

ALEXANDER STREET SLIMLINES

HIGH RISE MIXED USE DESIGN on the NORTH SHORE

VISION STATEMENT

V01

SYDNEY
ARCHITECTURE
STUDIO

scientific
solutions group
by Brookfield


mecone
SYDNEY | MELBOURNE

tpp
transport planning

planning
lab

Document control

Rev	Date	Approved by	Description
V01	16.09.2017	TdP	For SUBMISSION

Contact
Ken McBryde Partner
Ken@SydneyArchitecture.Studio
Tom de Plater Partner
Tom@SydneyArchitecture.Studio

SAS . Sydney Architecture Studio
Level 1, 34 Oxford Street
Darlinghurst NSW
Australia 2010

SydneyArchitecture.Studio
@sydneyarchitecturestudio
Sydney Architecture Studio PTY LTD
ABN 16 326 548 330

SYDNEY
ARCHITECTURE
.STUDIO

scientific
solutions group
by Brookfield


mecone
SYDNEY | MELBOURNE

tpp
transport planning

planning
lab

CONTENTS

01

PREAMBLE

Page 05

02

VISION

Page 08

03

GLOBAL GATEWAY

Page 10

04

BIGGER VILLAGE

Page 14

05

TRUE MIXED-USE DESIGN

Page 18

06

GIVING BACK

Page 23

07

COMMUNITY

Page 27

08

BENEFITS

Page 33

PREAMBLE

01

SLIMLINES 01

EXECUTIVE SUMMARY

A new urban 'gateway' building is envisioned for the Crows Nest Triangle. The trans-formative vision for this new landmark building is driven by the new Sydney Metro Rail Project.

This document sets out a vision for the site which is bound by Falcon Street, Alexander Street and Pacific Highway in Crows Nest. The proposal seeks to redevelop the site as a mixed use development with retail, commercial, hotel and residential uses.

The site is located within 150m of the new Crows Nest Metro Station which forms part of the Sydney Metro City & Southwest - Chatswood to Sydenham project. The Crows Nest Metro Station creates a once in a lifetime opportunity for Crows Nest and St Leonards to transform the area and we are obliged to respond appropriately to this city-making infrastructure.

The site is identified as a southern 'gateway' site to Crows Nest Centre and St Leonards CBD within the Preliminary Urban Analysis for the St Leonards and Crows Nest Station Precinct. The proposal addresses the aspirations outlined in the Preliminary Urban Analysis by creating a 'gateway' site. Furthermore, it is appreciated that the project needs to deliver a work of international significance in order to establish the southern 'gateway' to the new Crows Nest and St Leonards CBD. Balancing the needs and interests of the local community while addressing the bigger picture changes as a new CBD is part of our work.

We also acknowledge the site's key role in reinforcing the 'Global Economic Corridor' under A Plan for Growing Sydney and a 'strategic centre' for St Leonards/Crows Nest centre under the draft North District Plan.

Crows Nest Village, primarily runs along Willoughby Road and includes an established 'Eat Street' with various cafes, restaurants and bars. This submission includes an innovative solution to facilitate the extension of the pedestrian friendly, finer grain, retail shopping village along Willoughby Road. It involves wrapping the Village around into Falcon Street. In order for Falcon Street to be more village like, we propose to redirect traffic into Alexander Street.

The proposal will provide additional housing within proximity to the Metro station which will contribute to dwelling targets in the draft North District Plan. There will be an opportunity to include diverse housing types and incorporate innovative affordable housing initiatives.

The proposal will provide additional jobs during construction and in operation which contribute to job targets in the draft North District Plan. The retail component will provide a new focal point for the Crows Nest Village, whilst the commercial floor space will provide much needed local services. The hotel offering will provide an opportunity for conferences, events and functions in a contemporary and quality establishment.

The project includes shared green spaces in regular intervals up the building which gives occupants access to social amenity and infrastructure, noted to be in short supply in the Crows Nest local precinct.

(St Leonards Crows Nest Social Infrastructure and Open Space Study Recreation Needs North Sydney Council 2015, Page 7 Arup, 1st Feb 2017)



SLIMLINES 01

CONCEPT

The initial design concept for this project is a direct result of its context and the aspirations outlined in the St Leonards and Crows Nest Station Precinct Interim Statement issued by the NSW Government Department of Planning & Environment, August 2017.

Located on the crest of a hill, the project sits atop one of the largest amalgamated 3 sided "gateway" key sites in the area, with the opportunity to contribute proudly and diligently to the future of Crows Nest, and in particular the "Global Economic Corridor" which arcs from Macquarie Park through the CBD to Kingsford Smith airport.

With 3 highly desirable primary facades, and no back or rear to the project, the built form responds by elegantly extending its openings towards light and ventilation on each of the 3 apexes of the site.

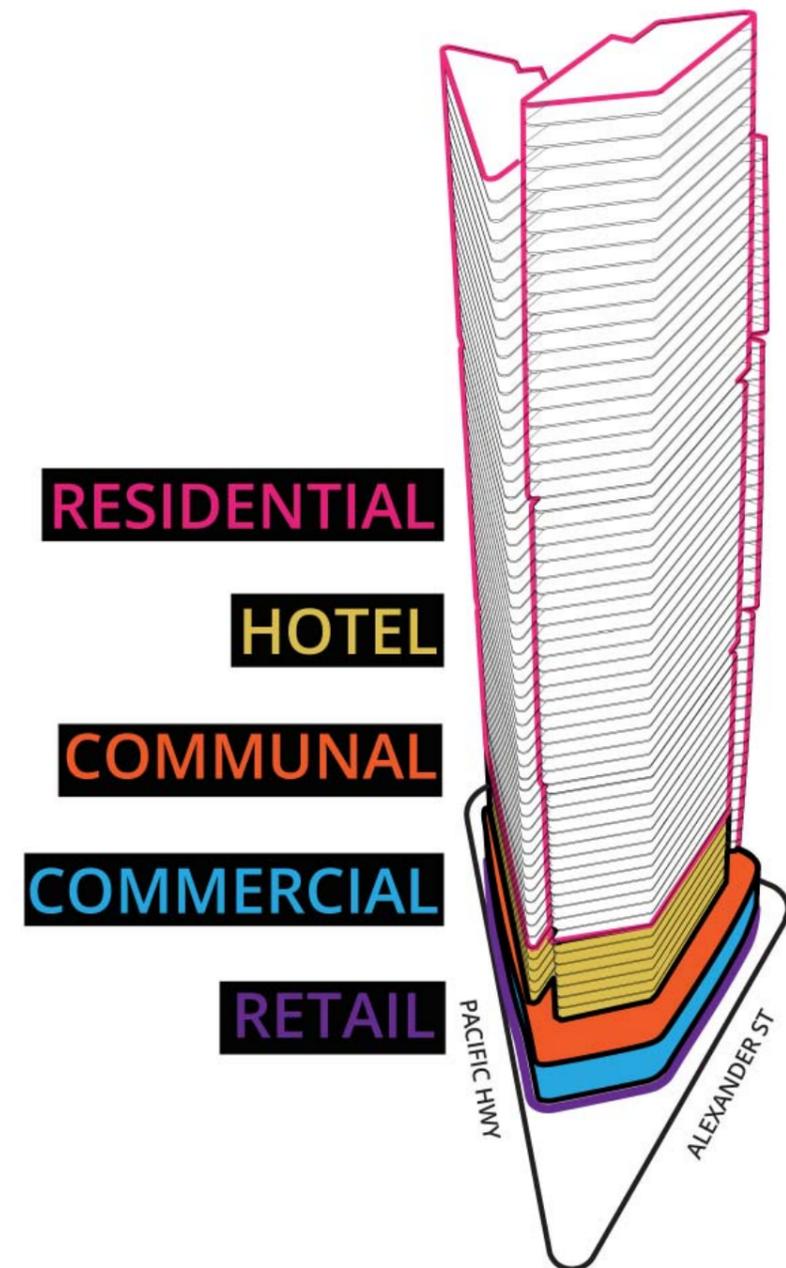
Three formal, or SLIMLINE components are deconstructed in function and architectural detail, driven by a concern to stitch the project into the local context. The ground plane and podium address the streets, and reinforce the existing urban forms.

USES

Comprised of village apartments and a hotel, closer to the ground the grain is fine, an extension to the existing village atmosphere with the atrium composed of internal streets and double height dwellings, connected to the street life, expressed through the architecture, materiality and function.

The further we move up the tower, the larger the formal expression - towards the sky the tower simplifies to play with the nature of the sky, and reflect the environment through smoother and simplified lines.

The green lungs of the tower, evident in the openings on each apex of the site, invite curiosity and suggest from the external context a building that breathes not only environmental, but also social sustainability.



HIGH-RISE/ MIXED-USE

VISION

02

VISION 02

-GLOBAL GATEWAY-

Our VISION to create international global gateway design.

DESIGN EXCELLENCE



-BIGGER VILLAGE-

Our VISION to extend, enhance and connect the existing village to new infrastructure.

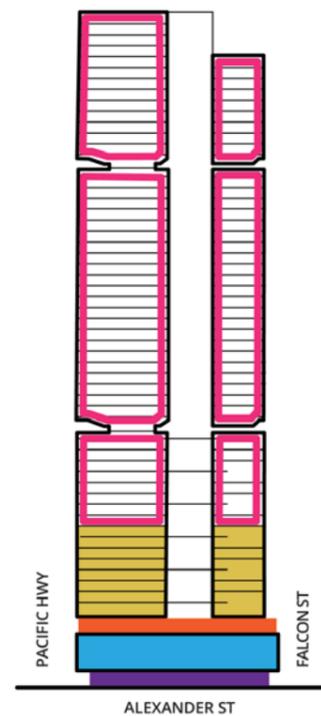
RE IMAGINE FALCON STREET



-TRUE MIXED-USE DESIGN-

Our VISION to create a truly integrated mixed use tower design through a 10-15% non-residential component (retail/ office/ hotel).

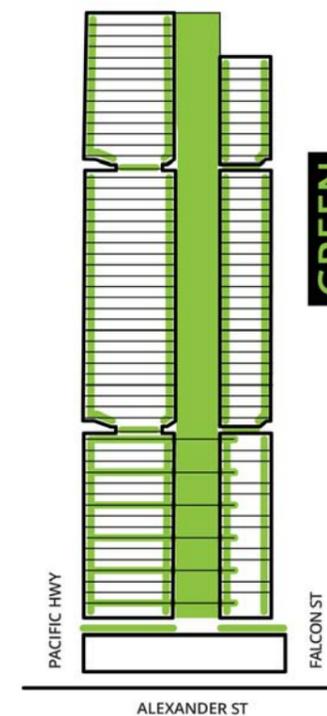
MULTIPLE COMPONENTS



-GIVING BACK-

Our VISION to provide an environmental, and socially sustainable design.

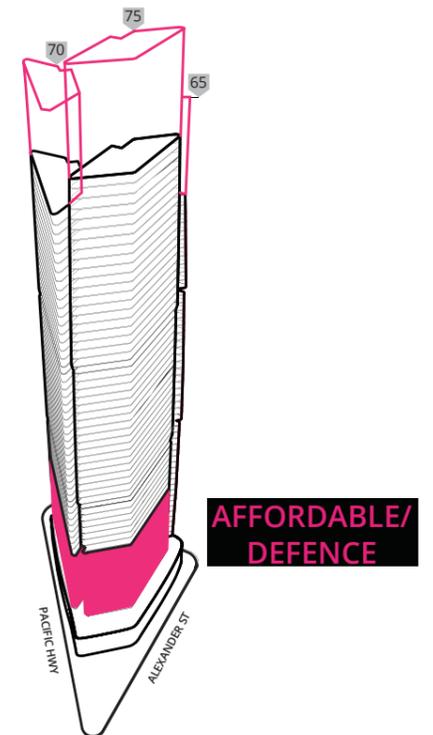
THE POWER OF TWO



-COMMUNITY-

Our VISION to provide affordable/ defence housing through a proportional height arrangement.

BASELINE 65 LEVELS



GLOBAL GATEWAY

03

GLOBAL GATEWAY 03

SITE LOCATION

The site is bounded by Falcon Street, Alexander Street and Pacific Highway and forms the southern gateway to Crows Nest Centre and St Leonards CBD along the Pacific Highway. The site is triangular in shape and has a site area of approximately 3,200m².

The site is zoned B4 Mixed Use under the North Sydney Local Environmental Plan 2013 (NLEP 2013). The site currently comprises of a series of 2-4 storey buildings which include a range of commercial, retail, restaurant/cafe and office uses. The site is also surrounded by similar types of development with predominantly retail, commercial and office uses.

The site incorporates a series of vehicle cross overs along Alexander Street while there is no vehicle access provided along Falcon Street or Pacific Highway.

LOCAL CONTEXT

Crows Nest is located approximately 5km north-west of the Sydney CBD and 1km north of the North Sydney CBD.

The site is located 150m to the south of the new Crows Nest Metro Station which forms part of the Sydney Metro City & Southwest - Chatswood to Sydenham project. The metro line will extend underneath the north east corner of the site at a depth of 38m (approximately). With a service every four minutes, travel time between the Crows Nest Station and Martin Place Metro Station will be only seven minutes, compared to the existing St Leonards Station to Wynyard Station 14 minute journey.

The site is also within proximity to the M1, which then links to the Cahill Expressway into the Sydney CBD. The Pacific Highway abuts the south-western boundary of the site, which runs through the North Shore to the Hornsby regional centre to the north, and North Sydney to the south.

Directly to the north of the site is the Crows Nest Centre, which primarily extends along Willoughby Road and includes an established 'Eat Street' Village with various cafes, restaurants and bars.

Further to the north-west of the site is St Leonards CBD, which incorporates an extensive range of office, commercial, retail and residential uses.



GLOBAL GATEWAY 03

ST LEONARDS & CROWS NEST STATION PRECINCT

KEY STRATEGY

Create a southern 'gateway' to the St Leonards CBD and Crows Nest Village along the Pacific Highway.

OUR RESPONSE

The proposal will create a 'gateway' which will define the edge of the St Leonards CBD and Crows Nest Village.

KEY STRATEGY

Strengthen the existing Crows Nest Centre and St Leonards CBD and facilitate appropriate uplift in height and density to areas close to public transport to provide transit orientated developments.

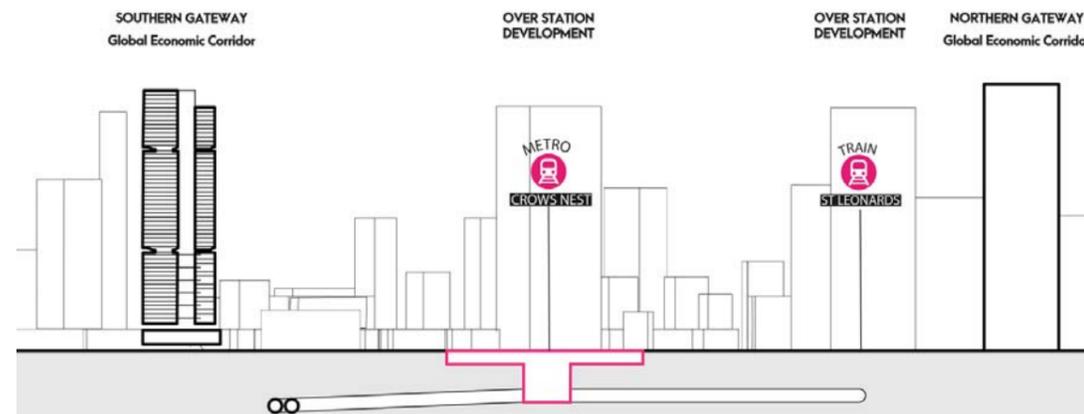
OUR RESPONSE

The proposal will create an appropriate uplift within proximity to the new Crows Nest Metro Station.

The Department of Planning and Environment (DP&E) are undertaking a strategic planning investigation of the St Leonards and Crows Nest Station Precinct. The precinct creates a unique opportunity to provide new homes and jobs within close proximity to the new Crows Nest Metro Station, other public transport services and social infrastructure.

As part of the planning investigation, the DP&E has reviewed recent strategic planning work from Lane Cove, North Sydney and Willoughby City Councils and prepared a single comprehensive plan for the precinct. A Preliminary Urban Analysis has been prepared by SJB Architects and a Strategic Employment Review has been prepared by SGS Economics and Planning.

The Analysis provides a Combined Conceptual Strategy which is illustrated across the page. The site is identified as the southern 'gateway' to the St Leonards CBD and Crows Nest Village along the Pacific Highway. One of the key challenges identified in the Strategy is to provide good amenity for residential development along Pacific Highway and the train line which will be considered as part of the proposal.



Proximity to Metro - Southern Gateway to St Leonards / Crows Nest Precinct

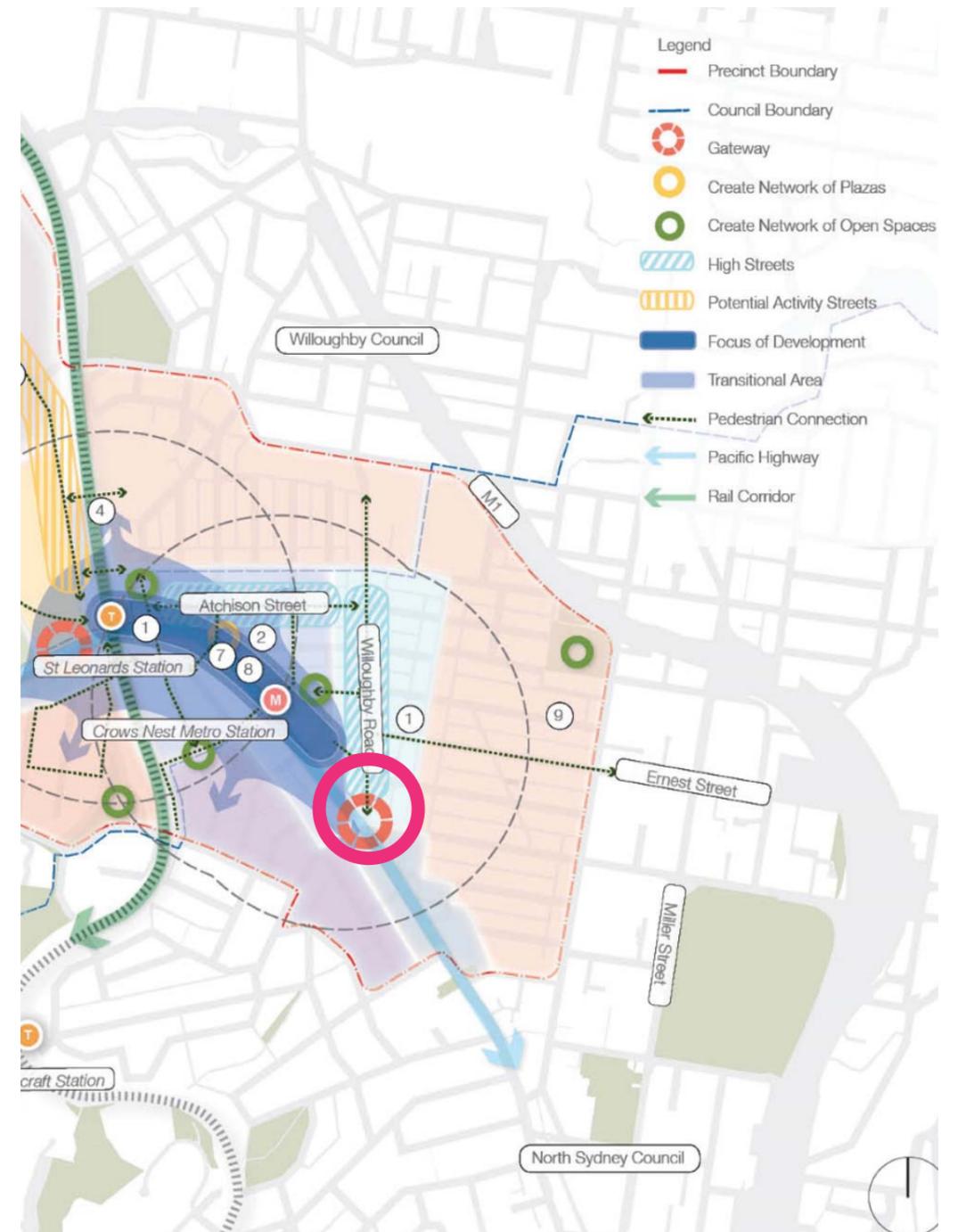


Figure 5.3.1. Combined conceptual strategy, St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis, p57, SJB Architects

GLOBAL GATEWAY 03

A PLAN FOR GROWING SYDNEY

The site falls within the Northern Subregion in A Plan for Growing Sydney. The Plan recognises St Leonards as a 'Strategic Centre' and the site is considered to form part of this strategic centre. The site is also situated along the Global Economic Corridor in A Plan for Growing Sydney.

KEY STRATEGY

Work with Council to investigate potential future employment and housing opportunities associated with a Sydney Rapid Transit train station at St Leonards/ Crows Nest

OUR RESPONSE

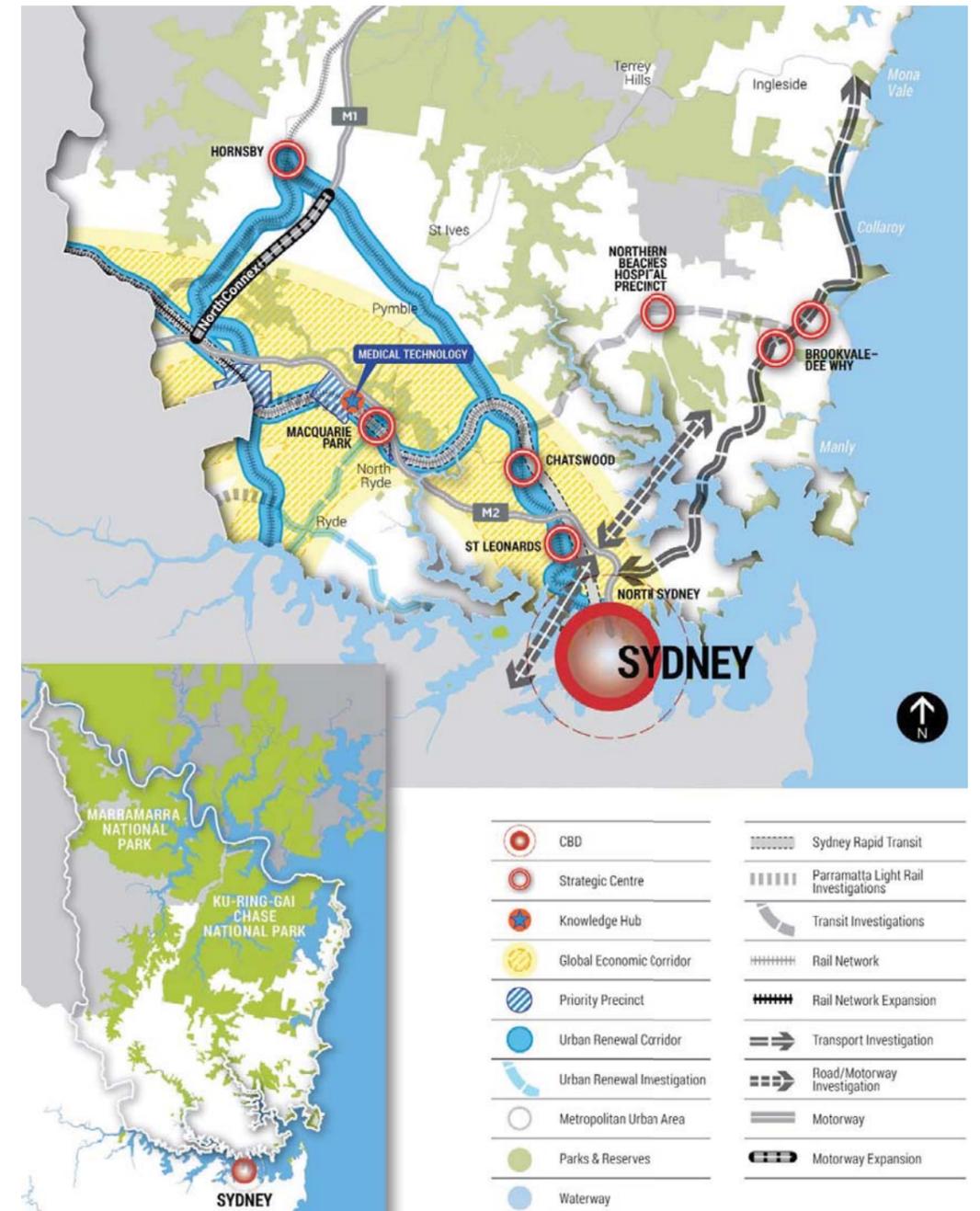
The proposal for the site would increase employment and housing within 150m of the new Crows Nest Metro Station.

KEY STRATEGY

Provide capacity for additional mixed-use development within the centre including office, health, retail, services and housing.

OUR RESPONSE

The proposal will provide a mixture of retail, commercial, hotel and residential uses for the subregion.



A plan for growing Sydney, p13, NSW Government; Planning and Environment

BIGGER VILLAGE

04

CROWS NEST TOWN SQUARE

The figure across the page illustrates opportunities for plazas and public space areas within the precinct.

Number '16' on the map, a plaza is suggested to the southern portion of Willoughby Road. We strongly support the creation of a plaza at the Southern end of Willoughby Road. To facilitate this we propose redirecting traffic into Alexander Street and making the beginning of Falcon Street accessible to pedestrians.

This also facilitates the initiative shown on Page 15, the extension of Willoughby Road into Falcon Street to the northern elevation of the subject site.

Falcon Street can be established as a natural extension of the Willoughby Road village precinct as indicated in the Figure 4.6.1, and form the plaza at the intersection of Willoughby Road and Pacific Highway.

Small format retail, food and beverage uses spilling out into the Northern sun filled Falcon Street plaza. Alexander Street will be ideal for service access to the site. We have created suitable allowances for child care drop off, service vehicles and basement parking access needs.

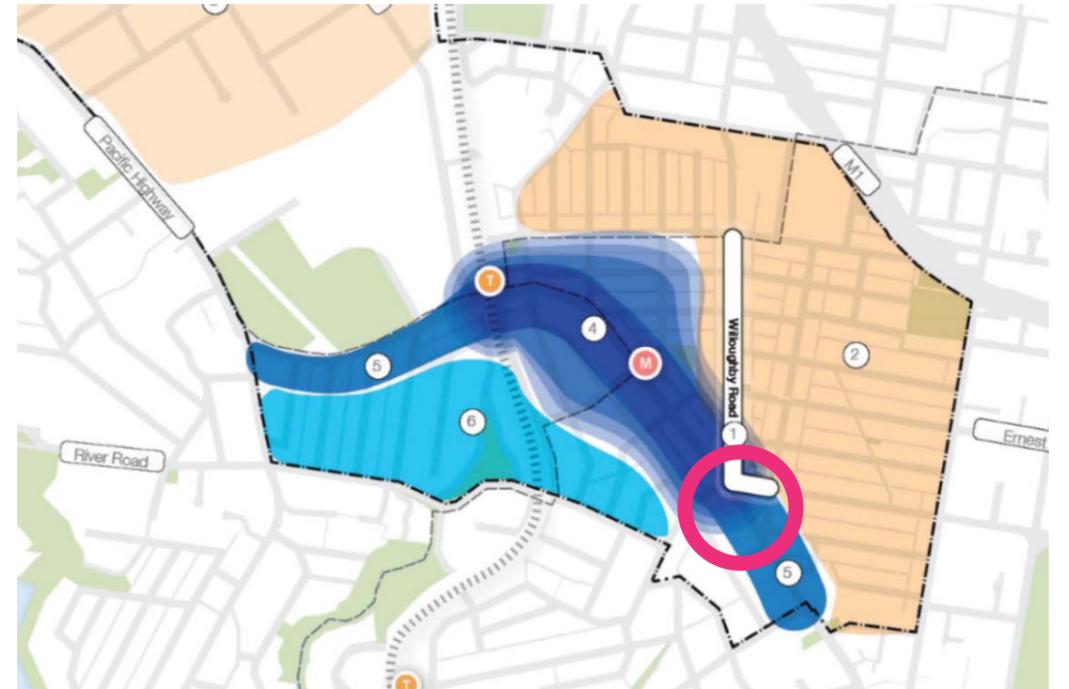
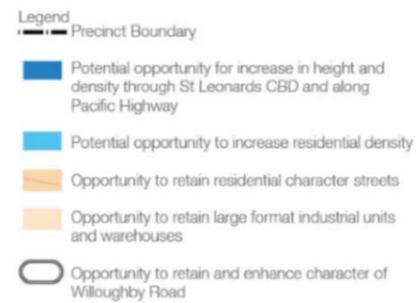


Figure 4.6.1. Opportunities - Built Form, St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis, p50, SJB Architects

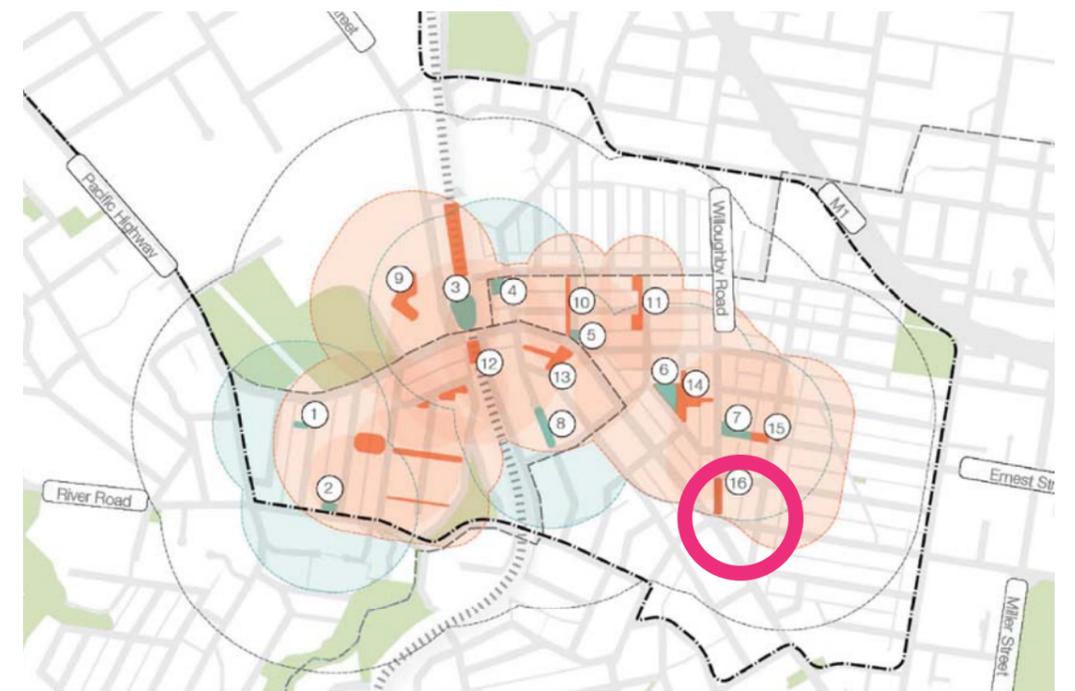


Figure 4.8.1. Opportunities - access to proposed plazas and Local parks, St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis, p52, SJB Architects

BIGGER VILLAGE 04

VEHICULAR / PEDESTRIAN STRATEGY

Figure 2: Proposed Access Arrangements – Pre-Opening of Metro Station



Figure 3: Crows Nest Triangle and Local Road Network



The new metro is a once in a lifetime opportunity for Crows Nest & St Leonards. This demands thinking and ideas commensurate with the magnitude of this game-changing opportunity. The sheer numbers of new residents seeking to enjoy the Willoughby Road “Eat Street” certainly indicates the need to extend the Willoughby Road Village into Falcon Street.

Dedicating the western end of Falcon Street, between the Pacific Highway and Alexander Street, to pedestrian uses is a suitably visionary move for the precinct given the changes coming with the new Metro. This vision creates a sun-filled piazza at the intersection of Willoughby Road, Pacific Highway and Falcon Street. The low-rise urban forms of the village and corner sites ensure a sunny future for the new public domain.

With the increased population of residents, visitors and workers at the ‘Alexander Street SLIMLINES’ project, the pedestrianization of Falcon Street West, will give people the ability to move to enjoy food & beverage offers, shopping activities, and access to the metro without crossing and disrupting the flow of a busy arterial roadway.

Dedicating Falcon Street West to pedestrians facilitates the continuation of finer grain retail beyond Willoughby Road and into Falcon Street West. Larger format showroom tenants will benefit from the Pacific Highway exposure.

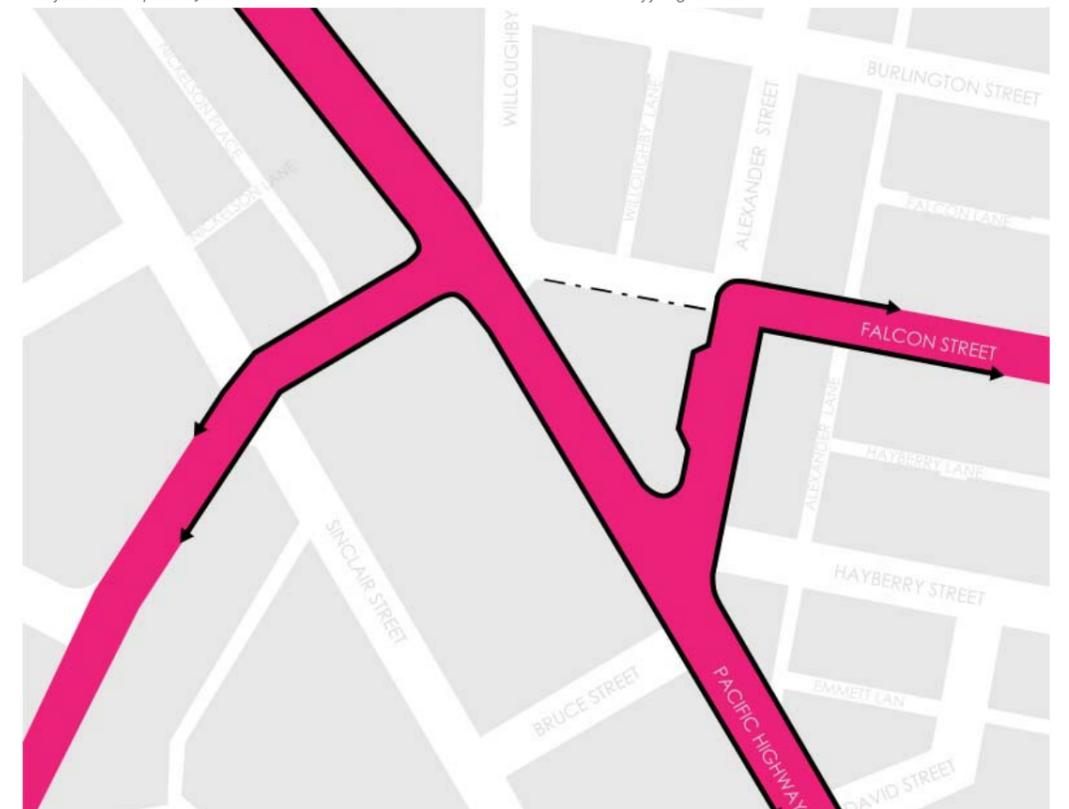
The Transport Planning Partnership Pty Ltd (TTPP) have analysed the visionary proposal to re-direct traffic via the South end of Alexander Street and onto Falcon Street. TTPP’s conclusion is very supportive since it benefits not only the residents but also reduces potential future disruption to traffic flow as a result of increasing numbers of people at pedestrian crossings at the intersection of Falcon Street and Pacific Highway.

Our team acknowledge a lot of work will need to be done in collaboration with RMS to implement this important idea.



Identifiable Town Square at Junction

Continuation of fine grain retail



Traffic Strategy Post Metro

BIGGER VILLAGE 04

PUBLIC DOMAIN

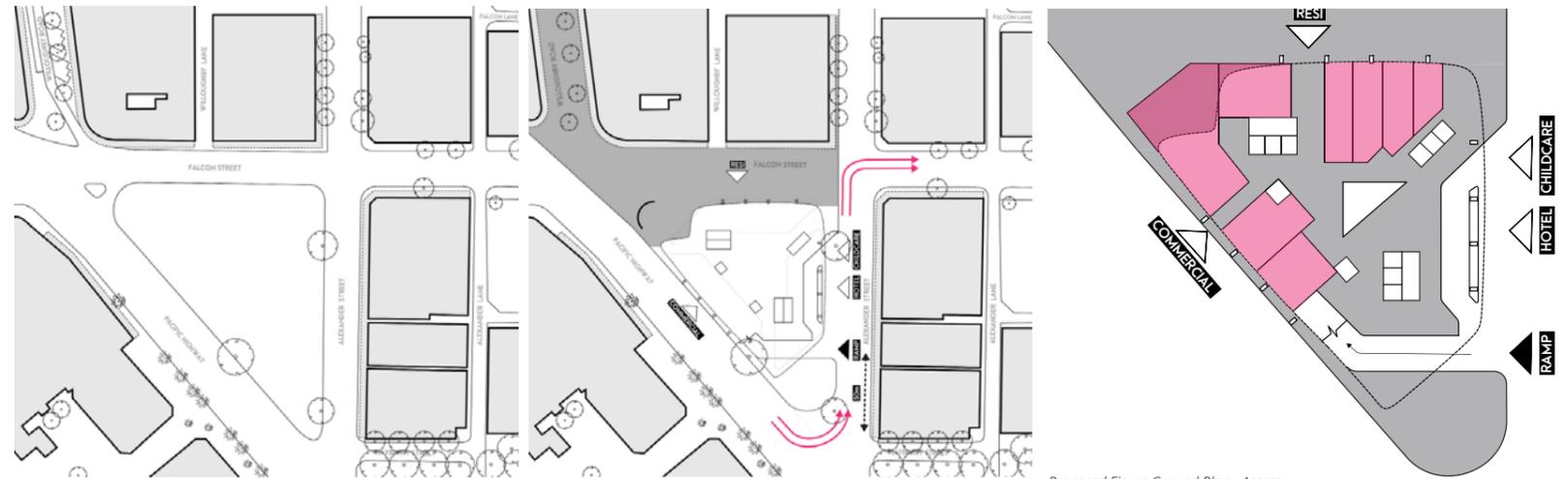
'Alexander Street SLIMLINES' occupants can walk just 180m along the Pacific Highway to the new Crows Nest Metro. Alternatively, we can arrive at the Metro by exploring 350m of meandering smaller retail streets of the Crows Nest Village precinct.

This proximity to the Metro, and the role of anchoring the Crows Nest shopping village experience, drives the public domain vision for this project.

Our site is bounded by three quite different streets that can deliver diverse public domain experiences. Falcon Street West will be dedicated to quiet, very appealing sun-drenched pedestrian uses. Therefore it is the ideal front door for the residents. Locating the entry to the retail, commercial & hotel components of the project nearer the corner of Falcon Street West and Alexander Street attracts pedestrians east along Falcon Street activating the shop fronts and reinforcing the Woolworths entry opposite.

The Pacific Highway offers high exposure. This frontage is ideal for larger showroom uses and offers a suitable additional commercial address.

Vehicular access and servicing of the site is via a layover in the widened Alexander Street.



Proposed Figure Ground Plan - Access



Sketch of Village Extension

TRUE MIXED-USE DESIGN

05

URBAN DESIGN ANALYSIS

KEY OPPORTUNITY

The Crows Nest/ St Leonards Centre/CBD should build upon the opportunity to renew and increase the offering of employment floorspace via the redevelopment of old stock into new mixed use developments.

OUR RESPONSE

The proposal seeks to create a mixed use development which will retain commercial and retail uses to the podium and residential and hotel uses above.

KEY OPPORTUNITY

Development along Pacific Highway should offer urban services while uses such as retail, food and beverage and services in Crows Nest Local Centre should be strengthened.

OUR RESPONSE

The proposal will provide retail uses to the podium which will contribute to strengthening the Crows Nest Local Centre.

The figure across the page illustrates the established land uses which provide an opportunity to build upon the existing strong character of each precinct. The site is identified within St Leonards Centre/ CBD and within the Crows Nest "Local Centre" within Willoughby Road.

In order for Crows Nest to continue to play an important role as a vibrant activity centre, it is critical there are opportunities to accommodate a mix of economic activity. The Crows Nest/ St Leonards office market has traditionally been subservient to the dominant and much larger North Sydney office market, however Crows Nest enjoys a market perception as offering a 'village vibe' that is unique to the North Shore.

Even though Crows Nest is well located and accessible, the lack of quality and contemporary commercial office premises detracts from its appeal to some businesses. Commercial office space that has the opportunity to meet a range of user profiles would not only serve to accommodate 'overflow' demand from North Sydney and those occupiers who may be priced out, but also serve to accommodate businesses who seek to locate in the area due to synergies with the broader health and education precinct.

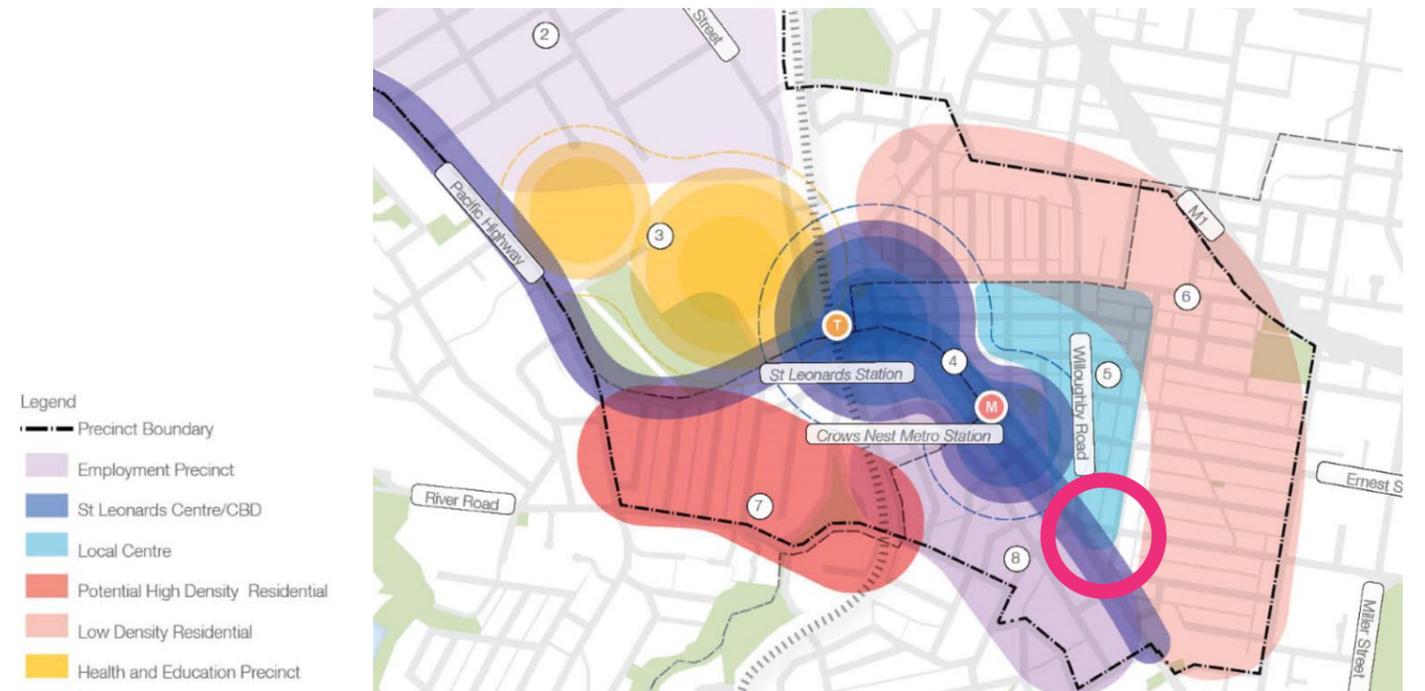


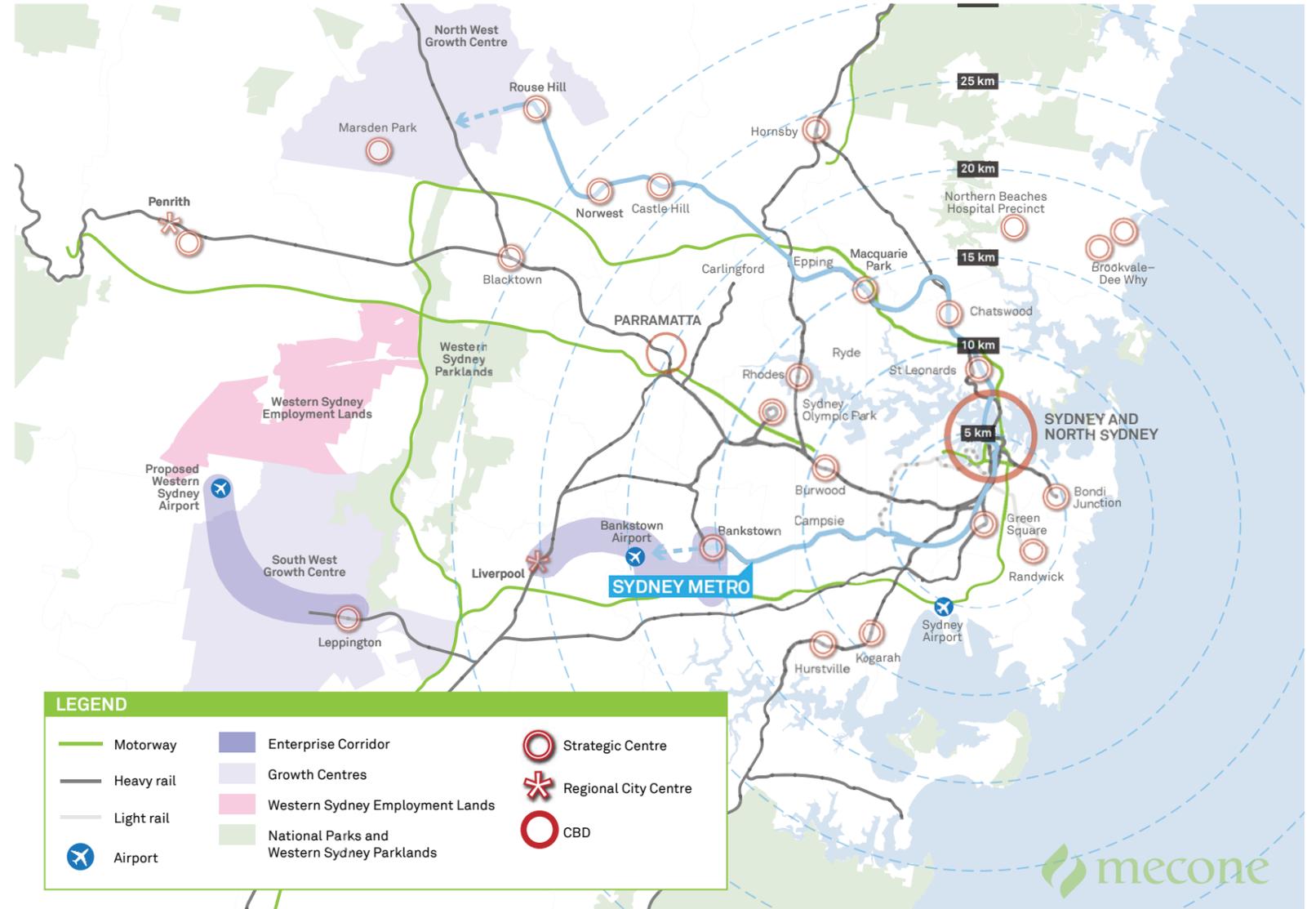
Figure 4.9. Opportunities - Land Use, St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis, p53, SJB Architects

CHANGING NATURE OF EMPLOYMENT

The inclusion of a hotel within the proposal is a massive boon, offering opportunities for visitation and the hosting of conferences, events and functions in a contemporary and quality establishment. There is currently an acute absence of good quality short term accommodation in the area. The shortage of short term accommodation can serve to hurt the visitation profile of an activity centre, particularly when businesses, institutions, nearby hospitals/ education facilities and organisations do not have the ability to host visitors or events.

A retail offer that would enhance the 'village vibe' of the proposal would act as a catalyst for increased vibrancy which would in turn provide the amenity necessary to underpin viability of the commercial office and hotel uses.

A critical benefit of the site's proximity to the new Metro station relates to the ability for a true live-work precinct, where Sydneysiders can travel within a '30 minute city' between 'work, play and home'. Or, they could even take advantage of the 'Alexander Street SLIMLINES' proposal as a true mixed use environment - where people can work and live in the same precinct, while enjoying the local village atmosphere at ground.



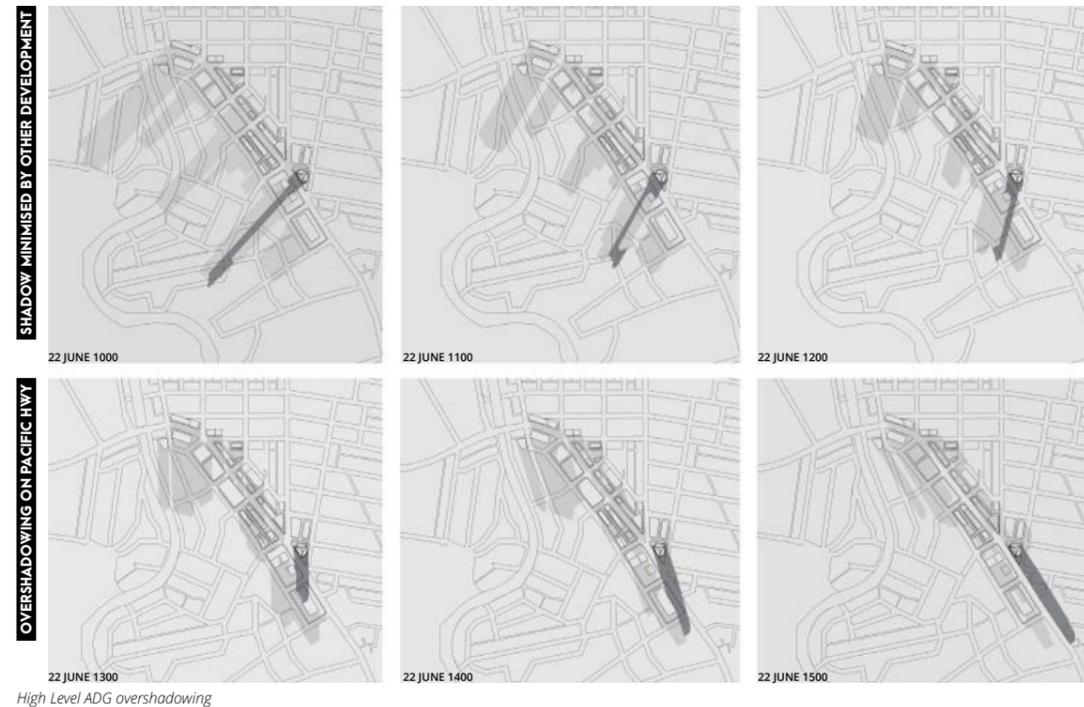
DESIGN PHILOSOPHY

The proposal seeks to present an architectural expression that reflects the mixed-uses & diversity within. Rather than a singular repetitive tower facade, we will be exploring architectural devises that are in direct response to orientation, height above ground, and drone by user needs within. This approach not only provides human scale, but also legibility & the ability for occupants to readily identify where they live.

This approach is implemented by two key moves, the plan form is expressed in 3 outward facing facades in response to the triangular island site while the section form is expressed in vertical communities.

The lower residences include smaller apartments and two storey town houses, that are an extension of the Willoughby Road village. These housing typologies offer the opportunity to express a finer grain on the facade.

As the building rises away from the street life, the facade becomes more part of the sky: larger scale components and more stream-line detailing provides a quieter expression that plays with the changing Sydney light.



RESIDENTIAL

HOTEL

COMMUNAL

COMMERCIAL

RETAIL

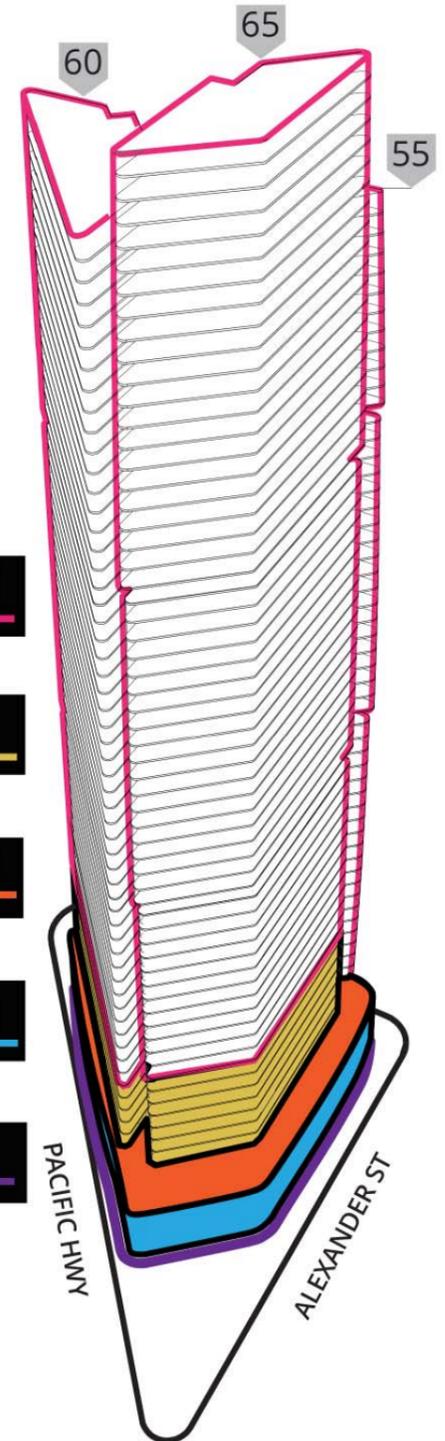


Diagram of Tower Uses

EMPLOYMENT REVIEW

KEY DIRECTION

One of the key directions is to provide incentives for redevelopment of sites in the form of residential accommodation.

OUR RESPONSE

The proposal seeks to increase the density and incorporates residential accommodation as an incentive for redevelopment.

KEY DIRECTION

Another direction is to incorporate bulk formats/showrooms in Pacific Highway 'boulevard' podiums to allow for additional residential on upper floors to catalyse change.

OUR RESPONSE

The proposal will include large commercial floor plates along Pacific Highway.

The site falls within the Crows Nest Precinct and the precinct is considered to be a node for population serving (including retail, food services, arts and recreation services) and hospitality businesses. Crows Nest is established as a preeminent Eat Street which thrives during the day and night. It is anticipated that the 'population serving' role of Crows Nest will continue to grow as the population expands in the catchment. The pedestrianisation of Falcon Street in front of the subject site not only expands the Eat Street but also "anchors" the shopping village.

The new Crows Nest Metro Station will improve access to employment opportunities and is anticipated to stimulate demand for office floorspace across the precinct. However, it is likely that the 'population serving' activities will occupy the new office spaces, particularly where there are accessible and smaller building formats.

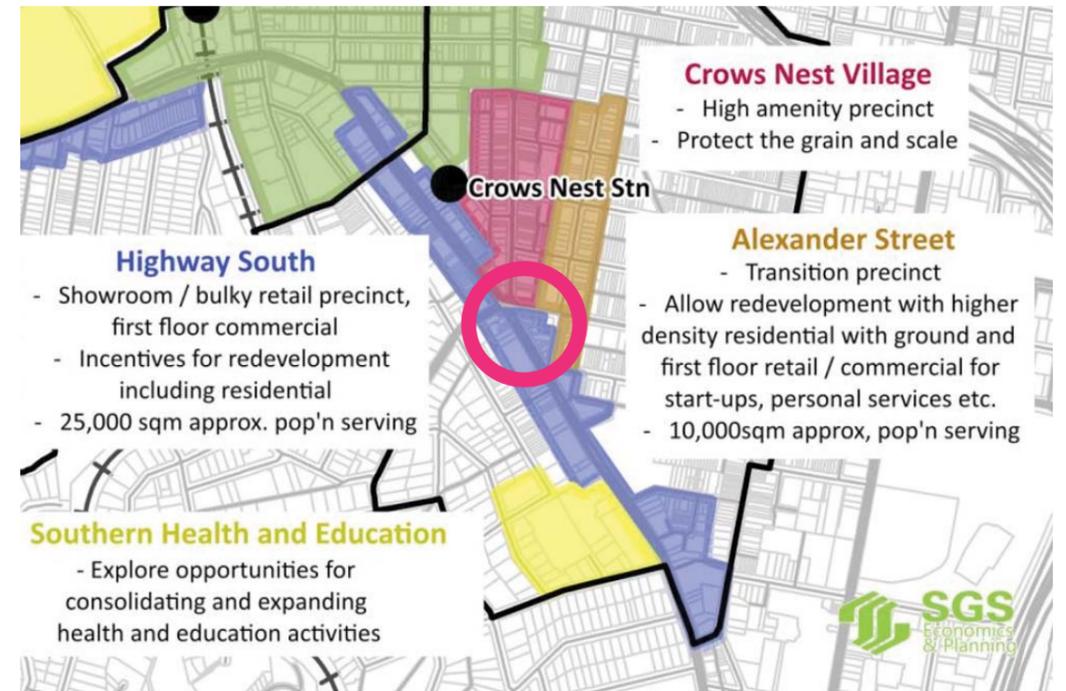
The proposal will include a hotel offering which will provide additional job opportunities and include short term accommodation options as well as host conferences, events and functions in a contemporary and quality establishment.

The Review identifies a number key directions for the Highway South area in which the sites fall within.

One of the key directions is to provide incentives for redevelopment of sites in the form of residential accommodation. The proposal seeks to increase the density and incorporates residential accommodation as an incentive for redevelopment.

Another direction is to incorporate bulk formats/showrooms in Pacific Highway 'boulevard' podiums to allow for additional residential on upper floors to catalyse change.

The proposal will include large commercial floor plates along Pacific Highway.



Draft Economic Planning Directions for Precinct Source: SGS Economics and Planning

GIVING BACK

06

SYDNEY METRO DRIVING RENEWAL

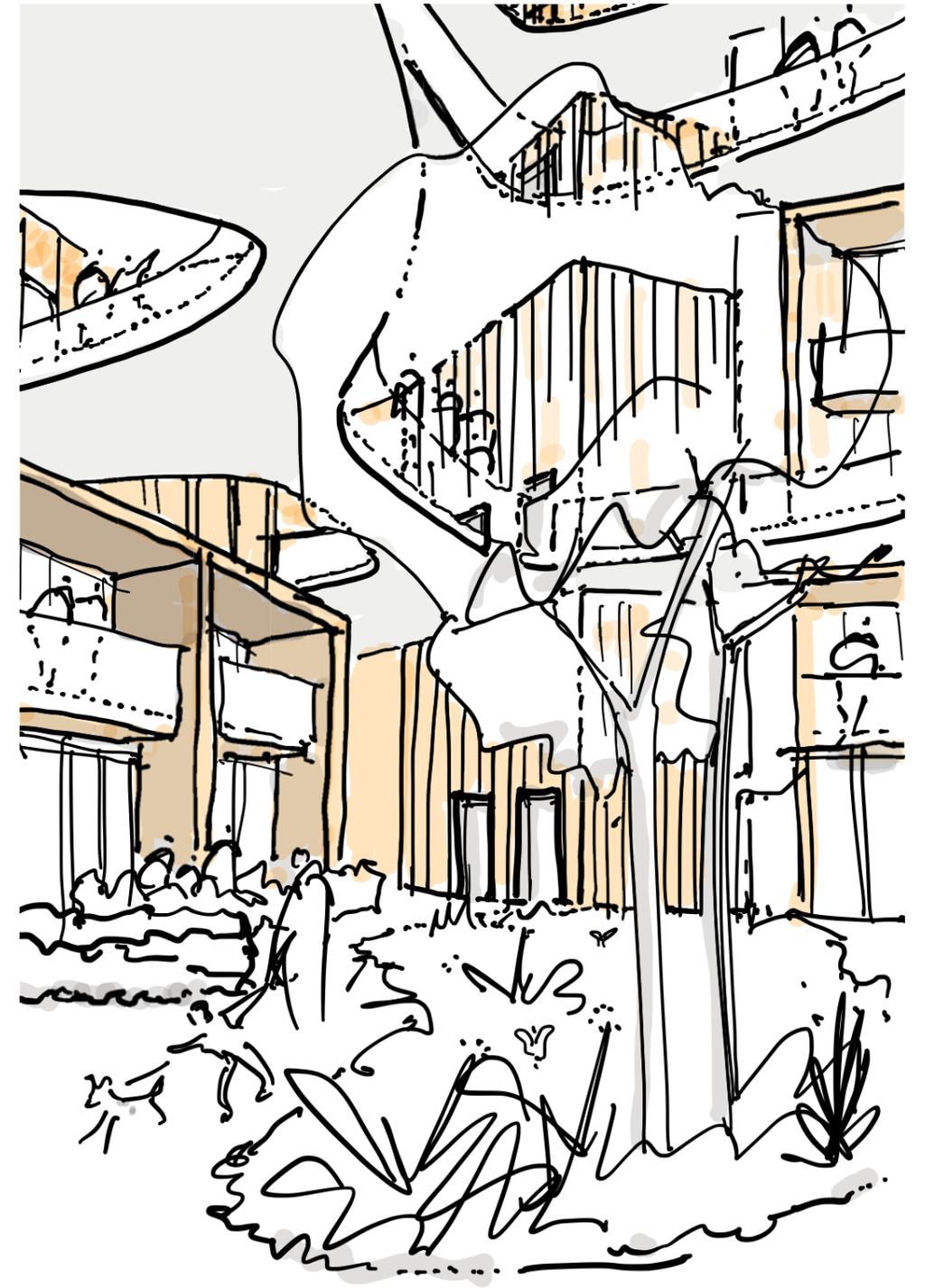
The introduction of the Sydney Metro and a new station at Crows Nest, combined with the existing St Leonards heavy rail station, is driving significant renewal and opportunity within the precinct. The Government's strategic policy documents emphasise that, when operational, the Sydney Metro Northwest will significantly increase transport capacity and options within the District, which will support increased investment and economic activity.

The future Crows Nest Metro Station (first services in 2023-2024) will provide a new transport focus on the southern side of St Leonards, supporting the southern gateway to the commercial and mixed use precinct. The metro service will deliver a 'turn up and go' rail service which will initially connect Chatswood to Sydenham and will provide links to new stations at Victoria Cross, Barangaroo, Martin Place and Pitt Street. The subject site is perfectly located in close proximity to the future Crows Nest Metro Station which will provide for travel times of less than 5 and 7 minutes to Barangaroo and Martin Place respectively.

Following the announcement of a new Metro Station at Crows Nest, the DP&E identified the area as a 'Priority Precinct' and is working with North Sydney, Lane Cove and Willoughby Councils to deliver major urban renewal on the back of the new transport infrastructure, in a more urgent context commensurate with need.

'Alexander Street SLIMLINES' perfectly aligns with Government's need to grow and maintain employment in the area, while delivering new homes, shops, cafes, and open space. In addition, the scheme suggests a number of innovative solutions to provide critical social infrastructure, including expanding the pedestrian village of Crows Nest along Falcon Street.

All current strategies and plans support the ongoing growth of St Leonards and Crows Nest as a 'Strategic Centre' and a mix of uses. 'Alexander Street SLIMLINES' seeks to support this work by providing jobs and housing within a 'Strategic Centre' in Sydney's Global Economic Corridor that has excellent access to services, jobs and transport - thus supporting the transition of St Leonards and Crows Nest to a vibrant mixed use centre. It is critical to take advantage of this 'once in a lifetime' infrastructure to deliver high-quality development that might otherwise not be able to be built.



Sketch of Internal Village Component Streets

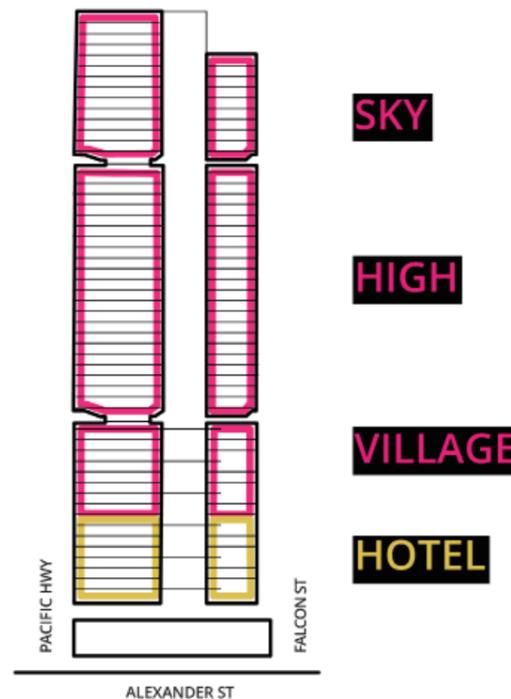
COMMUNAL SPACE AND TOWER PHILOSOPHY

The project is underpinned by our strong desire to explore innovative ways to facilitate urbanity for Sydney's North Shore residents who will be experiencing unprecedented increases in density. With this density we can deliver wonderful benefits through a wide range of social settings. Our "Green Space Ratio" is at the heart of this pre-occupation. The idea is that as a result of the uplift, we are able to give back to the community the desperately needed shared green spaces. We propose a series of covered open green spaces up the tower that are there for the benefit of the residents, commercial tenants and hotel guests alike.

A place to walk the dog, and tender the community gardens. Another social initiative is embedded in the layout of the cores and circulations. We have set these up to work like streets rather than apartment building corridors. These streets are within the open air atria spaces inside the site. They are open to our sunny climate and breezes, and present important transitions between private and public spaces. These transition spaces are crucial for people to naturally get to know each other.

One of our key motivations is to extend Willoughby Road Village. We do this not only in the ground plane, but also use the program and built form to draw that village quality up into the podium, hotel and into the low-rise apartments.

Many of the low-rise apartments will feel more like townhouses. They offer a double story family "townhouse" with a small front garden/buffer space for interactions with those on "the street" - as we would expect to find in row-house communities.



Section of Apartment Typologies

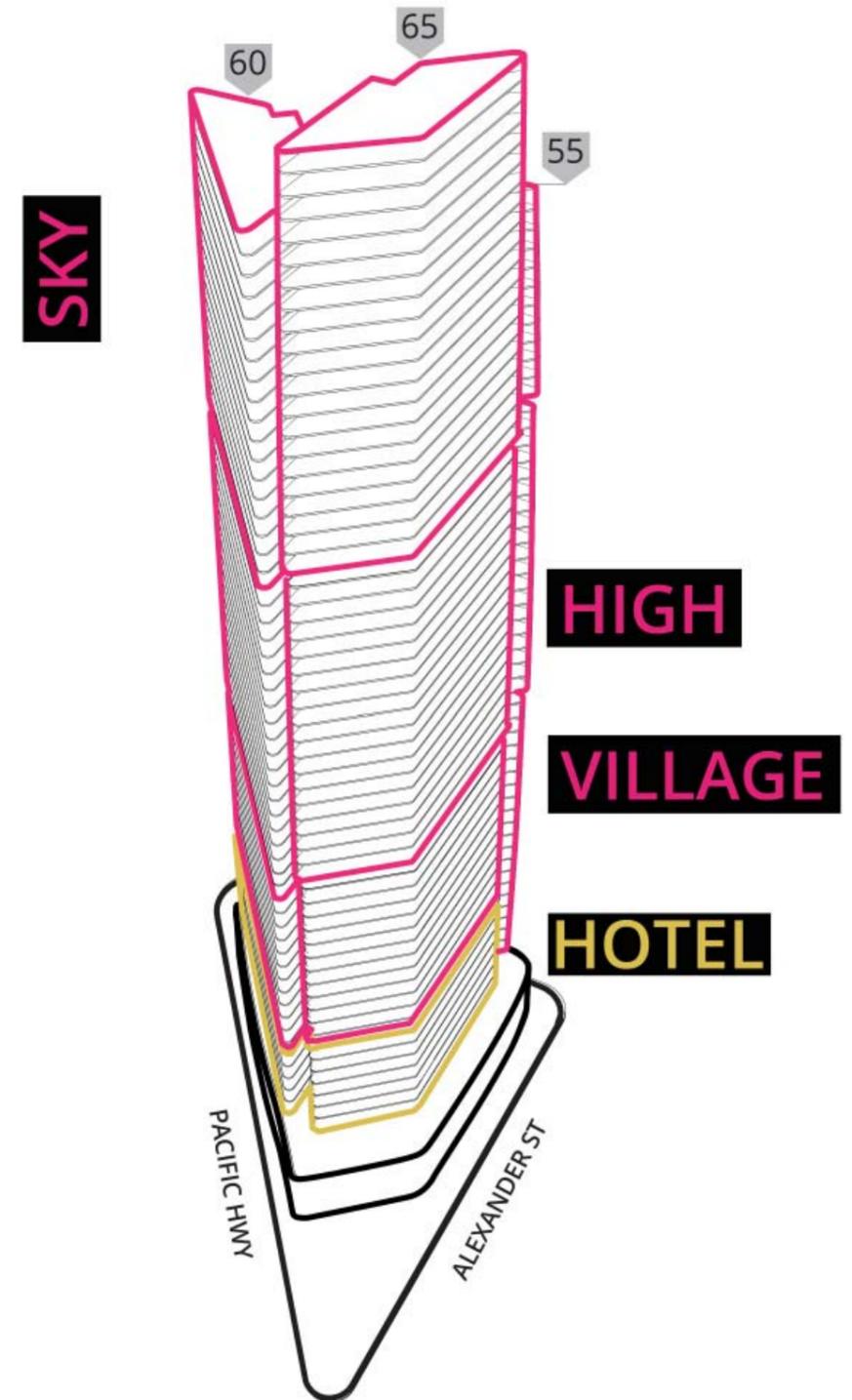


Diagram of Apartment Typologies

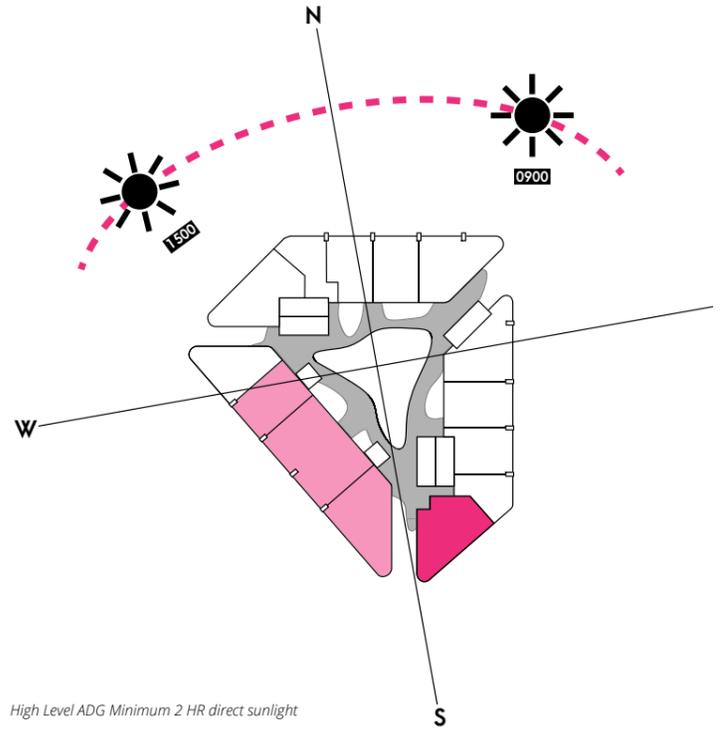
TRIPLE BOTTOM LINE SUSTAINABILITY

This vision delivers world leadership in sustainability.

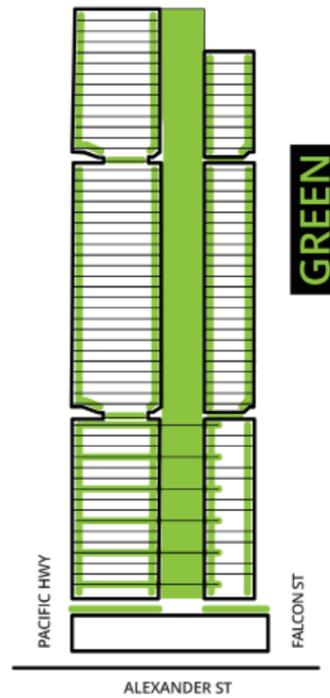
This involves coordinated aspirations to deliver Social, Environmental and Economic Sustainability initiatives.

Our multi-disciplinary design team is dedicated to exploring technical innovations for this key gateway building. These innovations include high performance facades, naturally ventilated & sun-filled shared spaces.

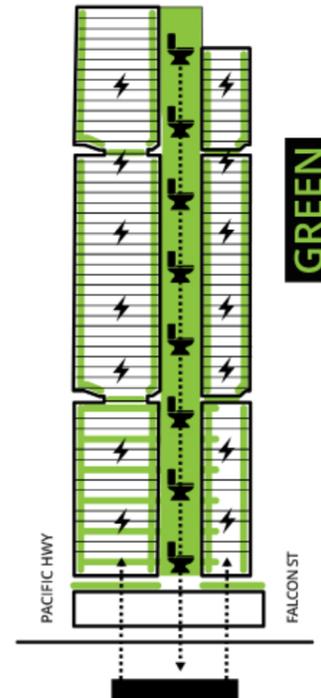
Our colleagues at MEiG will help us explore lightweight, timber composite structures that use undulating facade profiles to reduce wind loads. In addition to recycling grey water for use in the green spaces, we will also investigate an MEiG initiative of harvesting solid waste from the WCs for conversion into energy.



High Level ADG Minimum 2 HR direct sunlight



Section of Social Sustainability



Section of Environmental Sustainability

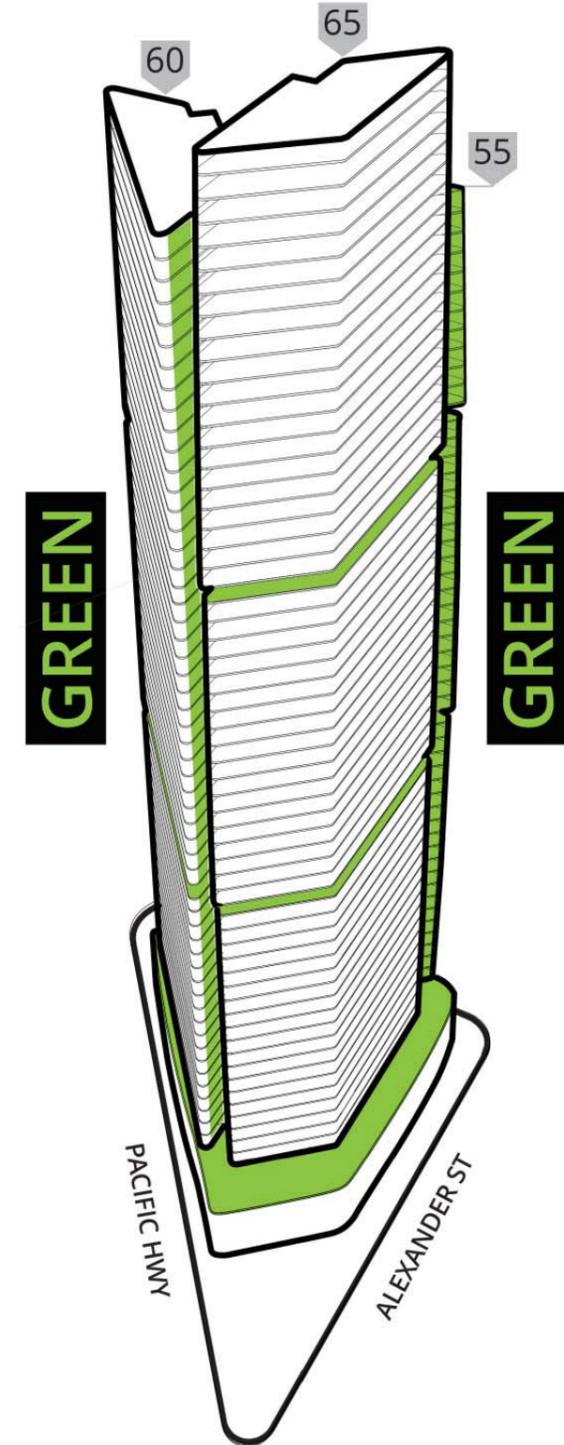


Diagram of Social Sustainability

COMMUNITY

07

COMMUNITY 07

DRAFT NORTH DISTRICT PLAN

Sydney is undergoing rapid population growth. However, the historic under supply of housing in NSW has been a major cause of the current housing affordability crisis.

Based on population projections, Sydney would need to be building around 36,000 dwellings a year to meet population growth. The graph below shows that only around 20,000 dwellings have been constructed each year on average for the past 15 years. Reasons for under supply of housing are numerous, but include statutory restrictions and hurdles.

Even factoring in the increased construction over the past few years, supply is still not meeting current demand, let alone the dwellings required to correct the historic under supply. The under supply of housing is further exacerbated by decreasing household sizes.

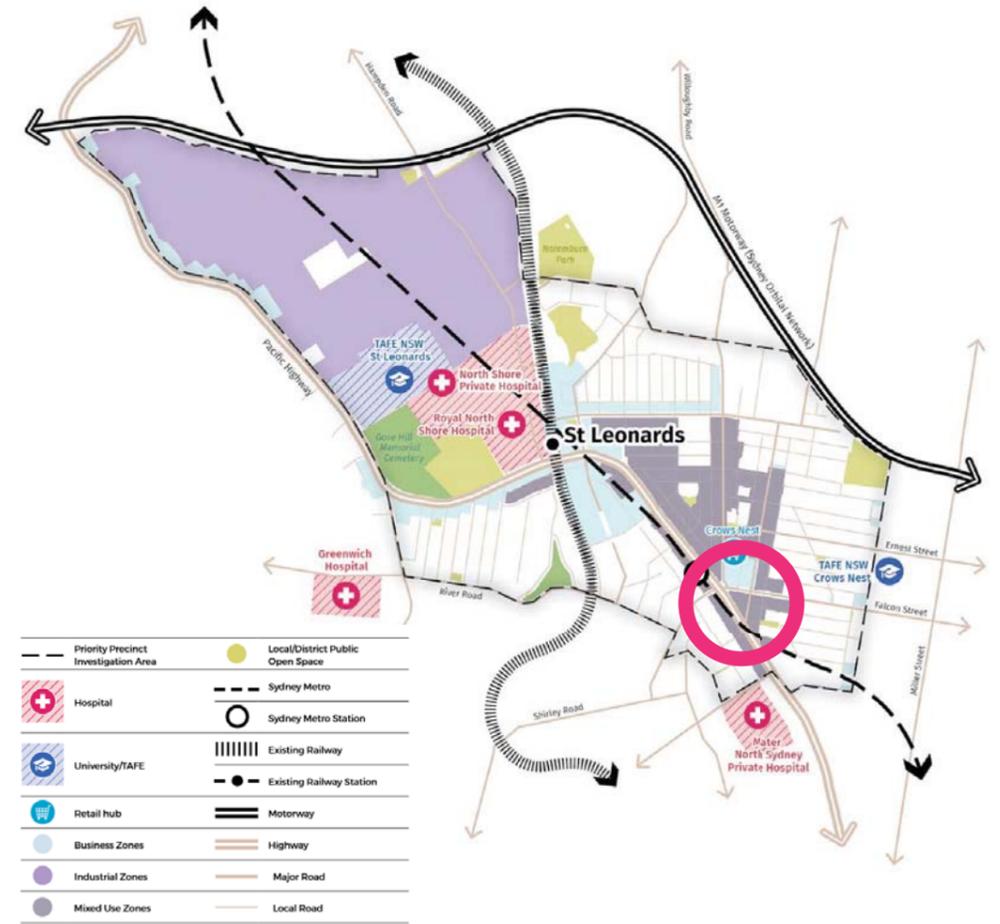
Table 1 outlines how median dwelling prices in the North Sydney LGA have soared over the last five years. Over the five year period of 2012-2017, average annual price growth has been 12.7%.

Median Dwelling Prices	2012-13	2013-14	2014-15	2015-16	2016-17	Average Annual Change (2012-17)
North Sydney LGA	14.1%	13.5%	7.9%	5.0%	23.9%	12.7%
Lane Cove LGA	6.4%	15.4%	-2.5%	26.0%	-2.0%	8.1%
Willoughby LGA	18.9%	-1.1%	20.4%	28.4%	9.3%	12.3%

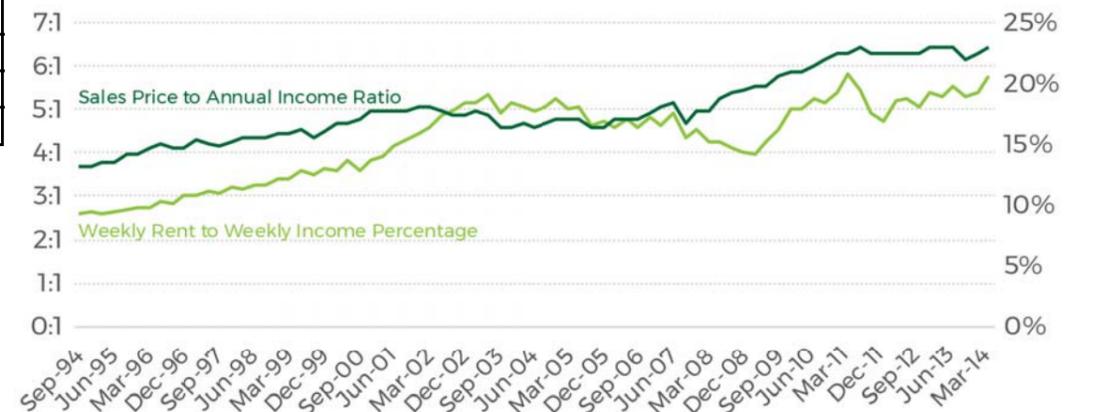
Source: FACS (2017)

The subject site falls within North District and the Draft North District Plan identifies priorities and actions for the District. The draft Plan identifies St Leonards as a 'Strategic Centre' consistent with A Plan for Growing Sydney. St Leonards is identified as a mixed use centre with high rise offices, a major health precinct, high density residential development and good public transport with a new Crows Nest Metro Station. It is an attractive centre, bolstered by the restaurant strip along Willoughby Road in Crows Nest.

The draft Plan suggests that when operational in 2023-2024, the Crows Nest Metro Station will significantly increase transport capacity and options within the District, which will support increased investment and economic activity. The increased density around strategic centres will create a more efficient use of infrastructure.



Increasing housing costs proportional to income



KEY PRIORITY

Establish job targets for strategic centres and it is anticipated that St Leonards will accommodate between 6,900-16,400 additional jobs over the next 20 years.

OUR RESPONSE

The proposal will provide additional employment around the St Leonards/ Crows Nest strategic centre and the Crows Nest Metro Station.

KEY PRIORITY

The Plan provides 5 year housing targets for each LGA and the target for North Sydney LGA is an additional 3,000 dwellings by 2021.

OUR RESPONSE

The proposal will provide additional housing and will contribute to the dwelling targets for the LGA.

KEY PRIORITY

A target of 5-10% affordable housing should be provided for.

OUR RESPONSE

The proposal will provide an affordable component which is to be discussed further with Council.

COMMUNITY 07

DRAFT NORTH DISTRICT PLAN

The Preliminary Urban Design Analysis provides an understanding of what is happening currently in the precinct and reveals opportunities and challenges for the area moving forward.

The figure across the page illustrates opportunities for increased built form to the precinct. The site falls within an area which is identified for a potential increase in height and density. The Analysis recommends that additional density be reasonably located along the Pacific Highway as this is a key transit link. Furthermore, the Analysis suggests that any additional uplift as a result of the Crows Nest Metro Station should be located within close proximity of the station however providing additional employment will be essential.

KEY OPPORTUNITY

Potential opportunity for increase in height and density along Pacific Highway.

OUR RESPONSE

The proposal will increase the density along Pacific Highway.

KEY OPPORTUNITY

Any additional uplift as a result of the Crows Nest Metro Station should be located within close proximity of the station.

OUR RESPONSE

The proposal will create additional uplift which is within 150m of the Crows Nest Metro Station.

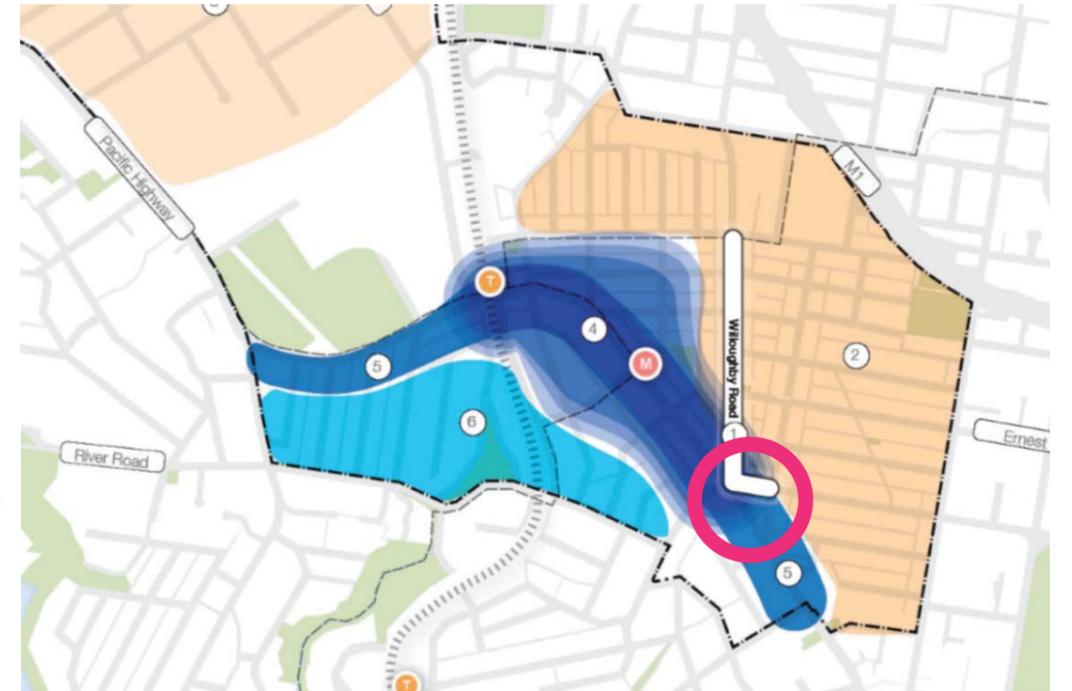


Figure 4.6.1. Opportunities - Built Form, St Leonards & Crows Nest Station Precinct Preliminary Urban Design Analysis, p50, SJB Architects

COMMUNITY 07

HOUSING SUPPLY

A fundamental imbalance of supply and demand in the wider housing market has major implications for housing affordability. In addition, while wage growth has slowed to just over 3% annually in the North Sydney LGA over the past ten years, rent payments have increased at nearly 4.5% per annum. Slowing wage growth combined with under supply of new housing and price increases is creating significant housing stress for many Sydneysiders.

The popularity of high-rise living has substantially increased in the last decade, due to:

- Rising house prices creating affordability issues;
- Lifestyle preferences for low maintenance property with high amenity; and
- A shrinking 'average family size'.

These influences transcend both renters and owner occupiers alike, and as such have driven interest from both the owner occupier and investor markets.

New housing supply in North Sydney LGA has trailed the other local government areas of Willoughby and Lane Cove with average annual growth in new dwellings at 0.86% over the 2006-2016 period. By comparison, dwellings in Willoughby and Lane Cove increased at an average rate of 0.92% and 1.56% respectively over the same period.

Unsurprisingly, this under supply of dwellings – including the increasingly popular high-density product – directly correlates with steep increases in housing prices. North Sydney, with the lowest level of dwellings built over the last 10 years, has been impacted by the highest price increases over the same period.

A further challenge to growing housing supply in established and infill areas, particularly in inner ring suburbs, is the high cost associated with assembling sites in fragmented ownership that can be redeveloped in a functional manner and accommodate relatively valuable uses. In order to feasibly develop these sites, additional densities are required to offset the time intensive and costly process of site consolidation.

Critically, 'Alexander Street SLIMLINES' is one of very few sites that has been successfully consolidated and can achieve a development of the scale and density required of a 'gateway' site. The site is capable of delivering significant numbers of quality high-density dwellings that will both meet market requirements and introduce much needed supply into the Priority Precinct.

North Sydney, and the Crows Nest and St Leonards area more specifically, has been identified as a Priority Precinct and is anticipated to deliver significant housing numbers to ease much of the housing supply and affordability issues facing the north shore. As such, it is essential to maximise residential development potential on large, consolidated sites such as 'Alexander Street SLIMLINES'.

NSW GOVERNMENT

FUTURE DIRECTIONS FOR SOCIAL HOUSING INDEPENDENCE INITIATIVES



New and replacement social housing dwellings built by private providers



COMMUNITY SECTOR

35% of government housing to be transferred to community sector



70:30 ratio of private to social housing in redeveloped estates



37,000 receiving private rental assistance by 2025 (up by 60 per cent)



More affordable housing



\$2 million for childcare centres

COMMUNITY 07

THE NEED FOR AFFORDABLE HOUSING

Sydney is generally considered to be Australia's least affordable city creating a major equity and socio-economic issue that needs to be addressed.

'Affordable Housing' is usually defined as housing that does not absorb more than 30% of a very low, or moderate household's income. As the ratio of house prices to incomes has continued to grow, particularly in Sydney, and medium rents have increased in real terms, low and moderate income households are feeling increased housing stress.

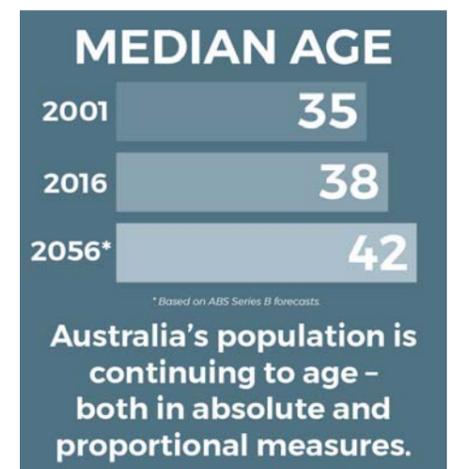
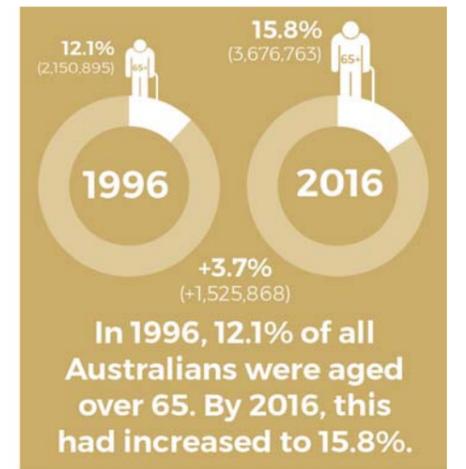
Housing in Sydney and Melbourne is less and less affordable, but much more so in Sydney. The price of homes in Kogarah, which is the median suburb for home prices, represents 17.5 years' of earnings for the average NSW wage earner. By comparison, Melbourne's median suburb represents about 10 years' earnings for the average Victorian wage earner. The suburb with the highest median prices in Sydney, Point Piper, has a median value of \$12.2 million, compared to Toorak in Melbourne at \$3.2 million.

There is also a significant under supply of Affordable Housing in Sydney. The Greater Sydney Commission (GSC) estimates that some 4,000 to 8,000 Affordable Housing dwellings need to be provided in metropolitan Sydney each year to meet demand for very low and low-income households. This number will only increase unless serious efforts are made to improve housing affordability within the broader housing market as well.

This means, that innovative and different housing delivery models must be urgently pursued if there is any hope of ensuring adequate Affordable Housing for low and moderate income households. We note that the GSC has advised they will likely be mandating that 5-10% of uplift dwellings from rezoning in precincts such as Crows Nest be provided as Affordable Housing. While we acknowledge the importance of delivering Affordable Housing, it needs to be done in a manner that is financially feasible for developers.

We strongly recommend future Affordable Housing within developments be able to be retained in ownership by the developer or sold to acceptable investors in order for dwellings to be delivered in the numbers required. Allowing developers to either retain ownership of the asset, or sell to an acceptable investor, ensures that the overall delivery of Affordable Housing is financially beneficial for all parties and therefore acts as a significant incentive to deliver the required numbers of dwellings.

While the overall assets could be retained in ownership by the developer or an investor, it is acknowledged that the Affordable Housing dwellings would need to be managed by a registered Community Housing Provider (CHP), which could be ensured through a covenant on title.



THE NEED FOR AFFORDABLE HOUSING

In particular, there is an opportunity to explore providing defence housing as part of an affordable component of the development. Defence housing provides subsidised rental accommodation to defence personnel throughout the country, operating under a similar approach to many Community Housing Providers. Further, as the development potential of 'Alexander Street SLIMLINES' increases, there is greater opportunity to deliver more affordable accommodation.

However, this housing type would need to be delivered at market rates.

'Alexander Street SLIMLINES' is one of very few sites that has been successfully consolidated and can achieve a development of the scale and density required of a 'gateway' site. The site is capable of delivering significant numbers of quality high-density dwellings that will both meet market requirements and introduce much needed supply into the Priority Precinct.

North Sydney, and the Crows Nest and St Leonards area more specifically, has been identified as a Priority Precinct and is anticipated to deliver significant housing numbers to ease much of the housing supply and affordability issues facing the north shore. As such, it is essential to maximise residential development potential on large, consolidated sites such as 'Alexander Street SLIMLINES.'

In addition, any planning for the precinct should consider delivery of additional Seniors Living accommodation as an option for part of the residential component of the development.

This is in recognition of the dire need for additional Seniors housing throughout Sydney, which exacerbates housing affordability problems by older single households remaining in large family homes due to a lack of alternative options.

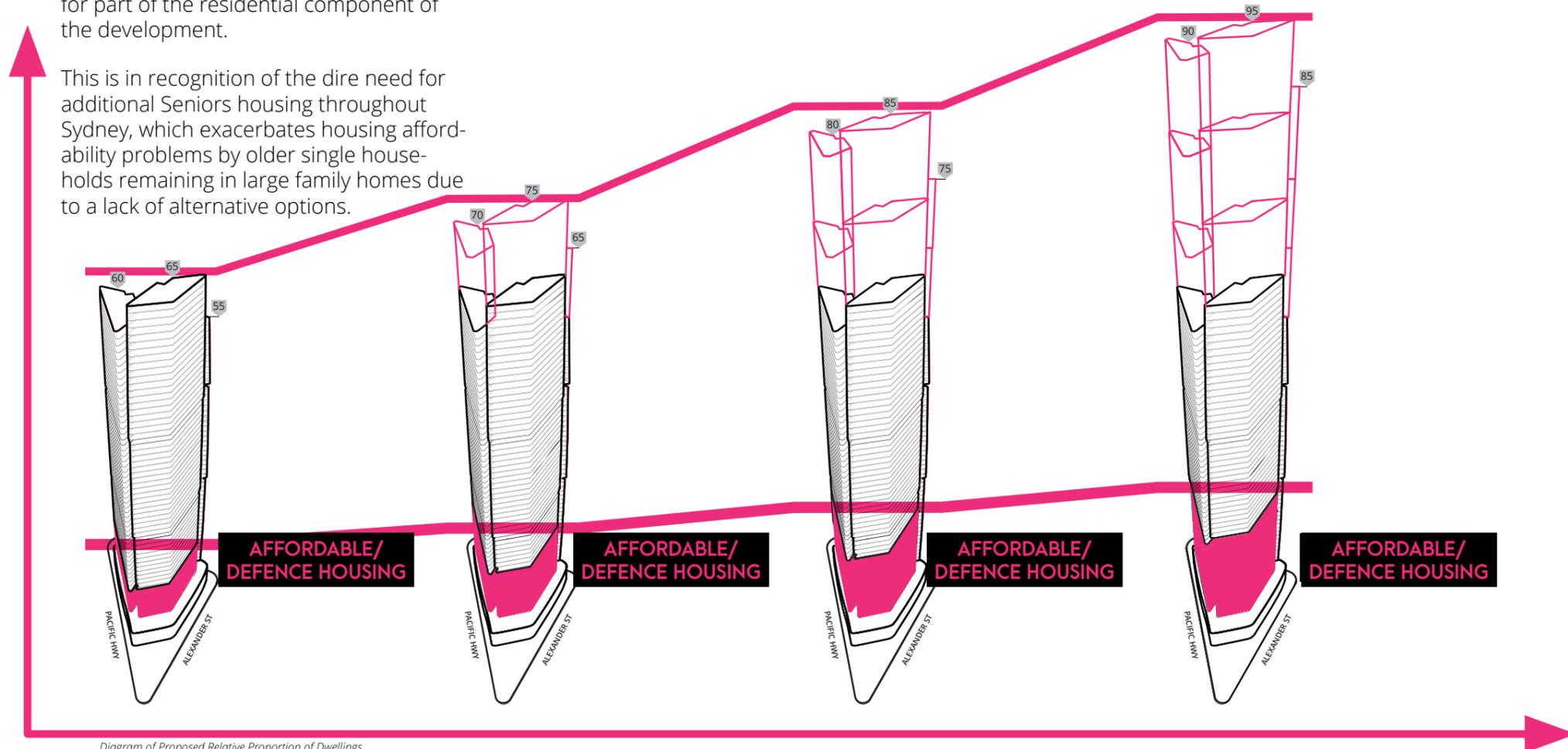


Diagram of Proposed Relative Proportion of Dwellings

BENEFITS

08

BENEFITS 08

-GLOBAL GATEWAY-

Our vision to create international global gateway design.

DESIGN EXCELLENCE

Create a southern Gateway entrance to St Leonards CBD and Crows Nest Village which is consistent with the Preliminary Urban Design Analysis for the new St Leonards and Crows Nest Station Precinct.

-BIGGER VILLAGE-

Our vision to extend, enhance and connect the existing village to new infrastructure.

RE IMAGINE FALCON STREET

The proposed retail will create a vibrant village and extend the Crows Nest Village along Falcon Street.

Expand the pedestrian grid of Crows Nest Village along Falcon Street which is consistent with the Preliminary Urban Design Analysis for the new St Leonards and Crows Nest Station Precinct.

Create a through site link to improve permeability in and around the site.

-TRUE MIXED-USE DESIGN-

Our vision to create a truly integrated mixed use tower design through a 10-15% non-residential component (retail/ office/ hotel).

MULTIPLE COMPONENTS

Provide additional jobs during construction and in operation which contribute to job targets in the draft North District Plan.

Provide various employment offerings within proximity to the Crows Nest Metro Station which is consistent with A Plan for Growing Sydney.

The commercial spaces will accommodate 'overflow' demand from North Sydney, allow for synergies with the broader health and education precinct and will allow for larger floor plates along Pacific Highway.

The hotel offering will provide good quality short term accommodation and include opportunities to provide hosting of conferences, events and functions in a contemporary and quality establishment.

-GIVING BACK-

Our vision to provide an environmental, and socially sustainable design.

THE POWER OF TWO

Commitment to best practice sustainable development outcomes.

Innovative and integrated waste power generation.

Provision of shared green spaces throughout the development.

-COMMUNITY-

Our vision to provide affordable/ defence housing through a proportional height arrangement.

BASELINE 65 LEVELS

Provide additional housing and contribute to dwelling targets in the draft North District Plan.

Provide diverse housing types.

Incorporating innovative affordable housing initiatives and defence housing.

Provide additional housing close to the Crows Nest Metro Station.