03

Northern Development Scenarios

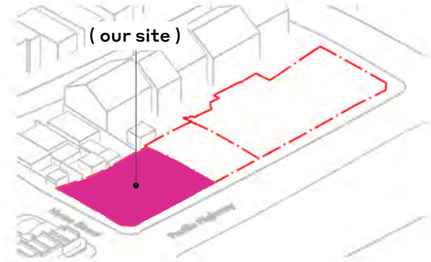
With consideration for the envisioned future of Crows Nest & St Leonards in the 2036 Plan; this section aims to determine the most likely development scenario along Pacific Highway between Hume Street to Oxley Street and how our proposal could interface with them.

The preferred tower location for our site is guided by keeping setback distances with neighbouring boundaries, be considerate of the ADG Guides to achieve 360 degrees of possible tower articulation as well as being a strong urban focal point marking the intersection of both Pacific Highway and Hume Street adjacent to the new Metro OSD.

North Sydney Council has expressed concern that a future row of towers along Pacific Highway with close separation distances would be an unfavourable outcome.

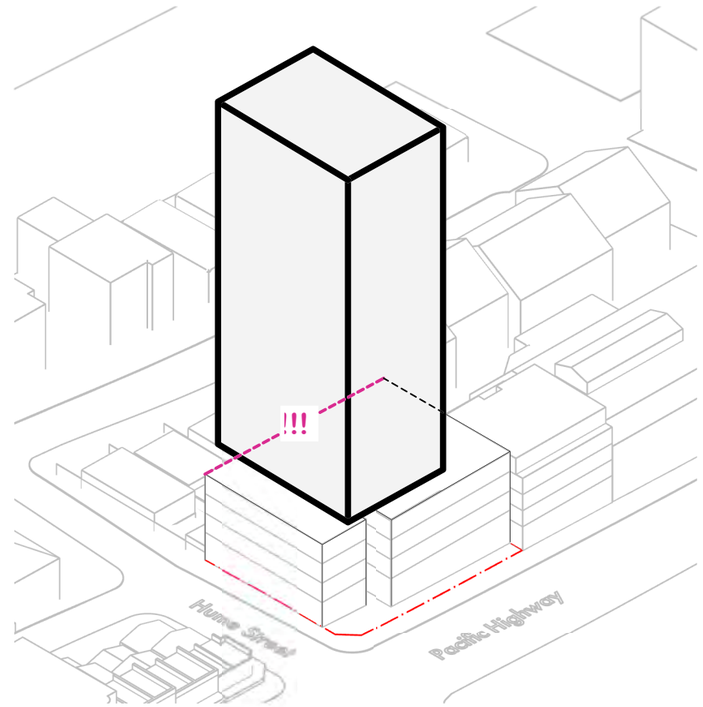
This study illustrates that the most likely result will be a single tower with generous separation distance to our own at Oxley Street & Pacific Hwy as either a development of 402-420 alone or 398 + 402-420 amalgamated (as they are currently separately owned) to a maximum of 7.5 : 1 FSR as allowed by the 2036 Plan.

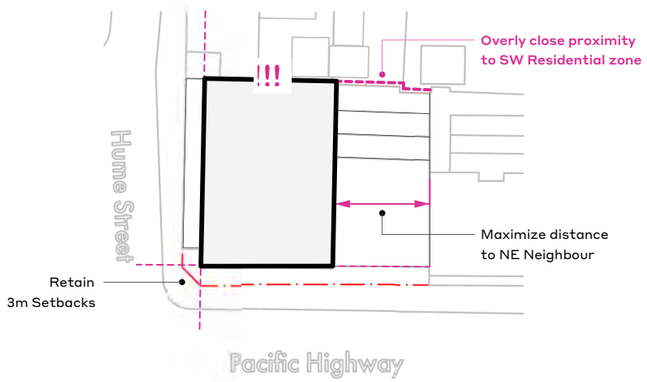
The following studies of this chapter will explore possible scenarios in further detail.



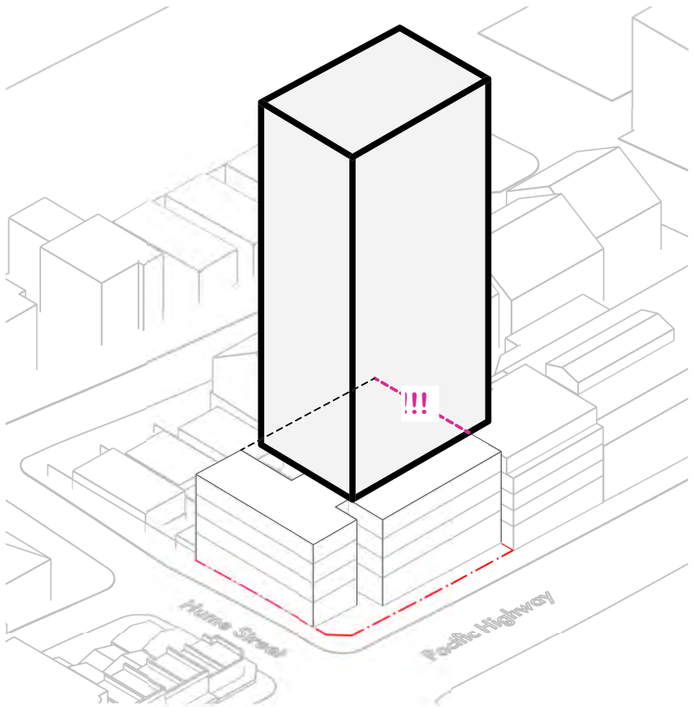
Tower Placement Studies

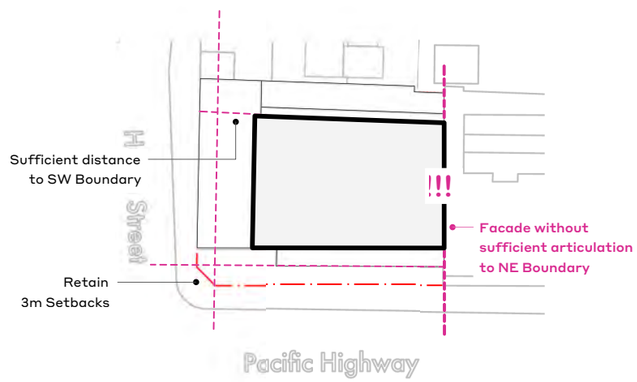
Hume Street Alignment



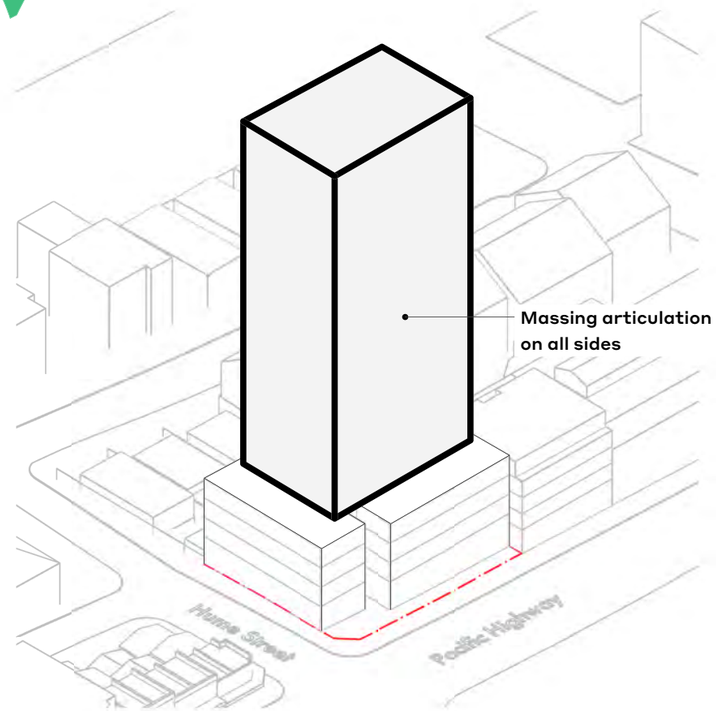


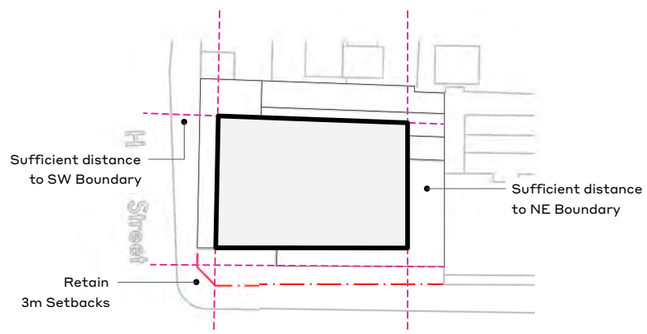
NE Boundary Alignment





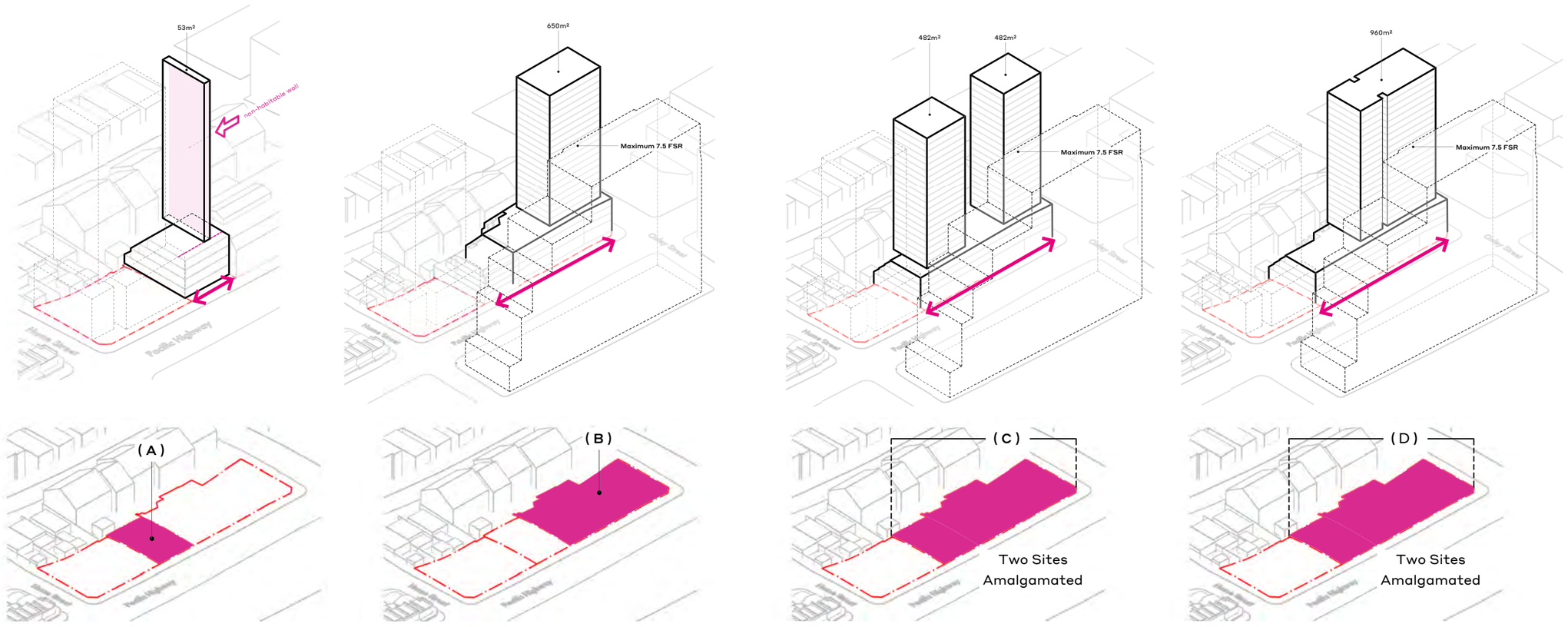
Intersection Alignment





Northern Block Development

Summary of tower location scenarios



A

398 Pacific Highway

B

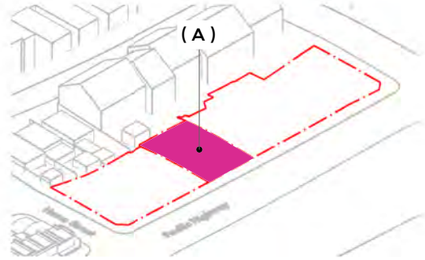
402-420 Pacific Highway

C

398 + 402-420 Pacific Highway

D

398 + 402-420 Pacific Highway

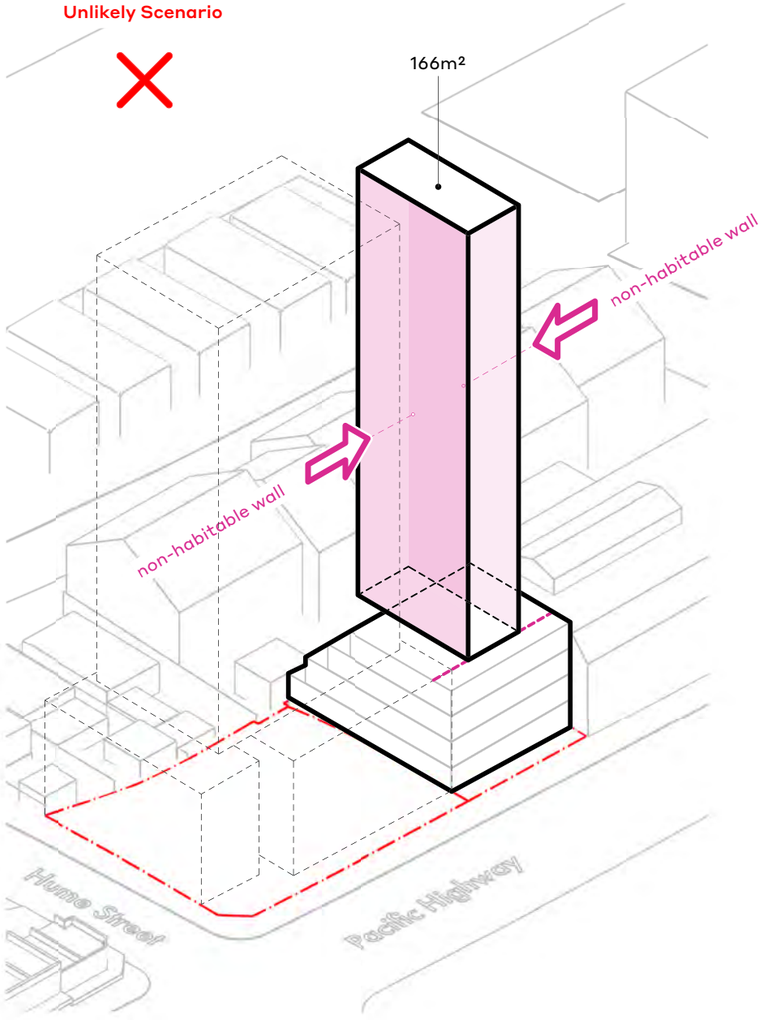


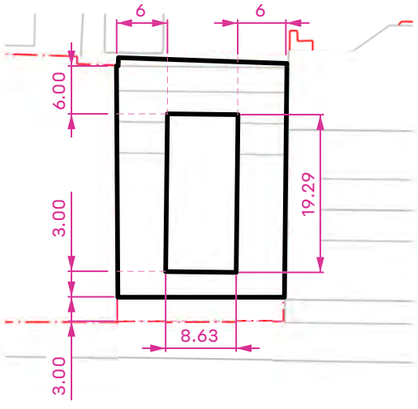
Northern Block Development

Scenario A - Development of 398 Pacific Hwy

Unlikely Scenario

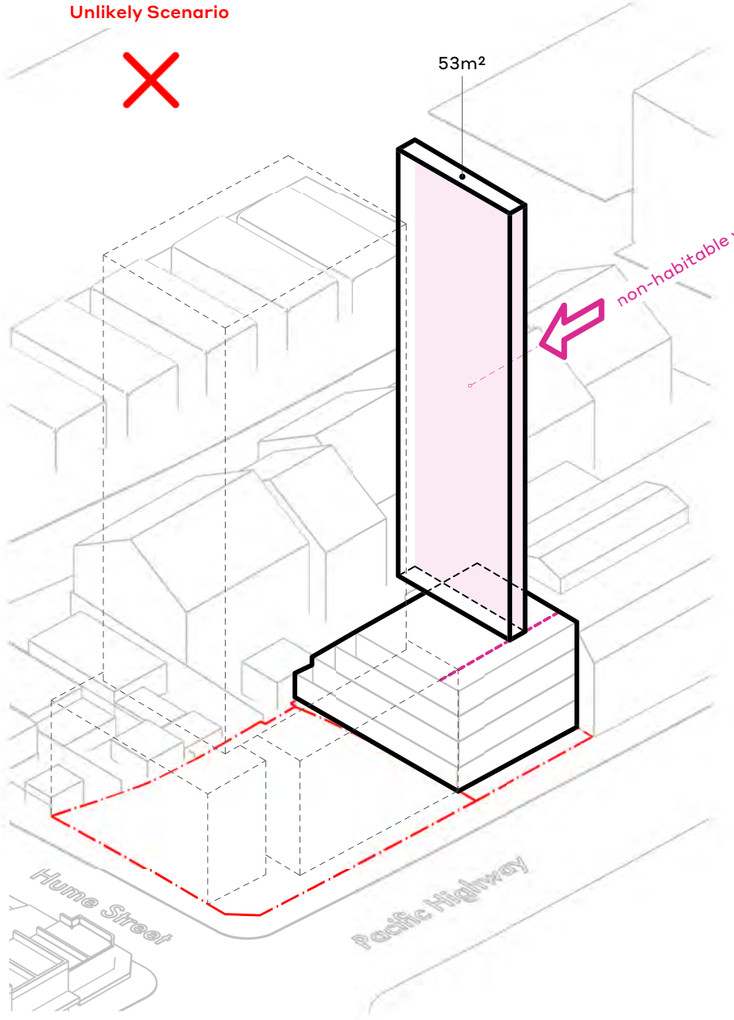
- Full 7.5 FSR not met
- Floorplate size unrealistic for development
- Non-habitable facades due to ADG separation distances leave insufficient solar to remaining facade

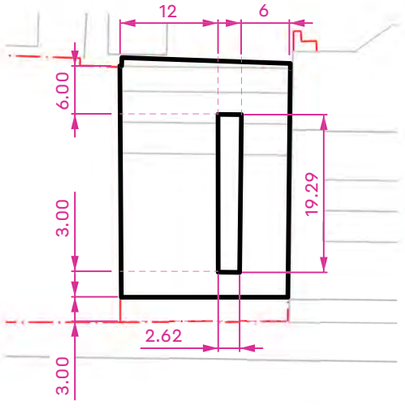


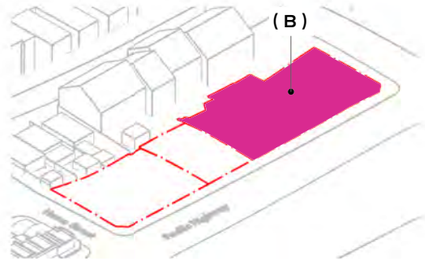


Unlikely Scenario

- Full 7.5 FSR not met
- Floorplate size unrealistic for development

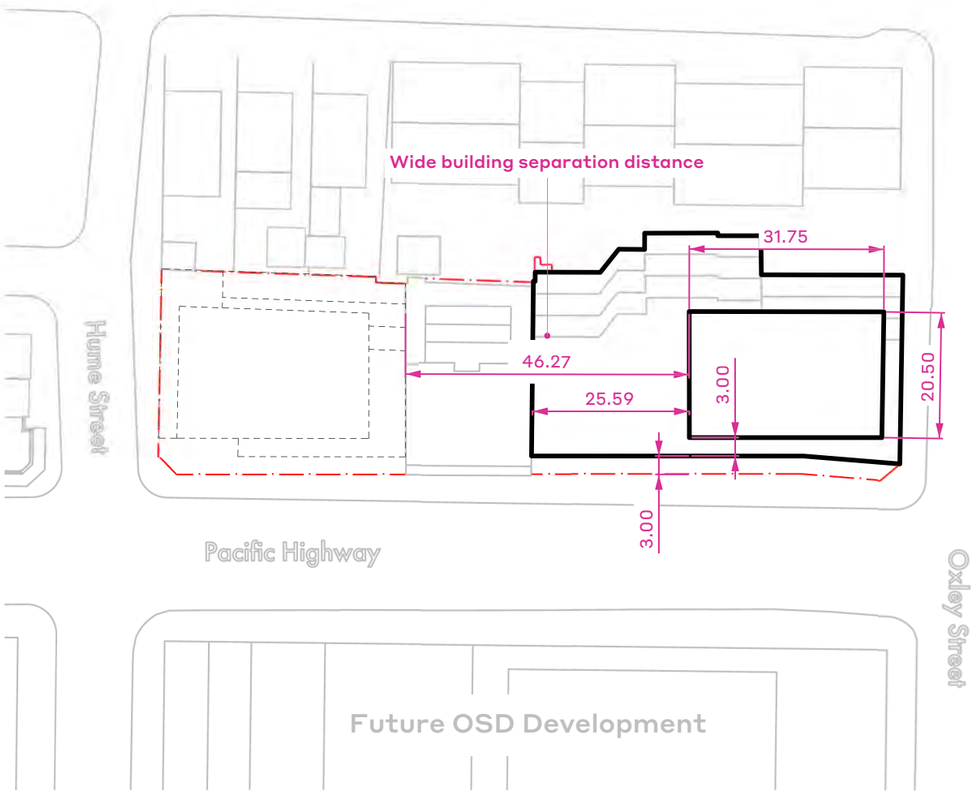




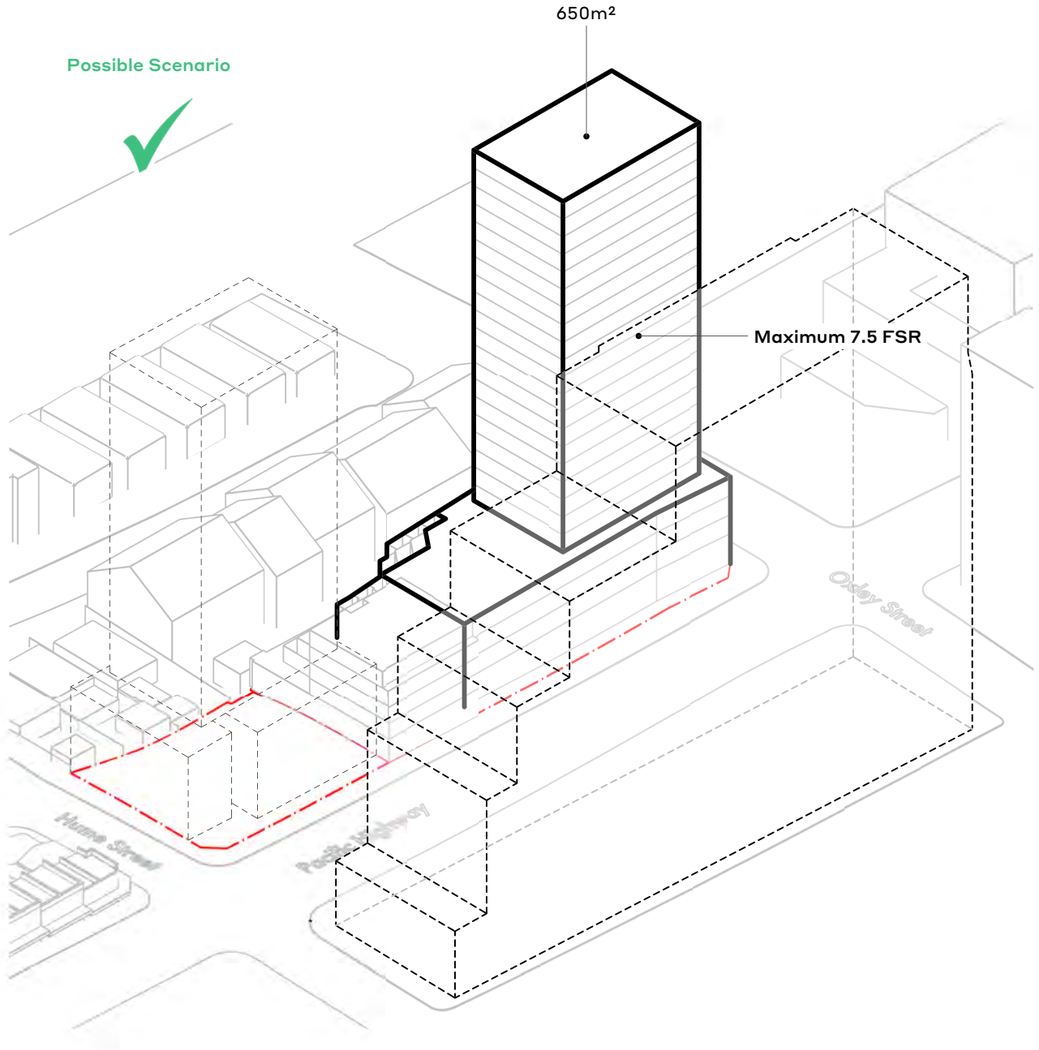


Northern Block Development

Scenario B - Development of 398 Pacific Hwy

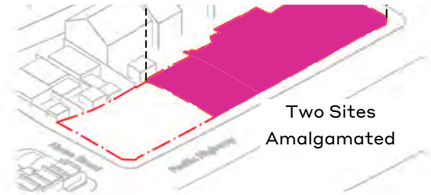


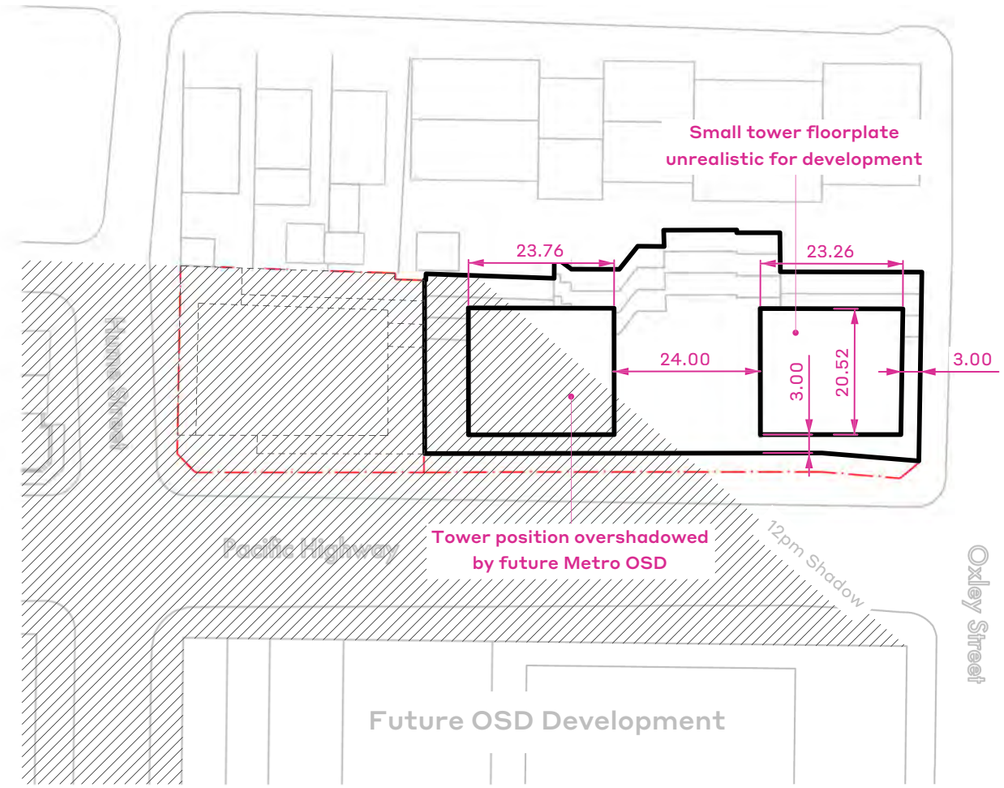
Possible Scenario

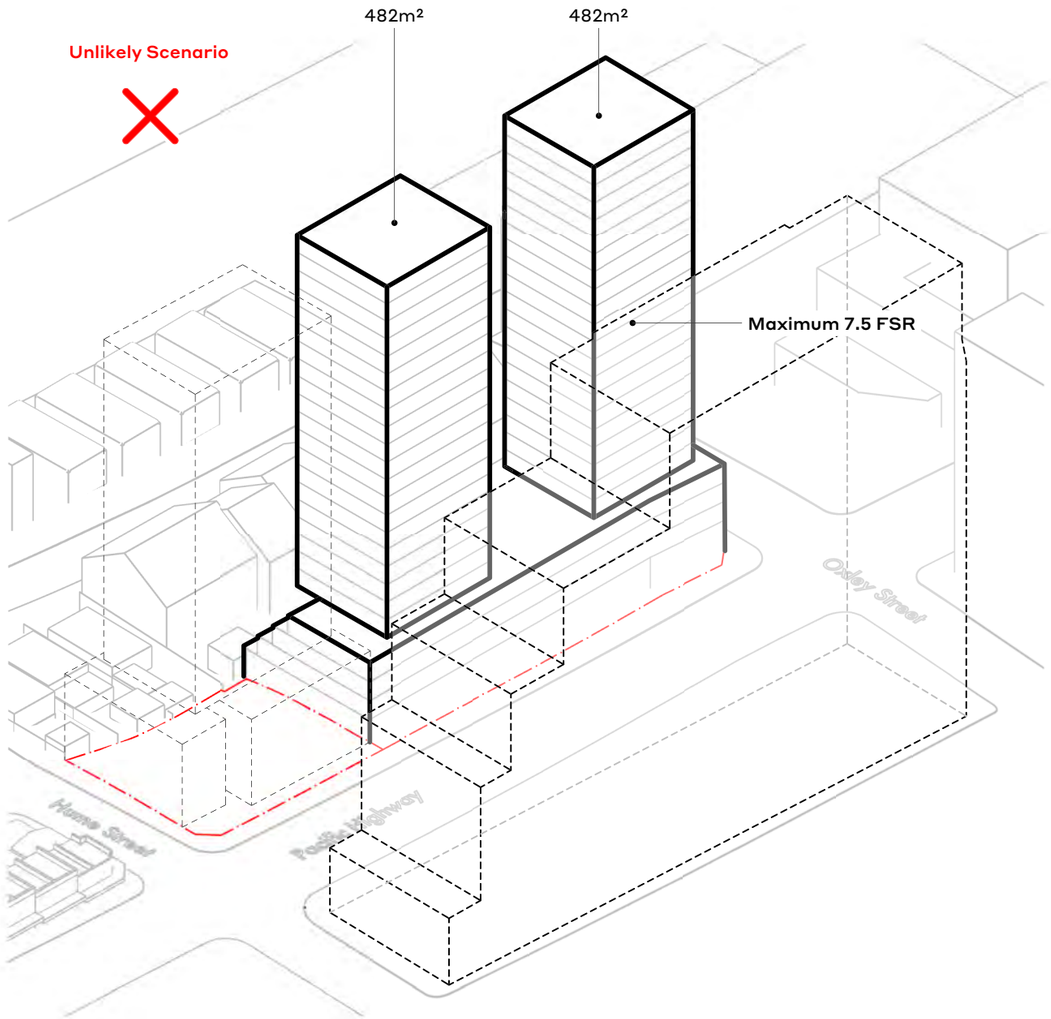


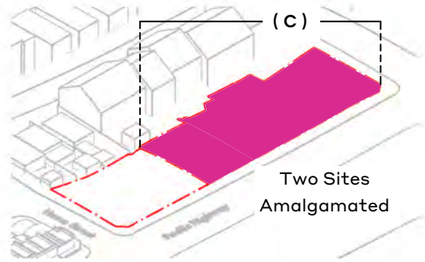
Northern Block Development

Scenario C - Development of 398 Pacific Hwy



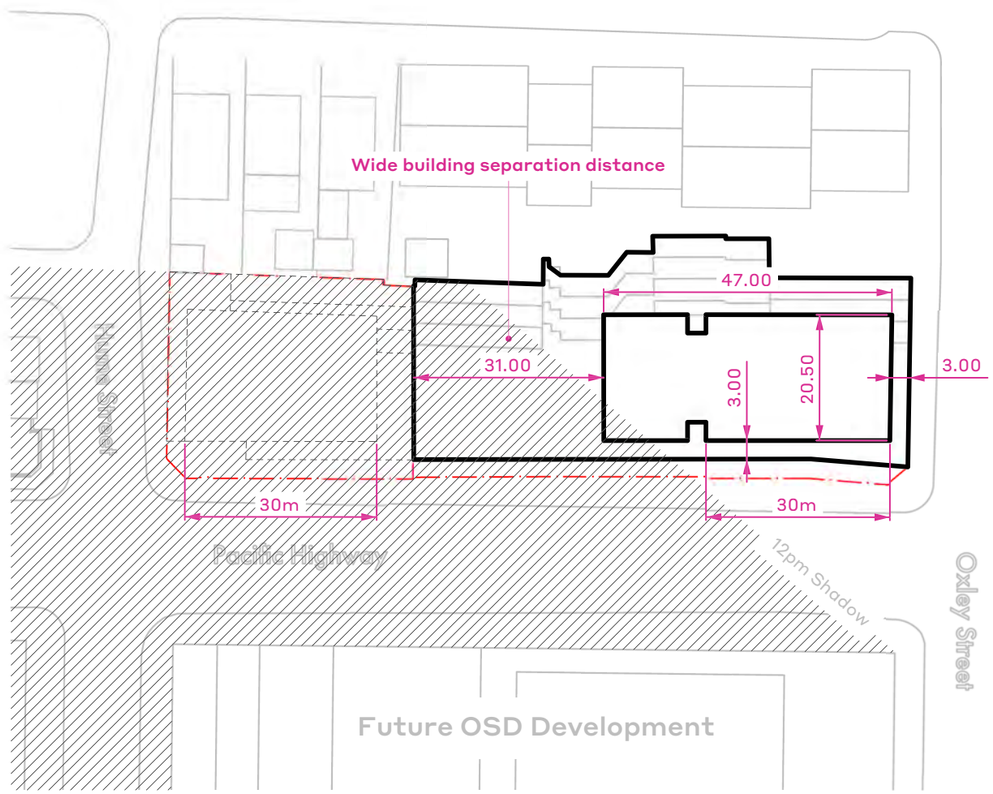




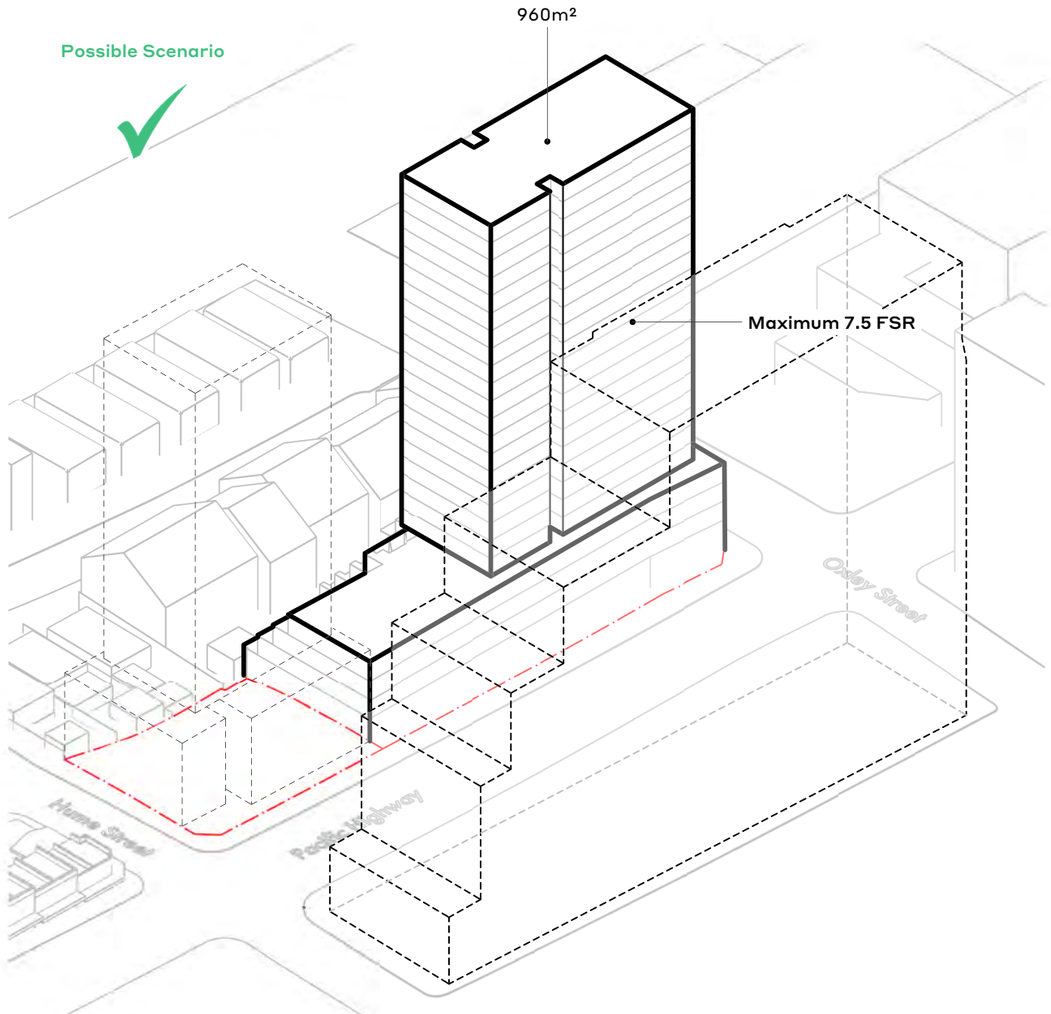


Northern Block Development

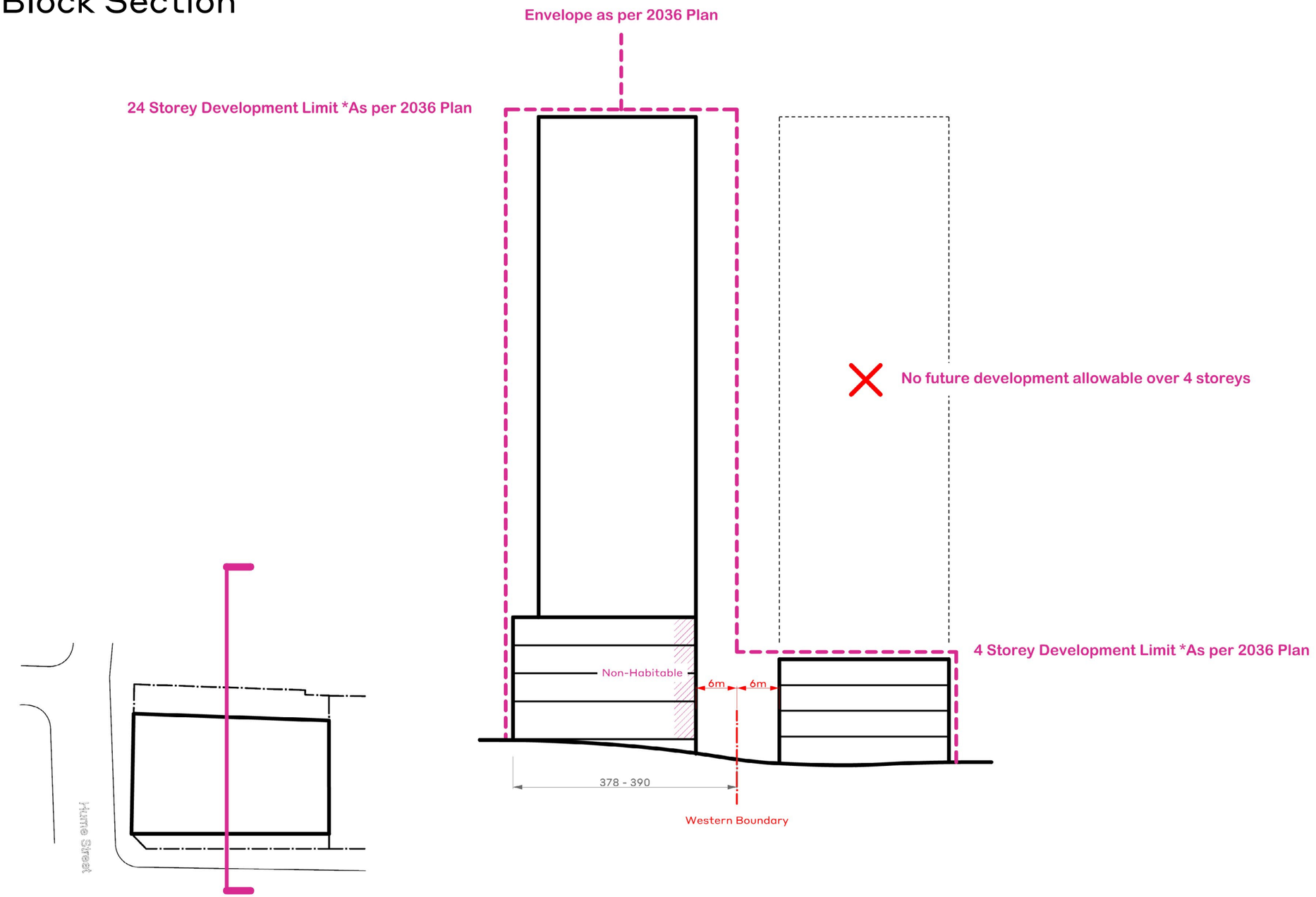
Scenario D - Development of 398 Pacific Hwy



Possible Scenario



378-390 Block Section

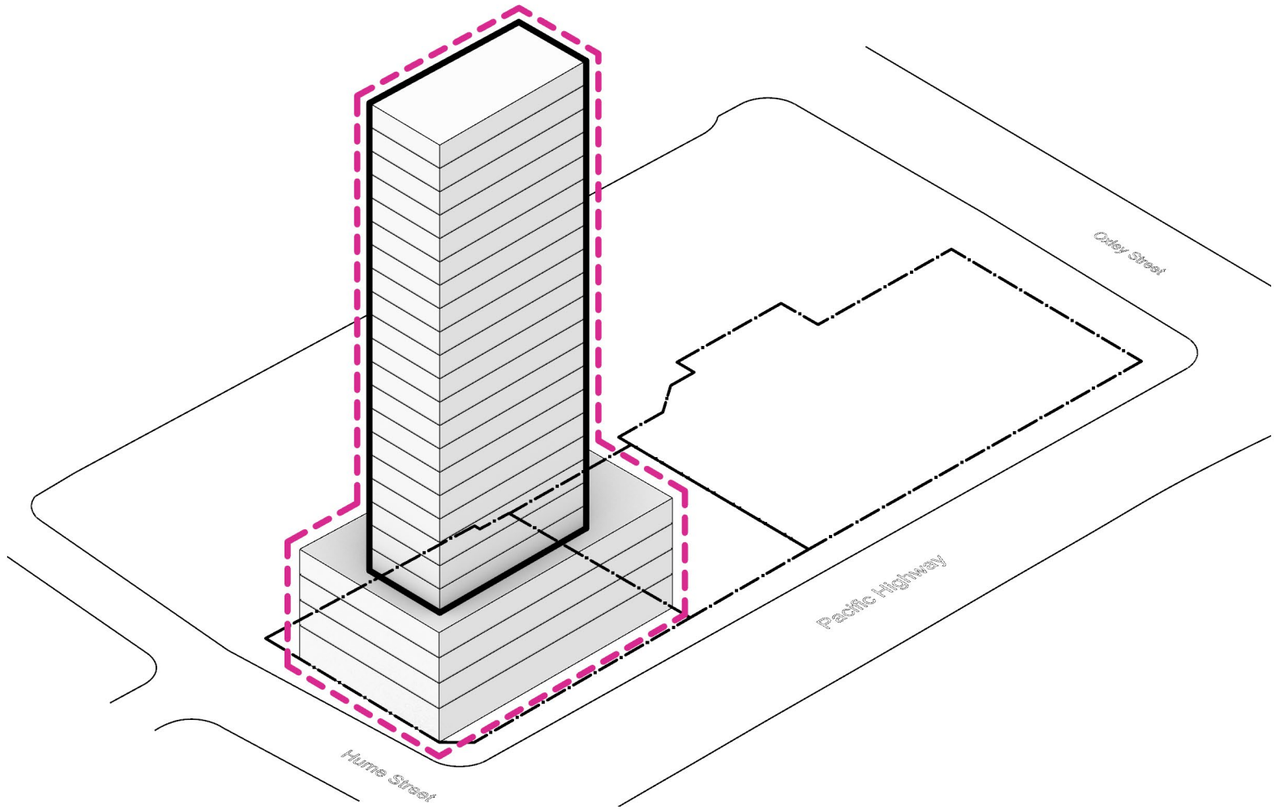


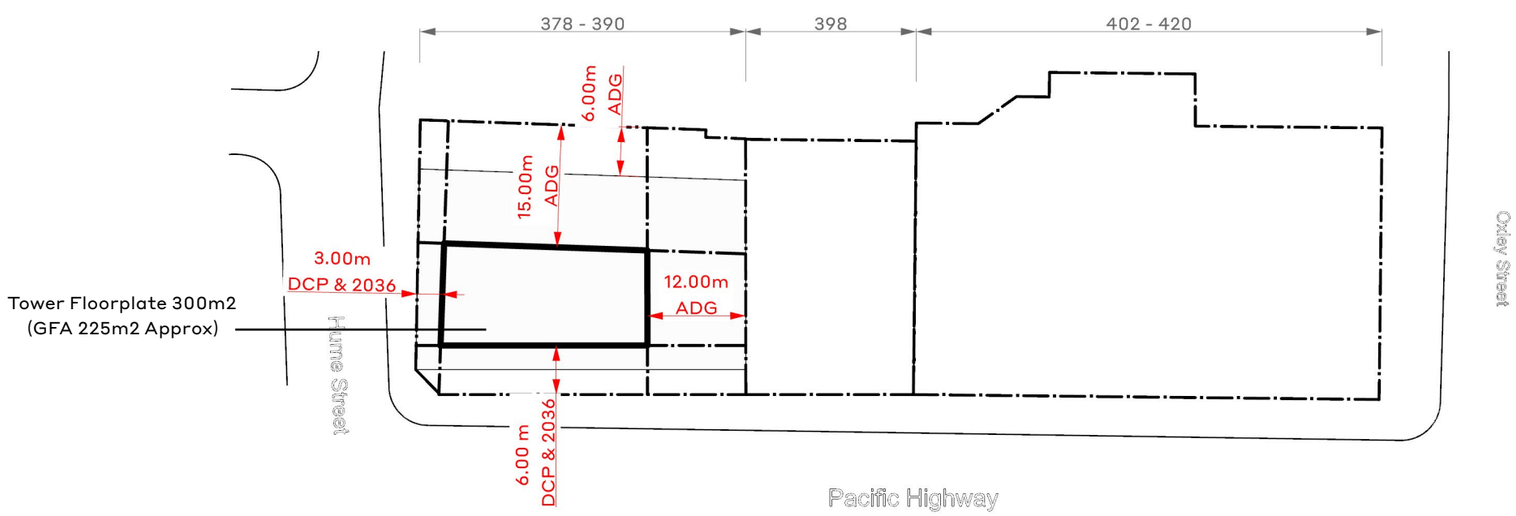
378-390 Block Analysis

– An analysis of blocks from Hume Street to Oxley street was undertaken to better understand the impact to the pacific highway street wall.

– This study mostly centered around the setback requirements to the West according to the Council Draft DCP & ADG controls, where an ADG setback of 15m was tested against a reduced setback. In all cases the reduced setback allowed a rectangular distribution of the FSR which reduced the street wall impact significantly and allowed better solar amenity and reduced visual impact through to neighbouring plots.

– The 378-390 block as shown indicates a tower development that abides the controls, resulting in an un-developable floorplate.





Approximate possible site FSR of 5.7 : 1 as shown

*7.5 : 1 FSR as per the 2036 plan unlikely to be met with applied setbacks

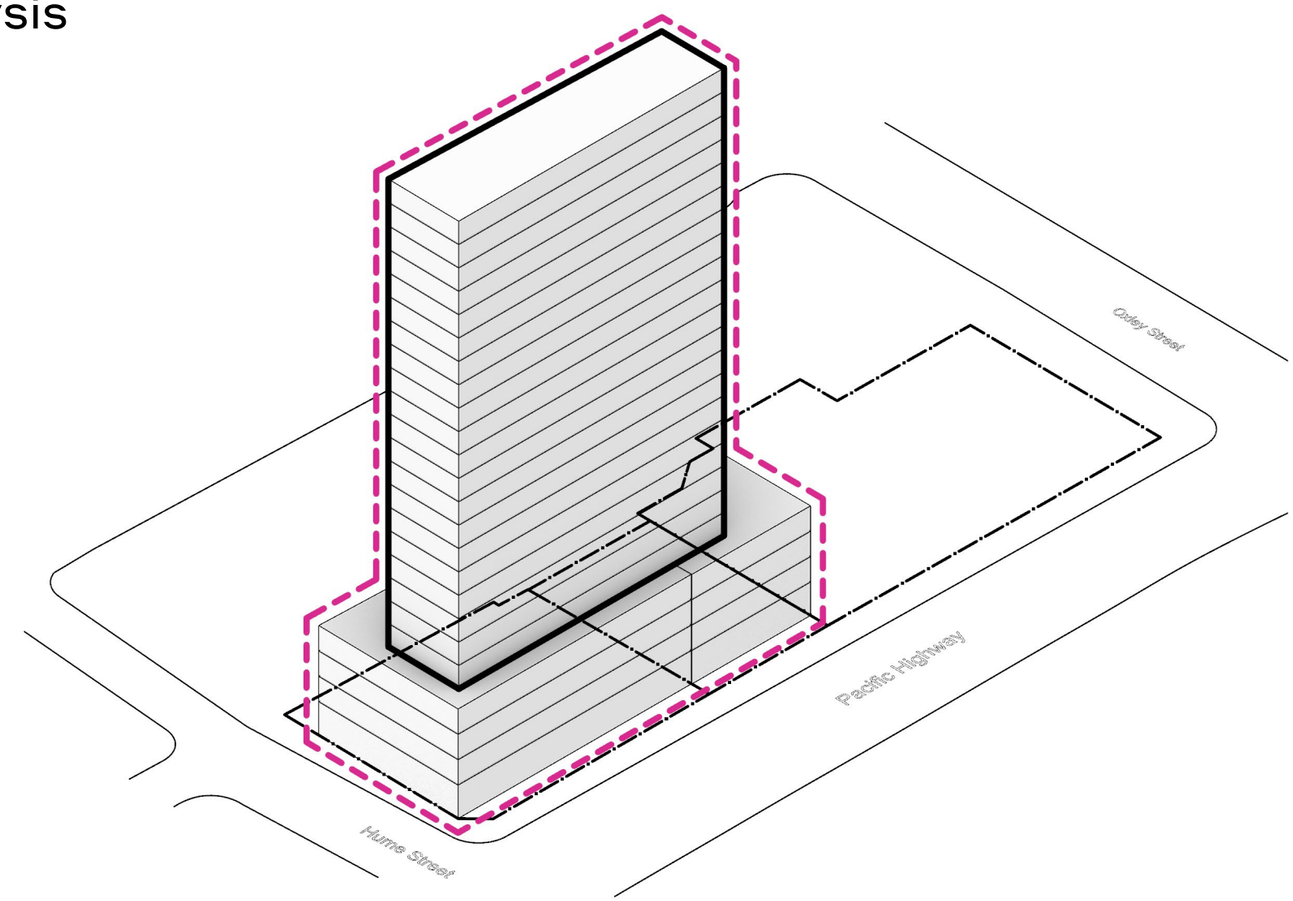
Unrealistic floorplate area for development

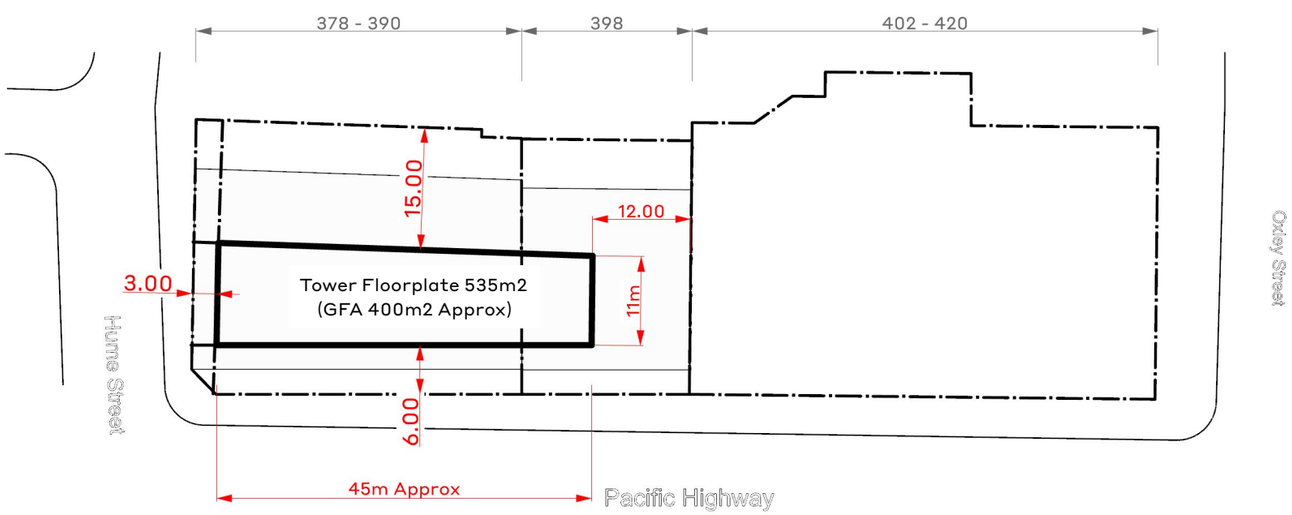
378-398 Block Analysis

– An analysis of blocks from Hume Street to Oxley street was undertaken to better understand the impact to the pacific highway street wall.

– This study mostly centered around the setback requirements to the West according to the Council Draft DCP & ADG controls, where an ADG setback of 15m was tested against a reduced setback. In all cases the reduced setback allowed a rectangular distribution of the FSR which reduced the street wall impact significantly and allowed better solar amenity and reduced visual impact through to neighbouring plots.

– The 378-398 block as shown indicates an amalgamated tower development that abides the controls, resulting in a narrow floorplate & long street wall.





Approximate possible site FSR of 6.3 : 1 as shown

*7.5 : 1 FSR as per the 2036 plan unlikely to be met with applied setbacks

Long buildings with more signif icant overshadowing impact

Narrow f loorplate would likely result in only single-aspect apartments

Unrealistic f loorplate area for development

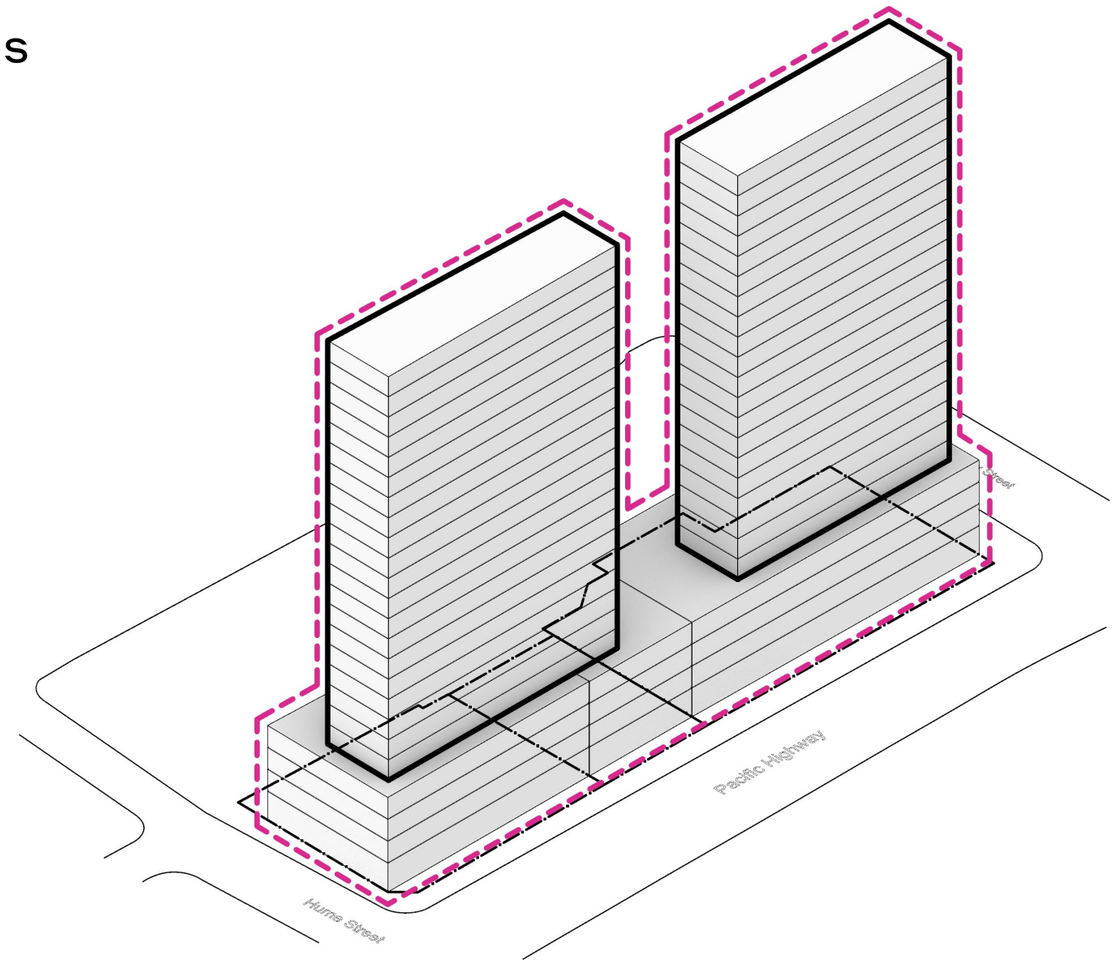
378-420 Block Analysis

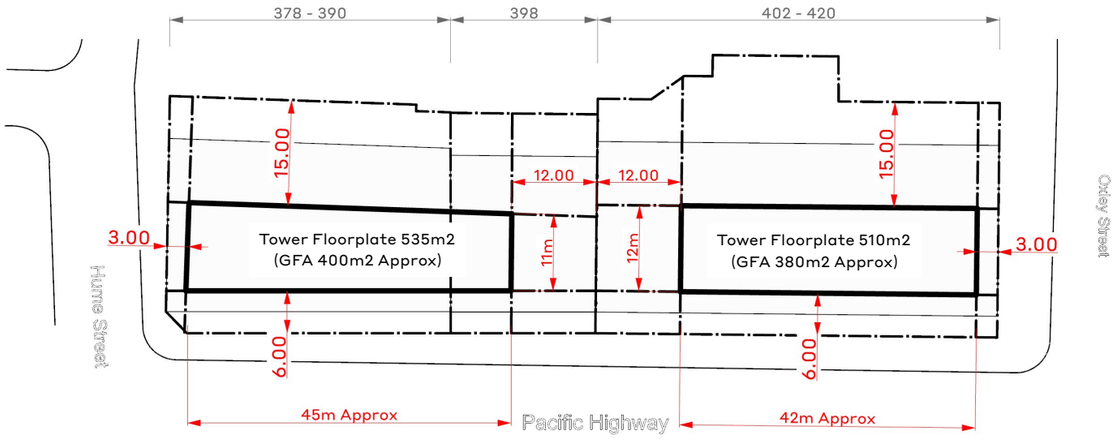
– An analysis of blocks from Hume Street to Oxley street was undertaken to better understand the impact to the pacific highway street wall.

– This study mostly centered around the setback requirements to the West according to the Council Draft DCP & ADG controls, where an ADG setback of 15m was tested against a reduced setback. In all cases the reduced setback allowed a rectangular distribution of the FSR which reduced the street wall impact significantly and allowed better solar amenity and reduced visual impact through to neighbouring plots.

– The 378-420 block as shown indicates an amalgamated tower development & neighbouring development that abides the controls, resulting in multiple long street walls.

– The result is an inferior outcome with decreased solar amenity & increased visual impact to the western neighbours.





Approximate possible site FSR of 6 : 1 as shown

*7.5 : 1 FSR as per the 2036 plan unlikely to be met with applied setbacks

Long buildings with more signif icant overshadowing impacts

Narrow f loorplate would likely result in only single-aspect apartments

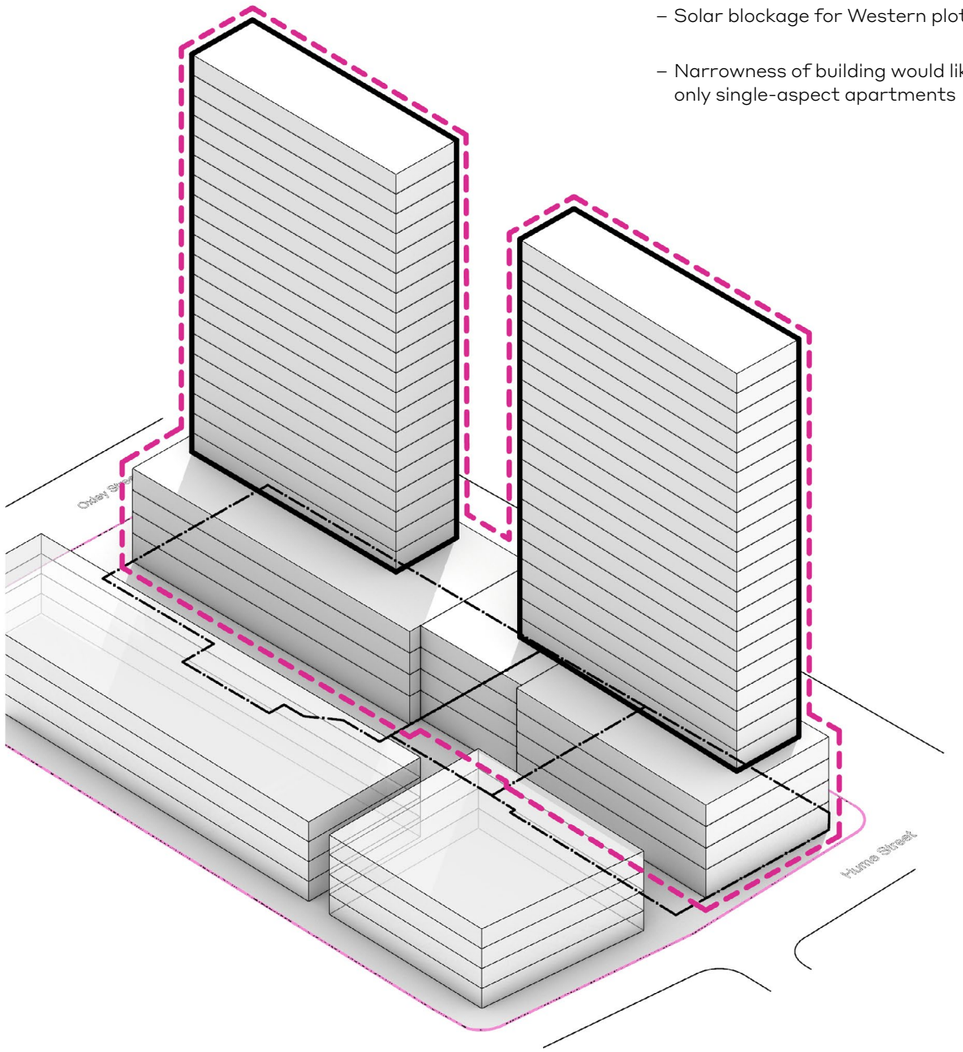
Lengthy street walls along Pacif ic Highway

Unrealistic f loorplate area for development

378-420 Block Comparison

Setback Blocks

- Solar blockage for Western plots
- Narrowness of building would likely result in only single-aspect apartments



Preferred Blocks

- Better solar amenity to Western plots
- More efficient floorplates with possibility for apartments with multiple aspects