



Prepared for:
Toga
Date:
15 September 2017

Submission to the St Leonards and Crows Nest Interim Statement

27-57 Falcon Street, Crows Nest

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Part One

Submission to the St Leonards and Crows Nest Interim Statement

Introduction

Architectus has been engaged by the landowners of 27-57 Falcon Street, Crows Nest to provide a submission on the St Leonards and Crows Nest Station Precinct Interim Statement. Overall, the Interim Statement provides a positive step forward for the precinct and presents significant opportunity for renewal and activation. Our review goes on to highlight several areas of inconsistency and identifies a need for a clear land use and built form strategy to establish appropriate built form controls throughout the Precinct.

The site

The combined site area of the subject site is approximately 4,350 sqm and is bound by Falcon St to the north, Hayberry Lane to the south, Alexander Lane to the west and low density residential properties to the east. **The subject site is a large, mostly vacant and consolidated site, which presents a rare opportunity in the town centre.**

The site currently contains four existing vacant buildings (2-3 storeys) as well as an inaccessible fenced vacant lot on the north-west portion of the site. The sites current planning controls, particularly maximum building height (10m) does not allow the site to be utilised to its maximum potential and results in a poor built form outcome.

Local context

The subject site is strategically located within the North Sydney Local Government Area (LGA), within five kilometres of Central Sydney, centrally located within the town centre of Crows Nest.

The site is extremely accessible by public transport, located 400m from the new metro station at Crows Nest, and 1km from the existing St Leonards and Wollstonecraft train stations. The site is serviced by a number of existing bus services, providing connections

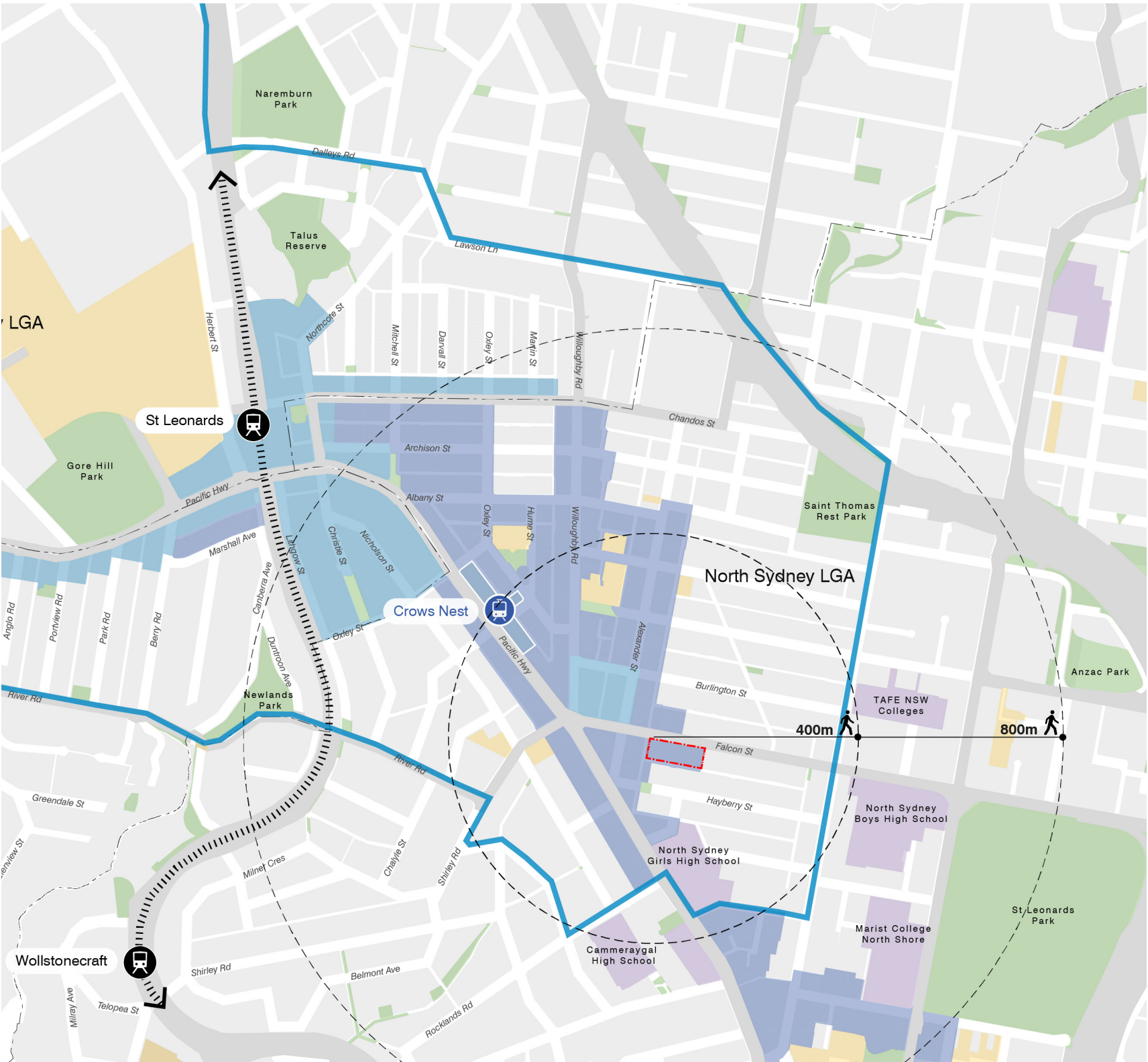
to key centres including Epping, Lane Cove, Chatswood and Sydney CBD. The site also has excellent road access provided by Falcon Street, Military Road, and the Warringah Freeway.

St Leonards Park, to the east of Falcon St provides a significant regional open space, which contains excellent sporting and recreational facilities, children's play equipment and barbecue and seating facilities.

Willoughby Road, located to west of the site, provides an important high street with an attractive, low-rise, and fine grain, walkable retail strip which is currently central to the identity of the town centre.

Two local heritage conservation areas are located to the north and south of the site, which are characterised by mostly low-medium density attached and detached residential dwellings, within a significant landscaped setting.

The sites proximity to local and strategic centres, public transport and open space, make it a suitable location for increased height and density.



Local Context Map showing subject outlined in red.



St Leonards

Future metro
station

Subject site

Strategic context

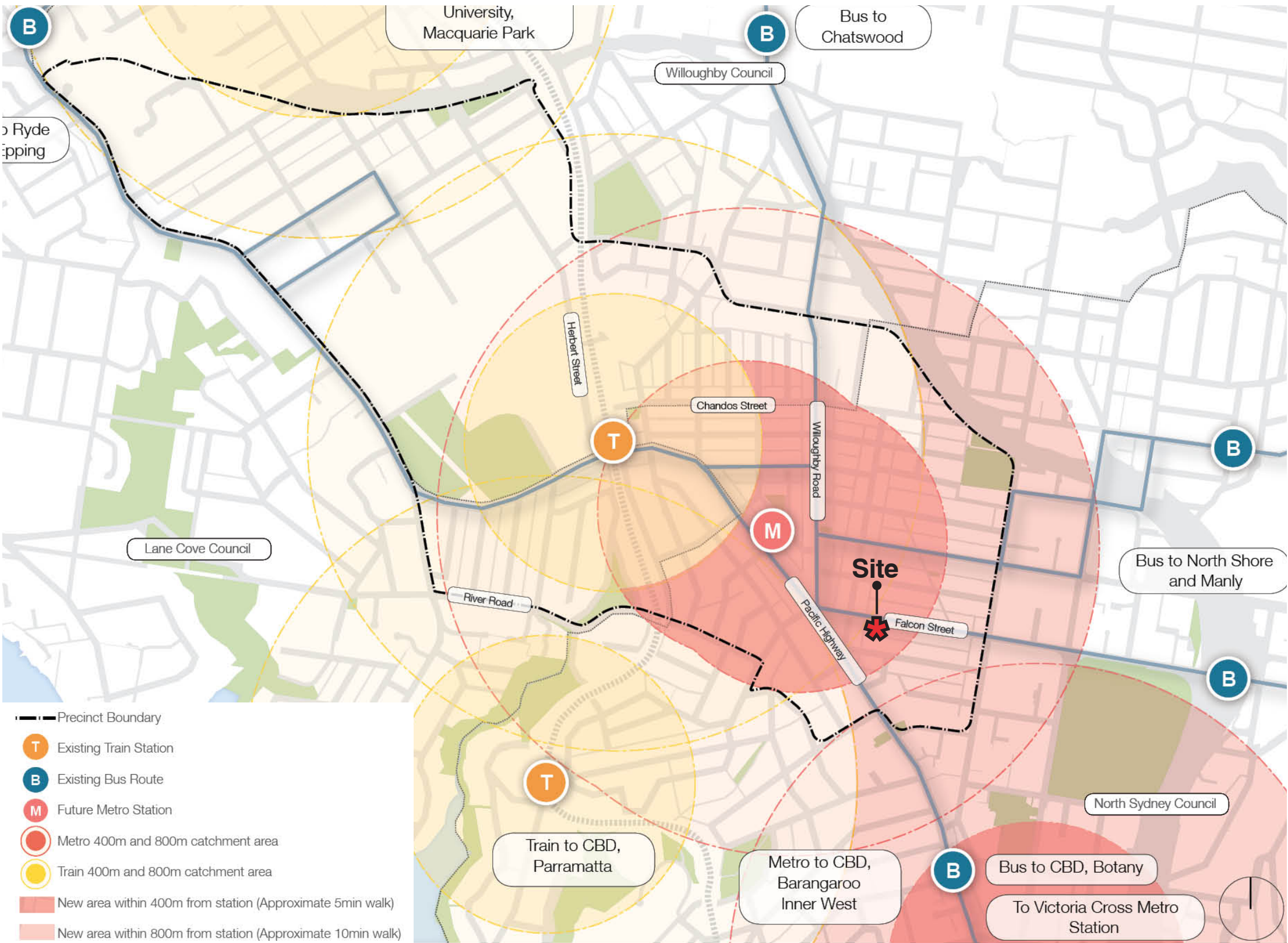
Crows Nest is generally considered as part of the broader St Leonards strategic centre. The subject site known as 27-57 Falcon Street, is ideally located within 400m of the new Crows Nest metro station, which forms part of the broader Sydney Metro rail network, providing significant residential and employment growth opportunities for the area.

Growth in this strategic centre will be focused on mixed use development, whilst still retaining a strong commercial core. The centre will also focus on supporting health-related land uses and infrastructure around Royal North Shore Hospital, as well as investigate future employment and housing opportunities around transit hubs including the new Crows Nest metro station and the existing St Leonards train station.

St Leonards and Crows Nest Station Precinct Investigation Area
With the release of the DP&E St Leonards and Crows Nest Station Precinct Interim Statement and supporting preliminary studies (urban design, employment, traffic and transport, social infrastructure, and open space) the subject site provides significant strategic merit and opportunity to deliver increased residential and employment densities that will provide a diverse range of housing and employment space focused around an efficient network of public transport.

Increased height and densities on the subject site will also provide future residents and workers with a high level of accessibility and connectivity to existing and future employment, shops, services, open space, education and health facilities.

In July 2015, North Sydney Council considered a planning proposal and voluntary planning agreement for the site that sought to increase the height of buildings control to a stepped building height of up to 19m. Council recommended that the planning proposal be revised and re-lodged with amendments relating to the principle floor space density control of 1.9:1 and DCP compliance, which was conditionally supported.



St Leonards and Crows Nest Station Precinct - Public transport catchment area

Strategic context



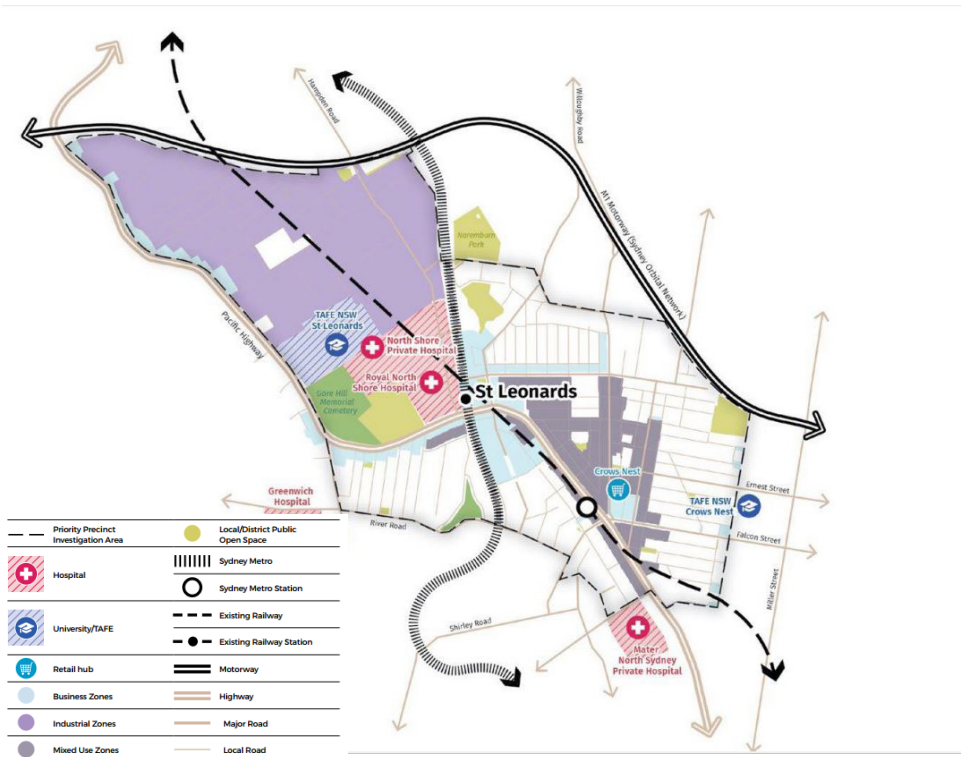
A Plan for Growing Sydney: Northern Sydney - Integrating employment with transport investment

Strategic centre and part of a broader North Sydney Corridor

Crows Nest is generally considered as part of the broader St Leonards centre, which is identified as a Strategic Centre in *A Plan for Growing Sydney*.

Priorities for the strategic centre are to work with Council to:

- Provide capacity for additional mixed-use development in St Leonards including offices, health, retail, services and housing;
- Retain a commercial core in St Leonards for long-term employment growth;
- Support health-related land uses and infrastructure around Royal North Shore Hospital;
- Investigate potential future employment and housing opportunities associated with a Sydney Rapid Transit train station at St Leonards/Crows Nest.



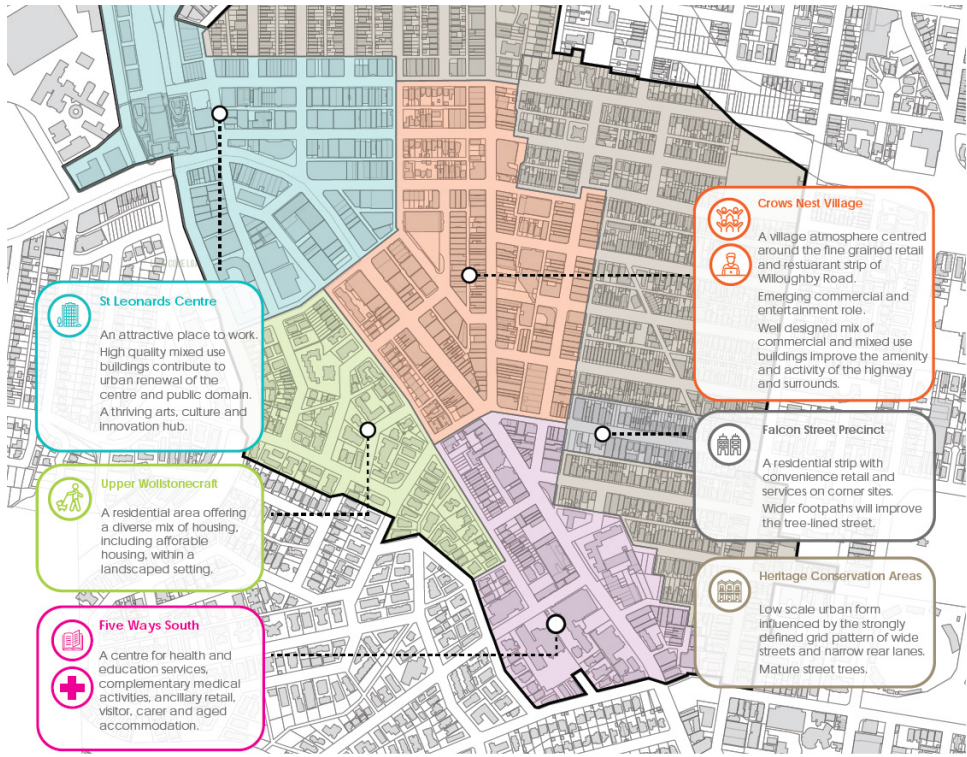
St Leonards centre and surrounds existing activities (Draft North district plan)

A collaboration area with a focus towards mixed use development, with a strong commercial core

- There is strong demand for residential land in the St Leonards and Crows Nest area which is currently competing with commercial floor space.
- Growth within the Strategic Centre will be focused on mixed use development, whilst retaining a strong commercial core.
- A new metro station at Crows Nest will further strengthen future economic and employment functions within the area.
- The centre will also focus on supporting health-related land uses and infrastructure around Royal North Shore Hospital.

Priorities for St Leonards and Crows Nest include:

- Leverage off the new Sydney Metro station at Crows Nest to deliver additional employment and housing;
- Reduce the impact of vehicle movements on pedestrian and cyclist accessibility;
- Protect and enhance Willoughby Road's village character and retail strip while recognising increased growth opportunities due to significant NSW Government infrastructure investment.



North Sydney Placemaking and Principles Study (Source: North Sydney Council)

Managing competing demands between uplift and amenity

- The site forms part of the local Crows Nest Placemaking and Principles Study, adopted by North Sydney Council in December 2016.
- As a result of the new Crows Nest metro station, the local strategy refers to the DP&E Priority Precinct Investigation in order to determine appropriate height and built form controls for the area.
- The study identifies the subject site within the Falcon Street Precinct, which is situated at the junction of three additional local character precincts. This presents a significant opportunity for the site to provide a transition in built form, character, scale, and land use to the adjoining character areas.

The local strategy stipulates that in Crows Nest tall buildings should:

- Be located on land over 1,000sqm;
- Reinforce the existing podium/tower typology of the precinct;
- Support tower separation of at least 24metres;
- Be assessed on their merits.

Strategic context

Sydney Metro

- Sydney Metro is Australia's largest transport project delivering 31 metro stations and 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels.
- In November 2015, Crows Nest was announced as a metro station with entrances at the corner of Clarke Street, Hume Street and the corner of the Pacific Highway and Oxley Street.
- The trip from Crows Nest to Victoria Cross Station in North Sydney is expected to take 2 minutes, the new Martin Place Station in 7 minutes, Chatswood in 4 minutes, and Macquarie Park in 13 minutes.
- Crows Nest and St Leonards will mutually benefit from the new metro station providing increased opportunities for new employment space including office and health based commercial uses.
- It will also unlock a number of areas suitable for increased residential and mixed use densities to support the increase in jobs and number of people working within the Precinct.



Illustrative concept of Sydney Metro Crows Nest

Draft vision, objectives and principles

Architectus on behalf of the landowner support the draft objectives, principles and vision outlined in the St Leonards and Crows Nest Station Precinct Interim Statement, which focuses on strengthening the commercial role of the precinct, supported by mixed uses, increased transit oriented development, an improved open space network which prioritises accessibility to public transport, and preserving the existing local character areas throughout the precinct.

Based on the above, we see the key drivers for the subject site as:

- Facilitate the renewal of a largely consolidated and currently underutilised site;
- Capitalise on the new Sydney Metro station at Crows Nest to deliver additional employment and housing;
- Deliver a true transit oriented development that facilitates a high, mixed use density that is well supported by a high quality public domain with better pedestrian and cycling connections to Crows Nest and St Leonards station precinct;
- Provide housing choice and diversity including townhouses and apartments with opportunity for people to age in place (seniors and retirement living);
- Provide retail and commercial space including targeting smaller boutique businesses that can support the St Leonards commercial core; and
- Provide a sensitive transition in height and built form along Falcon St to the low density residential scale in the conservation area to the south; and
- Provide an appropriate and well considered transition from the highest density along the Pacific Highway corridor, to a high-medium rise density along Willoughby Rd, Alexander St and Falcon Street.

In light of the above, the landowners are supportive of potentially delivering affordable, as well as seniors housing in line with the Draft North District Plan.



Illustrative concept of looking west along Falcon Street.



Illustrative concept looking west along Hayberry Lane.



Illustrative concept of Hayberry St. looking north along Alexander Lane.

Key issues and recommendations

Managing competing demands between uplift and amenity

The subject site presents a large, consolidated landholding in an area that is currently undergoing significant change. The site itself presents a huge opportunity to increase employment and housing in an area that is well supported by public transport, open space, shops, health services and education facilities. A local heritage conservation area adjoins the site, south of Hayberry Lane. This area is mostly made up of largely intact federation single storey attached housing, on beautifully landscaped and tree-lined streets.

Architectus on behalf of the landowners acknowledge the interface between new development and the heritage conservation area must be treated sensitively and designed with consideration of overshadowing impacts to existing residential dwellings and their private open spaces. Architectus are confident that the subject site can support additional height and density, providing an appropriate built form outcome and best practice urban design.

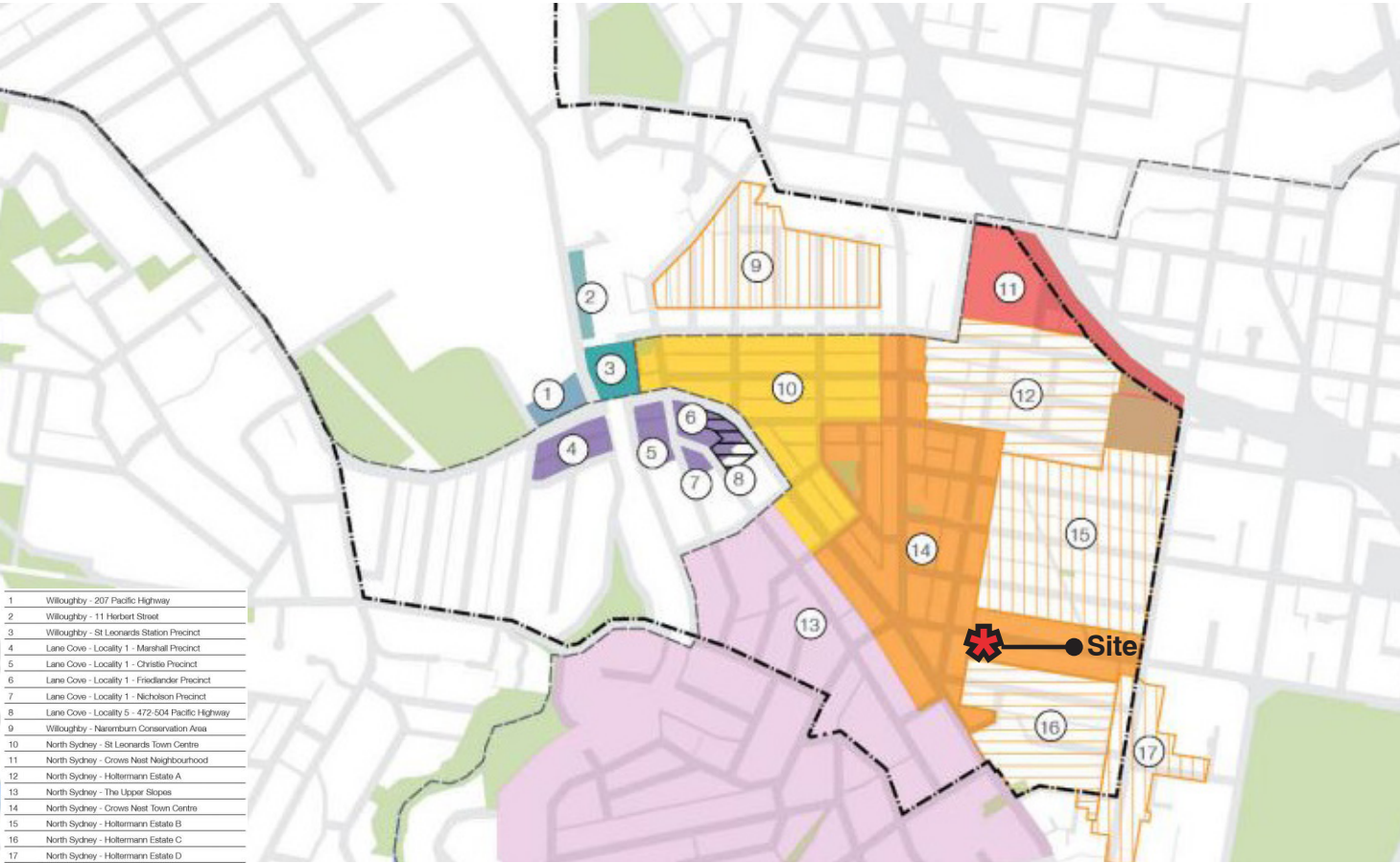
We see the opportunities for the site as:

- Filling the existing gap in the Falcon street streetscape with a development that provides an active mixed use frontage and street awning to Falcon Street;
- Enhancing the character and activation of Hayberry Lane with new low rise attached housing to interface the secondary dwellings allocated along the southern edge of Hayberry Lane;
- Improve walking connections particularly to the new metro station and Willoughby Rd retail strip; and
- Maximise views to the south towards the City and North Sydney from upper levels.



Extract from Section 5.1 - Challenges in St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis

Key issues and recommendations



Existing Character Areas showing subject site which forms part of the Crows Nest Town Centre

Providing an appropriate transition

The subject site is ideally located within 400m of the new Crows Nest metro station. Consistent with the Department's strategy, *'any additional uplift as a result of the new metro station should be located within close proximity of the station'*.

The subject site is positioned at the junction of Willoughby Road and the Pacific Highway and Heritage Conservation character precincts. This presents a favourable opportunity for the site to achieve uplift, whilst also providing good amenity and responding to the existing character areas of adjoining precincts.

Although the subject site adjoins the Holtermann Estate - Heritage Conservation Area to the south, it should be noted that the site itself, or Falcon Street is **not** subject to heritage conservation. Moreover, along Hayberry Lane there are a number of non-heritage

structures which address Hayberry Lane as a primary or secondary frontage.

With the subject site previously forming part of the Falcon Street local character area under the *Crows Nest Placemaking and Principles Study*, it is recommended the DP&E reconsider the subject site, as part of the broader Crows Nest Town Centre (refer to above plan), where there is significant opportunity to not only increase residential density but provide a supporting commercial role with opportunities for boutique office and health based uses.

Furthermore, with mixed use towers being approved in the area of up to 45 storeys, the current maximum building height of 10m (3-storeys) applicable to the subject site inhibits the sites ability to be utilised to its maximum potential, and instead results in a poor built form outcome.

A built form strategy must be established for the precinct to determine an appropriate transition in height and scale and to further understand how this will be managed.

We see the major opportunities for the site as being able to:

- Provide a sensitive transition in height and built form along Falcon Street to the residential scale in the conservation area to the south; and
- Provide a suitable transition in height and density in comparison to the true high rise area along the Pacific Highway of up to 45-storeys.



Through site link in Camperdown, NSW



Tower over mixed use podium in Pyrmont NSW



'The Heritage' in North Sydney showing a transition from the towers of the CBD to heritage residential homes.



Transition in height and scale in Darlinghurst, NSW. Example of new development in heritage precinct.

Key issues and recommendations

Inconsistencies with the strategy

27-57 Falcon St, Crows Nest presents a rare opportunity to develop a significant and consolidated land holding within the St Leonards and Crows Nest Station Precinct. Architectus on behalf of the landowners support the Department’s work in consolidating Councils’ local strategies across the Precinct, providing a set of urban design principles and structure plans for the area.

However, it is noted that some plans within the strategy that apply to the subject site are misleading and inconsistent. These inconsistencies provide conflicting information as to the likely future context for the subject site and broader area.

The key inconsistencies relate to the following issues:

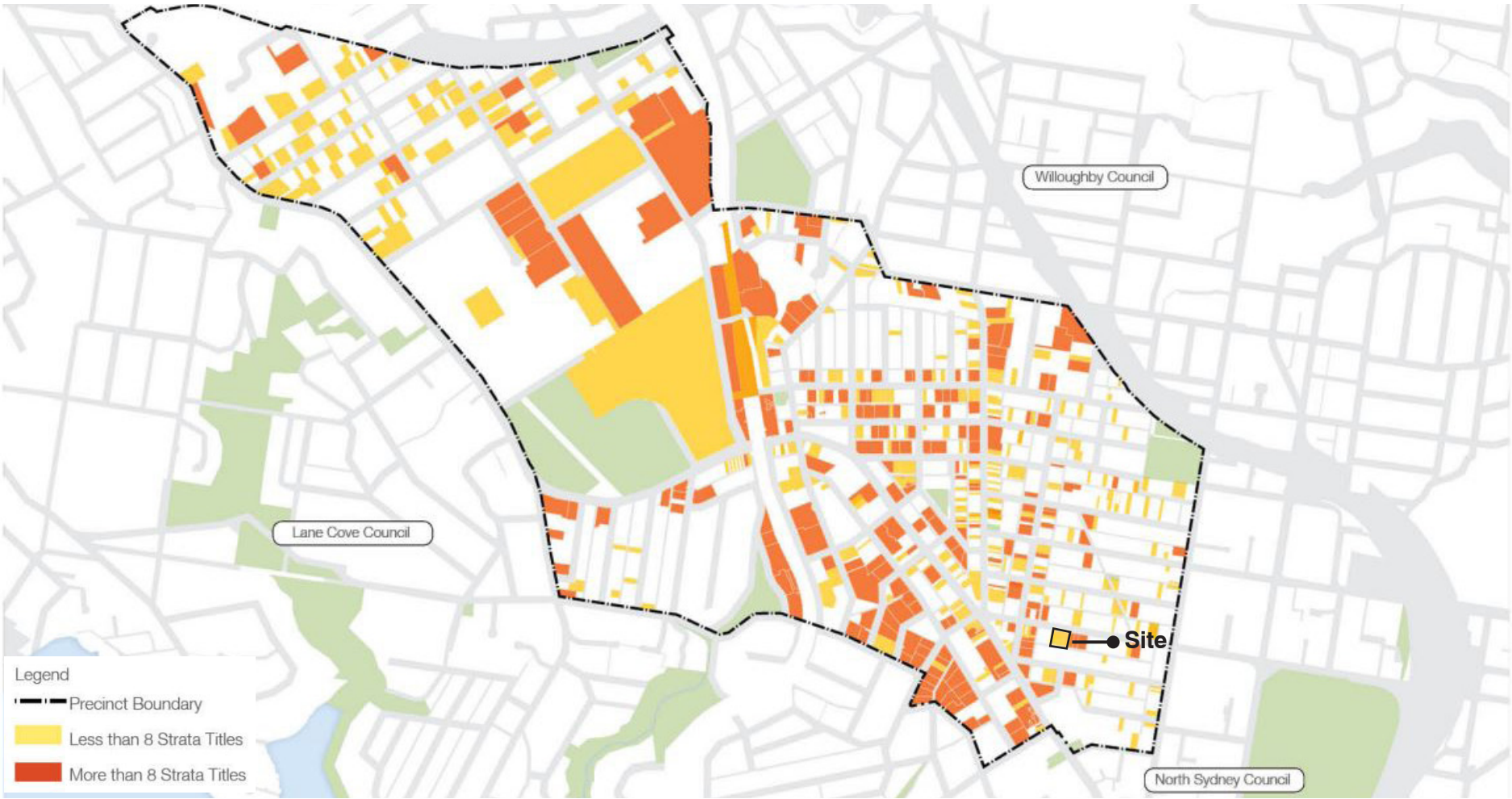
Strata titling

The subject site at 27-57 Falcon Street, Crows Nest, legally known as the following Lot and DPs are currently **not** subject to strata titling.

- Lot 3, Section 3, DP1720
- Lot 32, Section 3, DP1720
- Lot X, DP407774
- Lot Y, DP407774
- Lot A, DP377050
- Lot 26, Section 3, DP1720.

By identifying the site as comprising ‘less than 8 Strata Titles’, this disregards the site as a potential opportunity site within the precinct.

It is recommended mapping is updated to reflect the sites current ownership status, and be considered as a potential opportunity site.



Extract from Section 3.6 Strata Titled Properties in St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis

Key issues and recommendations

Conflicting land uses

The subject site is situated mostly within a low to medium density mixed use and residential area, which is recommended to be retained and protected due to the heritage character areas.

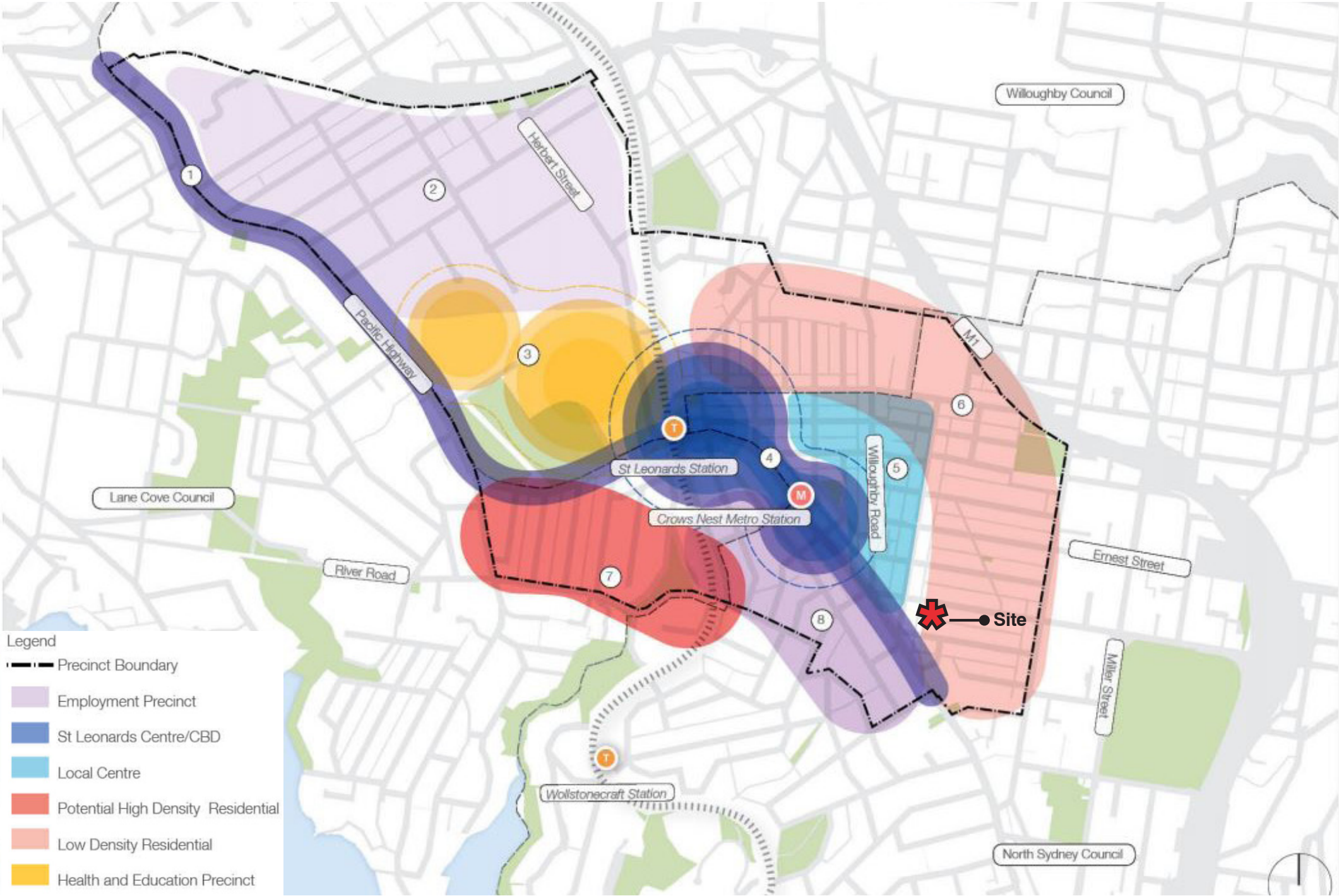
Under the North Sydney LEP 2013, the subject site is currently zoned B4 Mixed Use and not subject to the heritage conservation area. Conversely, the plan to the right shows the subject site categorised within the low density residential area.

The plan does not provide an indicative land use for the area located to the immediate west of the subject site. This presents a missed opportunity for the north-south corridor including part of the subject site positioned between the Willoughby Road character precinct and the low density residential area. Instead, this area should be further investigated as part of the Crows Nest Town Centre, where future residents and workers can benefit from the existing retail, food and beverage character of the area and the benefits of being in a highly accessible location.

Moreover, economic advice prepared by RPS suggests that additional commercial floor space is not suitable for the subject site, and that the non-residential FSR requirement should be maintained at 0.5:1.

Based on the above it is recommended the DP&E:

- Establish a clear direction and land use strategy for Falcon Street, which reinforces Crows Nest's position as a vibrant town centre with excellent public transport;
- Ensure the subject site has been considered in relation to the Crows Nest metro station and its future context;
- Revise the land use strategy to ensure both existing and future land uses are well considered; and
- Maintain a maximum non-residential FSR of 0.5:1.



Extract from Section 4.9 Opportunities - Land Use in St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis

Key issues and recommendations

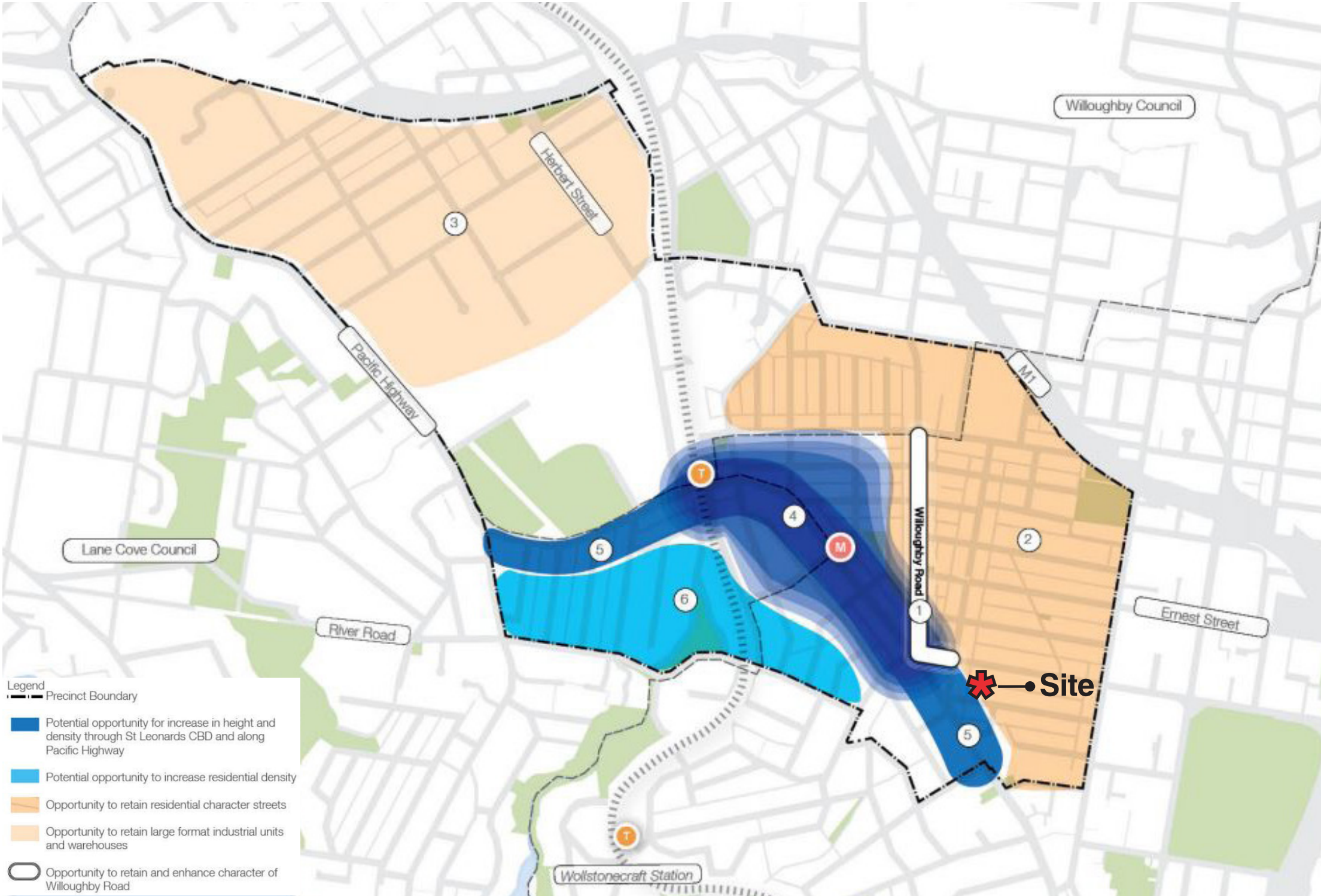
Built form strategy

The subject site is located within a 5 minute walk (400m) of the new Crows Nest Metro station. As supported by the Department’s strategy, *‘the new metro stations will further fuel development interest in the area, creating favourable opportunities to champion Transport Oriented Developments (TOD)’*.

As shown in Section 4.6 Opportunities – Built Form, the subject site is situated within the broader low density residential character area, which is recommended to be retained to offer reprieve from the density in the St Leonards CBD.

The strategy does not consider any additional uplift for land south-east of the metro station. With recent development being approved of up to 45 storeys throughout the St Leonards CBD and south along the Pacific Highway, there needs to be an appropriate and carefully thought transition of how high rise towers and current one and two storey townhouses are treated within the town centre.

We strongly recommend a built form and height strategy for the precinct to further understand this transition and how it will be managed.



Extract from Section 4.6 Opportunities - Built Form in St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis

Key issues and recommendations

Special Infrastructure Contributions (SIC)

The DP&E will develop and exhibit a draft Special Infrastructure Contribution (SIC) plan for the Precinct in Stage 2. The SIC is expected to contribute towards funding district level infrastructure such as regional roads, schools and district open space.

There is a degree of uncertainty around development contributions and how these will be levied into the future. Currently, there are a number of development of contributions to which future development on the site may be subject. These include SIC, Section 94, Affordable Housing and Voluntary Planning Agreements.

A SIC plan for the precinct should, in principle, seek to ensure that development will remain feasible to promote renewal and delivery of housing, employment and open space; and that developers are provided with the certainty they need to incorporate contributions into their own feasibility assessment.

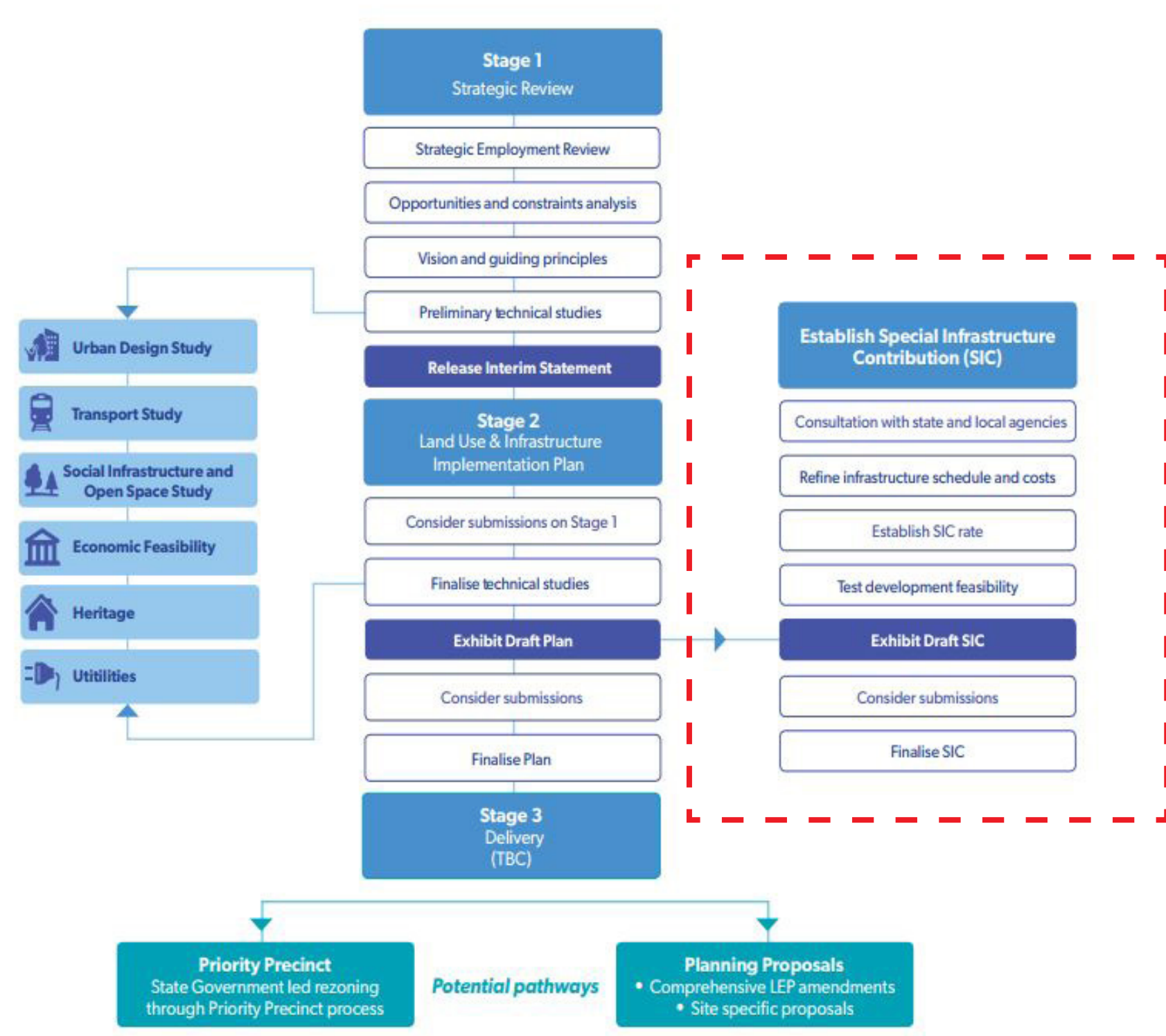
Furthermore, the landowners for the subject site are interested in providing affordable housing in accordance with the Draft North District Plan target of 10%. However, in order to be successfully delivered, affordable housing needs to be financially feasible.

It is acknowledged that affordable housing developed as part of residential development must remain as affordable housing for at least 10 years and must be managed by a registered community housing provider.

Allowing developers the option to retain ownership of the affordable housing dwellings ensures that the overall delivery of affordable housing is financially beneficial for all parties, and will therefore act as a significant incentive to deliver more than the minimum required number of affordable housing dwellings.

It is recommended that:

- Future affordable housing within developments has the potential to be retained by the developer and managed by a registered community housing provider.



Extract from Methodology - St Leonards and Crows Nest Interim Statement

Recommended amendments to the Interim Statement

On behalf of the landowners, Architectus have provided feedback on the St Leonards and Crows Nest Station Precinct Interim Statement, in relation to the future context and likely development outcome for the subject site known as 27-57 Falcon Street, Crows Nest.

Generally, Architectus' **comments** are as follows:

- Although the site adjoins a local heritage conservation area, characterised by low density residential in the form of one and two-storey attached dwellings, the site has a medium to high rise character with significant strategic merit given its relationship with the new metro station and its future context.
- The Preliminary Urban Design Analysis supporting the Interim Statement is inconsistent in several key areas:
 - The subject site is not subject to strata titling, otherwise stated in Section 3.6 Strata Titled Properties of the report;
 - The land use strategy is unclear and undermines the sites current land use zoning under the North Sydney LEP 2013 as B4 Mixed Use;
 - The built form strategy excludes land that is not positioned along the Pacific Highway corridor, and does not acknowledge how an appropriate height of building transition will be managed; and
 - The built form strategy does not consider the sites development potential in relation to proximity to the new metro station precinct and other beneficial site opportunities including proximity to open space, employment services, shops, medical and health facilities, and schools.

Our key **recommendations** are:

1. Mapping in Section 3.6 Strata Titled Properties should be updated to reflect the sites current ownership status, and considered as a potential opportunity site.
2. Ensure the subject site has been considered in relation to the new Crows Nest metro station and its future context to provide high quality, transit oriented development within walking distance to the station precinct.
3. Revise the land use strategy to ensure both the existing (B4 Mixed Use) and future land use function is well considered for the subject site, recognising its interface with within the Willoughby Road and Pacific Highway character areas.
4. Maintain a non-residential FSR for the subject site of no more than 0.5:1.
5. Reconsider the subject site, as part of the broader Crows Nest Town Centre where there is significant opportunity to not only increase residential density but provide a supporting commercial role with opportunities for boutique office and health based uses.
6. Any future affordable housing component of the proposed development should have the opportunity to remain under the ownership of the developer if managed by an appropriate affordable housing provider.
7. Subject to built form testing (refer to Part Two of this report) we would also recommend that our proposal for the subject site form part of the broader St Leonards and Crows Nest Land Use Infrastructure and Implementation Plan (LUIIP) on the basis of the proposed height and FSR that is consistent with the strategic context and future role of Crows Nest.

The Proposal

Part Two of this report presents our proposal including a concept master plan for the subject site known as 27-57 Falcon Street, Crows Nest.

The Proposal presents a master plan for the site that achieves the following:

- *Height of buildings from 10m (3-storeys) to 80m (24-storeys);*
- *Floor space ratio from no floor space ratio to 4.5:1; and*
- *New landscaped public domain and through-site links.*



Part Two

The Proposal

Opportunity sites in Crows Nest

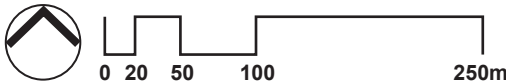
Given the context of St Leonards and Crows Nest identified as a as a Priority Precinct and the announcement of the new metro station at Crows Nest, it is likely that sites in the town centre will be amalgamated and redeveloped in the near future. A study area, indicated by the red boundary has been defined. This was defined by including the area a block to the north and to the south of the site, and two blocks west to include the Pacific Highway, whilst excluding the conservation areas to the north east and south east of the site. Sites within the study area were examined for future development potential and opportunity sites identified. Opportunity sites have been defined using the following criteria:

- unconstrained by Heritage listing
- unconstrained by Residential Strata
- not recently developed
- not part of a homogeneous residential cluster
- A minimum size of 1000sqm (or can be amalgamated to be 1000sqm)



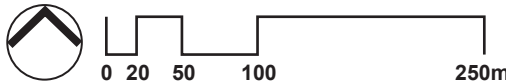
Local development constraints

- Site boundary
- Study area boundary
- St Leonards / Crows Nest district
- Lots
- Green area
- Heritage conservation area
- Heritage Items
- Residential Strata
- Site <1000m²
- Recent development
- Homogeneous residential cluster



Opportunities for redevelopment amalgamation

- Site boundary
- Study area boundary
- St Leonards / Crows Nest district
- Lots
- Green area
- Heritage conservation area
- Heritage Items
- Residential Strata
- Lots requiring amalgamation
- No amalgamation



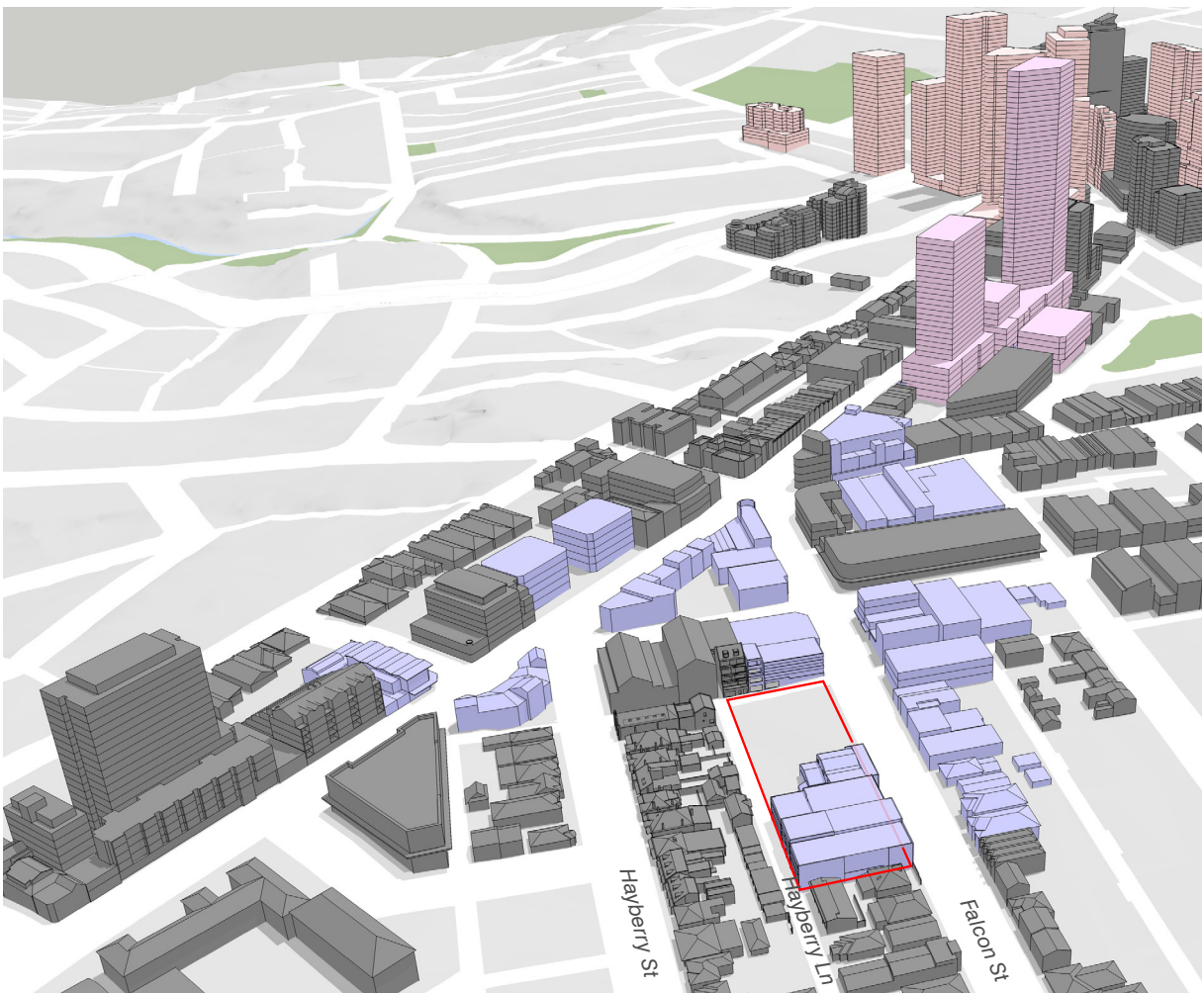
Existing building heights

Existing building heights in the study area are predominantly under 16 metres as dictated by the current planning controls. At the northern edge of the study area future Over Station Development (OSD) associated with the metro station is expected to be 45-55 storeys/ or 16+:1 FSR based on other OSD proposals. The OSD development is likely to be one of the first new developments to achieve increased building height within the town centre and to provide amenity and mixed uses appropriate to the changing character of the centre.



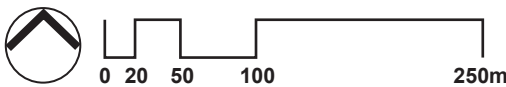
Existing FSR

- - - Site boundary
- ▭ Study area boundary
- ▬ St Leonards / Crows Nest district
- ▭ Lots
- ▭ Green area
- ▭ No FSR control
- ▭ Minimum 0.5:1 Non-residential FSR
- ▭ Minimum 0.24:1 Non-residential FSR



Aerial view of potential surrounding development

- ▬ Site boundary
- ▭ Existing buildings on sites constrained by factors identified in Local Development Constraints on previous page
- ▭ Existing buildings on opportunity sites
- ▭ Approved development
- ▭ Potential OSD development



Development potential on opportunity sites

Given the strategic context of the town centre, there is basis for proposing increased heights and FSR for the study area as well as the project site. These include:

- 40-50 storeys is currently being constructed in St Leonards, with FSR up to 17:1
- 25 storeys is an established maximum height for urban Priority Precincts, such as the Sydenham to Bankstown Urban Renewal Corridor referencing high rise housing at 19- 25 storeys, or the Rhodes West Planning Proposal up to 33 storeys
- St Leonards/ Crows Nest is comparable to other strategic centres in Sydney including Chatswood and Burwood. Heights in both of these centres are 40-50 storeys
- 18 storeys apartment buildings already exist on the Pacific Highway and are visible from the site and the adjoining conservation areas
- FSRs of between 4:1 And 5:1 are commonly applied in other planned centres in Sydney, such as Green Square.

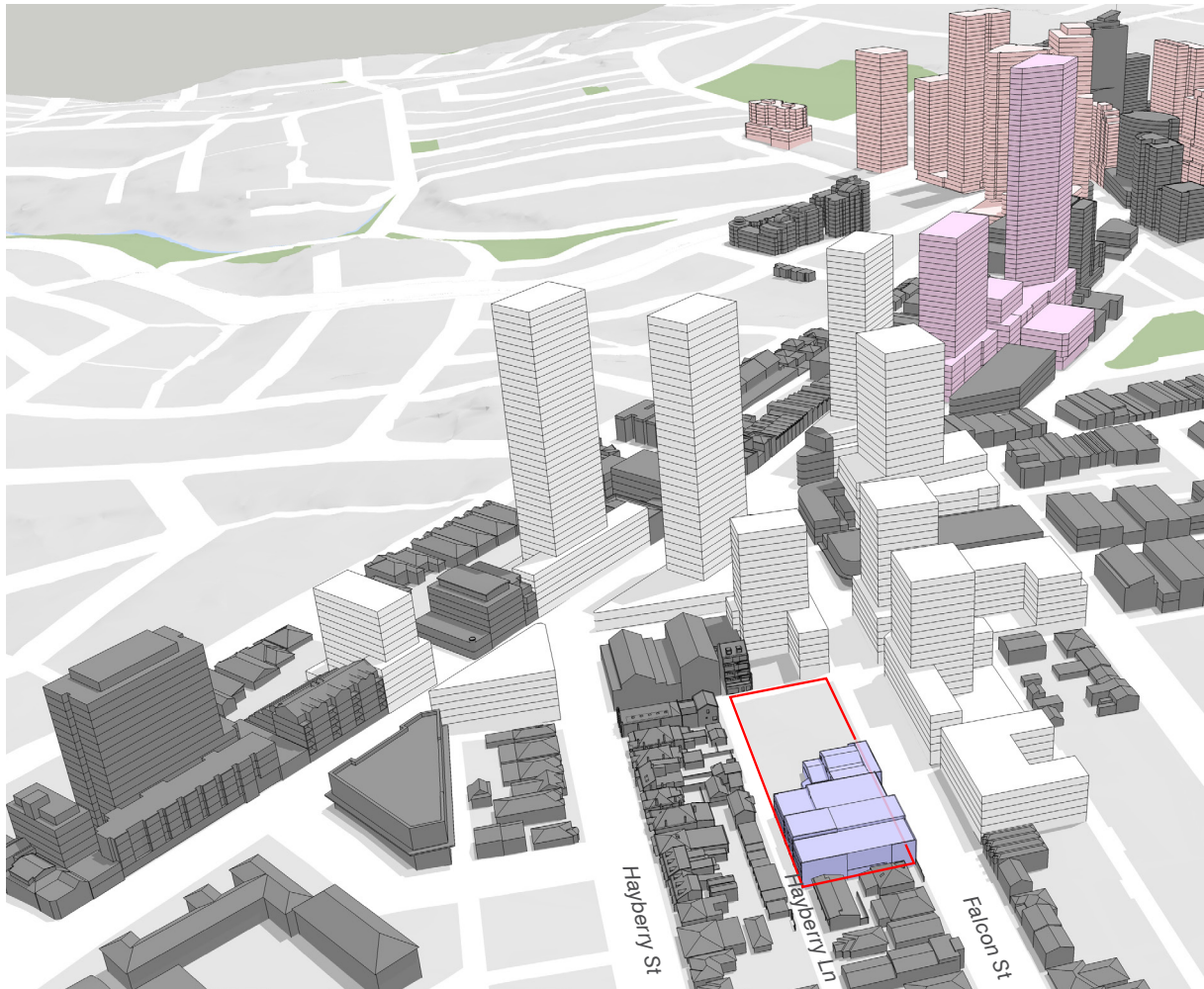
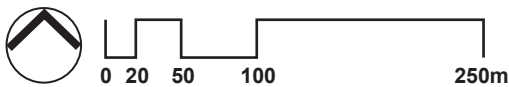
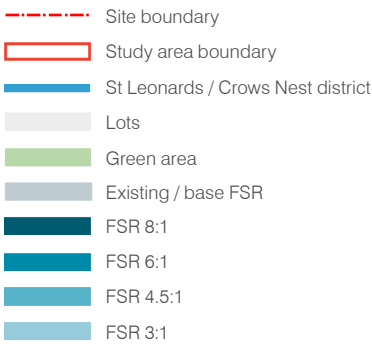
Having identified opportunity sites within the town centre, Architectus has tested the future development potential of these sites with the aim of achieving development that has the capacity to deliver high quality built form outcomes and be complimentary to the vision for the future of the town centre. This study is intended as an indicative measure of the development potential for the precinct, site specific testing may result in varying site specific outcomes.

For sites larger than 1,000 sqm an FSR of 6:1 is applied to future development sites in the core of the town centre, and 4.5:1 adjacent to the conservation area. For the site closest to the metro station (435-455 Pacific highway) a higher of FSR 8:1 is applied. For the transition between the B4 zone and R4 zone on Falcon street, an FSR 3:1 is applied.

Architectus are currently exploring options with the landowner of the adjacent site at 17- 21 Falcon Street regarding an opportunity to deliver a consolidated development.



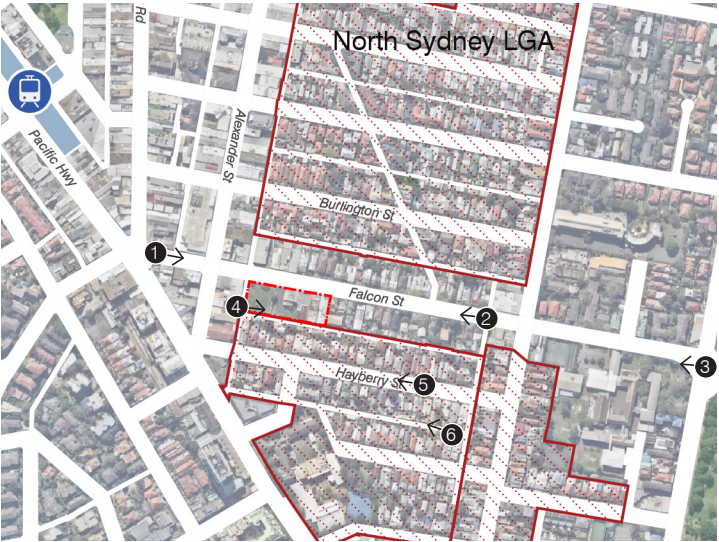
Proposed FSR



Aerial view of potential surrounding development



Site character



1 Willoughby Road / Falcon Street



2 Falcon Street / Bernard Lane



3 Falcon Street / North Sydney Boys High School

The site is approx. 4,350 sqm in a rectangular shape, bound by Falcon St to the north, Hayberry Lane to the south, Alexander Lane to the west and lower-scale residential properties to the east. At present the site contains four existing under-utilised commercial buildings (2-3 storeys) and inaccessible fenced vacant open space on the Northwest side. Heritage conservation areas adjoin the site to the south. These are typified by largely intact federation single storey attached housing on tree-lined streets in Hayberry and Emmett Streets.

Hayberry Lane along the southern edge of the site forms the transition between the B4 / R3 mixed use character of Falcon Street and the residential character of Hayberry Street. The character of the laneways is mixed with secondary dwellings / garages / driveways / small offices 1-2 storeys fronting the laneway. The rear of the houses have a variety of renovations and extensions. Some lots have been subdivided and have secondary dwellings that face the rear lane. As shown in the site photographs, the laneways have an inconsistent and mostly inactive streetscape and are generally used for vehicular access to driveways, garages and loading docks.



4 Western end of Hayberry Lane



5 Hayberry Street



6 Emmett Street

Site character

- ① Falcon Street is an important east-west link between the Pacific Highway to the west and Military road to the east. There are four traffic lanes and consistent street tree planting along the street, creating a green boulevard character. The street gradient inclines towards the Pacific Highway.
- ② The site is currently occupied by under-utilised two to three storey commercial buildings at the eastern end, and an inaccessible grassed area at the western end. There are entry canopies over the front doors to the commercial buildings, but consistent street awnings are only evident on buildings further West, toward the Pacific Highway.
- ③ Hayberry Street is a quiet, low traffic street characterised by a heavy street tree canopy which conceals views towards higher development beyond. Built form is fine grain largely intact federation style attached one and two storey dwellings.
- ④ Hayberry Lane has a mixed character with secondary dwellings / garages / driveways / small offices 1-2 storeys fronting the laneway. The rear of the houses have undergone a variety of renovations and extensions. Some lots have been subdivided and have secondary dwellings that face the rear lane. The laneway is dominated by vehicular facilities and lacks activation.



Constraints

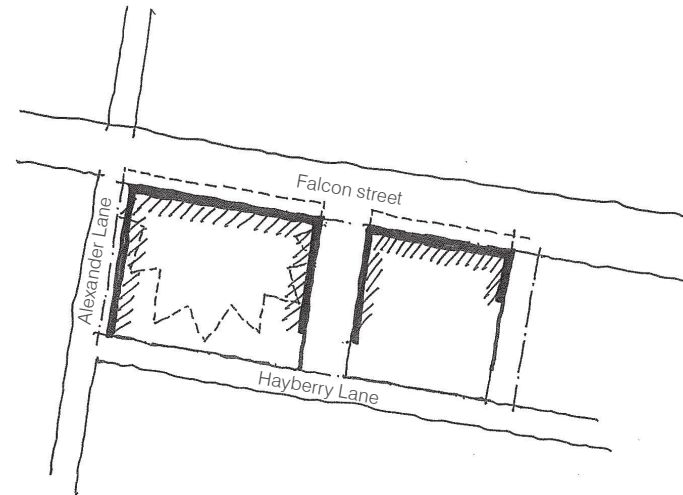
- ① The site forms the edge of the B4 zone and needs to consider appropriate transition to and interface with the adjoining R3 and R2 residential zones to the south of the site.
- ② The site is located to the north of the residential conservation area, so higher building forms need to be designed with consideration for overshadowing impacts to the residential dwellings and their private open spaces.
- ③ Development should respond to the busy traffic conditions along Falcon Street
- ④ Heritage items adjacent to the site need to be preserved and the interface between new development and heritage items must be done sensitively
- ⑤ There is a fall of approximately 5m from west to east along the site and a fall of approximately 1.5m from north to south across the site.



Urban design principles

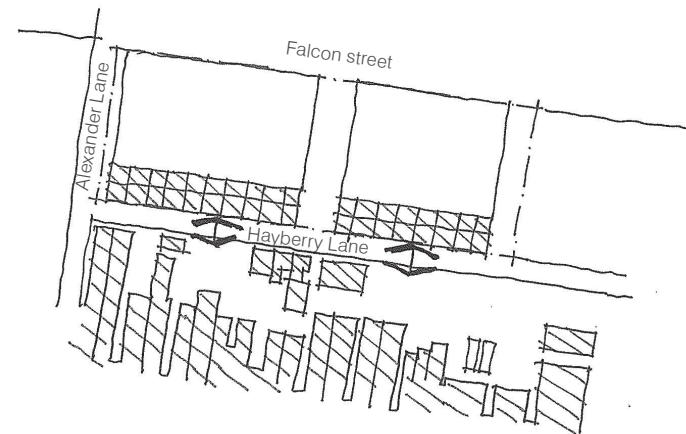
A development complying with the existing planning controls would be a missed opportunity to provide the best urban design and planning outcome for the strategically important site and the local area. It is recommended that the development capacity of the site be tested, using the following urban design principles:

- Being within the Crows Nest town centre, the site should contribute to the town centre amenity and character, and reinforce the importance of the area as a strategic centre on transport links.
- Maximise the efficient use of land and test slender tower forms appropriate to this strategic site and comparable with other regional and strategic centres (Parramatta, Chatswood, Burwood, Green Square, Epping)
- Achieve a height and scale transition from Falcon Street to Hayberry Lane and from the main street mixed use character to the residential conservation zone character to the south.
- Explore slender tower forms to minimise overshadowing and visual bulk
- Maintain 2 hours sunlight to the rear yards of houses on Hayberry Street in mid winter
- Provide a new public through site-link and public open space between Hayberry Lane and Falcon Street to improve walking catchments to Crows Nest centre and the Metro station. Ensure active edges to through site links.
- Improve the Falcon Street streetscape with active frontages
- Provide lower scale buildings along the southern edge of the site where it interfaces with the residential area, as recommended in preliminary heritage advice from OCP Architects.



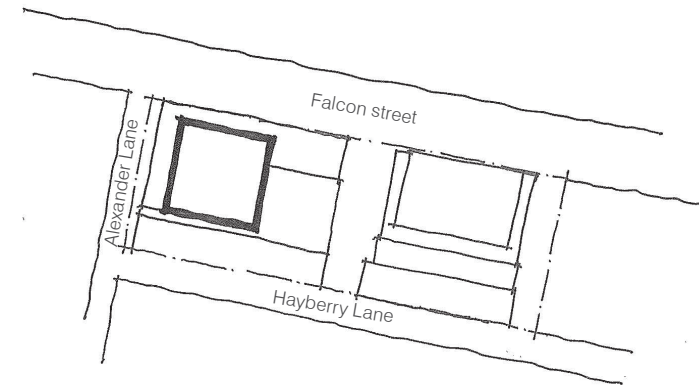
Active edges

Provide active street edge + fill the existing gap along Falcon street.



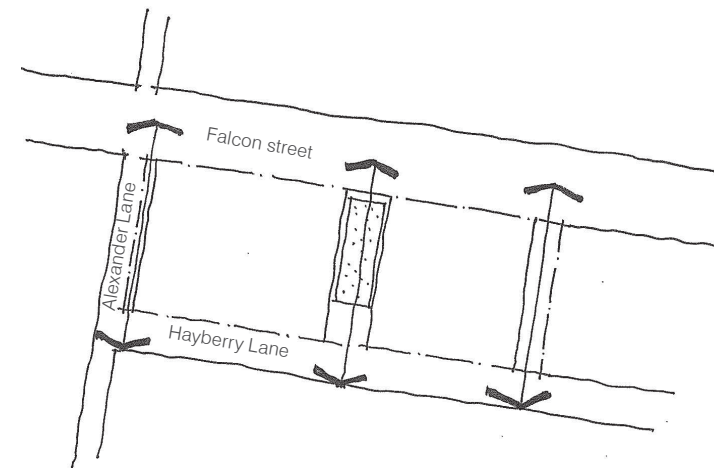
Scale + Transition

Accommodate building height transition within the site.



Slender tower

Slender tower to minimise overshadowing + visual bulk.



Through site links

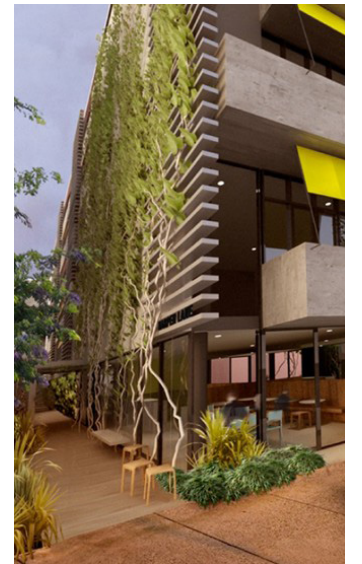
Provide public through site links.



Tower over mixed use podium



Through site link



Consistent mixed use edge



Active commercial edges



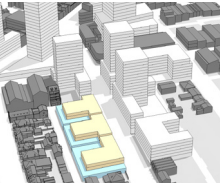
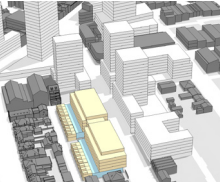

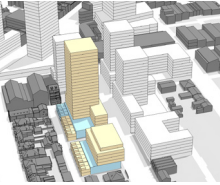
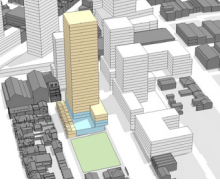
Scale transition

Design options tested

Five options have been tested to investigate the development potential of the site and test the resulting impacts on the surrounding precinct. The first two low-rise and lower FSR options demonstrate that shadow impacts are greater for a low rise, street-wall block than for a taller, slender tower.

This page presents a summary of all options testing. The following pages show Option 4 and 5 in detail.

Option 4 is the recommended scheme for the site. Option 5 is presented as a potential urban design built form outcome, if there is an identified need for public open space on the site, based on a precinct wide approach through the Land Use Infrastructure and Implementation Strategy.

Option	Key controls	Outcome	Strengths	Weaknesses
<div>1. Fully complying</div> <div></div>	10m building height 0.5 minimum non residential FSR	FSR 1.6:1 No increased public domain 3,268m² Commercial GFA 3,696m² Residential GFA	Complies with existing controls. Medium shadow impacts to neighbourhood.	Does not take advantage of sites potential and strategic role. No increased public domain.
<div>2. 6 st. street-wall</div> <div></div>	6 storeys on the Falcon Street frontage 3 storeys on the laneway frontage	FSR 2.8:1 No increased public domain 2,168m² Commercial GFA 9,993m² Residential GFA	Provides more density than a fully complying scheme. Medium shadow impacts to neighbours. Impacted number of properties is greater than in Options 4and 5	Does not take advantage of sites potential and strategic role.
<div>3. 18 storeys</div> <div></div>	18 storeys tower at street corner 6 storeys on the Falcon Street frontage 3 storeys on the laneway frontage	FSR 4.5:1 900m² GBA tower floor plate New pocket park (300m²) Additional through site link 2,148m² Commercial GFA 17,322m² Residential GFA	Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area.	A Planning Proposal would be required to amend the controls. Higher shadow impacts particularly to neighbour's backyard open space area on Hayberry Lane. Bulk of tower is prominent from heritage conservation area.
<div>4. 24 storeys</div> <div>Preferred scheme</div> <div></div>	24 storeys tower at street corner 6 storeys on the Falcon Street frontage 3 storeys on the laneway frontage	FSR 4.5:1 650m² GBA tower floor plate maximum New pocket park (300m²) Additional through site link 2,148m² Commercial GFA 17,299m² Residential GFA	Preferred, tested and appropriate building typology. Slender tower form. Less shadow impacts to neighbouring open space area on Hayberry Lane compared to Option 3 due to slender tower. Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area. Opportunity for public open space mid-block and through site links at either end of the site.	A Planning Proposal would be required to amend the controls. Some overshadowing impacts however all properties on Southern side of Hayberry Street retain ability to achieve 2 hours sun access in mid winter.
<div>5. 33 storeys</div> <div></div>	33 storeys tower at street corner 6 storeys on the Falcon Street frontage 3 storeys on the laneway frontage	FSR 4.5:1 650m² tower floor plate maximum Additional through site link 1500m² green open space 2,764m² Commercial GFA 16,845m² Residential GFA	Contributes significant open space to the local area. Slender tower form. Less shadow impacts to most affected properties on Hayberry Lane compared to Options 1 and 2.. Clear transition provided at edge of centre.	A Planning Proposal would be required to amend the controls, which will add time to the approval process. The location of the open space is not in the optimum location for the local area and may not be well utilised. Some overshadowing impacts however all properties retain the ability to achieve 2 hours sun access in mid winter. Sharper transition to the neighbourhood. Height of tower maybe locally prominent.

Option 4 - FSR 4.5:1, 24 storeys (Preferred)

Overview

- 24 storey tower at street corner (A)
- 6 storeys on the Falcon Street frontage.(B)
- 3 storeys on the laneway frontage.(C)

Outcome

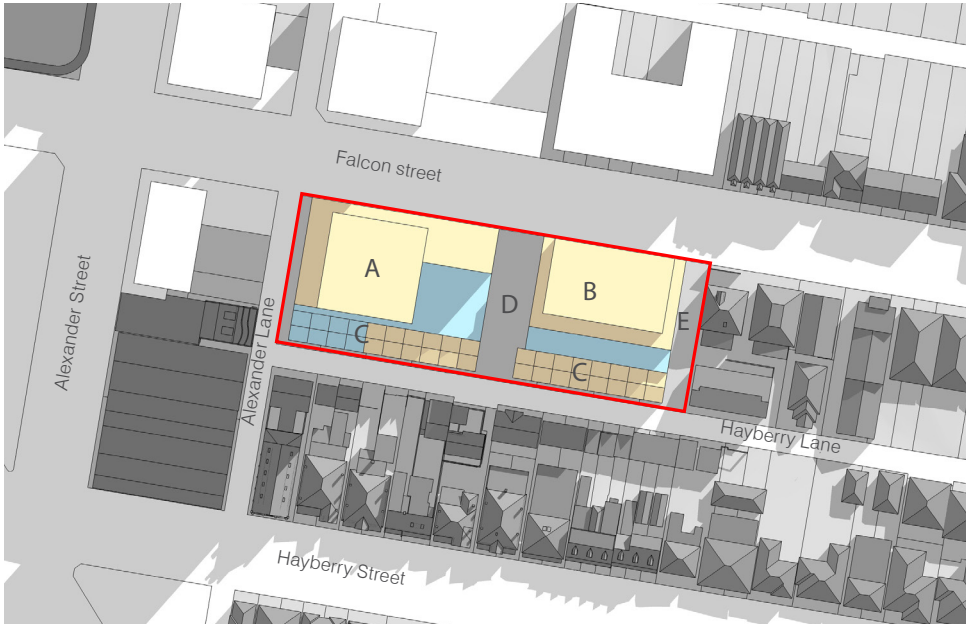
- 650m² GBA tower floor plate maximum (A)
- New pocket park in through-site link (300m²) (D)
- Additional through site links (D) & (E)
- 2,148m² Commercial GFA
- 17,299m² Residential GFA

Strengths

- Preferred, tested and appropriate building typology.
- Slender tower form.
- Less shadow impacts to neighbouring open space on Hayberry Lane compared to Option 3 due to slender tower.
- Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area.
- Opportunity for public open space mid-block and through site links at either end of the site.

Weaknesses

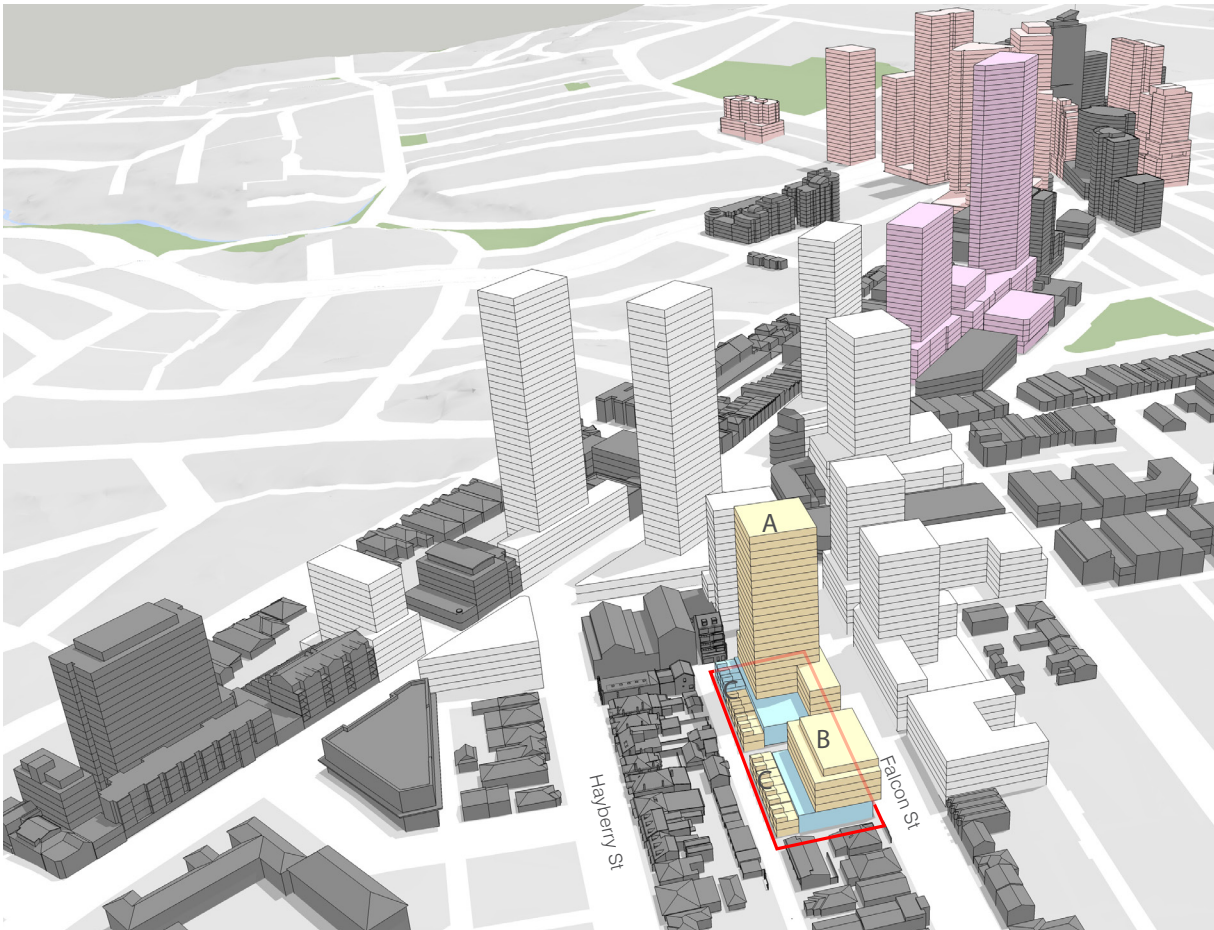
- A Planning Proposal would be required to amend the controls, which will add time to the approval process.
- Some overshadowing impacts however all properties on Southern side of Hayberry Street retain ability to achieve 2 hours sun access in mid winter.



Indicative plan view with potential surrounding development



Option 4 - 650 sqm tower footprint	GFA (sqm)
A - Tower (24 storey)	14,327
B - Low rise (6 storey)	4,040
C - Terraces (2 storey)	1,080
Total	19,447
Total Non-Residential GFA (sqm)	2,148
Non-Residential Carpark number (50sqm/per1)	43
Non-Residential Carpark GBA (38 sqm/space)	1,632
Total Residential GFA (sqm)	17,299
Average Apartment Size (sqm)	100
Total number of apartments (incl. terraces)	156
Residential Carpark number (1/per1)	156
Total Residential car parking GBA (43 sqm/space)	6,708
Total carparking GBA required (sqm)	8,340
Total under ground carpark level (Park)	1.9
Site area (sqm)	4,326
Total FSR (x:1)	4.5



Indicative aerial view with potential surrounding development

- Site boundary
- Existing buildings on constraint site
- Approved development
- Potential OSD development - Residential
- Proposed future development
- Proposed development - Residential
- Proposed development - Commercial

Option 5 - FSR 4.5:1, 33 storeys with open space

Overview

- 33 storey tower at street corner (A)
- 6 storeys on Falcon Street frontage (B)
- 3 storeys on the laneway frontage (C)

Outcome

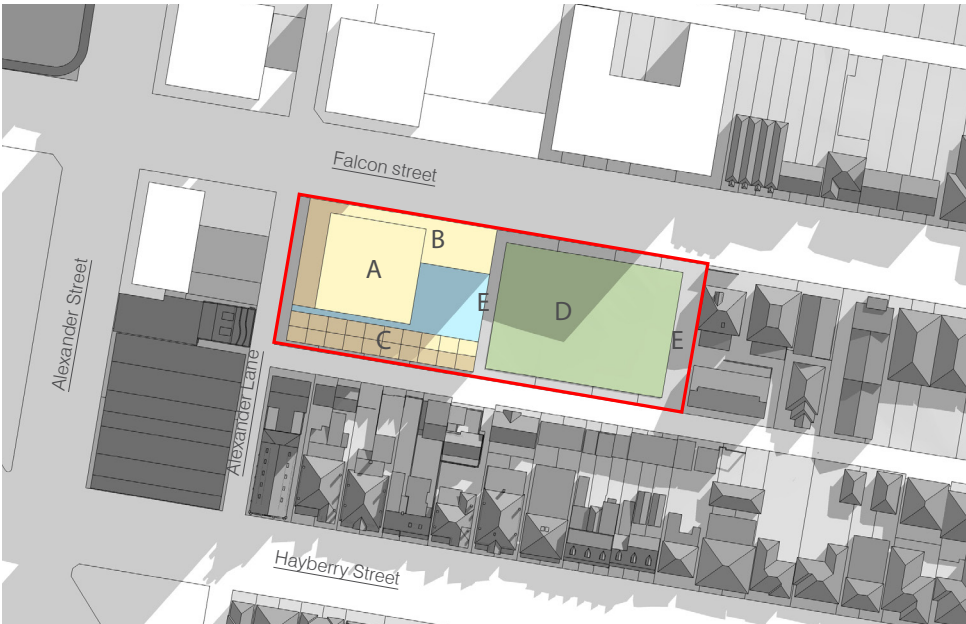
- 650m² tower floor plate maximum
- Additional through site link (E)
- 1560m² green open space (D)
- 2,764m² Commercial GFA
- 16,845m² Residential GFA

Strengths

- Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area.
- Provides a public open space if the need is identified.

Weaknesses

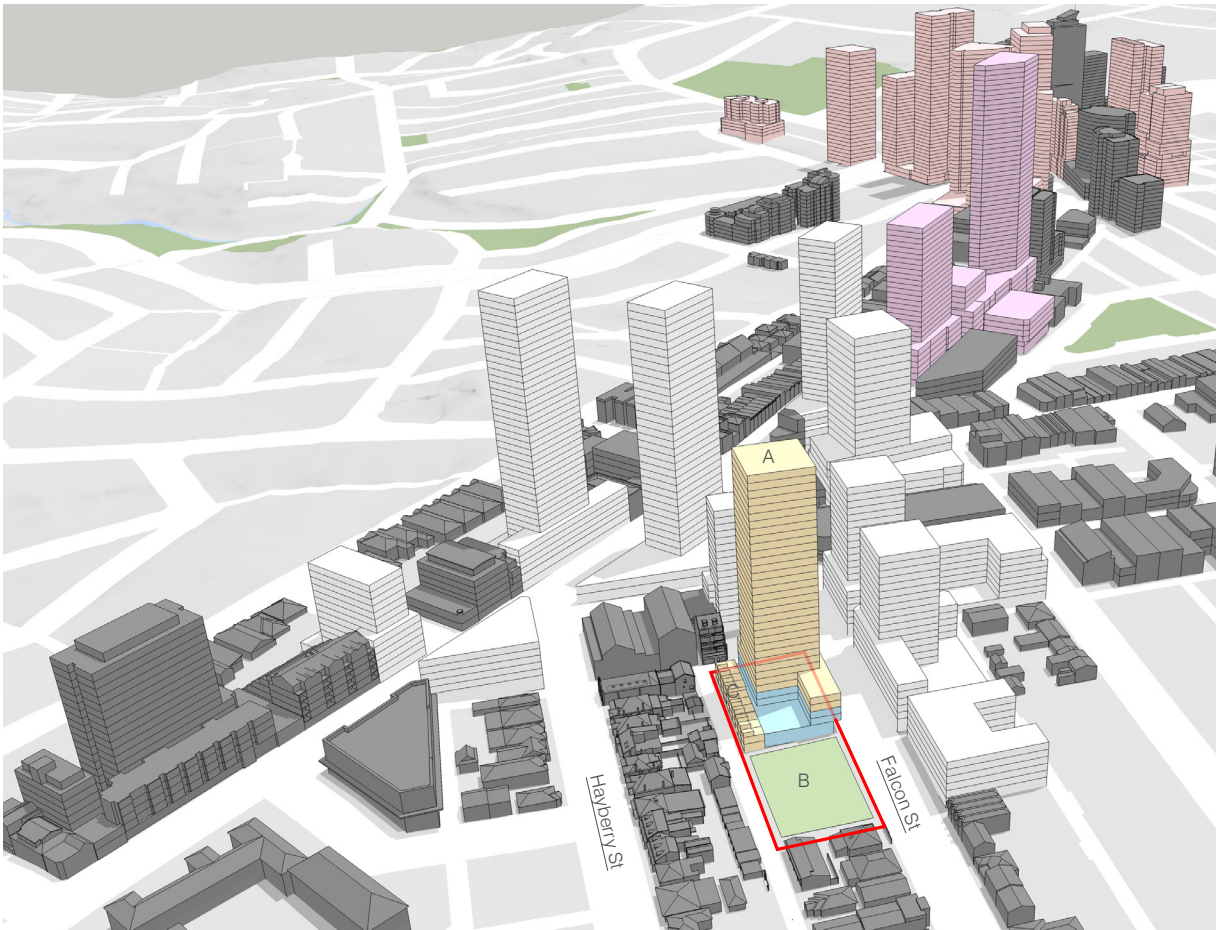
- A Planning Proposal would be required to amend the controls, which will add time to the approval process.
- Some overshadowing impacts however all properties retain the ability to achieve 2 hours sun access in mid winter. The number of properties affected to the south is fewer than in Options 1 and 2.
- Sharper transition to the neighbourhood.
- Height of tower may be locally prominent.



Indicative plan view with potential surrounding development



Option 5 - 650 sqm tower footprint	GFA (sqm)
A - Tower (33 storey)	19,009
B- Open space (1560 sqm)	-
C - Terraces (2 storey)	600
Total	19,609
Total Non-Residential GFA (sqm)	2,764
Non-Residential Carpark number (50sqm/per1)	55
Non-Residential Carpark GBA (38 sqm/space)	2,100
Total Residential GFA (sqm)	16,845
Average Apartment Size (sqm)	100
Total number of apartments (incl. terraces)	149
Residential Carpark number (1/per1)	149
Total Residential car parking GBA (43 sqm/space)	6,407
Total carparking GBA required (sqm)	8,507
Total under ground carpark level (Park)	2.0
Site area (sqm)	4,326
Total FSR (x:1)	4.5



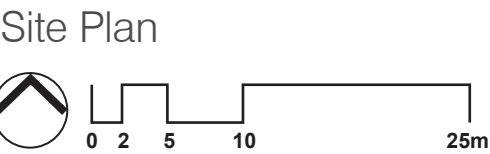
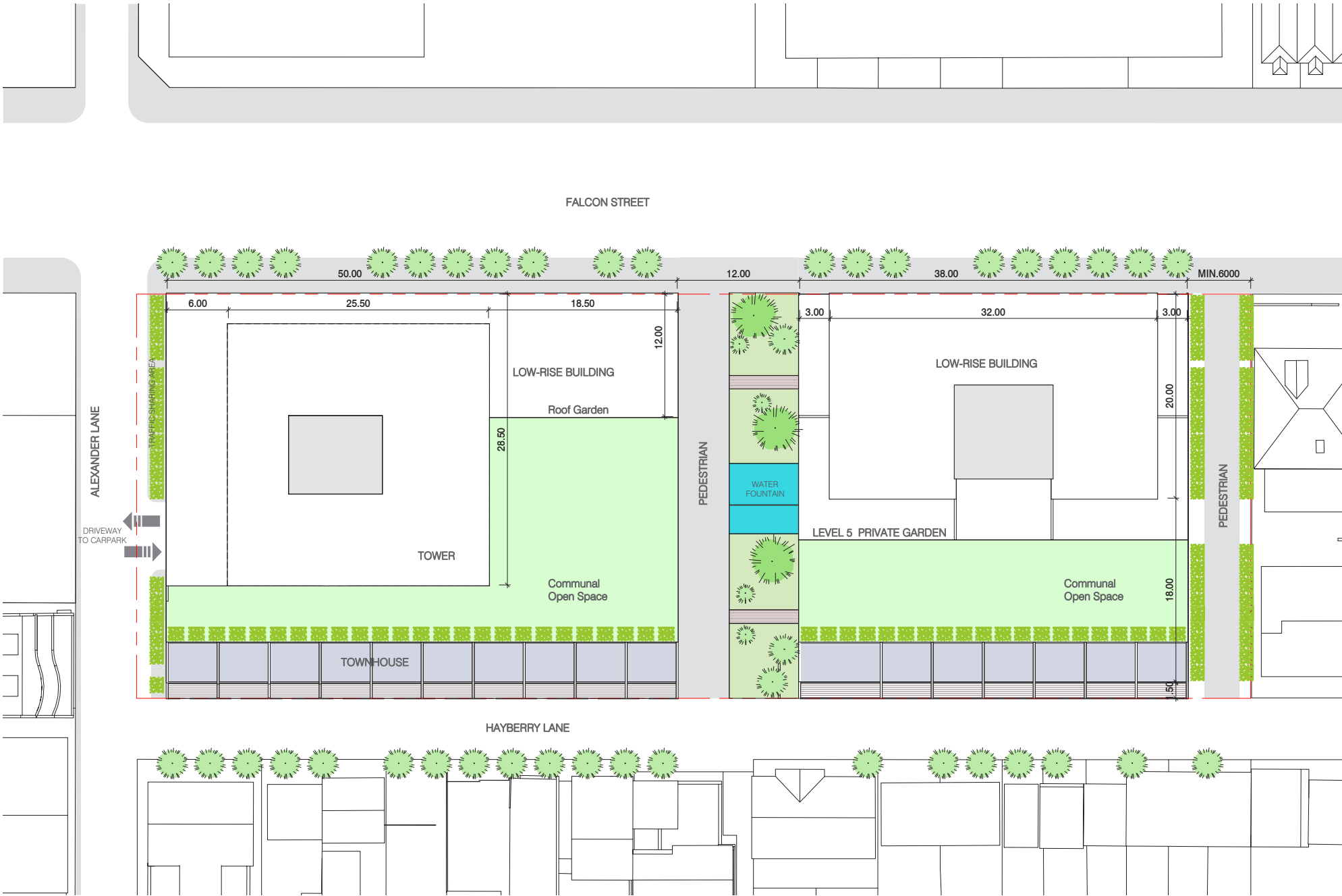
Indicative aerial view with potential surrounding development

- Site boundary
- Existing buildings on constraint site
- Approved development
- Potential OSD development - Residential
- Proposed future development
- Proposed development - Residential
- Proposed development - Commercial

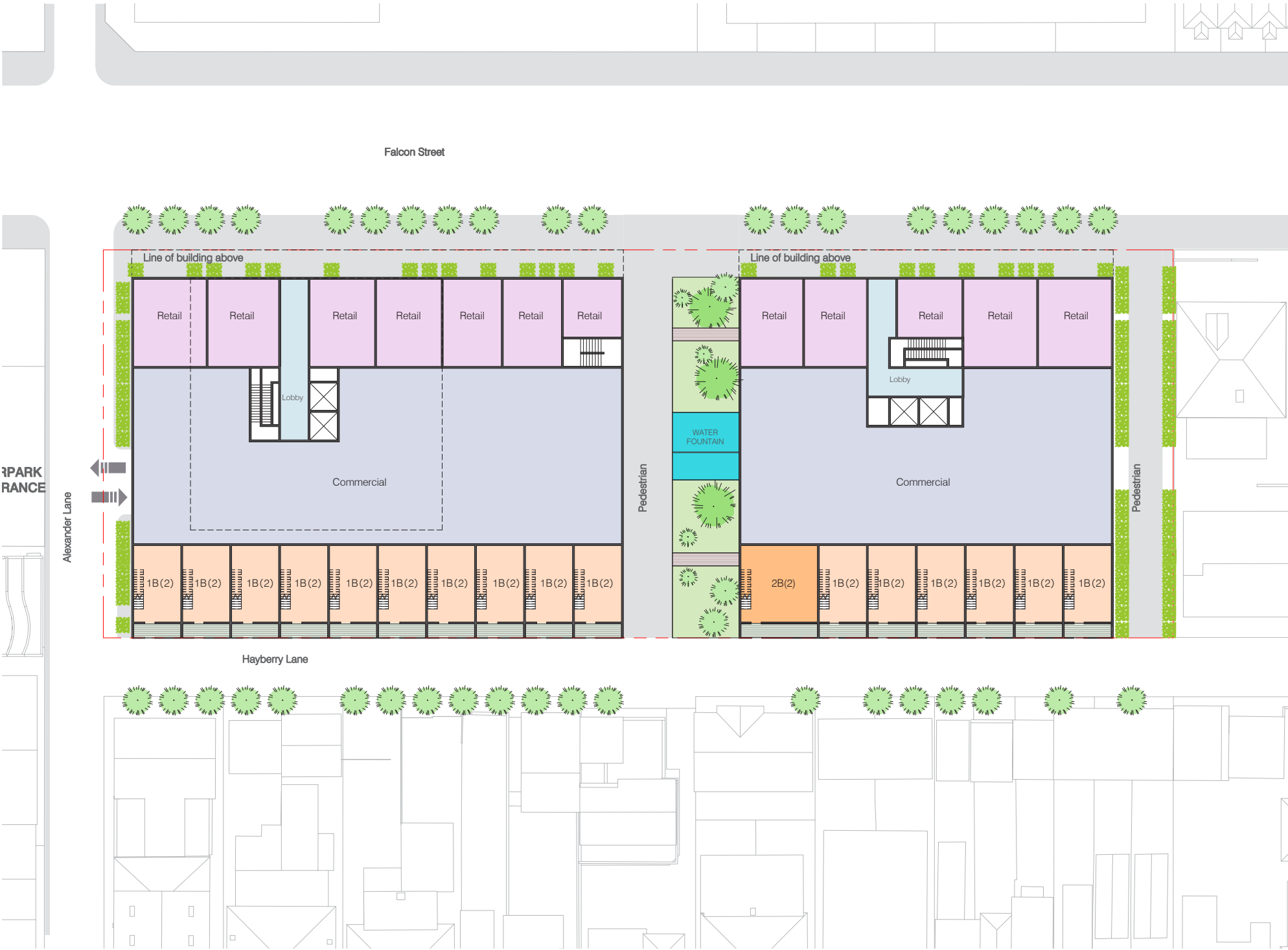
Preferred option (Option 4): concept master plan/public domain

Option 4 has been investigated further as the preferred option.

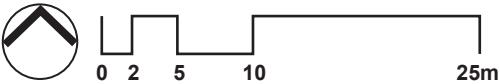
- The relatively slender tower has fewer shadow impacts than option 3.
- The built form makes transition with conservation area to the south.
- There is an opportunity for public open space and a mid-block through site link .



Preferred option: typical floor plans



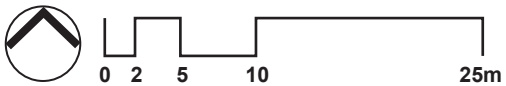
Ground floor plan/ Street view



Preferred option: typical floor plans



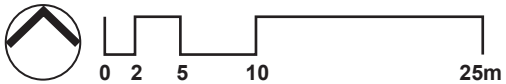
Mezzanine level / Town house upper level



Preferred option: typical floor plans



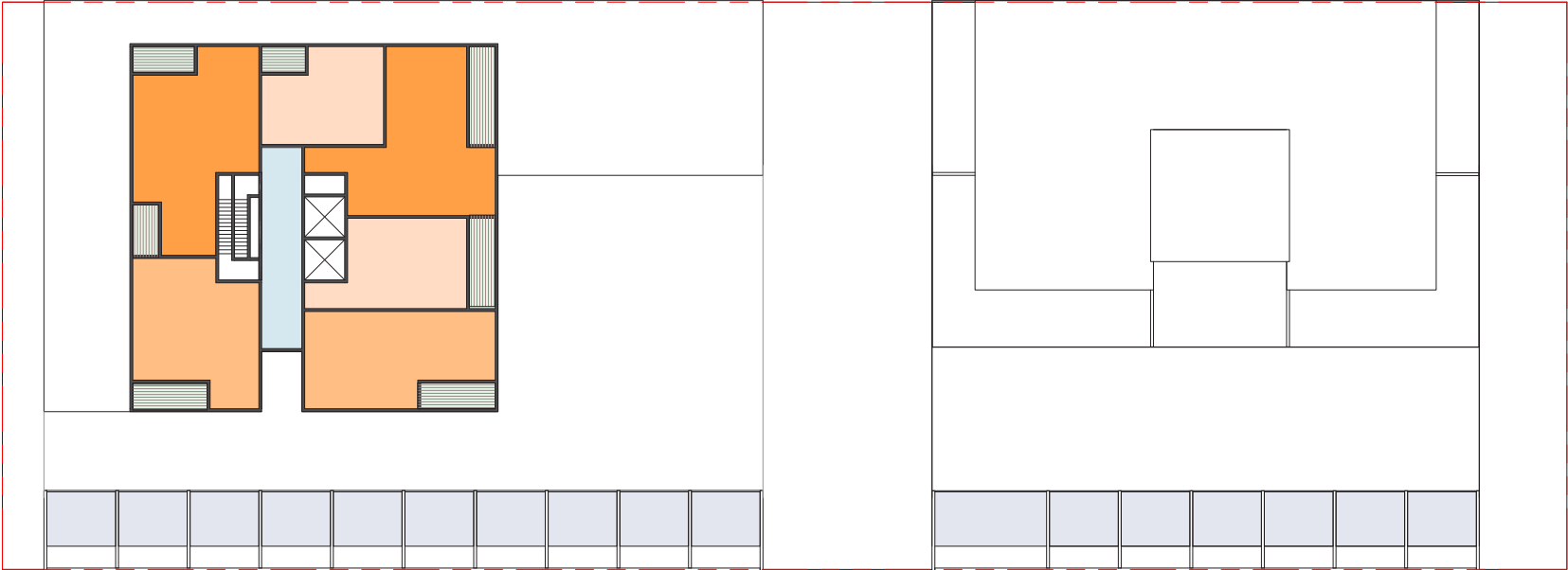
Podium level 1 plan



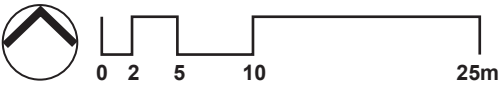
Preferred option: typical floor plans



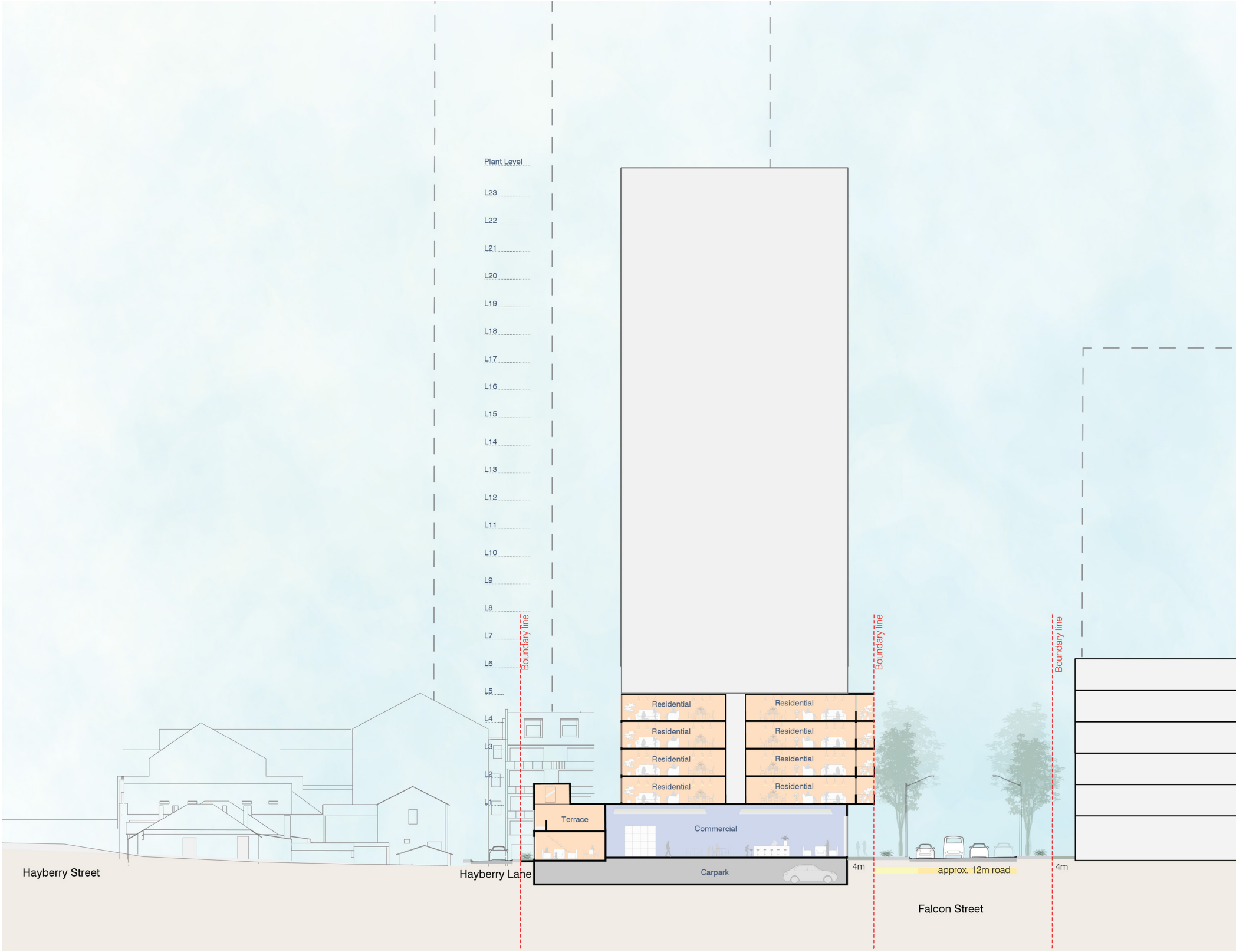
Typical podium level plan L2-L5



Typical tower plan L6-L23



Street Illustrative Section



The **key findings** of our analysis are as follows:

- St Leonards has been identified in A Plan for Growing Sydney as a Strategic Centre, in the Draft North District Plan as a mixed use centre and by the Department of Planning and Environment as a Growth area. The Crows Nest Town Centre has been announced as a ‘Priority Precinct’ by the Department of Planning & Environment, who are now working to undertake a strategic planning investigation of the St Leonards and Crows Nest Station Precinct. Potential future employment and housing opportunities associated with a Sydney Rapid Transit train station at St Leonards/Crows Nest are recommended in a A Plan for Growing Sydney.
- The site is located within a 400m walking catchment of the proposed Crows Nest Metro station. It is also approximately 1km from the existing St Leonards railway station and from Wollstonecraft station.
- The site is at a transition point between the mixed use precinct and the low rise residential conservation areas, and has the opportunity to play a key role in transitioning between four local precincts in built form, character, scale and land use. Built form on the site should provide a sensitive transition in height and minimise overshadowing and overlooking of residential areas to the south.
- Through site links should be incorporated on the site to maximise walking catchments to the proposed Metro station.
- The existing Falcon Street streetscape is irregular and inconsistent and would benefit from a new active street frontage. Rear lanes are currently service oriented and offer little activation or pedestrian amenity. Lanes and through site links should be activated.
- Increased building height is compatible with Crows Nest’s strategic role and is comparable to other local and regional precedents.

- Preliminary heritage advice from OCP Archtiects has concluded that development of the site would appropriately establish a transition between the low-scale residential area to the east and the Crows Nest Town Centre.
- Economic advice from RPS has identified that additional commercial floor space is not suitable for the site in respect to location and market demand, and suggests that the non-residential FSR requirement should be maintained at 0.5:1.
- Any future affordable housing component of the proposed development should have the option of being retained by the developer if it is managed by a registered community housing provider.
- The site provides an opportunity for seniors or retirement living in close proximity to transport and services, improving the diversity of housing offer and social mix.

Based on this analysis, Architectus tested **five development options** for the site.

In summary, Options 1, 2, 3 and 5 are **not** considered to be the best built form outcomes for the site:

- Options 1 (fully complying scheme) and 2 (6 storey street wall scheme) do not take advantage of the site’s important strategic role and changing character, and would be a lost opportunity for the town centre. No public domain can be provided on the site and development is not likely to be viable.
- In Option 3, the bulk of the tower creates more significant shadow impacts than those in Option 4. Visually, the transition between the residential area in the conservation zone to the bulk of the tower would be difficult to achieve.
- Option 5 provides the opportunity for a generous public open space in a dense neighbourhood. Option 5 demonstrates a built form outcome that balances public benefit with increased tower height, if the site is identified as a good location for open space in a

precinct-wide open space strategy. Increased tower heights present a sharper transition, but no more severe shadow impact on properties to the south than in Options 1 and 2.

In summary, Option 4 is recommended. Option 4 exceeds the current height and FSR controls on the site to a scale that Architectus considers appropriate given the site’s strategic importance and access to transport. The proposed building heights (3 storey podium, 8 storey transition building and 24 storey tower) are consistent with likely future development on opportunity sites identified in this report, and with comparable centres, and suitably identify the site as a gateway to the Crows Nest Town Centre. The slender tower form minimises shadow impacts and visual bulk and provides the most sensitive transition to the residential area, and the through site connection and public open space maximise walking connections within the town centre.

Architectus recommends that Option 4 be further tested, in consultation with specialists, by the Department of Planning and Environment and Council to inform a Planning Proposal for the site to provide public domain outcomes and increased development capacity appropriate to the site’s strategic importance. It is recommended that the masterplan be considered in the Land Use and Infrastructure Strategy.

Appendix

Option 5 - FSR 4.5:1, 33 storeys with open space

Overview

- 33 storeys tower at street corner
- 6 storeys on the Falcon Street frontage.
- 3 storeys on the laneway frontage.

Outcome

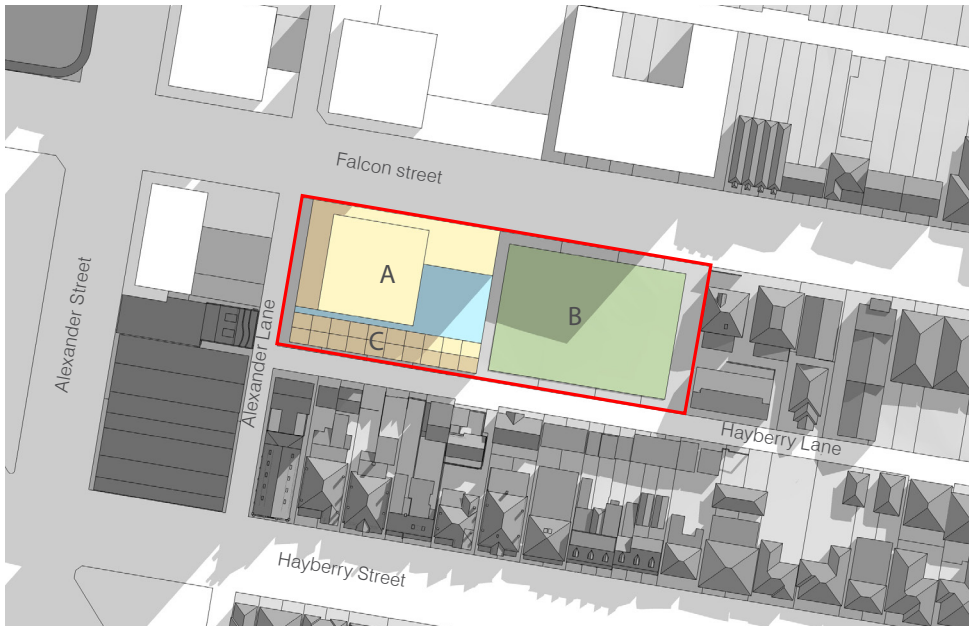
- 650m² tower floor plate maximum
- Additional through site link
- 1560m² green open space
- 2,764m² Commercial GFA
- 16,845m² Residential GFA

Strengths

- Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area.

Weaknesses

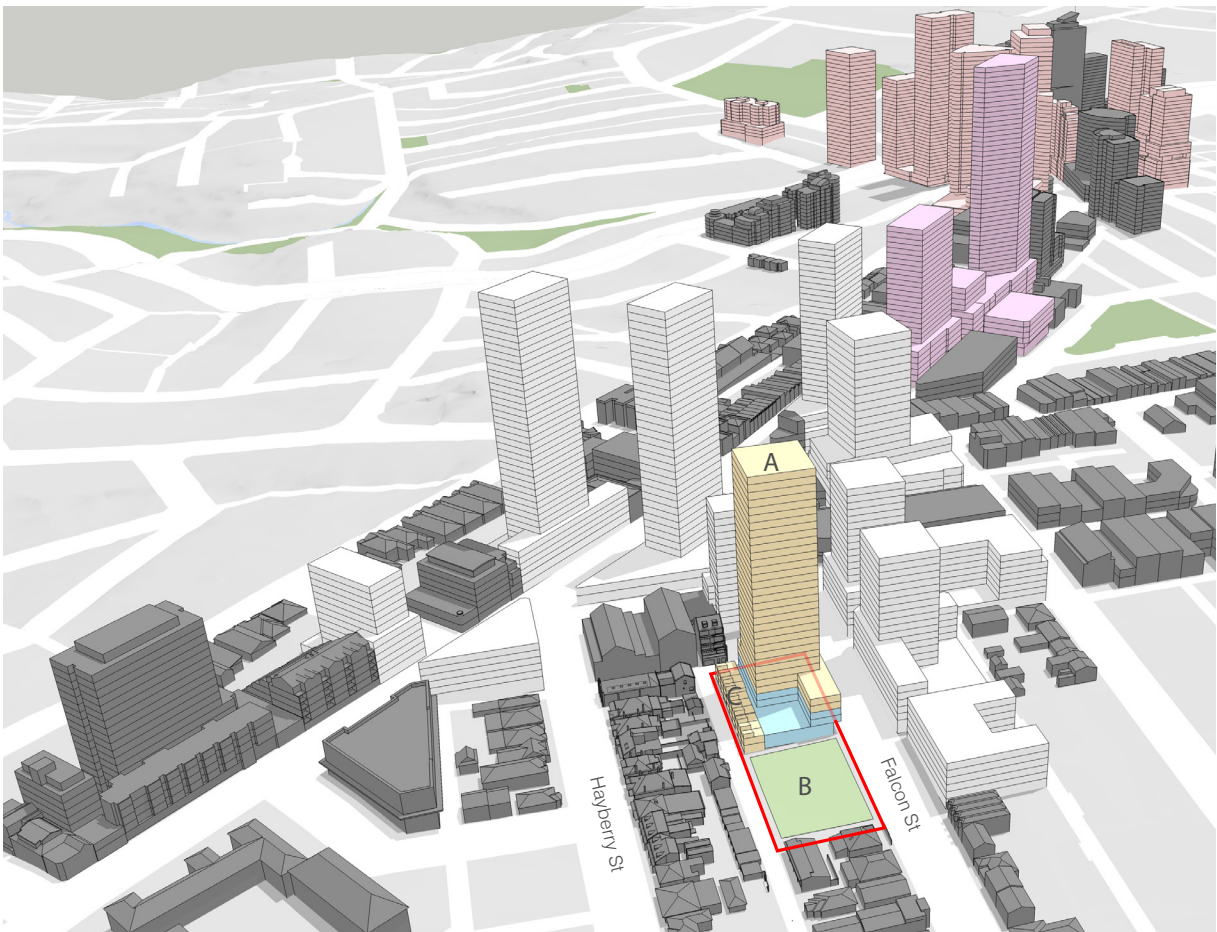
- A Planning Proposal would be required to amend the controls, which will add time to the approval process.
- Some overshadowing impacts however all properties retain the ability to achieve 2 hours sun access in mid winter. The number of properties affected to the south is fewer than in Options 1 and 2.
- Sharper transition to the neighbourhood.
- Height of tower maybe locally prominent.



Indicative plan view with potential surrounding development



Option 5 - 650 sqm tower footprint	GFA (sqm)
A - Tower (33 storey)	19,009
B- Open space (1560 sqm)	-
C - Terraces (2 storey)	600
Total	19,609
Total Non-Residential GFA (sqm)	2,764
Non-Residential Carpark number (50sqm/per1)	55
Non-Residential Carpark GBA (38 sqm/space)	2,100
Total Residential GFA (sqm)	16,845
Average Apartment Size (sqm)	100
Total number of apartments (incl. terraces)	149
Residential Carpark number (1/per1)	149
Total Residential car parking GBA (43 sqm/space)	6,407
Total carparking GBA required (sqm)	8,507
Total under ground carpark level (Park)	2.0
Site area (sqm)	4,326
Total FSR (x:1)	4.5



Indicative aerial view with potential surrounding development

- Site boundary
- Existing buildings on constraint site
- Approved development
- Potential OSD development - Residential
- Proposed future development
- Proposed development - Residential
- Proposed development - Commercial

Option 1 - Fully complying scheme

Overview

- 10m building height
- 0.5 minimum non residential FSR

Outcome

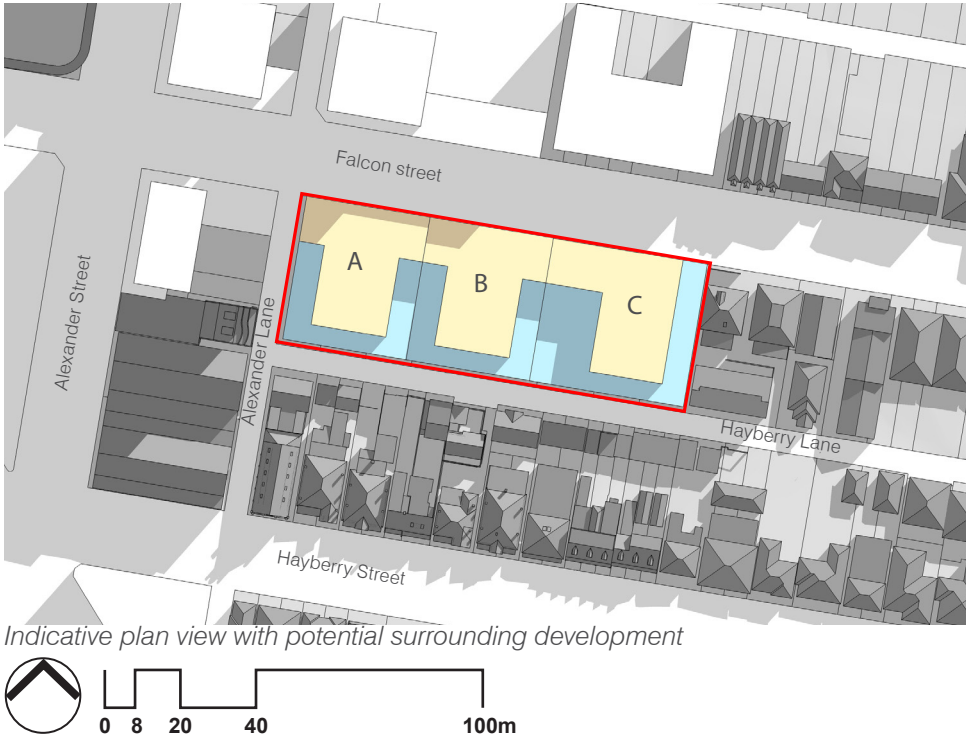
- No public domain
- FSR 1.6:1
- 3,268m² Commercial GFA
- 3,696m² Residential GFA

Strengths

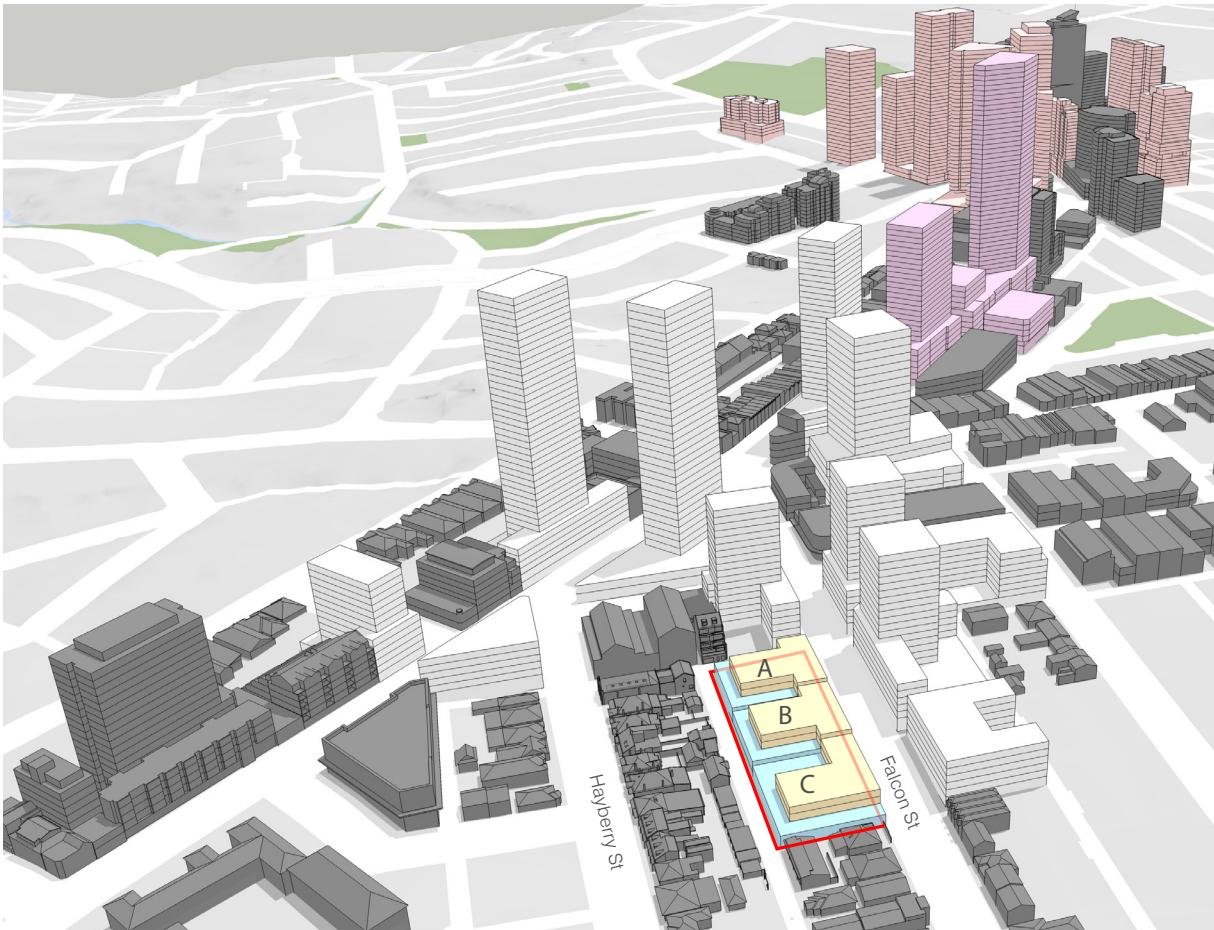
- Complies with the controls.
- Low shadow impacts to neighbourhood.

Weaknesses

- Does not take advantage of sites potential and strategic role.
- No public domain.
- The proposal may not be viable and existing buildings would be likely to remain.



Option 1	GFA (sqm)
A - Low rise (3 storey)	2,234
B - Low rise (3 storey)	2,232
C - Low rise (3 storey)	2,498
Total	6,964
Total Non-Residential GFA (sqm)	3,268
Non-Residential Carpark number (50sqm/per1)	65
Non-Residential Carpark GBA (38 sqm/space)	2,484
Total Residential GFA (sqm)	3,696
Average Apartment Size (sqm)	100
Total number of apartments	32
Residential Carpark number (1/per1)	32
Total Residential car parking GBA (43 sqm/space)	1,376
Total carparking GBA required (sqm)	3,860
Total under ground carpark level (Park)	0.9
Site area (sqm)	4,326
Total FSR (x:1)	1.6



Indicative aerial view with potential surrounding development

- Site boundary
- Existing buildings on constraint site
- Approved development
- Potential OSD development - Residential
- Proposed future development
- Proposed development - Residential
- Proposed development - Commercial

Option 2 - 6 Storey Street-Wall Scheme

This scheme will require some variation from existing controls, though may potentially be approvable through a DA process.

Overview

- 6 storeys on the Falcon Street frontage.
- 3 storeys on the laneway frontage.

Outcome

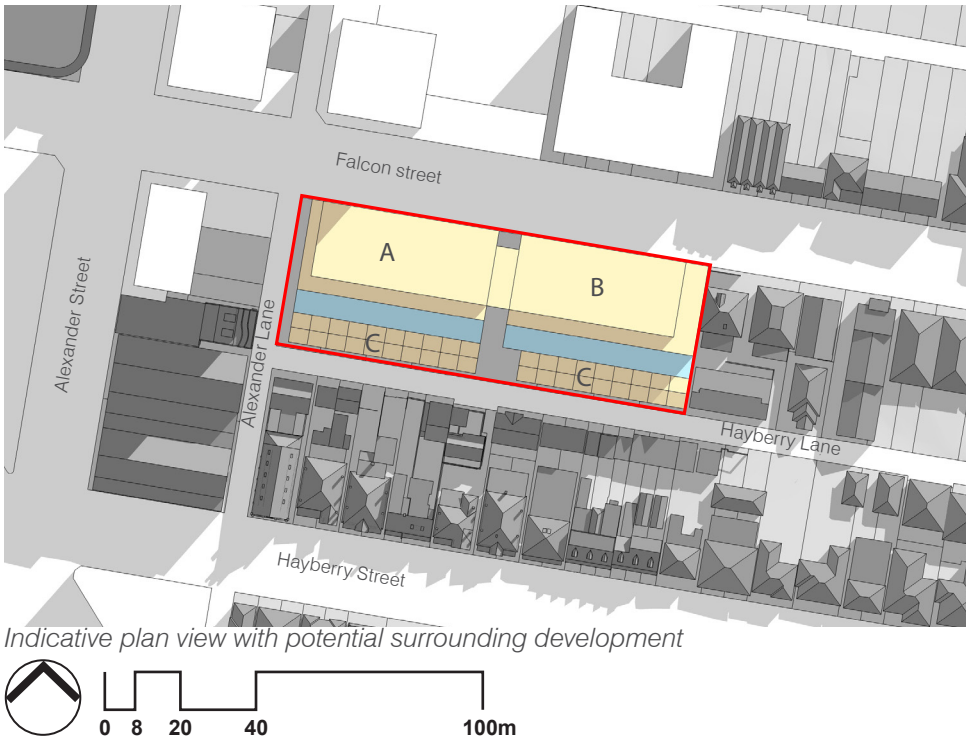
- No increased public domain
- FSR 2.8:1
- 2,168m² Commercial GFA
- 9,993m² Residential GFA

Strengths

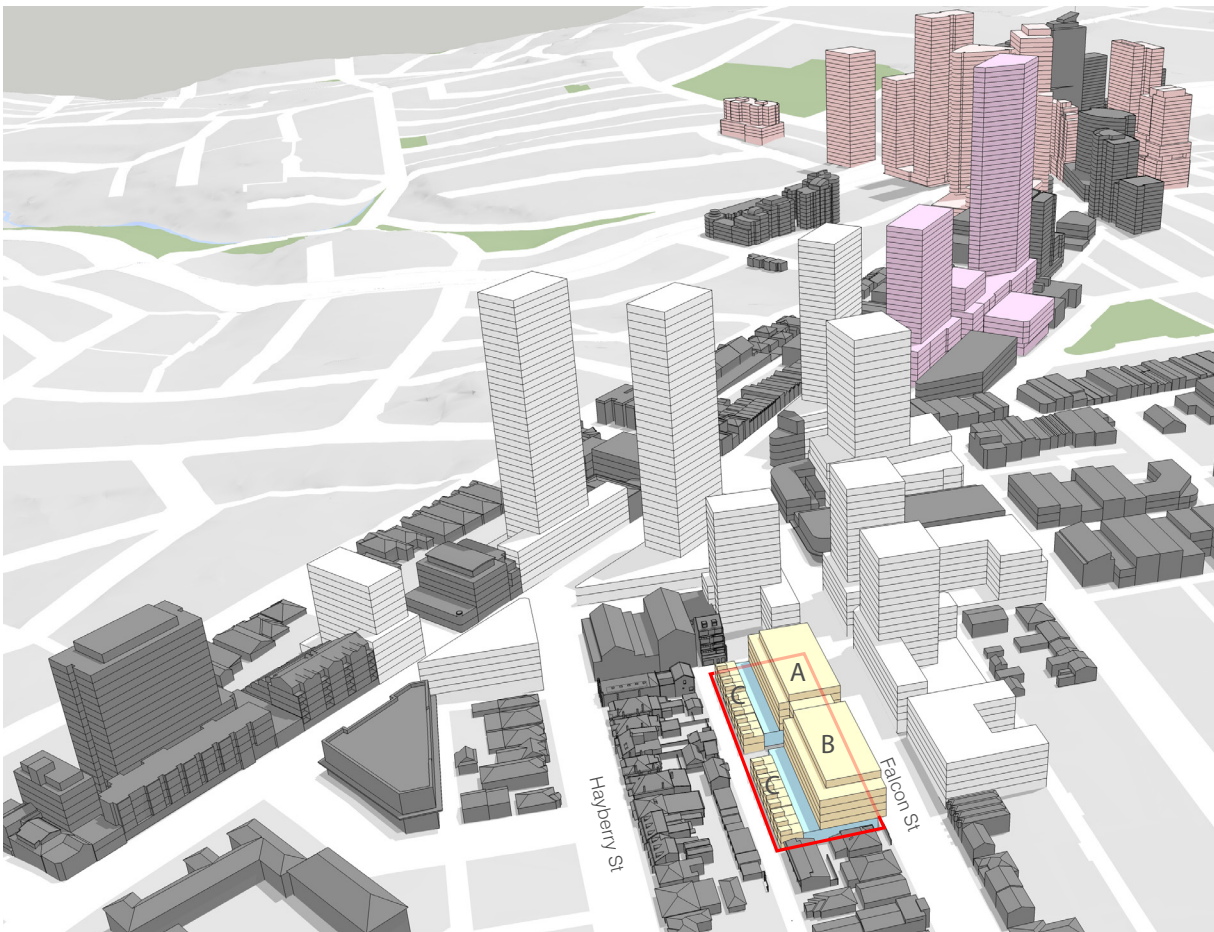
- Provides more density than a fully complying scheme.
- Low shadow impacts to neighbours.

Weaknesses

- Does not take advantage of sites potential and strategic role.
- The proposal may not be viable and existing buildings would be likely to remain.



Option 2	GFA (sqm)
A - Low rise (6 storey)	5,677
B - Low rise (6 storey)	5,344
C - Terraces (2 storey)	1,140
Total	12,161
Total Non-Residential GFA (sqm)	2,168
Non-Residential Carpark number (50sqm/per1)	43
Non-Residential Carpark GBA (38 sqm/space)	1,648
Total Residential GFA (sqm)	9,993
Average Apartment Size (sqm)	100
Total number of apartments (incl. terraces)	95
Residential Carpark number (1/per1)	95
Total Residential car parking GBA (43 sqm/space)	4,085
Total carparking GBA required (sqm)	5,733
Total under ground carpark level (Park)	1.3
Site area (sqm)	4,326
Total FSR (x:1)	2.8



Option 3 - FSR 4.5:1, 18 storeys

Overview

- 18 storeys tower at street corner (A)
- 6 storeys on the Falcon Street frontage.(B)
- 3 storeys on the laneway frontage.(C)

Outcome

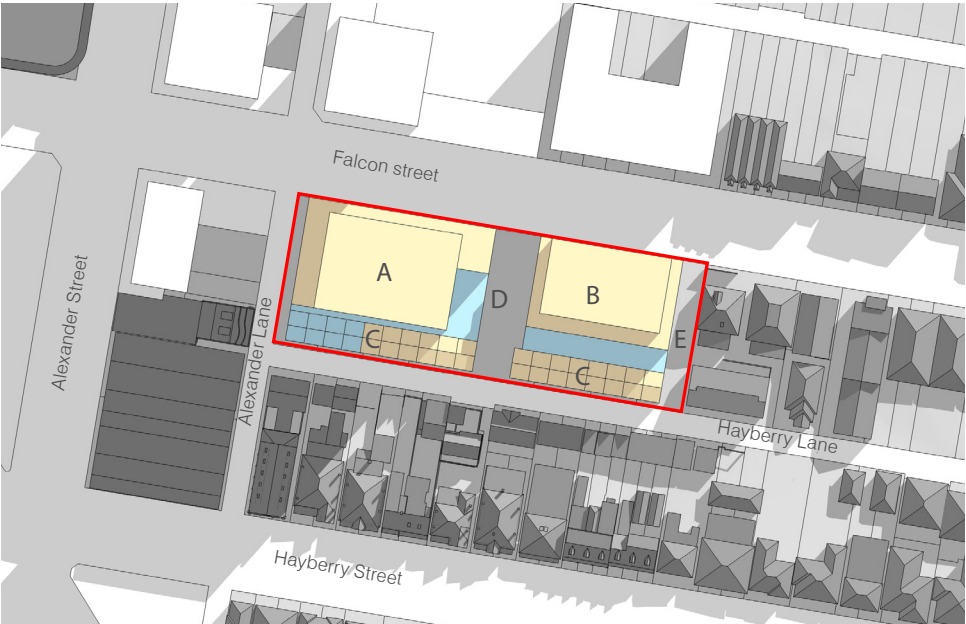
- 900m² tower floor plate
- New pocket park (300m²) (D)
- Additional through site link (D) & (E)
- 2,148m² Commercial GFA
- 17,322m² Residential GFA

Strengths

- Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area.

Weaknesses

- A Planning Proposal would be required to amend the controls, which will add time to the approval process.
- Higher shadow impacts particularly to neighbour’s backyard open space area on Hayberry Lane.
- Bulk of tower is prominent from heritage conservation area.



Indicative plan view with potential surrounding development



Option 3 - 900 sqm tower footprint		GFA (sqm)
A - Tower (18 storey)		14,350
B - Low rise (6 storey)		4,040
C - Terraces (2 storey)		1,080
Total		19,470
Total Non-Residential GFA (sqm)		2,148
Non-Residential Carpark number (50sqm/per1)		43
Non-Residential Carpark GBA (38 sqm/space)		1,632
Total Residential GFA (sqm)		17,322
Average Apartment Size (sqm)		100
Total number of apartments (incl. terraces)		157
Residential Carpark number (1/per1)		157
Total Residential car parking GBA (43 sqm/space)		6,751
Total carparking GBA required (sqm)		8,383
Total under ground carpark level (Park)		1.9
Site area (sqm)		4,326
Total FSR (x:1)		4.5



Indicative aerial view with potential surrounding development

- Site boundary
- Existing buildings on constraint site
- Approved development
- Potential OSD development - Residential
- Proposed future development
- Proposed development - Residential
- Proposed development - Commercial

Option 4 - FSR 4.5:1, 24 storeys (Preferred)

Overview

- 24 storeys tower at street corner
- 6 storeys on the Falcon Street frontage.
- 3 storeys on the laneway frontage.

Outcome

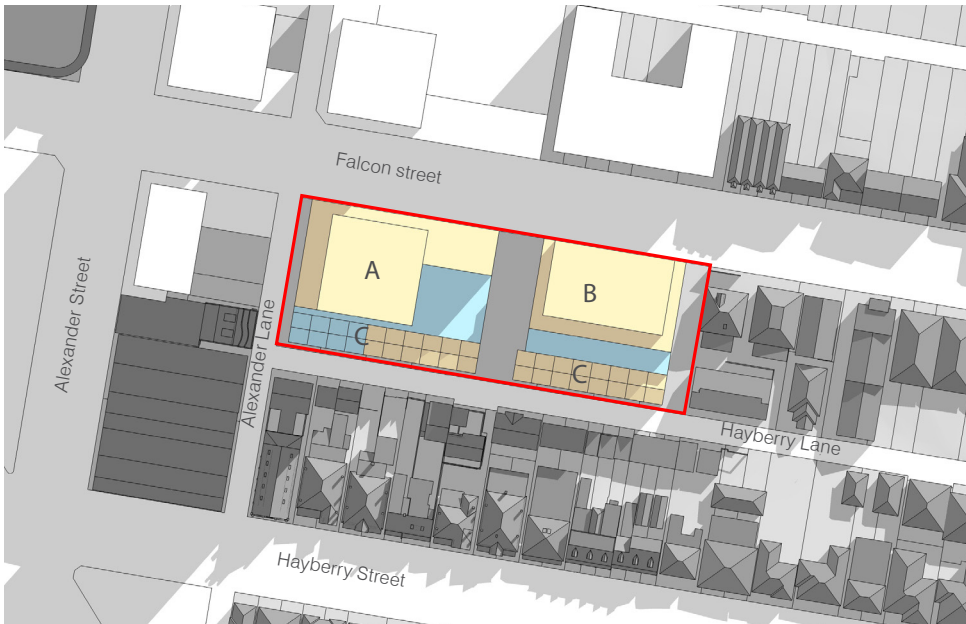
- 650m² tower floor plate maximum
- New pocket park (300m²)
- Additional through site link
- 2,148m² Commercial GFA
- 17,299m² Residential GFA

Strengths

- Preferred, tested and appropriate building typology.
- Slender tower form.
- Less shadow impacts to neighbouring open space area on Hayberry Lane compared to Option 3 due to slender tower.
- Fits into existing context in the local B4 mixed use area and transitions well to the adjoining residential area.
- Opportunity for public open space mid-block and through site links at either end of the site.

Weaknesses

- A Planning Proposal would be required to amend the controls, which will add time to the approval process.
- Some overshadowing impacts however all properties on Southern side of Hayberry Street retain ability to achieve 2 hours sun access in mid winter.



Indicative plan view with potential surrounding development



Option 4 - 650 sqm tower footprint		GFA (sqm)
A - Tower (24 storey)		14,327
B - Low rise (6 storey)		4,040
C - Terraces (2 storey)		1,080
Total		19,447

Total Non-Residential GFA (sqm)	2,148
Non-Residential Carpark number (50sqm/per1)	43
Non-Residential Carpark GBA (38 sqm/space)	1,632
Total Residential GFA (sqm)	17,299
Average Apartment Size (sqm)	100
Total number of apartments (incl. terraces)	156
Residential Carpark number (1/per1)	156
Total Residential car parking GBA (43 sqm/space)	6,708
Total carparking GBA required (sqm)	8,340
Total under ground carpark level (Park)	1.9
Site area (sqm)	4,326
Total FSR (x:1)	4.5



Indicative aerial view with potential surrounding development

- Site boundary
- Existing buildings on constraint site
- Approved development
- Potential OSD development - Residential
- Proposed future development
- Proposed development - Residential
- Proposed development - Commercial

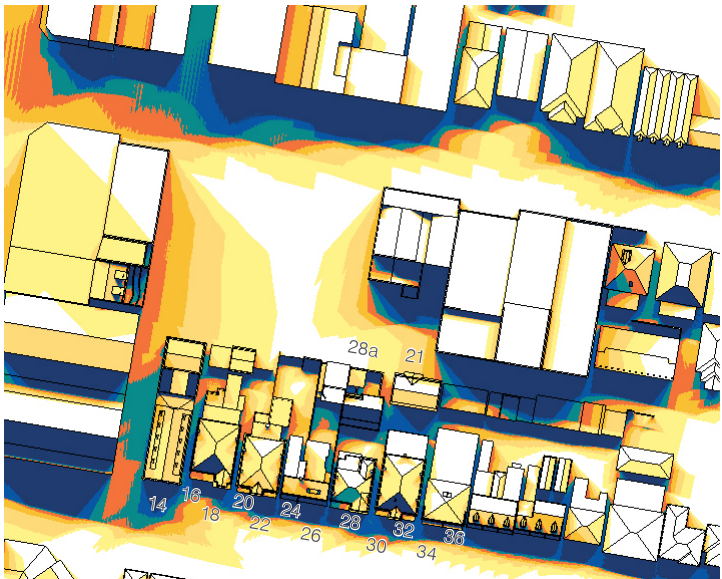
Assessment

Shadow analysis

The adjacent images provide an overview of sun access to neighbouring buildings. The shadow impacts are assessed against the SEPP65 standard of 2 hours' sun access 9am-3pm.

The areas most affected by additional overshadowing are garage windows/doors on Hayberry lane.

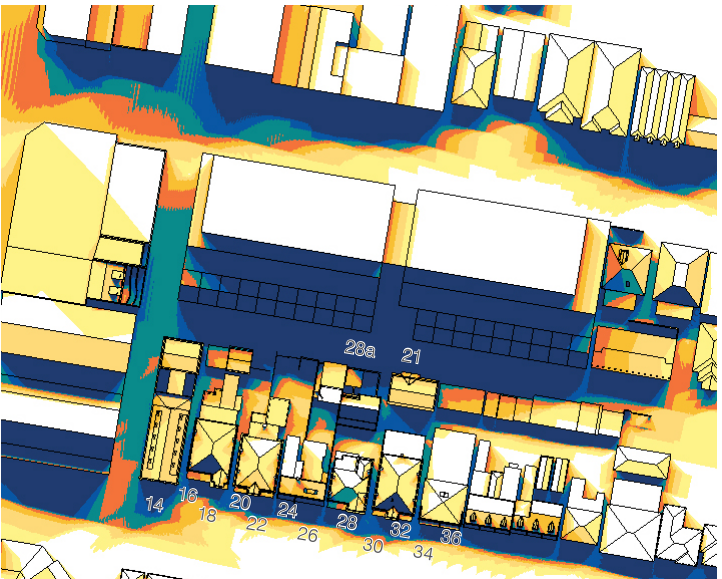
In all 5 design options considered, sunlight to some residential properties will be reduced to less than the 2 hour midwinter solar access bench mark required by SEPP65. The appropriateness of over shadowing needs to be balanced against the strategic importance of the site and locality.



Plan view of shadow analysis - Existing



Plan view of shadow analysis - Option 1- Fully complying scheme

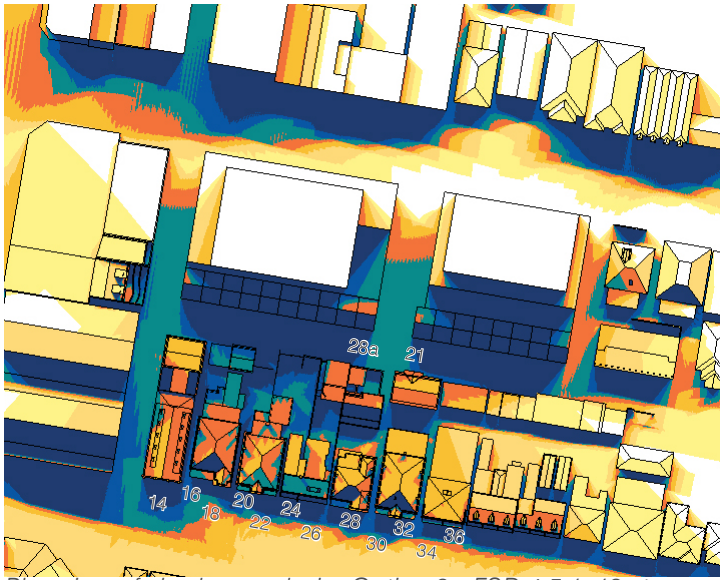


Plan view of shadow analysis - Option 2- 6 storey street wall scheme

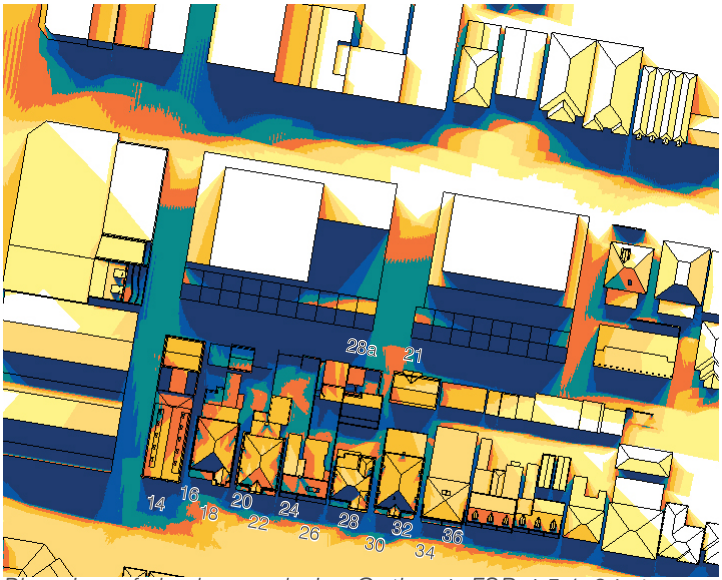
Hours of sunlight between 9am-3pm

- 5-6 hours
- 4-5 hours
- 3-4 hours
- 2-3 hours
- 1-2 hours
- 0-1 hours
- 0 hours

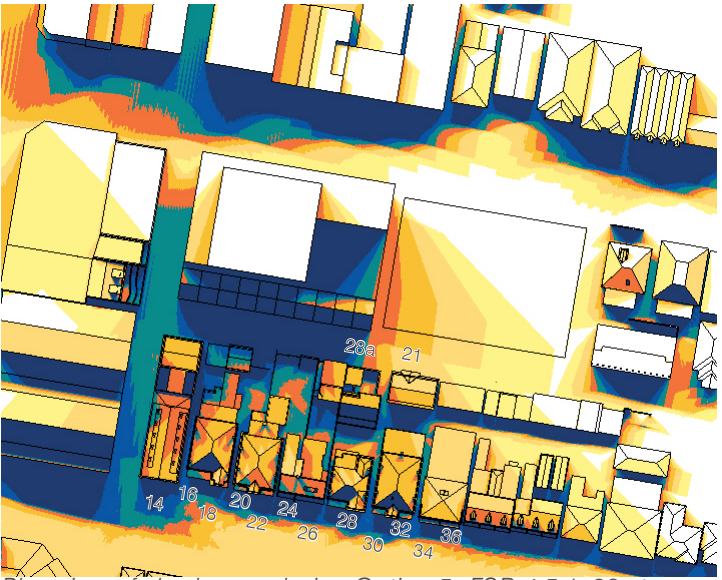
House street numbers (potential shadow impacts by new development)



Plan view of shadow analysis - Option 3- FSR 4.5:1, 18 storeys



Plan view of shadow analysis - Option 4- FSR 4.5:1, 24 storeys



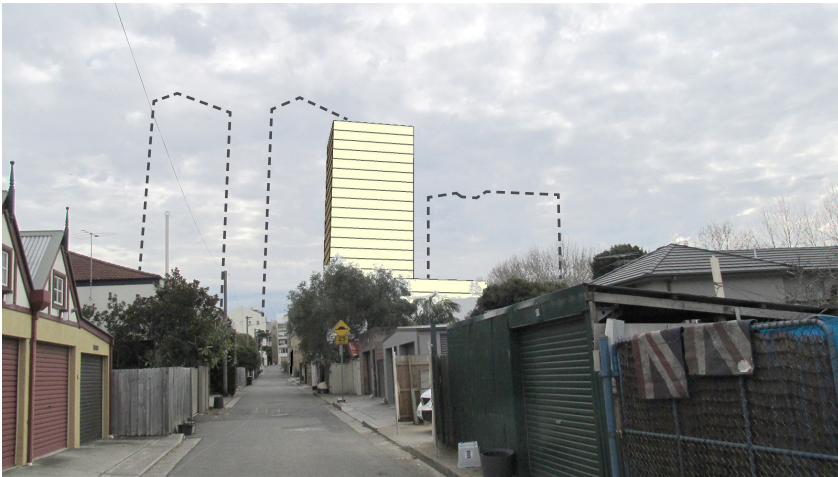
Plan view of shadow analysis - Option 5- FSR 4.5:1, 33 storeys

Assessment of Option 4



View impact

- 1. Looking west along Hayberry Lane: The proposed tower is visible beyond the lower-scale foreground development along the laneway. The tower scale will be compatible with future development on the opportunity sites. The podium form makes a transition to the residential precinct.
- 2. Looking west along Hayberry Street: The tower is largely obscured by the street tree canopy in the street.
- 3. Looking east from Shirley Road towards Falcon Street: The podium continues the streetscape datum set by existing commercial buildings at the Pacific Highway corner. The tower scale will be compatible with future development on the opportunity sites and visually identifies the site as the eastern gateway to town centre.
- 4. View from Willoughby Road retail strip, looking south-east: The tower is not visible as it is concealed by the Willoughby road commercial strip in the foreground. The tower will be compatible with future development on opportunity sites in the town centre.
- 5. From the Pacific Highway, looking North: The tower scale will be compatible with future development on the opportunity sites and towers in St Leonards to the north.
- 6. From the Pacific Highway looking north: The perceived height of the tower is reduced by the commercial street-wall buildings along the Highway.



1 Hayberry Lane



4 Willoughby Road



2 Hayberry Street



5 Pacific Highway 1



3 Shirley Road



6 Pacific Highway 2

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