URBAN DESIGN REPORT IN SUPPORT OF A PLANNING PROPOSAL FOR NOS. 253-267 PACIFIC HIGHWAY, NORTH SYDNEY

26 / 09 / 2018

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1. INTRODUCTION

1.1 INTRODUCTION

GM Urban Design and Architecture (GMU) have been appointed by Legacy Pty Ltd to undertake an urban design study for a mixed-use development for the site located at Nos. 253-267 Pacific Highway, North Sydney.

The main purpose of this study is to consider the site opportunities given the location of the site, its current and future context given its proximity to the new station at North Sydney. The study has also considered built form principles and density to achieve an appropriate urban design outcome that is mindful of its context but also contributes to need for Transit Oriented Development around the new Metro station in recognition of the State Government's infrastructure investment.

In formulating the opinions in this report, GMU has conducted extensive analysis of the context and modelling of the existing heights along the Pacific Highway growth corridor between the North Sydney CBD and St Leonards area as well as the proposed height of recent DA and Planning Proposals to determine likely height scenarios for the future expansion of the Crows Nest and North Sydney Centres. We have also analysed and formed a view on the potential for height increases for the subject site mindful of the adjacent Conservation area and relationships between this lower scale area and the new towers to the south of this block approved by Council that also recognises the changing role of the Pacific Highway Corridor.

This study has considered the broader planning framework for the surrounding city centre area and the intent of the applicable and draft controls to the general and immediate context. This urban design report forms part of the supporting documentation included as part of a Planning Proposal for the site and will also be included as part of the design brief for a future design excellence competition for the site.

Methodology

In undertaking this study and arriving at the views and conclusions expressed in this report, GMU has undertaken the following methodology:

- Site and broader context visit.
- Reviewed the North District Plan
- Reviewed the current controls for the subject site, subject block and North Sydney CBD in general.
- Researched previous studies for North Sydney City Centre and St Leonards and Crows Nest Station Precinct including:
  - North Sydney CBD Capacity and Land Use Strategy (May 2017)
  - North Sydney Commercial Centre Study 2013
  - North Sydney - North of Centre Precinct Plan (the Draft Ward Street Master Plan November 2016).
  - Ward Street Precinct Masterplan (Exhibited in August 2018)
  - St Leonards and Crows Nest Station Precinct Interim Statement by the Department (August 2017)
  - St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis (May 2017)
- Reviewed Planning Proposals and recent DA approvals or DA's under assessment in the vicinity of the subject site.
- Considered the site and block from various vantage points including approaching by car and public transport and its visibility from Robin Thomas Reserve and Pacific Highway.

1.2 THE SUBJECT SITE

The subject site consists of Nos. 253, 255-259, 261-263, 265 & 267 Pacific Highway, North Sydney. The site has an area of approximately 1,469sqm and is irregular in shape. It has a primary street frontage of approximately 59.7m to Pacific Highway.

The site is bounded by Pacific Highway and Crows Nest Road Conservation Area to the west, West Street to the north, Church Lane and lower scale McLaren Street Conservation Area to the east.

The site is currently occupied by five 2-storey brick buildings with commercial use including a heritage item at Nos. 256 Pacific Highway proposed to be retained. It is located approximately 260m west of the new Victoria Cross Metro Station and 850m to the existing heavy rail station.

Figure 1. Aerial photo of subject site (source: Near Map).

2. STRATEGIC CONTEXT ANALYSIS

2.1 NORTH SYDNEY AND THE URBAN STRATEGIC FRAMEWORK

The North District Plan, released in March 2018, provides the overarching district-level planning direction to implement 'A Metropolis of Three Cities- the Greater Sydney Region Plan', guiding development towards the 40-year vision. The Plan seeks to locate housing and jobs in the right places to support new and improved infrastructure. It also targets enhancing North Sydney's commercial core, seeking to strengthen the District's economic link to the Harbour CBD and its role as part of the Eastern Economic Corridor via a number of priorities and actions.

As shown in Figure 2, the North Sydney CBD has become part of the 'Harbour CBD', which is envisioned as Australia's global gateway. The intent is to grow the CBD as a whole to boost productivity and global connections. It will be further supported and shaped by the Sydney Metro, which is Australia's largest public transport project.

The planned new Victoria Cross Metro Station, located in the northern section of North Sydney CBD, will "relieve demand in peak hours and support continued growth of the North Sydney CBD and enhance Sydney's status as a global city" (courtesy of Sydney Metro City & Southwest Project overview - February 2016). The District Plan also targets an additional 3,000 new homes by 2021 in North Syndey LGA. The desired area for the new dwellings is shown in yellow in Figure 3.

Proposed entries to the station are via Miller Street at the corners of McLaren Street and Berry Street. This catalyst infrastructure will strengthen the connectivity and accessibility of North Sydney as well as bring new opportunities to revisit and optimise land use for sites still available for redevelopment. The goal is to establish a compact, transit oriented core around both the existing heavy rail and new metro stations.

The subject site is strategically located along Pacific Highway and approximately 260m to the west of the new north entry to the Victoria Cross Station. Benefiting from excellent access to public transport - both major CBD bus routes and the new rail station, this site presents an opportunity to:

- Support the significant State Government's infrastructure investment.
- Provide a mixed use development to support the housing and job targets and contribute to intensification in close proximity to the new station.
- Enhance the vitality and after hour activities within the centre area and particularly along the northern portion of the Pacific Highway spine.
- Reinforce the Highway concentration of development that is intended to occur along Pacific Highway, both for North Sydney and Crows Nest over time.

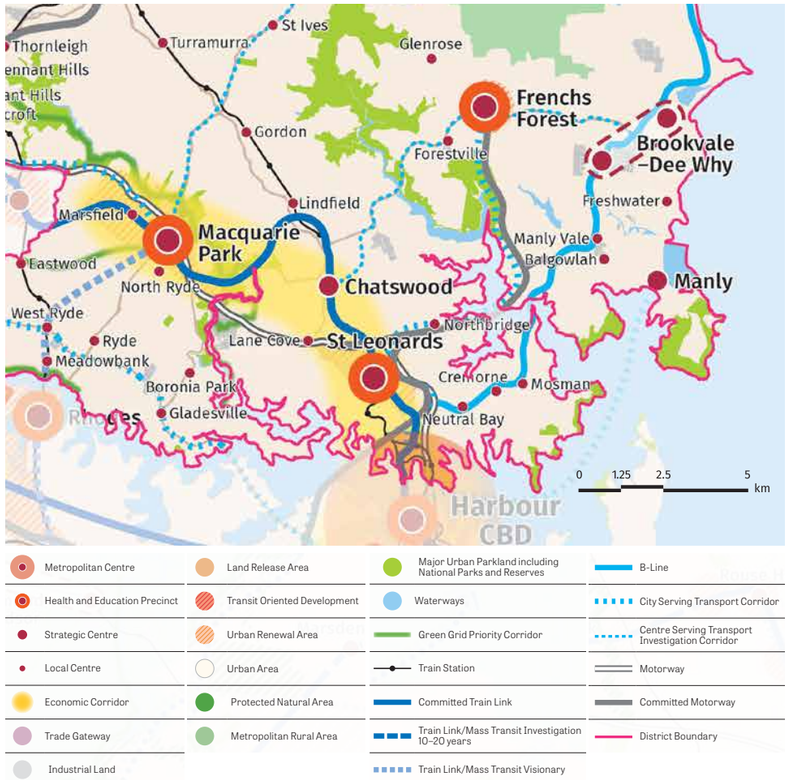

Figure 2. North District Structure Plan (source: North District Plan).

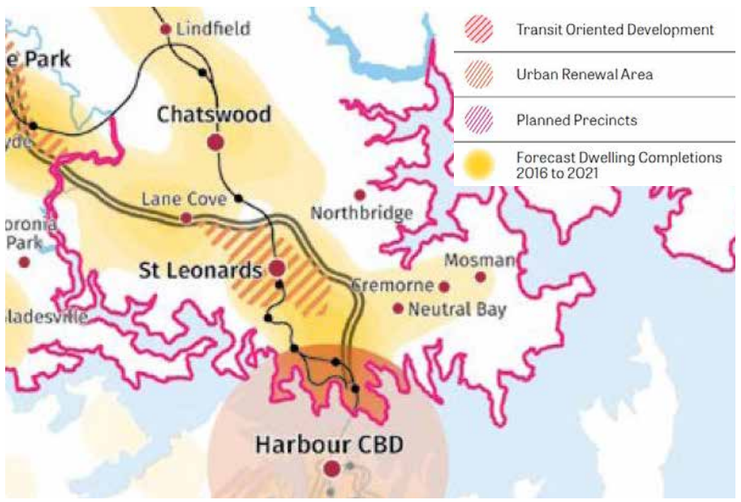

Figure 3. Housing supply strategy (source: North District Plan).

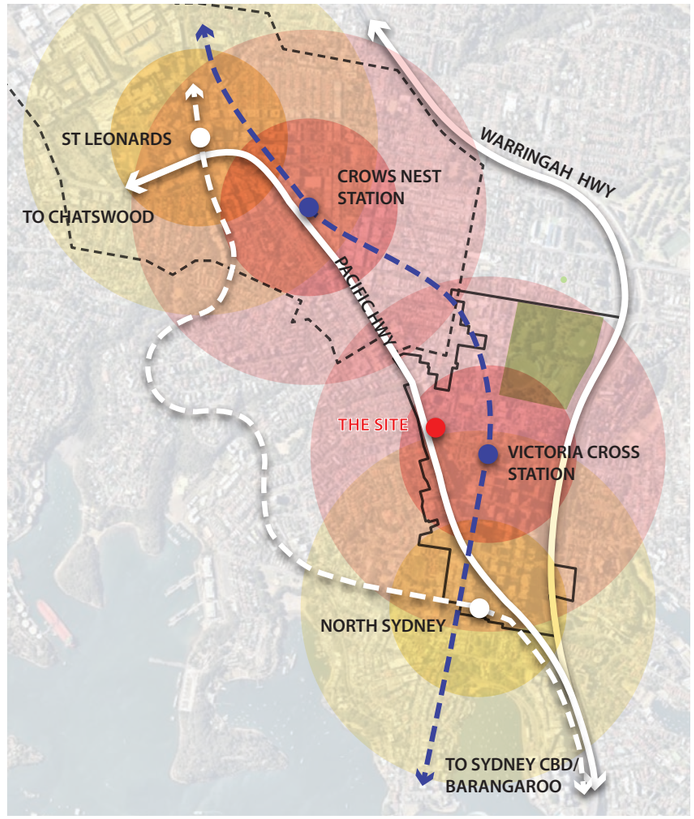

Figure 4. Connectivity of North Sydney (source: GMU)

- 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

2.2 FUTURE GROWTH OF NORTH SYDNEY

North Sydney CBD Capacity and Land Use Strategy

In early 2017, North Sydney Council adopted the North Sydney CBD Capacity and Land use strategy (the Strategy). In May 2017, Council lodged a Planning Proposal to implement the Strategy for the North Sydney Centre. It proceeded to Gateway in July 2017. The Planning Proposal has since been exhibited and has been forwarded to DPE for gazettal which is now imminent.

In light of the new metro station, the Strategy seeks to facilitate intensification with increased heights in the centre core area, i.e. the height limit for No. 77-81 Berry Street has been increased from RL185 to RL 289. The Strategy also attempts to unlock the commercial capacity within North Sydney CBD area whilst identifying future residential opportunities in the mixed use zone of the centre. The main purpose of this study is to respond to the strategic planning direction to maintain North Sydney as a resilient, vibrant and world class commercial centre as well as seek to intensify land use opportunities around the new metro stations. It can be seen in Figure 5, that the future main height spine is still located between Miller and Walker Street with a secondary height spine along Pacific Highway extending towards Crows Nest.

The Planning Proposal recommends the following implementation strategies:

- A 10am to 2pm restriction on additional overshadowing to residential land outside of the North Sydney Centre.
- Apply new height controls via the following mechanisms:
  - New height controls for lands zoned B3 Commercial Core zone applied via a Council-initiated planning proposal.
  - New height controls for lands within B4 Mixed Use zone subject to consideration of proponent-initiated planning proposal processes.
- Revisit and amend the Special Areas Map of NSLEP 2013
- Prohibit the development of serviced apartments within the B3 Commercial Core zone.
- Review North Sydney DCP 2013 Part B Section 2 Commercial Development and Part 3 Section 2 North Sydney Planning Area Character Statement to further consider built form issues within the Centre.

To respect the rich built form heritage within the North Sydney CBD area, the Strategy retains the existing building height controls for the majority of heritage item with the exception of a small number of sites.

The adopted Land Use Strategy conducted studies for a number of sites within the CBD area and recommended potential height uplift. It is noted that the proposed amendments to the maximum height control map only focuses on the lands in the commercial core area (B3 Commercial Core Zone). The proposed LEP height amendment across B3 zoned land is significant and will result in much higher forms in the CBD in the near future.

The recommended changes to the existing lands zoned B4 have not been included as part of the amended 'height of building control' as yet, however, the Ward Street Master Plan area (details will be discussed in the following section) and 1 McLaren Street do include proposed height uplift on B4 zoned land, which will inform future LEP amendements for that part of the centre. The land use strategy recommends a height uplift of up to RL 118m (12m additional height) on 1 MaLaren Street.

North Sydney Economic Development Strategy (2016)

This Strategy illustrates the Council's overarching vision for economic development and sets out a coordinated plan and function to facilitate the continued economic growth of North Sydney.

The strategy offers a list of strategies and actions for the future development of North Sydney Centre (CBD area). The new Victoria Cross Station, as catalyst infrastructure, provides the opportunity to review the current land uses and density on developable lands to achieve a transit-oriented development. The desired intensification will extend the density and height within North Sydney CBD towards McClaren Street.

Given the site's convenient location adjacent to the existing CBD area and in proximity to the new Victoria Cross Station as well as key community uses, GMU consider that it contribute to the future growth of the North Sydney CBD area and support the new station in many aspects.

The key opportunities under the strategy for the subject development are:

- Strategy 2 - Improve amenity of centres for workers
- Strategy 9 - Support small business, start-ups and those working from home.
- Strategy 10 - Enhance the role of North Sydney's smaller centres as focal points for night time activity by targeting specific needs in the early evening hours.
- Strategy 11 - Enhance the role of North Sydney's major centres as focal points for night time activity by targeting entertainments uses.
- Strategy 16 - Increase residential population in appropriate areas to support centres' role and function.

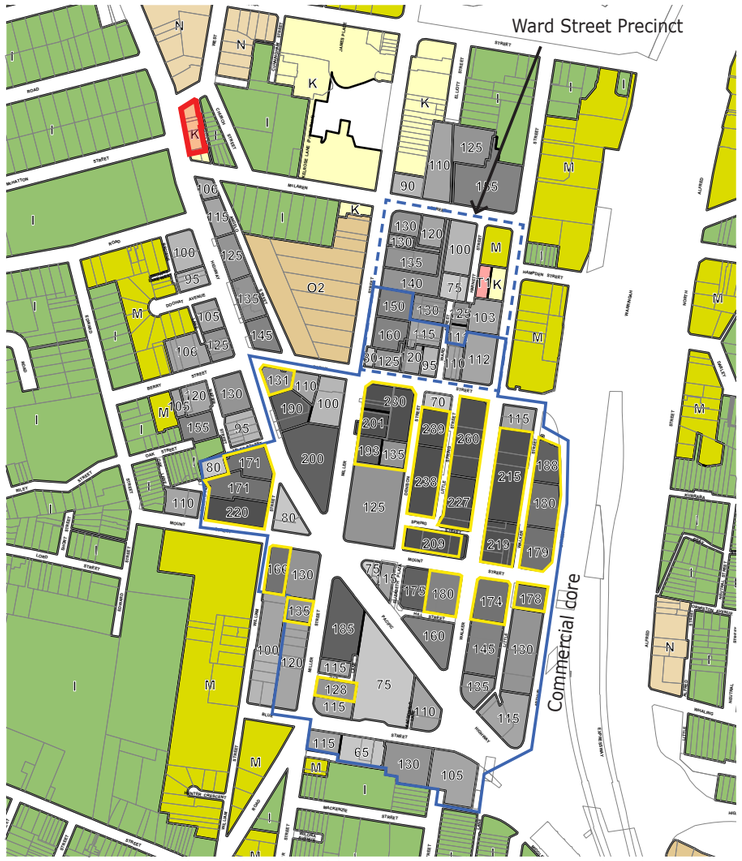

Figure 5. Amended Height of Building map - New heights outlined in yellow (source: Planning Proposal for North Sydney Centre prepared by the Council)

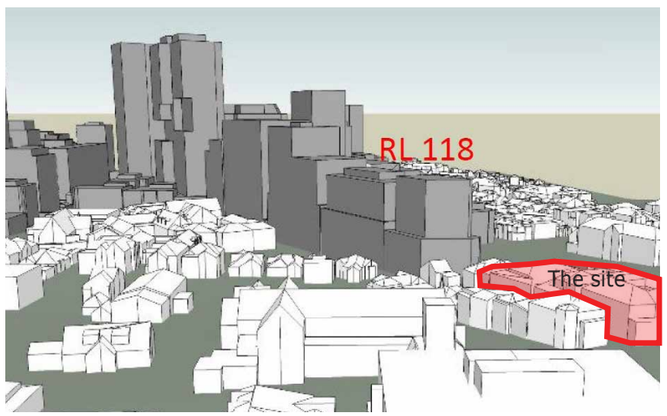

Figure 6. 3D modelling of recommended increase in height at 1 McLaren St (source: North Sydney CBD Capacity and Land Use Strategy)

Ward Street Precinct Masterplan

Stage 1 phase

In 2017, North Sydney Council prepared a draft master plan for the Ward Street precinct, which sought additional density and height as a world-class transit-oriented development in recognition of the Victoria Cross Station.

The draft Masterplan targeted a new community hub including public benefits such as a new through site link with a central square, community facilities and a mix of residential, commercial, retail and hotel uses. The proposed maximum height is RL 206 (approximately 39 storeys). It also intended to adaptively reuse the listed heritage building designed by Harry Seidler (41 McLaren Street) with increased height to create additional floor space.

The plan would establish a new desired future character around the Victoria Cross Station and alter the future city skyline with significant height further towards McLaren Street the north.

In late 2017, Architectus lodged a Planning Proposal for 41 McLaren Street. It sought approval for increased height up to RL 230m (45 storeys). This is based on an alternative precinct master plan with an urban design justification recommending a 60-storey tower (RL 300) on top of the new station at Berry Street.

The Sydney North Planning Panel reviewed the proposed development and its alternative Ward Street Precinct masterplan option and recommended that it should proceed to Gateway and be exhibited as one of the Precinct options.

Stage 2 - Exhibition

In August 2018, Council exhibited 2 options for public review and comment. The Masterplan Report prepared by Hassell, shows the tallest tower of 57 storeys (RL 285) adjacent to the new metro station with height transition towards McLaren Street. Option 1 has the primary open space located on Miller Street with an increased height of up to RL 160m (30 storeys) for 41 McLaren Street. Option 2 suggests a central square within the precinct which limits the building height to the north. No uplift is proposed for 41 McLaren Street.

According to Council's interim Submissions Report dated 05 May 2017, there is a need to investigate expanding the boundaries of the North Sydney Centre to facilitate renewal of the CBD area. The master plan recognised this and suggested expanding the CBD north to St Leonards Park and Falcon Street, within the walking distance of the new metro station. GMU considers this an appropriate design approach for the future expansion of North Sydney CBD area.

It is noted that the subject site is within the walking catchment of the station. It has been catagorised as part of the future Mid-town area where the desired future city expansion would occur. This gives the site an opportunity to consider a transit-oriented development in response to the future vision.

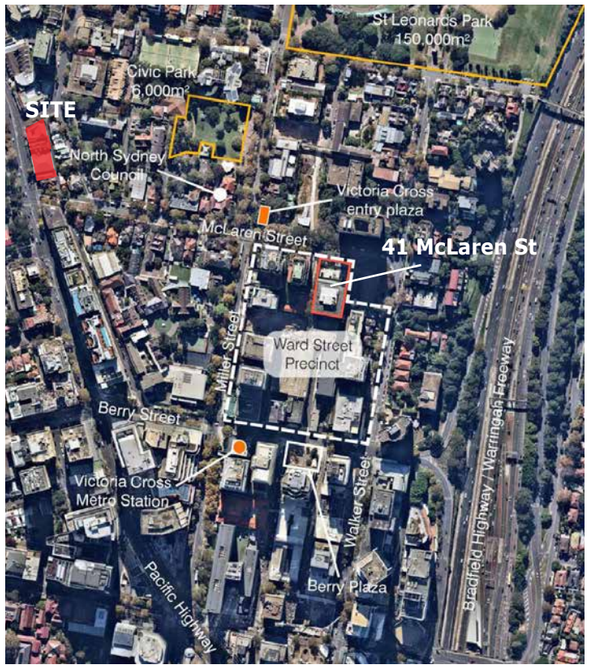

Figure 7. Context Map (extracted from Architectus Planning Proposal - 41 McLaren Street, North Sydney).

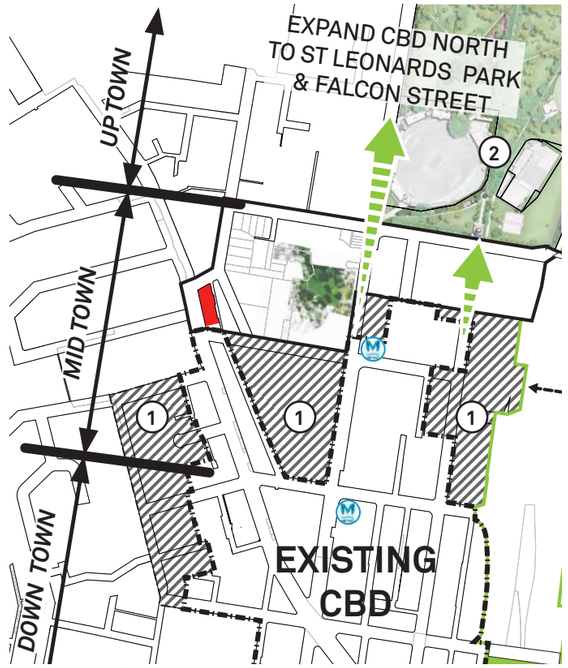

Figure 8. Stage 2 Ward Street Precinct Masterplan - Urban design analysis (source: Ward Street Precinct Masterplan by Hassell).

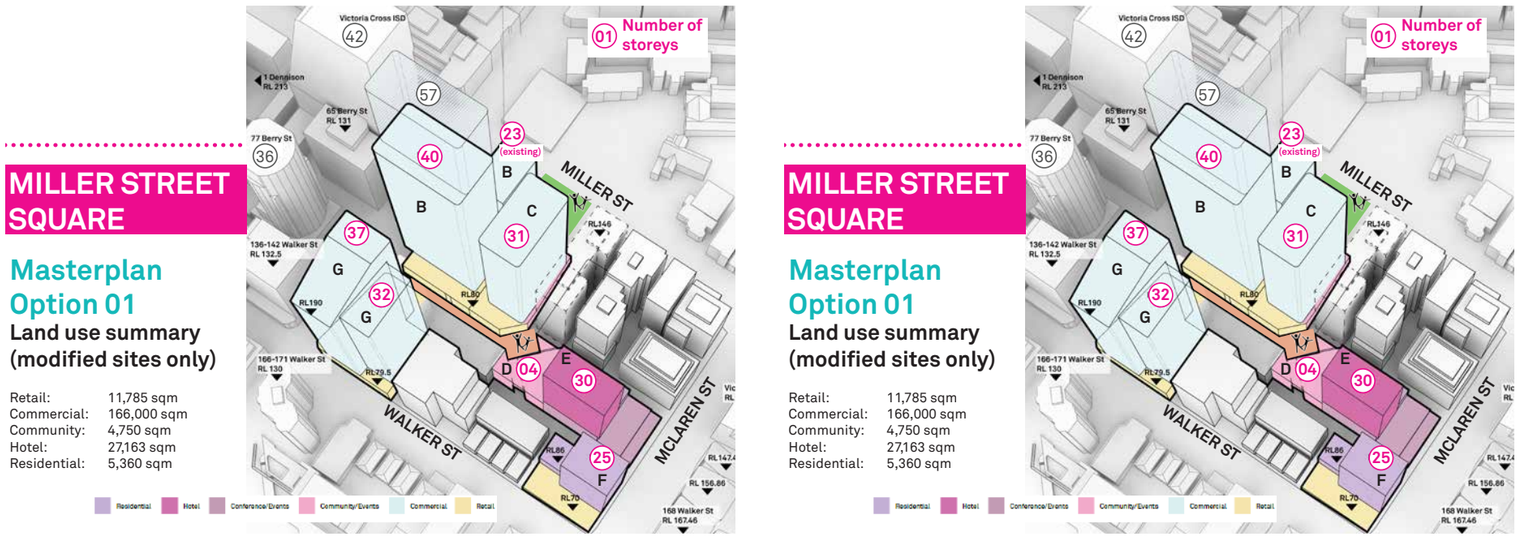

Figure 9. Stage 2 Ward Street Precinct Masterplan - Options (bottom) (source: Ward Street Precinct Masterplan by Hassell).

2.3 CROWS NEST AND THE METRO STATION

In August 2017, the Department released the St Leonards and Crows Nest Station Precinct Interim Statement. The Statement puts forward the new vision/ strategies and targets for employment growth to support the new metro station. The vision and strategy are to:

- Establish St Leonards/Crows Nest as a 'Health and Education Super Precinct'.
- Provide a varied skyline with increased height and density within a 400m catchment area of St Leonards and Crows Nest Metro stations, especially along Pacific Highway corridor as a key height spine.
- Achieve uplift in some of the underdeveloped lower scale sites.
- Maintain the heritage context/character in the area.

In July 2018, the Department released the Crows Nest Integrated Station Development which indicated a height of up to 27 storeys over the Crows Nest Metro Station (see Figure 11). The advent of the metro station redevelopment will change the profile of Crows Nest.

The existing maximum building height is RL 196m for St Leonards. There is a recently approved development at No. 617-621 Pacific Highway with a maximum height up to RL 263 (50 storeys). It will reposition the height apex of St Leonards Town Centre. There are a number of other proposals seeking significant uplift for the sites along the Pacific Highway corridor, including 100 Christie Street (36 storeys) and 500-520 Pacific Highway (36 storeys).

According to the Interim Statement, Crows Nest will support the growth of St Leonards and establish a stronger Health and Education Precinct. The Opportunities diagrams clearly indicates that the intent of the strategy around this station is to redevelop to achieve uplift in some of the lower scale sites currently underdeveloped along Pacific Highway whilst ensuring that heritage and low scale character areas can maintain their current low scale form.

There is a current planning proposal for the site bounded by Falcon Street to the north, Alexander Street to the east and Pacific Highway to the southwest. The proposal seeks to rezone the land for a maximum 60 storey development (approx. 302m AHD). It provides a major marker to identifies the existing 5-way junction located at the southern end of the existing Crows Nest village centre along Willoughby Road. Whilst it is not known if this height would be supported it is clear that the highway provides an appropriate opportunity to achieve taller development and respond to the role of this intersection.

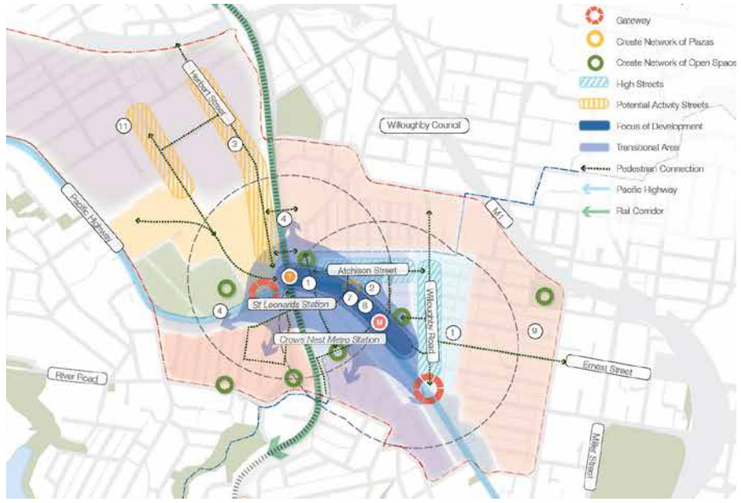

Figure 10. St Leonards and Crows Nest Station Precinct (Extract from St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis).

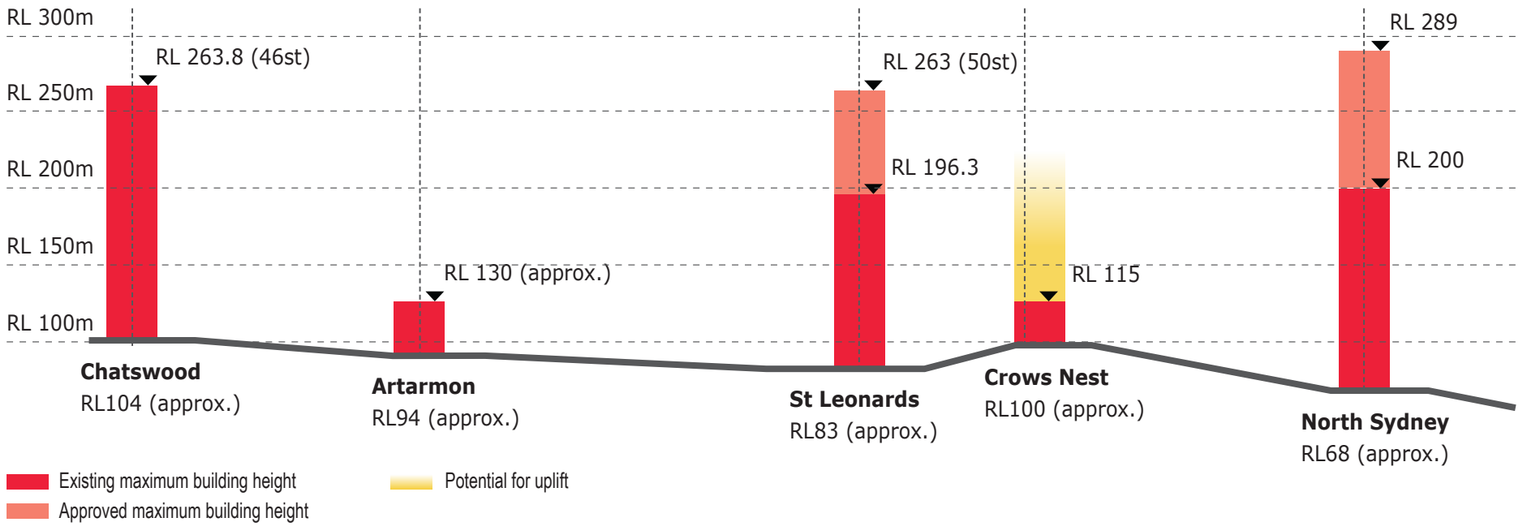

Figure 12. Height study of existing centres

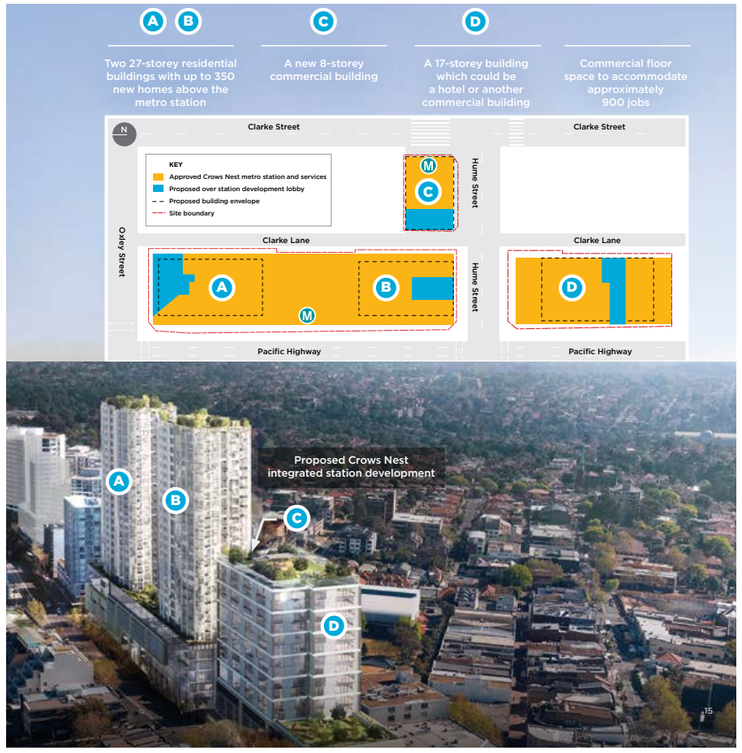

Figure 11. Proposed development over the new metro station (source: Crows Nest Integrated Station Development by DP&E)

2.4 CONSTRAINTS FOR FUTURE DEVELOPMENT

The new Metro Station for North Sydney will clearly influence and change the character and density of the key areas within 400-800m of the station entries. This approach is already evident in the strategy for the new Crows Nest Station.

To understand the site's potential role, we have attempted to understand how North Sydney may evolve to respond to the new Station. The following analysis has assisted our understanding of how density and growth might be distributed within these radii based on constrained sites and heritage/ conservation areas as well as sites that might be unlikely to change in the short to medium term.

The following sieving analysis has been prepared based on GIS information from SIX mapS, Near map, the Department and Council's planning strategies, and the site visits undertaken in August 2017.

Constraints that may limit future development within the new metro station's catchment area (800m) include:

- Heritage and conservation areas.
- Land uses that mean sites are unlikely to be redeveloped.
- Large strata titled properties (16+ owners) which would be long term opportunities (if at all).

A significant portion of the land to the west of Pacific Highway and to the north beyond McLaren St are impacted by the conservation areas and small lot subdivision patterns.

Warringah Fwy (M1), creates a major barrier both visually and in terms of connectivity as it segregates the land to the east from the North Sydney CBD area. This degree of separation means the area to the east has limited utility to absorb additional density. The CBD itself, where development opportunity still exists, will intensify but again many sites are occupied by large existing commercial building stock which has limited opportunity.

Figure 14 & 15 show the sites that are occupied by school/community facilities, recent/strata-titled developments and commercial buildings with limited opportunities to contribute to the future growth of North Sydney, especially additional housing targets. The diagrams suggest that there is a large number of lands are available within the 400-800m circle. There are limited lands remaining available within a 400m catchment area for residential development, mainly along the Pacific Highway corridor and to the west of Warringah Freeway.

Heritage and conservation areas

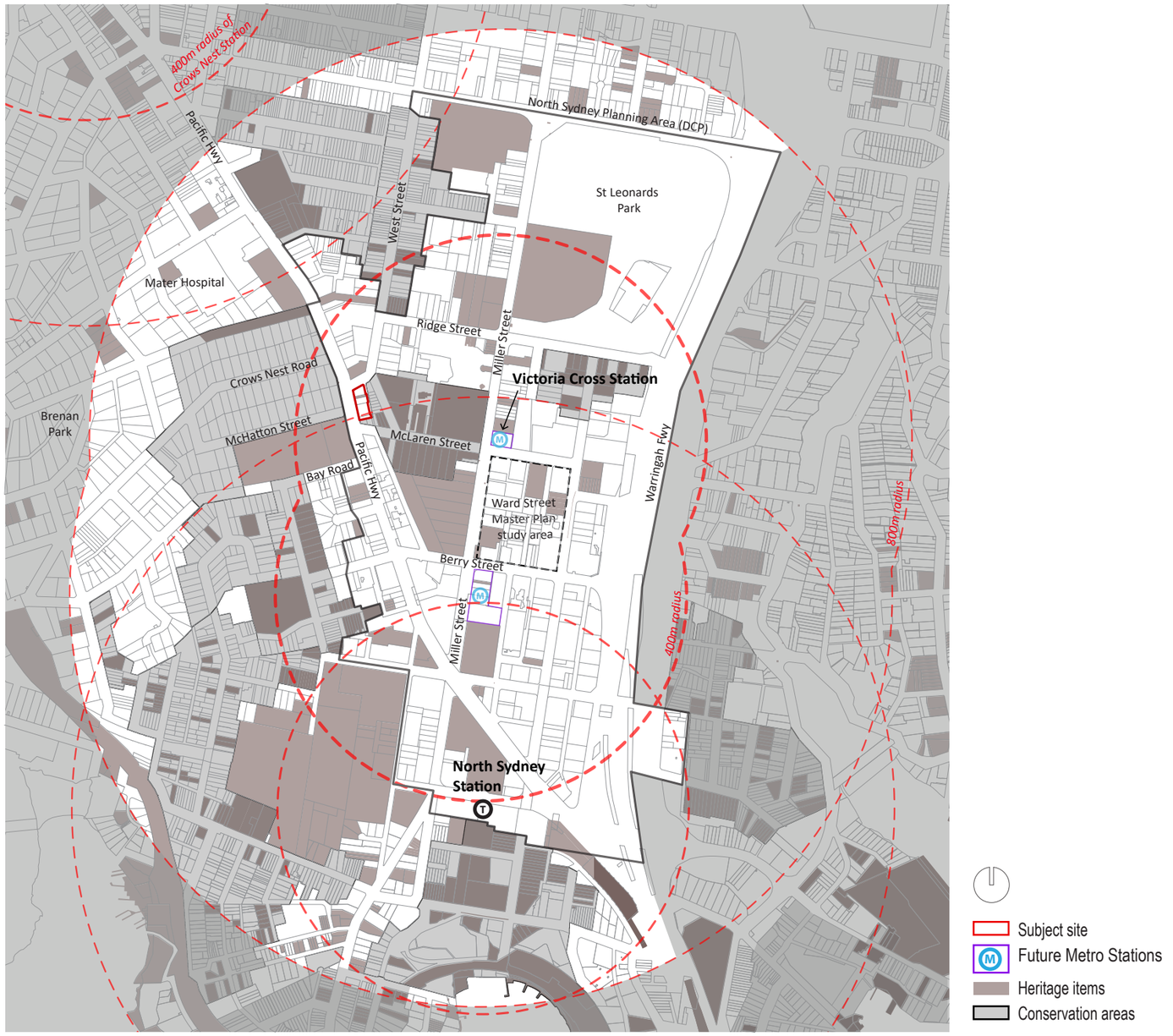

Figure 13. Heritage And Conservation Area

Land uses for sites unlikely to be redeveloped

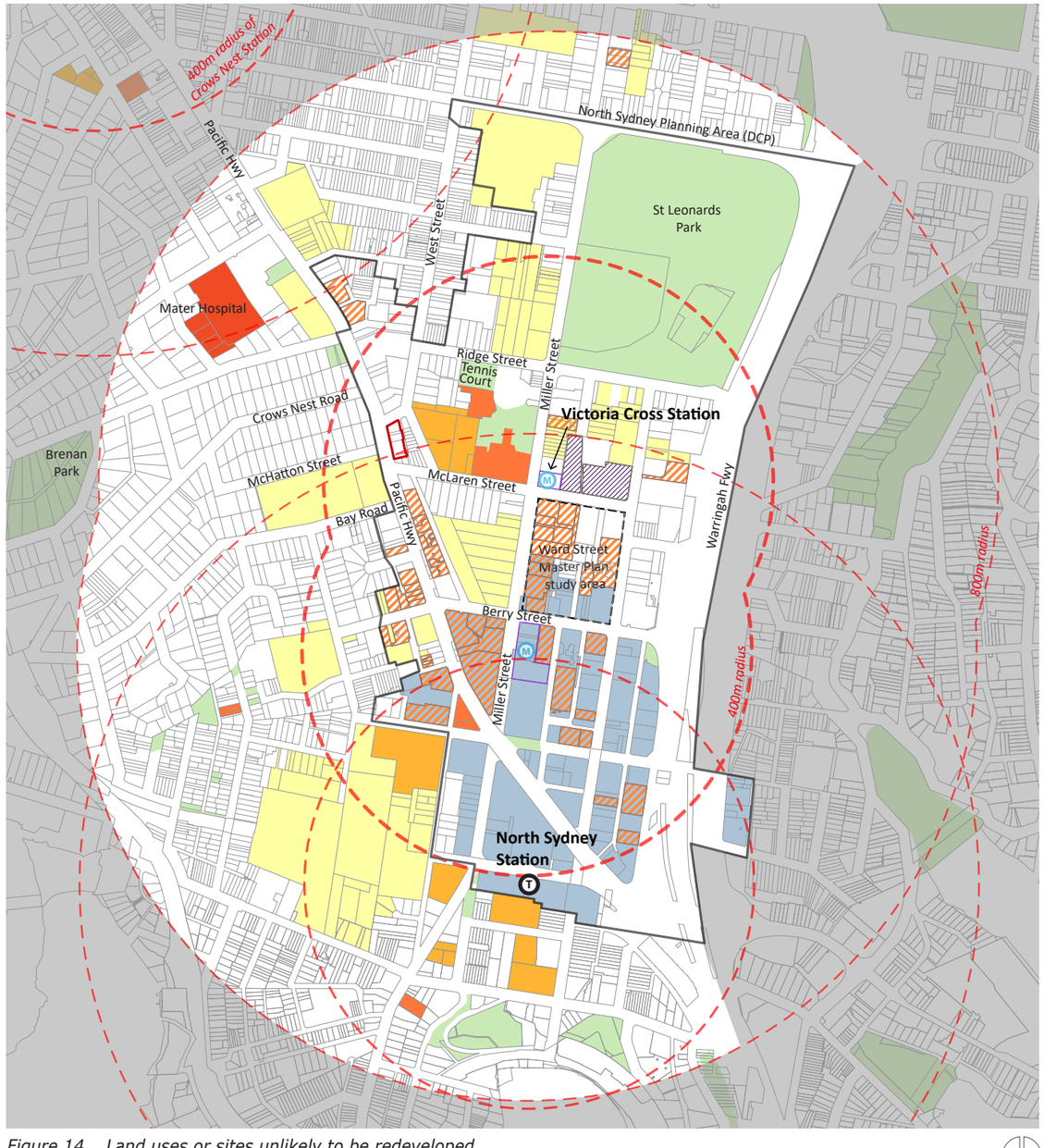

Figure 14. Land uses or sites unlikely to be redeveloped

- Subject site
- Future Metro Stations
- Schools
- Places of public worship
- Community and administration facilities
- Hospitals
- Public open spaces
- Recent developments
- Recent approvals
- Lands zoned B3 - Commercial Core

Large strata titled properties

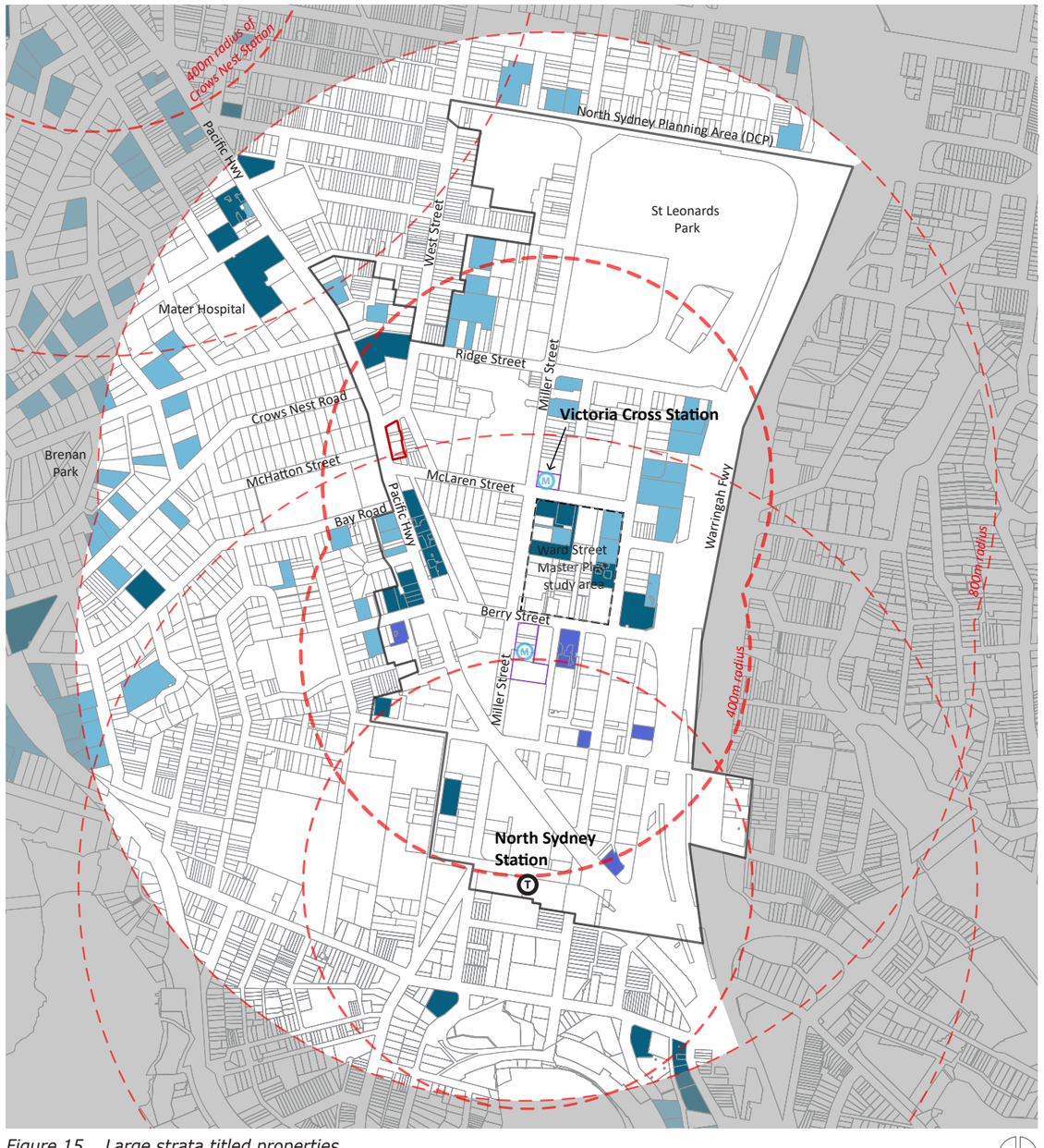

Figure 15. Large strata titled properties

- Subject site
- Future Metro Stations
- Strata titled residential properties (16-50 owners)
- Strata titled residential properties (50+ owners)
- Strata titled commercial properties (50+ owners)

2.5 REALISTIC LOCATIONS FOR FUTURE GROWTH

Combining the various constraints mapping shows the sites available for redevelopment in the short to medium term. The white sites shown below in Figure 16 are the opportunity sites. The mapping shows that to achieve the increased density to support the new station the sites with capacity will need to significantly increase density. They are dotted throughout the area but with a concentration along Pacific Highway and around McLaren and Ridge St.

These available sites are clearly identified in orange on the adjacent map (Figure 17). The greatest intensity based on current urban design thinking should be concentrated on those sites within a 400m walkable catchment with a gradual transition in density and height through the 800m walkable catchment.

With the Crows Nest Strategy, State Government is seeking to reinforce a height spine along Pacific Highway as an approach that allows the lower scale residential areas behind to maintain their current (density, height) character against a backdrop of a high-rise spine in proximity to the major transport routes. A similar approach is possible for the northern portion of North Sydney. There is a cluster of sites available along Pacific Highway and around Ridge St that have the potential to absorb additional density and scale, reinforcing this approach and the existing development spine seen along the remainder of Pacific Highway into the North Sydney CBD.

Figure 16. Combined Constraints

Figure 17. Developable areas

2.6 SHORT TO MEDIUM TERM DEVELOPABLE LANDS

The previous constraints analysis has enabled GMU to spatially identify sites that are available for mixed use redevelopments in the short to medium term based on the GIS information available. GMU considers that mixed use development is likely to be the most suitable redevelopment along major routes such as Pacific Highway. Figure 18 shows the developable sites within the 400m catchment of the future Victoria Cross metro station with short-term potential.

The cirtiera for a short-term classified are:

- Not within a conservation area,
- Older commercial or residential development in private ownership (pre 1980).
- Either not strata titled or very low ownership numbers (under 16 owners)
- Either a reasonable land size or if small lots then under the same ownership, allowing for amalgamation.

Calculations show that based on these sites the total available land area is approximately 41,366 sqm, of which 16,415 sqm is within the Ward Street Precinct area.

The revised North District Plan provides 0-5 years housing supply targets by LGA. It envisages an additional 3,000 new dwellings by 2021 within the North Sydney LGA.

At least 60-80% of the new dwellings should ideally be provided within the 400m walkable catchment of the centres being North Sydney, St Leonards/ Crows Nest, Northbridge, Neutral Bay and Cremorne. This would translate into these centres providing an additional 1,800-2,400 dwellings.

Good urban design practice would suggest that the majority of these dwellings are best located close to heavy rail and the main business centres of North Sydney and St Leonards/Crows Nest.

On that basis GMU considers that the sites identified in the adjacent map should be considered and tested for their potential for greater density.

It is noted that apart from the Ward St precinct (which is already identified for greater density) most of the available sites abut existing low scale conservation areas. This creates a potential tension between the character of these areas and increased density. However GMU notes that one of the strong characteristics of the North Sydney CBD edge is that there is an abrupt scale change from the high rise mixed use and commercial towers to the lower scale residential conservation areas.

The character of Pacific Highway is also created by a significant change in building typology, scale and uses in comparison with the conservation areas. Therefore this juxtaposition of height, density and use, with the lower scale residential character of the conservation area, is part of the North Sydney CBD character. This variation in scale, use and form will be further reinforced through the strategy for St Leonards and Crows Nest.

On this basis GMU considers that these available sites can achieve short-term intensification even if in proximity to the conservation areas.

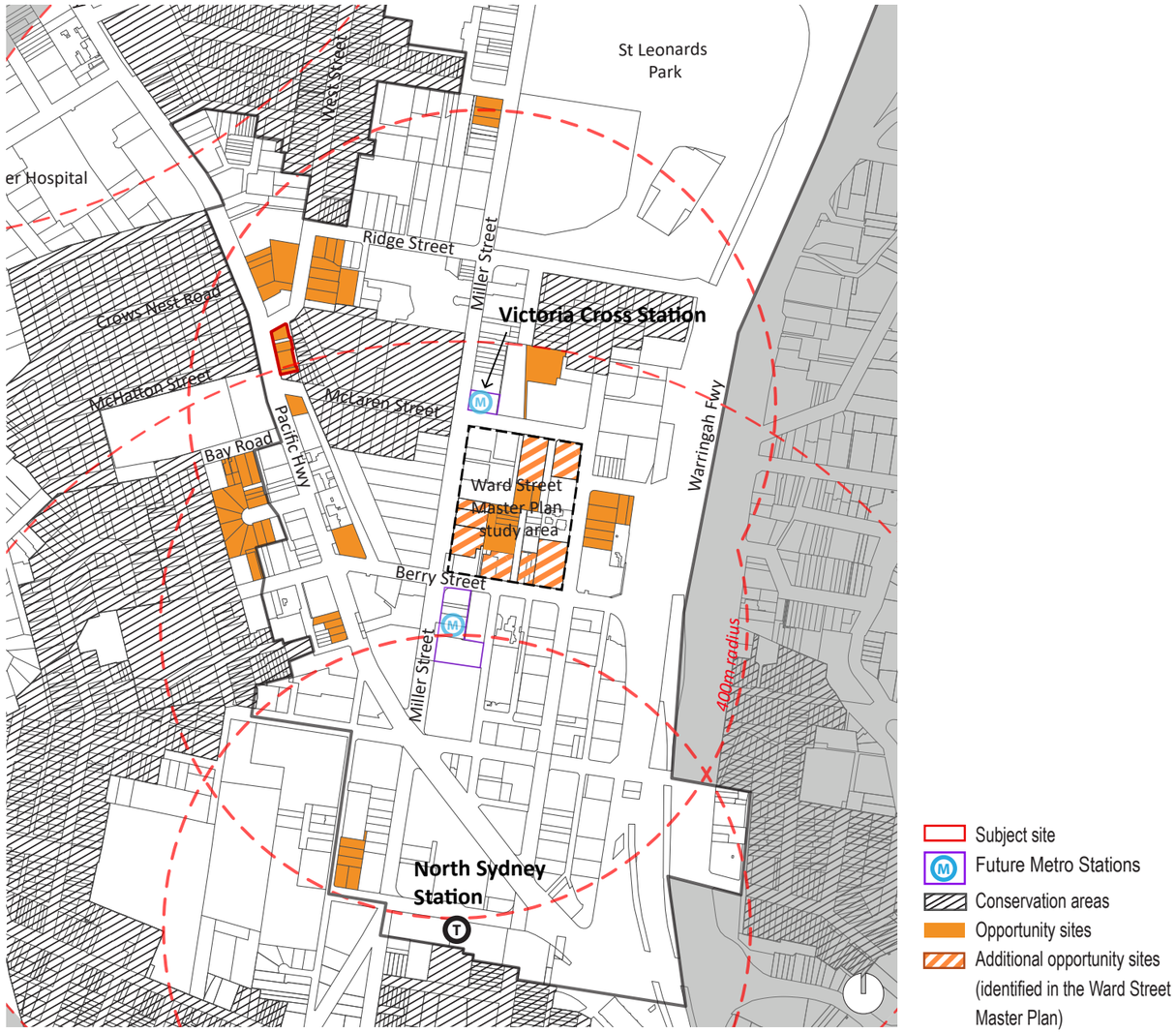

Figure 18. Short term opportunity sites (within 400m walking radius)

2.7 CITY SKYLINE ANALYSIS

In determining how the opportunity sites could develop it is appropriate to consider how the new centres of St Leonards, Crows Nest and North Sydney might develop in terms of their skyline, scale and transition.

The skyline analysis below considers the existing and possible future built form within North Sydney CBD and the St Leonards/Crows Nest Precinct Area. This analysis is based on:

- Existing/approved building heights in the centres.
- Approved height uplift for the North Sydney Centre.
- The identified opportunity uplift zone for the St Leonards/Crows Nest Precinct.
- Recent development proposals.

The elevational study (Figure 19 & 20) shows the potential future skyline when viewed along Pacific Highway and Ridge Street. Given the new Victoria Cross Station, located in the north of the North Sydney Planning Area and the developable land pattern, it is clear that the centres of St Leonards/ Crows Nest and North Sydney will expand towards each other along Pacific Highway and for North Sydney also along Miller Street.

The profiles below show that Pacific Highway has the potential for uplift which will reinforce the centres through a height spine (minimising density impacts), to deliver additional development as part of the centre edge still celebrating a lower scale 'breathing space' between the two centres. The profile identifies that sites within the 400m-800m catchment area have the potential for additional height reducing to a more gradual transition from the centre cores. For North Sydney the existing scale of development along Pacific Highway between Berry St and McLaren St is significantly lower than the core. Counter to the topography, the hills have even lower heights. There is potential for this area to benefit from some uplift, respond to the rising topography and still achieve a sense of transition from the city core out towards the edge of the new Crows Nest Precinct around Myrtle St.

On the basis of this approach, the sites between McLaren St and Ridge St do have the potential for greater height and density.

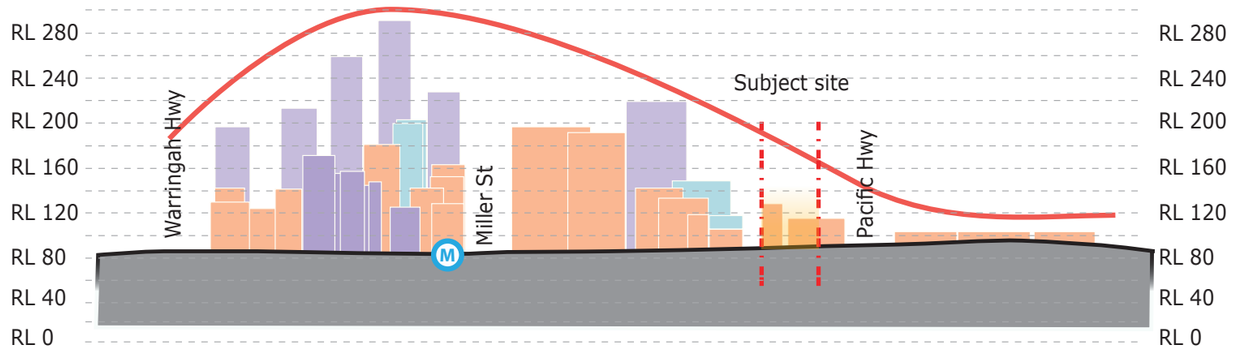

Figure 19. Indicative elevation along Ridge Street

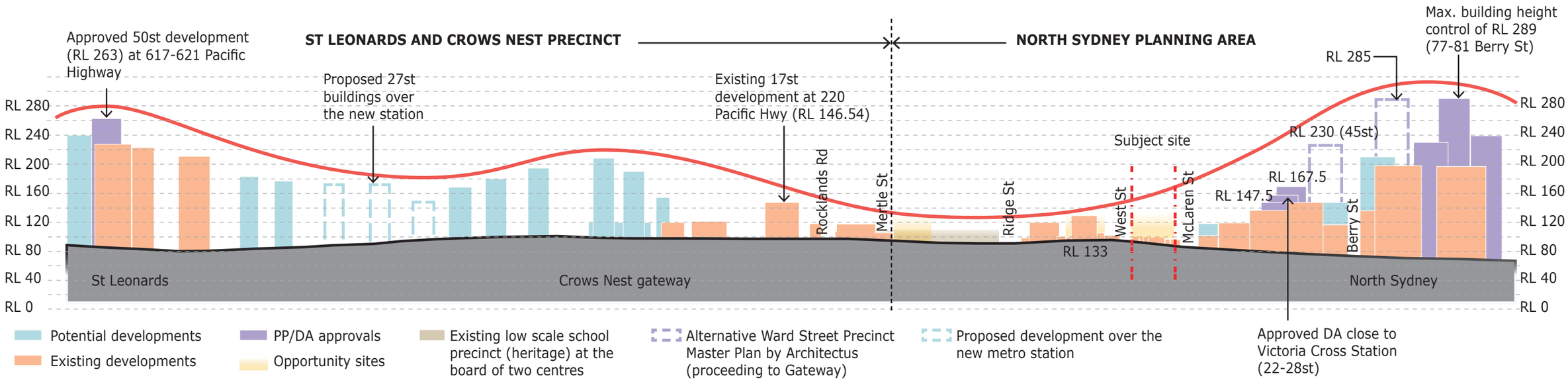

Figure 20. Indicative elevation along Pacific Highway

3. THE SITE AND BUILT FORM STRATEGY

3.1 THE SITE'S CHARACTERISTICS

The comprehensive study of North Sydney's growth potential and future context, together with the projected future growth of St Leonards/Crows Nest Precinct, has informed the growth scenario for North Sydney, especially along Pacific Highway. GMU considers that the subject site, as one of the larger available sites ready for development, has the opportunity to achieve a higher-density development to support the new transport infrastructure and the desired growth of North Sydney as part of the Harbour CBD - a Global Gateway for Sydney.

To understand the potential future built form for the site, the following section discuss the site's characteristis, its immediate context and the opportunities and constraints. The detailed study has informed the design principles and concept options for the site and planning proposal.

The subject site consists of the following allotments with a total area of approximately 1,468.79sqm:

- No. 253 Pacific Highway (SP 16134)
- No. 255-259 Pacific Highway (SP 22870)
- No. 261-263 Pacific Highway (Lot 51 DP 714323)
- No. 265 Pacific Highway (Lot B DP 321904)
- No. 267 Pacific Highway (Lot 10 DP 749576)

The site is occupied by five 2-storey brick buildings with commercial/retail uses. No. 265 Pacific Highway, also known as 'The Cloisters Antique Dealer', is a listed heritage item with local significance. The business is currently closed for operation. The existing vehicle entries are limited to Church Lane, which is a narrow laneway with a general width of 4.5m and 3m to a number of pinch points.

The site has a street frontage of approximately 59.7m to Pacific Highway. It falls in a north-to-south direction by approximately 5m along Pacific Highway and Church Lane.

Figure 21. The subject site (courtesy of PTW)

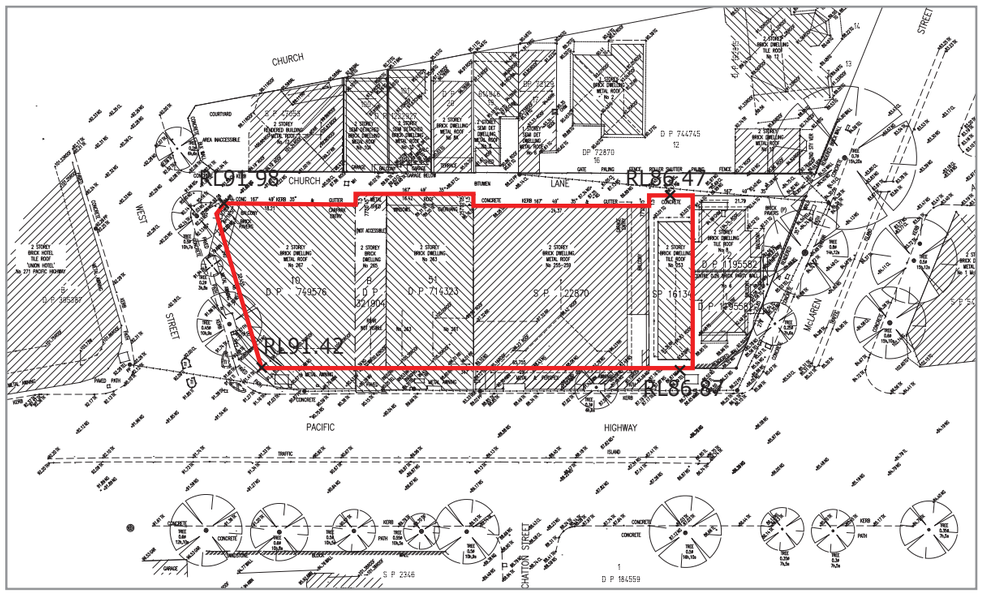

Figure 22. The survey of the site (Source: Linker Surveying)

Heritage hotel and tower development to the north of the site.

Existing heritage development on site.

Existing 2-storey dwelling within the conservation area to the south.

Recent developments with higher density and scale to the south of the site.

Narrow laneway and low scale dwellings with windows facing the site to the east.

Existing school with front playground across Pacific Highway to the west.

Tower development adjacent to low-scale buildings along Angelo Lane.

Recent development showing an abrupt edge to towers relative to low scale developments.

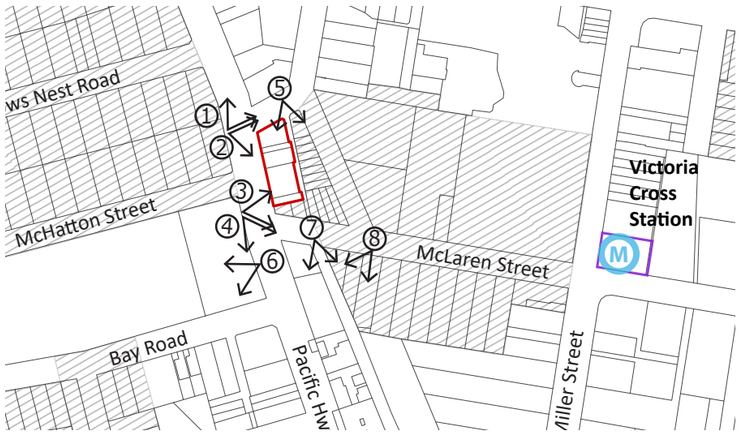

Figure 23. View key location map.

3.2 THE CURRENT PLANNING CONTROLS

GMU has reviewed the current planning controls that apply to the site and its surrounding context in order to understand the current development potential for the site. The permissible controls including zoning, height of buildings, FSR and heritage significance and conservation area status are discussed below:

Zoning

- All the eastern linear blocks along Pacific Highway, including the subject site, are zoned B4 Mixed Use.
- The land adjacent to these blocks further to the east and the other side of Church Lane is zoned R3 Medium Density Residential.
- Areas to the west on the other side of Pacific Highway are zoned R2 Low Density Residential and SP2 - a large school precinct.

Height of building

- The subject site has a permissible height of 10m (equivalent to 3st) which applies across the entire block.
- The adjoining lands to the west and east have an allowable height of 8.5m (equivalent to 2st).
- The block area to the immediate north has a maximum building height control of 13m (equivalent to 4st).
- The blocks along the highway to the south towards the CBD area rise from RL 106m (approx. 21m/6st) to RL 200.

FSR

- No specific FSR control applies to the site or the surrounding areas.
- A minimum commercial FSR of 0.5:1 applies to the site.

Heritage

- The subject site contains a listed heritage item located at No. 265 Pacific Highway.
- The site is flanked by two conservation areas to the east and west including various heritage items.

GMU's overview of the planning instruments shows that the site and the block in which it is contained was seen as the low scale end of the North Sydney centre and part of the low scale area between Crows Nest and North Sydney CBD. However, the advent of the new rail station an the need for greater concentration of jobs and housing for North Sydney, Crows Nest and St Leonards means that any low scale transitional areas should ideally occur outside of the 400m or even the 800m radii around the stations. Therefore, the subject block and available sites outside of the conservation areas need to contribute that intensification to support the infrastructure investment and creation of walkable centres.

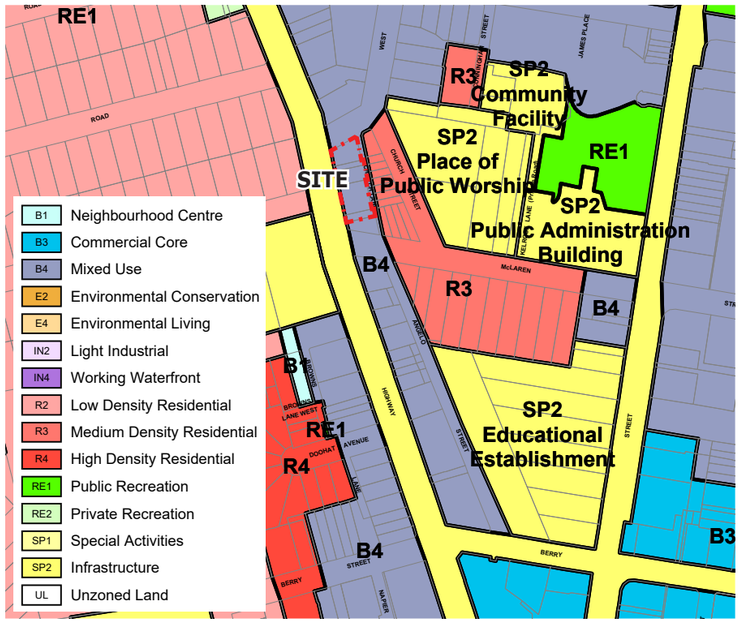

Figure 24. Zoning map (source: North Sydney Council).

Figure 25. Height of building map (source: North Sydney Council).

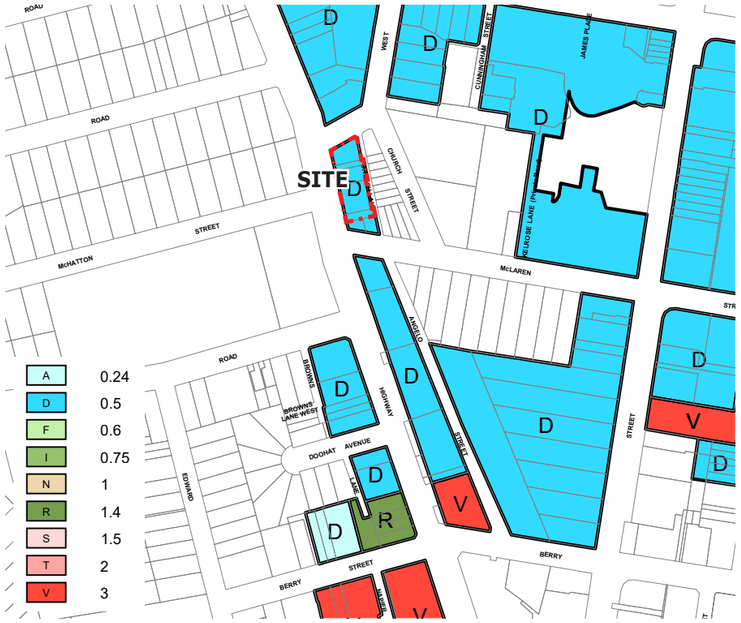

Figure 26. Non- Residential FSR map (source: North Sydney Council).

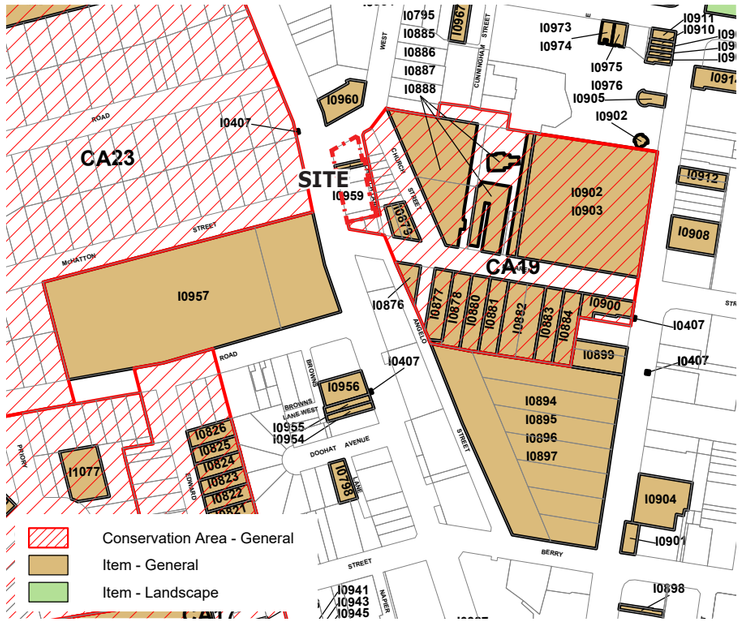

Figure 27. Heritage map (source: North Sydney Council).

3.3 THE CURRENT DCP CONTROLS

The site is located to the southern end of Eden Neighbourhood Precinct, adjoining the Central Business District to the north.

The existing streetscape is charasticrised by zero lot boundary setbacks to greater separation to image along the Pacific Highway, irregular planting of street trees and shrubs as well as wide fully paved footpaths. The area currently has a high level of accessibility to high frequency bus services along the Pacific Highway.

The North Sydney DCP 2013 envisaged the following future character for this area:

- Diverse range of activities including residential, public services, commercial and retail.
- A variety of different sized nonresidential spaces.

The DCP also outlines a number of desired built form characteristics for any development along Pacific Highway and with an interface with Church Lane. They are:

- A variety of building heights in the mixed use area with the average height being 4 storeys.
- Buildings adjacent to conservation areas transition in height to match building height in conservation areas.
- A podium of 4 storeys to Pacific Highway and West Street with a weighted setback of 3m above the podium.
- A podium of 3 storeys to Church Lane with a setback of 1.5m above the podium.
- Building form emphasises on quality mixed use design to complement heritage items.
- Form, scale and massing reflects surrounding development to provide visual interest through a range of detailing.
- Ground floor commercial/retail uses to provide activity and interest along Pacific Highway.
- Mixed use development complements lower scale residential development in adjoining conservation areas.

In principle even with intensification of this area, the streetscape and podium of any built form can achieve the majority of the desired built form character elements, with a sympathetic response to the conservation area and heritage items. However, we consider that the nominated building height (average 4 storeys) is no longer appropriate given the changing character and redevelopment along the Pacific Highway and the significant transport investment in North Sydney. Based on our earlier analysis, there are limited sites within a 400m catchment of the new metro station which are able to provide short to medium (and even long) term growth to complement the desired T.O.D. A new height should be considered to encourage revitalisation of the area and to support the North Sydney CBD.

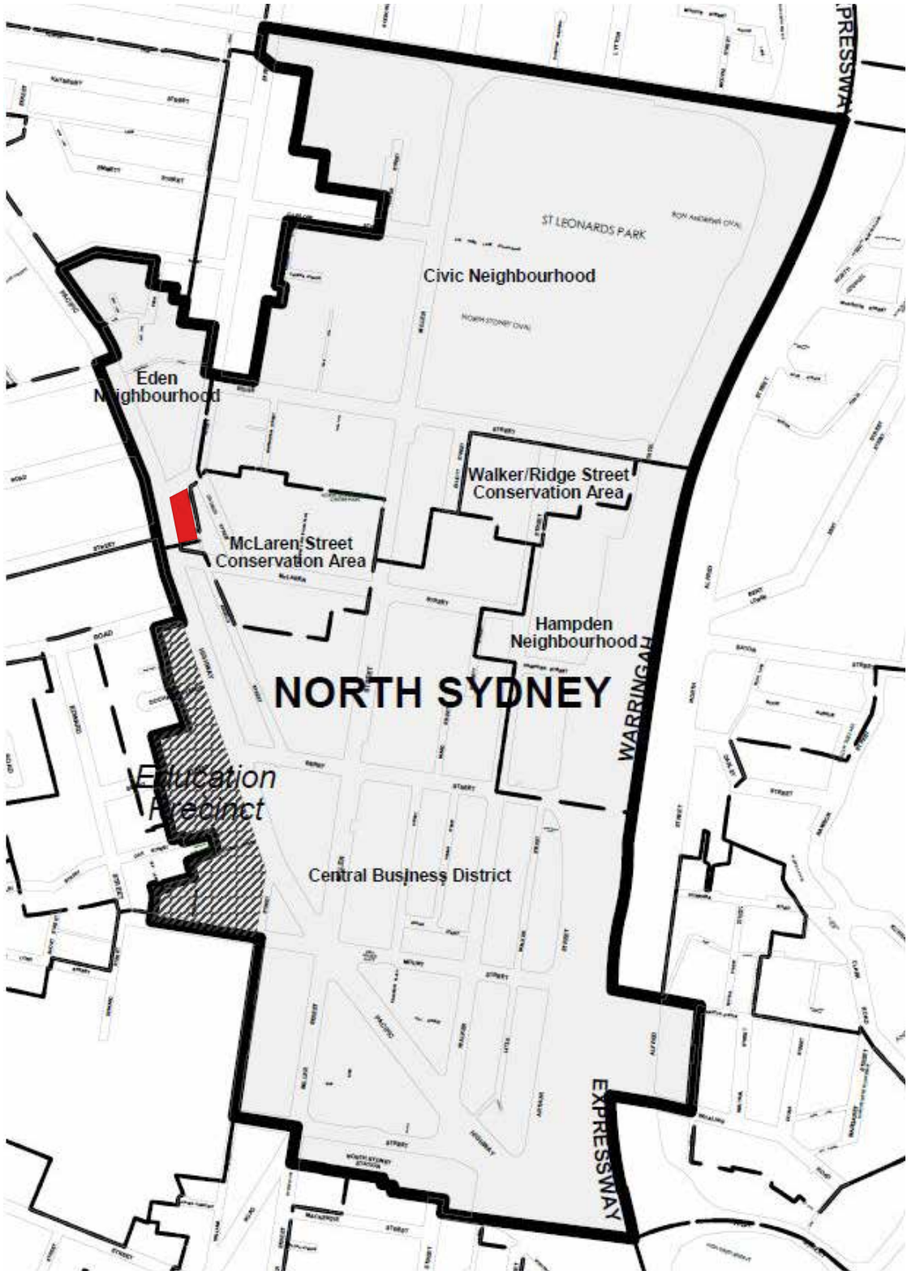

Figure 28. Heritage map (source: North Sydney Council).

3.4 CONNECTIVITY

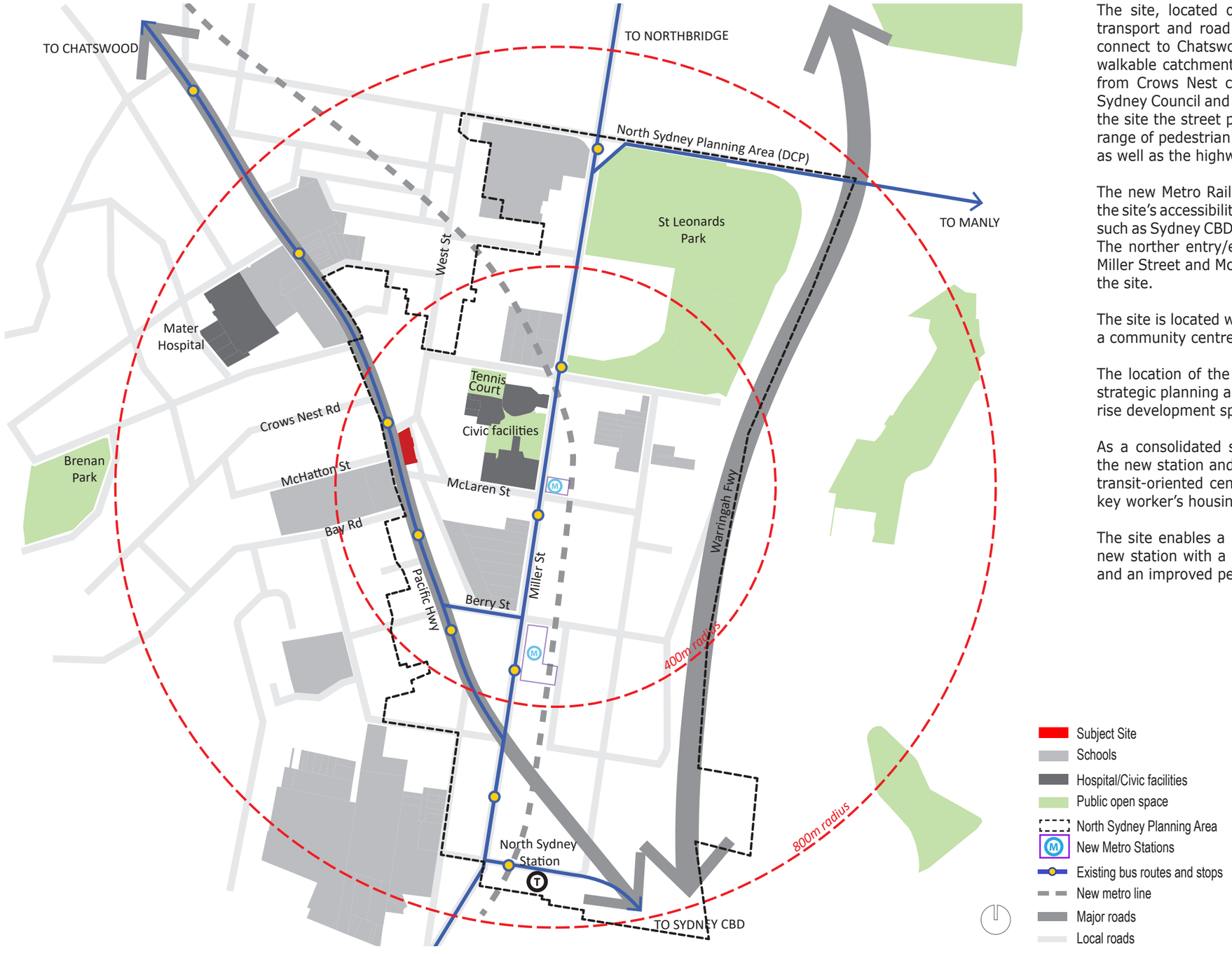

Figure 29. Connectivity (source: GMU).

The site, located on Pacific Highway, is well connected to local public transport and road infrastructure. There are regular bus services which connect to Chatswood and the Sydney CBD. The site is within an 800m walkable catchment of the existing station at North Sydney and is 800m from Crows Nest centre, 400m from Mater Hospital, 300m from North Sydney Council and 80m from North Sydney Demonstration School. Around the site the street pattern is an interconnected grid system which offers a range of pedestrian and vehicular routes to North Sydney and St Leonards as well as the highway itself to supplement public transport.

The new Metro Rail (currently under construction) will further strengthen the site's accessibility and connectivity from/to surrounding key destinations such as Sydney CBD, Barangaroo, Macquarie Park and Macquaire University. The norther entry/exit of Victoria Cross Station is proposed at corner of Miller Street and McLaren Street, approximately 260m (2min walk) east of the site.

The site is located within short distance to a number of other facilities such a community centre, Station Library and St Leonards Park.

The location of the subject site enables it to play an integral part in the strategic planning and future growth of North Sydney and the existing high rise development spin along Pacific Highway.

As a consolidated site comprising most of a block in close proximity to the new station and the CBD area, the site can contribute to the intended transit-oriented centre by providing a variety of housing choices such as key worker's housing, start-up business opportunities and jobs.

The site enables a holistic approach to provide intensification around the new station with a sympathetic response to the existing heritage context and an improved pedestrian environment.

3.5 HERITAGE CONTEXT AND CONSERVATION AREAS

The site is located between 2 separate conservation areas - McLaren Street (to the south and south-east) and Crows Nest (to the north-west) and amongst a number of heritage items in the vicinity.

According to the Statement of Heritage Impact report prepared by NBRS Architecture Heritage, the Crows Nest Conservation Area, segarated by Pacific Highway to the north-west, is mainly characterised by 1-2 storey residential dwellings with gardens and street trees contributing to the quality of the area. McLaren Street Conservation Area has more diversified building character (1-3 storeys) including Church and Council buildings and some residential dwellings to the eastern side of Church Lane and southern side of McLaren Street. No. 6-8 McLaren Street (2-storey), located at the western end of conservation area where McLaren Street meets Pacific Highway, is a contributory item adjacent to the south of the site.

There are a number of heritage items in the vicinity, such as Union Hotel to the north (2-storey), North Sydney Demonstration School to the west, and the McLaren Street Group (a group of 1-2 storey Federation style dwellings) to the south-east. Given the site's location within the significant heritage context, it is important to provide a sympathetic design response to reinforce the predominent character of the heritage streetscape and the low-scale built form.

The Cloisters Antiques (No. 265 Pacific Highway) on site is a heritage listed item in the Victoria Free Gothic style. It is considered as a prominent element on the present streetscape. The subject development attempts to retain the original building with demolison of the late extension with low heritage value.

Views along McLaren Street are characterised by mature trees and the lower scale heritage items. There is an opportunity for the site to reinforce this low-scale visual corridor by setting back the potential tower development away from the conservation area.

It is also noted that views from McLaren Street to the south, south west and south east are characterised by recent tower development as a backdrop to the lower-scale heritage context. These tower developments to the south of the site along Pacific Highway with rear access from Angelo Street (approx. 9m wide) establish an abrupt edge relative to low scale conservation area and heritage items. They have their podium built to the boundary with residential units on lower podium level facing the institutional development on the other side of the lane. A brief study of the interface of recent high-rise developments to conservation/heritage areas in North Sydney shows the following main characteristics:

- Adaptive reuse of heritage items with a modern interpretation.
- Sudden scale transition between the new high-rise mixed use development and conservation areas adjacent.
- Recent development doesn't provide required ADG separation distances to existing residentail/heritage areas.

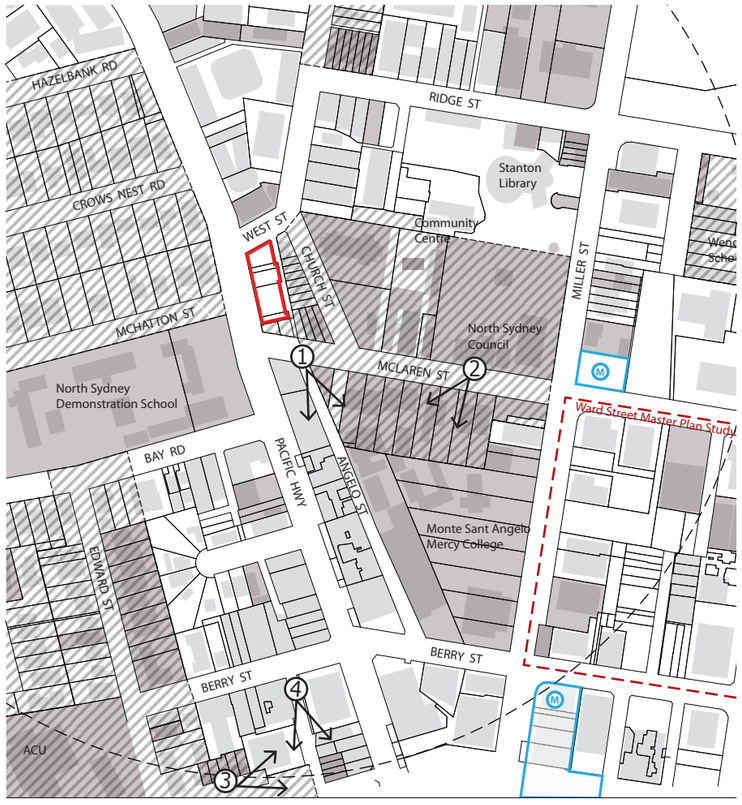

Figure 30. Existing building heights (source: GMU).

Recent tower developments along Angelo St.

Recent tower development viewed from McLaren Street Conservation Area.

Existing tower developments along Oak Street with an interface to a conservation area.

Adaptive reuse of hertiage buildings with tower developments as a back

3.6 BUILDING HEIGHTS AND POTENTIAL DEVELOPMENT SCENARIOS FOR THE SITE

Figure 31. Existing building heights (source: GMU).

To understand the existing and evolving character of the North Sydney area, GMU has studied the existing and recently approved building heights within the area.

Figure 31 shows that there is an established height spine along the Pacific Highway Corridor. The Northpoint Tower is currently the apex of the centre with a height of 37 storeys (RL 196.78). The height spine then transitions down towards the north to Ridge Street, achieving 10 storeys in height.

In 2017, North Sydney Council lodged a Planning Proposal to implement the North Sydney CBD Capacity and Land Use Strategy and this has proceeded to Gateway. The Strategy aims to create opportunities for further intensifiation around the new Victoria Cross Metro Station and along Miller Street. It increases the permissible height of No. 77-81 Berry Street from RL 185 to RL 289 (an extra 104m), which will shift the new apex of the centre towards the new Metro Station.

There is a recently approved DA development for No. 168 Walker Street with an increased height of up to 28 storeys (RL 167.46) to the immediate east of the northern entry of Victoria Cross Station. The approved FSR is 9.5:1 with a non-commercial FSR of approx. 0.51:1.

The street block to the south of the site is occupied by a number of recent large tower developments of 11 to 20 storeys, forming a 'wall' of development immediately adjacent to the McLaren Street Conservation Area and Monte Sant Angelo Mercy Colledge - a large heritage precinct (see Figure 31). The existing total FSR's of these buildings range between 7.23-10.48:1 and a non-residential FSR of 0.55-1.7:1.

These block form developments, with greater heights, create a sudden scale transition between the current development and the lower-scale (2-3 storeys) heritage developments to the east. This pattern can also be seen within the context area, e.g. tower developments around Berry Street with a significant scale change to the existing traditional fine-grain dwellings.

The above analysis shows that North Sydney is undergoing a significant uplift in recognition of the new Metro Station. Its skyline profile will be changed given the shift of the height emphasis towards the north of the CBD expanding to McLaren Street. It is also noted that one of the strong characteristics of the North Sydney CBD edge is that there is an abrupt scale change from the recent high-rise mixed-use and commercial towers to the lower scale conservation areas.

The sieving analysis concludes that apart from the Ward Street Precinct, the only available sites with a short-term development opportunity are mainly along the Pacific Highway corridor in proximity to conservation areas.

The subject site, as one of the key available sites within a 300 catchment area of the new station and on Pacific Highway, is an ideal place for uplift to complement the new infrastructure investment and reinforce the existing height spine between North Sydney and St Leonards/Crows Nest. There is also an opportunity for the site to explore a tower form given the established built form character within the CBD area.

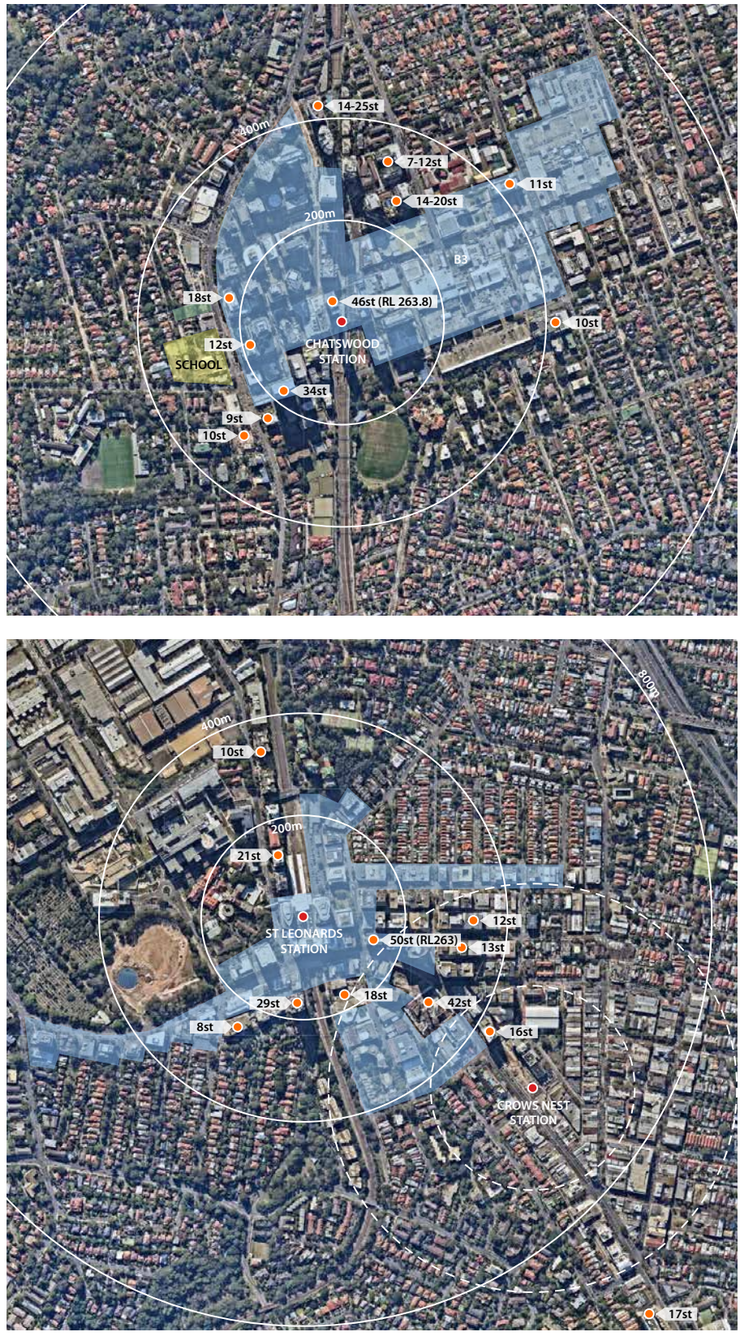

Figure 32. Existing development around the Chatswood (top) and St Leonards (bottom) stations.

The site is located within a 200-400m walking catchment area to the Victoria Cross station. The existing developments within a similar distance range to the station are 10-24 storeys.

A brief study of building heights in St Leonards and Chatswood also reveals that the current development within a 200-400m walking catchment area achieves a height range of 7-20 storeys in Chatswood and 8-42 storeys around St Leonards station.

Therefore, it is considered appropriate for the subject site to explore a comparable height between 10-20 storeys.

Based on the above, GMU has considered 2 potential height scenarios for the subject site in response to the existing context along Pacific Highway and the potential future context around the station.

Scenario 1 - Block form with a max. height of 13st

This scenario explores the potential of the site in response to the existing building heights along Pacific Highway as well as the sloping topography. Figure 30 below suggests that the site can achieve a similar height of RL 135m (equivalent to approx. 13 storeys).

The existing developments to the immediate south of the subject site establish a 'wall' of development on Pacific Highway and to the conservation area to the east. It is considered acceptable that the site can be developed in a similar block form responding to the existing streetscape.

Scenario 2 - Tower form with a max. height of 19st

This scenario explores the potential of the site in response to the desired future skyline from the new apex of the centre. According to the projected skyline, the site can achieve a similar height of RL 147.5m or slightly higher (equivalent to approx. 18-19 storeys).

The majority of recent developments within the centre area are in a podium and tower form, which create elegant silhouettes and punctuation into the skyline. It is GMU's opinion that a development with this potential height, it will be better to consider a elegant tower form instead of the block form. This is to avoid potential adverse impact to the conservation area to the east of the subject site.

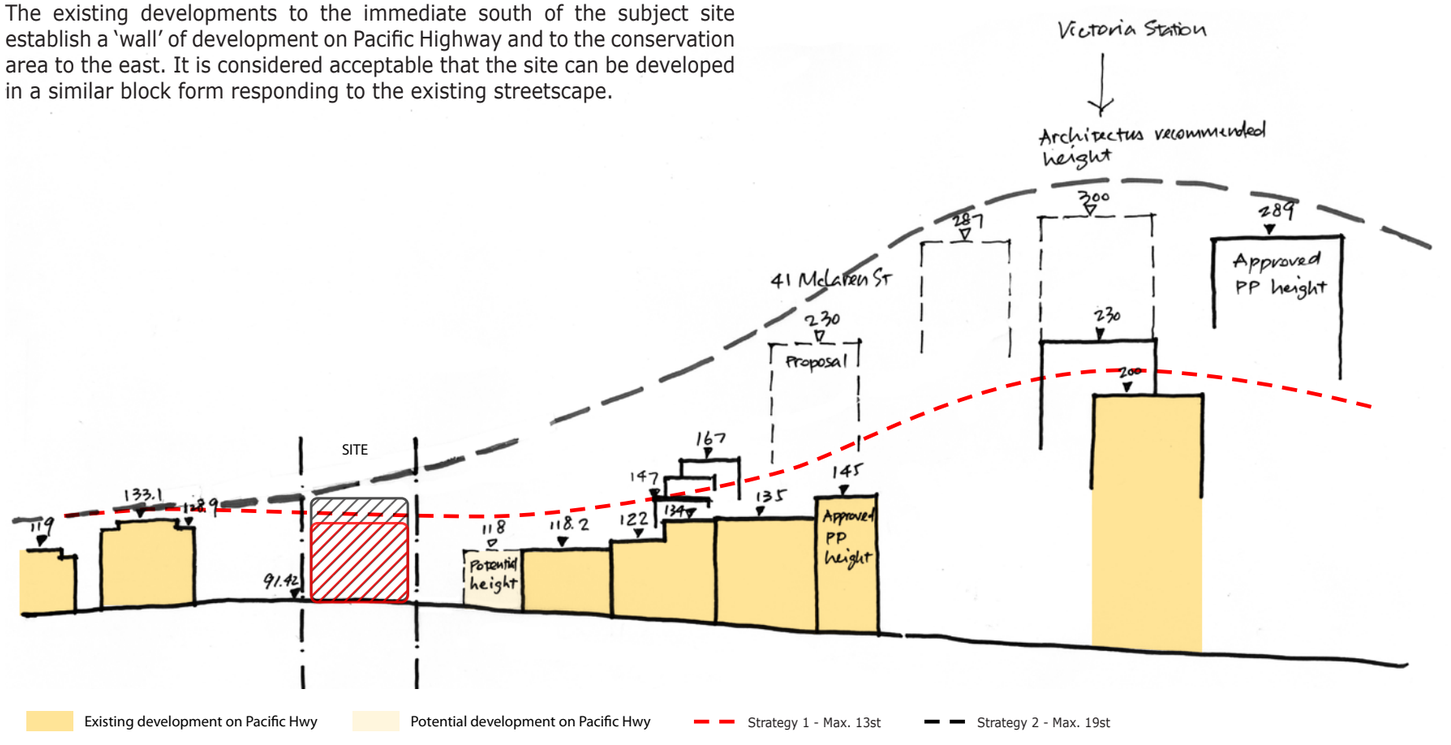

Figure 33. Potential height scenarios

3.7 SITE CONSTRAINTS

GMU has conducted a detailed analysis of the site's constraints and opportunities to understand the potential future built form and any potential impacts.

The site constraints are:

- The site depth limits the built form outcomes and constraints options for a basement car park.
- Proximity to Crows Nest Road Conservation Area (west) and McLaren Street Conservation Area (east and south).
- Proximity to a number heritage items including North Sydney Demonstration School with a front playground to the southwest (2-3st).
- The listed heritage item (No. 265 Pacific Highway) on site requires integration that supports its significance within the design response.
- The existing low-scale fine-grain residential dwellings with windows, balconies and backyards facing the laneway to the east. The future interface with these dwellings requires a careful design response.
- Potential overshadowing impacts to the south, particularly school play grounds.
- Existing dwellings/buildings with solar panels installed on the rooftop. Any future development on site should ensure sufficient solar access is maintained to these properties.
- Vehicle access from Pacific Highway is restricted.
- Church Lane is a narrow lane (3-4.5m) to the east. It creates access issues for neighbouring dwellings already, widening the laneway will assist manoeuvring as well as enabling access to the site from the laneway.
- Noise generated by existing traffic along Pacific Highway.

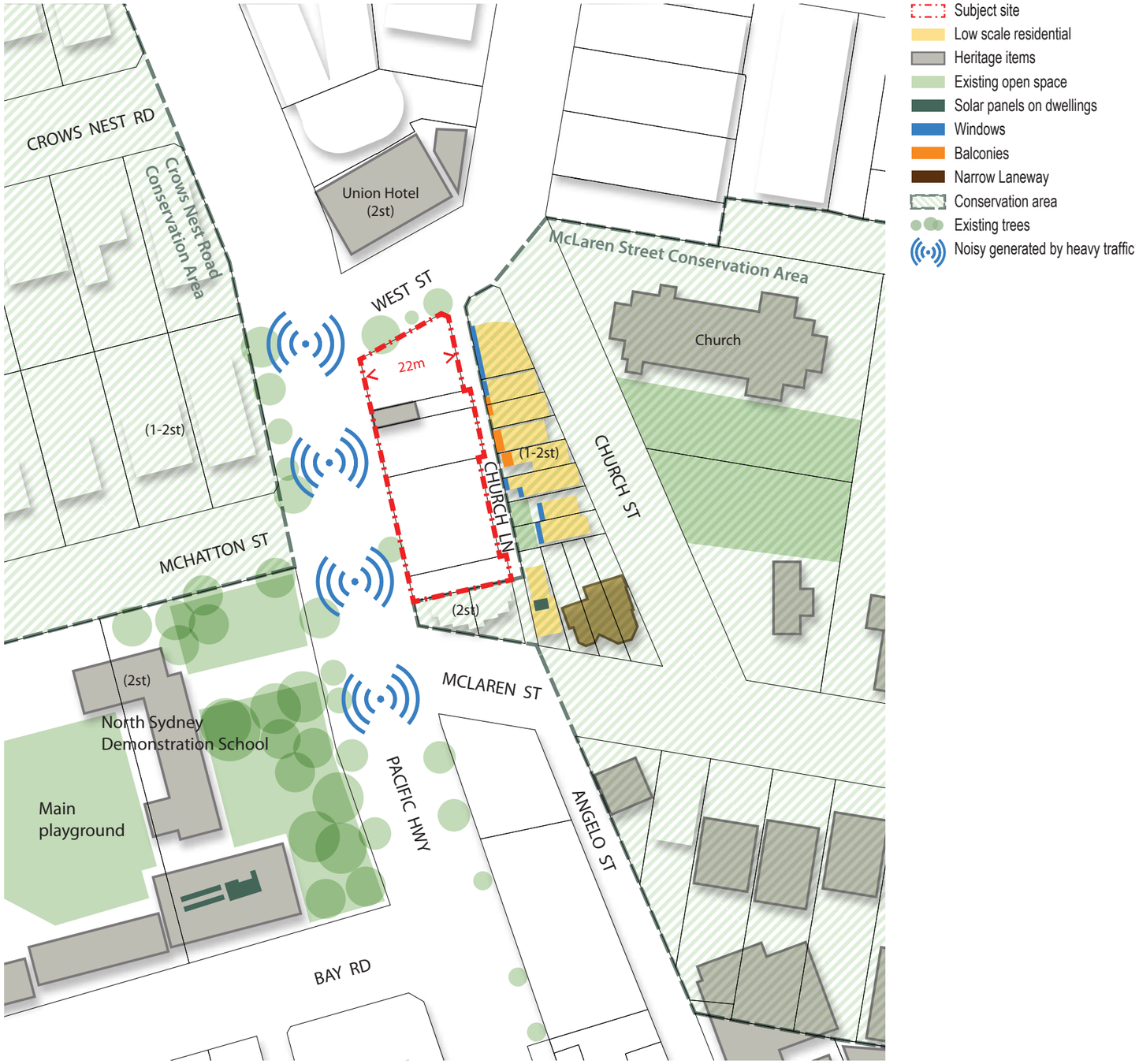

Figure 34. Site Constraints (source: GMU).

3.8 SITE OPPORTUNITIES AND DESIGN PRINCIPLES

The site is located on Pacific Highway and is directly to the north of North Sydney CBD. As analysed in the previous charter, the site is one of the few key available sites which have opportunity to contribute to as well as to support sustainable growth of the future North Sydney area.

To ensure the proposed development contributes to the locality in accordance with the changing character and re-development of the area, GMU have studied the local context and recognised a number of opportunities for the subject site. Key opportunities are:

- Close proximity to local attractions, schools, bus stops and Victoria Cross Station, and local centres i.e. Crows Nest and North Sydney.
- Good connectivity through the local and regional road network.
- Location on Pacific Highway, a major transport corridor and the existing height spine extending between North Sydney CBD and St Leonards and Crows Nest Precinct, celebrating the key collector road with a different scale to areas behind the highway.
- Good exposure when approached on Pacific Highway.

The site's characteristics and location offers the following opportunities for the re-development of the site to:

- Provide a mixed-use development including commercial, retail and a mix of contemporary housing choices in close proximity to amenities and job hubs.
- Provide improved active frontages and extended night time activity to Pacific Highway.
- Provide much needed community facilities/services and/or affordable housing on site.
- Accommodate increased height along the highway spine to support the T.O.D development and the desired city skyline and reduce pressure on other low scale areas close to the new station.
- Provide lower-scale street wall height in response to the heritage context.
- Adaptive reuse and integration of the listed heritage item on site into the new development.
- Provide improved amenity for residents on site and neighbours through laneway widening of up to 6m with an additional 3m setback to the upper tower levels.
- Provide a sympathetic built form response to enhance the visual corridor between McLaren Street and Crows Nest Street Conservations Areas.
- Enhance the streetscape character of Pacific Highway with new street planting.

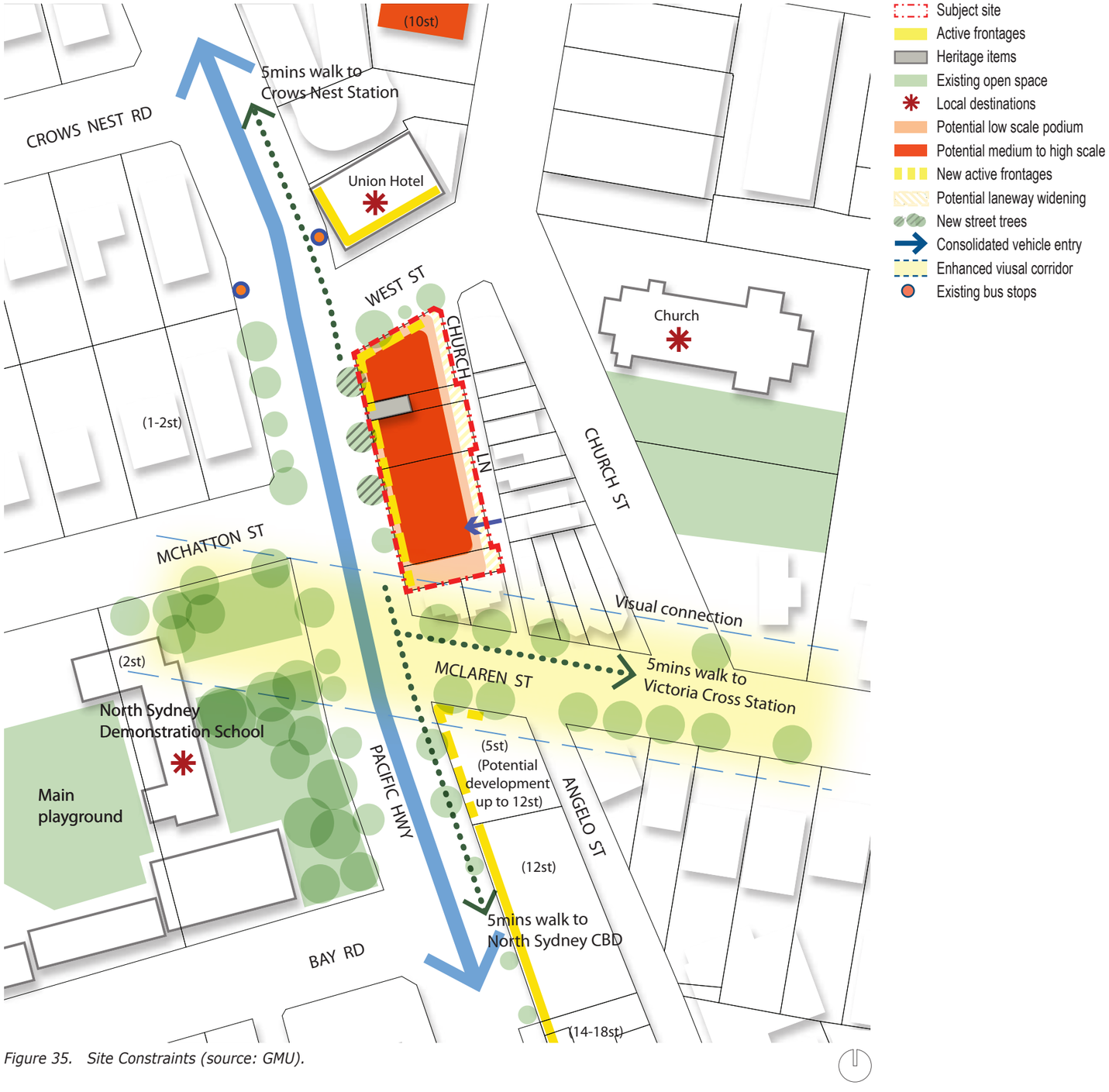

Figure 35. Site Constraints (source: GMU).

3.9 PRELIMINARY CONCEPT OPTIONS

As discussed in the previous sections, the detailed analysis of the evolving character within the area and an understanding of the site's constraints and opportunities has informed the potential height scenarios and design principles for the site.

Based on the parameters and guidance established by the design principles, GMU and the project team, developed 2 built form options for consideration.

Option 1 - Block form

This option explores a block form with a maximum height of up to 13 storeys. The proposed built form aims to locate higher element to the north with a scale transition to the conservation area along McLaren Street.

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 surrounding heritage context.
- The proposed height is less confronting to the laneway and lower scale development to the east.
- Laneway widening to 6m.

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.

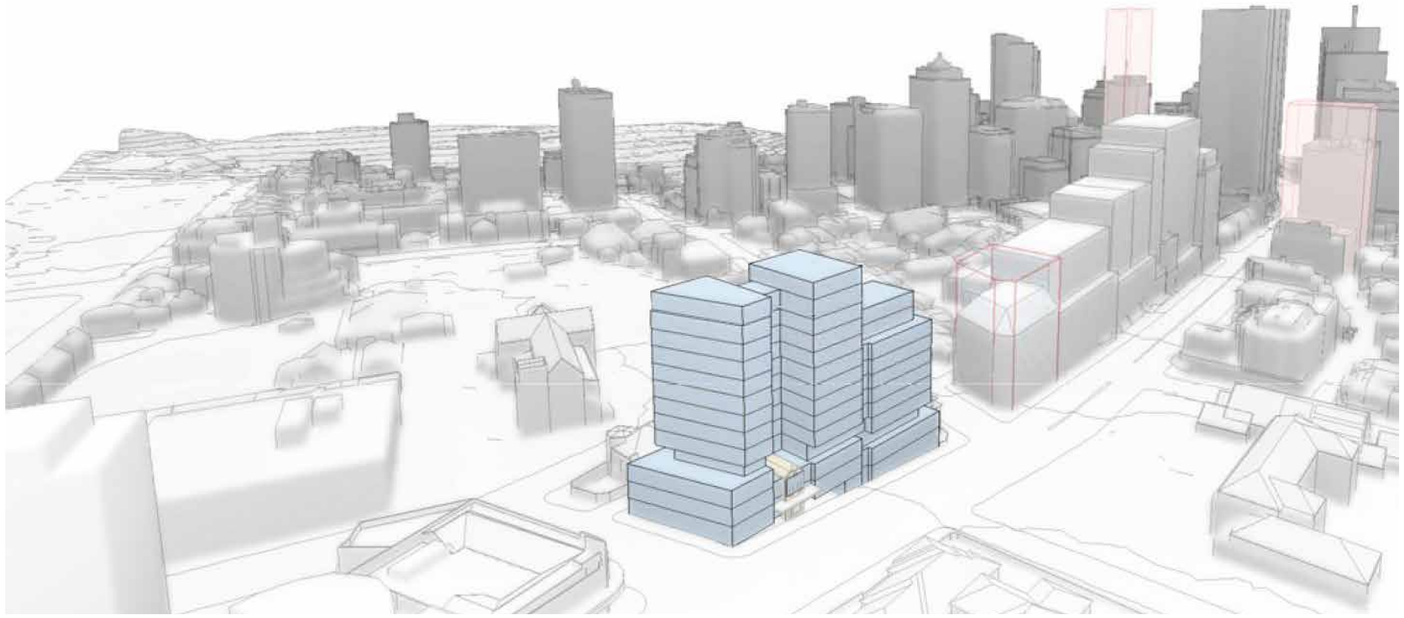

Figure 36. Bird's eye view of Option 1 due south above Pacific Highway (source: PTW).

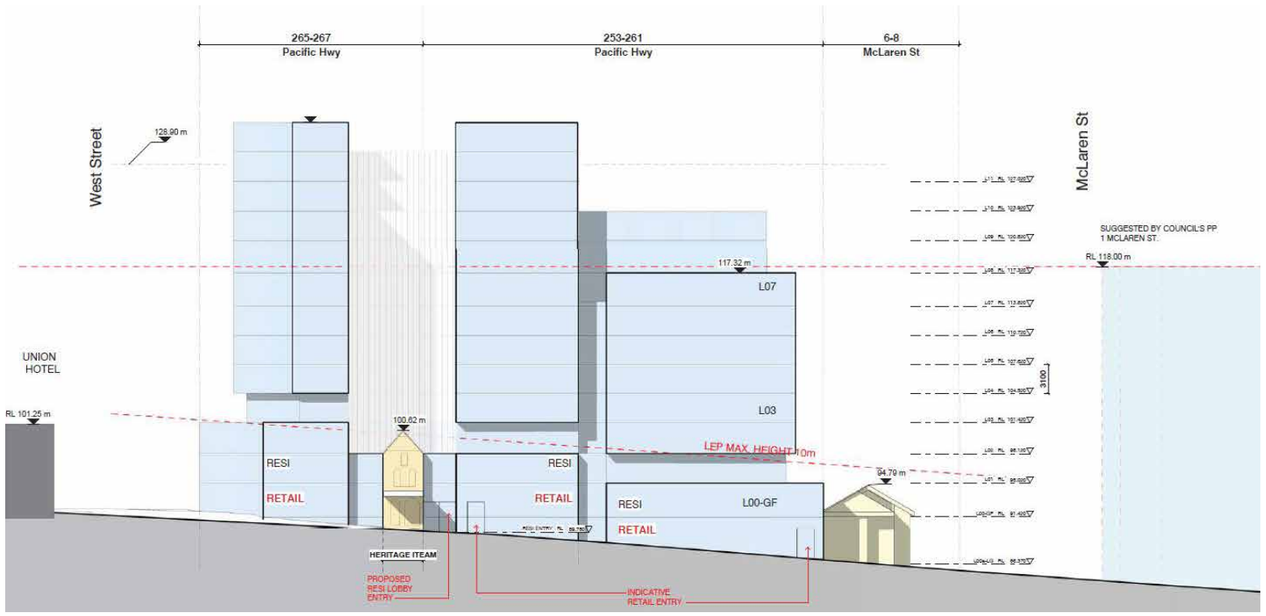

Figure 37. Option 1 - Elevation along Pacific Highway - Option 1 (Adapted from the elevation plan prepared by PTW).

Option 2 - Podium and tower form

This option aims to achieve an elegant tower form in response to a wider urban context to the south and south-east. The proposed height is up to 19 storeys. The proposed development will have a tower form placed towards the southern end with a large setback to the conservation area along McLaren Street and a lower scale built form in response to the heritage item on site and to the north. It tries to achieve a balanced built form with a fast-moving shadow for the area to the south.

Pros

- A clear and balanced tower and podium form.
- Intensity concentrated into a slender tower.
- Identified low-scale street wall height provides a sympathetic response to the heritage context.
- Lower scale response to heritage items with an increased setback to the tower and lower built form around heritage item.
- Widened and enhanced visual corridor between 2 conservation areas along Pacific Highway.
- Laneway widening to 6m.

Cons

- Potential increase in length of overshadowing.
- Greater height to part of the laneway.

Preferred built form option

With Option 1, the subject development could create a wall of development to the properties to the south and along Pacific Highway. The density and height are concentrated around the heritage shop on site whilst more consistent with the existing development form along the highway. The impact of the bulk of Option 1 is greater. The potential lift core in close proximity to the heritage item means that it may require excavation under the heritage building during the construction phase which is not considered a best practice to retain the heritage building.

Given the new metro station and the changing context, we consider that it is an appropriate design approach for the site to respond to the future context. A response to only the current status presents a missed opportunity for the site in light of the major transport investment. A slender tower form with increased setbacks to the conservation area and lower scale form to heritage items presents a balanced and sustainable approach responding to the need to growth this corridor whilst responding to the current and future context. The tower is distinctly separated from the heritage item which is considered a visually less dominated form to the heritage item and reduce the length of the site with a taller marker.

Therefore, Option 2 has been selected as the preferred concept plan for further development and testing.

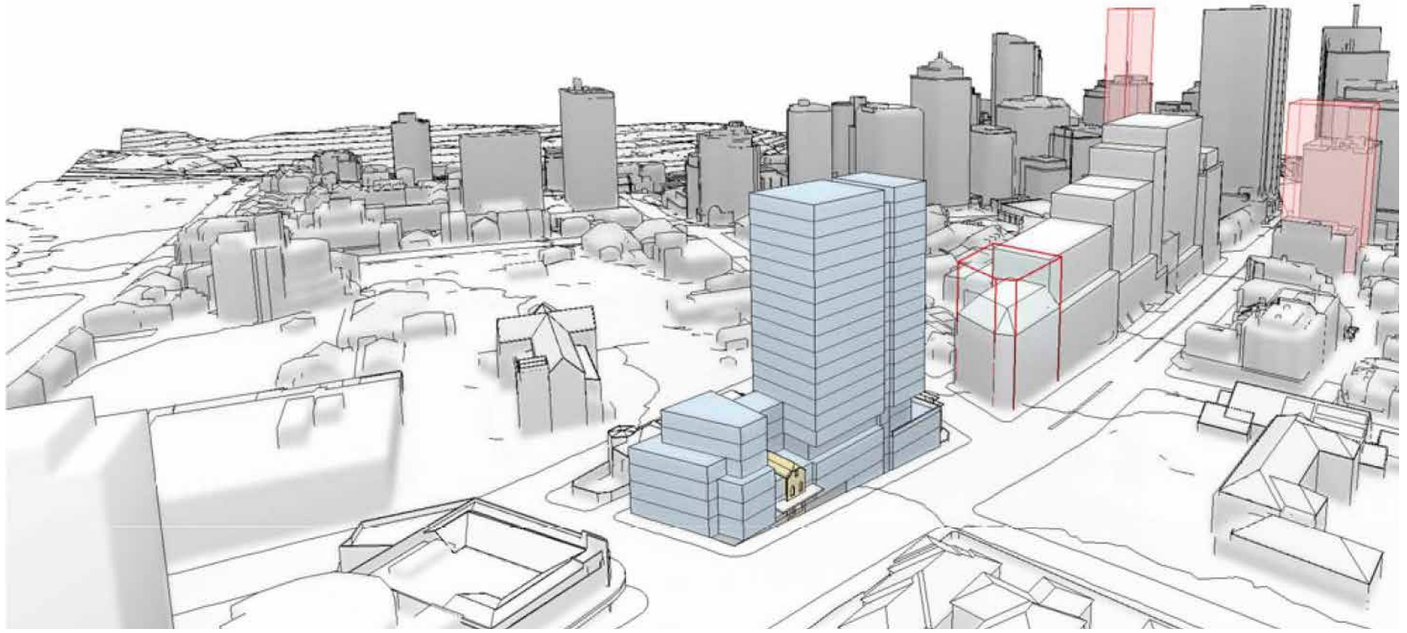

Figure 38. Bird's eye view of Option 2 due south above Pacific Highway (source: PTW).

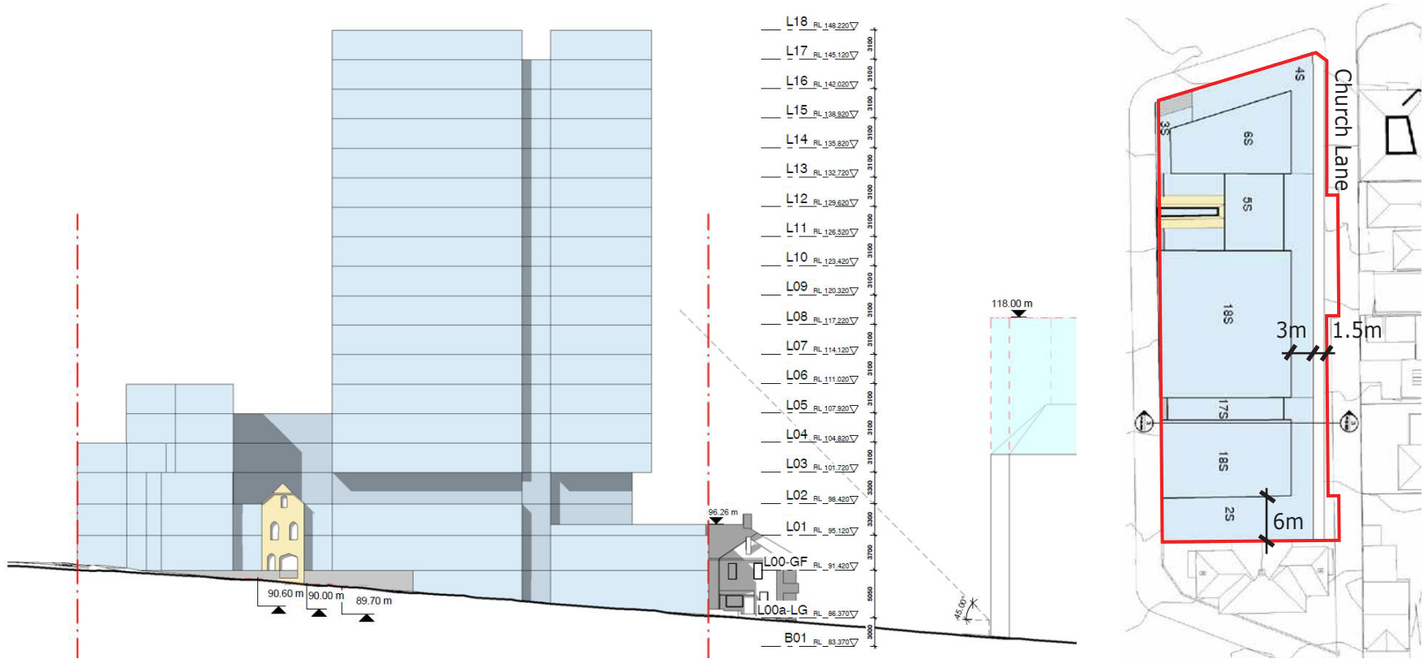

Figure 39. Option 2 - Elevation along Pacific Highway (left) and site plan (right) (source: PTW).

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4. THE PREFERRED MASTER PLAN

4.1 THE PREFERRED MASTER PLAN AND USES

The final preferred master plan to guide a Planning Proposal for the subject site is based on the Concept Option 2 - Podium and tower form. The master plan has been refined based on further built form testing regarding its likely shadow and amenity impacts to neighbouring sites, solar and cross ventilation performance and the proposed uses.

The key design elements of the preferred master plan are:

- A lower-sale street wall height of 2-3 storeys to Pacific Highway and 2-4 storeys to Church Lane in response to the surrounding heritage and lower scale context.
- A maximum 19-storey tower (RL 155m including lift overrun zone) located at the southern end with a 6m setback to the southern common boundary above the podium.
- A recessed 'waist' level to the tower to create a strongly defined lower-scale podium.
- 5-6 storeys to the southern end providing a sympathetic response to heritage items on site and to the north of West Street.
- Integration of the heritage item into the new podium development. A 3m setback zone to be provided.
- Laneway widening to Church Lane from 3-4.5m to 6m.
- An additional 3m setback to the tower levels to the east, ensuring the separation distance and amenity to neighbouring residential properties.
- Residential uses on the podium levels only where a 9m setback to the neighbouring boundary is provided.
- Limited (1) vehicular accessing point from Church Lane.
- Communal open space is provided on the rooftop of the taller tower.
- Provision of landscape screening on the edges of podium to mitigate the potential overlooking issues and wind effect.
- Separated and recessed commercial and residential entries are provided along Pacific Highway.
- Activation to streets with a mix of commercial/retail and communal uses.
- Provision of awnings to Pacific Highway and West Street with improved pedestrian amenity.
- Potential new street trees along Pacific Highway to enhance the existing leafy streetscape character.

The proposal aims to provide increased commercial floor space of approx. 1,667 sqm and 8,810 sqm for residential uses including potential key worker's housing.

According to the preliminary typical layout testing, 68% of total units can achieve cross-ventilation and 91% of total units (81 out of 89 units) can receive min. 2 hours solar in the mid-winter. The proposal fully complies with the ADG requirements. Details, please refer to Appendix 1 - Building Envelopes Study and Reference Design by PTW.

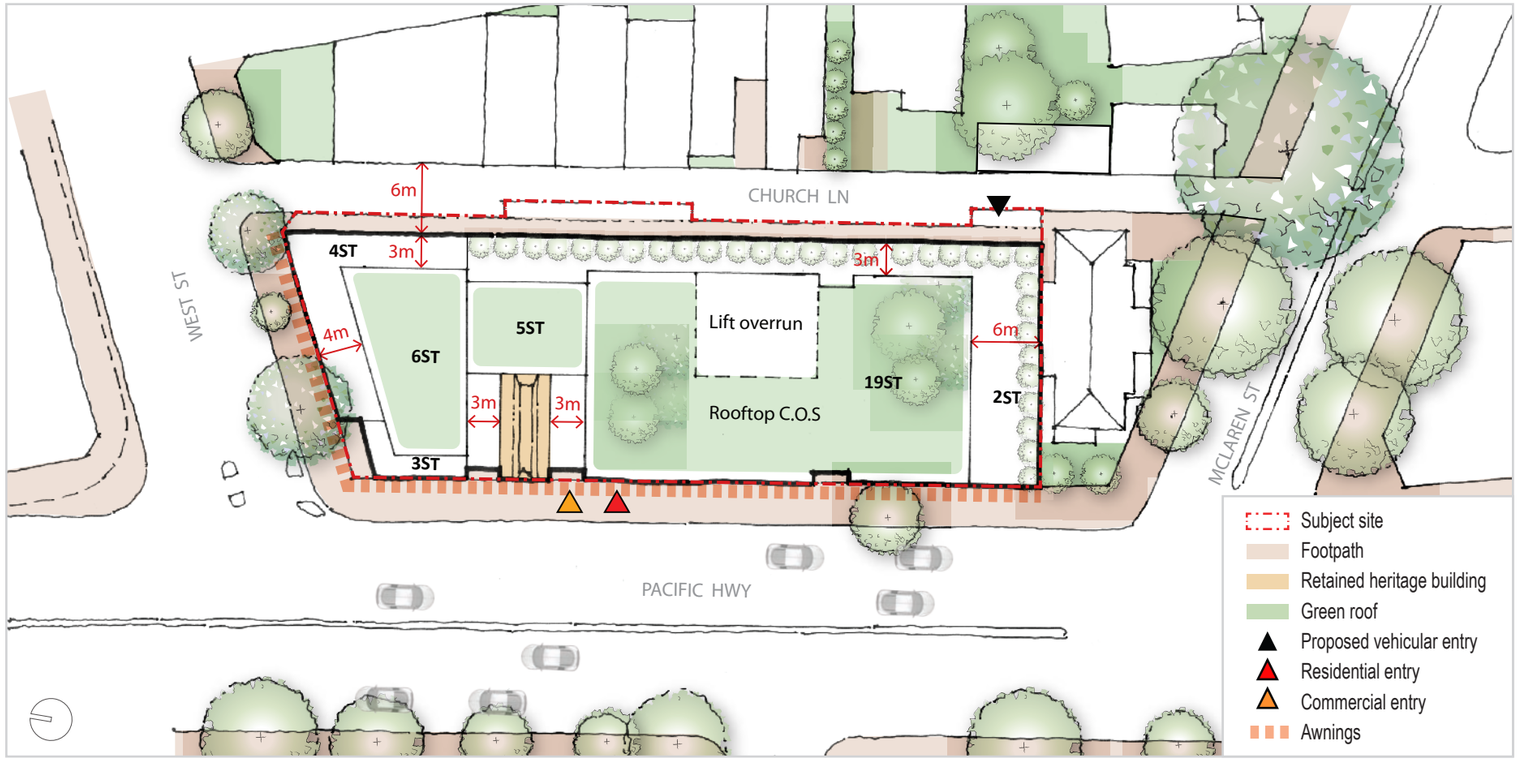


Figure 40. Preferred master plan.

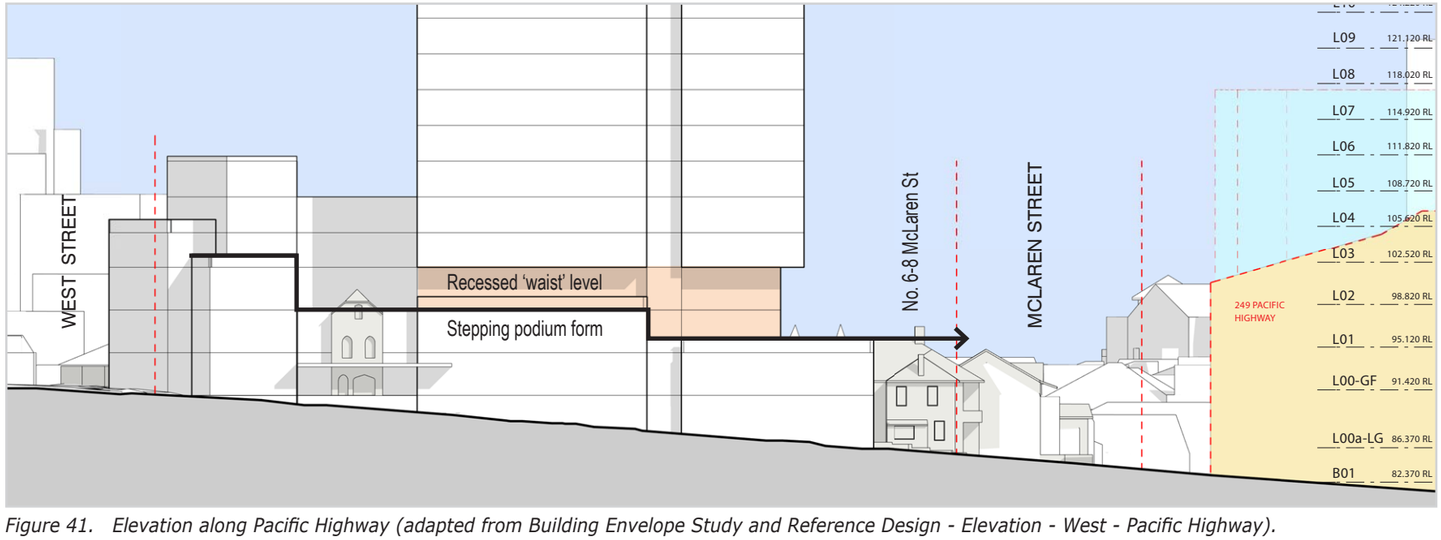


Figure 41. Elevation along Pacific Highway (adapted from Building Envelope Study and Reference Design - Elevation - West - Pacific Highway).

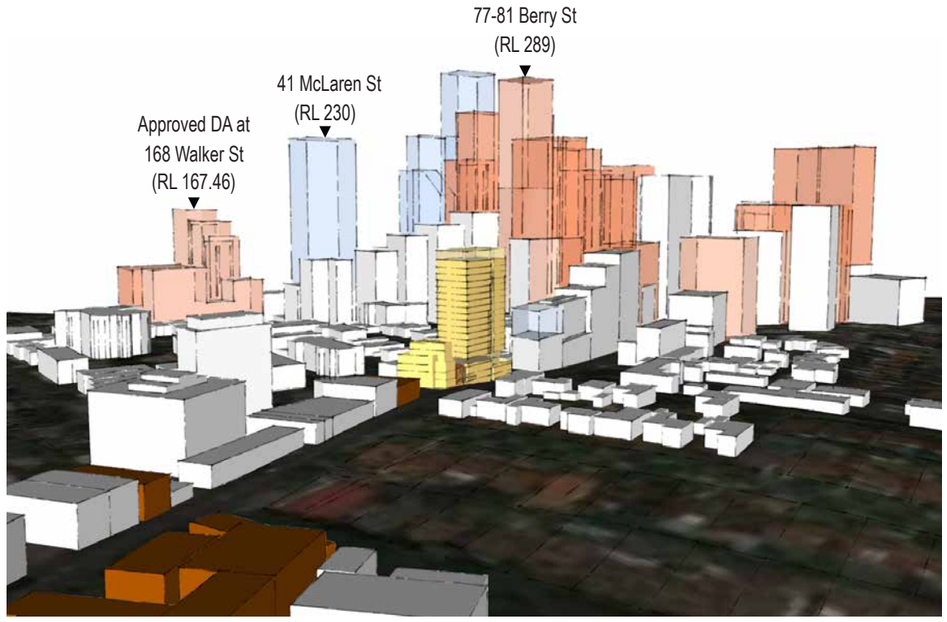


Figure 42. Bird's eye view showing the subject development in changing context.

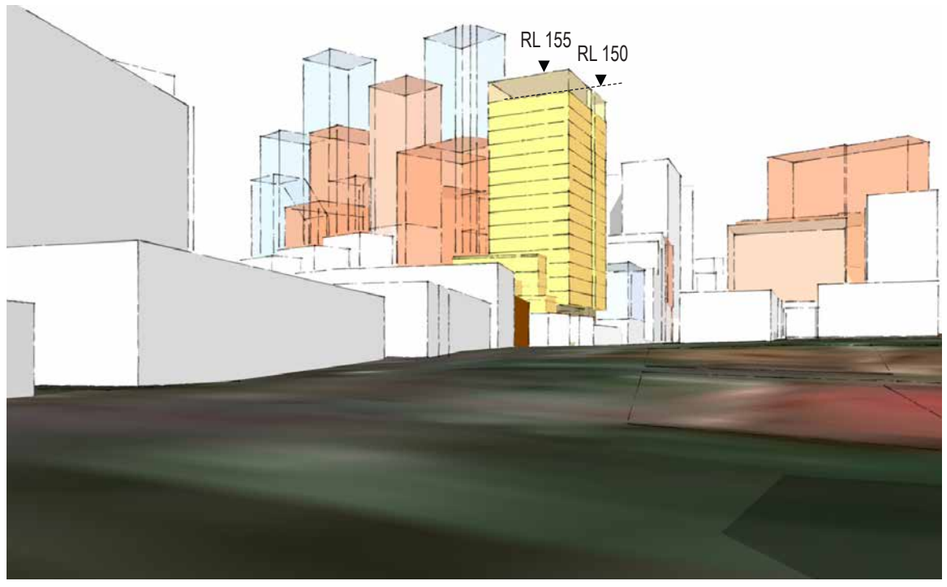


Figure 43. View south from Pacific Highway, showing the proposal in the changing context.

Subject development
Proposed lift overrun zone
Approved Planning Proposals / DAs
Ward Street Precinct Masterplan (exhibited heights)

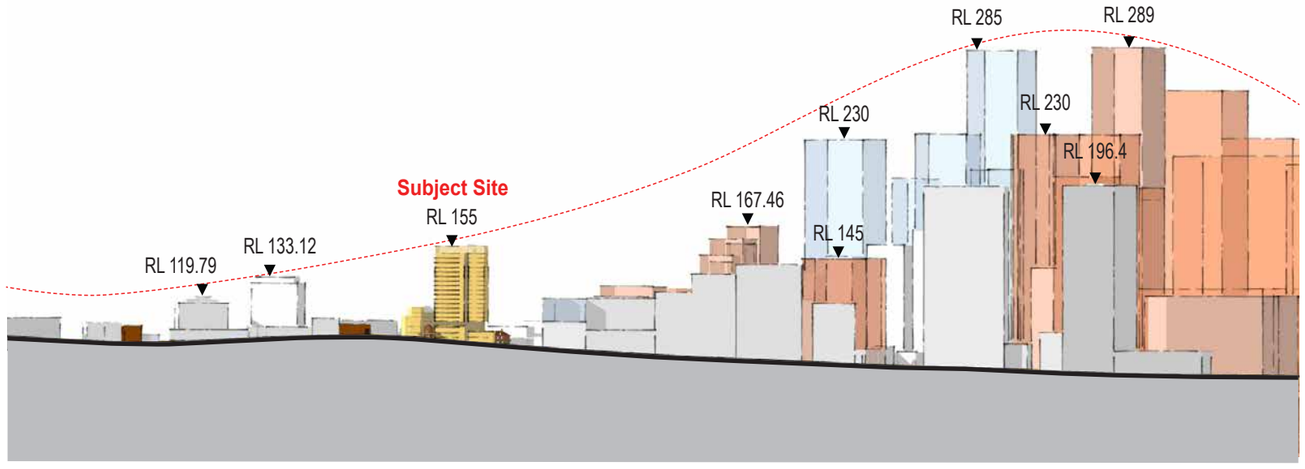


Figure 44. The proposed development in response to the changing context - Section along Pacific Highway.

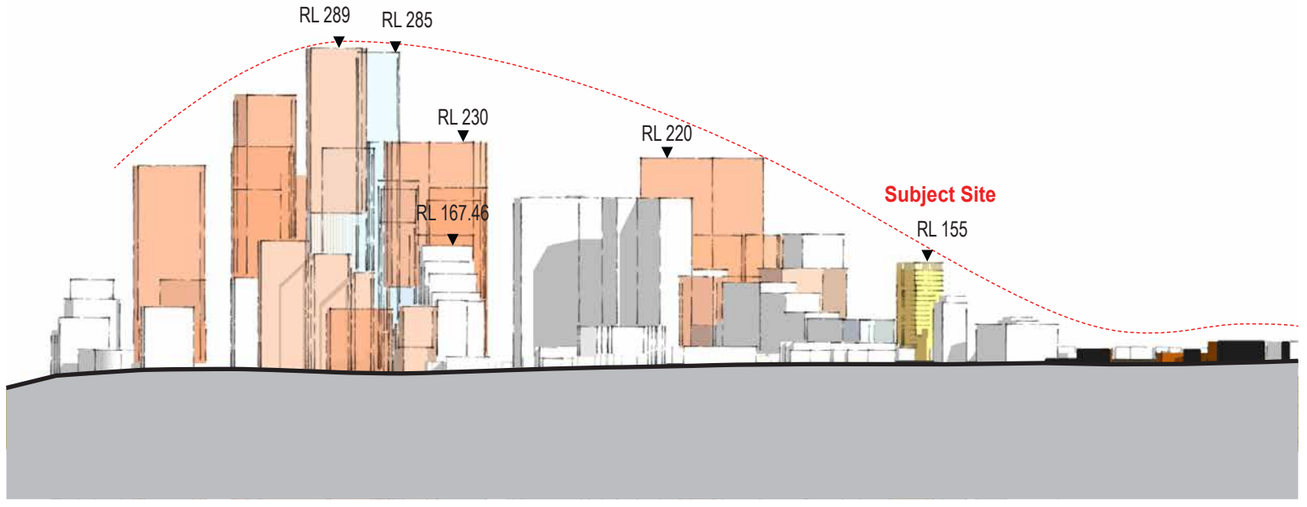


Figure 45. The proposed development in response to the changing context - Section along Ridge Street.

Figure 46. Artist's impression of the proposed development - viewing towards north from Pacific Highway (source: PTW).

Figure 47. Artist's impression of the proposed development - viewing towards south from Pacific Highway (source: PTW).

4.2 OVERSHADOWING ANALYSIS

The proposed building envelope has been tested in terms of shadow impacts on the surrounding areas and properties. The analysis shows the extent of shadows cast by the proposed maximum development envelope between 9am and 3pm in mid-winter. The diagrams also show a comparison of the shadow impacts of the proposed building envelope relative to a fully compliant envelope to the surrounding context.

As Figure 48 shows, the proposed building envelope creates a fast-moving shadow to the surrounding context. It creates additional overshadowing on the North Sydney Demonstration School's playground between 9-10am (highlighted in green in Figure 48). Given the student's recess time starts from 10:15am, the proposed development will have no impacts on the activity time and therefore is acceptable.

The KU Dem School Kids Care (before and after school care) playground to the west of Pacific Highway is usually used between 7:30-9am and 3-6pm during its operation time. According to the Childcare Planning Guideline 2017, a minimum 30% of the outdoor play areas need to have year-round solar access. As shown in Figure 49, approximately 30% or more of the outdoor space can receive sunlight between 8-9am. The majority of the outdoor play area is already shaded by the existing development between 7:30-8 am and the proposed building envelope will not create any additional overshadowing to the area by that time. Figure 48 shows that the proposal will have no impact on the Kids Care playground after 3pm given its location on the east. Therefore, the proposal will still remain reasonable solar access to this play area.

Based on desktop research of internal layouts of those residential properties to the east, the available information clearly shows that their main living/ private open spaces are located to the north and east (see photos on the page to the right). The subject development to the west of this residential block will have no impact on their main living and private open spaces. No. 2 Church Street has a rear courtyard facing Church Lane, 50% of this space can still receive 2 hours sunlight during the day. Nos. 8A-10A have upper-level terraces facing the laneway. Approx. 50% of the open terrace at No. 10A can receive 2 hours solar. It is noted that a compliant development will have shadow impacts on the other 2 terraces after 2pm. The proposal creates no additional impact when compared to a compliant envelope.

It is noted that there are a number of buildings in the vicinity have solar panels installed on the rooftop. The detailed study shows that all these properties can receive a minimum of 4 hours solar during the day. Therefore, the minor shadow impacts created by the subject development in the early morning or late afternoon is acceptable. We consider that the site located at No. 1 McLaren Street is one of the potential sites for redevelopment. The shadow analysis shows that the subject development will not limit the development potential of that property as at least 70% of the facades can receive 2-hours solar in mid-winter.

Compared with a compliant envelope, the subject development will generate increased overshadowing in mid-winter. However, the above-detailed analysis shows that the proposed development can ensure reasonable solar access to the adjoining properties with no adverse impacts.

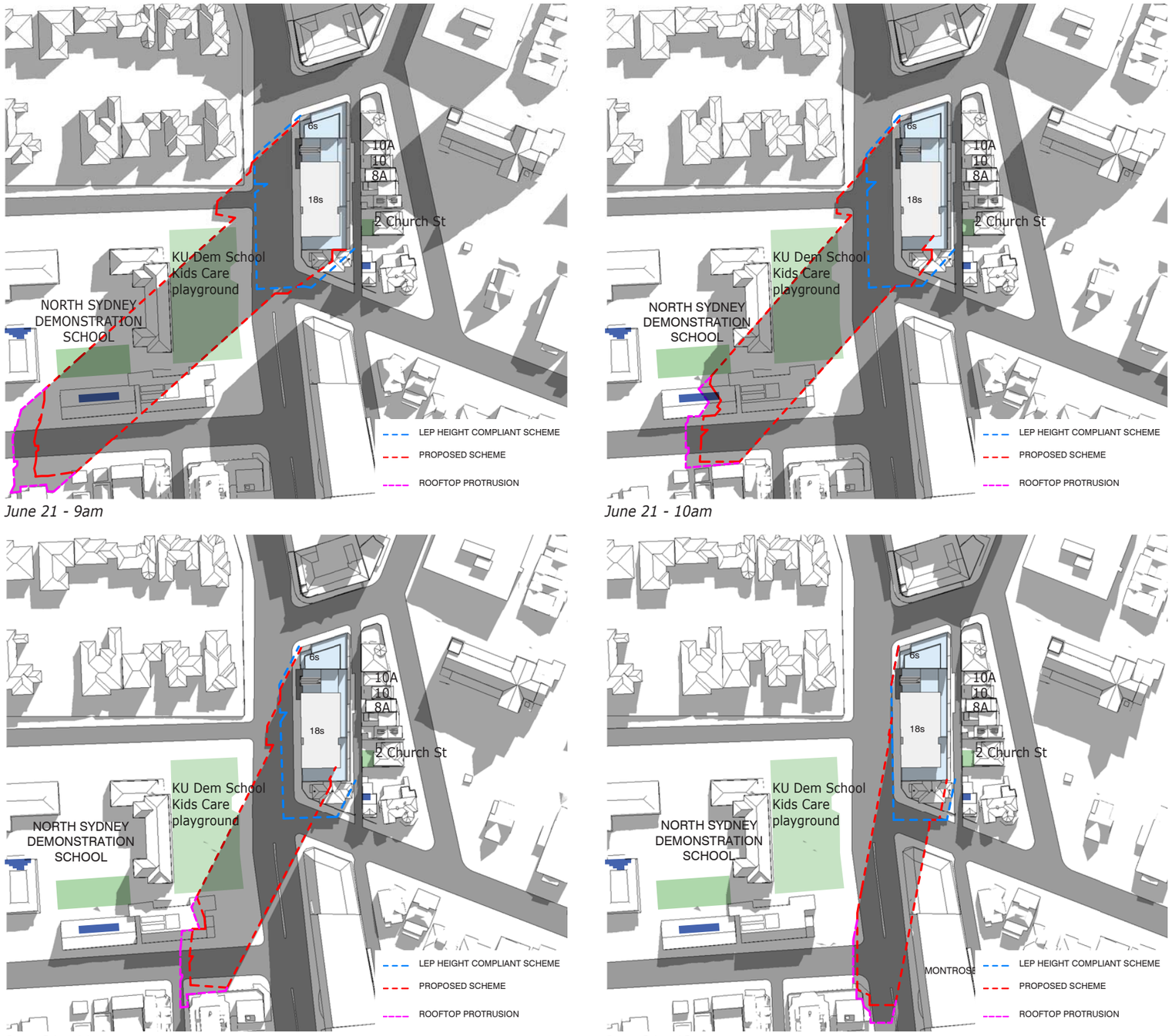
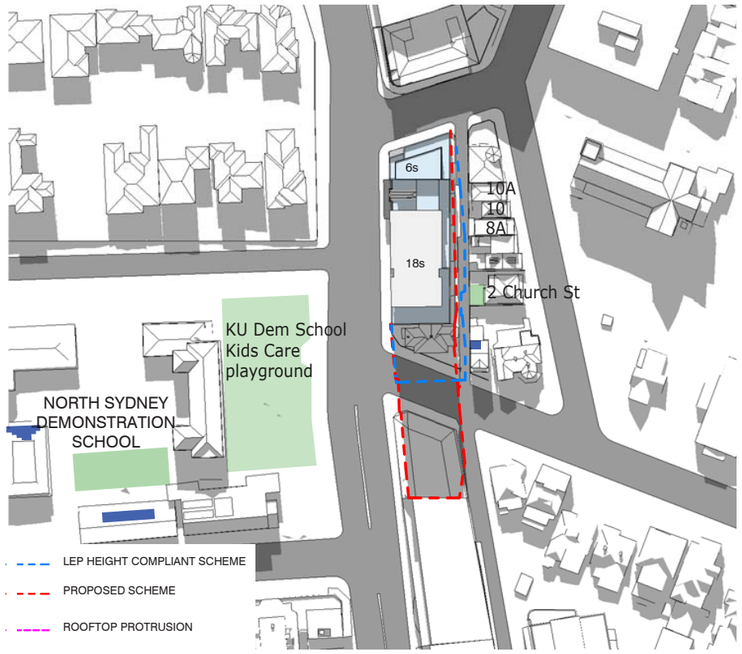
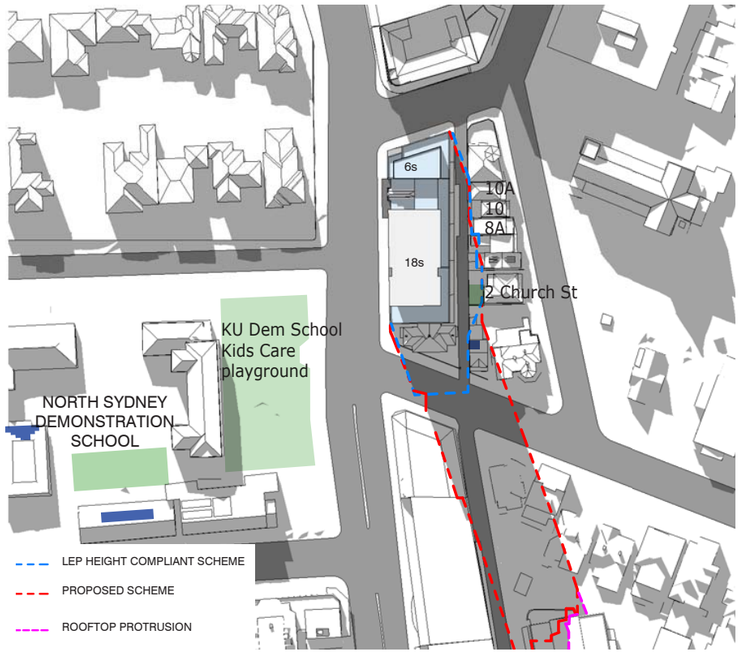


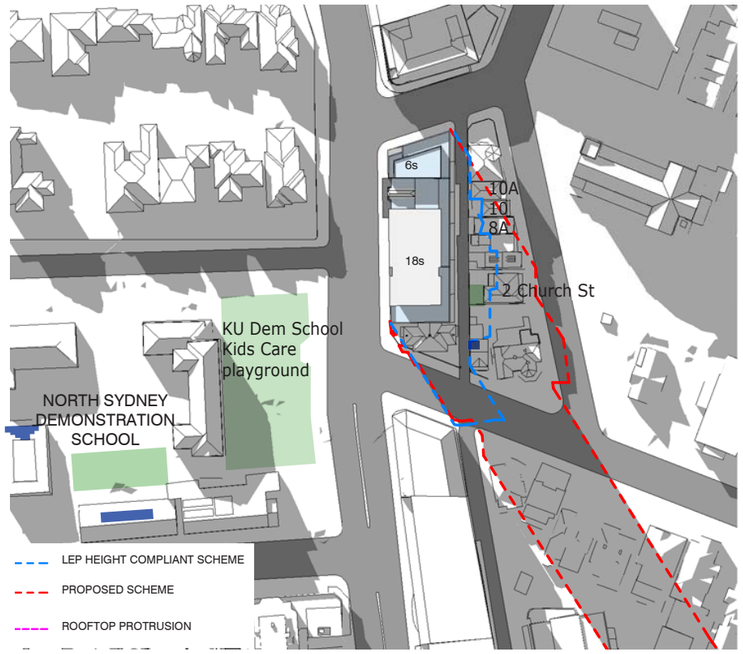
Figure 48. Shadow impact analysis diagrams (adpated from Shadow Diagrams - Winter Solstice prepared by PTW)



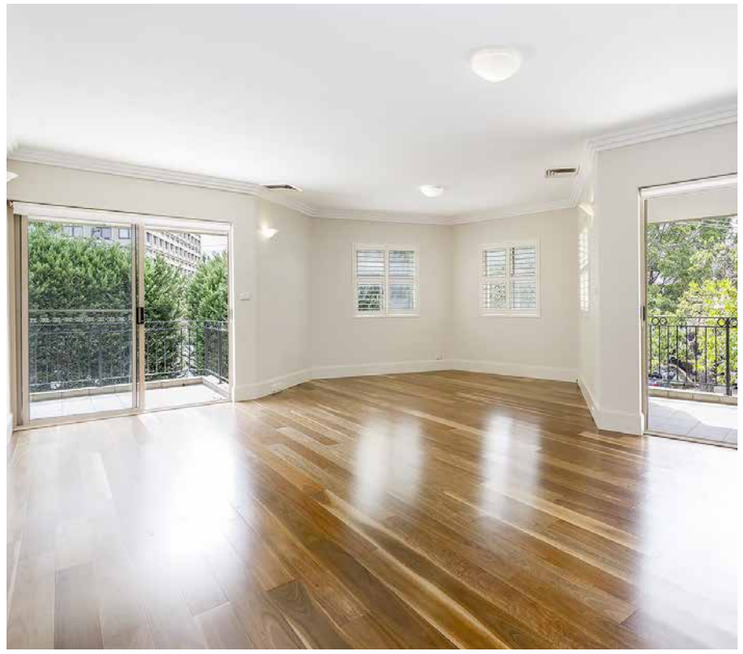
June 21 - 1pm



June 21 - 2pm

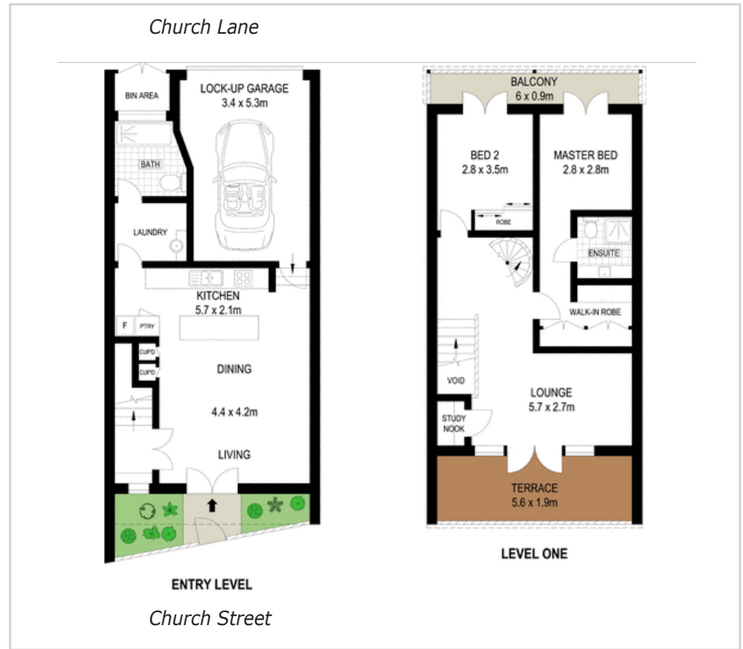


June 21 - 3pm

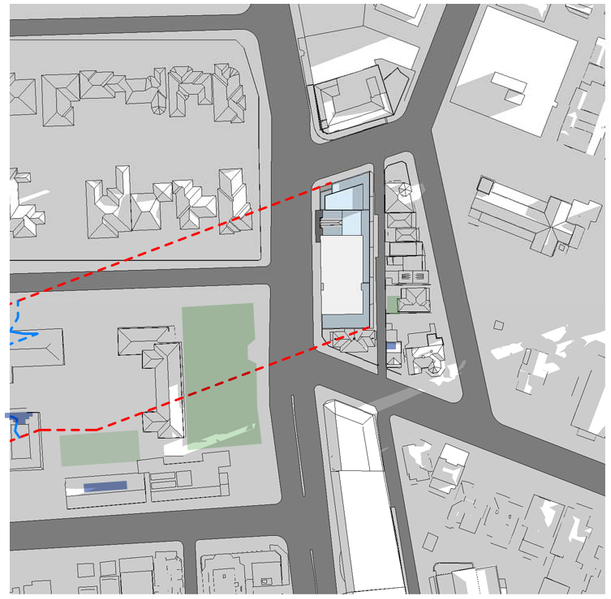


12 Church Street - units with living room facing Church and West Streets (source: Google).

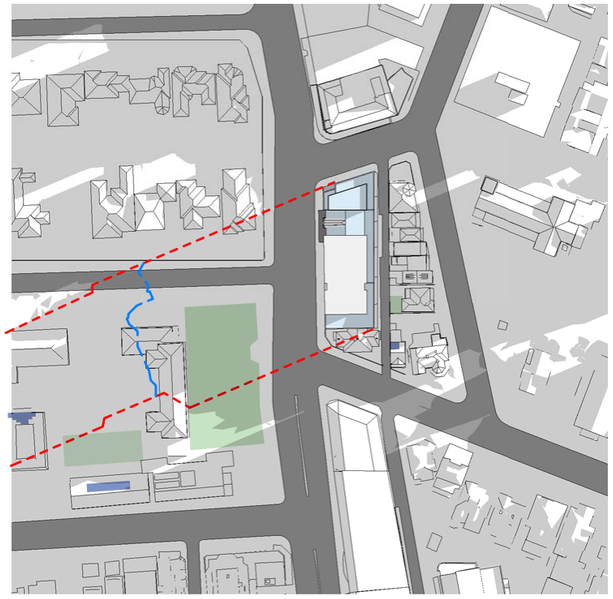
10 Church Street with living room facing Church Street (source: Google).



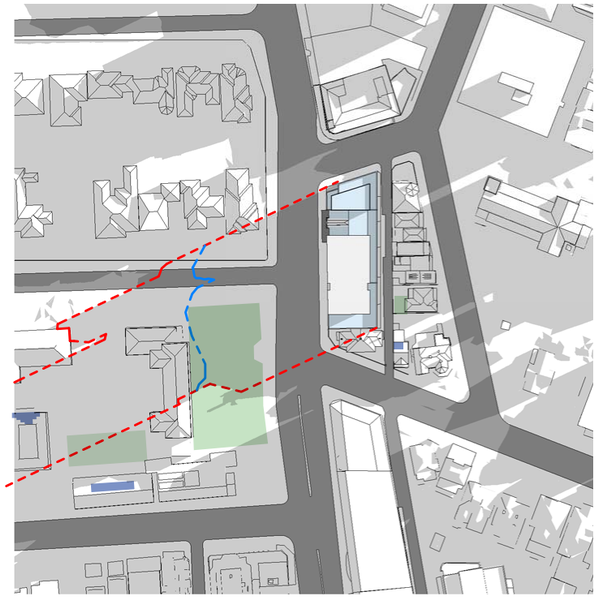
10A Church Street - Layout plans (source: Google).



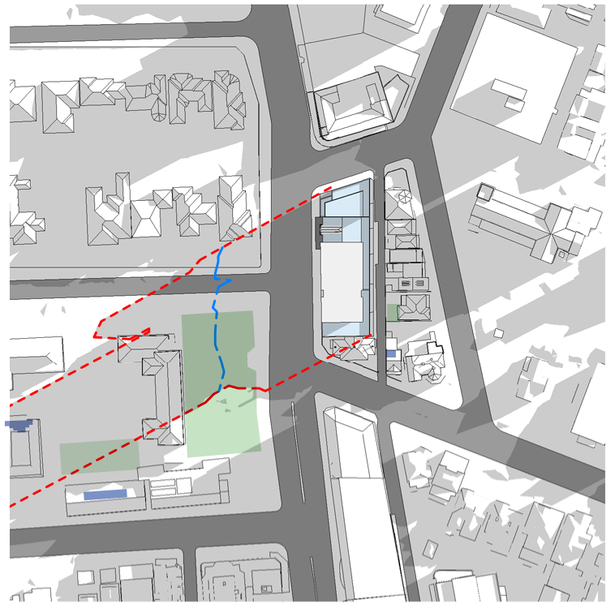
SHADOW DIAGRAM_June21_0730



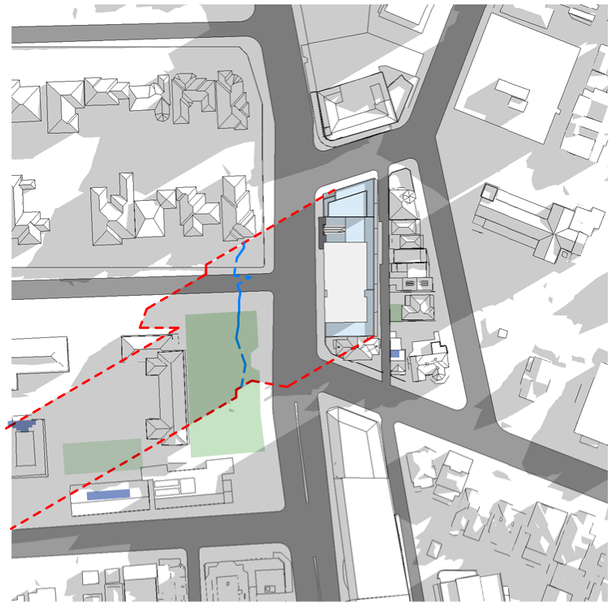
SHADOW DIAGRAM_June21_0745



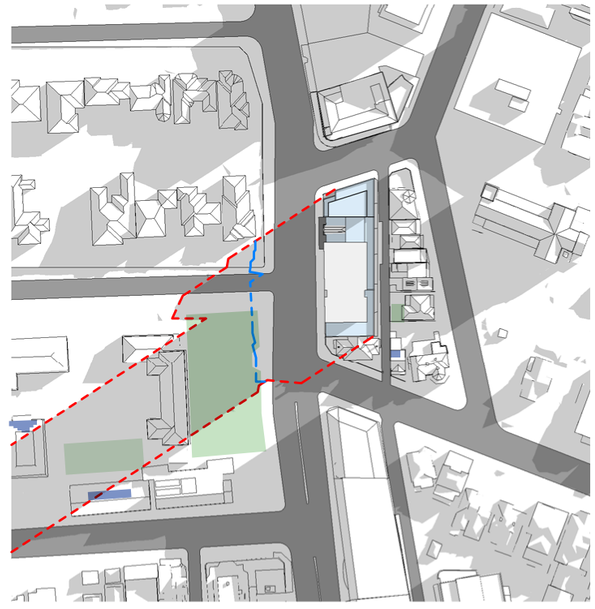
SHADOW DIAGRAM_June21_0800



SHADOW DIAGRAM_June21_0815



SHADOW DIAGRAM_June21_0830



SHADOW DIAGRAM_June21_0845

LEP HEIGHT COMPLIANT SCHEME
PROPOSED SCHEME

Figure 49. Early morning (7:30-8:45am) shadow impacts on the KU Dem School Kids Care site (source: PTW)

4.3 URBAN DESIGN GUIDELINES

To guide the future development of the site, GMU has prepared the following site-specific development guidelines to ensure an appropriate built form and design excellence are achieved.

Maximum building heights

Objectives

- To provide increased opportunities for height and density within 300m of the station to contribute to the TOD development around the new Metro Station.
- To reinforce the concentation of height along Pacific Highway and whilst transitioning from the increased height occuring around the station nodes and centre of North Sydney.
- To achieve an appropriate relationship consistent with the character of North Sydney to the existing heritage items and conservation areas.
- To minimise any adverse shadow impacts to the adjoining sites.
- To moderate scale to the laneway.

Controls

- A defined 2-3 storey street wall height is to be provided following the topography along Pacific Highway and the heritage context.
- 2-4 storey streetwall height to Church Lane.
- Maximum 19 storeys at the southern end of the site. The maximum RL to the top of the lift overrun is RL 155. No habitable spaces are allowed within the life overrun zone above RL 150.
- Maximum 6 storeys to West Street with a 3-4 storey podium.
- The floor-to-floor heights are to comply with the ADG and DCP controls.
- Proposed building heights and floor to floor heights should generally comply with Figure 50 & 52.

Building setback and separation

Objectives

- To achieve appropriate separation, amenity and outlook for neighbouring sites, ensuring a reasonable level of amenity for future residents and neighbours.
- To provide the desired curtilage around the heritage item on site.
- To enhance the visual connection between McLaren Street and Crows Nest Conservation areas.
- Concentrate height and bulk on the highway to achieve separation to the conservation area.

Controls

- Provide a zero lot setback to the podium and tower to Pacific Highway and the podium to West Street, defining the street edges.
- Recess the proposed 'waist' level(s) by minimum of 2m from the Pacific Highway boundary to create a clearly defined lower-scale podium for pedestrians.
- Provide a 1.5-3m setback to the east for the length of the site to widen Church Lane to a minimum of 6m.
- Provide an additional 3m setback to the upper levels above the podium to achieve a minimum 9m separation to the boundary of neighbouring residential lots.
- Provide a 6m upper-level setback to the southern boundary with No. 6-8 McLaren Street to reduce the impact of the tower and continue the existing visual connection between 2 conservation areas.
- Provide a minimum 4m setback to the upper levels above podium levels to West Street.
- Provide a minimum 3m wide curtilage above the podium to the north and south of the retained heritage item.
- Proposed setbacks and separation distances should generally comply with Figure 51&52.

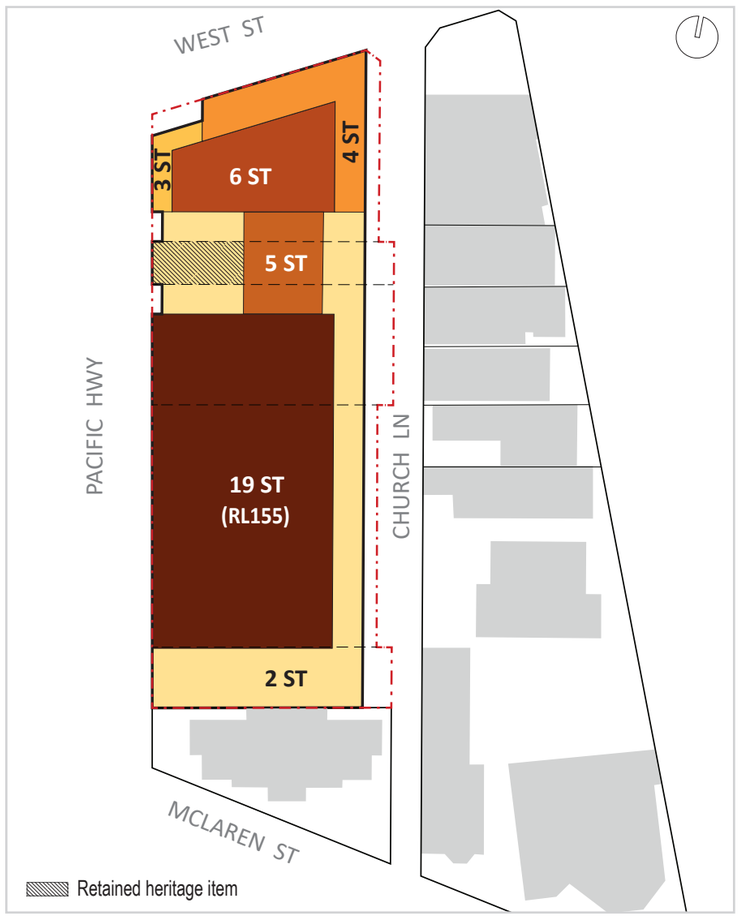


Figure 50. Maximum building heights

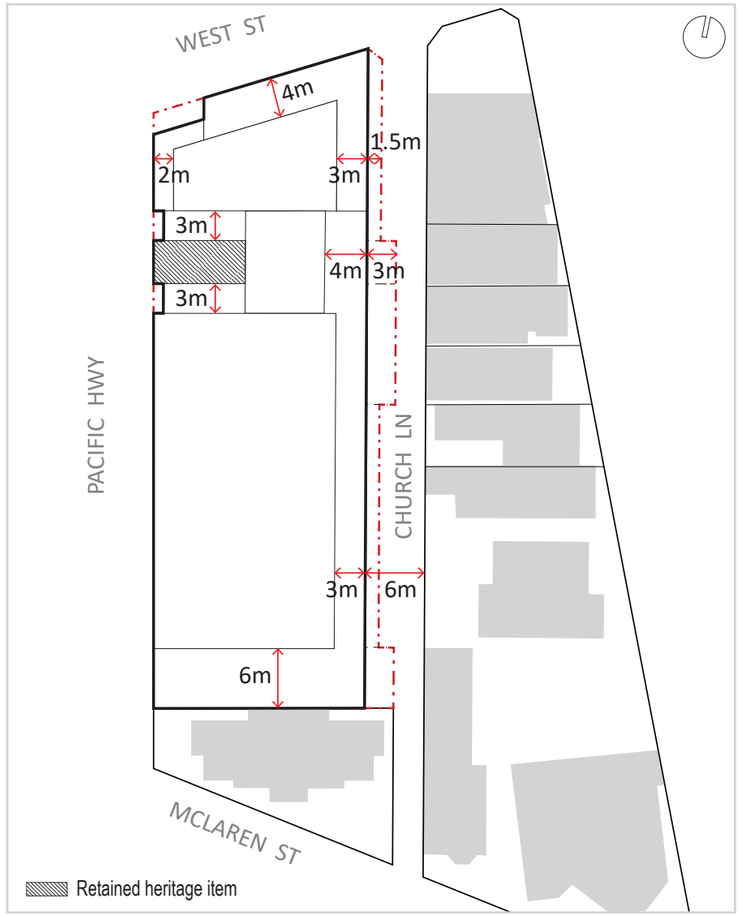


Figure 51. Setbacks and separation distances

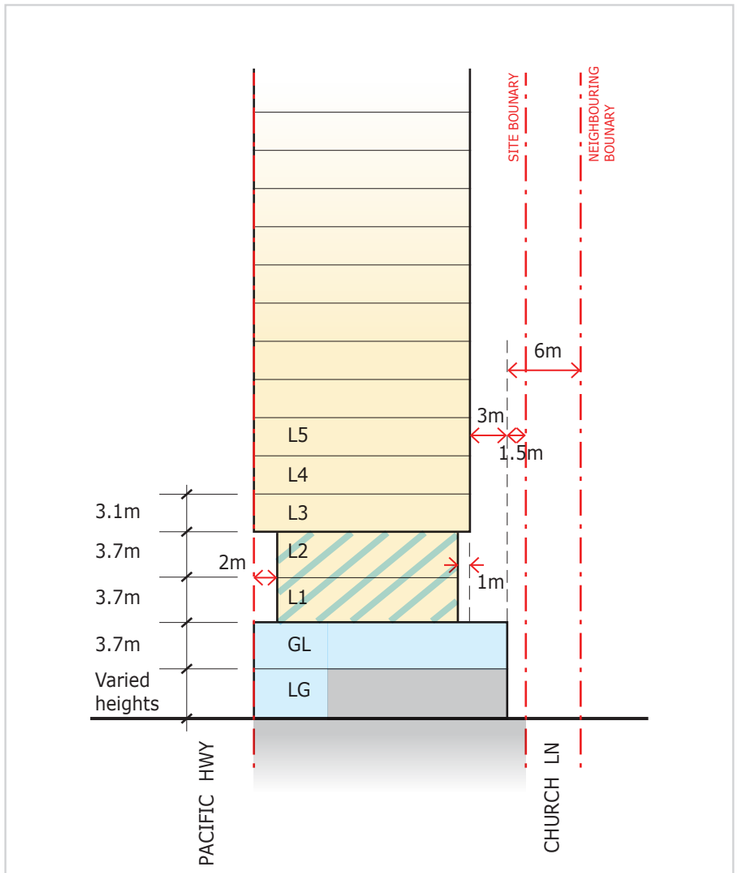


Figure 52. 'Waist' level setbacks and floor to floor heights

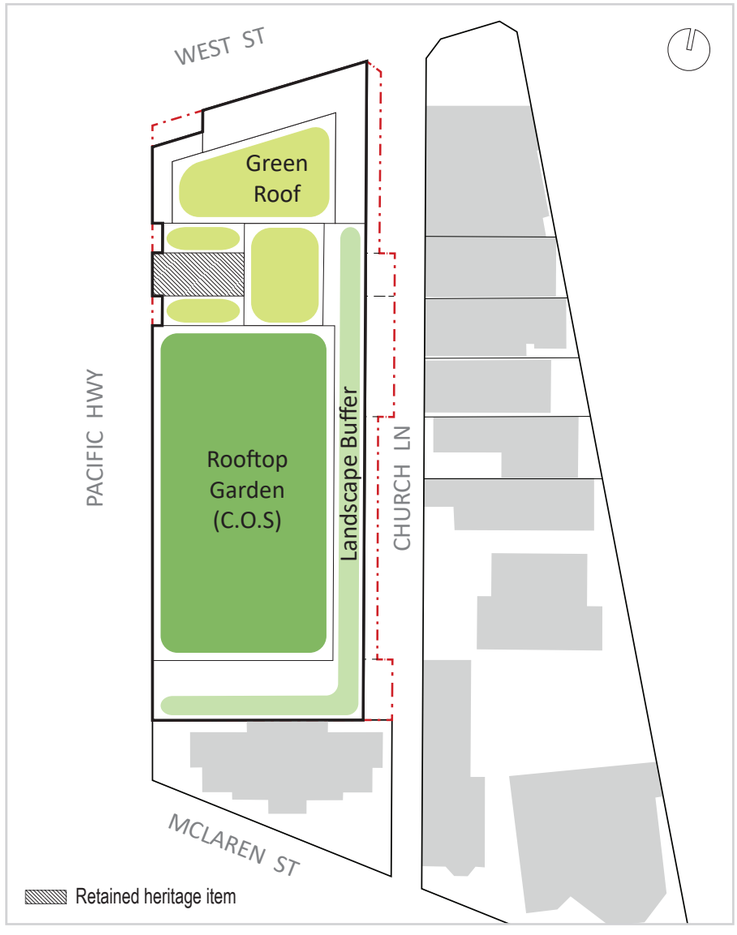


Figure 53. Open space and landscape area

Open space and landscape areas

Objectives

- To achieve quality external recreational areas for residents.
- To achieve landscape buffers between new development and neighbouring residential dwellings.
- To provide reasonable privacy to the residential dwellings from residential uses at low level.

Controls

- Provide min. 490 sqm of communal open space on the rooftop of the tower form.
- Provide landscape planters with a minimum clear width of 2.5m and height of 1m to the edges of the podium to reduce overlooking opportunities with an interface with lower-scale residential to the east and south.
- Incorporate green roofs where possible.
- The open space and landscape locations are to generally comply with Figure 53.

Vehicular and pedestrian access

Objectives

- To merge traffic movements as access is denied from Pacific Highway .
- To improve the public domain of Pacific Highway for pedestrians.
- To widen Church Lane to benefit all uses.
- To improve the site's accessibility.

Controls

- Vehicular access is to be located at teh north eastern end of the site from Church Lane.
- Building access for pedestrians is to be from Pacific Highway and West Street.
- Vehicular and pedestrian access locations should generally comply with Figure 54.

Activate frontages and awnings

Objectives

- To enhance the Pacific Highway and West Street streetscapes and the public domain for all weather conditions.
- To provide an active ground plane with an increased opportunity for passive surveillance to the public domain.

Controls

- Active uses are to be provided to Pacific Highway and West Street at ground level.
- Disruption to active frontages by services, fire exits and blank walls is to be minimised.
- Where blank walls are unavoidable, these facades should be treated with high-quality materials and design solutions.
- Awnings are to be provided to the Pacific Highway and West Street, stepping down to the south in response to the sloping topography.
- Shopfronts and retail tenancies are to be provided that respond to the narrow subdivison pattern and step down to follow the topography.
- The active uses and location for awnings are to generally comply with Figure 54.

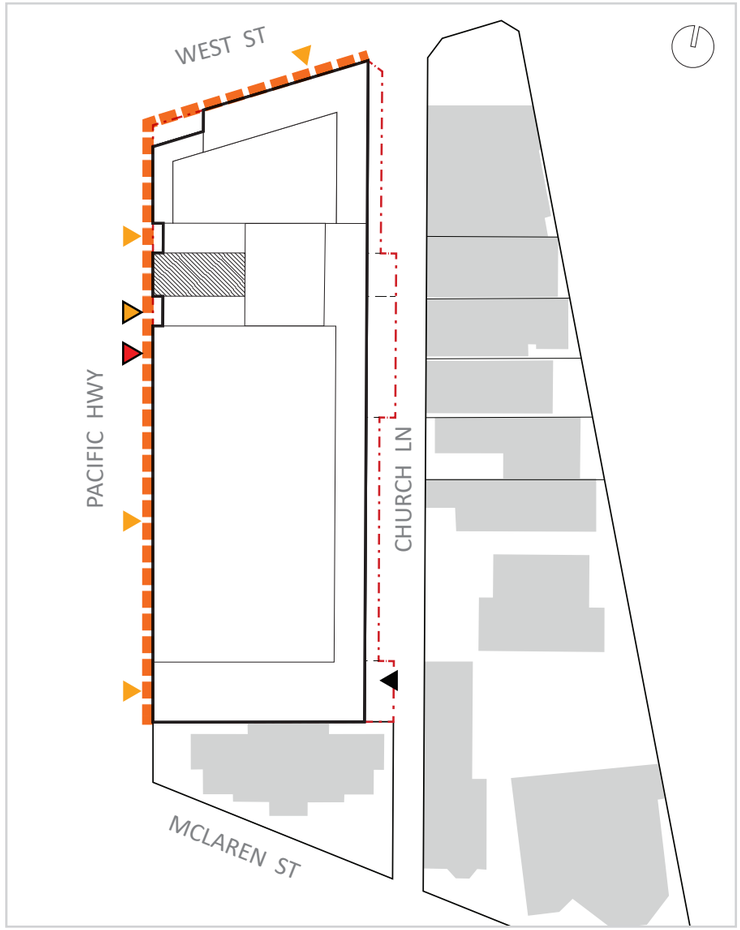


Figure 54. Access, active frontages and awnings

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5. FINAL RECOMMENDATIONS

5.1 PROPOSED STATUTORY CONTROLS

GMU recommends that the following statutory controls in North Sydney LEP 2013 be amended.

LEP Height of Building

Given the changing context and desired concentration of height and density around the new Victoria Cross Metro Station and along the Pacific Highway Corridor, the proposal seeks an opportunity to amend the current maximum buidling height from 10m to a maximum 23m to Nos. 265-267 and 68m to the remainder of the site, including the lift overrun zone.

LEP FSR

Currently, there is no specific FSR control applies to the site. The proposal seeks to introduce a maximum FSR of 7.2:1 for the site to ensure a quality design outcome in the later development stage.

LEP Non-residentail FSR

The existing non-residential FSR applicable to the site is 0.5:1. To support the economic growth of the centre area, the proposal seeks an amendment to an increased non-residential FSR of 1.0:1 for the site.

Figure 55. Proposed amendments to the Height of Building Map.

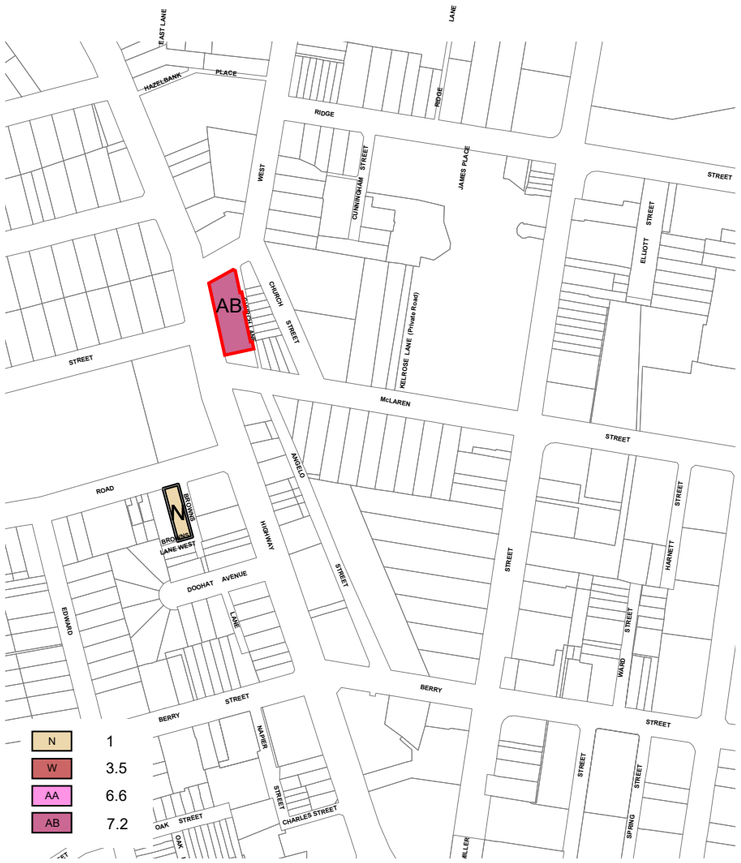

Figure 56. Amended FSR Map.

Figure 57. Amended Non-Residential FSR Map.

5.2 CONCLUSIONS

GMU and the project team have undertaken an extensive analysis of the existing and desired future character and growth pattern of North Syndey and the role that the subject site could play in the anticipated growth of the North Sydney Centre.

This report has concluded that the proposed redevelopment of the site provides the opportunity to complement the Sydney Metro project of a new station at North Sydney. Its increased density and taller form for this block will contribute positively to the need for transit-orientated development around the new Victoria Cross Station supporting this largest State Government's investment.

The site, as an amalgamated land parcel in close proximity to the North Sydney CBD and reinforcing the height spine along Pacific Highway both in North Sydney and Crows Nest Station, will proivde a greater concentration of jobs and housing for North Sydney reinforcing the approach of a walkable city whilst the existing characteristics of the area also acknowledging.

The proposed development will provide a defined lower-scale podium in response to the scale of the adjacent conservation areas and heritage items. The heritage shop on site will be retained and integrated as part of the podium development. The distinctly separate tower form with appropriate setbacks to heritage items, conservation areas and the laneway will support the desired intensification around the station whilst respnding to the heritage context.

The proposed widened Church Lane (from 4.5m to 6m) will improve the accessibility of the site and surrounding areas, especially those residential dwellings with rear access to the east. It also ensures an increased separation distance to the new built form for residents on neighboring lots.

The proposed development will provide an increased opportunity for start-up business, new jobs and a variety of housing choices including affordable housing, to support the future growth of the centre with a new metro station.

Based on the above, GMU encourages Council to support this Planning Proposal and recommend it for 'gateway' approval.

Figure 58. Artist's impression of the proposed development - viewing towards south from Pacific Highway (source: PTW).

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APPENDIX 1 -

BUILDING ENVELOPE STUDY AND REFERENCE DESIGN

PREPARED BY PTW

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253-267 PACIFIC HIGHWAY, NORTH SYDNEY

BUILDING ENVELOPE STUDY AND REFERENCE DESIGN

Prepared for: LEGACY PROPERTY
Prepared by: PTW ARCHITECTS

Prepared Date: 2018.09.18

PTW

Contact

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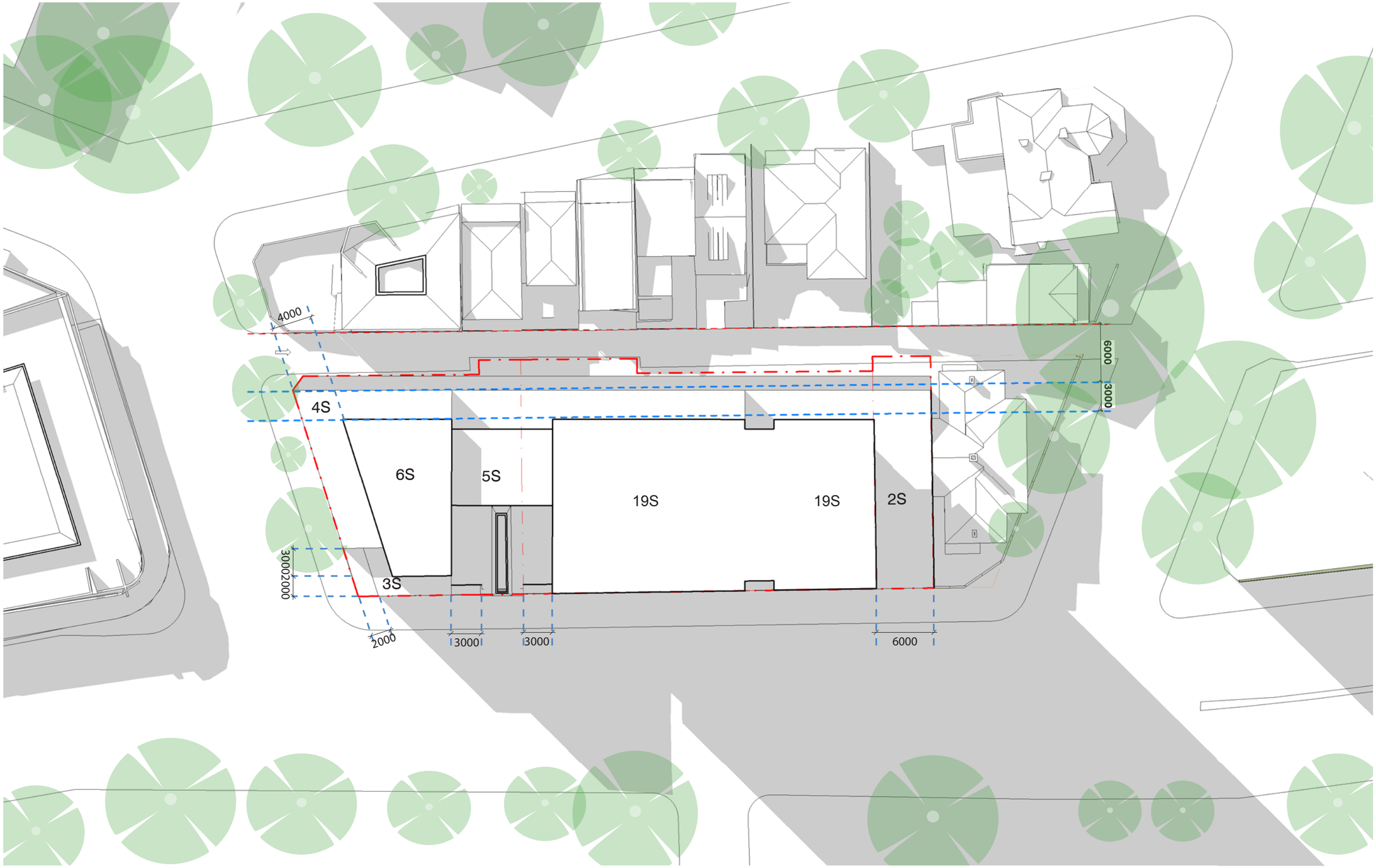
Nominated Architects:
S Parsons Architect No. 6098D
Jones Architect No. 4778

PTW

01

BUILDING ENVELOPE

253-267 PACIFIC HIGHWAY, NORTH SYDNEY



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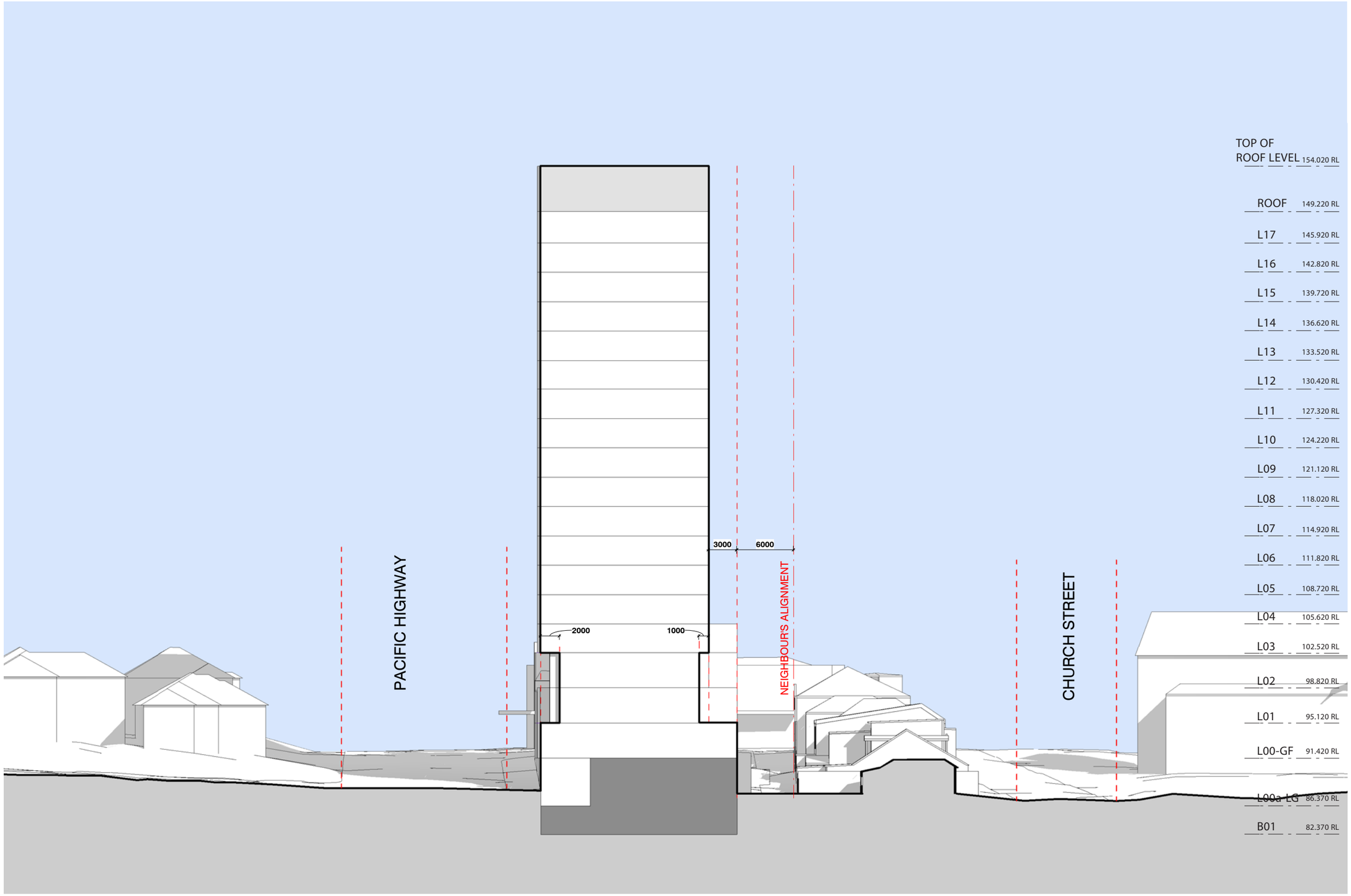
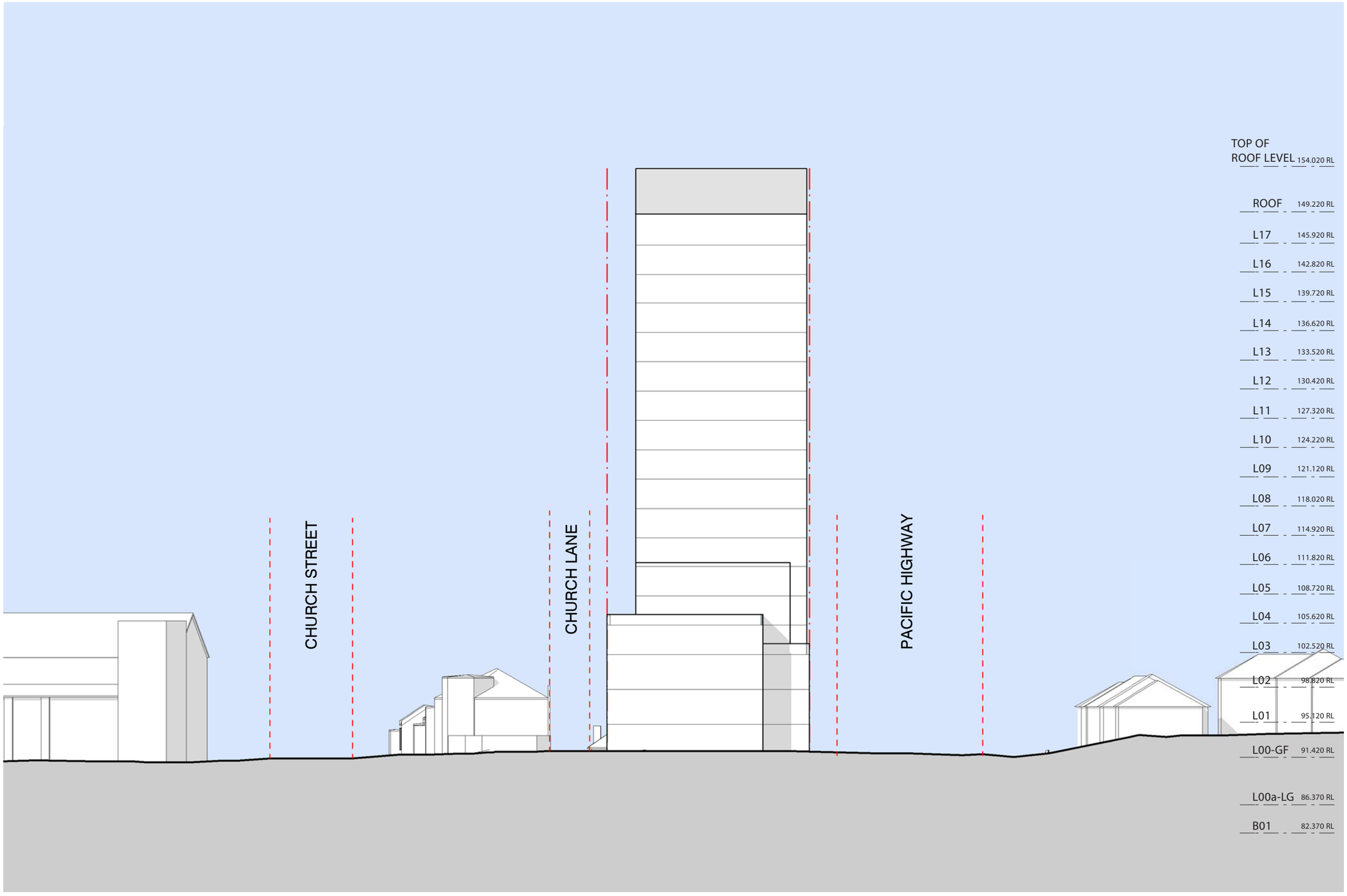
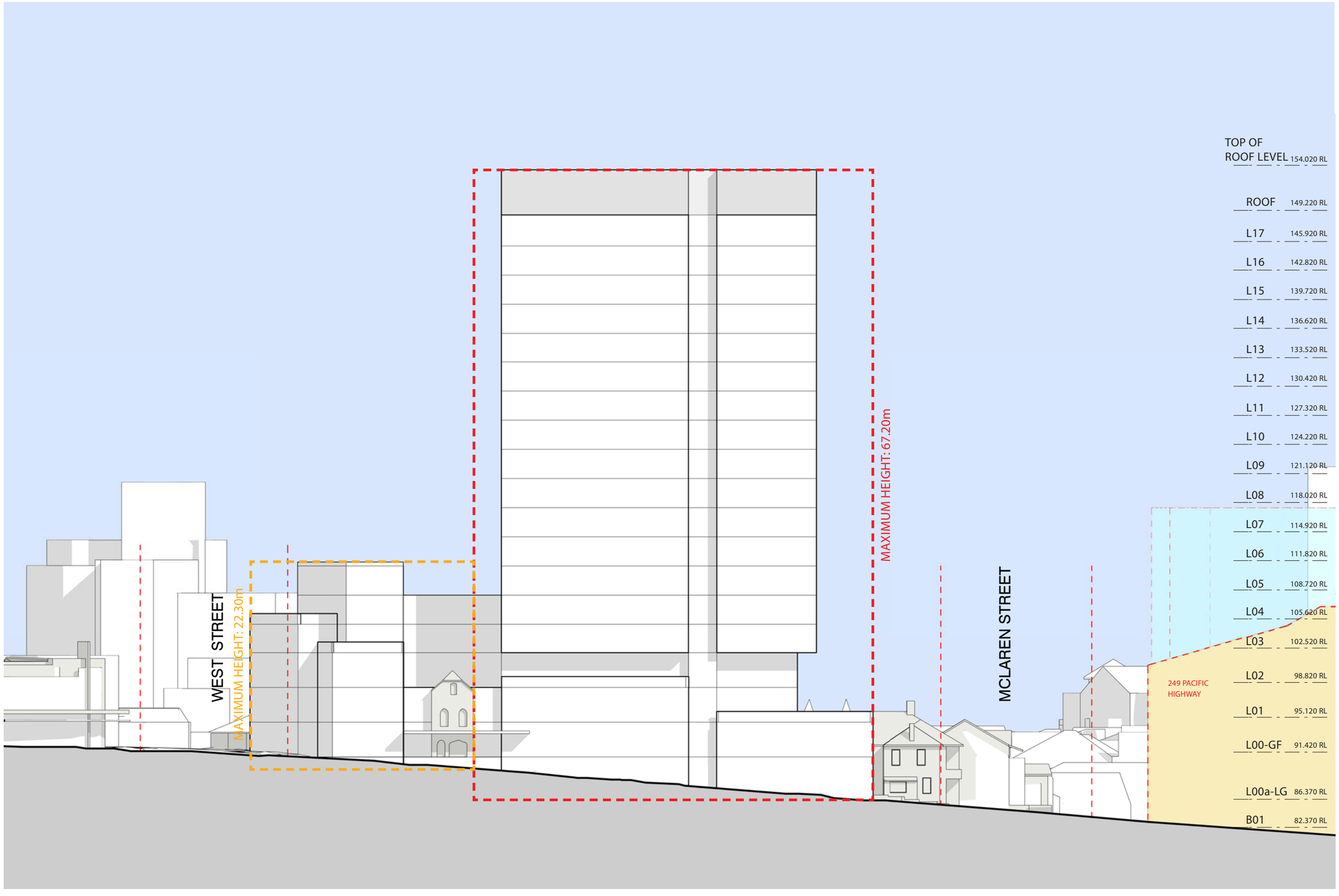


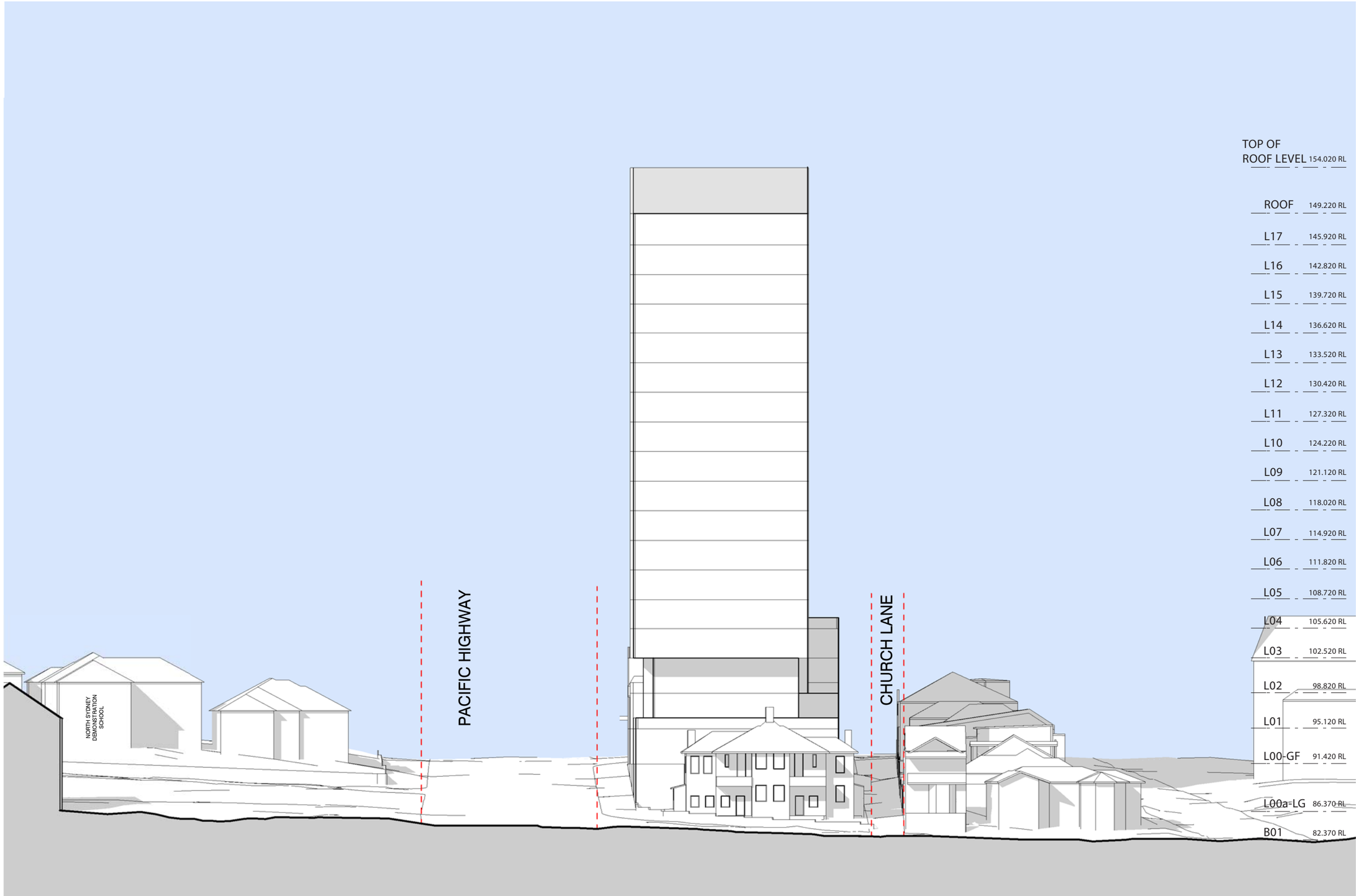
01 | Section - 1:400 @A3



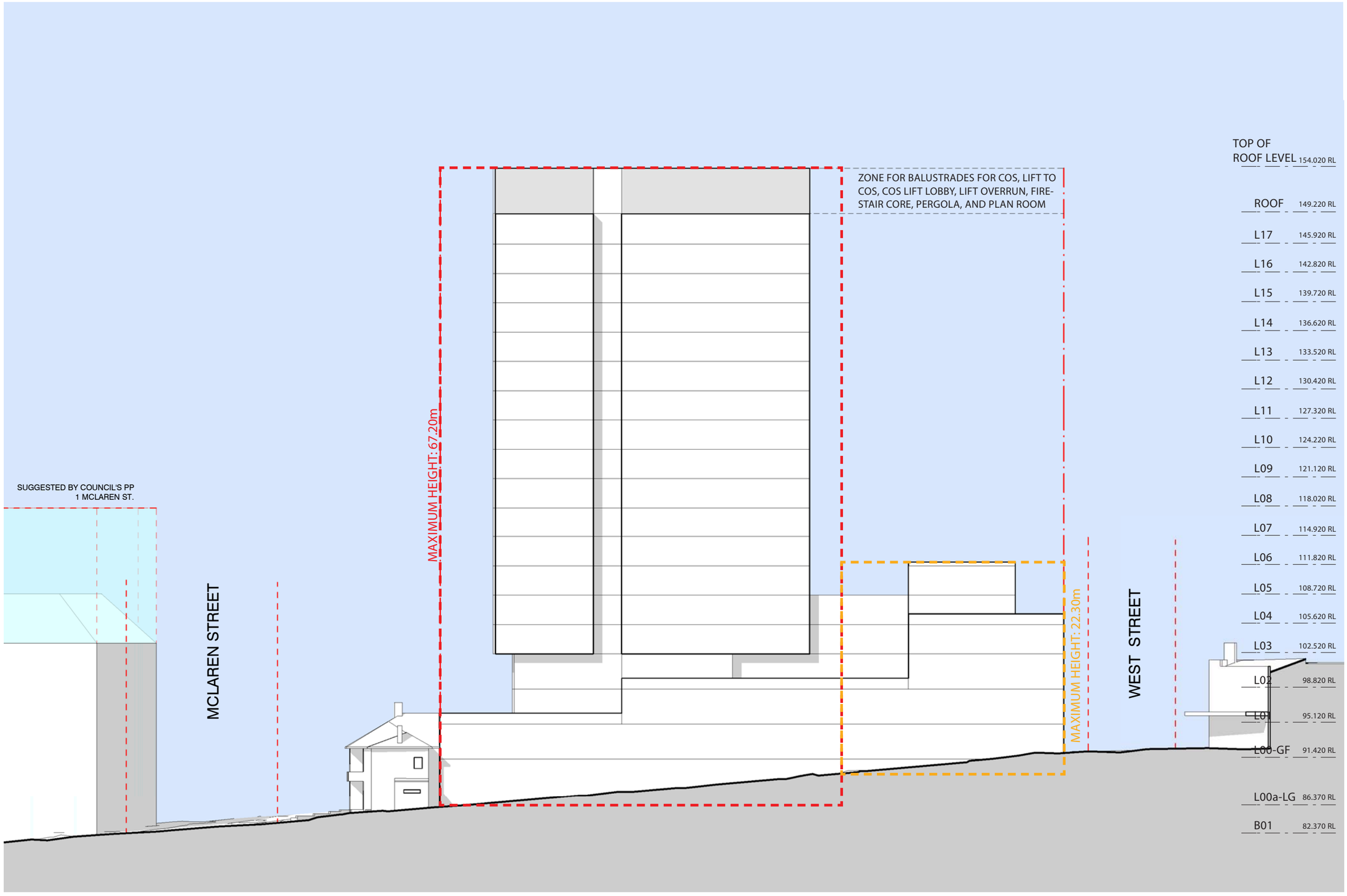
01 | Elevation - North - West Street - 1:400 @A3



02 | Elevation - West - Pacific Highway - 1:400 @A3



03 | Elevation - South - McLaren Street - 1:400 @A3

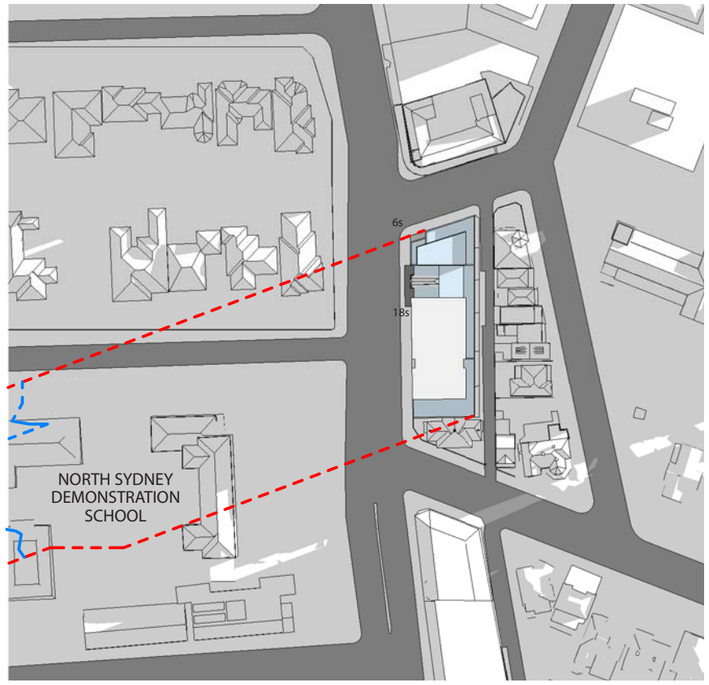


04 | Elevation - East - Church Lane - 1:400 @A3

LEP HEIGHT COMPLIANT SCHEME

PROPOSED SCHEME

07:30



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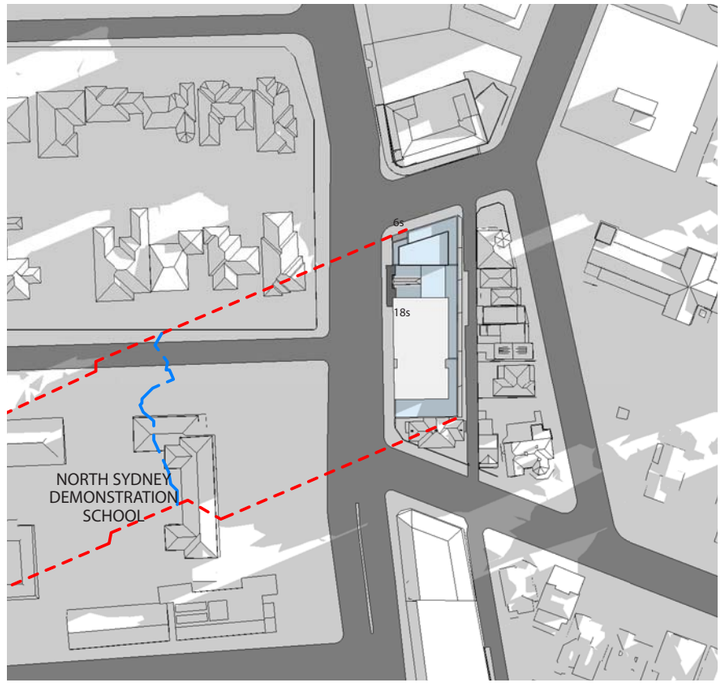

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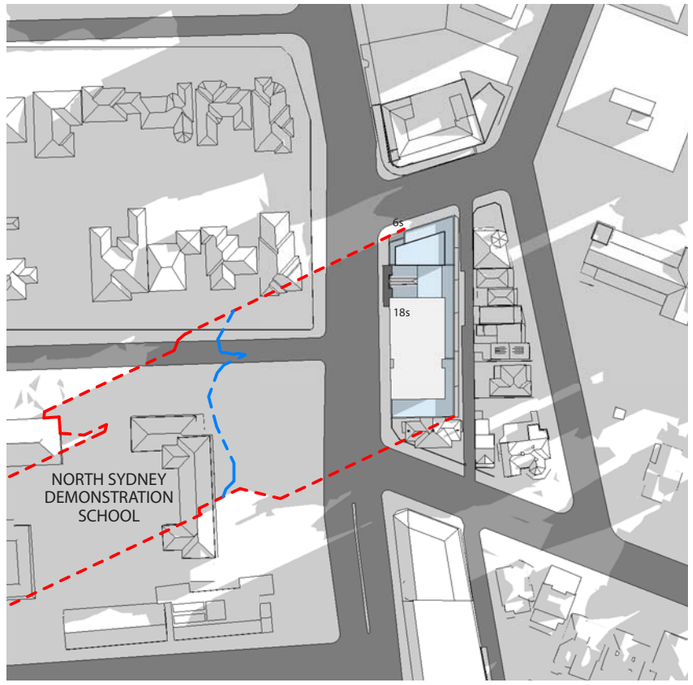

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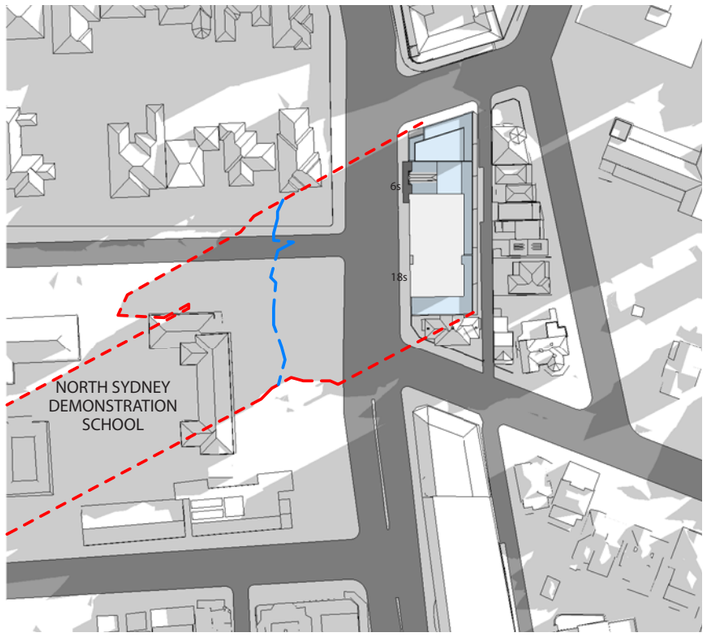

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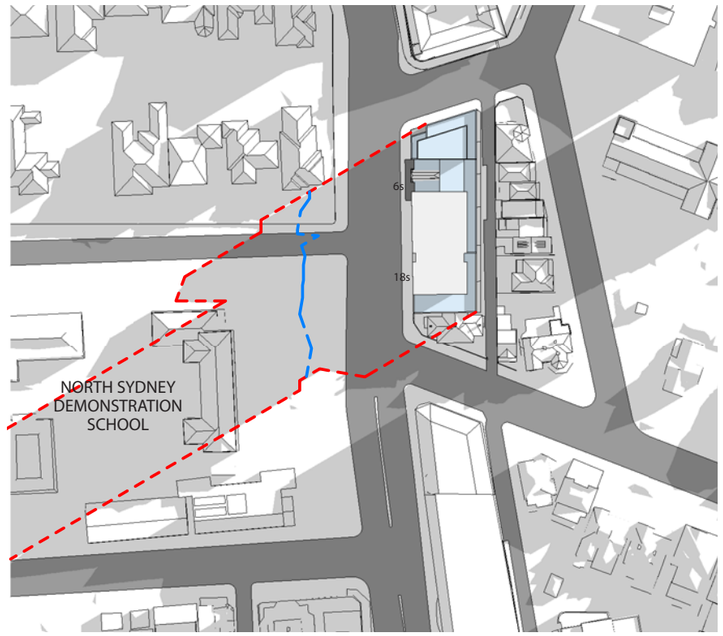

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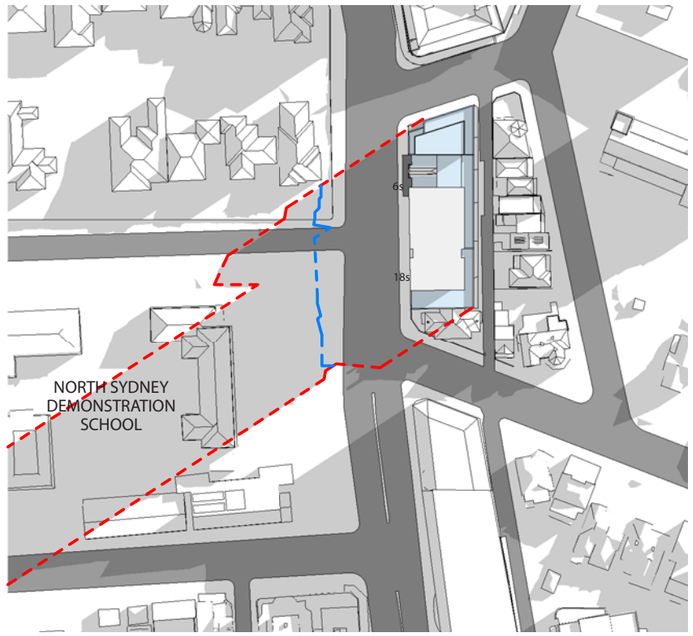
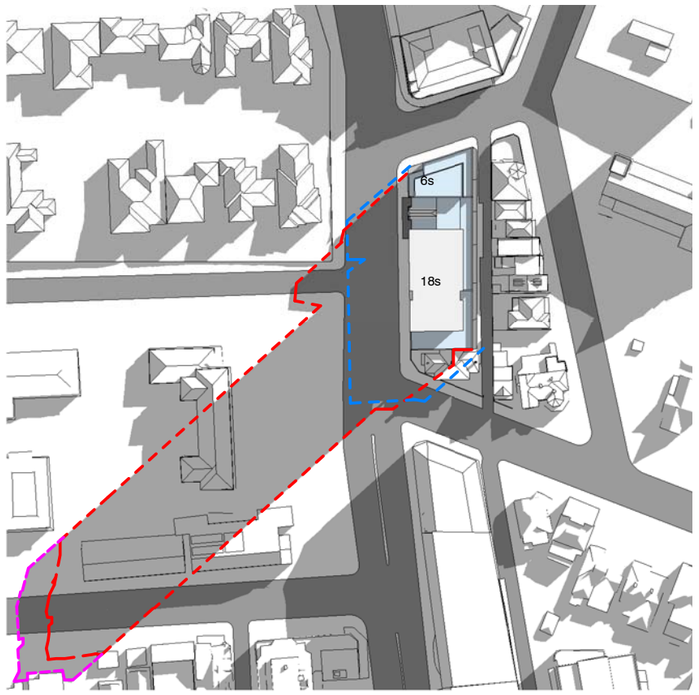


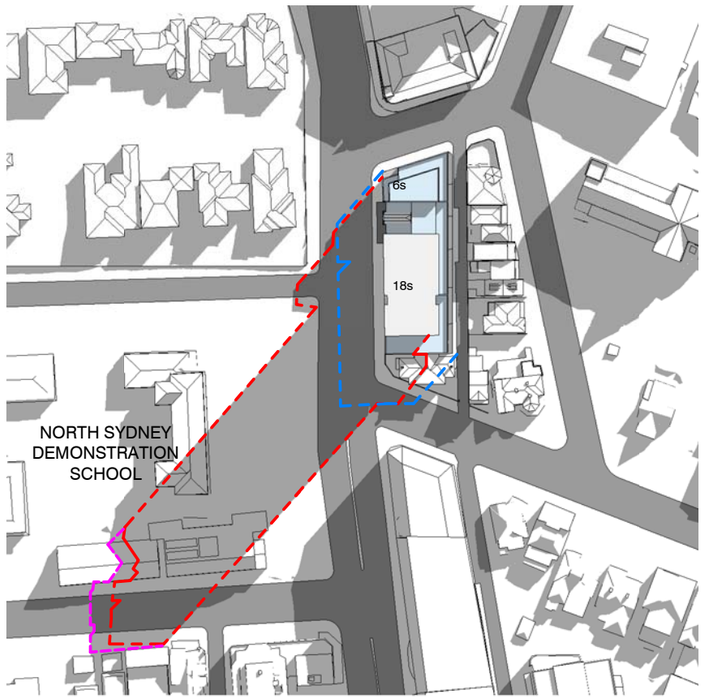
01 | Shadow Diagrams - 07:30 to 08:45 - 1:2000 @A3

LEP HEIGHT COMPLIANT SCHEME | PROPOSED SCHEME | ROOFTOP PROTRUSION

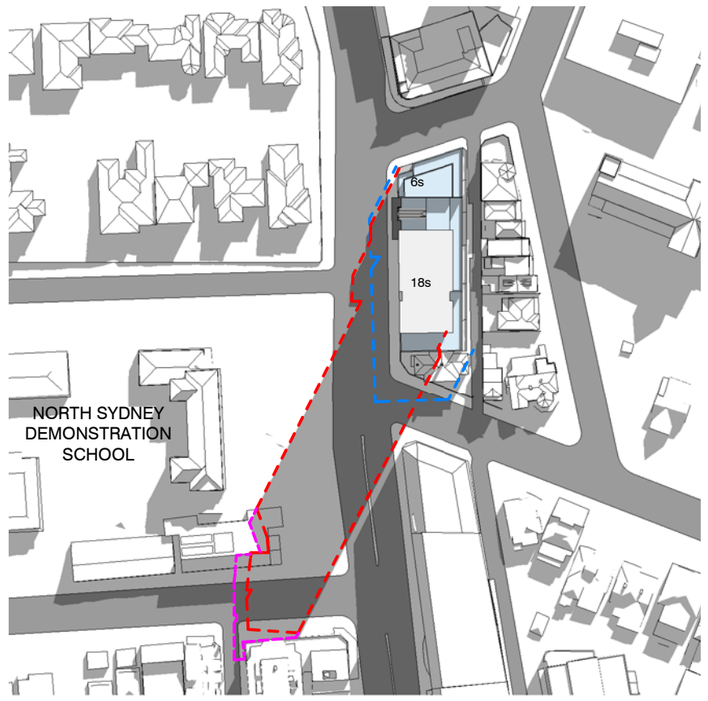
09:00



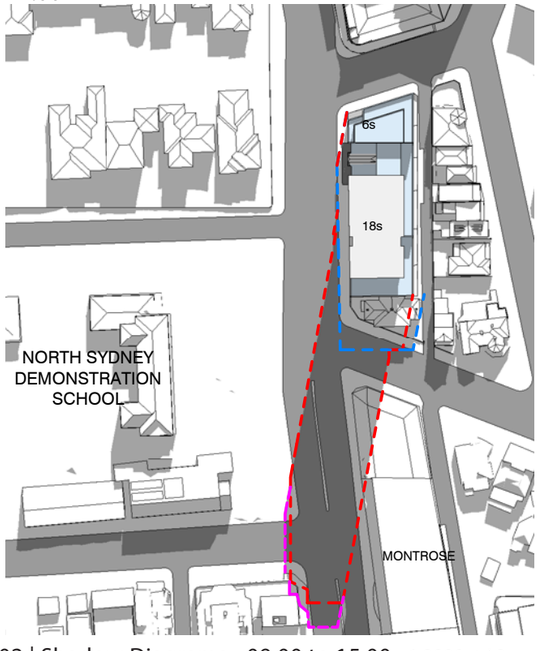
10:00



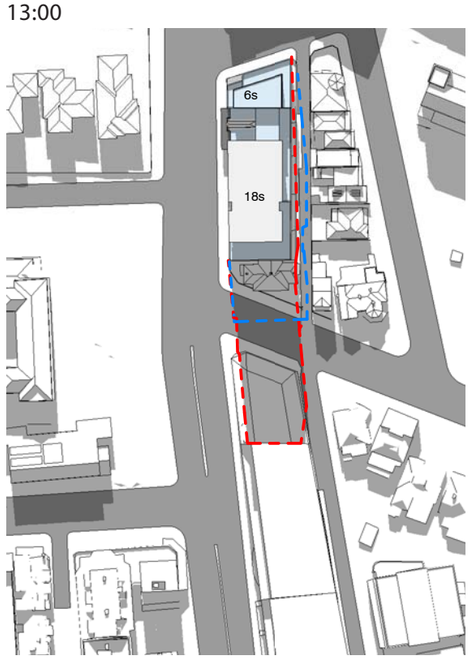
11:00



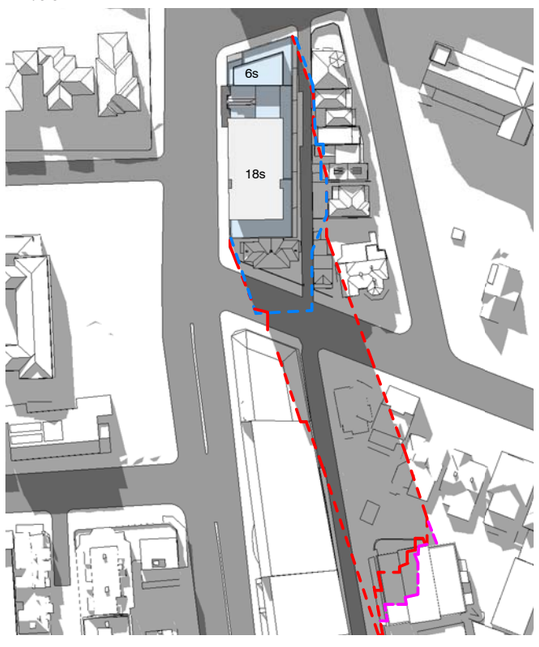
12:00



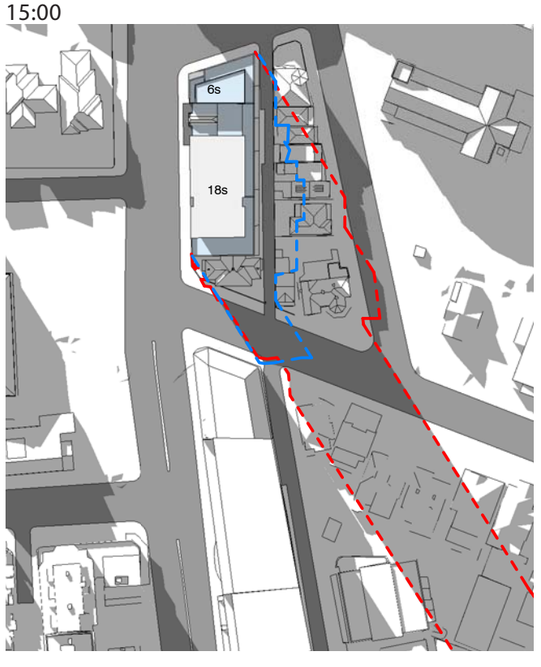
13:00



14:00



15:00



02 | Shadow Diagrams - 09:00 to 15:00 - 1:2000 @A3

GFA AND FSR

SITE AREA	1,468.79m^2

COMMERCIAL INCLUDING RETAIL

LEVEL	GFA
L00-GF	761m^2
L00-aLG	135 m^2
L01	422 m^2
L02	349 m^2
Total Commercial Including Retail GFA	1,667m^2
Total Commercial Including Retail FSR	1.14

RESIDENTIAL

LEVEL	GFA
L00-GF	144 m^2
L01	380 m^2
L02	338 m^2
L03	781 m^2
L04	684 m^2
L05	602 m^2
L06	489 m^2
L07	489 m^2
L08	489 m^2
L09	489 m^2
L10	489 m^2
L11	489 m^2
L12	489 m^2
L13	489 m^2
L14	489 m^2
L15	489 m^2
L16	489 m^2
L17	489 m^2
ROOF	13 m^2
Total Residential GFA	8,810m^2
Total Residential FSR	6.00

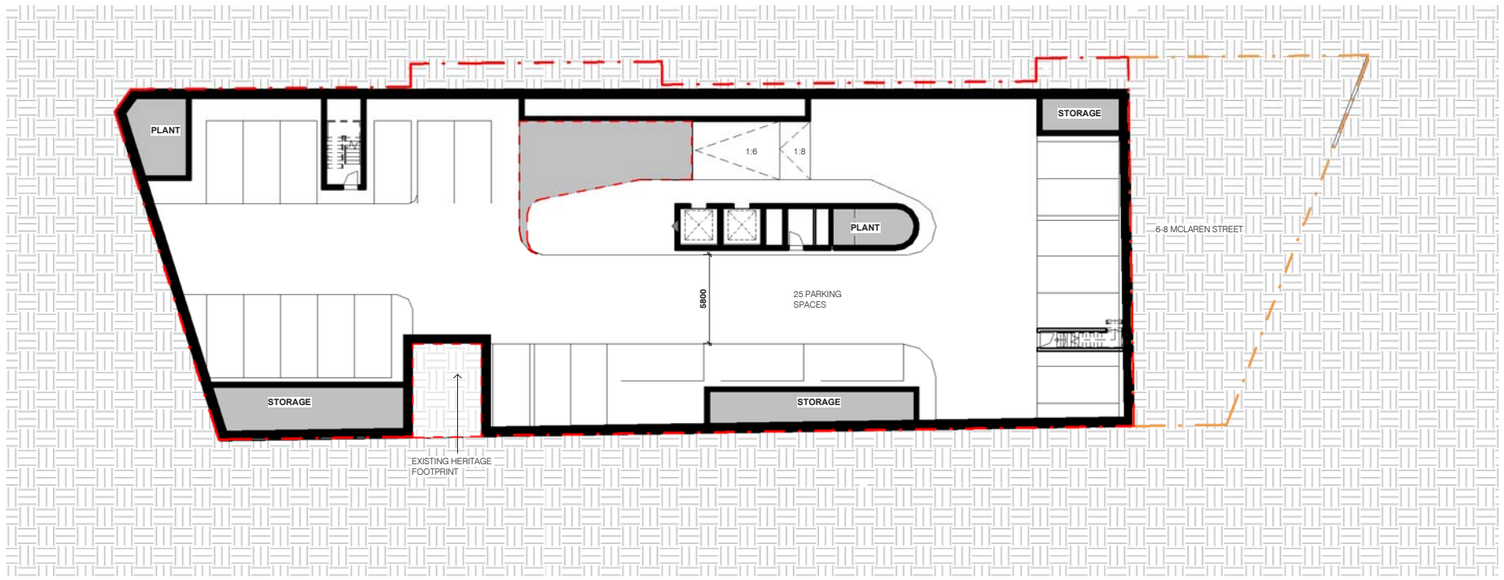
Grand Total GFA	10,477m^2
Grand Total FSR	7.14:1

01 | GFA and FSR

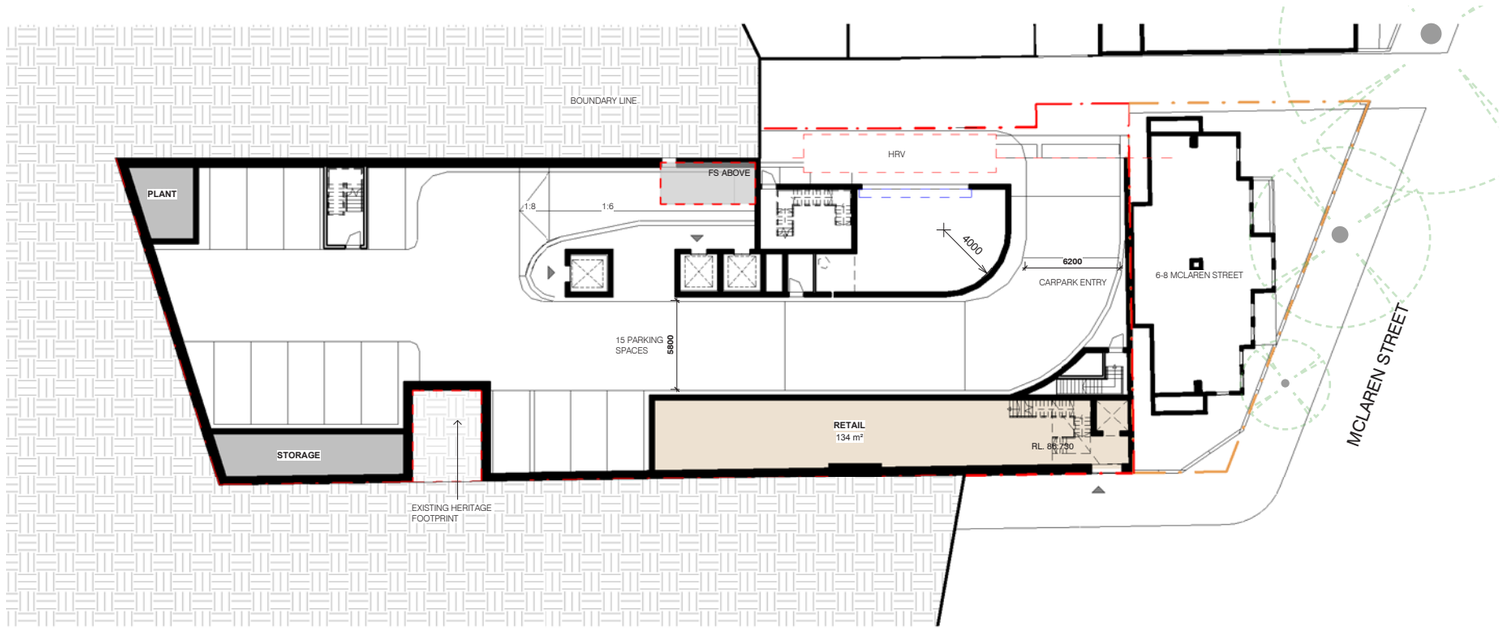
02

REFERENCE DESIGN

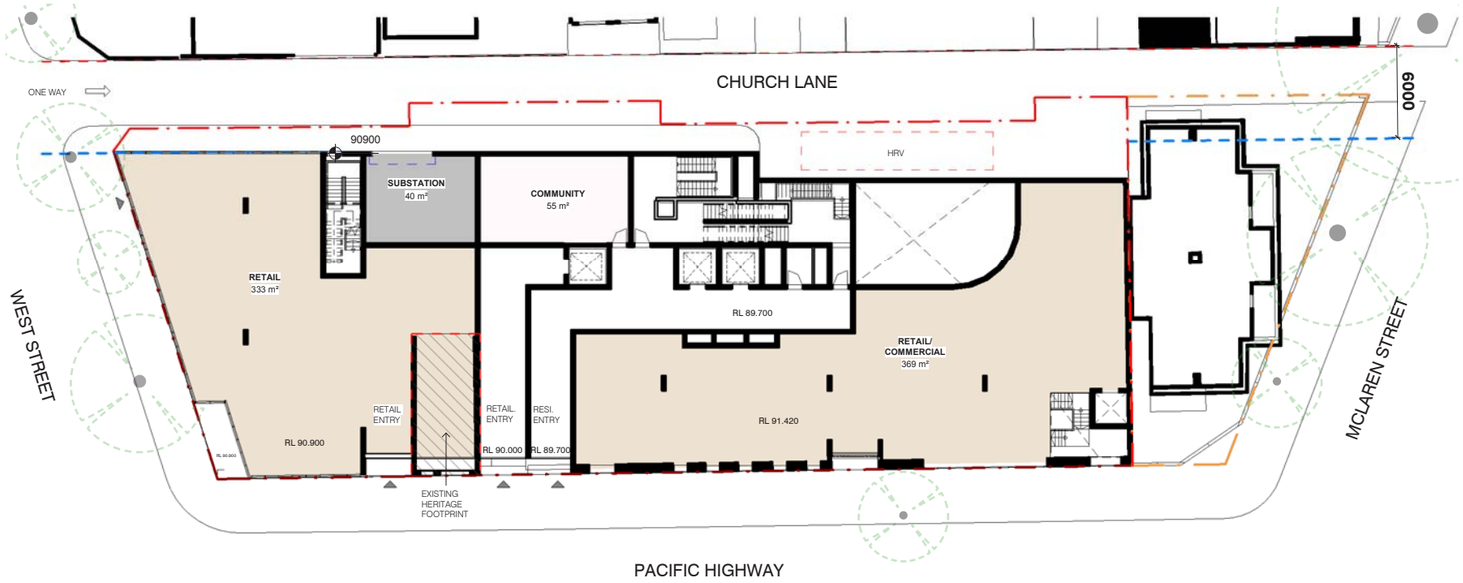
253-267 PACIFIC HIGHWAY, NORTH SYDNEY



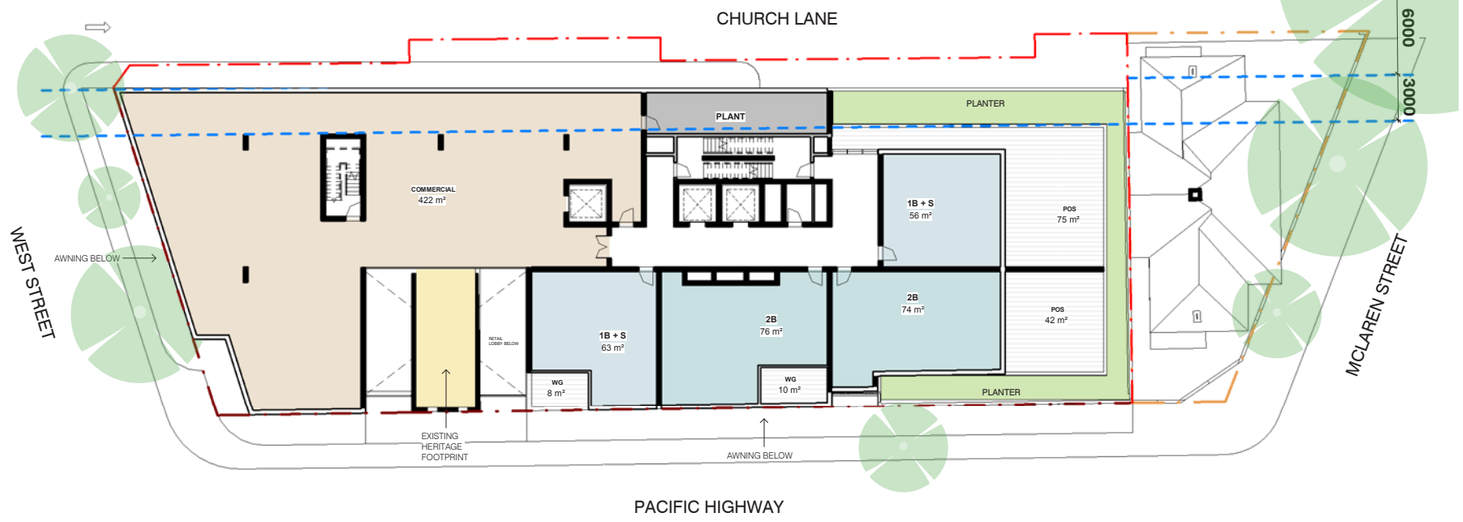
01 | Basement 01 Plan - 1:400 @A3



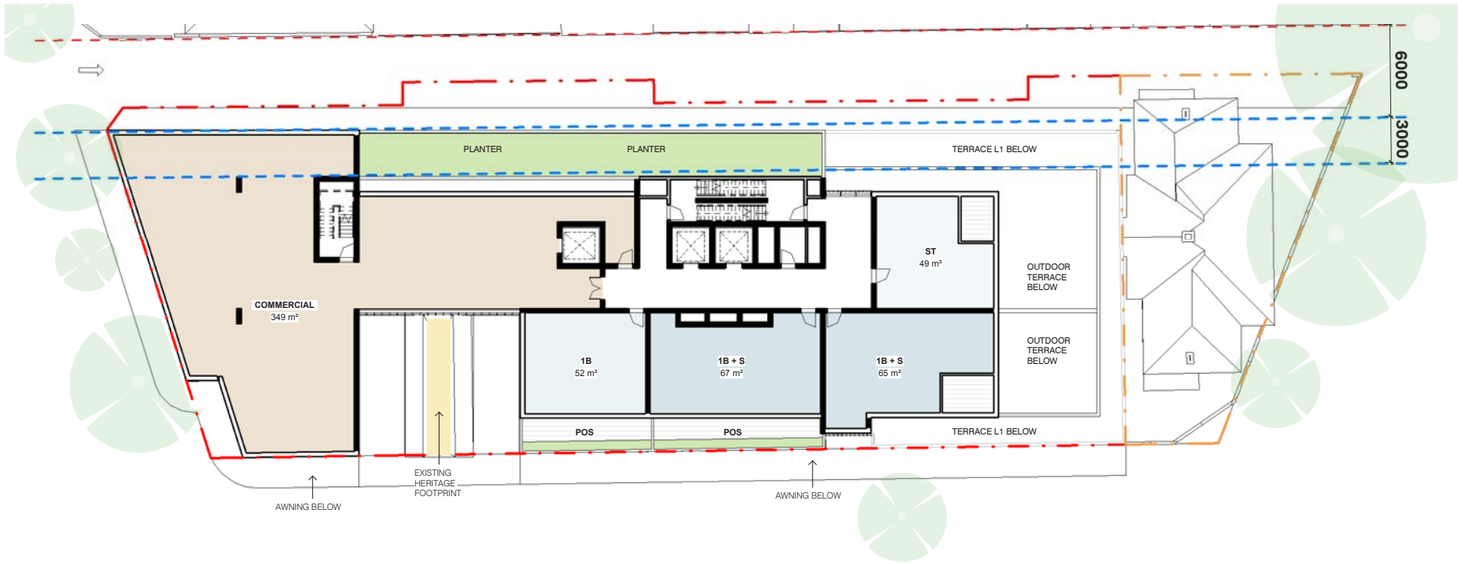
02 | Lower Ground Plan - 1:400 @A3



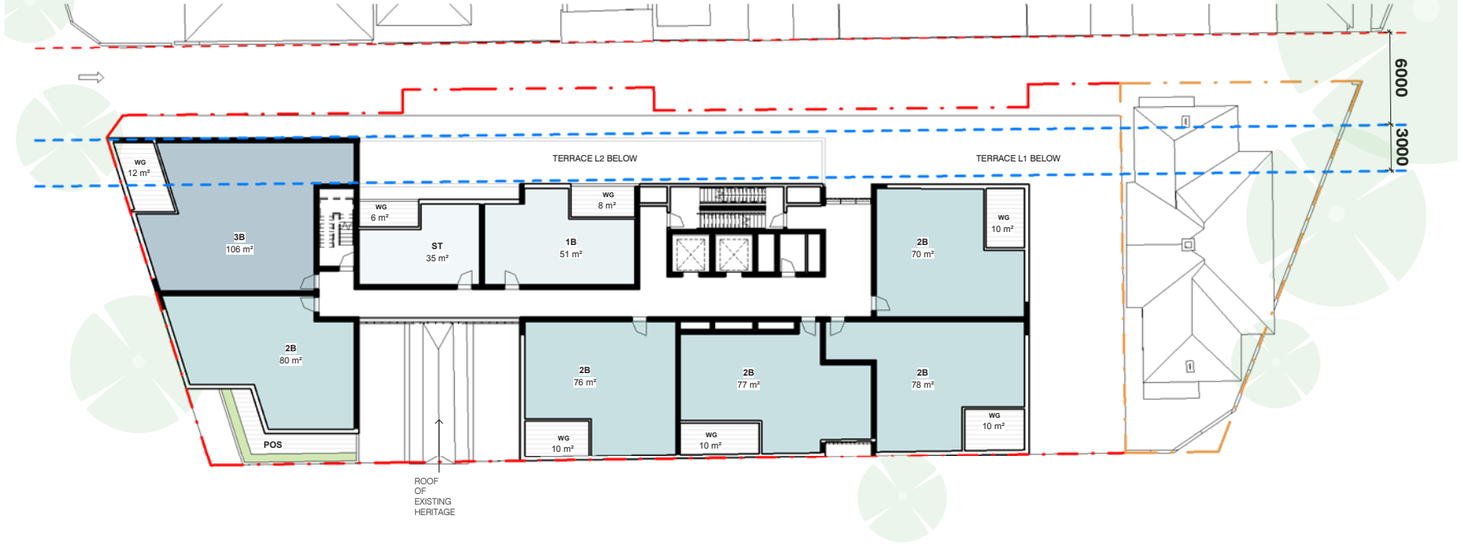
03 | Ground Level Plan - 1:400 @A3



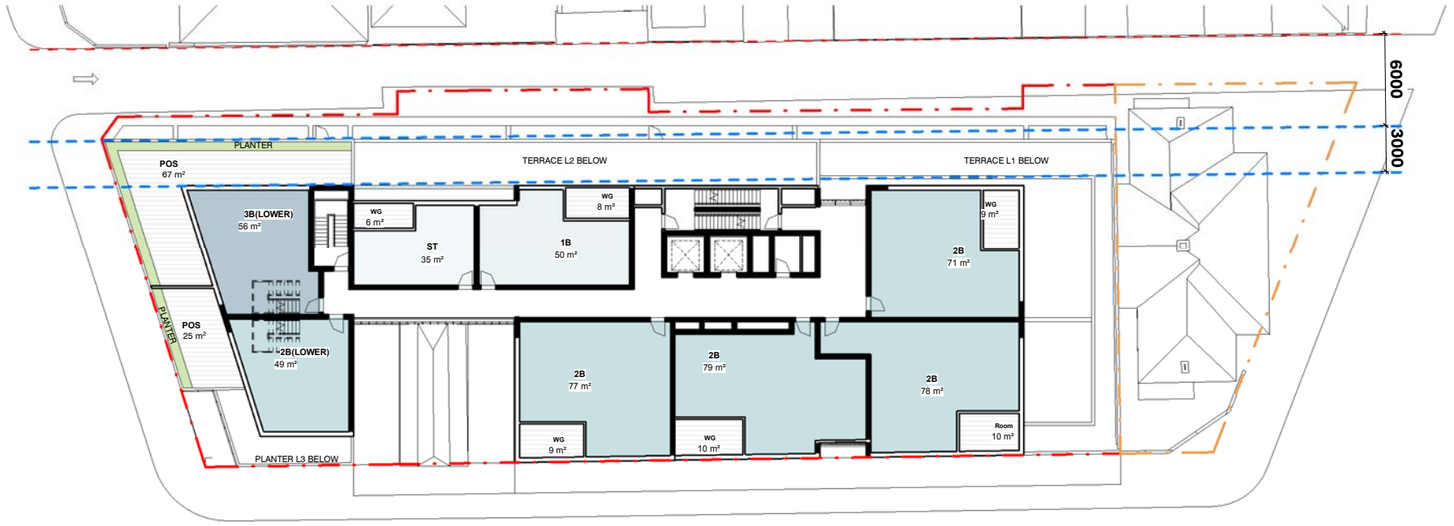
04 | Level 01 Plan - 1:400 @A3



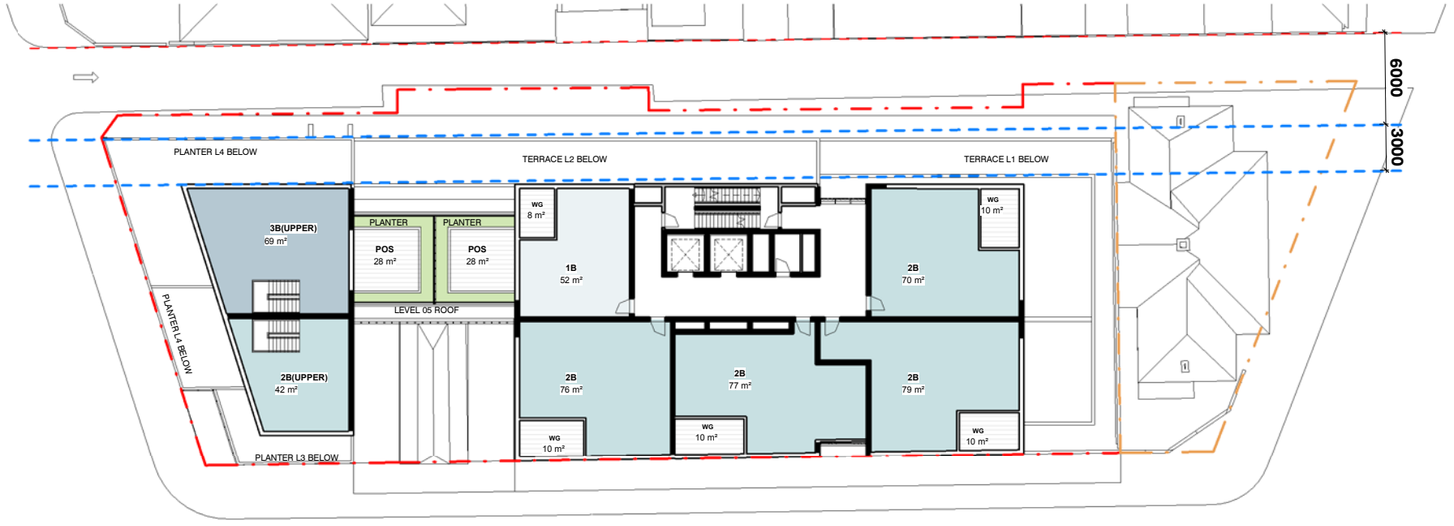
05 | Level 02 Plan - 1:400 @A3



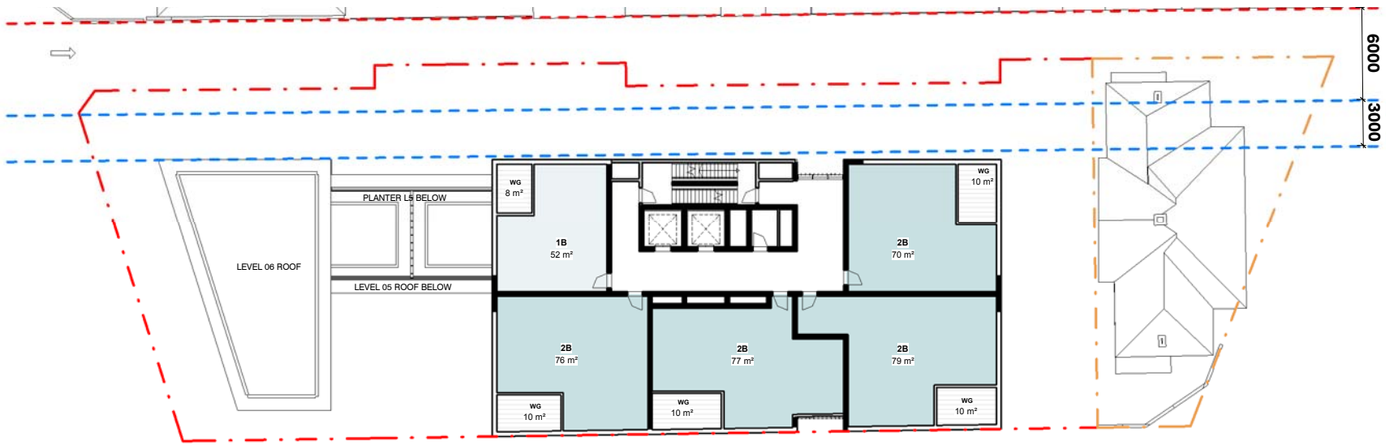
06 | Level 03 Plan - 1:400 @A3



07 | Level 04 Plan - 1:400 @ A3

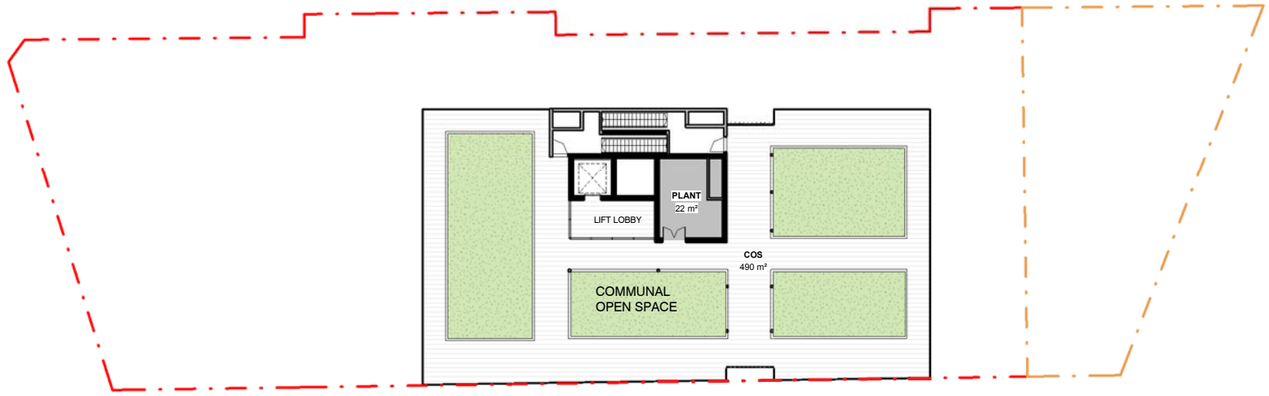


08 | Level 05 Plan - 1:400 @A3

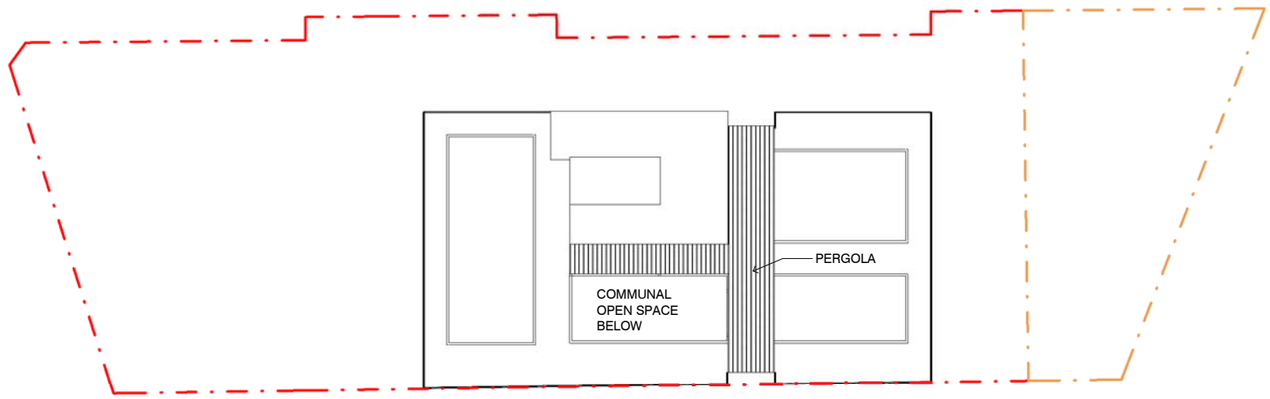


09 | Level 06 Plan - 1:400 @A3

10 | Level 07 Plan - 1:400 @A3



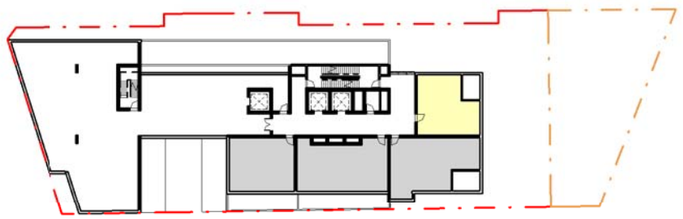
11 | Roof Plan - 1:400 @A3



12 | Top of Roof Plan - 1:400 @A3

SOLAR ACCESS COMPLIANCE		
SOLAR ACCESS	NUMBER OF APARTMENTS	PERCENTAGE
<2h	8	9%
>2h	81	91%
Grand total: 89	89	

Level 01



Level 02

Level 03

Level 04

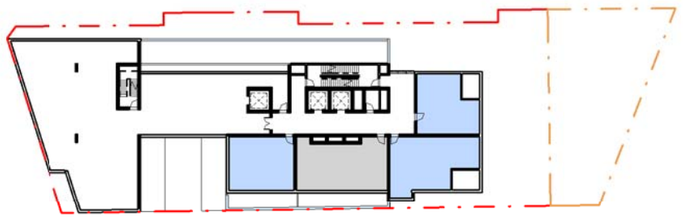
Level 05

Level 06 - Level 17

01 | Solar Access - 1:750 @A3

CROSS VENTILATION COMPLIANCE (GROUND FLOOR TO LEVEL 8)		
CROSS VENTILATED	NUMBER OF APARTMENTS	PERCENTAGE
N	14	32%
N: 14	14	
Y	30	68%
Y: 30	30	
Grand total: 44	44	

Level 01



Level 02

Level 03

Level 04

Level 05

Level 06 - Level 17

02 | Cross Ventilation - 1:750 @A3

Pacific Highway Precinct: Existing

Pacific Highway Precinct: Proposed

Pacific Highway Precinct: Existing

Pacific Highway Precinct: Proposed

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APPENDIX 2 -

SEPP 65 ASSESSMENT REPORT - PRELIMINARY APARTMENT DESIGN GUIDE STATEMENT PREPARED BY PTW

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Document	SEPP 65 Assessment Report - Preliminary Apartment Design Guide Statement
Project	253-267 Pacific Highway, North Sydney, NSW
Project Number	PA016036
Client	Legacy Property
Stage	Planning Proposal
Date	12/09/2018
Revision	A

01 STATEMENT OF INTENT

01.01 Design Approach, Objectives, and Excellence

The site is located on Pacific Highway and is directly north of North Sydney CBD.
The proposed development is envisaged as a prominent landmark to draw residents, workers and visitors alike. The design intends to maximise site opportunities through the creation of an elegant tower form in response to a wider urban context to the south and southeast. The proposed height is up to 19 storeys.

The concept design process has followed closely and maintained the Apartment Design Guide principles to strengthen the design excellence. The cumulative impact of design response to the guidelines outlined in ADG, DCP and SEPP 65 further enhances not only the individual site context, but also the entire Pacific Highway.

01.02 Schedule 1 - Design Quality Principles

Principle 1: Context and Neighbourhood Character

The mixed-use design complements the neighbourhood character and various conditions surrounding the site, through the incorporation of a large setback to the conservation area along McLaren Street and a lower scale built form in response to the heritage item on site and to the north.

The design contributes positively to the surrounding context and social conditions by identifying the mixed-use nature of all adjacent sites, whether in established areas, areas undergoing change, or for regions with proposed change.

The residential levels are articulated to respond to the existing built forms in the neighbouring developments to maximise the living experience for the residents.
The retail design creates an interactive public streetscape along Pacific Highway and the public domain to encourage a better economic environment.

Principle 2: Built Form and Scale

The design achieves a massing scale and height with respect to the existing and desired future built forms of surrounding developments and the street character, while adhering to the development controls.

The podium is articulated to tie in with the horizontal planes of neighbouring structures as a way of creating harmony in the streetscape and responding to the heritage item on site as well as to the north
The residential built form is split to create private open spaces on various levels between the podium and tower, achieving the required separations and breaking the long façade along Pacific Highway.

PTW

Principle 3: Density

The development is in a well-connected urban location surrounded by other residential, commercial, retail, and mixed-use buildings. The proposed densities are expected to reach the projected population in the future.

The apartments have been designed with a communal open space at the roof top level, within the built form.

Principle 4: Sustainability

The design incorporates sustainable strategies for the building longevity and environmental conservation. The cross ventilation and solar access for the residential unit follows the ADG standards to create an enhanced living environment for residents.

The services are planned on the concept of energy efficiency and conservation: elements such as recycling of materials and waste are included. There is a proposed green private open space within the built form with planters along deep setback terraces between the podium and tower; this space acts as a green buffer which improves the privacy of both the proposed units and their surrounding neighbours.

Principle 5: Landscape

The communal open space found on the roof level offers areas of social interaction and equitable access to recreation and incorporates green areas while private open spaces are complemented by balconies and planters on other levels of the building.

Principle 6: Amenity

The design achieves a high degree of residential and external amenity with primary attention to efficient apartment layouts, solar access (91% of apartments with more than 2 hours), cross ventilation (68% of apartments are cross ventilated), and visual and acoustic privacy. The overall floor layouts provide easy accessibility and degrees of mobility for all age groups.

The design provides sufficient separation across the laneway to neighbours and planters have been provided to keep our residents from overlooking these gardens below.

Additional architectural design elements could be further explored during the DA stage to improve visual and acoustic privacy of adjoining properties across the laneway; facade elements such as privacy screens and frosted and colour-backed glass panels could be used without compromising access to natural light and air.

The balconies and private open spaces offer personal outdoor areas in addition to the communal open space. Winter gardens are provided to reduce noise from busy streets to habitable spaces.

Principle 7: Safety

The design takes considers the safety feature of the development through planning strategies which optimize security. There is a single vehicular access way to the property from Church Lane with two distinct lobbies to the residential and commercial uses, suitable security features, and maximum

opportunities of passive surveillance of public and communal areas.

The design promotes a suitable balance between easy access to the public domain and safety to private spaces.

The safety and security of all open spaces within the development is further supported through use of signage and excellent artificial lighting during the night.

Principle 8: Housing Diversity and Social Interaction

The development proposes a mix of apartment types and sizes to cater to a variety of housing choices and budgets for a diverse population, while simultaneously complying with ADG guidelines in terms of size of habitable rooms, balconies, and circulation.

Principle 9: Aesthetics

The visual impact of the structure is achieved by dividing the podium into portions of similar width of the existing heritage item. This allows for a respectful relationship toward the heritage item through façade articulation.

Furthermore, the podium is defined with similar brickwork to the surrounding buildings (hotel) with awnings over the lobbies and retail. The residential tower is distinguished by its vertical language, improving the general perception, as well contrasting lightness with glazing and heaviness with brick found on the podium.

The recessed and fully glazed residential floor between the podium and tower produce a visually pleasing, floating effect to the tower. The wintergardens allow the tower to be viewed as a clear object, contributing to the streetscape.

The design pays great attention to ensuring a continuous streetscape relative to neighbouring structures, while maximising visual aesthetics.

GMU
Urban Design & Architecture

Project	NOS. 253-267 PACIFIC HIGHWAY, NORTH SYDNEY
Prepared for	LEGACY
Job number	17139
Date issued	19 / 09 / 2018