Comments

- The proposed envelope steps in height, mirroring the scale of built form in the foreground from this location.

Comments

- The proposed envelope creates some impact on distant views down Oxley Street, although the prominence of the site also serves as a visual marker for the transport/commercial hub at the future metro station.
Design Testing

Willoughby Road Looking South

Comments
- There is minimal visual impact caused by the proposed envelope at this location on Willoughby Road.

Existing Context

Existing Context with Amended Planning Controls

Five Ways Looking North

Comments
- The proposed envelope, visible in the background of this view, serves as a visual marker at this end of the Pacific Highway.
- The proposal causes minimal visual impact on key sites including the corner heritage building and fine grain retail to the south of the site.
5.3 Solar Insolation Testing - View from North

- Reduced solar access to sites to the south along the Pacific Highway - these are primarily commercial lots, with some residential located further south.

- The northern aspect of the proposed envelope receives adequate solar access between 9am-3pm.

- It is recommended that the location of residential apartments is maximised along the north-facing facade, to ensure compliance with SEPP86 and the NSW Apartment Design Guide.
5.4 Solar Insolation Testing - View from South

- There is no significant additional impact on solar access apparent for sites to the north of the proposal.

- The southern aspect of the proposal receives less than the minimum 3 hours of direct sunlight between 9am and 3pm at midwinter, as required in the NSW Apartment Design Guide (Section 4A, p. 70).
- The implication on restricted solar access requires further design consideration on how the building might be articulated to ensure residential apartments receive good solar amenity. This may include the use of single-loaded apartments or canning out the built form to achieve a greater proportion of solar access to the facade.
6.1 Recommendations and Conclusion

Implementation of the Urban Design Framework
The intention of this document is to provide an urban design framework, to inform the amended planning controls for the Crows Nest Sydney Metro sites.

A set of urban design principles and key moves have been outlined (Chapter 3-4) under the following overarching themes:
- Open space, public domain and community;
- Movement and access;
- Land use and activity; and
- Built form and solar access.

The final recommendations have been informed by this framework and is supported by the design testing undertaken in Chapter 5.

Recommendations for changes to the LEP
Based on the urban design analysis and framework presented in this report, the following recommendations are made for amendments to the North Sydney Local Environmental Plan 2013:

**Height of Building**
- Tower A: Amend current maximum height control of 20m to 27.5m/RL 193m.
- Tower B: Amend current maximum height control of 10m to 13m/RL 155m.
- Tower C: Amend current maximum height control of 20m to 25m/RL 127m.

**Floor Space Ratio (Non-residential)**
- Tower A: Amend current non-residential FSR control of 1.5:1 to 3:1.
- Tower B: Amend current non-residential FSR control of 0.5:1 to 2:1.
- Tower C: Amend current non-residential FSR control of 0.5:1 to 2:1.

**Floor Space Ratio (Overall)**
- Tower A: Specify an overall FSR of 12:1.
- Tower B: Specify an overall FSR of 8:1.
- Tower C: Specify an overall FSR of 4:1.

**Design Excellence**
- The above provisions are permissible, subject to the development proposal demonstrating design excellence (see design move 10, p28 and considerations outlined in Chapter 3 Design Testing).

Shaping the vision for St Leonards and Crows Nest
Through the implementation of best practice design principles and LEP controls recommended within this study, there is an opportunity to create a high quality transit-oriented development on the Crows Nest Sydney Metro sites.

The subject site is envisioned as a vibrant, mixed-use development, leveraging the proximity to St Leonards Station and primary location within the Central Precinct of St Leonards and Crows Nest. The development will facilitate the GSC’s aspirations for employment growth through the provision of commercial floorspace, supported by housing, retail and improved community infrastructure.

This vision aims to maximise the potential for the site to contribute to the revitalisation of the surrounding St Leonards and Crows Nest area, in shaping a productive and sustainable future for the Precinct.