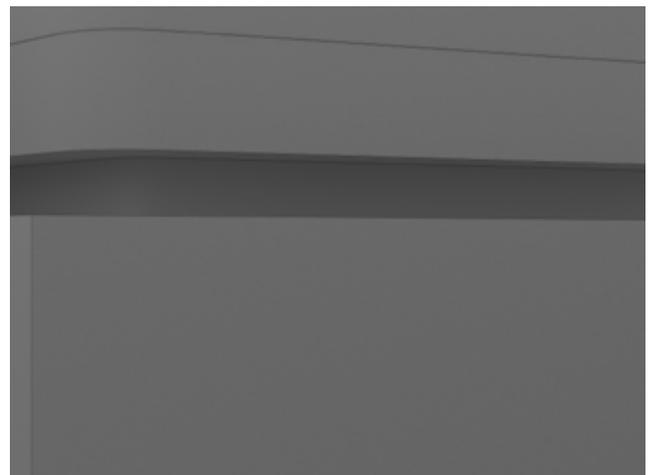


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

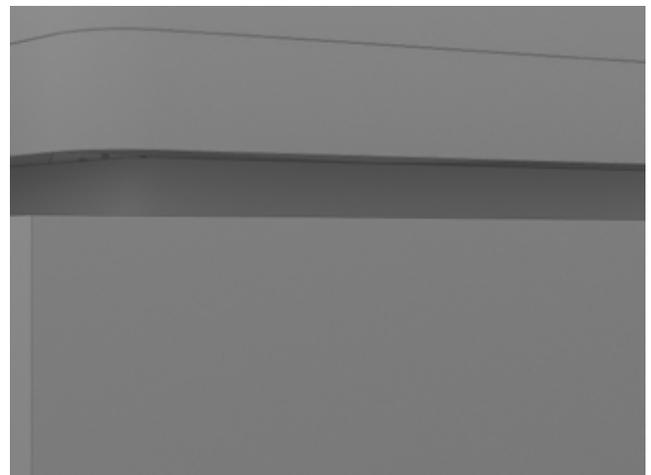
LEVEL 04 - RL 101.58



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

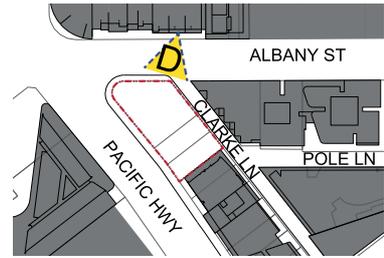


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

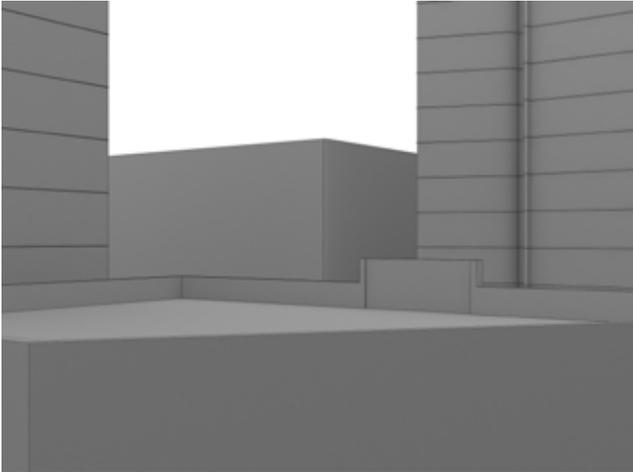
# 06 APPENDIX

## OPTION STUDY - CAMERAD

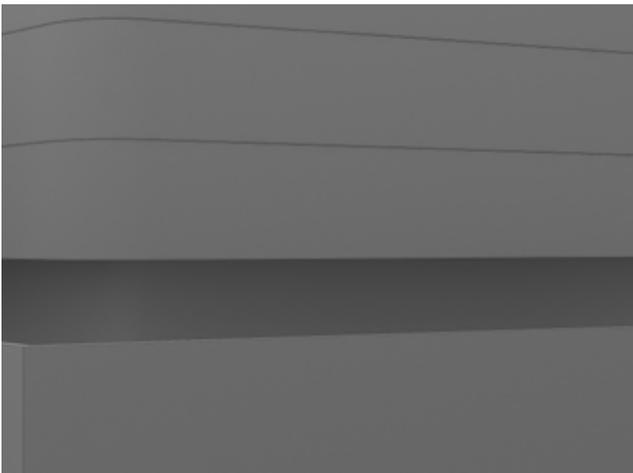
### CAMERA - D



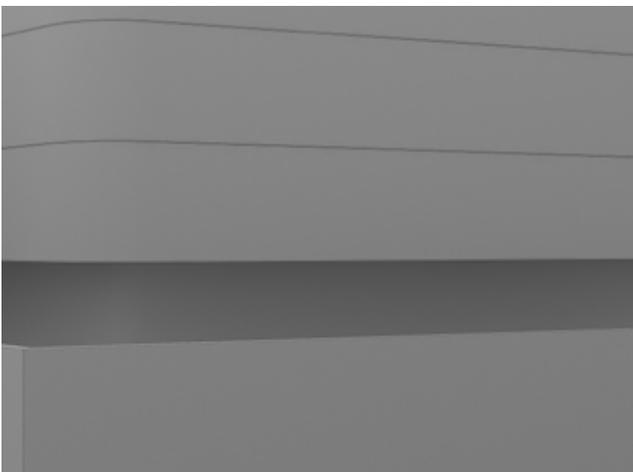
### LEVEL 05 - RL 104.46



OPTION 1 - Council planning study envelope

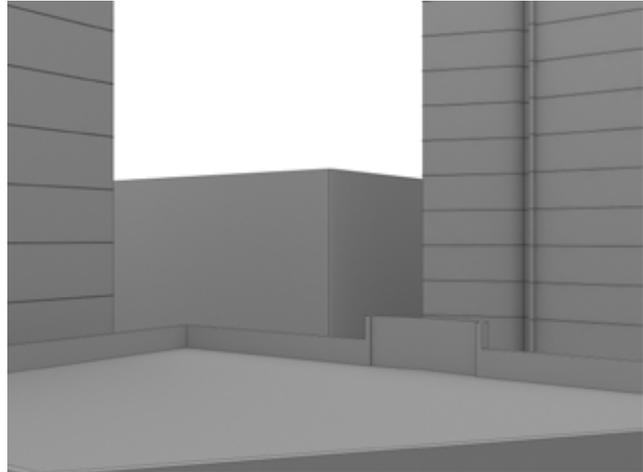


OPTION 2 - Planning proposal envelope

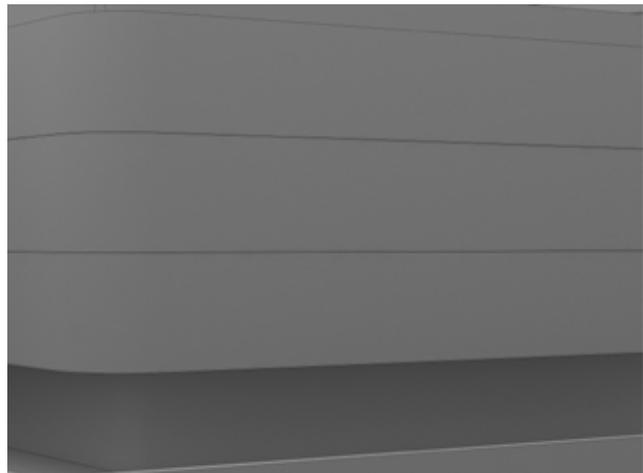


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

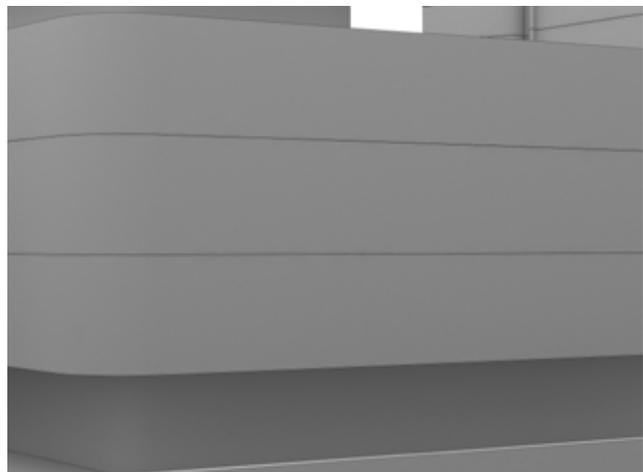
### LEVEL 06 - RL 107.37



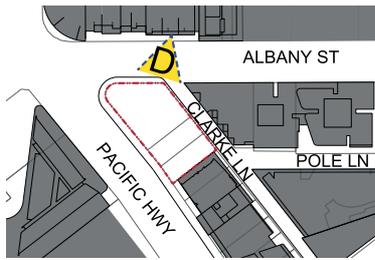
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

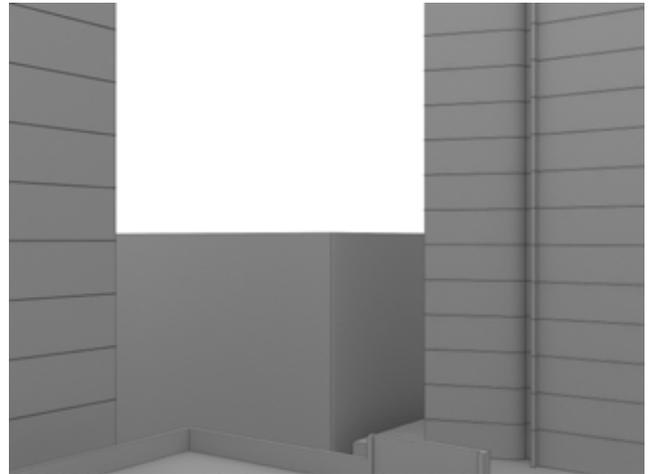
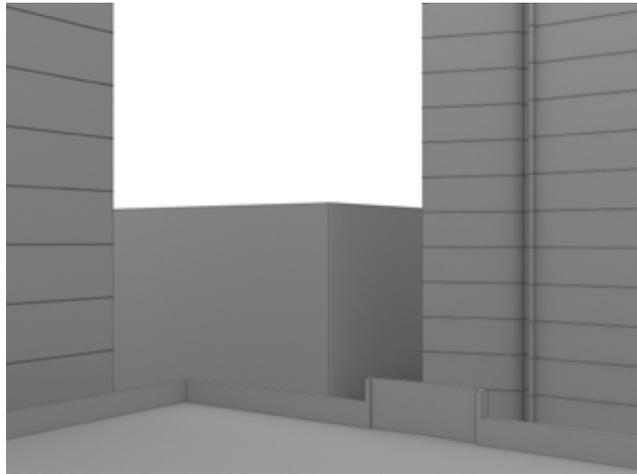


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



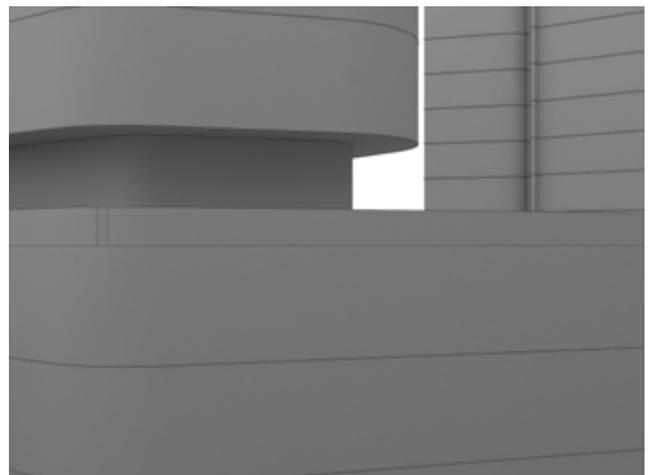
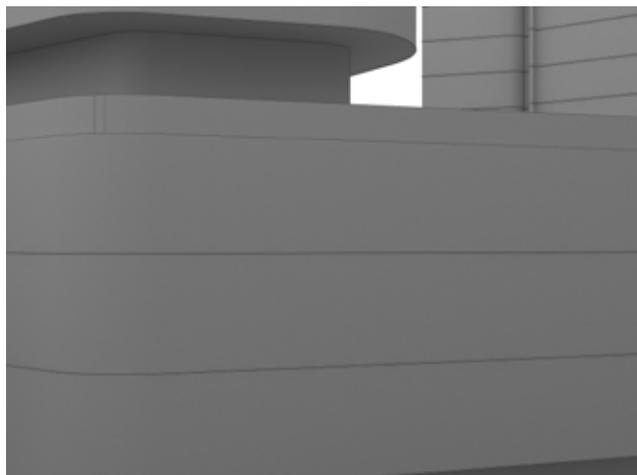
LEVEL 07 - RL 110.45

LEVEL 08 - RL 113.35



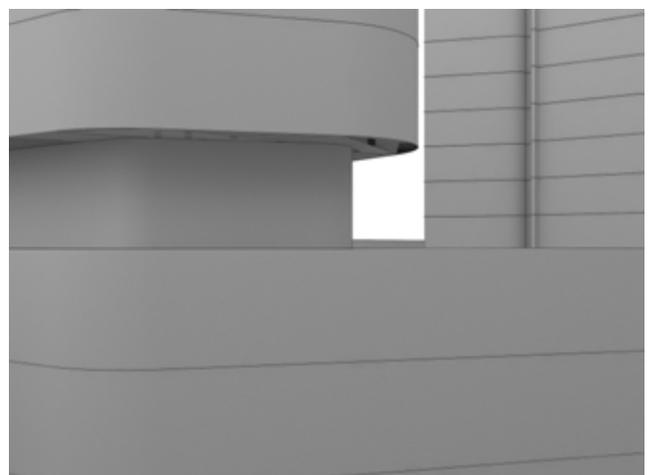
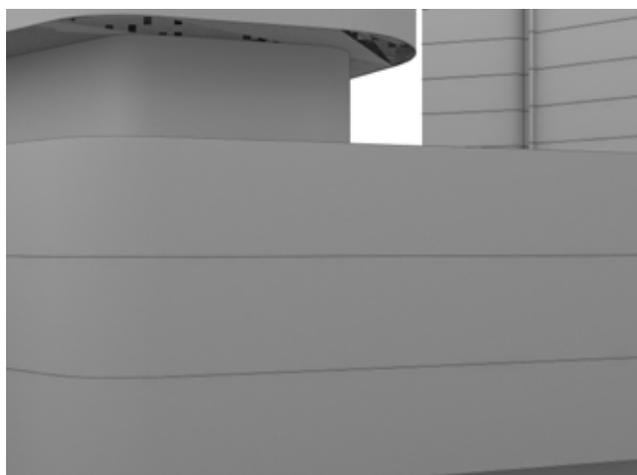
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



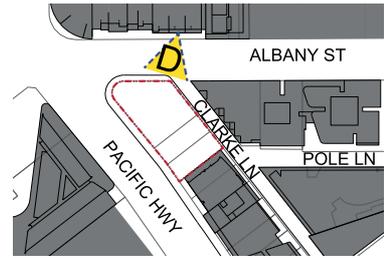
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

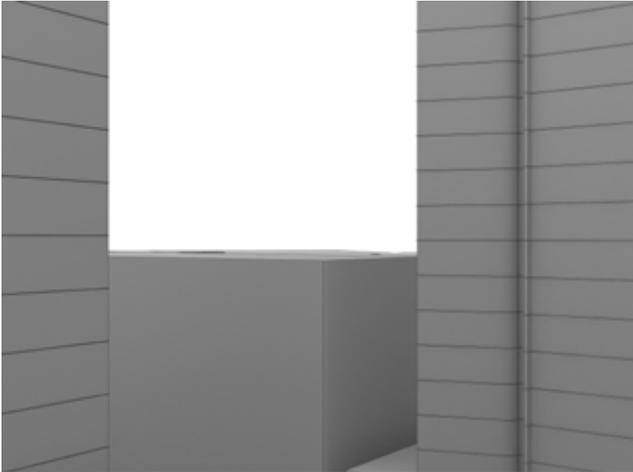
# 06 APPENDIX

## OPTION STUDY - CAMERAD

### CAMERA - D

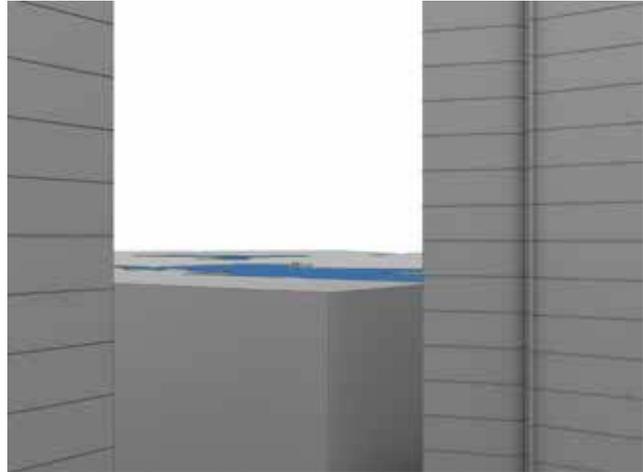


### LEVEL 09 - RL 116.25

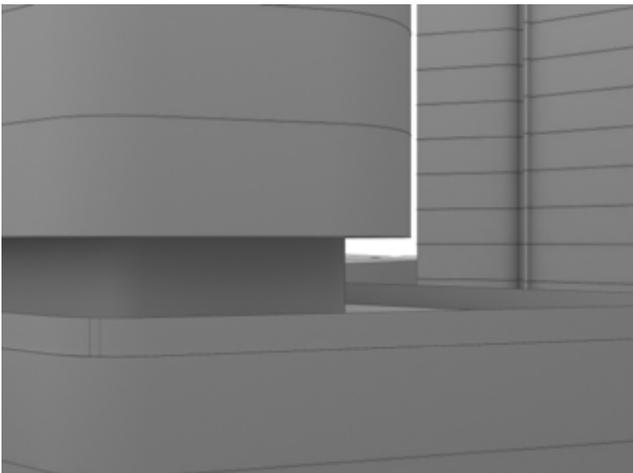


OPTION 1 - Council planning study envelope

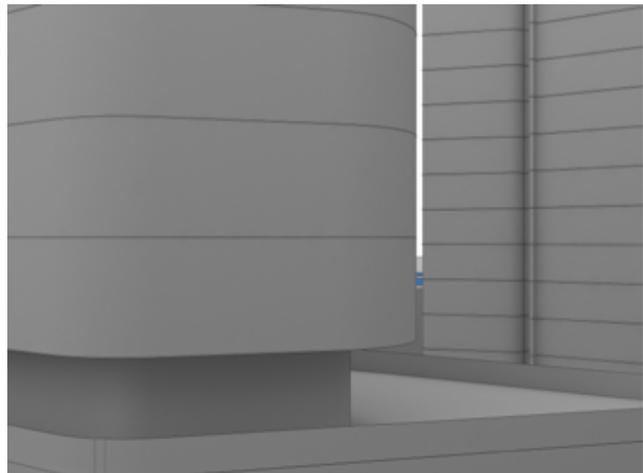
### LEVEL 10 - RL 119.37



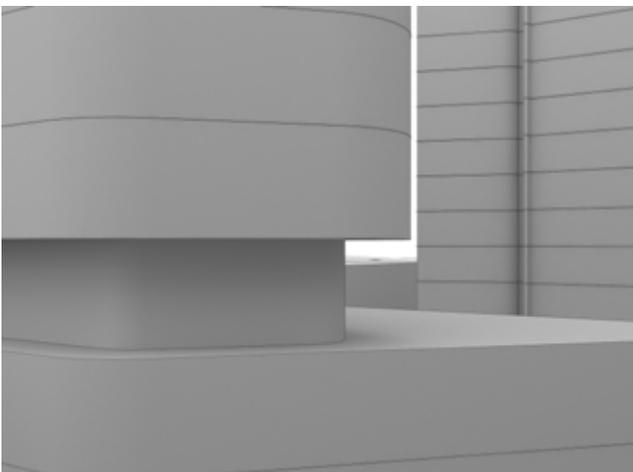
OPTION 1 - Council planning study envelope



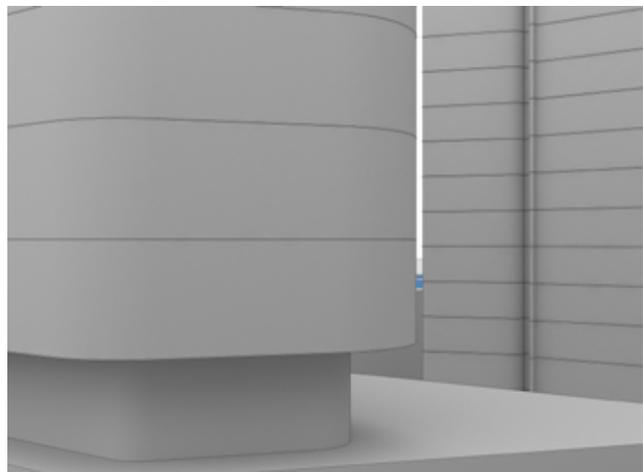
OPTION 2 - Planning proposal envelope



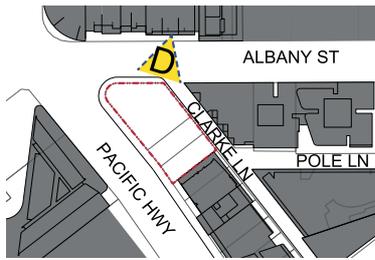
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

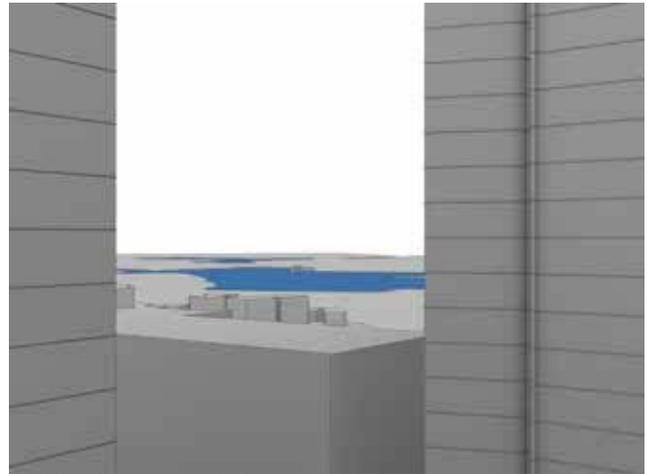
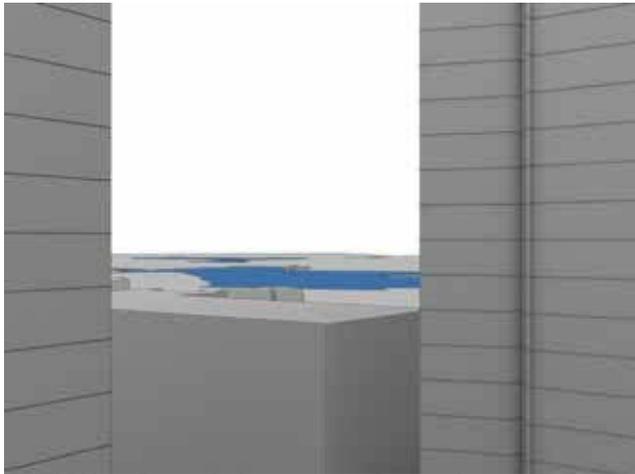


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



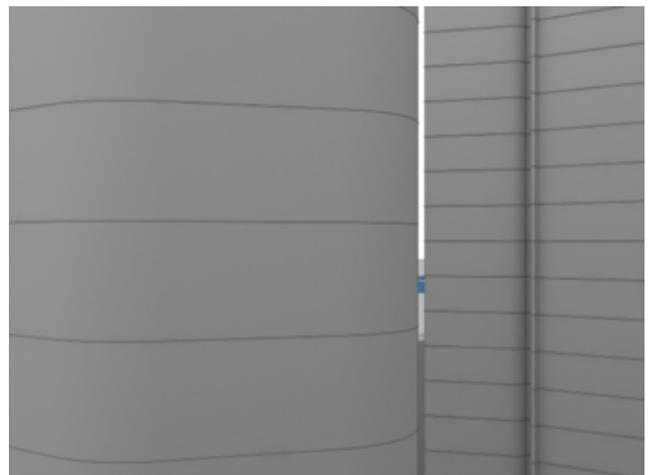
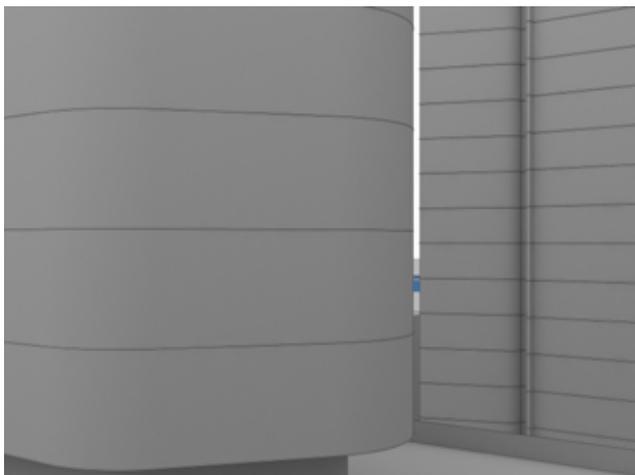
LEVEL 11 - RL 122.21

LEVEL 12 - RL 125.11



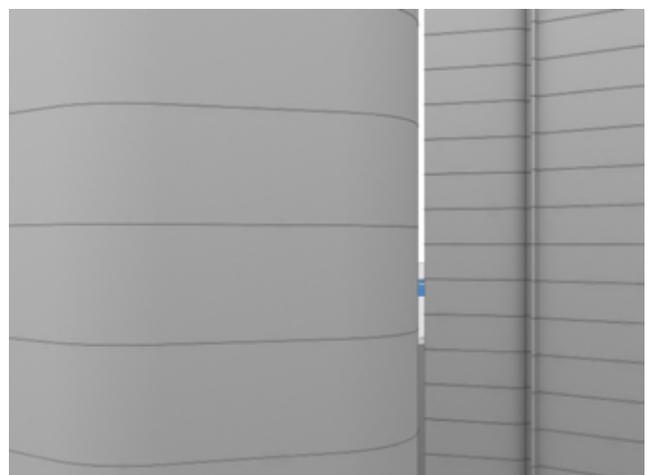
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



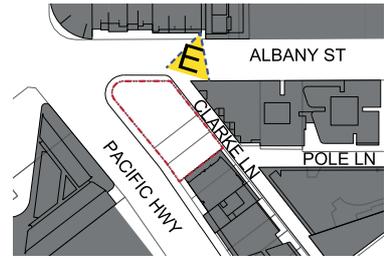
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

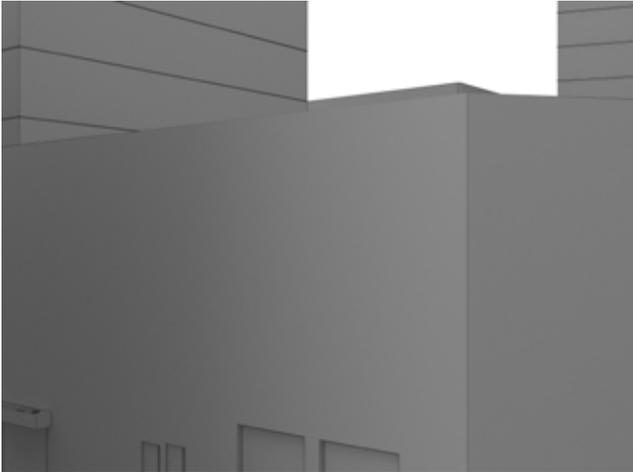
# 06 APPENDIX

## OPTION STUDY - CAMERA E

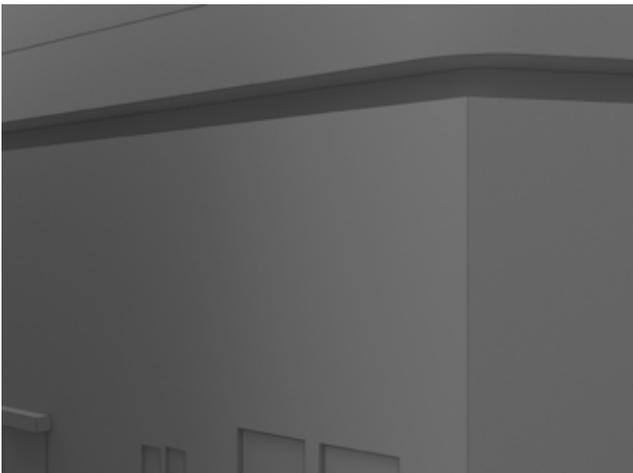
### CAMERA - E



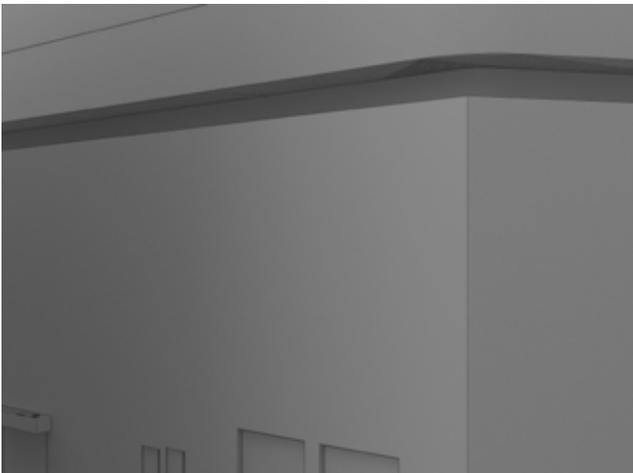
### LEVEL 03 - RL 98.66



OPTION 1 - Council planning study envelope

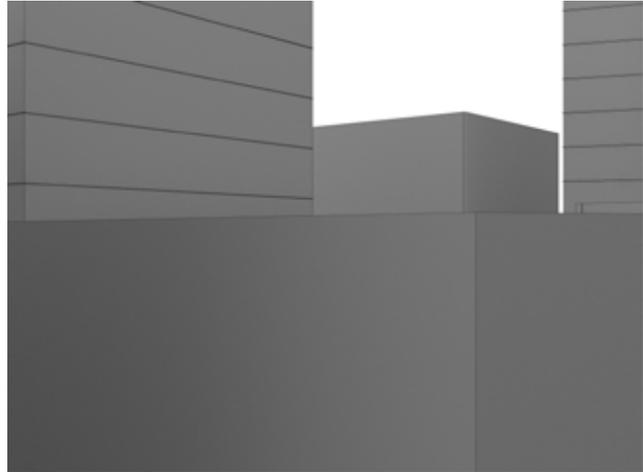


OPTION 2 - Planning proposal envelope

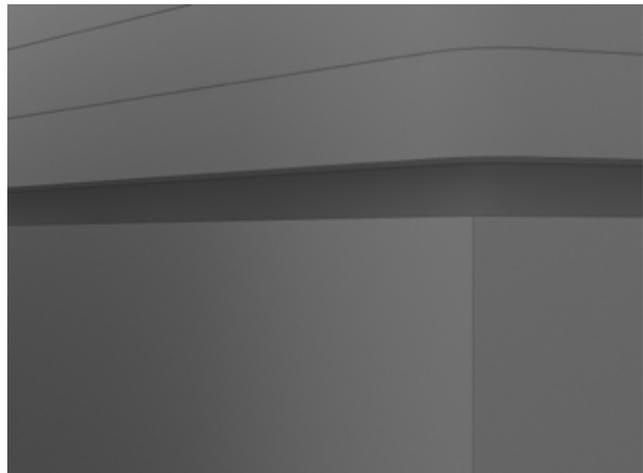


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

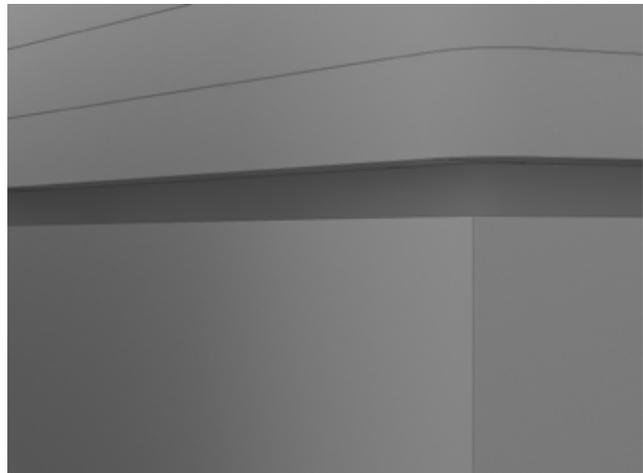
### LEVEL 04 - RL 101.58



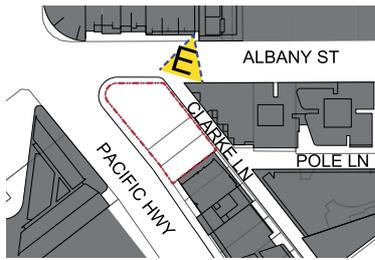
OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

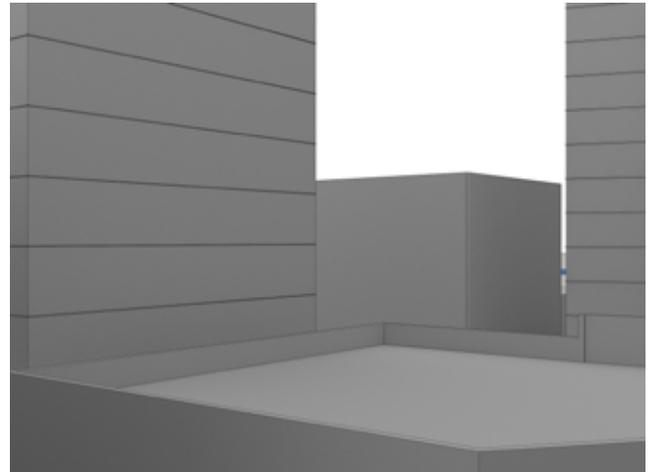
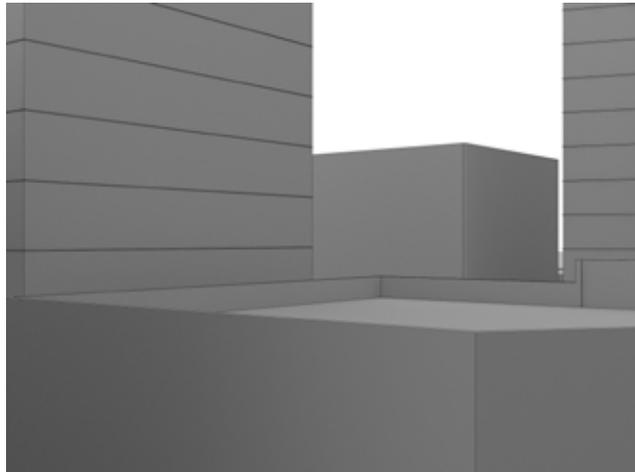


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



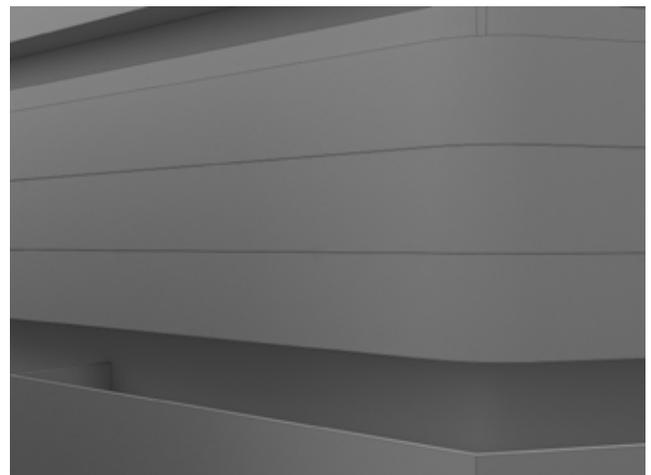
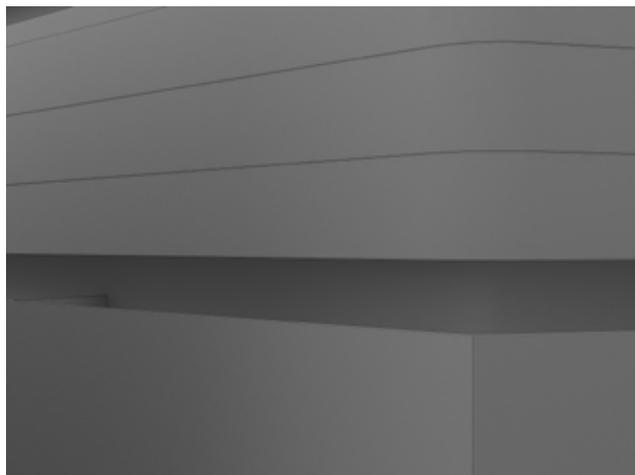
LEVEL 05 - RL 104.46

LEVEL 06 - RL 107.37



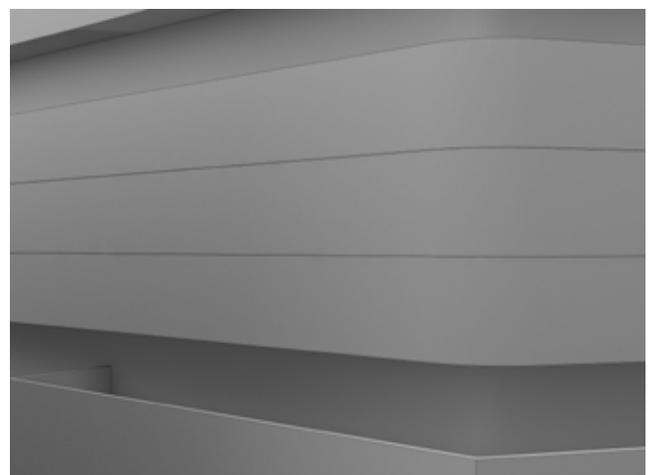
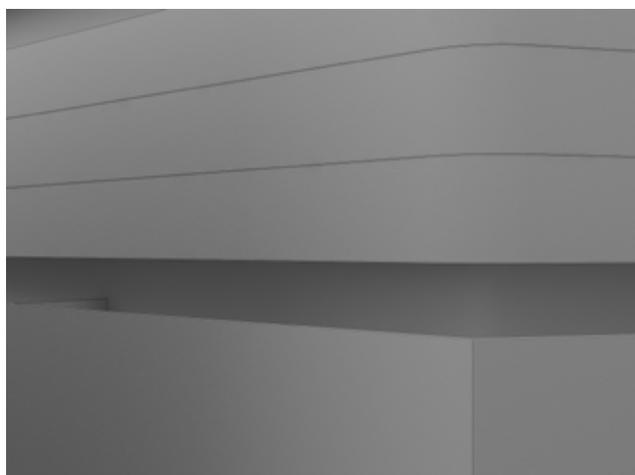
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



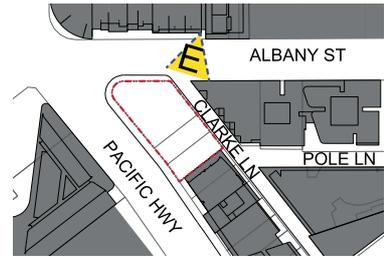
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

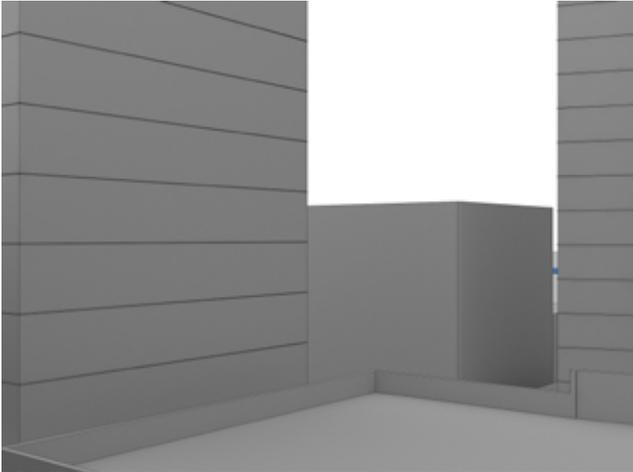
# 06 APPENDIX

## OPTION STUDY - CAMERA E

### CAMERA - E

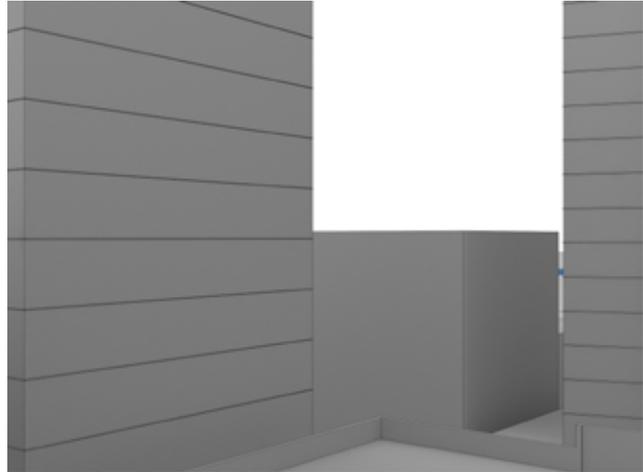


### LEVEL 07 - RL 110.45

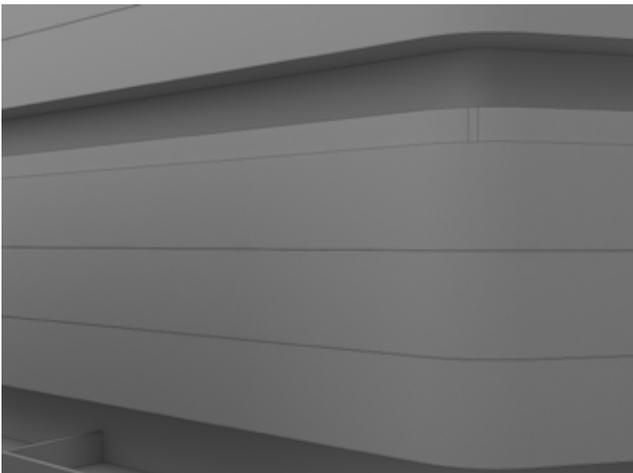


OPTION 1 - Council planning study envelope

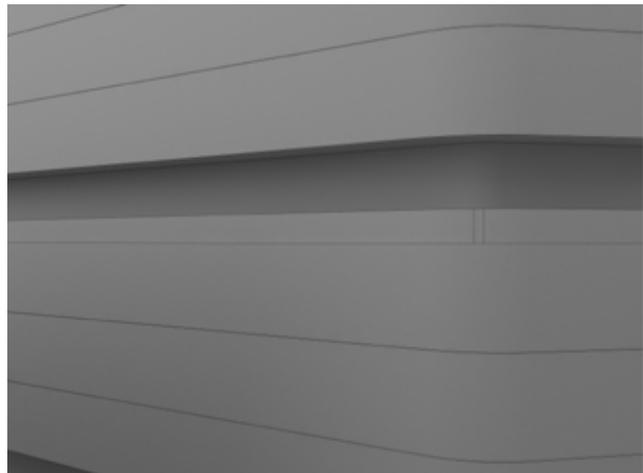
### LEVEL 08 - RL 113.35



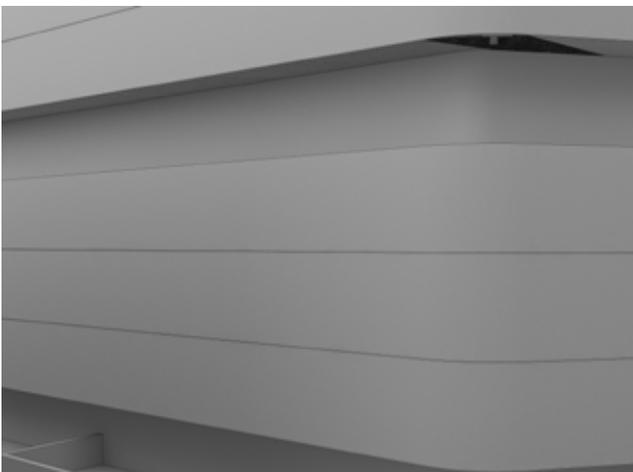
OPTION 1 - Council planning study envelope



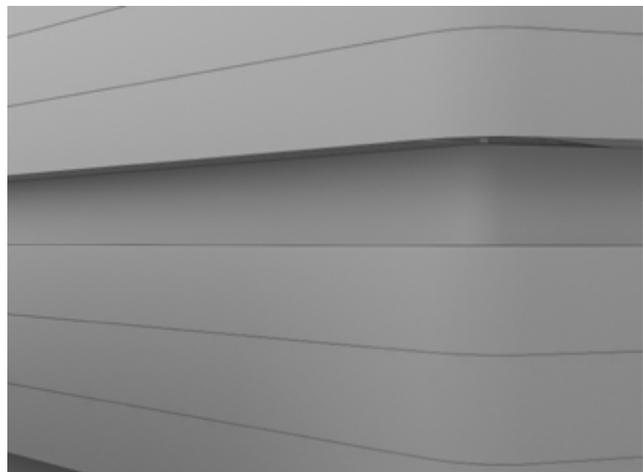
OPTION 2 - Planning proposal envelope



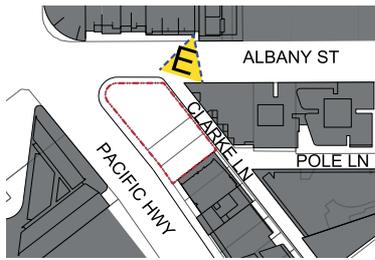
OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

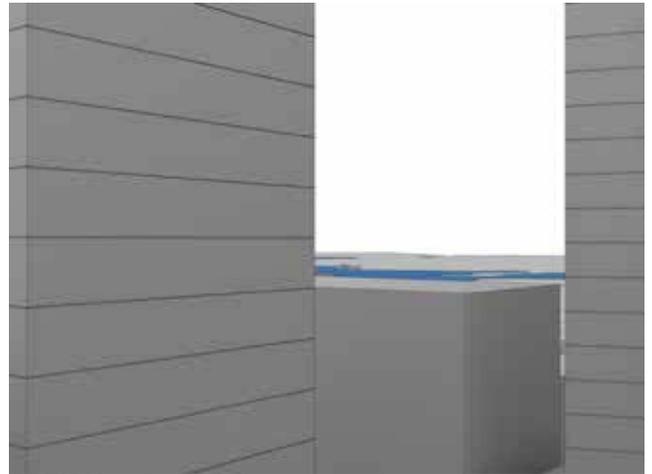
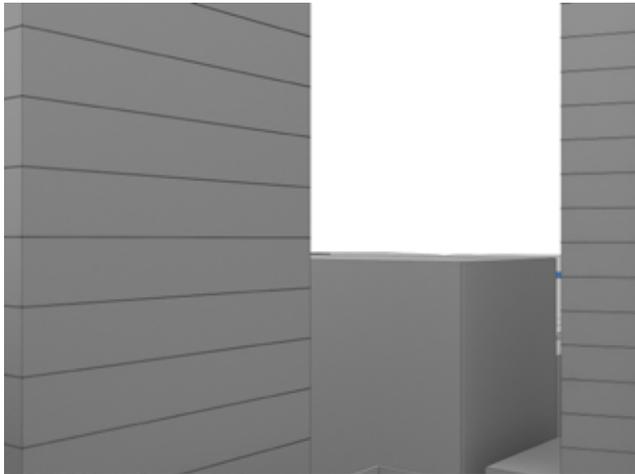


OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



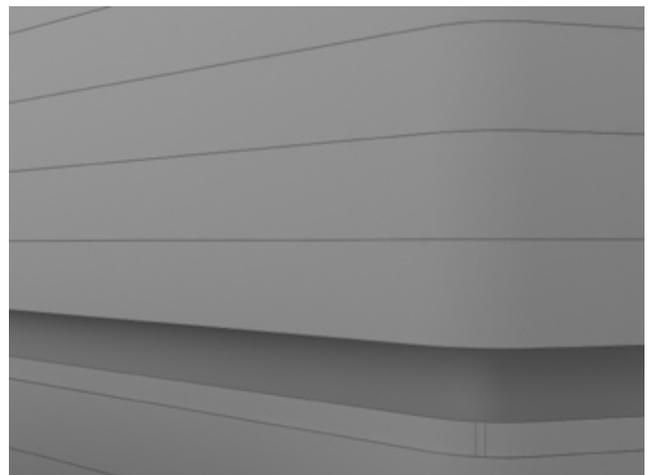
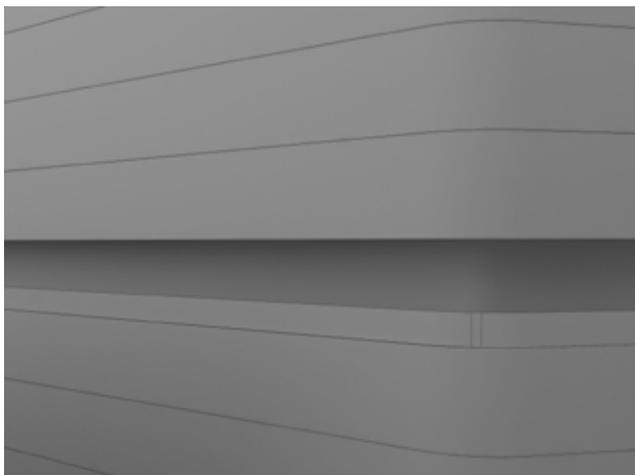
LEVEL 09 - RL 116.25

LEVEL 10 - RL 119.37



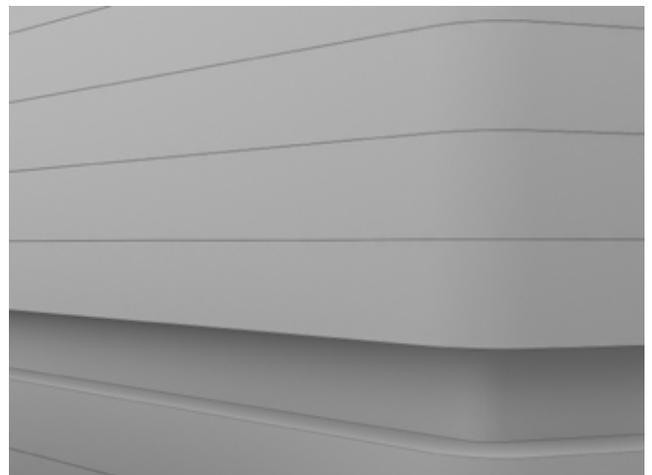
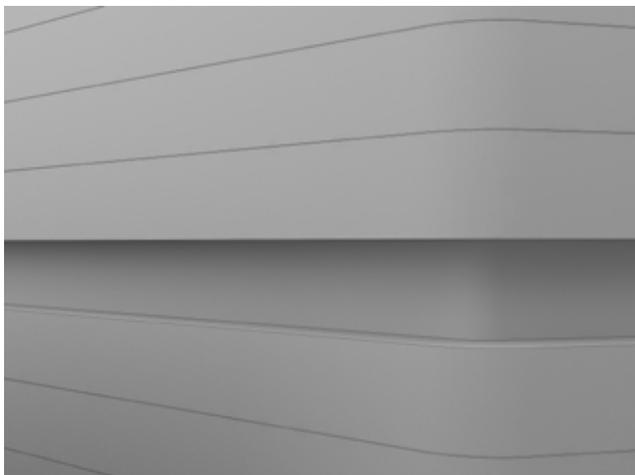
OPTION 1 - Council planning study envelope

OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope

OPTION 2 - Planning proposal envelope



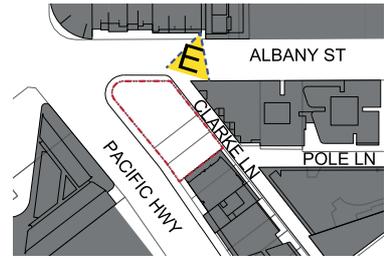
OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

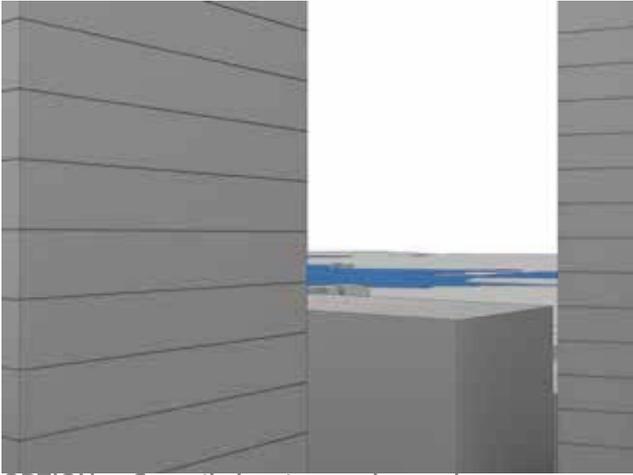
# 06 APPENDIX

## OPTION STUDY - CAMERA E

### CAMERA - E

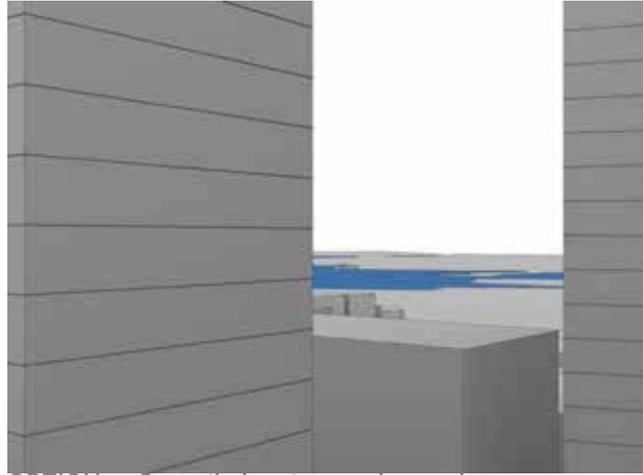


### LEVEL 11 - RL 122.21

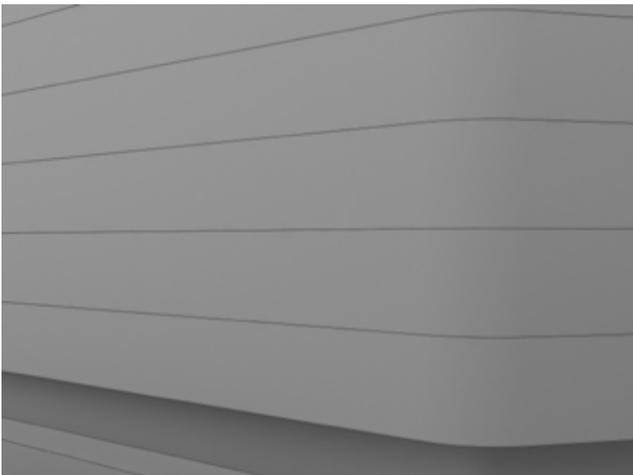


OPTION 1 - Council planning study envelope

### LEVEL 12 - RL 125.11



OPTION 1 - Council planning study envelope



OPTION 2 - Planning proposal envelope



OPTION 2 - Planning proposal envelope



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway



OPTION 3 - Planning proposal envelope + possible amalgamated development of 563-565+567-573 Pacific Highway

