



183-185 MILITARY RD
PLANNING PROPOSAL

URBAN DESIGN REPORT

EXHIBITION ISSUE, REV. B
5 MAY 2025

AJC
AJC ARCHITECTS

Equitibuild

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AJC's Chippendale office is in Turpentine-Ironbark Country within the traditional lands of the Gadigal people of the Eora Nation. We acknowledge that by operating within this Country we have a responsibility to contribute to its care.

We pay our respects to Elders past, present and emerging; recognising their culture, wisdom and knowledge.

Lisa-Jane Van Dyk

This artwork represents the Southern Cross in the night sky, which First Nations tribes used for travelling. Each dot represents a star in the constellation. For some tribes, the position of certain stars within the constellation indicated if it was nesting season for certain animals, and therefore eggs could be harvested.

EXECUTIVE SUMMARY

AJC Architects have been engaged by Equitibuild to prepare this Urban Design Report in support of a Planning Proposal and Rezoning Review for 183-185 Military Road, Neutral Bay, NSW. The document advocates for a 12-storey residential tower including a 4-storey non-residential podium on the site. The planning proposal was submitted in 2021, with the design outcome proposed later incorporated into the May 2024-adopted North Sydney Council Neutral Bay Village Planning Study (NBVPS). The NBVPS integrated the expanded public space offering of the current planning proposal, however reduced the building height and yield to a minor uplift on existing controls. The NBVPS notes no Council-led changes will be made to the LEP controls for 183-185 Military Road, with a proponent-led planning proposal required for the site. This planning proposal is exhibited within that context.	The subject site is located in the Neutral Bay Town Centre, and is currently occupied by a 3-storey office building with ground floor retail as well as two 1-storey retail buildings. It is bounded by Military Road, Rangers Road, and Military Lane, adjoining Woolworths Neutral Bay Village on 1-7 Rangers Road ('Woolworths Rangers Rd') to the east and further 'main street' style two-storey retail to the west. The subject site is part of what North Sydney Council identified as 'Site 3A' in their Neutral Bay Village Planning Study. A Planning Proposal for 'Site 3B' - the adjoining supermarket site - was submitted by the landowner to North Sydney Council in March 2022. It was rejected by Council citing height and bulk, but then submitted as a Rezoning Review and found support from the Sydney North Planning which recommended the proposal for Gateway Approval. Exhibition was commenced and since completed. We note that the development of 183-185 Military Road proposed in this report would significantly improve the public open space offered in the original Woolworths Planning Proposal. As this report outlines, it will also significantly improve the public domain along Military Road, providing acutely needed dwell space adjacent the B-Line rapid bus transit service as well as other local bus stops.	In summary, AJC have prepared this urban design report advocating for the public realm outcome of the 2024 strategic planning vision authored by North Sydney Council to be delivered in this area of the Neutral Bay Town Centre through a facilitating development. It advocates for: • a 12-storey tower on the subject site, with ground- and basement retail below a podium composed of community centre and office uses with residential above; • contribution of site area to public plaza proposed under NBVPS as well as the adjoining Planning Proposal for the Woolworths Site; • expansion of footpath depth along Military Road to ameliorate overcrowding at B-Line and Local Bus stops. This report will summarise the existing statutory and strategic planning framework, provide an overview of the site's immediate and larger context, outline the adjoining planning proposal submitted by Woolworths, and outline the design proposal for 183-185 Military Road. The design proposal offers a 12-storey mixed-use residential tower on the corner of Military Road and Rangers Road. This will join an 8-storey building on Ranger Road above the Woolworths, surrounded by 6-storey buildings on Yeo Street, Military Road and Rangers Road. The final chapter of this report identifies the changes to the North Sydney Planning Framework required to facilitate that design proposal's delivery.	SUMMARY OF SITE-SPECIFIC MERIT 1. Positions new housing at a major public transport node. 2. Provides waiting and circulation space for on-street bus stops including the Northern Beaches bus rapid transit service (the 'B-Line'). 3. Provides further active transport support through a VPA offer for on-site secure public bike parking. 4. Protects and expands job potential through new office floor space. 5. Improves public space offering of the adjoining development by expanding a public plaza, improving its solar access and opening it to Military Road. 6. Proposes a building height appropriate to the existing local context of point towers interspersed around low- and mid-rise buildings. 7. Positions a point tower at an appropriate location, where it identifies public space, neighbourhood retail and public transport.

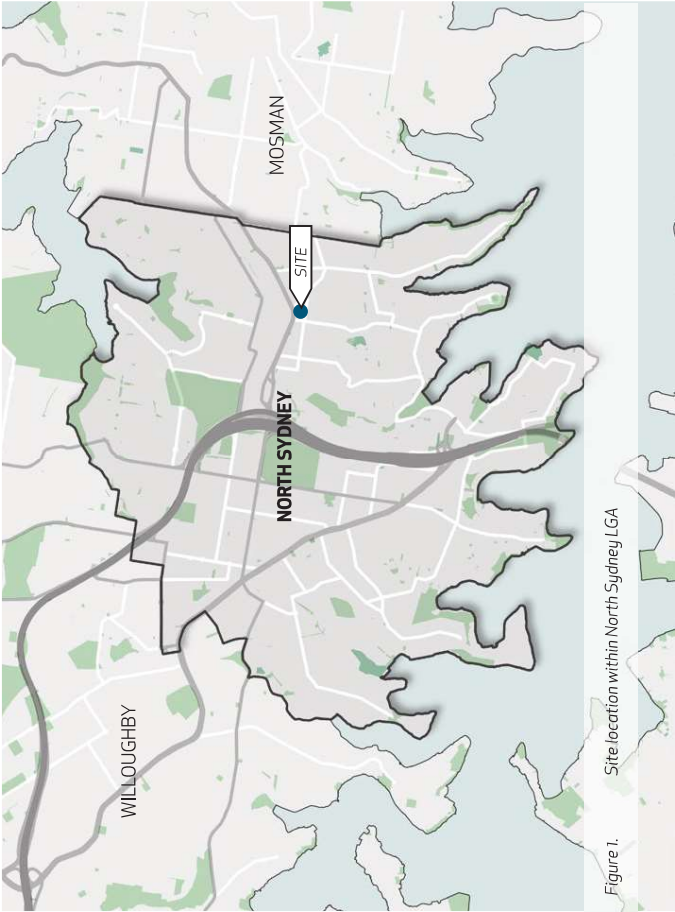


Figure 1. Site location within North Sydney LGA

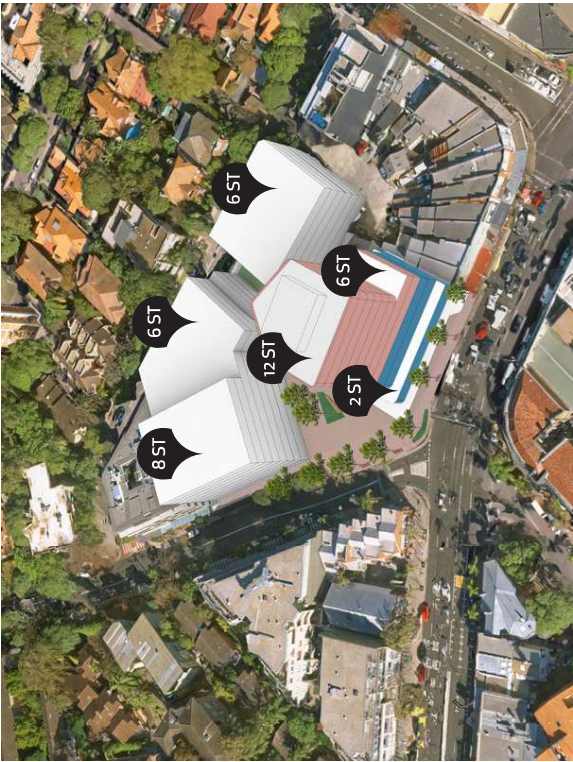


Figure 3. Indicative design proposal for 183-185 Military Road and surrounding sites.

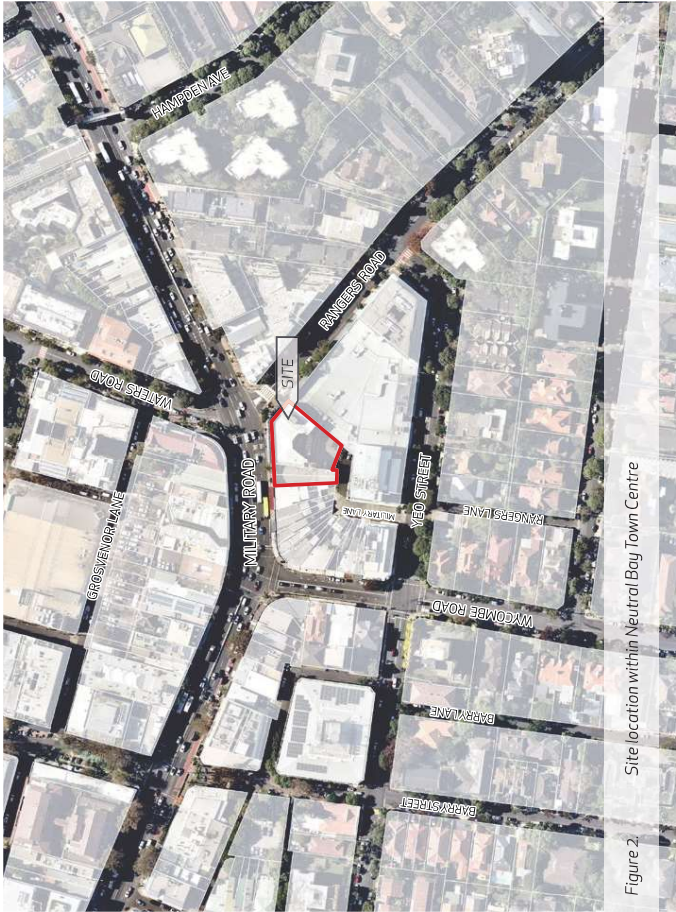


Figure 2. Site location within Neutral Bay Town Centre



Figure 4. Neutral Bay Village Planning Study (source: North Sydney Council)

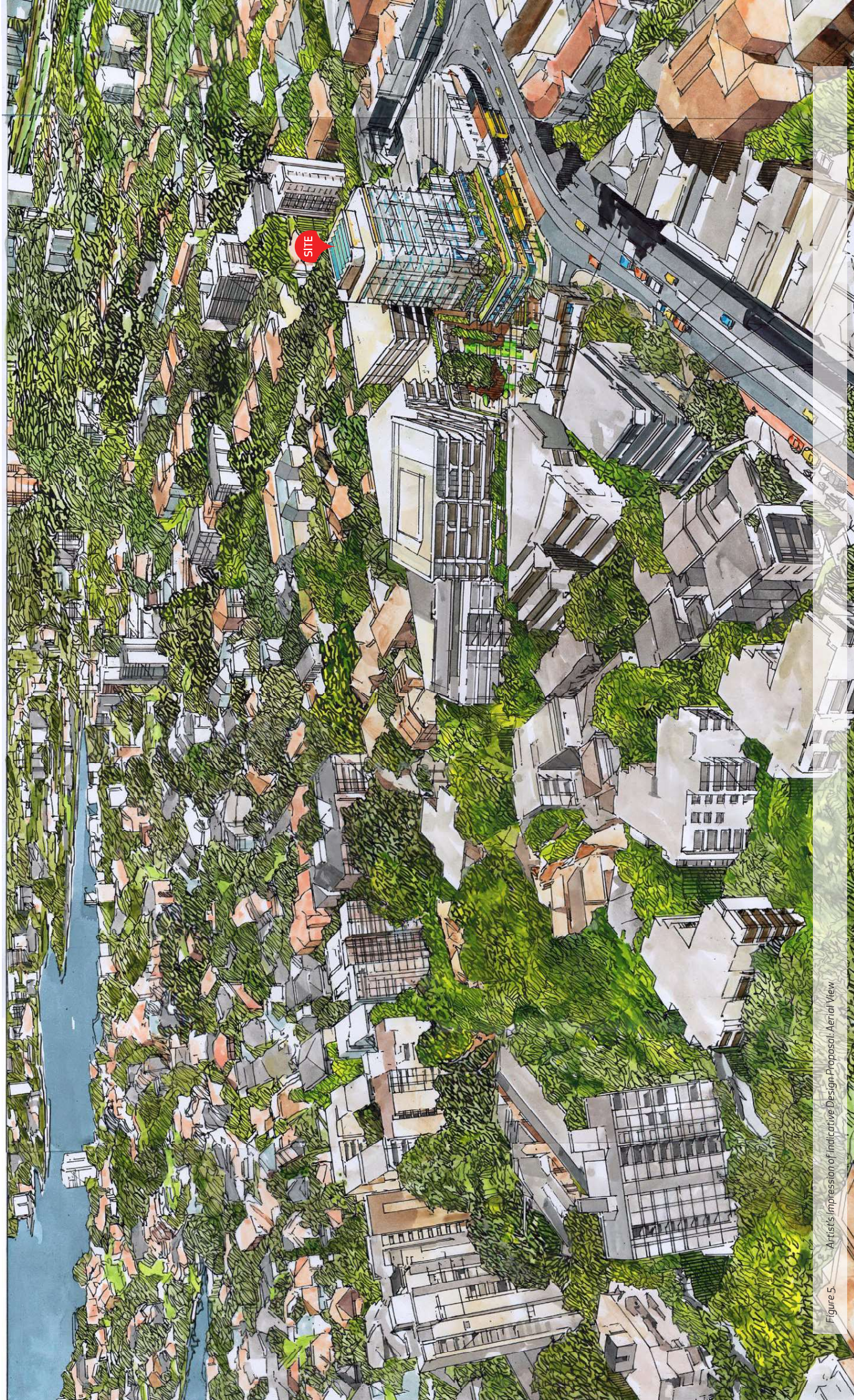


Figure 5 Artist's Impression of Indicative Design Proposal: Aerial View

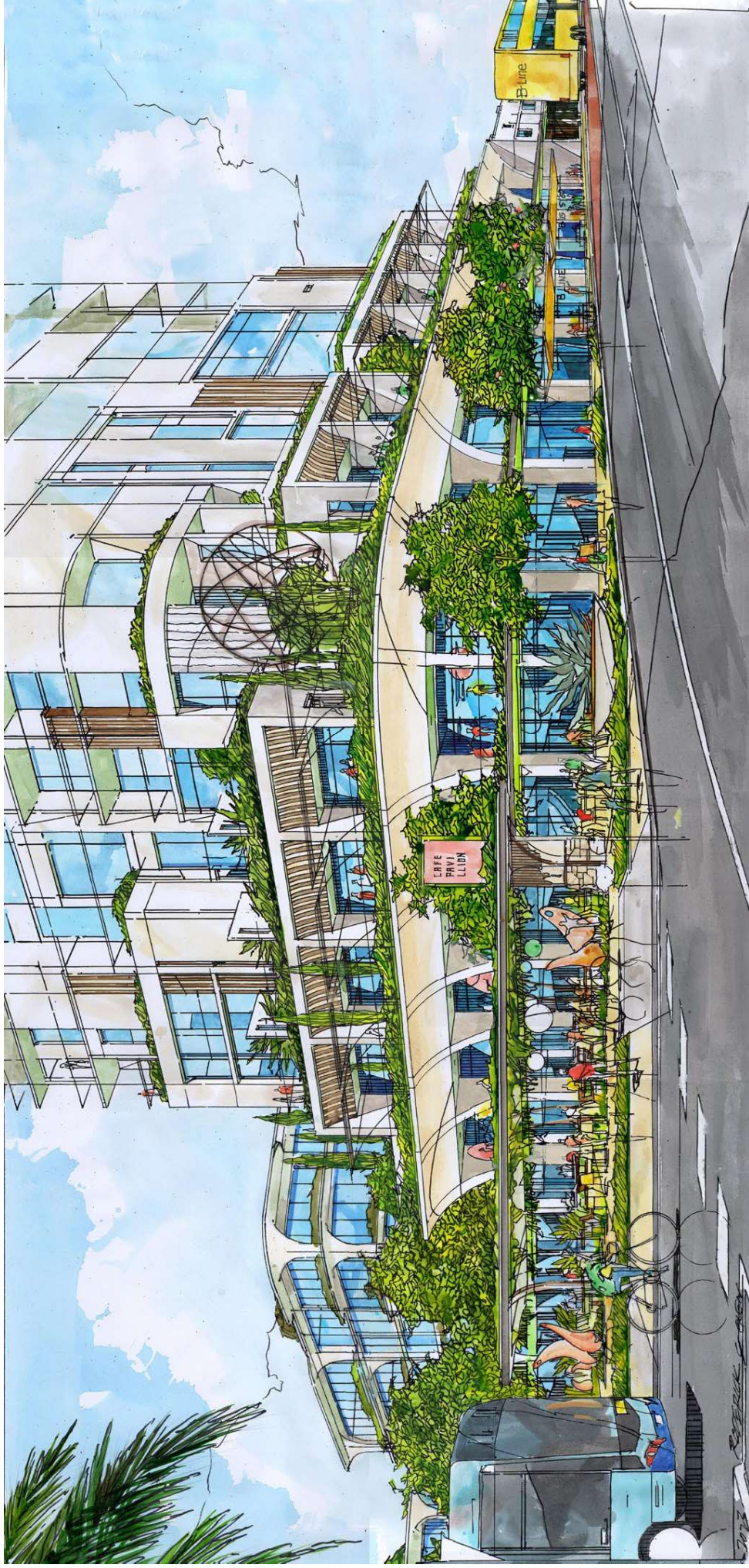


Figure 6. Artist's Impression of Indicative Design Proposal: Military Road Frontage



Figure 7. Artist's Impression of Indicative Design Proposal: Rangers Road Frontage

1.1 STATUTORY PLANNING FRAMEWORK

NORTH SYDNEY LEP 2013

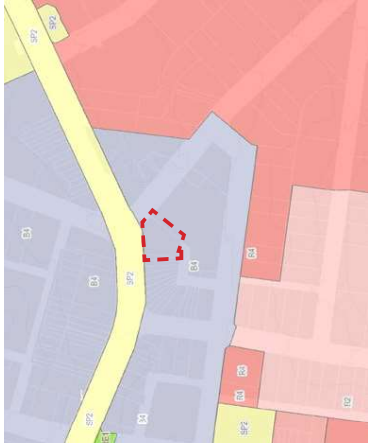


Figure 8. Existing Land Zoning Map (North Sydney LEP)

- MU1 Mixed Use
- R4 High Density Residential
- R2 Low Density Residential
- SP2 Infrastructure
- Planning Proposal Site

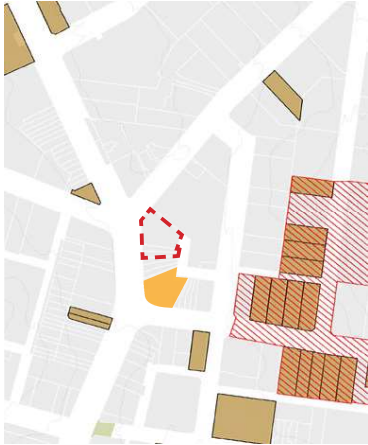


Figure 9. Existing Heritage Map (North Sydney LEP)

- Heritage conservation area
- Heritage listed building
- Iconic facades
- Planning Proposal Site

Land zoning

The subject site is zoned MU1 - Mixed Use, as are all of the properties surrounding it. Relevant objectives for development in the MU1 zone are:

- "To provide a mixture of compatible land uses"
- "To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximize public transport patronage and encourage walking and cycling"
- "To create interesting and vibrant mixed use centres with safe, high quality urban environments with residential amenity."
- "To maintain existing commercial space and allow for residential development in mixed use buildings, with non-residential uses concentrated on the lower levels and residential uses predominantly on the higher levels."

Heritage

The site does not contain any heritage buildings/items. However, it is neighbouring with 'periodic buildings' on Military Road, which are of architectural importance for the area and contribute positively to the local character of Neutral Bay town centre.

The site is close to a heritage conservation area on the south side of Yeo Street and is opposite a heritage listed building on the corner of Military Road and Wycombe Street.

1.0

EXISTING PLANNING FRAMEWORK

1.2 STRATEGIC PLANNING FRAMEWORK

NORTH SYDNEY LOCAL STRATEGIC PLANNING STATEMENT

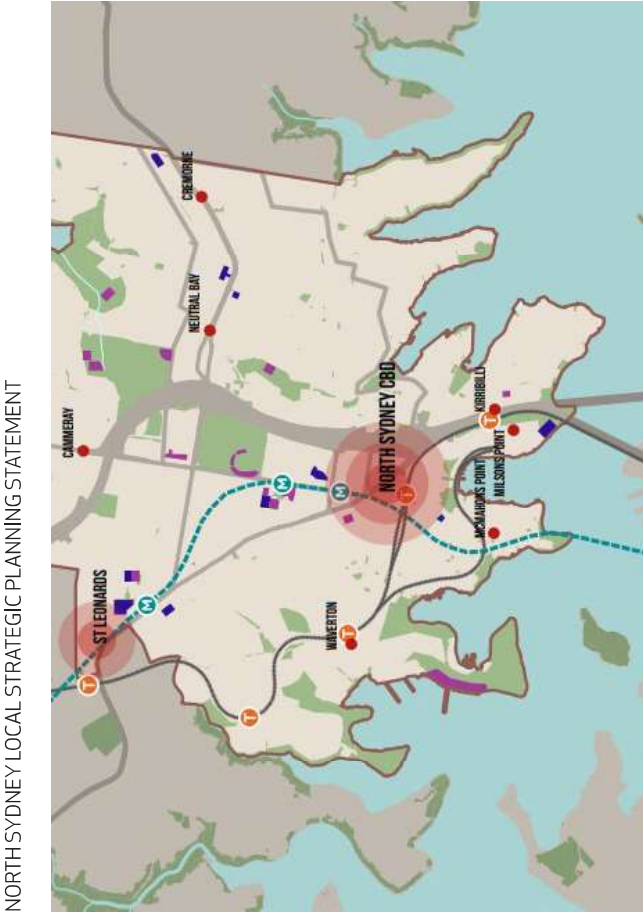


Figure 12. North Sydney LGA Structure Plan (North Sydney LSPS)

The North Sydney Council Local Strategic Planning Statement (LSPS) is the overarching strategic planning document that sets the direction of development within the North Sydney LGA.

The LSPS notes two metropolitan centres: St Leonards and the North Sydney CBD. No strategic centres are identified, with closest centre level below metropolitan being 'local'. Neutral Bay is one of 9 local centres identified in the LSPS.

Neutral Bay is identified as being within one of two Planning Study Areas (running down Military Road from the motorway to the eastern edge of the LGA). The other planning study area runs from St Leonards to Crows Nest.

The 'Military Road Corridor Planning Study' (later 'Neutral Bay Village Planning Study') is mentioned in the LSPS. The LSPS describes the goal of those studies are to "consider site specific and wider implications with regard to built form, transport, economic context and employment capacity, public domain, community infrastructure and precinct character. ... The outcome sought, will be a planning framework against which Planning Proposals may be assessed and measured which will both contribute to the desired future character of the corridor/precinct and make a tangible contribution to the public domain, community infrastructure or other identified public benefits."



Figure 11. Existing Height of Buildings Map (North Sydney LEP)

8.5m
10m
12m
13m
16m
Site area

Height of Buildings (HOB)

The site has a maximum Height of Buildings limitation of 16m above existing ground level.

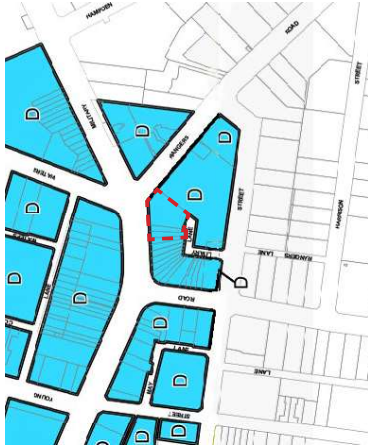


Figure 10. Existing Minimum Non-Residential Floor Space Ratio Map (North Sydney LEP)

0.5
Site area

Floor Space Ratio (FSR)

There is no overall Floor Space Ratio control for the site. There is a minimum Non-Residential FSR requirement of 0.51.



During the assessment period of this Planning Proposal, North Sydney Council undertook the development of a revised strategic planning policy for the area - initially named the Neutral Bay Town Centre Planning Study before being renamed the Neutral Bay Village Planning Study (NBVPS).

The study was exhibited from February to April 2024, with Council then resolving to adopt the policy but with a reduction to the nominated building heights. Associated changes to the statutory planning framework have not yet been undertaken.

During the early development of the NBVPS the current proponent-led planning proposal for 183-185 Military Road was submitted and recommended for Gateway by the Regional Planning Panel. The public realm improvements in the proposal were integrated into the Neutral Bay Village Planning Study, although the facilitating building heights were not.

Similarly, a proponent-led planning proposal for the adjacent Woolworths property was submitted, recommended for Gateway, and exhibited during the development of the NBVPS. The public plaza identified in that PP was included in the final NBVPS, however the facilitating building heights and volumes to deliver that public space were reduced in the Council study post-exhibition.

Two further proponent-led planning proposals have been submitted and are progressing through the planning system.

Generally the affect of the NBVPS is expected to be the blanket increase in allowable building heights to 6-storleys across the town centre. The public spaces nominated in the policy nominated as being delivered through private development will continue to require proponent-led Planning Proposals.

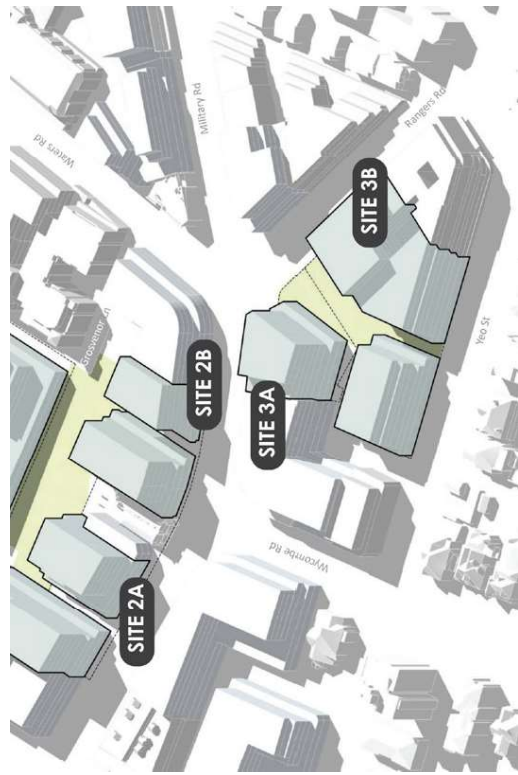


Figure 13. Neutral Bay Village Planning Study
(source: North Sydney Council)



Figure 14. Neutral Bay Village Planning Study
(source: North Sydney Council)



Figure 15: Subject site, 183-185 Military Road

183-185 Military Road is currently occupied by a 3-storey office building including a retail ground floor, as well as two single-storey retail properties typical of traditional main street typologies. The retail properties have rear parking with an second storey used for storage. All properties have parking access and loading from the rear lane, Military Lane.

The NBVPS calls for a combined or integrated development with an adjoining site owned by Woolworths. The Woolworths site is currently occupied by a supermarket and basement parking as well as a 5-storey office building on Yeo Street. Their loading is from Military Lane with basement accessed from Yeo Street.

2.0

SITE CONTEXT & ANALYSIS

2.2 SITE PHOTOS

SITE PHOTOS

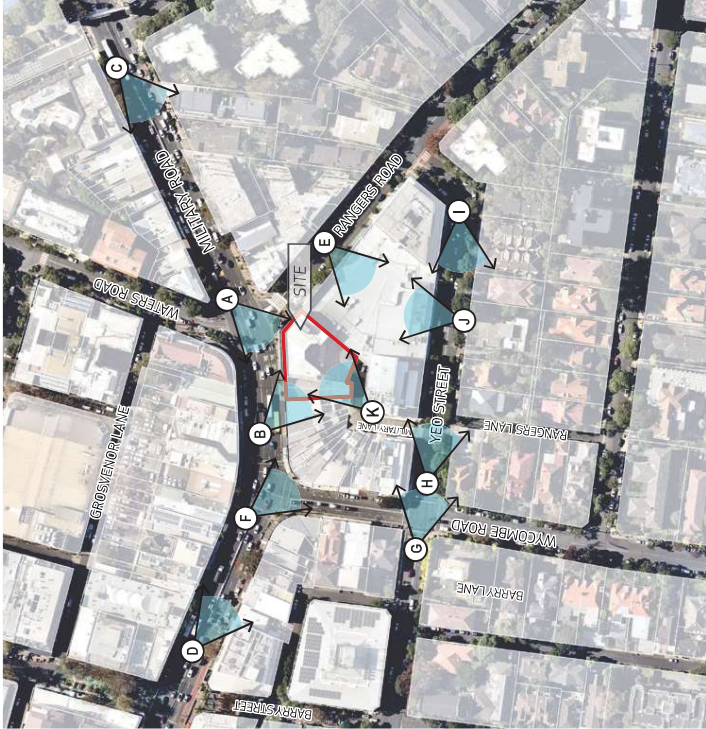


Figure 16. Site photos map

Photographs of the subject site are provided here, identifying a site that has prominent frontages to Military Road, contributes to the Military Road/ Rangers Road component of the Neutral Bay Town Centre, and is able to be discretely serviced from a rear lane without affecting the quiet residential character of Yeo Street.



Figure 17. Photo A) Subject Site



Figure 18. Photo B) Subject Site



Figure 19. Photo C) The site has high visibility on approach from the east



Figure 20. Photo D) The site has medium visibility on approach from the west



Figure 21. Photo E) A low-rise supermarket building adjoins the site directly to the east



Figure 22. Photo F) A line of traditional two-storey main-street style retail adjoins the site to the west



Figure 23. Pedestrian experience during day, outside of peak hour



Figure 24. Pedestrian experience during day, outside of peak hour

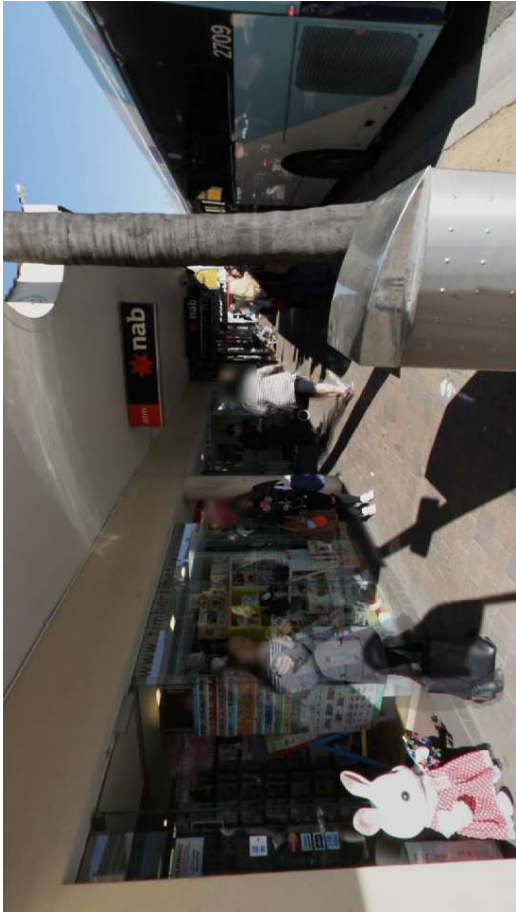


Figure 25. Pedestrian experience on bus arrival immediately outside site (credit: Google Maps)

2.3 URBAN FORM

URBAN FORM

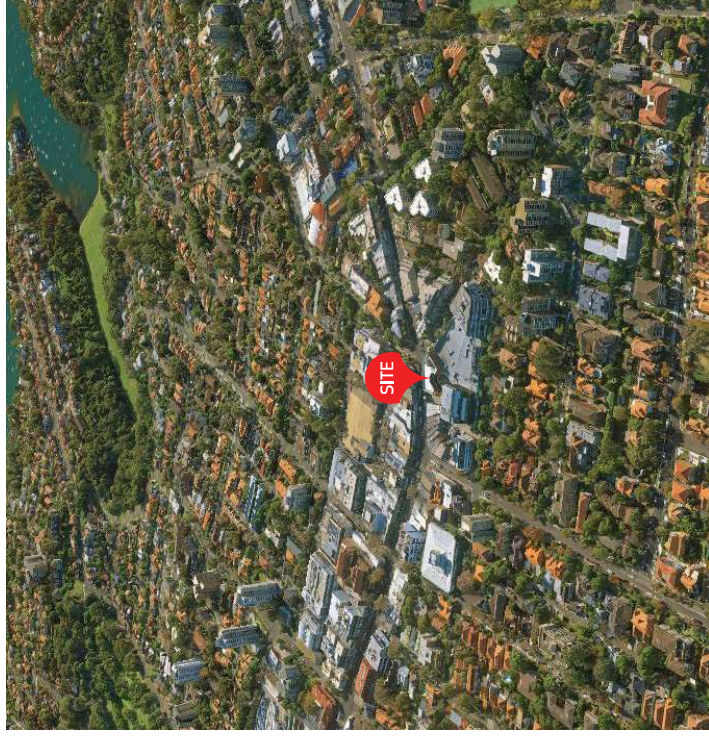


Figure 26. North aerial view of the study area

Neutral Bay and surrounding suburbs have a predominately low-density character, except for a band of density surrounding Military Road. A range of building densities and typologies are positioned on and near Military Road, including a number of point towers of 10-14 storeys that create a skyline of low-rise houses mixed with medium-rise (3-8 storeys) and high-rise (>9 storeys) residential towers.

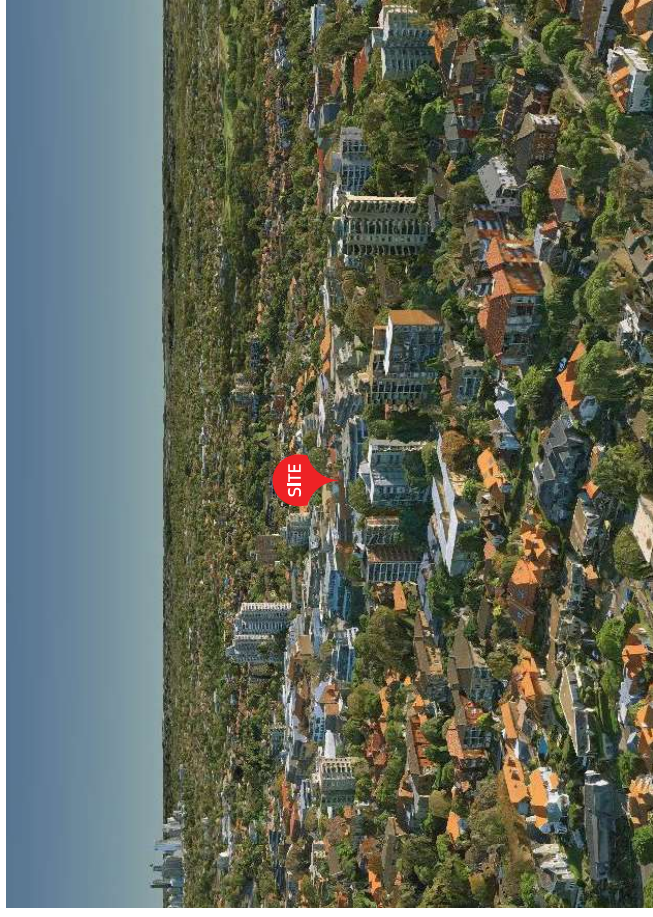


Figure 27. South aerial view of the area

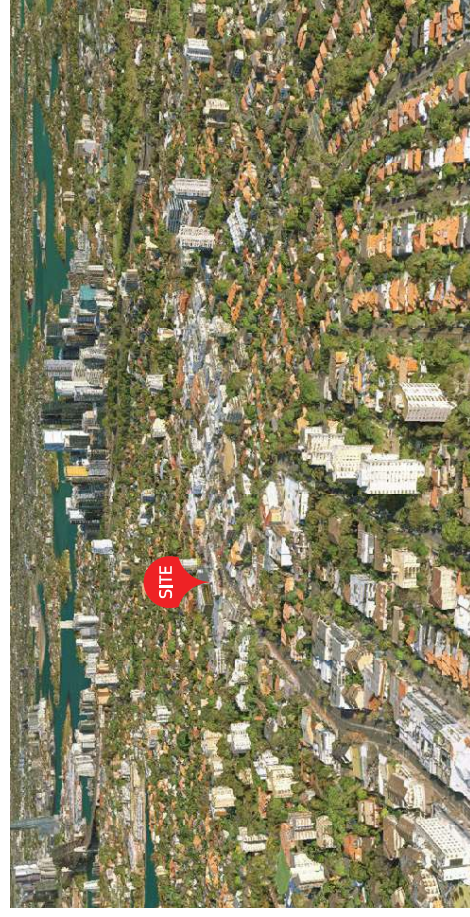
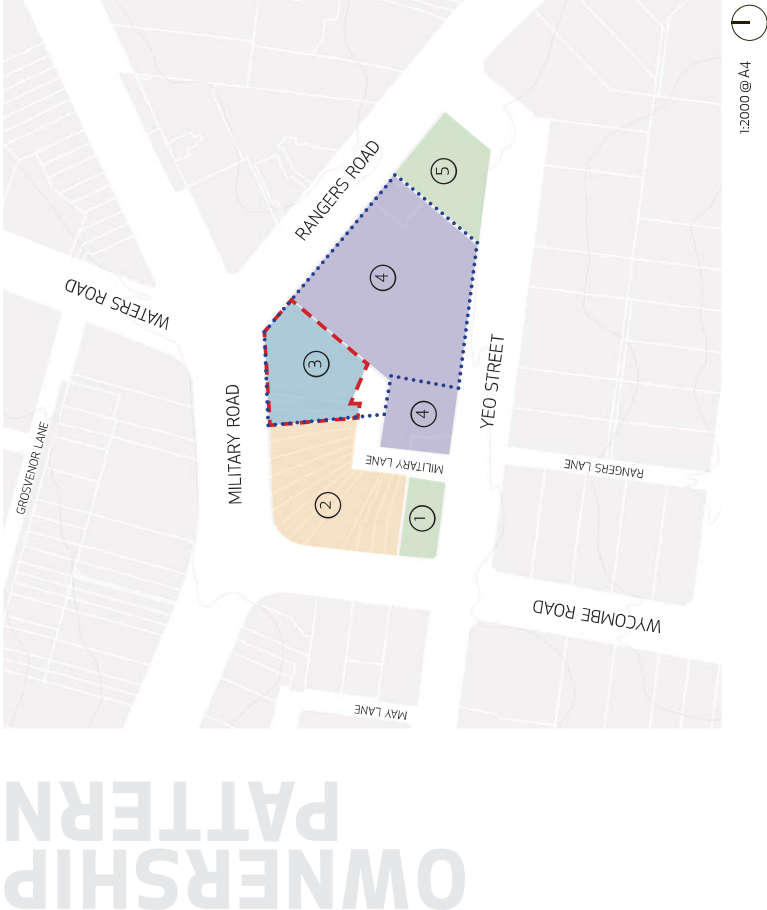


Figure 28. Southwest aerial view of the area

2.4 OWNERSHIP PATTERN



- KEY**
- Shoptop housing in strata ownership
 - (2) Fragmented smaller ownership
 - Equitibuild
 - Fabcot Pty Ltd (Woolworths Group)
 - NBVP Sites 3A & 3B
 - Planning Proposal Site

Ownership pattern

The study area consists of a diverse range of ownership patterns. Along the edges of the site there are small lots in fragmented ownerships (#2) as well as shoptop housing in strata ownership (#1, #5), which are not expected to redevelop in the medium term. The Woolworths Group Site (#4), based on their submitted planning proposal documentation, is owned by three entities with the intent to redevelop. The properties at 183-185 Military Road (#3) are held in single ownership, able to be redeveloped with relative ease.

2.5 PUBLIC TRANSPORT



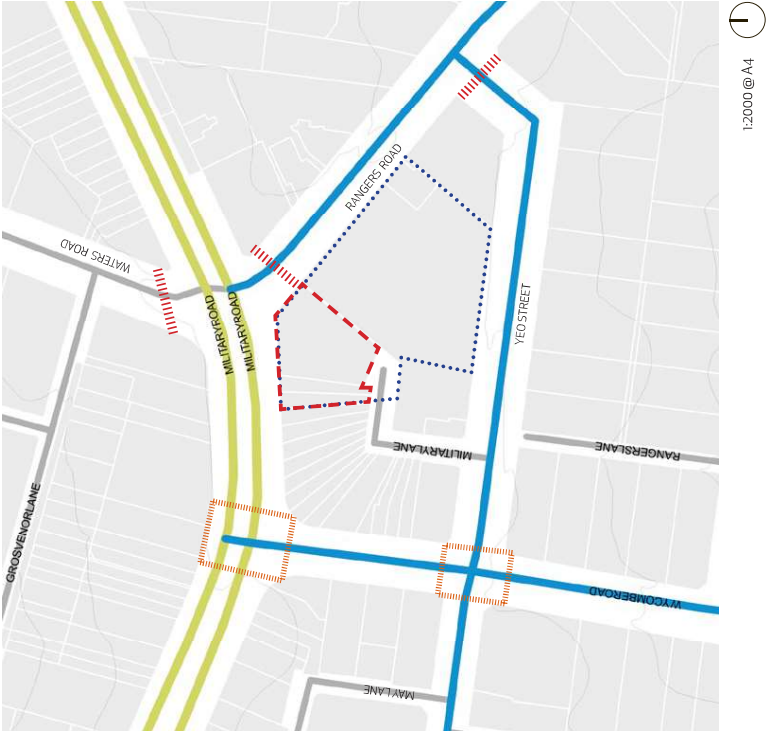
- KEY**
- Bus Stops
 - B-Line
 - Bus routes
 - NBVP Sites 3A & 3B
 - Planning Proposal Site

Public Transport

The site is well serviced by a number of Sydney Bus routes connecting to the Sydney CBD, North Sydney, and the Northern Beaches.

The B-Line services Neutral Bay directly outside the subject property. The B-Line service is an express rapid bus route with only 8 stops between Mona Vale and Wynyard, one of which is outside 183 Military Road.

2.6 ROAD NETWORK



KEY

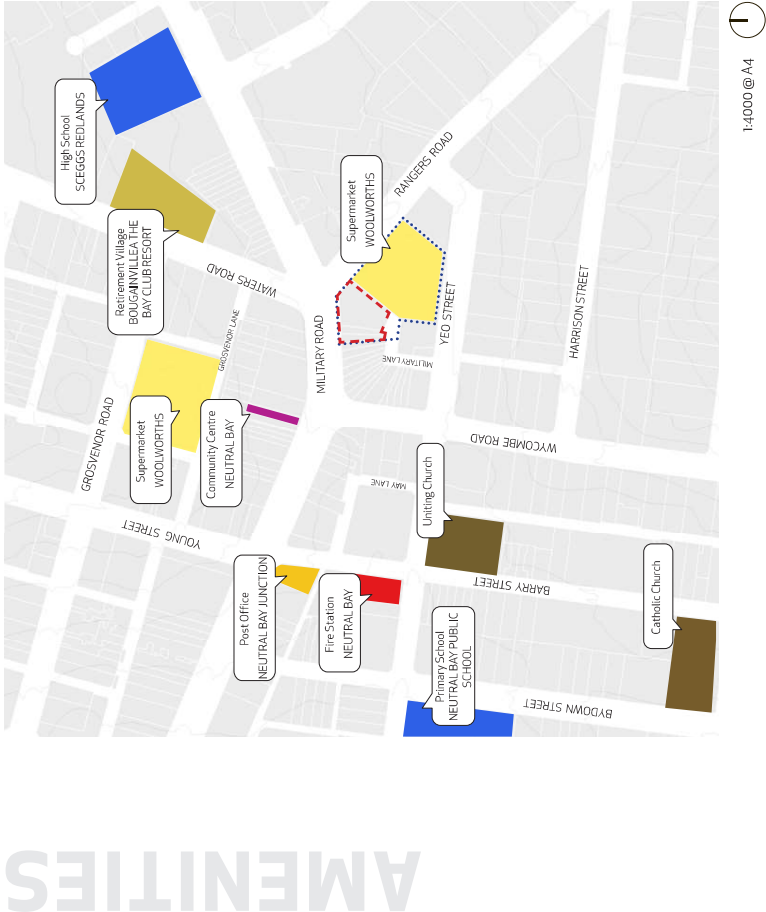
- Arterial Road
- Distributor road
- Local road
- Pedestrian crossing
- Traffic Signal
- NB/PS Sites 3A & 3B
- Planning Proposal Site

Road Network

The site has direct access to Military Road which offers connections to the Sydney arterial motorway network via Military Road travelling east to the M1. Access to the Northern Beaches is available travelling east along Military Road.

Locally, Military Road generally acts as a significant barrier, with 6 lanes of traffic. The subject site is a short distance from one of few signalised crossings along Military Road.

2.7 SURROUNDING AMENITIES



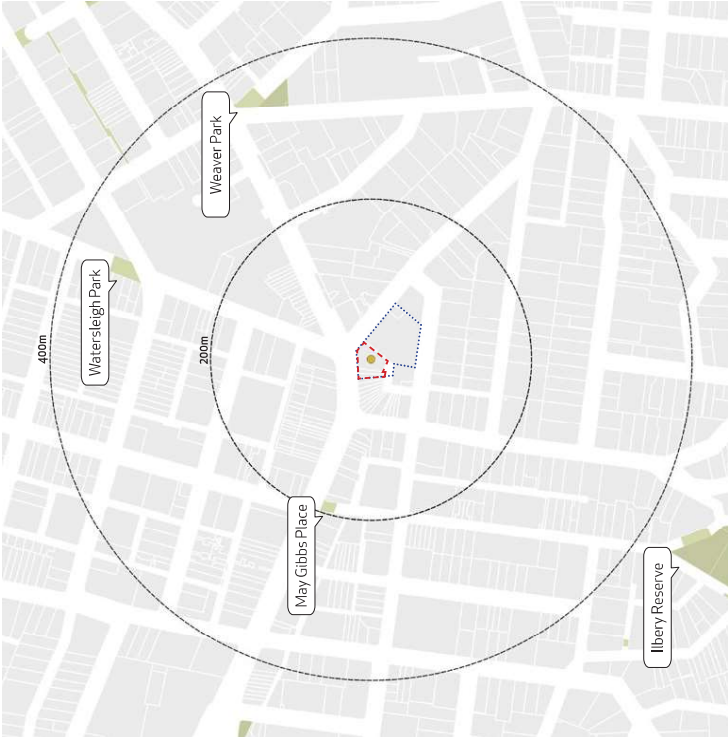
KEY

- Place of Worship
- Fire Station
- Retirement Village
- School
- Post Office
- Community Centre
- Super Market
- NB/PS Sites 3A & 3B
- Planning Proposal Site

Amenities

Several amenities are located within walking distance from the site. The site sits within the Neutral Bay retail town centre, and other social infrastructure such as educational and community facilities (schools, post office, fire station, places of worship) are within a short walk. The existing Neutral Bay community centre is located in a small heritage building on Military Road.

2.8 OPEN SPACE NETWORK



- KEY**
- Open space
 - NB/PS Sites 3A & 3B
 - Planning Proposal Site

Open Space
Public open spaces are under-provided for within the Neutral Bay town centre. May Gibbs Place (200sqm) is to the West, Watersleigh Park (500sqm) is to the North, and Weaver Park (1000sqm) to the East. All offer mainly casual seating within small passive recreation spaces.

2.9 SUMMARY OF SITE CONSTRAINTS

CONSTRAINTS



- KEY**
- Bus Stops
 - Retail strip
 - Heavy traffic
 - Fragmented ownership
 - Low density
 - Heritage
 - NB/PS Sites 3A & 3B
 - Planning Proposal Site

Constraints

1. Fragmented ownership.
2. Low density residential to the south of the site.
3. Need to retain solar access to southern dwellings.
4. Noise and pollution impacts caused by heavy traffic along Military Road.
5. Narrow footpath around high-use rapid bus stop causing pedestrian crowding.
6. Nearby heritage conservation areas and buildings.



Opportunities

1. High visibility of site due to position at curve of Military Road.
2. Potential to widen the footpath on Military Road to ameliorate pedestrian crowding around bus stops, create opportunities for more activated retail frontages, and improve pedestrian safety.
3. Ideal location for community centre accessed by public transport.
4. Potential to create public bicycle parking in proximity to bus-stops.
5. Potential to contribute to future plaza envisaged in NBVPS to connect public open space to Military Road.
6. Ability to connect to through-site links identified in NBVPS to create shorter connections between Military Road to Yeo Street.
7. Immediate access from site to public transport outside.
8. Site well connected to Sydney's arterial road network
9. Consolidated ownership pattern allows single or dual phase development of a large area.
10. Potential for discrete loading & parking via existing rear lane.

3.1 NEIGHBOURING PLANNING PROPOSAL



Figure 29. Site of Woolworths Planning Proposal (16/22 - 1/7 Ranger Road)

Woolworths, the adjoining landowner of 3-7 Rangers Road and 50 Yeo Street, submitted Planning Proposal 9/2022/6 ('WOW PP') to facilitate the replacement of an existing single-storey supermarket and 5-storey office building with mixed-use shop-top building above an underground supermarket.

Since the original submission of this Urban Design Report, the Woolworths Planning Proposal was rejected by Council, submitted for Rezoning Review, recommended to proceed to Gateway Review by the Sydney North Planning Panel, and completed public exhibition. During this process the WOW PP was amended to show the outcome for 183-185 Military Road identified in this report.

The Planning Panel's Record of Decision dated 11th September 2023 nominated that the WOW PP had Strategic Merit given that:

- *"The planning proposal is consistent with applicable strategic planning documents, particularly as they relate to the general objectives for housing. These include the Greater Sydney Region Plan, 2018; Sydney North District Plan, 2018; and the North Sydney Local Strategic Planning Statement, 2020 (LSPS).*
- *Delivering housing supply is a priority issue for Sydney for all levels of Government.*
- *The previously endorsed though rescinded Military Road Corridor Planning Study (also known as the Neutral Bay Town Centre - Future Directions Report) and current work to revise the Neutral Bay Town Centre Strategic Plan & Study, provide a clear indication of the Council's and community's desire to revitalise and renew Neutral Bay Town Centre."*

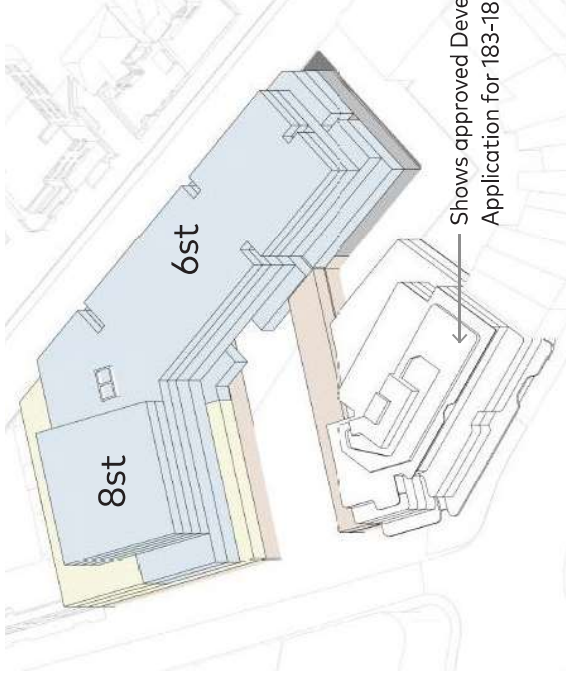


Figure 30. Woolworths Planning Proposal (16/22 - 1/7 Ranger Road)
Source: Ethos Urban with annotations by A/C.

Between the Council's rejection of the WOW Planning Proposal and the applicant's Rezoning Review, the design was modified in response to the current Planning Proposal for 183-185 Military Road (which was exhibited by Council during its assessment).

Diagrams in the WOW Planning Proposal shows two alternate outcomes:

1. The approved Development Application for 183-185 Military Road being delivered, with Woolworths proposing a two storey pavilion along their boundary to block out the blank wall it will create and provide beneficial frontage to the plaza.
2. The current Planning Proposal for 183-185 Military Road being delivered (which will be outlined in the subsequent chapter), with Woolworths deleting the two-storey pavilion and allowing the plaza to be opened up to Military Road.

The two views design outcomes are shown on the following page.

It is apparent that the Planning Proposal outcome for 183-185 Military Road results in a more conjoined, better urban outcome between the two sites than the approved Development Application for 183-185 Military Road does, because:

- The public plaza is larger in both width and total surface area.
- The public plaza receives significantly more solar access throughout the day.
- The public plaza opens to Military Road, rather than to Ranger's Road only, making it more visible to the rest of the Neutral Bay Town Centre.

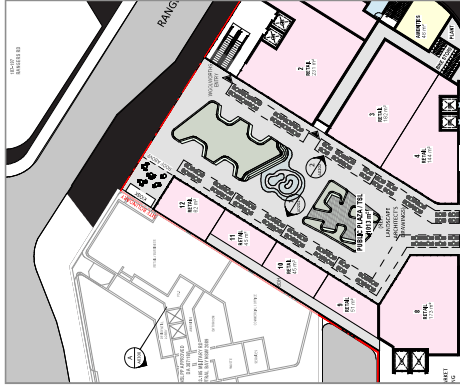


Figure 31. Plaza Design: Original Woolworths PP Design showing approved DA on 183-185 Military Road
Source: Koichi Takada Architects

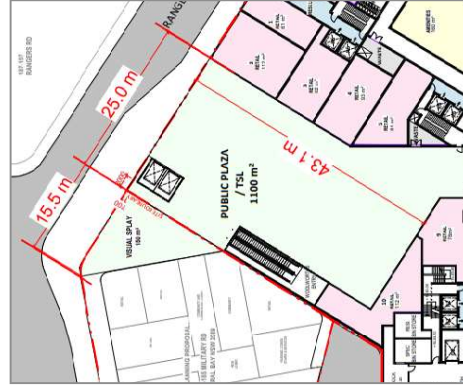


Figure 32. Plaza Design: Modified Woolworths PP design showing current PP for 183-185 Military Road
Source: Koichi Takada Architects with annotations by A/C.



4.0

DESIGN PROPOSAL FOR 183-185 MILITARY ROAD

4.1 INDICATIVE DESIGN PROPOSAL

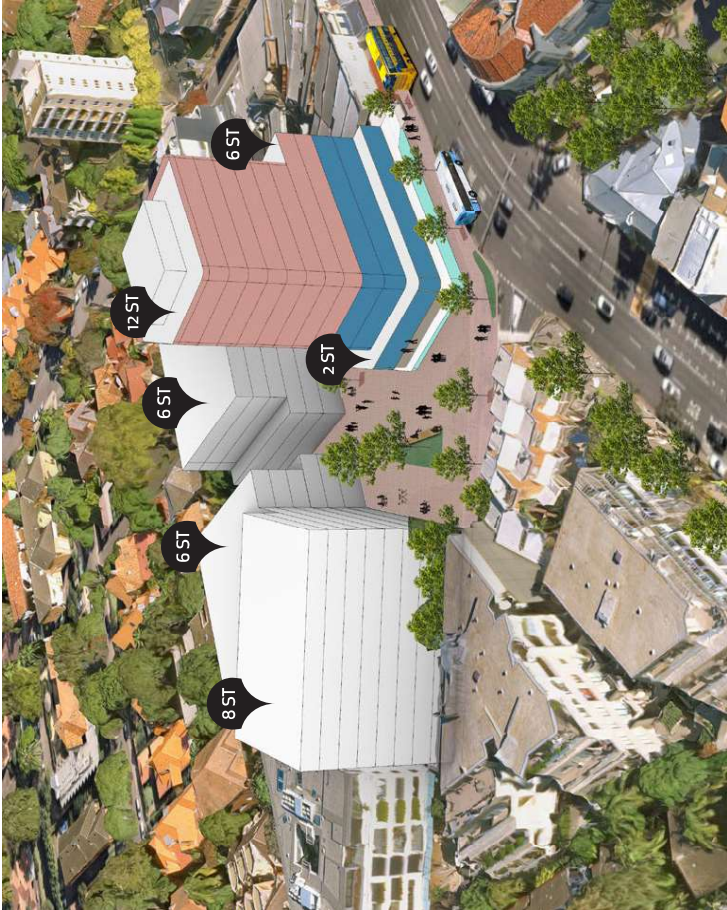


Figure 33: Design Proposal

This Planning Proposal offers a public realm outcome aligned with the 2024 NBVPS Council study with a facilitating development: a 12-storey mixed-use residential tower shown on the corner of Military Road and Rangers Road, with heights limited to 6-storeys along Yeo Street, opening to a plaza on the Woolworths site.

The design has been driven by a number of project-specific urban design principles, which are applied to the site in a structure plan closely aligned to the NBVPS, and finally developed into an indicative design proposal including site plan, floor plans and proposed building envelope.

4.2 DESIGN PRINCIPLES



Connectivity

The redevelopment will facilitate an adjoining plaza, bringing people together and connecting them with different uses and spaces. The design will aim to create legible and safe connections for pedestrians in and around the study area. Additional considerations for accessibility to public transport and connection with public amenities will address community needs.



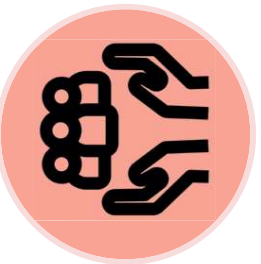
Diversity

A variety of uses and spaces is proposed to address the social and economic needs and cater to a diversity of users. New development will create retail, commercial, residential and community spaces. Variation of architectural design (scale, volume, height, materiality) in combination with features of the existing character could offer a multi-sensory experience to residents and visitors and create a vibrant centre. In addition, the proposed plaza should be flexible to accommodate day and night activities.



Sustainability

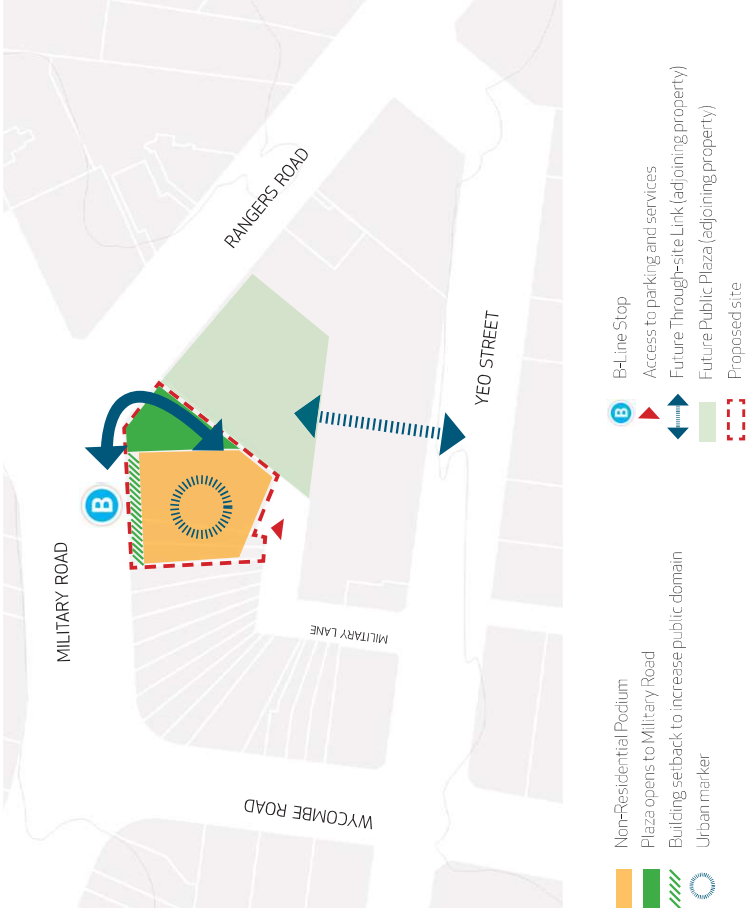
The redevelopment of the area should follow sustainable design principles and encourage walkability and use of public transport. Design should take into consideration current infrastructure (bus stops, roads) and provide public facilities for commuters. Under this principle, the creation of new public space will also increase vegetation and provide access to natural light and ventilation.



Safety

This principle highlights the importance of safe environments for the community. Design will create safe access into and around the site, and better connections to public transport for residents and visitors. Public infrastructure, community facilities, and place activation through mixed-use development will increase walkability and provide a vibrant and safe place for all throughout day and night.

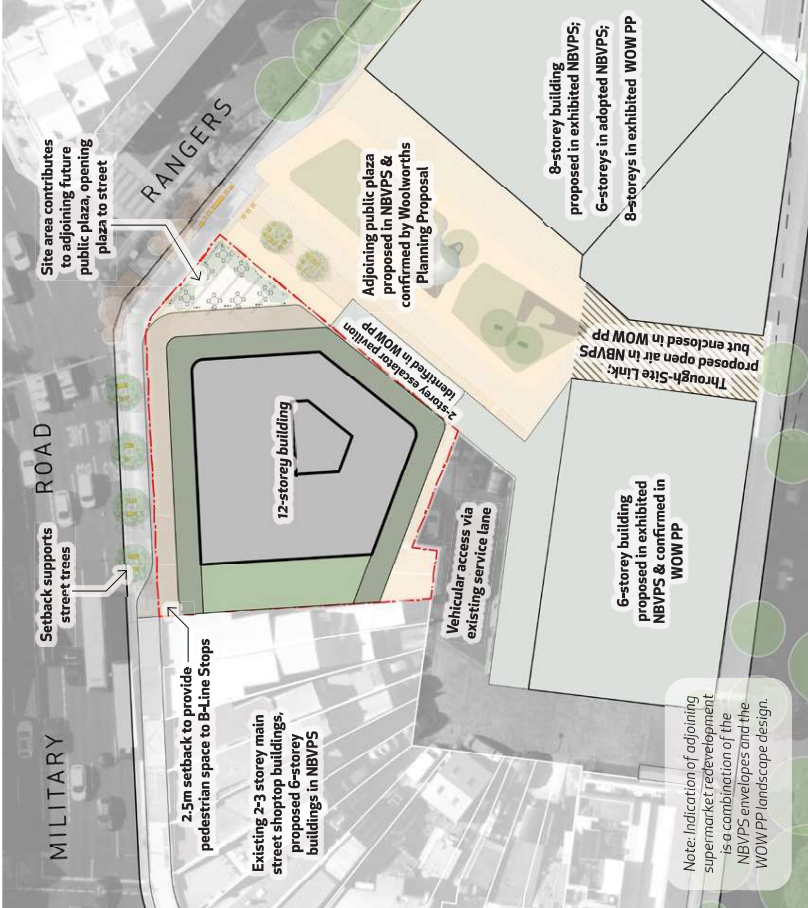
4.3 STRUCTURE PLAN



The proposed structure plan illustrates how the design principles defined for this project are proposed to be applied to a redevelopment of 183-185 Military Road, addressing the current needs for residential and commercial spaces as well as public space.

- The structure plan for the site proposes to:
- Develop a mixed-use tower on a prominent corner that accommodates the demand for new public domain as well as retail, commercial and residential floor space.
 - Provide setbacks on Military Road to increase the shelter available for people using buses, and space for passers-by to walk alongside lines of waiting commuters.
 - Locate buildings to provide access to a future adjoining plaza that has visual and physical connections to Military Road.

4.4 INDICATIVE SITE PLAN



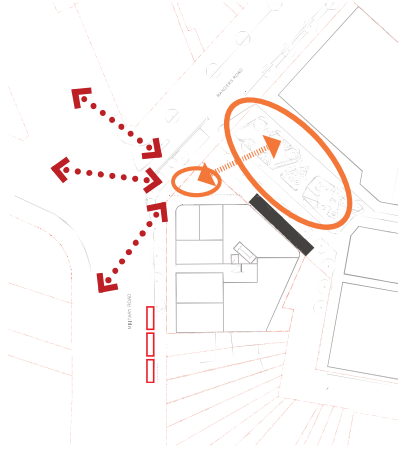
Accordingly, the proposal includes:

- A mixed-use 12-storey tower on Military Road
- Building setbacks to increase public space on Military Road and widening the new plaza.
- Upper level setbacks to maintain the existing street wall, reduce building bulk and allow for sunlight to the plaza and adjacent buildings.
- Combined vehicular access for parking and loading provided off Military Lane.
- Tower footprint that allows for natural sunlight and ventilation.
- Provision of retail uses on the ground level to activate frontages and increase safety.
- Potential basement level retail to increase total retail offering in the area.
- Multiple floors of office uses to replace existing commercial floor space.

4.5 INDICATIVE LANDSCAPE DESIGN

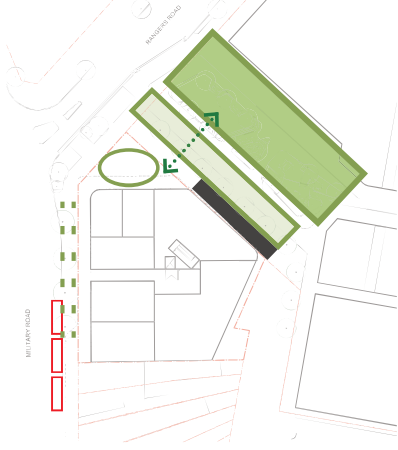
Loci Design Collective have prepared an indicative landscape design to illustrate how the 185 Military Road Planning Proposal could react to and improve upon the outcomes of the adjoining landowners' planning proposal for the Woolworths site.

Three broad principles underpin the landscape proposal for 185 Military Road:



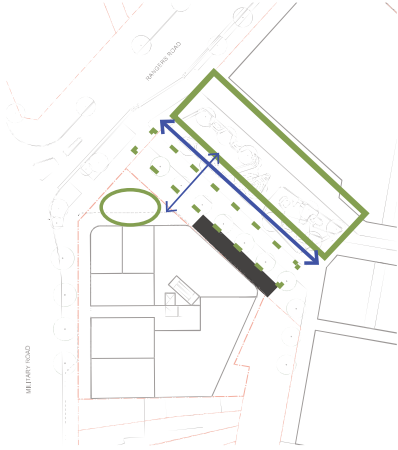
MULTIPLE NODES

- The new plaza will be supported and complemented by the public spaces around it.
- Due to the alignment of Rangers Road, the Plaza may be overlooked from Military Road.
- A new outdoor pavilion could help connect the plaza to Military Road as an attractor.
- These pavilion could have night time economy uses for activation of the precinct.
- These spaces all complement each other to make a vibrant and porous public plaza network.



THRESHOLD SPACES

- An avenue of deciduous trees extends the park-like quality of the plaza.
- These trees frame the edge of the plaza giving it more definition within the space.
- Informal seats aligned with the trees give provide additional options for people habitat.
- The avenue addresses the proposed development frontage as well as the plaza park.
- The pavilion structure includes overhead greenery to extend a planted character to Military Road and also create a relaxed atmosphere for this detached food and beverage structure.
- Planting extends along the Military Road with seating interspersed between the trees.



CONNECTIONS

- The Avenue is spaced to provide a strong visual and access connection through to the Plaza.
- The frontage along the proposed development both communal and food and beverage is to transition seamlessly through the Avenue to the Plaza.
- Circulation space for service vehicle movement would need to coexist with retail frontages. There are many successful examples of this in Sydney.

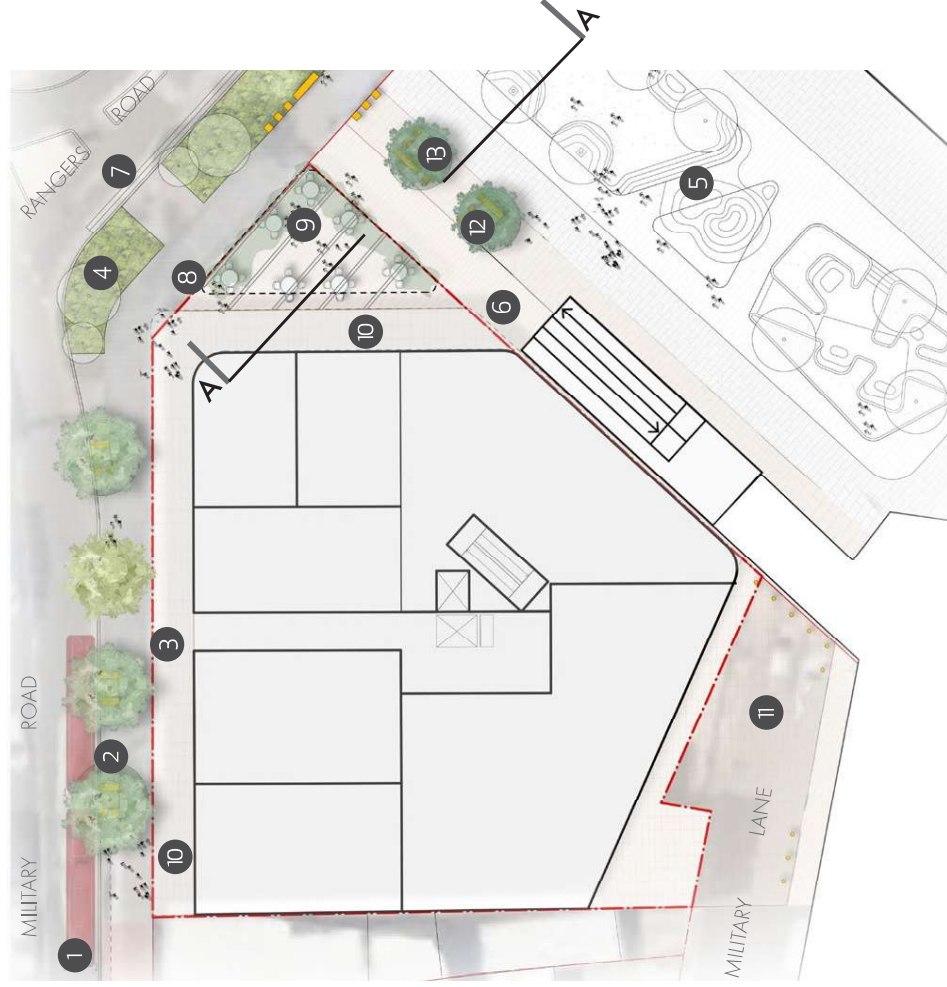


Figure 34. Landscape Plan

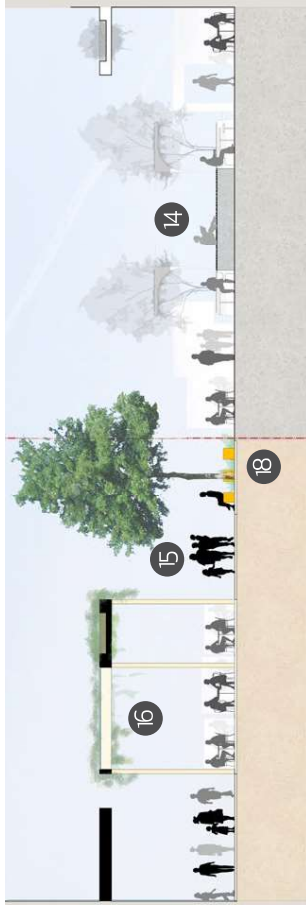
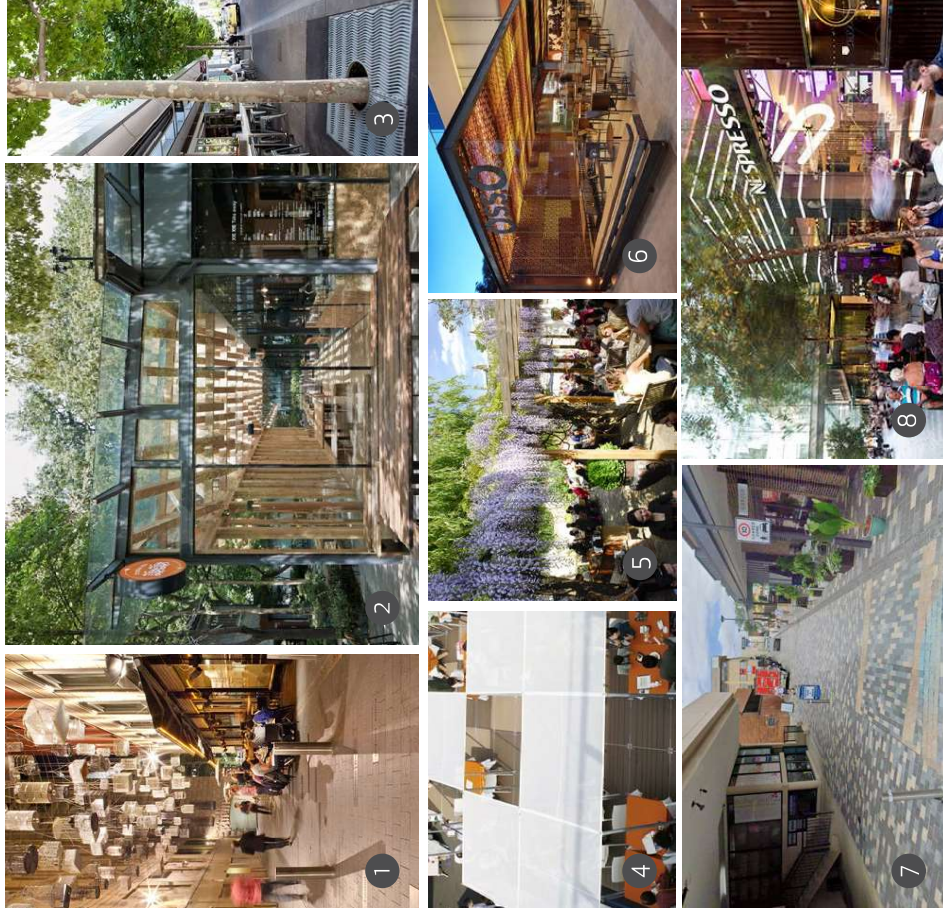


Figure 35. Landscape Section

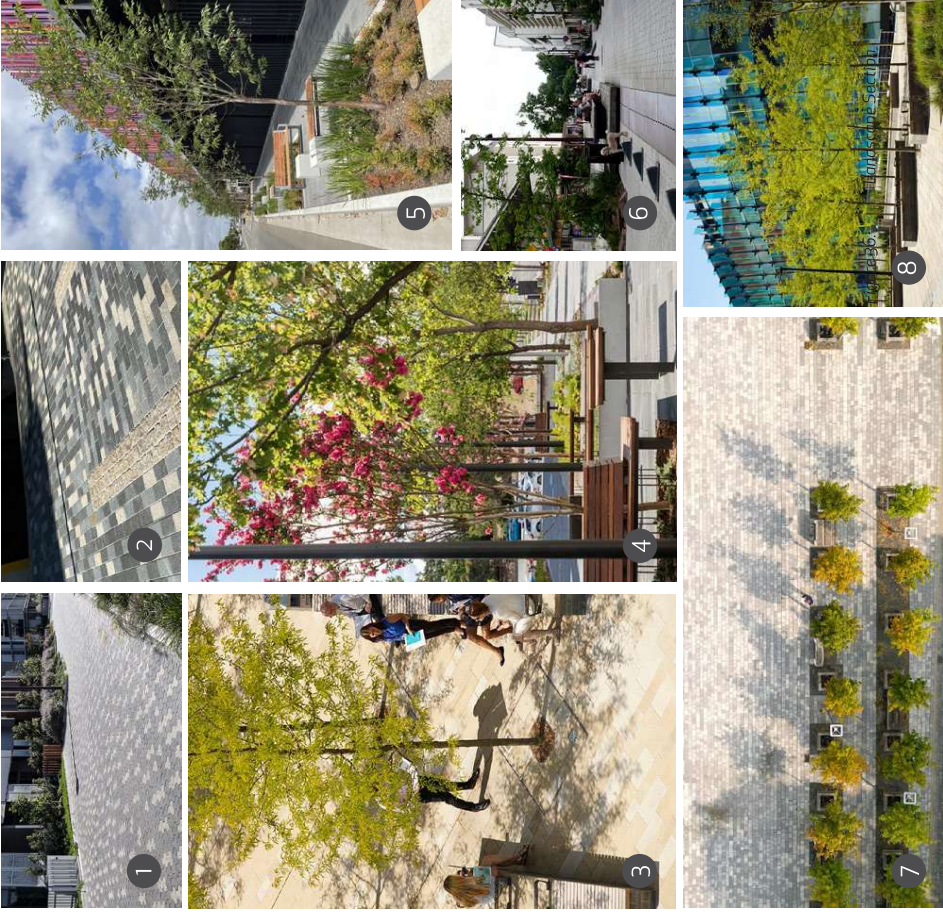
INDICATIVE LANDSCAPE DESIGN FEATURES (PLAN & SECTION)

1. Military Road bus stops.
2. New street trees along Military Road with seating between for passengers waiting. Trees would need to be high trunked species to clear bus and truck movements.
3. Awning setback to create a continuation of shelter for the footpath, but allowing more space for the bus stop and trees in front.
4. Existing palm retained. Under-storey planting revitalised to use lower species for better visual connection.
5. Proposed Plaza scheme by others.
6. Path along edge of Plaza adjacent to the new tree Avenue/ linear park.
7. Crossing point retained as existing across Rangers Road.
8. Proposed street activation at corner Pavilion.
9. The Pavilion is a publicly accessible outdoor dining space with potential for day and night trading.
10. Clear paving curtilage for pedestrian ease of access, possible external seating along Military Road and to reduce overcrowding along the bus stops.
11. Configuration of Military Lane to be determined.
12. Avenue trees of deciduous species such as Zelkova serrata or Pyrus ussuriensis with clear trunks and higher canopies for good visual connection to the Plaza.
13. Trees planted in a structural soil trench in a slab set-down.
14. Proposed Plaza in adjoining lot (scheme by others).
15. Path along edge of Plaza adjacent to the new tree Avenue/ linear park.
16. Proposed street activation at corner Pavilion. The Pavilion is a publicly accessible outdoor dining space with potential for day and night trading.
17. Avenue trees of deciduous species such as Zelkova serrata or Pyrus ussuriensis with clear trunks and higher canopies for good visual connection to the Plaza.
18. Trees planted in a structural soil trench in a slab set-down.



URBAN LANDSCAPE ELEMENTS & PROJECT LANDSCAPE PRECEDENTS

1. Angel Place shows the integration between a daytime service zone and after hours eatery laneway.
2. All weather pavilions as a key activator for a street plaza.
3. Street trees within structural soil zones with tree grates to allow good circulation. Trees will need to be selected that are able to clear buses.
4. The Pavilion could have varied character from a lightweight structure to something more fixed and solid.
5. The Pavilion would incorporate greenery within its structure for consistency with the character of the rest of the Plaza.
6. A Pavilion with a more permanent quality, but still more of its own identity within the public domain.
7. Birdwood Lane is another example of a service and retail active lane with these uses coexisting.
8. Pitt Street Mall is a good example of small seats in alignment with a tree avenue.



PAVEMENT TYPOLOGY

1. Interlocking paving for pedestrian/ vehicle shared ways such as Military Lane.
2. High quality paving to reference the Plaza paving character and enforce the cohesion of the public space.
3. Details in paving to create a sense of whimsy and site story telling.
4. Trees within raised planters in the Avenue if required, still provides opportunities for seating and engagement.
5. A tree lined linear park adjacent to the street, with a clear cross section of the street function.
6. This shows the clever ways car service areas and pedestrian zones can be subtle so a shared way or plaza feels integrated between pedestrianised areas and vehicle service access.
7. Plaza side tree avenue.
8. Seating within a heavily shaded zone attracts pedestrians. Deciduous trees are the most useful in these sorts of spaces.

4.6 INDICATIVE ENVELOPE BLOCK AND STACK

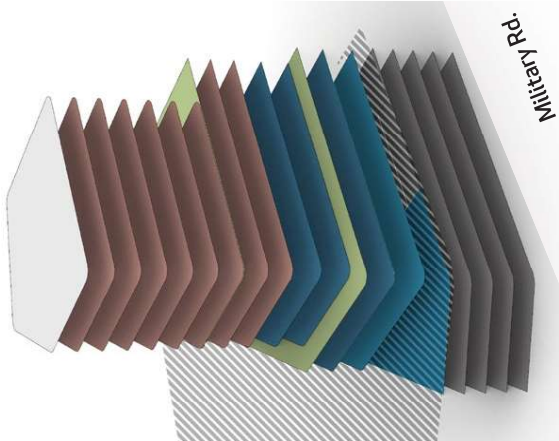


Figure 37: Proposed building envelope (northeast)

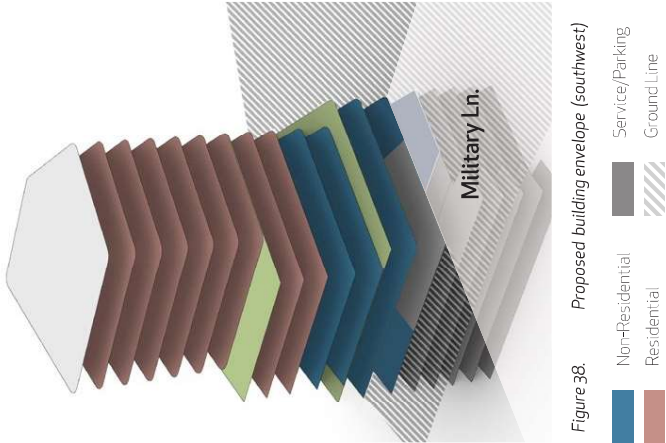


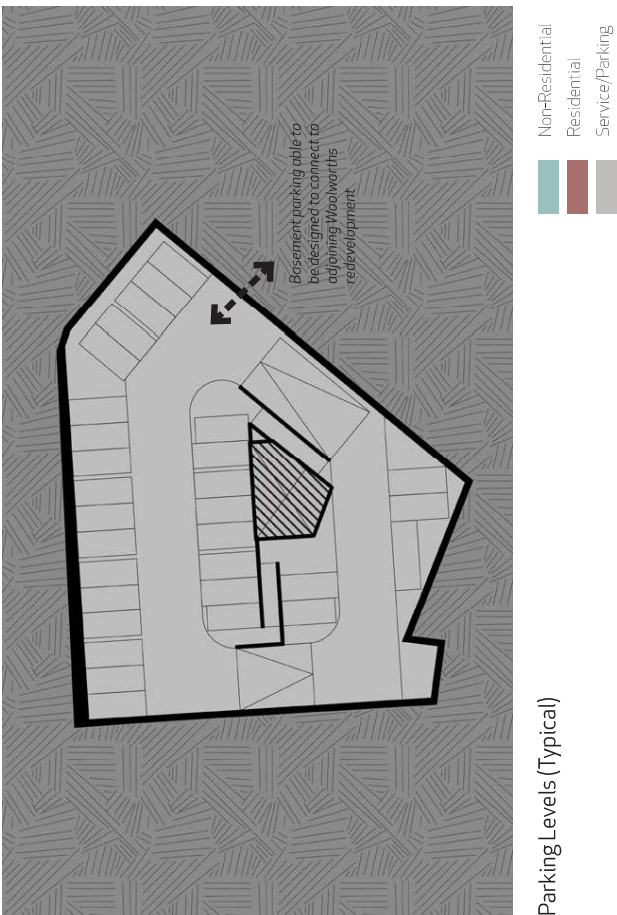
Figure 38: Proposed building envelope (southwest)



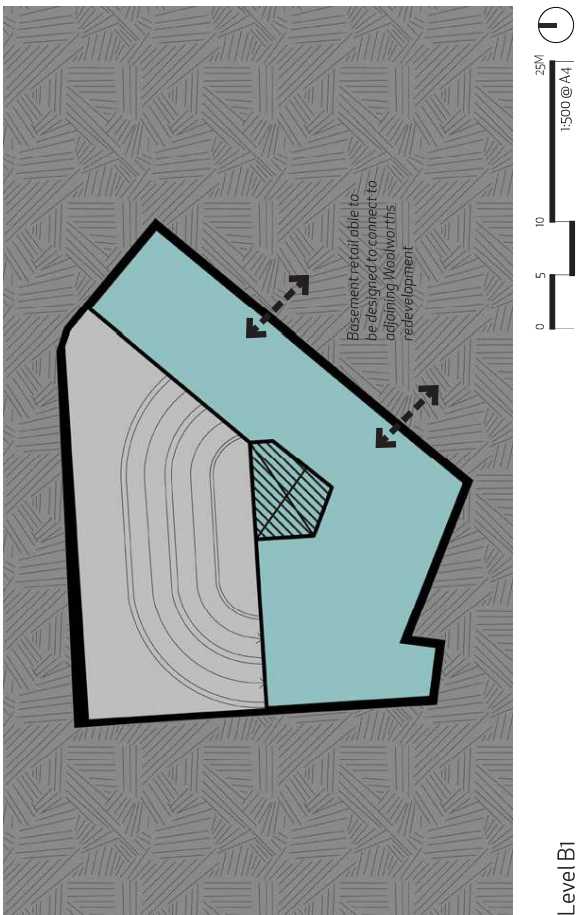
The design of the proposed 12-storey tower takes into consideration North Sydney Council authored planning studies as well as the NSW Apartment Design Guide (ADG). It shows a 12-storey tower with multiple upper level setbacks. These setbacks satisfy high level guidance provided in the ADG in providing sufficient opportunities for future designs to ensure solar access and natural ventilation.

- The proposed mixed-use tower consists of:
- Retail uses at ground basement levels
 - Non-residential uses in podium
 - Residential uses on levels 4 and above
 - Underground parking estimated at 4 levels

4.7 INDICATIVE ENVELOPE FLOOR PLANS

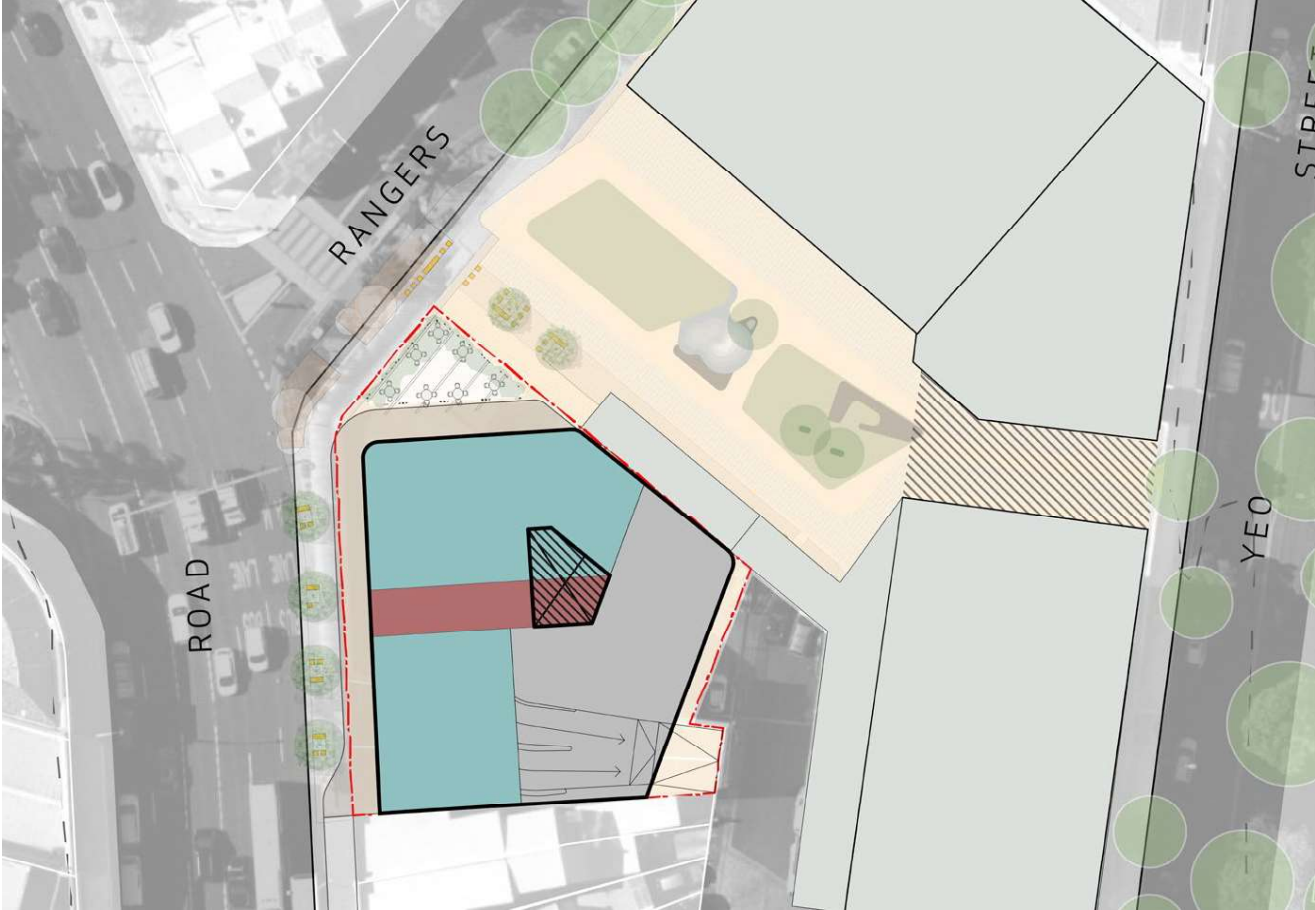


Parking Levels (Typical)

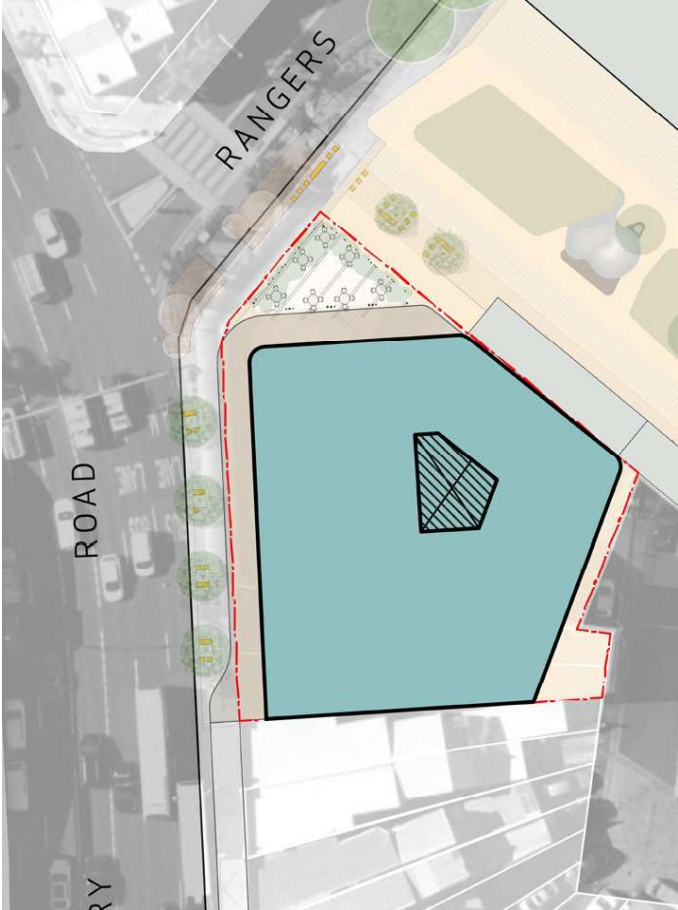


Level B1

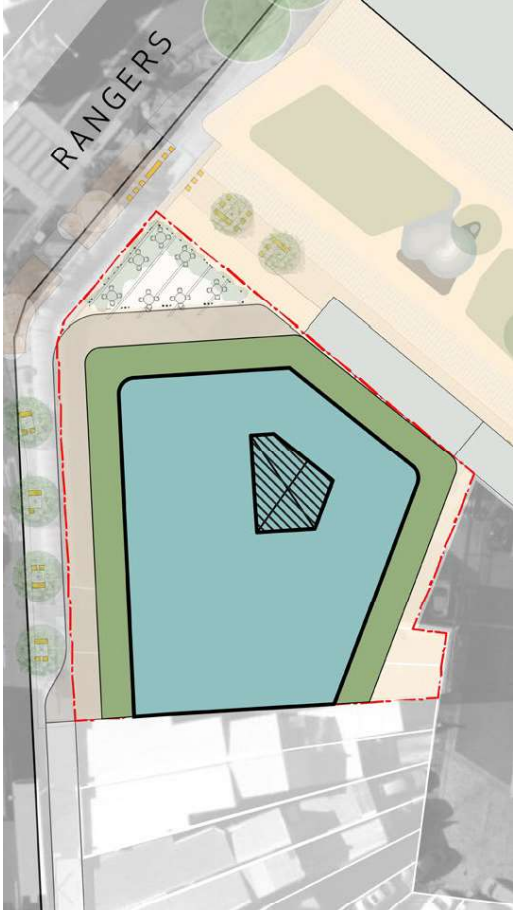




Ground Level

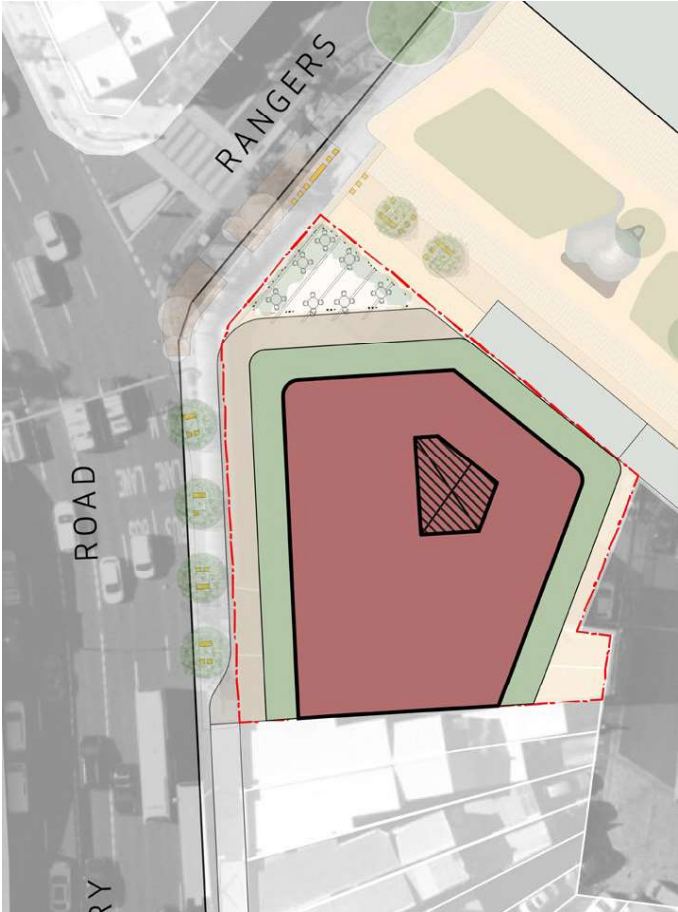


Level 1

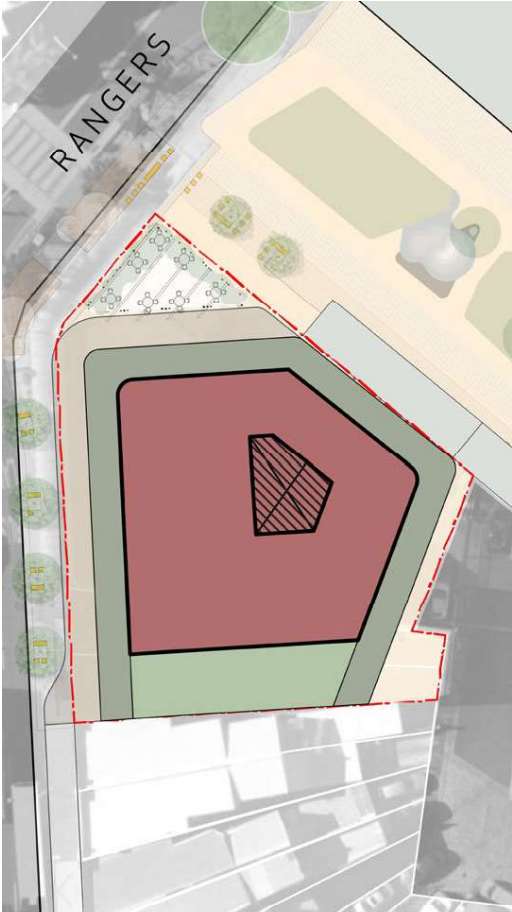


Levels 3-4





Levels 5-6



Level 7-12

4.8 INDICATIVE YIELD SCHEDULE

LEVEL	Use	Measured	Eff.	GBA	Eff.	GFA	Height (m)
B4	Service/Parking	1,190	100%	1,190	0%	0	2.8
B3	Service/Parking	1,190	100%	1,190	0%	0	2.8
B2	Service/Parking	1,190	100%	1,190	0%	0	2.8
B1	Service/Parking	540	100%	540	0%	0	4.5
Level 1 (Ground)		650	100%	650	85%	553	
	Service/Parking	360	100%	360	0%	0	4.2
	Residential	95	95%	90	75%	68	
Level 2	Non-Residential	545	100%	545	85%	463	
Level 3	Non-Residential	995	100%	995	85%	846	3.8
Level 4	Non-Residential	720	100%	720	85%	612	3.8
Level 5	Non-Residential	720	100%	720	85%	612	3.8
Level 6	Residential	720	95%	684	75%	513	3.2
Level 7	Residential	720	95%	684	75%	513	3.2
Level 8	Residential	600	95%	570	75%	428	3.2
Level 9	Residential	600	95%	570	75%	428	3.2
Level 10	Residential	600	95%	570	75%	428	3.2
Level 11	Residential	600	95%	570	75%	428	3.2
Level 12	Residential	600	95%	570	75%	428	3.2
Roof top	Lift Overrun	600	95%	570	75%	428	2.50

Yield Summary

Site Area (based on survey)	1,267 m2
GBA	
Residential	4,878
Non-Residential	3,630
Service/Parking	4,470
Total GBA	12,978 m2 GBA
GFA (Rounded)	
Residential	3,660
Non-Residential (Below Ground)	550
Non-Residential (Above Ground)	2,540
Total GFA	6,750 m2 GFA
FSR	
Residential	2.9 : 1
Non-Residential (Below Ground)	0.4 : 1
Non-Residential (Above Ground)	2.0 : 1
Total FSR	5.3 : 1
Dwelling Units	43 d.u.s

based on indicative layout in Urban Design Report

Efficiency Assumptions

Use	GBA>GBA	GBA>GFA
Residential	95%	75%
Non-Residential	100%	85%
Service/Parking	100%	0%

4.9 INDICATIVE ENVELOPE ELEVATIONS

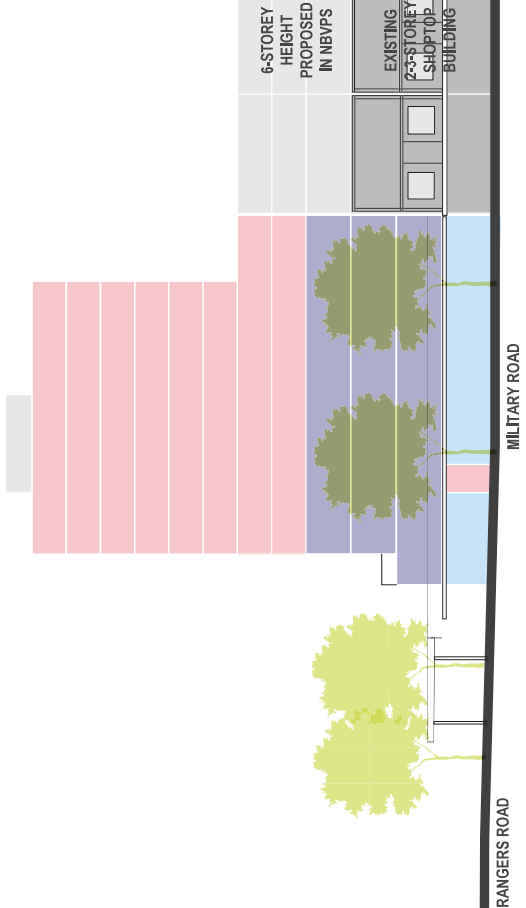


Figure 39. Envelope elevation - north

The proposed building envelope takes into consideration the proposed heights for future development: 12-storeys on the subject site above a 2-storey podium, reducing to 6-storeys on the southwest. The adjoining retail strip is shown as being increased to 6-storeys in future, which is consistent with North Sydney Council's Neutral Bay Village Planning Study.

LEGEND

- Non-Residential
- Active Frontage
- Residential

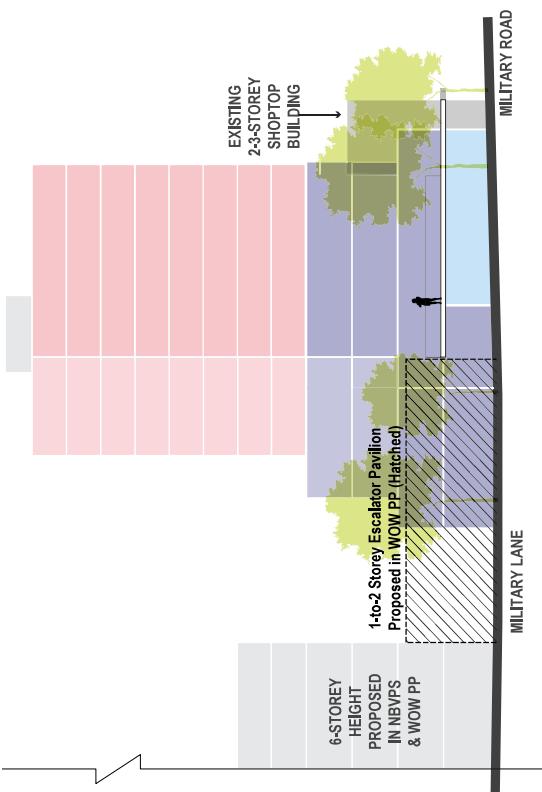


Figure 41. Envelope elevation - east

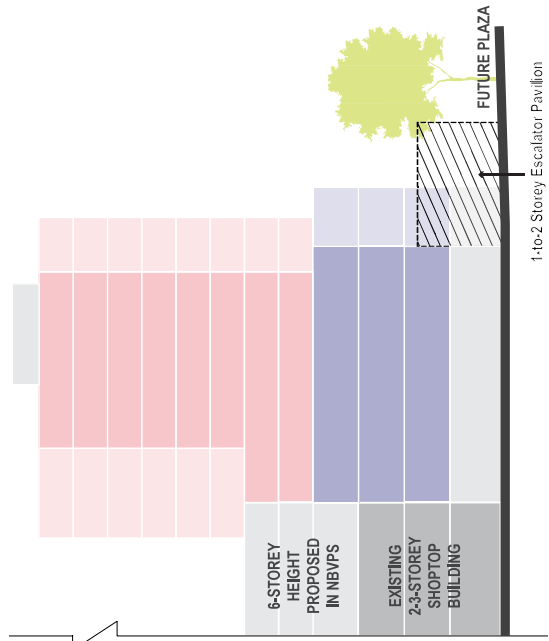


Figure 40. Envelope elevation - south

4.10 ENVELOPE CONTEXT



Figure 42. Neighbouring building heights



Figure 43. Neighbouring building heights

In its wider context, the proposed 12-storey tower will join numerous similar sized buildings visible in all directions; aligning with the varied built form of the lower north shore which is typified by a predominantly low-density character interspersed with point towers of 10-14 storeys positioned in a density corridor running both sides of Military Road.

The 12-storey tower proposed will be highly visible from the eastern approach from Military Road, helping differentiate the corner of Military Road with Rangers Road in order to identify the location of the new plaza, community centre and retail centre.

4.11 HIGH-LEVEL ADG COMPLIANCE

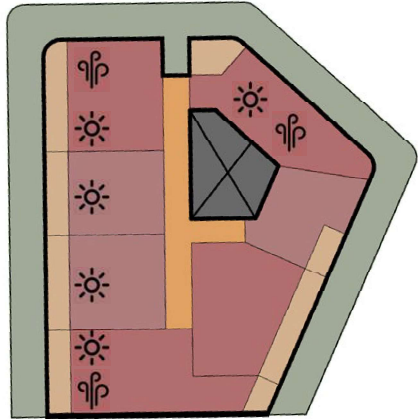


Figure 45. Levels 4-5 Indicative Test Fit

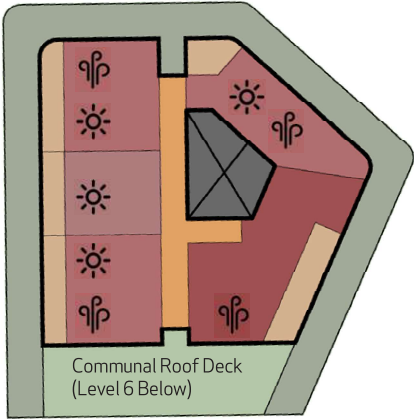


Figure 44. Levels 7-11 Indicative Test Fit



In order to demonstrate the potential for a future building design to meet the design objectives and criteria of the NSW Apartment Design Guide (ADG), an indicative test-fit has been prepared to show one version of how units might be laid out within the envelopes so established.

The ADG is largely a DA-level instrument and is not intended to be applied as rigid controls. Its relevance to a Planning Proposal is largely to show a proposed FSR can be sensibly delivered within the envelopes shown, (although in this case no FSR control is proposed).

The indicative test fit shows the following points of alignment with the ADG:

A. Natural Ventilation	Complies: 17 of 28 units on the first nine storeys (61%) are cross-ventilated.
B. Solar Access	Complies: 33 of 43 total units (77%) receive >2 hours solar mid-winter.
C. Neighbouring Solar Access	Complies: Future residential development on adjoining site able to comply.
D. Communal Space	Reduced provision due to adjacent plaza.
E. Deep Soil	Little to no deep soil expected due to characteristics of site and location.
F. Building Separation	Complies.

A) Natural Ventilation

An indicative unit layout illustrates that the ADG's natural ventilation guidance - that 60% of units within the first nine storeys of a building are able to be naturally cross-ventilated - is able to be met.

B) Solar and Daylight Access

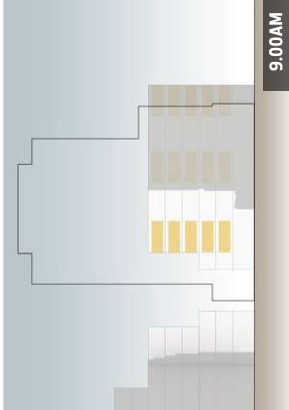
An indicative unit layout illustrates that the ADG's solar and daylight access guidance - that 70% of units receive a minimum of 2 hours solar access during 9-3pm on June 21st - is able to be met.

C) Solar Access Study of 50 Yeo Street

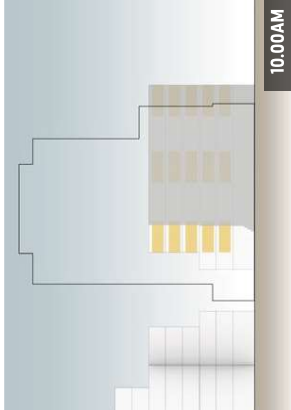
An elevational study has been undertaken to confirm the 5-storey commercial property at 50 Yeo Street could be redeveloped as a 6-storey shop top residential building. Analysis of overshadowing caused by the indicative design in this Planning Proposal shows that most of the affected facade of 50 Yeo could still support north-facing living rooms that receive 2-hours sunlight per day.



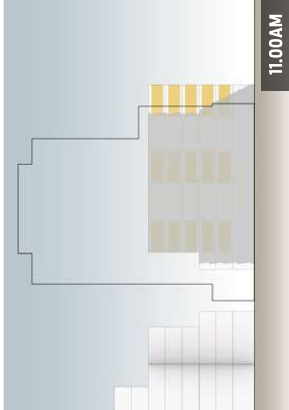
Has received 2-hours sunlight by this hour



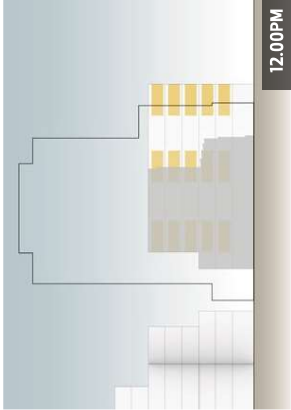
9.00AM



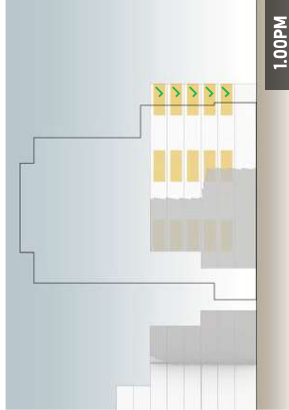
10.00AM



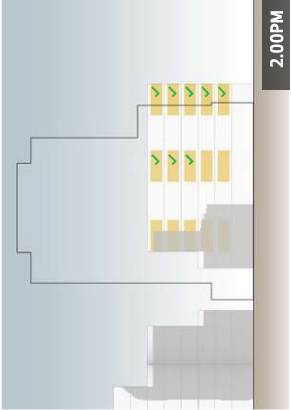
11.00AM



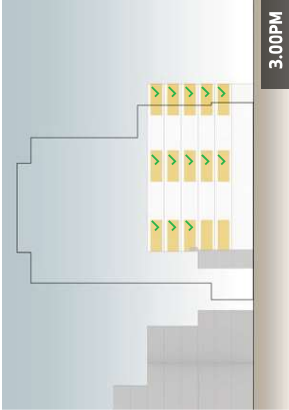
12.00PM



1.00PM



2.00PM



3.00PM

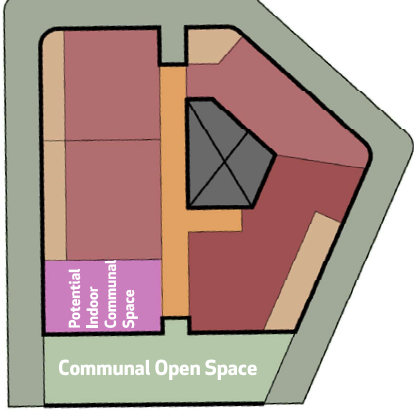


Figure 46. Level 6 Indicative Test Fit

D) Communal Open Space

A Communal Open Space is likely to be located at the upper level setback between mid-podium and tower volumes. An indoor communal space would also be appropriate at this location.

Guidance in the ADG is that 25% of the site area be provided as Communal Open Space, meaning 325sqm on this site. It also notes that “Where developments are unable to achieve the design criteria, such as on ... sites within business zones, or in a dense urban area, they should: ... demonstrate good proximity to public open space.”

The upper level outdoor space shown here is approximately 110sqm. Privately dedicated communal open space is therefore under ADG guidance. The noncompliance is considered acceptable within the guidance of the ADG given the site is in a business zone within a dense urban area, a small public plaza area is proposed on the ground floor within the site, area, and residents will have immediate proximity to the larger public plaza proposed on the Woolworths Site.

E) Deep Soil

It is not proposed to require any meaningful deep soil component on the site given the site's location and dimensions. This aligns with the ADG's guidance that:

“Achieving the [deep soil] design criteria may not be possible on some sites including where:

- the location and building typology have limited or no space for deep soil at ground level (e.g. ... constrained sites, high density areas, or in centres
- there is 100% ... non-residential uses at ground floor level!”

The examples above have been selectively quoted as they apply to the site at 183-185 Military Road.

F) Building Separation (Setbacks)

ADG guidance for separation between habitable windows can be met along all elevations, as demonstrated in the next figure.

This report bases its analysis of compliance for ADG criteria for building separation on the contextual outcome expected in the Neutral Bay Village Planning Study and WOWPP: a maximum 6-storeys to the south and west, with a plaza and 8-storey building to the southeast.

Broadly, the ADG expects separation between facing habitable areas of a 5-to-8 storey building to be 18m (or 15m for non-habitable to habitable, 12m for non-habitable to non-habitable, as well as diagrams indicating 3m for habitable to blank walls).

Separation distances are halved and typically measured to either the property boundary on adjoining lots or the centreline of the road/public space reserve where lots are split by a street or public space, to ensure the spatial impact of the separation distances are shared equitably.

4.12 SHADOW ANALYSIS

Shadow analysis from 9am-3pm on June 21 illustrates that the proposed 12-storey tower will create a marginal increase in overshadowing (<2 hours) of any properties on Yeo St or nearby properties, with the majority of shadow already caused by the WOW development.

Shadow created by adjoining sites
Additional shadow created by 12-storey tower

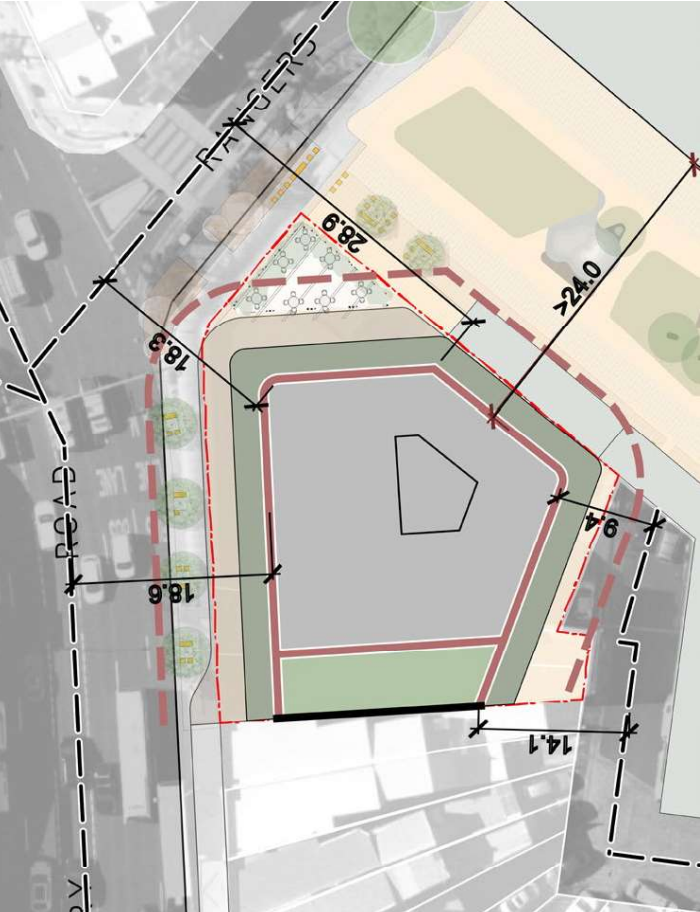


Figure 47: Proposed Envelopes - Building Separation

- KEY
- Habitat Frontage
 - 9m offset from Habitat Frontage
 - Blank Wall
 - Centreline of Road Reserves



Review of Overshadowing of Yeo Street Residential Properties

Shadow analysis finds that the 185MR PP does not result in any overshadowing of any north facing windows of residential properties in Yeo Street. The shadow of 185MR PP is largely contained within that of the Gateway approval for the neighbouring site's Woolworths Planning Proposal for 1-7 Rangers Road and 50 Yeo Street ('WOW PP'), and so does not affect any residential windows on Yeo Street.

This study here responds to the following instruction from the Regional Planning Panel:

- "the maximum Height of Building (HOB) is to be set to 44m including all roof structures, subject to further detailed modelling to ensure no further overshadowing of any north facing windows in any residential properties in Yeo Street at mid winter above and beyond that projected by Council's rescinded Military Road Corridor Planning Study and the Gateway approval for the neighbouring site at 1-7 Rangers Road and 50 Yeo Street as to be compliant with the Apartment Design Guide. Any necessary amendments to the proposal to achieve these requirements should not result in a reduction of the proposed ground level setbacks to Military Road and splayed setback area to the proposed public plaza"*

Responding to this feedback, AJC reviewed the 185MR PP against the impact of the Woolworths PP to determine what, if any, additional overshadowing impact on the residential properties on Yeo Street may occur due to the current proposal.

Extensive overshadowing analysis was undertaken by the proponent behind the WOW PP, who determined that the indicative scheme included in the exhibited rezoning would result in 80.5% of all north-facing windows on 53-59 Yeo Street retaining more than 2 hours of sun between 9am and 3pm at mid winter.

Analysis in the WOW PP found:

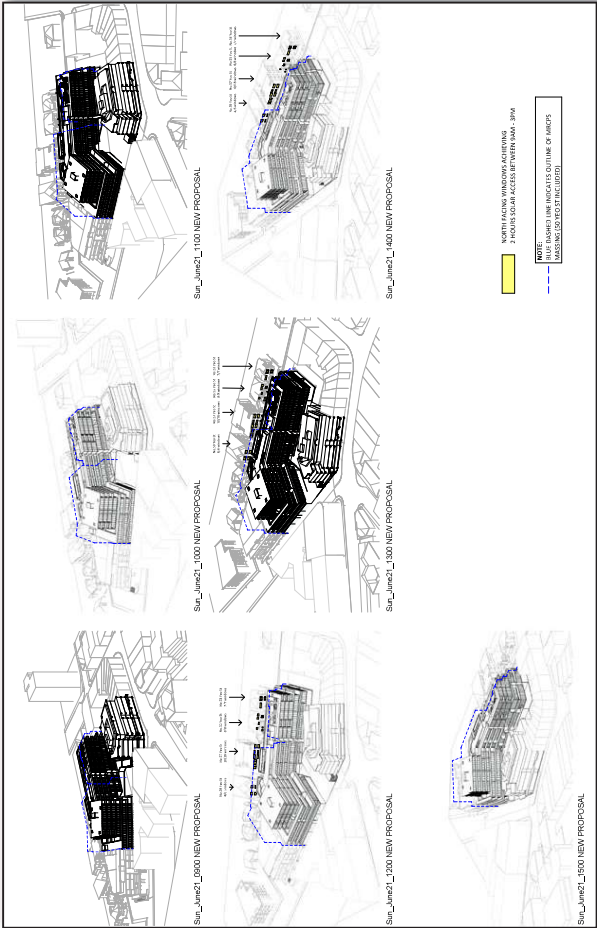
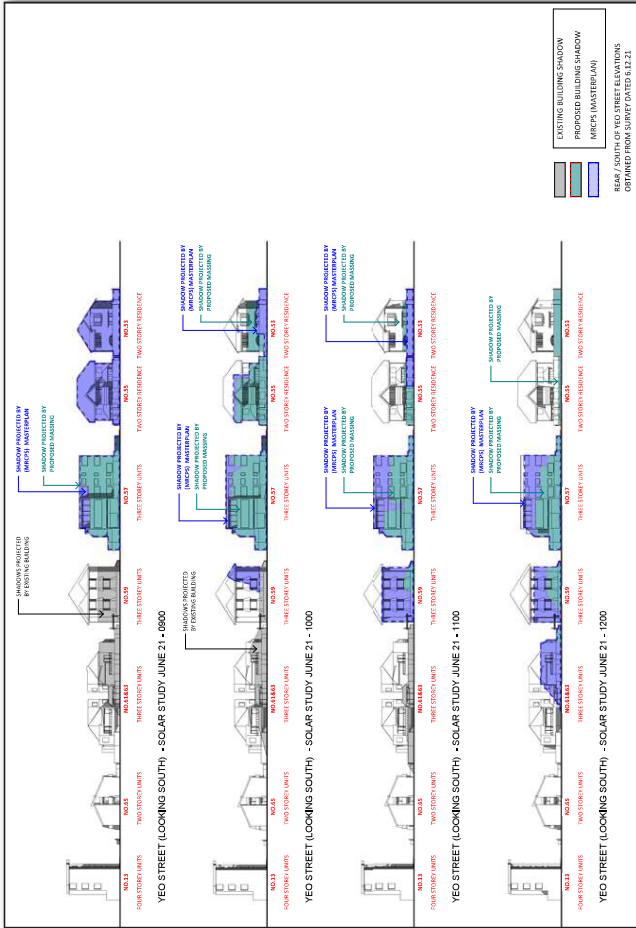
- 3 hours of solar access to 4 out of 6 north-facing windows of the 3-storey unit at 59 Yeo St.
- 3 hours of solar access to 10 out of 18 north-facing windows of the 3-storey unit at 57 Yeo St.
- 3 hours of solar access to 8 out of 8 north-facing windows of the 2-storey single residence at 55 Yeo St.
- 3 hours of solar access to 7 out of 7 north-facing windows of the 2-storey single residence at 53 Yeo St.

Analysis of the 185MR PP using the same context model shows that no north facing residential windows on 53-59 Yeo Street are further impacted by the proposal, and so there will be no change to the above metrics.

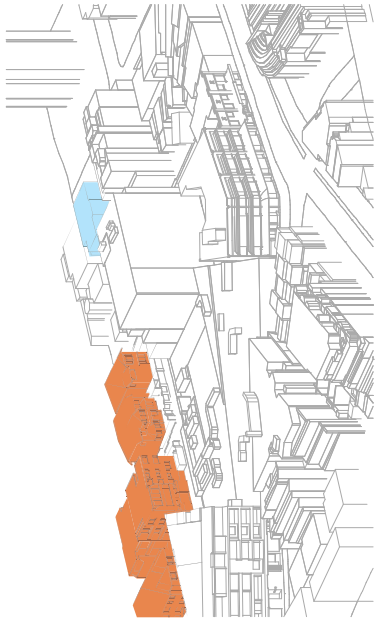
Additional overshadowing is seen at 3pm on a residential building at 65 Yeo Street, however this shadow only affects the blank wall parapet and roof of that building. Additional overshadowing of the Yeo Street frontage of 153 Wycombe Road at 9am (building elevation and garage) and 10am (garage only), however this is a non-residential building.

Consequently, this report concludes that the 185 PP fully satisfies the Regional Planning Panel's instruction that "no further overshadowing [shall occur] of any north facing windows in any residential properties in Yeo Street at mid winter above and beyond that project by Council's rescinded Military Road Corridor Planning Study and/or] the Gateway approval for the neighbouring site".

ANALYSIS UNDERTAKEN IN EXHIBITED WOOLWORTHS PLANNING PROPOSAL:



Sun-Eye Views - Existing



JUNE 21 - 9 AM



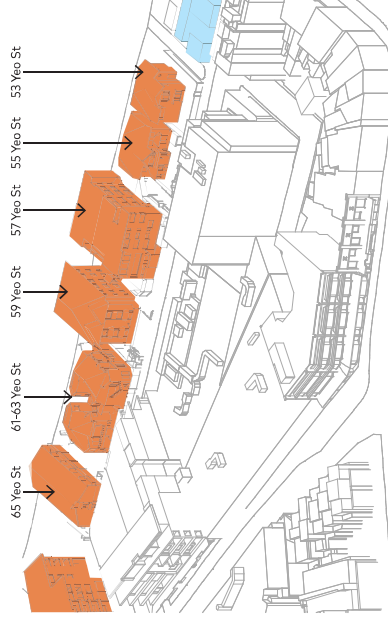
JUNE 21 - 10 AM



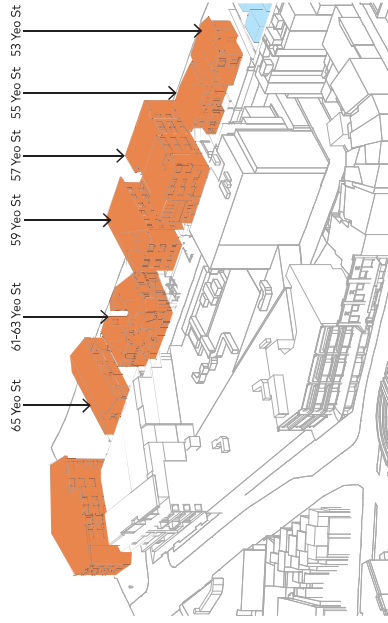
JUNE 21 - 11 AM



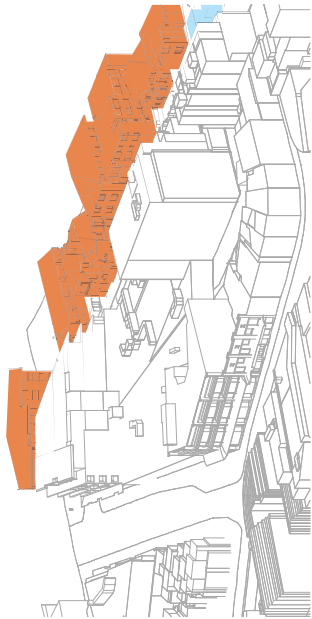
JUNE 21 - 12 NOON



JUNE 21 - 1 PM



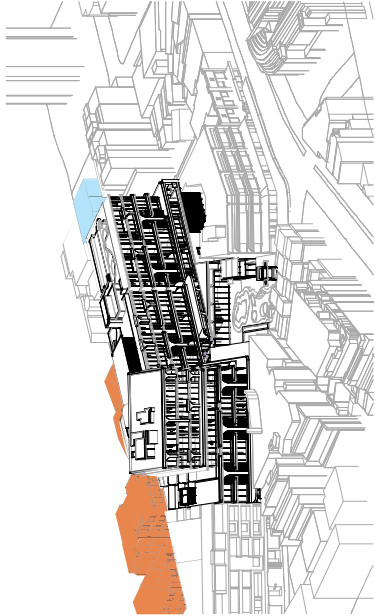
JUNE 21 - 2 PM



JUNE 21 - 3 PM

- Residential buildings facing Yeo St.
- Non-residential buildings facing Yeo St.

Sun-Eye Views - Woolworths Planning Proposal Only



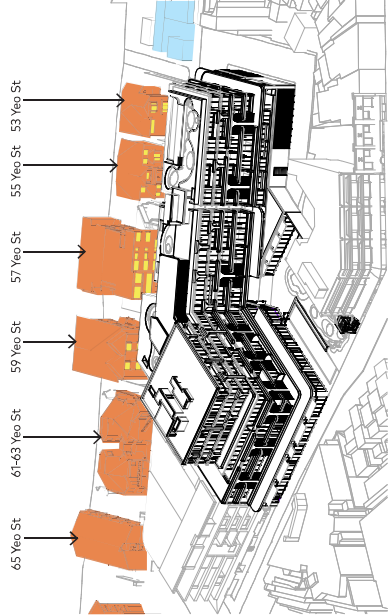
JUNE 21 - 9 AM



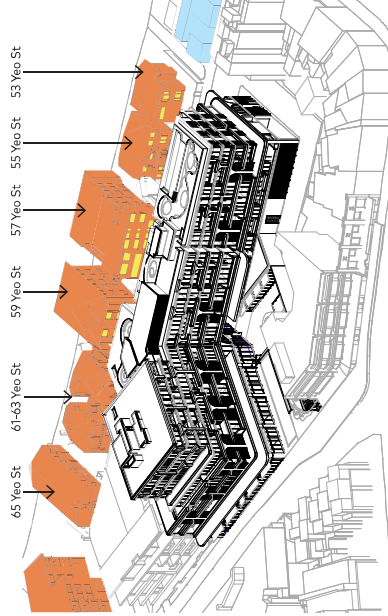
JUNE 21 - 10 AM



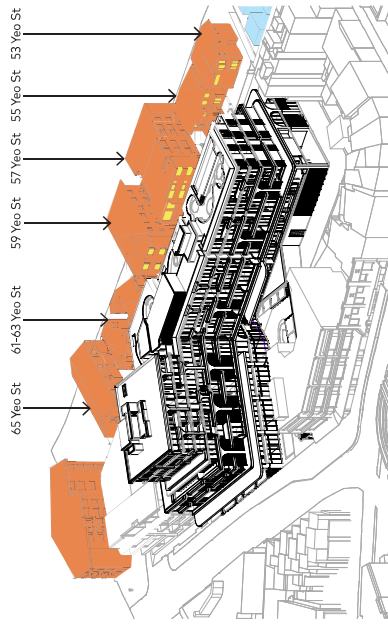
JUNE 21 - 11 AM



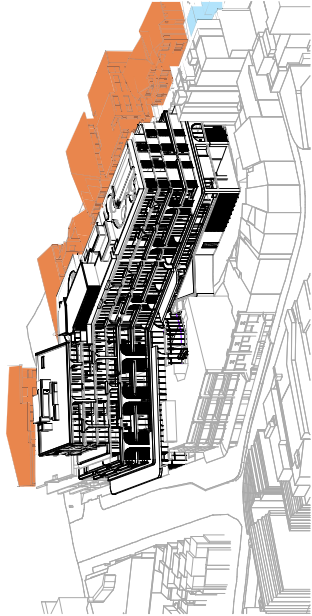
JUNE 21 - 12 NOON



JUNE 21 - 1 PM



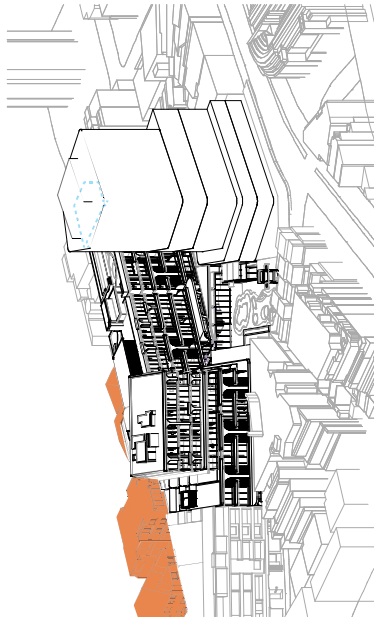
JUNE 21 - 2 PM



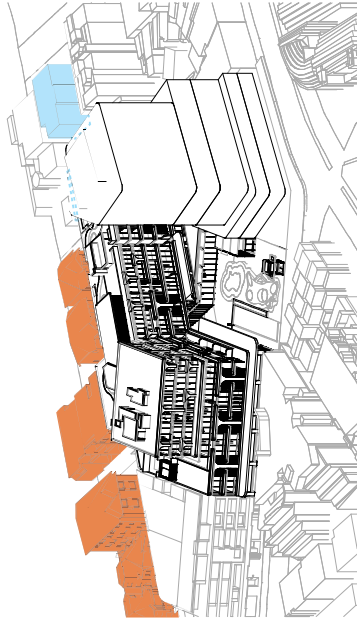
JUNE 21 - 3 PM

- North facing windows achieving 2 hours solar access between 9AM - 3PM.
- Residential buildings facing Yeo St.
- Non-residential buildings facing Yeo St.

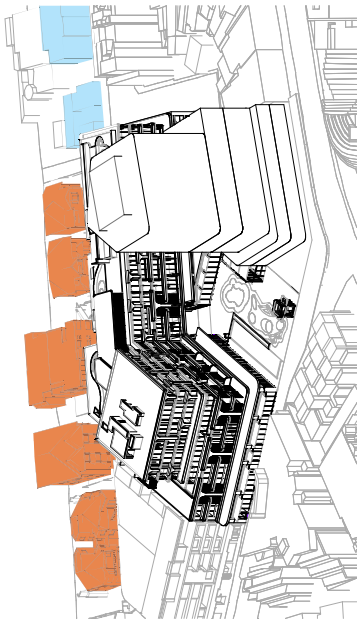
Sun-Eye Views - 185 Military Road & Woolworths Planning Proposals



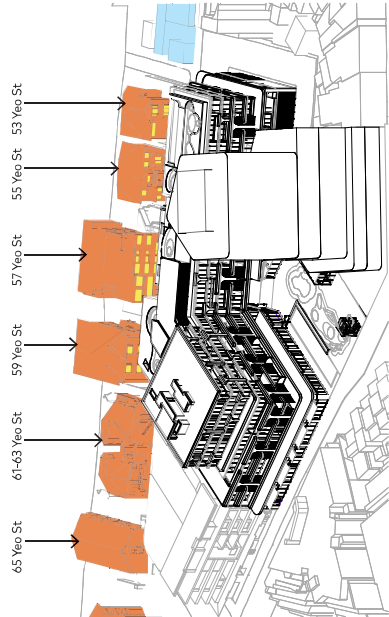
JUNE 21 - 9 AM



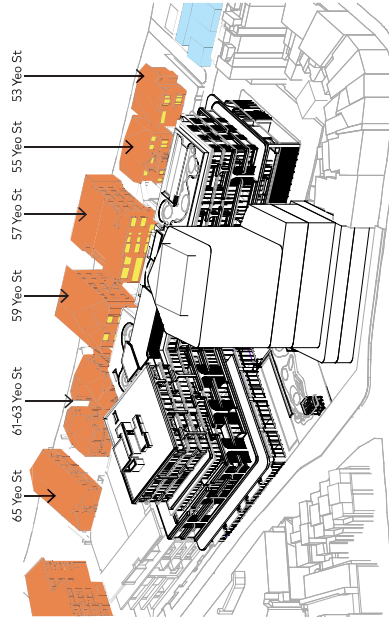
JUNE 21 - 10 AM



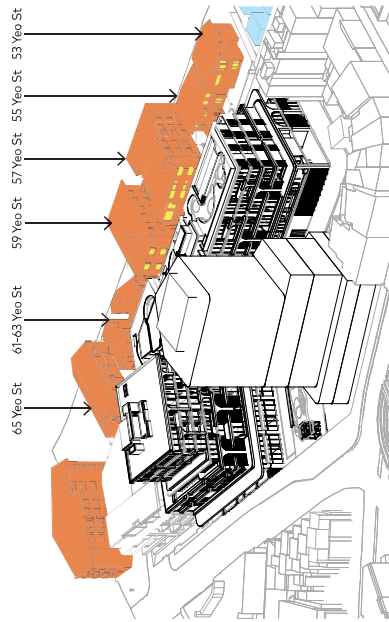
JUNE 21 - 11 AM



JUNE 21 - 12 NOON

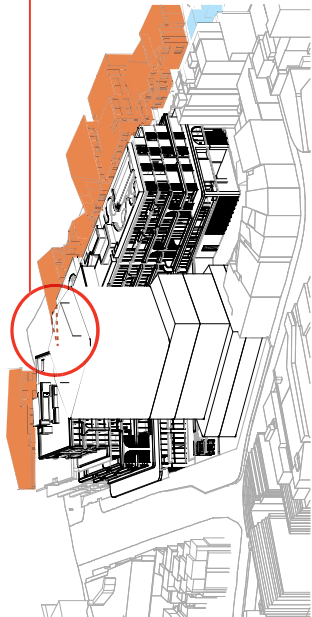


JUNE 21 - 1 PM



JUNE 21 - 2 PM

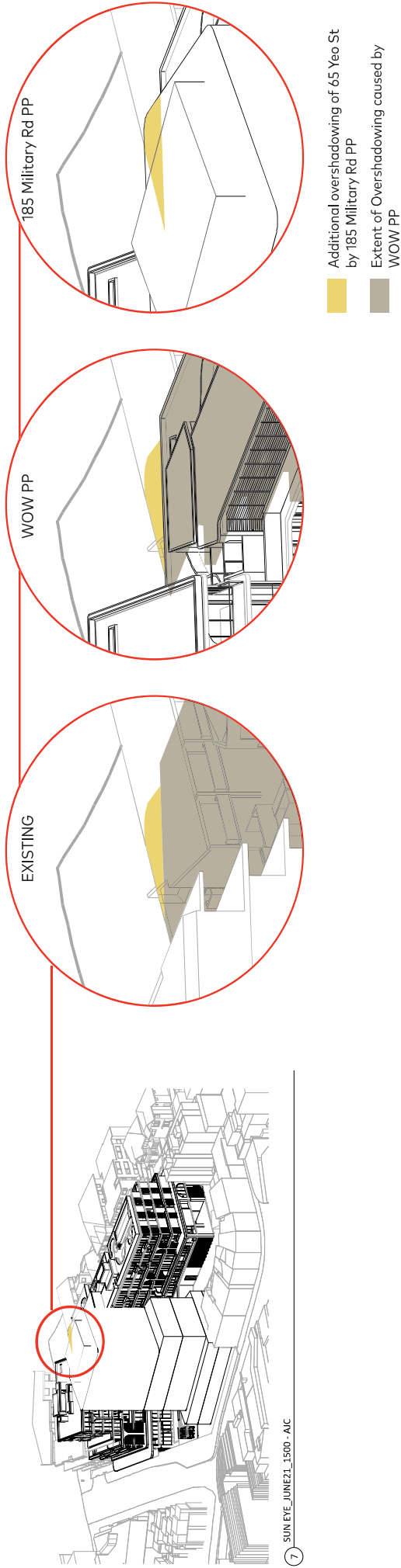
Minor additional
overshadowing of
parapet and roof
refer to next page



JUNE 21 - 3 PM

- North facing windows achieving 2 hours solar access between 9AM - 3PM.
- Residential buildings facing Yeo St.
- Non-residential buildings facing Yeo St.

Further Study of 3pm Impact on 65 Yeo Street



The diagrams and photos on this page illustrate the minimal additional overshadowing on 65 Yeo Street at 3pm at Mid-Winter by the Military Rd PP.

65 Yeo is a block of 5, 2-storey Townhouses, with dining and living on the ground floor and bedrooms on the upper floor.

The extent of the approved overshadowing by the WOW PP is shown in light brown, and the additional impact by 185 Military Rd is shown in yellow. In the existing condition diagram, the aerial and street view photos, it can be seen that any additional overshadowing will only affect the blank parapet wall and the roof of the affected building. The overshadowing is therefore considered negligible, with no additional overshadowing impact caused by the planning proposal for 185 Military Road.



Approximate extent of expected additional overshadowing of 65 Yeo St, at 3pm



5.1 PROPOSED CHANGES TO
STATUTORY PLANNING FRAMEWORK

To facilitate the design proposal as outlined in this Urban Design Report, two changes to the North Sydney Council Local Environmental Plan are proposed:

- 1. Non-Residential Floor Space Ratio
- An increase in the required minimum Non-Residential Floor Space Ratio is proposed from 0.5:1 to 2.0:1. This will ensure a significant percentage of community and commercial space is provided within the development.

5.0
PROPOSED CHANGES TO
STATUTORY PLANNING
FRAMEWORK



2. Height of Building Control

A change to the Height of Building (HOB) control is proposed to support a 12-storey residential tower.

It is proposed to increase allowable Height of Buildings from the existing 16m to 44m. The height allowance reflects the taller floor-to-floors required to support a non-residential podium, with assumed floor-to-floors of:

- 4.2m for Ground Floor Retail
- 3.8m for Levels 1-3 Office/Community Uses
- 3.2m for Levels 4-11 Residential Uses
- 2.5m to account for minimum lift overrun and rooftop plant.

The resulting calculation provides the proposed HOB control:

$$4.2\text{m} + 3.8\text{m} \times 3 + 3.2\text{m} \times 8 + 2.5\text{m} = 43.7\text{m}$$

Rounded to a proposed HOB control of **44m**.

