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Presentation to: SYDNEY NORTH PLANNING PANEL

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PRESENTATION NOTES AND GRAPHICS

Paul Walter's speaking notes for Panel Meeting. Notes refer to the images in the presentation and should be read in conjunction with the named presentation slide.

DRAFT ST LEONARDS PUBLIC DOMAIN MASTER PLAN

Attractors and Pedestrian Links illustrate the potential midblock connection joining the proposed over-rail plaza and bus inter-change to Friedlander Place through 69 Christie Street. This is a good idea, however: no legal public access exists across 69 Christie Street. If the site is sterilized by 500 Pacific Highway no public link will be made.

The Public Domain Plan shows the 'Attractor' Friedlander Place having a close relationship with Nicholson Street, however the proposal converts Friedlander Place into four lanes of vehicle access with very poor amenity. The proposed plaza above Friedlander Place is 10 meters above Nicholson Street so the relationship is lost.

PRECINCT DIAGRAM

St Leonards is transforming. The AMA site lies between the St Leonards Train Station and the proposed new Crows Nest Metro Station. New towers are proposed on 3 sites. Twin towers are proposed on the to the East and West of AMA site.

On the urban block occupied by AMA house, a single "New Hope" tower is proposed to the Northeast of AMA House. New Hope occupies about one third of the block. The remaining two thirds of the Block including Telstra Site and AMA House are currently pursuing redevelopment proposals.

AMA House is the national headquarters of the Australian Medical Association and home to a wide range of nationally significant medical specialist. The Owners Corporation, which includes this group, is pursuing a rezoning and redevelopment of the site. This proposes to extend its historical medical uses and to take advantage the close proximity to RNS, North Shore Private and the Mater and major transport. This is in line with a long-standing strategic vision for St Leonard as a centre of specialist employment and embodied in the Greater Sydney Commission's Draft North District Plan.

The Local Environment Plan clearly provides for the redevelopment of 69 Christie Street and allows a Floor Space Ratio of 10:1, whereas the existing building is around 5:1. Therefore the controls anticipate a doubling in floor space on 69 Christie Street. However, the primary basis of this objection is that the proposal for 500 Pacific Highway will prevent any redevelopment including under the existing controls.

VIEW FROM NICHOLSON STREET

This image illustrates the following:

- AMA House is at left and view along Friedlander Place at right
- AMA House building has reached the end of its useful life and is due to be replaced
- AMA House building frontage to Nicholson Street is one full level of carparking and exhaust air vents. This is an outdated street frontage; the OC wishes to replace this with a modern activated frontage in a new building.
- Friedlander Place functions as a green and leafy street which is one of AMA House's frontages.

Nicholson Street has a low-key character without frontage activation. This may have been acceptable in the past; however, it is not appropriate to the new vision for this precinct. The proposal is to replace Friedlander Place with multi-storey car park and vehicle ramps. The proposal for Nicholson Street makes a bad situation worse, furthermore it will prevent others from fixing the situation by sterilizing the AMA site.

POTENTIAL ACTIVE FRONTAGES

The urban block consists of three sites: Telstra; New Hope and AMA house. Each has different possibilities for renewing and activating street fronts. This diagram also illustrates the possible mid-block connection between AMA House and the sites to the north.

- New Hope and Telstra sites are capable of activating the Pacific Highway. The New Hope proposal appears to activate its part of the Pacific Highway
- If the Telstra Site frontage is largely inactive, if the site redevelops it can activate part of the Pacific Highway Frontage and part of Christie Street
- New Hope is capable of activating Friedlander Place. The proposal appears to do this in the northern third but fails to do this for the southern two-thirds, even though the design controls the full width of Friedlander Place
- New Hope attempts to activate the northern side of the through-block link (with commercial tenancies and secondary residential lobbies), however it has very poor access and it appears to rely upon the redevelopment of AMA House. However, the New Hope design will likely prevent the redevelopment of AMA House because of inadequate tower setbacks and poor design of Friedlander Place.
- Only AMA house is capable of delivering the through-block link alone. The publicly accessible mid-block link will only be delivered if AMA House is redeveloped.
- AMA House is capable of activating Nicholson Street only if the site is redeveloped
- AMA House is capable of renewing and improving its Christie Street Frontage if the site is redeveloped

SETBACK ANALYSIS (PLAN)

- The blue line shows the setback expected on the Telstra and AMA sites under the Apartment Design Guide
- The red line shows the setback impact of the proposal if AMA and Telstra are made responsible for New Hope's setback
- If each site is responsible for its own setback all are capable of development. If Telstra and AMA house are responsible for New Hope's setback they are heavily compromised

SETBACK ANALYSIS (SECTION)

The section shows a typical mid-block cross section between the proposal for 500 Pacific Highway and a fully complying development on AMA House site.

The diagram shows:

- the proposal's failure to comply with the ADG setback
- the proposal's failure to reflect the DCP Diagram setback
- The conflict created by the proposal between commercial-to-commercial uses as the conflict created between residential-to-commercial uses
- The deep and narrow canyon created between the buildings is made worse by the failure of the proposal to comply with the ADG

SETBACK ANALYSIS OF LANE COVE DCP DIAGRAM

Line of the Friedlander Place Terrace:

Friedlander Place is clearly illustrated with a stepped line to indicate the edge of the structure at the upper level being set back from Nicholson Street and from the AMA site. This configuration has important implications for the quality of the environment along Nicholson Street and on the AMA site as it provides daylight and gives cues to the role of the space as a public access way. The proposal does not set back as indicated in the DCP, it shows a ten metres high structure containing car park, ramps and exhaust air fans. This structure covers the whole area and meets Nicholson Street.

Vehicular Driveway from Nicholson Street:

The vehicular driveway from Nicholson Street shown in the DCP diagram occupies 1/3 of the width of Friedlander Place and provides vehicular access under the structure. This design is important because it preserves a predominance of pedestrian priority in the area and creates the opportunity for high quality planting and landscape elements. The proposal occupies the whole width of Friedlander Place with vehicular ramps and structure supporting the car park above. It does not create a good pedestrian environment.

Tower Footprint & Setbacks:

As set out in the Apartment Design Guide and as confirmed in Planning Circular PS 15-002, the ADG takes precedence over the DCP, so the setbacks for the residential uses must be as they are set out in the ADG (9 metres setback below 26 metres in height and 12 metres setback where the building rises above 26 metres in height). Even if the SEPP hypothetically did not exist, the proposal impinges beyond the line shown in the DCP. The building footprint implied by the diagram only touches the common boundary at one point. For the parts of the common boundary where it faces the existing AMA building, the diagram indicates a setback of three metres. The proposal does not apply the setback shown in the DCP diagram.

Mid-Block Connection:

The DCP under Part D, Block 3: Friedlander Precinct, sets out objectives: (3) To enhance the public domain regarding view lines, pedestrian links and streetscape and (6) To provide activation to Nicholson Street. In the DCP table under point (11) Mid Block Connection, provision is made for the connection to be within Friedlander Place and to have Min. Width 6m. The link is not 6 metres wide. It is circuitous and steep. It appears to be less than 2 metres wide.

Further notes in the DCP provide for that the Mid Block Connection:

DCP Notes	Comments
To be a direct Pedestrian connection only	The connection is not direct. It is via a lift car or a fully enclosed fire stair inside the car park. Then along a steep narrow path (1:8 gradient) beside a vehicle ramp.
Arcade link to Pacific Highway & Nicholson Street	There is no arcade link
To be lined with active retail uses and open 24 hour / 7 day week	Only the upper level of the link appears to have retail. The circuitous nature of the vertical link and the blind/ enclosed nature of the stair link makes it a dubious environment to enter after hours
To be Located within the area currently occupied by Friedlander Place	Friedlander Place is a historic urban connection which aligns with Albany Street. It is the appropriate location for a high-quality public mid-block connection. The proposal fails to provide this.

Car Park occupies Friedlander Place:

The DCP under Part D, Block 3: Friedlander Precinct sets out objectives: (6) To provide activation to Nicholson Street. However, the frontage to Nicholson Street is entirely occupied with car park ramps. The upper level of this frontage is occupied with car park exhaust air fans. There is no activation of Friedlander Place.

Under DCP Control (10) Carparking, it notes that carparking is to be: underground or sleeved by other uses. However, car parking occupies a structure which rises 10 metres above Nicholson Street. The frontage to 69 Christies Street along Friedlander Place is a multi-storey car park with zero setback. This presents a very poor frontage for the existing AMA building. Furthermore, the view along the pedestrian access from Christie Street which lies to the north of the AMA building terminates with a view to this multi storey car park structure.

IMPACTS

The proposal has a wide range of serious impacts on 69 Christie Street. If AMA House remains undeveloped, its access becomes more difficult over Friedlander Place, functional conflicts and environment is far worse than at presently exists. Furthermore, the breaches of the DCP and ADG contemplated in the proposal make it extremely difficult to redevelop AMA House.

The primary impacts derive from two assumptions on the part of the proposal:

1. The apparent appropriation of AMA House's land and setbacks to be used by New Hope for access and building separation
2. The conversion of Friedlander Place, which presently functions as a public street and as an important frontage for AMA House into private multi-story car park.

PERSPECTIVE MARK-UP (New Hope a+ Dwg. A016-3 A)

"View from Nicholson Street" Image shows the corner of Friedlander Place and Nicholson Street. Presently these streets are two of AMA House's frontages. The perspective shows:

- Proposed the 10 metres high car park and exhaust structure on Friedlander Place
- Failure to activate the Nicholson Street frontage
- Failure to deliver a 6 metres wide activated arcade or pedestrian link from the Pacific Highway
- Narrow and unattractive footway proposed to replace the landscaped public link along Friedlander Place to the Highway
- The image deletes the ventilation infrastructure shown on the plan A015 on the triangular grassed area in the mid-view

"View from public Domain looking toward 69 Christie Street" image shows the imagined relationship between, Friedlander Place, 69 Christie Street and 500 Pacific Highway. The view is along the possible future mid-block connection (over 69 Christie Street) looking towards Christie Street. The perspective shows:

- The false assumption that 69 Christie is a public laneway or street
- The loss of Friedlander Place as a public street
- The multi-story car park that is intended to replace Friedlander and address 69 Christie Street

PERSPECTIVE MARK-UP (New Hope a+ Dwg. A016-3 A)

The hand-drawn mark-up shows the property boundary which are invisible in the base image. It demonstrates the presumption that building setbacks and separation should be made only the responsibility of 69 Christie Street while the proposed 140 tall tower stands only 1 metre from its rear boundary.

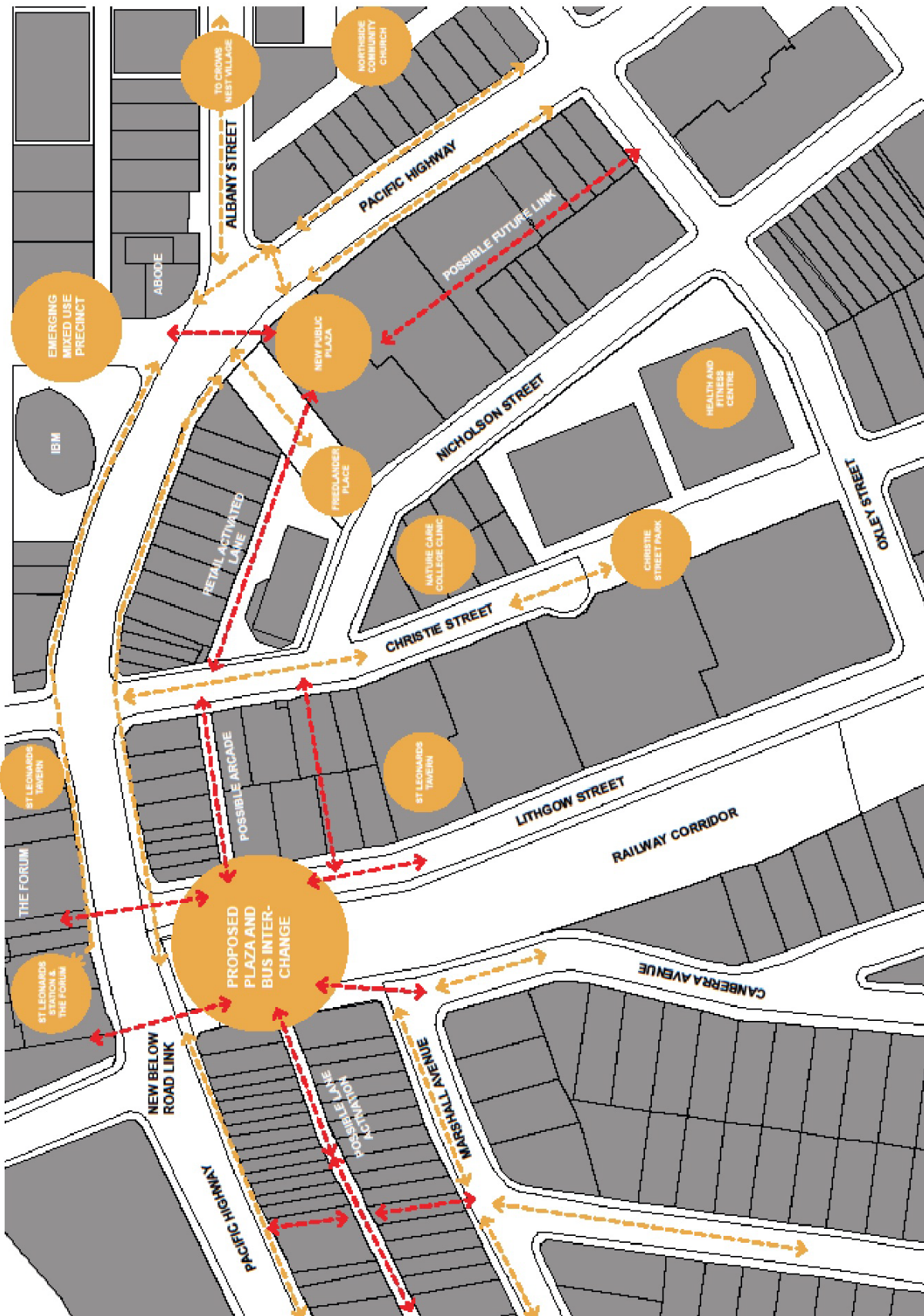
This image demonstrates:

- The false assumption that 69 Christie is a public laneway or street
- The failure of 500 Pacific Highway to adopt appropriate setbacks
- The possible future mid-block connection terminates in a 'box canyon' behind the viewer in this perspective.
- The loss of Friedlander Place as a public street
- The multi-story car park that is intended to replace Friedlander and address 69 Christie Street

CONCLUSION

In summary, the proposal appears to take advantage of all the extraordinary elements of the DCP that produce a private benefit to the proponent but ignore the set of elements that give a public benefit or that mitigate impacts on neighboring sites.

Any development on 500 Pacific Highway must adopt the proper setbacks under state policy, improve the public domain setting Friedlander place and Nicholson Street. It must not prevent the opportunity for AMA house to redevelop and realise the manifold: urban design, public domain and land use opportunities the site presently possesses.



Pedestrian Links and Desire Lines

This diagram illustrates the desire lines and existing/ potential pedestrian links that the site may need to respond to.



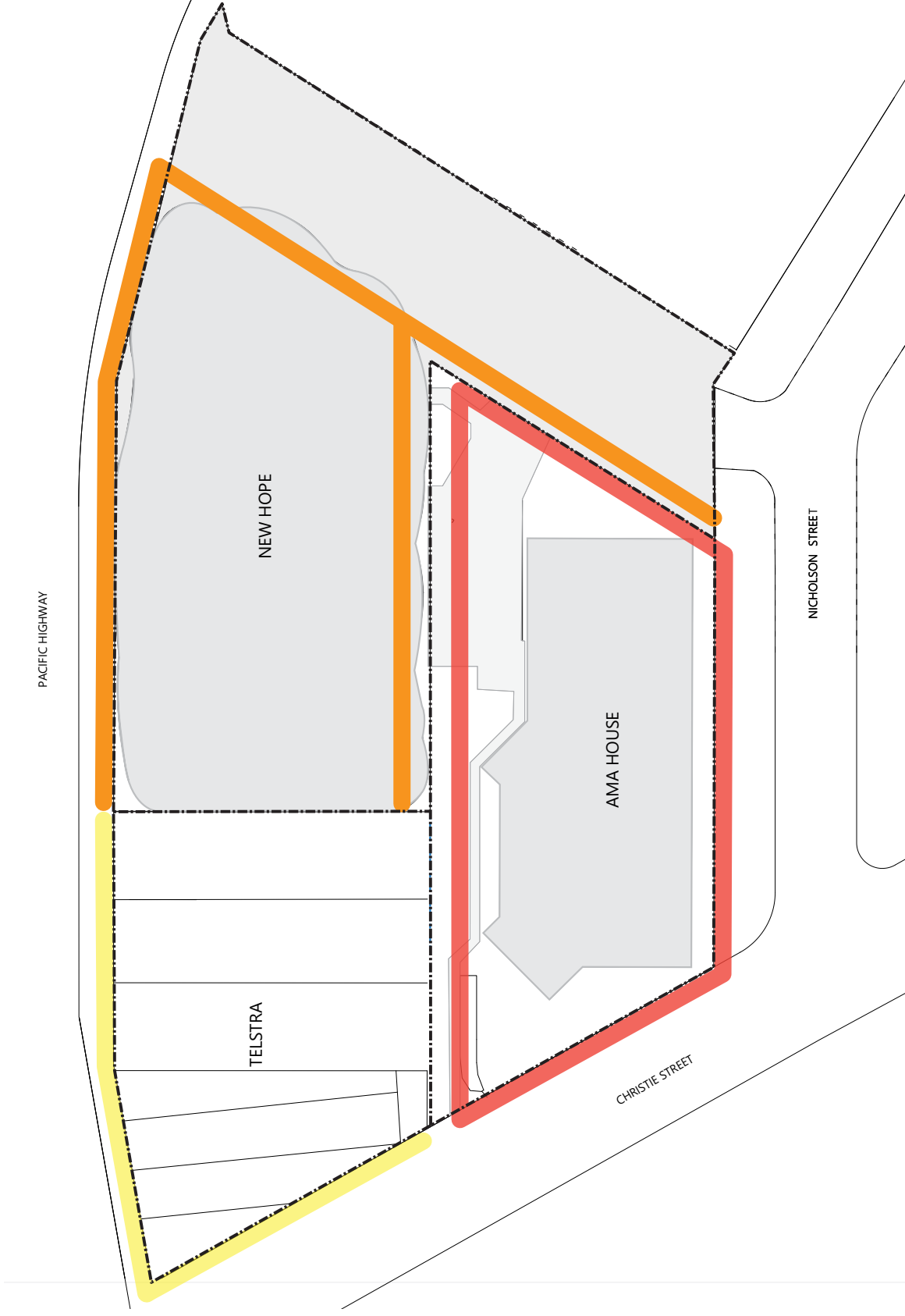




Drawings prepared without survey.
Scale is indicative only.

CLIENT: 69 Christie Street | St Leonards
DATE: 25/01/2017

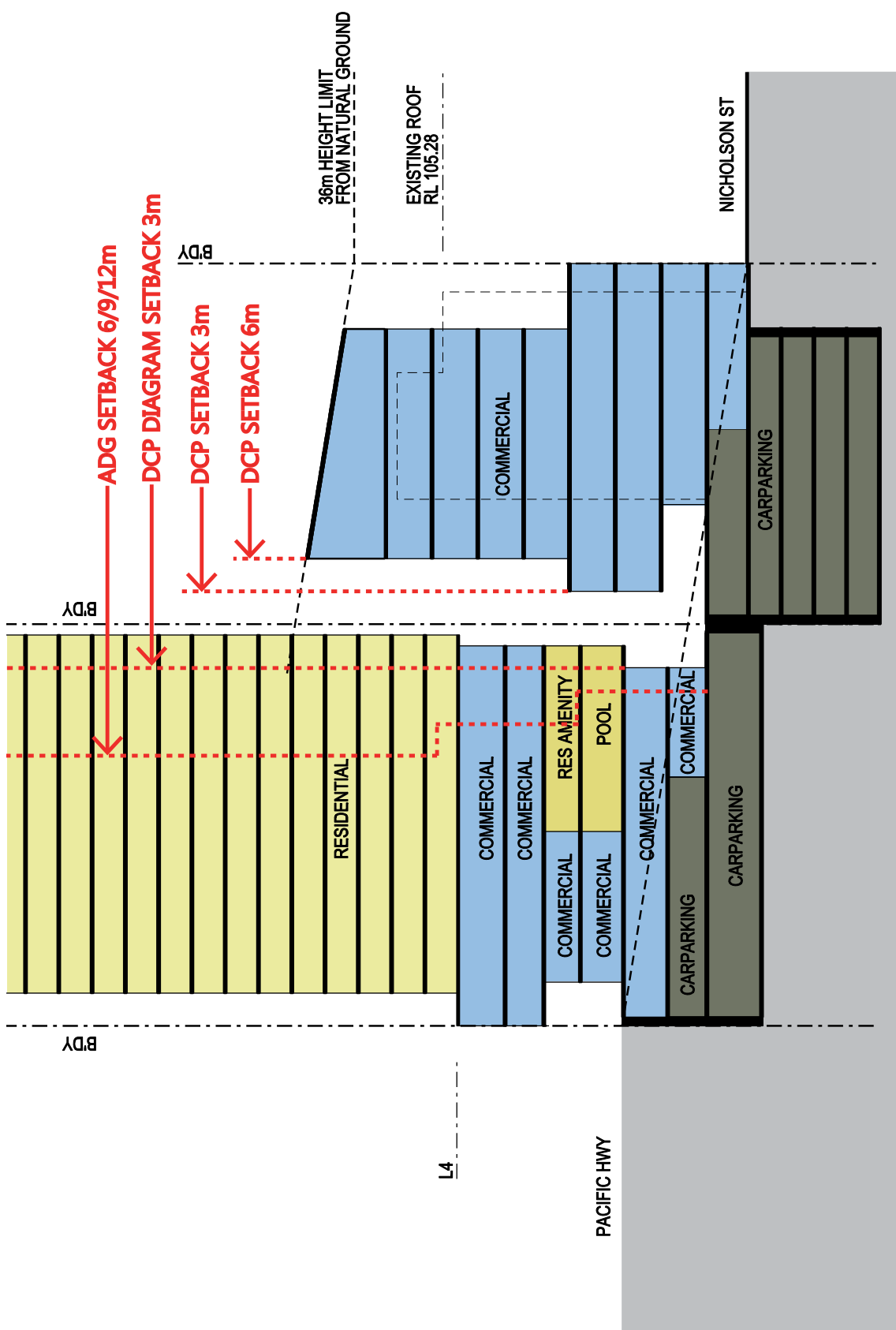
VIEW FROM NICHOLSON STREET
TO FRIEDLANDER PLACE
SOURCE: GOOGLE STREET VIEW



Drawings prepared without survey.
Scale is indicative only.

CLIENT: 69 Christie Street | St Leonards
DATE: 25/01/2017

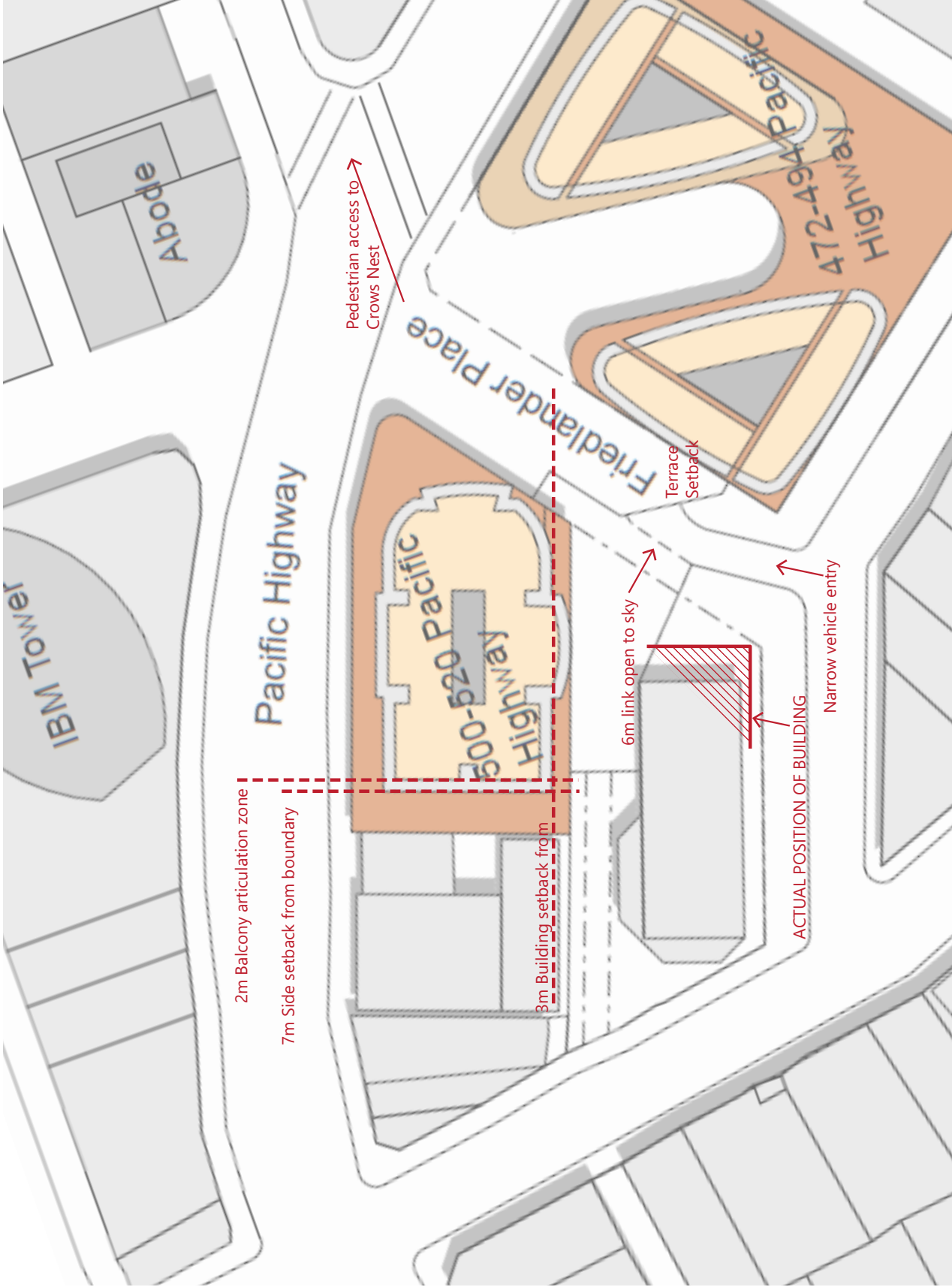
POTENTIAL ACTIVE FRONTAGES



Drawings prepared without survey.
Scale is indicative only.

CLIENT: 69 Christie Street | St Leonards
DATE: 25/01/2017

SECTION: SETBACK ANALYSIS

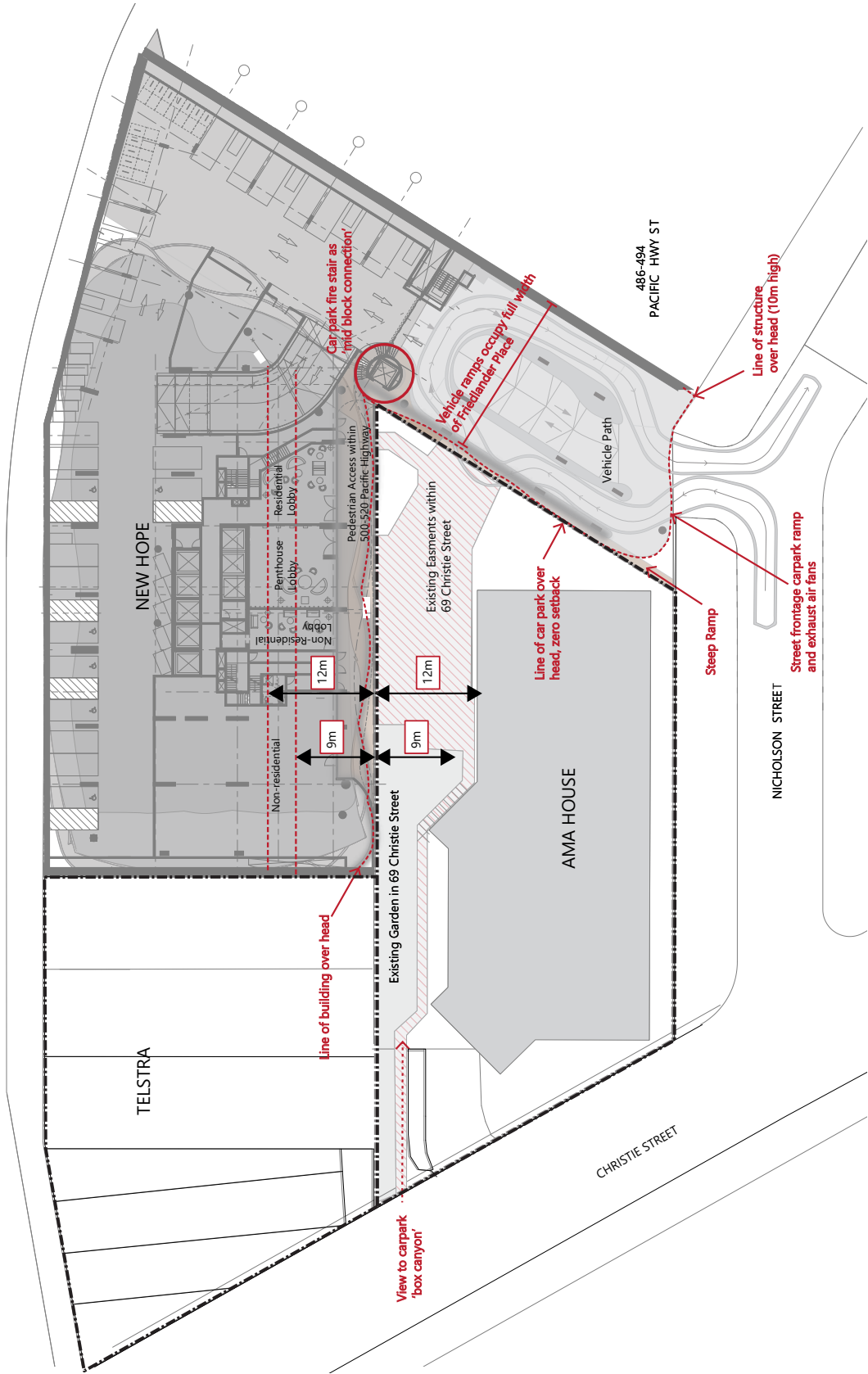


Vehicle Path traced from: B99 Vehicle Swept Path, 30/08/2016, drawn by CBRK ref. 9923.

Lobby level imported from: Nicholson Lane, 23/10/2015, drawn by aplusdg, drawing no: A018, issue: A.

Diagram prepared without complete survey, positions are indicative. Check on site.

PACIFIC HIGHWAY



Drawings prepared without survey.
Scale is indicative only.

CLIENT: 69 Christie Street | St Leonards
DATE: 25/01/2017

IMPACTS



DISCLAIMER: Treatment to public domain works to 69 Christie St is indicative only

Rev	Description	Date
A	Amended DA	06/06/2016
B	Amended DA	16/10/2016
C	Amended DA	14/10/2016

Project Name
500-520 Pacific Hwy, St Leonards
 Client Name

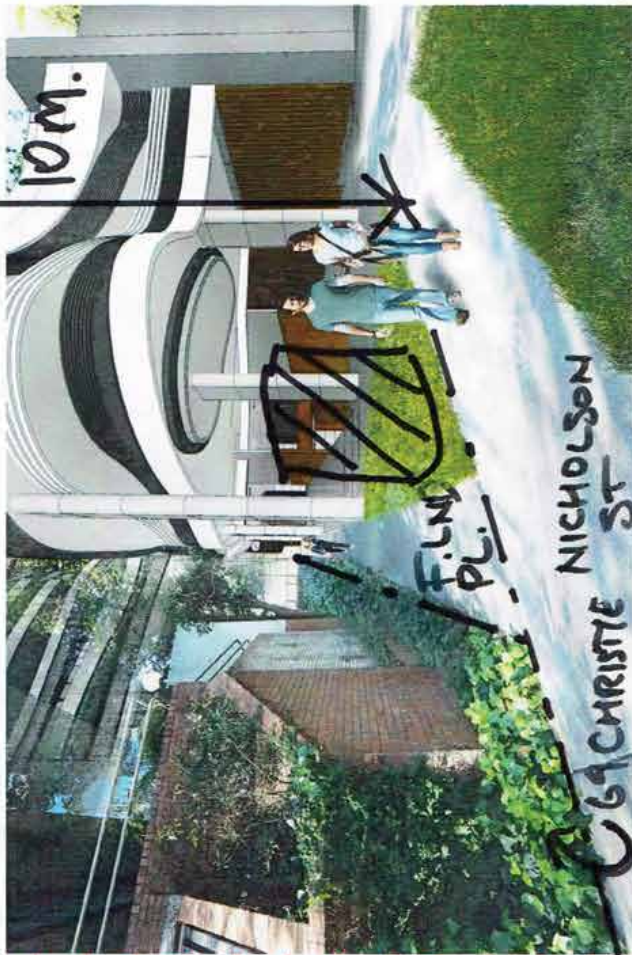
Drawing Title
Nicholson Street

SCALE
 @ A1

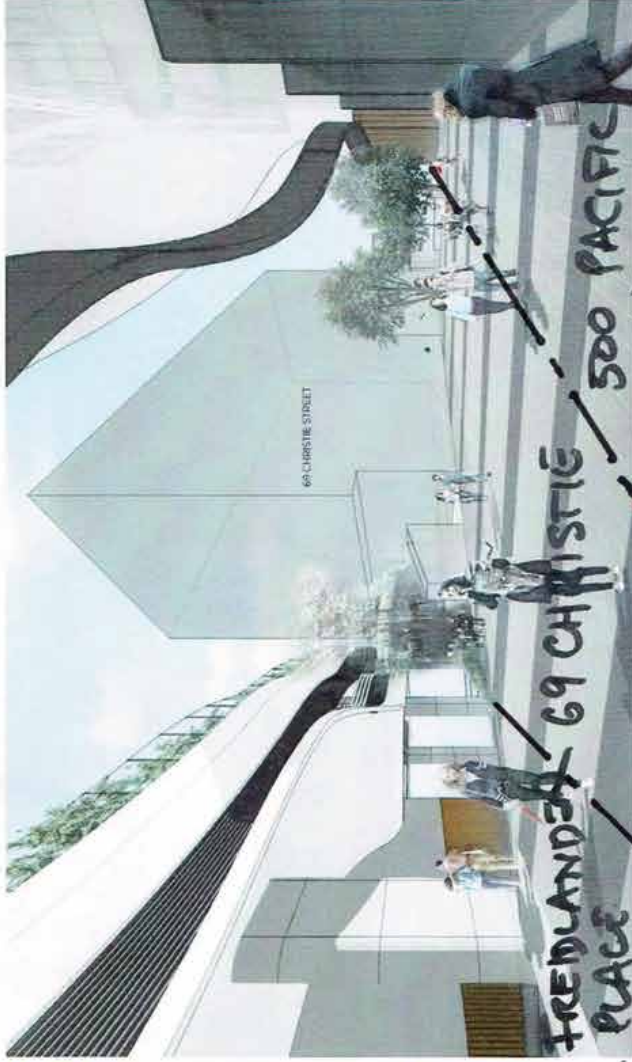
DATE
 02/10/2016

Drawing No
A016-2

ISSUE
C



VIEW FROM NICHOLSON STREET



VIEW FROM PUBLIC DOMAIN LOOKING TOWARD 69 CHRISTIE STREET

Public Space and Connectivity

Regulation	Requirement	500 Pacific Highway Scheme
ADG Objective 3D-4 Public open space	Public spaces should be; <ul style="list-style-type: none"> linked through view lines, pedestrian desire paths etc well connected with streets connected with nearby parks etc 	<ul style="list-style-type: none"> Access from Nicholson St to Friedlander place is through steep and narrow box canyon, then up carpark staircase. There are no clear sight lines or visual connectivity between streets and open spaces, reducing amenity and activation of Nicholson and Christie St Pedestrian desire paths from Albany St to Nicholson St or towards new St Leonards' Forum are blocked No active uses on pedestrian link Disabled access is heavily restricted Connections and access under current plans are considerably worse than existing connections. Access to Nicholson St from Friedlander place is awkward and through the car park Narrow paths with no casual surveillance will discourage activity and sense of safety outside business hours Awkward access will isolate sites like 69 Christie St Unattractive streetscape on Nicholson St
ADG Objective 3G-3 Pedestrian links	Pedestrian links through sites should; <ul style="list-style-type: none"> facilitate direct connections to open space, main streets centres and public transport be direct, have clear sight lines, be well lit, contain active uses etc. 	
DCP Block 3 Provision 8 <i>Pedestrian Access</i>	<i>Pacific Highway, Christie St and Nicholson St</i>	
DCP Locality 5 Provision 6.5 <i>Pedestrian network</i>	<i>...provide new and enhanced connections in the site</i>	
DCP Locality 5 Objectives	<ul style="list-style-type: none"> Increase the amenity of Nicholson Street and the adjoining public access ways, maximizing casual surveillance and activation avoid the creation of isolated sites within the precinct 	
DCP Locality 5 Provision 6.1 Uses	<ul style="list-style-type: none"> ...encourage activity and safety outside of office hours. Provide active uses at street level and flanking public spaces 	
DCP Block 3 Objectives	<ul style="list-style-type: none"> Provide activation to Nicholson St and Christie St Enhance the public domain regarding view lines, pedestrian links and streetscape 	

Friedlander Place Retail Arcade/Colonnade

Regulation	Requirement	500 Pacific Highway Scheme
DCP Block 3 Provision 3 <i>Uses</i>	Active uses street level - retail <ul style="list-style-type: none"> Christie St Friedlander Place to arcade 	<ul style="list-style-type: none"> No arcade or colonnade No retail on, or access to, Christie St Minimal retail on Friedlander Pl Retail only on one level No clear/direct connection from Friedlander Pl to Nicholson St
DCP Block 3 Provision 7 <i>Colonnade</i>	2 storeys minimum clear height	
DCP Block 3 Provision 11 <i>Mid Block Connection</i>	<p>Within Friedlander Place reserve</p> <p>Min. Width 6m</p> <p>Min. Height 2 storeys</p> <p>To be a direct pedestrian connection only</p> <p>Arcade to link Pacific Hwy & Nicholson St</p> <p>To be lined with active retail uses and open 24/7</p> <p>To be located within the area currently occupied by Friedlander Place</p>	
DCP Locality 5 Provision 1.3 Non-residential podium	All commercial, except where retail colonnade provided	

Link to Christie Street

Regulation	Requirement	500 Pacific Highway Scheme
DCP Locality 5 Provision 1.12 Pedestrian Link	Within private property at rear of site. Rear lane to be redesigned to provide clear line of sight	<ul style="list-style-type: none"> No space allocated within property for rear lane. All plans with rear lane/pedestrian link/al fresco dining/etc show it located within 69 Christie St
DCP Locality 5 Provision 6.6 Public Domain	"...the lane to the rear of 504 Pacific Hwy and on-site pedestrian link are to be redesigned to provide a clear line of sight to promote visual connectivity and safety."	

Building Access

Regulation	Requirement	500 Pacific Highway Scheme
ADG Objective 3C-2 Amenity of public domain	Ramping for accessibility should be minimized by building entry location and setting ground floor levels in relation to footpath levels	<ul style="list-style-type: none"> • Incline up to 1:8 from Nicholson St with insufficient space for pedestrian access (a+dg drawing A018) • Pedestrian access from Nicholson St to Pacific highway is through the car park (a+dg Drawing A018) • Minimal provision for disabled access to building from Christie or Nicholson St • Significantly restricts the disabled access to Medical offices in 69 Christie St • Prevents emergency vehicle access to medical offices at 69 Christie St
ADG Objective 3G-2 Access and entryways	Design ground floors and underground car parks to minimize level changes along car pathways and entries	
ADG Objective 3H-1 Vehicle access	Pedestrian & vehicle access should be separated and distinguishable	
DCP Block 3 Provision 8 Pedestrian Access	Pacific Highway, Christie St and Nicholson St	
Disability Discrimination Act 1992 (Cth) Disability (access to Premises – Buildings) Standards 2010 Part 1, Clause 3, Objects A	“Ensure dignified, equitable, cost-effective and reasonably achievable access to buildings, and facilities and services within buildings, is provided for people with a disability”	

Carparking

Regulation	Requirement	500 Pacific Highway Scheme
ADG Objective 3G-2 Access and entryways	Design ground floors and underground car parks to minimize level changes along car pathways and entries	<ul style="list-style-type: none"> • Parking structure rises 8m above Nicholson St (a+dg Drawing A020) • Incline up to 1:8 from Nicholson St (a+dg drawing A018)
ADG Objective 3J-4 Impacts of underground car parking	Protrusion of carparks should not exceed 1m above ground	
DCP Block 3 Provision 10 Carparking	Underground or sleeved by other uses	

Separation

Regulation	Requirement	500 Pacific Highway Scheme
ADG Objective 3F-1 Separation between buildings	Habitable rooms/balconies must be set back from the site boundary by; <ul style="list-style-type: none"> • 6m to 4th storey • 9m to 8th storey • 12m from 9th storey 	0m setback from rear boundary on commercial (habitable) floors (a+dg drawing A029) and 1m setback to balcony from 4 th storey (a+dg drawing A104) To abide by the ADG restrictions, any redevelopment of 69 Christie would have to be built up to 24m back from boundary, leaving only 4m width above the podium. Given the DCP acknowledges that neighbouring towers will be built, it is unreasonable to expect the full burden of separation to be carried by the surrounding sites.
DCP Block 3 Provision 4 Tower Separation	<ul style="list-style-type: none"> • Min 12m between towers • “1 iconic tower, other towers will also be built in the block” 	
SEPP 65 part 1 Clause 6A	If a DCP contains provisions that specify requirements, standards or controls in relation to (visual privacy)... these provisions are of no effect	

Other

Regulation	Requirement	500 Pacific Highway Scheme
VPA Explanatory note	Height control is increased to 138m	<ul style="list-style-type: none"> • Building is 144m tall, 6m taller than height limit (a+dg drawing A201)
LEP Part 5 Clause 5.6 Architectural Roof features	<ul style="list-style-type: none"> • Development that includes an architectural roof feature that exceeds, or causes a building to exceed the height limits set by clause 4.3 may be carried out, but only with development consent. • Development consent must not be granted to any such development unless... the architectural roof feature... does not include floor space area. 	<ul style="list-style-type: none"> • Roof feature above height limit includes a private roof terrace (a+dg drawing A144)
ADG Objective 4F-1 Common circulation and spaces	The maximum number of apartments off a circulation core on a single level is 8	up to 16 apartments off a single circulation core (a+dg drawing A006)

State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (NSW)

Current version for 17 July 2015 to date
Part 1 Clause 6A

6A Development control plans cannot be inconsistent with Apartment Design Guide

- (1) This clause applies in respect of the objectives, design criteria and design guidance set out in Parts 3 and 4 of the Apartment Design Guide for the following:
 - (a) visual privacy,
 - (b) solar and daylight access,
 - (c) common circulation and spaces,
 - (d) apartment size and layout,
 - (e) ceiling heights,
 - (f) private open space and balconies,
 - (g) natural ventilation,
 - (h) storage.
- (2) If a development control plan contains provisions that specify requirements, standards or controls in relation to a matter to which this clause applies, those provisions are of no effect.
- (3) This clause applies regardless of when the development control plan was made.