

# Urban Design

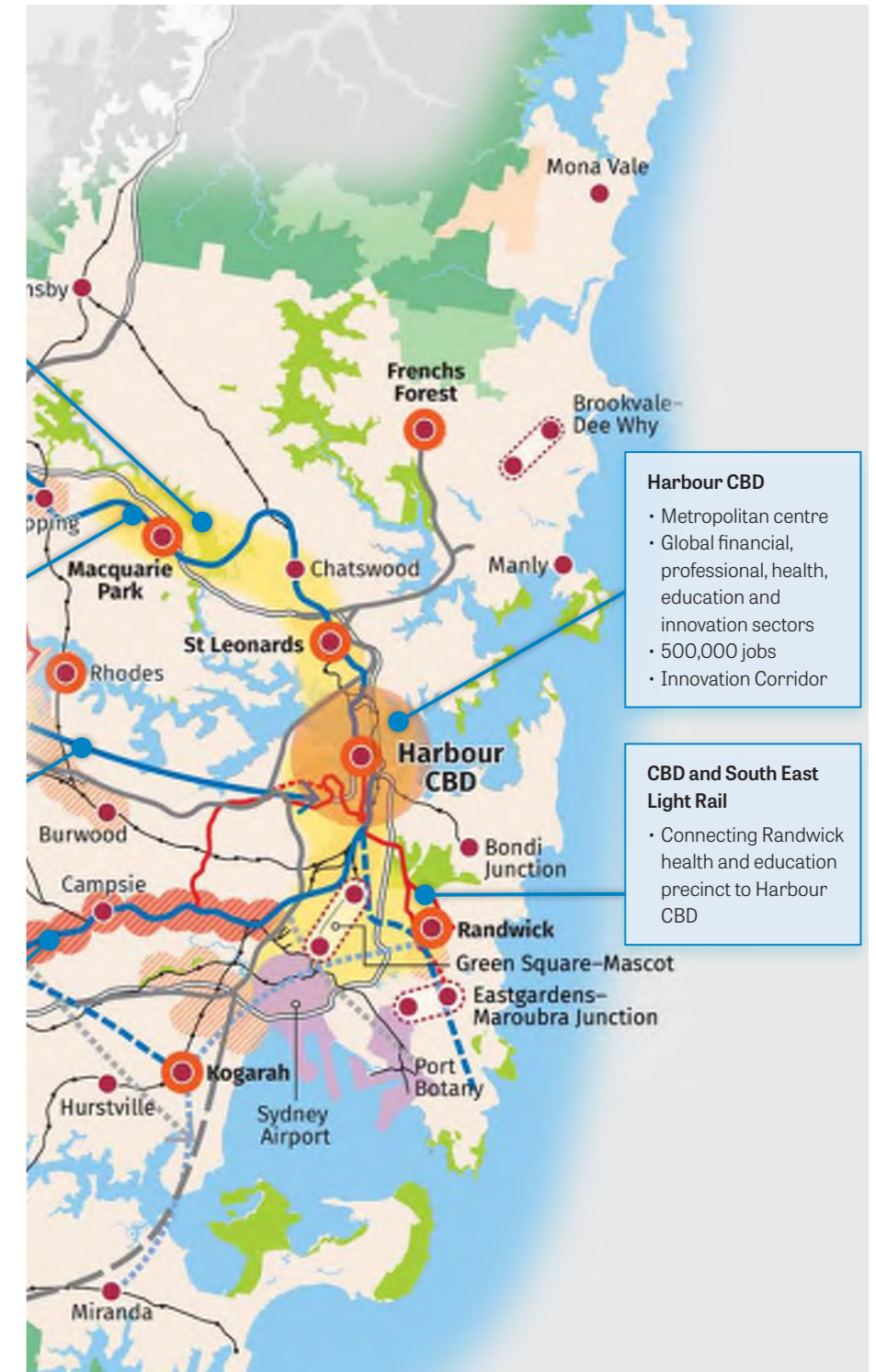
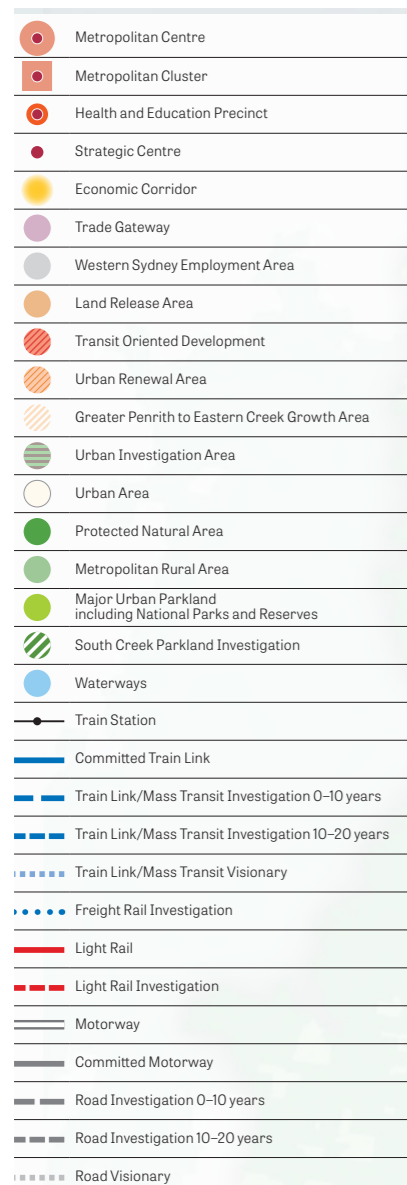
# 1

# Urban Design

## 1.1 Regional Context

Neutral Bay is located within 4km of Sydney CBD and 1.8km from North Sydney CBD, the two centres that form the 'Harbour CBD' Metropolitan Centre, as outlined in the 'Greater Sydney Regional Plan'.

Neutral Bay is also located along the Economic Corridor that extends from Sydney Airport, to the South, up to Macquarie Park. The strategic centre of St Leonards, which forms part of this economic Corridor, is 2.8km away.

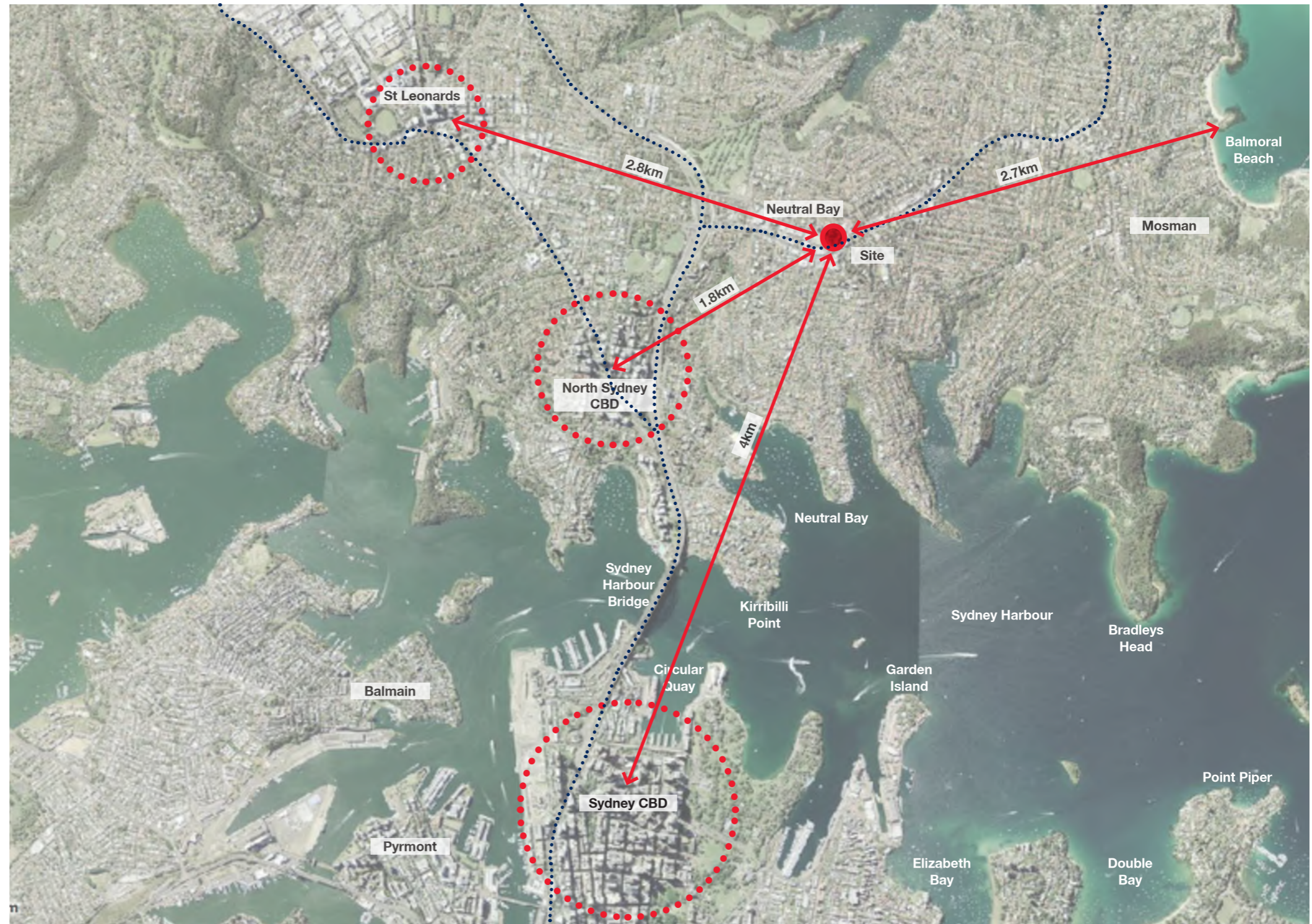


**Urban Design**

**1.1 Regional Context**

The site is located in Neutral Bay, within the town centre, forming part of North Sydney Council LGA.

Neutral Bay town centre is located along Military Road, which is an arterial connector between the Northern Beaches and Sydney CBD. Numerous bus routes connect the site in both directions.



- Key
- Site
  - ⋯ Centre
  - ↔ Distance



## Urban Design

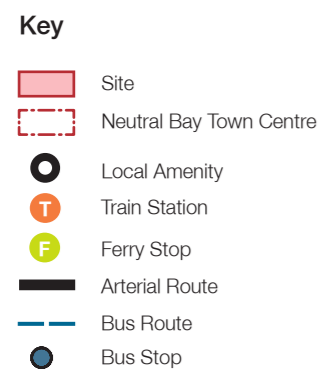
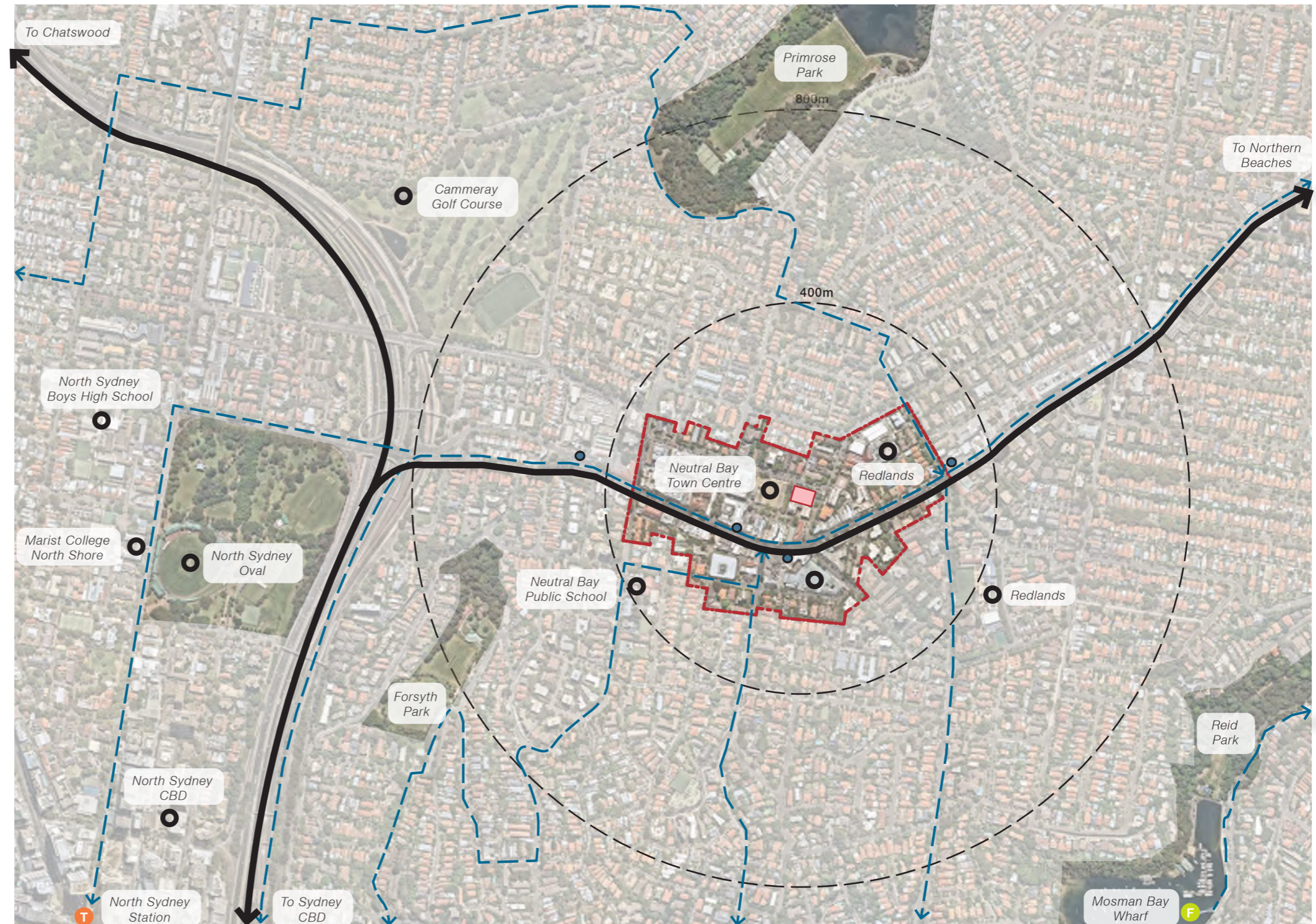
### 1.2 Local Context

The site is located within Neutral Bay Town Centre, on the North side of Military Road. There are numerous bus routes along Military Road that connect the site to the Northern Beaches, North Sydney CBD and Sydney City CBD. Neutral Bay is also part of the more recent B-Line system, this service provides a frequent connection between Mona Vale and Wynyard. This additional public transport is reflective of the growth in Neutral Bay and Lower North Shore.

There are numerous Schools within close proximity, including Redlands, Neutral Bay Public School and North Sydney Boys High School.

There is connection to Sydney harbour; 1km to the North via Primrose Park, and to the South at Mosman Bay which includes the Ferry wharf at Mosman Bay.

Neutral Bay Town Centre includes a vibrant mix of shops, restaurants and cafes in a village setting.



Urban Design

1.3 Council Controls - LEP



LEP Land Use Zoning

The site is zoned B4 Mixed Use

LEP Floor Space Ratio

The site has no maximum floor space ratio

LEP Height of Building

The site has a maximum building height of 16m

LEP Heritage

The site is not listed as a heritage item

**Key**

Zone	Description
B1	Neighbourhood Centre
B2	Commercial Core
<b>B4</b>	<b>Mixed Use</b>
E1	Environmental Conservation
E4	Environmental Living
IL1	Light Industrial
IL4	Working Waterfront
R1	Low Density Residential
R2	Medium Density Residential
R3	High Density Residential
SP1	Public Recreation
SP2	Private Recreation
SP3	Special Activities
SP4	Infrastructure
UL	Unzoned Land

**Key**

L1	0.5
L2	0.65
L3	0.7
L4	0.75
L5	0.8
L6	0.9
N	1
O	1.1
P1	1.2
P2	1.25
P	1.3
R	1.4
S1	1.5
S2	1.7
S3	1.8
S4	1.9
T	2
V	3

**Key**

A	1
B	4
C	5
D	9
E	9.5
F	11
G	12
H	13
I	14
J	15
<b>K</b>	<b>16</b>
L	18
M	21
N	22
O	24
P	25
Q	28
R	31
S	34
T	44
U	47

**Key**

	Conservation Area - General
	Aboriginal Place of Heritage Significance
	Item - General
	Item - Archaeological

**Urban Design**

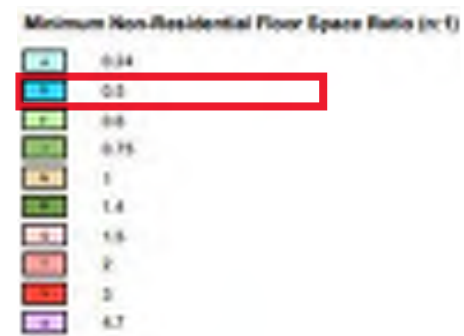
**1.3 Council Controls - LEP**



LEP Minimum Non Residential Floor Space  
The has a 0.5:1 minimum non-residential FSR applicable.

LEP Foreshore Building Line  
Not applicable

**Key**



**Key**



**Urban Design**

**1.4 Future Context\_Military Road Corridor Planning Study**

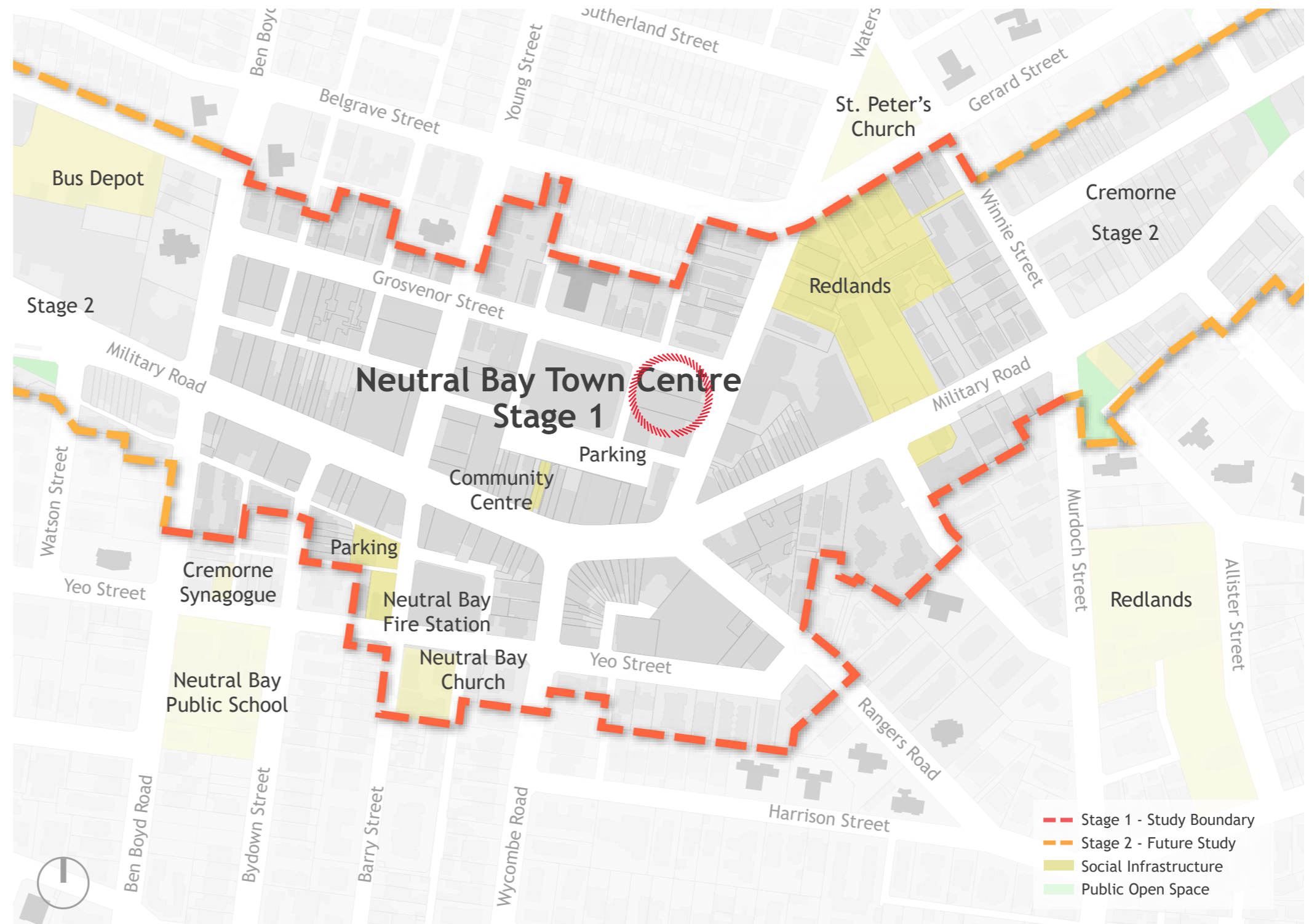
The site is located within Neutral Bay Town Centre, which forms part of the Military Road Corridor Planning Study.

The purpose of the planning study is to create a framework for future development along the Military Road Corridor, specifically in Neutral Bay town centre.

As part of the Military Road Corridor Planning Study a draft Future Directions Paper was released in March 2020. It outlines the following changes for the site;

- Increase the non-residential floor space (FSR) control from 0.5:1 to 1.2:1
- Increase the maximum height limit from 5 storeys to 6 storeys
- Set new building setbacks at key locations along Military Road and near public open space
- Improved public open space including the pedestrianisation of laneways including Waters Lane

**The Development Application is based on the Military Road Corridor Planning Study and Future Directions Report as adopted by Council 22nd February 2021.**



Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

**Key**

Site Location

- Stage 1 - Study Boundary
- Stage 2 - Future Study
- Social Infrastructure
- Public Open Space

Urban Design

1.5 Future Context\_Military Road Corridor Planning Study\_Built Form

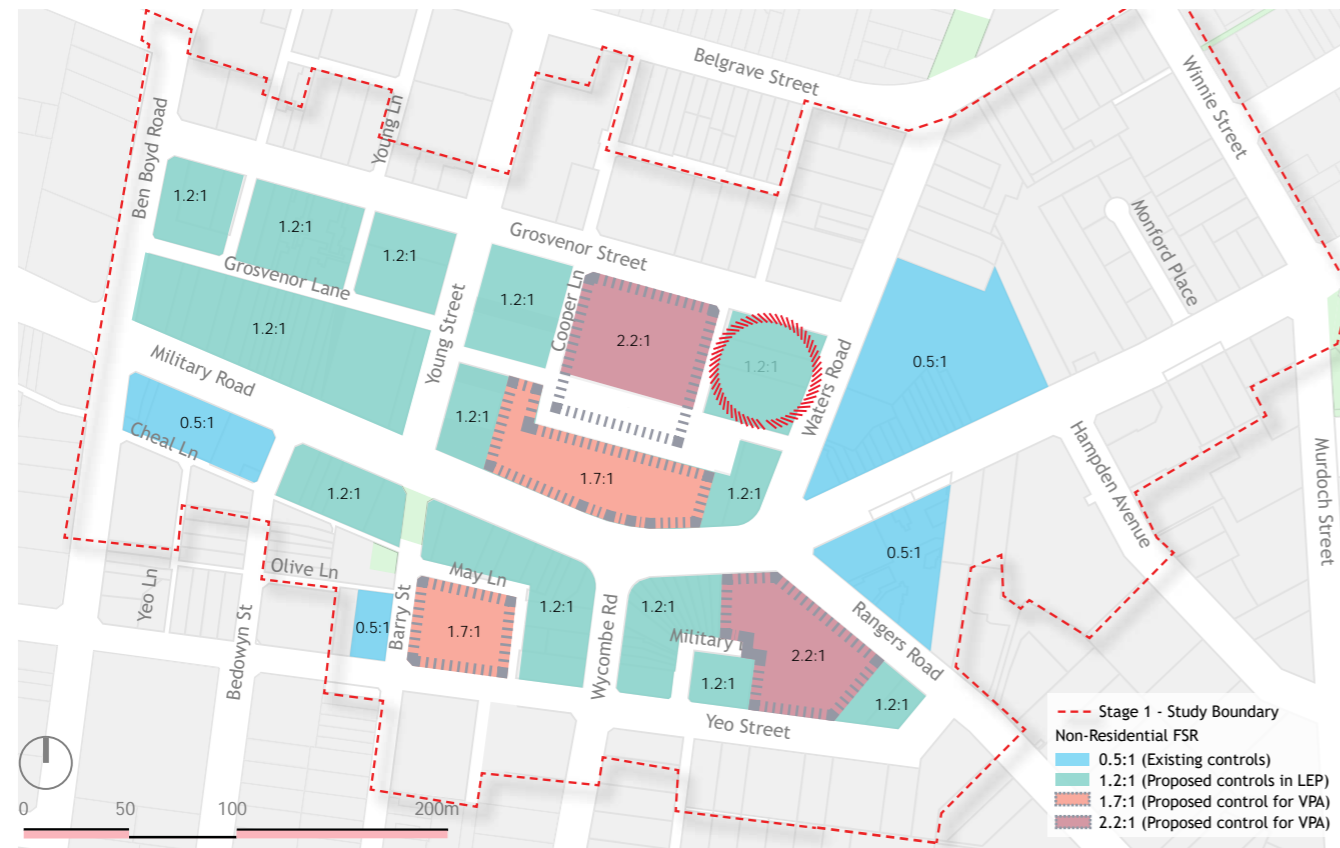


Figure 19 - Proposed minimum increases to non-residential FSR in the NSLEP 2013 and further increases through planning proposals.

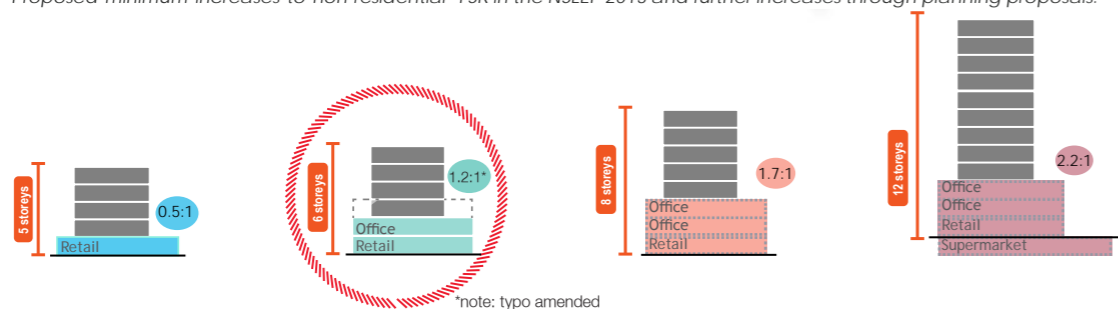


Figure 19 - Increases shown as floor storeys.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

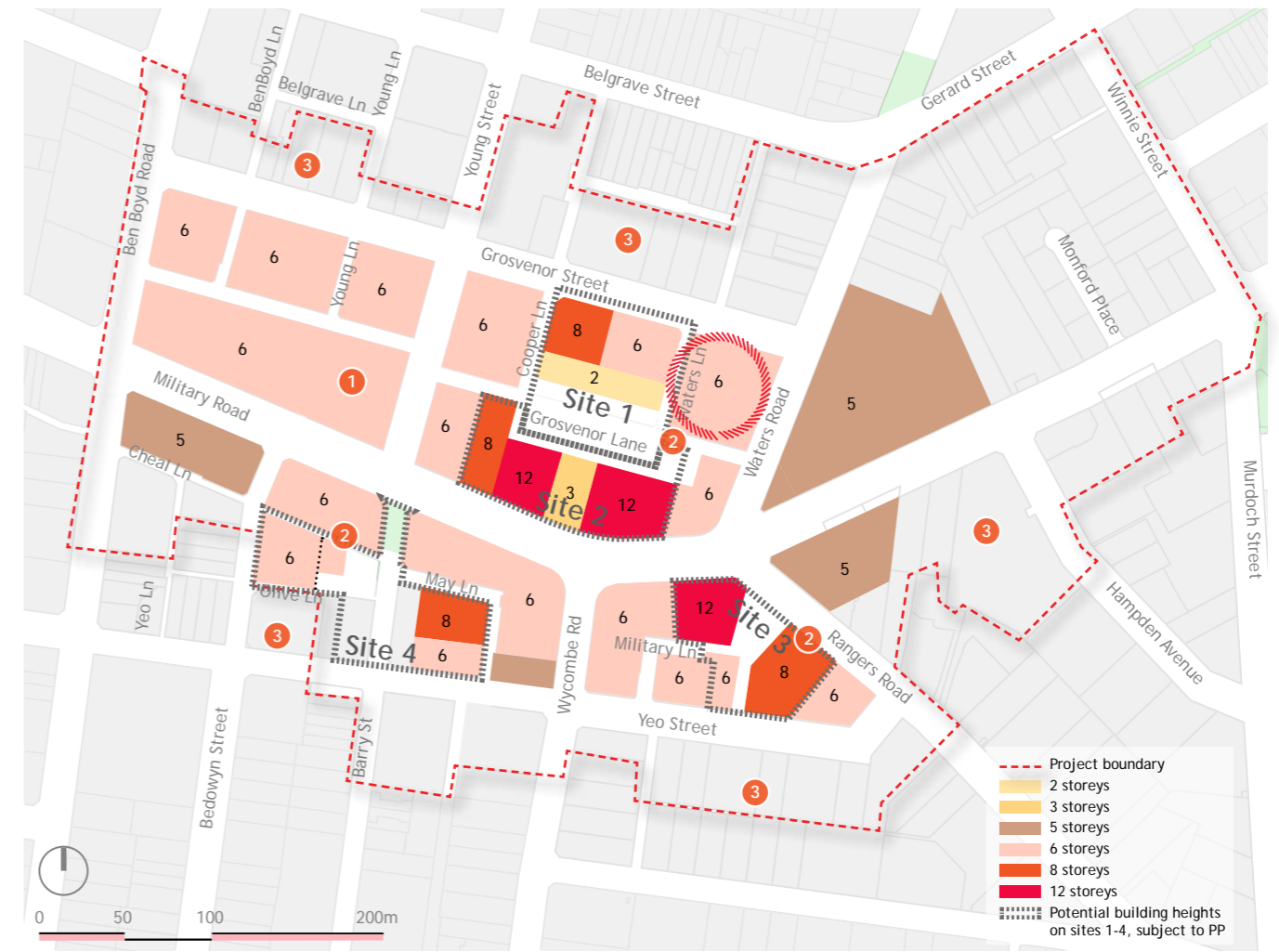


Figure 32 - Proposed new building heights controls (in storeys) in Neutral Bay town centre. The heights within the four outlined sites are subject to planning proposals and negotiations for VPAs or in-kind contributions.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

Key

○ Site Location



Urban Design

1.6 Future Context\_Military Road Corridor Planning Study\_Public Domain

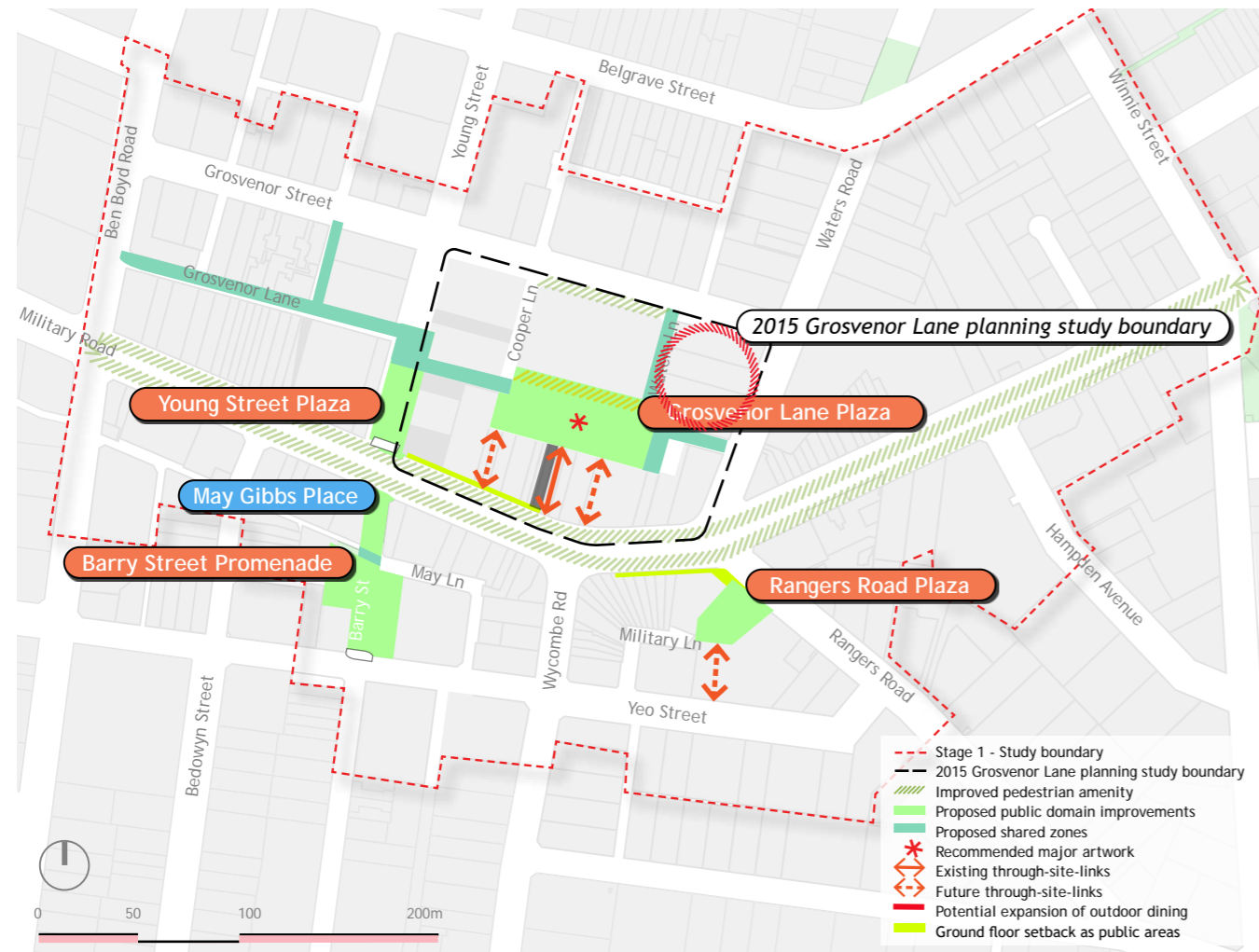


Figure 11 - Proposed public domain strategy for Neutral Bay town centre. This strategy focuses on pedestrian and public domain improvements throughout the town centre including the development of new open space.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

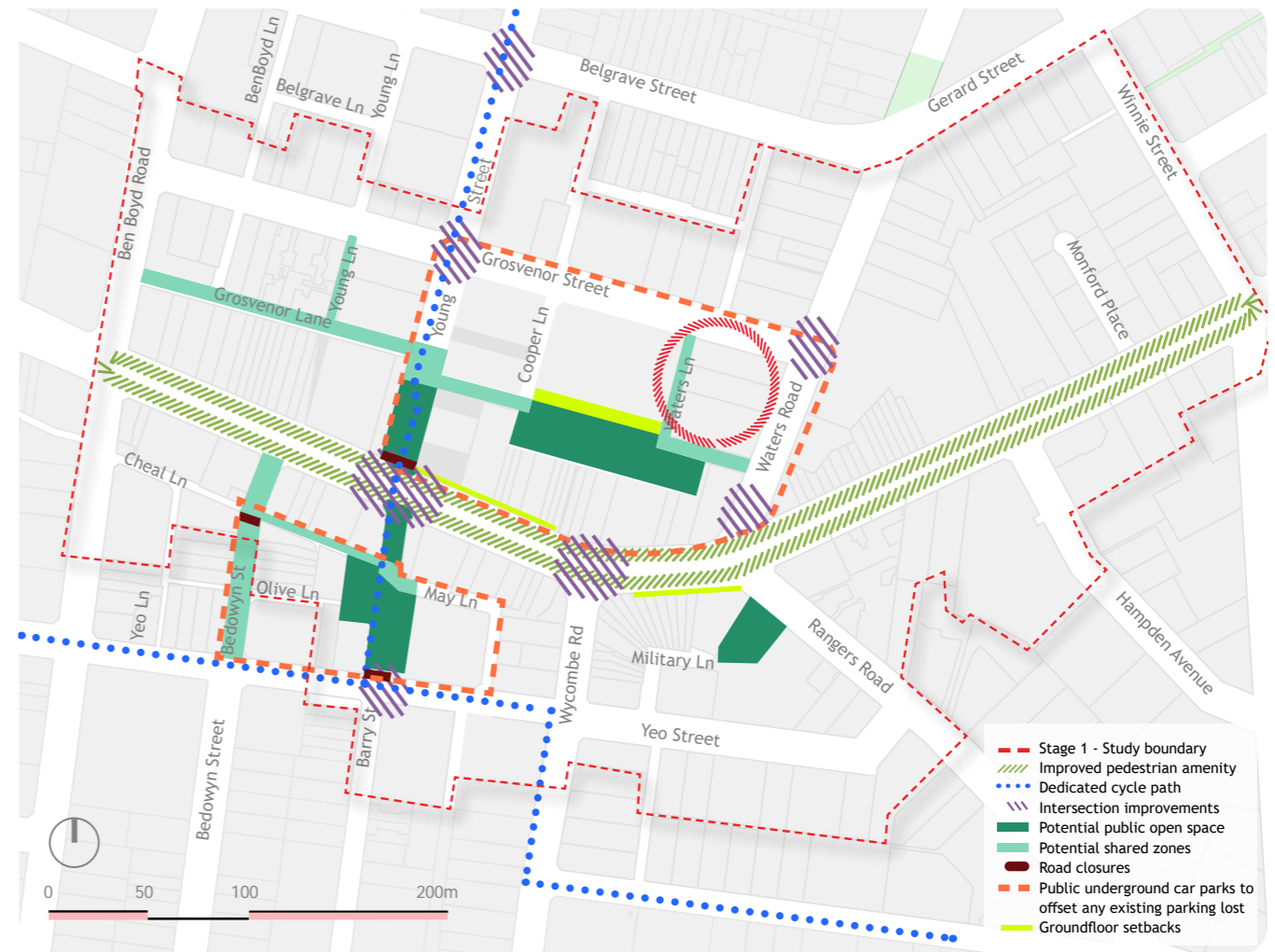


Figure 23 - Future transport improvements, including PP/VPA opportunities, with a focus on pedestrian and active travel that balances the increasing detrimental effects of motorised vehicles in Neutral Bay town centre over the last decades.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

Key

○ Site Location

Urban Design

1.7 Future Context\_Military Road Corridor Planning Study\_Setbacks

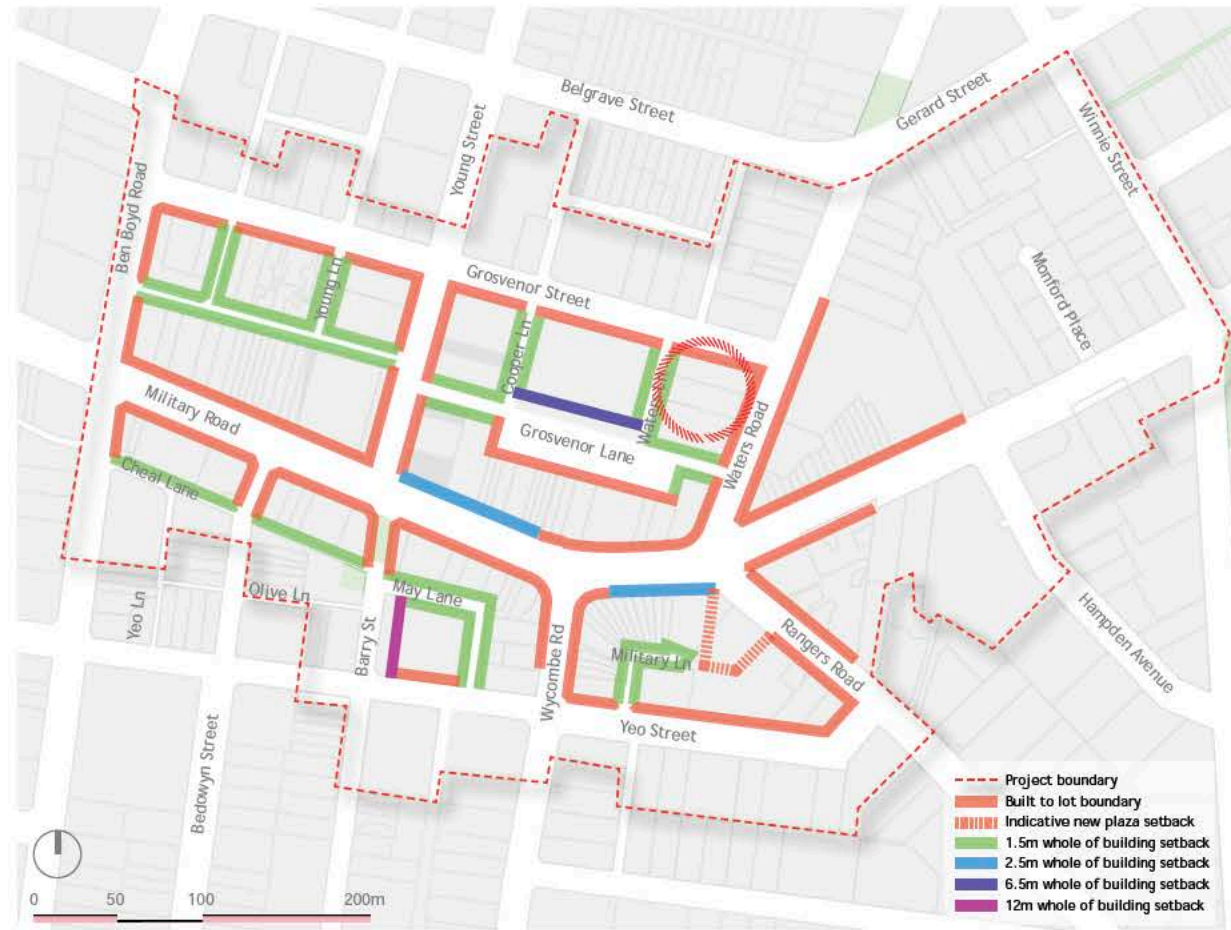


Figure 40 - Proposed minimum whole of building setback requirements. These setbacks will allow for the widening of footpaths and allow for deep soil zones to help rebuild Neutral Bay's tree canopies.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

Key

 Site Location

SJB

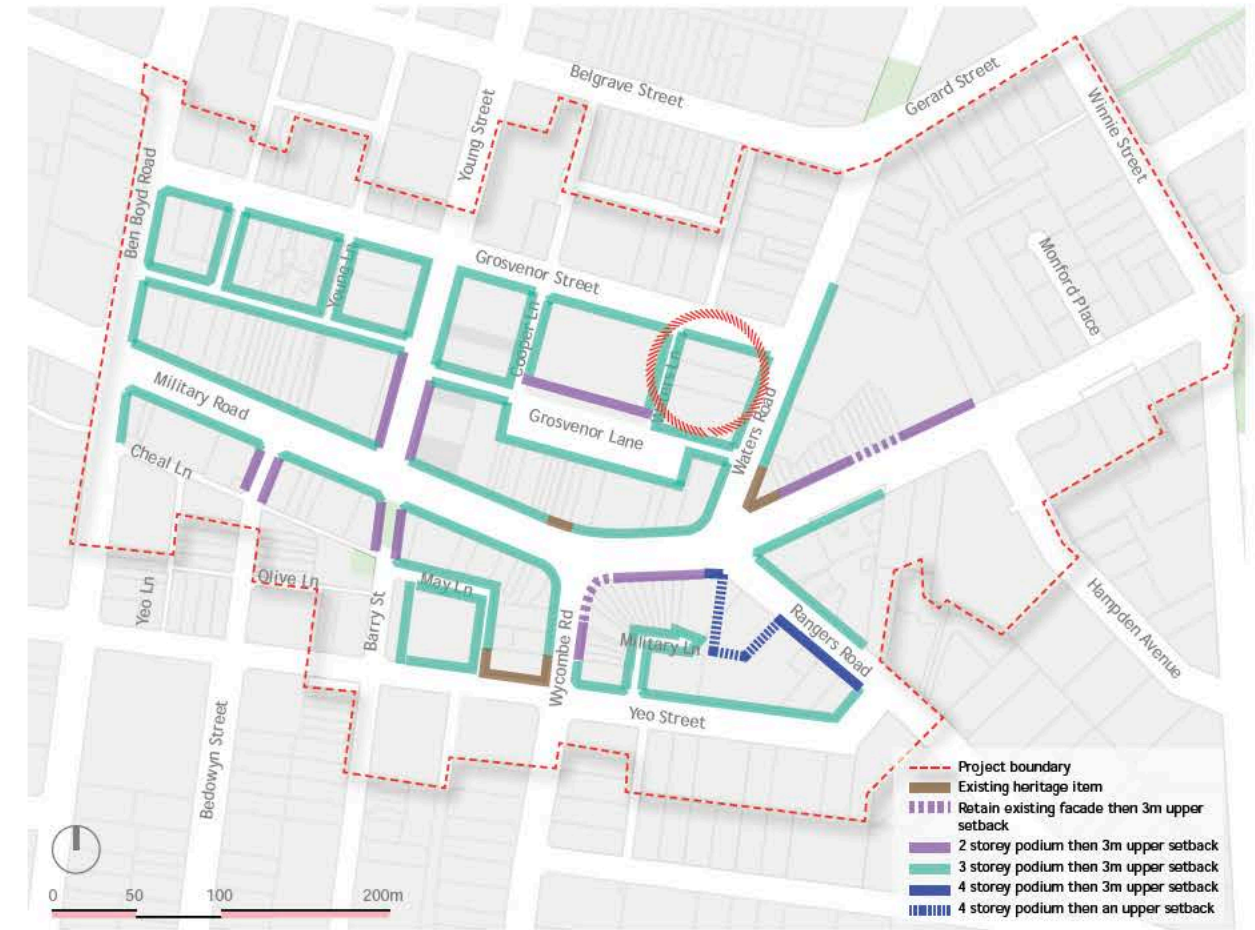


Figure 42 - Proposed above podium setback requirements. These proposed setbacks will reduce the scale and bulk of buildings and maintain a human scale for pedestrians in the town centre and on Military Road.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

Urban Design

1.8 Future Context\_Military Road Corridor Planning Study\_Active Frontage

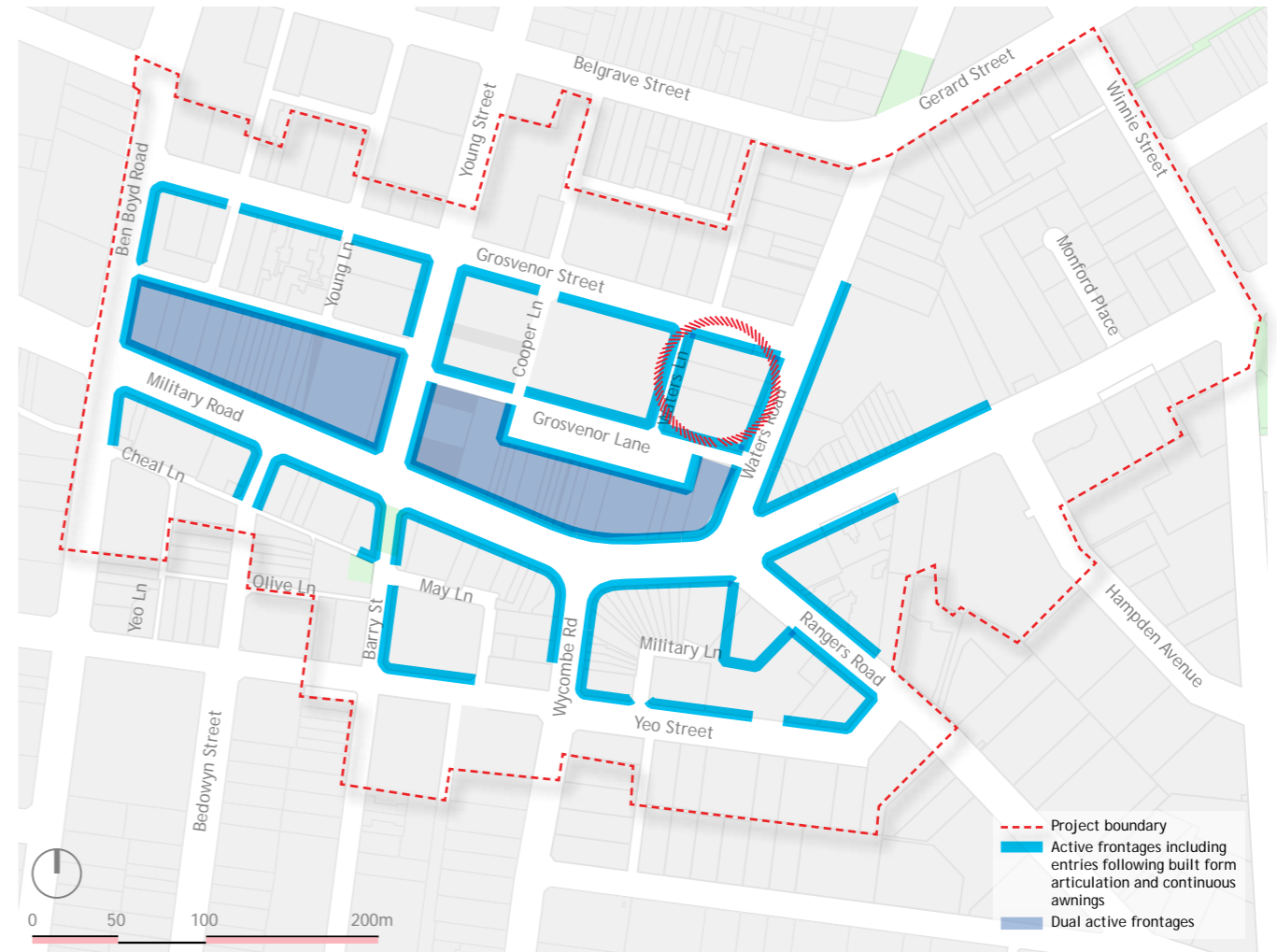


Figure 43 - Proposed requirements for active frontages. Increasing the active frontages in the town centre will increase amenity and safety for pedestrians. It will also provide new opportunities for retail, restaurants and cafes in the area.

Source: Military Road Corridor Planning Study Stage 1 - Future Directions Paper

Key

 Site Location

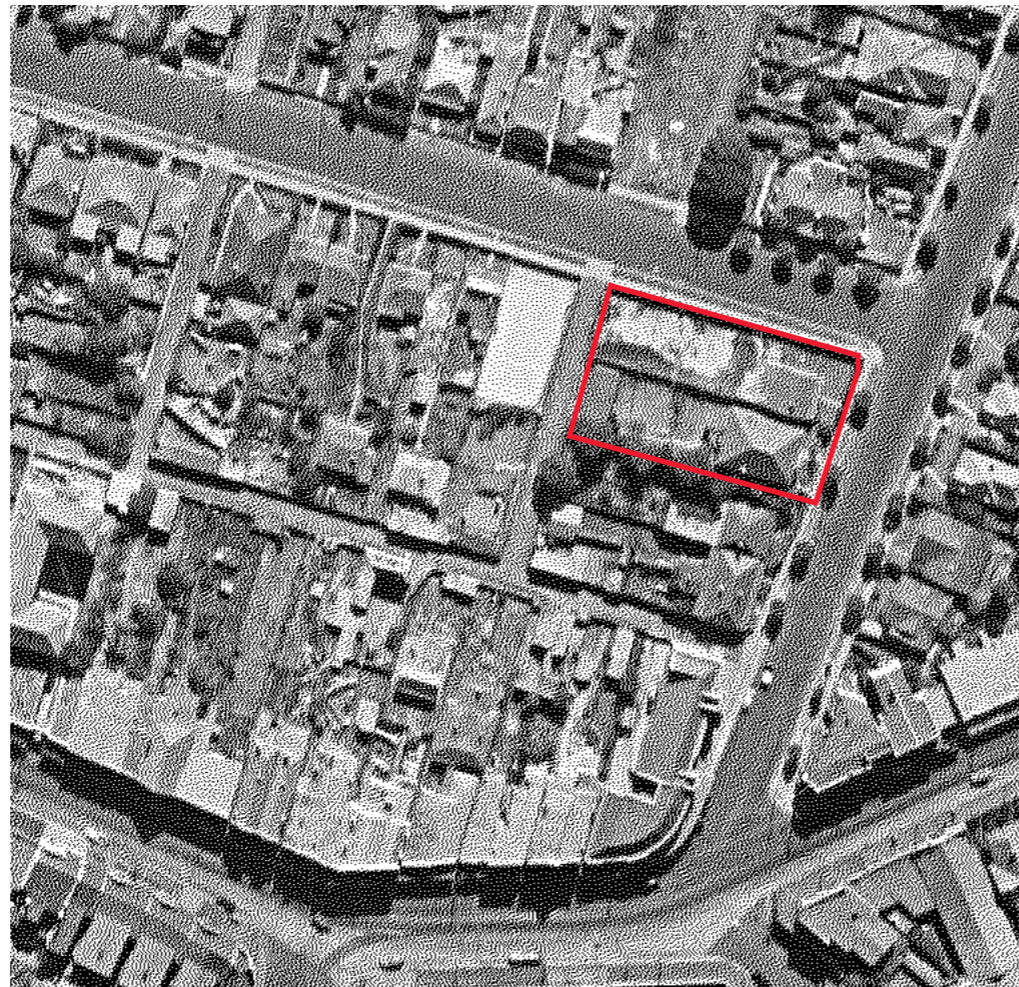
Site

2

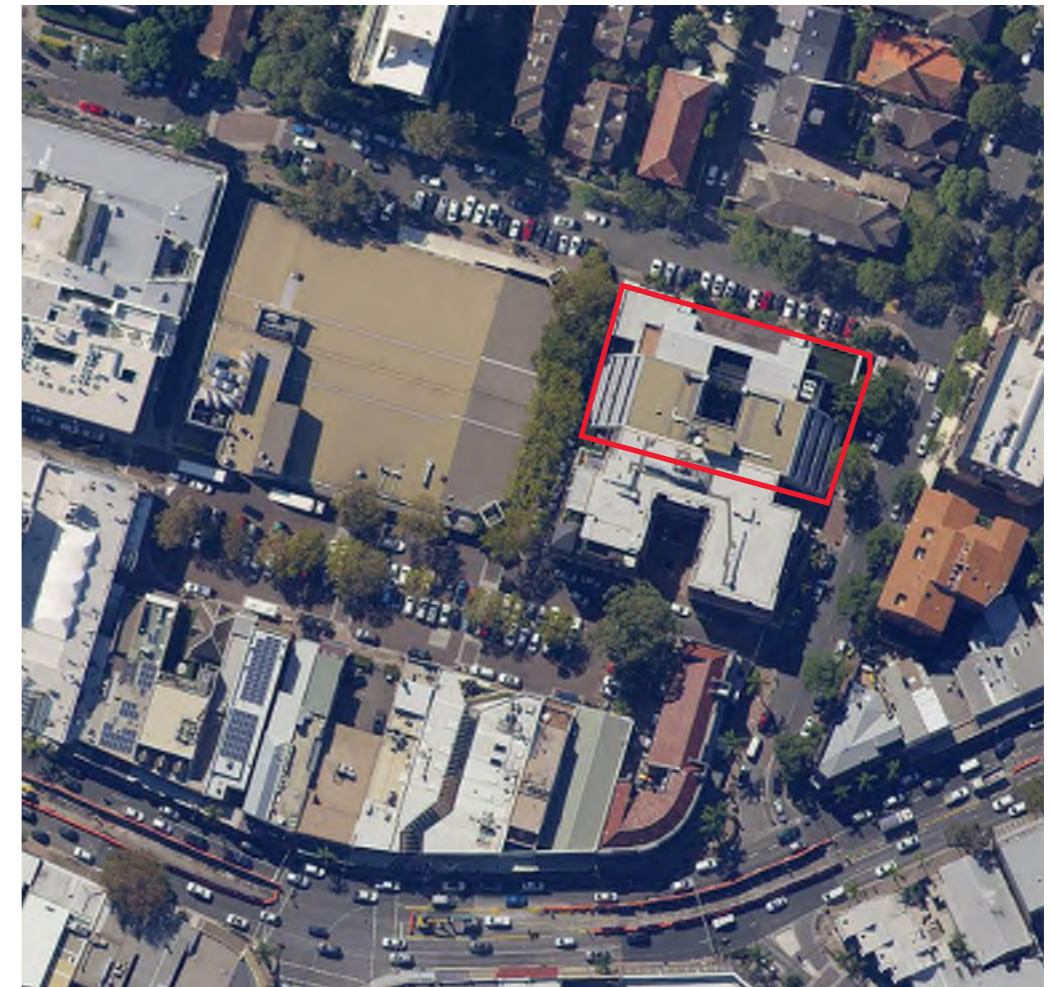
## Site

### 2.1 Site - Historical Context

The site has evolved from a suburban subdivision pattern, with single dwellings to being part of the town centre. Lot amalgamation of 12 and 14 Waters Road allows the block to be completed.



1943 Aerial (Source: Six maps)



2020 Aerial (Source: Six maps)

Site

2.2 Site - Town Centre

Neutral Bay Town Centre is characterised by a vibrant mix of shops, restaurants and cafes that includes a series of fine grain lanes that form a pedestrian friendly local town centre.








Food and beverage outlets are focused on the Northern end of Grosvenor Street (East of Young Street), Young Lane, Young Street and Grosvenor Lane (adjacent the carpark). There are also a number of outlets on Waters Lane, between Grosvenor Road and Lane.

There is a large supermarket within the town centre, adjacent the site, and an open air carpark to the South, associated with Grosvenor Lane. This forms a key future site for the area and will be a focal point for the Northern side of the town centre.

The current built form varies between 2 and 5 storeys, with future development, as outlined in the Military Road Corridor Planning Study, to be in the order of 6 - 8 storeys.



Key

-  Site Boundary
-  Building Height
-  Primary Vehicle Connection
-  Laneway Activation + Connection
-  Pedestrian Connection
-  Area Subject to Military Road Corridor Planning Study
-  Key Site



Site

2.3 Site - Environmental








The site is located near Military Road, which is an arterial road and a noise generator.

To the North there are potential views towards Middle Harbour and Sailors Bay.

The orientation of the Waters Road frontage is East, Waters Lane faces West. The longer Southern and Northern boundaries are shared with neighbours, as zero setbacks, making access to daylight challenging.

There is an existing row of mature trees on the adjacent side of Waters Lane, and a single mature tree in front of the site on Waters Road.

**Key**

-  Site Boundary
-  Views
-  Noise
-  Breeze
-  Town centre
-  Mature Trees
-  Solar Access



Site

2.4 Site - Views



Waters Road Panorama



Waters Lane Panorama



Site

2.5 Site Context - Aerial Image



Site

2.5 Site Context - Aerial Image



Site

2.6 Site Context - Waters Road



Image 1 - View looking North along Waters Road.



Image 2 - View looking South along Waters Road.

Site

2.6 Site Context - Waters Road

Image 1  
8 Waters Road



Image 2  
12 Waters Road



Image 3  
14 Waters Road



Image 4  
Waters Road public domain interface with 12 Waters Road



Image 5  
Waters Road public domain interface with 8 Waters Road



Image 6  
Waters Road public domain interface with 14 Waters Road



Image 7  
Interface between 8 Waters Road and 12 Waters Road



Site

2.7 Site Context - Grosvenor Street



Image 1 - Corner of Grosvenor Street and Waters Road.



Image 2 - View looking East along Grosvenor Street

Site

2.7 Site Context - Grosvenor Street

Image 1  
14 Waters Road along Grosvenor Street



Image 2  
14 Waters Road adjacent Waters Lane



Image 3  
14 Waters Road from the Northern end of Waters Lane



Image 4  
14 Waters Road viewed from Waters Lane (on the Northern side of Grosvenor Street)



Image 5  
Grosvenor Street public domain interface with 14 Waters Road. View looking East.



Image 6  
Grosvenor Street public domain interface with 14 Waters Road. View looking West.



Site

2.8 Site Context - Waters Lane



Image 1 -View from Grosvenor Street, looking South down Waters Lane



Image 2 - View looking North along Waters Lane

Site

2.8 Site Context - Waters Lane

Image 1  
North end of Waters Lane at intersection with Grosvenor Street.



Image 2  
View looking toward the current through site entry of 12 Waters Road.



Image 3  
View looking toward the current through site entry of 12 Waters Road.



Image 4  
8 Waters Road interface with Waters Lane, including waste holding room.



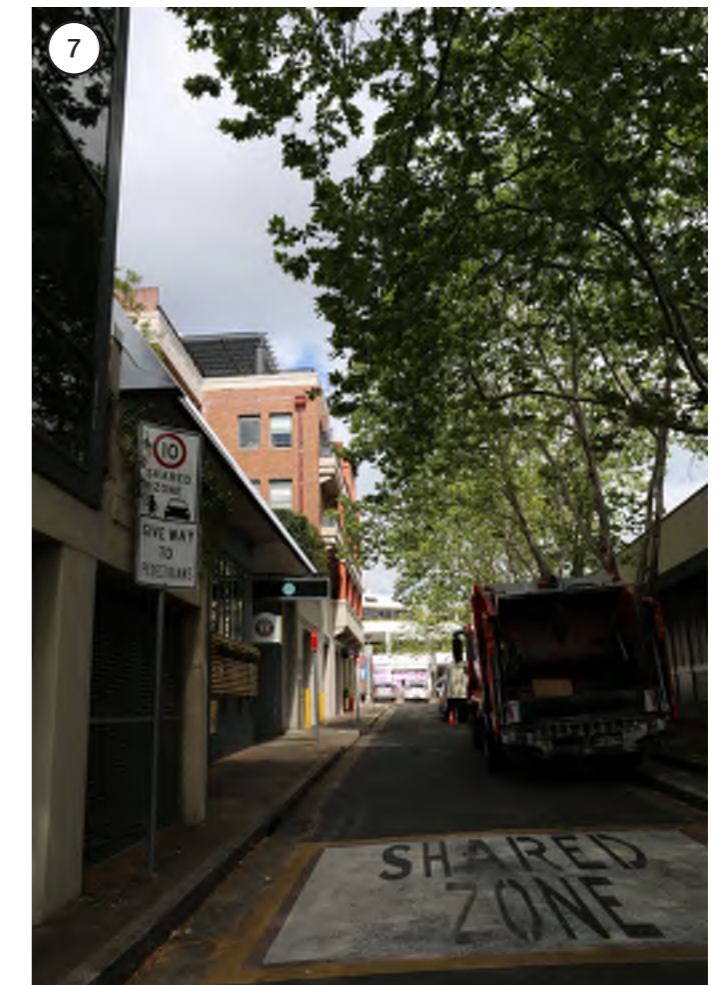
Image 5  
Northern end of Waters Lane, viewed from Grosvenor Street.



Image 6  
8 Waters Road interface with Waters Lane, including retail activation at intersection of Grosvenor Lane.



Image 7  
Waters Lane, looking South from Grosvenor Street.





Site

2.9 Site Context - Grosvenor Lane



Image 1 -View from Waters Raod, looking West down Grosvenor Lane



Image 2 - View along Grosvenor Lane

Site

2.9 Site Context - Grosvenor Lane

Image 1  
View of Grosvenor Lane and the Southern end of Waters Lane.



Image 2  
View of public carpark adjacent Grosvenor Lane.



Image 3  
View of public carpark adjacent Grosvenor Lane.



Image 4  
Southern facade of supermarket adjacent Grosvenor Lane.



Image 5  
New development along Grosvenor Lane.



Image 6  
Built form interface with Grosvenor Lane interface.



Image 7  
Eastern end of Grosvenor Lane at intersection with Waters Road.



Site

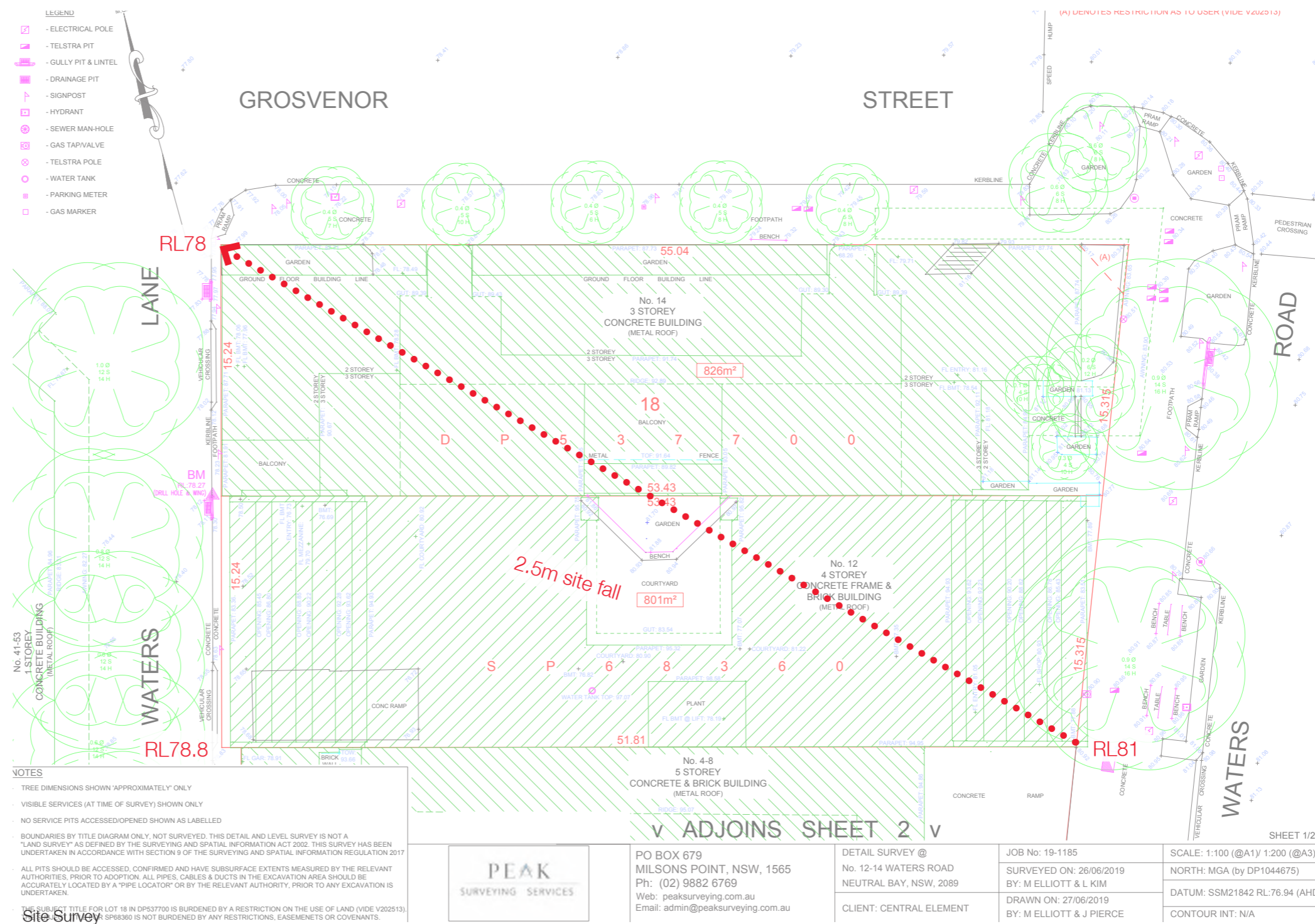
2.10 Site Context - Character



Site

2.11 Site Topography

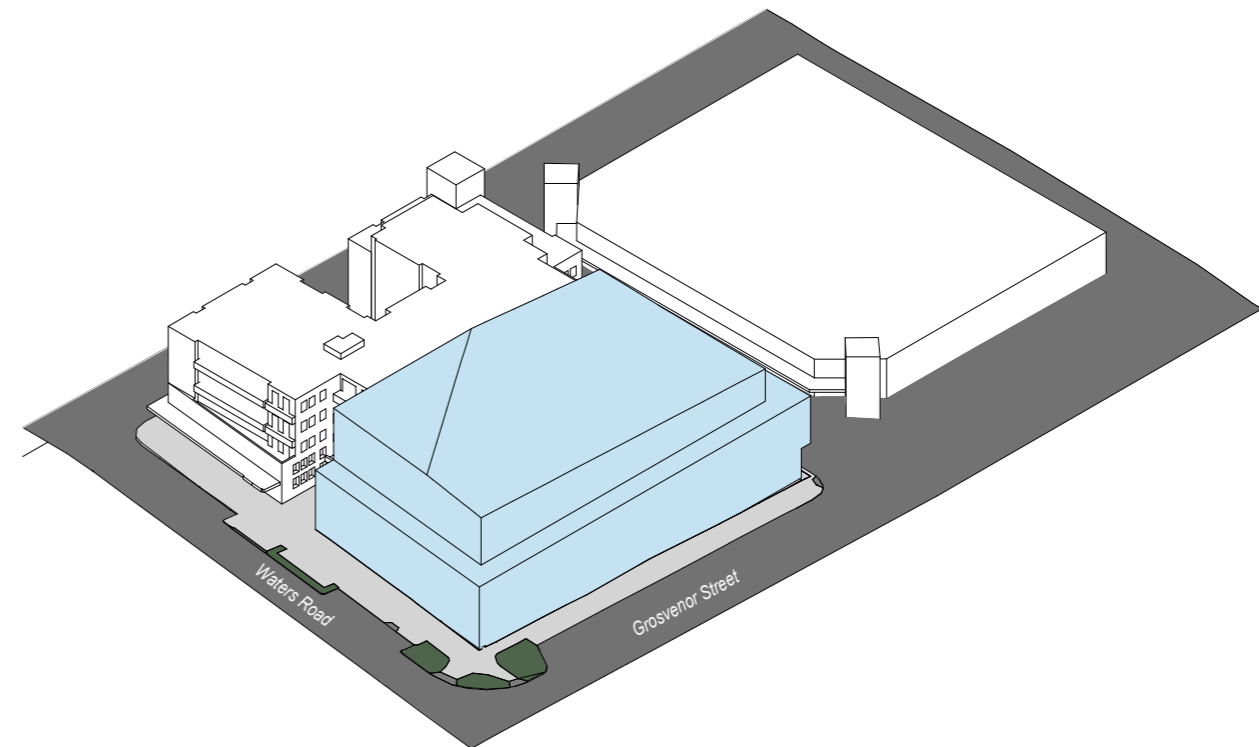
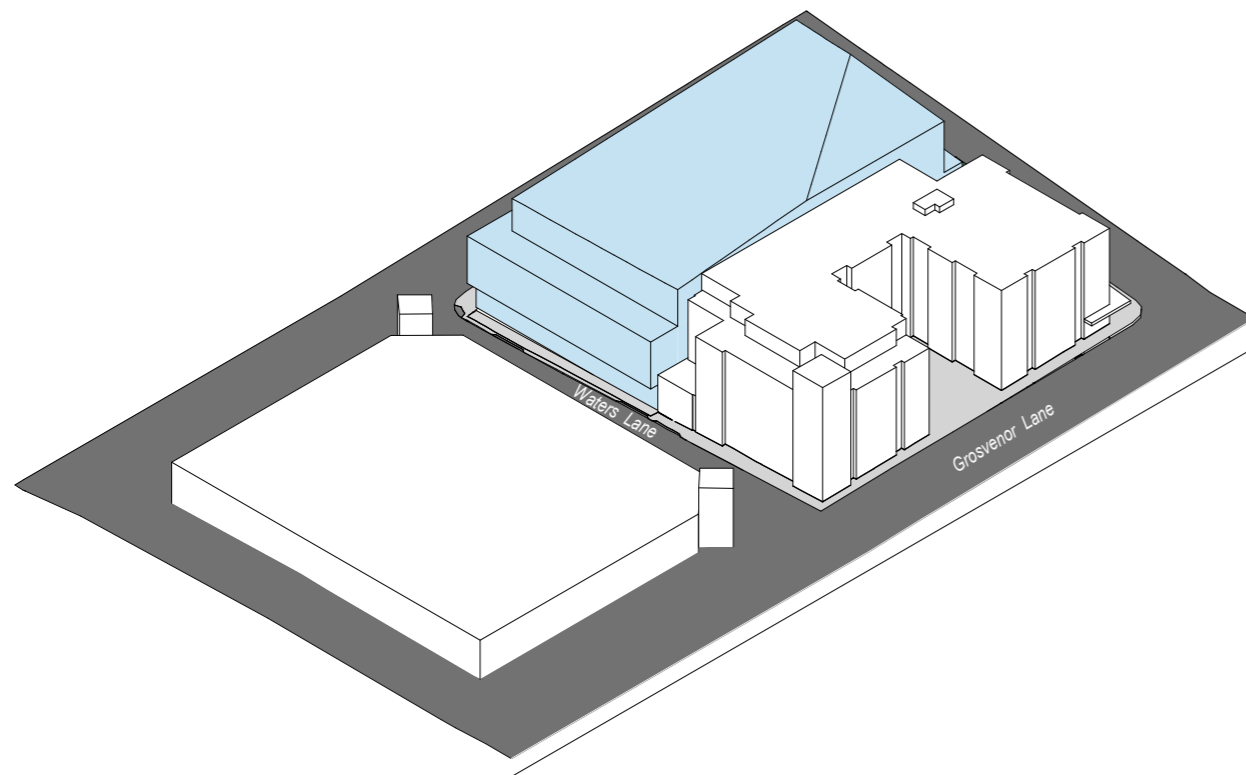
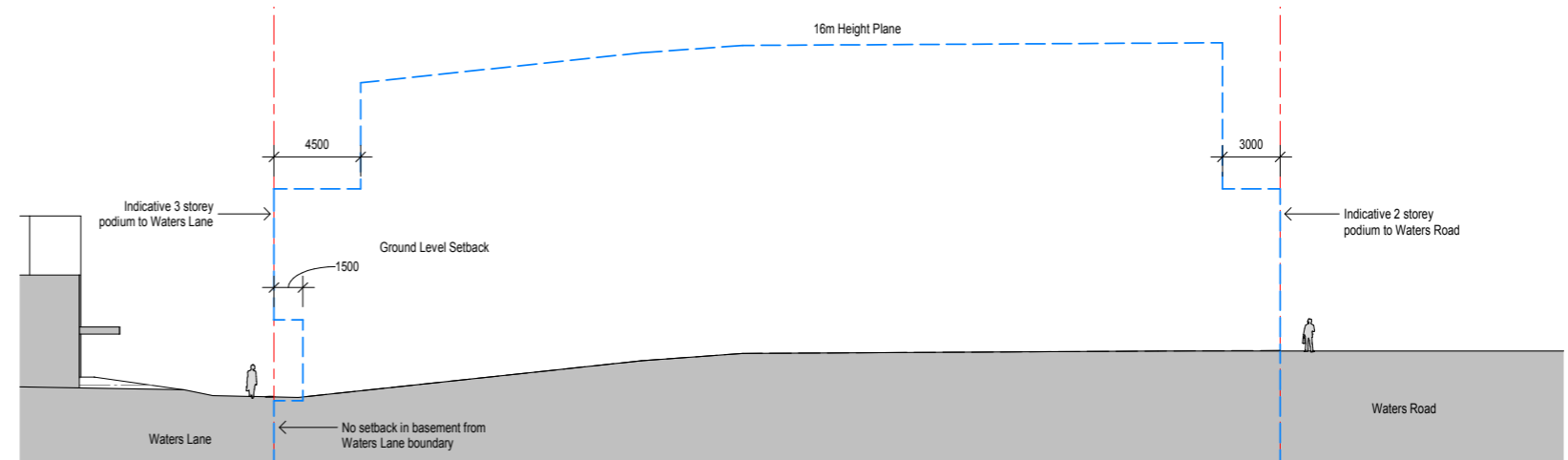
The site falls from a high point on Waters Road, down to the low point on Waters Lane. There is an approximate difference in levels of 3m.



Site

2.12 Envelope - LEP/DCP Envelope

The compliant envelope allows for a 16m height limit. It includes a 0m Southern setback, a 0m podium setback to Waters Road, 1.5m podium setback to Waters Lane, and 3m upper floor setbacks



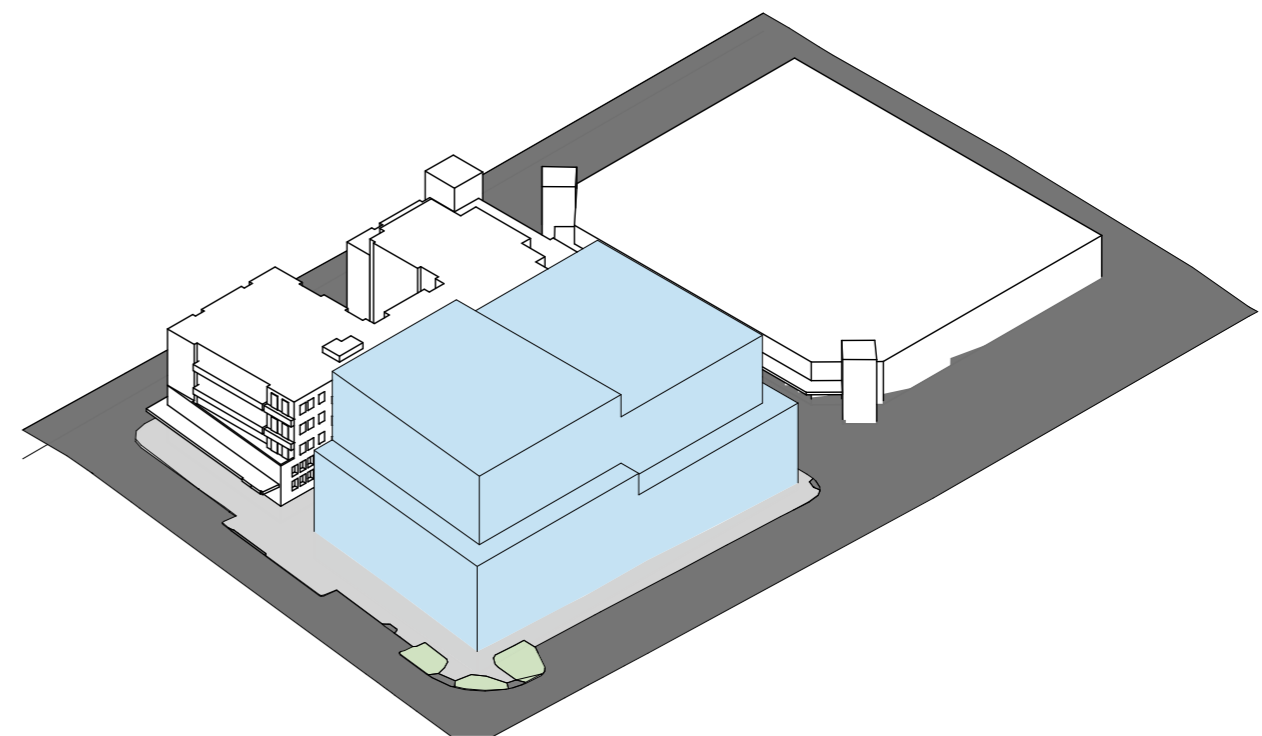
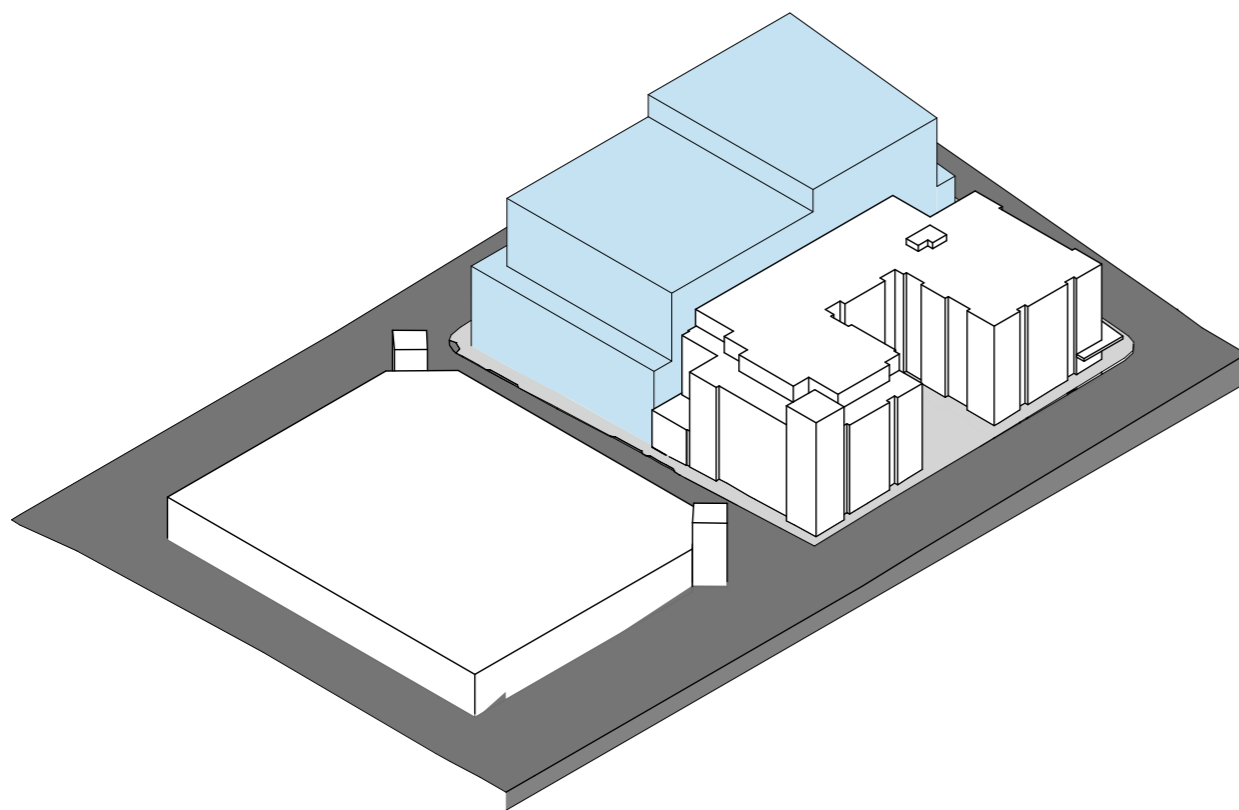
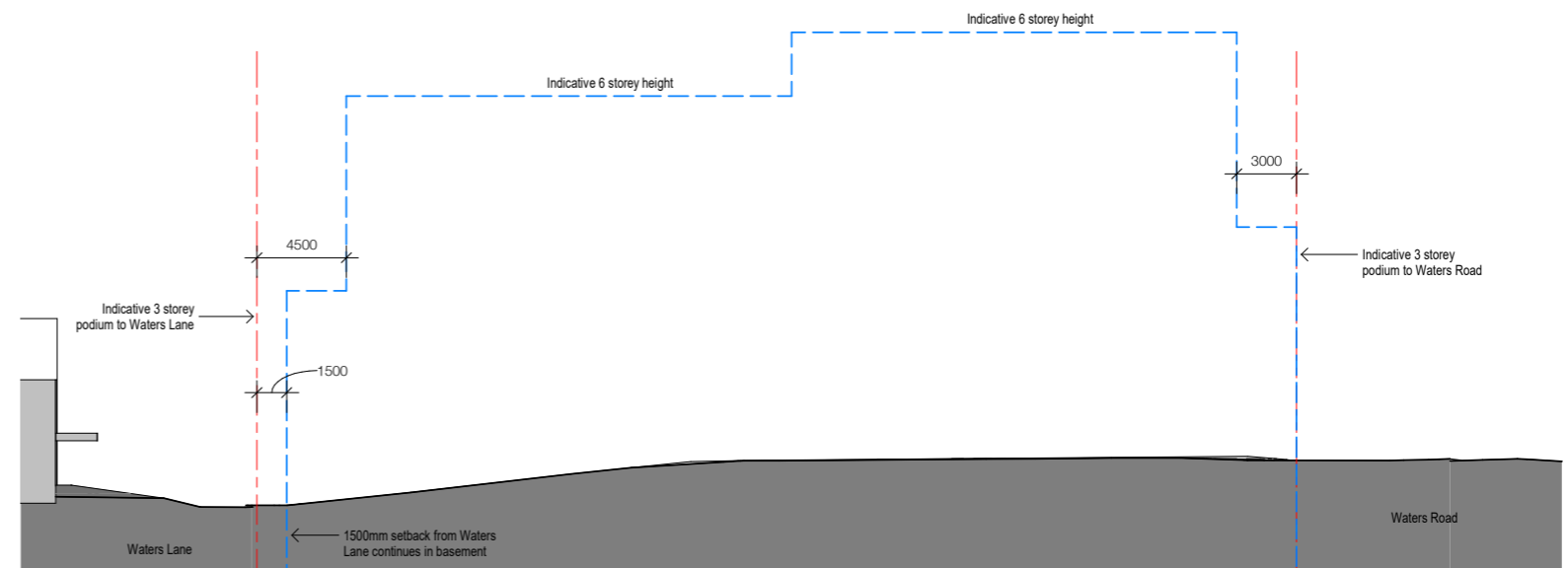
Site

2.13 Envelope - MRC Envelope

The built form is consistent with the setbacks of the Military Road Corridor Strategy, as follows;

- \_Waters Road Podium 0m
- \_Waters Road Upper 3m
- \_Waters Lane Podium 1.5m
- \_Waters Lane Upper 4.5m (i.e. 3m from below)
- \_Grosvenor Street Podium 0m
- \_Grosvenor Street Upper 3m

**The scheme is consistent with the allowable built form within the Future Directions Report as adopted by Council 22nd February 2021.**



# Ideas + Themes

# 3

## Ideas + Themes

### 3.1 Grounded Base

The podium is scaled to 3 storeys, with zero setback. This provides an appropriate interface to the public domain.

The podium is proposed as a solid brick element, providing a defined edge to the block and town centre.

The materiality references and interacts with the predominantly brick language of the vernacular residential architecture of the locality.

Openings are punctured, providing a series of protected rooms for people in the lower dwellings.



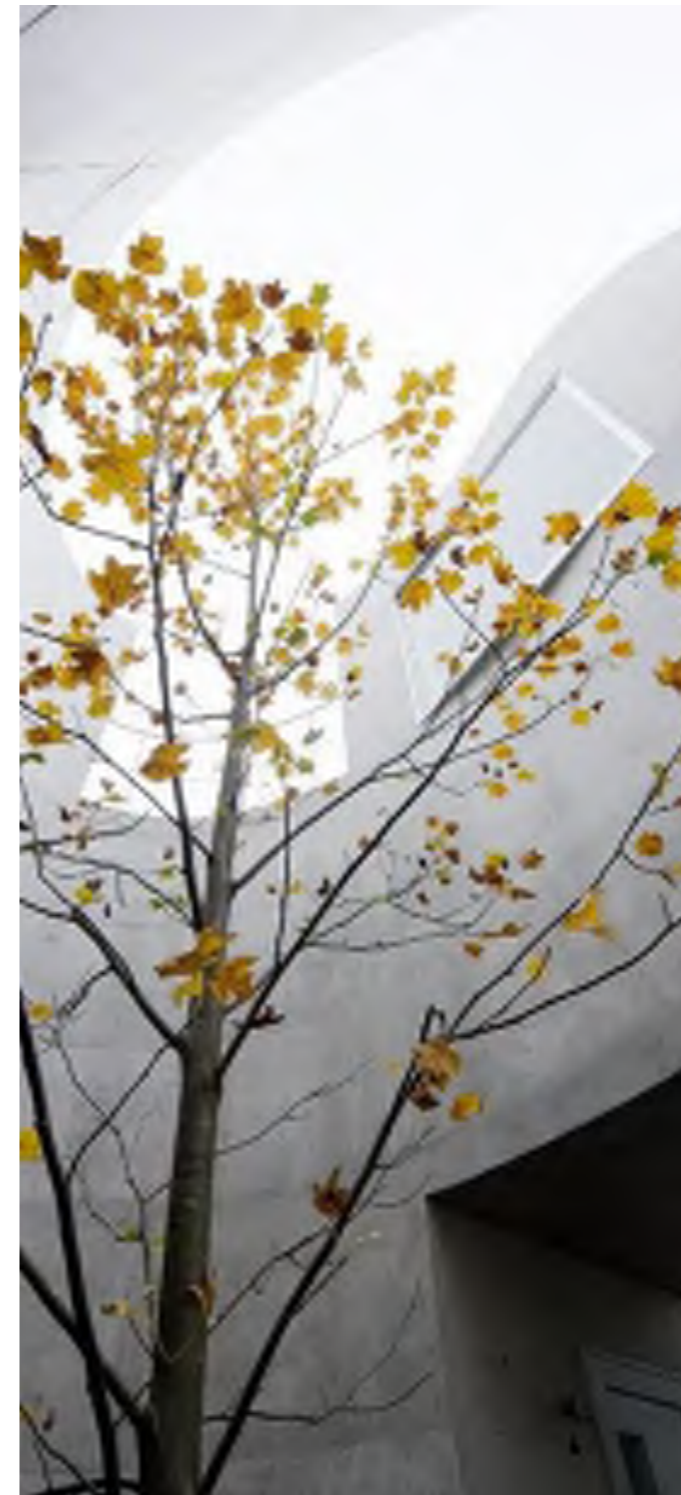


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## Ideas + Themes

### 3.2 A Secret Garden

Create a new private courtyard garden, protected and sheltered from the noise and intensity of the town centre urban domain. Verdant. Calm. Peaceful.



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## Ideas + Themes

### 3.3 Order + Light Above

The tower is expressed as a 3 storey recessive element floating above the podium, allowing the podium to be the visually dominant element from the public domain.

A refined and elegant framed structure is proposed allowing ample light and amenity to the residential dwellings on the upper floors.

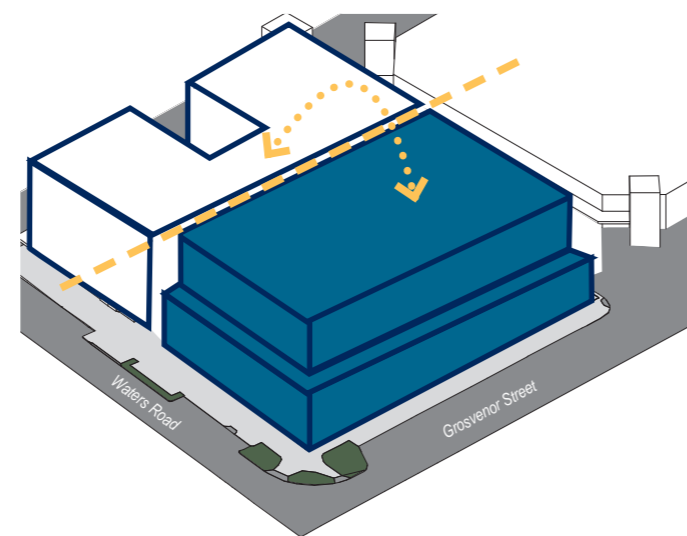


# Diagrams

# 4

## Diagrams

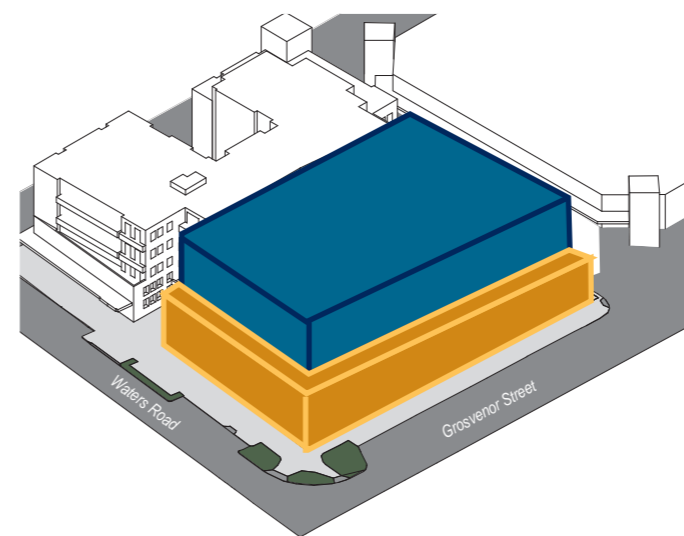
### 4.1 Urban Design



#### 1 - Complete the Block

The site is located at the corner of the town centre and contributes to half a block. It addresses Waters Road (East), Grosvenor Street (North) and Waters Lane (West).

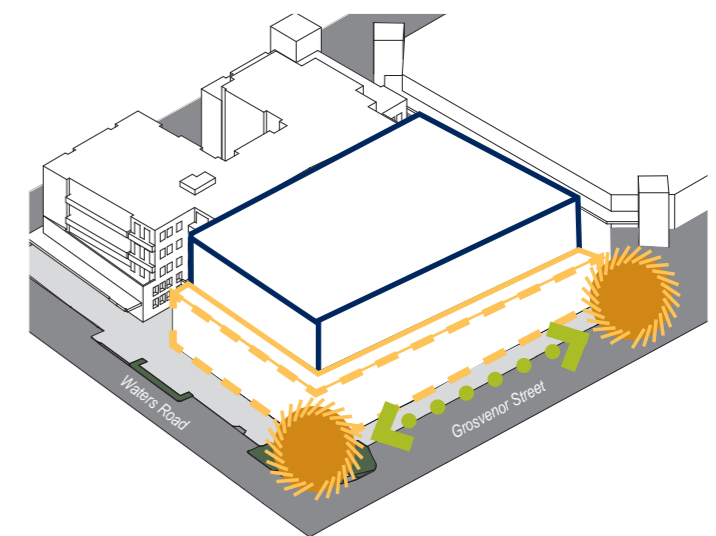
The proposal seeks to complete the block structure with a 'solid' form, thereby re-reinforcing the corner of the town centre.



#### 2 - A Podium + Tower

The built form is expressed with a podium and tower, responding to its context, both current and future, as outlined in the Military Road Corridor Planning Study.

The podium is scaled to 3 storeys, with a zero setback, the tower a 3 storey recessive element.



#### 3 - Activate the Public Domain

Public domain activation is created with retail frontages located at the corners of Waters Lane and Waters Road.

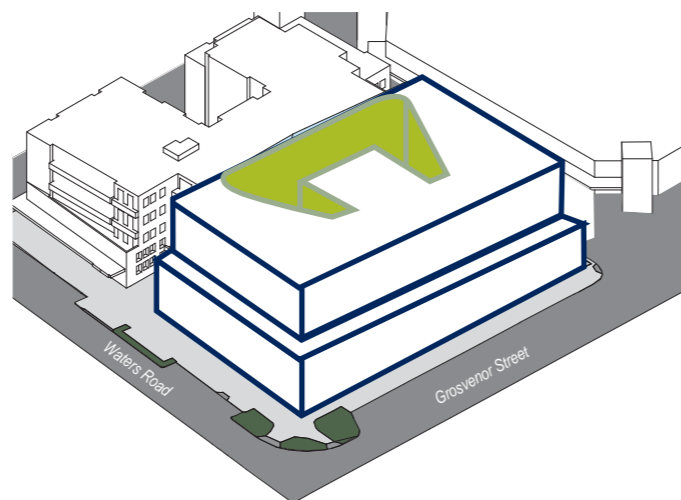
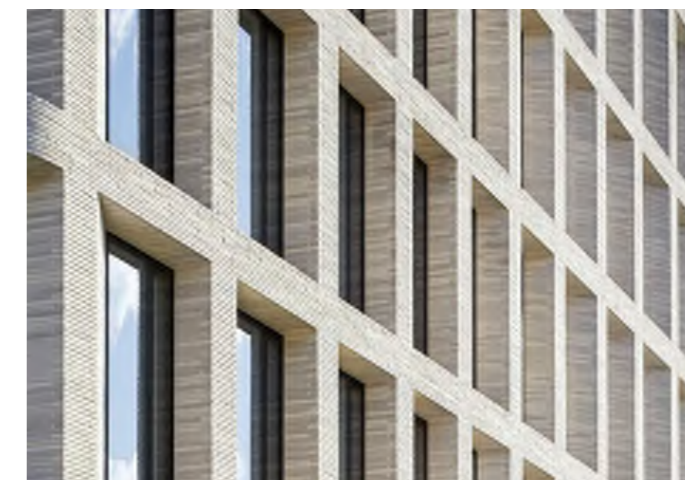
The carpark entry and loading dock are split across Waters Road and Waters Lane in order to allow these 2 frontages to have sufficient length to function effectively.

Between the corners, along Grosvenor Street, a North facing landscaped public domain upgrade is proposed.

A large basement level retail space is added, accessed from the Waters Lane retail space. This provides critical mass to the retail offering at the edge of the town centre.

## Diagrams

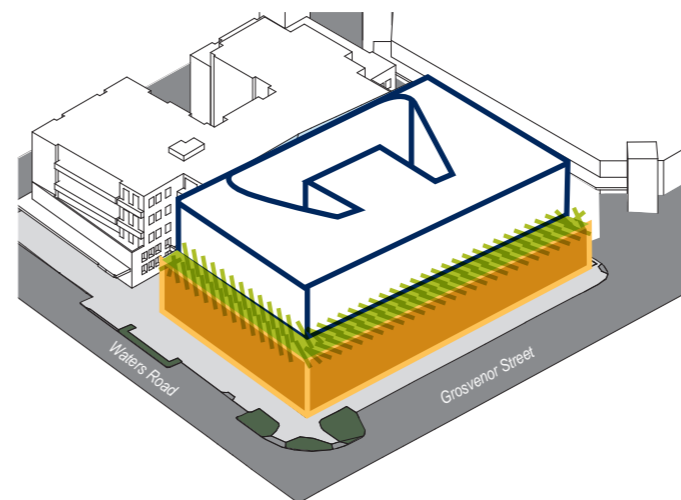
### 4.2 Architecture



#### 1 - Sculpt a Courtyard

At the centre of the site a courtyard is carved, effectively creating 2 buildings. The geometry of the courtyard promotes amenity to the apartments and common spaces and establishes sight lines.

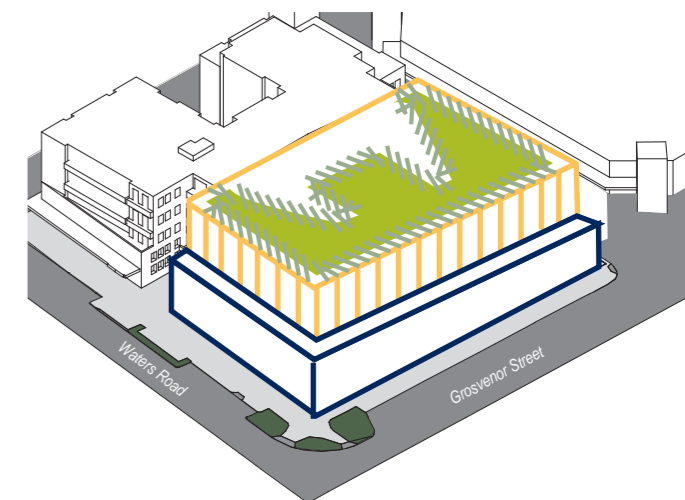
The courtyard becomes a private garden, protected and sheltered from the noise and intensity of the town centre urban domain.



#### 2 - Podium Expression

The podium is scaled to 3 storeys, with a zero setback, providing an edge and interface between the development and public domain.

The podium is proposed as a solid brick element, providing a strong edge to the block and town centre. It references and interacts with the predominantly brick language of the vernacular residential architecture of the locality



#### 3 - Tower Expression

The tower is expressed as a 3 storey recessive element floating above the podium, allowing the podium to be the visually important element from the public domain.

A refined and elegant framed structure is proposed allowing ample light and amenity to the residential dwellings on the upper floors.

On the roof a large green communal open space is proposed.

# Site Testing

# 5

## Site Testing

### 5.1 Test A

#### Summary

The building is split symmetrically into two forms arranged around a courtyard - bedrooms are positioned facing the courtyard, living rooms along the street boundaries.

The split form results in a dual core arrangement, each lobby servicing approximately 4 apartments.

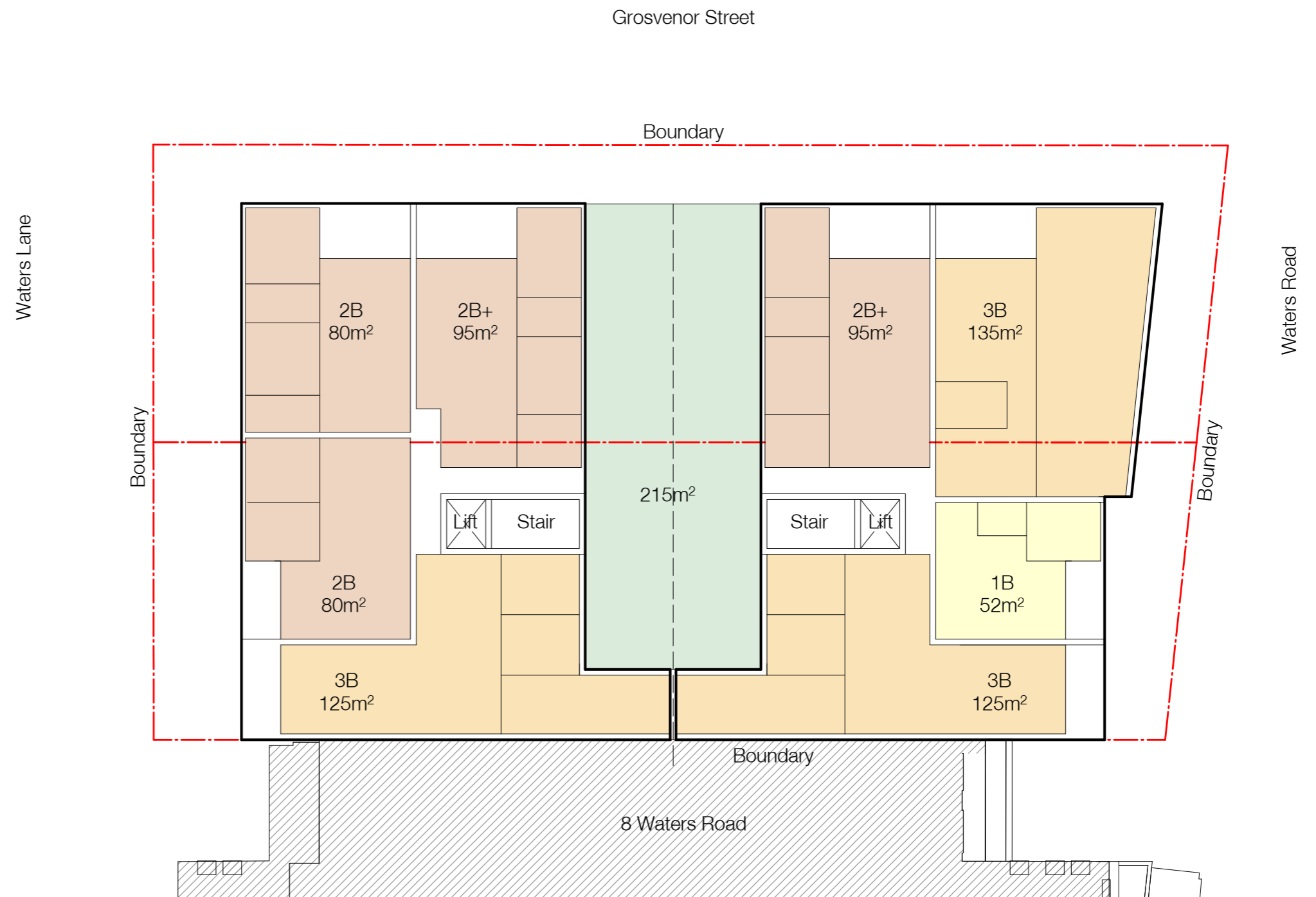
#### Conclusion

The courtyard erodes the North face of the development, resulting in less living rooms having access to a Northerly aspect, this forces living spaces onto Waters Road and Waters Lane (West).

Due to the layout and location of the courtyard, the 3 bedroom apartments become overly deep, and are located in a less desirable position along the Southern boundary.

Opposing bedrooms in the courtyard have a 9m separation providing complications with privacy and non-compliance with SEPP65 (12m habitable to habitable separation).

Overall the location of the courtyard results in a number of adverse affects on the layout, position and amenity of the residential apartments.



Scale  
1:250@A3

0 2 4 6 8 10

## Site Testing

### 5.2 Test B

#### Summary

The building is split asymmetrically into two forms arranged around a courtyard - in this scenario 3 bedrooms apartments can be located to the North.

The split form results in a dual core arrangement, each lobby servicing approximately 4-5 apartments.

#### Conclusion

The courtyard erodes the North facade of the development, resulting in less living rooms having access to a Northerly aspect, this forces living spaces onto Waters Road and Waters Lane (West).

In addition, the asymmetrical layout results in a 1 bedroom apartment being located within the courtyard, a poor outcome.

The 2 bedroom apartments become overly deep and narrow, difficult to plan efficiently.

Opposing bedrooms in the courtyard have a 9m separation providing complications with privacy and non-compliance with SEPP65 (12m habitable to habitable separation).

Overall the location of the courtyard results in a number of adverse affects on the layout, position and amenity of the residential apartments.



Scale 1:250@A3



**Site Testing**

**5.3 Test C**

**Summary**

The building is built to the street frontages and arranged around a central courtyard - in this scenario there is more North facing frontage for residential amenity.

A dual core arrangement is provided to reduce common circulation and allow for additional cross ventilation. Each lobby servicing approximately 3-4 apartments.

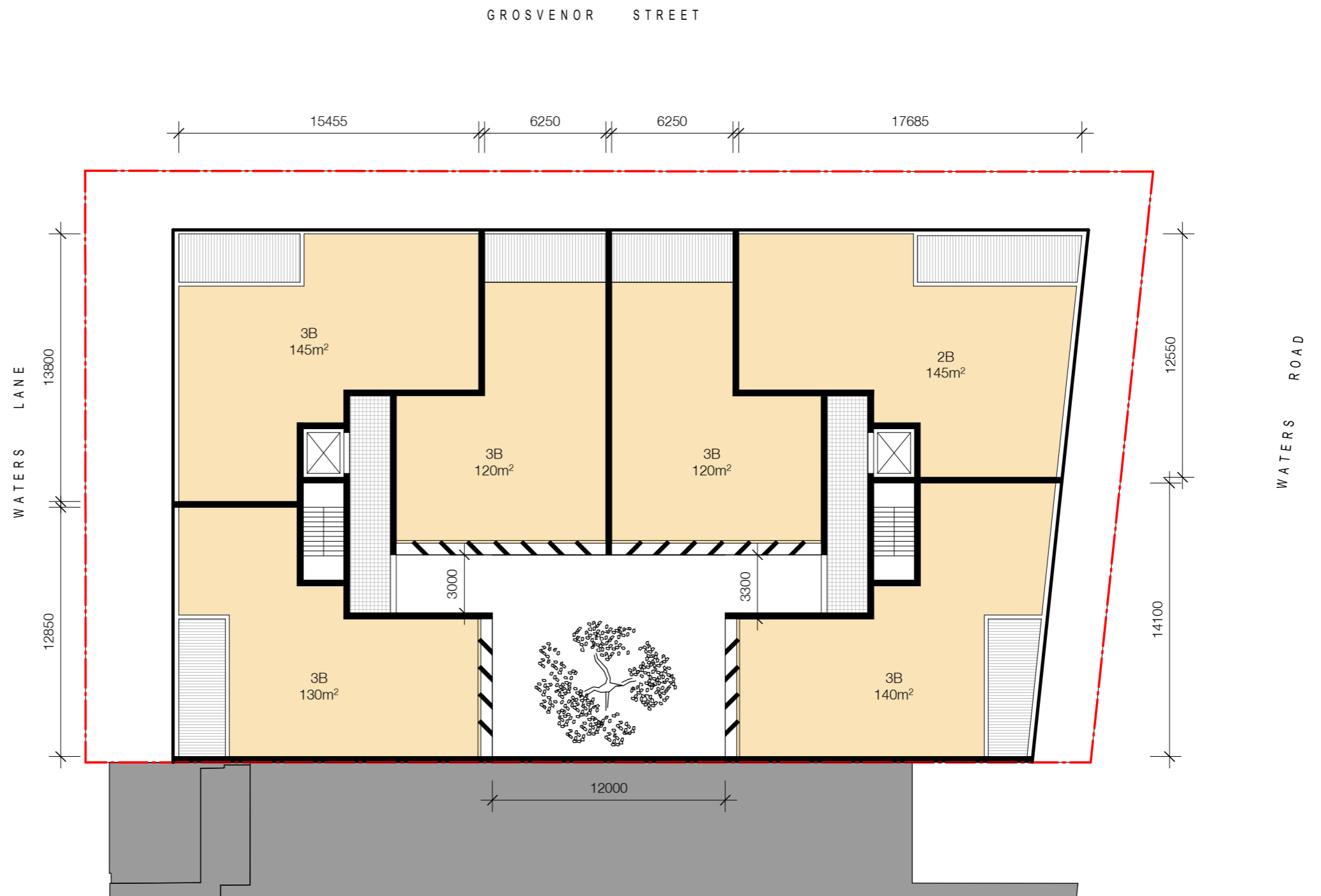
**Conclusion**

The North facing frontage and dual core arrangement provides good amenity along the street frontages.

The contiguous floor plate allows for flexibility in apartment planning, with all living rooms located along the frontages, which is preferred.

Typically opposing bedrooms in the courtyard have a 12m separation providing compliance with SEPP65 (12m habitable to habitable separation). There are small areas of non-compliance with SEPP65 separation.

Overall the location of the courtyard results in a good outcome, however the shape and arrangement of the courtyard feels unnecessary rigid and potentially too intense.



Scale 1:250@A3

**Site Testing**

**5.4 Test D**

**Summary**

The building is built to the Northern street frontage and then setback from the Southern boundary on Waters Street and Waters Lane. At the centre of the site it is built with a zero setback.

A dual core arrangement (with split level stair) is provided to reduce common circulation. Each lobby servicing approximately 3-4 apartments.

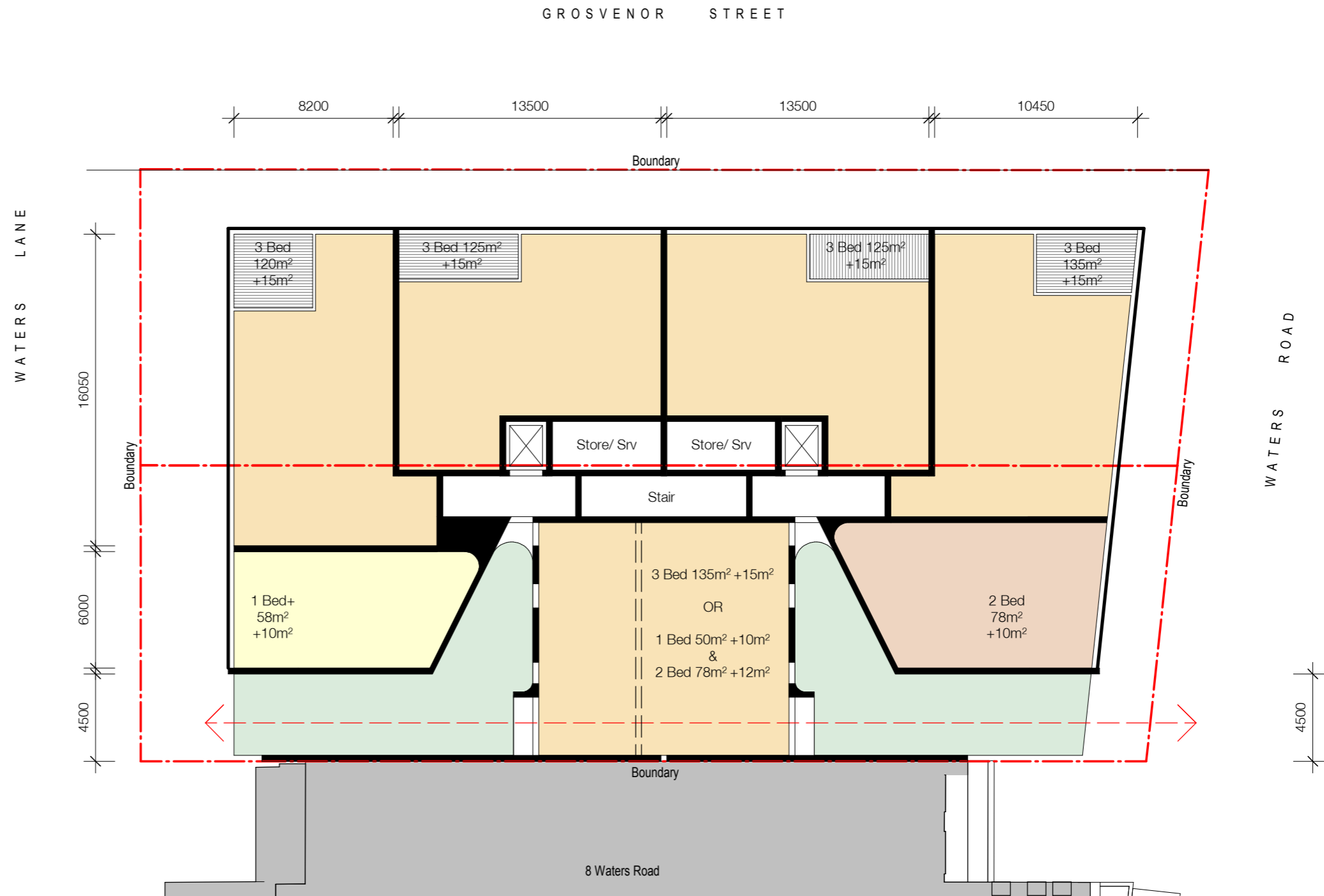
**Conclusion**

The North facing frontage and dual core arrangement provides good amenity along the street frontages.

The contiguous floor plate allows for flexibility in apartment planning, with all living rooms located along the frontages, which is preferred.

The courtyards allow for a reduction in opposing bedrooms providing compliance with SEPP65 (12m habitable to habitable separation).

Overall the residential apartment/s located on the southern boundary (living rooms away from street boundaries) would have poor amenity (light and view). The central stair and lifts have a poor impact on the retail areas and result in deep residential lobby spaces on ground floor.



Scale 1:250@A3

**Site Testing**

**5.5 Test - Preferred**

**Summary**

The building is built to the street frontages and arranged around a central courtyard - in this scenario there is more North facing frontage for residential amenity.

A dual core arrangement is provided to reduce common circulation and allow for additional cross ventilation. Each lobby servicing approximately 3-5 apartments.

**Conclusion**

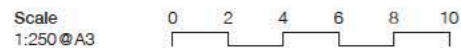
The North facing frontage and dual core arrangement provides good amenity along the street frontages.

The contiguous floor plate allows for flexibility in apartment planning, with all living rooms located along the frontages, which is preferred.

All 3 bedroom apartments can be located along the primary North facing frontage and the central through apartments are a compliant depth, with 6m separation to the Southern boundary (green wall).

Opposing bedrooms in the courtyard have 20m separation achieving higher compliance with SEPP65 (12m habitable to habitable separation).

Overall the location of the courtyard results in a positive outcome, with the sculpted shape and arrangement providing good outlook and privacy to bedrooms.



# Proposed Scheme

# 6

Proposed Scheme



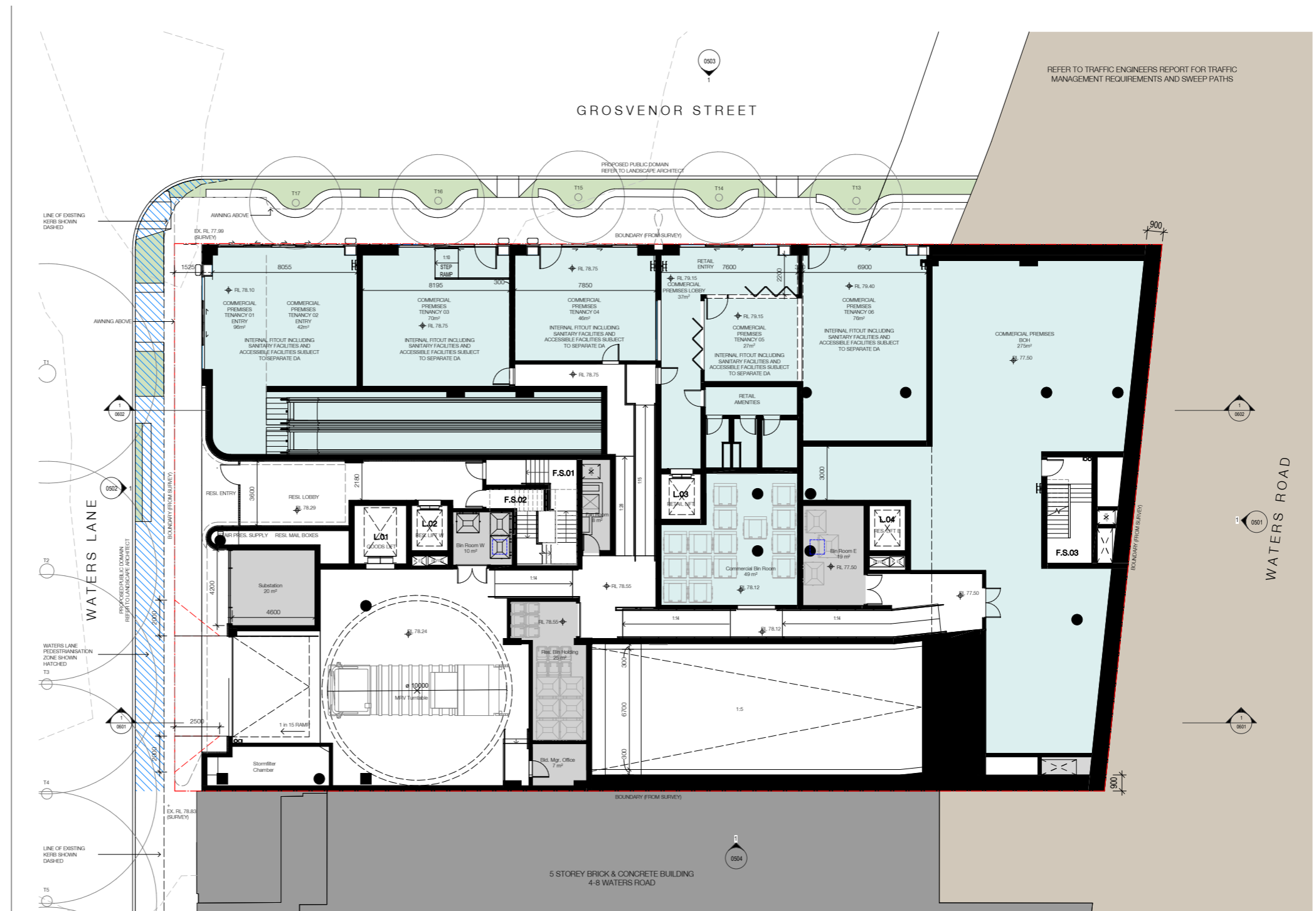
## Proposed Scheme

### 6.1 Ground Floor Plan - Waters Lane

#### Ground Floor Layout\_Waters Lane

The lower ground floor layout consists of the following key elements;

- A retail space with entry from the corner of Waters Lane and Grosvenor Street. The retail space addresses and activates both Waters Lane and Grosvenor Street.
- A residential lobby with access from Waters Lane, to the South a solid element buffers it from the service zones.
- A waste holding area, with direct access to Waters Lane for council pick up as required by the DCP.
- Services zones that include the substation and loading dock (servicing the retail areas). The Waste holding room, substation and loading dock are combined into an integrated architectural element.



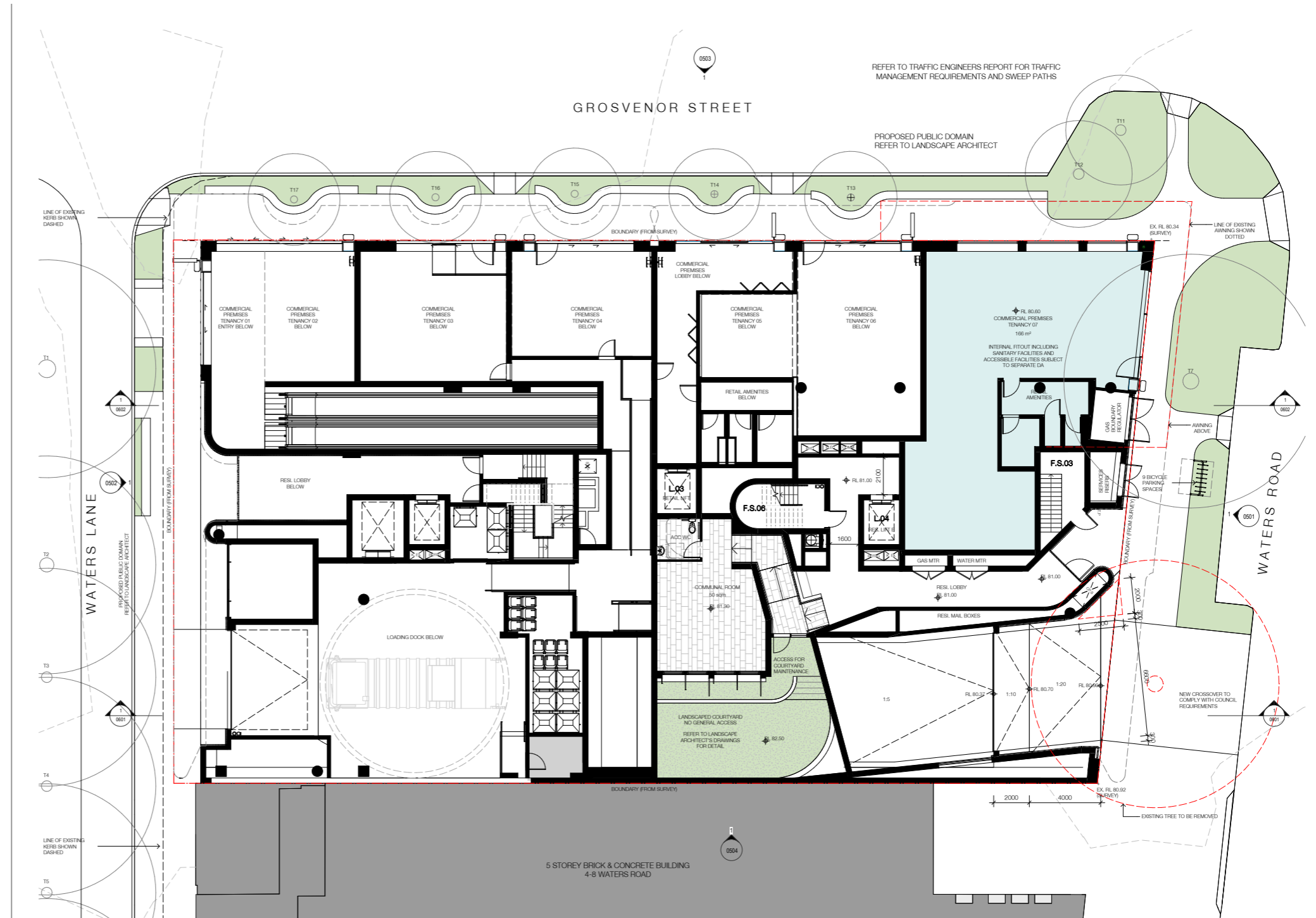
**Proposed Scheme**

**6.2 Ground Floor Plan - Water Road**

**Ground Floor Layout\_ Waters Road**

The upper ground floor layout consists of the following key elements;

- A retail space with entry from the corner of Waters Road and Grosvenor Street. The retail space addresses and activates both Waters Road and Grosvenor Street.
- A residential lobby with access from Waters Road - to the South a solid element buffers it from the carpark entry.
- A landscaped courtyard  
\_Measuring approximately 20m x 6m the sculpted courtyard is positioned on Ground Floor & Level 1. It provides a space that connects the building into a unified whole and provides amenity to both lobby and residential apartments.



Proposed Scheme

6.3 Public Domain Concept



Legend

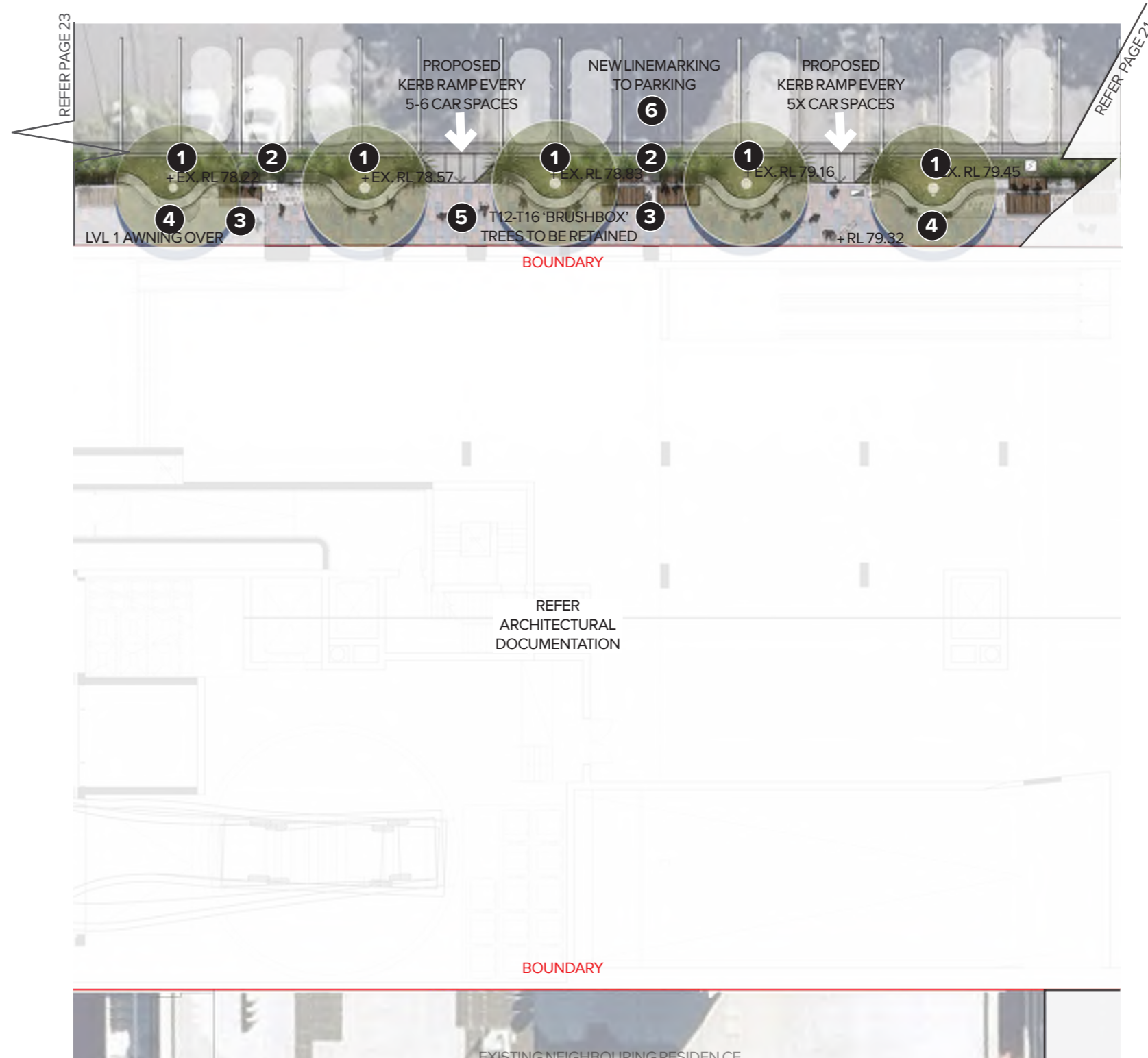
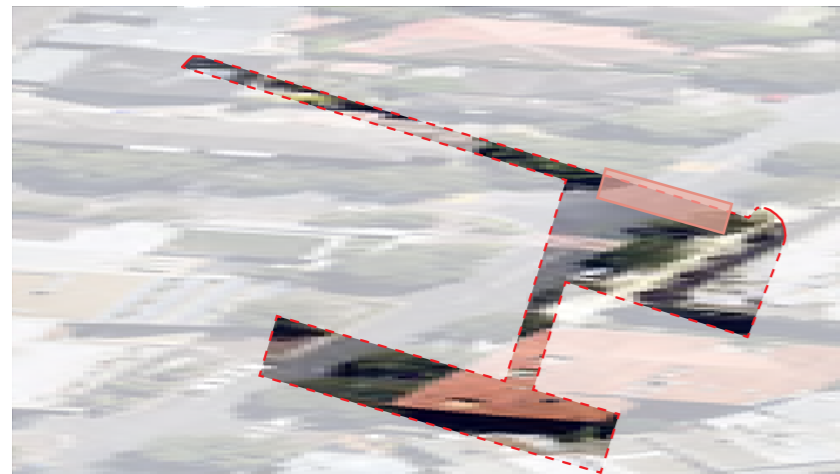
- 1** Proposed street tree planting to Waters Rd with feature uplighting in garden under
- 2** Landscape buffer with mass shrubs, accent plants & groundcovers to screen pedestrians from the road
- 3** Intermittant bench seating
- 4** Footpath: 200x400x60mm precast concrete pavers with a honed finish in stretcher bond\*
- 5** 4x fixed bike racks
- 6** \*As per North Sydney Council's Public Domain Style Manual & Design Codes





**Proposed Scheme**

**6.3 Public Domain Concept**



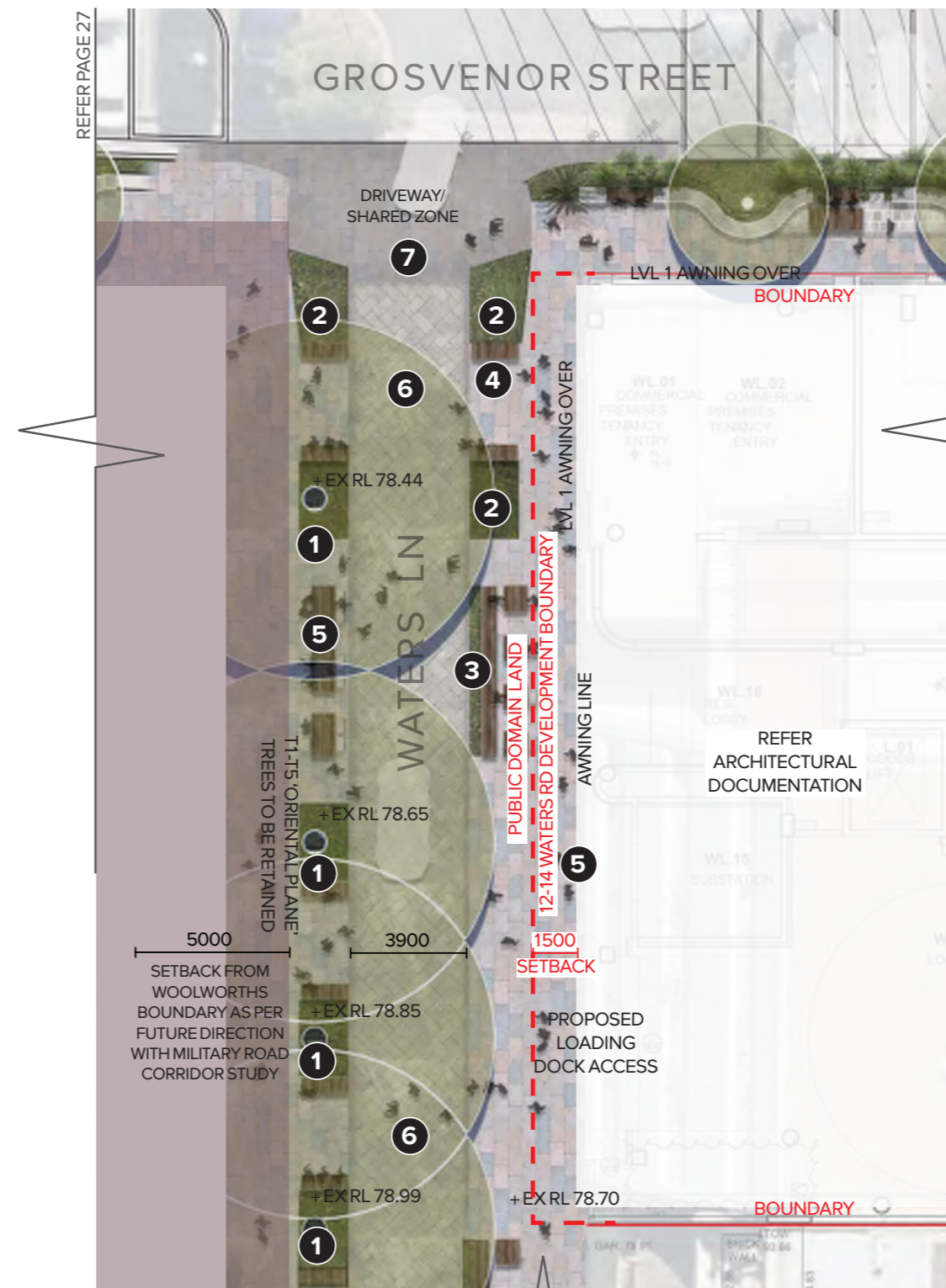
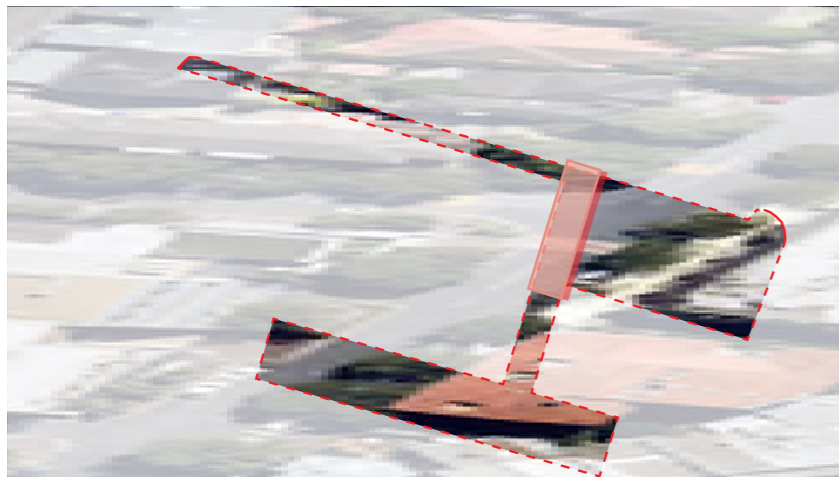
**Legend**

- 1** Existing trees to be retained. New feature uplighting to be installed in new garden under
- 2** Landscape buffer with mass shrubs, accent plants & groundcovers to screen pedestrians from the road
- 3** Fixed bench & table seating
- 4** Continuous curved bench seating, that acts as protective garden edge
- 5** Footpath: 200x400x60mm precast concrete pavers with a honed finish in stretcher bond\*
- 6** Feedback requested from council on carparking layout but not received upon lodgement

\*As per North Sydney Council's Public Domain Style Manual & Design Codes

Proposed Scheme

6.3 Public Domain Concept

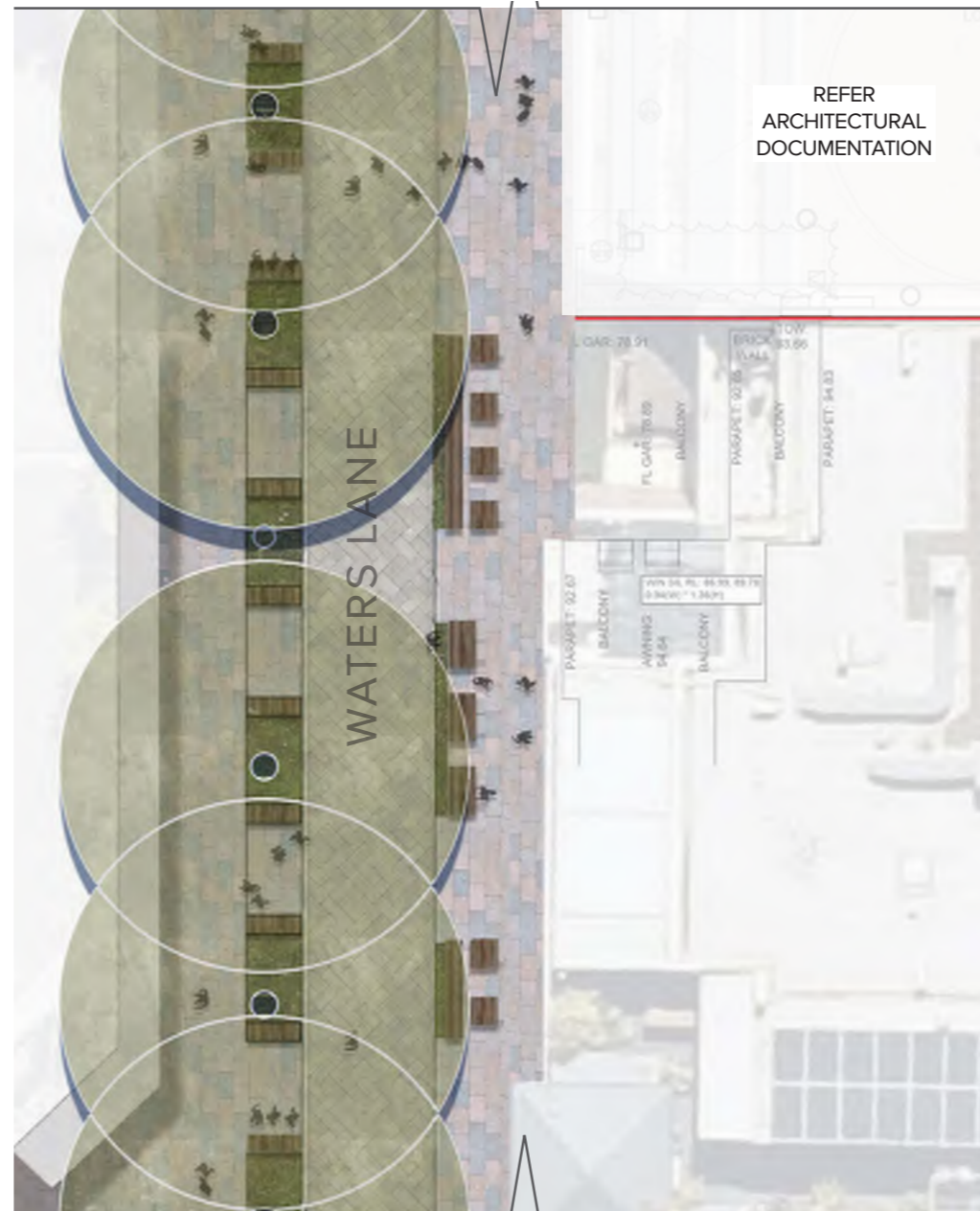
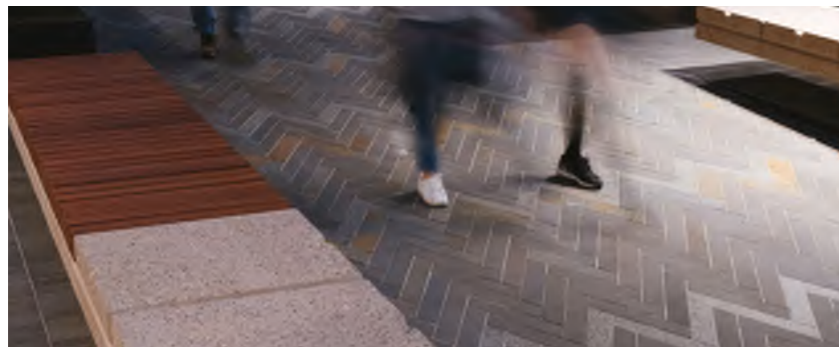
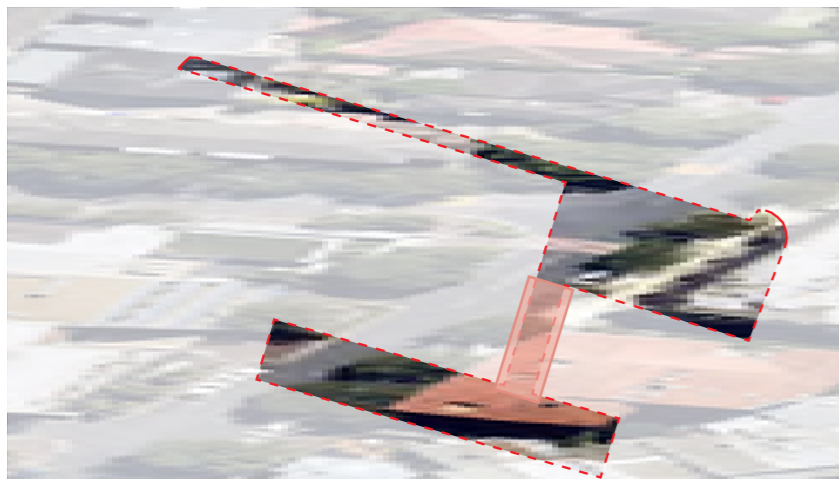


- 1** Existing trees to be retained. Paving to widen around root structure to allow planting with new garden edge. New edge to be pinned structure with no footings to avoid impact on existing root system, as per Arborist's advice. Existing levels to be retained.
- 2** Flush garden areas with mass shrubs, accent plants & groundcovers to strengthen vehicular edge, and buffer traffic noise and views to retail frontages
- 3** Fixed bench & table seating
- 4** Fixed bench seating
- 5** Footpath: 200x400x60mm precast concrete pavers with a honed finish in stretcher bond\*
- 6** Shared zone: 80 x 113 x 225mm 'Charcoal' (dark grey) coloured interlocking concrete pavers with standard finish\*. Existing laneway to be raised to fall flush with existing pathways and to avoid impacting existing tree root systems as per Arborists advice.
- 7** Cross over: 200 x 200 x 80mm paver in stretcher bond\*

\*As per North Sydney Council's Public Domain Style Manual & Design Codes

Proposed Scheme

6.3 Public Domain Concept



REFER PAGE 27

- 1 Existing trees to be retained. Paving to widen around root structure to allow planting with new garden edge. New edge to be pinned structure with no footings to avoid impact on existing root system, as per Arborist's advice. Existing levels to be retained.
- 2 Flush garden areas with mass shrubs, accent plants & groundcovers to strengthen vehicular edge, and buffer traffic noise and views to retail frontages
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- 5 Footpath: 200x400x60mm precast concrete pavers with a honed finish in stretcher bond\*
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- 7 Cross over: 200 x 200 x 80mm paver in stretcher bond\*

\*As per North Sydney Council's Public Domain Style Manual & Design Codes

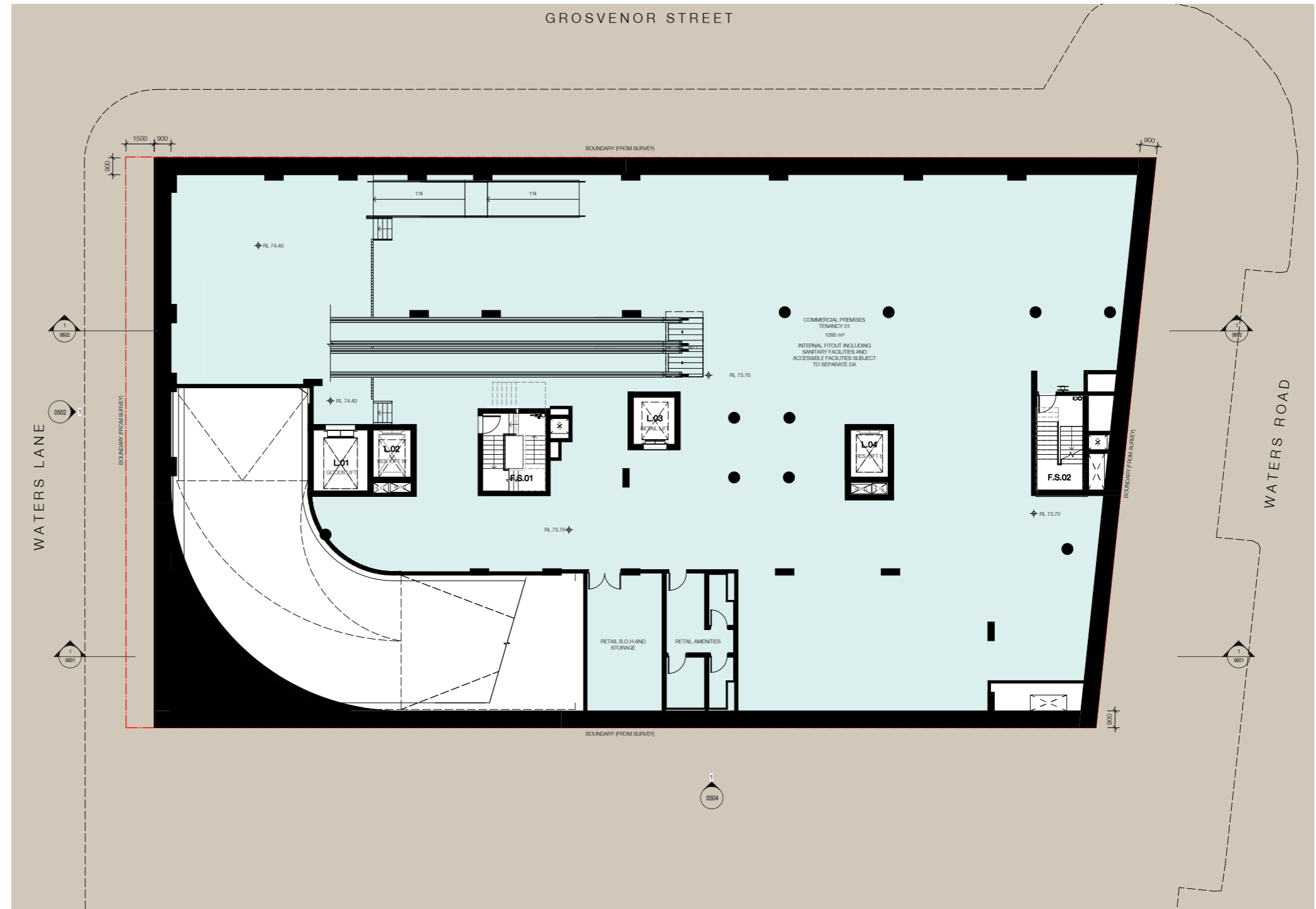
## Proposed Scheme

### 6.4 Lower Ground Floor Plan

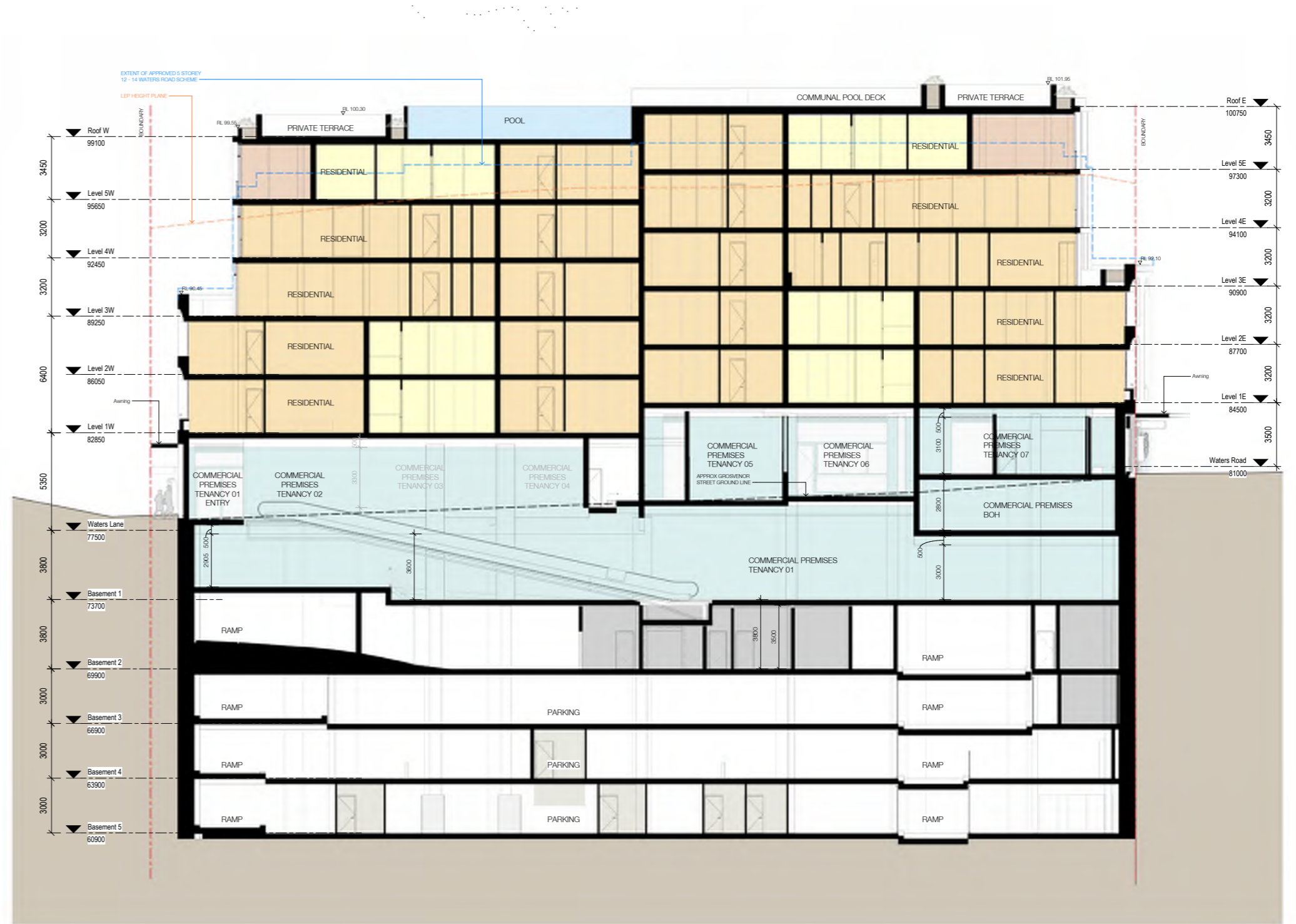
#### Lower Ground Floor Layout

The lower ground floor layout consists of the following key elements;

- A large retail space suitable for a supermarket or similar. It is accessed via a lift and has an allowance for escalator or translator.
- The space includes a goods lifts which connects to the basement and loading dock.
- The carpark entry ramp curves through the South West corner of the floor plate.



Proposed Scheme



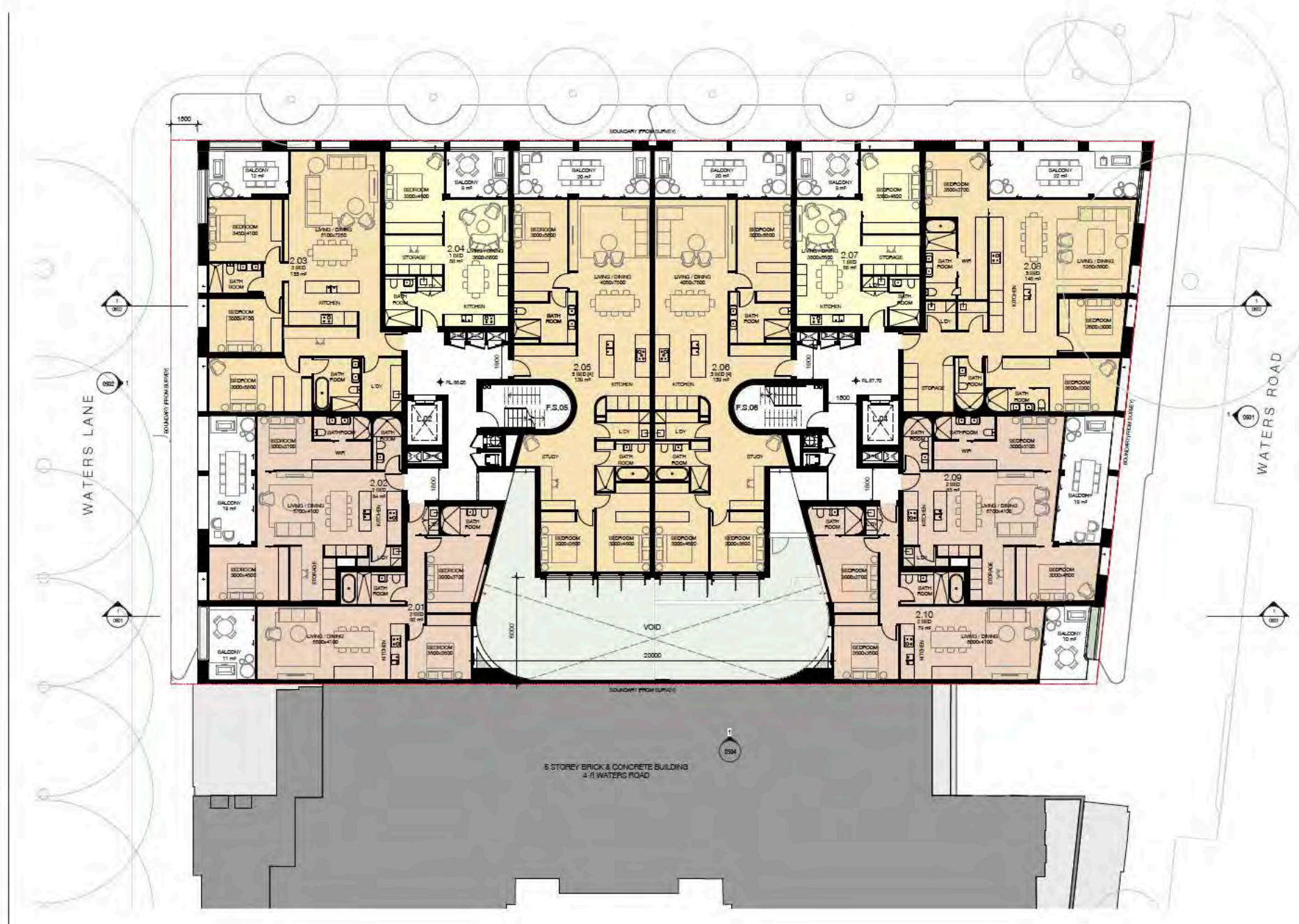
**Proposed Scheme**

**6.5 Level 2 Plan**

**Level 2 Layout**

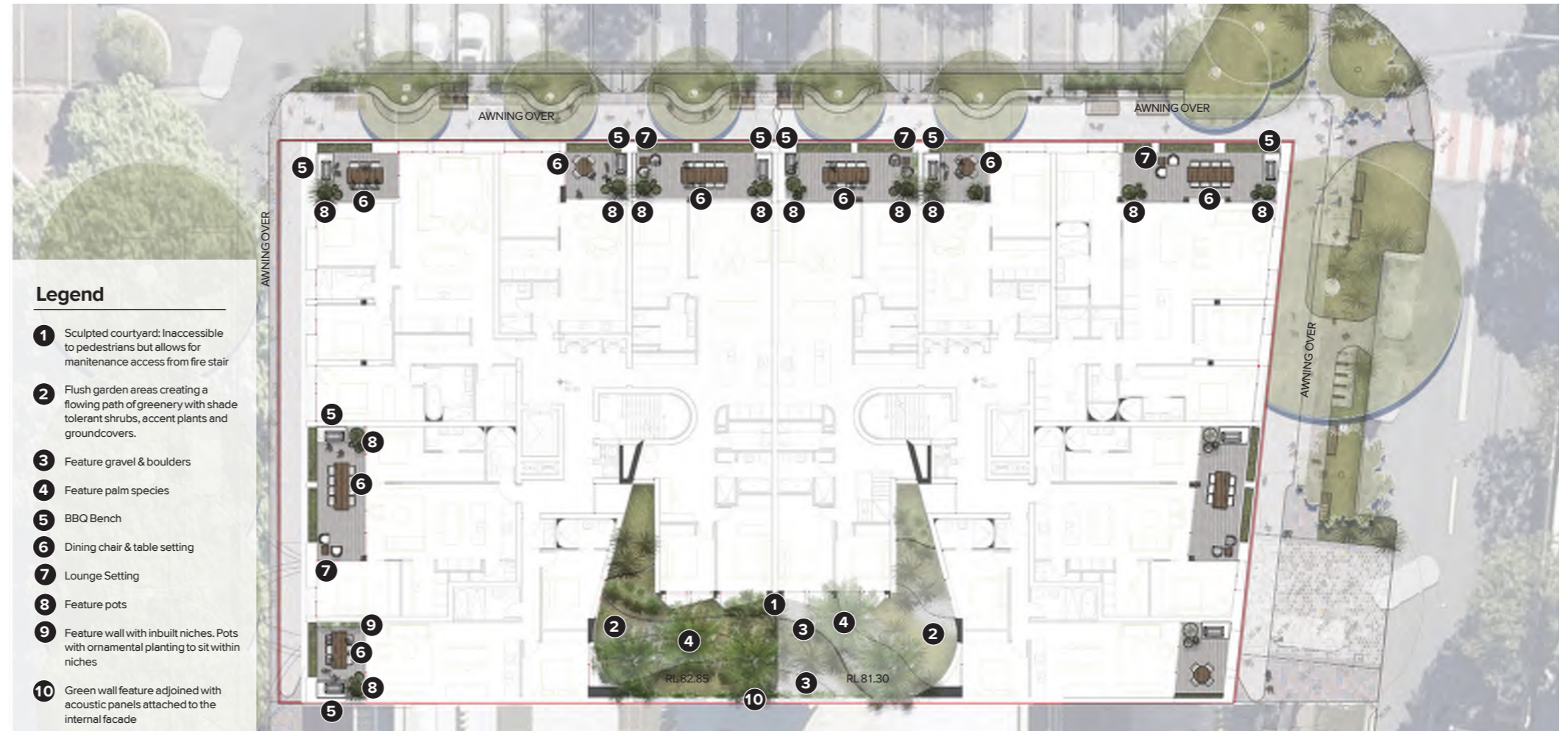
The level 2 layout consists of the following key elements;

- 2 cores, that include a lift, stair and lobby;  
 \_Core W serves the apartments on Waters Lane. The courtyard provides light and outlook to both the lobby and stair.  
 \_Core E serves the apartments on Waters Road. The courtyard provides light and outlook to both the lobby and stair.
- 2 x 3 bed through apartments that address Waters Rd;  
 \_Apartments are naturally cross ventilated.  
 \_The living room, balcony and master bedroom address Waters Road and have a north aspect to maximise amenity.  
 \_The second bedrooms utilise the Courtyard for amenity with outlook onto the landscaped space and Southern green facade.
- A mix of 1/2/3 bed apartments that address the public domain;  
 \_Apartments are naturally cross ventilated where possible.  
 \_Living rooms and balconies address the street with the majority North facing.  
 \_Bedrooms utilise the courtyard for amenity, with 20m between opposing bedrooms.  
 \_The majority of apartments are cross ventilated.
- A landscaped courtyard.  
 \_Measuring approximately 20m x 6m the sculpted courtyard provides a space that connects the building into a unified whole and provides amenity to both the lobby and residential apartments.



Proposed Scheme

6.6 Courtyard



Source: Arcadia Design Report

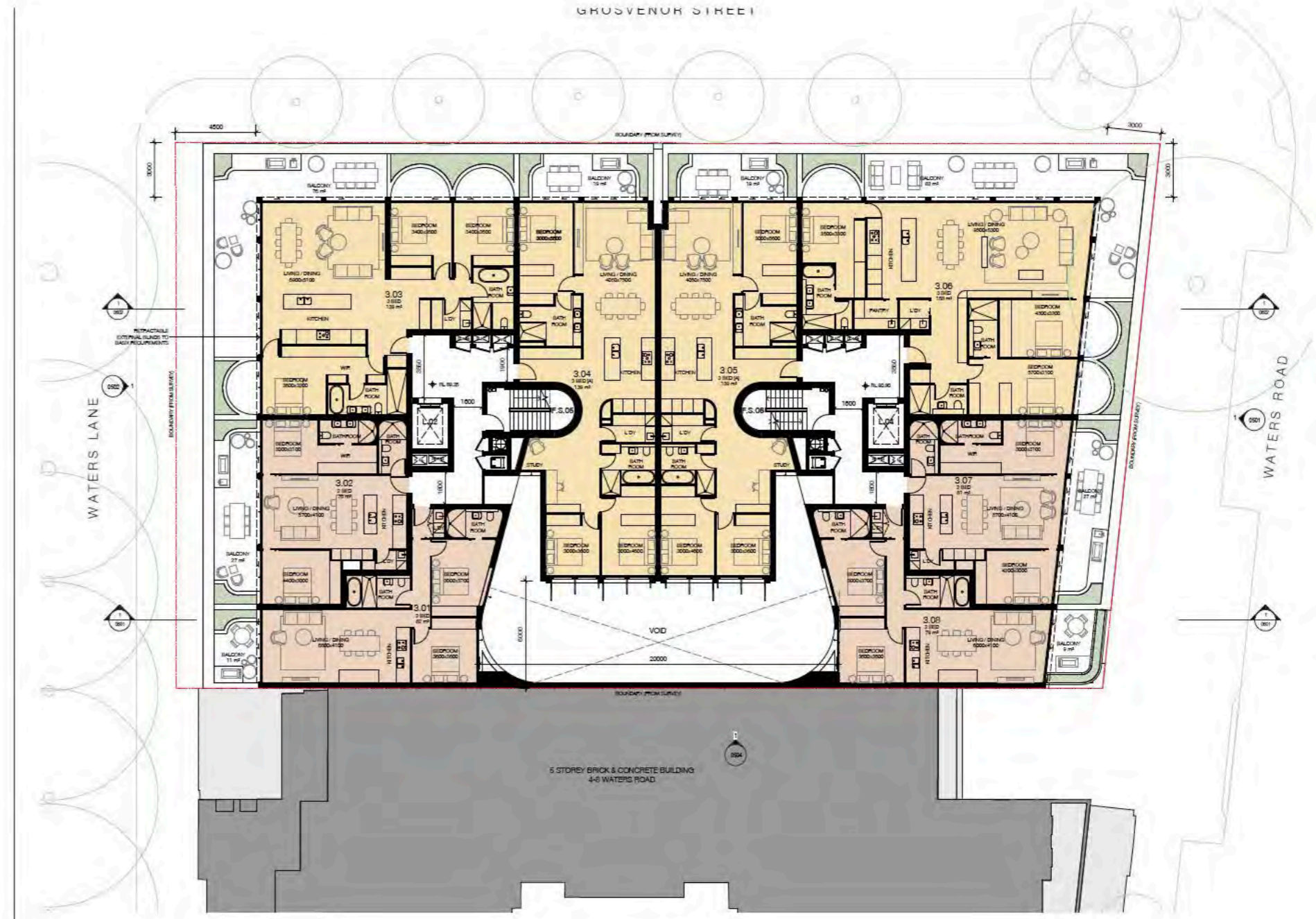
**Proposed Scheme**

**6.7 Level 3 Plan**

**Level 3 Layout**

The level 3 layout consists of the following key elements;

- 2 cores, that include a lift, stair and lobby;  
 \_Core W serves the apartments on Waters Lane. The courtyard provides light and outlook to both the lobby and stair.  
 \_Core E serves the apartments on Waters Road. The courtyard provides light and outlook to both the lobby and stair.
- 4 x 3 bed, 4 x 2 bed apartment;  
 \_Apartments are naturally cross ventilated.  
 \_Living room and master bedrooms features generous courtyards with a majority north aspect to maximise amenity  
 \_The second bedrooms utilise the Courtyard for amenity with outlook onto the landscaped space and Southern green facade.





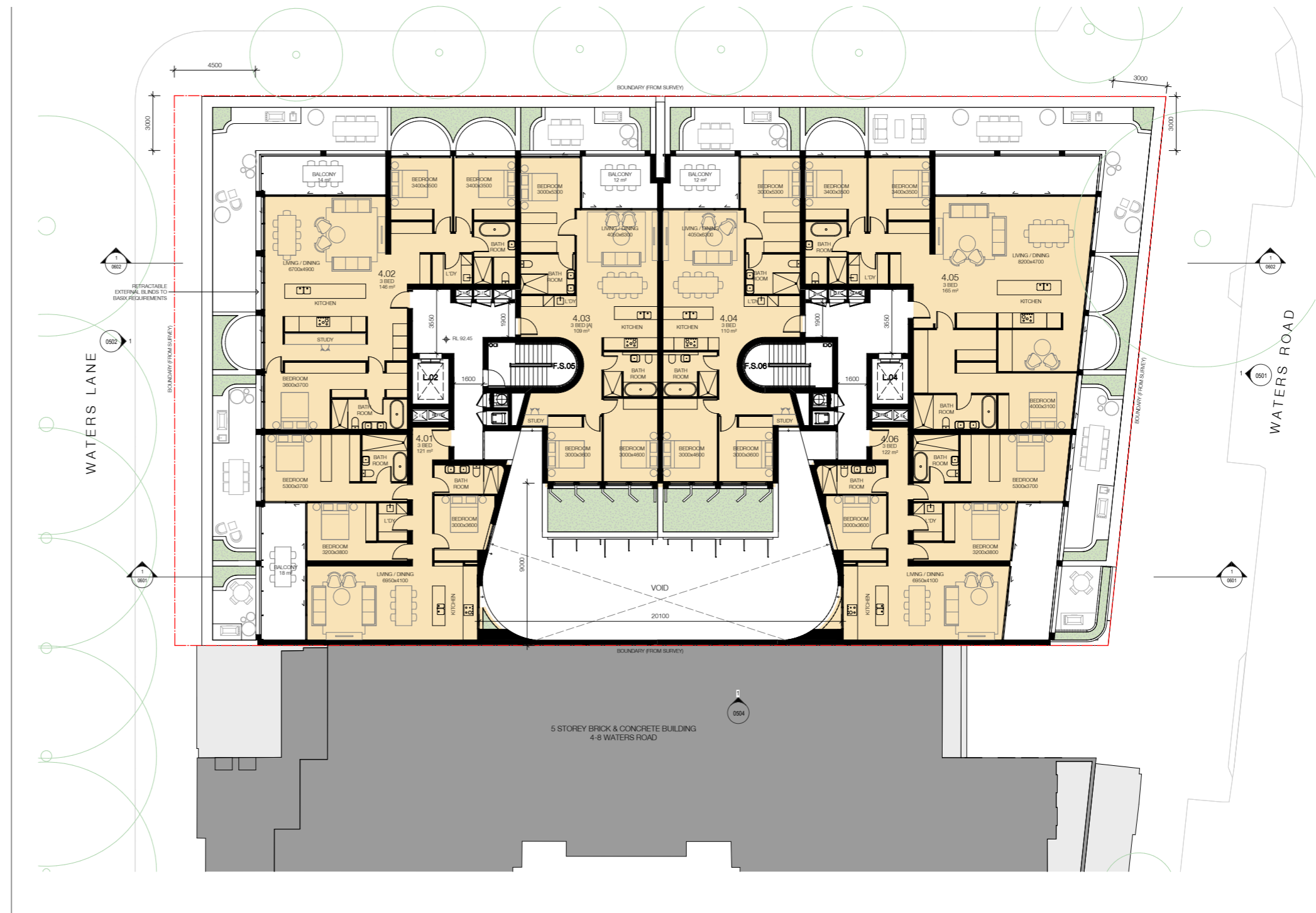
## Proposed Scheme

### 6.8 Level 4 Plan

#### Level 4 Layout

The level 4 layout consists of the following key elements;

- 2 cores, that include a lift, stair and lobby;  
\_Core W serves the apartments on Waters Lane. The courtyard provides light and outlook to both the lobby and stair.
- 2 cores, that include a lift, stair and lobby;  
\_Core E serves the apartments on Waters Road. The courtyard provides light and outlook to both the lobby and stair.
- 6 x 3 bed apartment;  
\_Apartments are naturally cross ventilated.  
\_Living room and master bedrooms features generous balconies with majority north aspect to maximise amenity  
\_The second bedroom utilises the Courtyard for amenity with outlook onto the landscaped space and Southern green facade.



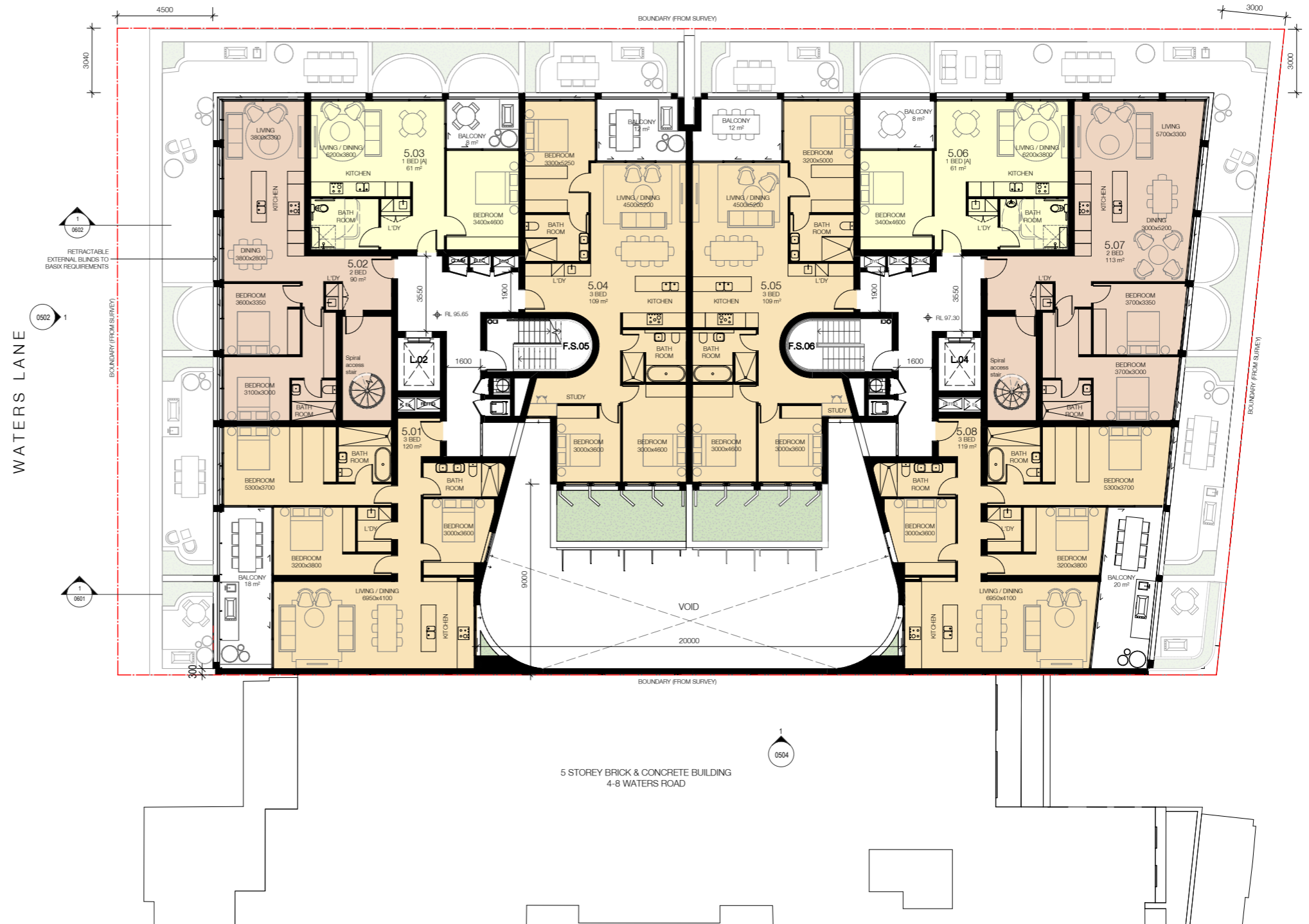
Proposed Scheme

6.9 Level 5 Plan

Level 5 Layout

The level 5 layout consists of the following key elements;

- 2 cores, that include a lift, stair and lobby;
  - \_Core W serves the apartments on Waters Lane. The courtyard provides light and outlook to both the lobby and stair.
  - \_Core E serves the apartments on Waters Road. The courtyard provides light and outlook to both the lobby and stair.
- 4 x 3 bed apartment and a mix of 1 & 2 bed apartments;
  - \_Apartments are naturally cross ventilated.
  - \_Living room and master bedrooms features generous balconies with majority north aspect to maximise amenity
  - \_The second bedroom utilises the Courtyard for amenity with outlook onto the landscaped space and Southern green facade.



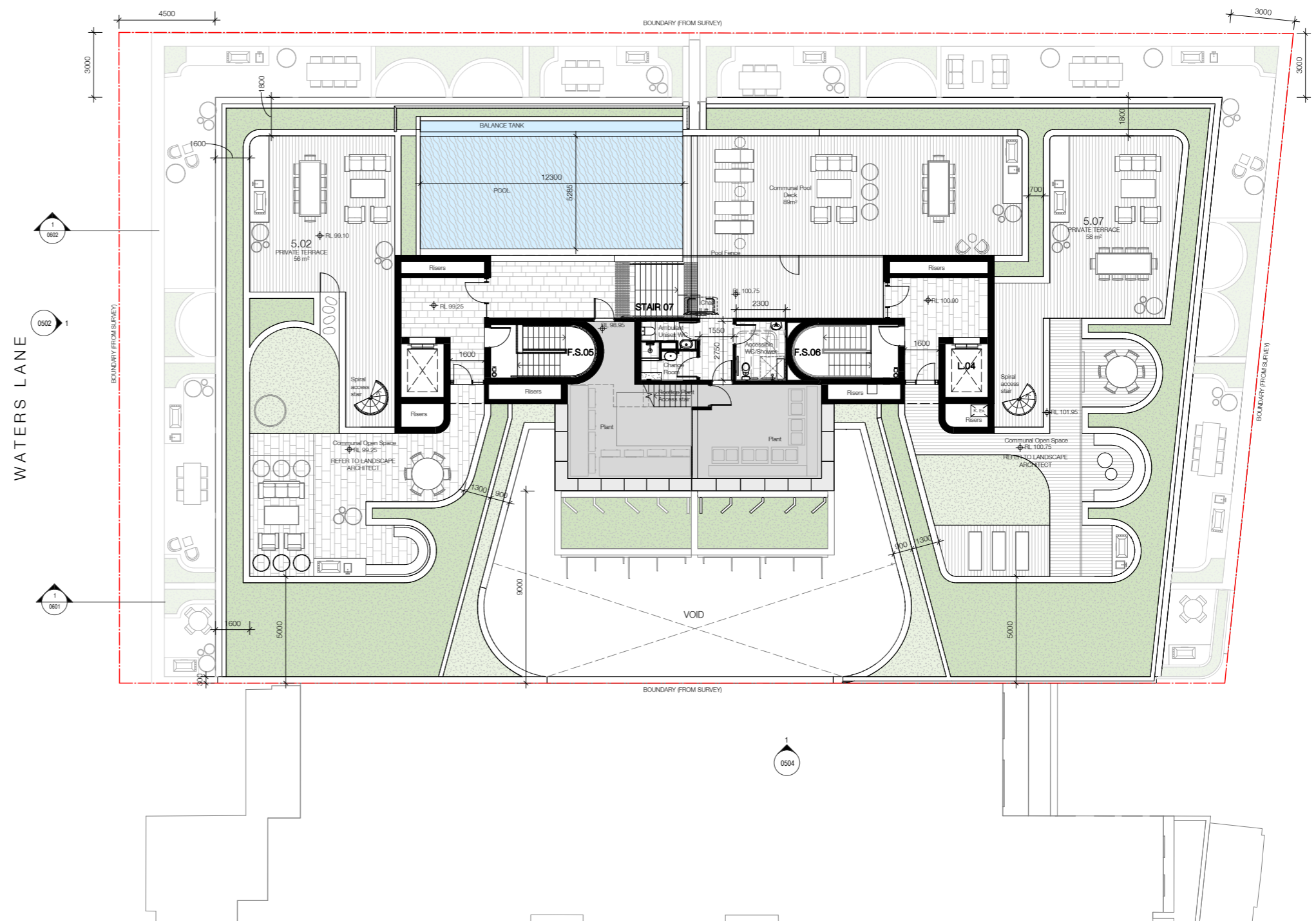
## Proposed Scheme

### 6.11 Roof Plan

#### Roofop

The rooftop level consists of the following key elements;

- 2 cores, that include a lift, stair and lobby;  
\_Core W serves the western side of the communal rooftop.  
\_Core E serves the eastern side of the communal rooftop.  
There is an accessible connection between the split level via a generous stair and platform lift (adjacent the pool).
- Communal Rooftop (East +West)  
\_A communal rooftop accessible to all residents that includes bbq area, seating areas, landscape and pool.
- A North facing pool with direct lift access and decked seating areas adjacent.
- Accessible bathrooms and changes room.
- 2x private roof terrace for the apartments below.
- Building services, such as mechanical services which are concealed to minimise any acoustic or visual impact.



Proposed Scheme

6.11 Roof Plan



Source: Arcadia Design Report

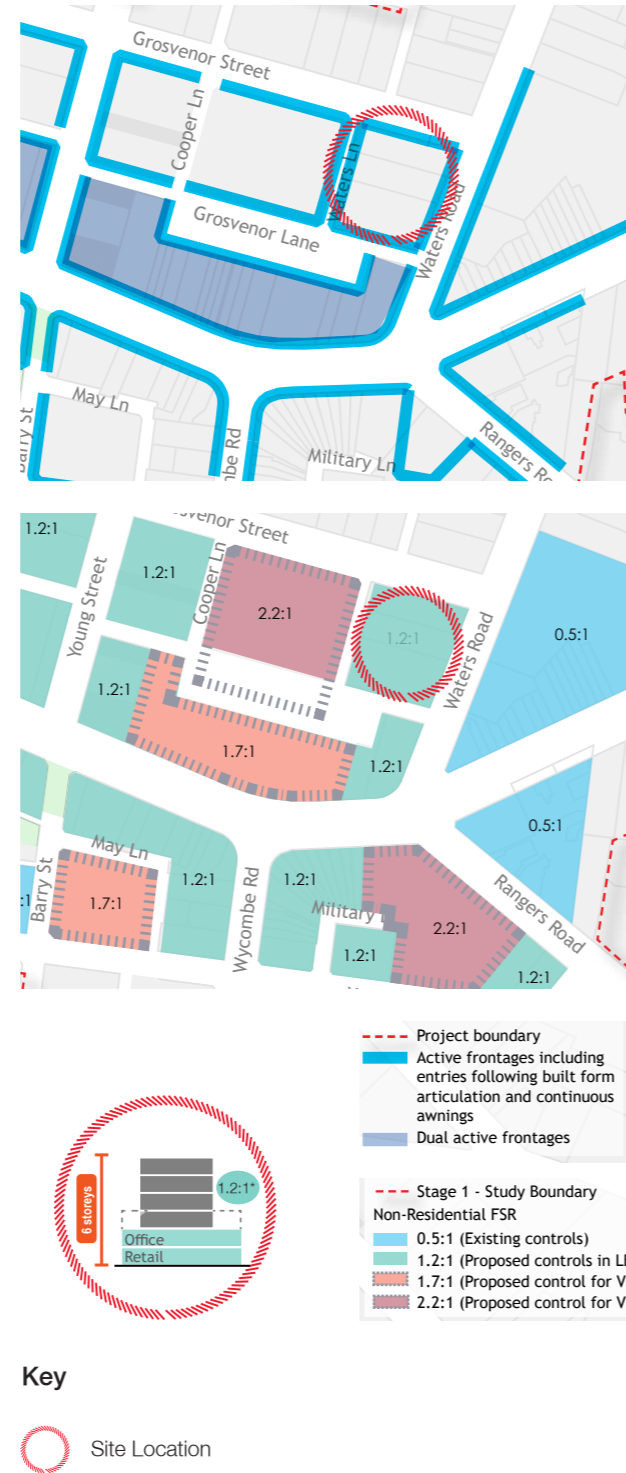
**Proposed Scheme**

**6.12 Relationship to Military Road Corridor Planning Study\_Employment + Activation**

**Employment + Activation**

The proposal includes a series of retail spaces and a high level of street activation, which achieve the objectives of the Military Road Corridor Study, including;

- Providing an area of non-residential floor area that exceeds both existing controls and future controls based on the Military Road Corridor Planning
- Increasing employment capacity across the Neutral Bay town centre through an increase in the Non-Residential floor space ratio. Approximately 2000sqm of non-residential floor space is proposed above 1.2:1 FSR.
- Supporting local businesses through an increase in non-residential floor area
- Developing a high level of local street activity and amenity through activation, achieved through high quality retail spaces located on prominent corners.
- Supporting diversity and amenity of retail uses with a variety of retail spaces.
- Encourage a level of activation and passive surveillance in all laneways



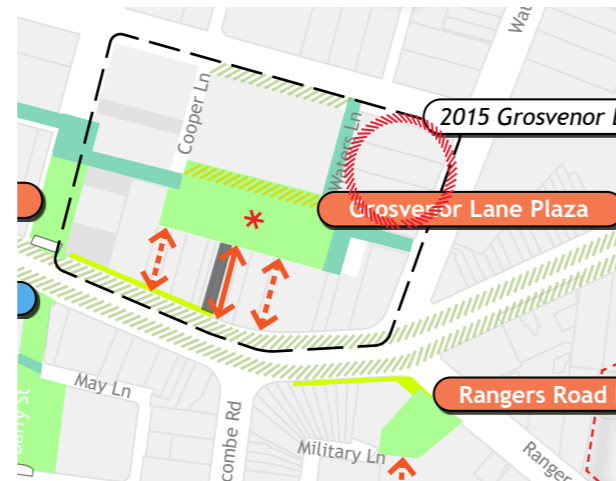
## Proposed Scheme

### 6.13 Relationship to Military Road Corridor Planning Study\_Public Domain

#### Public Domain Improvements

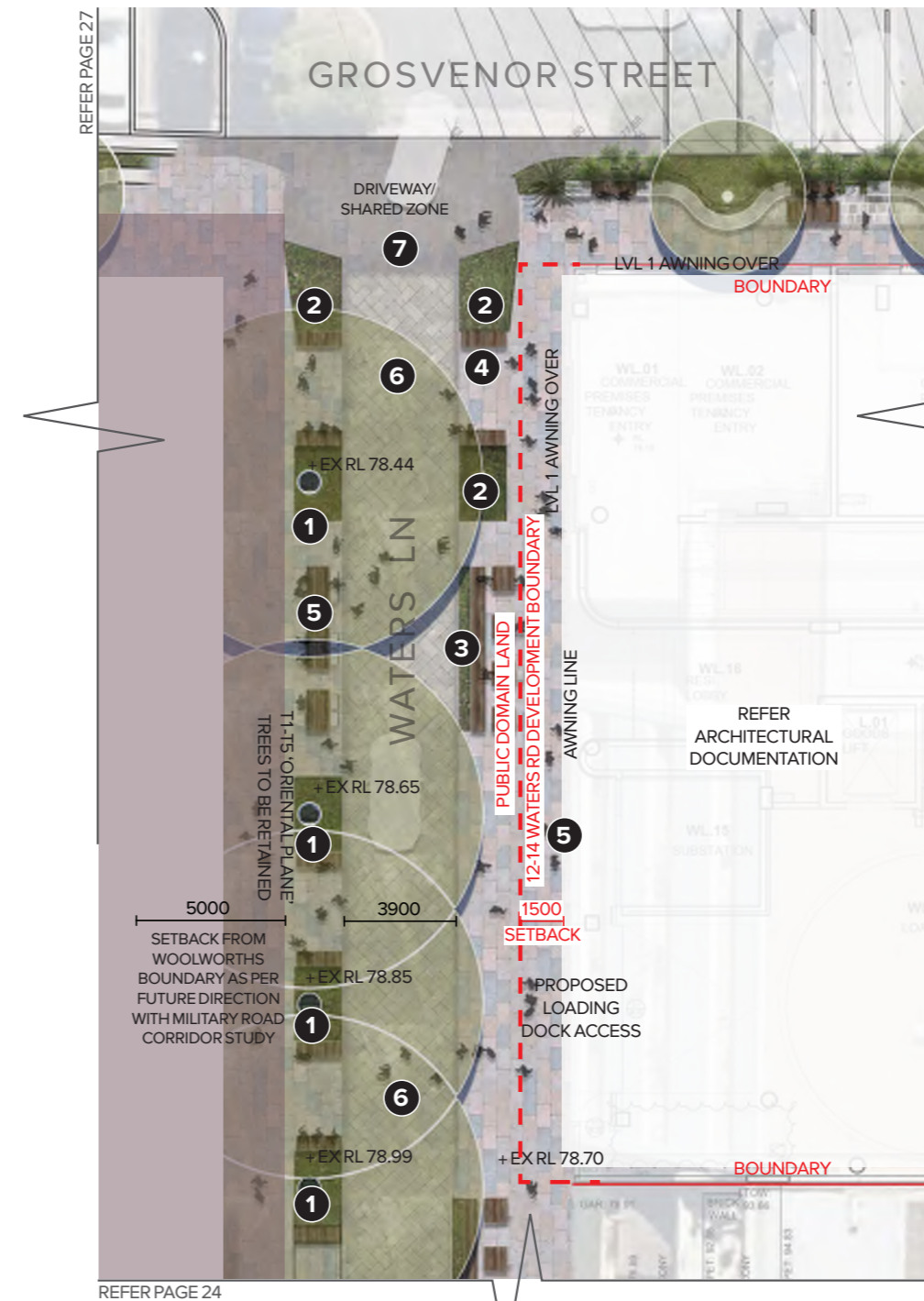
The proposal includes public domain upgrades and improvements, which achieve the objectives of the Military Road Corridor Study, including;

- Significant public domain works to be delivered via works in kind including proposed pedestrianisation of Waters Lane
- The proposed lane upgrades prioritise pedestrians and improve amenity in the Neutral Bay town centre.
- Wider public benefits of the proposed public domain upgrades include:
  - \_Improved environment sustainability
  - \_Increased business activity
  - \_Social interaction and well-being
- Additional tree cover and vegetation providing an improvement in the urban tree canopy



- |   |  |
|---|--|
| - - - Stage 1 - Study boundary                    | - - - Stage 1 - Study boundary   |
| - - - 2015 Grosvenor Lane planning study boundary | - - - Improved pedestrian amenity                                      |
| - - - Improved pedestrian amenity                 | - - - Dedicated cycle path   |
| - - - Proposed public domain improvements         | - - - Intersection improvements  |
| - - - Proposed shared zones                       | - - - Potential public open space                                      |
| - - - Recommended major artwork                   | - - - Potential shared zones   |
| - - - Existing through-site-links                 | - - - Road closures  |
| - - - Future through-site-links                   | - - - Public underground car parks to offset any existing parking lost |
| - - - Potential expansion of outdoor dining       | - - - Ground floor setbacks  |
| - - - Ground floor setbacks as public areas       |  |

- Key**
- Site Location

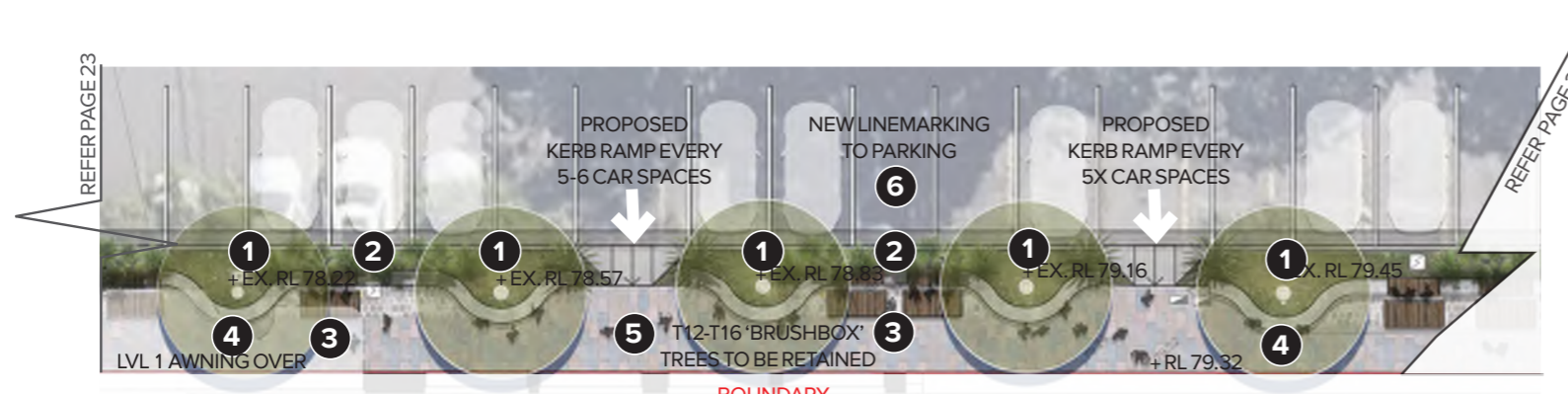


#### Legend

- Existing trees to be retained. Paving to widen around root structure to allow planting with new garden edge. New edge to be pinned structure with no footings to avoid impact on existing root system, as per Arborist advice. Existing levels to be retained
- Flush garden areas with mass shrub accent plants & groundcovers to strengthen vehicular edge, and buffer traffic noise and views to retail frontages
- Fixed bench & table seating
- Fixed bench seating
- Footpath: 200x400x60mm precast concrete pavers with a honed finish stretcher bond\*
- Shared zone: 80 x 113 x 225mm 'Charcoal' (dark grey) coloured interlocking concrete pavers with standard finish\*. Existing laneway to be raised to fall flush with existing pathways and to avoid impacting existing tree root systems as per Arborists advice.
- Cross over: 200 x 200 x 80mm paver in stretcher bond\*

\*As per North Sydney Council's Public Domain Style Manual & Design Codes

Proposed Scheme



REFER PAGE 23

REFER PAGE 21

Legend

- 1 Existing trees to be retained. New feature uplighting to be installed in new garden under
- 2 Landscape buffer with mass shrubs, accent plants & groundcovers to screen pedestrians from the road
- 3 Fixed bench & table seating
- 4 Continuous curved bench seating, that acts as protective garden edge
- 5 Footpath: 200x400x60mm precast concrete pavers with a honed finish in stretcher bond\*
- 6 Feedback requested from council on carparking layout but not received upon lodgement

\*As per North Sydney Council's Public Domain Style Manual & Design Codes

REFER ARCHITECTURAL DOCUMENTATION

BOUNDARY



REFER PAGE 22

Legend

- 1 Proposed street tree planting to Waters Rd with feature uplighting in garden under
- 2 Landscape buffer with mass shrubs, accent plants & groundcovers to screen pedestrians from the road
- 3 Intermittent bench seating
- 4 Footpath: 200x400x60mm precast concrete pavers with a honed finish in stretcher bond\*
- 5 4x fixed bike racks
- 6 \*As per North Sydney Council's Public Domain Style Manual & Design Codes

PROPOSED DRIVEWAY  
+RL 80.90  
T6 BRUSHBOX TREE TO BE REMOVED. REFER ARBORIST REPORT

BOUNDARY

STING NEIGHBOURING RESIDENCE

Proposed Scheme





**Retail**

**7**

## Retail

### 7.1 Analysis



#### Edge of Block

- The site's location on the corner of Grosvenor St and Waters Road establishes itself as a marker to the edge of the block as well as the wider retail precinct



#### 'Eat Street' Extension

- Existing eat street presence on Grosvenor Street is contained to area west of Young Street
- There is the potential to extend this by establishing food retail on site and 'bookending' the eat street



#### Relationship to supermarket and Grosvenor Lane

- The pedestrianisation of Waters Lane will allow direct connections between future retail tenancies and the existing supermarket
- The future conversion of Grosvenor Lane into a public plaza will create further pedestrian links to the existing retail complex along Military Road

**Retail**

**7.2 Retail Layout**

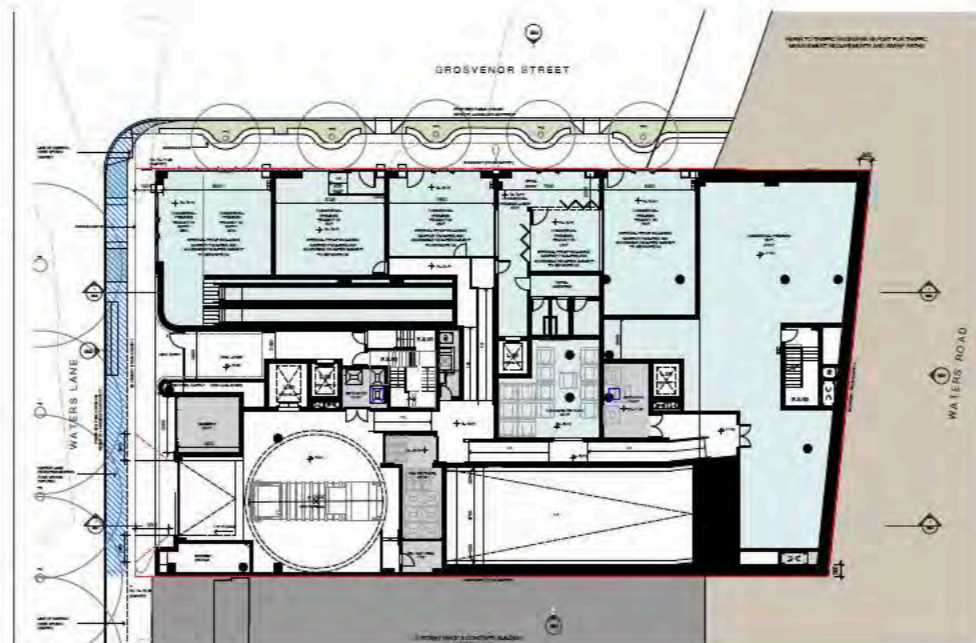
The retail proposal includes complimentary retail spaces that activate the public domain.

Along Grosvenor Street, there are 5 fine grain retail tenancies which seek to activate the public domain. These tenancies ranging in size, however designed in away to allow some to be amalgamated to provide flexibility for future tenants. Each tenancy designed to also allow for either speciality retail or food & beverage uses.

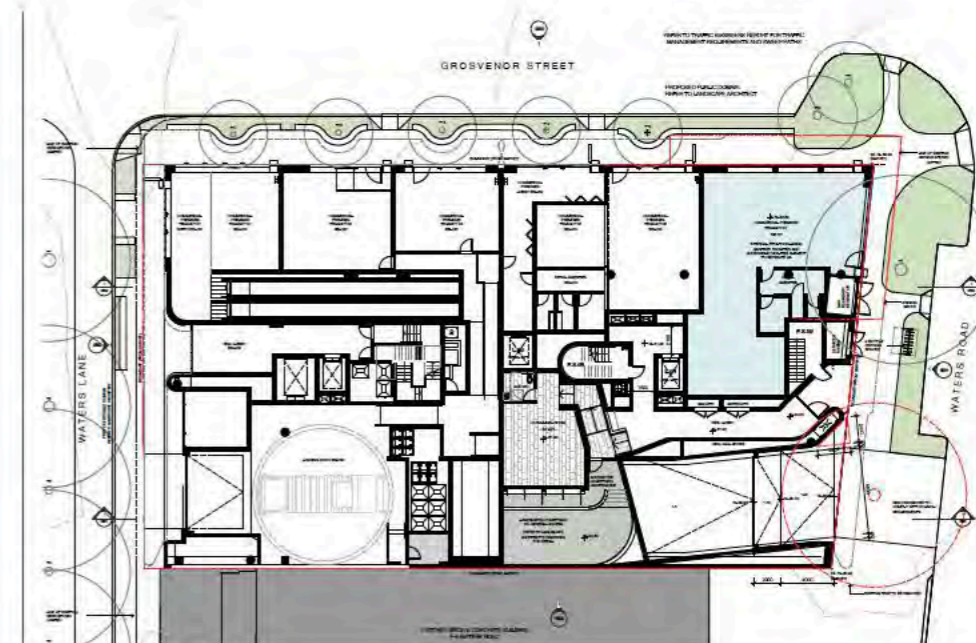
Accessed from the North Western Corner to Waters Lane & Grosvenor Street, the basement level tenancy is served by 2x travelators. The primary entrance, providing prime corner frontage to the broader Neutral Bay Village including signage opportunities for exposure.

Additional Back of House space is provided on ground level, below ground for shared use of all the retail - accessed via a series of corridors to ensure all loading including waste management occurs behind closed doors.

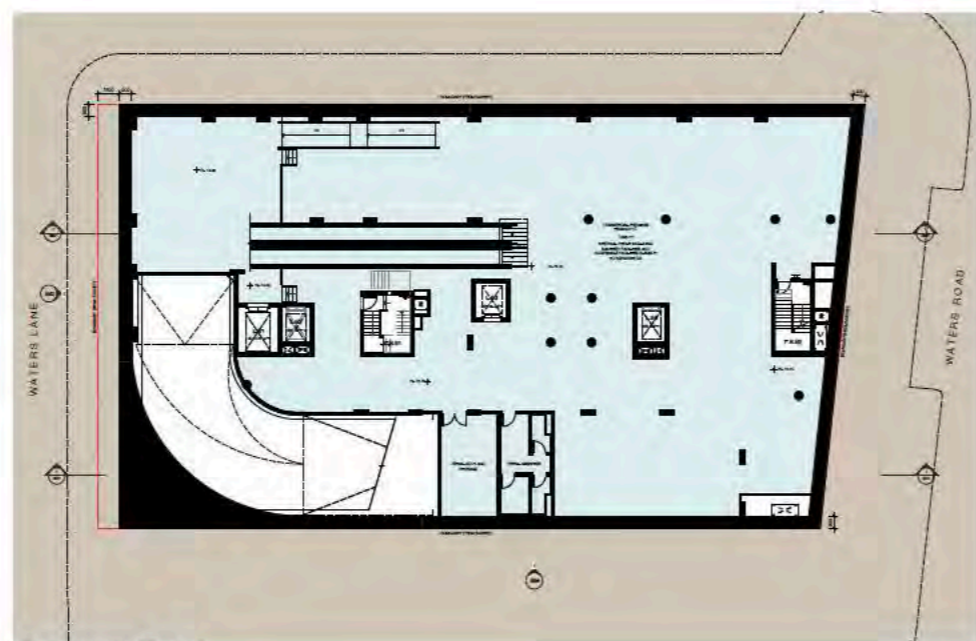
The North Eastern Corner to Waters Road & Grosvenor Street continues the fine grain language of retail tenancies along ground level. This corner tenancy being the largest of the fine grain being prime for a larger food & beverage tenancy such as a flagship restaurant.



**Waters Lane Retail**



**Waters Road Retail**



**Basement Retail**

## Retail

### 7.3 Retail Architecture

The ground level retail, seeks to utilise a distinctive shopfront facade strategy to reflect the quality of the broader proposed development.

Each of the fine grain tenancies will feature an metal work shop front, including both fixed and operable glazing to allow internal & external spaces to seamlessly blend with one another. This approach will further activate the incredible public domain upgrades including additional landscaping & public seating.

A continuous awning will wrap the perimeter of the site providing weathered protection for the community. The awning further enhanced through the signage strategy which will include wall mounted signs with planters to add a unique quality.



Retail



## Retail

### 7.3 Retail Architecture

The basement retail space, perfect for a supermarket or similar will take advantage of the generous floor to ceiling heights to create an inviting yet functional space.

Carefully designed, the space will allow for flexibility for future configuration to ensure a diverse range of permissible uses can be considered.

The space connected to ground level by 2x travelators, will be further serviced by a dedicated goods lift and Back of House strategy, linking the space to the ground level service zones.



# Analysis

8

## Analysis

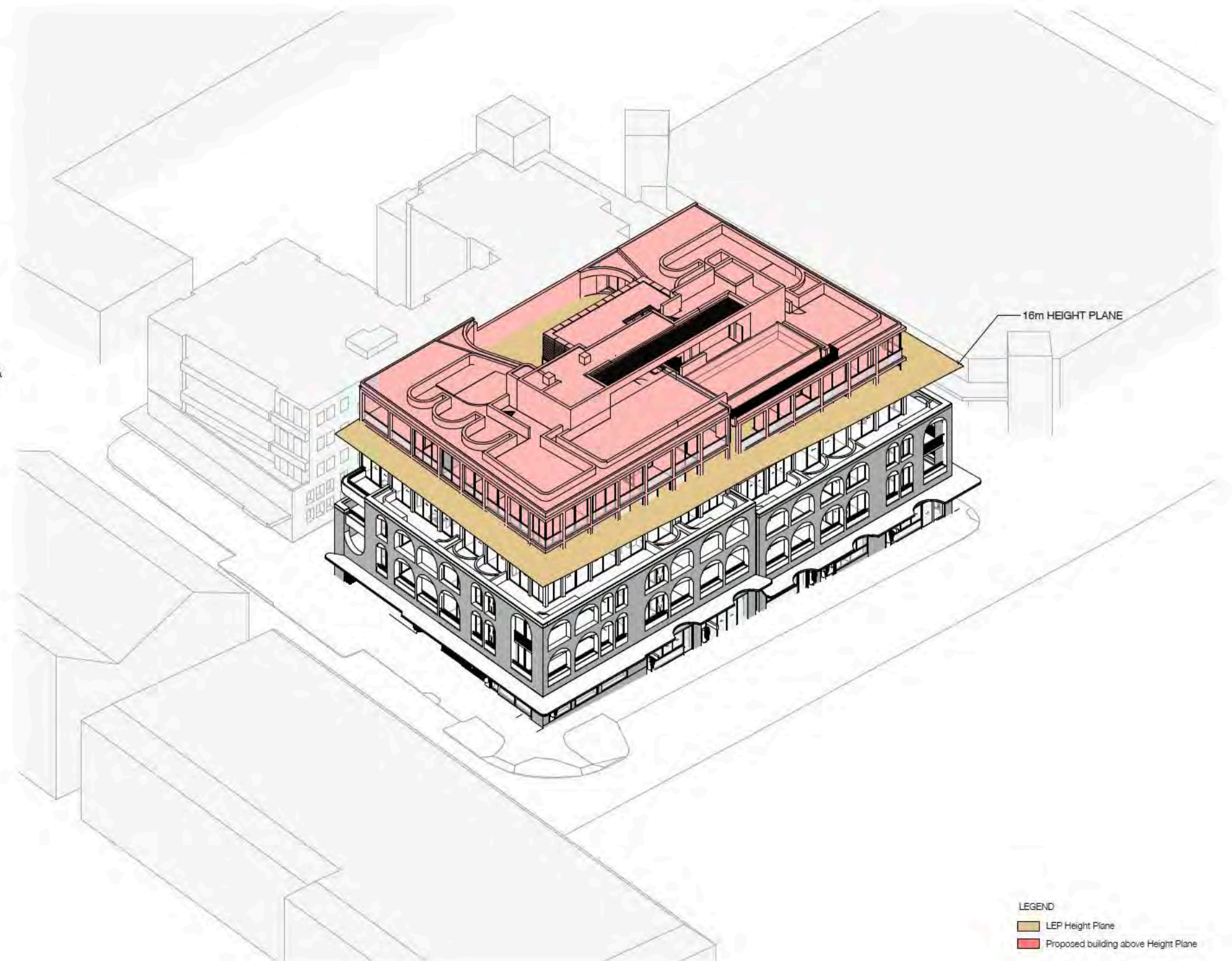
### 8.1 Height - Proposed

The site is located within Neutral Bay Town Centre, which forms part of the Military Road Corridor Planning Study. As part of the Military Road Corridor Planning Study a Future Directions Paper was adopted by council in February 2021. It includes an increase to the height limit from 5 storeys to 6 storeys.

**The Planning Proposal is based on the Military Road Corridor Planning Study & Future Directions Report as adopted by Council 22nd February 2021.**

The proposal is consistent with a 6 storey scheme that has appropriate floor to floor heights including 3.2m for residential levels (L2-5) and higher floor to floor heights for the retail levels on Basement 01 & Ground Level.

As shown adjacent, the built form which extends above the existing 16m height limit only relates to that of the 6th storey & is therefore compliant with the objectives of the Military Road Corridor Study.





**Analysis**

**8.1 Height - Proposed**



# Analysis

## 8.2 Apartment Amenity - Proposed

### Solar Access

32 of the 42 apartments have access to a minimum of 2 hours of direct solar access in midwinter.

### Solar Compliance

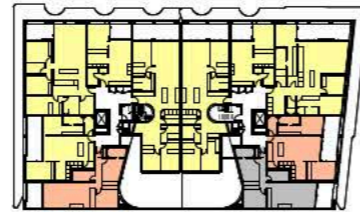
76% (32/42 apts) have solar access

5% (2/42 apts) have no sunlight

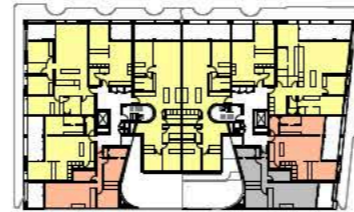
### Cross Ventilation

30 of the 42 apartments are provided with natural cross ventilation.

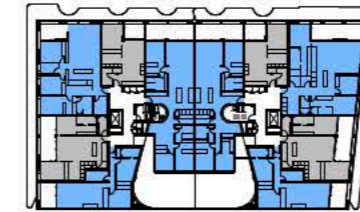
71% (30/42 apts) have cross ventilation



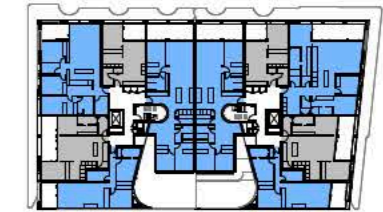
Solar - Level 1



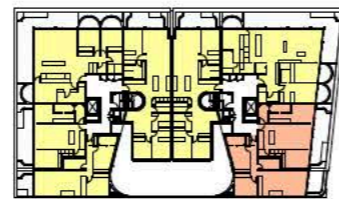
Solar - Level 2



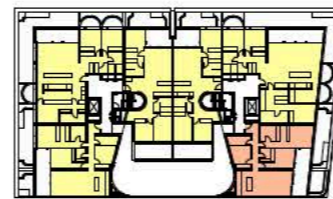
Cross Ventilation - Level 1



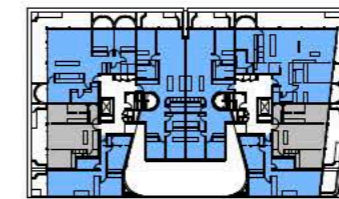
Cross Ventilation - Level 2



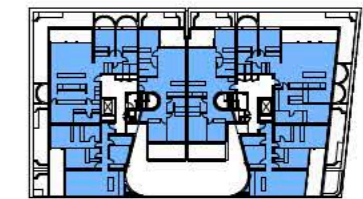
Solar - Level 3



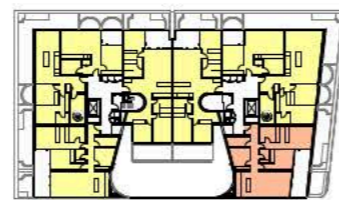
Solar - Level 4



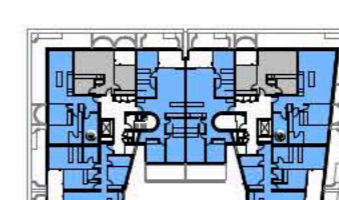
Cross Ventilation - Level 3



Cross Ventilation - Level 4



Solar - Level 5



Cross Ventilation - Level 5

Solar			
Solar	Number	Percentage	
2 HOURS+	32	76%	2 HOURG+
15 MINS - 2 HRS	8	19%	15 MINS / 2 HRS
NO DIRECT SUNLIGHT	2	5%	NO DIRECT SUNLIGHT
	42	100%	Calculating...

NOTE: Units indicated above as 'No Direct Sunlight' are capable of receiving direct sunlight to private open spaces.

Cross Vent		
Cross Vent	Number	Percentage
COMPLIANT	30	71%
NON-COMPLIANT	12	29%
	42	100%

**Analysis**

**8.3 Solar Access - Proposed**

The site is located within Neutral Bay Town Centre, which forms part of the Military Road Corridor Planning Study. A Future Directions Paper was adopted by council in February 2022. It includes an increase to the height limit from 5 storey storeys.

**The Development Application is based on the Military Road Corridor Planning Study and Future Directions Report as adopted by Council 22nd February.**

The proposal is consistent with a 6 storey scheme with appropriate floor to floor heights, including 3.2m for the residential component (level 2-level 5) and higher floor to floor heights for commercial and retail on ground floor and level 1.

**Built Form**

The proposed built form is compliant with the setback Military Road Corridor Strategy, as follows:

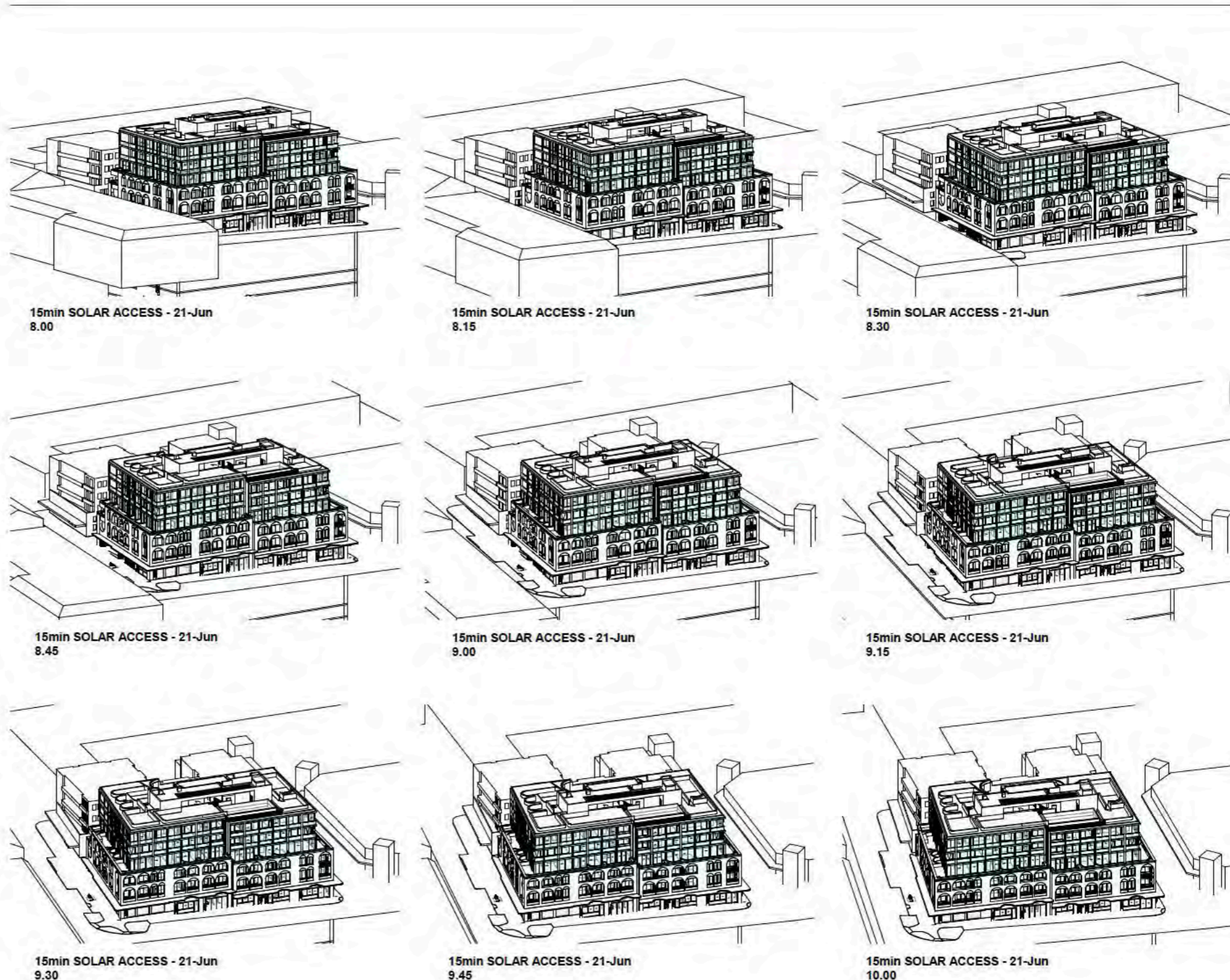
- \_ Waters Road Podium 0m
- \_ Waters Road Upper 3m
- \_ Waters Lane Podium 1.5m
- \_ Waters Lane Upper 4.5m (i.e. 3m from below)
- \_ Grosvenor Street Podium 0m
- \_ Grosvenor Street Upper 3m

**The scheme is consistent with the allowable built form within the Future Directions Report as adopted by Council 22nd February.**

**Solar Access**

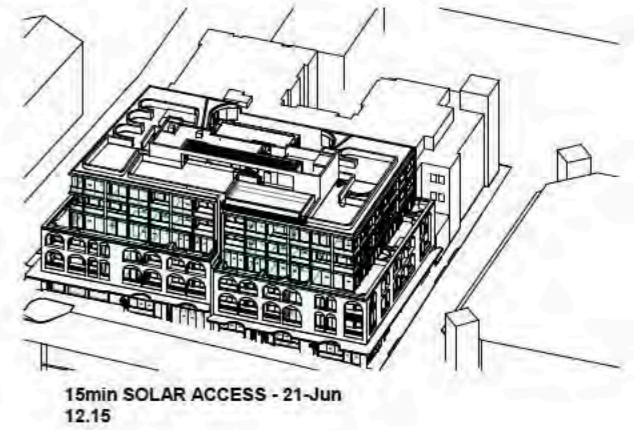
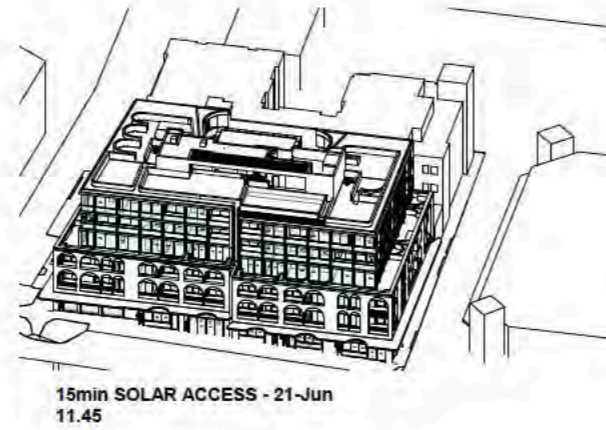
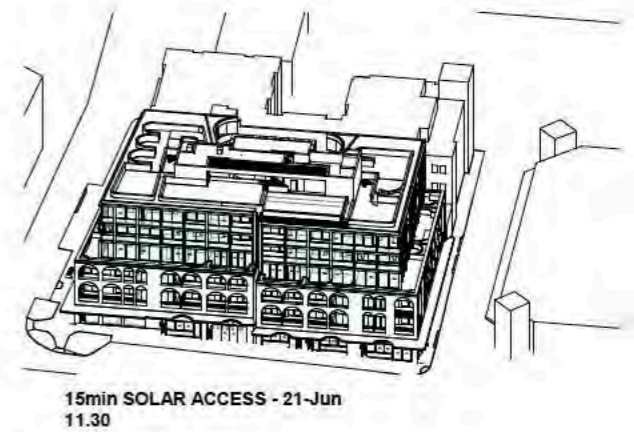
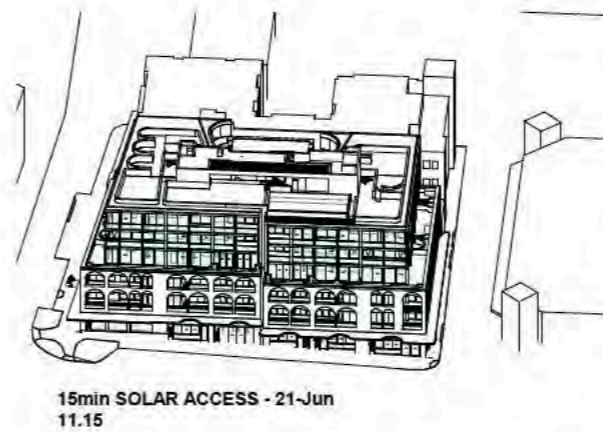
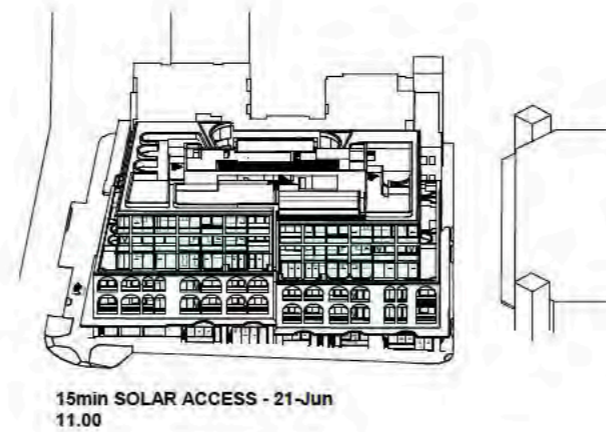
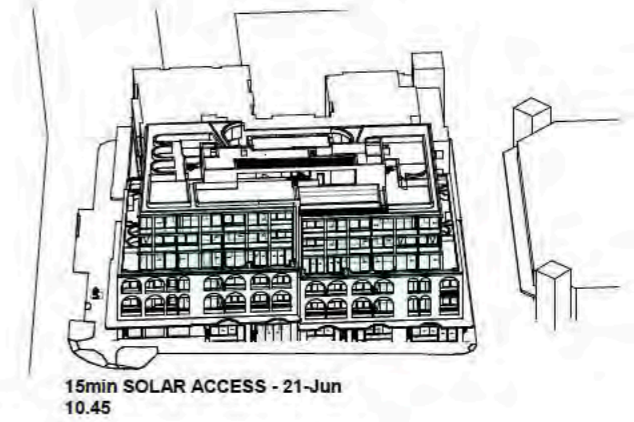
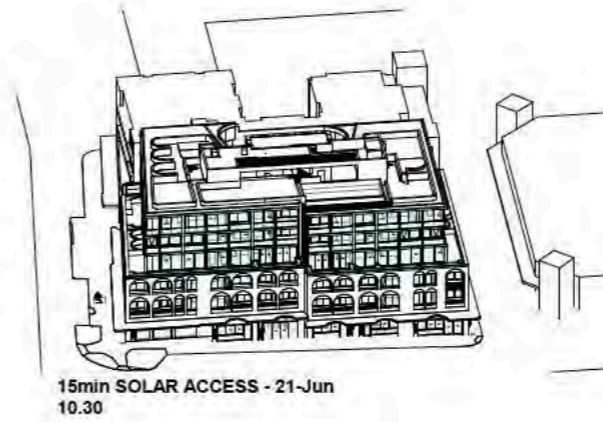
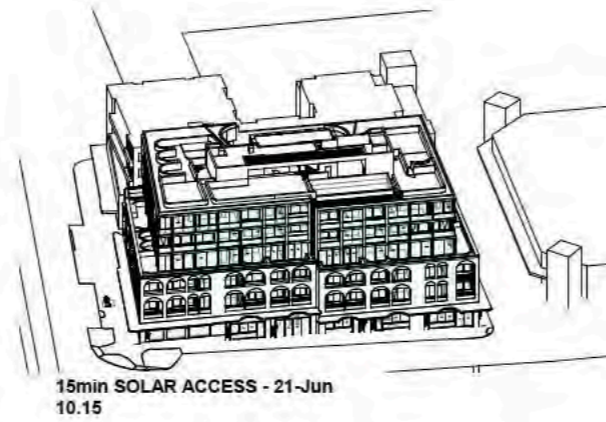
Solar access is provided to the following:

- \_ The communal open space on the roof top.
- \_ The communal room on the roof top.
- \_ Apartment balconies and terraces, which are typically located adjacent the street facades (or on open decks).
- \_ Apartment living rooms, which are typically located adjacent the street facades.
- \_ Part of the landscaped courtyard in mid winter.

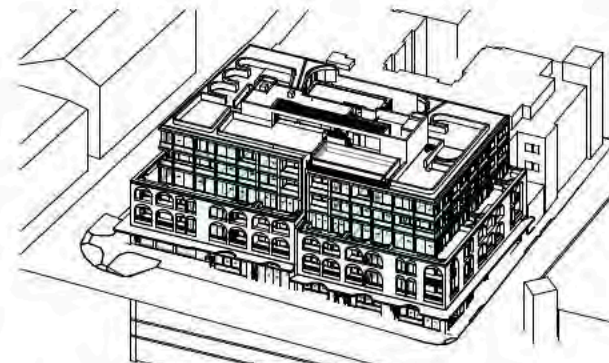


Analysis

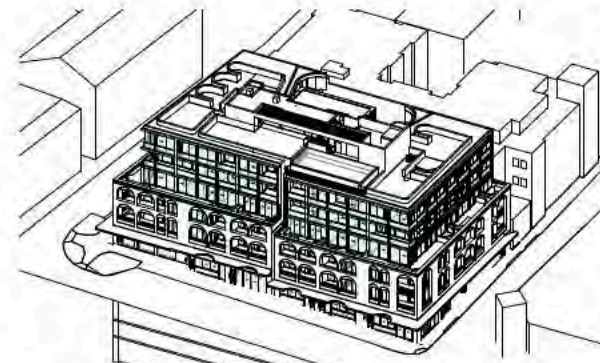
8.3 Solar Access - Proposed



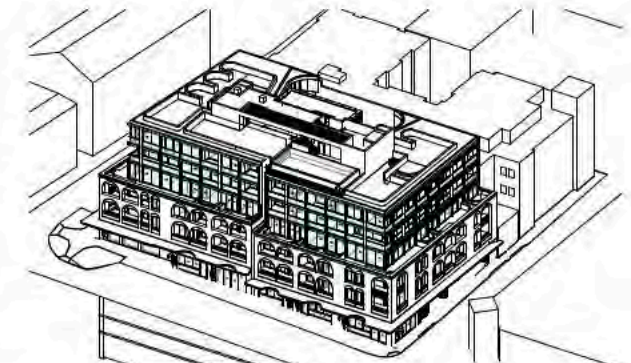
8.3 Solar Access - Proposed



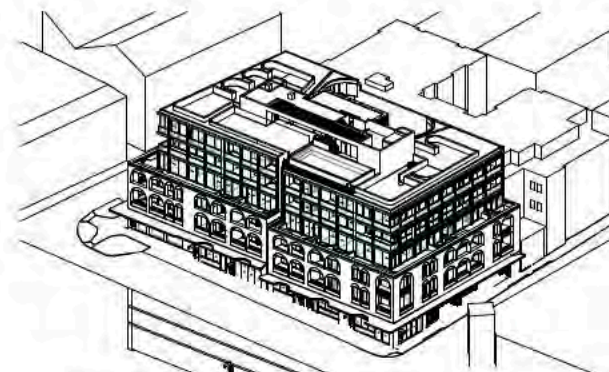
15min SOLAR ACCESS - 21-Jun  
12.30



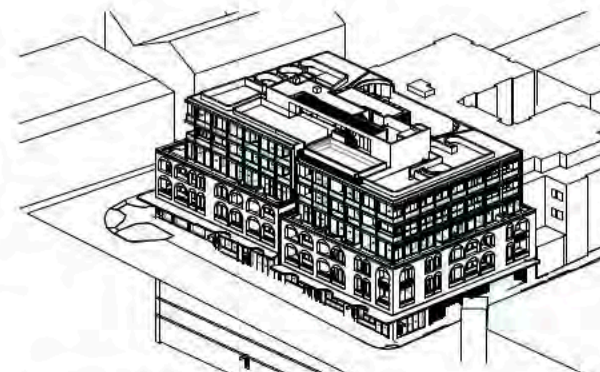
15min SOLAR ACCESS - 21-Jun  
12.45



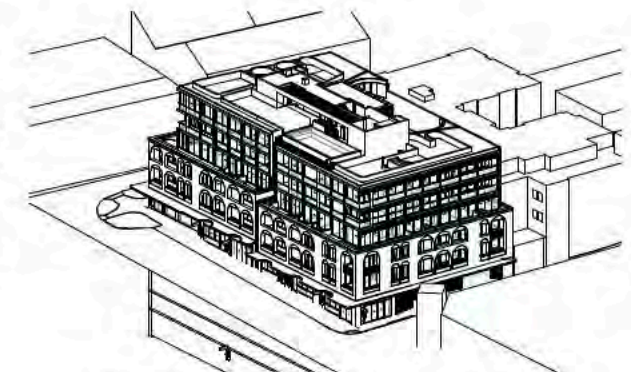
15min SOLAR ACCESS - 21-Jun  
13.00



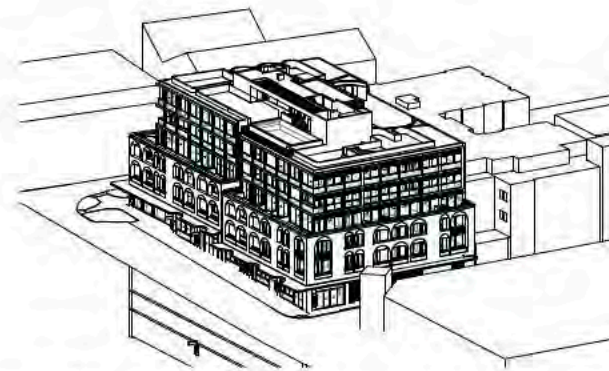
30min SOLAR ACCESS - 21-Jun  
13.30



30min SOLAR ACCESS - 21-Jun  
14.00



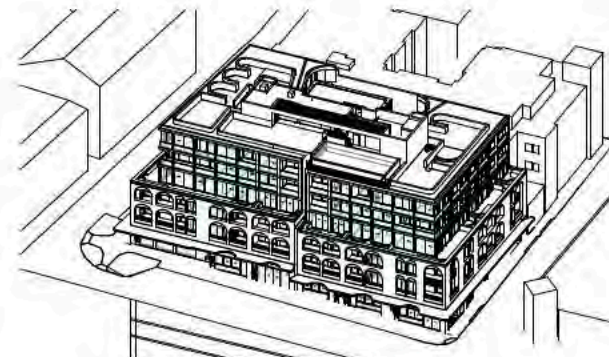
30min SOLAR ACCESS - 21-Jun  
14.30



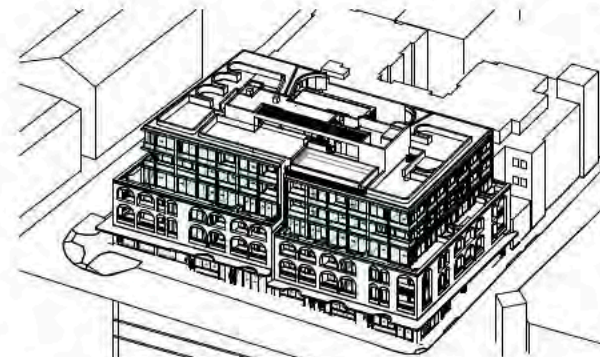
30min SOLAR ACCESS - 21-Jun  
15.00

Analysis

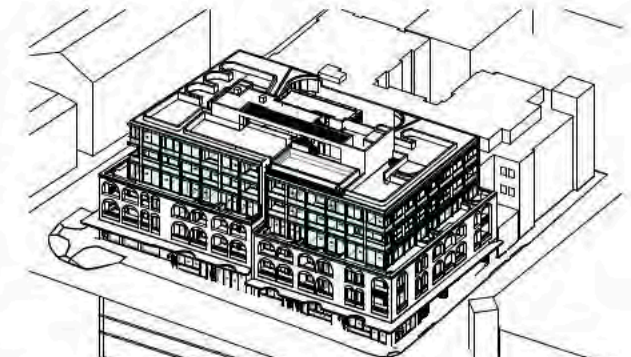
8.3 Solar Access - Proposed



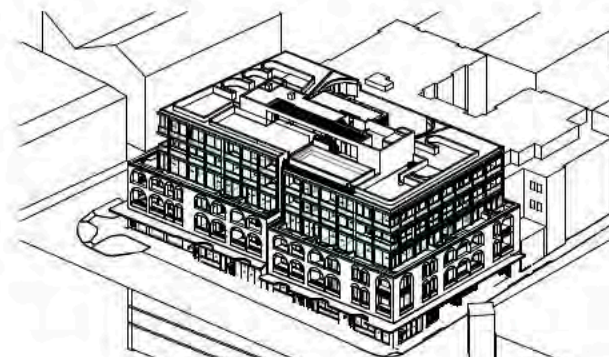
15min SOLAR ACCESS - 21-Jun  
12.30



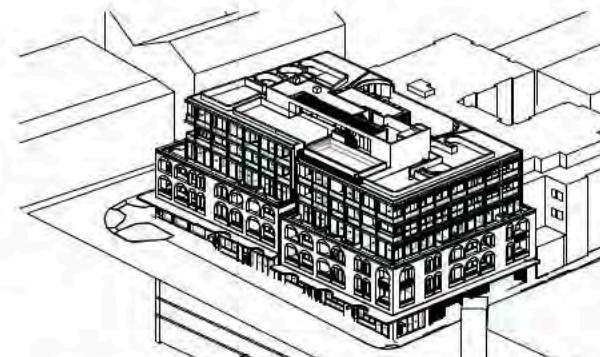
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12.45



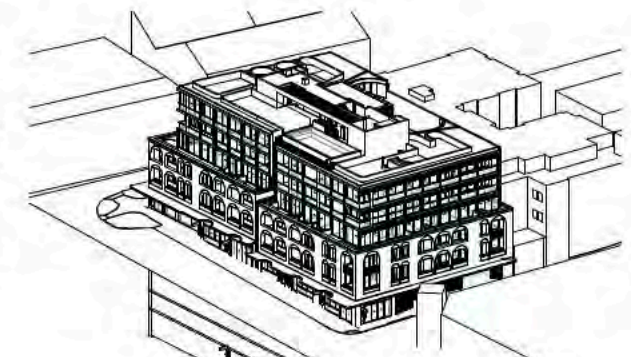
15min SOLAR ACCESS - 21-Jun  
13.00



30min SOLAR ACCESS - 21-Jun  
13.30



30min SOLAR ACCESS - 21-Jun  
14.00



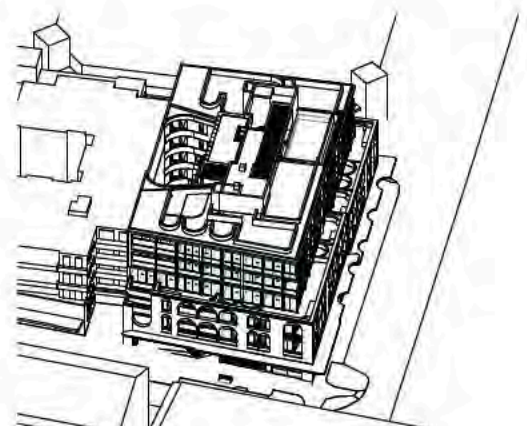
30min SOLAR ACCESS - 21-Jun  
14.30



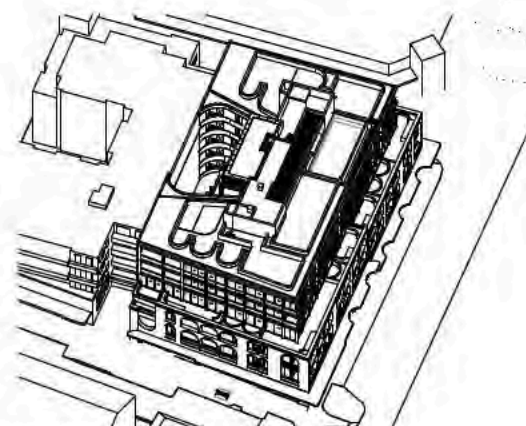
30min SOLAR ACCESS - 21-Jun  
15.00

Analysis

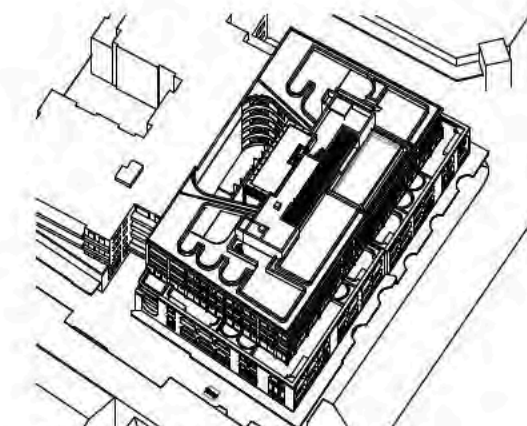
8.3 Solar Access - Proposed



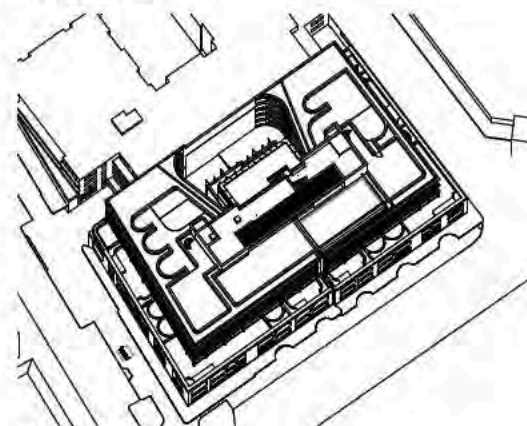
SOLAR ACCESS -  
21-Dec-18-8.00



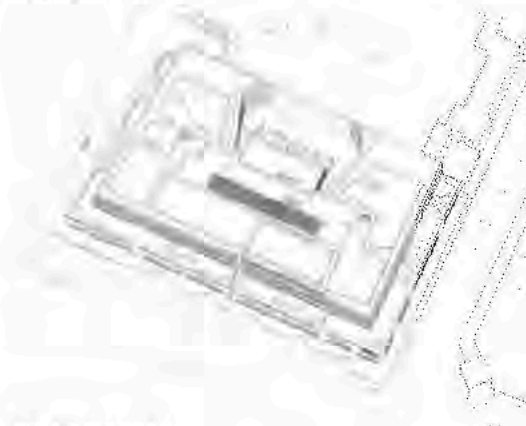
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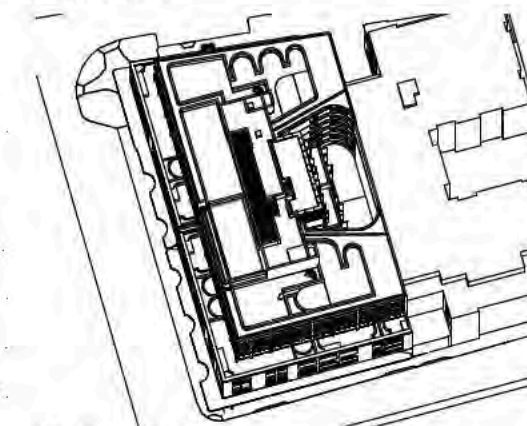
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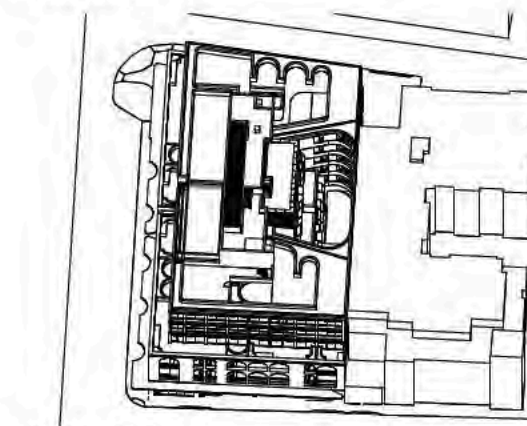
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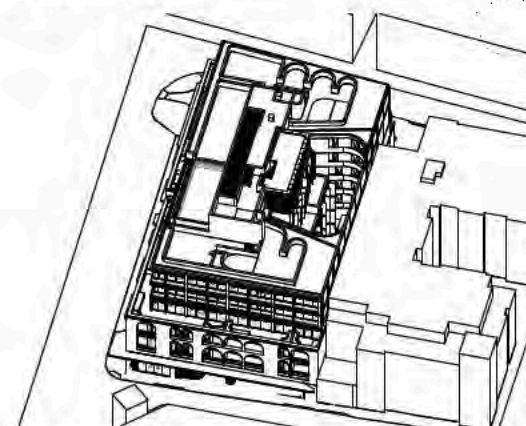
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21-Dec-18-12.00



SOLAR ACCESS -  
21-Dec-18-13.00



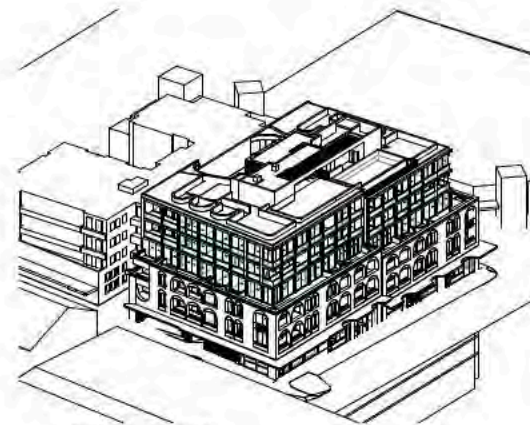
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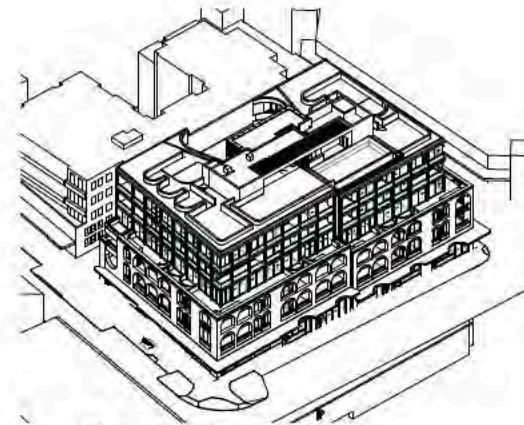
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Analysis

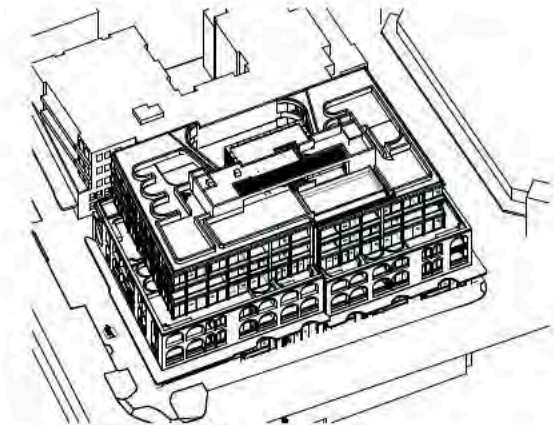
8.3 Solar Access - Proposed



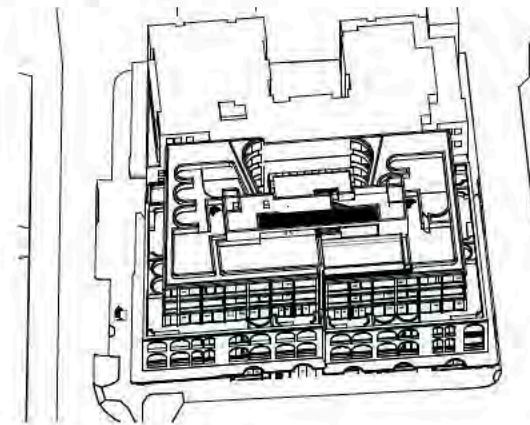
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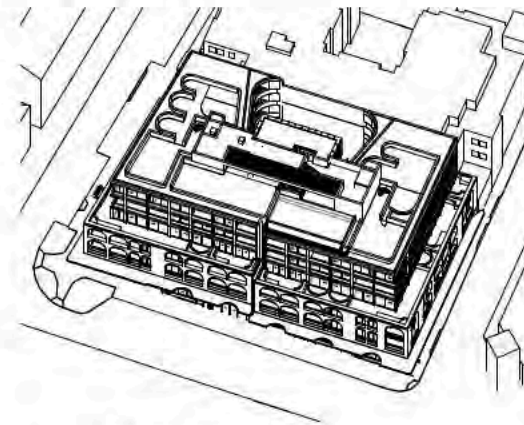
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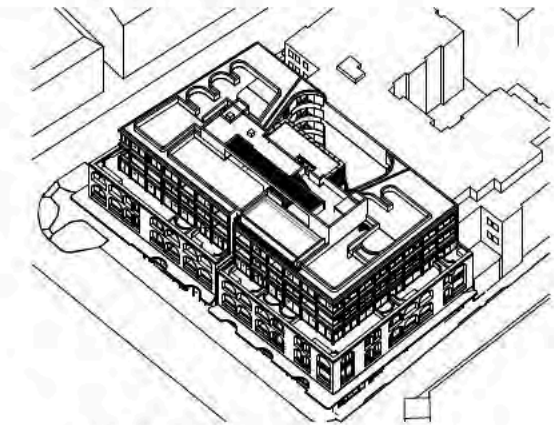
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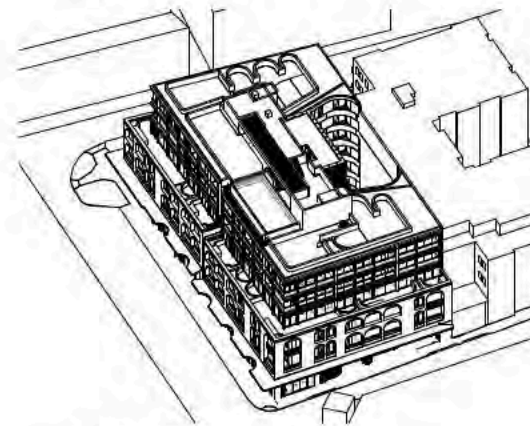
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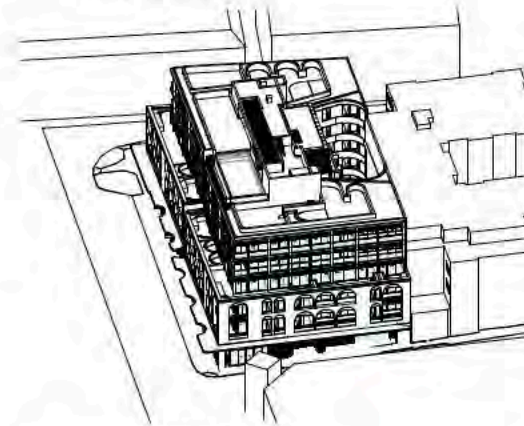
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SOLAR ACCESS -  
21-Sep-18-13.00



SOLAR ACCESS -  
21-Sep-18-14.00



SOLAR ACCESS -  
21-Sep-18-15.00



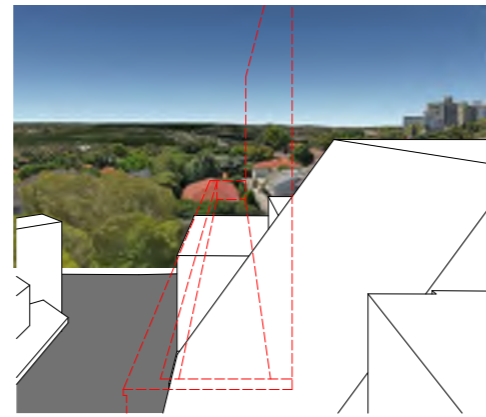
Analysis

8.6 Overshadowing

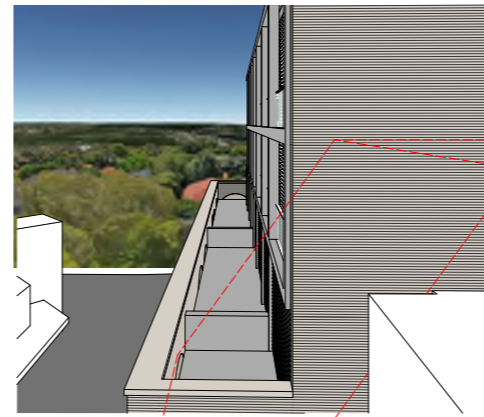


**Analysis**

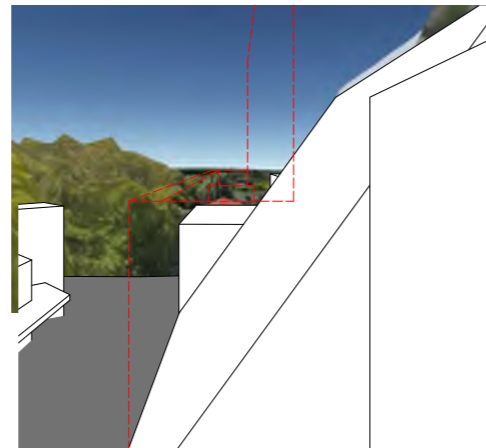
**8.7 View Diagrams**



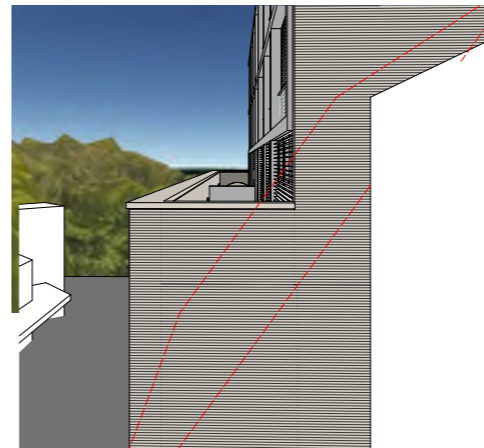
**View From Level 5, 4-8 Waters Rd - Existing**



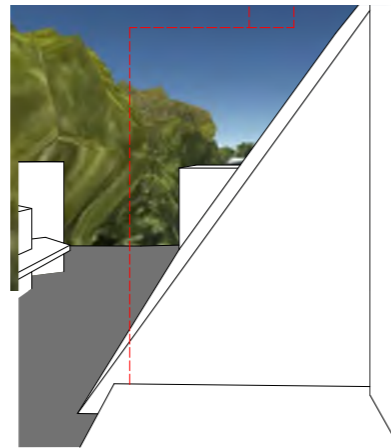
**View From Level 5, 4-8 Waters Rd - Proposed**



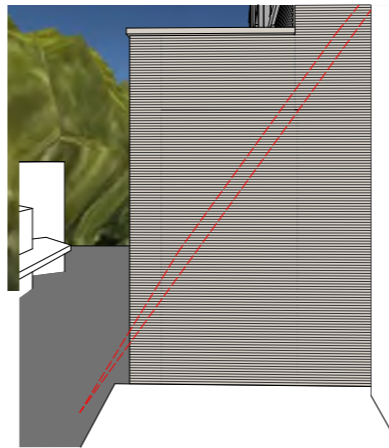
**View From Level 4, 4-8 Waters Rd - Existing**



**View From Level 4, 4-8 Waters Rd - Proposed**



**View From Level 3, 4-8 Waters Rd - Existing**



**View From Level 3, 4-8 Waters Rd - Proposed**

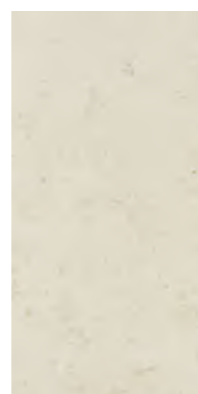
# Materiality

9

**Materiality**



**BK-01 FACE BRICK**  
 Material: Long format brick  
 Finish: Face finish, no paint.  
 Colour: Simmental Silver (or similar)  
 Supplier: Bowral (or similar)



**PC-01 PRECAST CONCRETE 1**



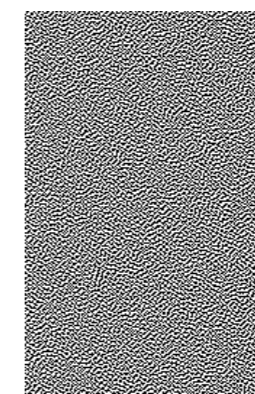
**PC-02 PRECAST CONCRETE 2**



**MT-01 METALWORK**  
 Finish: Brushed metalwork  
 Colour: Copper colour finish



**BL-02 GLASS BALUSTRADE**  
 Material: Frameless glass with flat aluminium top rail  
 Finish: Clear



**BL-01 METAL BALUSTRADE**  
 Finish/colour: Grey



**GL-01 ALUMINIUM FRAMED WINDOW AND DOORS**  
 Finish/colour - Matt Grey

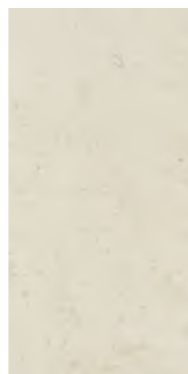


**Landscape to Landscape Architect's Details**

**Materiality**



**BK-01 FACE BRICK**  
 Material: Long format brick  
 Finish: Face finish, no paint.  
 Colour: Simmental Silver (or similar)  
 Supplier: Bowral (or similar)



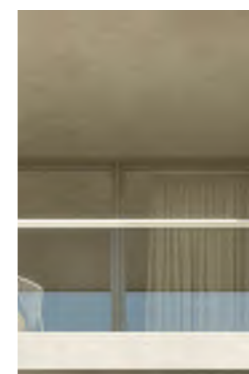
**PC-01 PRECAST CONCRETE 1**



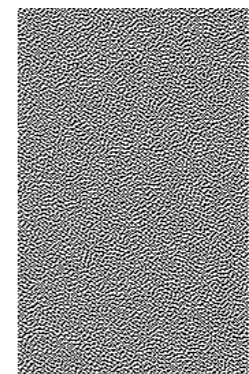
**PC-02 PRECAST CONCRETE 2**



**MT-01 METALWORK**  
 Finish: Brushed metalwork  
 Colour: Copper colour finish



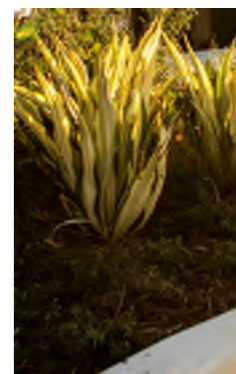
**BL-02 GLASS BALUSTRADE**  
 Material: Frameless glass with flat aluminium top rail  
 Finish: Clear



**BL-01 METAL BALUSTRADE**  
 Finish/colour: Grey



**GL-01 ALUMINIUM FRAMED WINDOW AND DOORS**  
 Finish/colour: Matt Grey



**Landscape to Landscape Architect's Details**

**Materiality**



**BK-01 FACE BRICK**  
 Material: Long format brick  
 Finish: Face finish, no paint.  
 Colour: Simmental Silver (or similar)  
 Supplier: Bowral (or similar)



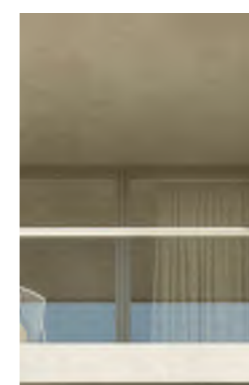
**PC-01 PRECAST CONCRETE 1**



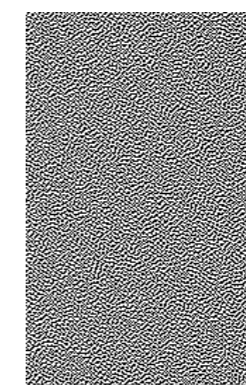
**PC-02 PRECAST CONCRETE 2**



**MT-01 METALWORK**  
 Finish: Brushed metalwork  
 Colour: Copper colour finish



**BL-02 GLASS BALUSTRADE**  
 Material: Frameless glass with flat aluminium top rail  
 Finish: Clear



**BL-01 METAL BALUSTRADE**  
 Finish/colour: Grey



**GL-01 ALUMINIUM FRAMED WINDOW AND DOORS**  
 Finish/colour: Matt Grey



**Landscape to Landscape Architect's Details**

**Materiality**

9.9 Landscape Softscape

STREETSCAPE



SCULPTED COURTYARD + NICHES  
CENTRAL PLANTER BEDS ON GF + LVL 1



BALCONIES + ROOFTOP



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possibilities of architecture,  
interiors, urban design  
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