

**NO. 253-267 PACIFIC HIGHWAY, NORTH SYDNEY
PRESENTATION TO NORTH SYDNEY COUNCIL**

09/08/2018

THE SUBJECT SITE



Figure 1. Site location

- Site location – No. 253-267 Pacific Highway
- Site area – Approx. 1,469 sqm
- Approx. 260m west of the new Victoria Cross Station

CURRENT PLANNING CONTROLS

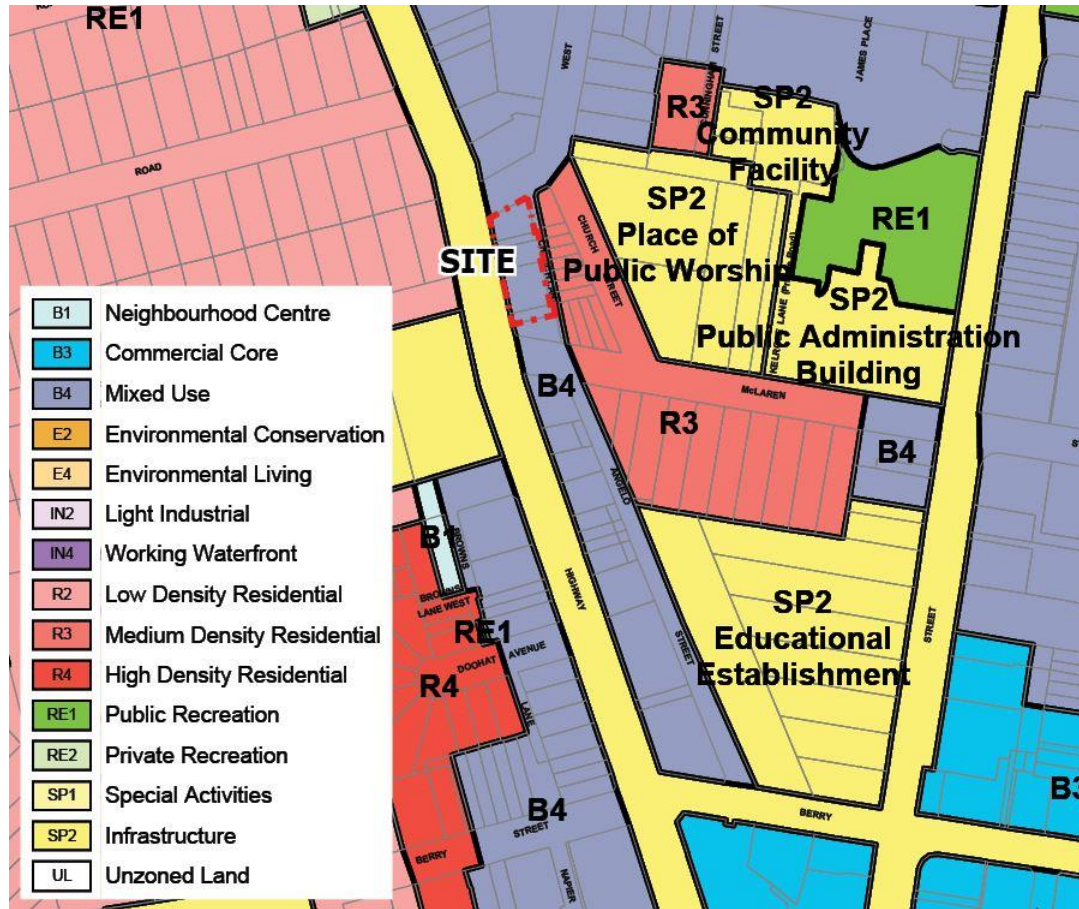


Figure 2. Zoning

- **Site - B4 Mixed use**
- Areas to the immediate north and south are zoned B4
- R2, R3 and SP2 to the west and east



Figure 3. Height of Building

- **Site - 10m (3 storeys)**
- Height rises towards the south to the centre core area
- Low scale to the west and east (2st)
- Potential 4st to the north

CURRENT PLANNING CONTROLS

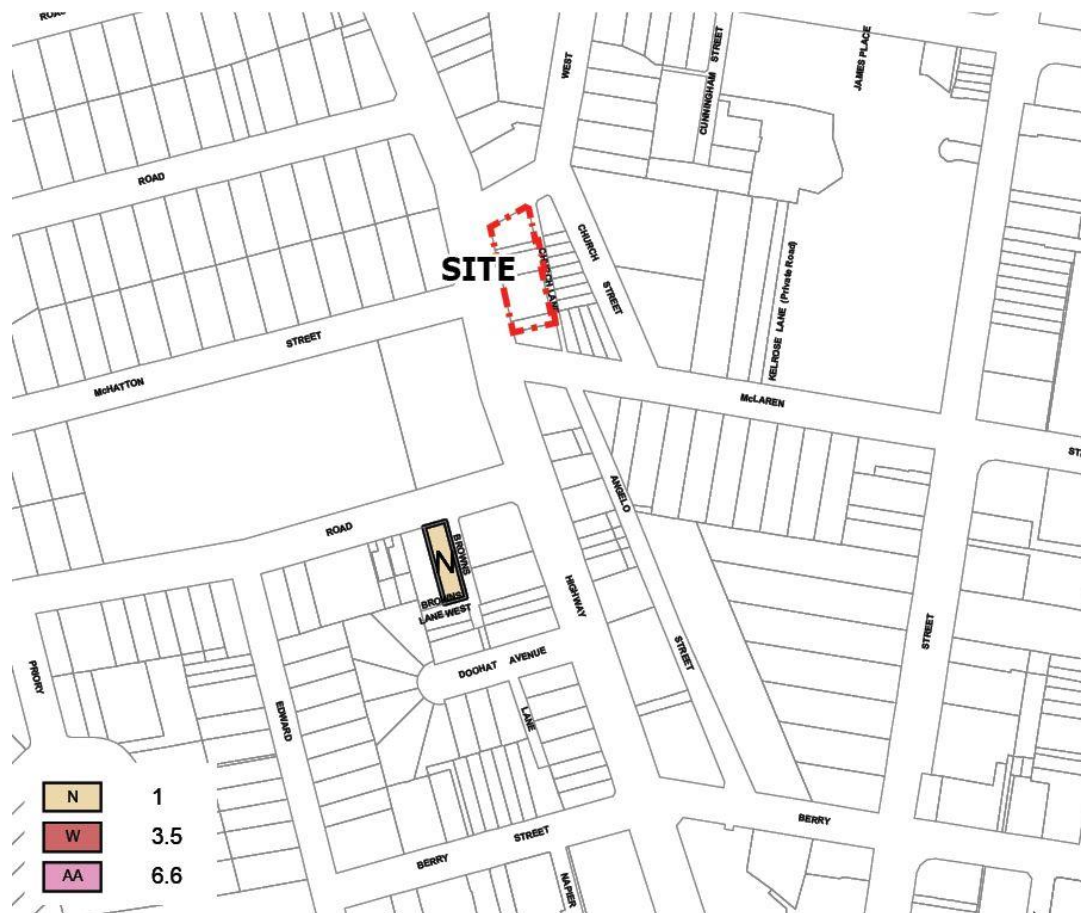


Figure 4. FSR

- No FSR control for the site and the centre area
- Conservation areas to the immediate west, east and south
- Proximity to heritage items (incl. one on site)

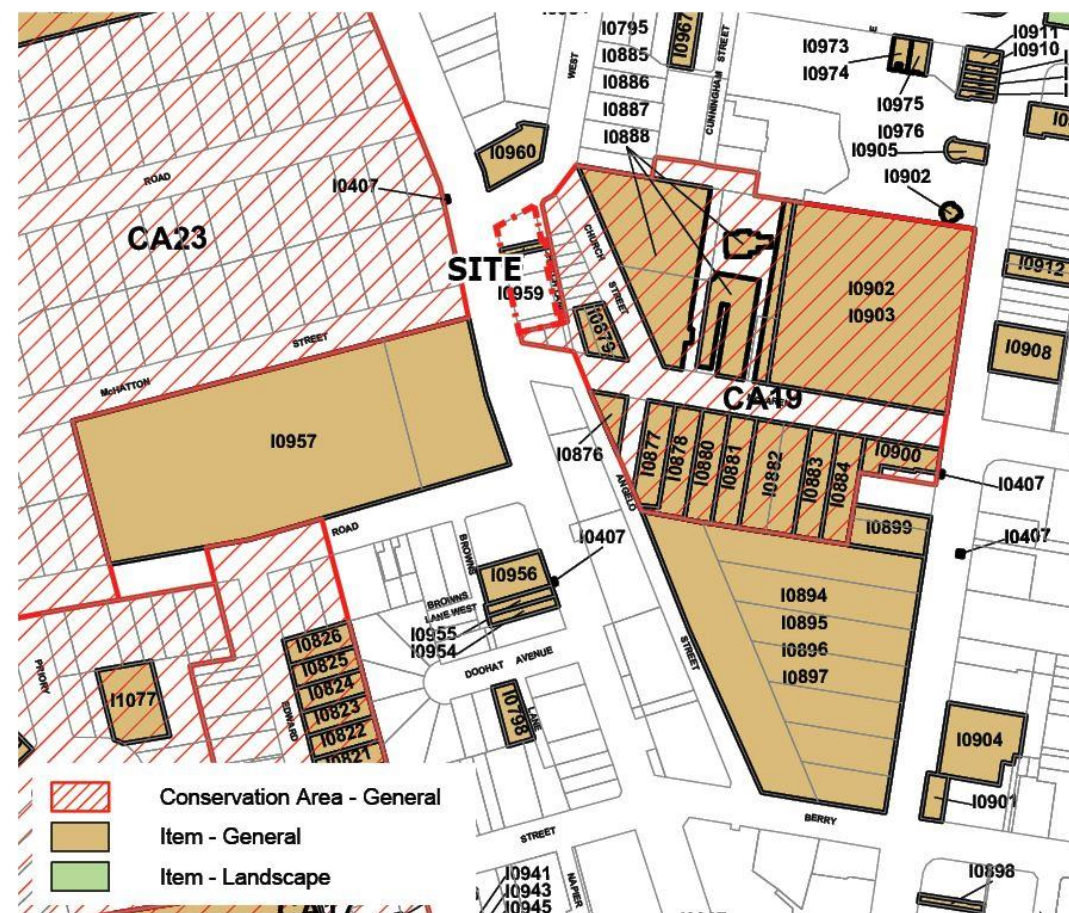


Figure 5. Heritage

STRATEGIC CONTEXT



Figure 6. North District Plan

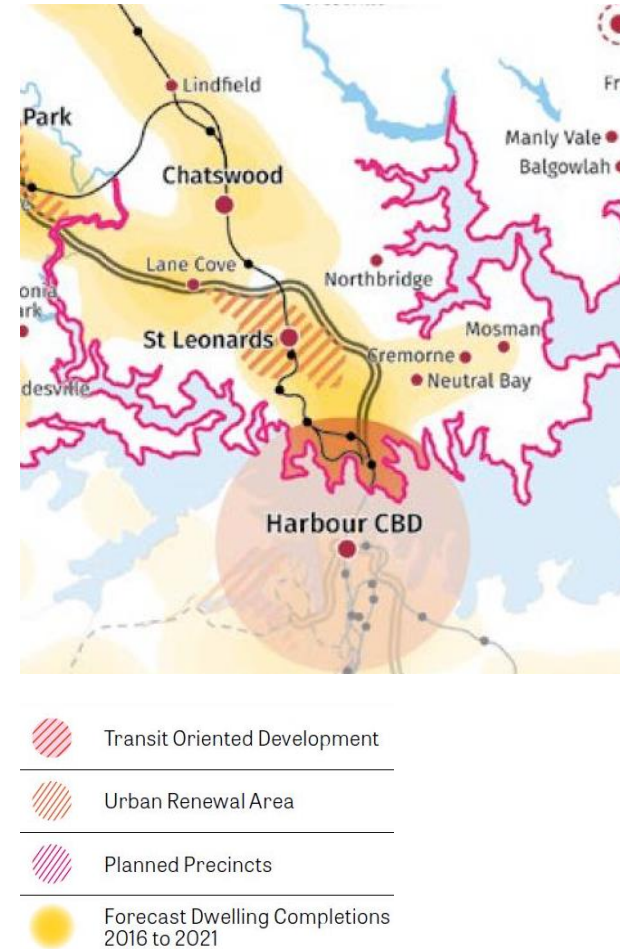
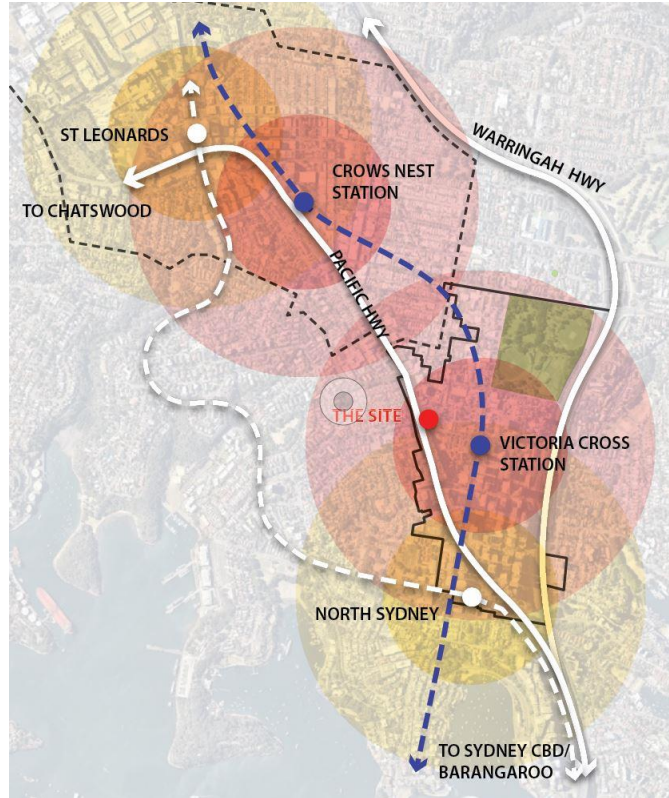


Figure 7. Housing supply strategy

- **North Sydney CBD** – part of Australia's global gateway
- **New metro line** – catalyst infrastructure provides opportunity to:
 - Optimise land use for developable sites
 - T.O.D development
- **Housing strategy** – 3,000 new homes by 2021 in North Sydney LGA
- **The site's opportunity** –
 - Support TOD development and new infrastructure
 - New housing choices

SITE IN RELATION TO CROWS NEST AND NORTH SYDNEY



- The subject site
- Major arterial roads
- Existing railway line and stations
- New Metro Line and stations
- 400m catchment of the existing stations
- 800m catchment of the existing stations
- 400m catchment of the new metro stations
- 800m catchment of the new metro stations
- North Sydney Planning Area (as per DCP)
- St Leonards and Crows Nest Station Precinct

Figure 8. Connectivity

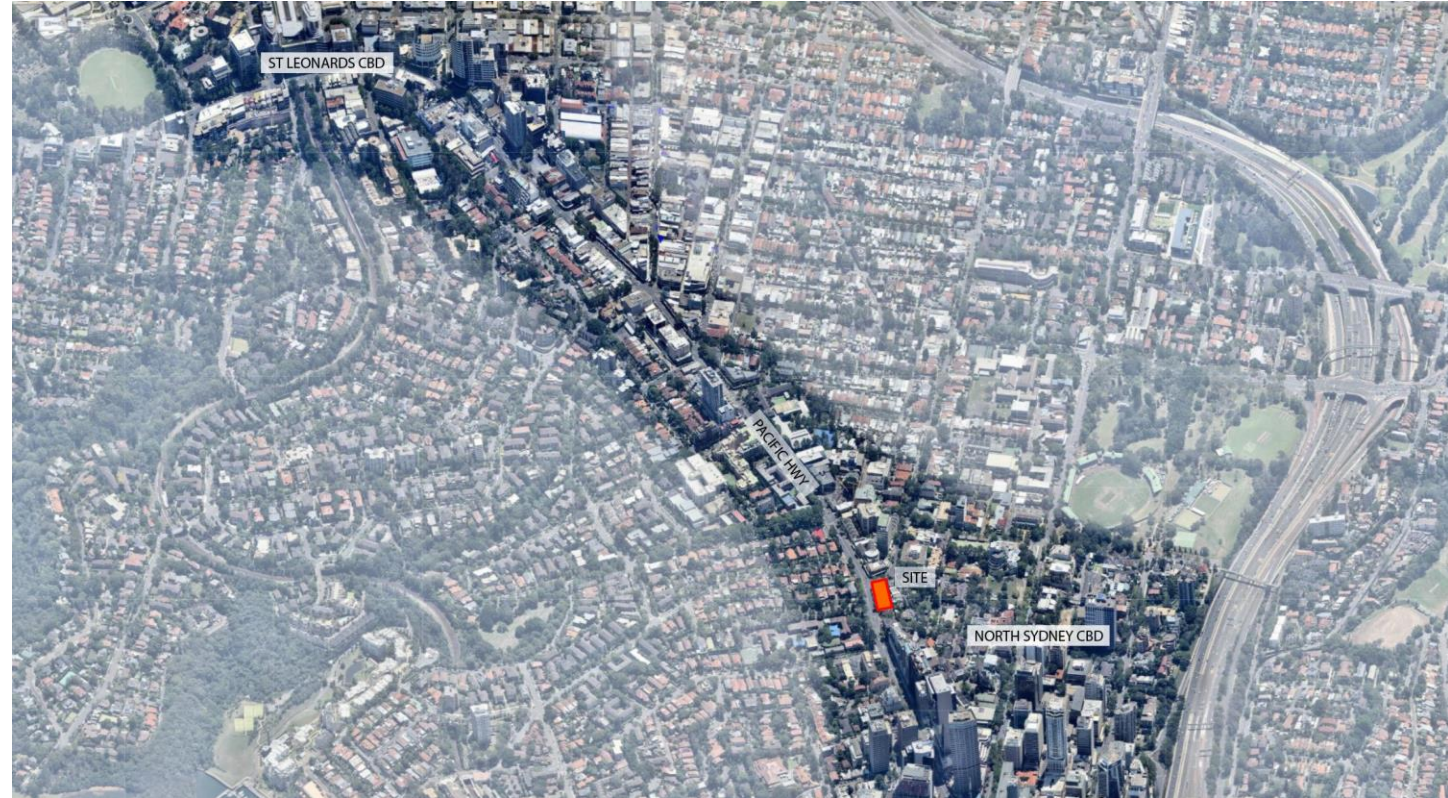


Figure 9. Bird's eye view of existing height

- Existing height spine along Pacific Hwy
- Taller built form punctuates the skyline
- The Site –
 - On Pacific Hwy
 - Approx. 800m to North Sydney Station
 - Close proximity to the new Victoria Cross Station (approx. 260m)

POTENTIAL UPLIFT AROUND VICTORIA CROSS STATION



Figure 10. North Sydney Planning Proposal

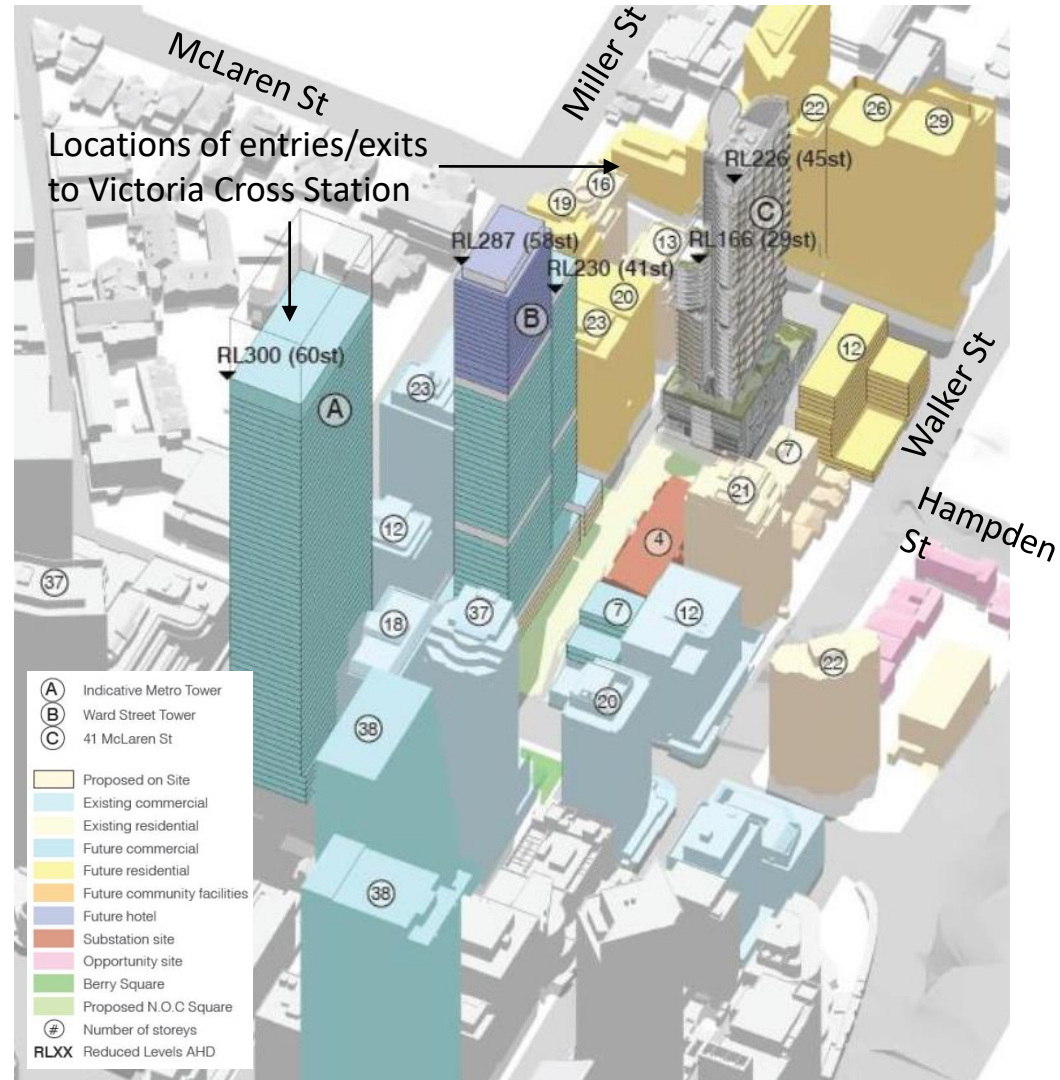


Figure 11. Alternative Ward Street Master Plan by Architectus

- Max. approved height – RL 289m
- Main height spine between Miller and Walker St
- Secondary height spine along Pacific Hwy
- Potential increased height and density concentrated around Victoria Cross Station

POTENTIAL UPLIFT AROUND CROWS NEST METRO STATION

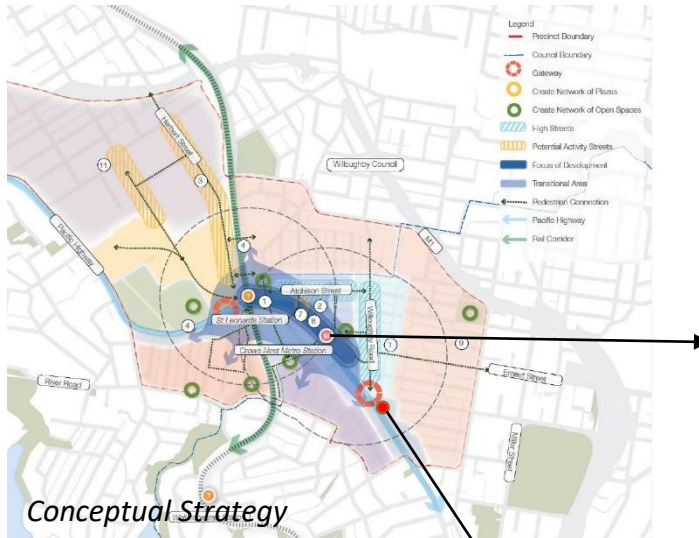


Figure 12. Urban design analysis by SJB



Figure 13. Proposed 5-way junction development – 60st

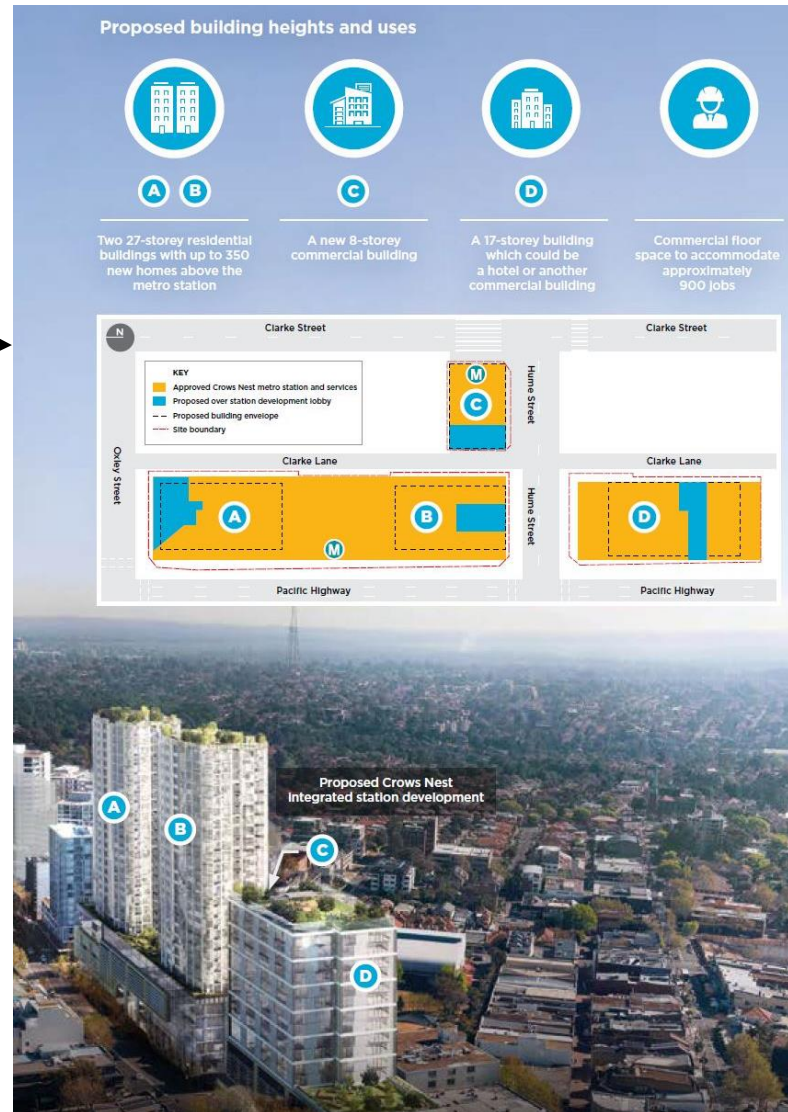


Figure 14. Proposed building heights over the new station

Vision and Strategy

- Health and Education Super Precinct
- Varied skyline with increased height and density within 400m catchment area of stations
- A key height spine along Pacific Hwy
- Achieve uplift in some of the underdeveloped lower scale sites
- Maintain the heritage context/character in the area
- Proposed 27-storey towers over the new metro station

Planning proposal

- A 60st development at the 5-way junction – gateway location (approx. 300m to the new Crows Nest Metro Station)

CITY SKYLINE ANALYSIS

- **Key height spine** - Centres of St Leonards/Crows Nest and North Sydney will expand towards each other along Pacific Hwy.
- **Transition** - Sites within 400-800m catchment area have potential for additional height to provide gradual transition.
- **Site** - Located in the edge transition area with potential for uplift.

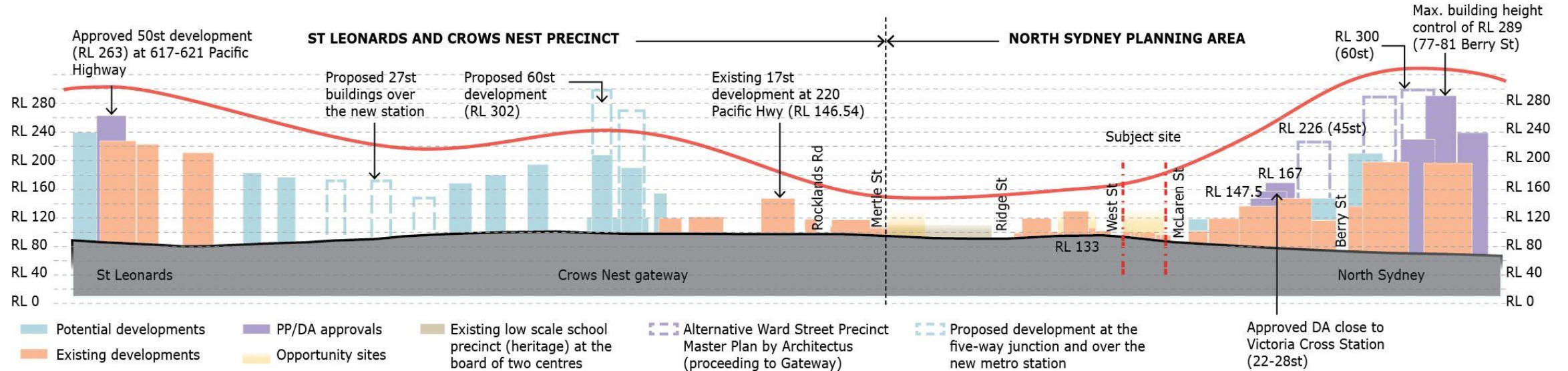
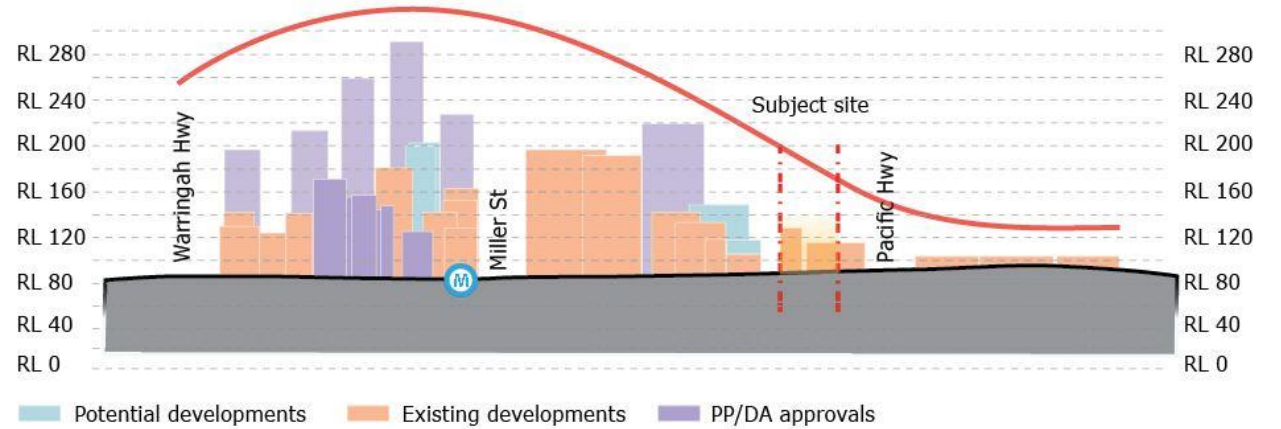


Figure 15. Potential future skyline when viewed along Pacific Hwy

EXISTING HEIGHTS - ST LEONARDS AND CHATSWOOD



Figure 16. Height study - Chatswood

- Heights at a similar distance from rail range between 7-20st



Figure 17. Height study – St Leonards

- Heights at a similar distance from rail range between 8-44st

PROPOSED HEIGHT STRATEGIES



Figure 18. Heights in North Sydney

Strategy 1 – Max. 13st

- Height responds to the existing building heights along Pacific Hwy and topography.
- Potential block form responds to the existing streetscape.

Strategy 2 – Max. 19st

- Height responds to the desired future skyline from the apex of the centre.
- Potential elegant tower form.

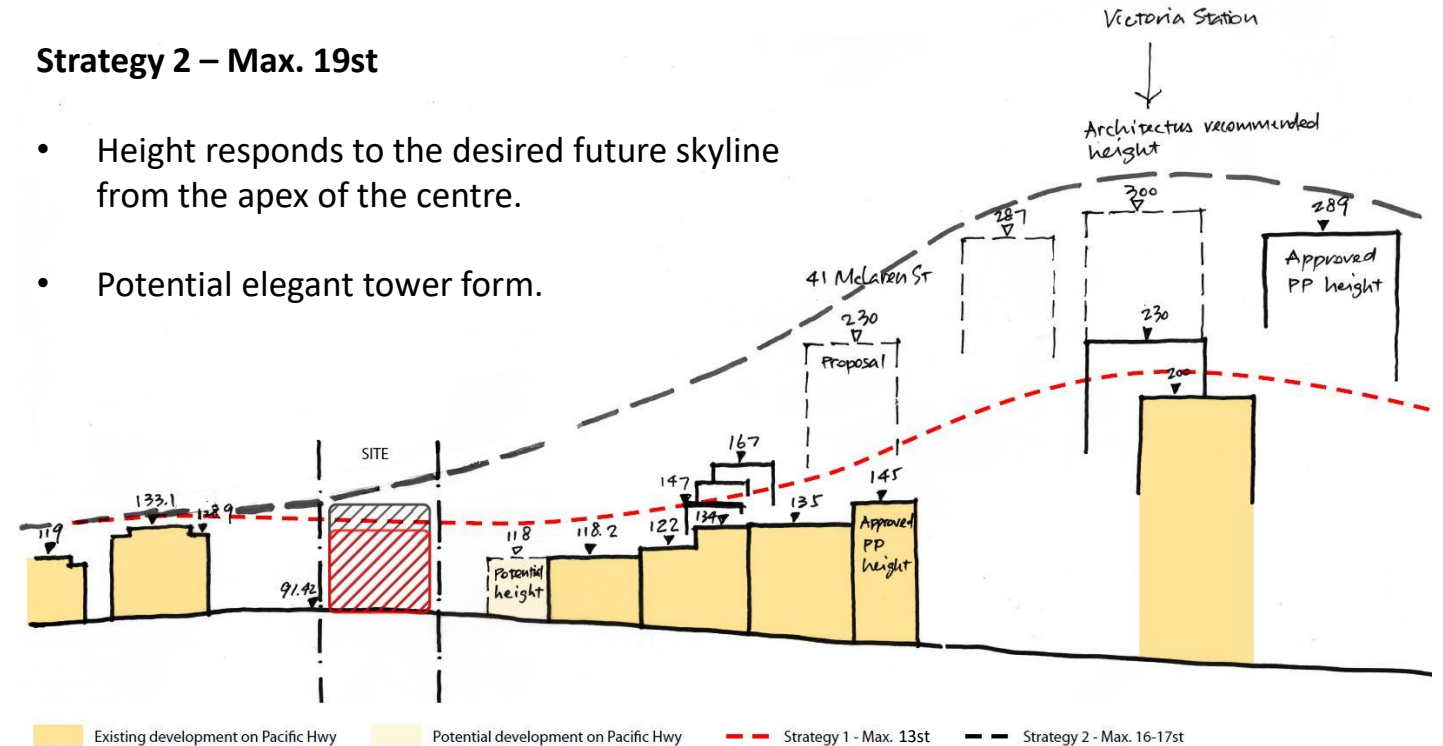
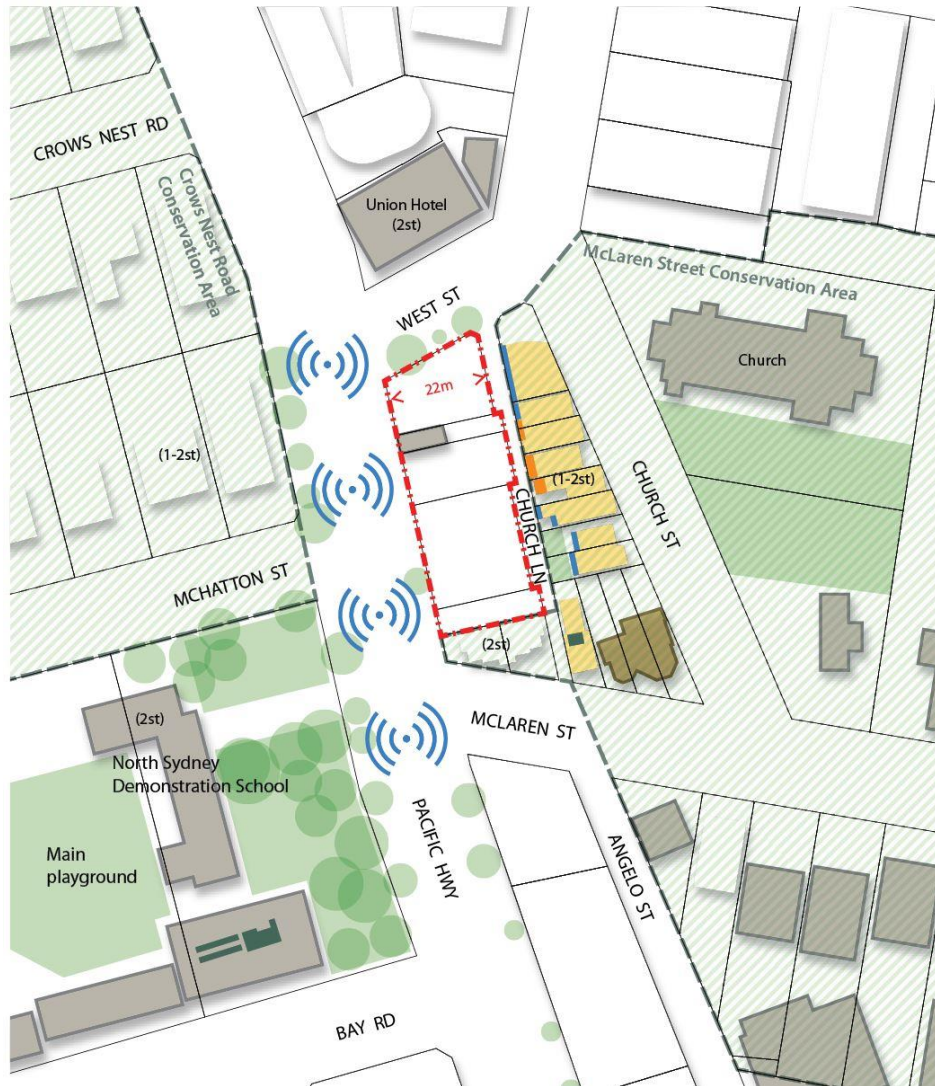


Figure 19. Proposed height strategies-

SITE'S IMMEDIATE CONTEXT - CONSTRAINTS



- Subject site
- Low scale residential
- Heritage items
- Existing open space
- Solar panels on dwellings
- Windows
- Balconies
- Narrow Laneway
- Conservation area
- Existing trees
- Noisy generated by heavy traffic

- Narrow site and sloping topography
- Conservation areas to the west, east and south
- Heritage items on site and in proximity
- Existing school with playground at the front (west)
- Narrow laneway– 3-4.5m (east)
- Low scale dwellings with windows and private open spaces (east)

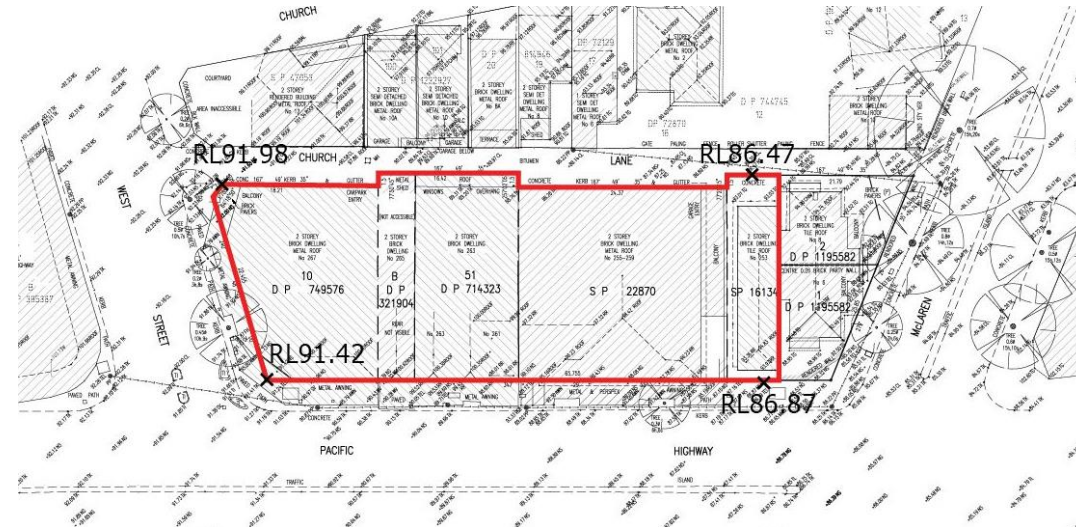


Figure 20. Site constraints (left) and survey (right)

OPPORTUNITIES

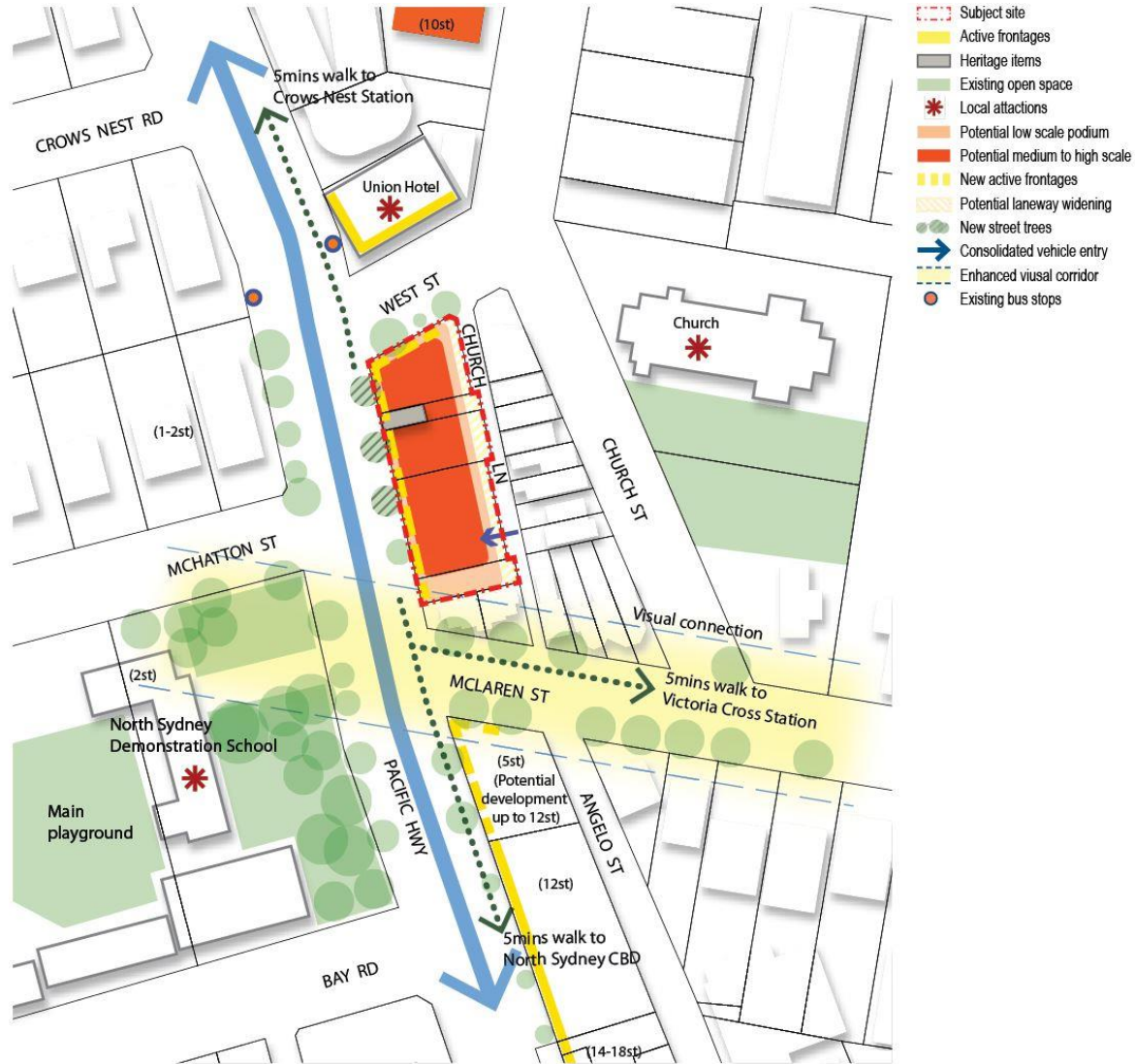


Figure 21. Opportunities

- Mixed use development with extended active frontage and night time activity
- Affordable housing provision
- Adaptive reuse and integration of the heritage item on site into the new development
- Lower scale street wall height responds to the heritage context
- Enhanced the visual corridor
- Increased height along highway spine to support the TOD development and the desired city skyline
- Church Lane widening (6m) – improved amenity for residents on site and neighbours

LANEWAY WIDENING AND SEPARATION DISTANCE

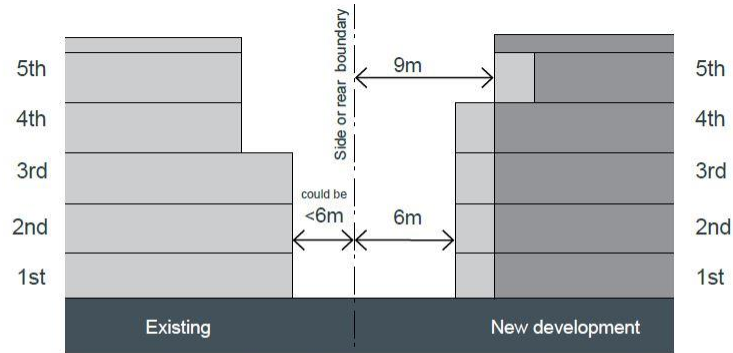


Figure 3F.3 New development adjacent to existing buildings should provide adequate separation distances to the boundary in accordance with the design criteria

Recent development in the centre

- The majority of recent developments in North Sydney don't provide sufficient separation distances required by the ADG.
- An abrupt edge to towers relative to low scale development.
- Development along Angelo Ln has podium built to the boundary with 9-11m separation distances to adjoining properties.

The Site - Proposed setbacks to Church Lane

- 1.5m setback to proposed podium level, widening the laneway to 6m.
- Additional 3m setback to upper levels, ensuring a min. 9m separation distances to residential.

Figure 22. ADG separation



Photo 1. Existing Church Lane – max. 4.5m in width



Photo 2. Recent tower development adjacent to low scale dwellings along Angelo Lane

Architectural elevation drawing of a proposed building facade. The drawing shows a multi-story building with various levels labeled L00-GF, L03, L07, and L11. It includes a 'UNION HOTEL' on the left, a 'HERITAGE ITEM' (a small yellow building), and a 'PROPOSED RESI LOBBY ENTRY'. A red dashed line indicates the 'LEP MAX HEIGHT 10m'. The drawing also shows 'Pacific Hwy' and 'McLaren St' with their respective addresses (265-267, 253-261, 6-8). A vertical section on the right shows floor levels from L11 down to L00-GF with elevations like 127.025m, 126.800m, etc. A suggested council proposal for '1 MCLAREN ST.' is also indicated.

Figure 23. Option 1

Estimated height and FSR

- Height – 13st

Pros

- Responds well to the heights and block form established along Pacific Highway
- Form responds to the sloping topography
- Identified low-scale street wall height provides sympathetic response to the heritage context
- Height less confronting to laneway

Cons

- Reduced curtilage area around the heritage items on site
- A potential wall of development adjacent to the conservation area
- Proximity of tall development to conservation area

CONCEPT OPTION 1 – 3D

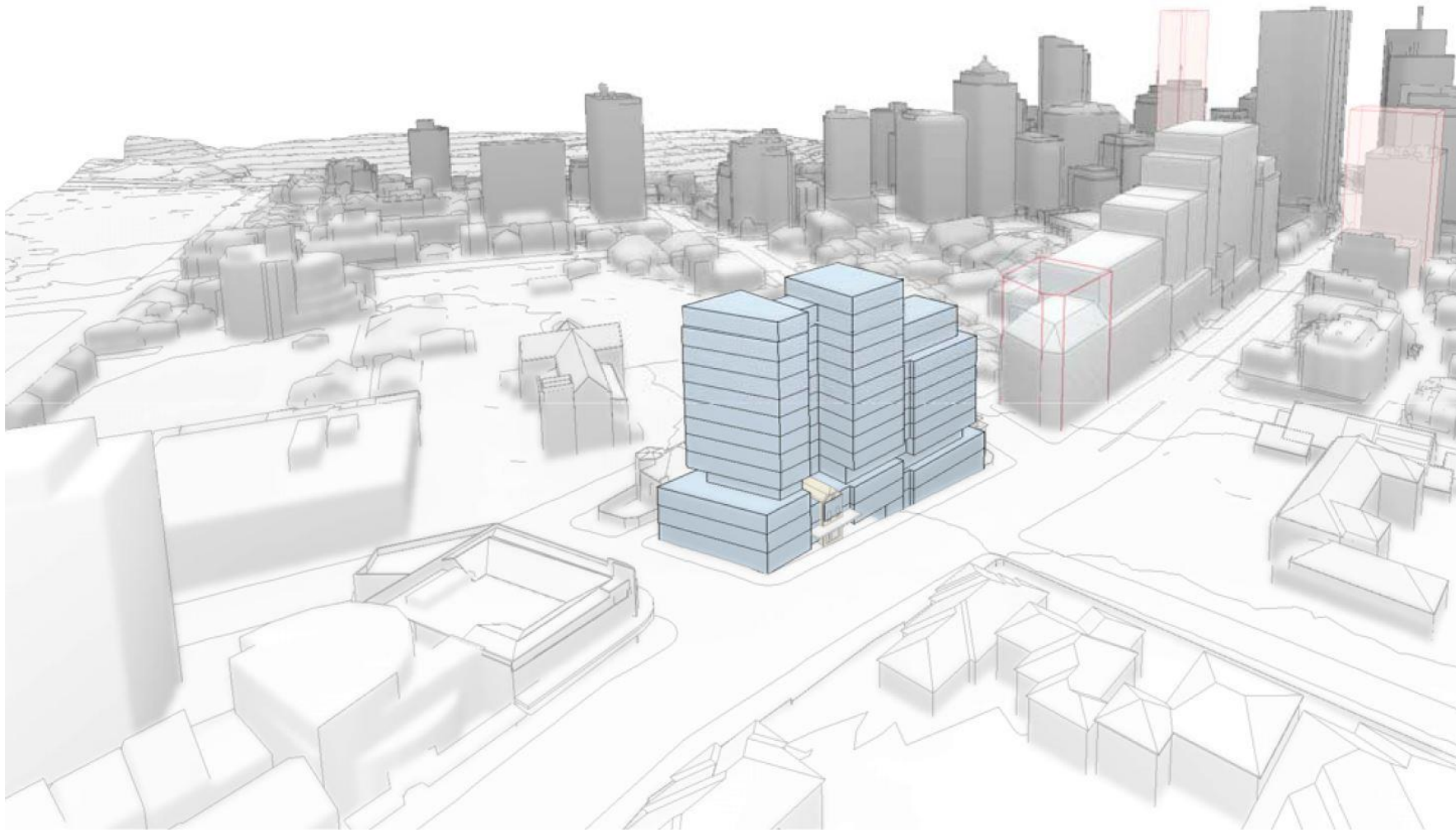


Figure 24. Option 1 – Bird's eye view

CONCEPT OPTION 2 – Max. 19 STOREY TOWER FORM

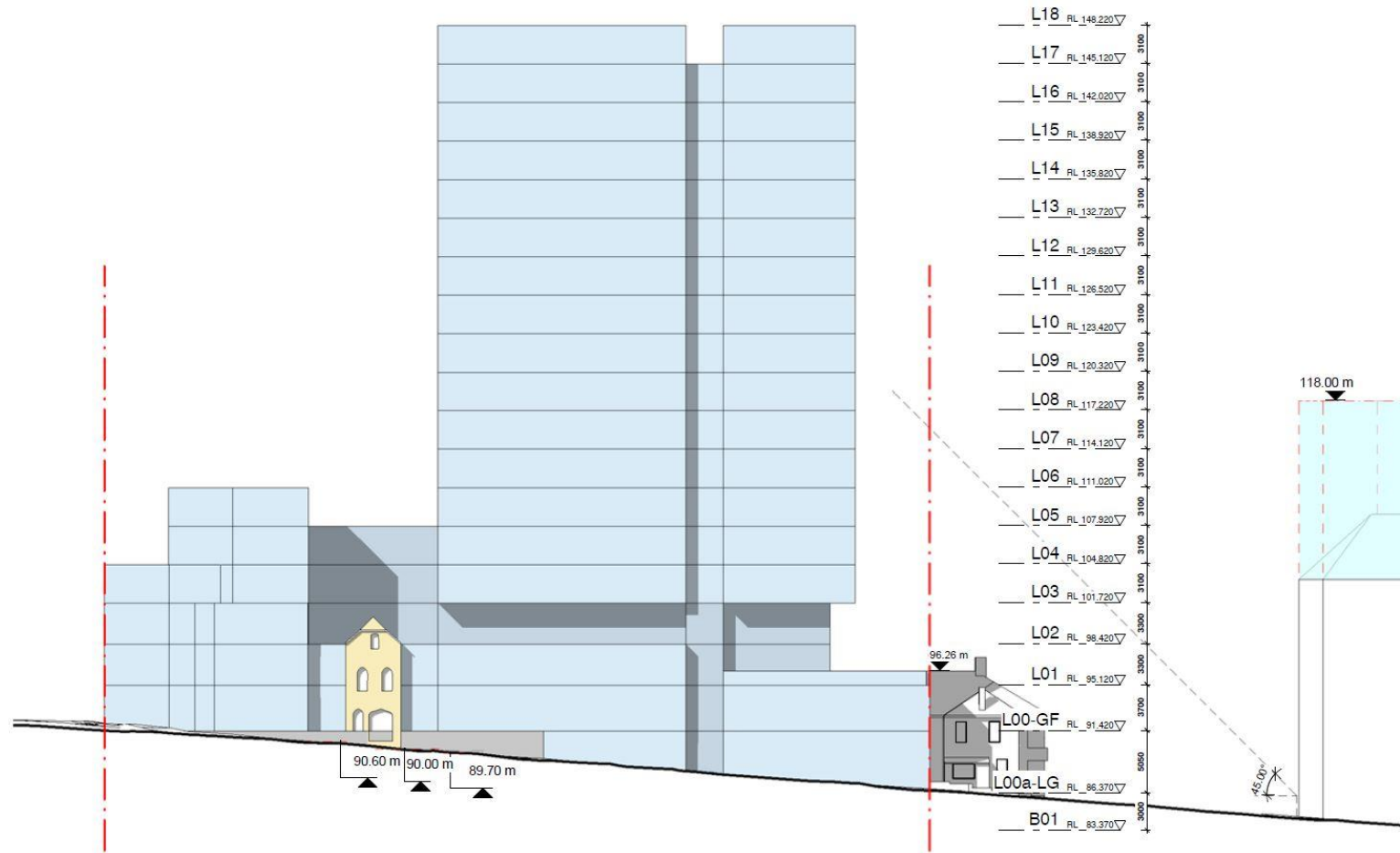


Figure 25. Option 2

Proposed height and FSR

- Height – 19st

Pros

- A clear and balanced tower and podium form
- Height guaranteed in slender tower
- Identified low-scale street wall height provides sympathetic response to the heritage context
- Lower scale response to heritage items with increased setback to tower and lower built form around items
- Widened and enhanced visual corridor between 2 conservation areas along Pacific Hwy

Cons

- Potential increase in overshadowing
- Greater height confronting
- Impact on low scale terraces

CONCEPT OPTION 2 – 3D

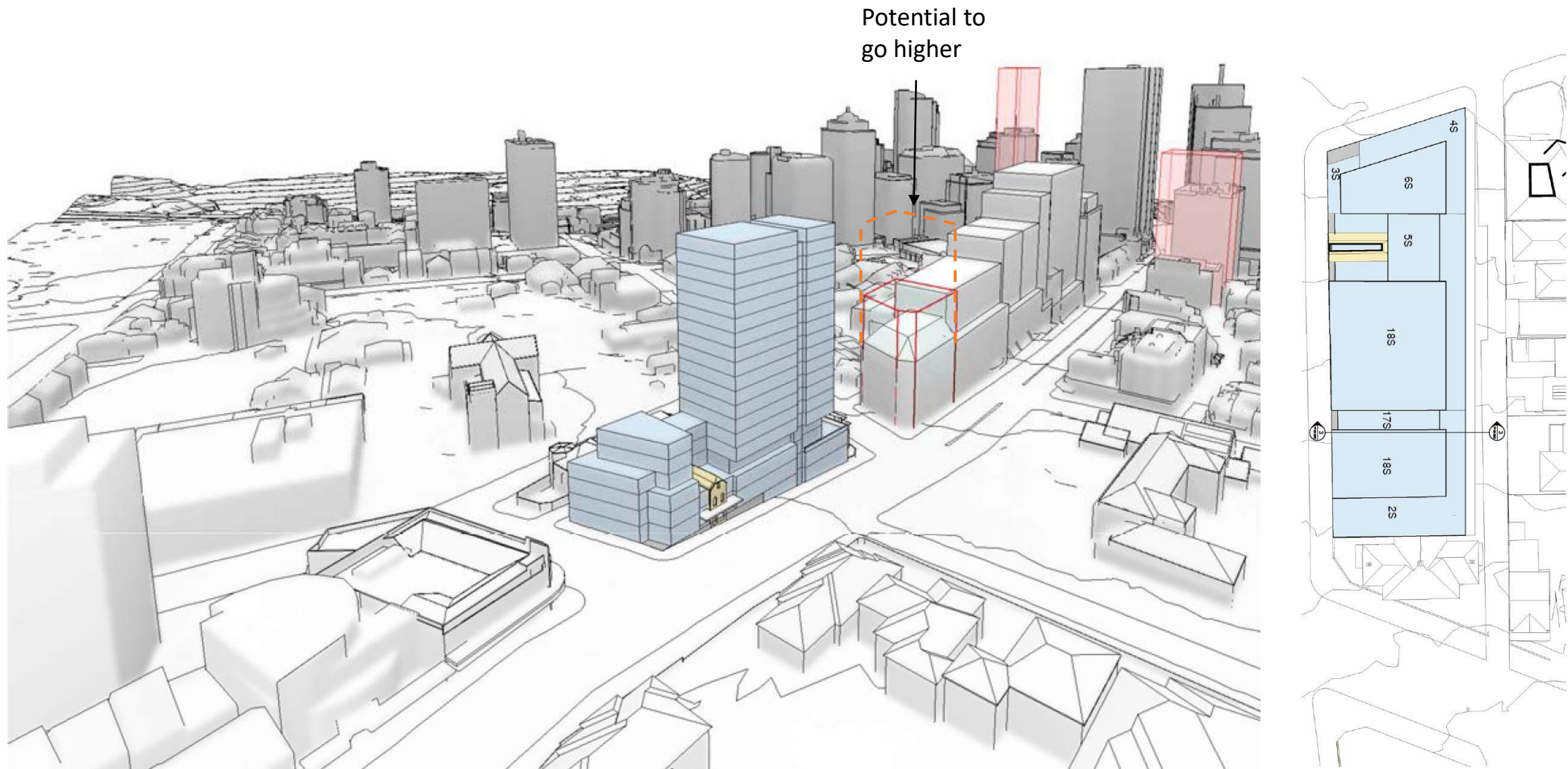


Figure 26. Option 2 – Bird's eye view and plan view