



2 GREENWICH ROAD

Urban Design Report

April 2017



RobertsDay *planning design place*

Title: Green Road Transit Village: Urban Design Report
 Prepared for: Ramsay Health Care
 Reference: RAM WOO
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INTRODUCTION

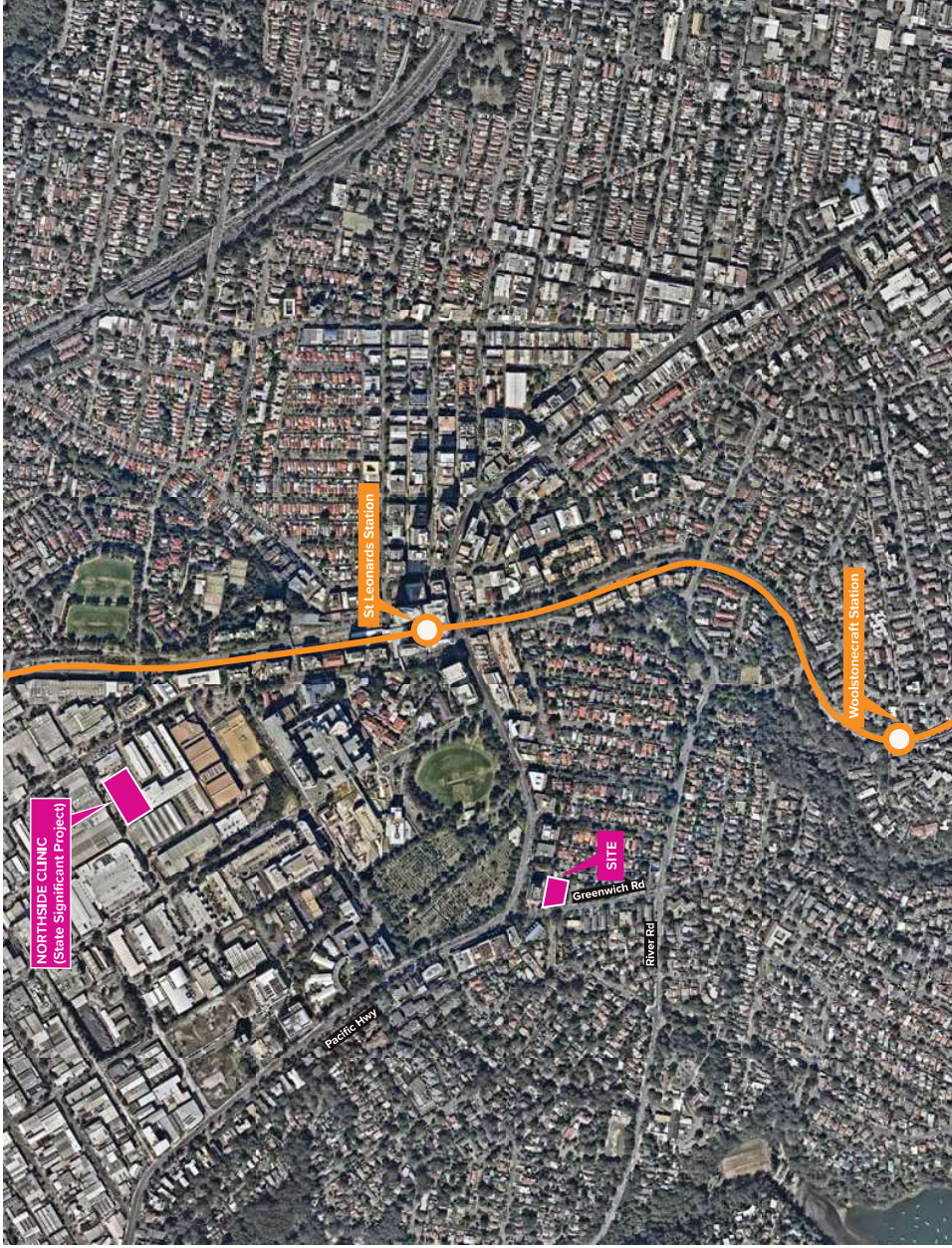
BACKGROUND

Ramsay Health Care (Ramsay) has engaged Roberts Day to provide an urban design framework to support the planning proposal for 2 Greenwich Road Greenwich (Lot 1 in Deposited Plan 662215 and Lot 2 in Deposited Plan 566041). The site currently contains the Northside Clinic, which is an 92 bed premier mental health facility, that has operated at Greenwich Road since 1973.

Operations have outgrown the current site. Ramsay Health Care are dedicated to providing quality mental health services and have opted to relocate the clinic to a new multi-storey facility at 2 Frederick Street with 112 beds and 24 consulting suites.

The facility will be purpose-built catering for patients with a range of mental health issues. The Clinic will also include large outdoor therapy spaces; wellness areas; massage rooms and a gymnasium. Providing much improved amenity and facilities to patients.

The proposed rezoning and future redevelopment of the subject site, is a key enabler for Ramsay Health Care's investment decision, to increase and improve access to mental health services on the Lower North Shore and beyond.





INTRODUCTION

PURPOSE

The current report is intended to inform the planning proposal report by investigating the possible design outcomes for the redevelopment of the site at 2 Greenwich Road. Considering this intention, the report seeks to:

- Establish the strategic merit for land use and height changes on the subject site;
- Document context sensitive redevelopment responses in the form of two concept designs for the site;
- Provide recommendations to amend Lane Cove Local Environmental Plan 2009 (LCLEP2009) to include Shop Top Housing as an Additional Permitted Use, as well as additional building height, on the site within the B3 Commercial Core zone;
- Provide recommendations for Department of Planning and Environment for potential amendments to precinct planning which may affect the site.

This report provides two concept design options known as Scenario 1 and Scenario 2. These scenarios have been prepared and submitted having regard for the current and DRAFT legislative planning framework that applies to the locality and test the suitability of the site for shop top housing with a maximum height of 33m. Scenario 1 has been prepared in the event that the Department of Planning & Environment (DOP&E) led Crow's Nest Priority Precinct Planning process does not eventuate in the immediate future having regard for Ramsay Health Care's immediate commercial and funding requirements for the new purpose-built facility at 2 Frederick Street, St Leonards (approved under SSD 7588 on 15 November 2016). Should the DOP&E's priority precinct planning process come to fruition in the immediate future, the preferred scenario 2 concept design has been provided and prepared to accord with and achieve the likely objectives for the subject site in the context of the wider precinct.

Both concept designs have been informed by detailed site analysis and consideration of the surrounding context in order to provide an optimal development outcome that capitalises on the strategic potential of the land whilst preserving the amenity of adjoining sites and the surrounding public domain.

Scenario 1 demonstrates a concept design for the site that effectively integrates with the current state of the surrounding context whilst requiring only minor amendment to the current planning framework.

Scenario 2 provides an alternative concept design for the site situated within a broader investigative framework for the surrounding area. This design demonstrates the uplift in FSR that would be justified if amendments to the planning framework were to occur at a larger scale and territorial scope.

Ramsay Health Care's preference for Scenario 2 will still see the current 3:1 FSR applicable to the site complied with while maintaining the proposed height applied for in both concept design scenarios.

The proposed rezoning included in both scenarios intend to facilitate the future development of the site for mixed use development comprising of ground floor commercial space and upper level residential accommodation. This is intended to replace the current Northside Clinic mental health hospital which is scheduled to be relocated in early 2018 to a larger, modern, purpose-built facility at 2 Frederick Street, St Leonards (approved under SSD 7588 on 15 November 2016). The existing asset at 2 Greenwich Road has reached the end of its useful life and the Northside Clinic operations require new and expanded facilities and will move offsite in early 2018.

Part 1: Strategic Context



STRATEGIC CONTEXT

Strategic Merit Test

Consistent with the Rezoning and Planning Proposal Review process, this document demonstrates the strategic merit of the proposal in relation to the relevant district plan within the Greater Sydney Region and in relation to the relevant local council strategies endorsed by Department of Planning and Environment (DPE).

Draft Northern District Plan (2016)

- **PRODUCTIVE**- contribute to the productivity priority to realise St. Leonards as a health and education super precinct by leveraging existing health clusters and prioritising investment. The small- scale medical facilities, and associated 150 employees, at 2 Greenwich Road will be absorbed into the expanded 21st century hospital and health super precinct along with further intensification and employment growth.

The appropriate redistribution of employment will contribute to a concentrated and growing health precinct whilst facilitating the development of an urban mixed use development within less than 10 minutes of St. Leonards Station.

- **LIVEABLE**- This proposal is place and design- led and is further aligned with the liveability priorities for creating greater housing diversity and affordability near transport and the St. Leonards centre without compromising employment.

In order to respond to the local demographic trends, quality and convenient housing must be provided appropriate to an aging population looking to downsize. Variety in lifestyle choice and price point will also cater to first-home buyers and young professionals who are currently lacking choice within this neighbourhood. The proposed development would add approximately 60 units to the neighbourhood providing a mix of 1,2 and 3 bedroom lifestyle opportunities.

The Draft Better Placed Design Policy (2016) is referenced within the District Plan as a guide to creating liveable places. The principles contained within this document have informed the design of this proposal and warrant detailed merit testing which is included in Part 3 of this report.

- **SUSTAINABLE**- This urban infill proposal retains the footprint of the existing building and therefore the trees on site with no further clearing required. It is also acknowledged that increasing density within urban areas, and particularly areas with good access to public transport, is required as a sustainable alternative to purely greenfield development. As identified in the sustainability priorities, this proposal must plan for a resilient North District. This proposal outlines two development scenarios in which one considers a potential future growth scenario and endeavours to future- proof the capacity of the site.

St Leonards Strategy (2006)

This strategy places significant importance on establishing a 'sense of place' for the St Leonards Centre with a particular focus on establishing one identity north and south of the Pacific Highway through increased and graded building heights and streetscape improvements.

This proposal seeks to increase height stepping down the hill in a context- sensitive manner in the key location identified within the Strategy as transitioning from the Western Gateway to Greenwich North. This is supported by an active ground floor frontage to Greenwich Road and potential child care use to meet demand identified in this Strategy.

Master Plan (2014)

This proposal is consistent with the recommendation that the precinct, in which 2 Greenwich Road sits, shall have an FSR of 2.75- 4:1 and be zoned mixed use and/or residential. 2 Greenwich Road benefits from no amalgamation requirement challenges to achieve a feasible outcome.

STRATEGIC CONTEXT

Document Review

The following highlights key strategic objectives, relevant to the 2 Greenwich Road proposal, discovered during the strategic context document review. These objectives have informed the design direction of the current proposal.

The site has the capacity to provide a contribution for additional mixed-use buildings, balancing housing and employment opportunities, within the St Leonards/Crows Nest catchment, as defined by a Plan for Growing Sydney (2014).

The site has the potential to contribute to the redistribution and concentration of employment occurring in the St Leonards catchment. Should the current Lane Cove LEP be amended, the site can provide a contribution to achieve the 1900 dwelling target established for Lane Cove Council within the Draft Northern District Plan (2016).

The infill site is strategically located in the vicinity of St Leonards and provides an opportunity to showcase best practice urban design principles as set by the Draft Better Placed Design Policy (2016).

The site was included in the St Leonards Strategy (2006) which identified its potential to act as part of a gateway to the adjacent precincts, and provide a transition between St Leonards and the adjacent residential precincts.

The St Leonards South Master Plan (2014) envisions the densification of the precinct contained between Greenwich Rd and St Leonards. The precinct has the potential to accommodate between 400 dwellings and 3,000 dwellings. The subject site could benefit from an uplift in yield should the planning principles of this Master Plan be expanded to a wider precinct. This outcome is further explored in Part 4 of this report.

The Lane Cove Community Vision indicates an increase in the number of young children aged 0-4 years and 'family' households, in particular, couples with children under 15 years. This will impact needs for childcare and early childhood services as well as support services for families.

The following pages present a summary analysis for the above mentioned strategic documents, highlighting the key aspects of each document in relation to the current proposal.

STRATEGIC CONTEXT

Document Review

A PLAN FOR GROWING SYDNEY (2014)

A Plan for Growing Sydney identifies a strategic centre at St Leonards station. This centre is part of the Sydney Global Economic Corridor, which has a focus on delivering employment opportunities, and the North West Rail Link urban renewal corridor, where housing within proximity to transport and social infrastructure is envisaged.

Specifically, the priorities for the strategic centre are to:

- Retain a commercial core in St Leonards for long-term employment growth.
- Provide capacity for additional mixed-use development in St Leonards including offices, health, retail, services and housing.
- Support health-related land uses and infrastructure around Royal North Shore Hospital. Supplementing the priorities within A Plan for Growing Sydney, should be the plan to support the North Shore Private Hospital (311 beds) and Royal North Shore Hospital (431 beds).
- Investigate future employment and housing opportunities associated with a Sydney Rapid Transit train station at St Leonards/Crows Nest.

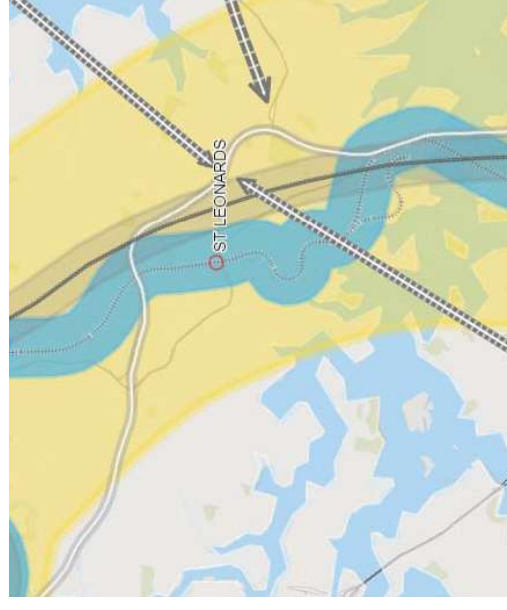
DRAFT NORTH DISTRICT PLAN (2016)

The Draft North District Plan (Northern Sydney Commission, November 2016) identifies St Leonards as a strategic centre, with a target of 63,500 jobs by 2036, a 34% increase from current numbers. The construction of a new Sydney Metro Station is also envisaged at Crows Nest.

By 2036, the population of Lane Cove is expected to grow by 14,900 people with a target of 1,900 dwellings to be built by 2021 (5 years).

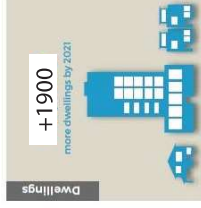
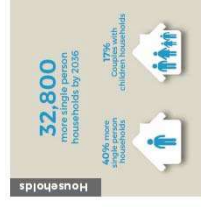
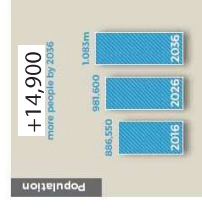
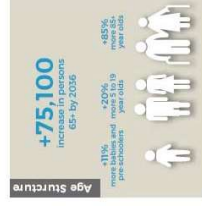
The Greenwich North neighbourhood has an area of 20ha. The current estimate of number of dwellings is 400 dwellings, which represents a density of 20dw/ha.

Should the neighbourhood be redevelopment at a target of 95 dwellings per hectare, this would be sufficient to achieve the dwelling target of 1900 dwellings set for Lane Cove.



Source: A Plan for Growing Sydney 2014

NORTHERN DISTRICTS FORECAST



LANE COVE FORECAST

The site is part of a 20ha low density pocket within the St Leonards train station catchment. It has the potential to accommodate future medium to high density housing and contribute to the achievement of the above mentioned targets.

The site constitutes an opportunity for additional medium to high density housing within the St Leonards transit catchment, as well as, supporting the existing employment centre.

Source: Draft North District Plan 2016

STRATEGIC CONTEXT

Document Review

'BETTER PLACED' DRAFT DESIGN POLICY

The Better Placed Draft Design policy sets the principles for design excellence within New South Wales. It defines great architecture, landscape architecture and urban design as ultimately responsible for providing spaces and places that perform well and provide a comfortable, enjoyable and safe experience for people.

The design of urban places and precincts is seen as the starting point for how they ultimately function and perform for all. Urban design excellence delivers value in numerous ways:

- Embedding accessibility via walking, cycling and public transport, reducing travel costs for all, and boosting the economic viability of local businesses and services
- Delivering a people-friendly public realm, which supports community development and social interaction and provides enhanced recreation opportunities
- Supporting conditions for social interaction
- Supporting businesses and economic performance through a 'critical mass' of local residents, and easy access between home and work
- Enabling housing, living and working diversity and choice
- Embedding opportunities for affordable housing and living
- Reducing energy and water costs through compact, accessible development patterns.

1

PRINCIPLE

Contextual, local & of its place

The urban environment is where most of us live, work and recreate. A city, town or urban locality should be designed to be of its location, connected to its landscape setting, and integral with local people and cultures. In this way, it will be distinctive, resonant and engaging.

2

PRINCIPLE

Sustainable, efficient & durable

Cities, towns and the infrastructure they require have both a positive and negative impact on environmental quality and factors that influence climate change.

3

PRINCIPLE

Equitable, inclusive & diverse

The city represents the coming together of the full spectrum of society in a mutually beneficial arrangement.

Cities and towns must accommodate and provide access to opportunities for all. Urban design should provide equitable access to housing, employment, public transport, public space and social opportunities.

4

PRINCIPLE

Enjoyable, safe & comfortable

How people experience cities, towns and the infrastructure required to make them work has a daily impact on people's lives, and investment in development and new infrastructure can have an impact for decades and generations.

Design should be people focussed, providing environments that are user-friendly, enjoyable, accessible and dignified.

5

PRINCIPLE

Functional, responsive & fit for purpose

As the setting for our daily lives, the urban environment must work well for a wide range of purposes.

Urban design can influence the functionality and workability of urban areas permanently, and so design quality at the outset is essential.

6

PRINCIPLE

Value-creating & cost effective

Substantial investment goes into the urban environment and infrastructure from a range of sources.

Well-designed urban places have the potential to be highly cost effective, creating ongoing and increasing value for all.

7

PRINCIPLE

Distinctive, visually interesting and appealing

For most NSW people, the urban environment is the place in which we live out our daily lives.

The design of the city or precinct is fundamental to how it looks, feels and works for people. Poor design has a lasting, negative impact, while good design provides ongoing benefits for all.

The site is strategically located to provide an excellent and appropriate response to the majority, if not all, of the best practice design principles for urban places.

STRATEGIC CONTEXT

Document Review

ST LEONARDS STRATEGY (2006)

The St Leonards Strategy (2006) identified the site as part of the 'Western Gateway' precinct. This is primarily a business precinct, with the possibility of mixed use, located along the south side of Pacific Highway. The area has the potential to capitalise on the high profile location with proximity to the hospitals and St Leonards train station.

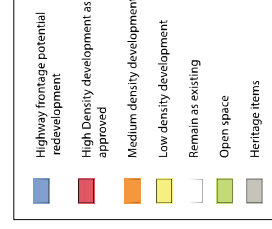
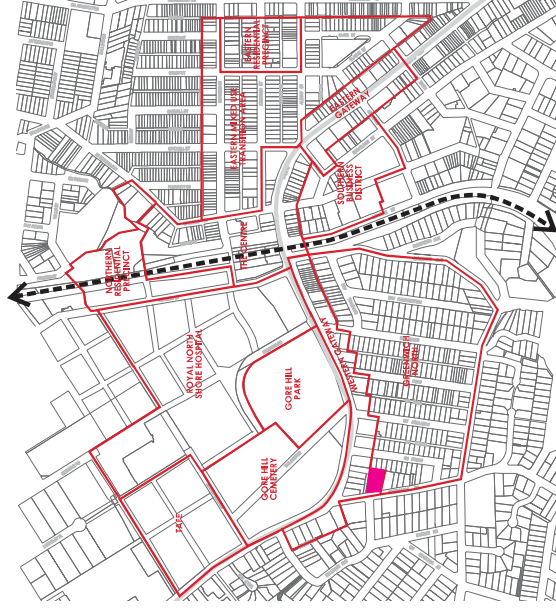
The St Leonards Strategy (2006) also identifies the 'Greenwich North' neighbourhood (refer to opposite plan). This is a residential precinct located South of Pacific Highway with the potential for increased housing density, transitioning from a single residential urban fabric into one of low rise apartment buildings, with such redevelopment occurring mainly in accordance with property economics.

ST LEONARDS SOUTH MASTER PLAN (2014/2016)

The Draft Master Plan includes the precinct bounded by the Pacific Highway to the north, the railway line to the east, River Road to the south and Greenwich Road to the west. This area is largely consistent with the 'Greenwich North' neighbourhood defined by the St Leonards Strategy 2006.

In September 2016 the Department of Planning and Environment approved a planning proposal to amend the Lane Cove Local Environmental Plan 2009 to reflect recommendations from the St Leonards South Master Plan. The proposal is now with Lane Cove Council for implementation.

The Master Plan considered development scenarios for low, medium and high density, with yields ranging between 400, 1,125 and 3,000 dwellings.



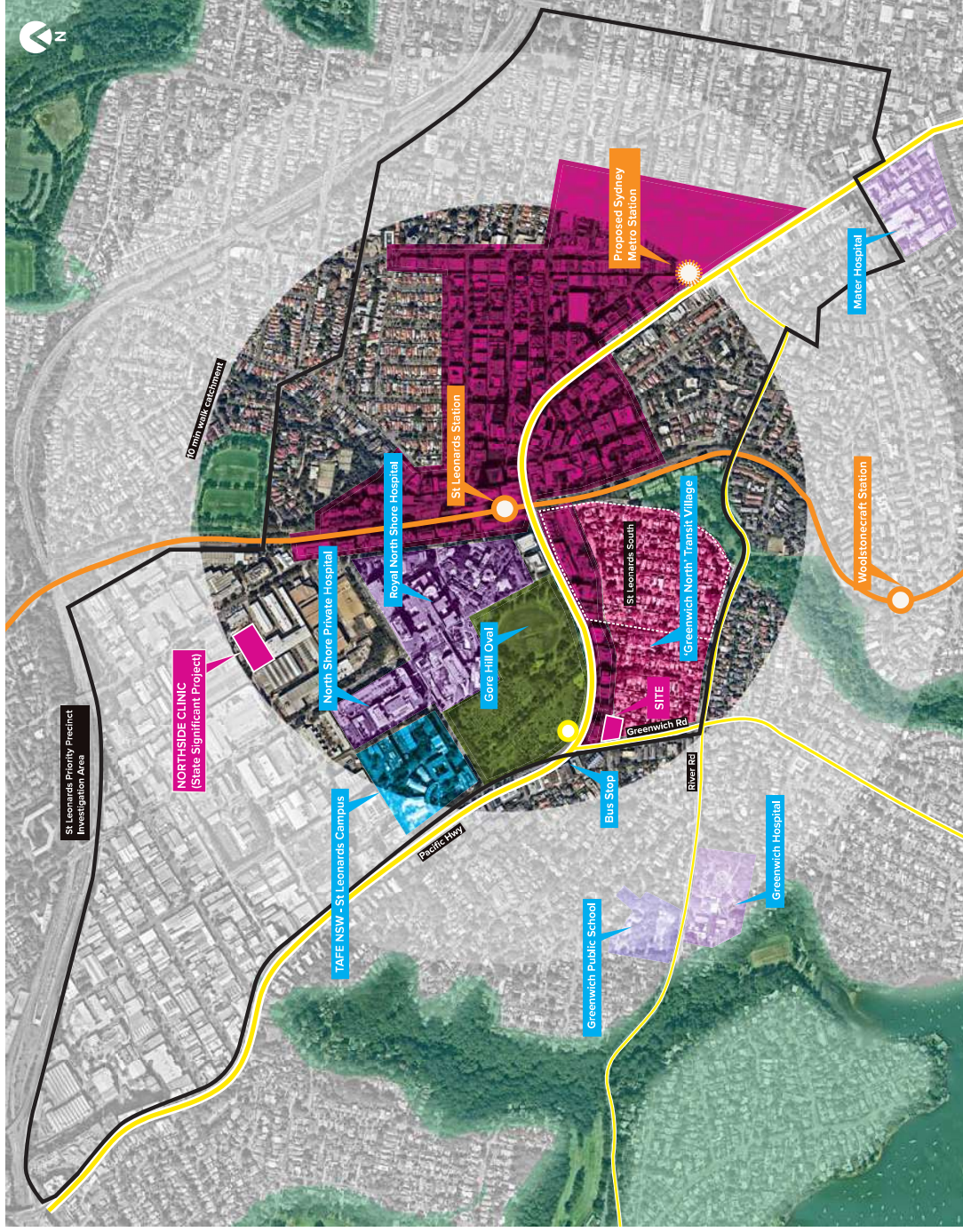
The existing use, location and the fact that the lot size requires no amalgamation makes the site an ideal transition site between the Pacific Hwy business precinct and the Greenwich North neighbourhood.

The scenarios proposed within the Master Plan indicate a potential for up to 3000 new dwellings within the neighbourhood.

Part 2: Physical Context



TRANSIT VILLAGE



- St Leonards Priority Precinct
- Active Transport
- Regional Open Space
- Train Route
- Bus Stops

Greenwich North neighbourhood is one of the last pockets of low density residential areas within the 10 minute walkable catchment of the train station at St Leonards.

In time, as the principles of the St Leonards South Master Plan (2014) are implemented, the precinct will transition into a 'transit village', benefiting from the strategic proximity to the train station. Such transition can be seen to ultimately affect the character of the entire North Greenwich neighbourhood, including the subject site.

With Sydney's increasing population and concerns about the capacity of the road network, placing people and houses near public transit is imperative.

2 Greenwich Road is located within a 600m walking and cycling distance of the St Leonards Station. It is widely agreed that most individuals are willing to walk up to 800m to a train station. This is based on the fact that travellers will walk further if they're taking long trips, or if the mode is fast such as a train. This also presents the potential to reduce vehicle movements and congestion, as well as, reduce the need for private vehicle ownership.

The potential development of the current site can provide a model for the redevelopment of 'Greenwich North Transit Village', and demonstrate a context sensitive approach to the transition between commercial core and residential uses.

TRANSIT VILLAGE

The strategic positioning of the subject site and North Sydney Transit Village is confirmed by 'Walkscore', an independent website which rates property listings against their accessibility.

WALKSCORE

84 – Very Walkable, most errands can be accomplished on foot

TRANSIT SCORE

71 – Excellent transit. Transit is convenient for most trips.

2 Greenwich Rd is a 10 minute walk from the Central Coast and Newcastle Line and the T1 North Shore and Northern Line at the St Leonards Station Platform 3 stop.

This location is in the Greenwich neighborhood in Sydney. Nearby parks include Gore Hill Park, Smoothey Park and Newlands Park.

Source: www.walkscore.com



TRANSIT VILLAGE



THE FUTURE OF THE SITE: TRANSIT VILLAGE

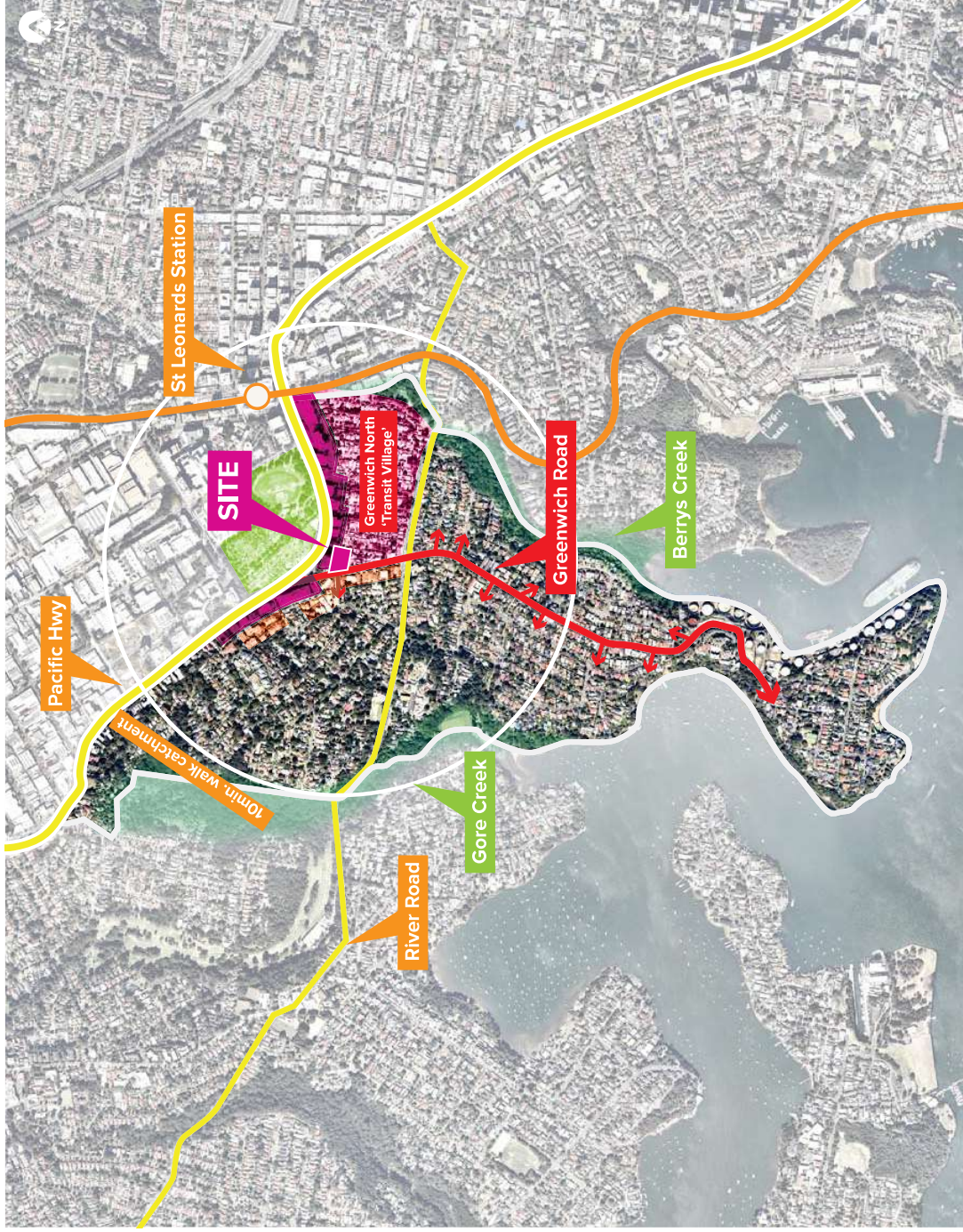
Under the St. Leonards South Master Plan, if the middle scenario of 1,125 dwellings is achieved, and additional population of circa 2,800 people will be living within the neighbourhood without a necessary reliance on cars as primary means of transportation.

In addition, as the median household income for Lane Cove LGA is approximately \$2000/week (ABS, 2011), the increase in population can represent a significant boost for the local economy.

Greenwich North Neighbourhood can be expected to transition into a Transit Village capitalising on the key aspects of its location. The future neighbourhood will provide housing options for a diverse range of demographics in close proximity to transport, employment, community facilities and open space, whilst respecting the existing heritage and environment. The Village has all the ingredients required for a flourishing community north of Sydney.

The potential development of the 'Greenwich North Transit Village' would be sufficient to largely contribute to the dwelling targets set by the District Plan for the Lane Cove LGA.

NEIGHBOURHOOD CENTRE



The site is located within the Greenwich suburb which extends south from Pacific Highway to the river, forming a peninsula, bounded by Gore Creek to the west and Berrys Creek to the east.

The suburb has a population of approximately 5,200 inhabitants (ABS,2011) and Greenwich Road is the main artery for access and distribution located along the ridge of the peninsula.

Approximately 80% of the peninsula's residents will drive, walk or cycle by 2 Greenwich Road when going to and from home, work and the Station via Greenwich Road and the Pacific Highway.

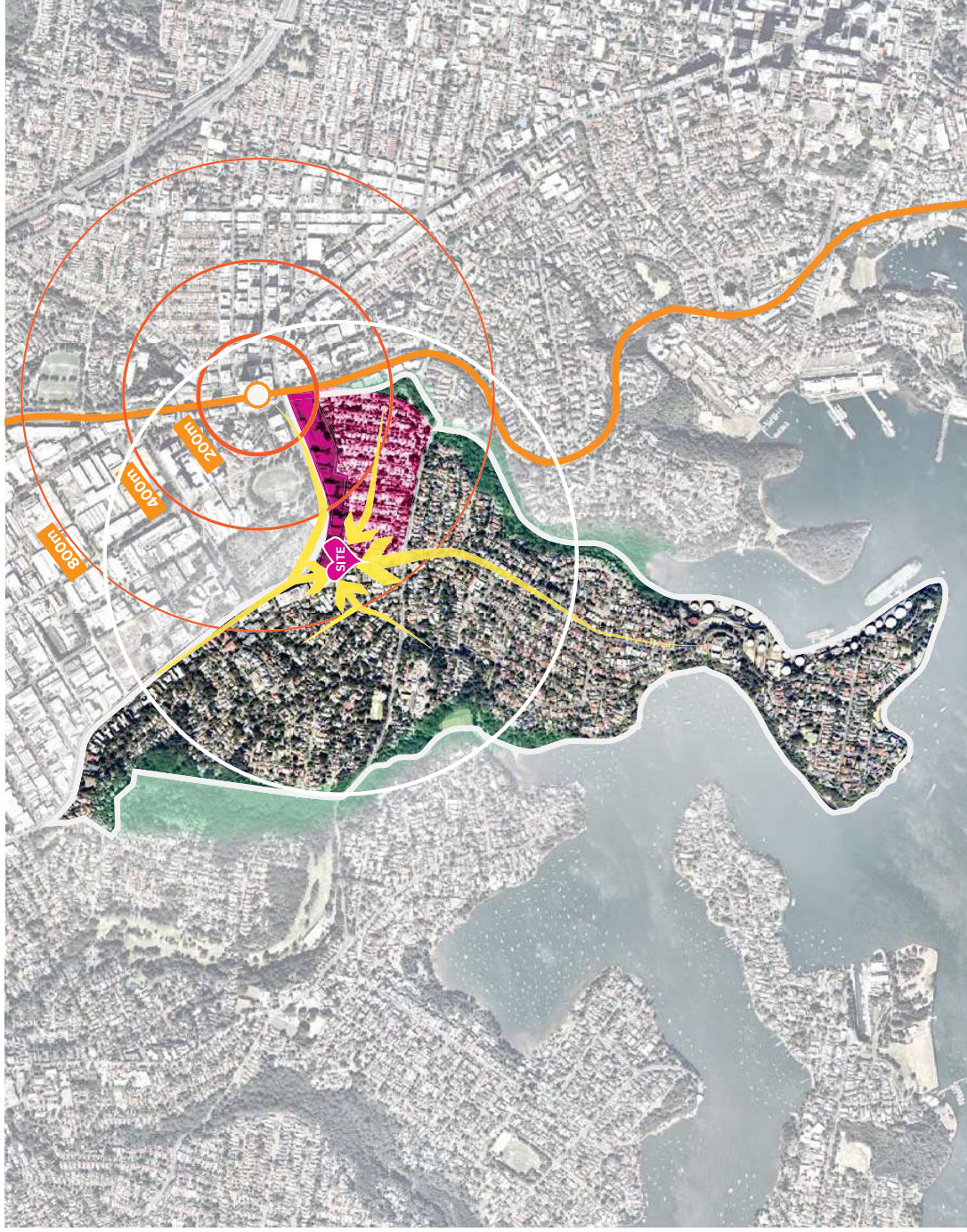
The site's location within this context naturally lends itself to a centre providing a community gathering place and cafe amenity for the existing and future neighbourhood.

The site is a natural gateway and neighbourhood centre due to location and movement economy, not just within the context of the adjacent Greenwich North 'Transit Village', but also, for the wider Greenwich suburb.

STRATEGY: LEVERAGE OPPORTUNITIES, ADDRESS CHALLENGES

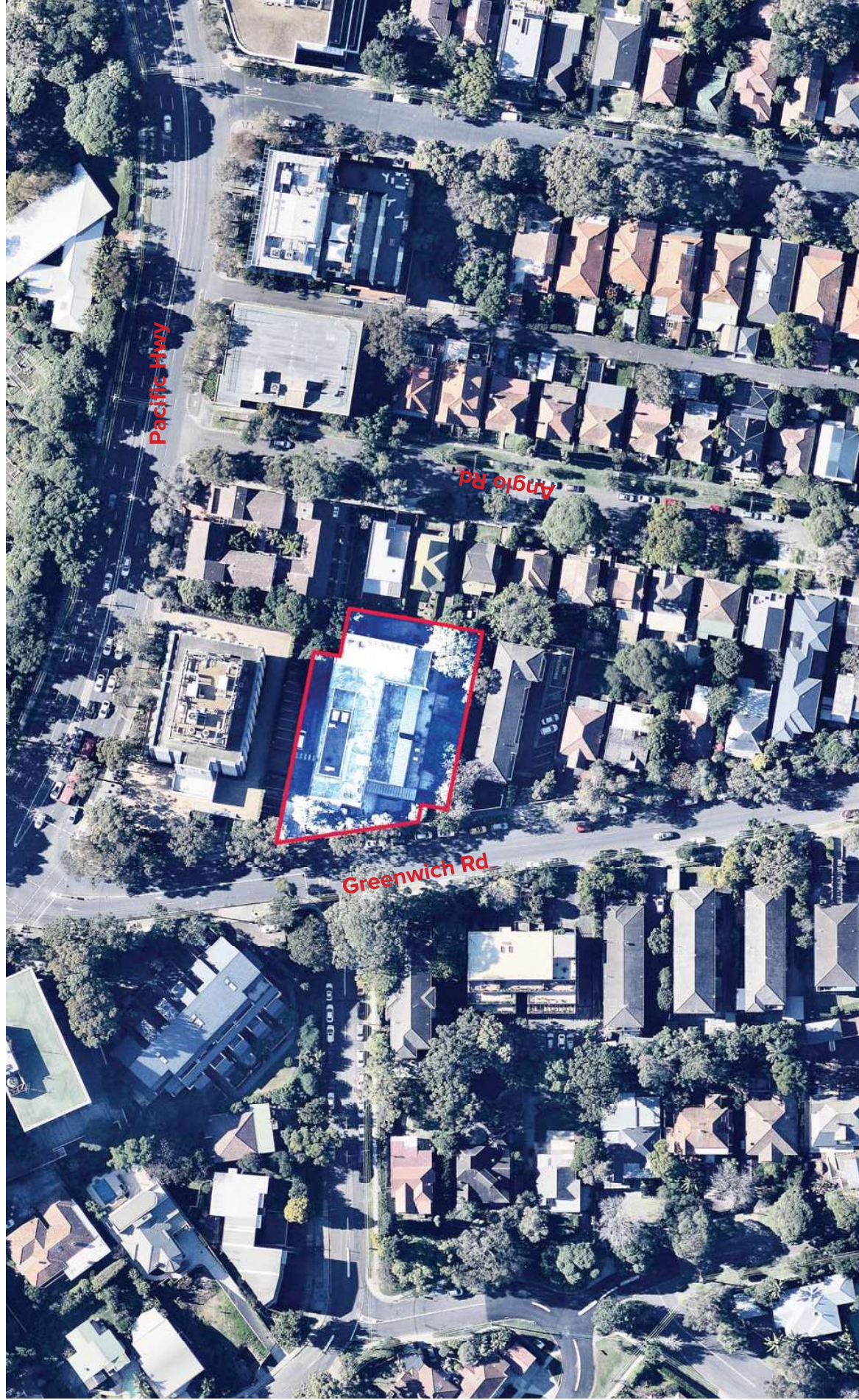
| KEY OPPORTUNITIES | | KEY CHALLENGES | |
|---|--|--|---|
| Population and housing demand is forecasted to grow throughout Sydney. | Leverage from proximity to several employment centres at St Leonards, along Pacific Hwy, and Willoughby industrial area to the north enabling more residents to live close to where they work. | To ensure that an appropriate land use and density transition occurs from the station to the surrounding residential fabric. | To develop without detracting from the natural landform and addressing concern of overshadowing between neighbouring properties. |
| Leverage from the redevelopment and densification of adjacent neighbourhood context to provide housing diversity in transition between the St Leonards centre and the adjacent suburbs. | Create a 'Gateway' site which can provide an interface between the wider neighbourhood and the St Leonards precinct, as well as, represent a model of quality built form and integration with the public domain. | To address the lack of community facilities within the walkable catchment from the site. | To meet the requirements for solar access to the interior of apartments and private open space, considering the existing shadow cast by the adjacent building to the north. |
| To leverage of the strong urban structure capable of withstanding densification without major investments in new infrastructure | | | To develop the site within the requirements for open space and deep soil zones, when considering the current building footprint of Northside Clinic. |

STRATEGY: LEVERAGE OPPORTUNITIES, ADDRESS CHALLENGES



The redevelopment of 2 Greenwich Road has the potential to create a small heart for Greenwich North Transit Village and the adjacent suburbs. It can provide new employment opportunities, accommodate small businesses, support community interaction and provide housing diversity for the changing demographics within the suburb.

THE SITE



THE SITE



Pacific Highway



Pacific Highway



Greenwich Road



Anglo Road



Greenwich Road



Adjacent property active frontage (balconies and views)

Greenwich Road



Rear of Adjacent property (no active uses)

BUILT FORM

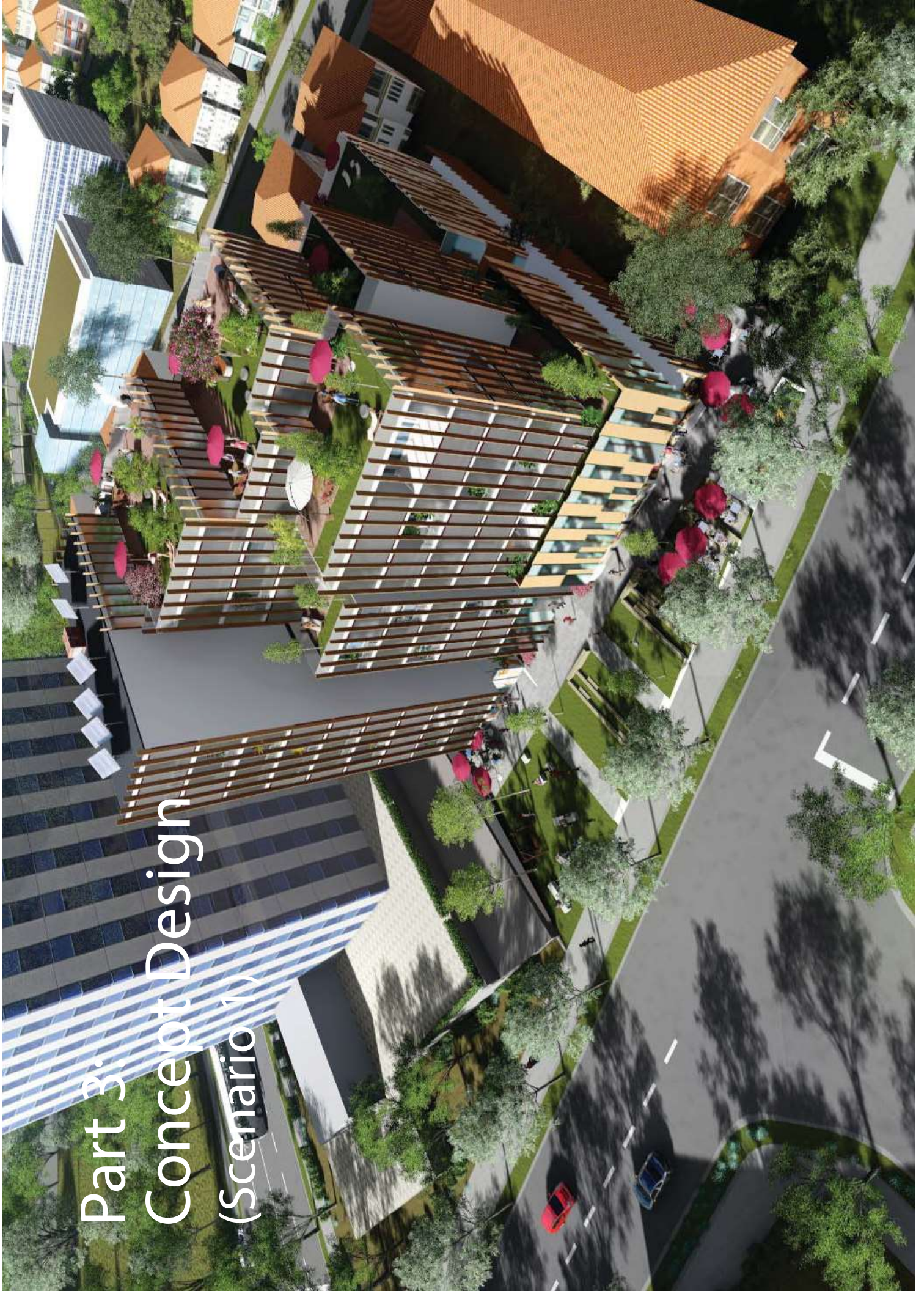
The subject site is located between several areas with different character. To the north and east, the site is adjacent to the strip of retail and commercial (mainly office) buildings along Pacific Highway. To the east and south, are single detached houses which dominate the suburban fabric of 'Greenwich North' neighbourhood. To the south and west, along Greenwich Road, there are 'walk-up' apartment buildings.

LANDFORM

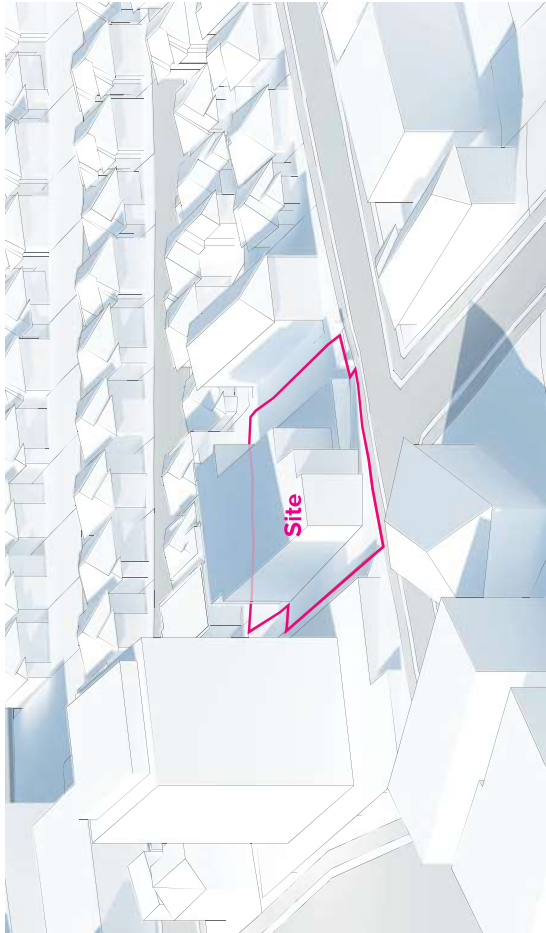
The site is located near the top of Gore Hill. The surrounding context has a challenging topography, with intricate slopes and hills extending south towards Parramatta River. The modelling indicates gradients of 13% with some areas of achieving as high as 25% along River Road, near Newlands Park. The subject site is located close to the ridge line, where the topographical gradients are not as challenging.



Part 3:
Concept Design
(Scenario 1)

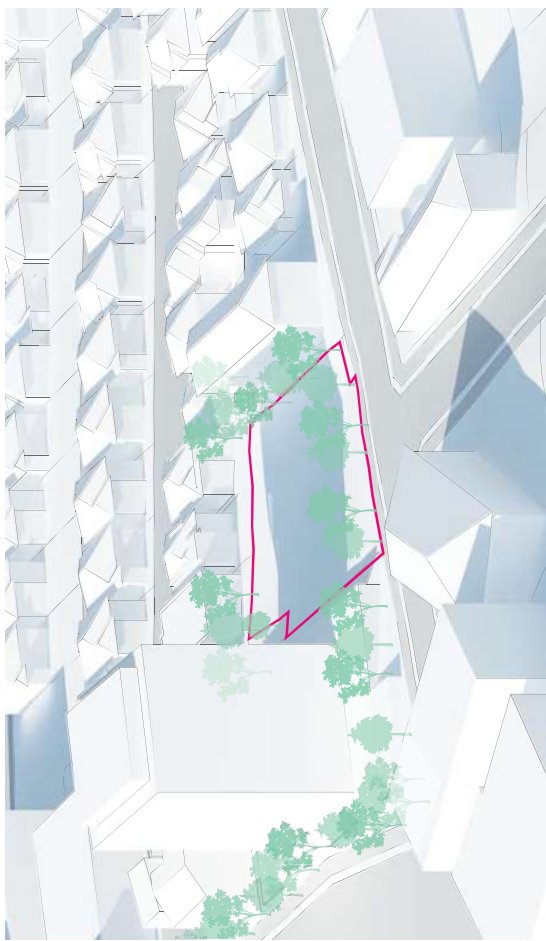


SITING AND DESIGN STRATEGY



1 - SITE TODAY

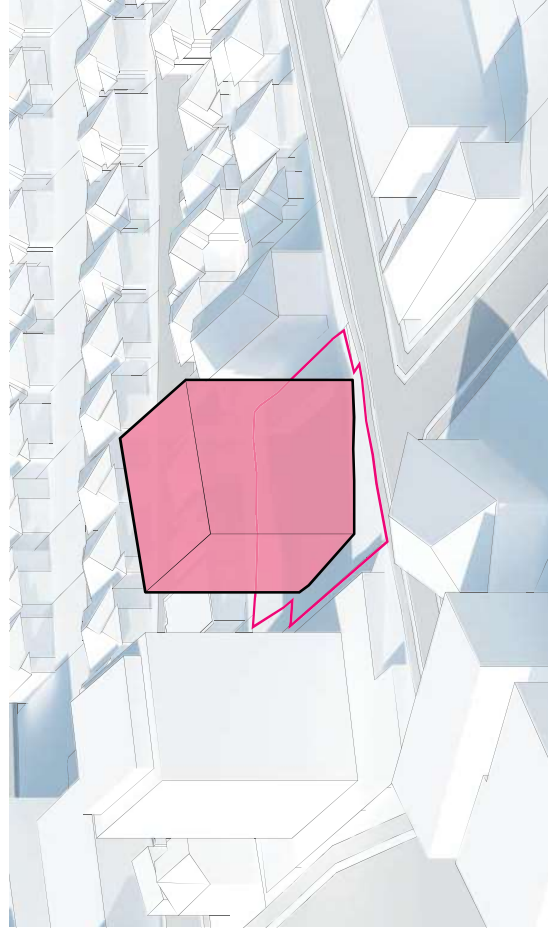
The site has 2,140 sqm, with a 5m fall to the northwest and 3m fall to the south. The site's primary frontage is Greenwich Road with a Right of Way along the northern boundary.



2 - CLEARED SITE WITH VEGETATION

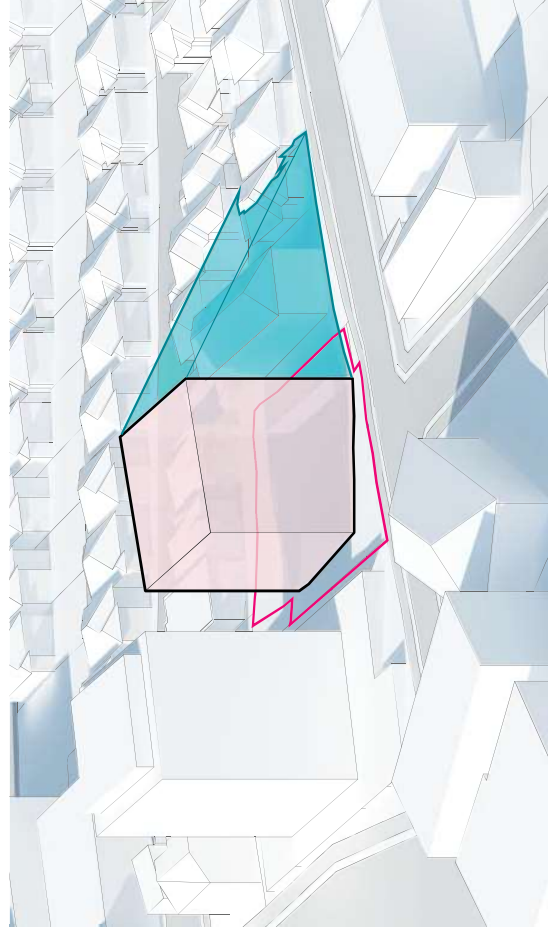
Subject to further analysis and detailed design, it is proposed that all trees on-site and within the verge are to be retained. The proposed development footprint shall fall within the current building footprint.

SITING AND DESIGN STRATEGY



3 - LEP COMPLIANT BUILDING ENVELOPE

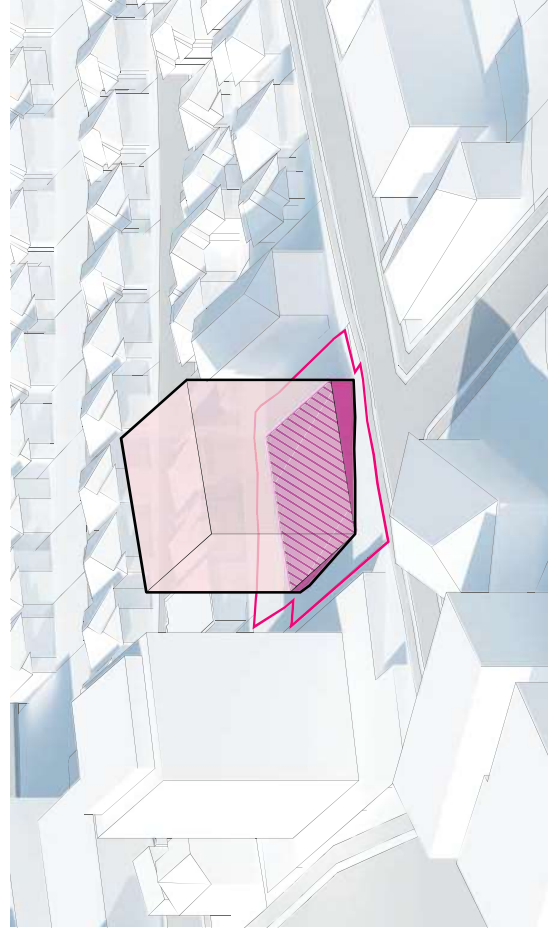
Current planning controls allow a height of 25m with a commercial land use and FSR of 3:1. The building to the north is approximately 33m and the apartment building to the south has an overall height of approximately 10m.



4 - LEP COMPLIANT BUILDING OVERSHADOWING

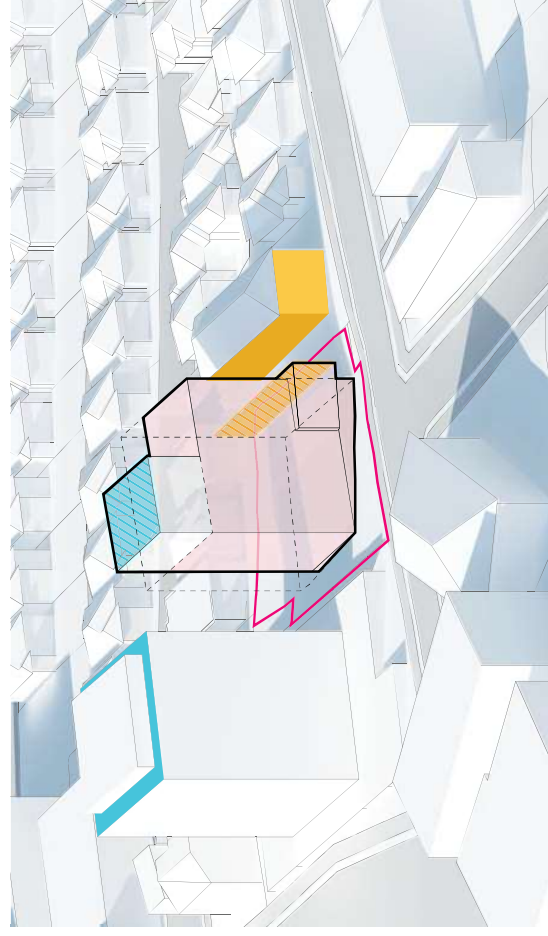
The above illustrates the shadow cast by a building that complies with current planning controls.

SITING AND DESIGN STRATEGY



5 - TOPOGRAPHY

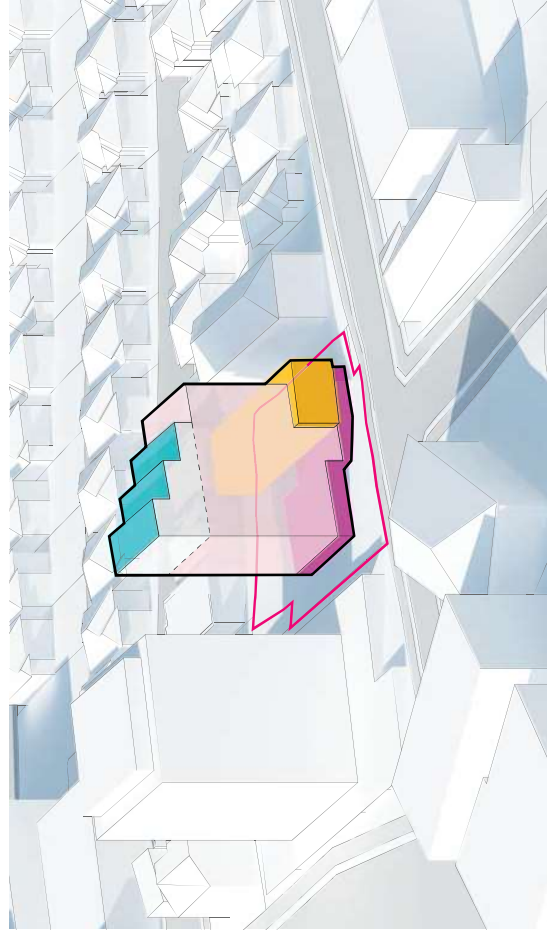
A 25m high 'box' does not respond to the existing context or site topography. The ground floor needs to split in order to address the natural ground level.



6 - CONTEXT SENSITIVE DESIGN

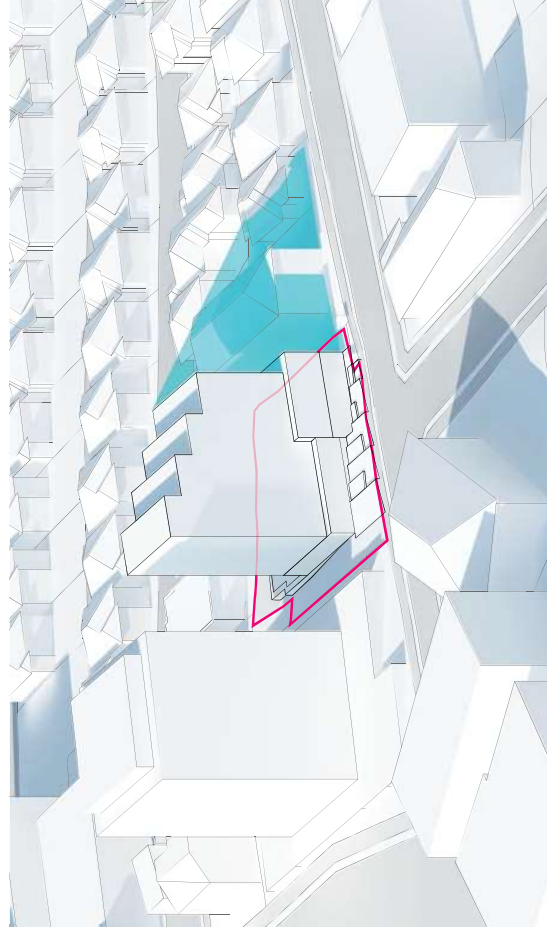
By reducing the depth of the 25m base volume, solar access to eastern neighbours is retained. The reduced floorspace is reallocated in a more context-sensitive manner. A taller element to the north reflects the neighbouring height and steps down to the 25m base volume. A 3 storey podium sensitively responds to the adjoining property.

SITING AND DESIGN STRATEGY



7 - BUILT FORM ARTICULATION

Further stepped articulation of the roof and the Greenwich Road frontage adds visual interest to the roofscape and skyline and contributes to the ground floor retail front and activation.



8 - PROPOSED BUILDING ENVELOPE

The ultimate built form proposal does not contribute to any additional overshadowing to that of the compliant 25m building envelope and creates a tailored, context-sensitive design solution.

CONCEPT DESIGN

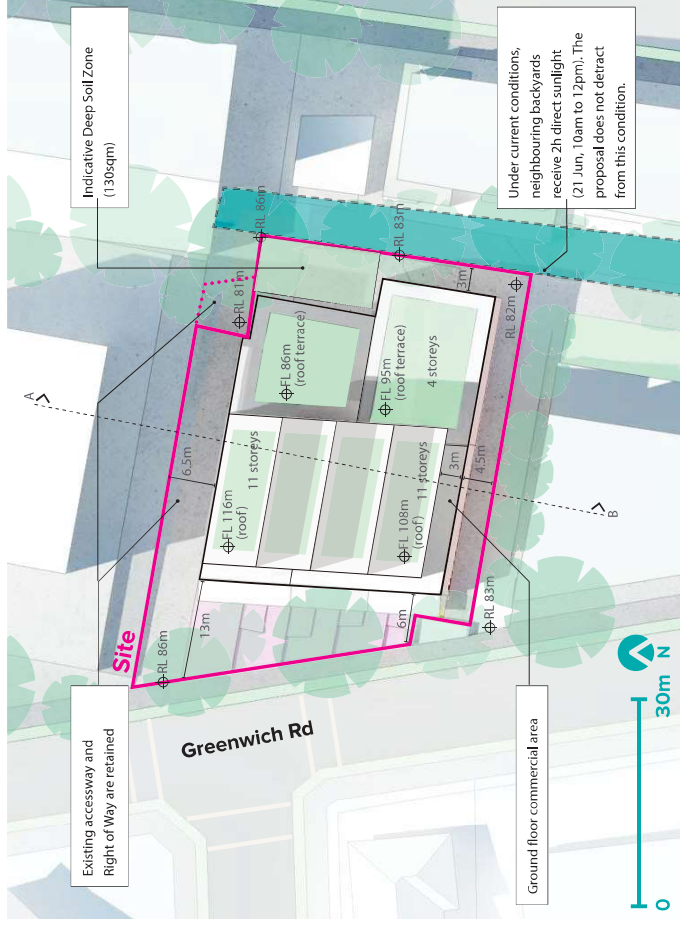
2 Greenwich Road will provide a building that sensitively responds to the existing context of the neighbourhood whilst providing an appropriate transition to the future character of the area.

The stepped form reflects the heights of the neighbouring buildings whilst respecting the solar access enjoyed by the surrounding residents.

The Greenwich Road interface is treated as an important pedestrian frontage. A generous front setback of minimum 6m matches the setbacks to the north and south whilst also providing an active retail forecourt for the potential future day care and café uses on the ground floor.



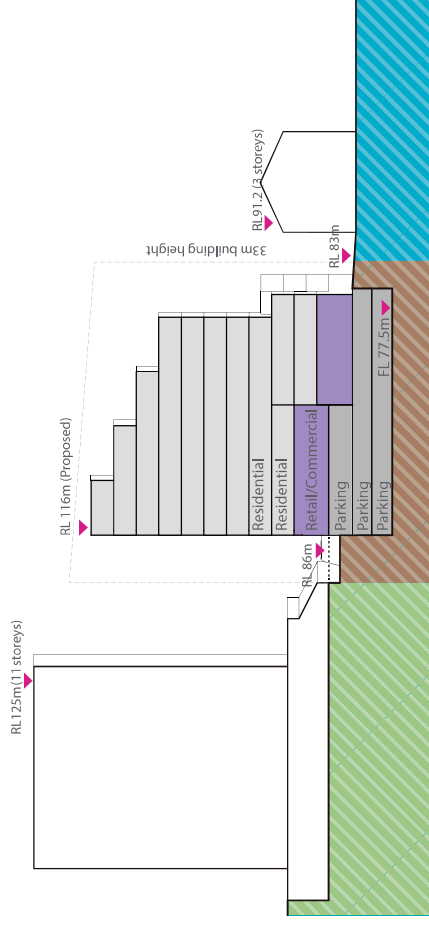
CONCEPT DESIGN



Site Plan

| Development Summary | |
|-----------------------------------|-------|
| Site Area (sqm) | 2,140 |
| Residential GFA (sqm) | 4,230 |
| Ground floor Commercial GFA (sqm) | 915 |
| Yields (Apartments) | 60 |
| FSR (n:1) | 2.40 |
| Buildings Height (Storeys) | 11 |
| Buildings Height (Meters) | 33 |

NOTE: All figures are approximate and subject to detailed design



Section (A-B)

DRAFT BETTER PLACED DESIGN PRINCIPLES

The Draft Better Placed Design Policy (2016) is referenced within the District Plan as a guide to creating liveable places.

The following pages address the policy and illustrate how the concept design responds to each of the proposed principles for the design of cities and towns in New South Wales.

These pages also illustrate and support the Strategic Merit Test for the proposal, as highlighted within Part 1: Strategic Context of this report.

1

PRINCIPLE

Contextual, local & of its place

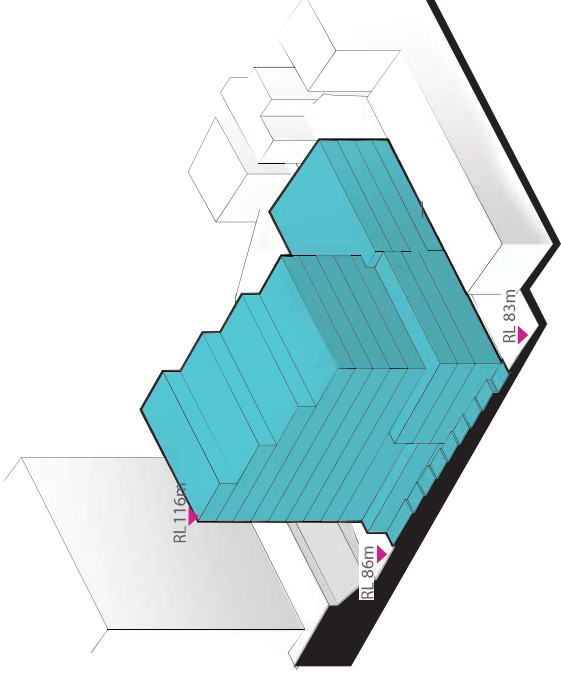
The urban environment is where most of us live, work and recreate.

A city, town or urban locality should be designed to be of its location, connected to its landscape setting, and integral with local people and cultures. In this way, it will be distinctive, resonant and engaging.

REQUIREMENTS

- The city, town or urban plan should:
- Contain a demonstrated response to the local landscape setting and climate
- Make reference to cultural traits of the area
- Reflect and build on existing built, landscape and cultural values
- Incorporate elements unique to this place
- Support community interaction and local trade
- Create a distinctive, defined urban character and 'feel'
- New investment, development and infrastructure projects should generate benefits for existing communities and development opportunities to improve local conditions.

Source: Better Placed Design Policy



The proposed development responds to the natural and built form landscape. The ground level floorplate is broken up in order to step down the hill and reduce retaining wall visibility from the street and improving street address and engagement. Similarly, the roof form steps down the hill responding to the immediate context and amenity requirements of the existing neighbours.

According to the Community Strategic Plan 2025, Lane Cove is experiencing an increase in the number of young children aged 0-4 years. St Leonards already has an undersupply of child care services and the scale of development contemplated by the strategy will further exacerbate the demand supporting the provision of

additional facilities within the study area. The proposed development has the potential to include indoor and outdoor area to accommodate almost 50 children on-site and will help to alleviate the existing/ future shortage.

Community and care facilities are consistent with the existing and envisioned health precinct character outlines within the District Plan.

DRAFT BETTER PLACED DESIGN PRINCIPLES

2

PRINCIPLE

Sustainable, efficient & durable

Cities, towns and the infrastructure they require have both a positive and negative impact on environmental quality and factors that influence climate change.

An urban area should be designed to be accessible and compact, minimise consumption of energy, water and natural resources, and to avoid detrimental impacts on natural systems. It should be designed to respond and adapt to changes over time.

REQUIREMENTS

The location, layout and density of development in cities should maximise accessibility and support sustainable transport modes including walking, cycling and access to public transport.

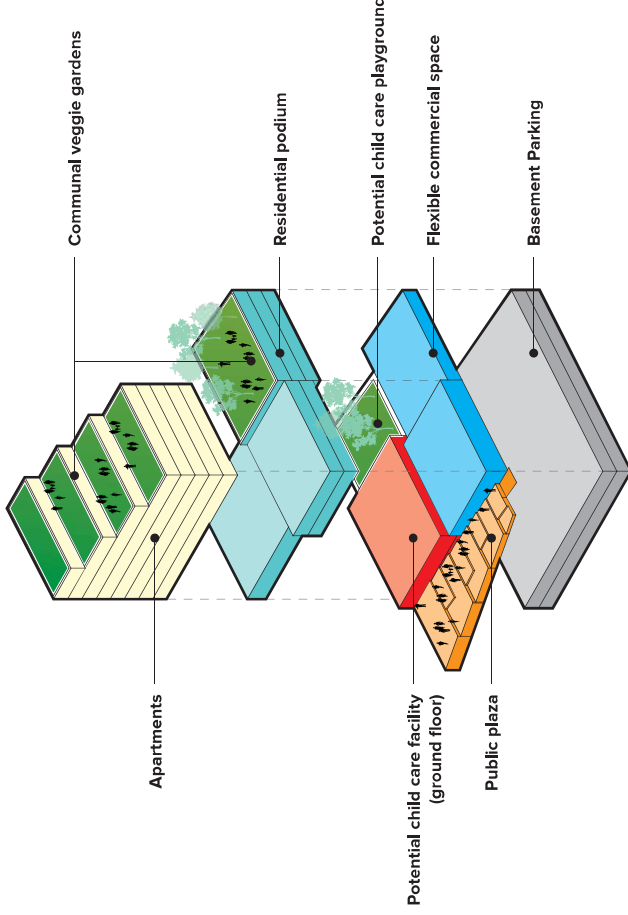
A broad mix of activities should be accommodated, mixed horizontally and vertically.

The structure should have the capacity to accommodate change while retaining cohesion.

Development in urban areas should enhance the provision of a network of green spaces and links (the Green Grid).

Urban plans should support resource efficiency.

Opportunities for precinct-based energy distribution and water retention and recycling should be embedded in new development and retrofitted where possible.



2 Greenwich Road and the surrounding 'Greenwich North' transit neighbourhood as identified by the St Leonards Strategy (2006) is well within the 800m radius of St. Leonards Station. Sydney's future smart redevelopment and densification should be focused around transit. This is reflected in the Strategy identifying the neighbourhood 'with the potential for increased housing density.' The proposed development provides a model for appropriately scaled mixed use development with repeatable principles for future redevelopment within the neighbourhood.

The ground floor commercial use can accommodate a child care facility in part of the floorspace and the balance could be realised as a flexible, multi-purpose commercial space to accommodate change in demand and demographic.

The proposed development maintains the same amount of sunlight into neighbouring yards to the east as is currently available.

Source: Better Placed Design Policy

DRAFT BETTER PLACED DESIGN PRINCIPLES

3

PRINCIPLE

Equitable, inclusive & diverse

The city represents the coming together of the full spectrum of society in a mutually beneficial arrangement.

Cities and towns must accommodate and provide access to opportunities for all. Urban design should provide equitable access to housing, employment, public transport, public space and social opportunities.

REQUIREMENTS

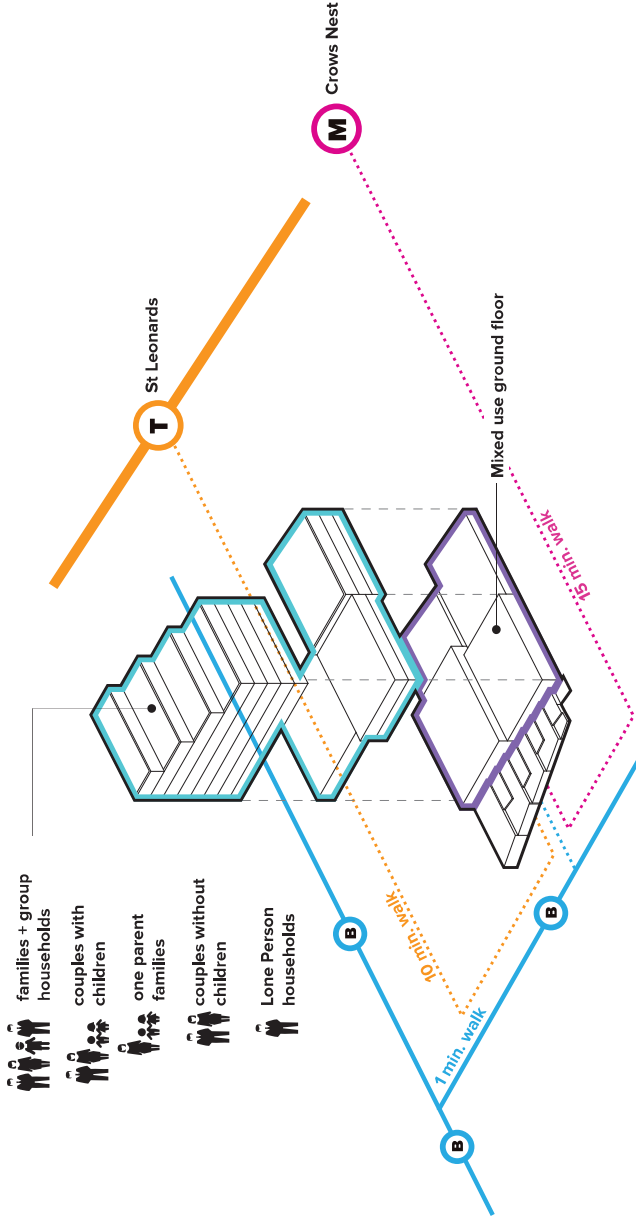
The layout and density should support eligibility for walking, cycling and accessing services and public transport.

The quality of the public realm should be the primary driver – welcoming, safe and accessible for all.

Equitable access to diverse range of housing types and tenures should be supported.

Improved access to a range of economic opportunities, services and facilities should be provided for all.

Source: Better Placed Design Policy



The existing building stock to the south and southwest of the Pacific Highway is predominantly low density detached dwellings. There are few options for first-home buyers, young professionals or downsizers looking for housing within proximity to, but not immediately adjacent to, the Station. The proposed development would add approximately 60 units to the neighbourhood providing a mix of 1,2 and 3 bedroom lifestyle opportunities.

The existing system of laneways running north/ south provides a pedestrian and cycle permeability that rarely exists within low density residential neighbourhoods. An appropriate scale of redevelopment of the Greenwich North transit neighbourhood, as demonstrated within this report, can create homes for an additional 6,500 people to live within a 10 min walk/ 3 minute cycle ride of a Station.

4

PRINCIPLE

Enjoyable, safe & comfortable

How people experience cities, towns and the infrastructure required to make them work has a daily impact on people's lives, and investment in development and new infrastructure can have an impact for decades and generations.

Design should be people focussed, providing environments that are user-friendly, enjoyable, accessible and dignified.

REQUIREMENTS

Provides safe, interesting and comfortable environments for pedestrians, cyclists and people using public transport.

Supports a broad range of social and community activities.

Facilitates and encourages comfortable walking between different activities.

New areas and infrastructure should be well integrated within the urban environment to facilitate visual interaction and passive surveillance.



The ground floor commercial of the proposed redevelopment is set back from Greenwich Road by 6- 13m. The setback sensitively responds to the front setback of the southern residences and opens up significantly to the north.

The generous northern setback was designed to intentionally create an active, enjoyable public plaza space that enjoys sunlight from 12pm onwards. The plaza will be integrated with the ground floor commercial space to promote outdoor dining and activity. The plaza is designed so that the footpath remains continuous and accessible whilst the plaza is a series of flat useable terraces.

Source: Better Placed Design Policy

DRAFT BETTER PLACED DESIGN PRINCIPLES

5

PRINCIPLE

Functional, responsive & fit for purpose

As the setting for our daily lives, the urban environment must work well for a wide range of purposes.

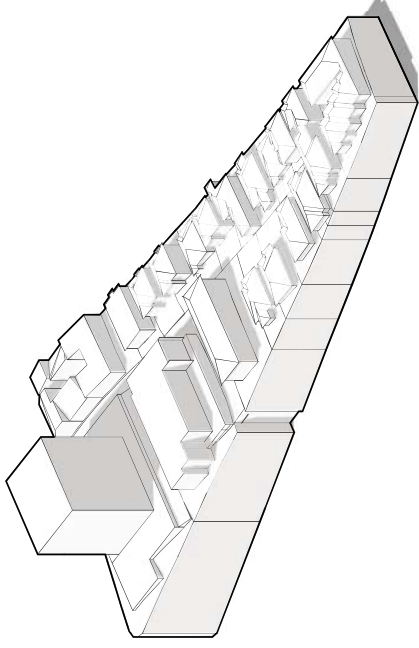
Urban design can influence the functionality and workability of urban areas permanently, and so design quality at the outset is essential.

REQUIREMENTS

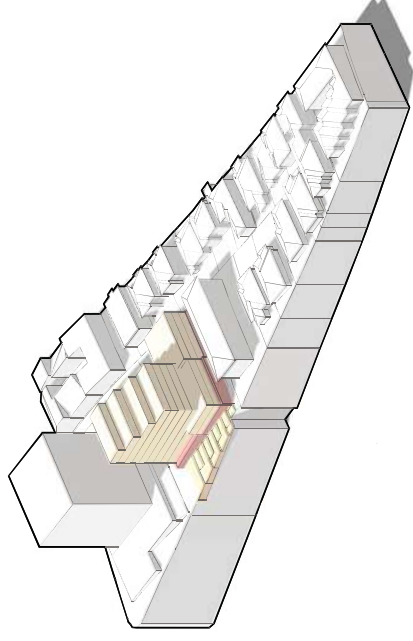
- Accommodates and responds to daily needs and activities.
- Supports a broad range of activities.
- Housing is located to encourage usage of local shops, services and public transport.
- Layout is accessible, easily navigable and prioritises pedestrians.
- Structure is flexible and adaptable over time.

Source: Better Placed Design Policy

Existing condition



Redevelopment Proposal



Whilst 2 Greenwich Road is included in the low rise apartment area of the St Leonards Strategy, it is also designated as mixed use within a separate plan within the Greenwich North transit neighbourhood. It is unique because the Northside Clinic has a use and floorplate more consistent with the business zone. The balance of the Greenwich North zone is characterised by detached dwellings. The existing use, location and the fact that the lot size requires no amalgamation; makes the site an ideal gateway transition site to the St Leonards Transit Village. The proposed characteristics of the gateway site include built form/ height transition as well as a mix of residential, community and commercial floorspace to support a growing local community and the existing peninsula.

6

PRINCIPLE

Value-creating & cost effective

Substantial investment goes into the urban environment and infrastructure from a range of sources.

Well-designed urban places have the potential to be highly cost effective, creating ongoing and increasing value for all.

REQUIREMENTS

Different land uses are well connected and accessible.

Diverse housing stock supports accessibility and affordability.

A range of economic and entrepreneurial opportunities for local places should be accommodated to optimise the investment in infrastructure development.

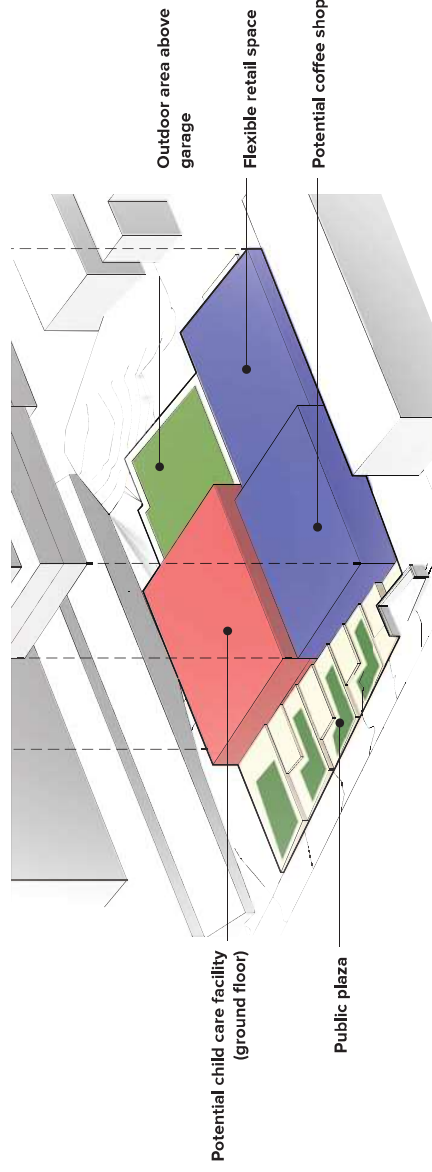
Accommodates small business and entrepreneurial activity.

Compact and walkable with a complex mix of activities.

Town centre supports visual interaction and commerce/trade.

Cost considerations should take a whole-of-lifecycle approach and should consider wider public benefits over time.

Source: Better Placed Design Policy



The District Plan aims for a 40% increase in the number of jobs within St Leonards. The site currently employs 150 people at the Clinic and 4 at the Café. The proposal provides approximately 900sqm of ground floor commercial floorspace. It is intended that a small café would occupy 150-200 sqm of the space replacing the existing 4 jobs. It is understood that facilities, and associated employees, are being absorbed into the 21st century hospital precinct surrounding Royal North Shore Hospital, along with further intensification and employment growth. The appropriate redistribution of employment is seen as a positive contribution towards the St. Leonards Health Superprecinct.

The proposed on-site child care facility can accommodate approximately 50 children generating approximately 15 on-site jobs.

The proposed development supports the delivery of diverse, compact and walkable development with a mix of activities. The 60 units provided on a site of 2,140sqm are designed with the intent of being a good neighbour whilst delivering density near St Leonards Station. Almost 70% of the site is 0-3 storeys to ensure adequate on-site open space and amenity is provided as well as retaining the existing levels of amenity to the neighbouring backyards.

7

PRINCIPLE

Distinctive, visually interesting and appealing

For most NSW people, the urban environment is the place in which we live out our daily lives.

The design of the city or precinct is fundamental to how it looks, feels and works for people. Poor design has a lasting, negative impact, while good design provides ongoing benefits for all.

REQUIREMENTS

Cities and towns should provide a series of connected, interesting and distinct places.

Cities and places should be designed to support a range of diverse uses which activate centres day and night, inside and out.

Prominent building and places should be designed to the highest standards.

Tall and large buildings should contribute to the skyline and contribute to city legibility.

Landmark buildings should be encouraged in a series of strategic and appropriate locations.

The architecture and urban design in cities should reinforce the positive and distinct brand of NSW and its cities.

Source: Better Placed Design Policy



The proposed built form steps down with the natural landform of the site, contributing visual interest to the skyline and providing the opportunity for green roof terraces and sky gardens. The broader built form strategy for the Greenwich North neighbourhood locates height, bulk and commercial use near the Station and Pacific Highway, decreasing in density as the development steps down the hill towards River Road where the detached residential fabric is more likely to be retained.

The proposed development siting contributes to the quality of the pedestrian environment. Every trip begins with walking so the most important contribution that 2 Greenwich Road could set is to raise the standard of the

public domain by prioritising the pedestrian experience and encouraging walking. The generous, activated ground floor and plaza space proposed establishes a high standard for future redevelopment to follow.

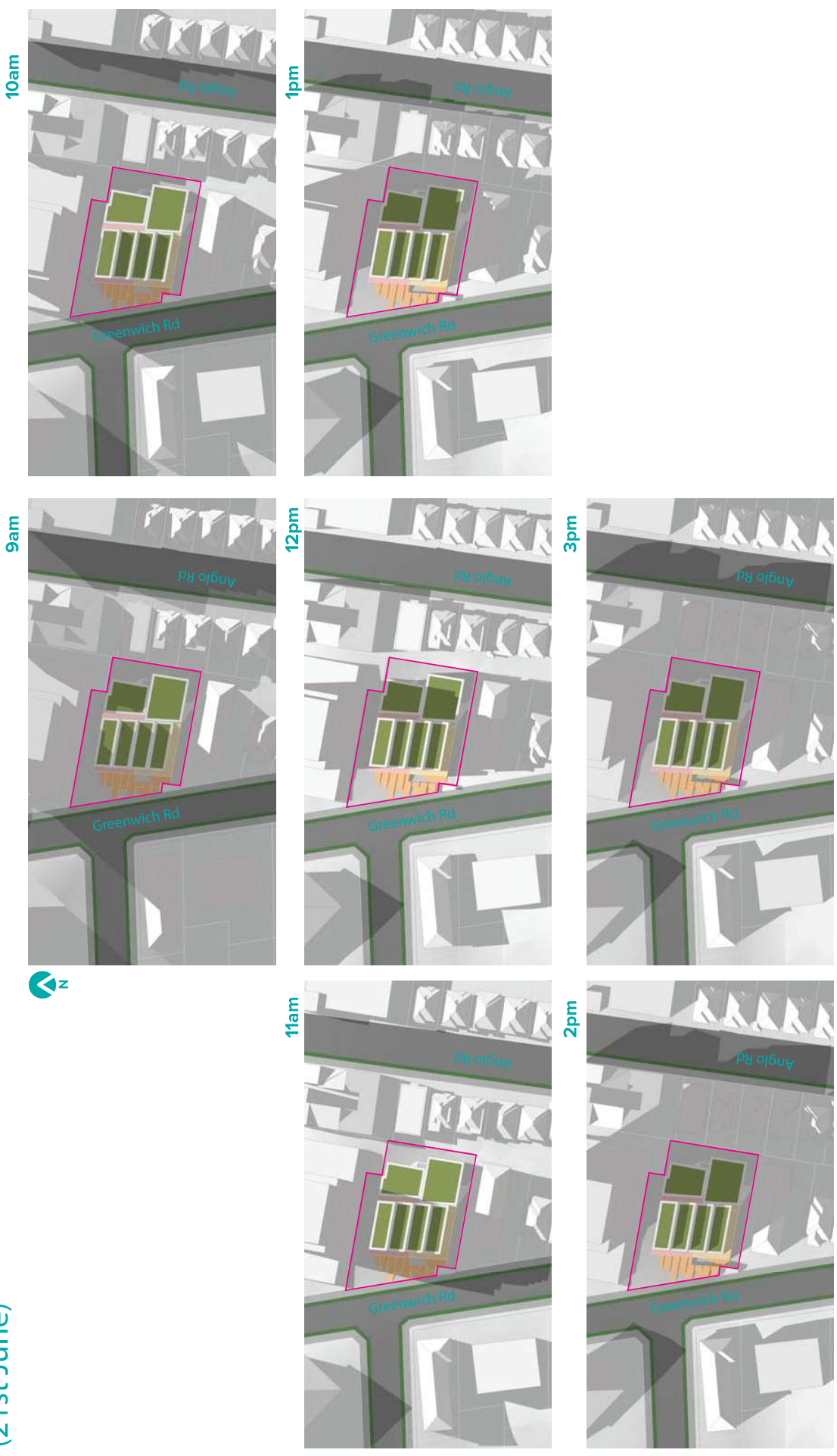
The site's role as a landmark gateway site to the transit village and neighbourhood is due to its designation as part of the St Leonards Strategy 'western gateway', its location near the corner of the Pacific Highway and Greenwich Road but also because the building will terminate the view for residents and visitors approaching from the west along Bellevue Avenue and the significant population moving north/ south along Greenwich Road within the peninsula. The gateway plaza will further enforce this role and experience.

ADG COMPLIANCE

| Requirement | Comment | Concept Compliant |
|--|--|-------------------|
| <p>2E Building Depth In general apartment buildings are to have a depth between 12-18 metres. Wider than 18m requires demonstration of satisfactory daylight and ventilation during detail design process.</p> | <p>The concept design considers a building depth of 20m including balconies. Daylight requirements are demonstrated through the solar access diagrams provided. Application for a design variation may be required in further detailed design to address ventilation requirements.</p> | Yes |
| <p>2F Building Separation Up to 4 storeys: 12m between habitable rooms/balconies 5 to 8 storeys/ up to 25m: 18m between habitable rooms/balconies 9 storeys/ 25m and above: 24m between habitable rooms/balconies</p> | <p>The main apartment frontages are considered to be towards Greenwich Road or the internal courtyard, all separation distances between habitable rooms/balconies will comply with the requirements of the Guide for corresponding building heights. As the detailed design is progressed all building separation and visual privacy requirements of the Guide will be achieved.</p> | Yes |
| <p>2G Street Setbacks Maintains existing street setbacks.</p> | <p>Proposed development uses the setbacks of the neighbouring sites to establish a minimum setback. The site's front setback will either be maintained or increased, fulfilling the requirement of the Apartment Design Guide. The northern boundary setback retains the current building setback, as well as, retains the existing access to the site along its northern boundary. The existing right-of-way arrangements with adjacent properties are also retained.</p> | Yes |
| <p>3D Communal Open Space and 3E Deep Soil Zones Deep soil zones minimum 7% of the site area. Communal open space 25% of the site area.</p> | <p>The concept design provides communal open space comprising almost 70% of the site area located on the rooftops. Deep soil zones are placed in two locations and achieve at least 7%: one on the northwest corner of the site (130sqm), this area is not affected by the footprint of the existing building; two along the front setback (20 sqm minimum) providing for a transition area between public and private spaces.</p> | Yes |
| <p>3J Bicycle and Car Parking Determine appropriate car parking spaces in relation to proximity to public transport and the density of the development. There is a general preference to provide underground car parking.</p> | <p>The required parking is provided within basement. The proposed finished floor levels and the existing ground level allow for the inclusion of 2.5 levels of parking, with an estimated 40 car bays per level (total 100 bays) which service 60 apartments (1.66 bays per apartment). The quantity of parking required for Shop Top Housing will be determined with regard to relevant parking standards at the DA stage.</p> | Yes |
| <p>4A) Solar and Daylight Access 70% of apartments in the development should receive a minimum of 2 hours direct sunlight between 9am and 3pm in mid winter. Limit number of single-aspect apartments with a SW-SE orientation to a maximum of 15% of the total units</p> | <p>The site orientation favours solar access. However, the adjacent building to the north is seen to compromise the solar access. It is considered the development will achieve the required 70% solar access to individual apartments given the prime location for balconies will be east (morning sun) or west (afternoon sun) oriented.</p> | Yes |
| <p>4B) Natural Ventilation; 4C) Ceiling Heights; 4E) Private Open Space</p> <ul style="list-style-type: none"> • Single aspect apartments maximum depth 8 metres from a window • 60% of all units in the first 9 storeys to be naturally cross ventilated, • Balconies minimum 2m deep • Ceiling heights minimum 2.7m | <p>At this stage only a general building envelope has been proposed which complies with the basic spatial requirements of the Apartment Design Guide. We are confident, from the initial testing, that the Concept Design provides a robust framework from which to progress detailed apartment design in accordance with the requirements of the Guide.</p> | Yes |
| <p>4D) Apartment Size And Mix Provide a variety of unit types.</p> <ul style="list-style-type: none"> • 1 bedroom: 50m² • 2 bedroom: 70m² • 3 bedroom: 90m² | <p>At this stage only general building envelopes have been proposed which comply with the basic spatial requirements and rules of thumb of the Apartment Design Guide. The ADG unit sizes have been applied when calculating yield. We are confident, from the initial testing, that the Concept Design provides a robust framework from which to progress detailed apartment design in accordance with the requirements of the Guide.</p> | Yes |

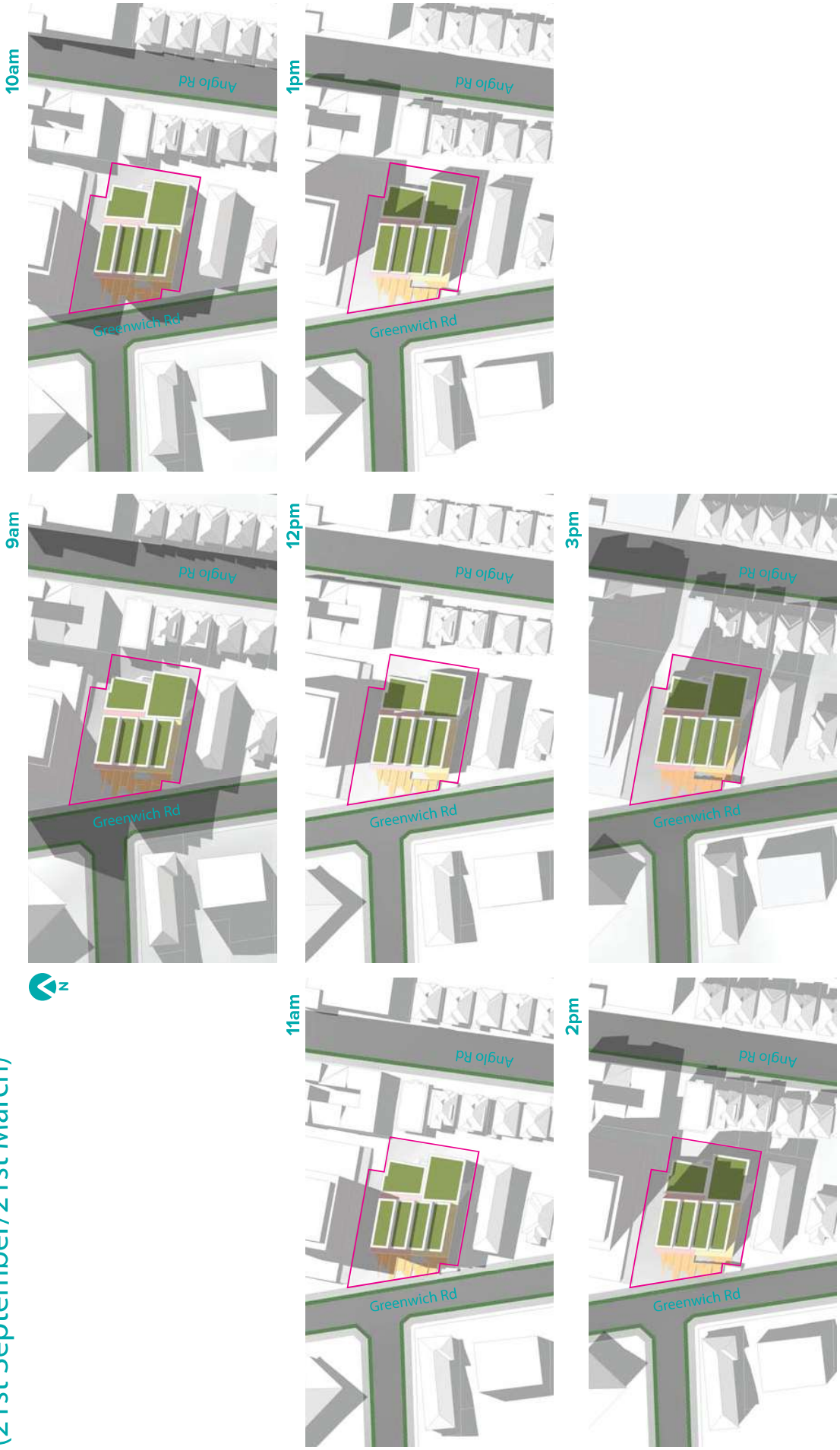
ADG COMPLIANCE

Solar Studies - Winter Solstice (21st June)



ADG COMPLIANCE

Solar Studies - Equinox (21st September/21st March)



Part 4: Concept Design (Scenario 2)



URBAN DESIGN FRAMEWORK

A vision for Greenwich North Transit Village

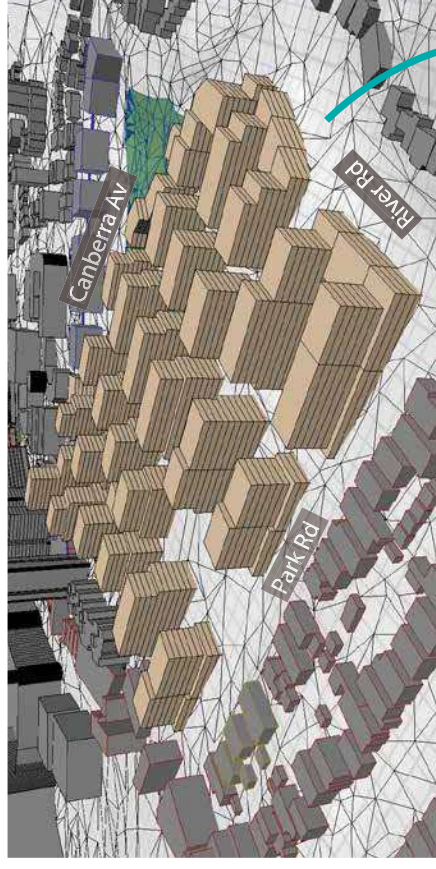
In 2014, the St Leonards South Master Plan proposed a series of scenarios for the redevelopment of this precinct that focused on housing densification reflecting the proximity to the train station. The preferred master plan option achieved 3000 dwellings (refer opposite image).

The Master Plan demonstrated that the additional yield can be achieved without undue impacts on solar amenity and would provide an appropriate height and density transition between St Leonards and the residential suburbs to the south. A Planning proposal to amend the Lane Cove LEP 2009 has received gateway approval from Department of Planning and Environment dated 2nd September 2016.

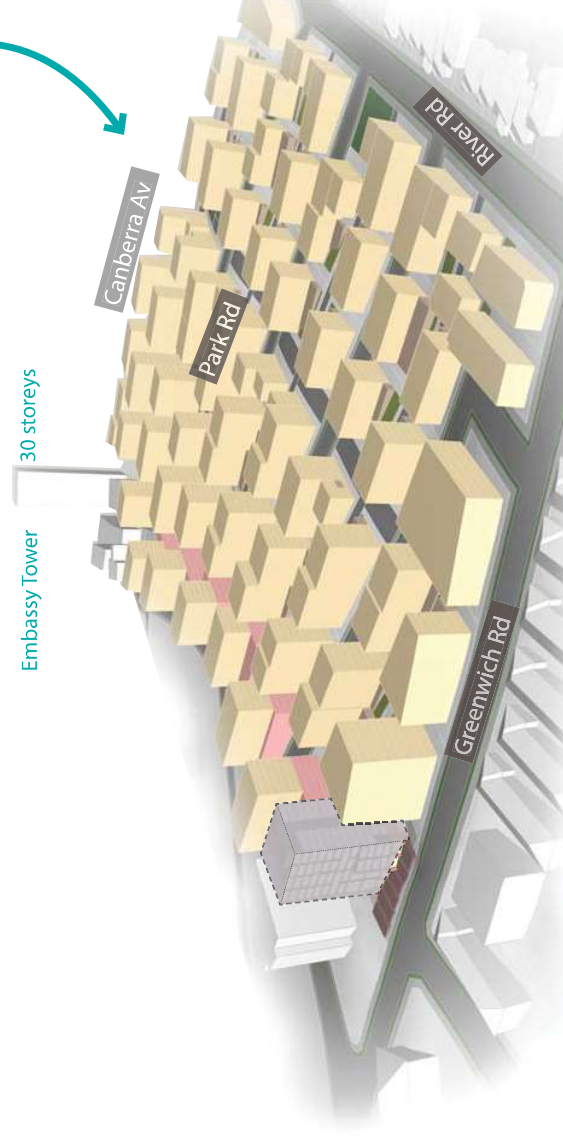
It can be expected the remaining portion of North Greenwich suburb, between Greenwich Road and Park Road, to follow a similar path in terms of densification and strategic response to the current context.

The following pages highlight one way that Greenwich North 'Transit Village' could be developed generally consistent with the St Leonards South Master Plan whilst extending further to include the area between Canberra Avenue and Greenwich Road.

The Concept Design Scenario 2 for the site at 2 Greenwich Road was developed to demonstrate one way in which the site could sensitively respond to future changes to planning controls consistent with the gateway approval 2016.



St Leonards South Master Plan Proposal (2014)



Future condition considered for Concept Design Scenario 2

URBAN DESIGN FRAMEWORK

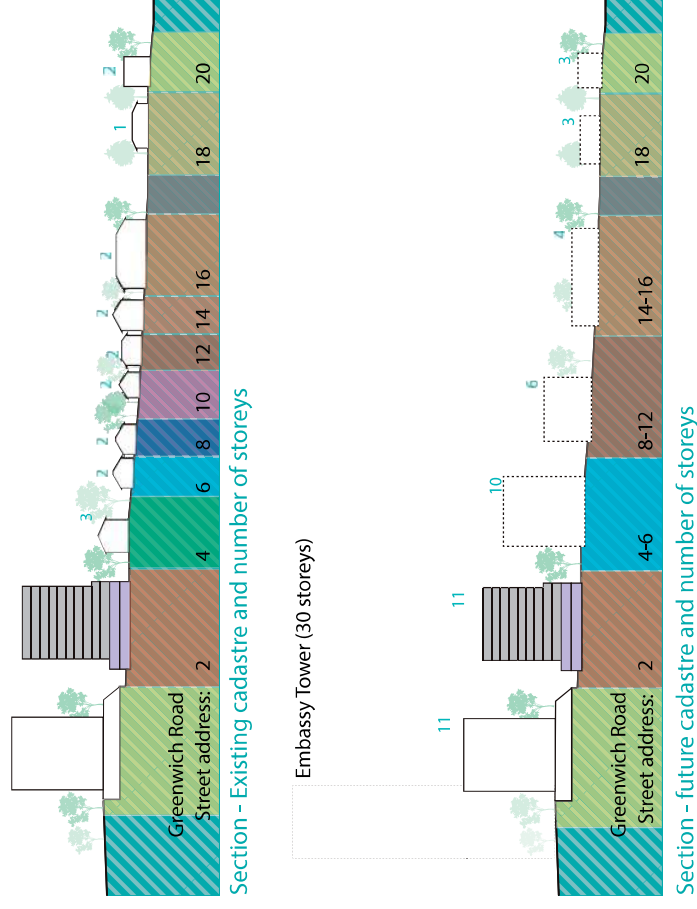
A vision for Greenwich North Transit Village



Site Plan- Number of storeys in proposed amalgamation

The amalgamation of individual properties is the necessary trigger for the increase in urban density and urban regeneration at this key location. The local community will benefit from the uplift in property values, as well as, additional community facilities.

The redevelopment of the subject site has the potential to demonstrate best practice urban and architectural design and to future- proof redevelopment to appropriately respond to the anticipated changing environment.



Section - Existing cadastre and number of storeys

Section - future cadastre and number of storeys

The above cross sections demonstrate the current fragmented land ownership (top) and the below section demonstrates the future development capability and feasibility through incentivised amalgamation.

The development of Embassy Tower and adjacent apartment buildings is currently underway on Marshal Avenue, on the opposite edge of the neighbourhood. This development sets a strong precedent in terms of the amalgamation of pre-existing properties and suggests the emerging urban renewal of the whole precinct.

CONCEPT DESIGN (Scenario 2)

Ramsey's preferred Scenario 2 demonstrates one way that the site could be redeveloped within an evolving neighbourhood context resulting from broader planning changes that may be adopted by DPE.

Scenario 2 generally adopts similar strategic and design principles to that of Scenario 1. However, based on the St. Leonards South Master Plan and Gateway approval, the heights surrounding 2 Greenwich Road would most likely increase and therefore the pronounced 'stepping' of height proposed within Scenario 2 is no longer proposed resulting in an increase in floorspace of approximately 4880sqm.

Whilst Scenario 2 does not propose a significant uplift in development from that of Scenario 1; its form establishes it as a gateway feature site within a more urban future context. However, it does not exceed the existing FSR of 3:1 nor does it exceed the overall height of Scenario 1.

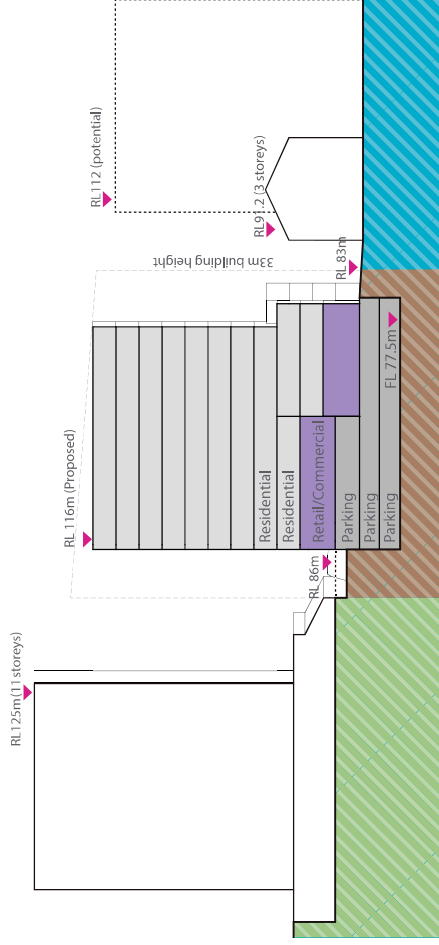
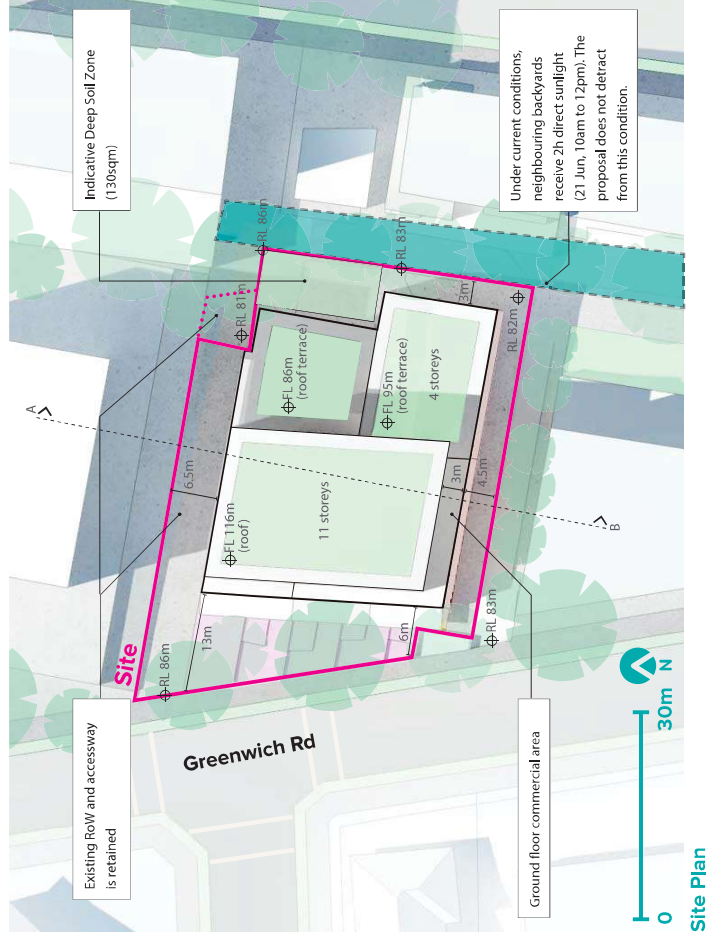
The design considers the future built form, amenity and solar access of surrounding residents and demonstrates ADG compliance within that future context.

The additional floorspace in Scenario 2 is matched by the public benefit and streetscape activation strategy along Greenwich Road. This includes generous front setbacks, forecourt space and an engaging mixed use ground floor to support a growing community and population.

Within the changing planning landscape, it is important to provide redevelopment options consistent with Government's commitments to deliver on attracting investment, residential near public transit and active, quality opportunities for community gathering.



CONCEPT DESIGN (Scenario 2)



Section (A-B)

| Development Summary | |
|-----------------------------------|-------|
| Site Area (sqm) | 2,140 |
| Residential GFA (sqm) | 4,880 |
| Ground floor Commercial GFA (sqm) | 915 |
| Yields (Apartments) | 70 |
| FSR (n:1) | 2.70 |
| Buildings Height (Storeys) | 11 |
| Buildings Height (Meters) | 33 |

NOTE: All figures are approximate and subject to detailed design

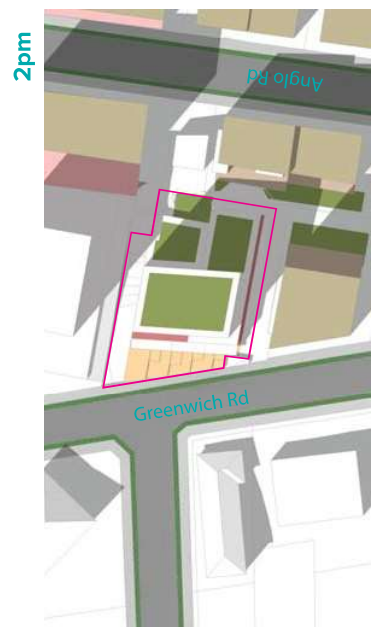
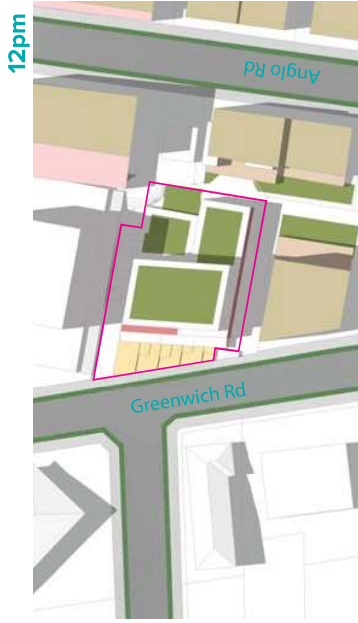
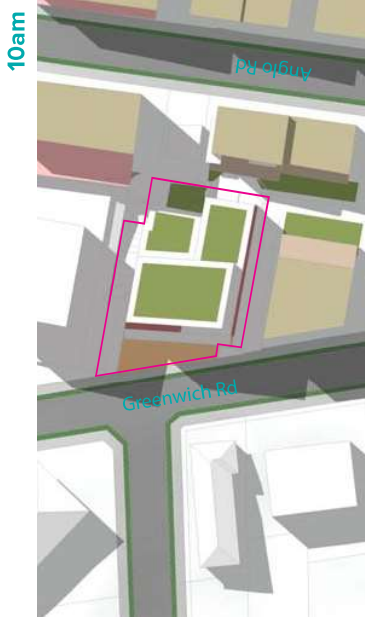
ADG COMPLIANCE

| Requirement | Comment | Concept Compliant |
|---|--|-------------------|
| <p>2E) Building Depth In general apartment buildings are to have a depth between 12-18 metres. Wider than 18m requires demonstration of satisfactory daylight and ventilation during detail design process.</p> | <p>The concept design considers a building depth of 20m including balconies. Daylight requirements are demonstrated through the solar access diagrams provided. Application for a design variation may be required in further detailed design to address ventilation requirements.</p> | Yes |
| <p>2F) Building Separation Up to 4 storeys: 12m between habitable rooms/balconies 5 to 8 storeys/ up to 25m: 18m between habitable rooms/balconies 9 storeys/ 25m and above: 24m between habitable rooms/balconies</p> | <p>The main apartment frontages are considered to be towards Greenwich Road or the internal courtyard. The building separation to the south takes in consideration the location of non habitable uses along the building frontage. The ground floor commercial space has the potential to be treated as a green wall in order to increase the landscape amenity facing the adjacent site. We have considered half of the separation distances required along this frontage, as mentioned in the Guide, given this will also be subject to the potential redevelopment of the adjacent site. As the detailed design is progressed we are confident all building separation and visual privacy requirements of the Guide will be achieved.</p> | Yes |
| <p>2G) Street Setbacks Maintains existing street setbacks.</p> | <p>We have applied a setback that is consistent with the primary building of the northern neighbour due to the likelihood of redevelopment to the south. The northern boundary also retains the existing access to the site along its northern boundary. The existing right-of-way arrangements with adjacent properties are also retained.</p> | Yes |
| <p>3D) Communal Open Space and 3E Deep Soil Zones 3D) Communal open space 25% of the site area (535sqm). 3E) Deep soil zones minimum 7% of the site area (149.8sqm).</p> | <p>The concept design provides communal open space comprising 57% (1221sqm) of the site area (including) the rooftops. Deep soil zones are placed in two locations: one on the northwest corner of the site (130sqm), this area is not affected by the footprint of the existing building; two along the front setback, (20sqm minimum) providing for a transition area between public and private spaces.</p> | Yes |
| <p>3J) Bicycle and Car Parking Determine appropriate car parking spaces in relation to proximity to public transport and the density of the development. There is a general preference to provide underground car parking.</p> | <p>The required parking is provided within basement. The proposed finished floor levels and the existing ground level allow for the inclusion of 2.5 levels of parking, with an estimated 40 car bays per level (total 100 bays) which service 60 apartments (1.66 bays per apartment). The quantity of parking required for Shop Top Housing will be determined with regard to relevant parking standards at the DA stage.</p> | Yes |
| <p>4A) Solar and Daylight Access 70% of apartments in the development should receive a minimum of 2 hours direct sunlight between 9am and 3pm in mid winter. Limit number of single-aspect apartments with a SW-SE orientation to a maximum of 15% of the total units.</p> | <p>The site orientation favours solar access. However, the adjacent building to the north is seen to compromise the solar access. It is considered the development will achieve the required 70% solar access to individual apartments given the prime location for balconies will be east (morning sun) or west (afternoon sun). The four storey building will be north facing. We are confident, from the initial testing, that the Concept Design provides a robust framework from which to progress detailed apartment design in accordance with the requirements of the Guide. This is also illustrated by the subsequent solar access diagrams.</p> | Yes |
| <p>4B) Natural Ventilation; 4C) Ceiling Heights; 4E) Private Open Space</p> <ul style="list-style-type: none"> • 4B) 60% of all units in the first 9 storeys to be naturally cross ventilated; • 4C) Ceiling heights minimum 2.7m. • 4E) Balconies minimum 2m deep; | <p>The proposal was developed with a 3m floor-to-floor height for residential uses which takes in consideration the requirement for minimum 2.7m ceiling height. The retail/commercial component has a minimum floor to floor height of 3.5m, which increases in order to adjust to the sloping topography. At this stage only a general building envelope has been proposed which comply with the basic spatial requirements of the Apartment Design Guide. We are confident, from the initial testing, that the Concept Design provides a robust framework from which to progress detailed apartment design in accordance with the requirements of the Guide.</p> | Yes |
| <p>4D) Apartment Size And Mix Provide a variety of unit types.</p> <ul style="list-style-type: none"> • 1 bedroom: 50m² • 2 bedroom: 70m² • 3 bedroom: 90m² | <p>At this stage only general building envelopes have been proposed which comply with the basic spatial requirements and rules of thumb of the Apartment Design Guide. The ADG units sizes have been applied when calculating yield. We are confident, from the initial testing, that the Concept Design provides a robust framework from which to progress detailed apartment design in accordance with the requirements of the Guide.</p> | Yes |

NOTE: The above preliminary ADG compliance table was drafted with the assumption the adjacent site context will change in the future, consistent with the urban design framework previously explored.

ADG COMPLIANCE

Solar Studies - Equinox
(21st September/21st March)



CONCLUSIONS

The proposed concept designs demonstrate:

- How the provision of shop top housing can be an appropriate land use and built form typology particularly given the transition it can provide between commercial development along Pacific Highway and residential development to the south.
- How the maximum height of 33m, built form articulation, generous setbacks, active frontage and public plaza, can preserve the amenity of surrounding sites, in their existing and future form, with respect to solar access, natural ventilation, privacy and visual appearance.
- How the provision of commercial premises at the ground level can assist in activating the street and providing a positive interface between the site and public domain. Ultimately this can contribute to a more attractive streetscape and vibrant street life.
- The integration of commercial premises at the ground level for the carrying out of business and service provision with potential economic benefits associated with employment generation.
- How activating the site at ground level can provide social benefits related to enhanced vibrancy, street life and additional opportunities for social interaction.
- The potential for a small neighbourhood centre and 'heart' for the Greenwich North Transit Village to develop through the integration of retail, a café, commercial space and a possible childcare centre on the ground floor, thereby providing new employment opportunities, accommodating small businesses, supporting community interaction and addressing the need for a focal point within the community and for additional child care services.

RECOMMENDATIONS

The site currently permits an FSR of 3:1. In the absence of DPE planning control changes for the broader area, this proposal does not require an increase and/or change to the FSR control. However, the design testing demonstrates that an increased upper limit height of 33m is required to achieve a quality, context sensitive design solution that incorporates residential floorplates and is ADG compliant. A 25m high building is unlikely to achieve the maximum allowable FSR without resulting in a bulky building that overshadows its neighbours.

In accordance with Ramsay's preference, it is recommended that planning controls are adopted in order to realise Scenario 2. Should the DOP&E's priority precinct planning process come to fruition in the immediate future, the preferred scenario 2 concept design has been provided and prepared to accord with and achieve the likely objectives for the subject site in the context of the wider precinct.

Scenario 1 has been prepared in the event that the Department of Planning & Environment (DOP&E) led Crow's Nest Priority Precinct Planning process does not eventuate in the immediate future having regard for Ramsay Health Care's immediate commercial and funding requirements for the new purpose-built facility at 2 Frederick Street, St Leonards (approved under SSD 7588 on 15 November 2016).

| Recommendations | Current Lane Cove LEP controls | Concept Design Scenario 1 | Concept Design Scenario 2 (*) |
|---------------------------|--------------------------------|--|--|
| FSR (n:1) | 3.0 | n/a | n/a |
| Buildings Height (Meters) | 25 | 33 | 33 |
| Land Use | B3: Commercial Core | Retain zoning but allow for Shop Top Housing | Retain zoning but allow for Shop Top Housing |

(*) Subject to adopted planning controls for the broader Greenwich North area, further uplift may be appropriate.

Appendices





ASSUMPTIONS / DEFINITIONS

The following definitions and assumptions were considered when developing the concept design.

Gross Floor Area:

Floor area of each floor of a building measured from the external walls of the building measured at a height of 1.4 metres above the floor, excluding:

- Any area for common vertical circulation, such as lifts and stairs;
- Any basement, plant rooms, lift towers;
- Car parking to meet any requirements of the consent authority (including access to that car parking);
- Any space used for the loading or unloading of goods (including access to it),
- Terraces and balconies with outer walls less than 1.4 metres high, and;
- Voids above a floor at the level of a storey or storey above.

Floor space ratio:

The ratio of overall Gross Floor Area to the whole development site area.

Apartment sizes:

Average apartment area of 70 sqm (GFA).

Retail/commercial premises:

1 car space per 30sqm GFA

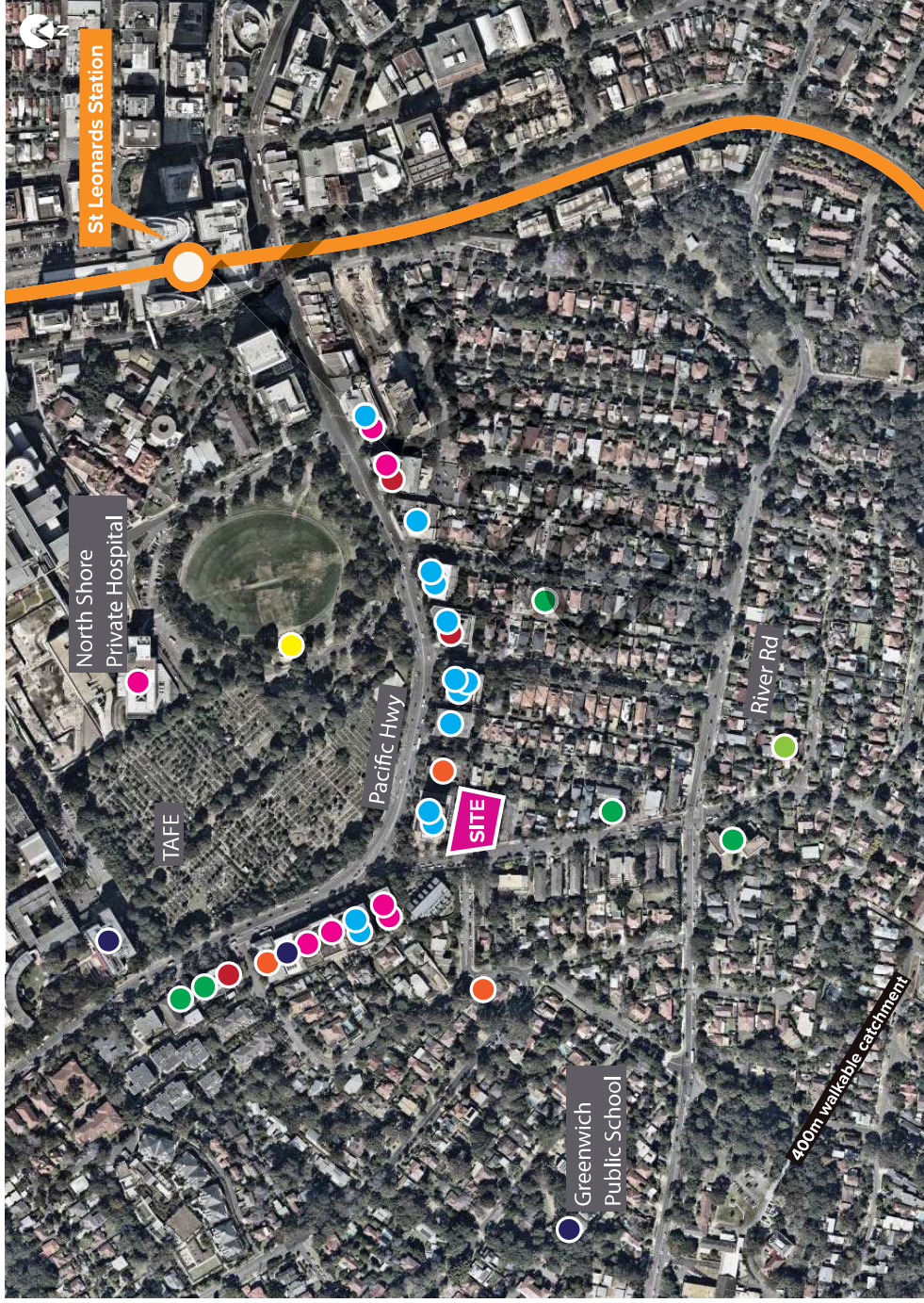
Development Efficiency:

The percentage factor of the GBA to determine NSA or GFA, effectively subtracting everything that does not count towards saleable space. We have considered a development efficiency of 75% GBA to GFA for residential uses and 90% for other uses.

NSA (Net Saleable Area):

includes indoor and outdoor private space and excludes communal open space. It is effectively GFA including private open space (eg. balconies, terraces, private court yards, etc).

LAND USE ANALYSIS



- Legend
- Offices/Services
 - Health Services/facilities
 - Hotel/Accommodation
 - Coffee Shops
 - Retail Shops
 - Education
 - Aged Care Services
 - Sports

COMPLEMENTING SURROUNDING LAND USES

A desktop survey of land uses along Pacific Highway and the surrounding area of the site identified a total of 37 local businesses.

There is a clear dominance of offices/ services located along Pacific Hwy (estimate 38% of local businesses). With considerable occurrence of health related services and facilities (estimate 22% of local businesses) which reflects the proximity to North Shore Private Hospital and Royal North Shore Hospital.

A small number of retail, hospitality and hotel/ accommodation uses are also interspersed throughout the area.

Despite the proximity to Greenwich Public School, there is a lack of early education and community service facilities.

As Greenwich North transitions into a higher density suburb, demand for early learning facilities is expected to grow. The site at 2 Greenwich Road provides the opportunity to consider the provision of early learning facilities within the neighbourhood.

SCENARIO 1: SITE PLAN



Indicative Deep Soil Zone
(130sqm)

Existing accessway and Right
of Way are retained

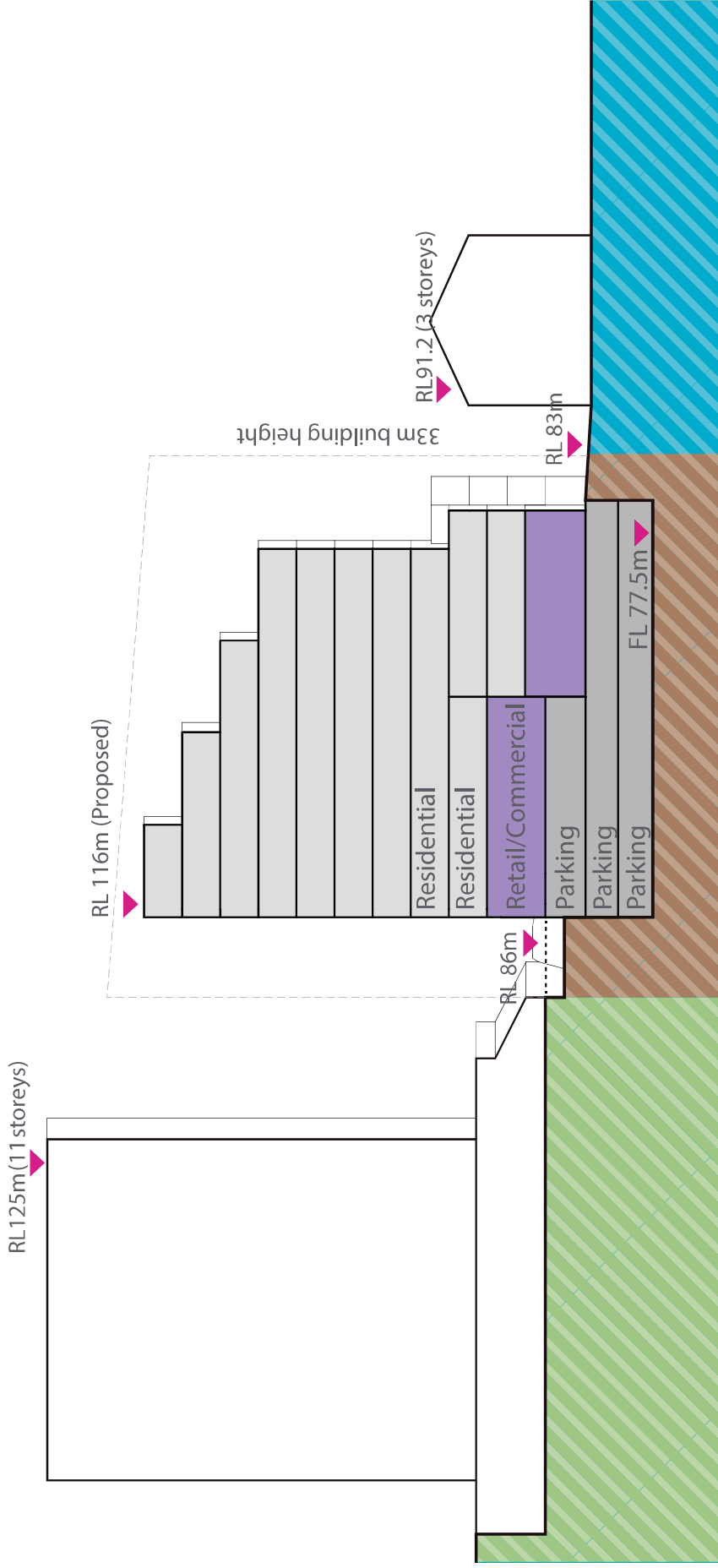
Ground floor commercial area

Under current conditions,
neighbouring backyards
receive 2h direct sunlight
(21 Jun, 10am to 12pm). The
proposal does not detract
from this condition.



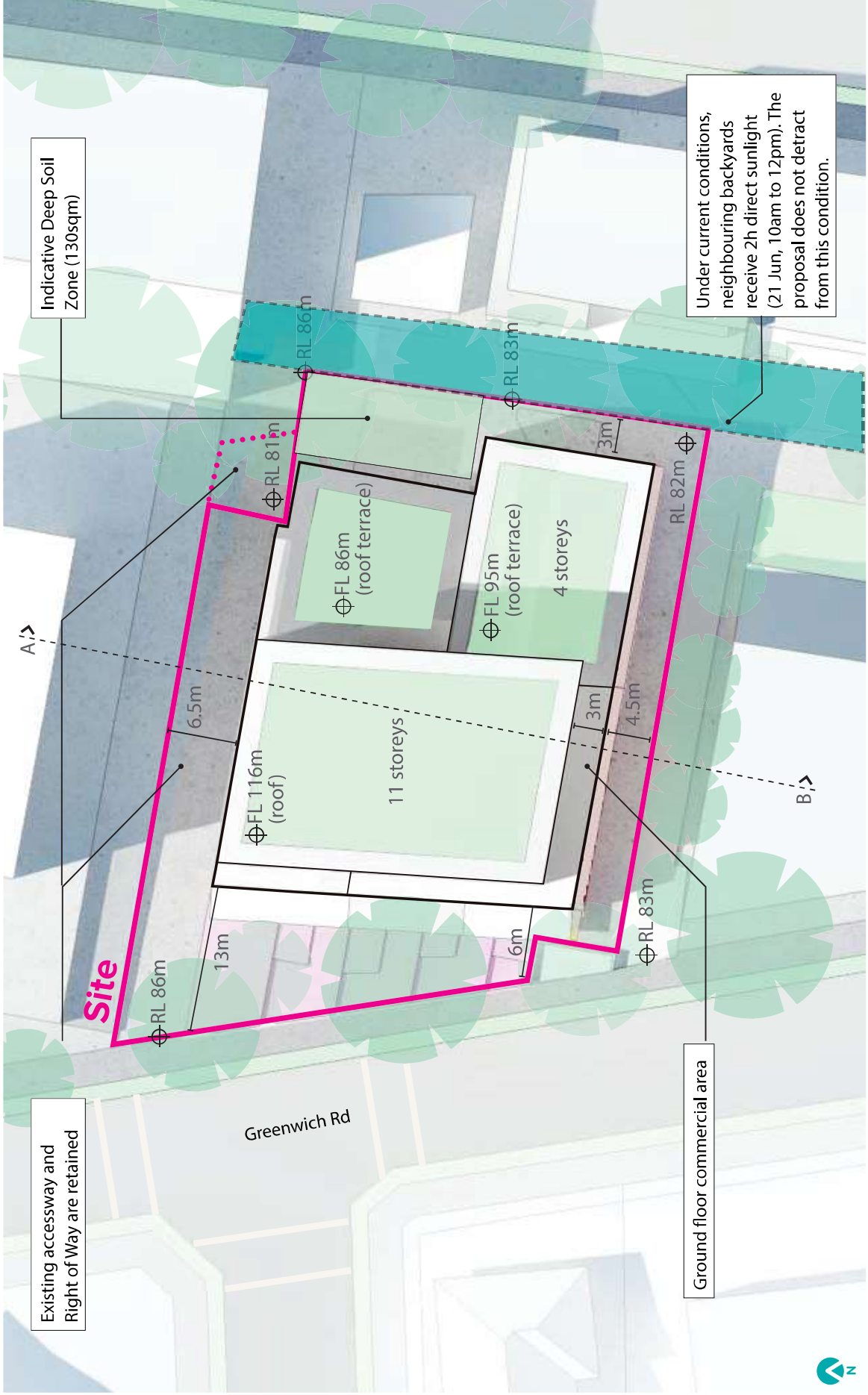
Site Plan: Scale 1:500 (@A4)

SCENARIO 1: SECTION



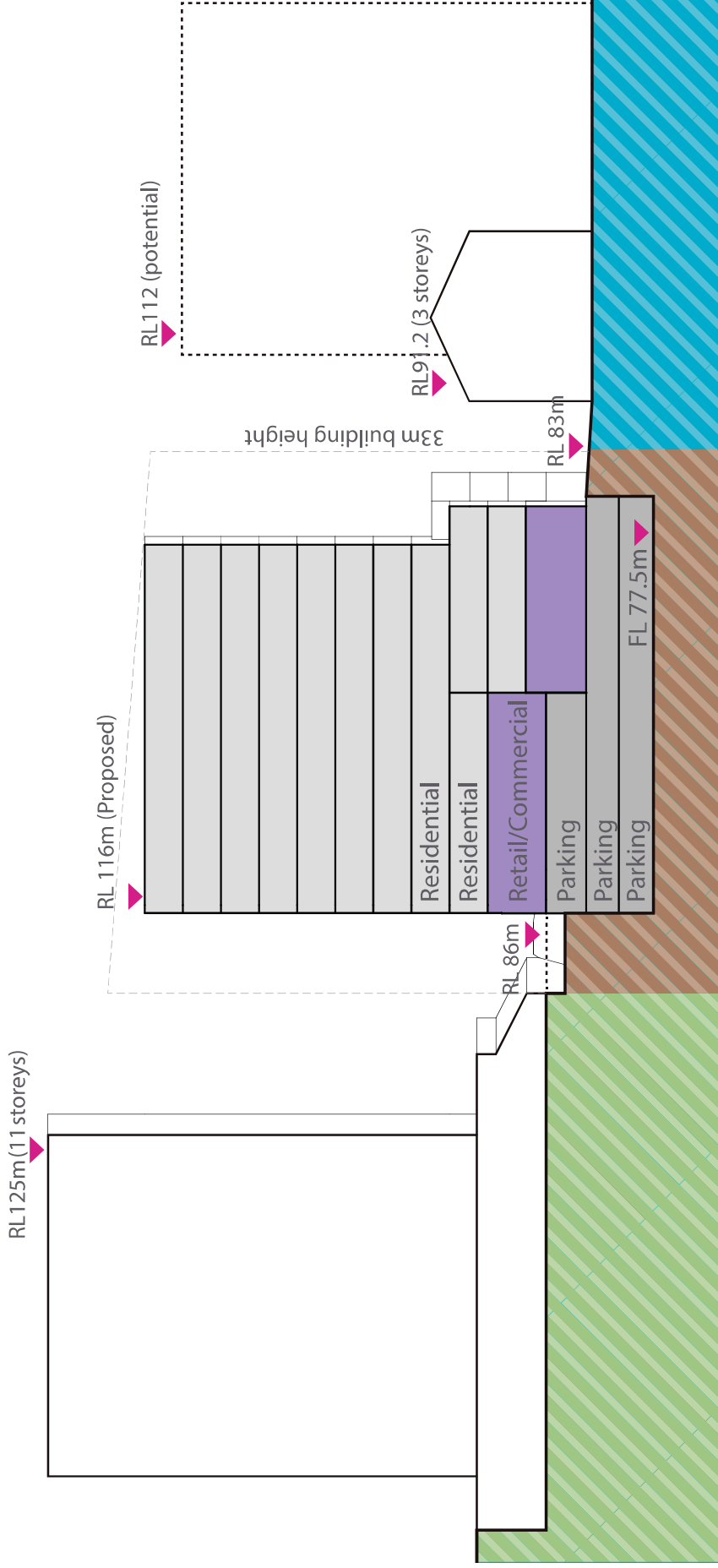
Section A-B: Scale 1:500 (@A4)

SCENARIO 2: SITE PLAN



Site Plan: Scale 1:500 (@A4)

SCENARIO 2: SECTION



Section A-B: Scale 1:500 (@A4)

