

8 February 2019

The Director
Urban Renewal
Department of Planning & Environment

Dear Sir/Madam:

Addendum to Submission for 378-390 Pacific Highway, Crows Nest – Significant Site Design Criteria

Urbanism has been engaged by the landowners of the above sites to prepare an addendum to their submission to the Draft St Leonards Crows Nest 2036 Plan dated January 2019.

The purpose of this addendum is to further assess the site against the Significant Site Design Criteria contained on page 62 of the draft Plan.

1. Undertake a design excellence process.

The landowners are willing to undertake a design excellence process and consider that their combined landholdings represent a unique opportunity to create an iconic development. Considering the site's excellent location opposite the Crows Nest Metro Station on the corner of the Pacific Highway and Hume Street, the site is an ideal candidate for significant site listing and a design excellence process.

2. Sustainable, walkable and liveable city

The site is located directly opposite the Crows Nest Metro Station on the Pacific Highway at the southern gateway to the St Leonards Crows Nest major centre.

As such, the location will support transit oriented development (TOD) that is walkable, sustainable and liveable. TODs are characterised by:

- high accessibility to rapid and frequent transit service
- high accessibility to a transit station
- a mix of residential, retail, commercial and community uses
- high quality public spaces and streets, which are pedestrian and cyclist friendly

The designation of the site as a "Significant Site" in the draft Plan will enable a design-led response that achieves appropriate density and activates the precinct thus ensuring that a quality public domain is delivered.

3. Meet solar height planes in this Plan

An iconic redevelopment of the site will not restrict solar access to any of the Public Open Space areas identified. Further, through the design excellence process, a high quality design that reduces the impact of overshadowing on adjoining residential development can meet solar access targets.

The landowners of the subject site are in communication with the landowners of the three (3) properties to the rear (29, 31 and 33 Nicholson Street) of the subject site. These landowners are interested in working with the landowners of the subject site to develop a concept better suited a site so well located within the broader precinct. This would also enable a design excellence process to manage the impacts of height and scale to ensure that a high level of solar access is achieved to nearby development.

4. Manage cumulative overshadowing impacts of significant sites in the area. Consider actions and recommendations identified in the draft Plan.

There are no other significant sites identified between the closest other designated significant site on the corner of Oxley Street and Pacific Highway and the next closest site on the corner of Alexander and Falcon Streets. The cumulative impact is unlikely to be significantly altered by the designation of the subject site as a 'Significant Site'. The current subject site area would make it well-suited to tall and slender built form that would achieve the vision set out in the draft Plan. The orientation of the site is not such that it would overshadow adjoining properties or public domain areas for extended periods.

5. Respond to street character and surrounding heritage items and/ or areas when determining street wall height, awnings and ground and upper level setbacks.

The design excellence process would be an ideal mechanism to tailor an iconic design for this strategically located site at the gateway to the St Leonards Crows Nest major centre.

There are no heritage items in the vicinity of the site that would be burdened by a significant site development concept.

The Local Character Statement accompanying the draft Plan packages identifies the subject site as forming part of the "central area" within the Precinct. The areas along the Pacific Highway are specifically identified as having opportunity to improve the appearance of development along the Highway. A significant site designation would facilitate this. As outlined in our submission, the current proposed controls will not do so.

6. Exemplary street level activation and contribution to the public domain with ground level setbacks, plazas or similar.

As discussed in our earlier submission, the landowners share a vision to significantly improve accessibility across the Pacific Highway to the Crows Nest Metro Station. This could form either a sub-level concourse under the Pacific Highway or an elevated enclosed pedestrian walkway. The objective is to make this iconic corner site on Hume Street and Pacific Highway a pedestrian friendly hub for activity and create a sense of arrival.

7. Have a positive impact on the area's key view lines and vistas, with consideration of a visual marker of an important place.

The subject site, through the design excellence process, would easily achieve a high quality, iconic built form that would maintain view lines from the Crows Nest Over Station Development across Sydney to the south. Likewise, a tall, slender iconic development at the subject site would access excellent views across Sydney, in particular, North Sydney and Sydney Harbour beyond.

8. Slender towers (smaller floor plate) to avoid bulk.

As discussed, the combined subject site is currently only 1,300m² and therefore lends itself to taller, more slender tower development if height and FSR controls permit so. Lower levels would maintain a scale to suit the scale of adjoining development, however above the street podium levels a high quality, slender tower design would be well-suited to this strategically located site.

9. Make significant improvements to the public domain and local infrastructure.

As discussed, the landowners share a vision to significantly improve access across Pacific Highway to the Crows Nest Metro Station via a sub-level concourse under Pacific Highway or an elevated, enclosed pedestrian walkway.

This is consistent with the draft Plan which specifically identifies the need to improve access across the Pacific Highway as a key initiative. Designation of the site as a “Significant Site” can accommodate an iconic development that supports the vision of the draft Plan by delivering local infrastructure that improves pedestrian accessibility.

10. Provide gradual transitions, sensitive interfaces and an appropriate response to the scale of the street (using a combination of street wall heights, ground and upper level setbacks).

The subject site is located on an iconic corner site, on the Pacific Highway and Hume Street. The design excellence process would be an ideal mechanism to develop a concept that creates a sense of arrival into the precinct while enhancing the interface between both frontages.

11. Avoid unreasonably constraining development potential of neighbouring sites.

As a corner site, the subject site does not unreasonably constrain adjoining development. An iconic development concept can be achieved without burdening the development of adjoining sites. The vision for the site shared by the landowners would create focal destination, activate the street, sub-level and upper podium levels. This would enhance the appeal of renewal of adjoining sites to leverage of the improved amenity and activation created. The identification of the subject site as a ‘Significant Site’ could also provide a strategic mechanism to encourage adjoining properties to amalgamate and deliver an integrated concept.

12. Tree canopy planting or other landscaping in public spaces on site

As an iconic corner site, the vision would include a ground level plaza that linked with improved access across the Pacific Highway. There would be an opportunity to soften hard edges with landscaping and a street canopy to reinforce a village character at lower levels.

Kind regards



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