

**Report to General Manager**

Attachments:

1. Summary of Submissions
 2. Draft Alfred Street Planning Study
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SUBJECT: Alfred Street Planning Study – Post Exhibition Report**AUTHOR:** Tomas van der Meer, Strategic Planner Urban Design**ENDORSED BY:** Joseph Hill, Director City Strategy**EXECUTIVE SUMMARY:**

The Alfred Street Precinct is located on the eastern side of the Warringah Expressway and makes up the eastern edge of the North Sydney CBD. The precinct supports a mix of 3 storey commercial buildings, a 5 storey residential building and the prominent, 18-storey commercial “Bayer Building” at 275 Alfred Street.

Council has previously resolved to prepare a Planning Study for the precinct in the context of a Planning Proposal lodged for the Bayer Building in 2015. The draft Planning Study that was prepared in response to this resolution, proposed to rezone the precinct from a B3 Commercial Core zoning to a B4 Mixed Use zoning under the North Sydney Local Environmental Plan 2013. This would enable residential development to be considered in any future development.

This draft Alfred Street Planning Study was adopted by Council for public exhibition at its meeting on 26 March 2018. A total of twenty-nine submissions were received in response to the exhibition process.

The draft study received support for the inclusion of proposed strategies to provide public benefits for the community by providing improved walkability through streetscape improvements along Alfred Street North and Little Alfred Street.

Key issues raised in the submissions related to:

- The impact of the added height or bulk of buildings in the precinct;
- Feasibility of the proposed land amalgamation; and
- Traffic and parking impacts in and around the precinct.

The study has been amended in accordance with the recommended changes outlined in this report and in response to submissions received. It is recommended that the amended Alfred Street Planning Study be adopted and that detailed issues not fully resolved as part of the Study be further addressed within supporting studies required if and when a Planning Proposal is lodged. These largely relate to traffic, parking and access issues.

Given that the changes proposed are not fundamental and that the Planning Study represents a non-statutory policy document, it is not recommended that the Study be re-exhibited in this instance.

FINANCIAL IMPLICATIONS:

The Planning Study has largely been prepared in-house and ancillary costs associated with the exhibition of the Study were included in the adopted 2017/18 budget.

RECOMMENDATION:

- 1. THAT** the amended Alfred Street Planning Study (Attachment 2) be adopted and endorsed as Council's preferred planning framework for the precinct.
 - 2. THAT** any Planning Proposal lodged for the precinct be required to be consistent with the endorsed Alfred Street Precinct Planning Study.
 - 3. THAT** any Planning Proposal lodged for the precinct be required to resolve any detailed issues not fully resolved in the Planning Study.
 - 4. THAT** Council write to Roads and Maritime Services seeking to enter into dialogue about potential improvements to the park to the south of the precinct.
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LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- | | |
|------------|--|
| Direction: | 2. Our Built Infrastructure |
| Outcome: | 2.2 Vibrant centres, public domain, villages and streetscapes |
| Direction: | 3. Our Future Planning |
| Outcome: | 3.4 North Sydney is distinctive with a sense of place and quality design |
| Direction: | 5. Our Civic Leadership |
| Outcome: | 5.1 Council leads the strategic direction of North Sydney |

BACKGROUND

The planning controls for 275 Alfred Street, North Sydney (commonly known as the ‘Bayer Building’) have been the subject of requested amendments from the landowner since 2003.

On 3 September 2015, Council received a Planning Proposal seeking to facilitate a 26 storey mixed-use development on 275 Alfred Street.

On 15 February 2016, Council refused the proposal, in part, on the grounds that the proposal was not underpinned by a strategic planning study for the precinct. The owner subsequently appealed to the NSW Government via the Pre-Gateway Review process.

At its determination meeting on 13 September 2016, the former decision body for such matters, the Sydney North Joint Regional Planning Panel (JRPP), recommended that the proposal be refused but provided some indicators for the potential favourable consideration of a future amended proposal.

In response, on 20 February 2017, Council resolved:

- 1. THAT Council endorse the preparation of a planning study for the Alfred Street precinct as a basis to guide the preparation of any future planning proposal for the site at 275 Alfred Street, North Sydney.*

A draft planning study was prepared and on 26 March 2018 Council resolved:

- 1. THAT Council resolve to place the draft Alfred Street Precinct Planning Study on public exhibition for a minimum of 28 days;*
- 2. THAT key stakeholders be consulted during the exhibition period; and*
- 3. THAT a report be prepared for Council’s consideration accounting for submissions made and any resulting amendments to the Planning Study.*

The draft study was exhibited from Thursday 26 April 2018 until Friday 8 June 2018.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol and is discussed further below.

SUSTAINABILITY STATEMENT

The sustainability implications were considered and reported on during the initiation phase of this project.

DETAIL

1. Exhibition

The draft planning study was exhibited from Thursday 26 April 2018 until Friday 8 June 2018.

Details of the exhibition were placed on Council's website, available in hardcopy in the Stanton Library and front desk of Council Chambers and public notices placed in the Mosman Daily. Letters were sent to:

- Residents/occupiers within notification area;
- Precinct Committees;
- Department of Planning;
- Roads and Maritime Services;
- Transport for NSW;
- Department of Education; and
- State Heritage Office.

Council held two community briefing sessions on Thursday 10 May 2018. Invitation to the briefing sessions were made publicly available on the website and invitation letters were sent out to stakeholders in the area including:

- Local landowners and residents;
- Bayer Building Neighbours Committee; and
- Stanton Precinct, Milson Precinct and other precinct committees.

Council received twenty-nine (29) submissions in response to the draft study during the exhibition period and an additional two submissions from landowners post-exhibition. A detailed summary of the submissions is included at Attachment 1.

Notably, in a submission dated 10 October 2018, Council was advised that the owner of 275 Alfred Street no longer sought to demolish the Bayer Building and construct a mixed use tower, preferring instead to convert the existing structure to mixed use and add an additional 9 floors. This proposal is discussed in Chapter 5 of the amended Planning Study.

This report considers the main issues raised during the public exhibition process and details the recommended changes to the draft study. The amended Alfred Street Planning Study is

provided in Attachment 2.

2. Overview

The draft planning study seeks to address a complex set of land use and built form planning issues, where the Bayer Building, an 18-storey aging commercial building constructed in 1971, is set within a small office precinct located on the periphery of a heritage conservation area. Whilst the Bayer Building currently supports over 100 small businesses taking advantage of its proximity to the CBD and more affordable rents, the building is close to 50 years old and will be in need of renewal now or some stage in the future.

Further, redevelopment of the Bayer Building alone, as envisaged by the previous Planning Proposal, is not considered an appropriate outcome for the precinct as it would likely effectively sterilise the redevelopment potential of the adjacent landholdings to the north and south.

The draft planning study as exhibited, proposed a mix of commercial and residential development across the precinct with a tall, slender tower located marginally further north. This required amalgamation with the adjoining properties to increase the separation distance to a new mixed use building to the south. That proposal required amalgamation of sites, which enabled the creation of a pocket park to be provided to the north of the site, creating direct pedestrian access from the CBD towards Anderson Park. The exhibited preferred built form option is shown at Figure 1 below.

Exhibition of the draft planning study elicited significant responses from the community, particularly within 200m of the study area as well as from the landowners. With regard to built-form, responses to the draft study was split between:

- Nearby residents that generally raised concerns that any redevelopment of the precinct that increases the height or scale of buildings will be wholly out of scale with the surrounding conservation area giving rise to unacceptable privacy, overshadowing, traffic and other environmental impacts; and
- Landowners that support the intent of the study but advise that any redevelopment, particularly if there is a requirement to amalgamate with adjacent properties, will require significantly more GFA than was proposed, to be economically feasible.

There was limited support from the community for the proposed benefits any redevelopment may offer including new landscaping, streetscape upgrades, consolidated vehicle entry and the proposed northern pocket park/through site link. Six submissions queried the benefit of the pocket park with some concern it may attract antisocial behaviour.

Advice from landowners suggested any public benefit that could be negotiated as part of any renewal scheme would need to be met with even further height to pay for such benefits which goes to the heart of the challenges associated with overcoming an already large commercial building with an improved urban outcome whilst delivering public benefit.

This report addresses the key concerns raised in the submissions and outlines a proposed way forward. A summary of public submissions received during the exhibition period is provided at Attachment 1.

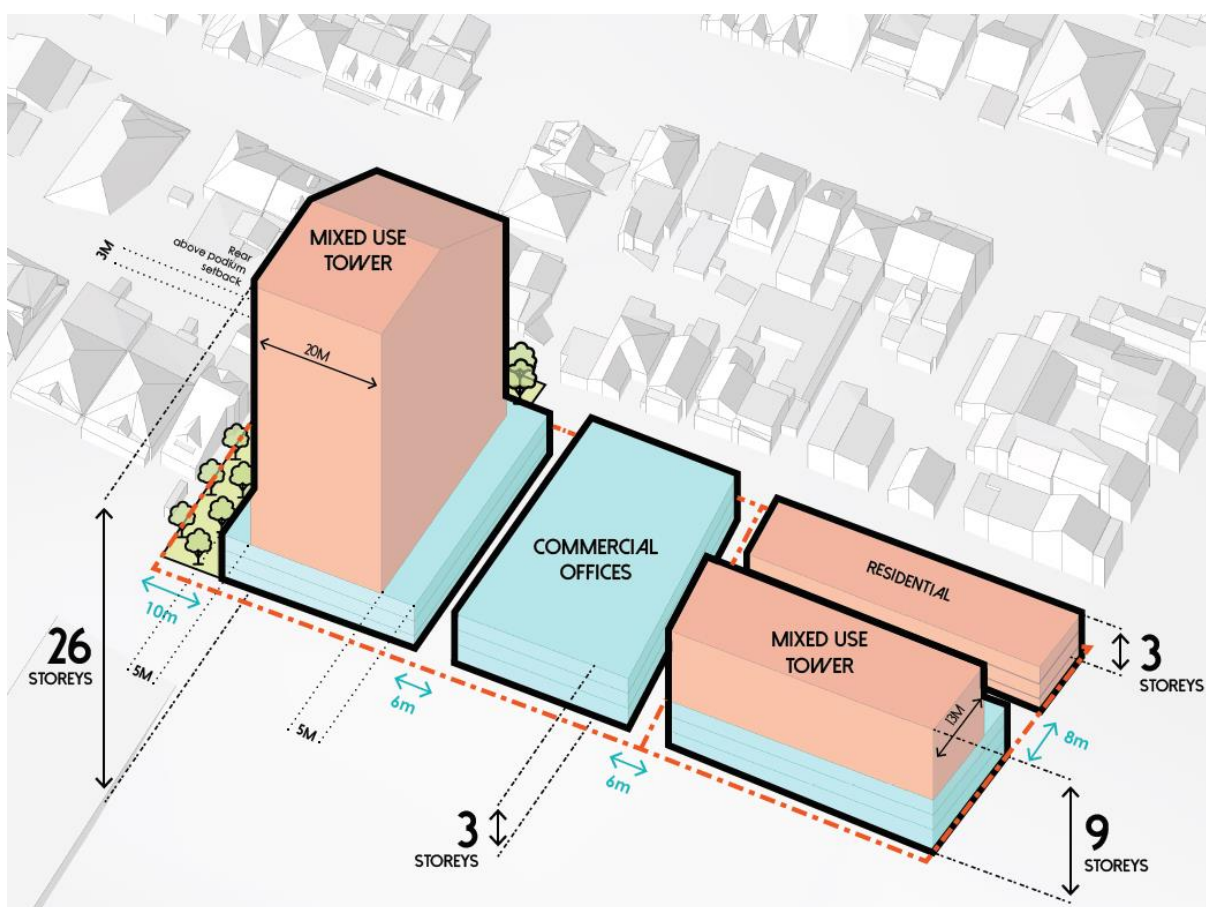


Figure 1. Exhibited scheme under the draft Alfred Street Planning Study

3. Resident Concerns Relating to Height and Scale of Buildings in the Precinct

The exhibited scheme aimed to reduce the bulk and scale of any redevelopment by proposing:

- an almost equivalent total GFA to the current buildings (19,000m²);
- to significantly increase the mix of residential development to improve the financial viability of the scheme (from the current 2,500m² to 13,000m²);
- a taller but more slender tower than the Bayer Building (from 18 to 26 storeys);
- to place the bulk of the residential towers along Alfred Street, away from the conservation area and enable a 3-storey presentation to Little Alfred Street; and
- increase ground floor setbacks to Alfred Street North and Little Alfred Street.

Whilst not supporting the proposed heights, the majority of submissions understood the site would not be replaced by lower rise buildings.

Issues

Many submissions suggested the study still did not provide a meaningful transition, or substantial improvement to the built form interface with the conservation area. Some argued that the draft study was essentially repeating what was already a mistake in terms of an unsympathetic built form. The Milson Precinct Committee was generally appreciative of the study but requested to lower the potential tower from 26 to 24 storeys. Feedback from the briefing sessions also indicated that the building height was one of the main concerns.

One submission from a resident in Little Alfred Street, supported the proposed 3 storey podium fronting the laneway but suggested it should be fully residential rather than part residential and part commercial. This was also suggested by Council's Heritage Officer.

Landowners' submissions, on the other hand, requested a significant increase in height. The combined submission of the landowners on the southern side of the precinct included 4 Little Alfred Street and 261, 263, 265, 271 and 273 Alfred Street. In their submission, they made a counter proposal that included an additional tower of 16 storeys on the corner of Whaling Road and Alfred Street North. The existing built form consists of 3 storey terrace houses and a 5 storey residential building.

The preferred option of the representatives of the landowner of 275 Alfred Street, was for a height of 27 storeys. To achieve this option, they proposed not to amalgamate and to recycle parts of the existing structure. Another option that included amalgamating with one of the neighboring sites, was suggested to go up to 35 storeys.

The heights proposed by the landowners were supported by their own economic feasibility testing which argued that the proposed scheme required increased floor space. The increased height request is driven by an economic feasibility argument. Any increase in height may impact upon the perceived bulk of buildings as well as other built form and amenity considerations. These issues are further discussed in relation to floor space ratio in Chapter 5 of the amended Planning Study.

Recommendations

Based on the feedback related to height and scale of buildings, the exhibited Planning Study is recommended to be amended as follows:

1. Future development should establish ground floor residential along the entire length of Little Alfred Street up to 3 storeys in height. This residential typology provides for a better transition into the Whaling Road Conservation Area compared to the commercial land use in the existing situation and the draft planning study as exhibited.
2. The potential height of the tower form should be lowered to 24 storeys while the bulk of the building can be increased slightly. The surrounding podium height should be kept at 3 storeys with a 9 storey building on the corner of Whaling Road. The improved floor space ratio that is achieved is further discussed in Section 5 of the Study.
3. The maximum width of the eastern façade should be the same as the existing tower. This ensures limited additional afternoon shadow width impacts compared to the existing conditions.

4. Resident Concerns Relating to Overshadowing, Privacy and Other Impacts

Further concerns in relation to the built form that were raised primarily relate to overshadowing, privacy and other localised environmental impacts.

Overshadowing was discussed in the exhibited Planning Study report in much detail. The exhibited preferred option tried to minimise overshadowing of private land and public spaces which supported the proposed tower footprint being located to the north.

Issues

Three submissions noted a preference for maintaining the location of the existing tower, arguing that the impacts of the current built form are already known and accepted. Two of those submissions queried whether in fact the existing Bayer Building could be refurbished without any additional height.

Six submissions suggested that the proposed conversion of commercial buildings into mixed use towers would create unacceptable privacy impacts with one landowner directly north of the precinct suggesting they would ‘vehemently object to any balconies on the northern side of the proposed tower’.

Other environmental impacts included wind, light spill, dust and noise during construction.

Recommendations

Based on the feedback related to overshadowing, privacy and other impacts, the exhibited Planning Study is recommended to be amended as follows:

1. Move the tower floorplate back to the location of the existing Bayer Building. This would ensure that any future development impacts are essentially limited to those that are largely “known” by the local community.
2. Add specific built form principles that promote architectural detailing of the façade and balconies to mitigate the privacy concerns specifically towards the north and the east (Whaling Road Conservation Area).

It should be noted that any construction nuisance and impact is normally managed during the assessment of, and after a Development Application has been approved.

5. Resident Concerns Relating to Traffic and Parking Impacts

The exhibited draft planning study had a strong focus on built form and public domain outcomes. Additional ground floor setbacks were proposed to provide extra space for pedestrians. Changing Little Alfred Street into a no-through-road was proposed to relieve traffic pressure.

Existing or potential future traffic impacts were not specifically addressed. The preparation of a traffic study would be a requirement for any subsequent Planning Proposal that follows the adoption of the Planning Study. A small section under implementation identified the need for this additional traffic and transport study.

Issues

Twelve submissions raised traffic congestion as a major concern. The Whaling Road intersections with Little Alfred Street and Alfred Street North are described as already being problematic. Submissions point out that additional density and changes from commercial land use to residential land use could put additional pressure on vehicular access in and around the precinct.

A significant number of submissions (14) have included comments about the availability of adequate existing and future on-street parking. Parking restrictions are only in place during workdays until 6pm. It is suggested that parking management should be improved. There are also suggestions to provide more off-street parking if new development occurs.

Six submissions expressed concern about vehicular access during construction and ongoing traffic into a parking basement through Little Alfred Street. It was suggested that access from Alfred Street be explored.

Two submissions made comments about the proposed change of Little Alfred Street into a no-through-road. One suggested the alternative of a one-way street to allow for a staged change with adequate space for cars and pedestrians even if only part of the Planning Study is realised.

Further traffic issues raised relate to the detailing of the public domain upgrade. Issues include access for garbage collection, no access into private property and unsafe parking bay locations on the crest in Little Alfred Street.

Recommendations

Based on the feedback related to traffic, access and parking, the exhibited Planning Study is recommended to be amended as follows:

1. Include a requirement to plan for transport in a subsequent Planning Proposal stage that follows the amended Alfred Street Planning Study to address and resolve issues identified in the Study.
2. Add a section in the amended Alfred Street Planning Study that specifically points out the key transport issues that are required to be resolved in a subsequent Planning Proposal.
3. Include parking issues that arise from any new development as a key transport issue that needs to be resolved.
4. Include traffic in Little Alfred Street as a key transport issue that needs to be resolved.
5. Include the intersections with Whaling Road as a key transport issue that needs to be resolved.
6. Include integrated planning for trees and street furniture as a key transport issue that needs to be included.
7. Include requirements to resolve any other traffic related issue including loading, parking basement entry and pedestrian crossing.

6. Landowner Concerns Relating to Economic Feasibility of Redevelopment

The Draft Planning Study aimed to improve the economic feasibility of the redevelopment by proposing to increase the total residential floor space (from the current 2,500m² to 13,000m²).

The Draft Planning Study proposed amalgamation into two sites. Site A to the north consists of the 4 landholdings, Site B on the southern side has 28 land titles (including strata titled lots).

Issues

Landowner submissions argue that the draft study promotes an urban outcome ‘that is simply not feasible to undertake’ and that ‘somewhat undermines the objective of renewing the precinct

and the Bayer Building to promote improved urban amenity and design outcomes’.

The landowner’s submission representing properties to the south of the Bayer Building, includes a representative of the strata committee of 4 Little Alfred Street. It should be noted that a submission was also received from a resident of 4 Little Alfred Street stating that he will be forced to leave his home. The group proposes a slightly different amalgamation pattern than identified in the exhibited draft Planning Study. They propose a much larger building of 16 storeys on the corner of Whaling Road and Alfred Street North. This would be 7 storeys higher than the 9 storeys proposed in the draft Planning Study. They estimate that 12,225m² of floor space is required to make redevelopment feasible. This represents 150% of the floor space compared to the exhibited scheme (draft Site B) and triple the floor space of existing development.

The owner of the Bayer building made several submissions during and after the exhibition of the draft Planning Study. The most recent of which, prefers to redevelop the sites individually. The owner’s preferred option proposes to refurbish the existing structure with an additional 9 storeys on the existing building rather than to amalgamate. That submission argues that this is the most economically feasible option.

It should be noted that the GFA calculations of landowners have estimated their modelled floorplates with a 10% higher efficiency than Council’s calculations. Their proposed buildings are therefore shown 10% smaller than the exhibited Planning Study. Consequently, they may be able to achieve a higher FSR with a smaller building than shown.

Recommendations

Based on the feedback related to the economic feasibility of any future development, the exhibited Planning Study is recommended to be amended as follows:

1. Residential is economically the most feasible use of the site. In order to manage the impacts of height and bulk of any future development, it is recommended to adjust the preferred land-use to accommodate more residential floor space. Contextually, the site is located next to the Whaling Road Conservation Area with residential uses only. Commercial use along Little Alfred Street does not provide this transition or a suitable interface. It is recommended to provide fine grain low scale residential development along this street while providing commercial, active facades along Alfred Street North and Whaling Road.
 2. The amended scheme should propose an adjusted amalgamation to align with received submissions. To avoid isolated sites, it is recommended that two broad amalgamations occur - 275 and 283 Alfred Street to the north and the rest of the landowners to the south.
 3. Align the potential tower with the existing Bayer Building. This allows some of the existing structure of the building to be recycled if this proves to be the most feasible outcome during any subsequent Planning Proposal stage.
 4. In the Planning Study, the efficiency of floorplates can be adjusted from 70% to 80% to result in a more feasible scheme and is in line with the feedback from developers. The calculation is consistent with the Apartment Design Guideline (SEPP 65) which suggests an efficiency of between the 70% and 80%.
 5. There’s an opportunity to reshape the bulk of the building allowing more gross floor area per floor. The exhibited floor space ratio of 3.6:1 would increase to a maximum of 4.4:1.
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7. Residential and Commercial Uses

The exhibited draft Planning Study proposes to introduce a change of zoning. There are already some existing residential apartments in the precinct but the land is currently zoned B3 Commercial Core under the provisions of the North Sydney Local Environmental Plan 2013. The Planning Study proposes a B4 Mixed Use zoning to accommodate a feasible redevelopment of the existing aging building stock while minimising additional impacts on surrounding properties. This also recognises that this precinct is sufficiently disconnected from the North Sydney CBD to effectively undermine the integrity of the existing B3 zone.

The draft planning study also sought to reinforce the current employment function of the Bayer Building and the rest of the precinct. It builds on the Council's Land Use and Capacity Study that recognised the importance of the Alfred Street Precinct to the overall stock of commercial floor space.

Issues

Two submissions raise the potential to replace the existing land use entirely with residential. It is argued that commercial use is not viable in this location as one submission observed that “commercial fronting onto Alfred St and Whaling Rd are vacant for long periods”. Since the initial submission of the Planning Proposal for the site at 275 Alfred Street in 2015, there has been significant movement in the attractiveness and appeal of commercial development in the North Sydney CBD. The Planning Proposal prepared by Council to increase the capacity of the CBD (gazetted in October 2018), reinforced this and there is now significant interest in commercial development in the centre. The previous consents that were not pursued for some years at 100 Mount Street and 1 Denison Street, have since been activated and both sites have achieved significant levels of construction progress, particularly the former. The arrival of the Metro station at Victoria Cross and its associated over station development in 2024, will further add to the attractiveness and appeal of the North Sydney centre. Two additional supermarkets have been built in the CBD since the original Planning Proposal for 275 Alfred Street was lodged and an application for a new hotel development at 88 Walker Street is currently being assessed. Council is also in the process of finalising its Ward Street Precinct Masterplan, which amongst other things, aims to provide significant increases in commercial floor space close to the new Metro station.

Vacancy rates remain low in the CBD and demand for commercial floor space is high. The District Plan sets a target for the CBD of 15,600-21,100 new jobs by 2036 which equates roughly to 300,000+ sqm of commercial floor space. In this climate and context, the loss of approximately 14,000 sqm of commercial floor space essentially outside the CBD, is considered less significant than the likely impact of additional height and bulk that may be associated with any new, predominantly commercial building.

Whilst the loss of commercial/employment floor space on Alfred Street would be unfortunate, there is a direct relationship between the height and scale of development and the extent of commercial floor space to be provided. The sensitive interface with the low scale residential development in the heritage conservation area means that managing the scale of any future building, is in this case, a higher planning priority than pursuing a significant quantum of commercial floor space. This recognises that residential floor space is currently more economically viable than commercial floor space and therefore would represent less height and building bulk pressure on any future development.

The proposed residential use of the tower is raised as a concern. There were five submissions which raised privacy impacts as a significant concern. New residential tower balconies were claimed to ‘worsen overlooking issues, especially if balconies are permitted’.

Two submissions including from the Milsons Precinct Committee, complimented the proposed mixed use as an appropriate planning outcome.

Recommendations

Based on the feedback related to the commercial and residential use of any future development, the exhibited Planning Study is recommended to be amended as follows:

1. A higher degree of residential floor space at the expense of commercial/employment floor space is recommended in order to reduce the height and bulk pressure on any future development given the urban context of the precinct.
2. The amended Alfred Street Planning Study should allow for part ground floor residential use where appropriate and within the surrounding residential context along Little Alfred Street.
3. The amended Alfred Street Planning Study should still incorporate commercial office space along Alfred Street North. The interface with the road and the geographical location are important factors to support future businesses in this area, particularly start-ups and/or those seeking a smaller, lower rent alternative than the North Sydney CBD.

8. Heritage Advice

The draft Planning Study proposed to limit impacts on the Whaling Road Conservation Area by optimising the positioning of the building massing. It tapers the side of the building and steps down in height from the North Sydney CBD. As a principle, it proposes to create ‘a careful response to this context that will allow a built form that minimises amenity impacts and presents a sympathetic response to the scale and grain of the conservation area. It will also present an improved built form that contributes to legibility and the creation of a human scale to the streetscape.’

Issues

Nine submissions raised concerns regarding the impacts potential redevelopment including a new tower would have on the Whaling Road Conservation Area. Comments included ‘(the) status of (the) conservation area should be preserved as this is a unique area of North Sydney as it exists today.’ and ‘any further encroachment of noise, traffic, dust and construction all contributes to incremental destruction of the nature and character of a heritage area’.

Recommendations

Based on the feedback related to heritage, the exhibited Planning Study is recommended to be amended as follows:

1. The amended Alfred Street Planning Study should allow for a more graduated transition into the Whaling Road Conservation Area. The Built Form principles should include the
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desired architectural articulation of mews type residential development along Little Alfred Street.

2. Any future development should incorporate a large tree canopy along Little Alfred Street to achieve better transition from the high rise into the more fine-grain character of the Whaling Road Conservation Area. Such trees should be established within larger ground floor setbacks. This allows enough space for the crown of the canopy and the root system to thrive.
3. The potential tower should have an upper level setback to promote more of a human scale experience in the public domain.

9. Public Benefits

The exhibited draft Planning Study proposed the following public benefits potentially implemented as part of future development:

- New Pocket Park: Closure of the northern end of Little Alfred Street and 10m setback along the northern portion of the precinct between Alfred and Little Alfred Street to deliver an open air through-site link/pocket park.
- Shared basement access: Provision to be made on Site A to allow for shared basement access when Site B redevelops.
- New publicly accessible laneway: A publicly accessible laneway to be created on Site A to allow greater permeability through the precinct and opportunities for activity in the precinct.
- Upgraded public domain: Footpaths to be upgraded as part of any future development, including pedestrian enhancements such as kerb build-outs to decrease crossing distances and pedestrian lighting for improved safety after dark.
- Mount Street Overpass Upgrade: Work with the RMS on potential upgrade and reconfiguration of the Mount Street overpass to improve pedestrian amenity and to optimise access to public transport.
- Wayfinding upgrades: High quality signage along the route between the North Sydney CBD and Anderson Park.
- Affordable housing: Potentially, a target of 5% affordable housing may be achieved in the Alfred Street Precinct.
- Park to the south of the precinct: Council to approach the RMS seeking to enter into dialogue about potential improvements to that park.

Issues

There were four submissions that argued against the proposed pocket park. Concerns expressed include the costs of acquiring the land in an amalgamation, the proposed park's safety, its limited size and function.

Concerns were also raised about the shared basement access. Uncertainty was expressed around how this would work and its location. Rather than accessing the site from Little Alfred Street, one submission argued that it would be preferable to gain access from Alfred Street North. This would mitigate noise to the residential area along Little Alfred Street. The land owner of the Bayer Building proposes a drop-off point along the front entry of the new building.

All other public domain upgrades including the ground floor setbacks were well received. The preferred option of the landowners was a 2 meters ground floor setback rather than 3 metres as

proposed in the exhibited draft Planning Study.

Providing affordable housing of 5% was raised by the landowners as a financial burden on the feasibility of redevelopment. Additional density was requested if affordable is required to be delivered.

Recommendations

Based on the feedback related to public benefits, the exhibited Planning Study is recommended to be amended as follows:

1. Change the function of the pocket park into a through-site link for pedestrians. The connection should be accompanied by an active façade on the corner with Alfred Street, high quality finishes and best practice safety by design measures.
2. Continue to require consolidating the basement entry. Limiting driveways is essential to improve the pedestrian experience along Little Alfred Street.
3. Require a wider ground floor setback along a part of Little Alfred Street to six meters. The public domain upgrades would improve the footpath width but should also allow for sufficient space to plant the appropriate canopy trees. Large canopy trees along Little Alfred Street should provide for an important added layer of transition from a low density residential environment to high density residential.
4. The Alfred Street Precinct is relatively small and redevelopment is already heavily constrained. Similar to the discussion regarding the commercial versus residential use of the precinct, the dedication of affordable housing places greater height and bulk pressure on any future development that in this particular environment, should be very carefully managed. For this reason, affordable housing is not recommended to be pursued in any redevelopment of the precinct for this unique reason.

10. Proposed Way Forward

This report has highlighted a summary of the submissions made in response to the exhibition of the Alfred Street Planning Study, and Council's recommended amendments to that Study as a result.

The entire Planning Study preparation was instigated in response to the repeated approaches by the owners of the site at 275 Alfred Street to redevelop that site and finally, the lodgment and ultimate refusal of a Planning Proposal lodged in 2015. It is clear that the landowner will continue to seek to have the planning controls amended to enable the redevelopment of that site. The clear challenge of this is that the existing building is so clearly inconsistent with the prevailing scale and character of its surroundings. However, to replace the extent of floor space with a redeveloped building, will necessarily require the erection of a building of a similar scale. The Planning Study seeks to manage this redevelopment and its relationship with the existing neighbourhood. The amendments discussed in this report, are proposed in the context of this set of difficult planning challenges. It is acknowledged that the framework established in the amended Planning Study is unlikely to be ideal for all stakeholders, but this is reflective of the demanding nature of the proposition at hand and seeks to sensitively navigate this difficult set of planning challenges.

Given that the changes proposed are not fundamental and that the Planning Study represents a non-statutory policy document, it is not recommended that the Study be re-exhibited in this

instance. This also recognises that there has been a significant level of consultation undertaken to reach this point of the Planning Study process.

ALFRED STREET DRAFT PLANNING STUDY
SUMMARY OF PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (26 APRIL 2018 – 8 JUNE 2018)

The following criteria are used to analyse all submissions received, and to determine whether or not the plan would be amended:

1. The Alfred Street Planning Study **would be** amended if issues raised in the submission:
 - a provided additional information of relevance.
 - b indicated or clarified a change in government legislation, Council's commitment or management policy.
 - c proposed strategies that would better achieve or assist with Council's objectives.
 - d was an alternate viewpoint received on the topic and is considered a better option than that proposed in the Planning Study or;
 - e indicated omissions, inaccuracies or a lack of clarity.
2. The Alfred Street Planning Study **would not be** amended if the issues raised in the submission:
 - a addressed issues beyond the scope of the Planning Study.
 - b was already in the Planning Study or will be considered during the development of a subordinate plan (prepared by Council).
 - c offered an open statement, or no change was sought.
 - d clearly supported the Planning Study.
 - e was an alternate viewpoint received on the topic but the recommendation of the Planning Study was still considered the best option.
 - f was based on incorrect information.
 - g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or;
 - h involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

ALFRED STREET DRAFT PLANNING STUDY
SUMMARY OF PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (26 APRIL 2018 – 8 JUNE 2018)

No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
1	1.1	Pocket Park	The proposed pocket park will border the southern boundary of 1 Bray St, potentially exacerbating the anti-social behaviour that already occurs at the front of the property on Alfred Street, creating a greater risk to the public and property owner's safety.	Based on this feedback it is proposed to amend the exhibited Planning Study. It is recommended to have a public domain space at the north of the site for the purpose of a through-site-link. The proposed public open space is aligned with sightlines and has a northerly aspect. It is proposed to amend the Planning Study to propose a through-site-link instead of the exhibited pocket park.	Amend Public Benefit Principles	1e
	1.2	Built Form	The high rise tower impacts greatly on the privacy of the northern neighbours. The exhibited preferred option moves a 26 storey tower with residential balconies closer to the surrounding neighbours.	It is proposed to amend the exhibited Planning Study. The residential tower will be shifted south and located no further north than the existing Bayer Building. Specific architectural design principles are incorporated into the Planning Study to ensure further privacy issues are a design criteria during any subsequent Planning Proposal and development application.	Amend density/massing	1d
	1.3	Traffic/ Access	The preferred option will lead to the private garage access of 1 Bray St to be located at the end of the shared zone, consideration must be given to allow private vehicle access.	Private access to 1 Bray St will be maintained and would be shown in a potential Public Domain upgrade plan that is part of any potential subsequent Planning Proposal. To ensure a public domain upgrade plan maintains access to private driveways it is proposed to include this as a requirement in the amended Planning Study.	Amend requirements of traffic and transport analysis in the report	1a
	1.4	Traffic/ Access	Potential issues for vehicles access to Site A as it sits on the crest of the hill. Suggest eliminating street parking at the crest of the hill.	The location of vehicle access in the planning study is indicative only. A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. Both access and street parking are subject to further detailed review.	Amend requirements of traffic and transport analysis in the report	2b
	1.5	Traffic/ Service Access	How will garbage be removed from the residential tower let alone the business buildings. Council should give serious consideration to creating vehicular exit from site A and B onto Alfred Street.	Vehicle access including garbage removal will be further considered in a traffic and transport analysis as part of a potential subsequent Planning Proposal. It is proposed to include this as a requirement in the amended Planning Study.	Amend requirements of traffic and transport analysis in the report	1a
	1.6	Traffic/ Parking	Suggested new development have adequate off street parking.	A review of the management of on-street parking will be another requirement of a traffic and transport analysis. Maximum off-street parking spots within a development will be required as per North Sydney Councils Development Control Plan. It is proposed to include this as a requirement into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
2	2.1	Built Form	Proposed GFA figures: the total is 19,100 sqm, comprising residential 12,300 and non-residential 5,800 which total only 18,100.	Noted. It is proposed to amend the exhibited preferred option built form based on the feedback and other submissions. Updated GFA and FSR numbers will consequently be amended resulting in an altered height but higher yield compared to the exhibited preferred option.	Update built form	1e

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	2.2	Built Form	The total GFA is provided, but not the total GFA of Site A and total GFA of Site B.	Noted. It is proposed to amend the exhibited Planning Study report to include further information on the updated split between Site A and B will be added to the report.	Provide split between Site A and Site B	1e
	2.3	Street Character	The current proposal has a maximum 3 storey podium along Little Alfred St that has a commercial use, while the setback will help mitigate the difference between commercial and residential, the final proposal should convert the use to residential to better suit the area.	Mitigating the impacts of the proposed development on Little Alfred Street is a priority. Any new built form needs to be sympathetic to the character of the Whaling Road Conservation Area including Little Alfred Street. It is proposed to amend the Planning Study to include fine grain residential along all of Little Alfred Street.	Amend density/massing	1d
	2.4	Traffic	The conversion of narrow Little Alfred St to a 'No Through Road' is supported. Provision of turning circle will eliminate through traffic and filter it to the wider Neutral St south.	Noted. A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. Turning requirements will be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	2.5	Traffic	Little Alfred St is already very narrow for cars. There is an opportunity to widen it.	The Planning Study aims to widen footpaths rather than increase traffic speeds on the laneway. The existing width of the carriageway already allows for two-way thoroughfare and parking.	No action	2e
	2.6	Parking	Currently limited visitor parking available, the proposal for a consolidated basement parking should slightly increase visitor parking, rather than reducing parking rates and increasing on street parking.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. The study uses the maximum rates of the NSC DCP and requires review of on-street parking. Furthermore, it is encouraged for new owners to use public transport by providing improved access to the North Sydney train station and the future metro station Victoria Cross. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	2.7	Privacy	The conversion of the tower to residential use will worsen privacy issues, and the plan does not address this issue enough.	Noted. Based on this feedback and other submissions it is proposed to include a specific requirement in the Planning Study to address privacy issues in the detailing of windows and balconies.	Include architectural requirement	1a

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3	3.1	Built Form	Options 1-6 fail to acknowledge the conservation values of Whaling Rd. The current building at 263-269 Alfred St has a sympathetic façade to the heritage area. The options do not provide a meaningful transition or improve the interface to the surrounding residential area. The requirement that the area should be a reduced version of the NSCBD is redundant as freeway disconnects the two areas and there is a large distance between the two areas.	The exhibited planning option reduces the built form height fronting Little Alfred St at 263-269. It is a priority to improve the interface with the Whaling Road Conservation Area, especially along Little Alfred Street. Based on this feedback and other submissions it is proposed to amend the Planning Study report to include fine grain residential along all of Little Alfred Street on both sides. Additional mitigation will further be achieved by including street trees in a widened street setback. It is recommended to amend the Planning Study report to include specific transition design principles.	Amend built form Amend principles	1a
	3.2	Built Form	The preferred option will not improve public amenity, height increases along the southern and northern end will worsen shadowing in the conservation area. Suggest low rise starting in the south then higher density rising to the north, with lanes providing through points. Harbour views would be preferable for apartments but they should not be considered a good planning outcome.	Building envelopes have been modelled to limit the overshadowing impacts to the surrounding area with allowing some additional height. Based on this feedback and other submissions the preferred option was reviewed. It is proposed to amend the preferred built form outcome to position the tower form no further north than the existing Bayer Building location to align any negative solar impacts with the already known impacts. The building to the south has been limited to 9 storeys and located along Alfred St to limit overshadowing properties along Whaling Road.	Amend built form	1a
4	4.1	Traffic	Greater consideration is needed on increased traffic movements on existing residents. Whaling Rd is the only vehicular access route to the heritage area and is already very busy during morning and evening peak periods. More development will exacerbate this.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the intersections at Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. It is further proposed to forward feedback to NSC Transport and Traffic Operations relating to the experienced existing pressure of on-street parking.	Amend requirements of traffic and transport analysis in the report	1a
	4.2	Land Use Zoning	Current advertised vacancy indicates to me the site is not viable for commercial space. Council should consider converting the site to all residential, the Council should also consider allowing hotel accommodation as there is a demand for that in North Sydney which would mean less traffic during peak hour.	The precinct provides valuable space for smaller and start-up businesses that support North Sydney CBD and Sydney CBD. The suggested exhibited zoning to B4 Mixed Use would allow for a hotel if the landowner wishes to pursue this. However, based on this feedback and other submissions that relates to other topics such as financial feasibility and transition into the Whaling Road Conservation Area, it is recommended to amend the preferred built form to include fine grain residential along all of Little Alfred Street and to allow for more residential dwellings, if this leads to a more feasible scheme with reduced built form impacts as a result.	Amend built form	1a

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
5	5.1	Built Form	With regard to the Alfred Street Planning Study I wish to voice my concern about the possibility of a wall of high-rise blocks over shadowing the heritage streets and houses immediately to the east of the proposed mix of commercial/ residential developments.	Noted. Building envelopes have been modelled to limit the overall overshadowing impacts to the surrounding area. However, based on this feedback and other submissions the preferred option was reviewed. It is proposed to amend the preferred built form outcome to position the tower form no further north than the existing Bayer Building location to align any negative solar impacts with the already known impacts.	No action	2e
	5.2	Traffic	Increased development will worsen traffic congestion especially along Whaling Rd and Alfred St.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the intersections at Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	5.3	Traffic / Parking	Finding street parking will become more difficult, need to ensure there is adequate off street parking.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the management of on-street parking will be one of the requirements. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report Feedback to NSC T&T Operations	1a
6	6.1	Public Space	A space between 5 Bray Street and 275 Alfred Street was used as public space and turned into development.	Noted. The exhibited and the amended Planning Study envision a public open space that functions as a through-site-link between Mount Street and Ormiston Avenue.	No action	2d
	6.2	Traffic	General concern towards further development that impacts parking.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. One of the requirements is to review parking on- and off-site. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report Feedback to NSC T&T Operations	1a
	6.3	Built form	General concern towards further development that impacts overshadowing.	Noted. Building envelopes have been modelled to limit the overall overshadowing impacts to the surrounding area. However, based on this feedback and other submissions that relates to other topics such as financial feasibility and transition into the Whaling Road Conservation Area, it is recommended to amend the preferred built form to include fine grain residential along all of Little Alfred Street and to allow for more residential	Amend built form	1a

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				dwelling, if this leads to a lower building height and a more feasible scheme with reduced built form impacts as a result.		
	6.4	Heritage	Status of conservation area should be preserved as this is a unique area of North Sydney as it exists today.	Agreed. Council's heritage planner and the Office of Environment & Heritage are satisfied the proposed scheme will not change the status of the conservation area.	No action	2c
7	7.1	Various	I endorse the comments made in submission 2.	Noted.	No action	2c
	7.2	Parking	Many residents rely on parking permits as many properties do not have off street parking. Assuming not every apartment will have access to a parking space, this will put additional pressure on street parking, particularly after time restrictions are turned off after 6pm.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the management of on-street parking will be one of the requirements. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report Feedback to NSC T&T Operations	1a
8	8.1	Process	Objection to the proposal, proposal will force us to vacate our residence, which we vehemently do not want to do. Limit reconstruction to the Bayer building.	The issues raised in this submission are noted. Specific reference in the post-exhibition Council report is included. The Planning Study sets out a framework that includes public benefits if redevelopment would be proposed. Council doesn't have any power to force any property owner to sell or redevelop.	Include specific reference into the post exhibition report	2a
	8.2	Traffic	It should be required that Little Alfred St to not be used as access for construction vehicles during the building process, subsequent loading docks and resident parking should be along Alfred St.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. Procedures to limit the impact of construction vehicles would be dealt with at the DA stage. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study.	Amend requirements of traffic and transport analysis in the report	1a
	8.3	General	My wife and I intend to oppose the current proposal to the extent that we are able.	Noted.	No action	2c
9	9.1	Built Form	Bayer building should not be larger than what it already is, better to solution is to demolish and create a low rise structure.	The Planning Study aims to deliver a new mix of land uses in line with the JRPP 2016 recommendations while providing some level of public benefits to the surrounding neighbours. This extra step of the development process enables Council to require some improved outcome for the community. Without this Planning Study there's a potential for developers to build without a Council led stakeholder consultation and potentially end up with poorer planning outcomes. However, based on this feedback and other submissions that relate to other topics such as financial feasibility and transition into the Whaling Road Conservation Area, it is recommended to amend the preferred built form to include fine grain residential along all of Little Alfred Street and to allow for more residential dwellings, if this leads to a more feasible scheme at a lower building height.	Amend built form	1c

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	9.2	Built Form	Alternatively, would be to refurbish and 'green' the existing building to create a more desirable workplace that attracts more local eateries.	Noted. Based on this feedback it is recommended to include a requirement into the Planning Study to explore potential green façades as an improved visual and environmental outcome.	Include option in Planning Study	1c
	9.3	Jobs	Support small business and start-ups near the North Sydney CBD. In fact, it would appear that by replacing commercial floor space with that of residential, opportunity for creating new job opportunities would be diminished rather than enhanced.	Noted. The Planning Study aims to retain some employment in the area while providing an economically feasible basis for redevelopment or refurbishment. The Planning Study was based in part on the outcome of the JRPP 2016 who recommended a significant increase in residential dwellings.	No action	2e
	9.4	Traffic	There is also no mention in the Planning Study of increased traffic movement the proposed rezoning and subsequent overdevelopment would create.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. One of the requirements is to review the existing and potential impact on congestion. In particular, on the surrounding intersections with Whaling Road. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	9.5	Social Infra	There is no mention of increased pressure placed upon already overstretched local resources such as recreational and educational facilities.	The study area is located in an area considered to be well serviced by local open space and public transport and a broad range of recreation facilities. Any future Planning Proposal will be referred to the Department of Education.	No action	2a
	9.6	Access	Proposed walkway could potentially become a wind tunnel and create further issues.	Wind impacts would be dealt with at the DA stage. At conceptual level as part of this Planning Study the required upper level setbacks and trees are likely able to mitigate wind impacts.	No action	2e
	9.7	General	We oppose this rezoning proposal because it would facilitate further inappropriate development interfacing with the neighbouring conservation area.	Noted. It needs to be noted that generally the Office of Environment & Heritage are satisfied with the exhibited preferred option. However, based on this feedback, other submissions and in further consultation with Council's heritage officer, it is proposed to amend the Planning Study report to include fine grain residential along all of Little Alfred Street on both sides. Additional mitigation will further be achieved by including street trees in a widened street setback. It is recommended to amend the Planning Study report to include specific transition design principles.	No action	2c
10	10.1	General	Positive on the overall plan	Noted.	No action	2d
	10.2	Traffic	By restricting vehicles access to 1 or 2 entry points will periodically restrict access to other residential properties on Little Alfred St and cause noise impacts.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study.	Amend requirements of traffic and	1a

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				A detailed public domain upgrade plan of Little Alfred Street will be one of the requirements of the traffic and transport analysis. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	transport analysis in the report	
	10.3	Traffic	No impact assessment or mitigation plan for the increased vehicular use of Whaling Rd and Little Alfred St. Recommend providing a traffic and transport analysis for more holistic plan.	Another requirement of the subsequent traffic and transport analysis will be to assess the impact and include a mitigation plan for the increased vehicular use of Whaling Rd and Little Alfred St. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	10.4	Built Form	Recommend looking into an option that looks at moving the tower to the north end of the precinct, and providing a detailed shadow impact.	Noted. Building envelopes have been modelled to limit the overall overshadowing impacts to the surrounding area. However, based on this feedback and other submissions the preferred option was reviewed. It is proposed to amend the preferred built form outcome to position the tower form no further north than the existing Bayer Building location to align any negative solar impacts with the already known impacts. Shadow diagrams will be updated.	No action	2e
	10.5	Traffic	Council increase the entry and exit points to the new precinct (<i>Bayer Building</i>) from 1 to a minimum of 3 to reduce congestion, traffic and noise impacts to residences on Little Alfred Street.	Another requirement of the subsequent traffic and transport analysis will be to reduce congestion on the street while minimising conflict with pedestrians and to increase amenity by reducing driveways into the site. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	10.6	Traffic	Council increase the width of Little Alfred Street by an additional 1m and reduce pedestrian access by 1m.	The Planning Study aims to widen footpaths rather than increase traffic speeds on the laneway. The existing width of the carriageway already allows for two-way thoroughfare and parking.	No action	2e
	10.7	Solar	Council provide larger and more explicit shadow diagrams of the existing proposal to residents.	Noted. Based on this feedback it is proposed to simplify shadow diagrams for more clarity.	Update shadow diagrams.	1e
11	11.1	General	Strongly object to all plans to raise the height of the Bayer building.	Noted. The Planning Study aims to deliver a new mix of land uses in line with the JRPP 2016 recommendations while providing some level of public benefits to the surrounding neighbours. This extra step of the development process enables Council to require an improved outcome for the community. Without this Planning Study there's a potential for developers to build without a Council led stakeholder consultation and potentially end up with much higher building heights or less desirable planning outcomes. However, it is proposed to amend the exhibited preferred option built form based on the feedback and other submissions. Updated GFA and FSR numbers will consequently be different resulting in a lower height but higher yield compared to the exhibited preferred option.	Amend built form	2c

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	11.2	Traffic	Not enough attention given to the impact of increased traffic on existing residents. If the project is approved, vehicle access should be from Alfred St. Has consideration been given to the traffic congestion/parking issues should the building be demolished and rebuilt?	A detailed review of traffic impacts and parking will be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. One of the requirements will be to minimise conflict with pedestrians. As such driveways on Little Alfred Street would be a better outcome. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	11.3	Noise	Also the noise factor for all residents in the vicinity?	Proposals aims to achieve lessen traffic conflicts, reduce traffic congestion and noise impacts. Other noise issues will be dealt with at the DA stage.	No action	2c
	11.4	Open Space	Pocket park next to No 1 Bray Street will only increase further anti-social behaviour	Conceptually, Council doesn't desire or envisage a gathering space. The purpose of the space is to function as a through-site-link. The proposed public open space is aligned with sightlines and has a northerly aspect. It is proposed to amend the Planning Study to propose a through-site-link instead of the exhibited pocket park.		
	11.5	Privacy	Height increase will worsen overlooking issues, especially if balconies are permitted.	Residential tower to be located no further north than the existing Bayer Building. This will reduce any potential impacts on privacy to the north. Privacy issues will be further dealt with at the development application stage.	Amend density/massing	1d
	11.6	Solar	Have the shadow diagrams been verified on both the Developer and Council submissions?	Council staff have tested the shadow diagrams and are satisfied as to the accuracy of the shadows generated from the 3D model.	No action	2b
12	12.1	Heritage	No heritage items within planning study area but a number of heritage items are located in the Whaling Rd conservation area to the east of the planning study area. Recommend that NSC be satisfied the preferred option does not have a detrimental impact on the conservation area.	Noted. Separate advice received from Council's Heritage Officer was received and advice is included in the post exhibition report. Council proposes to include the following measures: <ul style="list-style-type: none"> • Building facades along Little Alfred Street will be broken up into smaller vertical elements. • No 'back of shop' type facades along Little Alfred Street, but to include fine grain residential complementing the eastern side of this street within the conservation area. • Restrict any advertisement signage on residential buildings in particular facing the conservation area in this precinct. 	Include recommendations	1a
13	13.1	General	Positive remarks: <ul style="list-style-type: none"> • Addressing the demands of a growing community by planning for high density residential development. • Retaining commercial space and also providing for retail space. 	Noted	No action	2d

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			<ul style="list-style-type: none"> Enhancement of the area with public use areas and public access from Alfred St to Little Alfred St. Addressing traffic flow concerns by making Little Alfred St a cul-de-sac 			
	13.2	Amalgamation	The proposal involves the amalgamation of sites which will be hard to achieve given the different agendas of the various owners.	<p>Noted. Council policy is to avoid isolated sites and to complement an increase in density with public benefits. These are best achieved by building efficient floorplates; limiting service areas and maximising public spaces.</p> <p>The amended scheme should propose an adjusted amalgamation to align with received submissions and achieve an acceptable overall planning outcome. To avoid isolated sites, it still results into two major amalgamations. 275 and 283 Alfred Street to the north and the rest of the landowners to the south.</p>	Amend built form and amalgamations	2c
	13.3	Economic Feasibility	The proposal as it stands does not offer sufficient financial incentive for a first class redevelopment.	<p>Noted.</p> <p>Based on this feedback and other submissions that relate to other topics such as overshadowing impacts and transition into the Whaling Road Conservation Area, it is proposed to amend the exhibited preferred option built form. Updated GFA and FSR numbers will consequently be different resulting in a lower height but higher yield compared to the exhibited preferred option.</p>	Amend built form	1a
	13.4	Open Space / Public Benefit	The 10m wide pocket park is hardly large enough for public use except as a thoroughfare -it may be better to reduce the width to 4 metres and also provide a public recreation area connecting Alfred St and Little Alfred St as part of a plaza between buildings to the south.	<p>Based on this feedback it is proposed to amend the exhibited Planning Study.</p> <p>Conceptually Council doesn't desire a gathering space; the purpose of the space is to function as a through-site-link. The proposed public open space is aligned with sightlines and has a northerly aspect.</p> <p>It is proposed to amend the Planning Study to propose a through-site-link instead of the exhibited pocket park. Final width to be determined through further design refinement.</p>	Amend Public Benefit Principles	1e
	13.5	Built Form	<ul style="list-style-type: none"> There is an opportunity to create a landmark development given the right blend of incentives and public amenity requirements. This would address growing pressure to provide additional inner city residential accommodation. Some additional overshadowing has to be accepted in achieving the above goal - the objective is to minimize it and provide community benefits as part compensation. Keeping the higher building to the Western and Southern ends of the site will minimize overshadowing impact. 	<p>The Planning Study aims to find an acceptable balance between limiting the environmental impacts of residential development and the market feasibility of the scheme.</p> <p>Housing targets will be capably met within the local government area.</p> <p>A tower to the south was explored but raised significant new overshadowing impacts to the conservation area.</p>	No action	2e
	13.6	Parking	Currently there is a State Government parking space levy of \$2230 per commercial parking space - this acts a deterrent to potential commercial tenants	Noted. This is beyond the scope of the study.	No action	2a

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
	13.7	Public Benefits	<p>Potential Community Benefits:</p> <ul style="list-style-type: none"> • Incorporation of a plaza area in the area between 273 & 263 with a central court area of public recreational area surrounded by retail shops (cafe, convenience store, medical centre, vet, etc) - possibly a gym and public meeting hall on the lower ground floor. • Provision of a slip road off Alfred St to provide a pick up / drop off zone for cars (including autonomous vehicles in future years) • Although not part of this study, there is an opportunity for council to work with RMS to upgrade the park to the south of Whaling Rd to improve its utility to cater for the proposed increased population density. 	<ul style="list-style-type: none"> • Council appreciates the proposed plaza on ground floor. However, it is recommended not to develop a plaza along Little Alfred St. The Planning Study main principle is to transition into the Whaling Road Conservation Area. Based on feedback it is proposed to strengthen this transition along Little Alfred Street by providing fine grain residential land uses and large trees in a minimum 3 metre continuous ground floor setback. • A detailed review of traffic impacts and parking will be further considered in a Transport Study that supports a planning proposal • Representations may be made to the RMS regarding on-going and future maintenance and usability issues. 	Include transition principles in report Amend requirements of traffic and transport analysis in the report	1a
	13.8	General	Landowners preferred option submitted for mixed use development on 273, 271, 263-269 Alfred Street and 4 Little Alfred Street include the alternative of a significant height increase on the corner of Whaling Road and Alfred Street North and a plaza along Little Alfred Street.	<p>The proposed alternative built form does not adequately address the principles and desired outcomes of the Planning Study. The main concerns are:</p> <ul style="list-style-type: none"> • Significant additional height resulting in an inappropriate built form outcome un-sympathetic to the surrounding area. • Limited ground floor setbacks that provides for limited vegetation. • No transition with the Whaling Road Conservation Area 	No action	2e
14	14.1	Built Form	<p>Councils proposal as it stands does not offer sufficient financial incentive for a first class redevelopment of the Precinct.</p> <p>There is an opportunity now to create a landmark development given the right blend of incentives and public amenity requirements that will address the growing pressure to provide additional inner city style residential accommodation.</p> <p>Unfortunately, some additional overshadowing will have to be accepted in achieving the right outcome for the Precinct.</p>	<p>Noted. Building envelopes have been modelled to limit the overall overshadowing impacts to the surrounding area, having regard to the financial feasibility of redevelopment.</p> <p>Based on this feedback and other submissions that relate to other topics such as overshadowing impacts and transition into the Whaling Road Conservation Area, it is proposed to amend the exhibited preferred option built form. Updated GFA and FSR numbers will consequently be different resulting in a lower height but higher yield compared to the exhibited preferred option</p>	Amend Built form/height	2e
	14.2	General	Landowners preferred option submitted for mixed use development on 273, 271, 263-269 Alfred Street and 4 Little Alfred Street include the alternative of a significant height increase on the corner of Whaling Road and Alfred Street North and a plaza along Little Alfred Street.	<p>The proposed alternative built form does not adequately address the principles and desired outcomes of the Planning Study. The main concerns are:</p> <ul style="list-style-type: none"> • Significant additional height resulting in an inappropriate built form outcome un-sympathetic to the surrounding area. • Limited ground floor setbacks that provides for limited vegetation. • No transition with the Whaling Road Conservation Area 	No action	2e
15	15.1	General	Milson Precinct suggested that residents should make independent submissions.	The Preferred Option is indeed Option 6. This is further explained in Chapter 5 of the study.	No action	2d

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
			Milson Precinct is impressed by the work of the NSC with regards this Alfred Street Precinct Planning Study and favours the proposed Option 6, as outlined in the study, although the NSC preferred Option is listed as Option 5, but in fact is the floor plate of Option 6.			
	15.2	Height	Option 6 is preferred, as it provides the right mix of employment, commercial floor space, activation for retail at the street level, with 3 m setbacks from the property boundary on all streets, an open green space, pocket park for lunchtime sun, desire lines walks through the buildings as active laneways to Little Alfred Street, having less impact on solar loss to the conservation area. We wonder if it would be possible to pull the Bayer Building Site A down a few floors – currently 18, proposed to go to 26, but we would suggest that 24 would be sufficient additional height.	Noted. Building envelopes have been modelled to limit the overall overshadowing impacts to the surrounding area also having regard to the commercial feasibility of redevelopment.	No action	2e
	15.3	Public Benefits	Recommend dedicating some of the residential apartments to Council as affordable housing for key workers.	The exhibited Planning Study identifies affordable housing as a potential public benefit in addition to the general section 94 contribution. Based on other submissions relating to financial feasibility and reducing the necessary bulk of the building to include affordable housing it is proposed to exclude this public benefit. Additional public benefits relating to transport and tree canopy are added.	No action	2d
16	16.1	Parking	The preferred option for the tower is too tall and will worsen street parking. Any development should provide underground parking.	A detailed review of traffic impacts and parking will be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. On-street parking will be required as per North Sydney Councils Development Control Plan. One of the requirements in the Planning Study is to provide parking in a basement structure.	Amend requirements of traffic and transport analysis in the report Feedback to NSC T&T Operations	1a
17	17.1	Traffic and Access	Whaling Rd is the only vehicular access out of the Whaling Rd Conservation area, the streets within the conservation are therefore 'no through roads' and most of these roads are very narrow. To get in to Whaling Rd is very difficult with Alfred St being one way and right off the Warringah Freeway. Any increase in development to already congested roads, will have a massive impact.	A more detailed review of traffic impacts and parking will be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. The requirements of such a traffic and transport analysis will be added into the amended Planning Study report. One of the requirements is to review the existing and potential increase of traffic flow has on congestion. In particular, on the surrounding intersections with Whaling Road.	Amend requirements of traffic and transport analysis in the report	1a
	17.2	Traffic and Parking	Darley Street Neutral Bay may become an access street for vehicles visiting the precinct - it is the first through-street for any traffic that has passed the area (probably unable to find parking) and is looking to get back to it.	Another requirement of a subsequent traffic and transport analysis will be to reduce congestion and to review on-street parking management. This requirement will be added into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
			Darley Street is a quiet heritage street, and could become a major thoroughfare.		Feedback to NSC T&T Operations	
	17.3	Parking	<p>Very little mention of parking is made in the plans. Currently the entire parking Zone 1 is in high demand by North Sydney CBD workers, and by local residents and their visitors.</p> <p>There are already more resident cars than there are parking spaces in this Zone.</p> <p>Some meters in Alfred street are free for Zone 1 residents. They are invariably full.</p> <p>The plans don't mention whether there will be additional parking for the 170 new residences or for the commercial premises. Even if there are, there will still be many more cars than spaces, adding to the already difficult situation for Zone 1 residents who have no off-street parking.</p> <p>The plans do make mention of reducing parking costs. It's not clear what this means. If it means reducing hourly meter costs, that will just attract more North Sydney CBD workers to park there.</p>	<p>A review of the management of on-street and off-street parking will be another requirement of a subsequent traffic and transport analysis. This requirement will be added into the amended Planning Study report.</p> <p>Council does not propose to reduce parking costs as part of this Planning Study. The exhibited Planning Study does mention to reduce the parking rates, which means the parking spots required in any new development. A maximum number of off-street parking spaces within a development will be required as per North Sydney Councils Development Control Plan.</p>	<p>Amend requirements of traffic and transport analysis in the report</p> <p>Feedback to NSC T&T Operations</p>	1a
	17.4	Public Benefits	<p>Development of the scale in the preferred option would cause traffic disruption and noise impacts to local residents.</p> <p>The heritage properties in the surrounding area could be damaged by construction work.</p> <p>There is sufficient commercial space in the CBD and high density residential would not suit the area. This plan will not benefit the area.</p>	<p>The Planning Study aims to deliver a new mix of land uses while providing some level of public benefits to the surrounding neighbours. This extra step of the development process enables Council to require an improved outcome for the community. Without this Planning Study there's a potential for developers to build without Council led stakeholder consultation and possibly end up with much higher building heights and poorer overall planning outcomes.</p> <p>Based on the feedback from the public exhibition, Council has reviewed the exhibited principles and changes are reflected in the amended Planning Study report. As part of the Planning Study Council proposes broadly to:</p> <ul style="list-style-type: none"> • Minimise an increase in building mass. • Provide public domain upgrades. • Mitigate negative impacts on the Whaling Road Conservation Area. • Protect some level of employment. • Improve traffic and parking conditions. <p>Impacts of construction is managed in a much more detailed subsequent development application and is per North Sydney Council standard requirements.</p>	Amend principles in the report	1a

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18	18.1	Visual Access	Consideration needs to be given to the impact of views from St Leonards Park.	Agreed. The Planning Study will include view impact analysis from St Leonards Park. Any planning proposal will be required to provide more detailed view analysis.	Include view analysis	1e
19	19.1	Parking	Suggest ensuring availability for residential parking by: <ul style="list-style-type: none"> • Providing no additional parking permits to residents in the new development • Change parking restrictions to 24/7, not just Mon-Fri during the day • Ensure the new development has significant parking for residents/tenants/customers. 	A detailed review of traffic impacts and parking will be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. A review of the management of on-street parking will be one of the requirements. A maximum number of off-street parking spaces within new development will be required as per North Sydney Councils Development Control Plan.	Amend requirements of traffic and transport analysis in the report Feedback to NSC T&T Operations	1a
20	20.1	Parking	My concerns relate to traffic flow from Whaling Rd into Alfred Street North. Entering Alfred Street from Whaling Rd is already especially difficult during peak hours, as traffic building up at the High Street roundabout blocks the access out of Whaling Rd. An additional 23 floors of residential accommodation in the redeveloped Bayer building, with the only access via Little Alfred Street and Whaling Rd will increase the residences within the precinct by over 30%. Most employees currently working in the Bayer building would use public transport, but the additional 170 apartment occupants would most likely have cars. Any future residential development should include adequate off street parking with no Resident Parking Permits being available for the occupants. As street parking in the area is almost totally restricted to between half and one hour, it is already difficult for tradespeople and visitors to the current residences to find street parking, a problem which will be greatly exacerbated by an increase in the population of this area, which has no through roads.	A detailed review of traffic impacts and parking will be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. A review of the management of on-street parking will be one of the requirements. A maximum number of off-street parking spaces within a development will be required as per North Sydney Councils Development Control Plan. Feedback from this consultation of the experienced existing pressure on on-street parking will also be forwarded to NSC Transport and Traffic Operations.	Amend requirements of traffic and transport analysis in the report Feedback to NSC T&T Operations	1a
	20.2	Zoning	Why is Alfred Street Precinct been rezoned B3 Commercial Core as an extension of North Sydney CBD, why are current commercial buildings to become residential buildings?	Rezoning from B3 to B4 is a JRPP recommendation and the key reason that prompted this Planning Study. It is Councils preference to protect some level of employment within the area but for this to be balanced against the desire to provide a reasonable overall built form and planning outcome for the precinct.	No action	2c
21	21.1	Privacy	An objection to any increase in height to buildings in the study area. Changing from commercial to residential will worsen	The residential tower will be shifted south and located no further north than the existing Bayer Building. Specific architectural design principles are incorporated into the Planning Study to	Amend density/massing	1d

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			privacy issues, and also the increase of light spill from dwellings will have a negative impact on the surrounding.	ensure further amenity issues (including privacy and light spill) are a design criteria during any subsequent Planning Proposal and development application.		
	21.2	Traffic	Increased basement car parking access along Little Alfred St will negatively impact Whaling Rd by worsening congestion. Strongly recommend placing a roundabout on the corner of Neutral St and Whaling Rd and only allow "so traffic turns left only out of Little Alfred St". Keep clear signs will also need to be painted on all street corners. There is also on safe pedestrian zebra crossing on Whaling Rd.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. A review of the intersections of Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements.	Amend requirements of traffic and transport analysis in the report	1a
	21.3	Traffic & Parking	Parking for trades people and visitors is already difficult in Whaling Road. The increased pressure on on-road parking spots will severely reduce the current enjoyment of amenities for residents.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. A review of the management of on-street parking will be one of the requirements. Feedback from this consultation of the experienced existing pressure on on-street parking will also be forwarded to NSC Transport and Traffic Operations.	Feedback to NSC T&T Operations	1a
	21.4	Built Form	Suggest measuring of tapering should start from the top of Bayer so the "true" impact can be seen on the skyline.	Noted. The final massing will be the subject of further design refinement and modelling.	Amend built form	1a
	21.5	Zoning	There seems to be a huge contradiction and confusion in planning with Alfred Street being zoned for commercial but the plan being all about creating new residential accommodation.	Potential rezoning from B3 to B4 is a JRPP recommendation and the key reason that prompted this Planning Study. It is Councils preference to protect some level of employment within the area but for this to be balanced against the desire to provide a reasonable overall built form and planning outcome for the precinct.	No action	2c
	21.6	Public Benefit	The reserve on the corner of Whaling Road is not safe for people to use, greater measures need be put in place to separate it from busy roads and remove walking impediments such as large tree roots.	Council has no control over the park as it is in ownership of Roads and Maritime Services. It can therefore not guarantee a lasting benefit for the community. Representations may be made to the RMS regarding on-going and future maintenance and usability issues.	No action	2a
	21.7	Public Benefit	Endorse the idea of creating a platform of the Warringah Freeway to improve public amenity.	Noted. At this stage the platform of open space over the Warringah Expressway is beyond the scope of this Planning Study	No action	2a

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
22	22.1	Built Form	Economic Disadvantage imposed on Owners of Residential Units on Site B (Little Alfred St.) --- The proposed height limit for the Residential Units Site B is three storeys, which is less than the current building. Relative to the increased height limits proposed for buildings on Site A, this places the owners of properties in Site A at a distinct economic disadvantage. It is well understood that any investment to redevelop a site such as this (which will typically require purchase from the existing owners at some premium to the market value, in addition to demolition and redevelopment costs) requires a substantial height increase, typically by a factor of 3 over existing heights, in order to achieve a satisfactory return on investment. Thus, with the proposed increase in height allowances for Site A and as well as for the Mixed Tower on the SW corner of Site B, the effect of the proposed Re-zoning creates a genuine economic penalty on the value of properties in Site B. This is addition to the negative impacts of the redevelopment which is likely to occur on Site B, given the potential economic gain which can be obtained by the owners in Site B with a > 40% increase in maximum height allowances. These negative impacts include the significant disruption to all residents of Site B while redevelopment work occurs over 2-3 years and the effect on livelihoods/property values with the vastly increased population density in the zone. To ameliorate this disadvantage to the owners of properties in Site B, it is recommended that the disparity in the proposed height limits relative to Site A be reconsidered and rebalanced.	<p>Noted.</p> <p>Based on this feedback and other submissions that relate to other topics such as overshadowing impacts and transition into the Whaling Road Conservation Area, it is proposed to amend the exhibited preferred option built form. Updated GFA and FSR numbers will consequently be different resulting in a lower height but higher yield compared to the exhibited preferred option. The Planning Study aims to find an acceptable balance between limiting the environmental impacts of residential development and the market feasibility of the scheme. Housing targets will be capably met within the local government area. Tower to the south was explored but raised significant new overshadowing impacts to the conservation area.</p> <p>Further information on the split between Site A and B was provided during the public exhibition period and will be incorporated into the amended Planning Study report</p>	Built form	1a
	22.2	Traffic and Access	Currently Little Alfred St is a narrow two-way street with parking along one side, so it can only fit one car driving at a time. The plan indicates that Little Alfred St will be the only vehicle access for the proposed residential tower, in its current state Little Alfred St will not be able to accommodate vehicles from the tower. Banning parking on Little Alfred St would be excessive. Vehicle access must be from Alfred St, to not burden Whaling Rd and Little Alfred St.	<p>A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.</p> <p>One of the requirements will be to minimise conflict with pedestrians, Alfred Street North has potentially a lot more foot traffic on the footpath. As such driveways on Little Alfred Street would be a better outcome.</p> <p>Another requirement of the traffic and transport analysis is to reduce congestion. It is proposed to review the intersections at Whaling Road with Alfred Street and Little Alfred Street.</p>	<p>IAmend requirements of traffic and transport analysis in the report.</p> <p>Add intersection upgrade as public benefit.</p>	1a
	22.3	Built Form	Suggest greater height limits and designate vehicle access on the southern end of Alfred St. Shifting shadows to the unused park on the corner of Whaling and Alfred and alleviating traffic congestion on Whaling Rd and Little Alfred St.	The preferred massing is situated to minimise the additional overshadowing impacts compared to the accepted existing situation while providing for some additional height/change in use to make redevelopment a possibility as was advised by the JRPP.	No action	2e

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
				Council does not support further high-rise tower development in this precinct beyond the limitations set-out in the exhibited Planning Study.		
23	23.1	Traffic	The plan does not put enough emphasis on vehicle access, and the issues that a new residential tower will have on traffic congestion on Whaling Rd and therefore all the other local roads in the conservation area.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the intersections at Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. It is further proposed to forward feedback to NSC Transport and Traffic Operations relating to the experienced existing pressure of on-street parking	Amend requirements of traffic and transport analysis in the report. Add intersection upgrade as public benefit.	1a
	23.2	Traffic	The new development needs to ensure there is adequate off street parking, and no additional parking permits given to residents in the new tower. There are already issues with visitors finding parking in the area.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. The study uses the maximum rates of the NSC DCP and requires review of on-street parking. Furthermore, it is encouraged for new owners to use public transport by providing improved access to the North Sydney train station and the future metro station Victoria Cross. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Feedback to NSC T&T Operations	1a
	23.2	Zoning	I also question why, if the Alfred St Precinct has been rezoned B3 Commercial Core as an extension of North Sydney CBD, why are current commercial buildings to become residential buildings.	Rezoning from B3 to B4 is a JRPP recommendation and the key reason that prompted this Planning Study. It is Council's preference to protect some level of employment within the area but for this to be balanced against the desire to provide a reasonable overall built form and planning outcome for the precinct.	No action	2c
24	24.1	Light Pollution	Against height increase for Bayer building and subsequent light spill.	The residential tower will be shifted south and located no further north than the existing Bayer Building. Specific architectural design principles are incorporated into the Planning Study to ensure further privacy issues are a design criteria during any subsequent Planning Proposal.	Amend density/massing	1d
25	25.1	General	I would like to be allowed to make a presentation to the planning committee and would like to be contacted on how I can do this.	A meeting was held with Council staff on 3 July 2018 with submission author discussing the points raised underneath and in his background submission report.	No action	2a
	25.2	Traffic	I would like to note that the option selected (<i>in the draft exhibited Planning Study</i>): <ul style="list-style-type: none"> • Introduces Safety issues (related to) <ul style="list-style-type: none"> a. Road Traffic management b. Pedestrian traffic management 	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the intersections at Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements.	Amend requirements of traffic and transport analysis in the report. - Add intersection	1a

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			c. Public Safety d. Proposed access routes <i>(more details were provided in the background submission report)</i>	It is proposed to include this requirement of a traffic analysis into the amended Planning Study report. It is further proposed to forward feedback to NSC Transport and Traffic Operations relating to the experienced existing pressure of on-street parking.	upgrade as public benefit.	
	25.3	Process	I would like to note that the option selected <i>(in the draft exhibited Planning Study)</i> : <ul style="list-style-type: none"> Does not address the planning study goals <i>(more details were provided in the background submission report)</i>	The response on the PP2016 by the JRPP stated that a new mixed use development had merit however was refused as a contextual planning study was missing. Based on the recommendation by the JRPP, Council commenced preparing this study. Retaining the area with some form of commercial space beyond ground floor commercial has been articulated in the study and we believe this is in line with the goals of the study and council community strategic plan. Mitigating impacts on the Conservation Area will further be detailed by improving the interface with Little Alfred Street.	No action	2e
	25.4	Traffic & Parking	I would like to note that the option selected <i>(in the draft exhibited Planning Study)</i> : <ul style="list-style-type: none"> Significantly impacts Parking amenity for Residents in the Adjoining Areas. <i>(more details were provided in the background submission report)</i>	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. The study uses the maximum rates of the NSC DCP and requires review of on-street parking. Furthermore, it is encouraged for new owners to use public transport by providing improved access to the North Sydney train station and the future metro station Victoria Cross. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Feedback to NSC T&T Operations	1a
	25.5	Built Form	I would like to note that the option selected <i>(in the draft exhibited Planning Study)</i> : <ul style="list-style-type: none"> Does not provide a step down from the North Sydney CBD <i>(more details were provided in the background submission report)</i>	The height is stepping down from buildings such as Laing O'Rourke RL=130, MLC RL=153.8, The Shard RL=195 with a height of 26 stories kept at RL=120. It is envisaged to further mitigate by tapering down the top towards the conversation area to RL=102. A softening of the interface/transition zone will also be provided by reinforcing the potential tree canopy that can be established along Little Alfred Street	No action	2f
	25.6	Public Benefit	I would like to note that the option selected <i>(in the draft exhibited Planning Study)</i> : <ul style="list-style-type: none"> Introduces property ownership and title transfer issues <ol style="list-style-type: none"> Ownership of 'public access routes' Ownership and maintenance of proposed pocket parks Introduces covenants and restrictions over existing properties, disadvantaging the current owners Requires Amalgamation of sites and titles to be successful 	Further detail will need to be incorporated in any future Planning Proposal in terms of management however these issues, whilst complex, are not insurmountable and have been satisfactorily resolved in other circumstances in North Sydney. An amalgamation is essential to achieve community benefits and to avoid isolated sites	No Action	tbc

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			<p>e. Requires the redevelopment and reconstruction of existing sites to meet the preferred options goals (beyond the property of the Bayer building and adjacent properties)</p> <p>f. Places Covenants and limitations over current building form (less than the current forms) to meet the goals</p> <p><i>(more details were provided in the background submission report)</i></p>			
	25.7	Built Form / Character	<p>I would like to note that the option selected <i>(in the draft exhibited Planning Study)</i>:</p> <ul style="list-style-type: none"> Significantly impacts the surrounding Conservation areas more than other options proposed a. It particularly affects noted Heritage items within the Whaling road Conservation area b. Requires destruction of conservation items to meet the Planning study goals <p><i>(more details were provided in the background submission report)</i></p>	<p>The shadow diagrams and orientation are reviewed and checked by several urban designers to ensure data is presented in an accurate way and to compare the existing with new building options.</p> <p>The Study Boundary is limited and does not suggests any changes to the Conservation Area.</p>	No action	2f
	25.8	Built Form	<p>I would like to note that the option selected <i>(in the draft exhibited Planning Study)</i>:</p> <ul style="list-style-type: none"> Does not fulfil the recommendations of the JRPP in any manner over the other options proposed a. It contravenes the second JRPP advice of the JRPP recommendation in that it advantages 1 property holder over others b. It contravenes the second JRPP advice of the JRPP recommendation in that it has moved the footprint of the existing building and does not hold to the existing building principle. <p><i>(more details were provided in the background submission report)</i></p>	<p>a. The proposal would require amalgamations to ensure landowners in the precinct provide benefits and avoid isolated sites.</p> <p>b. Based on this feedback and other submissions it is proposed to amend the exhibited Planning Study. It is desired for any redevelopment of the Bayer Building not to be located further north than the existing Bayer Building. Specific architectural design principles are incorporated into the Planning Study to ensure further privacy issues are a design criteria during any subsequent Planning Proposal.</p>	Amend density/massing	1d
	25.9	General	Also I would like to understand why some many errors were included in the analysis.	Any errors identified will be amended in the post exhibition Planning Study.	No action	2c
	25.10	Process	<p>It appears that this Planning study has not made insufficient attempts to notify affected residents. I note that owners for the units in the rezoning do not have any knowledge of the planning study recommendations.</p> <p>I would like to understand why the Background of the Bayer building construction and local community opposition to the extension of use has been neglected to be taken into account when considering this proposal.</p>	<ul style="list-style-type: none"> Council notified the public by sending out 2,536 letters to both owners and occupiers in the surrounding neighbourhood. Separate letters went out to the Bayer Building Neighbour Committee, Milson Precinct Committee and the Stanton Precinct Committee and a memo to all other Precinct Committees. Council placed a notification in the Mosman Daily on Thursday 26 April which also featured an article following out of our media release. Other notification letters went to Department of Planning, Roads and Maritime Services, 	No action	2f

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No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
				<p>Transport for New South Wales, Department of Education and State Heritage Office.</p> <ul style="list-style-type: none"> The Planning Study was available on the yoursay website since 26 April and was visited by 528 visitors and downloaded by 194 visitors. During the public exhibition Council held two briefing session on 10 July which was attended by 38 people. It is in Councils interest to ensure all relevant stakeholders are notified. On request by the proponent and due to the size of the submission a meeting was held with Council staff on 3 July 2018. Similar meetings were held with landowners to ensure all views are heard and considered with a view to facilitating an acceptable outcome for the community. 		
	25.11	Process	Preferred option favours the property owner of the Bayer Building, with little concern for the local community. Option 4 would be a better option planning study outcomes.	<ul style="list-style-type: none"> It is important to acknowledge the legal and administrative context of the approval path for Planning Proposals. This assists with considering how Council deals with such Proposals and the need or otherwise to prepare more holistic planning strategies. The Environmental Planning and Assessment Act was amended in 2012 to effectively enable applicants to challenge a Council zoning decision through the Joint Regional Planning Panel (now the "North Planning Panel") which is appointed by the NSW Government. Applicants are able to request a review of Council's decision by the Panel in response to Council's refusal or lack of decision (within 90 days) to a Planning Proposal. Prior to this, Council's decision was final. This change in the Act effectively has meant that zoning decisions became contestable and the Planning Panel began to play a role in shaping the future character of some precincts. It is critically important, therefore, that as far as resources allow, a planning framework for precincts that are likely to experience significant change or are under development pressure, is established. In the past, Councils were able to prepare growth plans in a more systematic and measured manner. The contestable nature of Planning Proposals now means that this process may need to be brought forward. 	No action	2f
26	26.1	General	Landowners are generally supportive of preparing a planning study.	Support for a Council let study is noted.	No action	2d
	26.2	Feasibility	Introduce FSR thresholds that allow feasible development.	<p>Noted.</p> <p>Based on this feedback and other submissions that relate to other topics such as overshadowing impacts and transition into the Whaling Road Conservation Area, it is proposed to amend the built form of the exhibited preferred option. Updated GFA and FSR numbers will consequently be different resulting in a lower height but higher yield compared to the exhibited preferred option.</p>	Amend built form	1a

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	26.3		The proposed site amalgamation creates a number of constraints. The JRPP decision did not anticipate site amalgamation, so there needs to be greater flexibility to allow other development strategies. Suggest introducing a clause in the NSLEP 2013 that allow sites to be developed in isolation when it can be made evident that offers were made for amalgamation and still fits design standards. This is consistent with the planning principle set out in the decision of Karavellas v Sutherland Shire Council [2004] NSWLEC 251 at [17] – [19].	An amalgamation delivers the outcome that is sought more effectively in particular to the north. By amalgamating it allows for: <ul style="list-style-type: none"> • Continuous facades along Alfred Street North and Little Alfred Street with ground floor setback of 3m and 6m • A commercial podium built form with a single tower ensures an efficient groundfloor and more space for amenities and engaging facades • An additional vegetated buffer to the north. • A through site link as the gateway to the area from the NSCBD • A transition with Little Alfred Street to the conservation area by providing ground floor setbacks that can accommodate large trees. • A transition with Little Alfred Street to the conservation area by providing fine grain residential on this side of the precinct – this is a new direction that is the result from the public exhibition. Other amalgamations as suggested in the Planning Study are welcomed considering the principles in the final post exhibited Planning Study, and in particular the points raised above.	No Action	2e
	26.4		It is considered that the 'built form' design requirements are too prescriptive and limit the potential design solutions for the precinct. In response to this, alternative design principles are proposed: <u>Design Principle #1</u> - Not to have unreasonable adverse material impacts on Residents or Public Space. <u>Design Principle #2</u> - Reduce the divide caused by the Warringah Freeway by allowing the site to respond to the threshold. <u>Design Principle #3</u> - Deliver liveable, and high-quality environmental performance in future buildings. <u>Design Principle #4</u> – A Balanced Language	Noted and taken into consideration. Based on this feedback and other submissions the post exhibition Planning Study will include two additional principles being: <ul style="list-style-type: none"> • Improve transport • Enhance transition 	Amend Principles	1ea
	26.5		It is reiterated, that in order provide the public benefits, the development needs to be financially attractive for the precinct and individual sites. This includes any ability to deliver Council's 5% affordable housing target. It is also suggested that the provision and contributions for public benefits are shared evenly amongst the landowners in the precinct. The public benefits in the draft Planning Study (including the through site link and pocket park) relate to Site A and the public benefits have not been distributed evenly amongst the sites within the precinct. Generally, we support the public benefits identified in the draft Planning Study with the exception of the new pocket park (to 283 Alfred Street) and consolidated basement for the precinct. The precinct is in	The exhibited Planning Study identifies affordable housing as a potential public benefit in addition to the general section94 contribution. Based on other submissions relating to financial feasibility and reducing the necessary bulk of the building it is proposed to. exclude affordable housing as an identified public benefit. It is recommended to have a public domain space at the north of the site for the purpose of a through-site-link. The proposed public open space is aligned with sightlines and has a northerly aspect. It is proposed to amend the Planning Study to propose a through-site-link instead of the exhibited pocket park.	tbc	tbc

ALFRED STREET DRAFT PLANNING STUDY
SUMMARY OF PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (26 APRIL 2018 – 8 JUNE 2018)

No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
			close proximity to a number of parks including the reserve directly to the south of the precinct,			
			The planning study needs to provide more financial incentive to development. Public benefits are not shared between the sites equally. Support greater public amenity except for the northern pocket park and the consolidated basement car park. There are many other parks in the surrounding areas and the location of the pocket park next to busy Alfred does not make it an attractive site for a park. An alternative would be a potential for site through link to 283 Alfred St and piazza between boundaries of 273 and 275 Alfred St to activate the area.	The idea of a plaza along Little Alfred St is noted. However, the Planning Study main principle is to transition into the Whaling Road Conservation Area. Based on feedback it is proposed to strengthen this transition by providing fine grain residential land uses and large trees in a minimum 3 metre continuous ground floor setback all along Little Alfred Street.		
	26.6		The consolidated basement car parking presents a number of constructability and ownership issues. Suggest reconsidering basement car parking layout and limit vehicle access points.	Further detail will need to be incorporated in any future Planning Proposal in terms of management however these issues, whilst complex, are not insurmountable and have been satisfactorily resolved in other circumstances in North Sydney. An amalgamation is essential to achieve community benefits and to avoid isolated sites.	No action	2f
	26.7		The land ownership issues would make it difficult to deliver the northern pocket park, suggest alternative indoor recreation opportunities.	Conceptually Council doesn't desire a gathering space; the purpose of the space is to function as a through-site-link. The proposed public open space is aligned with sightlines and has a northerly aspect. It is proposed to amend the Planning Study to propose a through-site-link instead of the exhibited pocket park. Final width to be determined through further design refinement.	tbc	tbc
27	27.1	Built Form	<ul style="list-style-type: none"> Provides incentives to facilitate the redevelopment of 263-269 Alfred St; Enables a mixed-use development as envisaged in Council's planning study. Enables commercial uses along Alfred St and Little Alfred St frontage. Conforms to the amalgamation pattern recommended in the Planning Study enabling the development of Site A and Bin isolation; Majority of the bulk and scale of the building (i.e. 16 storey) is concentrated toward the south-western corner of the site and orientate toward Warringah Freeway. Building height is proposed to taper down (i.e. 12 storey) towards 271-273 Alfred Street to enable a transition in height across the precinct. Minimise adverse impacts to the neighbouring properties and Whaling Road Conservation area as the building envelopes are appropriately set back from the eastern side 	<p>A meeting was held on 16 July 2018 to present the submitted options. Solar impacts were also provided afterwards.</p> <p>The proposed alternative built form does not adequately address the principles and desired outcomes of the Planning Study. The main concerns are:</p> <ul style="list-style-type: none"> Significant additional height resulting in an inappropriate built form outcome un-sympathetic to the surrounding area. Limited ground floor setbacks that provides for limited vegetation. No transition with the Whaling Road Conservation Area It is Council policy is to avoid isolated sites and to complement an increase in density with public benefits. These are best achieved by building efficient floorplates; limiting service areas and maximising public spaces. The amended scheme should propose an adjusted amalgamation to align with received submissions. To avoid isolated sites, it still results into two amalgamations. 275 and 	No action	2e

ALFRED STREET DRAFT PLANNING STUDY
SUMMARY OF PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (26 APRIL 2018 – 8 JUNE 2018)

No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>boundary and adequate separation distances have been provided to the neighbouring properties.</p> <ul style="list-style-type: none"> Public square/plaza/open space is proposed at the north-eastern corner of the site to provide additional amenity and recreation opportunity for the residents and workers of the North Sydney local government area. Maintain an east-west site through site link which provides pedestrian access to Little Alfred Street and proposed public square/plaza/open space from Alfred Street 	<p>283 Alfred Street to the north and the rest of the landowners to the south.</p> <ul style="list-style-type: none"> It is recommended not to develop a plaza along Little Alfred St. The Planning Study main principle is to transition into the Whaling Road Conservation Area. Based on feedback it is proposed to strengthen this transition by providing fine grain residential land uses and large trees in a minimum 3 metre continuous ground floor setback all along Little Alfred Street. A detailed review of traffic impacts and parking will be further considered in a Transport Study that supports a planning proposal <p>For other comments refer to Submissions No 13, 14 and 22</p>		
28	28.1	Traffic	There are already large volumes of traffic from picking up and delivering children to schools, which is very much felt on Whaling Rd and Alfred St. Increasing residential development in the area will only worsen the traffic congestion.	<p>A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study.</p> <p>A review of the intersections at Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements.</p> <p>It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.</p> <p>It is further proposed to forward feedback to NSC Transport and Traffic Operations relating to the experienced existing pressure of on-street parking.</p>	Amend requirements of traffic and transport analysis in the report	1a
	28.2	Traffic & Parking	Finding street parking is causing congestion.	<p>A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study.</p> <p>The study uses the maximum rates of the NSC DCP and requires to review the on-street management of parking. Furthermore, it is encouraged for new owners to use public transport by providing improved access to the North Sydney train station and the future metro station Victoria Cross.</p> <p>It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.</p>	Amend requirements of traffic and transport analysis in the report	1a
	28.3	Process	<p>Whaling Rd conservation area is not part of NSCBD, Warringah Freeway separates the two areas.</p> <p>The Planning study should try to reflect the Whaling Rd Conservation Area.</p>	<p>It is important to acknowledge the legal and administrative context of the approval path for Planning Proposals. This assists with considering how Council deals with such Proposals and the need or otherwise to prepare more holistic planning strategies.</p> <p>The Environmental Planning and Assessment Act was amended in 2012 to effectively enable applicants to challenge a Council zoning decision through the Joint Regional Planning Panel (now the "North Planning Panel") which is appointed by the NSW Government. Applicants are able to request a review of Council's decision by the Panel in response to Council's refusal or lack of decision (within 90 days) to a Planning Proposal. Prior to this, Council's decision was final. This change in the Act effectively has</p>	No action	2f

ALFRED STREET DRAFT PLANNING STUDY
SUMMARY OF PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (26 APRIL 2018 – 8 JUNE 2018)

No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
				<p>meant that zoning decisions became contestable and the Planning Panel began to play a role in shaping the future character of some precincts.</p> <p>It is critically important, therefore, that as far as resources allow, a planning framework for precincts that are likely to experience significant change or are under development pressure, is established</p>		
	28.4	General	Any further encroachment of noise, traffic, dust and construction all contributes to incremental destruction of the nature and character of a heritage area and at the same time providing an utterly unacceptable precedent for future development.	<p>Mitigating the impacts of the proposed development on Little Alfred Street is a priority. Any new built form needs to be sympathetic to the character of the Whaling Road Conservation Area including Little Alfred Street.</p> <p>It is proposed to amend the Planning Study to include fine grain residential along all of Little Alfred Street.</p> <p>Impacts of construction is managed in a much more detailed subsequent development application and is per North Sydney Council standard requirements.</p>	Amend density/massing	1d
	28.5	Built form	Additional overshadowing of residences of Little Alfred Street, Neutral Street Whaling Road and Doris Street.	<p>The Planning Study has tested overshadowing and additional impacts are mitigated by the shaping of additional height, capping the height/density of any other buildings and limiting the added density. Council proposes to amend the exhibited document. It is desired for a new tower building be located not further north as the location of the existing Bayer Building. This would limit additional impacts on privacy and solar access.</p> <p>Based on this feedback and other submissions that relate to other topics such as overshadowing impacts and transition into the Whaling Road Conservation Area, it is proposed to amend the exhibited preferred option built form. Updated GFA and FSR numbers will consequently be different resulting in a lower height but higher yield compared to the exhibited preferred option</p>	Amend Built Form	1a
	28.6	Built form	All options in the planning study will only benefit developers and the owner of the Bayer building. Local residents should not be forced to sacrifice their existing amenity for the benefit of developers.	<p>It is important to acknowledge the legal and administrative context of the approval path for Planning Proposals. This assists with considering how Council deals with such Proposals and the need or otherwise to prepare more holistic planning strategies.</p> <p>The Environmental Planning and Assessment Act was amended in 2012 to effectively enable applicants to challenge a Council zoning decision through the Joint Regional Planning Panel (now the "North Planning Panel") which is appointed by the NSW Government. Applicants are able to request a review of Council's decision by the Panel in response to Council's refusal or lack of decision (within 90 days) to a Planning Proposal. Prior to this, Council's decision was final. This change in the Act effectively has meant that zoning decisions became contestable and the Planning Panel began to play a role in shaping the future character of some precincts.</p>	No action	2f

ALFRED STREET DRAFT PLANNING STUDY
SUMMARY OF PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (26 APRIL 2018 – 8 JUNE 2018)

No.	Sub	ISSUE	Key Points Raised	Council Response	Recommended Action	Criteria
				It is critically important, therefore, that as far as resources allow, a planning framework for precincts that are likely to experience significant change or are under development pressure, is established.		
29	29.1	Entry	Suggest vehicle entry from Alfred St.	Vehicle access including garbage removal will be further considered in a traffic and transport analysis as part of a potential subsequent Planning Proposal. It is proposed to include this as a requirement into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
	29.2	Parking	Increase in residential development will worsen on street parking and make it more difficult for visitors and existing residents.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. The study uses the maximum rates of the NSC DCP and requires to review the on-street management of parking. Furthermore, it is encouraged for new owners to use public transport by providing improved access to the North Sydney train station and the future metro station Victoria Cross. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report.	Amend requirements of traffic and transport analysis in the report	1a
		Traffic	Inevitable increased traffic volume will severely exacerbate the problems at the Whaling Rd/Alfred Street intersection.	A detailed review of traffic impacts and parking would need to be further considered in a subsequent traffic and transport analysis as part of potential Planning Proposals following this Planning Study. A review of the intersections at Whaling Road with Alfred Street and Little Alfred Street will be one of the requirements. It is proposed to include this requirement of a traffic and transport analysis into the amended Planning Study report. It is further proposed to forward feedback to NSC Transport and Traffic Operations relating to the experienced existing pressure of on-street parking.	Amend requirements of traffic and transport analysis in the report	1a
		Built Form	We will continue to be particularly concerned with any redevelopment of the Bayer Building to increase its height.	Noted.	No action	2c
		Built form	Transition to residential will worsen overlooking and overshadowing issues.	It is proposed for a redevelopment of a tower be shifted south and located no further north than the existing Bayer Building. Specific architectural design principles are incorporated into the Planning Study to ensure further privacy issues are a design criteria during any subsequent Planning Proposal.	No action	2c
		Light pollution	Commercial lighting and advertising will impact on surrounding residents.	It is proposed to amend the draft exhibited Planning Study to reinforce the current rules in the North Sydney Development Control Plan by including a restriction of any advertisement signage on residential buildings in particular facing the conservation area in this precinct.	Include Recommendation	1a

IT IS RECOMMENDED THAT COUNCILLORS REFER TO THE COMPLETE SUBMISSIONS MADE AVAILABLE TO THEM, AND TO THE REPORT TO COUNCIL, WHICH EXPANDS ON THE ISSUES RAISED IN THE SUBMISSIONS.

ALFRED STREET PRECINCT

PLANNING STUDY



NORTH SYDNEY COUNCIL
JANUARY 2019



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The Alfred Street Precinct Planning Study is a high level strategy that encompasses a prominent precinct on the eastern periphery of North Sydney CBD. The Study primarily identifies key issues and recommends a preferred development option for the precinct. It further demonstrates how the preferred option will contribute to the local built form context, as well as social and economic prosperity in North Sydney. The study, which was initiated as a Council resolution, is also a response to a recommendation of the NSW Government's Joint Regional Planning Panel, in determining a previous Planning Proposal that sought a significant, isolated rezoning within the precinct. The Study is intended to provide guidance to landowners and the community as to how the precinct should be expected to develop in future.

The Study identifies Council's priorities to guide the preparation and assessment of any future rezoning proposals in the precinct. As part of this, the Study also identifies infrastructure and public domain upgrades that are necessary in parallel to any additional capacity in the Precinct.

These measures will ensure that growth is planned, well managed and results in benefits both within the Precinct and to the wider North Sydney community.

The Study aims to enable future development in the precinct, while:

- Ensuring the built form steps down from the scale of North Sydney CBD, presenting an appropriate transition to the scale of the Whaling Road Conservation Area
- Ensuring the built form presents a bulk and scale that minimises shadow, privacy and bulk impacts upon the Whaling Road Conservation Area;
- Retaining commercial floor space in the precinct that will support North Sydney's economic prosperity and jobs in accessible locations;
- Removing barriers to pedestrian and cycle movement throughout the precinct and beyond.

To achieve this, the Planning Study recommends a preferred development option for the precinct. In general, the preferred outcome supports a three storey commercial podium across the precinct. Residential components above the podium bookend the precinct to the north and south, with scale of up to 24 stories and nine stories respectively.

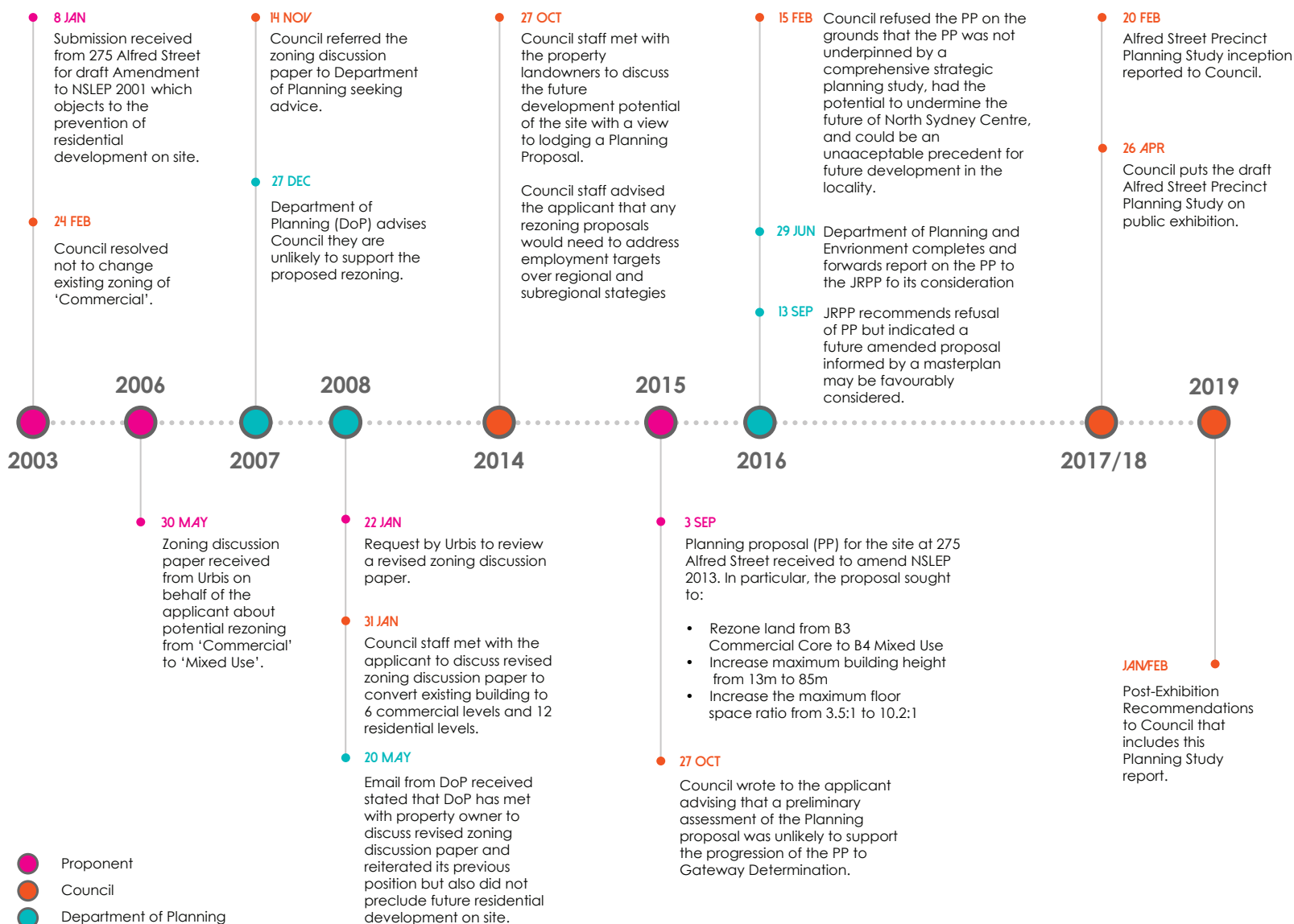
The preferred outcome brings opportunity to deliver a number of public benefits to the Precinct in the form of a through site links, pedestrian amenity, environmental and public domain upgrades alongside development.

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BACKGROUND

TIMELINE



The Alfred Street Precinct Planning Study is prepared to respond to the increasing development interest in the area.

The property of 275 Alfred Street is a large commercial building on the edge of North Sydney CBD. The site has been subject to multiple requests for the amendment of the LEP by the landowner since at least 2003. Most recently, on 3 September 2015, Council received a Planning Proposal seeking to amend the NSLEP 2013.

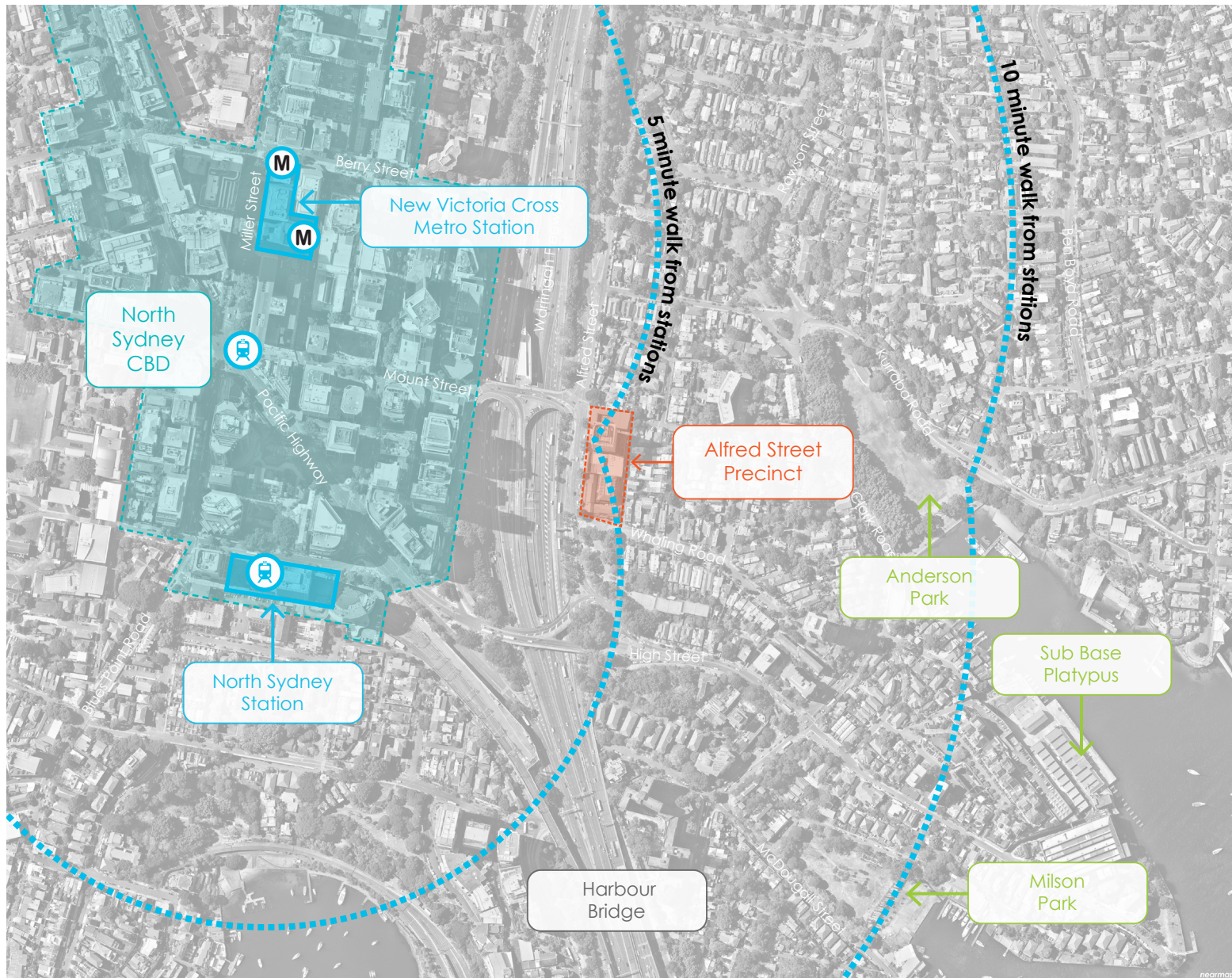
In February 2016, Council refused the Planning proposal for reasons including:

- The proposal had not been informed by a comprehensive strategic planning study for the locality;
- The proposal has the potential to undermine future strategic planning for North Sydney CBD; and
- The proposal would set an unacceptable precedent prior to the establishment of a desired policy direction for future development of the precinct.

At that meeting, Council resolved that "any changes to the planning controls for the precinct be considered holistically and involve all land owners in the context of a comprehensive strategic planning study for the locality which includes planning for defined public benefits for any additional residential density".

In June 2016, the Department of Planning and Environment completed its report into the Proposal and forwarded it to the Joint Regional Planning Panel (JRPP) for its consideration.

In September 2016, the JRPP recommended refusal of the Proposal but indicated that a future amended proposal may be favourably considered.

NORTH SYDNEY CBD AND SURROUNDS

North Sydney CBD is the northern gateway to the Sydney Harbour Bridge on Sydney's Lower North Shore. It is the third largest employment area within metropolitan Sydney following Sydney CBD and Macquarie Park and supports approximately 60,000 jobs. North Sydney CBD will benefit from the Sydney Metro project with the new Victoria Cross station that will begin operation by 2024.

The Alfred Street Precinct Study Area (the precinct) is located to the east of North Sydney CBD. It is located within a 5-10 minute walking catchment from North Sydney Station and the planned Victoria Cross metro station.

The Precinct is physically separated from North Sydney CBD by the Warringah Expressway. The two points of connection between the precinct and the North Sydney CBD are Mount Street overpass and High Street overpass.

There are three regionally significant recreational and community facilities on the eastern side of the Expressway alone, including:

- Anderson Park
- Milson Park
- Sub Base Platypus

Anderson Park and Milson Park are located east and south east of the precinct respectively. The parks cater to the local resident's recreational and community needs through community gardens, sporting facilities and high amenity passive open space.

Sub Base Platypus is a federal government initiative which will transform the previously underutilised submarine base into a publicly accessible, diverse and community focused precinct. The project is expected to adaptively reuse the existing buildings on the site, create new public open space and create a new over water link to Kesterton Park.

THE ALFRED STREET PRECINCT



The Alfred Street Precinct is defined by Alfred Street to the west, Whaling Road to the south, Little Alfred Street to the east and Ormiston Street to the north.

The precinct is characterised by the property of 275 Alfred Street, commonly known as 'the Bayer building'. At 18 storeys tall, it is the tallest building in the immediate area. Low rise commercial buildings of up to three storeys are located to the north and south of the Bayer building.

Another notable building is 4 Little Alfred Street. It is the second tallest building in the precinct at approximately five storeys tall and is the only residential building within the precinct.

The precinct is largely surrounded by fine grain residential buildings of heritage value or significance. There are also a number of taller, high density residential buildings which were built around 1970's to the north east and south east of the precinct.

The reserve to the south of the precinct is owned by Roads and Maritime Services and is minimally landscaped. It is a buffer between the highly trafficked Warringah Expressway, Alfred Street and the residential area beyond. Although the park is not as well patronised as the surrounding Anderson Park or Milson Park, workers and residents occasionally use the park, particularly around lunch time and in the afternoon.

HISTORY**SYDNEY HARBOUR BRIDGE - CIRCA 1932****WARRINGAH EXPRESSWAY - CIRCA 1968****CONSTRUCTION 275 ALFRED STREET - CIRCA 1970****CONSTRUCTION 275 ALFRED STREET - CIRCA 1970**

Several key events in the last century has lead to the development of North Sydney CBD and subsequently the Alfred Street Precinct to what currently exists on site.

The construction of the Sydney Harbour Bridge in the 1930's significantly improved connectivity by vehicles and rail between Sydney city and the Lower North Shore. The completion of the Harbour Bridge ultimately unlocked the economic potential for North Sydney as a commercial centre.

The Warringah Expressway also contributed to the growth of North Sydney as a burgeoning CBD. The construction of the Expressway was only made possible by government requisition of existing commercial and residential properties along the corridor and was completed in 1968.

From the 1970's onwards, with the combined benefits of market forces, the Harbour Bridge and the Warringah Expressway, North Sydney began its transformation to become one of the largest commercial centres within the Sydney metropolitan area.

The construction of 275 Alfred Street followed shortly after the opening of the Warringah Expressway. The property at 275 Alfred Street was completed in the early 1970's.

Until the 1990's, North Sydney CBD experienced a prolonged commercial building boom. The boom has left North Sydney the legacy of being one of the strongest and most recognisable employment centres in metropolitan Sydney.

More recently, the appeal of living close to the city has placed pressure on aging commercial sites to be converted to mixed use or residential developments.

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A photograph of a residential street. In the foreground, a silver car is parked on the right side of the road. The street is lined with lush green trees and foliage. In the background, a tall, modern building with a blue glass facade and 'MLC' logos is visible against a clear blue sky. The overall scene is bright and sunny.

2

POLICY CONTEXT

NORTH SYDNEY LOCAL ENVIRONMENTAL PLAN 2013

LAND ZONING



The zoning of the North Sydney CBD reflects its role as one of the largest commercial centres in the Sydney Metropolitan area and a part of Global Sydney.

The precinct is zoned B3 Commercial Core under North Sydney Local Environment Plan 2013. The property of 4 Little Alfred Street presents an anomaly to this via its residential use. The development is made permissible via a provision in Schedule 1.

The precinct is surrounded to the north and east by R2 Low Density Residential Zones. There are pockets of medium and high density residential zones particularly to the north east and south east of the precinct.

There is also a small enclave of B1 Neighbourhood Centre fronts Clark Road and Anderson Park to the north east of the precinct.

HEIGHT OF BUILDINGS



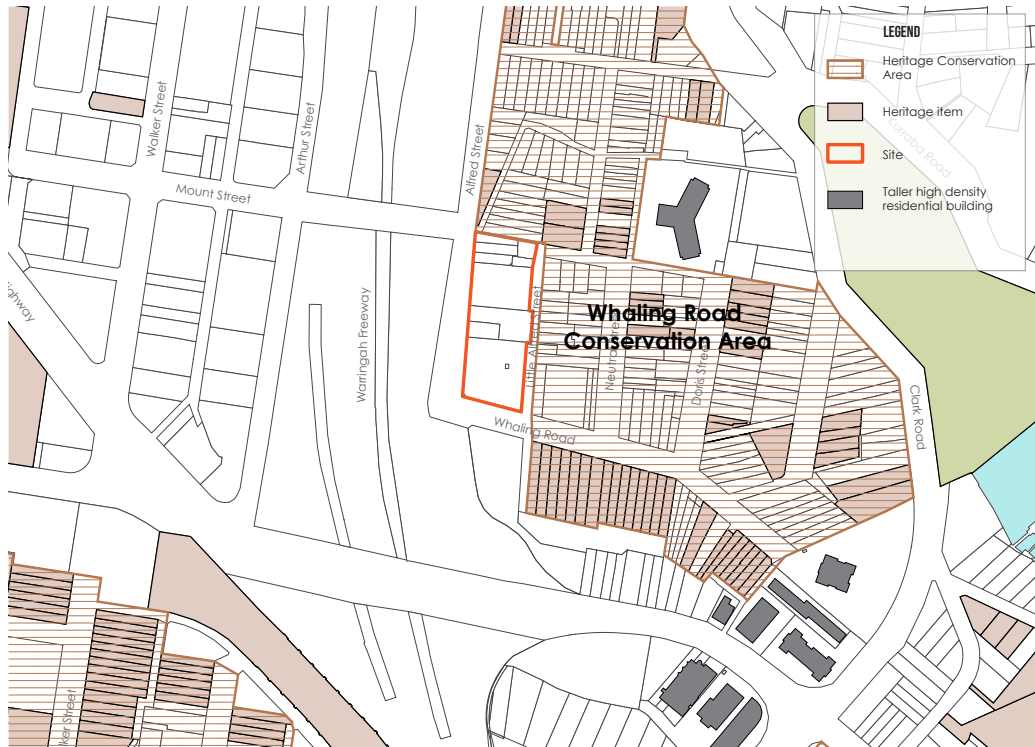
The height controls for North Sydney CBD are based on Relative Levels (RLs) rather than metres from ground level. This is due to the heights in the North Sydney CBD being based on solar access planes that protect the solar amenity of key public open spaces and the surrounding residential areas.

The precinct has a 13m height limit. This height is not reflected in existing development, particularly the development at 275 Alfred Street, which is substantially taller.

The precinct is surrounded by low density residential dwellings. The nature of these low scale, fine grain dwellings are reflected in the lower height limit of 8.5m.

Properties directly south of High Street consist of James Milson Village and various high density residential dwellings with maximum heights ranging between 12m and 24m.

HERITAGE

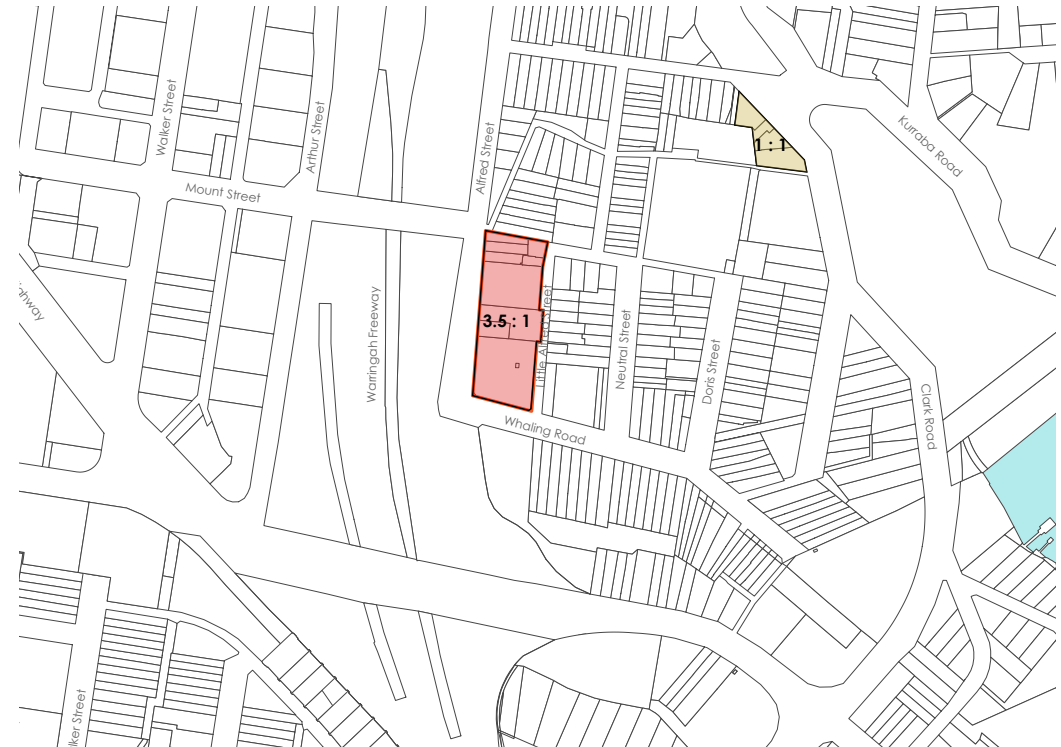


The precinct is surrounded by the Whaling Road Conservation Area and multiple heritage items.

The Whaling Road Conservation Area is significant:

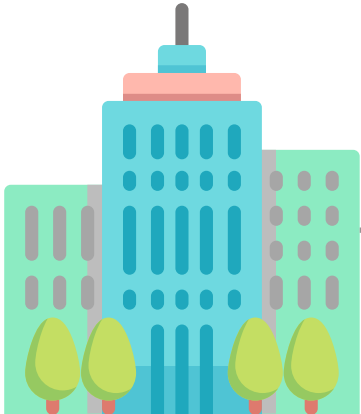
- For its unity that relates to its subdivision history and which is evident in the development and streetscape of the area.
- As a consistent and intact Victorian and Federation residential area that consists of modest housing on small lots.
- As a largely intact late 19th and early 20th century subdivision that retains much of the urban fabric and detail associated with its development over time such as the street formations, sandstone kerbing, fencing, gardens and a strong relationship to topography.
- For the quality and collective significance of the buildings within the area.

FLOOR SPACE RATIO



Although not common on many sites, North Sydney Council utilises Floor Space Ratios (FSR) on selected sites across the LGA.

The Alfred Street Precinct has a maximum floor space ratio of 3.5:1. This is significantly lower than the existing FSR of 7.3:1 on the building located at 275 Alfred Street (the Bayer Building).



EMPLOYMENT

LOCAL GOVERNMENT STRATEGIES

North Sydney Community Strategic Plan (2013)

Direction 3 sets out outcomes and strategies which directly relate to employment growth. Outcome 3.1 and 3.2 sets out strategies for North Sydney to be a stronger employment centre. The key objectives are:

- Expand employment growth capacity;
- Encourage a diverse mix of businesses; and
- Ensure public domain design contributes to North Sydney's business needs.

North Sydney Centre Capacity and Land Use Strategy (2017)

The Strategy identifies the Alfred Street North Commercial Zone (the precinct) as a potential location for the lateral growth of the North Sydney CBD's Commercial Core and Mixed Use areas.

The Study makes reference to the recommendation of the Joint Regional Planning Panel which supports the permissibility of mixed uses on the land in the Alfred Street Precinct due to the precinct's relationship with the adjoining residential area.

North Sydney Economic Development Strategy (2015)

The Strategy seeks to identify actions that will contribute to ensuring North Sydney CBD's competitiveness in the metropolitan and global context. Key recommendations are:

- Encourage high quality office developments;
- Improve public domain and amenity of key employment centres;
- Explore expansion of B3 Zone in North Sydney CBD; and
- Preference employment over residential floorspace in major centres.

STATE GOVERNMENT STRATEGIES

A Metropolis of Three Cities (2017)

The Plan identifies North Sydney as a Strategic Centre within Global Sydney, and is situated on the Global Economic Corridor.

Strategic Centres are where commercial activity is to be concentrated to promote business and employment.

The key directions for North Sydney as a Strategic Centre are to:

- Increase jobs close to where people live;
- Attract significant investment;
- Provide a range of services and be an attractive place to live, work and play; and
- Continue to grow.

Draft Revised North District Plan (2017)

North Sydney is identified as a Strategic Centre that supports a high proportion of knowledge intensive jobs.

North Sydney has a baseline job target of 76,000 jobs and an upper target of 81,500 jobs by 2036. This represents an increase of between 15,600 and 21,100 jobs, the majority of which will need to be located within the North Sydney CBD.



HOUSING

LOCAL GOVERNMENT STRATEGIES

North Sydney Community Strategic Plan (2013)

Direction 4 sets out outcomes and strategies which directly relate to housing issues in the local government area. Outcome 4.10 sets out strategies for North Sydney to have improved affordable housing and accommodation. The key objectives are to:

- Provide a range of affordable housing and accommodation types; and
- Increase housing diversity to meet a range of needs.

North Sydney Residential Development Strategy (2009)

The Strategy states future residential development should concentrate the bulk of new dwellings in Mixed Use centres in close proximity to retail, office, health, education, transport, leisure, entertainment facilities and community and personal services. It also seeks to deliver housing choice for a range of socio-economic groups throughout North Sydney to meet the needs of existing and future residents and minimises the impact of new development on local character, amenity, environment and heritage.

The North Sydney Affordable Housing Strategy (2015)

The overarching aim of the Strategy is: "To maintain and increase the amount of affordable rental stock in North Sydney LGA and ensure the long-term sustainability of Council's involvement in affordable housing". Council is looking to set targets for the creation of affordable housing stock and work with partners such as FACS and Link Housing to use developer contributions to create affordable housing. Strategy 2 identifies opportunities to participate in affordable housing partnerships by leveraging Council resources and utilising State and Federal Government funding opportunities.

STATE GOVERNMENT STRATEGIES

A Metropolis of Three Cities (2017)

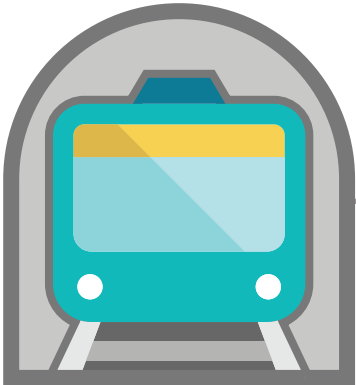
Goal 2 outlines strategies for housing supply, choice and affordability to meet Sydney's changing needs and lifestyles. Direction 2.2 : Accelerating urban renewal across Sydney, encourages the development of housing being developed in transport corridors which are being transformed by investment and around Strategic Centres. North Sydney also is located on a transport corridor which the Plan identifies as preferable locations for residential growth to be located.

Key directions for North Sydney include:

- The opportunity to connect new homes to the job-rich areas of the Sydney CBD and the northern section of the Sydney Rapid Transit corridor from North Sydney to Norwest; and
- The opportunity to connect new homes to job-rich locations via good public transport, within an approximate 30 minute rail or light rail journey.

Draft Revised North District Plan (2017)

The Plan's general directions in regards to housing are to improve housing choice, diversity and affordability. The Plan has additionally set out housing targets for all local government areas. North Sydney LGA has been allocated 3,000 dwellings to be delivered between 2016-2021.



TRANSPORT

LOCAL GOVERNMENT STRATEGIES

North Sydney Community Strategic Plan (2013)

Direction 2 sets out the vision that public transport and sustainable means of transport are the modes of choice for trips to, from and within North Sydney.

Outcome 2.5 outlines strategies to achieve this. The key objectives are:

- Promotion of public and active transport use;
- Increasing street space for active transport; and
- Improve "end of trip" facilities in new developments.

North Sydney Integrated Cycling Strategy (2013)

The Strategy aims to increase cycling in North Sydney by implementing priority routes, updating existing routes, install cycle parking and ensure that cycling contributes to placemaking in North Sydney.

The strategy has recommended the implementation of Priority Route 1 - a bi-directional cycle route along the Pacific Highway. It also recommends the construction of Priority Route 3, along Clark Road from North Sydney to Neutral Bay as a hybrid mixed traffic facility.

North Sydney Metro Planning Study (2016)

The Study focusses on the areas immediately surrounding the proposed stations at Crows Nest and Victoria Cross (North Sydney CBD).

It identifies a pedestrian desire line from the eastern Metro station portal into Brett Whiteley Place (the western portion of Mount Street). It also identifies the planned expansion of Brett Whiteley Place along Mount Street which continues onto the Mount Street overpass and subsequently Alfred Street Precinct.

STATE GOVERNMENT STRATEGIES

Draft Future Transport Strategy 2056 (2017)

The Strategy identifies a range of transport aspirations for the Sydney metropolitan area. It identifies the Sydney Metro North West, Western Harbour Tunnel, Beaches Link and the Northern Beaches B-Line as committed initiatives which will impact North Sydney LGA. There are no additional initiatives beyond what has already been committed.

Sydney Metro (2016)

Sydney Metro implements the Draft Future Transport Strategy and identifies the location for a station at Victoria Cross (North Sydney CBD). The station site will incorporate a large commercial building and is expected to create additional demand for jobs and homes around North Sydney CBD.

Sydney's Walking Future (2013)

The plan seeks to increase walking as the preferred mode of transport by promoting the benefits of walking, connecting places through infrastructure investment and engaging through policy and partnerships.

The plan aims to have increased investment in connected walking routes within two kilometres of centres and public transport interchanges.

LOCAL GOVERNMENT STRATEGIES

North Sydney Community Strategic Plan (2013)

Direction 1 sets out the vision that a range of quality recreational activities will continue to be available to suit all ages, interests and abilities. Outcome 1.5 outlines strategies to achieve this include:

- Provide recreational facilities and services for people of all ages and abilities;
- Improve access to open space and recreation facilities; and
- Provide a vibrant waterfront with integrated public spaces and enhanced foreshore access.

Direction 4 sets out the vision that North Sydney offers a strong sense of local community based on networks of neighbourhoods. Community services and facilities are well planned and located, accessible and meet a variety of uses. Strategies to achieve this include:

- Connecting communities through placemaking;
- Implementing arts initiatives;
- Celebrate local heritage; and
- Promote and provide educational diversity.

North Sydney Public Open Space Provision Strategy (2009)

The Strategy identifies the future provision of public open space within North Sydney LGA, based on future growth and distance from well sized public open spaces of good quality.

The northern portion of the precinct has been identified as Priority 2 and the southern portion has been identified as Priority 3 in terms of future public space provision. This designation represents a moderate need to provide for public open space, despite the fact that a reserve is located immediately south of the precinct. This is likely due to the park being of limited amenity.

STATE GOVERNMENT STRATEGIES

A Metropolis of Three Cities (2017)

A key direction in A Plan for Growing Sydney is to revitalise existing suburbs. Strategies include:

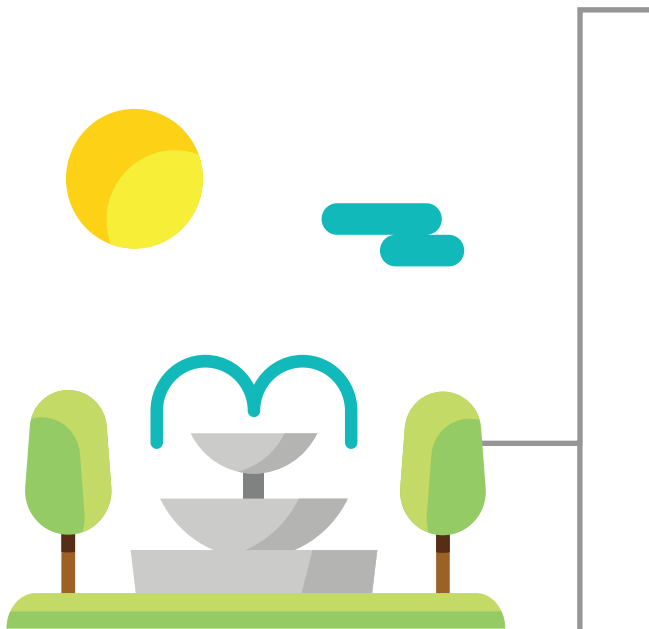
- Make well designed centres which are easy to move around, safe and welcoming to all;
- Providing a mix of uses, day and night;
- Reflect the heritage of the place; and
- Direct its investment in social infrastructure to centres in areas experiencing growth.

Draft Revised North District Plan (2017)

The Plan identifies a range of objectives to improve the quality of life of residents living in the North District. It also noted that delivering a city-wide Green Grid would promote a healthier urban environment.

The Plan calls for high density urban neighbourhoods to provide for or be in close proximity to local open spaces which acts like a communal living spaces. These open spaces should be durable, multi-purposed and accessible to a wide variety of users.

It also identifies that 'Place-based planning can identify opportunities to improve the quality, management and use of existing open space, and to provide new open space.'




OPEN SPACE & LIVEABILITY

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3

PHYSICAL CONTEXT

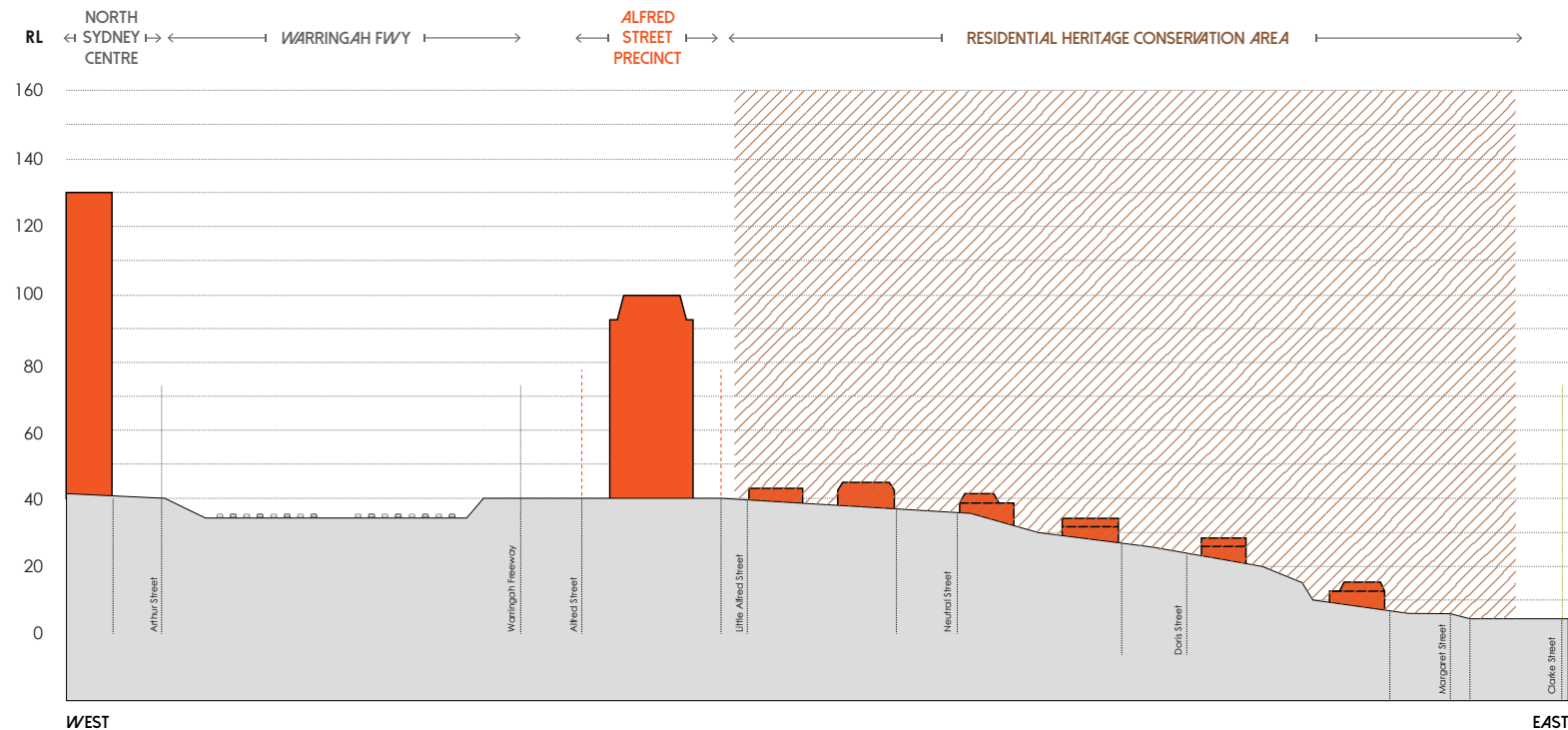


THE ALFRED STREET PRECINCT IS SEPARATED FROM NORTH SYDNEY CBD BY THE WARRINGAH EXPRESSWAY. IT IS SURROUNDED BY LOW DENSITY RESIDENTIAL AREAS OF HERITAGE SIGNIFICANCE. THE 'BAYER BUILDING' LOCATED WITHIN THE PRECINCT CAN BE CONSIDERED AN ANOMALY IN ITS IMMEDIATE ENVIRONMENT.

THE PRECINCT CAN ALSO BE CONSIDERED AS A TRANSITION POINT BETWEEN NORTH SYDNEY CENTRE AND THE LOW SCALE RESIDENTIAL AREAS TO THE EAST OF THE WARRINGAH EXPRESSWAY.



SECTION AA



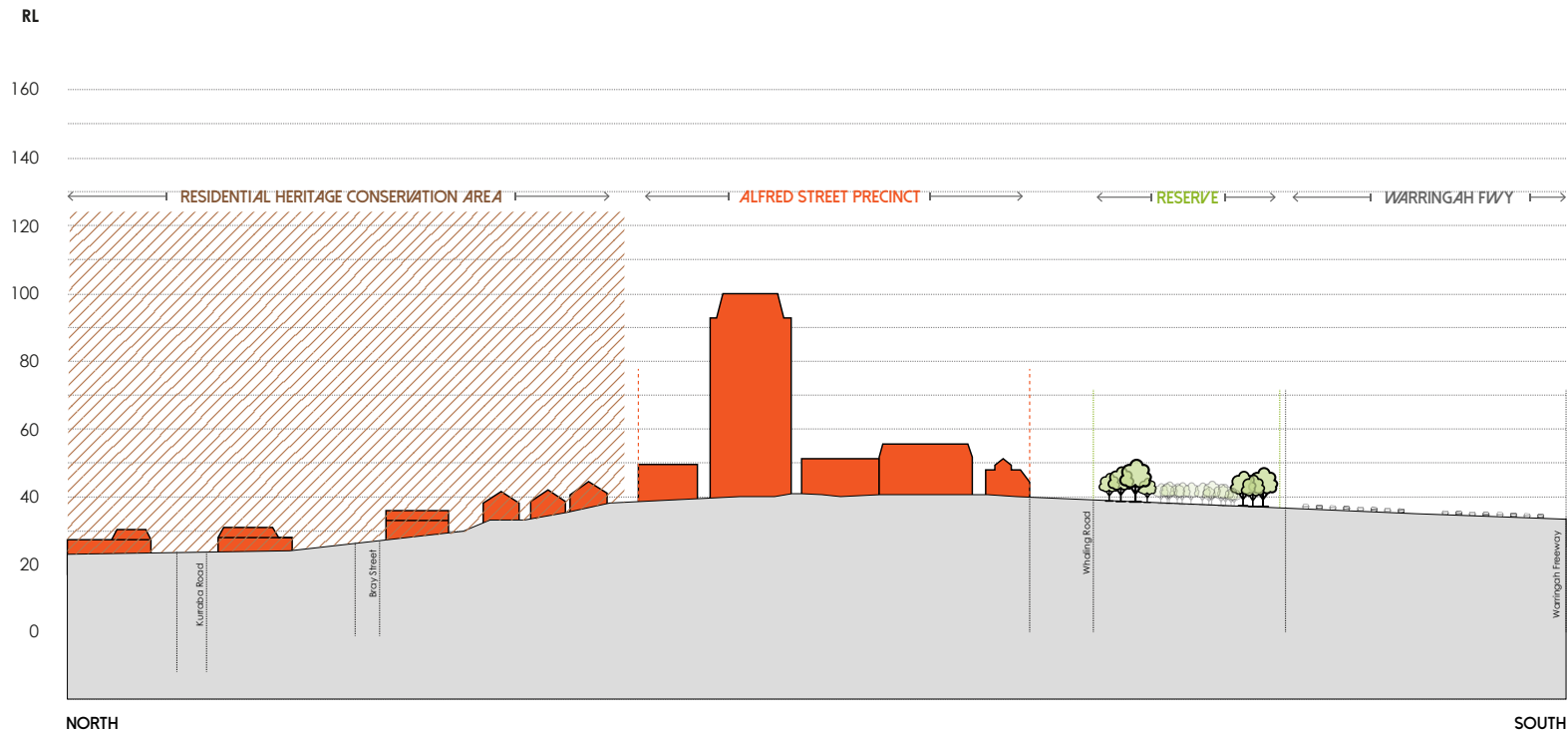
The topography around North Sydney Centre and the Alfred Street Precinct is varied. The terrain slopes to the east and south-east towards Neutral Bay and Careening Cove. A low point in close proximity to the precinct is Anderson Park which is generally around RL2. The Precinct is physically separate from North Sydney CBD by the Warringah Expressway

At approximately RL40, the Alfred Street Precinct sits on the highest point on the area immediately east of the Warringah Expressway.

The Bayer building is the most prominent building on the eastern side of the Warringah Expressway. The height of the Bayer Building is 52m to the rooftop and is 60m to the top of the rooftop plant and signage.

The scale of buildings immediately and further east of the precinct is generally low in scale and form part of the Whaling Road heritage conservation area.



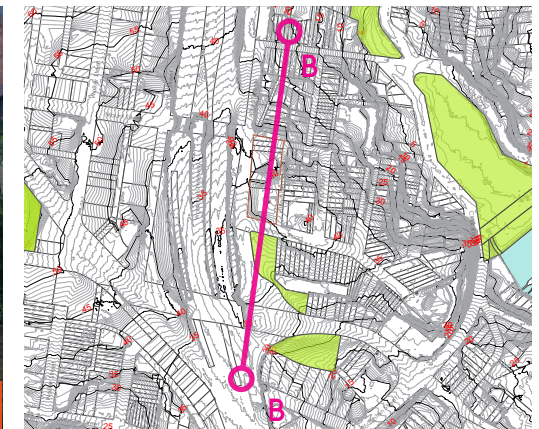
SECTION BB

The land is at its highest point at the Alfred Street Precinct and slopes downwards to the north and to the south. The level difference between the Alfred Street Planning precinct and Kurraba Road is approximately 20 metres.

Bray Street runs off Alfred Street in a north easterly manner and makes a turn to the east. The street follows the general downward fall of the land.

The built form of the precinct varies significantly from the surrounding heritage conservation area. Where the precinct contains generally larger commercial buildings built to property boundaries, the heritage conservation area to the north generally retains a low scale and finer grain set back from property boundaries.

There are no buildings immediately to the south of the precinct. The reserve slopes gently southwards, into Alfred Street and subsequently onto the Warringah Expressway.



PUBLIC OPEN SPACE AND PEDESTRIAN LINKS



There are a number of public open spaces surrounding the Alfred Street Precinct which range in size and function.

A landscaped area owned by RMS of approximately 3000m² lies to the south of the precinct. It is impacted by the fast, one way vehicular traffic coming off the off-ramp of the Warringah Expressway and into North Sydney Centre.

Anderson Park is approximately 22,000m² and serves a regional catchment. It is located 400m to the east of the precinct. Despite its close proximity, the hilly terrain makes access to Anderson Park slightly more difficult for less mobile pedestrians.

The residential area surrounding the precinct has multiple largely north-south pedestrian only thoroughfares which addresses some desire lines and makes the area quite permeable.

Due to the steep and hilly terrain, there are public steps and surrounding plantings which link:

- Doris Street and Bray Street
- Nicholas Street and Ormiston Avenue
- Margaret Street



RESERVE LOCATED TO THE SOUTH OF ALFRED STREET PRECINCT



ANDERSON PARK



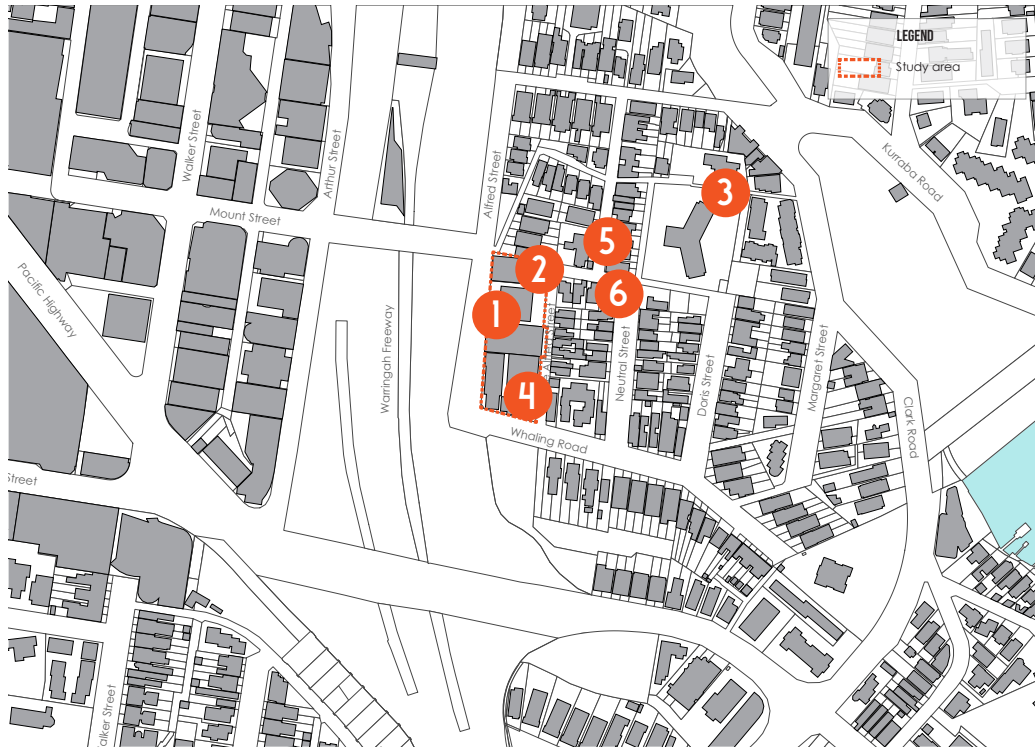
NEUTRAL STREET



BRAY STREET



DORIS LANE

URBAN FABRIC

The built form to the east of the Warringah Expressway varies significantly to the North Sydney CBD.

The northern portion of the precinct has a mixture of high and low scale commercial buildings, with the Bayer building at 275 Alfred Street being the tallest and only high rise commercial building east of the Warringah Expressway.

The southern portion of the precinct includes two separate strata titles properties. The property at 263-269 Alfred Street is currently low rise commercial offices, and the property behind it at 4 Little Alfred Street is a medium rise residential apartment building.

The area surrounding the precinct is a mixture of low rise and high rise residential buildings.

22 Doris Street and 50 Whaling Road are both prominent high rise residential buildings in close proximity to the precinct.

The surrounding residential areas generally have a consistent scale, and built form of low rise attached and detached dwellings, primarily in Victorian and Federation style. There are also newer buildings which are sympathetic to the character of the area, such as 1 Ormiston Avenue.

**275 ALFRED STREET****283 ALFRED STREET****22 DORIS STREET****4 LITTLE ALFRED STREET****31-37 NEUTRAL STREET****1 ORMISTON AVENUE**

SITE CONDITION

PUBLIC DOMAIN AND ACCESS



The Alfred Street Precinct is connected to North Sydney CBD by the Mount Street overpass. The overpass consists of 3-4 lanes for vehicular traffic, offices for the Sydney Harbour Tunnel, parking for those offices and 3m wide footpaths on the northern side of the overpass.

There are a number of opportunities to improve the journey between North Sydney CBD and the Precinct via the Mount Street overpass. The following issues have been identified which contribute to a low amenity walking experience between North Sydney CBD, the Precinct and Anderson Park:

- Five vehicular entrances to parking and loading facilities (including two floors of car parking at 4 Little Alfred Street) are located along Little Alfred Street;
- Fragmented pedestrian islands on both the east and west side of the overpass to access the overpass;
- Lack of protection from natural elements such as sun and rain;
- Relatively narrow footpath widths that provide insufficient buffer between pedestrians and one way and high speed vehicular traffic travelling to the Warringah Expressway.

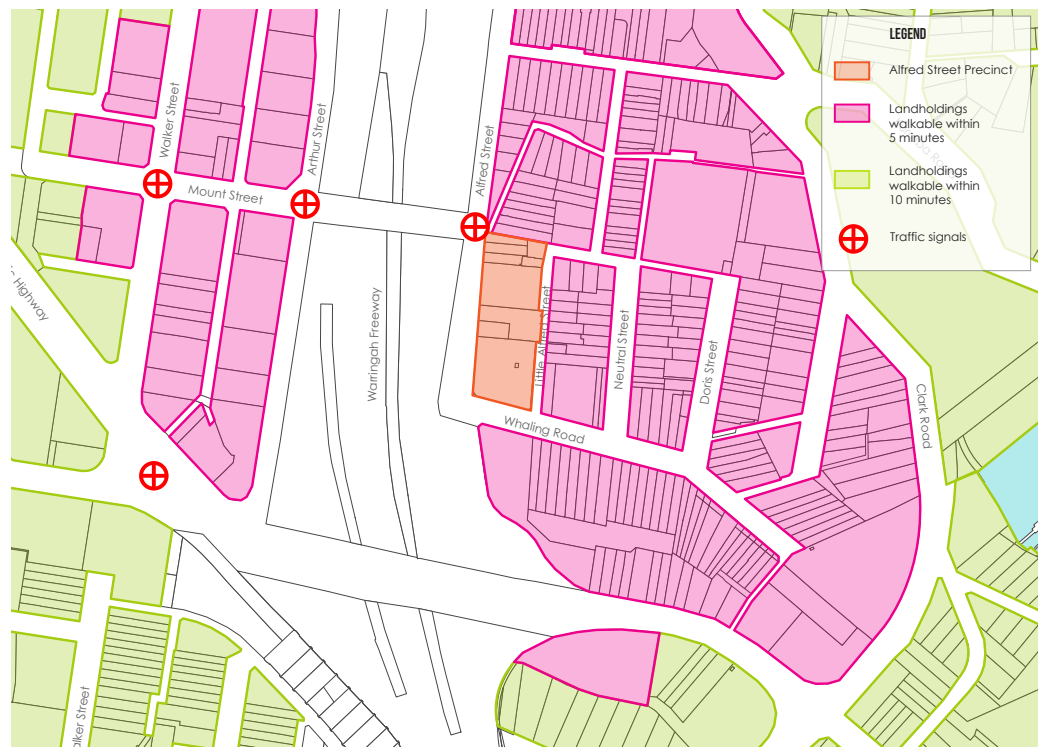
The footpaths surrounding the Alfred Street Precinct are quite narrow:

- **Alfred Street: 3m**
- **Whaling Road: 3m**
- **Little Alfred Street: 0.7m-1.5m**

A series of stairs and pedestrian oriented laneways are located to the east and north east of the precinct. These stairs and laneways are steep for users who are less mobile.

**PEDESTRIAN FACILITIES ON MOUNT STREET OVERPASS****FOOTPATH ALONG ALFRED STREET****263-269 ALFRED STREET****LITTLE ALFRED STREET****ORMISTON AVENUE****NEUTRAL STREET STAIRS**

WALKING



The precinct is close to North Sydney CBD, Anderson Park and Kirribilli village.

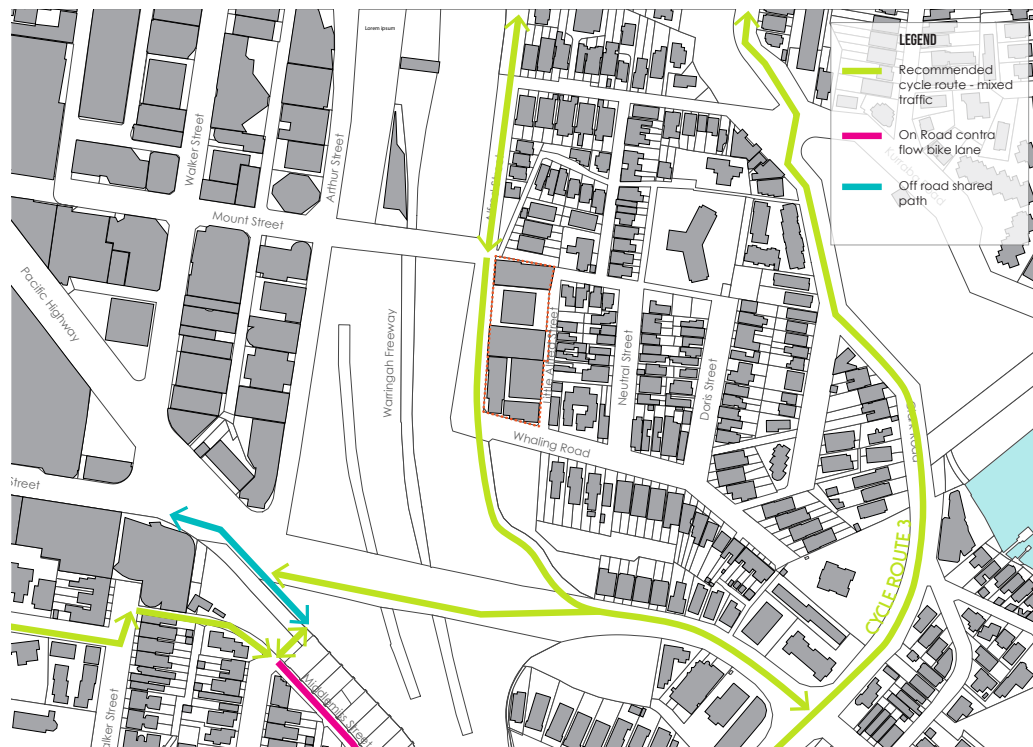
The precinct is well placed to benefit from its proximity to jobs, shops, restaurants, recreation facilities and high quality public transport services. Improvements to walkability will make the area more accessible and also improve the potential opportunities of viable commercial development.

The precinct is approximately 400 metres east of the North Sydney CBD. This distance would normally take approximately 5 minutes to walk. However, through a combination of:

- the scale/width of the Warringah Expressway
- traffic along Arthur and Mount Street; and
- phasing of pedestrian crossings;

The walk between the precinct and the CBD can take 8-10 minutes.

CYCLING FACILITIES

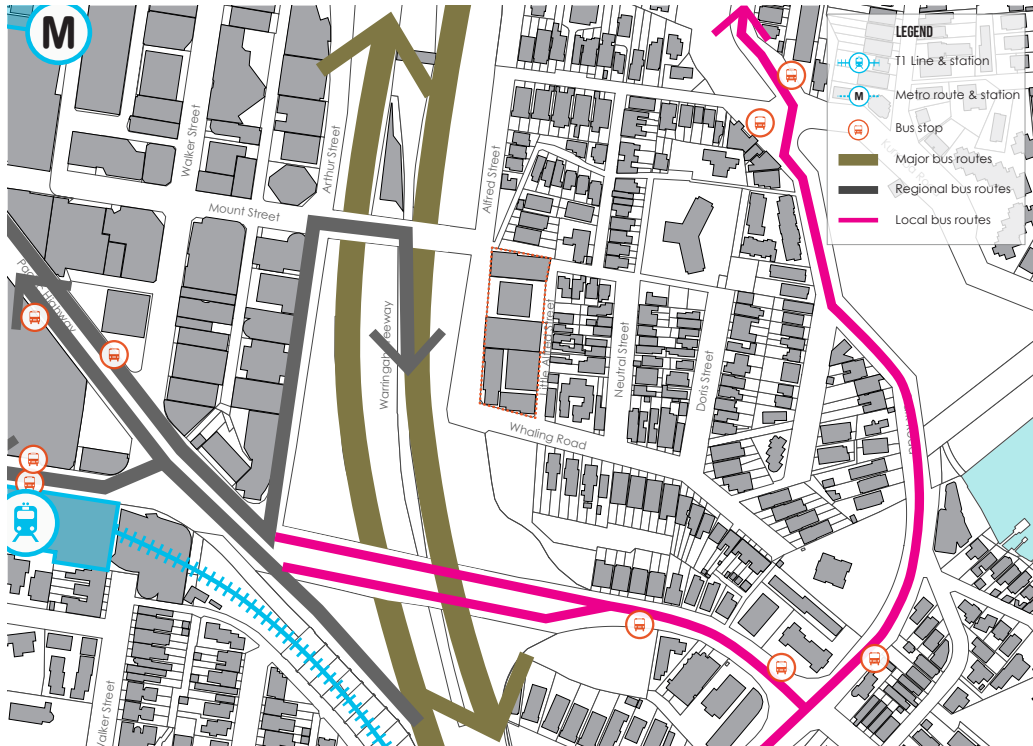


The ride from the precinct to the northern end of the Sydney Harbour Bridge takes less than 10-minutes.

Council is currently undertaking works to improve cycling infrastructure in the area. North Sydney Council's Cycle Route 3 is intended to improve cycling access between the Harbour Bridge, Kirribilli and the east via Kurraba Road, Clark Road and Broughton Street. The potential for a future cycle link along High Street and across the Warringah Expressway was identified in the North Sydney Integrated Cycling Strategy and would also complement access to and from the precinct.

There are limited dedicated and on road cycling facilities surrounding the precinct and recommended cycling routes can be inconsistent.

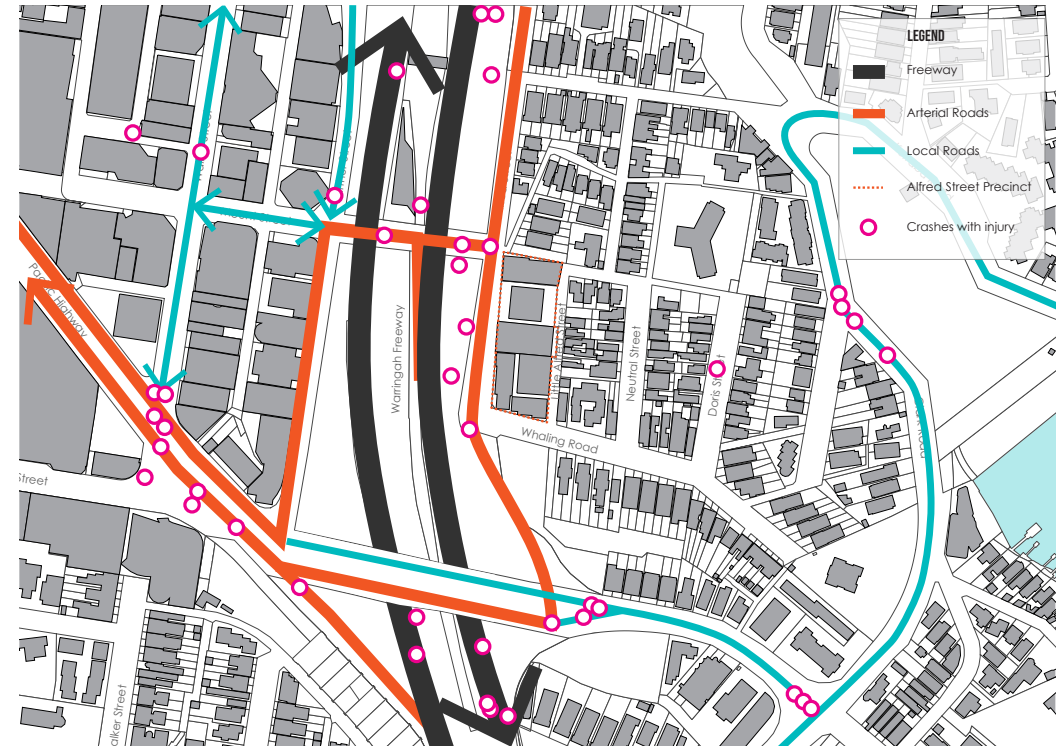
For example, Alfred Street's cycling facilities are one way southbound south of Mount Street and provide access in a mixed use traffic environment. There is however, no similar northbound cycling facility.

PUBLIC TRANSPORT

The precinct is a 8-10 minute walk to North Sydney CBD's bus services, North Sydney train station and the future Victoria Cross metro station.

There are also local bus services which operate along Clark Road and High Street. Bus route 263 provides some level of local service between the precinct, Kirribilli, Neutral Bay and Crow's Nest (stops located on High Street to the south).

Improving walkability will better connect the precinct to the major public transport nodes in North Sydney CBD.

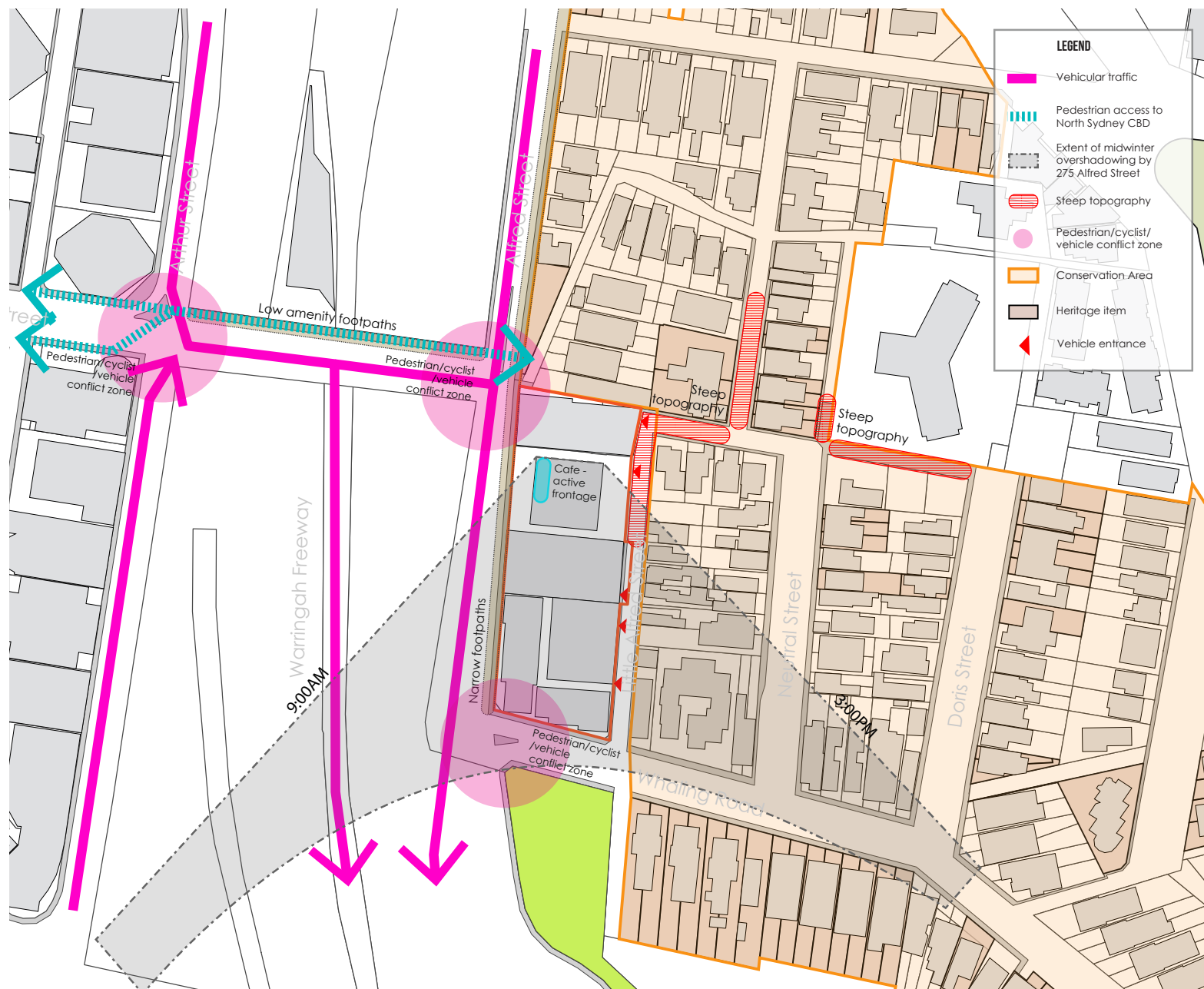
VEHICULAR TRAFFIC

The precinct is close to the Sydney Harbour Bridge and the Sydney Harbour Tunnel. The combination of easy access to these crossings and regional arterial roads converging in and around North Sydney CBD should offer the precinct high levels of private vehicle mobility.

However, the scale and complexity of traffic infrastructure required to accommodate both regional and local traffic movements, topographical constraints and congestion creates barriers to movement that have a negative impact on driving amenity in the precinct.

The Warringah Expressway is one of the most complex and highly trafficked roads in Sydney. Access to the precinct by vehicular traffic from various approaches can be unclear. During peak times, approaches to and from the precinct become congested, including Alfred Street, High Street and Arthur Street.

RMS data between 2013-2015 suggest that there are some crashes which have occurred on or around the Mount Street overpass and, at the intersection of Alfred Street and Whaling Road.



The Alfred Street Precinct is constrained by its neighbourhood context and nearby physical barriers. Specifically, the precinct is constrained by the following:

- The steep topography to the east and north east of the precinct are a considerable barrier to the access to, from and through the Precinct.
- The topography is a deterrent particularly for those who are heading to and from North Sydney CBD through the precinct to Anderson Park.
- Shadow impacts of buildings, particularly along Alfred Street are exacerbated by the landscape which falls to the east.
- The Warringah Expressway is a physical barrier between North Sydney CBD and the precinct. It is also the major source of significant noise and exhaust pollution.
- Alfred Street is a well trafficked arterial road which forms the off-ramp of the Warringah Expressway into North Sydney CBD. The footpaths on Alfred Street and around the precinct are narrow and offer a low amenity environment for pedestrians. There are also a large number of vehicle and service entries into buildings within the precinct along Little Alfred Street.
- Currently there is priority for vehicles travelling along Alfred Street and Mount Street for vehicular traffic running on and off the Warringah Expressway. Facilities for other transport modes such as pedestrians and cycling have not been prioritised.
- Limited hospitality / retail offerings which are immediately accessible or in close proximity to the precinct.
- The precinct is surrounded by the Whaling Road Conservation Area and a significant number of heritage items.



Potential redevelopment of landholdings within the precinct raises a number of opportunities:

- Creation of stronger, and higher amenity pedestrian and cycle links from the North Sydney CBD and public transport options to the eastern side of the Warringah Expressway.
- Clear through site link from Alfred Street to Little Alfred and Neutral Street to satisfy pedestrian desire line.
- Improvement to the amenity of footpaths along Alfred Street.
- Maximise opportunities for non-residential floor space and engaging frontages to support local services and facilities on the eastern side of the Warringah Expressway.
- Improvements to legibility and wayfinding from the CBD, through the precinct to Anderson Park and nearby local shops to improve economic function and viability of the precinct and surrounds.
- Consolidation of basement parking access for any future developments to increase opportunities for engaging frontages.
- Transition of scale from North Sydney CBD down to the fine grain residential precinct of Whaling Road Conservation Area.
- Potential improvement to the access and the amenity of the park to the south of the precinct, in consultation with RMS.
- Better design of built form through urban renewal opportunities of aging commercial stock.

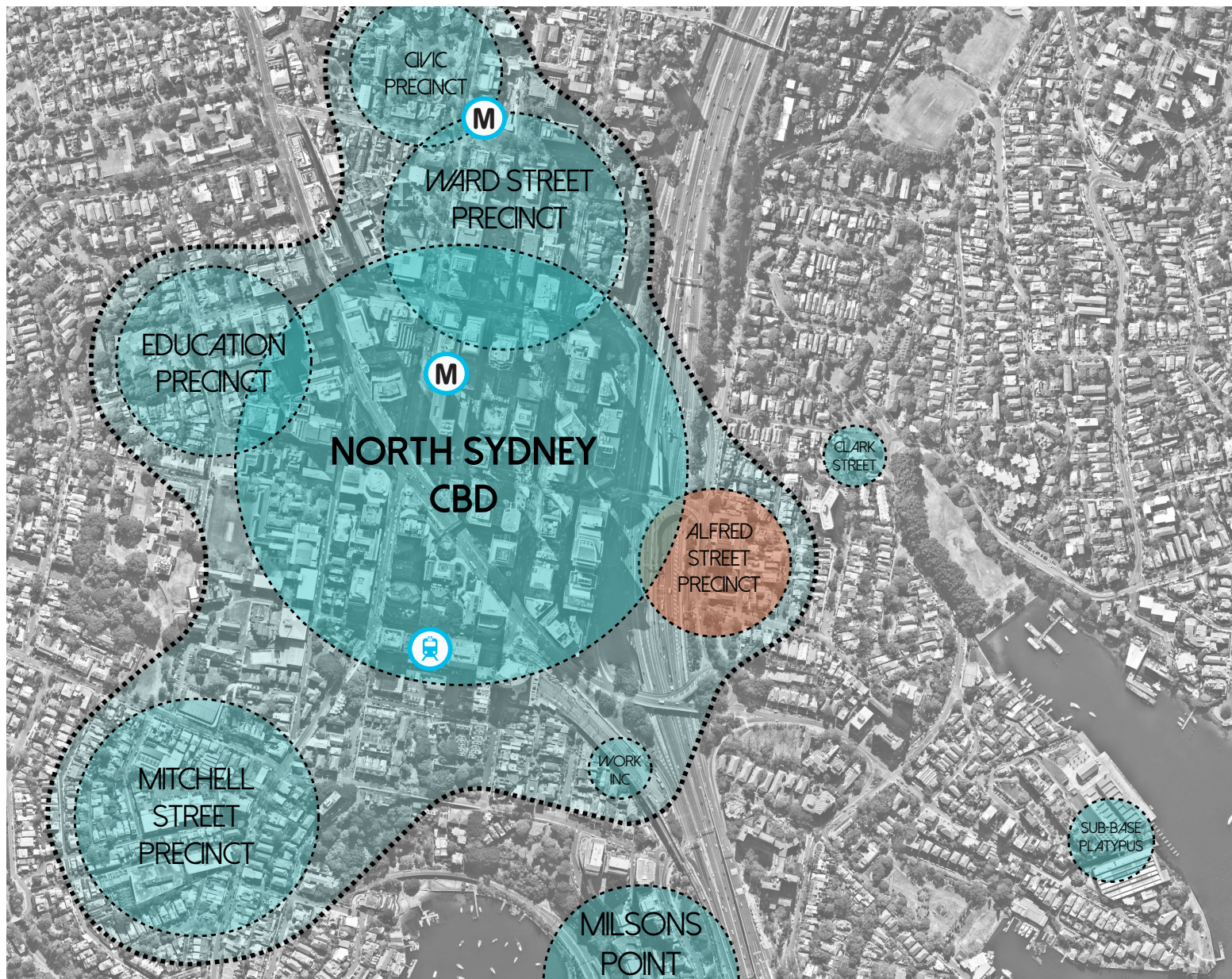
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4

EMPLOYMENT & BUILT FORM

NORTH SYDNEY BUSINESS ECOSYSTEM



North Sydney

The North Sydney Centre is Sydney's 3rd largest commercial centre supporting a workforce of over 45,000 and contributing over \$16 billion to the economy each year (.id 2014). It is set to grow with the approval of \$2.5 billion of commercial and mixed use development over the coming years.

Strategically, the State Government recognises North Sydney as part of 'Harbour CBD' and has set priorities for the centre to retain the commercial core for long-term employment growth and investigating potential future employment opportunities associated with the new Metro station at Victoria Cross (Section 2).

The Greater Sydney Commission reinforces this role, setting an ambitious target range of between 15,600 and 21,100 additional jobs by 2036 (GSC 2016).

Alfred Street Precinct

The employment function of the Alfred Street Precinct has come under repeated pressure to convert to residential land uses over the last ten years. The contribution of the site to the employment function of North Sydney Centre has been questioned due to its physical separation by the Warringah Expressway and the surrounding low scale conservation area.

In its pre-Gateway assessment of the rezoning proposal for the Bayer building in 2016, the Department of Planning & Environment raised this issue again and suggested that the precinct's exclusion from the CBD implies it is not of major significance to the commercial core (DPE 29/7/2016).

Subsequently, the former Sydney East Joint Regional Planning Panel also noted the precinct's separation from the centre and acknowledged a change in zoning to mixed use would be appropriate.

Employment significance

The Alfred Street Precinct serves a support function to the North Sydney Centre by:

- supporting small businesses and startups that cannot afford to locate within the CBD
- supporting business diversity
- securing the CBD's long term success by supporting future tenants with established connections to the centre
- securing long term commercial floor space to achieve State employment targets.

Whilst the North Sydney CBD is often seen as a discrete centre - only 27.4ha in area as defined under the North Sydney LEP 2013, it is in fact, part of a larger employment 'ecosystem' that includes the Ward St, Education, Mitchell Street and Civic Precincts as well as smaller, established business clusters around the Work Inc coworking spaces and the Alfred Street Precinct.

In considering North Sydney's long term employment future, Council's Land Use and Capacity Study recognised the importance of the Alfred Street Precinct to the overall stock of commercial floor space. It concluded that it is prudent to protect as much existing commercial floor space as possible, and that its proximity to the CBD makes this precinct valuable as an employment generator (NSC 2016).

The Alfred Street Precinct supports small to medium sized enterprises and startups in some 16,700m² of B and C grade commercial offices, providing affordable rents to businesses that are not large enough or as well-established to locate within the centre. This precinct has served this function for over 40 years.

The CBD Metro will influence commercial market conditions which will act to centralise significant commercial offerings in the CBD core of North Sydney.

Physical separation

Whilst not physically connected to the CBD, the precinct is only a 5-10 minute walk from North Sydney Station and the future Victoria Cross Metro Station.

Improving the amenity of the Mount Street overpass and pedestrian environment at the Arthur Street and Alfred Street intersections would address separation concerns and reinforce the employment function of the precinct.

In addition, the use of the airspace above the Warringah Expressway has been raised in a number of forums over the years as it presents an opportunity to reconnect the two halves of North Sydney including the Alfred Street precinct. Building over the Expressway would enclose the commercial core with a new precinct that would revitalise, restore and contribute to environmental improvement on the eastern edge of the centre.

Council's Public Domain Strategy for the North Sydney Central Business District, identified this as a long term ambition that would add to the public domains stock for amenity to the North Sydney CBD. It is acknowledged that this is a long term proposition.

Market feasibility

A key requirement for a property or amalgamated holding to be suitable for development is that its value for redevelopment is close to, or exceeds, its value as an existing improved property.

The development market for residential units is currently strong, as evidenced by the amount of residential development occurring across metropolitan Sydney. The commercial development market is less buoyant; however, demand for new CBD commercial projects in North Sydney is increasing.

Being a substantial commercial asset, it is understood that the value of the Bayer Building is high. In addition, the redevelopment potential of the southern sites is impacted upon by the heavily developed mix of strata commercial terraces and more valuable residential units.

This suggests there would need to be an uplift in height and a rezoning for some residential development to make redevelopment of the Precinct financially viable. This however, needs to be weighed against built form and employment objectives.

Rezoning from B3 to B4 is a recommendation that came out of the JRPP review in 2016 of the Planning Proposal at the time. It recommended a significant increase in residential dwellings.

Based on the employment significance of the Alfred Street Precinct the Planning Study aims to retain some employment in the area while providing a balanced model for redevelopment or refurbishment.

Ministerial 9.1 Directions

Direction 1.1 - Business and Industrial Zones applies to planning proposals that will affect business or industrial zones. The objectives are to:

- encourage employment growth in suitable locations;
- protect employment land in business and industrial zones; and
- support the viability of identified strategic centres.

The Direction states a proposal should not reduce the total potential floor space area for employment uses and related public services in business zones. Departure from this direction must be either justified by a strategy or considered of minor significance.

Rezoning the precinct from B3 Commercial Core to B4 Mixed Use would be inconsistent with this Ministerial Direction.

At present there is no strategy to justify rezoning the Alfred Street Precinct to mixed use contrary to State and local planning policy; and this planning study does not go into the level of detail required to determine the amount of commercial space that is needed to support a critical mass of small to medium sized enterprises and startups in the area to achieve the objectives of the Direction.

Accordingly, any proposal to rezone land prepared as a consequence of this planning study will need to be justified by an employment study under Direction 1.1.

The employment study must consider the relevant employment objectives of North Sydney's Community Strategic Plan.

ALFRED STREET PRECINCT - EXISTING



Non Residential GFA
Residential GFA
Precinct FSR

16,050m²
2,520m²
3.6:1

The Alfred Street Precinct is largely commercial. The precinct supports small to medium sized enterprises and startups which are located in refurbished B and C grade commercial offices that were built in the 1970's. This cluster of commercial space is the only concentration of businesses of its type in the general vicinity.

Businesses within 263-269 Alfred Street are relatively isolated through residential conversions that have occurred over time.

The precinct has very little hospitality, retail or engaging frontages. There is one cafe fronting Alfred Street.

There is also a low-medium rise, residential apartment building located at 4 Little Alfred Street contributing just under 2,000m² of residential space.

INDIVIDUAL SITES

283 ALFRED

Site Area
Number of Storeys
Approx. Non-res FSR
Approx. Non-res GFA
Retail Tenancies

872m²
3
2.5:1
2,200m²
No

275 ALFRED

Site Area
Number of Storeys
Approx. Non-res FSR
Approx. Non-res GFA
Retail Tenancies

1334m²
18
7.2:1
9,700m²
Yes

271-273 ALFRED

Site Area
Number of Storeys
Approx. Non-res FSR
Approx. Non-res GFA
Retail Tenancies

1031m²
3
2.2:1
2,300m²
No

263-269 ALFRED & 4 LITTLE ALFRED

Site Area
Number of Storeys
Approx. Non-res FSR
Approx. Non-res GFA
Approx. Res FSR
Approx. Res GFA
Retail Tenancies

1980m²
3 & 5
0.9:1
1,850m²
1.3:1
2,520m²
No

CURRENT PLANNING CONTROLS & 2016 PLANNING PROPOSAL

COMPLIANT WITH PLANNING CONTROLS



Non Residential GFA: 9,700m²
Residential GFA: 0m²
Precinct FSR: 1.8:1

A compliant yield under the existing planning controls would result in a 40% reduction of non-residential floorspace to that currently provided on the site.

A maximum height of 13 metres and Floor Space Ratio of 3.5:1 is permissible across the block. A building height plane also applies from the laneway. The resultant built form is of a similar scale to the surrounding context, however does not consider the existing significant capacity on 275 Alfred Street or achieve the max FSR control. This scenario is very unlikely to eventuate.

2016 PLANNING PROPOSAL - SINGLE BUILDING

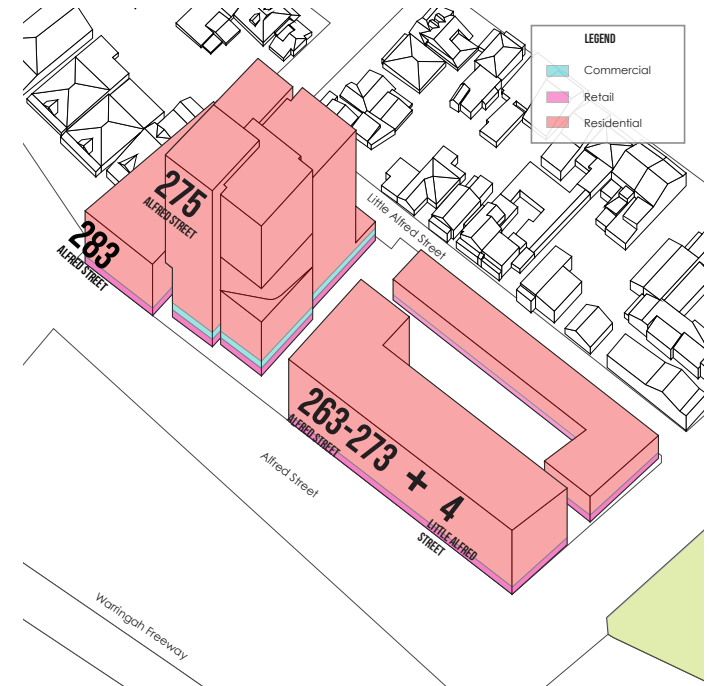


Non Residential GFA: 7,400m²
Residential GFA: 14,300m²
Precinct FSR: 4.1:1

The Planning Proposal lodged in 2016 includes a base option which proposes a new building on the site of 275 Alfred Street. The building would contain 2 levels of non-residential floor space and 23 levels of residential floor space.

The proposal would have halved the employment capacity of the site in favour of increased residential use. This would have had significant implications for the employment function of the precinct.

2016 PLANNING PROPOSAL - ALTERNATE OPTION



Non Residential GFA: 2,400m²
Residential GFA: 23,200m²
Precinct FSR: 4.9:1

The Proposal also outlines the proposed building at 275 Alfred Street in the context of an alternative option for the Precinct, as suggested by the developer. The preferred option considers predominantly residential re-development of all properties.

Under the preferred option, the precinct would lose its existing employment function and take on the role of an urban neighbourhood centre with retail on the ground floor and residential dwellings above ground. The employment function of the precinct in this option is almost negligible.

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PREFERRED OUTCOME

PRINCIPLES

PRINCIPLE 1 : BUILT FORM

Renewal of building stock in the Alfred Street Precinct brings the opportunity to achieve a level of design quality fitting this prominent location. It also allows for an improved response to local context.

A careful response to this context will allow a built form that minimises amenity impacts and presents an improved built form that contributes to legibility.

PRINCIPLE 2 : TRANSITION

The precinct forms an important point of transition between North Sydney CBD and the fine grain, low density residential context of the Whaling Road Conservation Area.

It will present a sympathetic response to the scale and grain of the conservation area and the creation of a human scale to the streetscape.

PRINCIPLE 3 : PUBLIC DOMAIN

Located on the periphery of the North Sydney CBD, the Alfred Street Precinct enjoys a high level of accessibility to services and public transport, including the future Victoria Cross Metro Station. The Mount Street overpass provides this connection to the precinct over the Warringah Expressway.

Opportunities exist for public domain improvements along this area, encouraging residents and workers to utilise active transport as means of accessing local services and facilities. Reducing barriers to walking and cycling movement in the public and private domain will maximise this potential, which future development must complement.



Shared space - Brighton

Design Requirements:

- The built form will **step down from the scale of North Sydney CBD**, presenting an appropriate transition to the scale of the Whaling Road Conservation Area.
- A new tower building will not be located further north than the **location of the existing Bayer Building**. This would limit additional impacts on privacy and solar access.
- Future development will result in a well proportioned podium with **ground floor setbacks** for public amenity and **upper level setbacks** for built form articulation.
- A mixed use development must **achieve the necessary separation requirements of the Apartment Design Guide** to residential components.

Design Requirements:

- Little Alfred Street will have residential use with **a finegrain building typology** to reflect the use of the Conservation Area.
- The built form will present a bulk and scale that **minimises shadow, privacy and bulk upon Whaling Road Conservation Area**.
- A new tower building's **eastern facade** will have the **a similar scale as the the existing Bayer Building** in both width and height. It will taper down beyond this existing height.
- Advertising **signage is restricted** on residential buildings in particular facing the Whaling Road Conservation Area
- As part of any public domain upgrades **significant street trees** are required to be placed in the ground floor setback. Site A should allow for **street canopies up to 16m** at maturity placed in the ground floor setback along Little Alfred Street.

Design Requirements:

- A **key mid-block pedestrian desire line** located between Alfred Street and Little Alfred Street will be formalised as an open air through site link.
- Redevelopment of the buildings in the precinct must facilitate potential **shared basement options** with access on Little Alfred Street.
- Through **reducing barriers to movement via** enhanced public domain, consolidated service access and mid-block thoroughfares, future development will facilitate **ease of movement throughout the block and beyond**.
- Provide a **large sized tree canopy** along the perimeter of the precinct.



Urban transition - Vancouver

PRINCIPLE 4 : EMPLOYMENT

Council is committed to supporting North Sydney's role as a strategic centre within Global Sydney. Commercial locations on the periphery of North Sydney CBD such as the Alfred Street Precinct support jobs that are accessible to transport and services, and are complementary to North Sydney's ongoing economic prosperity.

The commercial building stock in the Alfred Street Precinct is approaching the extent of its commercial lifespan. To enforce the replacement of its employment function, this Study envisages that an element of employment function of the precinct will be preserved in future renewal but will be tempered with the management of the resulting impacts upon the neighbouring scale and amenity of development.

The reduction of the extant of employment floor space is supported in the context of significant levels of supply, both through approvals and amended planning controls.

To enable public domain and community infrastructure gains as part of a precinct redevelopment, an increase in the amount of residential floor space is contemplated to ensure economic viability and reasonable transition to the Conservation Area.

Design Requirements:

- The precinct will support **non-residential floor space** while allowing a substantial residential component, if residential allows for a lower density/bulk of the building.
- The employment function of the precinct will continue to be supported by **efficiently designed commercial and retail spaces**, supporting small to medium sized enterprises and startups.

PRINCIPLE 5 : TRANSPORT

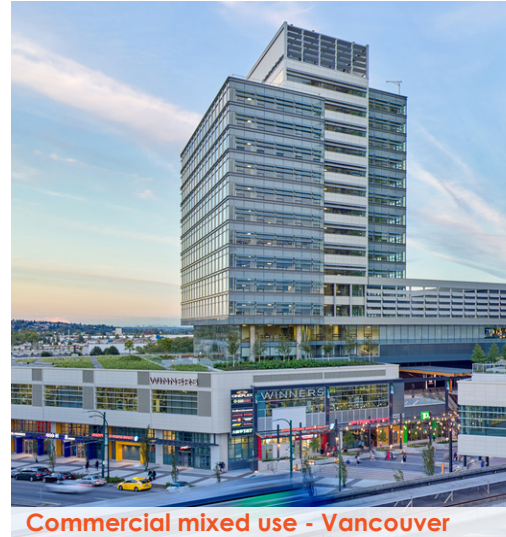
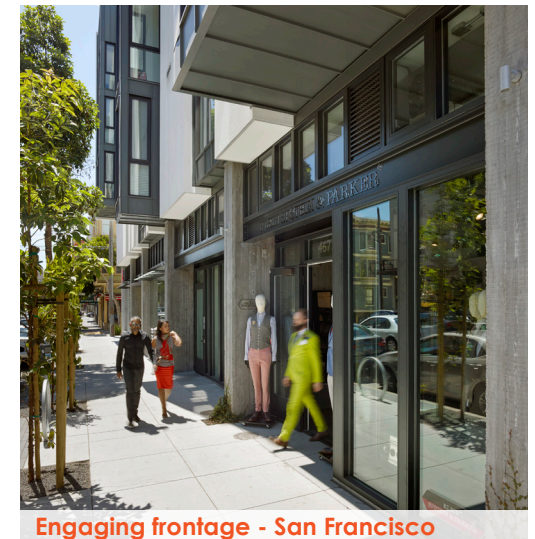
There is much pressure on the roads around the site. Alfred Street North runs parallel with the Warringah Expressway. It is the access into the North Sydney CBD, the Whaling Road Conservation Area to the east and the off-ramp from the expressway.

On-street parking is currently also experienced at capacity during certain times of the week. With the proximity to major public transport hubs and high density apartment buildings, there's a need to improve the existing situation.

To optimise the use of road space, it is envisaged to develop a future that prioritises walking, cycling and public transport.

Design Requirements:

- A Planning Proposal must be supported by **a detailed Transport Study** that aims to improve pedestrian and cyclist safety and amenity.
- Improve access into the site from the **intersections** on Whaling Road, **consolidate driveways** and other improvements to **slow down traffic** and improve **pedestrian amenity** (see requirements on page 51).
- There will be **no net increase in traffic generation** across the precinct as a result of any redevelopment through reduced basement car parking and innovative parking schemes.

**Commercial mixed use - Vancouver****Urban transition - London****Engaging frontage - Sydney****Engaging frontage - San Francisco**

BUILT FORM OUTCOME

A CONTEXTUAL OUTCOME

The existing built form in the Alfred Street Precinct is characterised by the taller building at 275 Alfred Street towards the northern portion of the site, and a smaller high density residential building at 4 Little Alfred Street towards the south. The scale of the built form of the preferred option reflects this existing pattern. The bulk of the height and mass for the precinct will be located at the north of the precinct and taper down towards south. The preferred option ensures a human scale from a pedestrian perspective by requiring a 3 storey podium. Other taller structures are setback by a minimum of 1.5m.

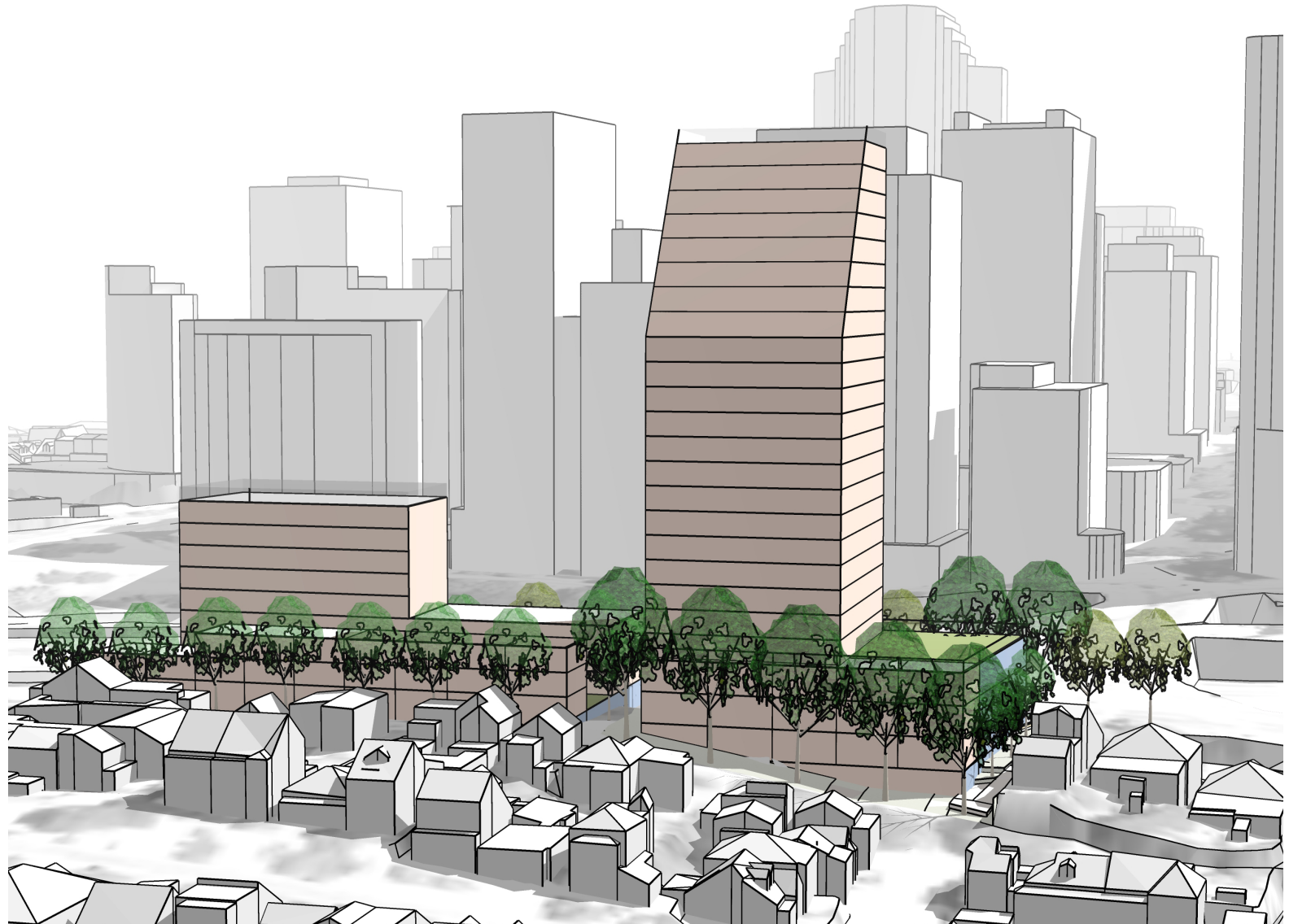
A new development will have a three storey podium with 1.5m upper level setback.

The tower may be taller, but positioned on the same location as the existing building at 275 Alfred Street. The height of the northern tower will taper height down from the North Sydney CBD into the residential areas to the east to the height of the existing Bayer Building. The width of the facade facing Little Alfred Street will be no wider than the existing Bayer Building.

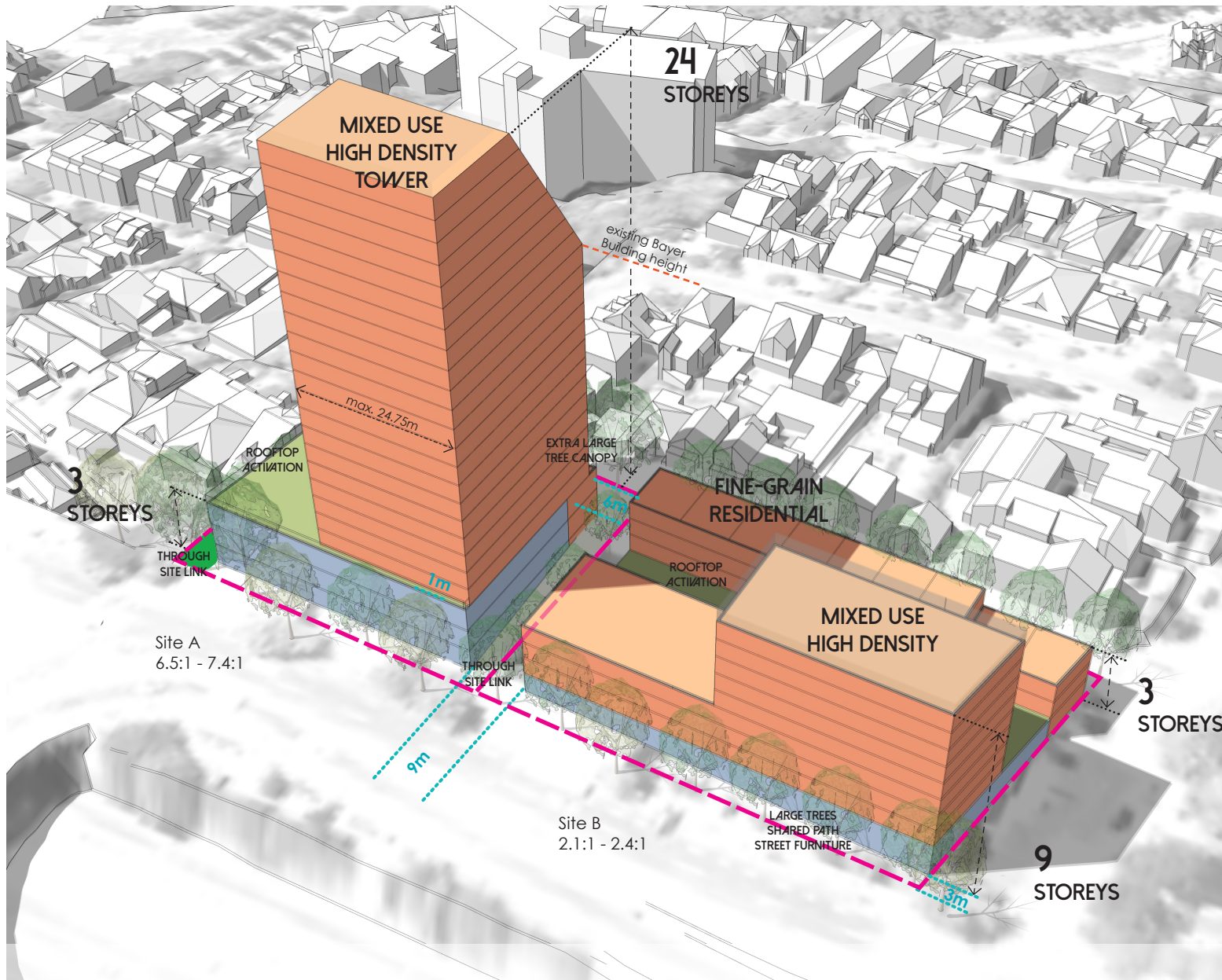
A new tower will align with the existing structure including its width along Little Alfred Street.



Fine grain residential development



Aerial view looking west from the Whaling Road Conservation Area towards the North Sydney CBD

BUILT FORM OUTCOME

Aerial view of the preferred option

OVERVIEW

Existing GFA **18,600m²**

Existing FSR **3.5:1**

Proposed GFA* **20,500m² - 23,400m²**

Achievable FSR* **3.9:1 - 4.4:1**

JOB AND DWELLINGS

Non-residential FSR* **0.8:1 - 0.9:1**

Local jobs **205 jobs**

Residential FSR* **3.0:1 - 3.4:1**

Dwellings **235 dwellings**

* (depending on efficiency of building envelope)

BUILT FORM OUTCOME

The southern building of 9 storeys is will be located as far away as possible from the Conservation Area.

Fine grain 3 storey building typologies will be introduced fronting Little Alfred Street consistent with the scale of buildings on the opposite site of the street. These dwelling have private front doors on ground-floor and walk-up apartments above.

New development will have fine grain, low residential scale along Little Alfred Street.

The ground floor setback of 3 and 6 meters from the property boundary establishes a transition to the surrounding development. The buildings are further away from neighbouring properties. This also allows the establishment of a large tree canopy which provides a better character to the street, improves the environment and reinforces the human scale of the place.

New development will have a ground floor setback of 3 meters and a 6 meter width along the eastern portion of Site A.

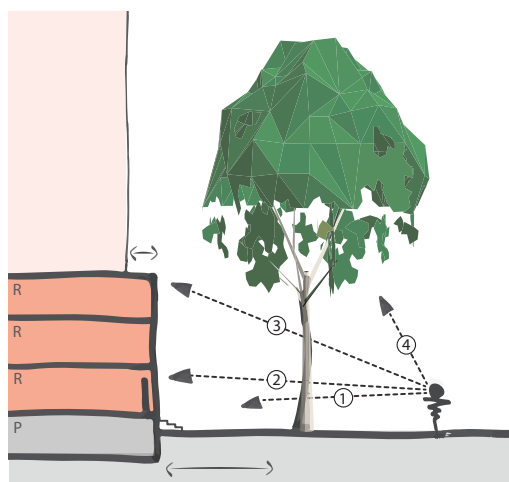
New development will incorporate deep soil areas to provide large trees along Little Alfred Street and Alfred Street North.

An upper level setback at the 3 storey podium level on both the east and the west side of the tower will soften the impact of the tower form.

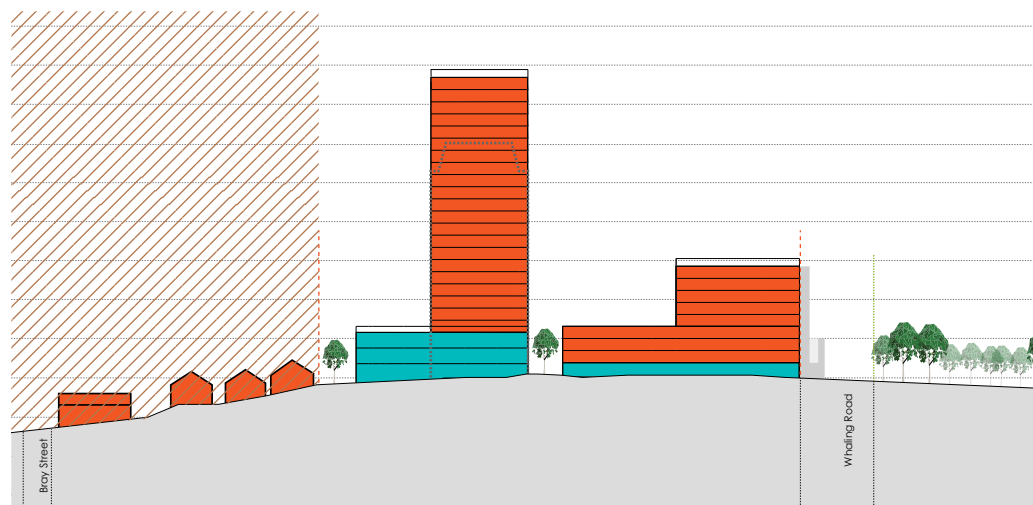
New development will have an upper level setback at the podium level.



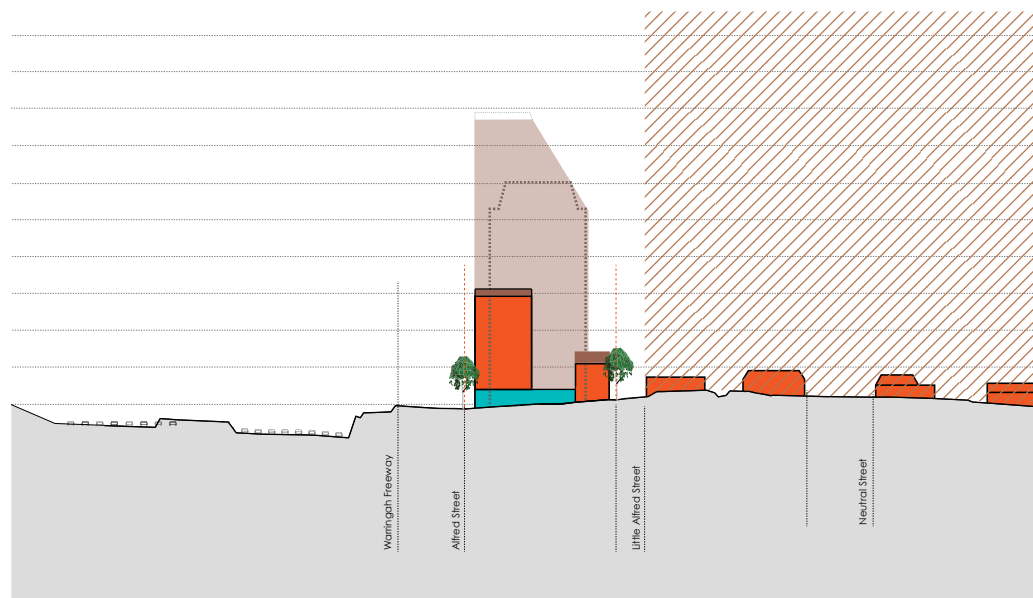
Precedent for Little Alfred Street



Human scale experience



Preferred option - North South section



Preferred option - East West section



THE PREFERRED OPTION

The built form has been influenced most significantly by the need to minimise overshadowing impacts on surrounding residential areas.

Pending necessary approvals and public benefit outcomes, this study forsees:

- a maximum 21 storey residential tower over a three storey commercial podium at the northern end of the precinct. This outcome is contingent upon amalgamation with 275 - 283 Alfred Street, where a three storey commercial block will enable adequate separation to the southern neighbour.
- at the southern end of the precinct, a maximum of eight storeys over a single storey commercial podium on the western half of the block and three storeys of residential on the eastern half along Little Alfred Street.

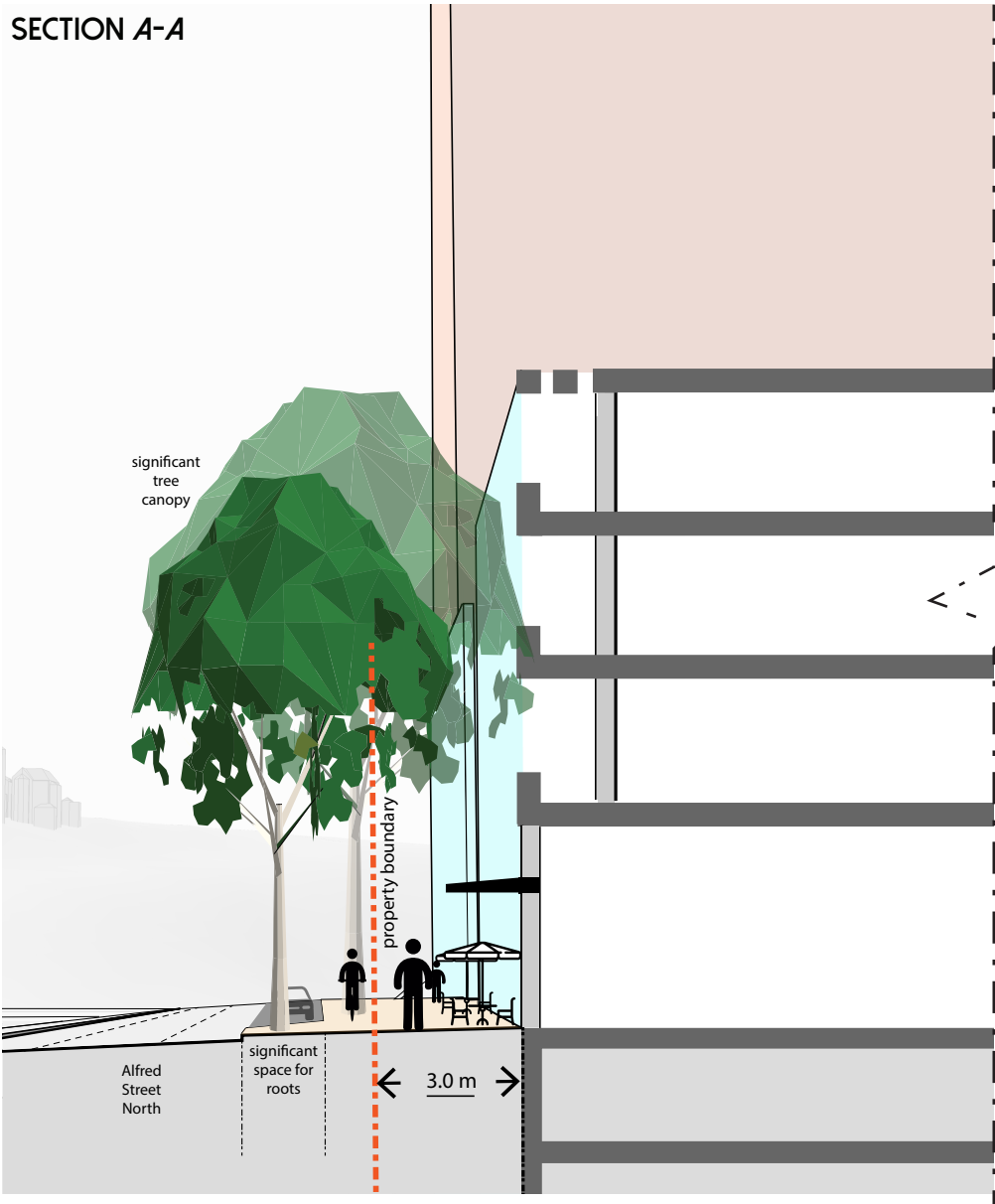
The preferred option proposes a number of public domain improvements in the precinct to address increased use, while encouraging pedestrian traffic and activity.

PUBLIC BENEFITS

- 1 Public Through-Site-Link:** Closure of the northern end of Little Alfred Street and 6m setback along the northern portion of the precinct between Alfred and Little Alfred Street to deliver an open air through site link.
- 2 Shared basement access:** Provision must be made on Site A to allow for shared basement access when Site B redevelops and vice versa.
- 3 New publicly accessible laneway:** A publicly accessible open laneway will be created on Site A to allow greater permeability through the precinct and opportunities for activity in the precinct.
- 4 Upgraded public domain:** Footpaths will be upgraded as part of development, including pedestrian enhancements such as kerb build outs to decrease crossing distances, pedestrian lighting for safety after dark and a significant amount of additional large canopy trees.
- 5 Mount Street Overpass Upgrade:** Work with the RMS on potential upgrade and reconfiguration of the Mount Street overpass to improve pedestrian amenity and to optimise for public transport.
- 6 Wayfinding upgrades:** High quality signage along the route between North Sydney CBD and Anderson Park.
- 7 Shared Zone:** A pedestrian prioritised shared zone on the northern end of Little Alfred Street and into Ormiston Avenue
- 8 Improved intersections:** Improvements for both pedestrian and cars are required along the intersections with Whaling Road.

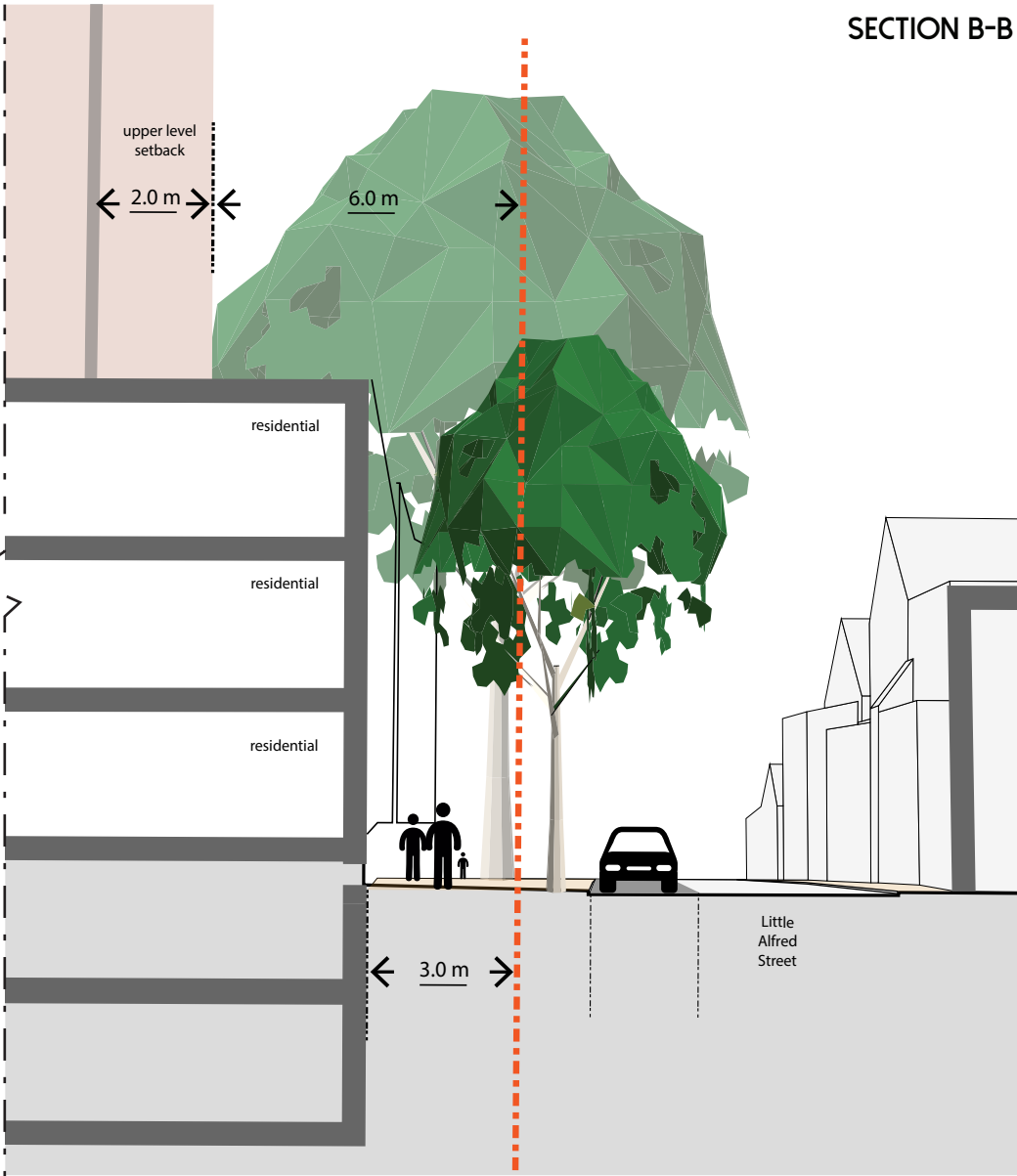
ENGAGING FRONTAGES AND ACCESS

SECTION A-A

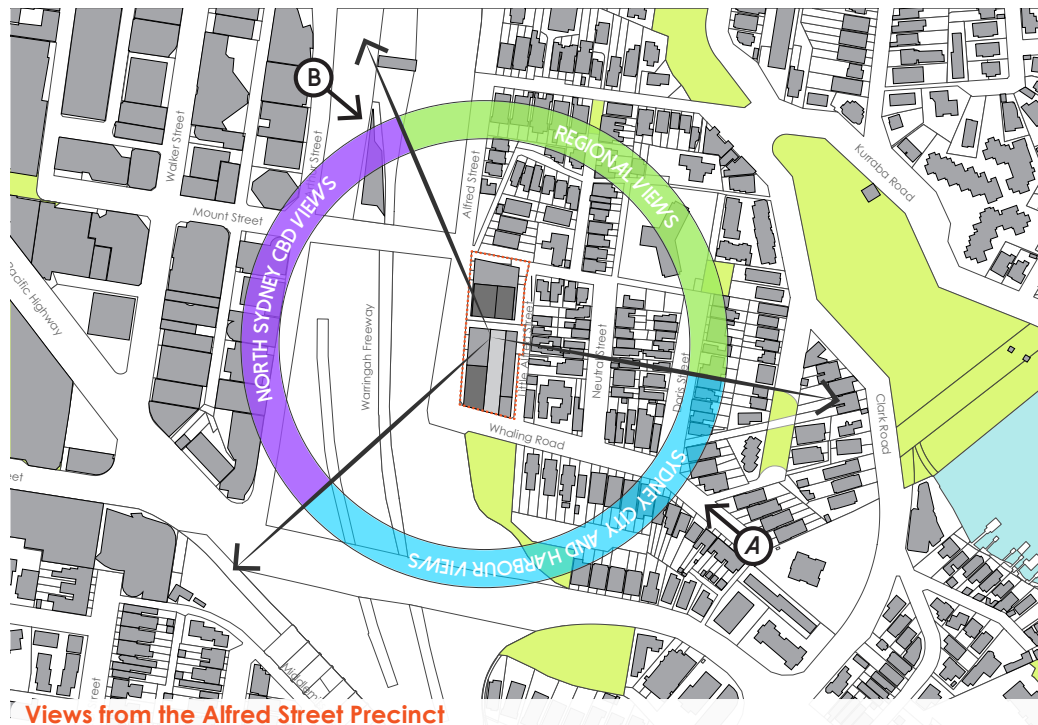


Preferred option - Alfred Street Section

SECTION B-B



Preferred option - Little Alfred Street Section

VISUAL IMPACTS

The ridge-top location of the Precinct gives it good regional views to the north-east, views towards North Sydney CBD to the west, and to Sydney City and Harbour to the south and south east.

This characteristic also has the potential to increase overlooking impacts to the east of the precinct.

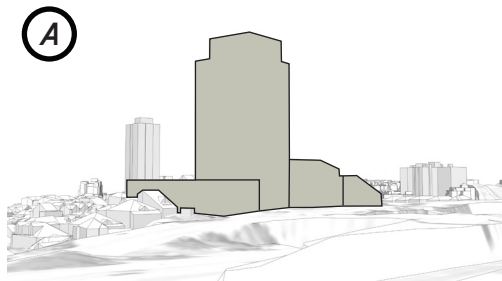
To reduce this impact, the taller northern tower to the east has been oriented on an east-west alignment. This approach minimises the number of dwellings which would directly overlook properties to the east of Little Alfred Street and beyond.

Physical separation distance will also assist in mitigating the potential for privacy issues to a reasonable extent.

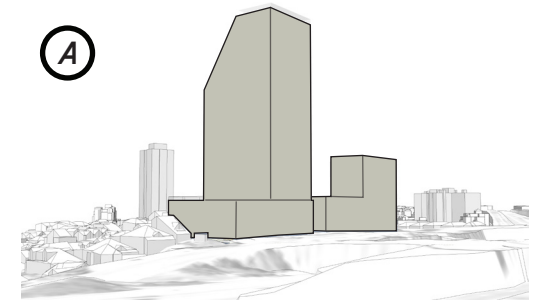
A new tower form can not sit further north than the existing tower and the width of the building along Little Alfred Street will not be wider than that of the existing building.

Architectural detailing of balconies and windows is to be demonstrated to ensure visual privacy is achieved to its surrounds.

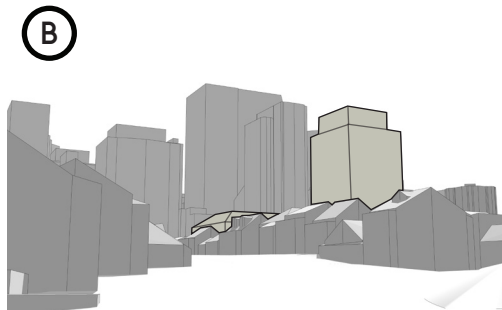
A green facade should be considered for biodiversity and amenity.



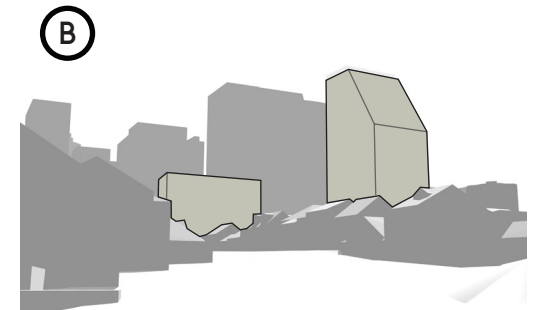
Perspective : Arthur Street - Existing



Perspective : Arthur Street - Preferred option



Perspective : Whaling Road - Existing



Perspective: Whaling Road - Preferred option

The preferred option seeks to mitigate visual impacts on the surrounds of the precinct by ensuring the podium is kept to three storeys. It also proposes separated buildings with open air laneways, in order to break up the street wall, with larger residential components bookending the precinct.

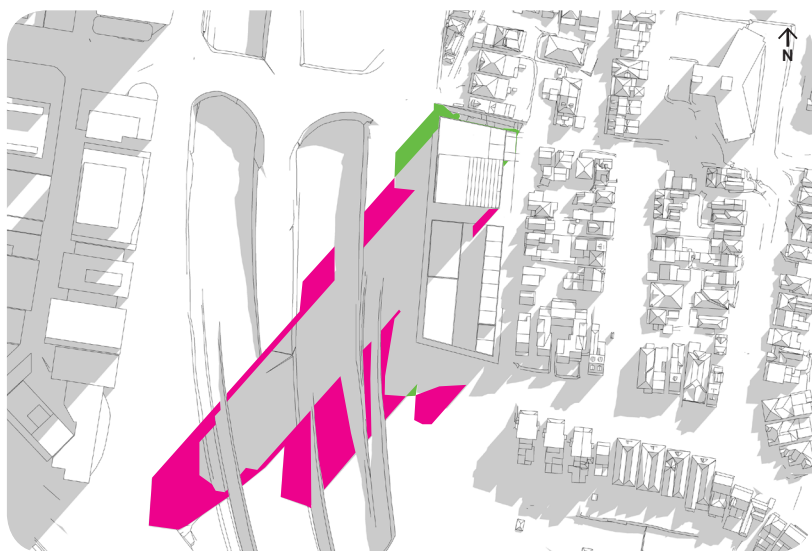
Each of these measures will collectively assist in reducing visual impacts to the surrounding residential areas.

A new development will have a podium with fine-grain housing along Little Alfred Street.

The southern building has been oriented perpendicular to the northern tower to mitigate visual impacts, maximise the distance to the Whaling Road Conservation Area and also to allow better solar access.

A new development should mitigate impacts of important surrounding vantage points. An impact assessment needs to be part of any subsequent Planning Proposals.

SHADOW/ IMPACTS : WINTER SOLSTICE (JULY)



Winter solstice - 9:00AM



Winter solstice - 12:00PM



Winter solstice - 3:00PM

The preferred option proposes two residential elements that bookend the precinct. The increased height and redistribution of bulk to these components results in additional overshadowing of private property on 21 June. Sites to the south-east, will see varying impacts between noon and 3:00PM.

The increase is considered acceptable on the basis of:

- The ability to provide both public benefit and a more desirable built form outcome;
- The modelling shown, is of an envelope. Future detailed design needs to minimise the impacts of overshadowing further.

The preferred option represents the best possible balance of minimising additional shadow impacts from the existing situation.

The through site link at the north of the precinct will receive some level of solar access, even in mid-winter.

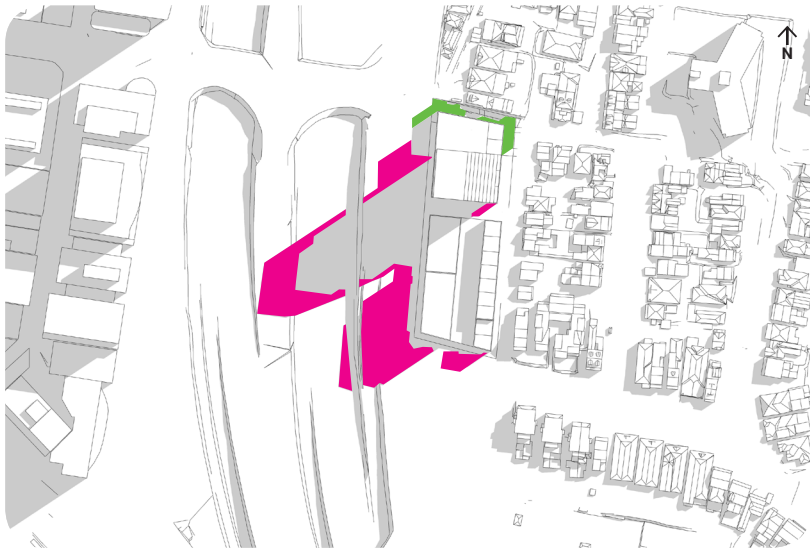
At 9:00AM, additional shadow falls to the south-west onto the Warringah Expressway only.

At 12:00PM, shadows fall south onto the northern portion of the RMS owned reserve. No dwellings experience shadow impact.

At 3:00PM, shadow falls south-east, down Whaling Road to the extent of number 57 Whaling Road. There is little additional overshadowing impacts on private property along Little Alfred Street, Neutral Street and Doris Street. The main impacts are on the intersection of Doris Street and Whaling Road.

The east-west orientation of the northern tower at the same location to the existing Bayer Building ensures impacts are similar to the already known shadows.

The taller structure along Whaling Road and Alfred Street 'hides' in the shadow of taller structures currently being built in the North Sydney CBD.

SHADOW/ IMPACTS : VERNAL EQUINOX (SEPTEMBER)**Vernal equinox - 9:00AM****Vernal equinox - 3:00PM****Vernal equinox - 12:00PM**

Solar access during the vernal equinox (September) demonstrates notable solar access gains to the northern through-site-link, when compared to the existing circumstances. An existing building is replaced by a public domain with good solar access.

Solar impacts on the surrounding residential areas are generally the same as the existing impacts. Similar to the winter solstice, the built form of the preferred option results in some additional overshadowing of private property, which occurs along the eastern side of Neutral Street and Little Alfred Street between 2:00PM and 3:00PM.

It is acknowledged that a degree of additional overshadowing will occur to the south-east. However, any development will include a design response that demonstrably minimises solar impacts upon these properties.

At 9:00AM, additional shadow falls to the south-west onto the Warringah Expressway only.

At 12:00PM, the precinct overshadows itself and a small part of Whaling Road only. No impact on residential development outside the precinct.

At 3:00PM, additional shadows fall south-east onto some properties fronting Neutral Street and Little Alfred Street. The additional shadow stays here relatively short due to the fast moving shadow of higher structures.

ACCESS IMPROVEMENTS

IMPROVED PEDESTRIAN AMENITY



As discussed in earlier sections of this study, the precinct has a number of challenges which contribute to negative pedestrian amenity, ultimately inhibiting movement between North Sydney CBD, the precinct and Anderson Park. These include, fragmented pedestrian islands along the Mount Street overpass and narrow footpaths surrounding the precinct.

The existing built form within the precinct also poses a physical barrier to ease of movement between North Sydney CBD and Anderson Park.

In order to access shops and services, residents of the surrounding area are required to walk across Mount Street overpass to North Sydney CBD or walk to those located in Kirribilli.

The preferred option proposes a more permeable ground plane that improves walkability and increases the likelihood of residents walking to local shops and amenities. The 3m ground level setbacks along Alfred Street and partly expanding to 6m along Little Alfred Street, will enable wider and higher amenity footpaths. The setback provides opportunities for more street furniture, large tree canopies and a shared path along Alfred Street North.

New development will have significant ground floor setback and implement street furniture, a shared path, large tree canopies, outdoor seating, street lighting and parklets where possible.



The building setback to the north of the Precinct allows for more direct access between the North Sydney CBD and Anderson Park.

The ground plane is maximised to allow for a significant cluster of commercial tenancies for activity and services along Alfred Street North, Whaling Road and through-site-links.

The tenancies are located fronting an attractive public domain which attracts a diversity of different businesses to locate in the precinct.

Fine grain residential would front Little Alfred Street. This typology would better transition with the dwellings in the Whaling Road Conservation Area.

Further research is required to ensure access and parking can be improved.

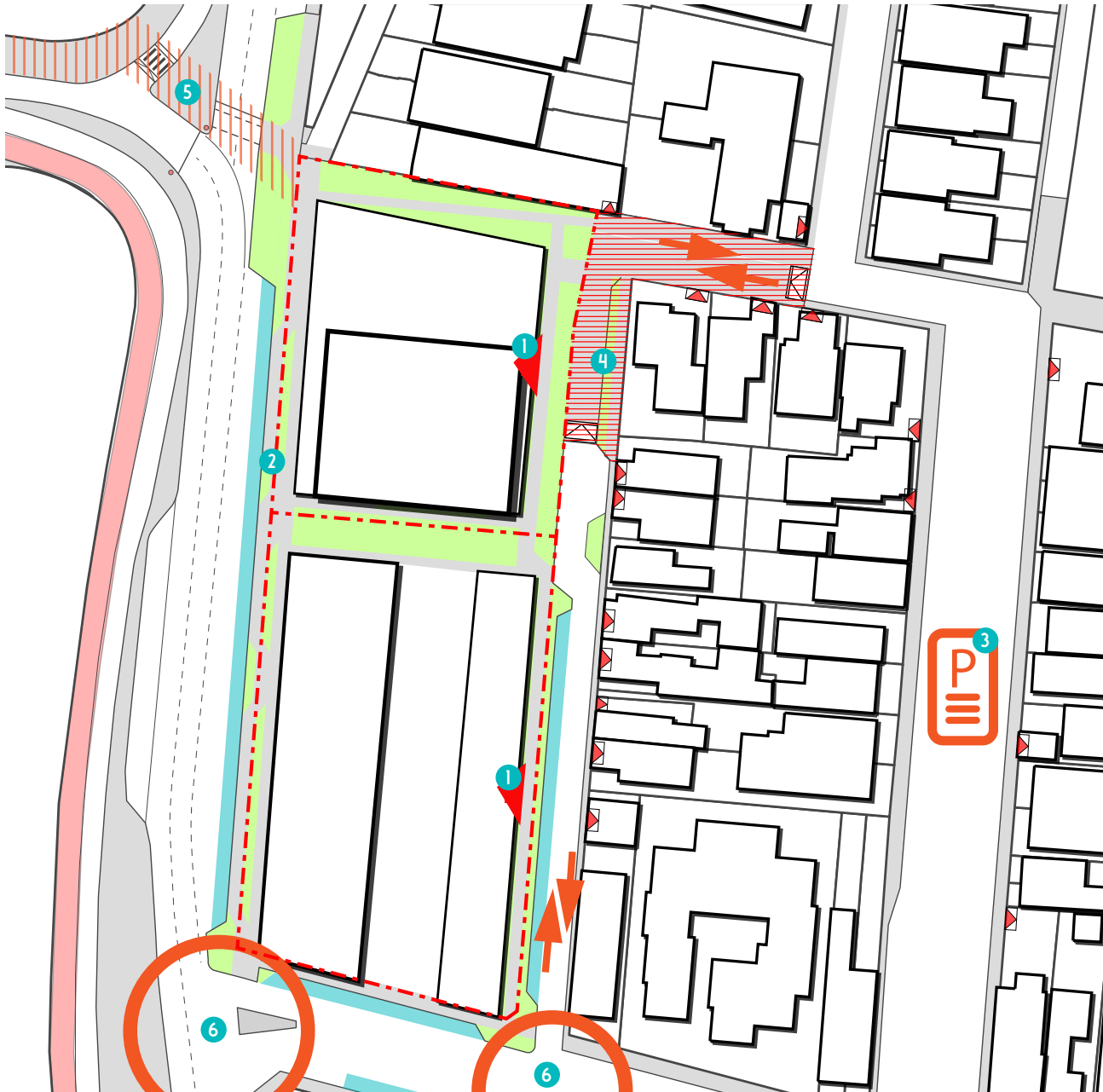
TRANSPORT STUDY REQUIREMENTS

Access into and connectivity around the site needs to be optimised. The existing situation experiences stress on both parking and vehicular access.

The preferred option would require an improvement on Little Alfred Street, Alfred Street, Whaling Road and their intersections. Subject to detailed design it is proposed to turn Little Alfred Street partly into a shared zone and/or one-way street.

Detailed study is required as part of any subsequent proposal to resolve the current issues. Issues include but are not limited to:

- 1 **Driveway access:** There's an opportunity to consolidate access into the parking basement. Regardless of which property redevelops first, consolidation of basement access should occur. Access is required from Little Alfred Street to ensure the least pedestrian volumes are impacted by a driveway into the precinct.
- 2 **Shared Path:** The footpaths are narrow and have little amenity with the fast moving traffic alongside Alfred Street North. The kerbside should be expanded with trees, street furniture, cycle-path and parklets where possible.
- 3 **Street Parking:** There is much pressure on street parking. Any new development should identify improvements to street parking capacity of the surrounding community.
- 4 **Traffic through Little Alfred Street:** Little Alfred Street is experiencing 'rat-run' of traffic that impacts on Whaling Road. There are currently large trucks manoeuvring through the street including garbage pick-up. Opportunities should be explored for either a street closure, a shared zone, a one-way street or a mix of solutions.
- 5 **Mount Street Overpass Upgrade:** A best practice pedestrian improvement of the Mount Street overpass to improve pedestrian amenity with added shade, vegetation and art across the bridge.
- 6 **Intersections at Whaling Road:** There's traffic congestion and little amenity for pedestrians on the intersection of Whaling Road including Alfred Street North, Little Alfred Street and Neutral Street. Improvements should be proposed and implemented.





IMPLEMENTING THE SCHEME

Pre-lodgement of a Planning Proposal

A Planning Proposal, inclusive of built form, general architectural treatment, detailed landscape design and traffic+transport planning should be developed consistent with Council's strategic objectives for North Sydney and this Planning Study.

To inform the scheme, the proponent is to consult Council staff, the Precinct Committee, local landowners and the Design Excellence Panel prior to lodgement.

Planning Proposal

For development to achieve the proposed height, zone and non residential floor space ratios envisaged within the preferred option, a landowner initiated planning proposal is required to amend the North Sydney LEP 2013.

The table to the right provides an indicative list of the studies that are generally required to accompany the planning proposal.

A driving principle of the Alfred Street Precinct Planning Study is that development opportunities beyond those available under existing controls should only be pursued if public benefit is provided in parallel to meet community needs. A planning proposal seeking to amend the North Sydney LEP 2013 will be accompanied by a draft voluntary planning agreement (VPA), which sets out any public benefits proposed to be delivered in accordance with Council's "Voluntary Planning Agreements Policy".

Consultation to inform the Planning Proposal

Council staff	Preliminary discussion with Council staff is encouraged to provide broad feedback on the Proposal prior to lodgment.
Precinct Committee and local landowners	To ensure the proposal has regard to the needs and aspirations of the local community, the proponent is to present the scheme and seek feedback from the Precinct Committee and local landowners.
Design Excellence Panel	The scheme will be put to the Design Excellence Panel for comment. A meeting with Council staff will then be held to discuss any amendments that should be made before proceeding with a formal planning proposal

Studies to inform the planning proposal

Urban Design and Landscape Design Report	<p>Having regard to the design principles Alfred Street Precinct Planning Study and these guidelines, the Urban Design and Landscape Design report should provide:</p> <ul style="list-style-type: none"> • a justification of the proposal's built form massing and public domain design; • detailed view and shadow analysis; • detailed landscape design of all public domain, new through site links, ground floor setbacks and road reserves; and • an assessment against the Apartment Design Guide (DPE 2015).
Employment Study	The Employment Study should analyse and project potential employment impacts on the North Sydney CBD. It must include a proposal for a job density target for the non-residential floor space. A meeting with relevant Council staff should be arranged to discuss the scope of the study.
Transport and Access Study	The Transport and Access Study should inform the public domain design extending across the full site, including the Mount Street overpass. It should include an empirical assessment of walking, cycling, public transport and parking demand with pedestrian and traffic counts. A meeting with relevant Council staff should be arranged to discuss the scope of the study in detail and should include consultation with Roads and Maritime Services staff.
Draft Travel Plan	The draft Travel Plan is to be informed by the Transport and Access Study. It is to demonstrate how the development can minimise car parking requirements and traffic generation and promote sustainable travel behaviour by residents, staff and guests travelling to and from the site.
Draft Voluntary Planning Agreement	Draft Voluntary Planning Agreement or letter of offer that proposes public benefits as a part of the proposal to amend the North Sydney LEP 2013.

IMAGE REFERENCES

- P.42** <http://perkinswill.com/work/marine-gateway-mixed-use-development.html>
- P.42** <http://benthamcrouwel.com/projects/paleisbrug-s-hertogenbosch/>
- P.42** <http://gehlpeople.com/cases/new-road-brighton-uk/>
- P.42** <http://www.gmp-architekten.com/projects.html>
- P.43** <https://www.5thstudio.co.uk/projects/westlegate-house-norwich/>
- P.43** <http://welshmajor.com/public-and-commercial/#/rocks-police-station/>
- P.43** http://www.dbarchitect.com/project_detail/160/300%20Ivy%20Street.html
- P.43** <https://www.hawkinsbrown.com/projects/prowsecourtandlordgrahammews>