



INDEPENDENT SEPP 65 PEER REVIEW

500-520 PACIFIC HIGHWAY, ST LEONARDS

Final Report

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Prepared for Lane Cove Council

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CHAPTER 1

INTRODUCTION

1-1 Background

Studio GL were engaged by Lane Cove Council in November 2017 to undertake a Peer Review of the Independent SEPP 65 Assessment of a proposed mixed-use development at 500-520 Pacific Highway, St Leonards.

This report focuses on issues related to solar access, overshadowing and privacy in the SEPP 65 Assessment, as requested in the minutes of the Central Sydney Planning Panel on 25 January 2017.

1-2 Authorship

This report has been prepared by Diana Griffiths, Director, Urban Design and assisted by Rob Ellis, Urban Designer. The report was also reviewed by Felicity Lewis, Director, Architecture.

1-3 The Site

The site is located at 500-520 Pacific Highway, St Leonards. The Pacific Highway forms the northern boundary of the site, with 496-498 Pacific Highway (St Leonards Square) to the east, 69 Christie Street to the south and 536 Pacific Highway to the west. The site includes Friedlander Place (a former road that is currently open space).

The site has an approximate area of 2323sqm excluding Friedlander Place and 3752sqm including Friedlander Place.

The site lies within the Lane Cove Council LGA and is subject to the Lane Cove Council LEP (LCLEP) 2015 and the Lane Cove Development Control Plan (DCP) 2016.

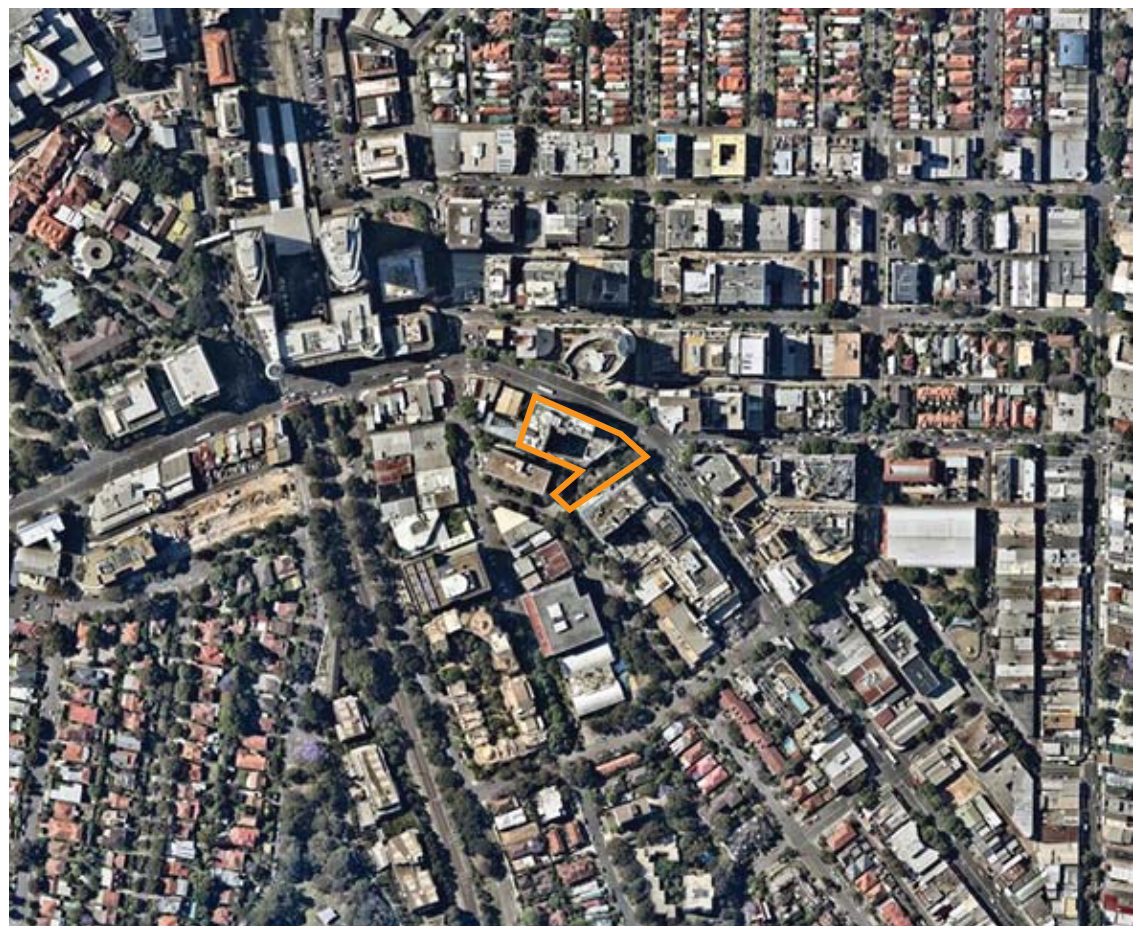


Figure 1 Aerial photo showing the site in its context (source: nearmap.com)

1-4 Proposed Development

The proposal at 500-520 Pacific Highway includes the development of a mixed-use building and the reconstruction of the adjacent public plaza. Planning for development on this site has been ongoing since 2013.

The site comprises three allotments, being 500 and 504-520 Pacific Highway, and Friedlander Place at 496-498 Pacific Highway St Leonards.

The construction of the building incorporates basement carparking over 8 levels, a retail / commercial podium and a residential tower accommodating 429 residential apartments.

Adjacent to the building is Friedlander Place which was previously terraced public open space and which is proposed to be upgraded into a landscaped public plaza.

1-5 Documents Reviewed

During the preparation of this report the following documents were reviewed:

- Lane Cove Council LEP, 2015
- Lane Cove Council DCP, 2016
- Lane Cove Council, *St Leonards Public Domain Master Plan*, 2014
- APlusDG, Warren&Mahoney, *500-520 Pacific Hwy, St Leonards: Amended DA Drawings*, 18 Oct 2017
- APlusDG, Warren&Mahoney, *500-520 Pacific Hwy, St Leonards, SEPP 65 Design Statement*, October 2017
- Architectus, *Independent SEPP 65 Assessment, 500-520 Pacific Highway, St Leonards*, 24 Nov 2017
- Urbis, *Amended Statement of Environmental Effects 496-498 & 500-520 Pacific Highway, St Leonards*, 25 Oct 2017



The following appendices to the SEE were also reviewed:

- Appendix E- Site Survey, 30 Nov 2015
- Appendix F- Solar Access Analysis, 5 Oct 2017
- Appendix G- Architectural Plans, 18 Oct 2017
- Appendix I- SEPP65 Report
- Appendix Z- DCP Compliance Table, Oct 2017
- Appendix DD- Expert Opinion Overshadowing Impact, 17 Oct 2017

1-6 Report Structure

The report is structured in four parts:

- Chapter 1 provides an introduction.
- Chapter 2 identifies the site and the surrounding context and key Local Council planning controls.
- Chapter 3 provides a peer review of the Architectus report focusing on Solar Access, Overshadowing and Privacy.
- Chapter 4 is a Conclusion



Figure 2 Photomontage view of the DA showing the proposed development (Source: AplusDG)



CHAPTER 2

CONTEXT



Looking north across the site from 69 Christie St, towards the Telstra building

2-1 The study area

The site at 500-520 Princes Highway comprises three adjoining land parcels which were previously 6 and 10 storey commercial buildings with adjacent open space on Friedlander Place.

The Pacific Highway is a six-lane, major arterial road parallel to the site that leads towards Sydney CBD in the south and Hornsby in the north west. Nicholson St and Christie St are to the south and south west of the site. To the north of the Pacific Highway, and the site, is commercial development comprising predominately medium and high rise mixed use buildings.

The site is in close proximity to the St Leonards Train Station and the future Crows Nest Metro Station.

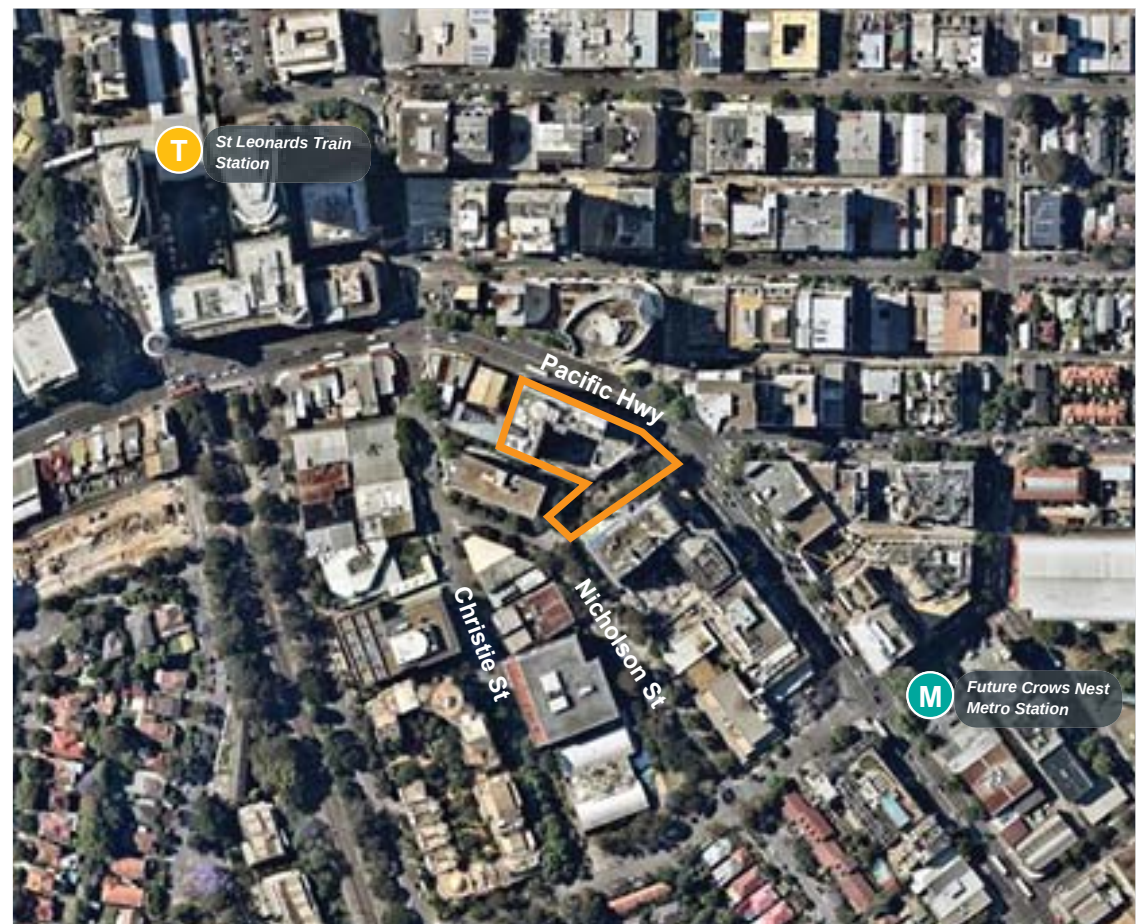


Figure 3 Aerial site context (source: nearmap.com)

2-2 Key planning controls

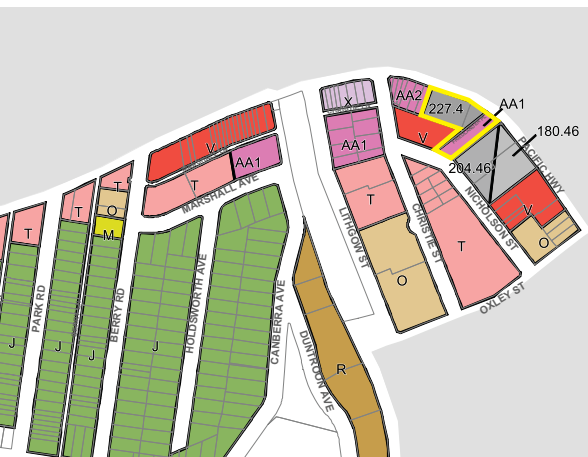


Figure 4 Building Heights Diagram (Lane Cove LEP 2015)

Building Heights

The site has a maximum building height of 227.4 RL(m) and the Friedlander Place portion of the site has a height limit of 65m.

Maximum Building Height (m)

J	9.5
M	12
O	15
R	21
T	25
V	36
X	45
AA1	65
AA2	72

Maximum Building Height (RL m)

	180.46
	204.46
	227.4

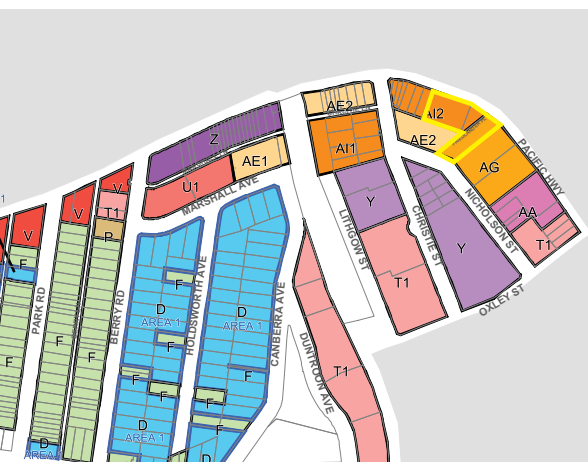


Figure 5 Floor Space Ratio Diagram (Lane Cove LEP 2015)

Floor Space Ratio

The largest portion of the site has a floor space ratio of 17.1:1 while the Friedlander Place section of the site has a FSR of 12:1.

Maximum Floor Space Ratio (n:1)

D	0.5	AA	6.0
F	0.6	AE1	10.0
P	1.2	AE2	10.1
T1	2.0	AG	12.0
U1	2.5	AI1	14.1
V	3.0	AI2	17.1
Y	4.5		
Z	5.1		

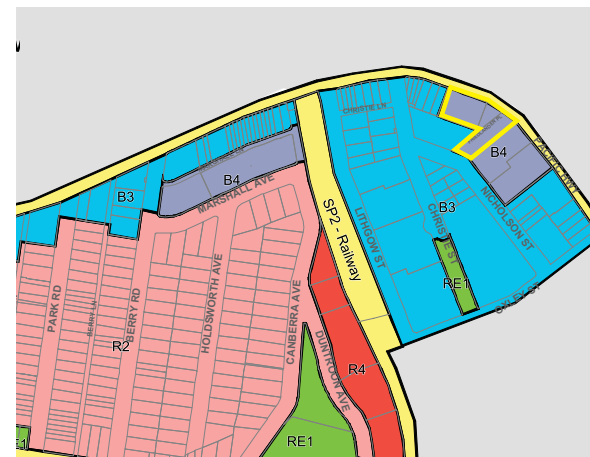


Figure 6 Land Zoning Diagram (Lane Cove LEP 2015)

Zone

B3	Commercial Core
B4	Mixed Use
R2	Low Density Residential
R4	High Density Residential
RE1	Public Recreation
SP2	Infrastructure

Land Zoning

The site is located within a Mixed Use (B4) Zone, and is surrounded by Commercial Core (B3) zoning to the west and south. The north eastern edge of the site is bounded by Infrastructure (SP2) zoning along the Pacific Highway. Public Open Space (RE1) is located nearby at the southern end of Christie St.



CHAPTER 3

PEER REVIEW

3-1 Introduction

This report has reviewed the detailed and comprehensive SEPP 65 Assessment prepared by Architectus (dated November 2017). To avoid confusion, Studio GL has not replicated this detailed assessment but has reviewed the comments provided by Architectus and key documents submitted by the applicant relevant to solar access, overshadowing and privacy and provided relevant commentary. The report makes no findings on issues not related to the design quality of residential apartment development such as separation distances between adjoining commercial uses.

During the review it has become clear that this project has had the extensive and detailed involvement of skilled experts over many years and the scheme has undergone multiple changes and refinement over this time.

Determining the impact of the development and the relationship between this development and adjoining sites would have been easier if the architects had prepared a set of plans that showed the location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions on adjoining sites as recommended in the Apartment Design Guide (ADG). The plans, elevations and sections provided by the architects rarely identified the location or size of adjoining or nearby buildings and the majority of the sections failed to show the surrounding context.

Nevertheless it is Studio GL's opinion that the scale of the proposed development is generally in line with the desired future scale of development envisaged by Council's planning controls and the site specific controls under the Lane Cove DCP2010.



Figure 7 Page 171 of the Apartment Design Guide showing an example of a detailed well resolved drawing which also show the surrounding context.

3-2 Issue - Solar Access

The SEE states that "64.34% of apartments will receive a minimum of 2 hours solar access between 9am and 3pm at midwinter, and 24% of apartments receive no direct sunlight". It also states that "Technical compliance with the 70% guideline in the ADG could be achieved if a higher proportion of one-bedroom apartments were located along the building's northern façade".

Issue - Solar Access	Relevant Commentary by Architectus	Studio GL Review and Comments
The key SEPP 65 Design Principles relevant to Solar Access are: <i>Principle 3: Density with particular attention to "Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context." Principle 4: Sustainability with particular attention to "Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs."</i> <i>Principle 6: Amenity with a focus on "Good design positively influences internal and external amenity for residents and neighbours" and "Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility."</i>	Principle 3: Density The general arrangement of floor plates achieves functional apartment layouts that achieve minimum acceptable internal amenity. Principle 4: Sustainability The proposal meets the minimum requirements for thermal comfort and energy efficiency under the BASIX SEPP and exceeds the water benchmark by one point. Principle 6: Amenity Generally, the proposal produces apartments with good outlook, solar access and ventilation. Apartment amenity is discussed in detail under the Apartment Design Guide assessment following this table. Building depth ratios do not strictly comply with the minimum width to depth ratio of 2:1, however are demonstrated to meet the ADG requirements for cross ventilation. The achievement of solar access is considered satisfactory for this proposal, despite achieving 2 hours of solar access to only 64% of apartments, between 9am and 3pm in mid-winter, given that: • In such dense urban environments, where FSRs exceed 6:1, full compliance with the ADG solar access requirements is difficult to achieve, and unreasonable. In this instance, the proximity to St Leonards and other key centres, and the desirable southern outlook is considered an appropriate alternative to strict compliance with the solar access requirements • Majority of apartments not achieving a minimum 2 hours of solar access generally face south, which have highly desirable and visually interesting views, providing an alternative to direct solar access compliance for these apartments. • The façade treatment to the living areas of south and south-west facing apartments is floor to ceiling glazing which provides maximum daylight exposure • Views to the south and south-west of the site are unlikely to be significantly impeded in the long term due to the fall of topography away from the site's ridgeline position.	Studio GL agrees with Architectus that the general arrangement of floor plates achieves a minimum acceptable internal amenity. Studio GL also agrees that in dense urban environments full compliance with the ADG solar access requirements is difficult to achieve and accept that the majority of apartments not achieving a minimum 2 hours of solar access generally face south, which have highly desirable views.

3-3 Issue - Overshadowing

The SEE states that "during the assessment of the Planning Proposal, Lane Cove Council prepared an independent shadow analysis of the proposed building mass to ascertain the likely impact on adjacent properties to the south of the subject site. The analysis demonstrated that affected properties will receive at least 2 hours of sunlight at midwinter, between 9am and 3pm". The SEE also notes that "further analysis has been undertaken in respect to the proposed building form the subject of this Development Application and that the shadows cast by the proposal will have no material impact on the solar access to affected properties".

Issue - Overshadowing	Relevant Commentary by Architectus	Studio GL Review and Comments
The key SEPP 65 Design Principles relevant to solar access are: <i>Principle 1: Context. "Good design responds and contributes to its context" and "Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood".</i> <i>Principle 6: Amenity. "Good design positively influences internal and external amenity for residents and neighbours" and "Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility."</i>	- Based on winter solstice shadow diagrams, overshadowing of low rise residential to the south west is slender and fast moving between 9am – 10:30am. There is no impact on these areas after this time. - After 10:30am overshadowing of commercial buildings to the south and south east occurs. By 1:30pm commercial buildings to the south of Nicholson street are not overshadowed. - Afternoon shadow impacts from the proposal are negligible increases to that created by 472-482 Pacific Highway.	Studio GL agrees with Architectus that the overshadowing impact to the south west (based on the mid winter shadow diagrams) is slender and fast moving with no impact occurring from sometime between 10:30 and 11am. Studio GL also agrees that afternoon shadows predominantly sit within the shadow created by development to the east along Pacific Highway. The SEE states that "assessment of the Mirvac development at 472 & 486 Pacific Highway took into account the potential redevelopment of 500-520 Pacific Highway to inform solar access analysis". It also states that "The full 3D digital model analysis undertaken by Steve King demonstrates that there are small, if not negligible, differences in the now projected overshadowing impact on 472 & 476 Pacific Highway as follows: - For the one 'stack' of apartments which were not achieving a complying minimum of two hours solar access at 21 June, there is actually a small improvement. - For the three 'stacks' of apartments which were reported as complying, there is a small loss of sun which does not affect their compliance status. Studio GL is satisfied that this impact is small." The SEE notes that sunlight access is provided to portions of Friedlander Place from 9:30am midwinter. It also notes that, the area receiving solar access increases until 11am when it then starts to reduce again and that Friedlander Place is entirely in shadow from 1pm at midwinter. Studio GL agrees that the shadow diagrams show Friedlander Place is heavily impacted by overshadowing in mid-winter and that this will reduce the attractiveness and value of this newly upgraded open space. The majority of the shadow is cast by surrounding buildings, however additional sunlight could be created between 10am and 11:30am by widening the opening to Friedlander Place at the Pacific Highway and increasing the setback of Levels 1-3 in the north-east corner of the building.

3-4 Issue - Privacy

The SEE states that "although not every side of the proposed development is technically consistent with the separation design criteria in ADG 3F Visual Privacy, due to the site-specific design response, the proposal achieves the visual privacy objectives of 3F-1... because all residents of the proposed development will be able to use their private spaces without being overlooked."

Issue - Privacy	Relevant Commentary by Architectus	Studio GL Review and Comments
The relevant ADG principle relating to privacy are <i>Principle 1: Context. Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.</i> Continued below...	2F Building Separation The existing and future built context adjacent the proposal demands compliance with building separation controls. North Adequate building separation is enabled by the width of the Pacific Highway, coupled with site setbacks. East All storeys up to and including storey 8 achieve adequate building separation with 472-486 Pacific Highway. For Level 8 and above, the required building separation of 24m is achieved by making balconies of south-east corner apartments inaccessible. West The residential tower component of the proposal meets the 7m setback control for the western boundary. An adjacent setback of 6 metres would result in a 13 metre building separation. Whilst this is less than the ADG requirements, it is consistent with the DCP, with buildings able to be appropriately oriented to avoid privacy and overlooking issues.	North Studio GL agrees that adequate building separation is provided to the North due to the width of the Pacific Highway. East Studio GL agrees that the proposed development achieves adequate building separation to the east (with 472-486 Pacific Highway) by requiring sections of balconies that are non-complying to be inaccessible. This requirement applies to a small section of balconies in the south-east corner of the building between Level 5 to 35 (as shown on the architectural drawings). Balconies above Level 35 (ie levels 36-43 as shown on the drawings) in this location are not required to be inaccessible, presumably because this section of the building is taller than the building to the east at 472-486 Pacific Highway. The Amended SEE notes that: "To retain the design integrity of the building, the balustrade lines continue to wrap around the building however all space between the balustrade and the 24m setback line for Levels 4 – 36 has been designed to be non-trafficable. These areas are not accessible from the trafficable portion of the balcony yet are designed and dimensioned to ensure variation in the façade line across each level of the building is maintained. For maintenance purposes, access will be provided from neighbouring apartments or via external abseil access. The internal materiality and finishing of these spaces will reflect their non-trafficable nature." While compliance is achieved, Studio GL do not consider this design solution to be practical or well resolved. West We agree that separation distances to the West comply with the site specific DCP setback control and that buildings on the adjacent site could be appropriately orientated to avoid overlooking and privacy issues.

3-4 Issue - Privacy cont.

Issue - Privacy	Relevant Commentary by Architectus	Studio GL Review and Comments
	South The building separation achieved is 11.2 metres. The DCP requires 12 metres in this location (Lane Cove DCP, Part D, Section 4.4 Separation). The ADG requires 12 metres (up to the fourth storey), 18 metres (5-8 storeys) and 24 metres for the ninth storey and above. Architectus considers the building separation appropriate in this instance due to the following factors: • Communal open space is provided at ground level and level 1 along the southern portion of the floorplate, • Commercial uses are provided at level 2 to level 7 and occupy the southern portion of the floorplate, • Architectus considers that given the outlook and street address of 69 Christie Street, it is likely that orientation would be toward the street and significant views to the south. It is therefore likely that primary outlook would not be toward the subject site. Furthermore, the DCP provides site specific controls for a building on this site. It is considered that this has been prepared in context of the site's surrounds.	South Studio GL notes that the proposed development is located between 0.2m and 2m off the southern boundary of the site up to the maximum building height and that the 2m balcony articulation zone is provided between the southern boundary of the site and the building. We do not agree with the SEE that states that “the upper level residential balcony setbacks vary from 1-5 m from the southern boundary” as the balconies shown on the drawings are closer to the boundary than 1m. The property to the south of the site, 69 Christie Street, is burdened by easements, predominantly for access. The survey plan does not indicate that these easements are also easements for light or ventilation, nor is it a public or private laneway (although it is referred to as Nicholson Lane on the architect's drawings and in the assessment by Architectus, and is referred to as Christie Walkway within the St Leonards Public Domain Masterplan 2014.) If it is a laneway the Lane Cove DCP requires that the proposed development should be setback 6m above 2 storeys. If it is a rear setback the Lane Cove DCP would normally require 6m however this setback is not required in special areas like this one and we agree that the setbacks comply with the site-specific controls under the Lane Cove DCP2010. We also agree with Architectus that the building separation between the existing building on 69 Christie Street and the proposed development is 11.2 metres and that this is acceptable. We agree that as the site at 69 Christie Street is zoned B3 Commercial Core and as residential development is not permitted, SEPP 65 and the accompanying ADG are not matters for consideration in the assessment of a future commercial building on that site. For the lower levels of this building the relationship between the proposed development and 69 Christie Street is one between commercial uses and so is not directly relevant to a SEPP 65 Assessment.

3-4 Issue - Privacy cont.

Issue - Privacy	Relevant Commentary by Architectus	Studio GL Review and Comments
<i>Principle 2: Built Form and Scale Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.</i> Continued below...	Principle 2: Built Form and Scale The proposal achieves the required 24 metre separation with 472-486 Pacific Highway for levels 9 and above, between habitable rooms. The building separation to the south is supportable given the proposed commercial uses along the southern elevation, between levels 2 to 7. Further, the building separation to the west will not strictly comply with potential future development on the adjacent property, however it does provide sufficient setback to achieve the minimum tower separation required under the precinct specific DCP controls. 2B Building Envelopes The ground level setback of the proposal complies with the DCP requirement of a 4m setback from the Pacific Highway, Friedlander Place and 0m minimum from the western and southern boundary. The DCP prescribes that the non-residential podium, Levels 1 – 3, must comply with a 0m minimum setback from all boundaries. The proposal achieves this setback control. While the podium is compliant at all podium levels, the tower component of the proposal exceeds setback controls, predominantly along the Pacific Highway boundary. Along the Pacific Highway boundary, the tower is to be set back 4m. Sections of level 4 have close to 0m setback, and levels 5 to 43 frequently protrude into the 4m setback zone by up to 1.2m. In this instance, level 4 balconies are acceptable as they occupy the roof of level 3 of the podium. 2G Street Setbacks The podium component of the proposal complies with all relevant setback controls. However, the residential tower component does not strictly comply with the 4m setback from Pacific Highway boundary. 2H Side and Rear Setbacks Side and rear setbacks are compliant with DCP controls. The DCP requires a 4m ground level setback to Friedlander Place and 0m west and south setback for all podium levels.	As previously noted Studio GL agrees that the separation distance between the proposal and 472-486 Pacific Highway complies with the ADG and is acceptable. The building separation to the west can comply with the precinct specific site controls for 12m between towers, however as previously commented careful orientation of future development on the neighboring site would be required to achieve acceptable impacts. Studio GL agrees that setbacks to the ground level and non-residential podium levels (1-3) are appropriate for the north, east and west. We also agree that the slight protrusion of balconies, into the 4m DCP control setback, on the Pacific Highway, should not have significant privacy impacts on the proposed dwellings or adjacent sites. Additionally, extending the level 4 balconies to the site boundary along the Pacific Highway should not have significant privacy impacts. However, while not strictly required from an ADG privacy perspective, Studio GL recommends that an increased setback to the commercial levels on the southern side is considered during design refinement (possibly by removing balconies to commercial floors). The 3 to 4 storey podium facing Pacific Highway becomes 6 storeys facing 'Nicholson Lane' due to the level change, which could give an oppressive character to the potential future laneway if 69 Christie Street is developed.

Issue - Privacy	Relevant Commentary by Architectus	Studio GL Review and Comments
<i>Principle 6: Amenity - Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being.</i> <i>Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.</i>	Principle 6: Amenity ‘Generally, the proposal produces apartments with good outlook’ 3F Visual Privacy The podium and residential tower component are adequately separated to achieve visual privacy for the western, northern, and eastern elevations (non-trafficable balconies) of the proposal. As discussed above at Objective 2F, the proposed commercial uses between level 2 – 7 along the southern elevation of the building will provide adequate privacy between the proposed and the future potential development to 69 Christie Street. The balustrade design is supported as it achieves high aesthetic outcomes and resident privacy. In addition, Architectus is satisfied that adequate visual privacy is provided between apartment balconies, achieved by appropriately designed balcony party walls.	Studio GL agrees that generally the proposal produces apartments with good outlook and the outlook of lower level south facing apartments (which start at level 8) should not be compromised by a future development up to the maximum building height on 69 Christie Street. As noted above, Studio GL agrees that adequate separation distances are achieved to the north, east and west for the podium component and for the tower element. We also agree that incorporating commercial uses between levels 2-7 along the southern boundary has removed the conflict between commercial and residential uses to the south. While the relationship between commercial uses is not strictly relevant to apartment design, Studio GL consider that the separation distance to the south between commercial uses could be improved (possibly by removing balconies to commercial floors). As the proposed development has little or no setback to the south the current arrangement could result in a narrow 6m wide "laneway" above the ground floor when the 69 Christie Street site is redeveloped (as shown in Figure 7). The redevelopment of 69 Christie Street will be important for the long term success of this area as it could activate the walkway/ laneway and support retail uses on the lower ground floor of the proposal as recommended within the St Leonard's Public Domain Masterplan (2014). We note that the future setback relationship (shown in Figure 8) is incorrect as it shows 4 and not 3 commercial floors between level 4-8. As shown in the architects section (Figure 9) the south facing commercial floor space has a different floor to floor height than the north facing residential units, and has sections of balustrade extending across the façade at varying heights, reducing internal light levels and views from the south facing spaces. Studio GL do not consider the design and layout of commercial spaces on these levels to be well considered and suggests that these could be improved during detailed design.

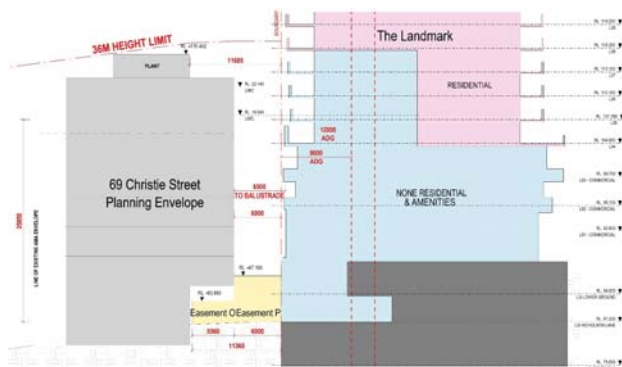


Figure 8 Future setback relationship between 69 Christie Street and 500-520 Pacific Highway (Source: Urbis Amended SEE, Oct 17)

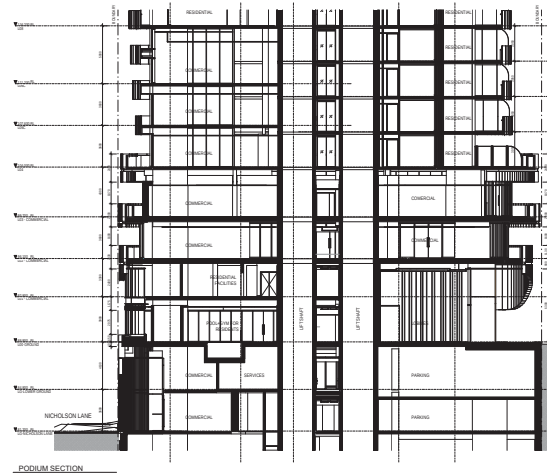


Figure 9 Podium section (Source: AplusDG)



CHAPTER 4

CONCLUSION

4-1 Conclusion

This peer review of the SEPP 65 report has considered solar access, overshadowing and privacy as requested by the Central Sydney Planning Panel.

The report makes no findings on planning issues not related to the design quality of residential apartments. It is not a detailed assessment of the proposed development against State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) Design Principles and the guidelines of the NSW Apartment Design Guide.

For the three issues peer reviewed, Studio GL is in agreement with the Architectus assessment that the solar access and overshadowing impacts of the proposed development are generally acceptable. If possible during design refinement it would be desirable for the north east corner of levels 1-3 of the proposed development to be reduced (possibly by the removal of balconies to the commercial floors) to increase the amount of sunlight access to Friedlander Place. See Figure 11.

With regard to the issue of privacy, Studio GL generally agrees with the Architectus assessment that the proposed development allows for acceptable impacts on the eastern, northern and western interfaces.

Studio GL also agrees that the proposed development complies with the current DCP and that the southern interface is acceptable when assessing impacts for the current building at 69 Christie Street. While not directly related to the issues addressed in this report, Studio GL considers that the setback and design of the commercial levels on the southern interface could be improved during detailed design refinement.



Figure 10 External rendering of the proposed development (Source: AplusDG)



Figure 11 Overshadowing of Friedlander PI at 11am (Source: AplusDG)

