

378-390 Pacific Highway - Crows Nest Futuro Capital





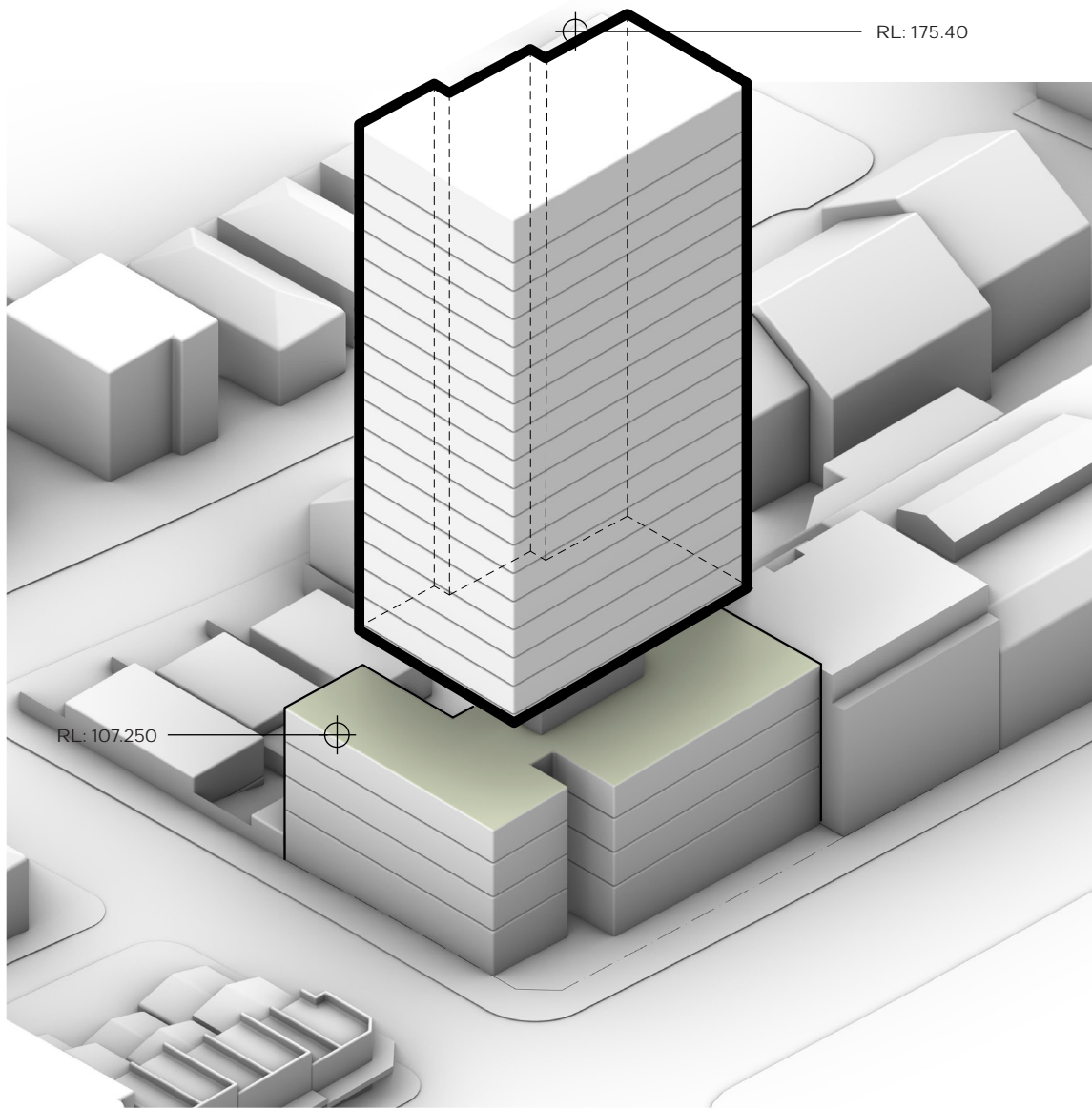
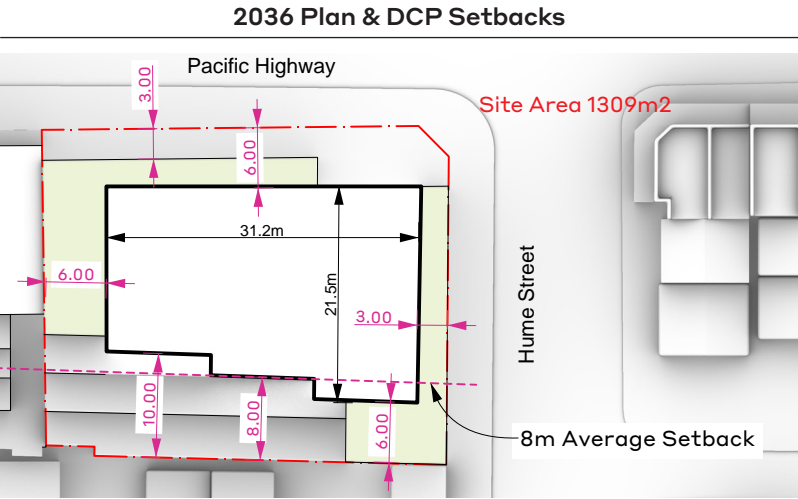
Designing for country

We would like to acknowledge the Cammeraygal people of the Eora Nation, the traditional custodians of this land and pay our respects to the Elders both past and present

Each and every project is an opportunity to engage and respond to Aboriginal cultural connections to Country. By respecting and celebrating the value and significance of both Aboriginal heritage and contemporary Aboriginal culture our built environment is enriched and anchored into its specific location, its stories and varied experiences.

Indicative Massing Summary

Control Type	Site Specific	Indicative Massing
Height Limit	24 Storeys Maximum (2036 Plan)	24 Storeys - x 16 Storey Tower - x 4 Mixed Amenities - x 4 Storey Podium
Overall FSR	7.5 : 1 (2036 Plan)	7.2 : 1
Non-Residential FSR	2 : 1 Minimum (2036 Plan)	2 : 1 Podium
Residential FSR	5.5 : 1 (2036 Plan)	5.2 : 1
Setbacks	2036 Plan & DCP	Refer Diagram Below



			RL: 175.40 (86.86m)
	23	425.00	
	22	425.00	
	21	425.00	
	20	425.00	
	19	425.00	
	18	425.00	
	17	425.00	
Residential	16	425.00	
	15	425.00	
	14	425.00	
	13	425.00	
	12	425.00	
	11	425.00	
	10	425.00	
	9	425.00	
	8	425.00	
	7		
Amenities	6		
	5		
	4	100	
	3	502.00	
Podium	2	626.00	
	1	651.00	
	G	739.00	

378-390 Pacific Hwy - Site Area 1309m2

Commercial Area		
	TOTAL	2036 Plan
GFA	2618.00	2618.00
FSR	2.00	2.00

Residential Area		
	TOTAL	2036 Plan
GFA	6800.00	7199.50
FSR	5.20	5.50

Overall Areas		
	TOTAL	2036 Plan
GFA	9418.00	9817.50
FSR		7.50

Regulatory Summary

Regulatory Document	As Stated	WB Comment
SLCN 2036 Plan	– p70 map indicates 3m Pacific Highway setback.	
North Sydney Council DCP	– Part C 3.1.3 P10 Above Podium Setbacks map indicates 3m setbacks to Pacific Highway and Hume Street.	
ADG Guidelines	– 6m non-habitable wall facing possible future residential development.	

Executive Summary

This Concept Urban Design Report has been prepared to accompany the Planning Proposal for 378-390 Pacific Highway in Crows Nest and demonstrates how the site can accommodate the future urban development outcome envisaged by the controls.

Included within is an outline summary of the objectives provided in both the St Leonards Crows Nest 2036 Plan (the SLCN Plan) and the North Sydney Council DCP for Commercial & Mixed Use Development. Further is the exploration for a recommended building envelope considerate of these guidelines and suggests opportunities towards achieving the optimal solution from an Urban standpoint.

Basic planning and area calculations are included although indicative at this stage and are subject to further Architectural development.

The overall configuration of the design is compliant with the 2036 Plan and results in a 24 storey building with a top RL of 175.4m

The built form is broken into a four storey podium housing a commercial offer of 2618m2 GFA which equates to 2 : 1 FSR, four levels of amenities have been provided between the podium and the residential tower form which offers 72 apartments at 6800m2 GFA for an FSR of 5.2 : 1 over 16 floors.

6800m2 Residential GFA
2618m2 Commercial GFA



Contents

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02 The Base
03 Northern Development Scenarios
04 The Tower



WILLOUGHBY
LGA

LANE COVE
LGA

Crows Nest/
St Leonards
Planning Area

NORTH SYDNEY
COUNCIL

Crows Nest/
St Leonards
Planning Area

Wollstonecraft/
Waverton
Planning Area

Pacific Highway

Hume Street

Oxley Street

Nicholson Street

Hume Street

Pacific Highway

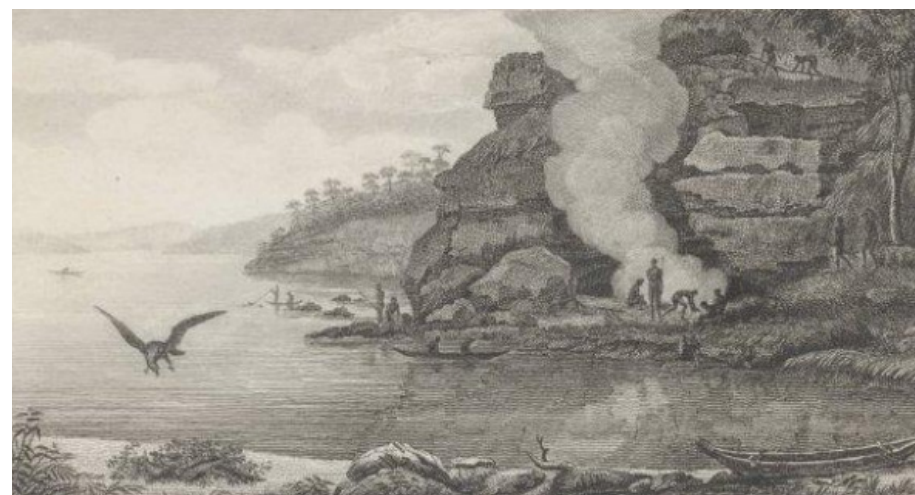
Pacific Highway

Site History - Shaped By Transport



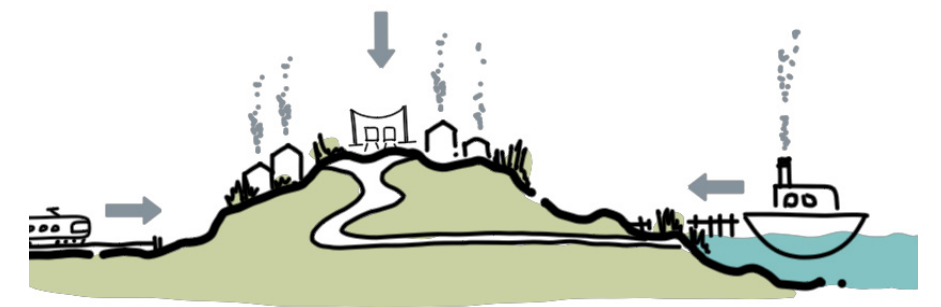
Nature & First Nation Peoples

- Sydney Harbour North Shore, rocky undulating shoreline rising to the north with trees, bush & moderately deep waters
- Trails navigating the rugged landscape along ridgelines that in later years become more significant thoroughfares
- Rock Shelters for fishing & cooking



Early European Settlements

- Crows Nest Cottage established atop the hills in early 1820's as part of the Wollstonecraft/Berry Estate



Expansion & Interconnectivity

- Crows Nest area is expanded with the north shore rail line in the 1890's
- Early 1900's connectivity around Crows Nest is increased by car, rail & trams
- Existing trails along ridgelines become highways for transport

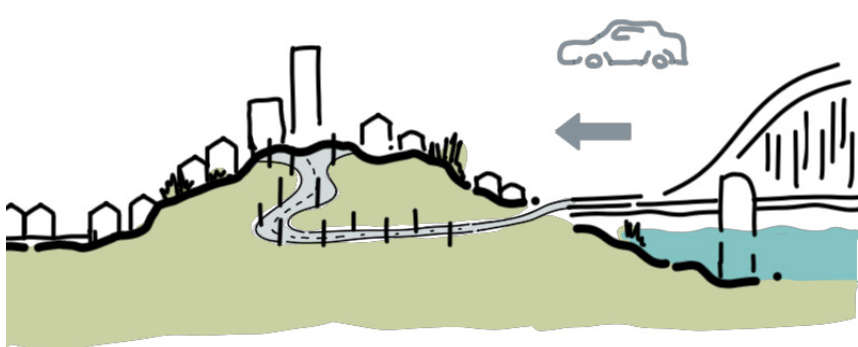


Site History - Shaped By Transport



Opening of Sydney Harbour Bridge

- Active settlement of Crows Nest began in 1932 with the opening of the Sydney Harbour Bridge.
- The idea for the bridge was spurred into reality following the construction of Sydney Central Station in 1906 and ambitions to further expand the rail network.

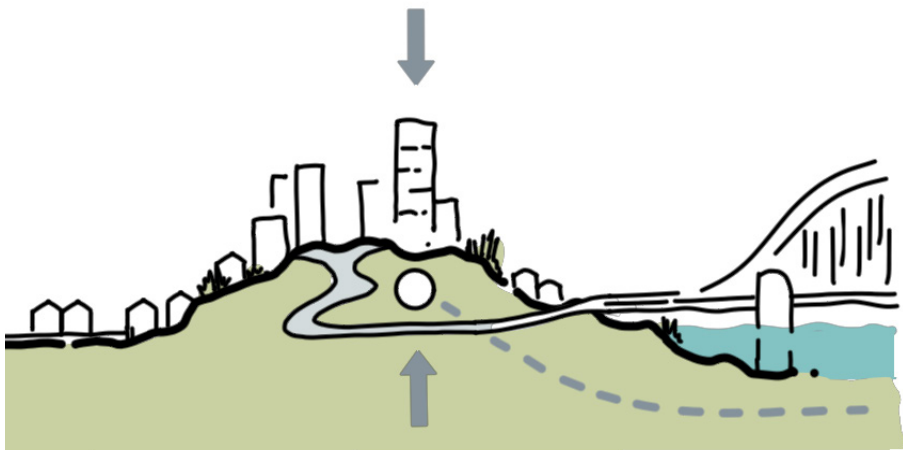


Warringah Freeway

- Introduction of the Warringah freeway in 1968 made the area more built around car-centric travel
- Highway lines follow the old ridge access trails



Present Day



Introduction of Metro & 2036 Plan

- Metro line to be built, reducing the reliance on the car
- A return to Pedestrian friendly living & urban spaces
- The 30 minute City

