

PLANNING PROPOSAL

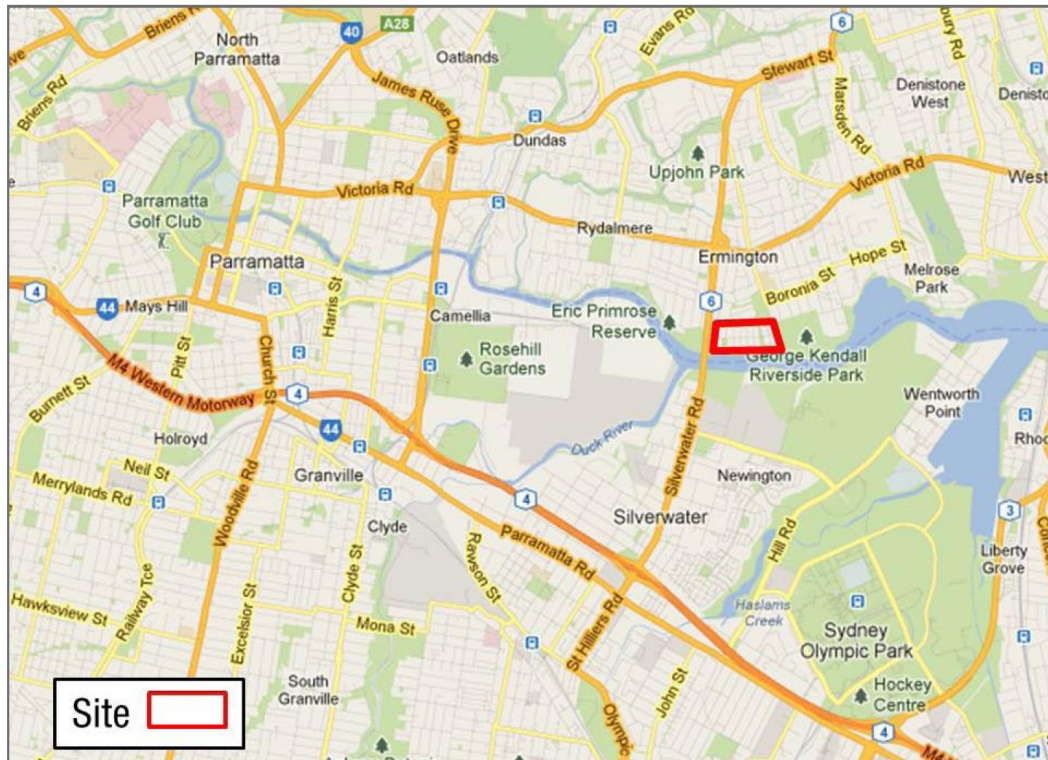
LAND AT THE FORMER NAVAL STORES SITE AT ERMINGTON

Prepared by Parramatta City Council - August 2013

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PART 1 – Objectives or intended outcomes

This planning proposal is a site specific amendment to the Parramatta Local Environmental Plan 2011 (PLEP 2011) that seeks to increase the height and floor space ratio controls that apply to land at the former Naval Stores site at Ermington, known as the “AE2 Ermington Superlots”.



Site Map



AE2 Ermington Superlots

PART 2 – Explanation of provisions

The planning proposal seeks the following changes to the PLEP 2011 for the AE2 Ermington Superlots:

Lot	Maximum Building Height		Floor Space Ratio	
	Current	Proposed	Current	Proposed
301-305	13m	19m	0.6:1	2.5:1
306	13m	28.2m	0.6:1	3:1

PART 3 – Justification

A - Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

No, this planning proposal was not generated as a result of a strategic study or report. This planning proposal is the result of an investigation into the subject site conducted by Council officers and liaison with representatives of the landowner.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The planning proposal is the best means of achieving the intended outcomes.

All the matters covered by the planning proposal relate to statutory issues under Part 3 of the *Environmental Planning and Assessment Act*. In this regard, the planning proposal is the only mechanism for achieving the objectives or intended outcomes.

B - Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The planning proposal is consistent with the Metropolitan Plan for Sydney 2036 and the draft Metropolitan Strategy for Sydney to 2031.

The planning proposal will allow for the increased supply of housing in an existing urban area in close proximity to the Parramatta regional city which is consistent with the centres based approach of the Metropolitan Plan and assists in containing the urban footprint. The increased residential population within close proximity to the regional city will support local businesses and thereby increase activity within the city.

The current and draft Metropolitan plans aim to focus residential development within centres and corridors with access to public transport and local services. The planning proposal will allow for the increased supply of housing within close proximity to both the Parramatta regional city as well as the Sydney Olympic Park and Rhodes specialised centre.

The current and draft Metropolitan plans seek to ensure an adequate supply of land and sites for residential development. The planning proposal will provide additional housing which is required to enable housing targets to be met in the Parramatta LGA and the greater west subregion.

4. Is the planning proposal consistent with council's local strategy or other local strategic plan?

The planning proposal is consistent with Parramatta 2038 Community Strategic Plan. Parramatta 2038 identifies key challenges and opportunities to guide future development within the Local Government Area (LGA), such as planning for increased housing capacity, ensuring a mix of housing types, improving the design quality of new development, providing for the redevelopment of large properties and providing residential uses in proximity to public transport, jobs, services and shops. The changes sought in this planning proposal are consistent with the identified challenges and opportunities contained in Parramatta 2038.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The discussion below details how the planning proposal is consistent with the applicable State Environmental Planning Policies and does not contain provisions that would affect the application of these policies.

State Environmental Planning Policy No 32—Urban Consolidation (Redevelopment of Urban Land)

SEPP 32 aims to implement a policy of urban consolidation by promoting new housing in areas where there is existing public infrastructure, transport and community facilities and in localities which are close to employment, leisure and other opportunities.

The planning proposal is consistent with the aims of SEPP 32 as the land is appropriately located to provide housing of an appropriate density that will meet future household needs and is well located close to jobs, services, transport and community facilities.

State Environmental Planning Policy No 55—Remediation of Land

When carrying out planning functions under the Act (including undertaking LEP amendments), SEPP 55 requires that a planning authority must consider the possibility that a previous land use has

caused contamination of the site as well as the potential risk to health or the environment from that contamination.

Remediation works have been carried out at the former Naval Stores site and a Site Audit Statement confirms that the site is suitable for a range of uses including residential and recreational purposes. The majority of the site has already been developed for residential purposes.

State Environmental Planning Policy No 65—Design Quality of Residential Flat Development

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65) aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes.

Detailed compliance with SEPP 65 will be demonstrated at the time of making an application for development.

State Environmental Planning Policy (Infrastructure) 2007

The aims of this SEPP are to facilitate the effective delivery of infrastructure through a consistent planning regime, greater flexibility in the location of infrastructure and the early identification of the matters to be considered in the assessment of a development. This planning proposal does not contain provisions that would affect the application of this SEPP 2007.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The planning proposal is consistent with the applicable Section 117 Ministerial Directions as discussed below:

3.1 Residential zones

The objectives of this direction are:

- to encourage a variety and choice of housing types to provide for existing and future housing needs
- to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services
- to minimise the impact of residential development on the environment and resource lands.

The direction states that a planning proposal must broaden the choice of building types in the housing market, make more efficient use of infrastructure and services, reduce consumption of land on the fringe, and be of good design.

The proposed development increases the supply of housing in the local area. The site is located within close proximity to the local shops in Ermington as well as the shops and services available in the Parramatta regional city. The site is also well serviced by existing infrastructure, including public

transport. The proposal will provide residential development in an existing urban area and therefore will result in minimal impact on the environment. For the reasons given the planning proposal is consistent with this direction.

3.4 Integrating land use and transport

In accordance with this direction, planning proposals must be consistent with the aims, objectives and principles of “Improving Transport Choice” and “The Right Place for Business and Services” prepared by DUAP.

The planning proposal is consistent with these documents in providing opportunity for development of additional dwellings in an area which is well served by existing public transport services.

4.3 Flood prone land

This direction seeks to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.

Filling of the site has taken place under approvals granted by the then Minister for Planning in 2002 and as a consequence, the site is no longer subject to the High Hydraulic Hazard. Lots 301, 302, 304, 305 and 306 are partially affected by the 1 in 100 year flood level, whilst lot 303 is completely affected.

An assessment of the flood risk on the site has been conducted with consideration of the relevant provisions of Council’s Local Floodplain Risk Management Policy (2006) and NSW Floodplain Development Manual (2005). As development on the site can be sited and designed to mitigate any potential flood risks, the proposed amendment to the height and floor space ratio controls is considered appropriate, particularly as the Ermington Masterplan for the site allows for a greater density.

In any future development of the subject lots, the entrance and exit of any basement car parking would need to be designed above the 1 in 100 year flood level plus freeboard. The consideration of evacuation and ongoing management of the proposed buildings (including basement car parking) in the event of a 1 in 100 year floor and greater floods would be considered during the development application stage.

6.3 Site specific provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. The direction applies when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out.

The amendment of the planning controls on the subject site allows for an appropriate density of residential development to be provided on the site. The planning proposal does not include any site

specific provisions which will unnecessarily restrict development on the site and to the contrary is proposed in order to remove restrictions which would prevent the achievement of a density of development commensurate with the environmental capacity of the site.

7.1 Implementation of the Metropolitan Plan for Sydney 2036

In accordance with this direction planning proposals shall be consistent with the NSW Government's Metropolitan Strategy: City of Cities, A Plan for Sydney's Future. The planning proposal is consistent with the relevant provisions of the Metropolitan Plan for Sydney 2036.

C – Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No threatened species, populations or ecological communities have been observed on the site. It is unlikely that due to the history of the site and the surrounding area that there are any threatened species populations or communities that are at the limit of their known distribution with regard to this site.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Overshadowing

Concern is raised regarding the potential overshadowing of the river foreshore lands and the Ermington Naval Stores site from the proposed buildings.

The proposed buildings on lot 306 step down from 8 storeys in the north-west to 4 storeys at the foreshore to respond to topography, view sharing principles and minimise overshadowing of the foreshore lands and the Naval Stores site. An amendment to the Parramatta Development Control Plan 2011 (PDCP 2011) is proposed to guide the development of built form on lot 306, particularly the location and scale of the proposed 8 and 5 storeys buildings so as to address overshadowing concerns. At the river foreshore on lot 306, building heights would not be permitted above 4 storeys for the first 9.5m measured from the southern property boundary so as to provide a suitably scaled transition to the foreshore public open space. This setback control is to be provided by way of an amendment to the PDCP 2011.

A 5 storey height limit is proposed to be applied to buildings on lots 301-305 directly adjoining the river foreshore. Building heights above 4 storeys would not be permitted for the first 10m measured from the southern property boundary so as to provide a suitably scaled transition to the foreshore public open space. This setback control is to be provided by way of an amendment to the PDCP 2011.

Further testing of the overshadowing impacts from the proposed buildings particularly on the river foreshore will be undertaken following the issuing of the Gateway determination, which may result in further refinement to the heights and floor space ratios currently proposed.

Urban intensification

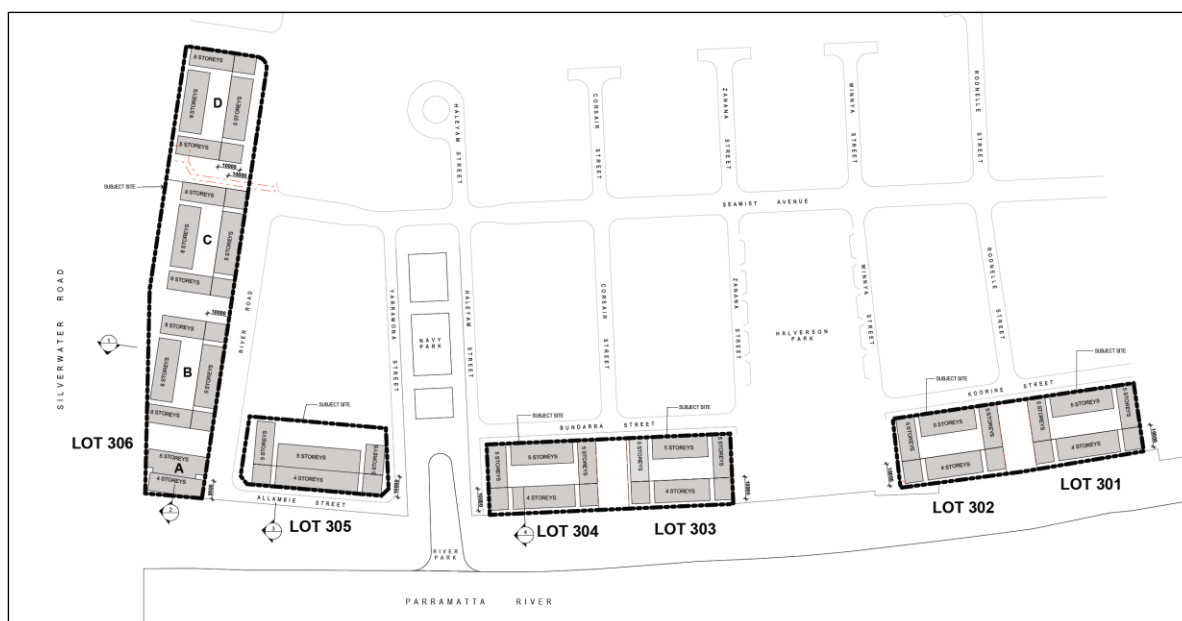
The Ermington Masterplan Floor Space Ratio (FSR) controls for the site were calculated based on a total allowable floor space of 117,840 sqm. The floor space that has been taken up by the first two approved development stages for the former Naval Stores site is as follows:

- Stage 1 - Riverwalk (constructed): 18,071sqm
- Stage 2 - DHA (approved): 39,902sqm

The development of the subject site (lots 301-306), being Stage 3, would yield approximately 55,694sqm of floor space. The total floor space therefore anticipated to be taken up by the full development of the former Naval Stores site is 113,667sqm, representing a total FSR of 0.53:1 across the entire site and a shortfall of 4,173sqm below the development capacity of 117,840sqm identified under the Ermington Masterplan. The proposed increase in FSR at the subject site is therefore acceptable in respect to development capacity under the Masterplan.

An urban design analysis is provided at Attachment 2 which includes a development concept, proposing:

- Lots 301-305: Part 4 and part 5 storey buildings, with the 4 storey portion addressing the river and the 5 storey portion being on the northern side of the lot so as to provide for transition to the river foreshore.
- Lot 306: Part 5 and part 8 storey buildings, with the 8 storey element presenting to Silverwater Road and the eastern portion of the lot being 5 storeys to provide a transition in scale to the Naval Stores site. The south end of the lot is proposed to contain part 4 and part 5 storey buildings with the 4 storey portion addressing the river.



Development Concept

9. Has the planning proposal adequately addressed any social and economic effects?

Yes. The planning proposal seeks to ensure, through its contents and implementation that the future development of the subject site will be done in a manner that considers and provides for the overall social and economic wellbeing of the residents and stakeholders.

D – State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

The site has convenient access to public transport. In terms of traffic generation, it is noted that the original Ermington Masterplan was informed by a Traffic and Transportation assessment prepared by Colston Budd Hunt & Kafes. The report concludes that all intersections in the area operate at an 'A' level service and that the traffic movements through the area which would result from the density provided by the Ermington Masterplan would maintain an 'A' level of service for the seven main local intersections. As the proposed amendment seeks only to take advantage of the environmental capacity identified under the Ermington Masterplan for the former Naval Stores site, the proposed amendments will not result in any unacceptable impacts to the local road network.

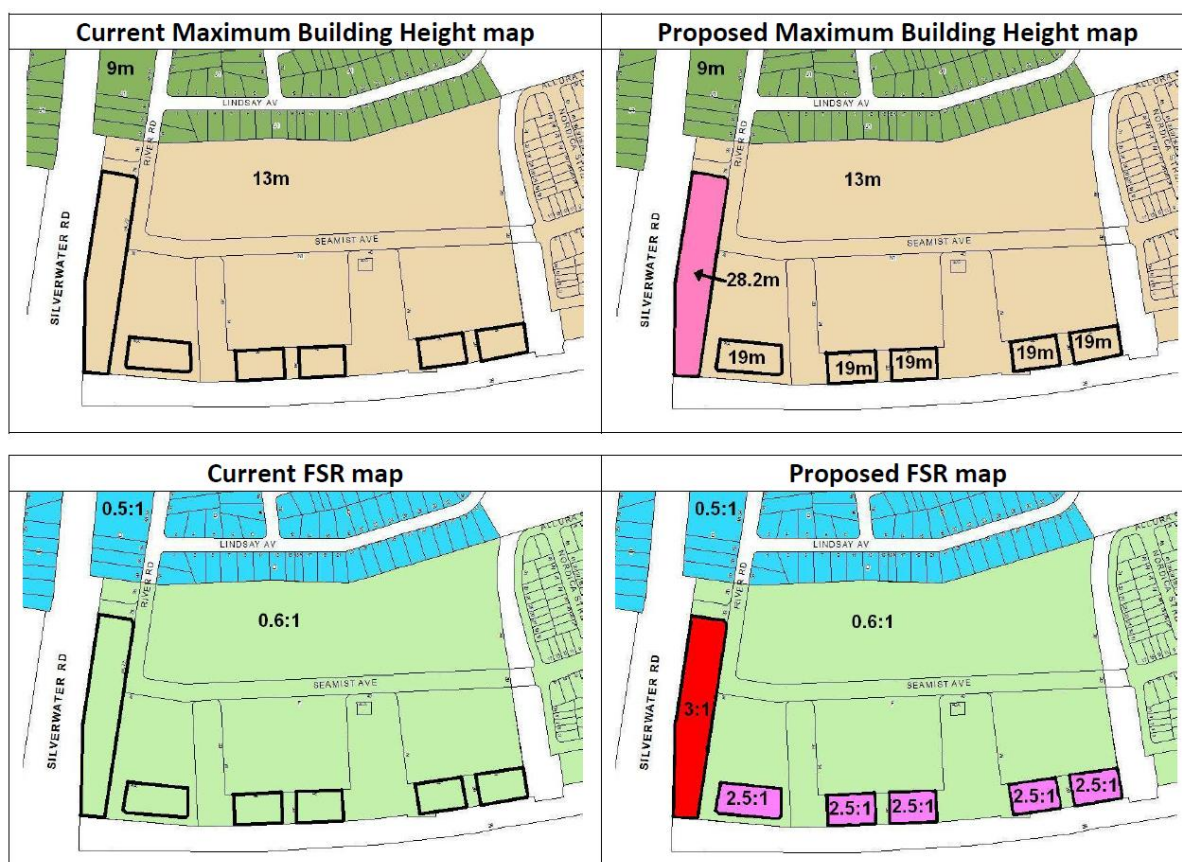
The existing utilities have the capacity to accommodate development permitted by the planning proposal. The local electricity provider will be consulted during the assessment of any future development application.

11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation with public authorities will be conducted when the Gateway determination is issued.

PART 4 – Mapping

The following maps identify the proposed changes relating to this planning proposal.



PART 5 – Community consultation

In accordance with Clause 56(2) of the EP&A Act the Gateway determination will indicate the level of community consultation deemed necessary for the proposal. It is proposed that community consultation be held for a minimum of 14 days.

PART 6 – Project timeline

The following table provides an indicative timeline for the planning proposal.

Timeframe	Milestone
August 2013	Referral for Gateway Determination
September 2013	Gateway Determination issued
October/November 2013	Government agency consultation
October/November 2013	Public exhibition period
November 2013	Consideration of submissions
December 2013	Reporting to Council
January/February 2014	Preparation of draft LEP and direct liaison with Parliamentary Counsel
March 2014	Anticipated date for making and notification of instrument

ATTACHMENT 1

EVALUATION CRITERIA FOR THE DELEGATION OF PLAN MAKING FUNCTIONS

[Checklist for the review of a request for delegation of plan making functions to councils](#)

Local Government Area: Parramatta City Council

Name of draft LEP: Land at the former Naval Stores site at Ermington

Address of Land (if applicable): Lots 301-306 DP 1175644

Intent of draft LEP: To increase the maximum permitted building height and floor space ratio at the subject sites.

Additional Supporting Points/Information: None

Evaluation criteria for the issuing of an Authorisation (Note: where the matter is identified as relevant and the requirement has not been met, council is attach information to explain why the matter has not been addressed)	Council response		Department assessment	
	Y/N	Not relevant	Agree	Not agree
Is the planning proposal consistent with the Standard Instrument Order, 2006?	Y			
Does the planning proposal contain an adequate explanation of the intent, objectives, and intended outcome of the proposed amendment?	Y			
Are appropriate maps included to identify the location of the site and the intent of the amendment?	Y			
Does the planning proposal contain details related to proposed consultation?	Y			
Is the planning proposal compatible with an endorsed regional or sub-regional planning strategy or a local strategy endorsed by the Director-General?	Y			
Does the planning proposal adequately address any consistency with all relevant S117 Planning Directions?	Y			
Is the planning proposal consistent with all relevant State Environmental Planning Policies (SEPPs)?	Y			
Minor Mapping Error Amendments	Y/N			
Does the planning proposal seek to address a minor mapping error and contain all appropriate maps that clearly identify the error and the manner in which the error will be addressed?	N			
Heritage LEPs	Y/N			
Does the planning proposal seek to add or remove a local heritage item and is it supported by a strategy/study endorsed by the Heritage Office?		N/A		
Does the planning proposal include another form of endorsement or support from the Heritage Office if there is no supporting strategy/study?		N/A		
Does the planning proposal potentially impact on an item of State Heritage Significance and if so, have the views of the Heritage Office been obtained?		N/A		
Reclassifications	Y/N			
Is there an associated spot rezoning with the reclassification?		N/A		

If yes to the above, is the rezoning consistent with an endorsed Plan of Management (POM) or strategy?		N/A		
Is the planning proposal proposed to rectify an anomaly in a classification?		N/A		
Will the planning proposal be consistent with an adopted POM or other strategy related to the site?		N/A		
Will the draft LEP discharge any interests in public land under section 30 of the Local Government Act, 1993?		N/A		
If so, has council identified all interests; whether any rights or interests will be extinguished; any trusts and covenants relevant to the site; and, included a copy of the title with the planning proposal?		N/A		
Has the council identified that it will exhibit the planning proposal in accordance with the department's Practice Note (PN 09-003) Classification and reclassification of public land through a local environmental plan and Best Practice Guideline for LEPs and Council Land?		N/A		
Has council acknowledged in its planning proposal that a Public Hearing will be required and agreed to hold one as part of its documentation?		N/A		
Spot Rezoning	Y/N			
Will the proposal result in a loss of development potential for the site (ie reduced FSR or building height) that is not supported by an endorsed strategy?	N			
Is the rezoning intended to address an anomaly that has been identified following the conversion of a principal LEP into a Standard Instrument LEP format?	N			
Will the planning proposal deal with a previously deferred matter in an existing LEP and if so, does it provide enough information to explain how the issue that lead to the deferral has been addressed?	N			
If yes, does the planning proposal contain sufficient documented justification to enable the matter to proceed?		N/A		
Does the planning proposal create an exception to a mapped development standard?	N			
Section 73A matters				
Does the proposed instrument a. correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, a spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously		N/A		

unnecessary words or a formatting error?; b. address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature?; or c. deal with matters that do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land? (NOTE – the Minister (or Delegate) will need to form an Opinion under section 73(A(1)(c) of the Act in order for a matter in this category to proceed).				
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NOTES

- Where a council responds 'yes' or can demonstrate that the matter is 'not relevant', in most cases, the planning proposal will routinely be delegated to council to finalise as a matter of local planning significance.
- Endorsed strategy means a regional strategy, sub-regional strategy, or any other local strategic planning document that is endorsed by the Director-General of the department.

ATTACHMENT 2

URBAN DESIGN ANALYSIS

FORMER NAVAL STORES SITE

ERMINGTON NSW 2115

Urban Design Analysis
22 July 2013



site plan

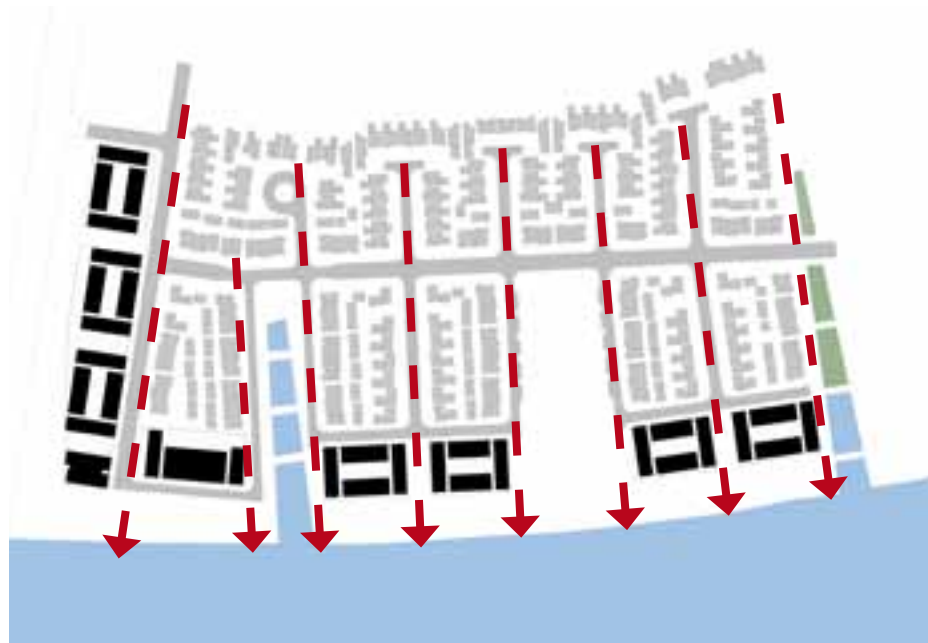


basement plan



principles

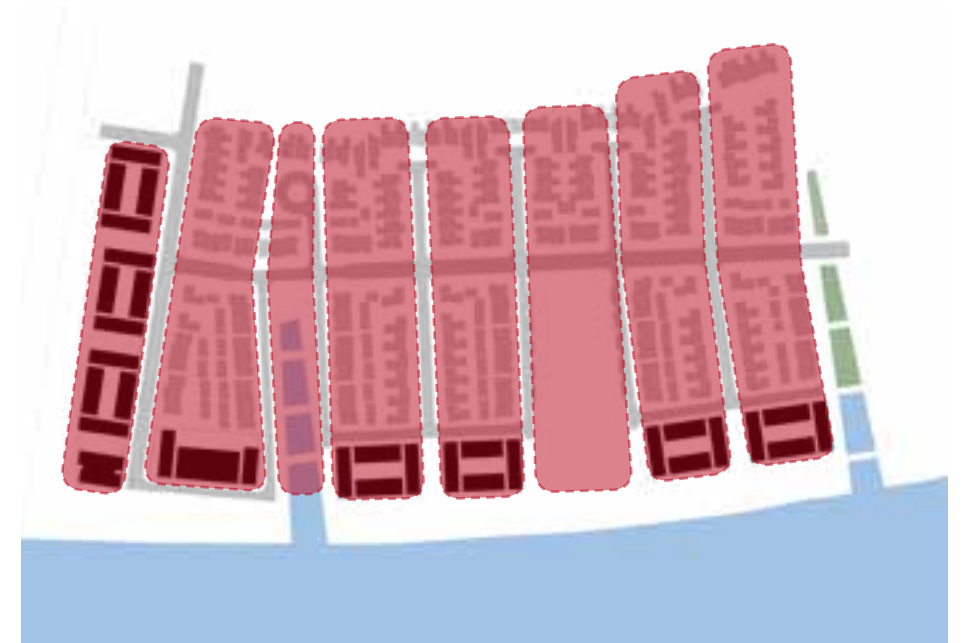
permeability



public + private



built form + context



foreshore park + river road solar access



solar access

3-4 storey option shadow studies - 21st of december



4/5- 5/8 storey shadow studies - 21st of december

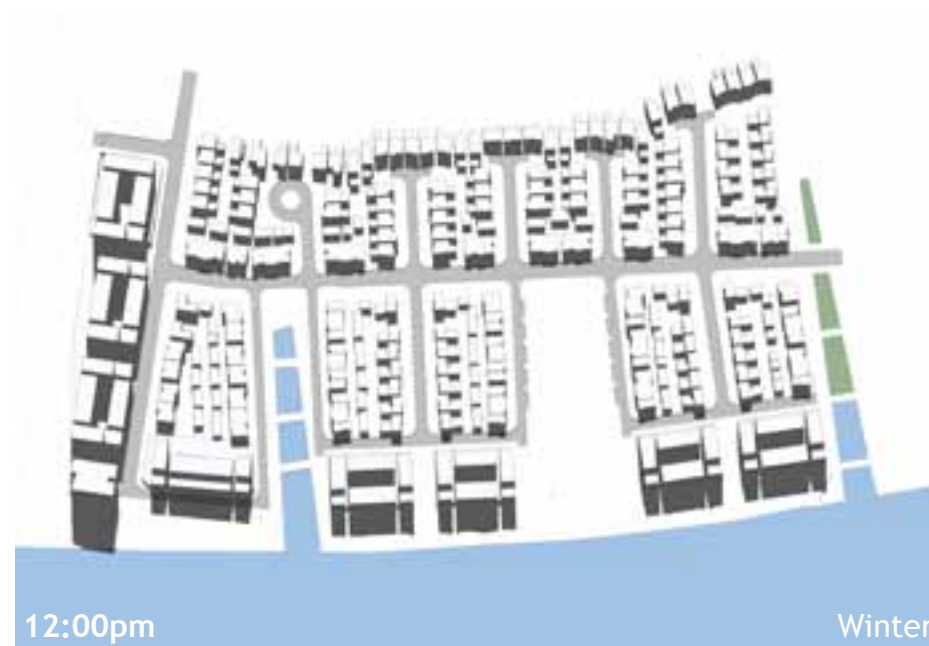


solar access

3-4 storey option shadow studies - 21st of june

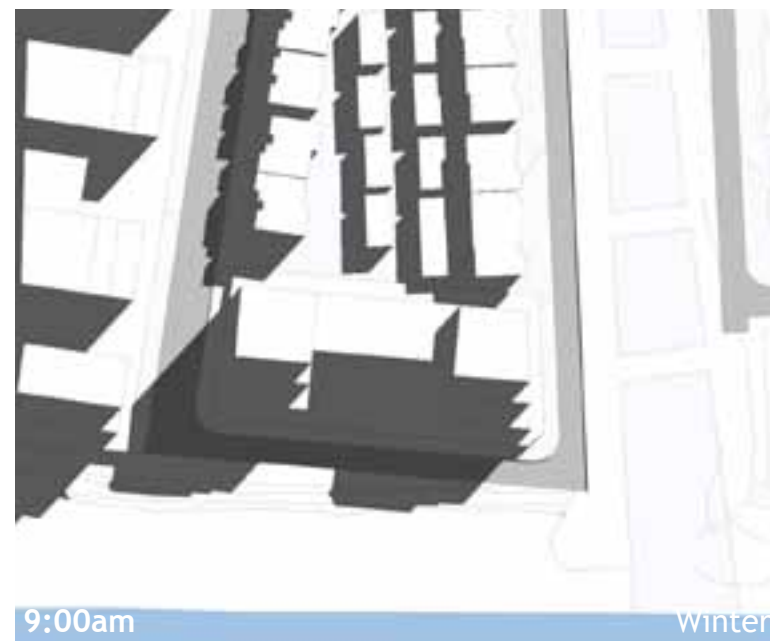


4/5- 5/8 storey shadow studies - 21st of june

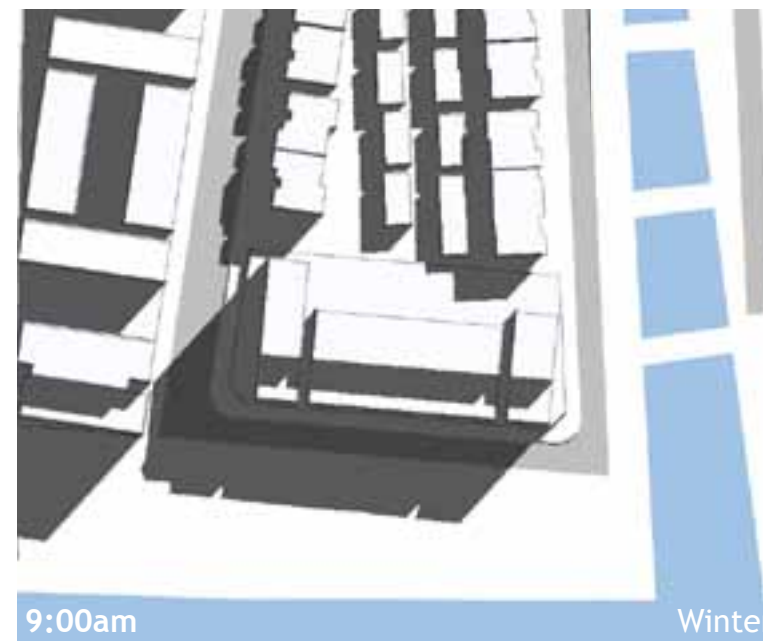


comparative shadow studies - 21 of June: Lots 305 + 306 (Riverfront only)

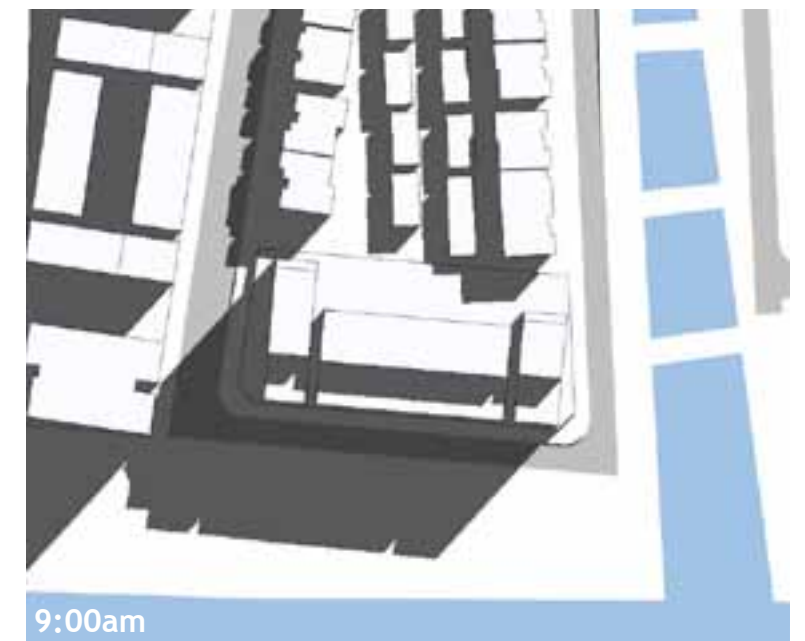
The following shadow study comparison shows that the proposed planning proposal does not impact the riverfront significantly more than the 4 storey (with 12m setback from the foreshore) height proposed in the April 2013 Council report for a Housekeeping amendment for the site.



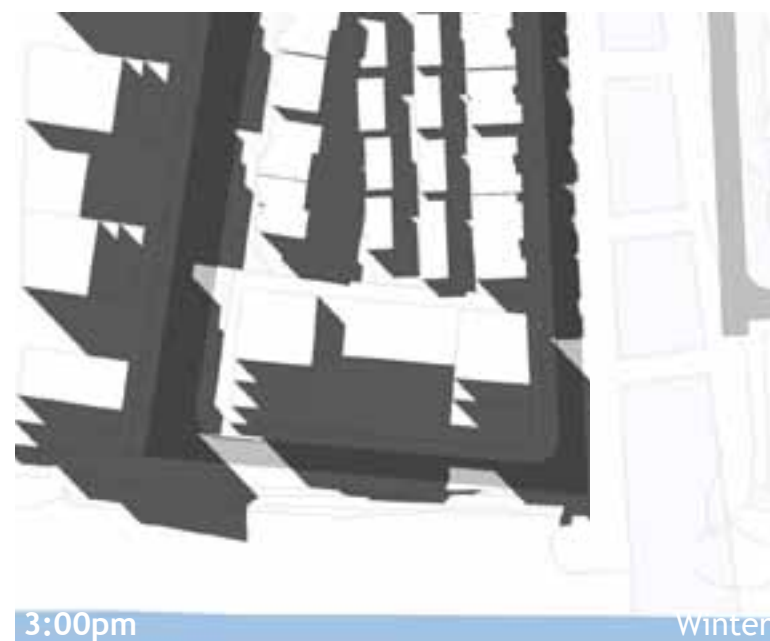
3 storey u-shaped envelope with 4th storey pop-up compliant to masterplan controls



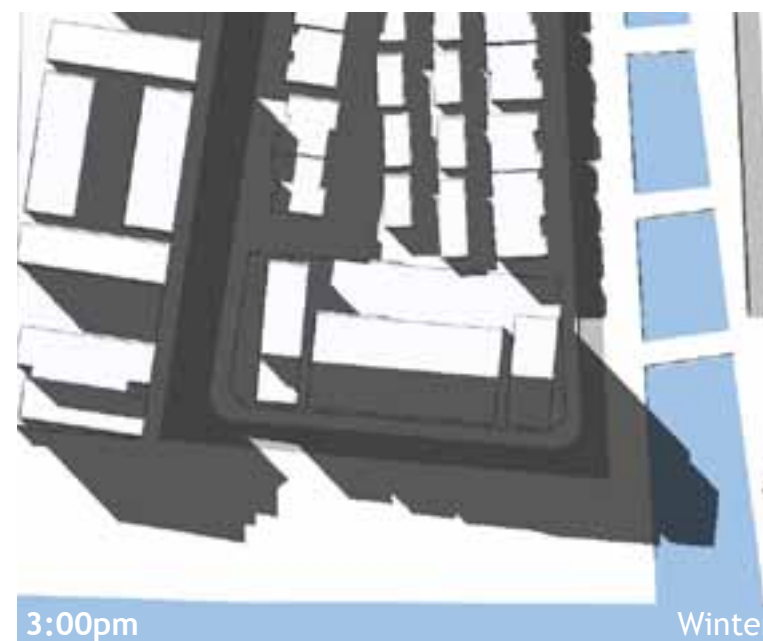
3 storey (with 12m setback from foreshore for fourth storey) envelope as per proposed council April 2013 Housekeeping amendment



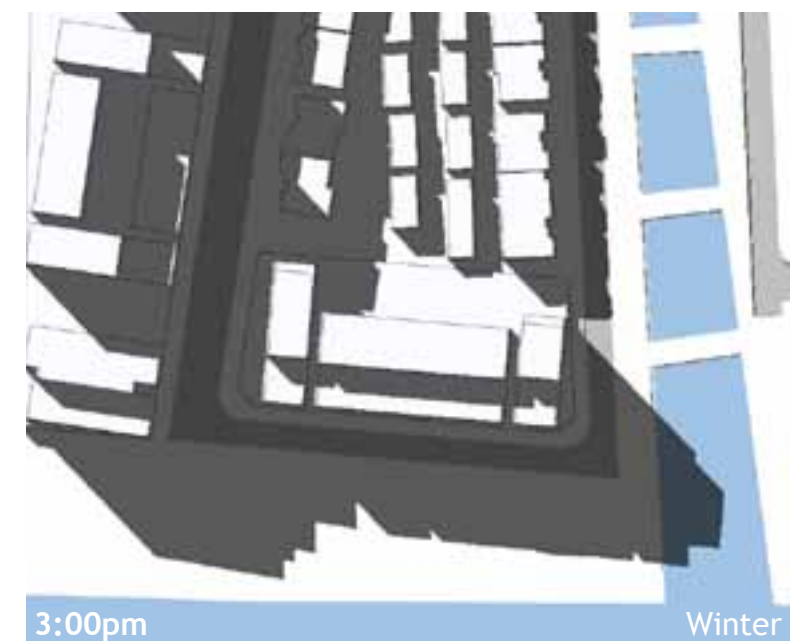
4-5 storey planning proposal based on block shaped envelope



3 storey u-shaped envelope with 4th storey pop-up compliant to masterplan controls



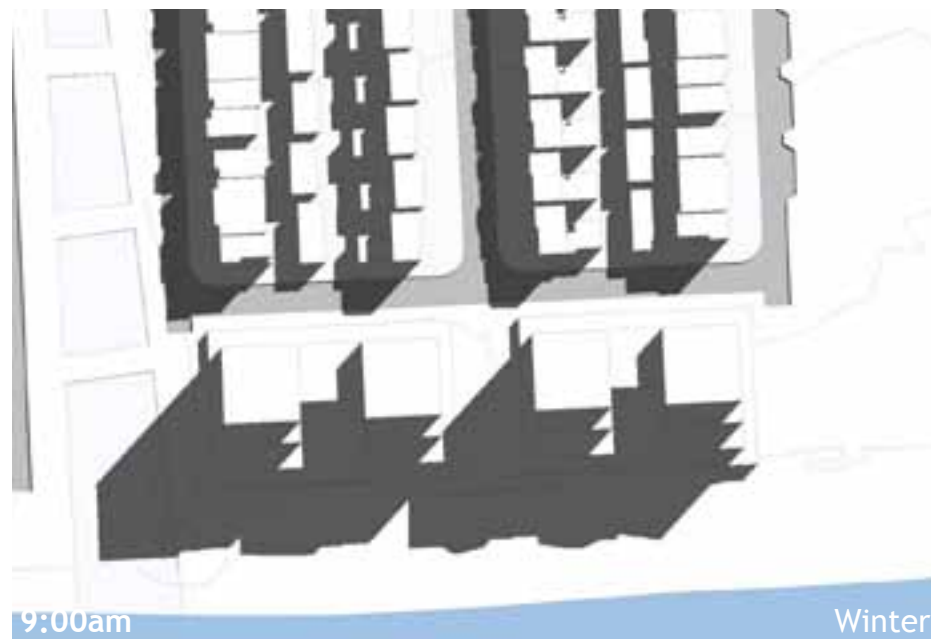
3 storey (with 12m setback from foreshore for fourth storey) envelope as per proposed council April 2013 Housekeeping amendment



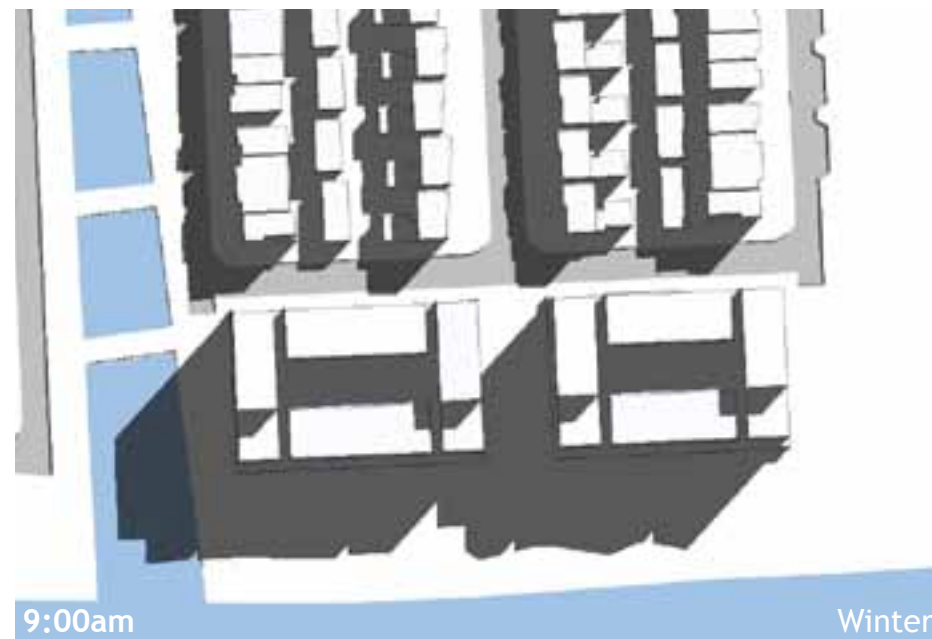
4-5 storey planning proposal based on block shaped envelope



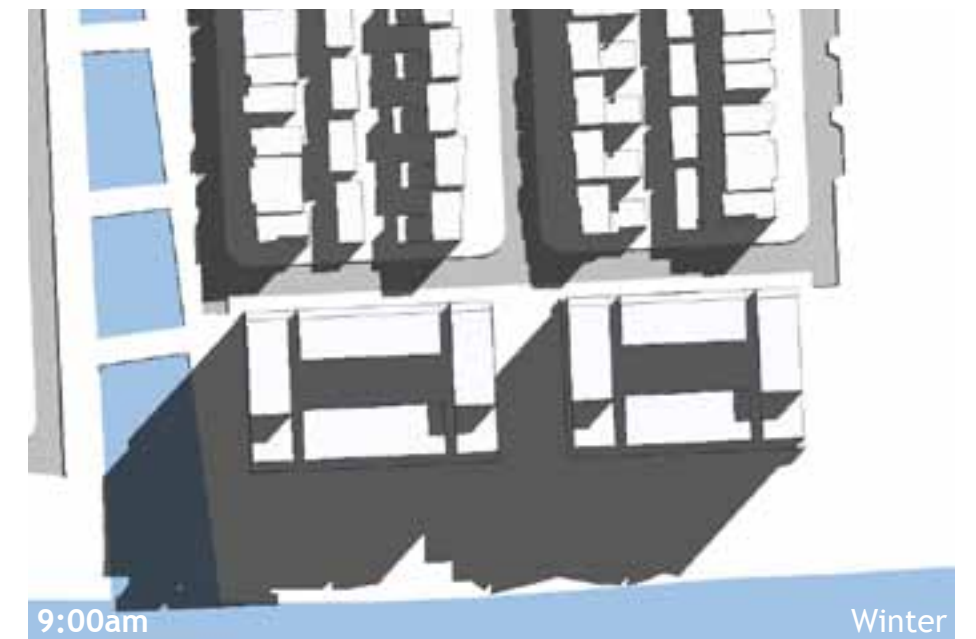
comparative shadow studies - 21 of June: Lots 303 + 304



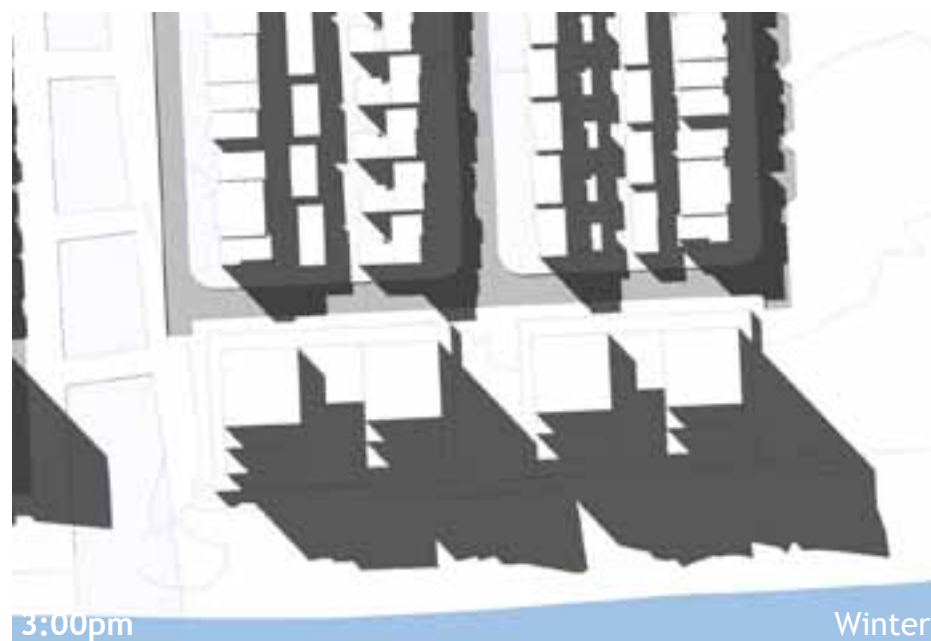
3 storey u-shaped envelope with 4th storey pop-up compliant to masterplan controls



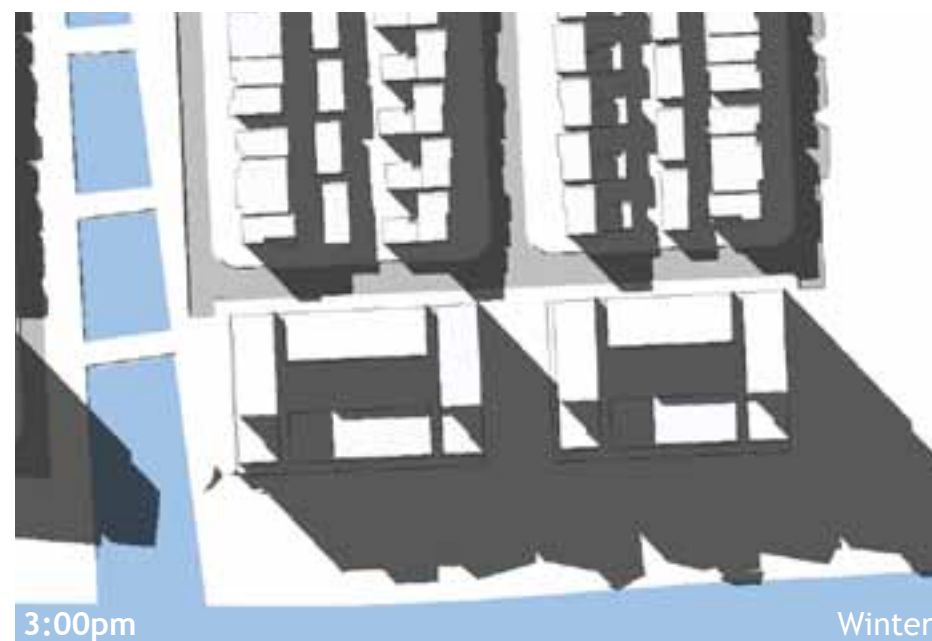
3 storey (with 12m setback from foreshore for fourth storey) envelope as per proposed council April 2013 Housekeeping amendment



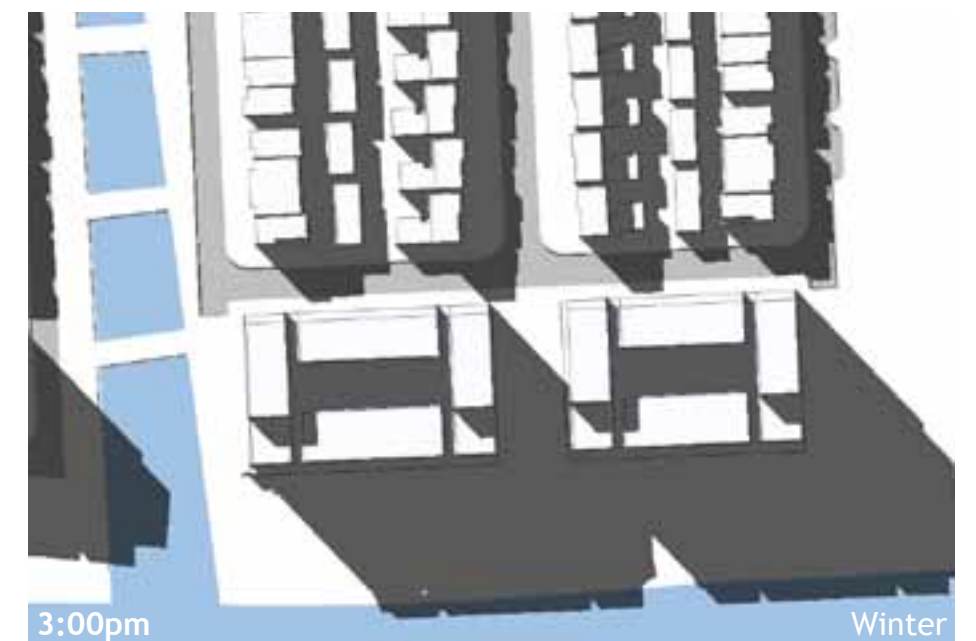
4-5 storey planning proposal based on block shaped envelope



3 storey u-shaped envelope with 4th storey pop-up compliant to masterplan controls

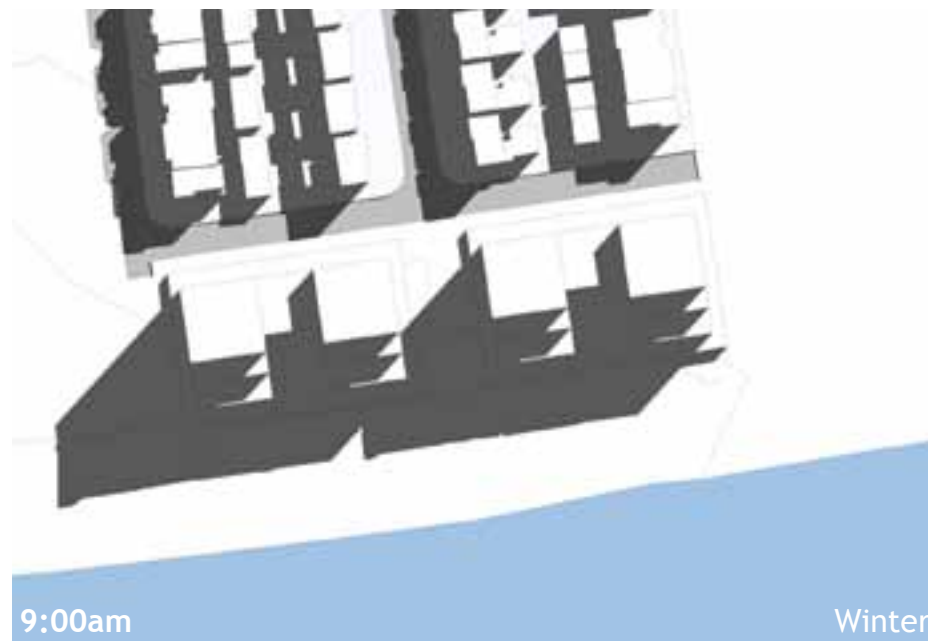


3 storey (with 12m setback from foreshore for fourth storey) envelope as per proposed council April 2013 Housekeeping amendment

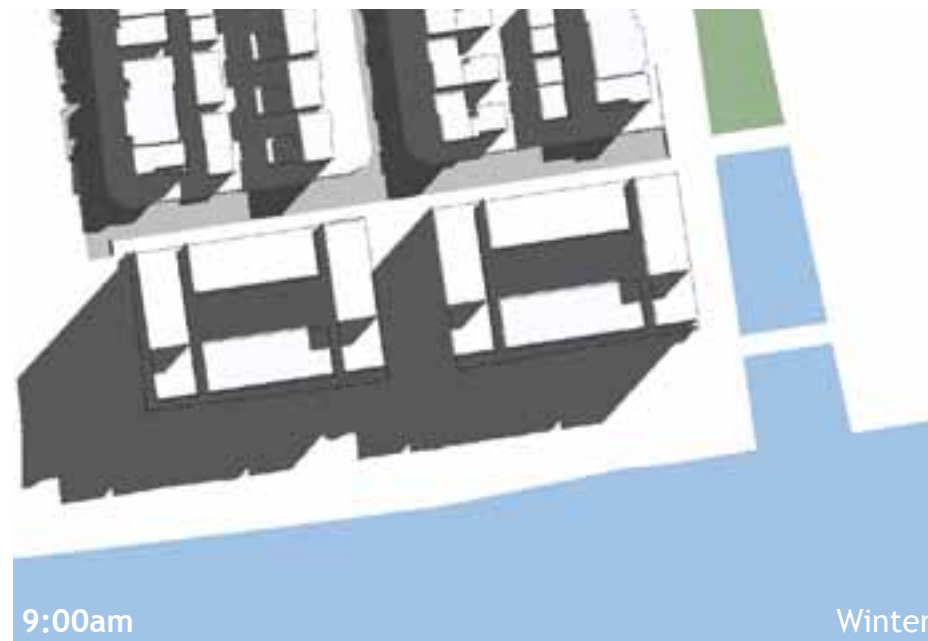


4-5 storey planning proposal based on block shaped envelope

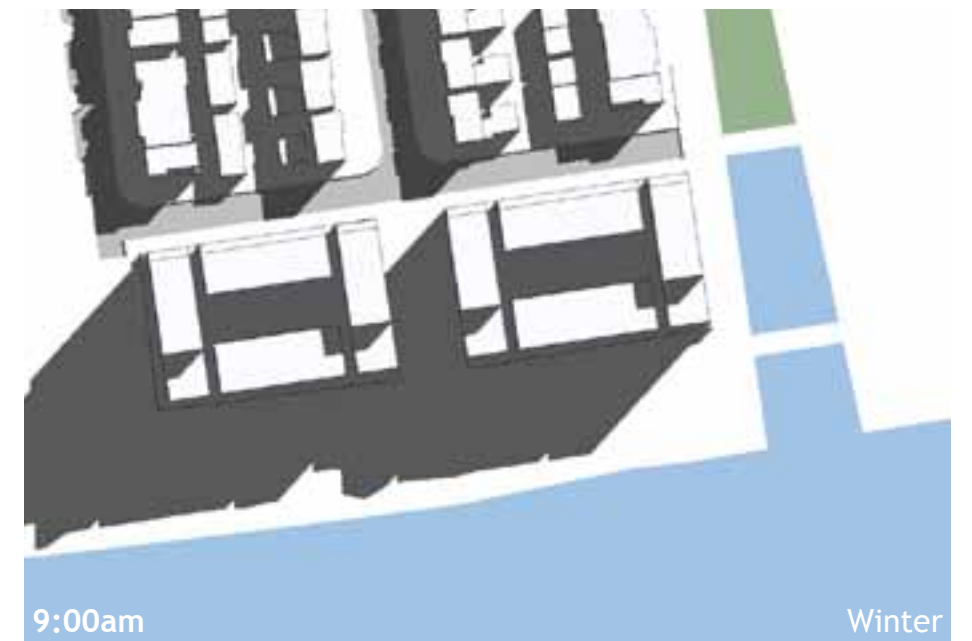
comparative shadow studies - 21 of June: Lots 301 + 302



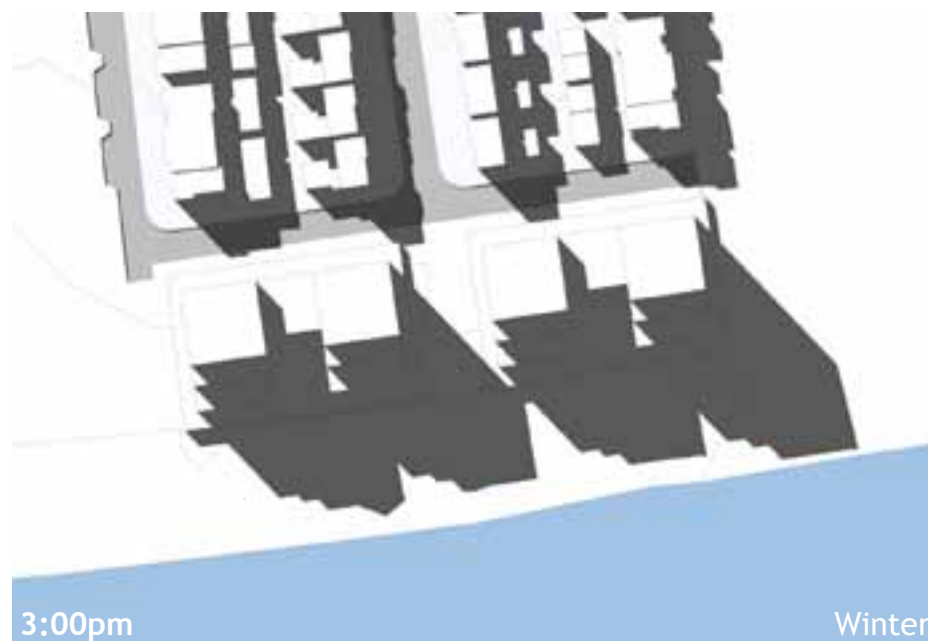
3 storey u-shaped envelope with 4th storey pop-up compliant to masterplan controls



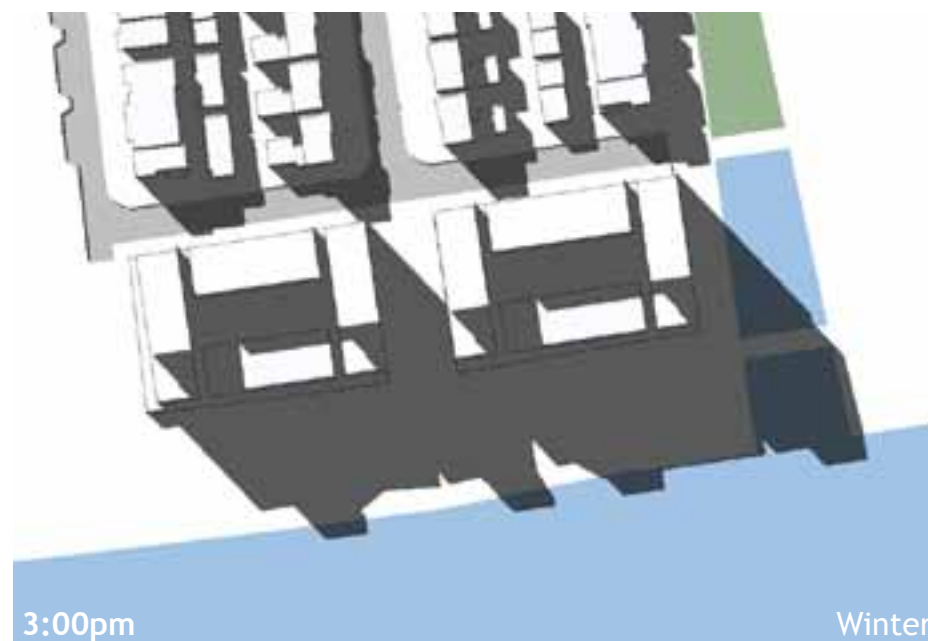
3 storey (with 12m setback from foreshore for fourth storey) envelope as per proposed council April 2013 Housekeeping amendment



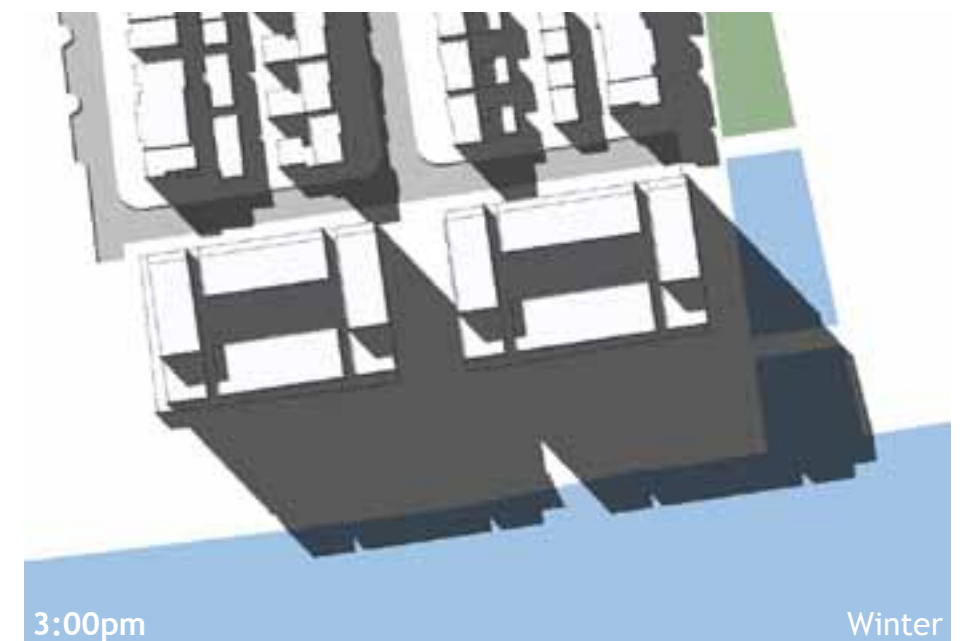
4-5 storey planning proposal based on block shaped envelope



3 storey u-shaped envelope with 4th storey pop-up compliant to masterplan controls



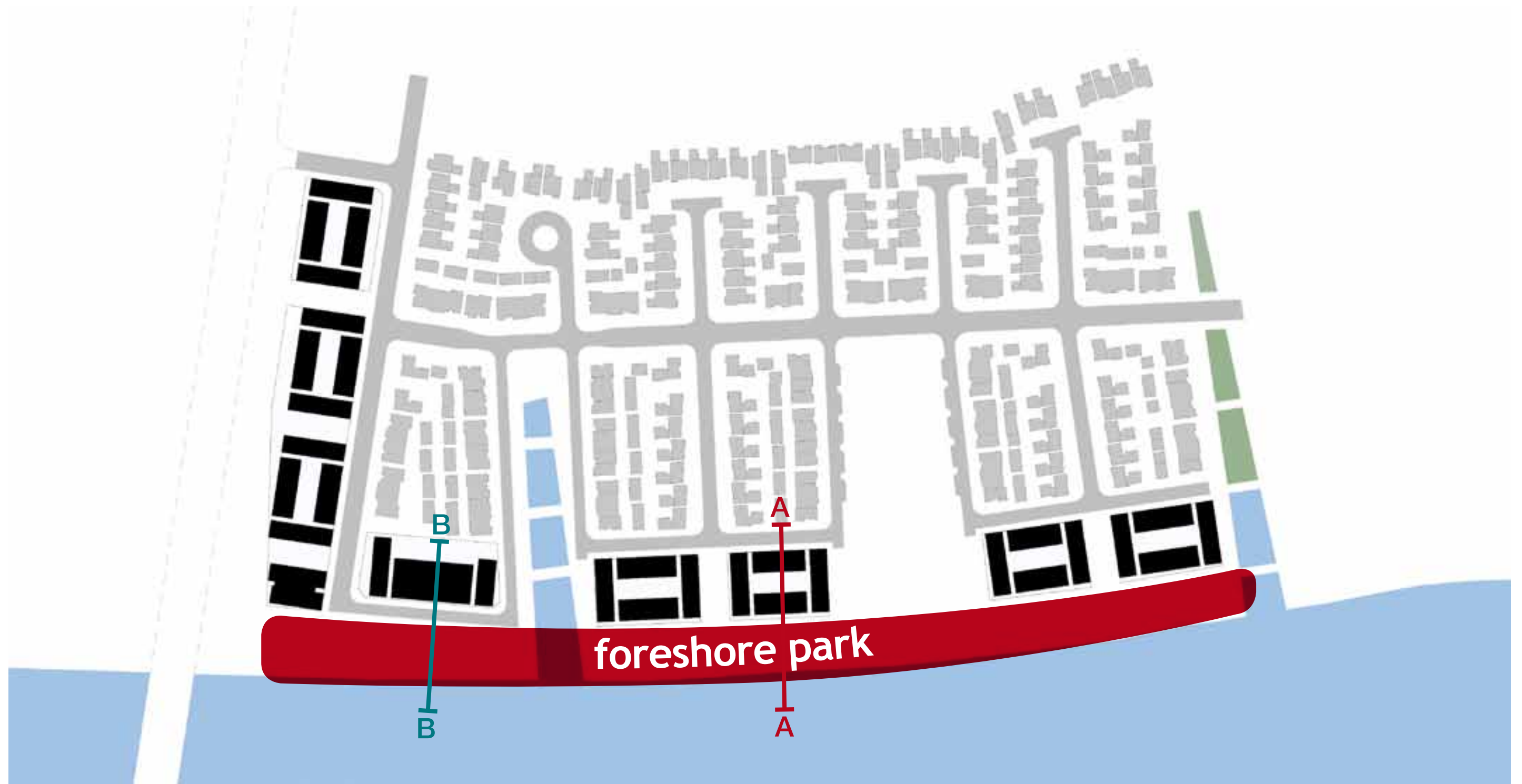
3 storey (with 12m setback from foreshore for fourth storey) envelope as per proposed council April 2013 Housekeeping amendment



4-5 storey planning proposal based on block shaped envelope

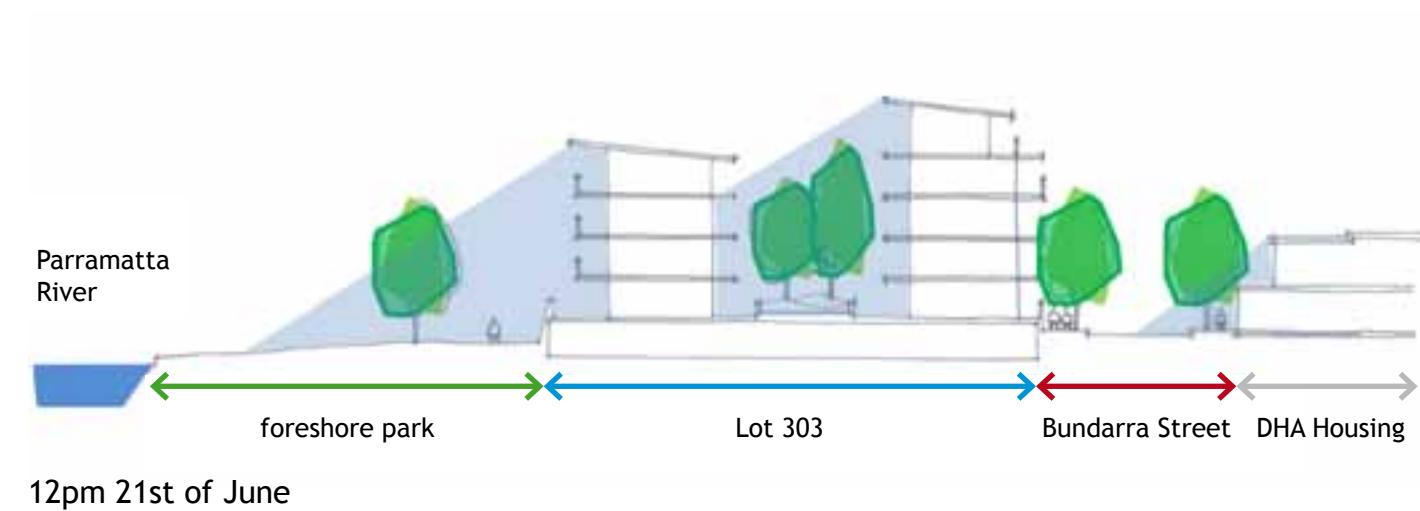


foreshore park - solar access

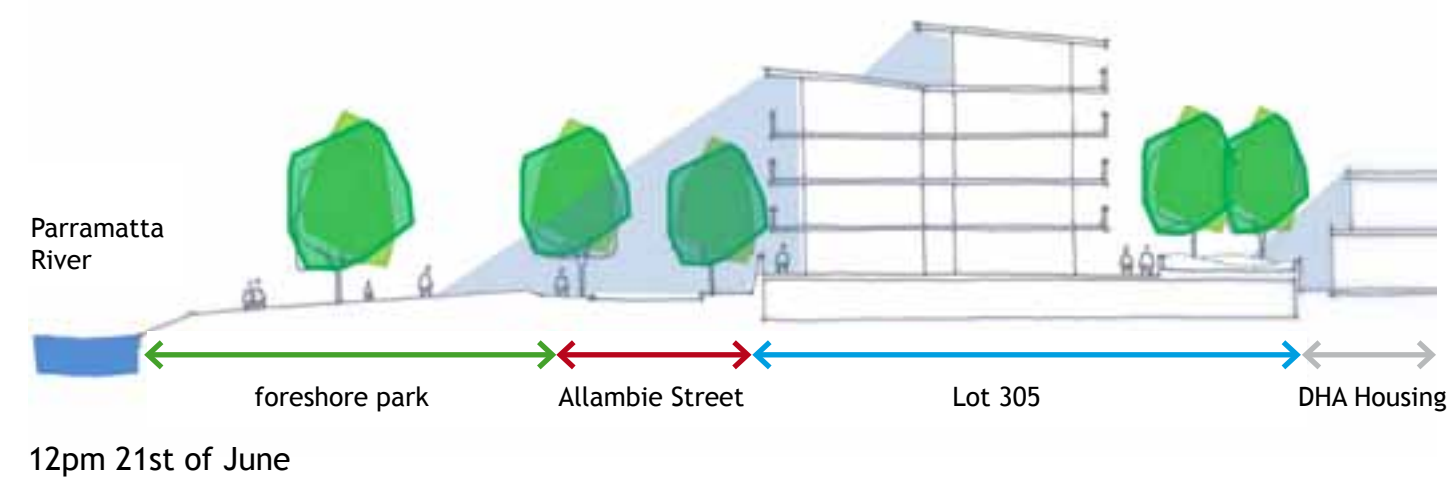


foreshore park - solar access

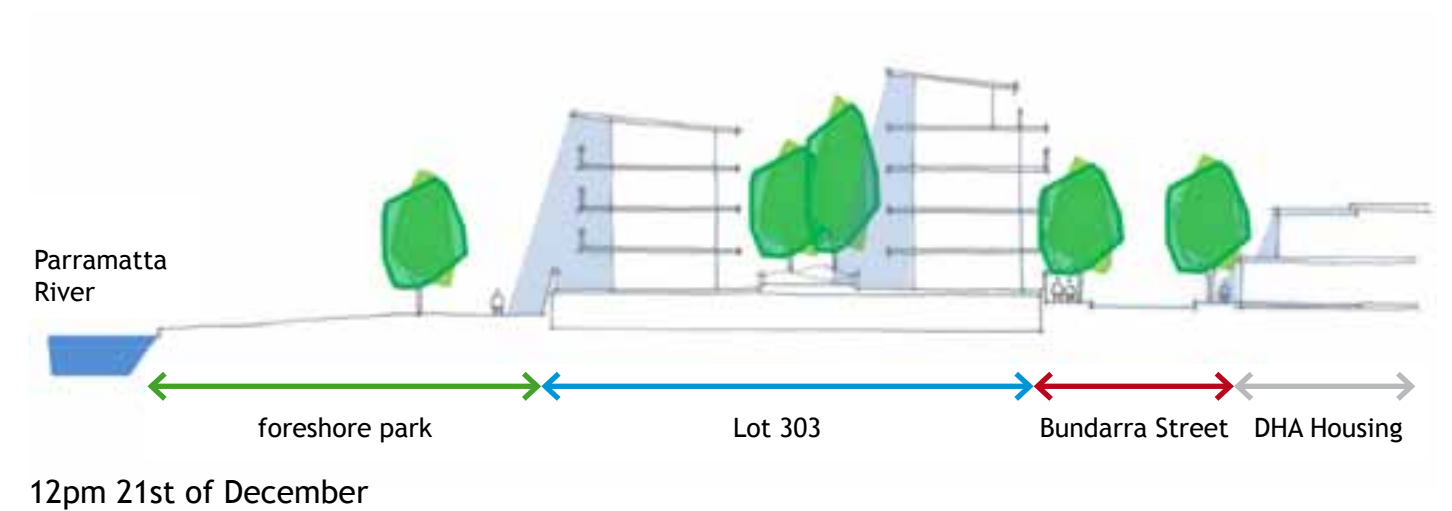
section AA



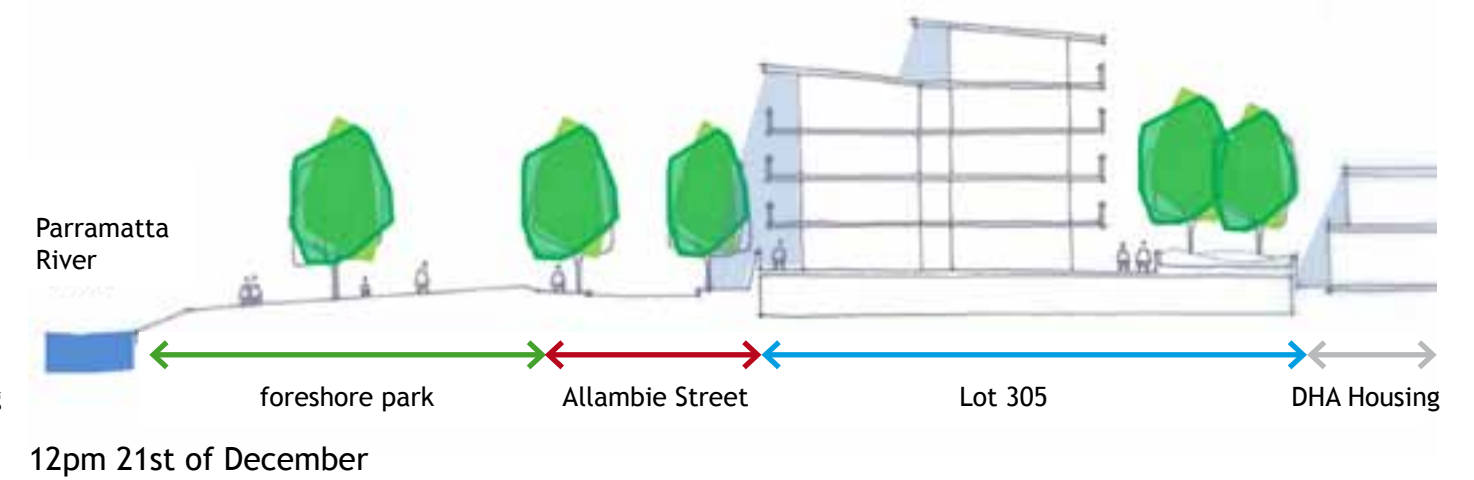
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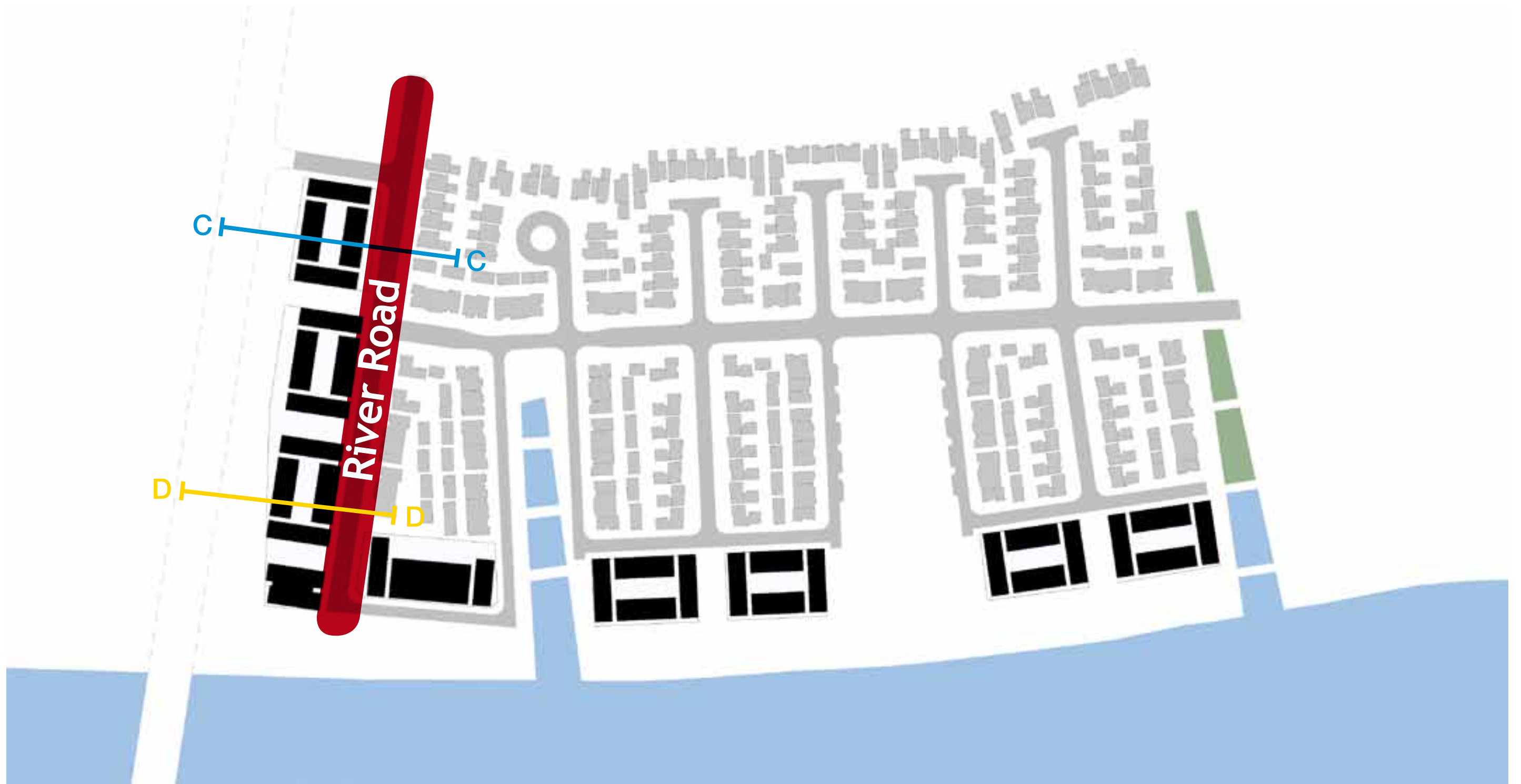
section AA



section BB

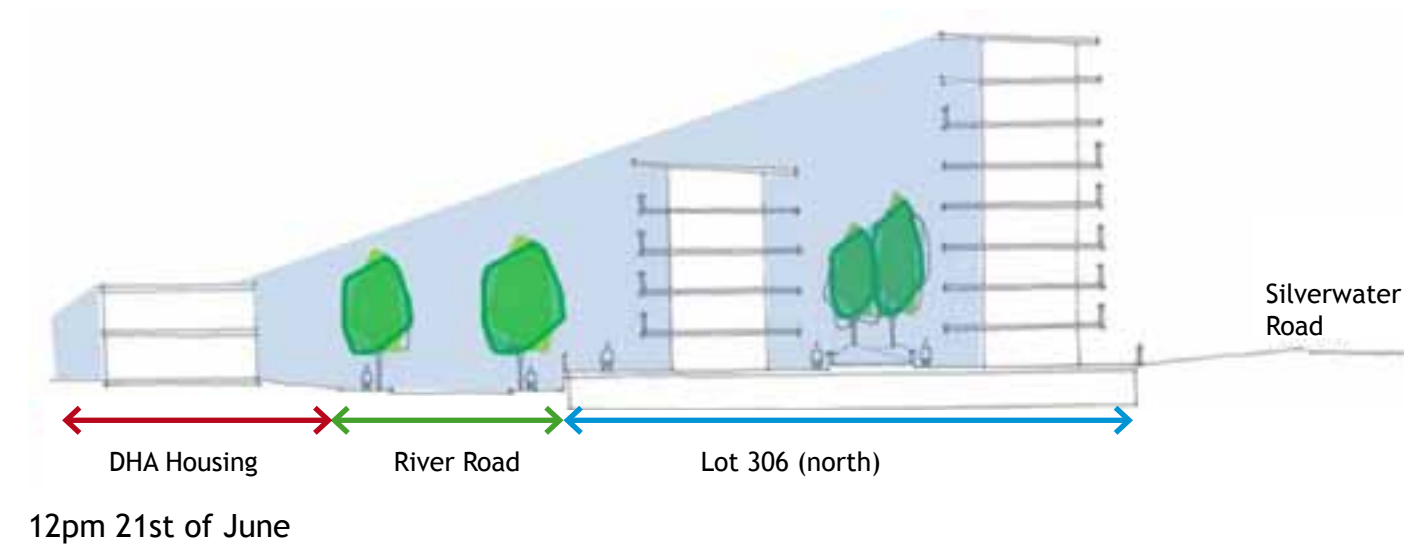


river road - solar access

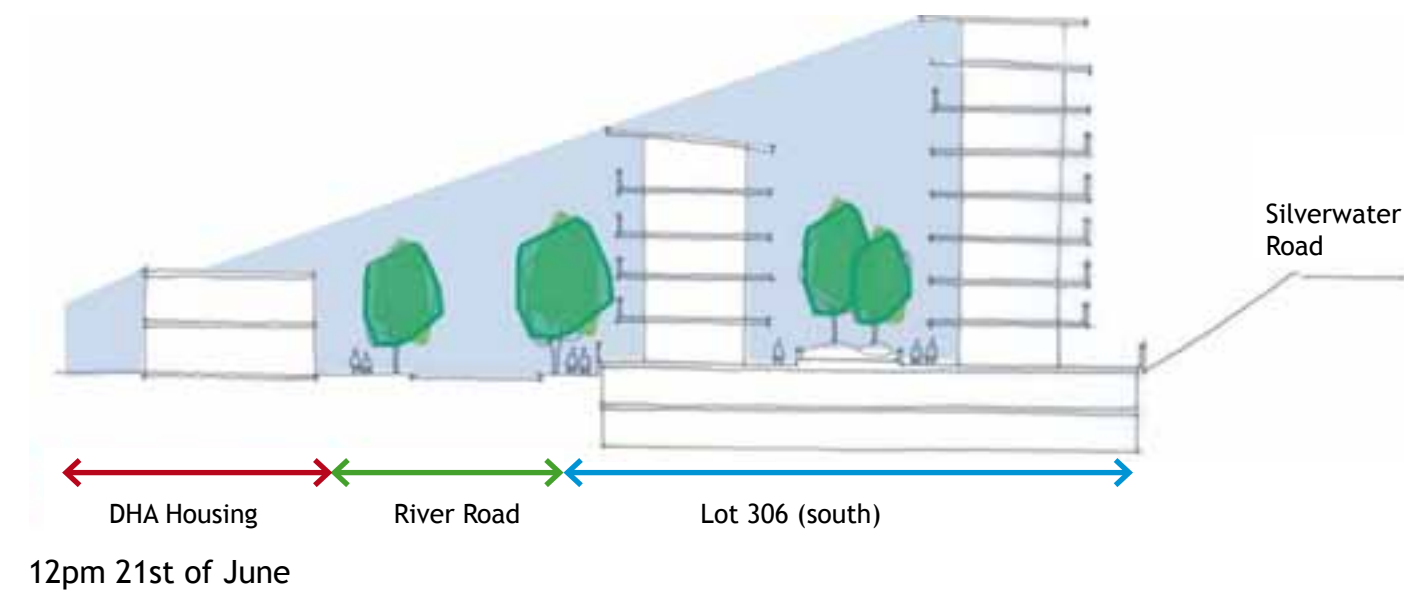


river road - solar access

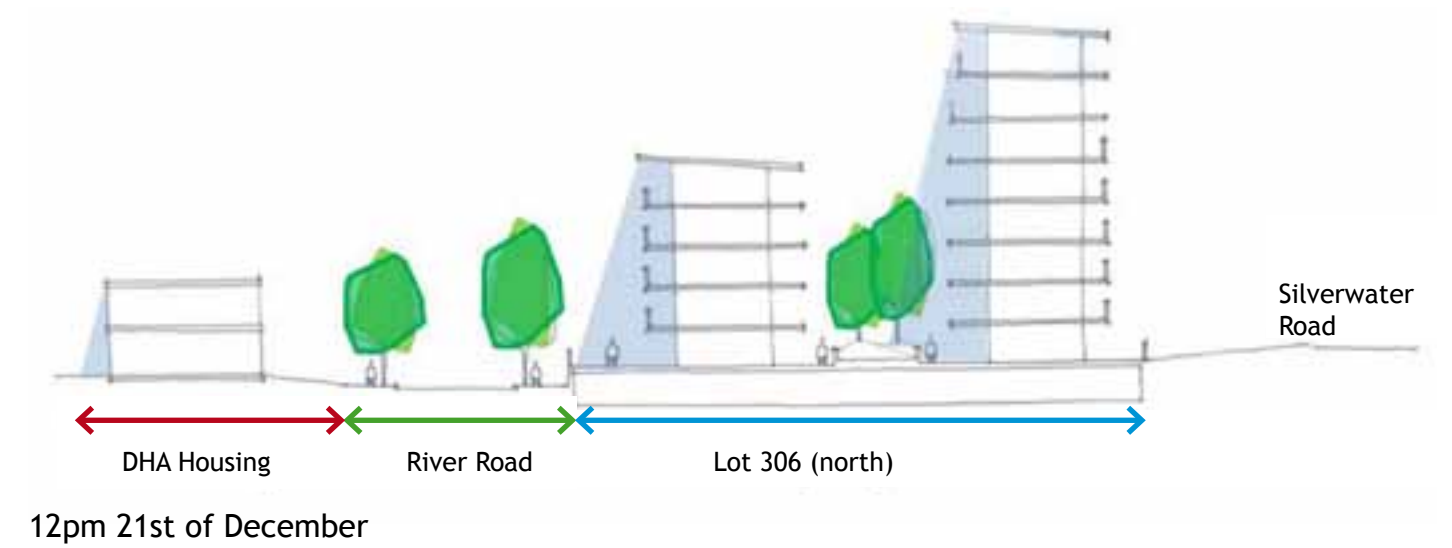
section CC



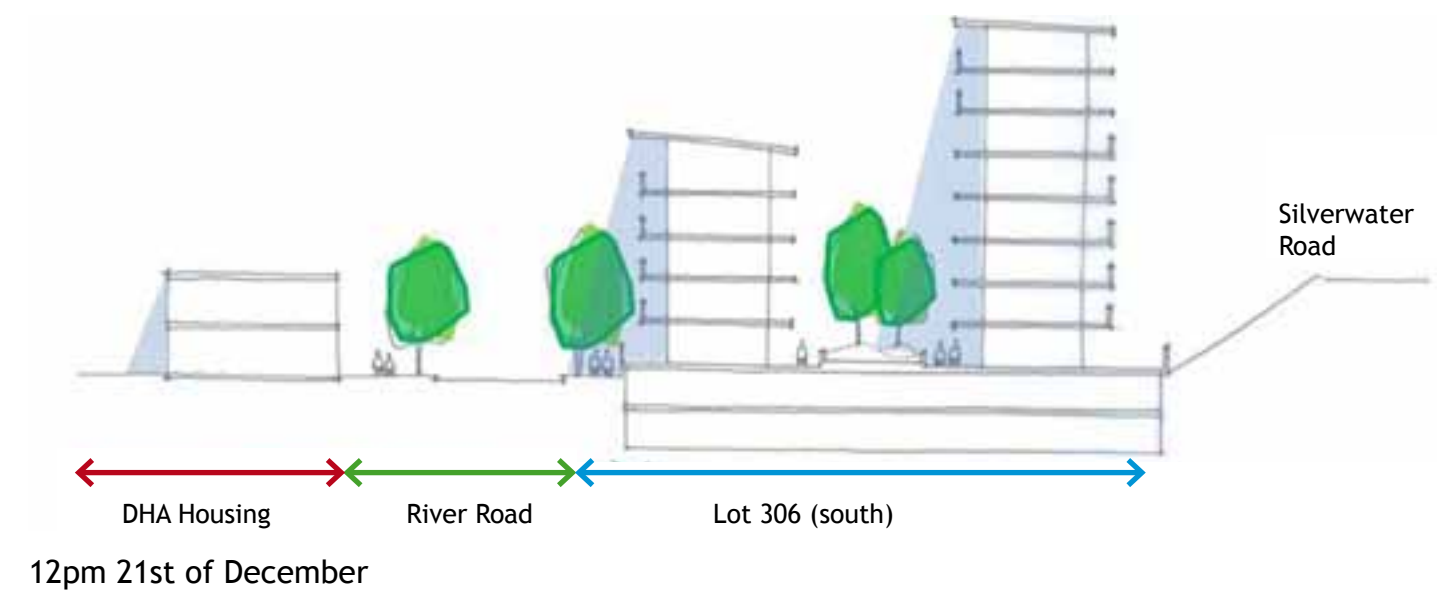
section DD



section CC



section DD

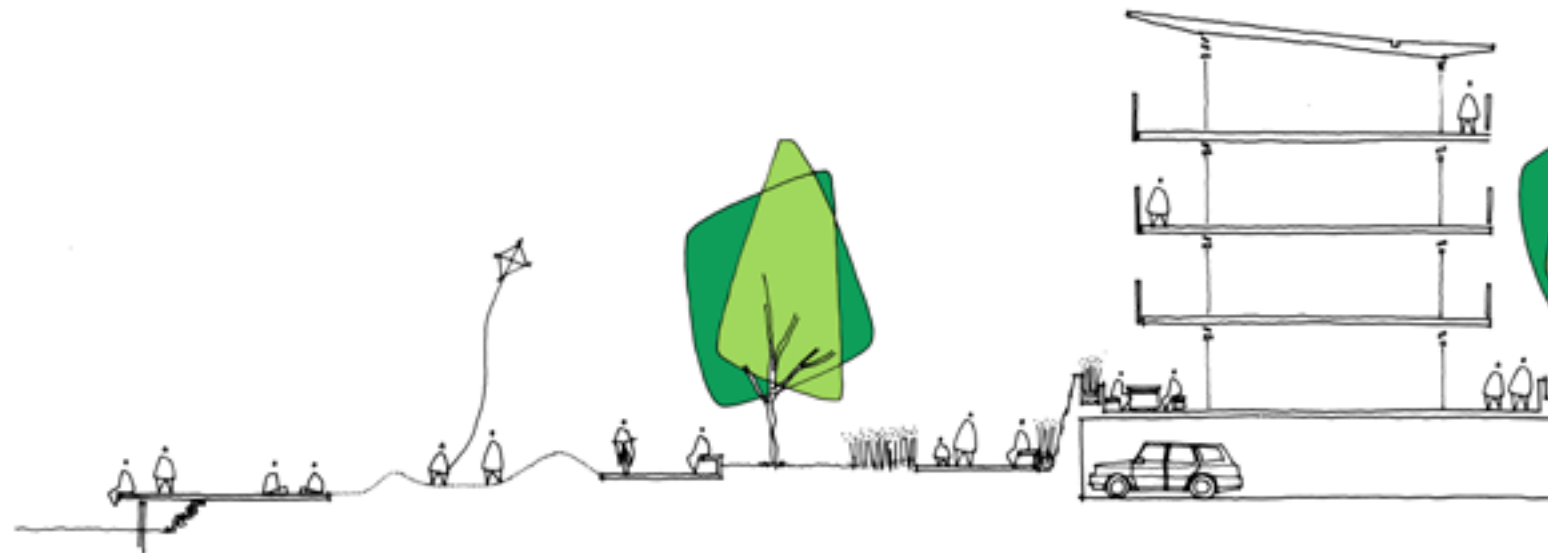


foreshore park - car park interface



foreshore park - car park interface

Built form articulation, a mixture of materials, a historical naval interpretive wall/walk, landscape will interact with the foreshore park breaking down the built form and park interface.



foreshore park access + views



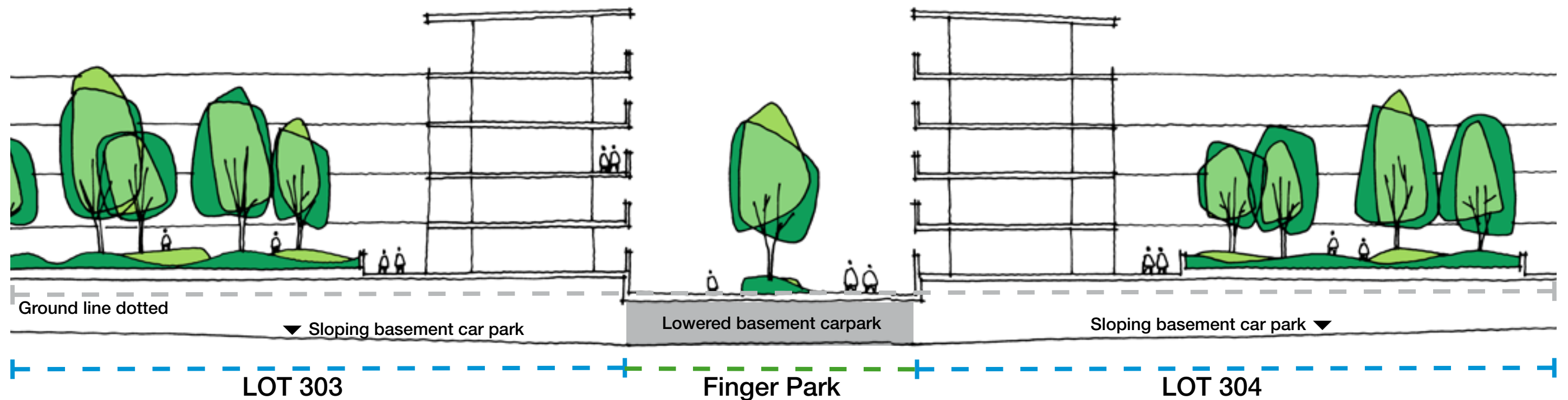
access + views

- ➔ Main views and access to the foreshore park
- ➔ Secondary views to the foreshore park
- ➔ Tertiary views to the foreshore park

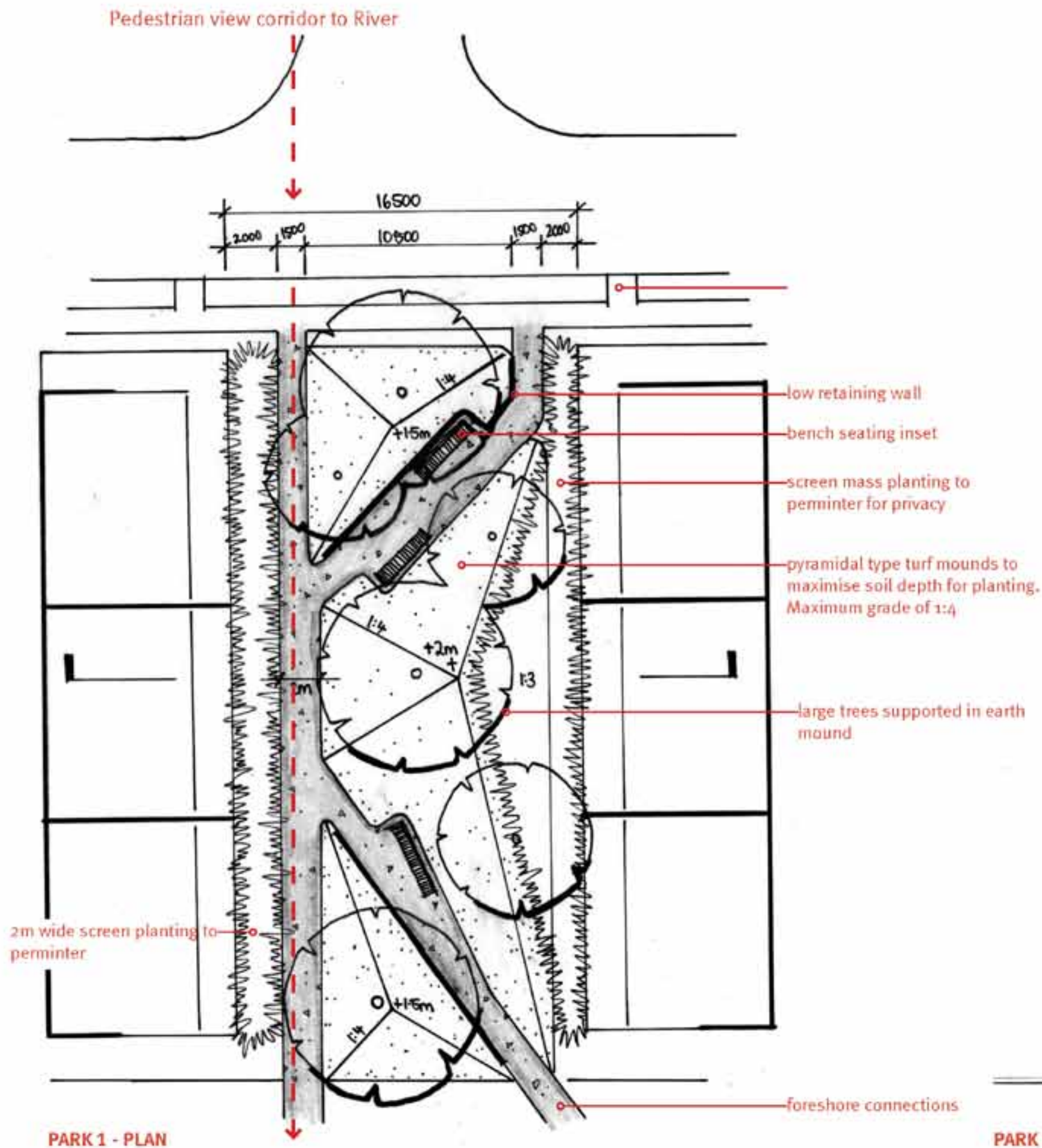


access + views

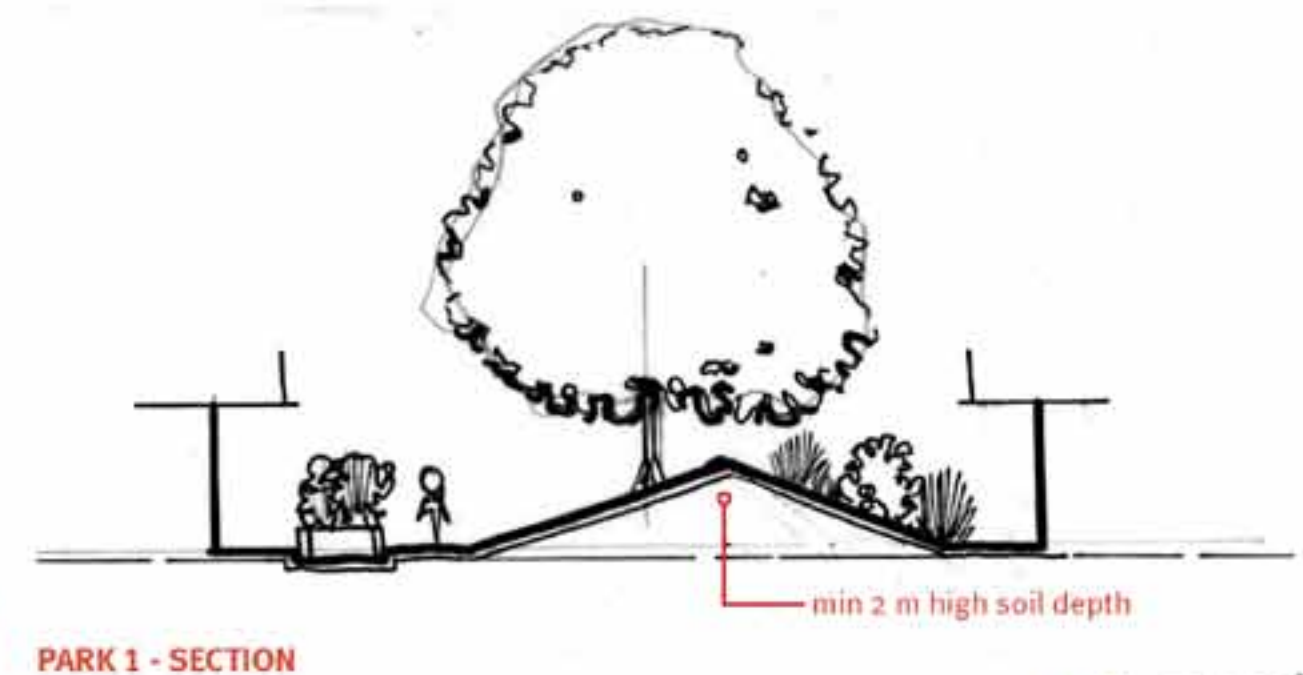
Lowered basement parking area to allow the finger park's pedestrian access to be at grade as well as maintain views through to the foreshore park



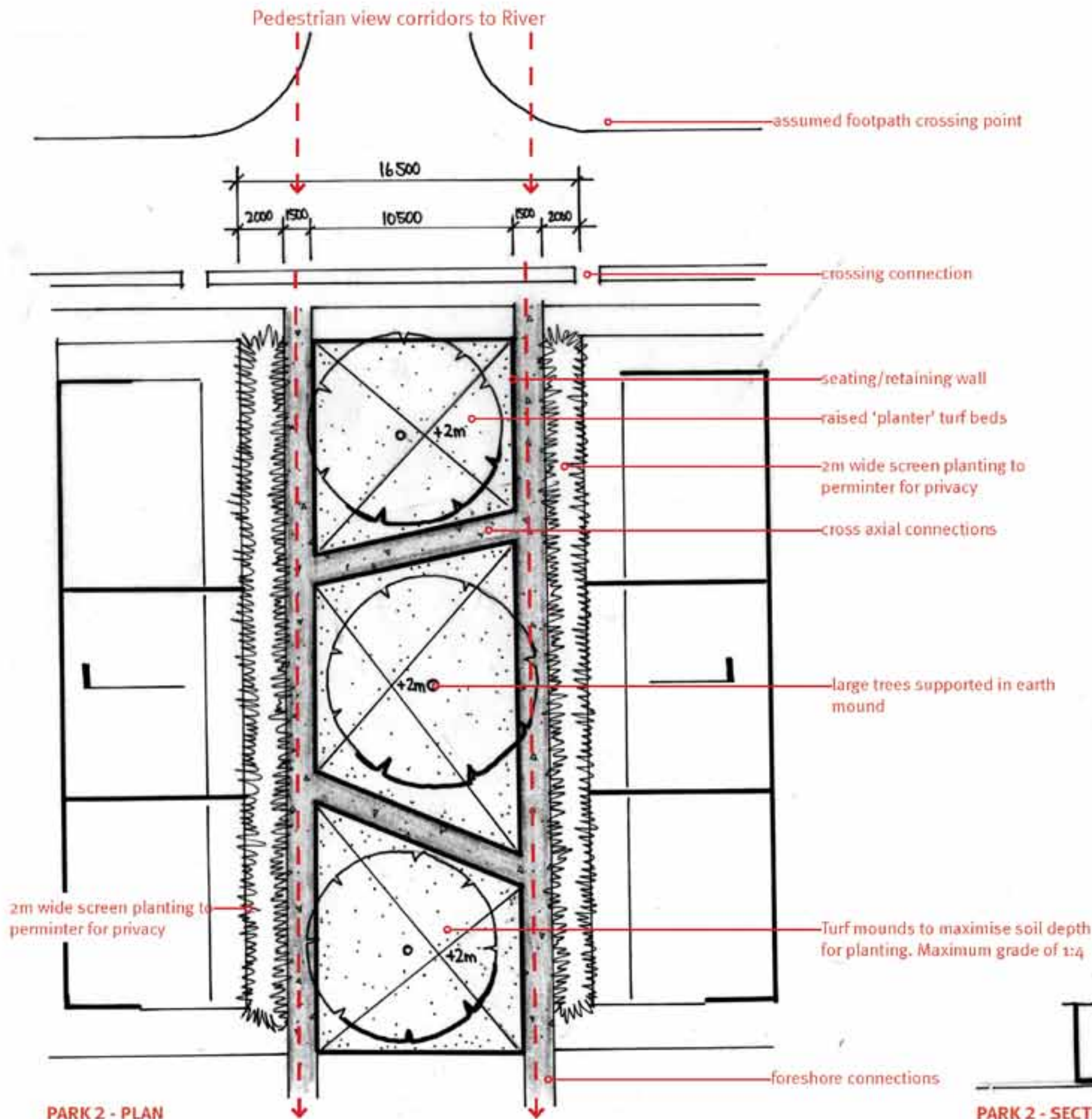
Inter-apartment Parks



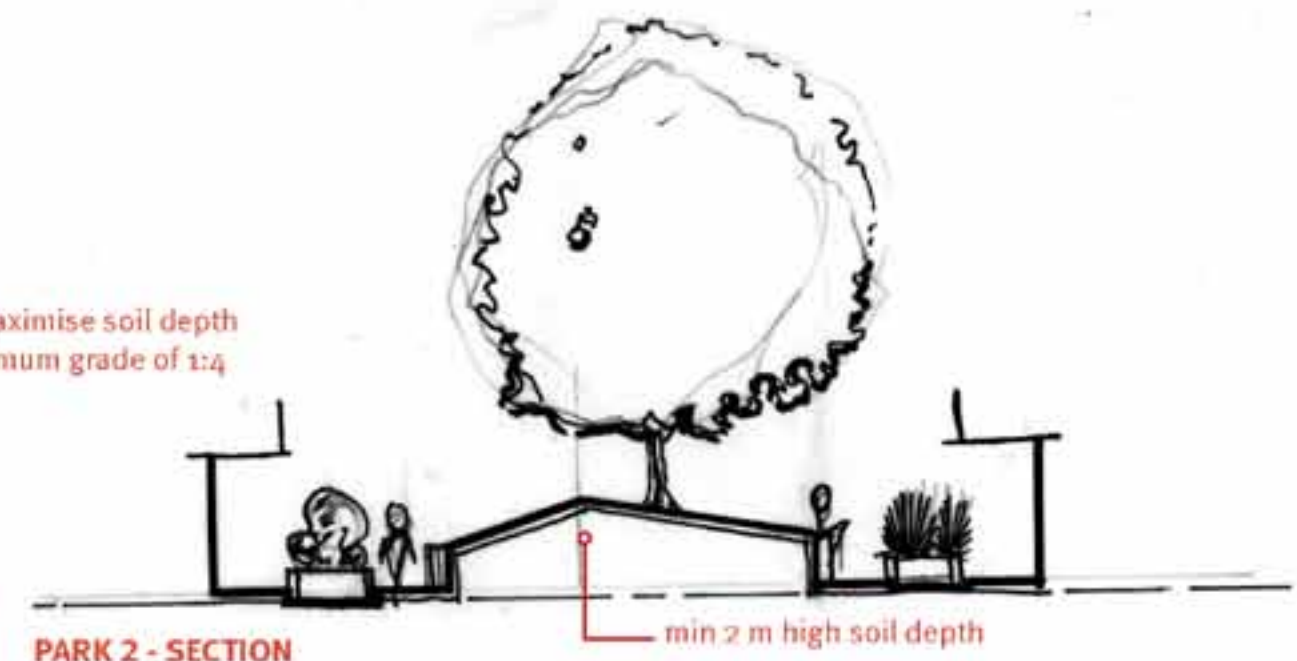
Geometric Turf Mounds
Source: JMD design - Sydney Park



Inter-apartment Parks



Raised Turf Beds & Seating
City of Dordrecht 'The raised lawns of Koning-Helrichs Square' by Agence Ter landscape



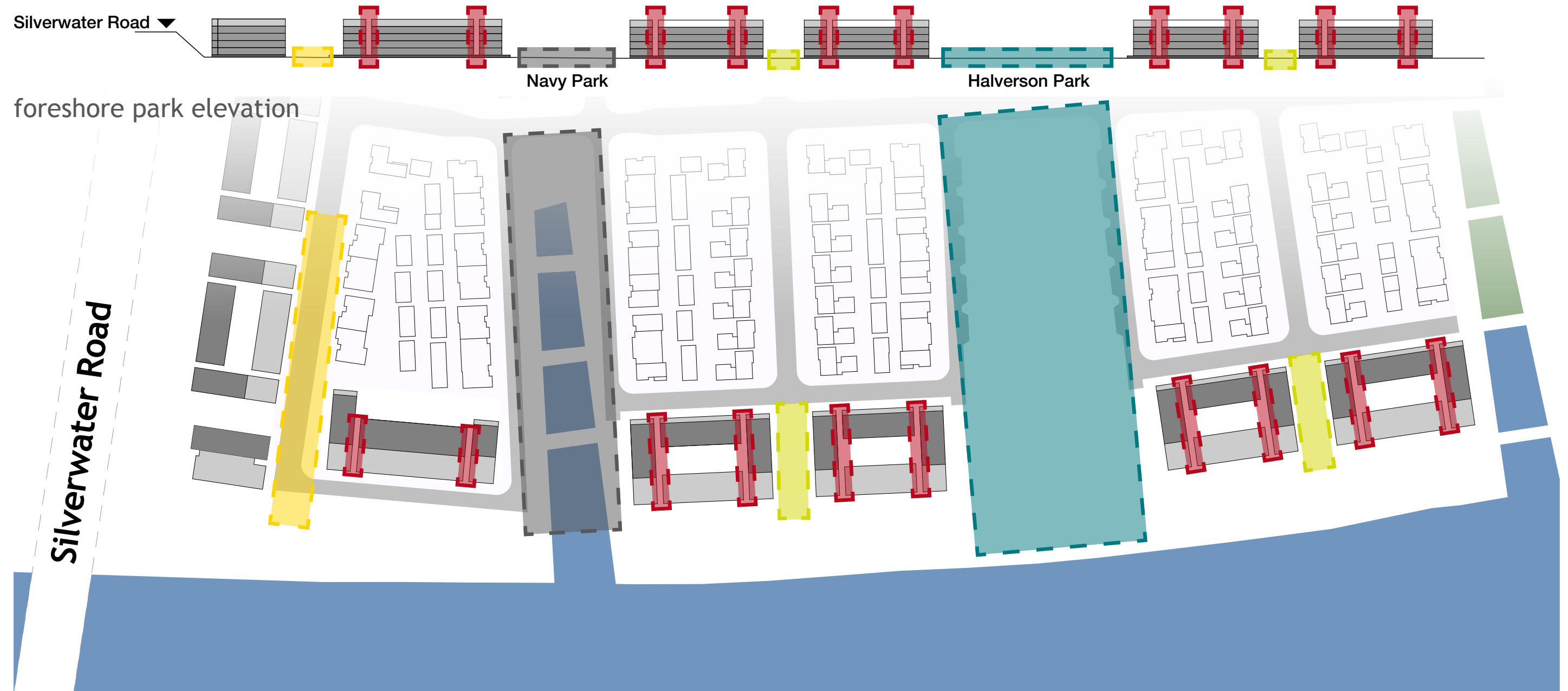
built form



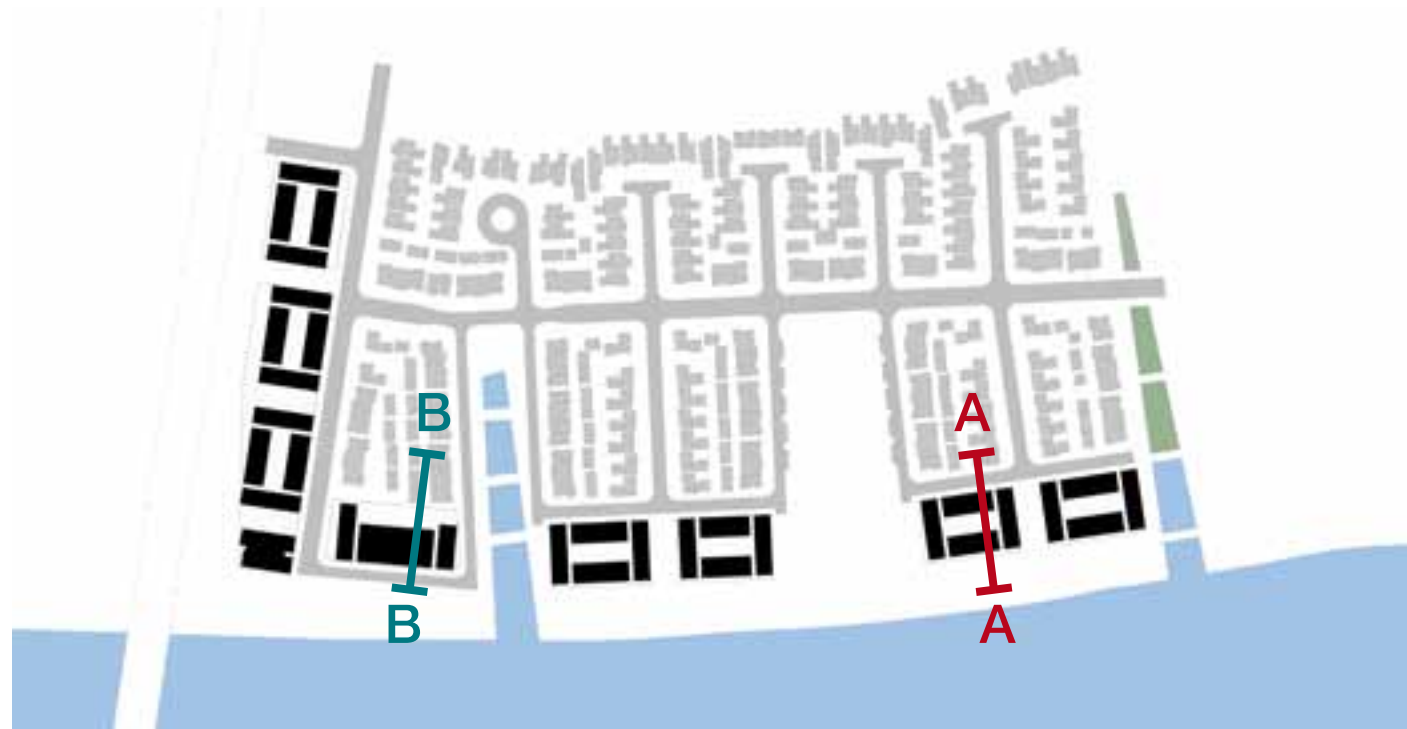
built form

foreshore park

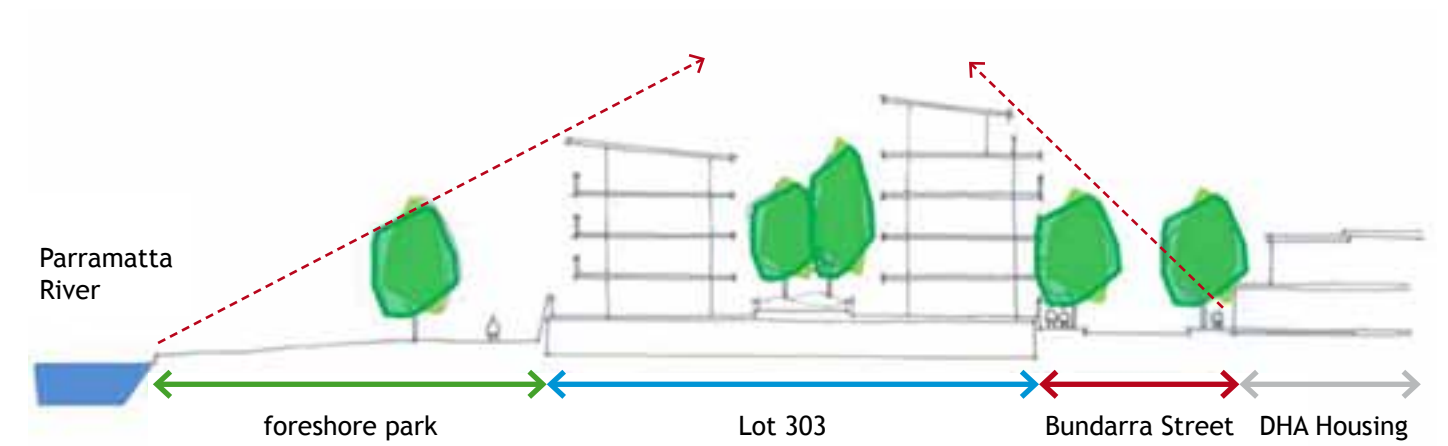
The finger parks, the parks and vertical breaks in the built form provide articulation to prevent a solid built edge being viewed from the river.



built form

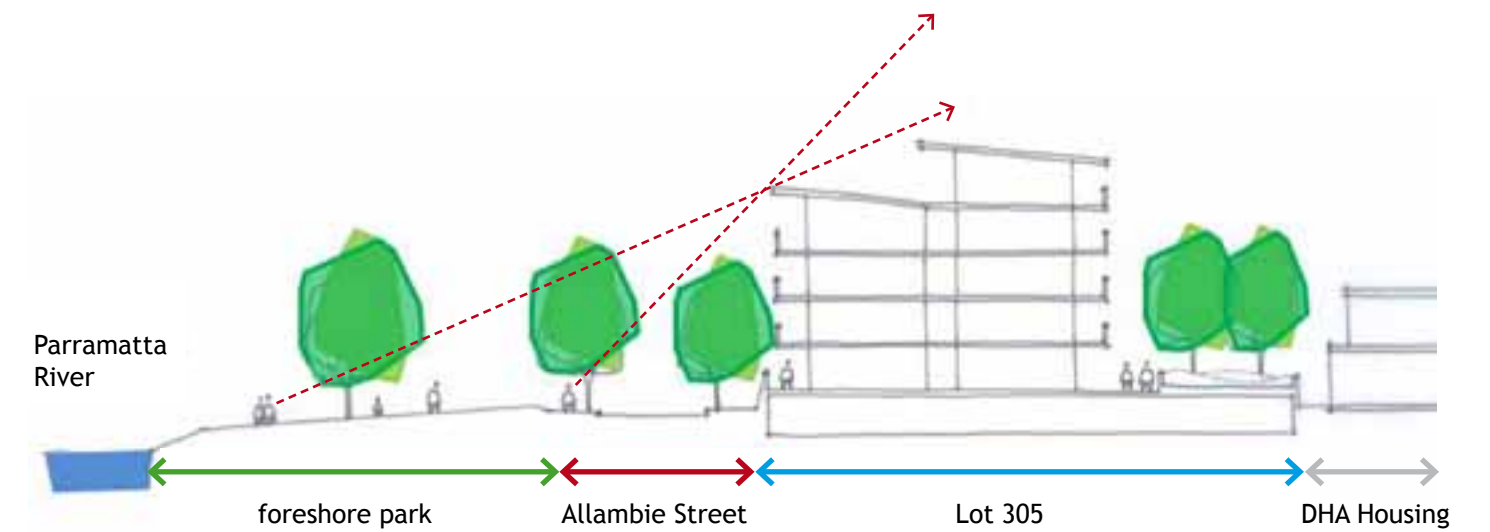


section AA



The fifth storey can not be seen from Bundarra Street or the foreshore park

section BB



The fifth storey can not be seen from the foreshore park or Allambie Street

built form

silverwater road

The built form along Silverwater Road is 8 storeys in height. Due to the topography of the site, the first block is higher than the subsequent blocks, however they all comprise of 8 storeys. As Silverwater Road ramps up to the bridge over the Parramatta River, the final block only protrudes 2 storeys above the road.



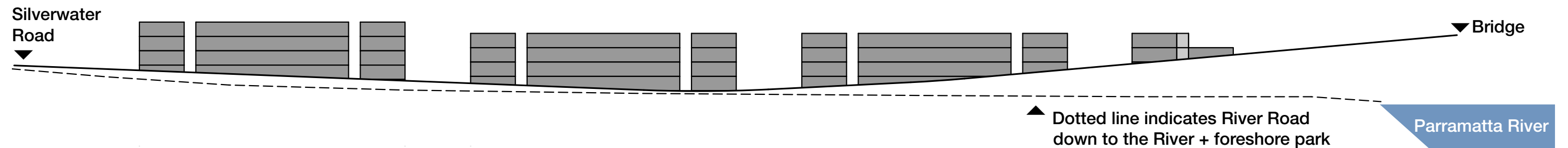
built form

comparisons between 4 storey versus 5/8 storeys

silverwater road

4 storey block elevation along Silverwater Road

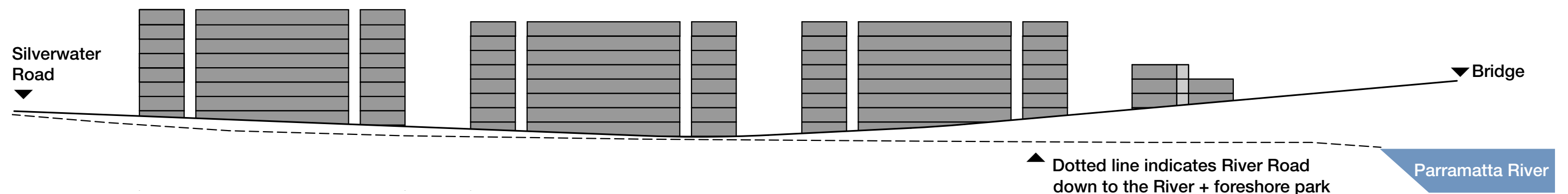
4 storeys along Silverwater Road does not offer a sufficient sound barrier from traffic noise emanating from Silverwater Road to the DHA housing and Ermington community located to the east. Also, 4 storeys does not provide sufficient visual relief from the community towards the Shell Oil refinery, across Parramatta River.



silverwater road

5-8 storey block elevation along Silverwater Road

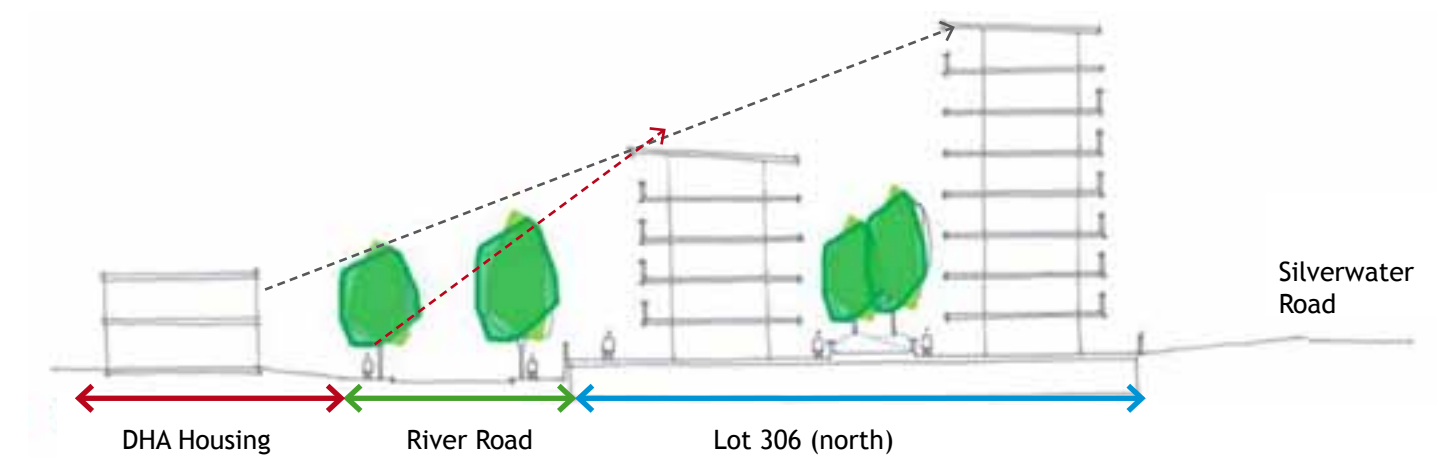
The increased height along Silverwater Road creates improved noise separation between Silverwater Road to the DHA housing, the community to the east and will also allow for a better articulated facade which can offer improved visual amenity.



built form

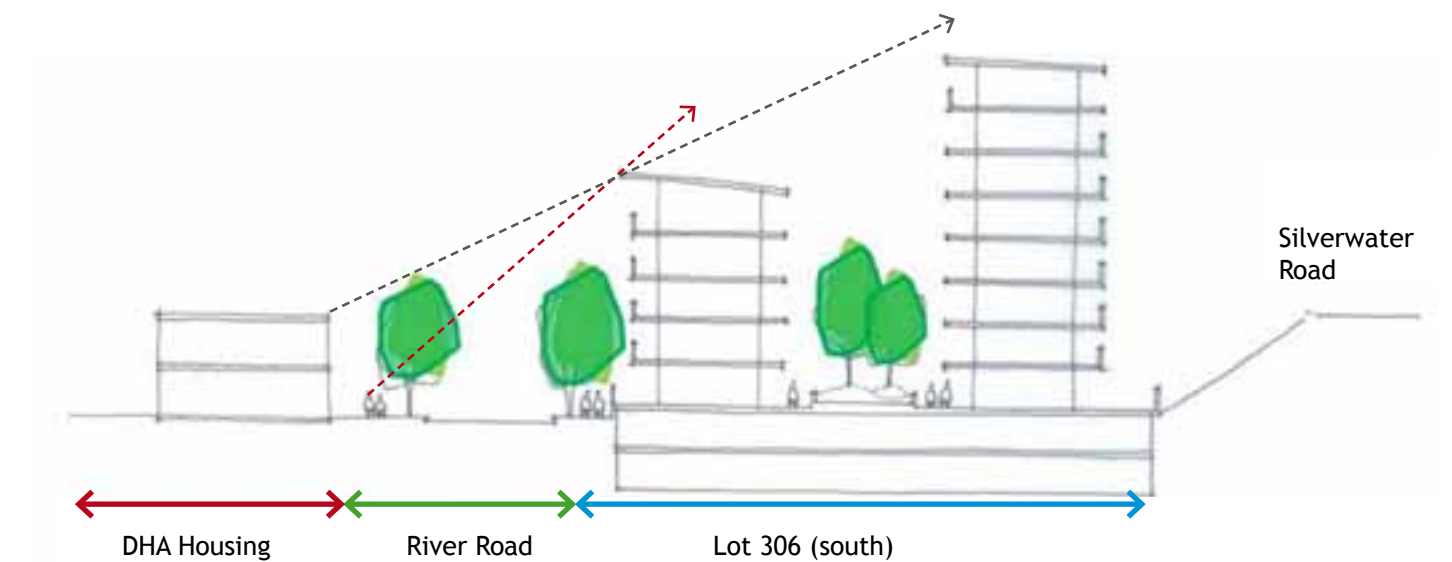


section CC



The eight level is not seen from the DHA housing

section DD



The eight level is not seen from the DHA housing

built form

materiality

The proposal seeks to use a simple palette of materials which will allow the separate buildings to take on their own identity. The materiality will also break the blocks up both horizontally as well as vertically.



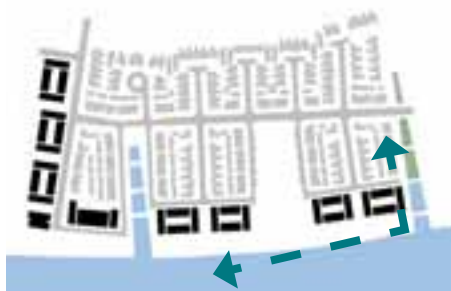
built form

block study models



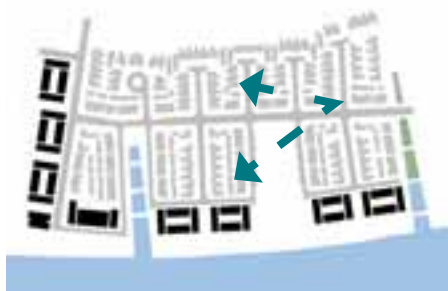
built form

block study models



built form

block study models

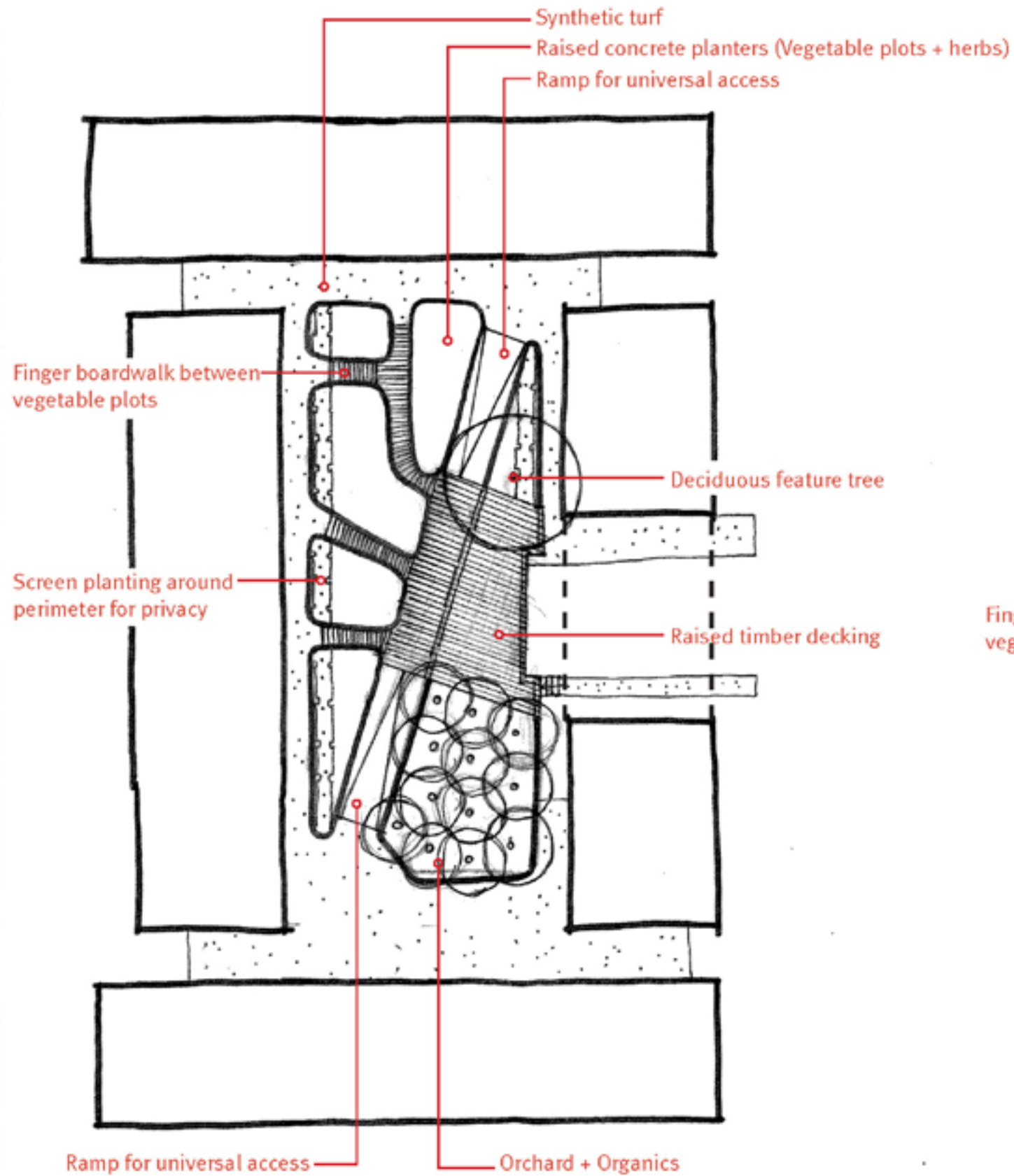


communal open space

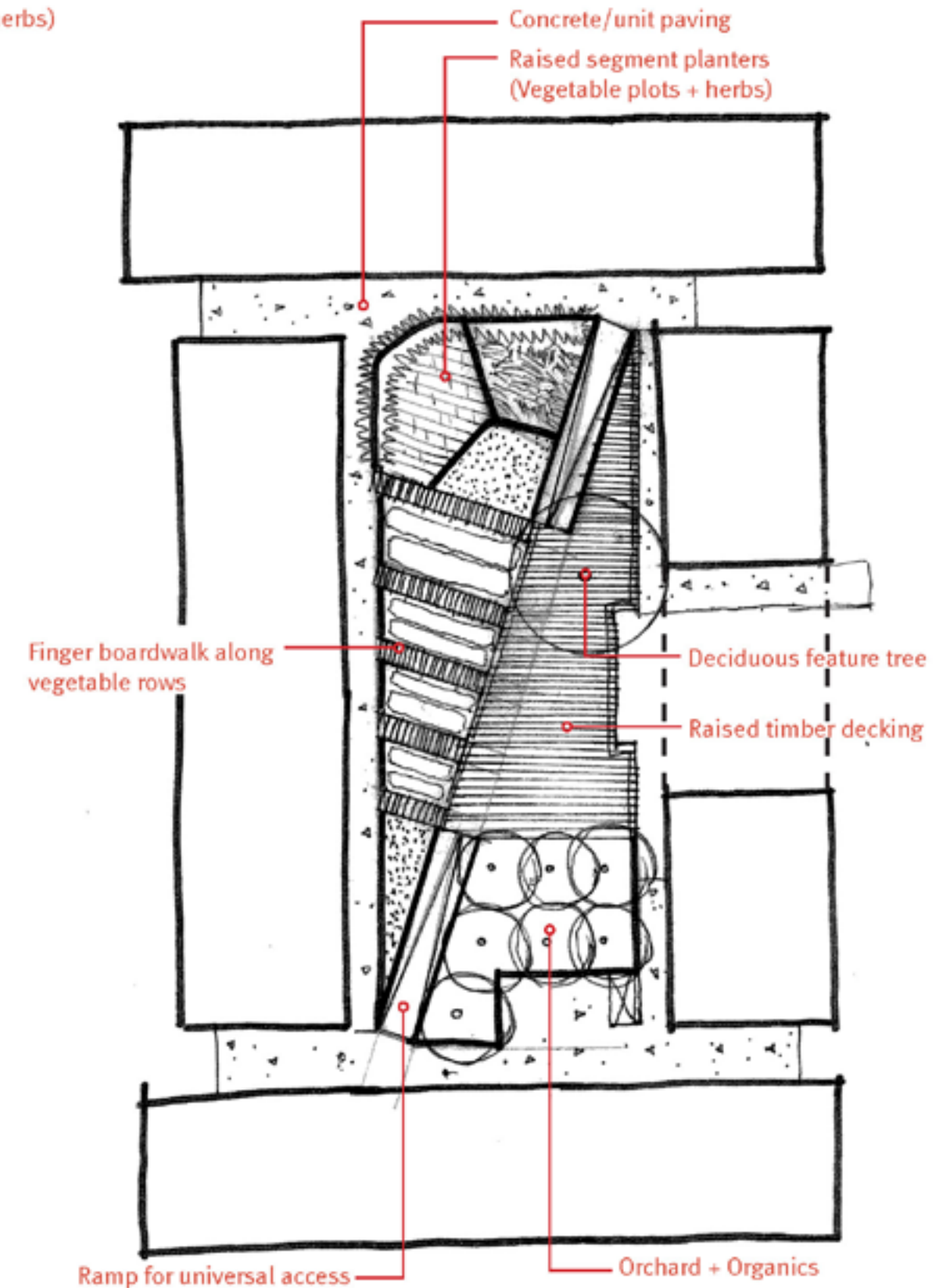
■ The green squares identify the Communal Open Spaces within each lot.



Apartment Courtyard Options



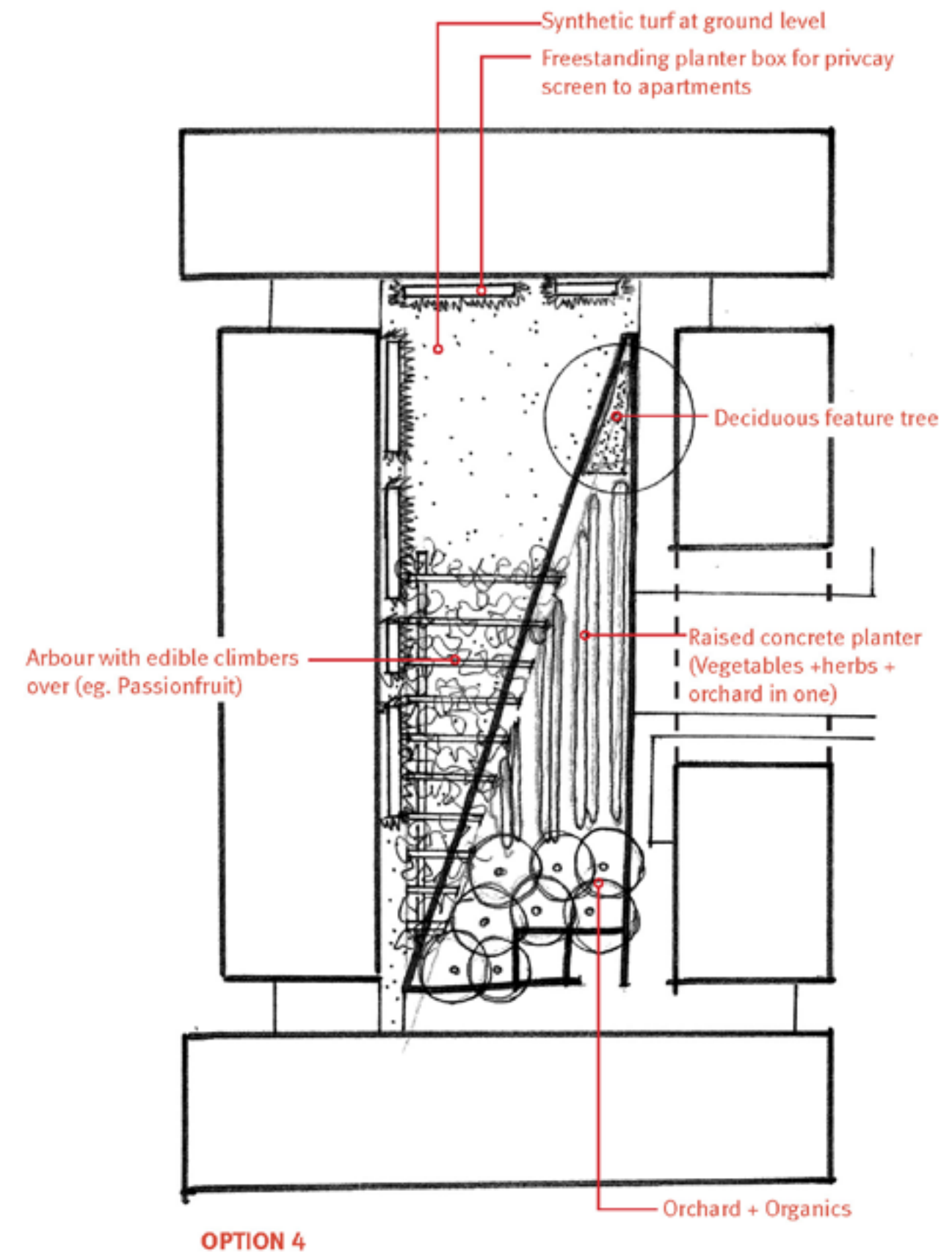
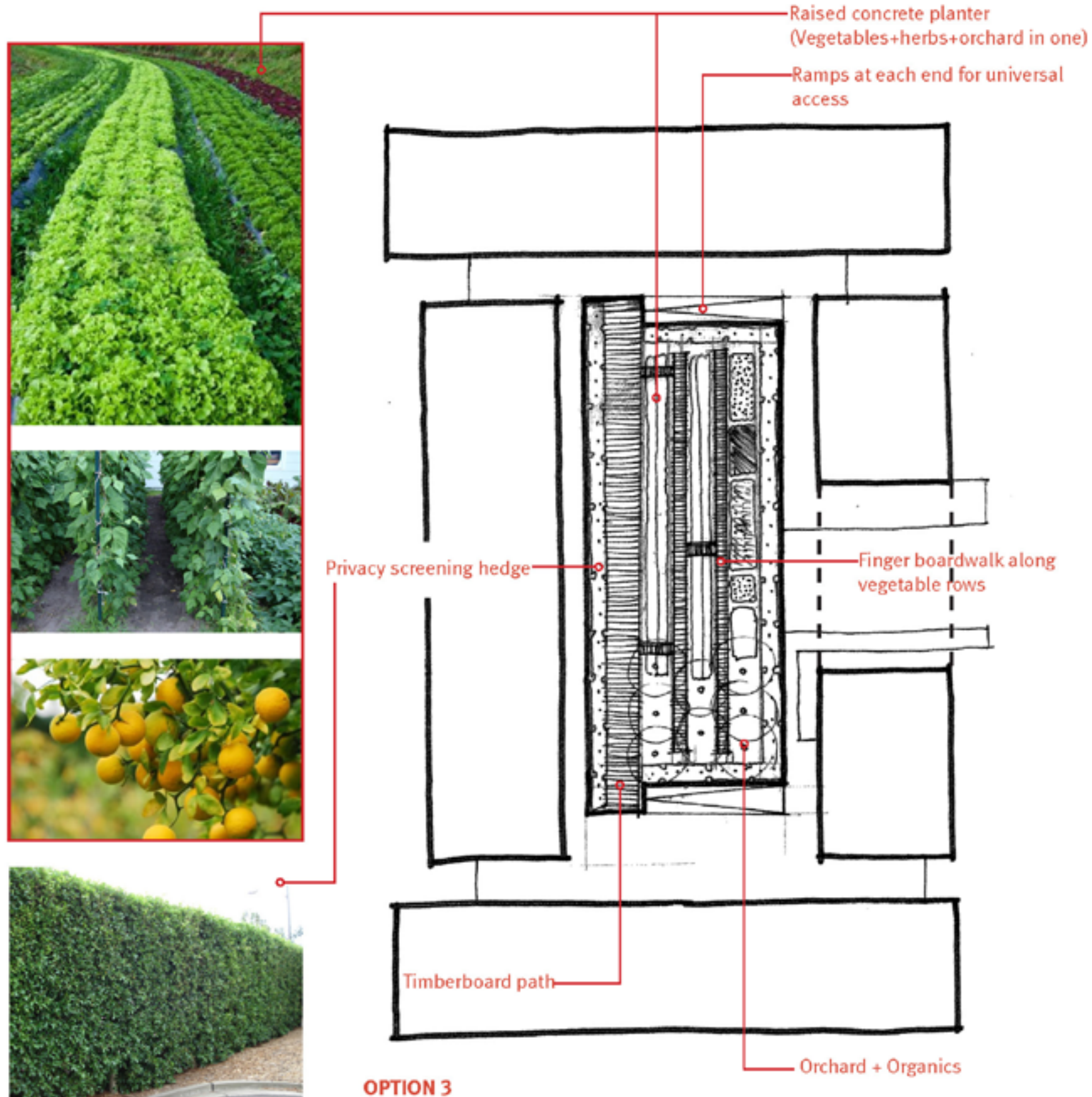
OPTION 1



OPTION 2

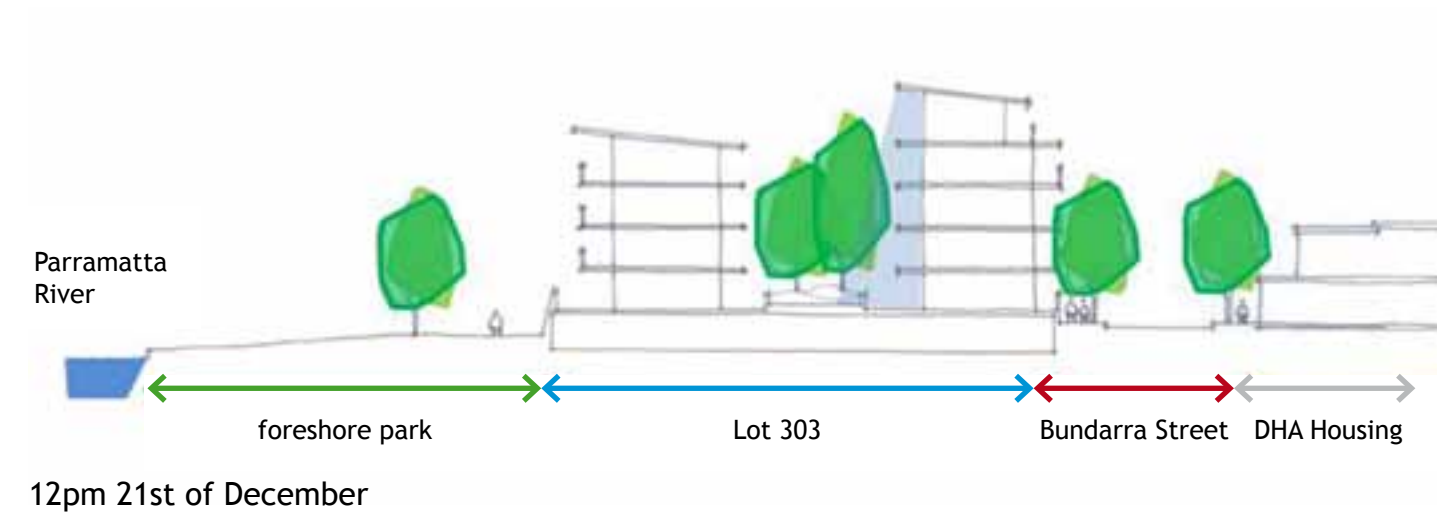
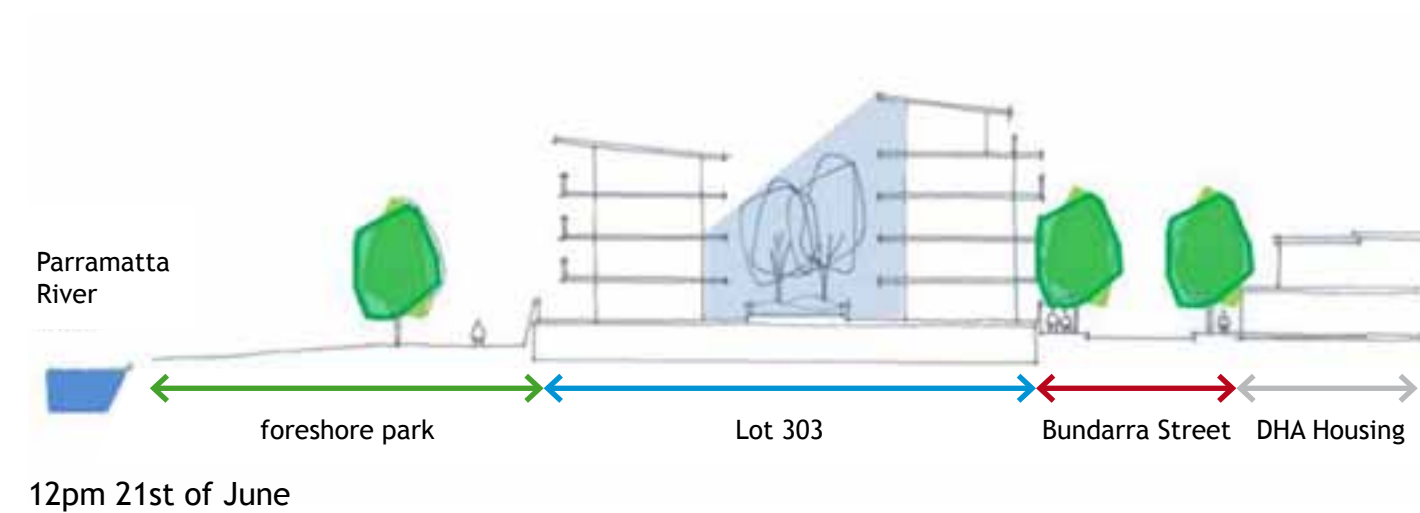


Apartment Courtyard Options

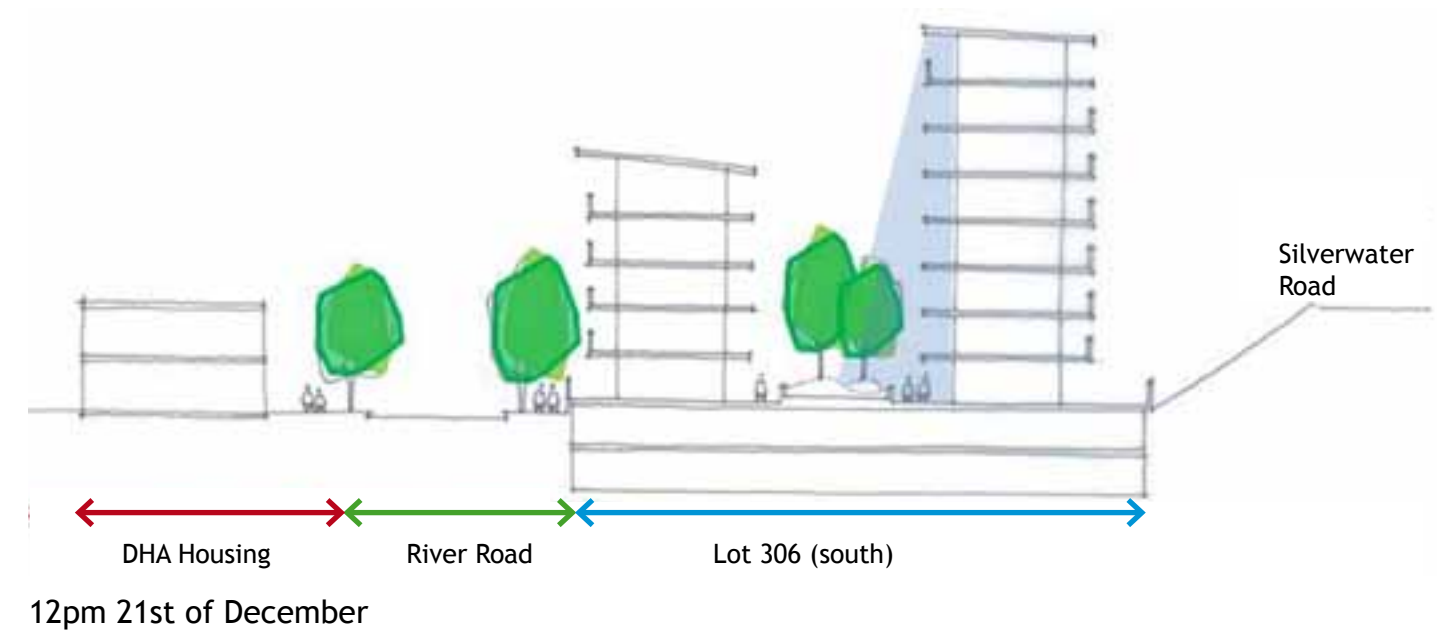
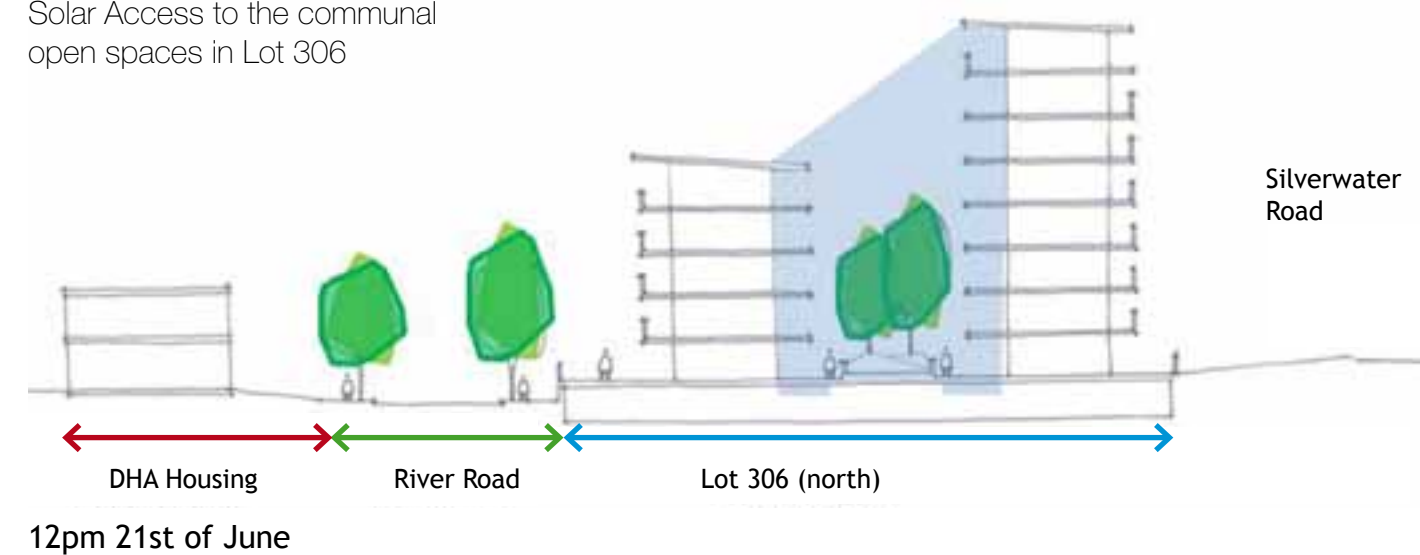


communal open space

Solar Access to the communal open spaces in Lots 301 to 304

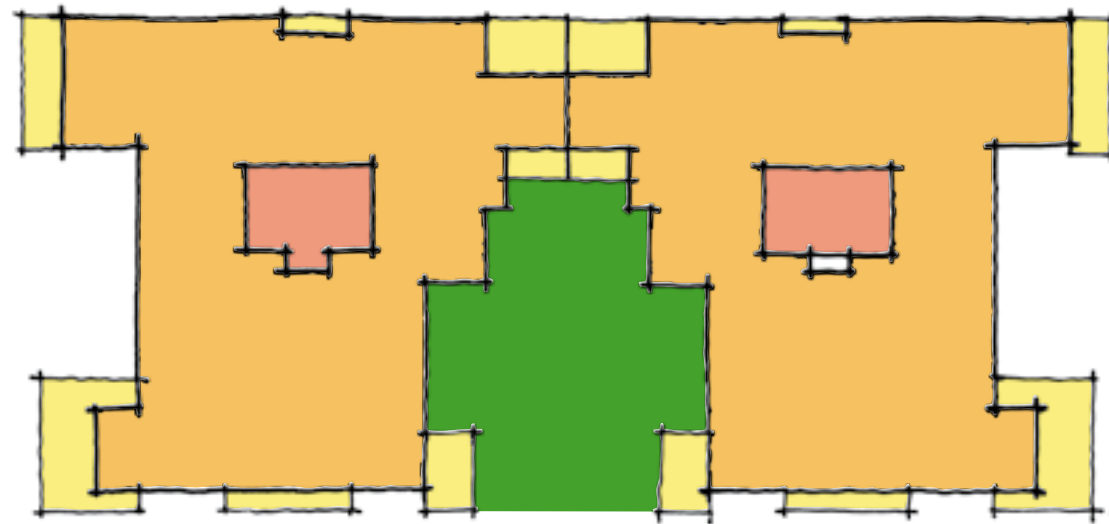


Solar Access to the communal open spaces in Lot 306

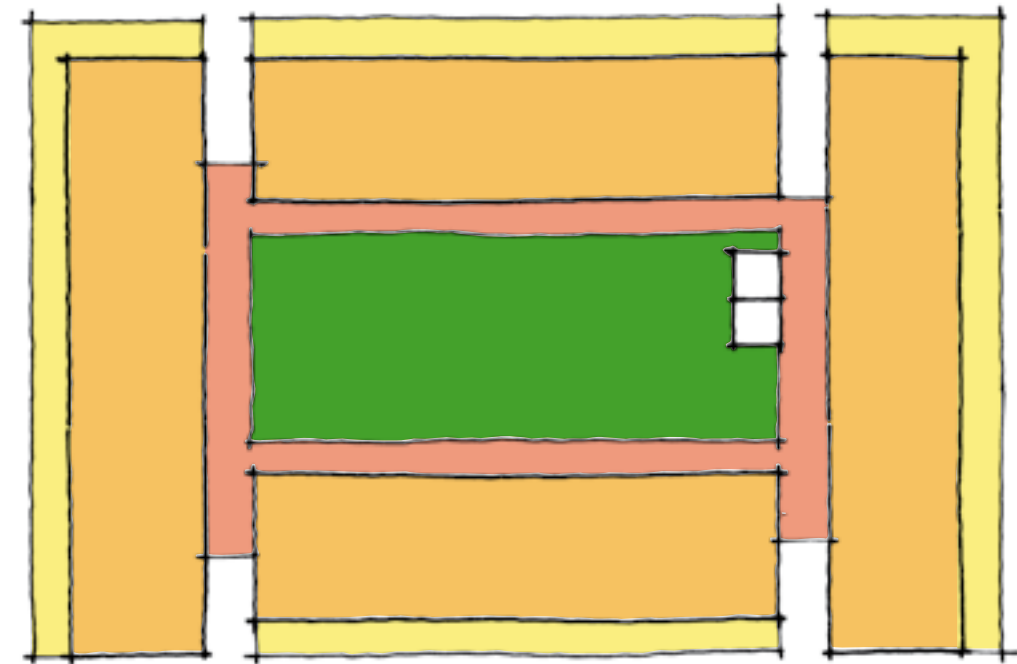


communal open space

existing footprint of adjoining stockland block



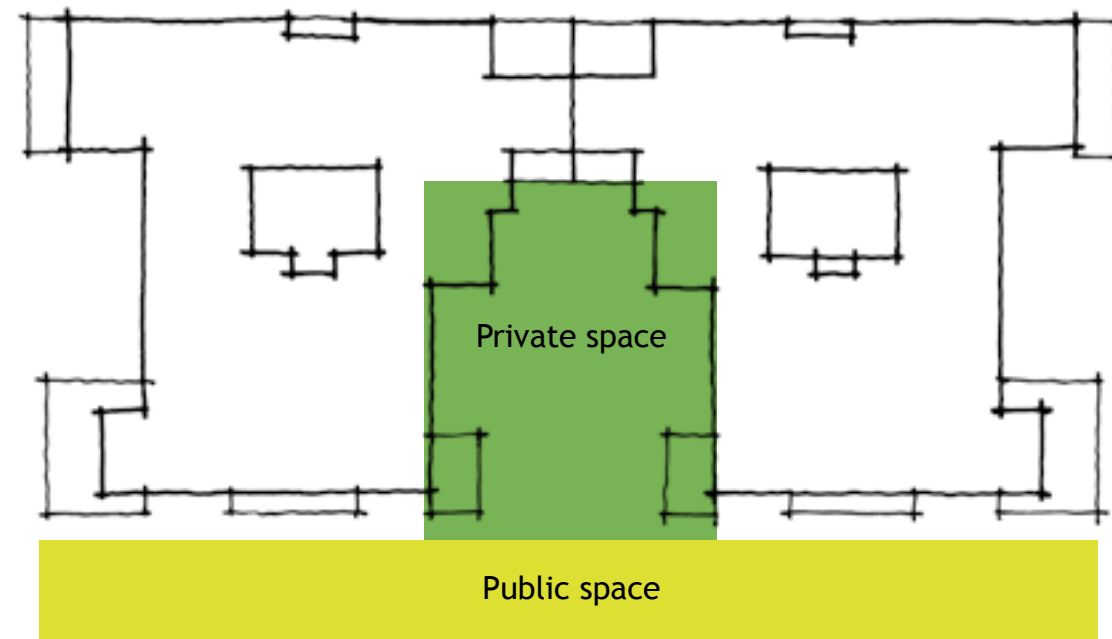
proposed block



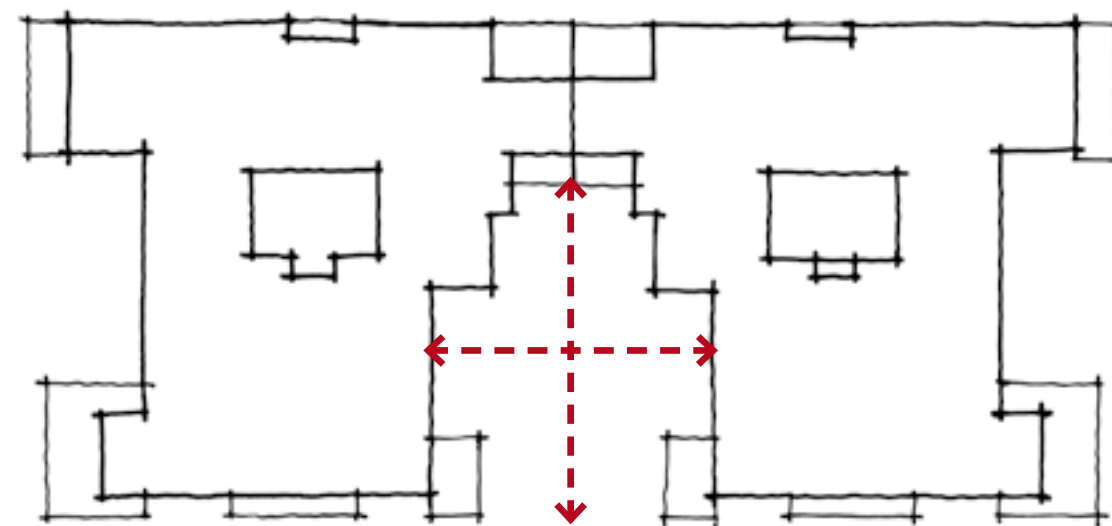
- Internal space
- External space
- Circulation space
- Outdoor space

communal open space

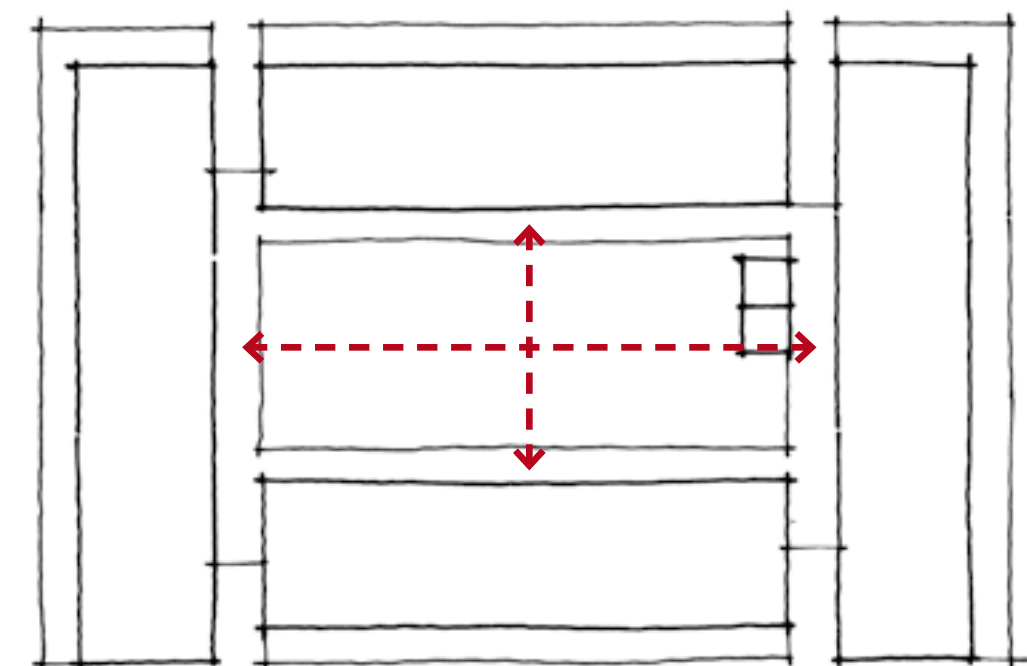
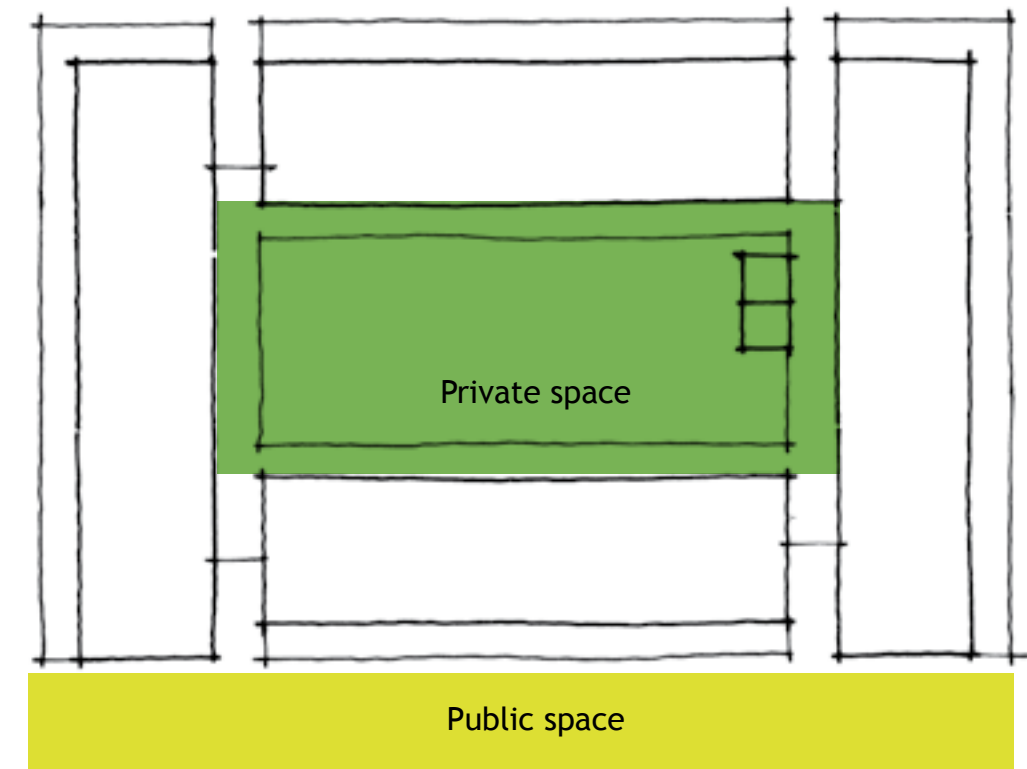
private/public space



Private space versus public space. Each typology offers good private space but to differing scales

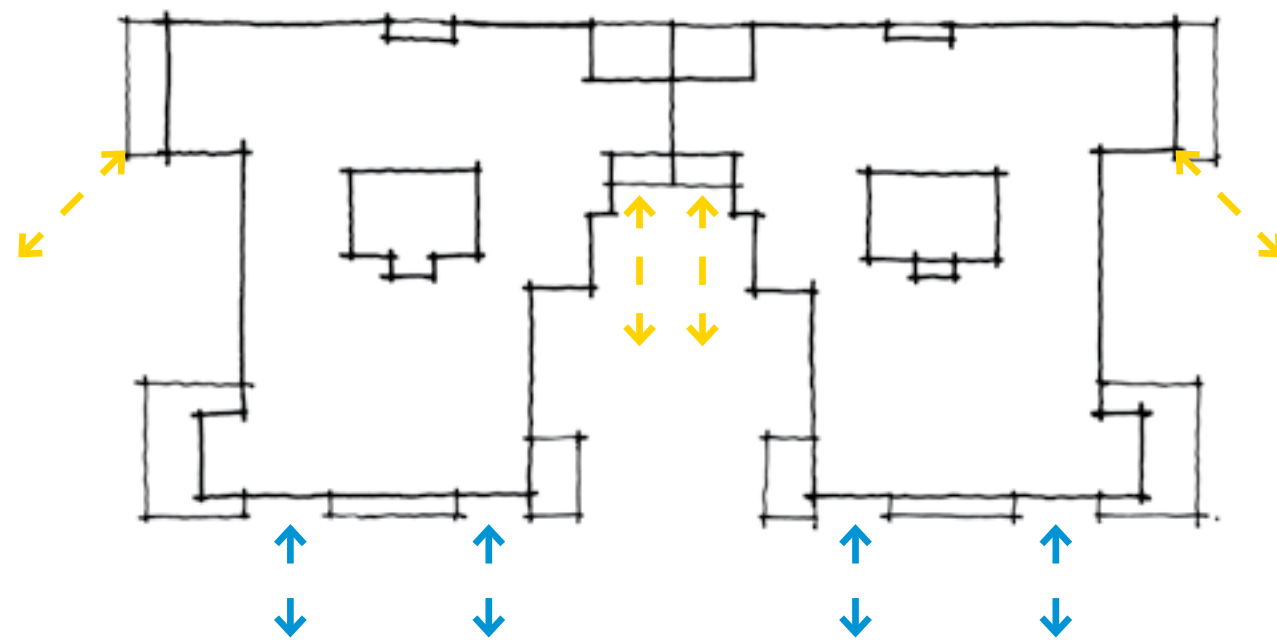


The proposed footprint offers larger private space engaged by every apartment. Due to the wider open courtyard/communal space, more apartments will benefit from greater northern light



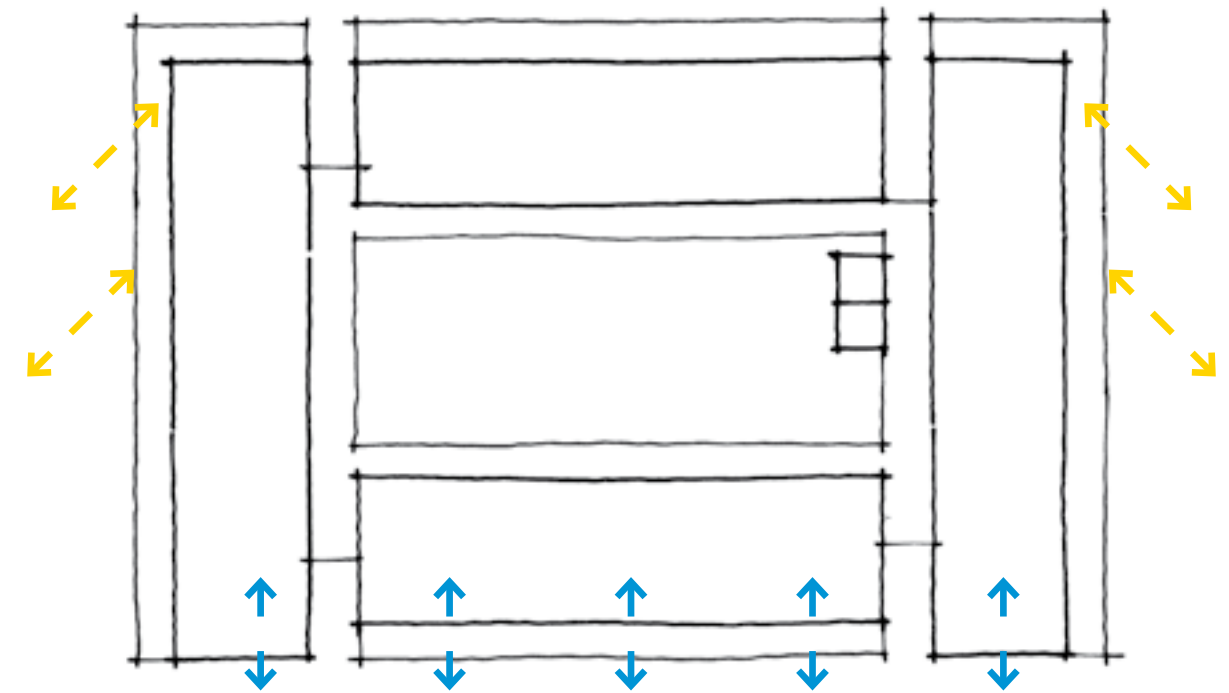
communal open space

river views

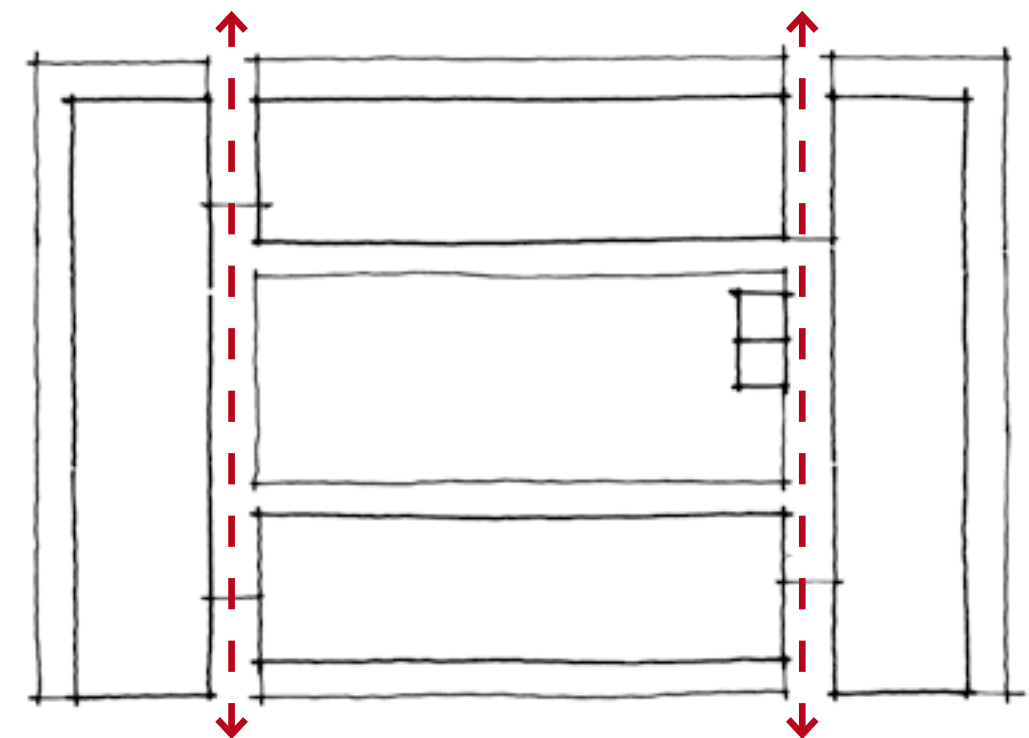
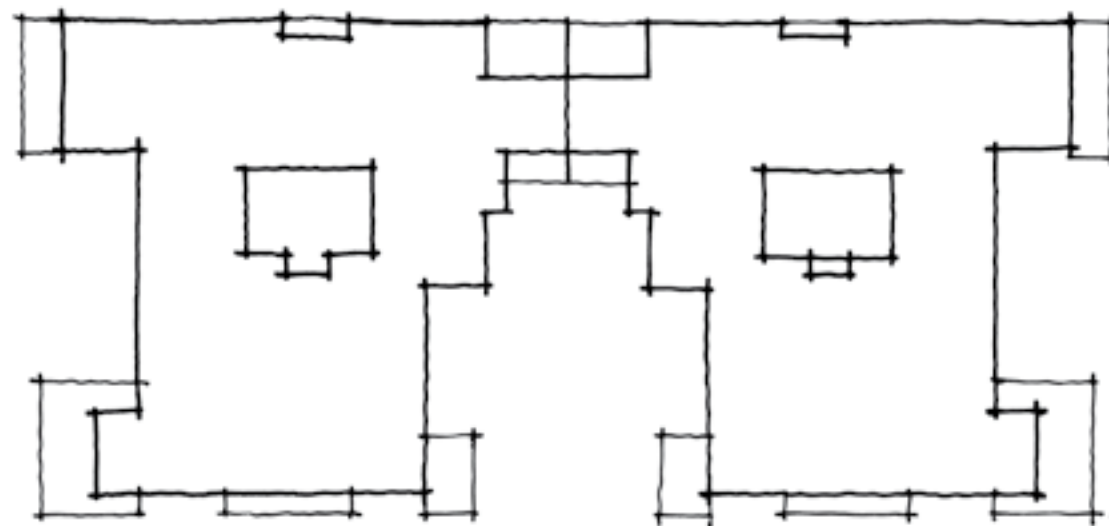


The 2 typologies allow for good views over the river

← → Primary and direct views
↖ ↗ Secondary views



opportunities for sightlines through the blocks



deep soil



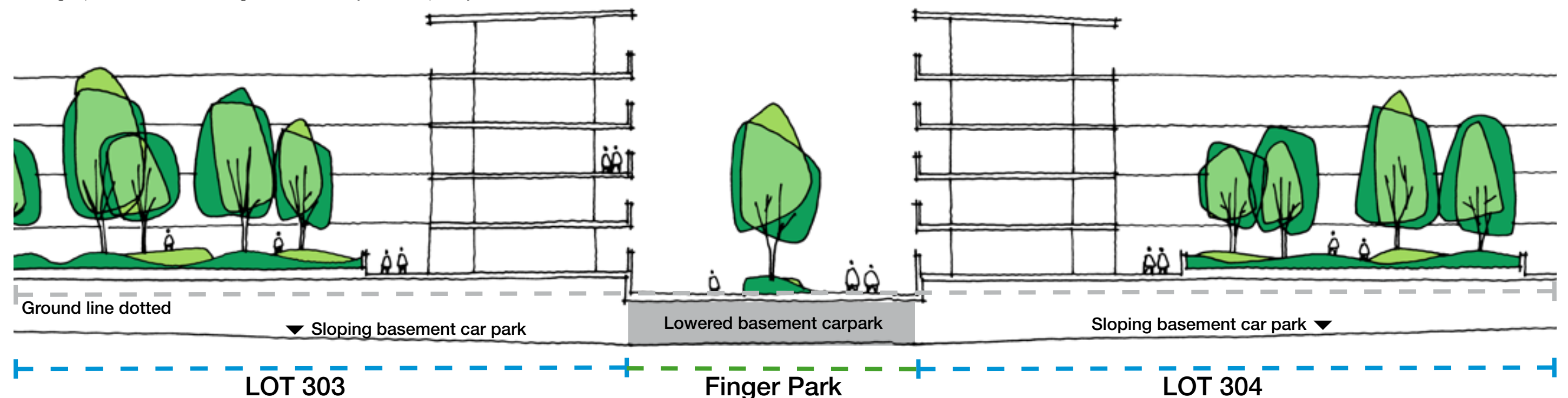
deep soil

soft landscaping

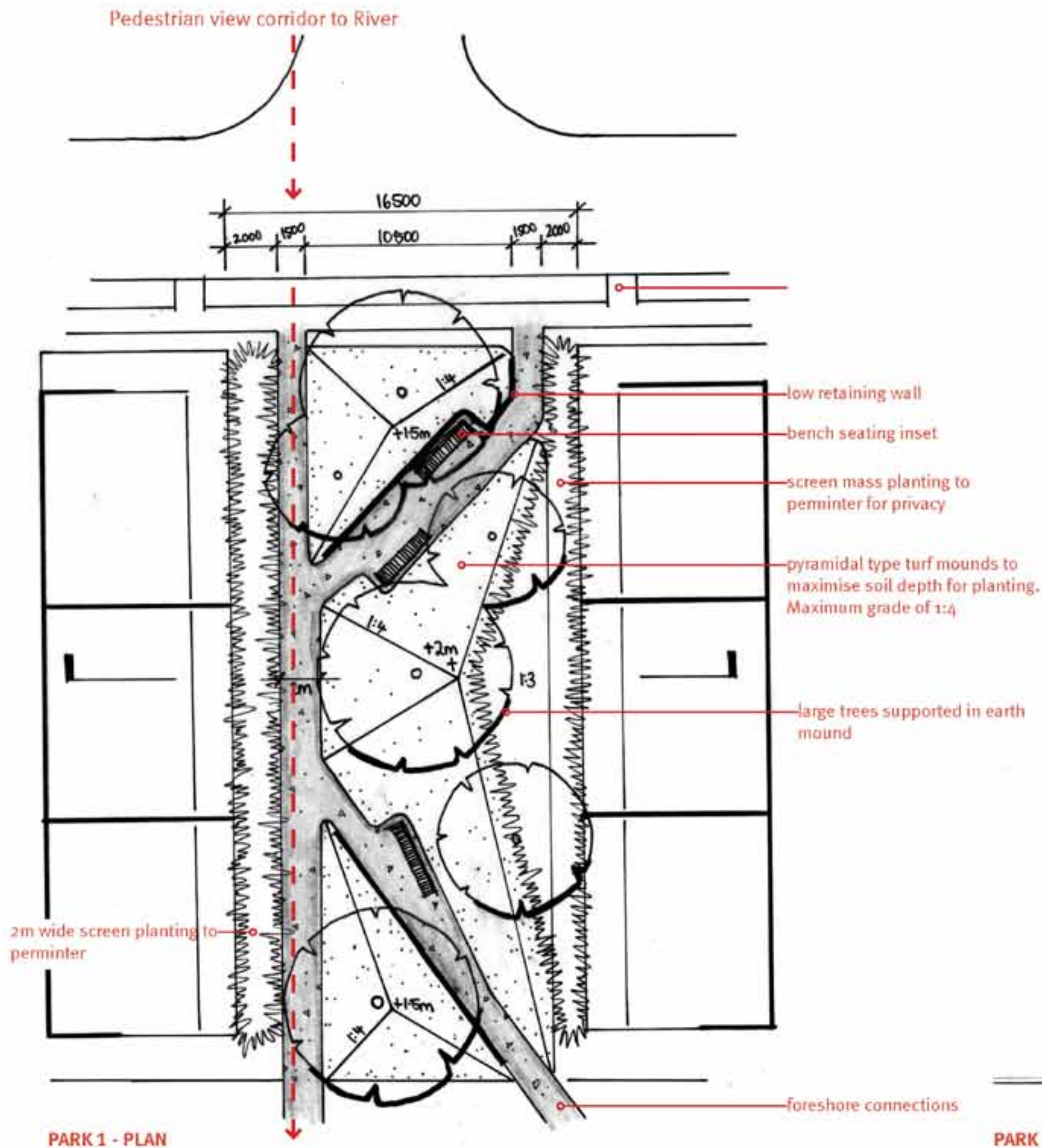
The proposed arrangement of buildings on each lot generally comprises a central common open space area which exceeds 30% of the site area. In order to sufficiently provide for the car parking needs of occupants, and in particular visitors, the basement areas occupy the majority of each site and do not allow for unimpeded deep soil. Notwithstanding this, a minimum soil depth of 0.6 metres and maximum localised depth of 1.2metres (for trees) will be provided by the means of large raised 'planter box' areas above the basement car parks which is sufficient to provide for a generously landscaped setting within each courtyard capable of supporting small fruiting trees and small to medium sized ornamental deciduous trees up to 7 metres in height and with a mature canopy spread of 6 metres. The minimum soil depth of 0.6m will be sufficient to support the proposed communal productive garden consisting of vegetable & herb plants, as well as some screening shrubs for privacy.

The need to provide car parking for visitors also necessitates the introduction of a basement level below the finger parks between Lots 301 to 302 and also Lots 303 to 304. The basement levels below the finger parks have been designed so that they are completely

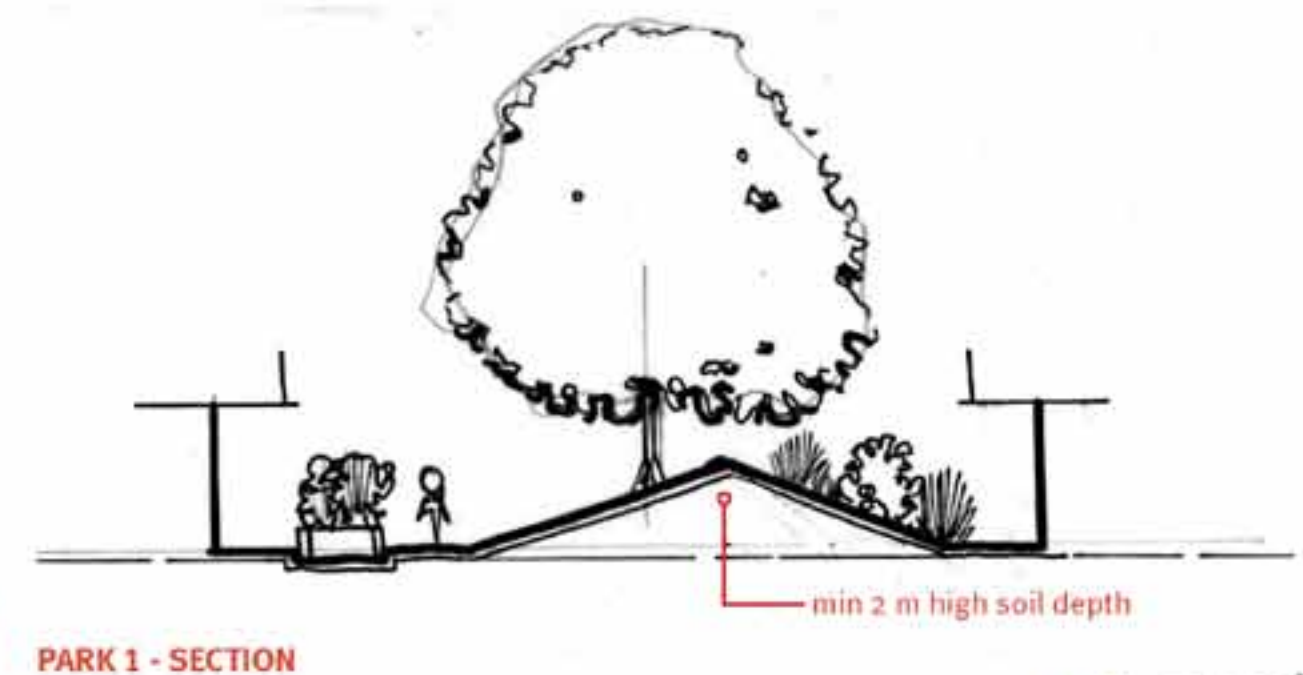
below ground level and a seamless transition for pedestrians through these finger parks will continue in accordance with the vision of the Masterplan. The introduction of these basement areas only reduces unimpeded deep soil area within the public parks by 2.8% and does not compromise the delivery of 18.8% of the former Naval Stores site as public parks in accordance with the Masterplan requirement. Notwithstanding that unimpeded deep soil is not available within the finger parks, a minimum soil depth of 0.3 metres (below podium level) will be provided above the basement car parks (area provide between supporting beams) which is sufficient to provide for a soft landscaped setting within these spaces consisting of spreading groundcovers & native grasses. A maximum soil depth of 1.5m will be achieved in some areas capable of supporting evergreen or deciduous shade trees up to 15 metres in height and with a mature canopy spread of 12 metres, as well as large shrubs. As 0.3 metres of soil will be constant in all planting areas, the maximum height of proposed soil mounds above podium level will not exceed 1.2 metres in order to maintain pedestrian sight lines from street level to the river front.



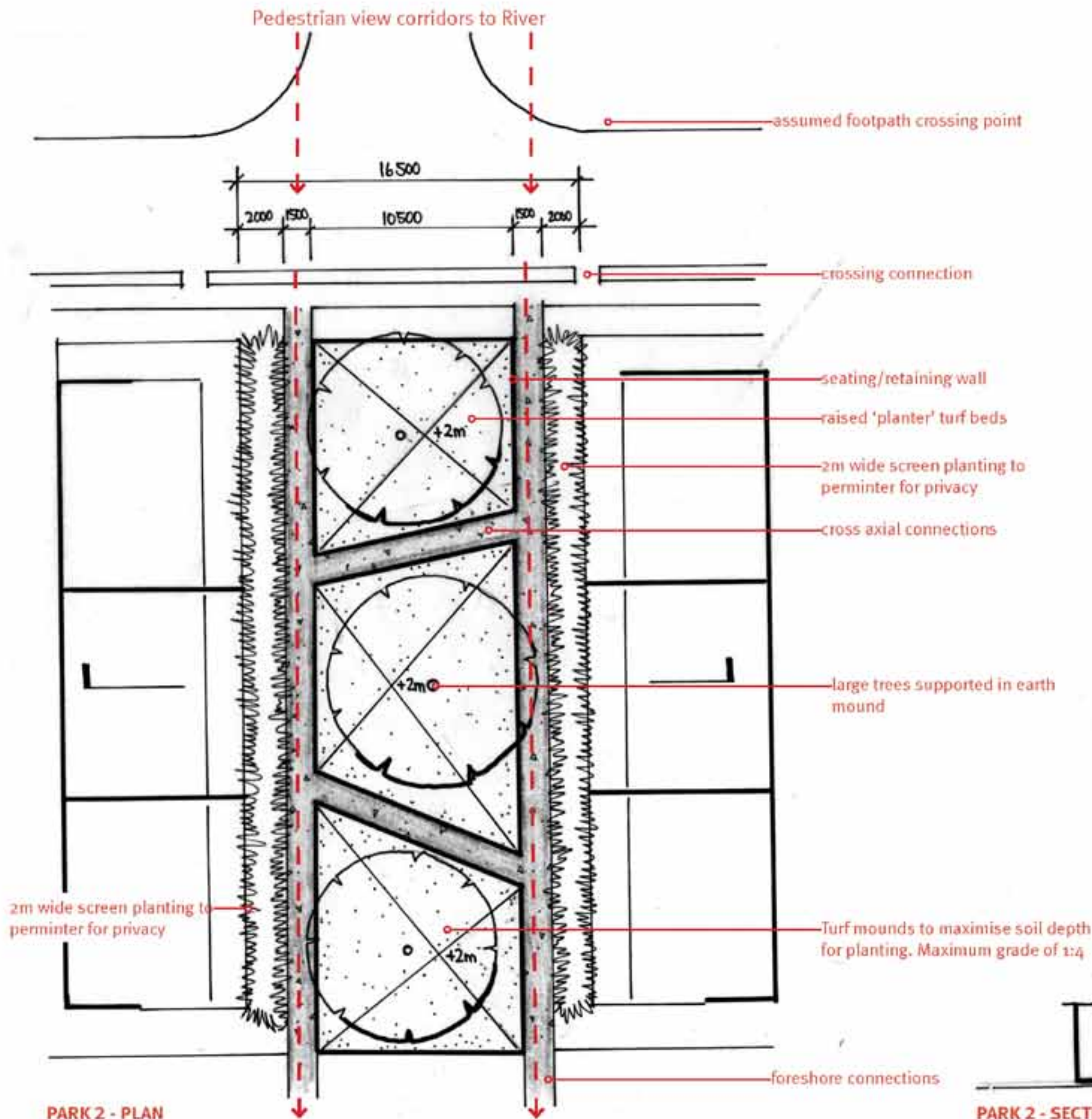
Inter-apartment Parks



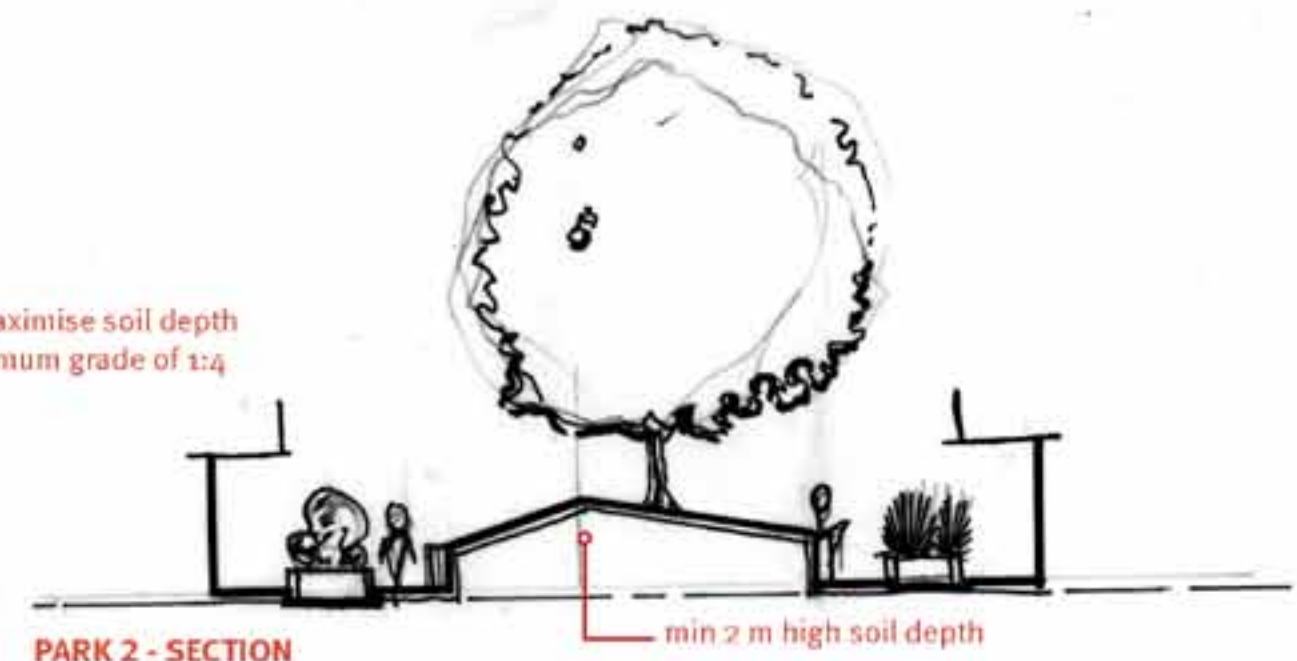
Geometric Turf Mounds
Source: JMD design - Sydney Park



Inter-apartment Parks



Raised Turf Beds & Seating
City of Dordrecht 'The raised lawns of Koning-Helrichs Square' by Agence Ter landscape

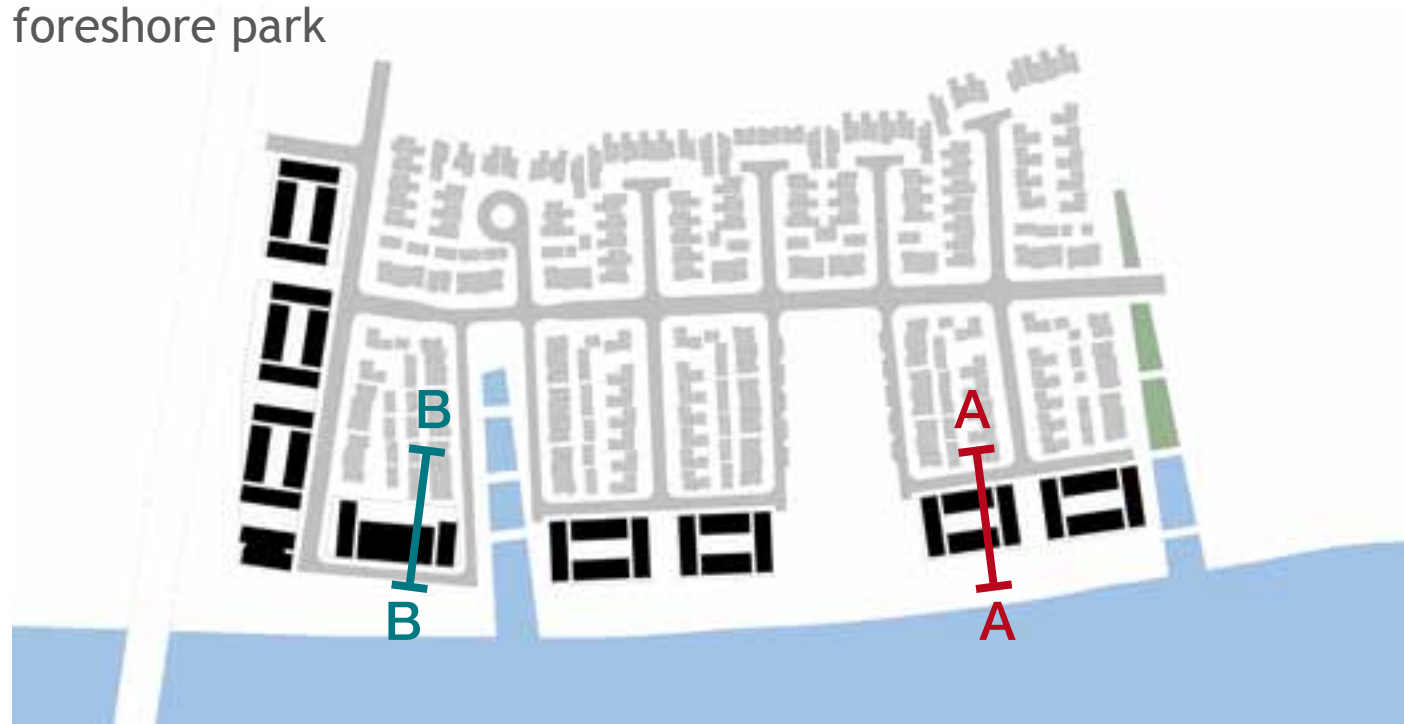


context



context

foreshore park



section AA



The fifth storey can not be seen from Bundarra Street or the foreshore park

section BB



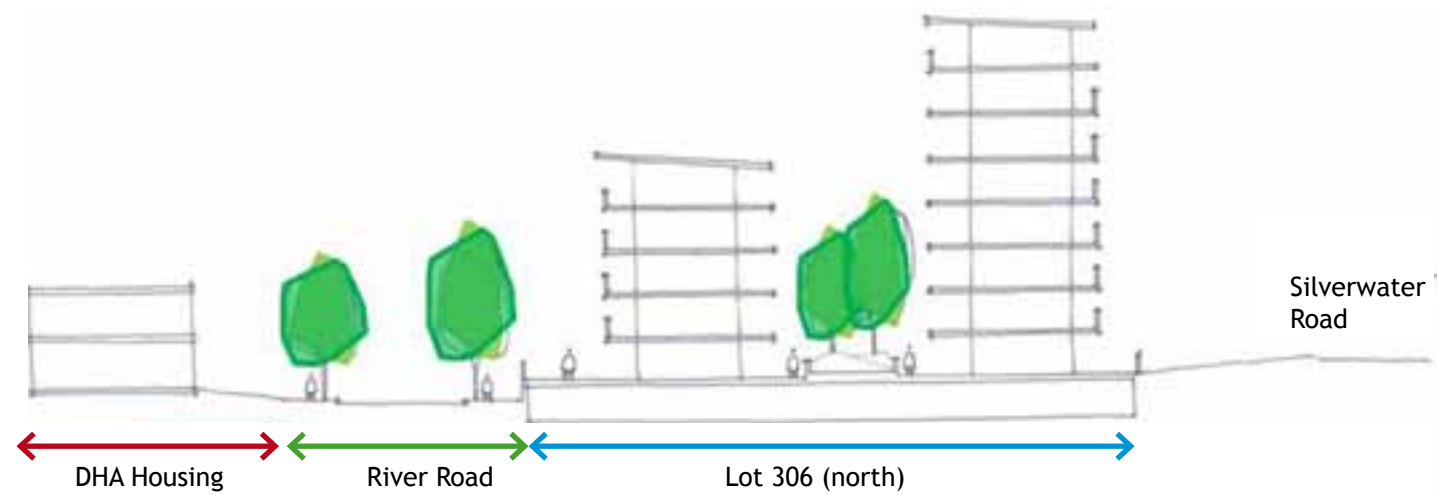
The fifth storey can not be seen from the foreshore park or Allambie Street

context

river road



section CC



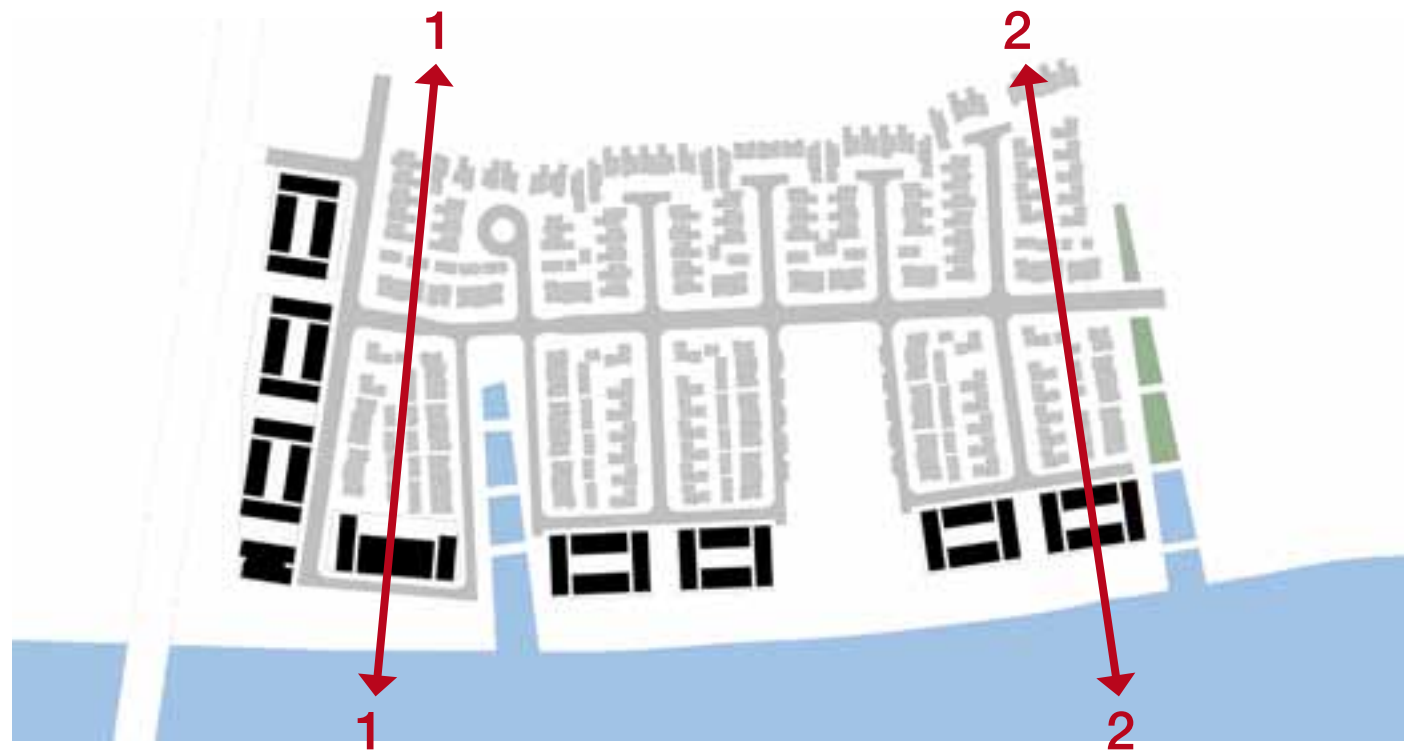
The northernmost building on Lot 306 is set back from River Road as far as possible to minimise its impact on the DHA housing

section DD



Silverwater Road is addressed by 8 storeys the built form then steps down to 5 storeys to address the DHA housing across River Road

context

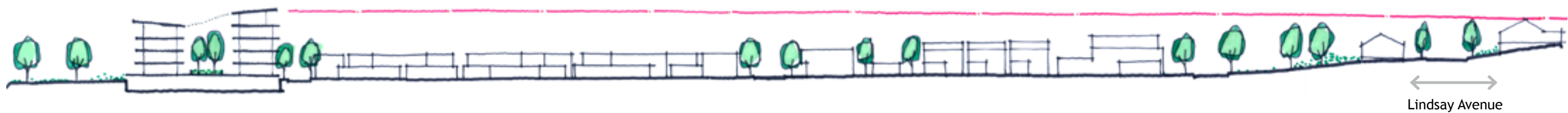


The proposed built form and the existing houses along Lindsay Avenue bookend the DHA housing. The top of level 5 on the foreshore lots aligns with the ridge lines of the Lindsay Avenue houses due to the topography of the site.

section 1



section 2



context



The proposed development will only read half a story higher than the existing Stockland development



Extent of Stockland Development

Proposed Development

visitor parking



on grade visitor parking

In complying with the intent of the Master Plan, where visitor parking is not required to be accommodated within the site, the effects of the DCP visitor parking numbers will result in the potential for street parking.



underground visitor parking

By including underground parking under the finger parks, the overall DCP visitor parking numbers for all lots can be accommodated off road.



gfa + fsr



gfa + fsr diagram

gfa for proposed development 55,694m²

Proposed Development:	55,694m ²
Stockland Development:	18,071m ²
DHA:	39,902m ²
TOTAL	113,667m²

Masterplan maximum Floor Space:	117,840m ²
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GFA Area Inclusions

 Apartment	Inc.
 Circulation	Inc.
 Noise Attenuation/ Wintergardens western facing units only	Inc.
 Balcony Exclusions	Excl.

typical floor plan





