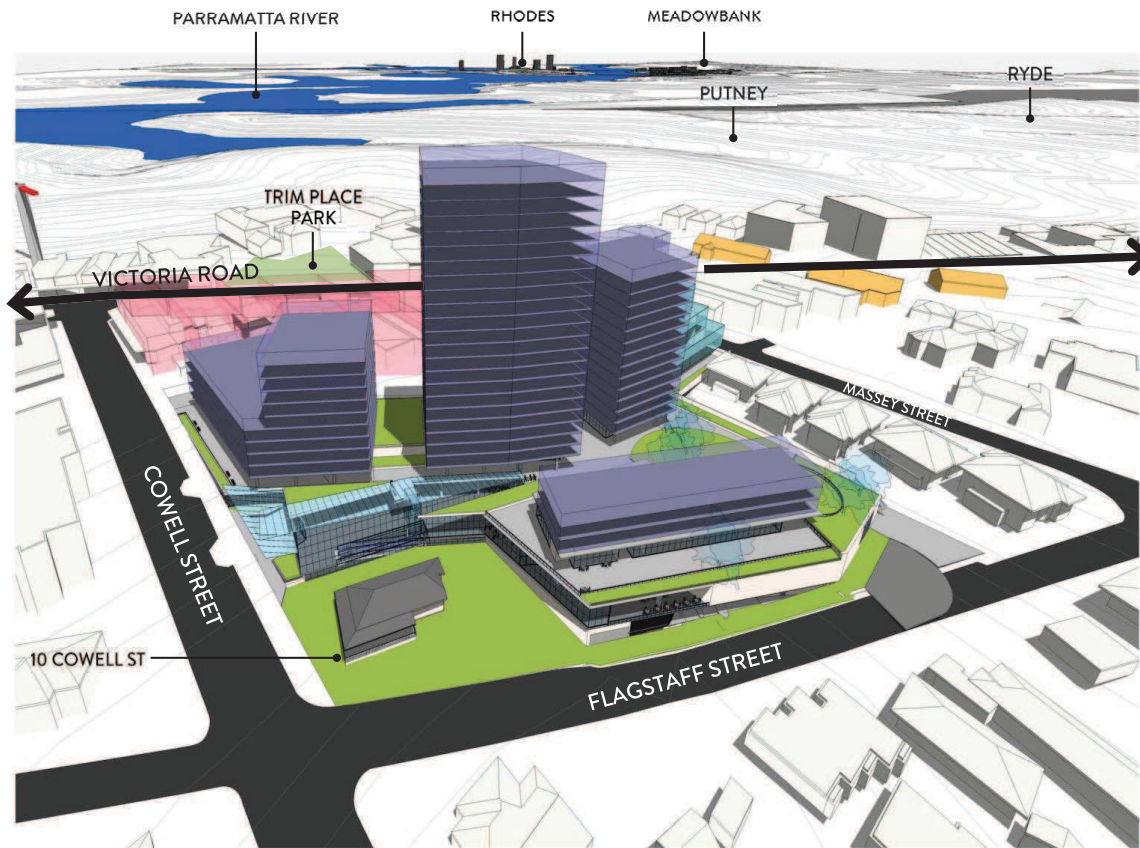
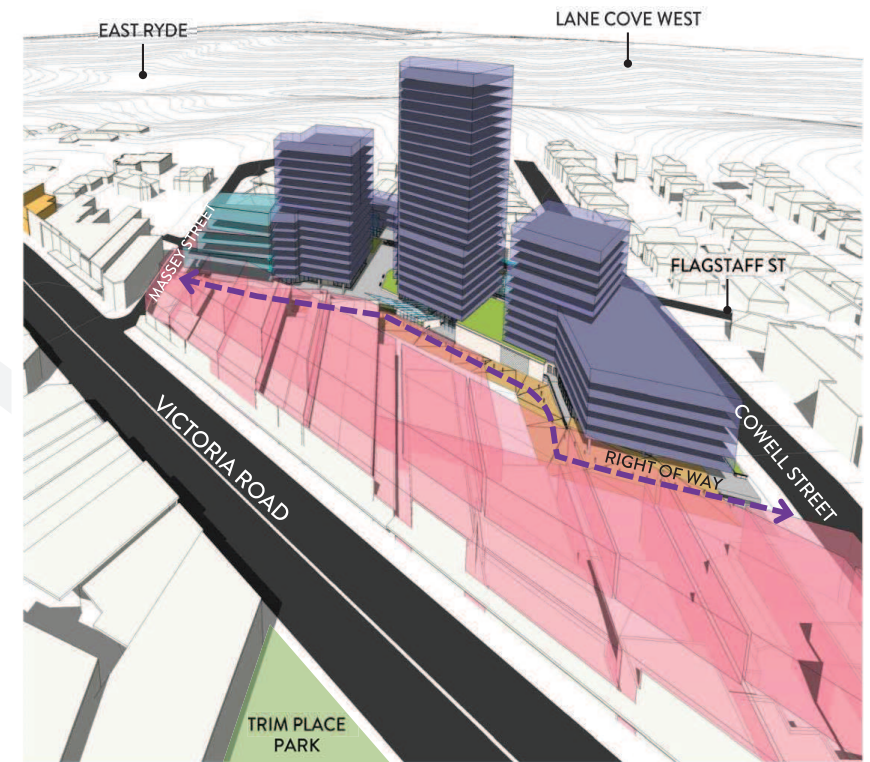




VIEW FROM SOUTH EAST:



VIEW FROM SOUTH WEST:

4.2.5 OPTION 4 - FSR 3.85:1**10 COWELL RETAINED IN CURRENT LOCATION & RETAIL CAR PARK ENTRY AND EXIT RELOCATED TO THE SHAREWAY**

- Reduced length of facade on Flagstaff St. limits vehicular access. This option overcomes this by relocating the retail car park entry and exit to the shareway.
- Residential tower forms as for Option 1 except that Building D is repositioned northward on the podium.

Advantages

- 10 Cowell Street building retained

Disadvantages

- Podium raised 1 metre for general loading dock compromise interface between Shareway and podium
- Shareway unworkable
- Supermarket back of house oriented toward Cowell and Flagstaff Streets (inactive + unglazed walls)
- Pedestrian permeability at interface between Shareway and podium significantly reduced and compromised
- Reduced opportunities for active interface between Shareway and podium
- Conflicts with traffic rationale
- Increased retail traffic in the Shareway
- Retail area substantially reduced with awkward configuration and questionable viability
- Efficiency of basement car parking reduced - additional level of parking required to meet controls
- Podium reduced in size and open space reduced
- Building D repositioned northward encroaches on plaza/village green space
- Irregular site shape is much less efficient
- 10 Cowell Street context completely changed

KEY:

SUBJECT SITE



BUILDING ENVELOPE



RESIDENTIAL LEVELS



RETAIL/COMMERCIAL LEVELS

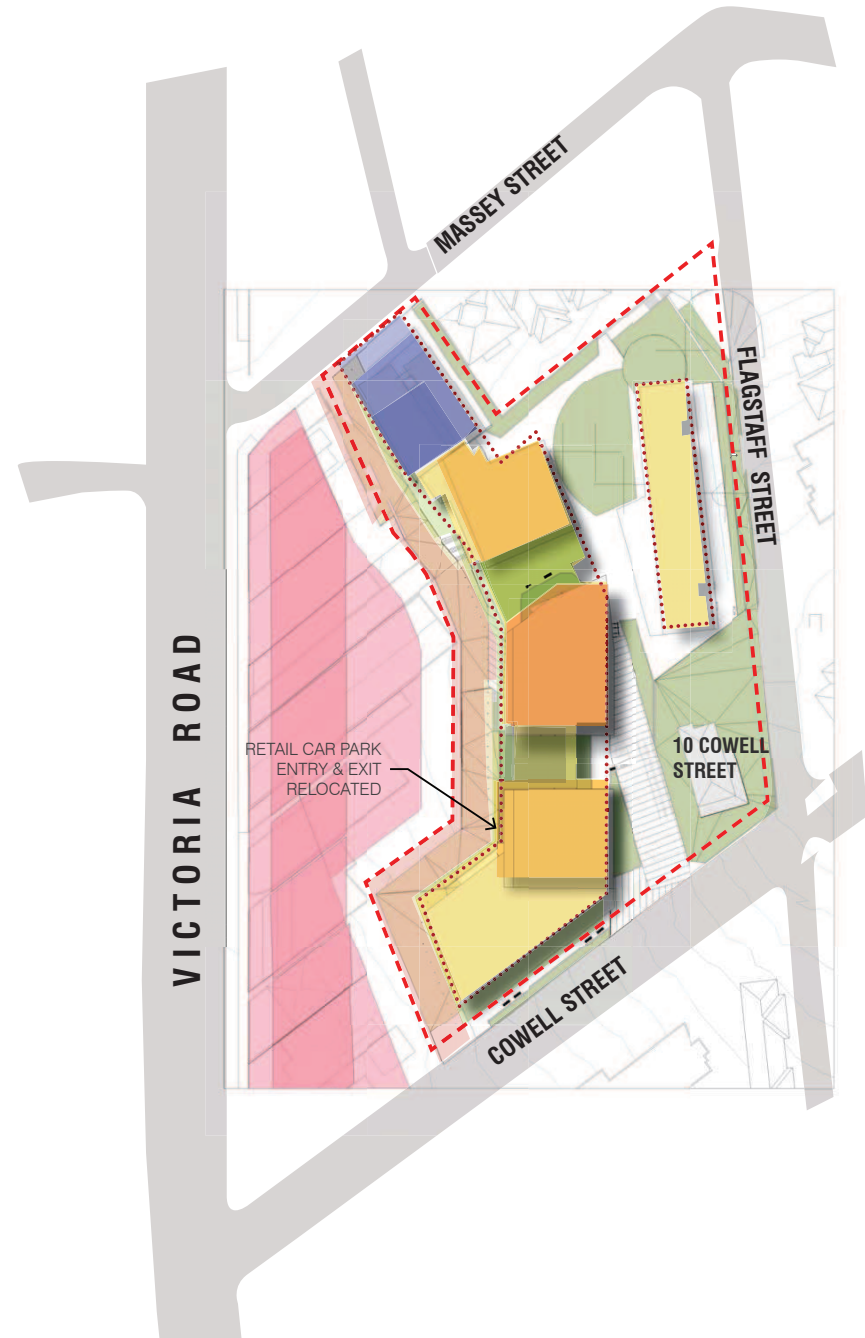


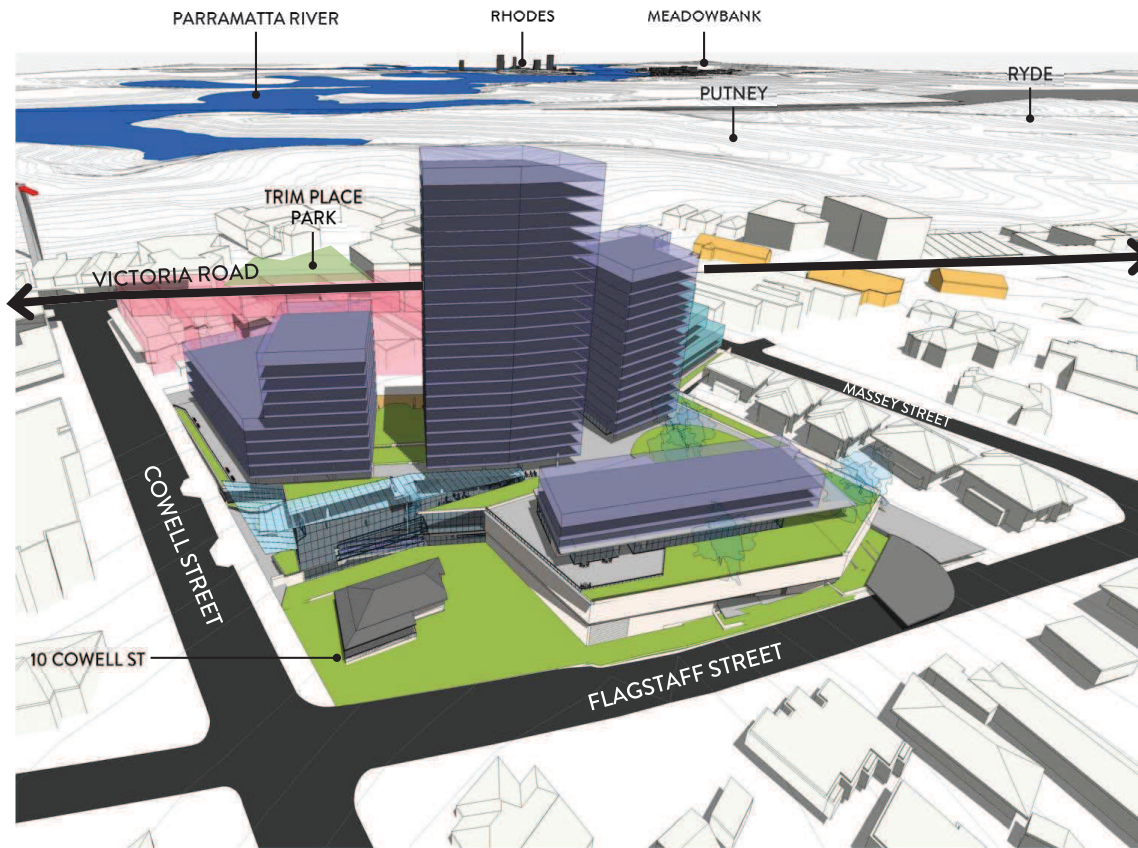
LANDSCAPED PODIUM LEVEL



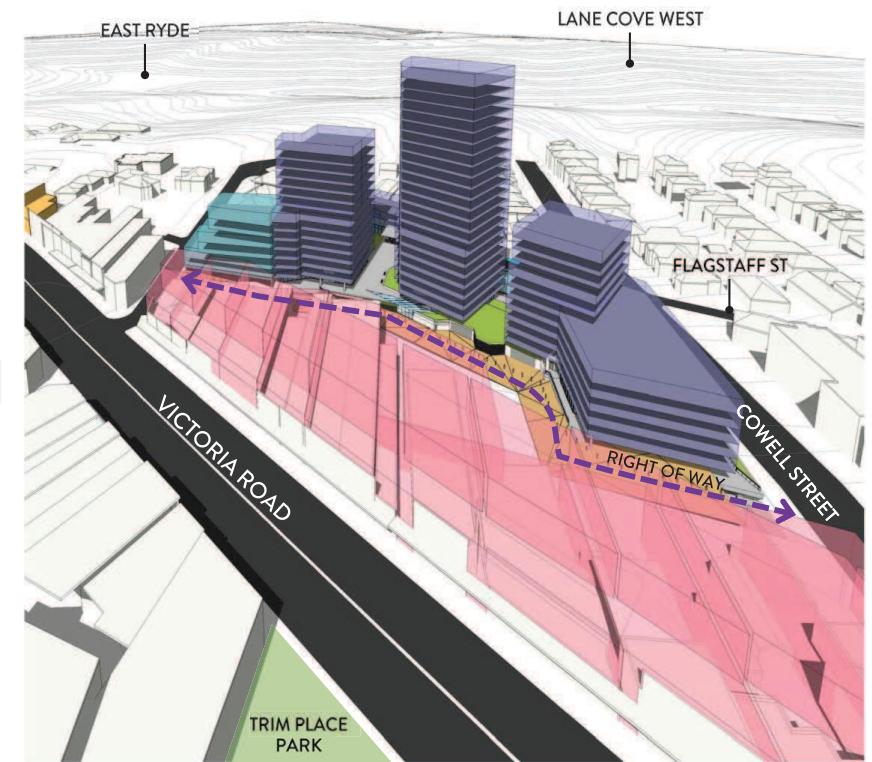
LANDSCAPED ROOFS

NOTE: NO. OF STOREYS INCLUSIVE OF PODIUM LEVEL

**PLAN:**



VIEW FROM SOUTH EAST:



VIEW FROM SOUTH WEST:

Page left blank intentionally

ARCHITECTUS / HHC COUNCIL'S RECOMMENDATIONS

Key Recommendations by Architectus are:

- Building Height & Floor space ratio (FSR) - Proposed maximum height no higher than 50% of the maximum permitted under the current controls. Below ground GFA to be discounted from determining the FSR.
- Public Open Space - For increased visibility and public accessibility from surrounding adjacent streets & suitability to accommodate medium to large scale trees.
- Tower Form - Preference for 3 tower forms (Option 1) that taper up to the middle from the street edge.
- 10 Cowell Street Options - Recommends options to incorporate the building's significant heritage fabric, such as pressed metal ceilings, into a contemporary structure that forms part of the public open space.
- Overshadowing - To have similar shadows, to that of a Complying Development scheme, of at least 3 hours of solar access maintained to surrounding residential properties private open space and living rooms between 9am-3pm on 21 June.
- Community Engagement - Community consultation & feedback taken on board before submission of the Planning Proposal.

PREFERRED
DESIGN SCHEME

05

Feedback from the June meeting with HHC/Architectus informed development of a new preferred option.

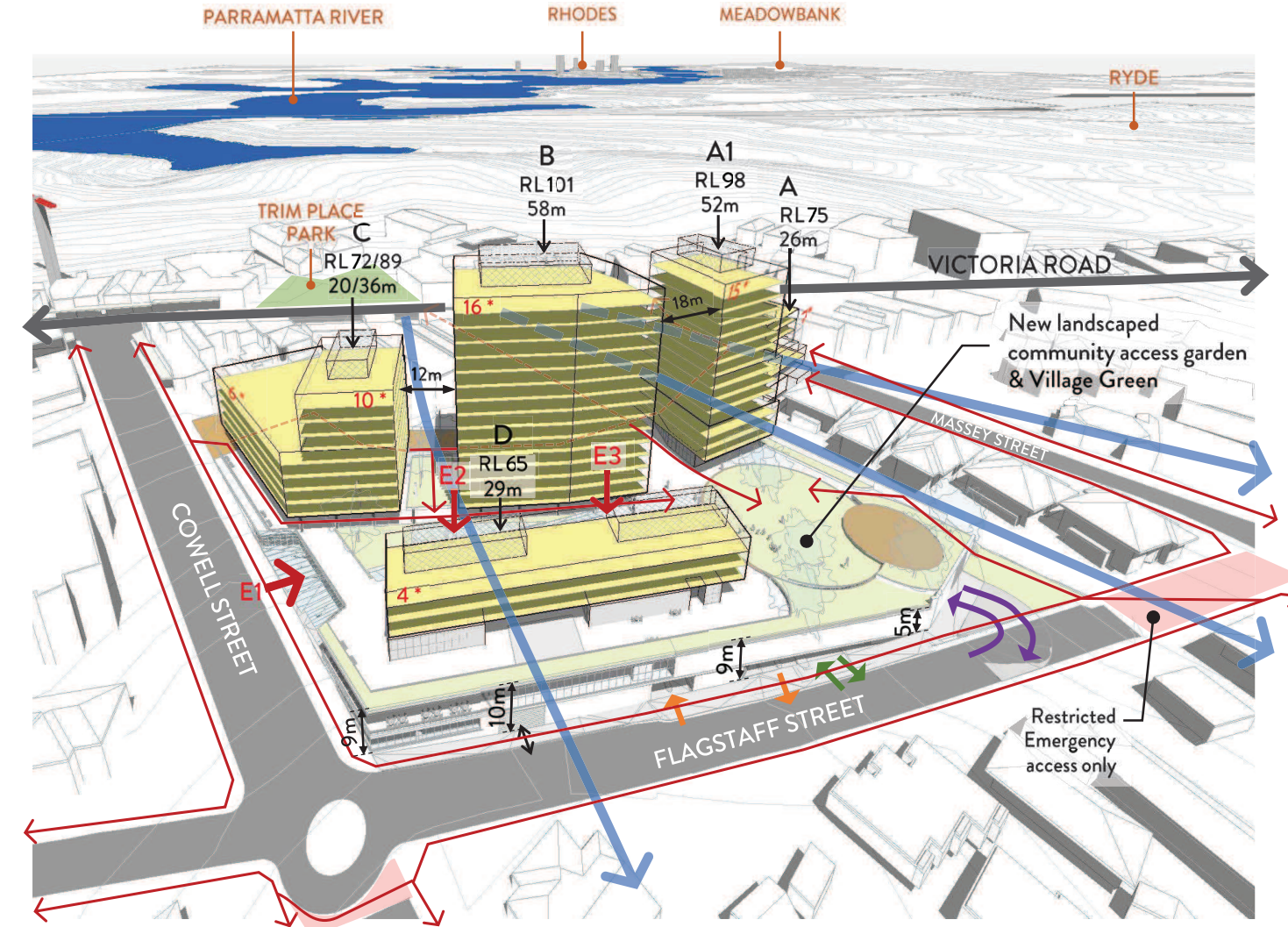
Further concerns had been raised about the height of the proposed towers. It was proposed to the project team that they consider options to incorporate significant heritage from the house at 10 Cowell Street into the fabric of the new development.

PREFERRED OPTION

The site has been identified by Hunters Hill Council as a Key Site. This and its proximity to a major transport artery suggests the site's full potential should be utilised.

The preferred option offers significant benefits including:

- Strong activation of Cowell Street, Flagstaff Street and the shareway can be achieved, contributing to the urban vitality of Gladesville Village Centre.
- The closure of Flagstaff Street at Massey Street to ordinary traffic will restrict 'rat running' between Victoria Road and Massey Street and encourage better pedestrian access across the public podium.
- Closure of Cowell St (east) at Flagstaff Street will restrict 'rat running' between Venus Street and Victoria Road.
- The public amenity of the site is enhanced by narrow building footprints consolidated along the western edge of the site.
- It will enhance the quality of the public domain and improve integration with existing pedestrian links from Victoria Road through an upgrade / extension of the material palette and public domain treatments to the site.
- Landscaped public plaza on the podium with opportunities for a variety of functions like weekends markets, outdoor performances, private functions, contemplation and dining.
- Facilitates activation of the public plaza by means of multiple pedestrian links between off-site operations and retail, commercial, residential, public and community activities on-site.
- Redevelopment of the site will have broader social, cultural and economic benefits for Gladesville.



VIEW FROM SOUTH EAST:

NOTE:

BUILDING A HEIGHT ABOVE MASSEY STREET

BUILDING A1 & B HEIGHT ABOVE RIGHT OF WAY / SHARED WAY

BUILDING C HEIGHT ABOVE COWELL STREET

BUILDING D HEIGHT ABOVE FLAGSTAFF STREET

LEGEND:

RESIDENTIAL USE

COMMERCIAL USES – INCREASED FLOOR TO FLOOR HEIGHT PLANT ZONE

10 * NO. OF STOREYS ABOVE PODIUM

A **Xm** BUILDING ENVELOPE HEIGHT IN Metres

➔ VIEW CORRIDOR

↔ SEPARATION BETWEEN BUILDING ENVELOPES

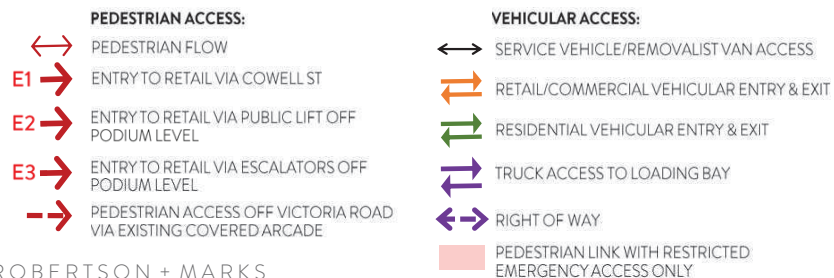


The design response aligned the tallest buildings with the Right of Way on the western edge of the site. The tallest forms were also located at the midpoint of the Shareway. Lower height buildings (generally lower than the LEP height) were situated on the perimeter.

Large setbacks to highrise components minimises awareness on perimeter streets of the taller development beyond. It maximises distance between taller buildings and residences on Cowell and Flagstaff Streets thereby minimising the perception of visual bulkiness for those properties. The separation and north-south alignment of the envelopes minimises shadow impact on residential neighbourhoods to the east and south. It frees up the podium for outdoor space including a pocket park or village green located in the north east corner of the site with good outlook and excellent solar access all year round.

The preferred option performs well with regard to the requirements of the ADG.

The preferred option provides a better outcome than would occur for Cowell and Flagstaff Street if the controls were strictly interpreted across the site.



5.1.2 BULK & SCALE

The total FSR is 3.4:1, however the following analysis demonstrates that the FSR occurring above ground is 2.79:1 which is only 0.09 above the control. This figure is significant in that it represents the scale of the proposal that would be perceived from the surrounding streets.

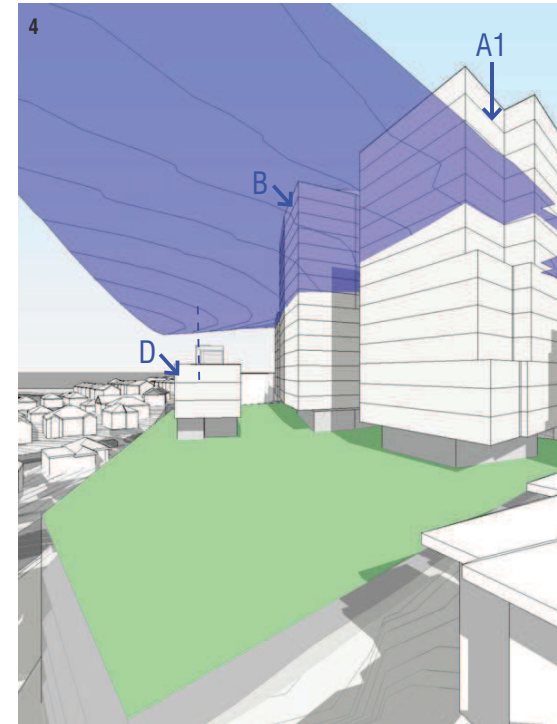
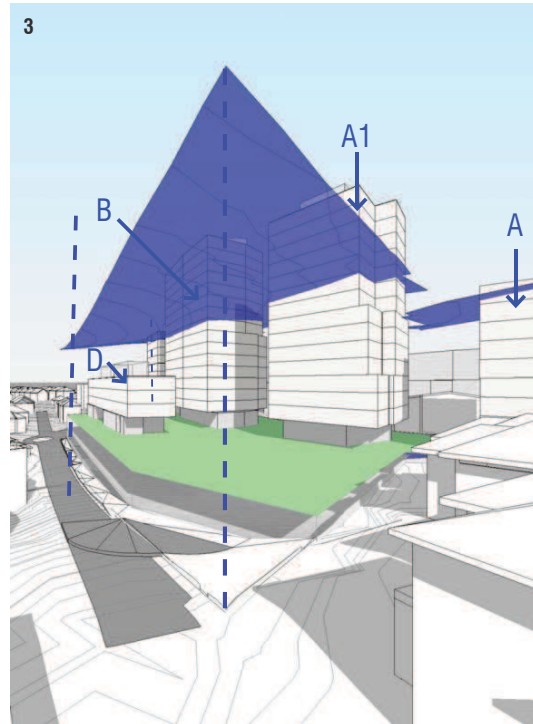
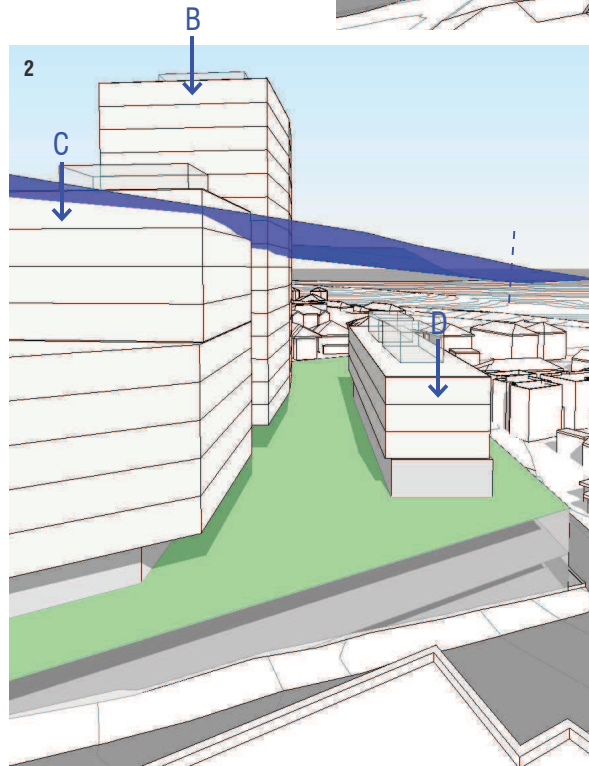
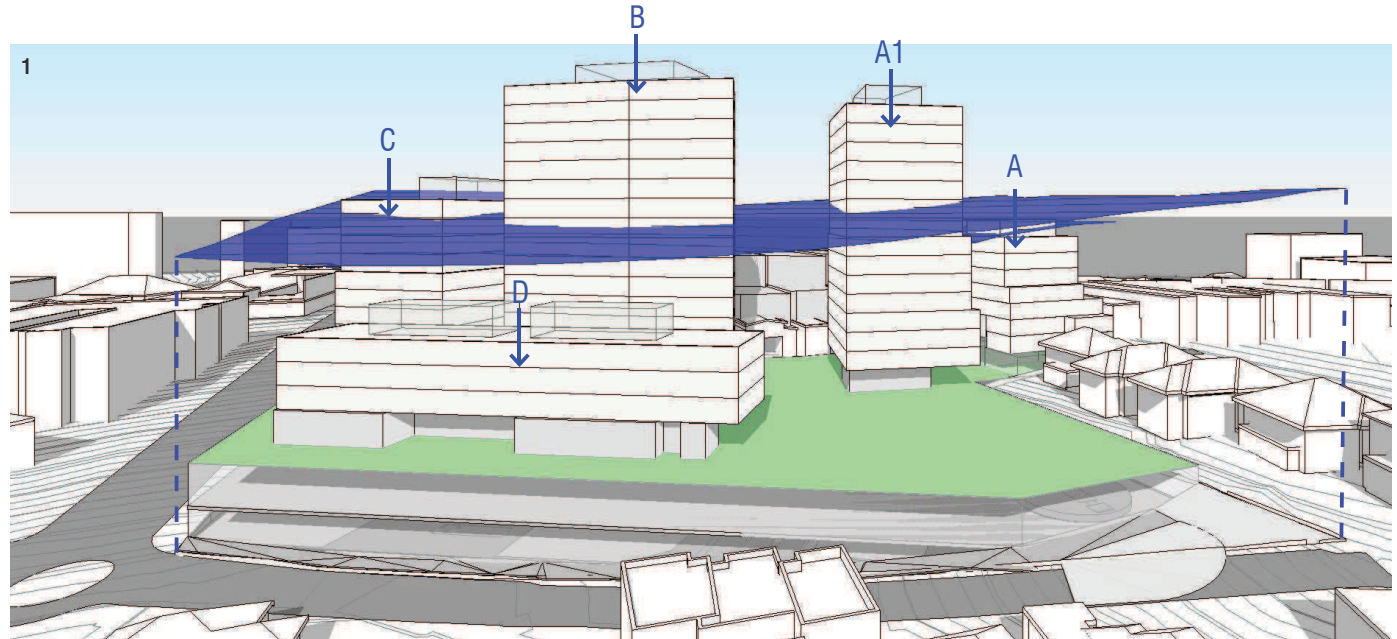
Further, while envelopes exceeds the height control in places, there are extensive areas on site where the envelopes are well below the control. This redistribution of GFA also reduces perceived bulk and scale.

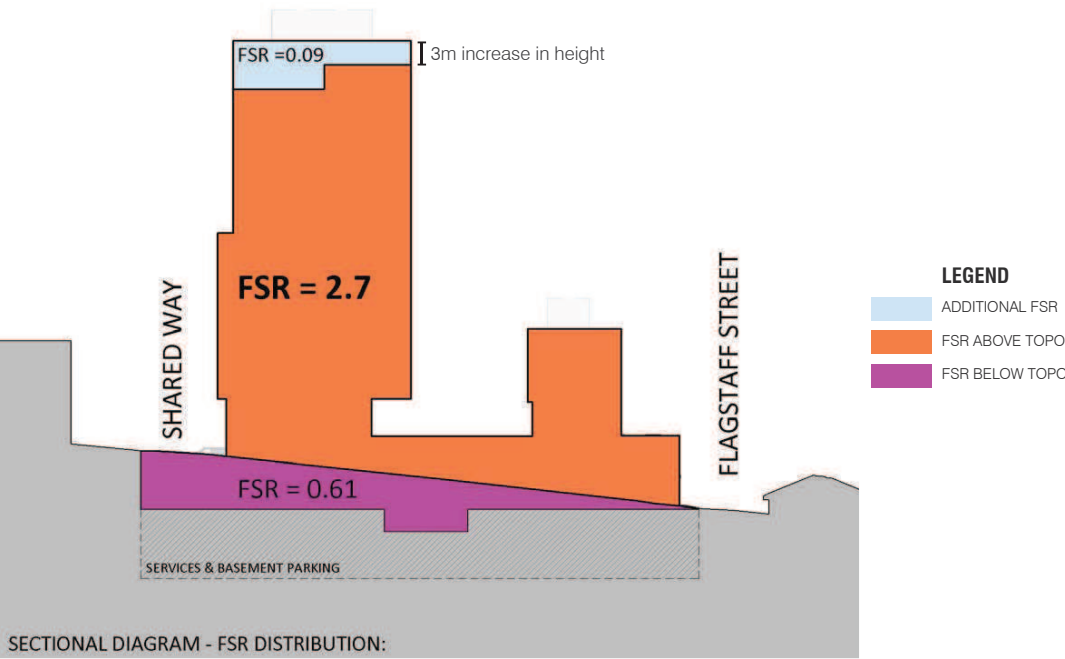
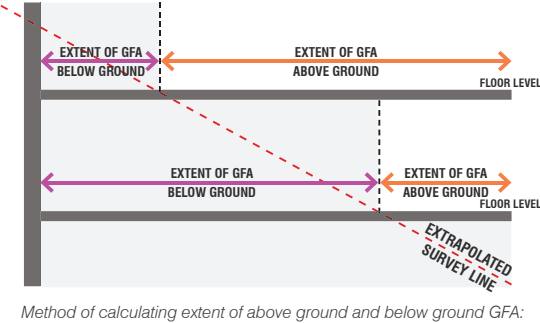
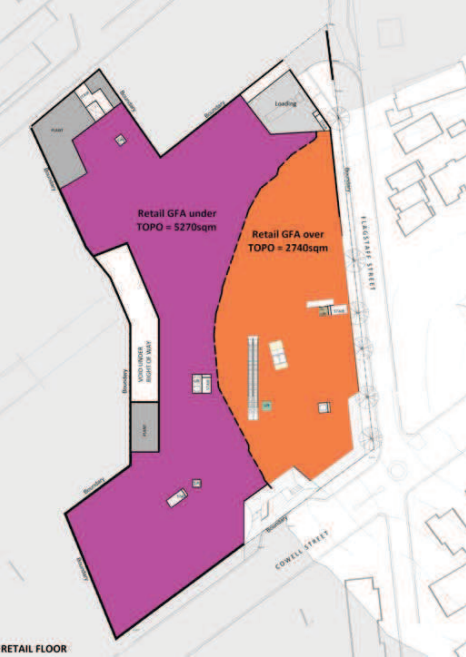
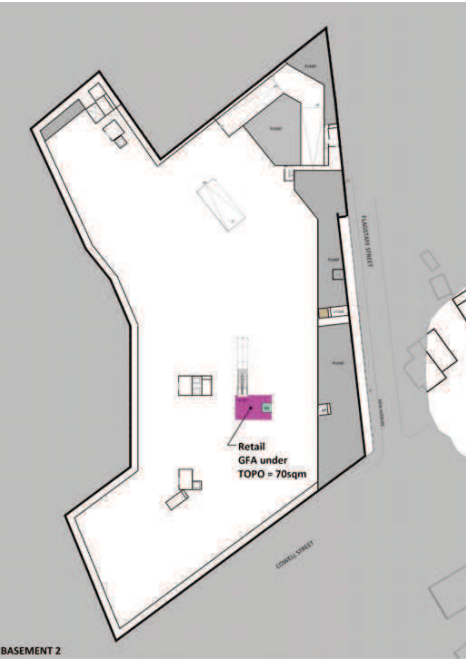
If the intent of the FSR and height controls is to limit bulk and scale then the proposed envelopes are consistent with that objective.

Method of calculating usable FSR above ground and discounted below ground FSR.

Usable FSR above ground	= 2.79 : 1
Below Ground FSR	= 0.61 : 1
TOTAL FSR	= 3.40 : 1

01 View from East
02 View from South
03 View from North East
04 View looking at Public accessible open space on podium





GFA SUMMARY - PREFERRED OPTION:

SITE AREA (sqm) = 10800

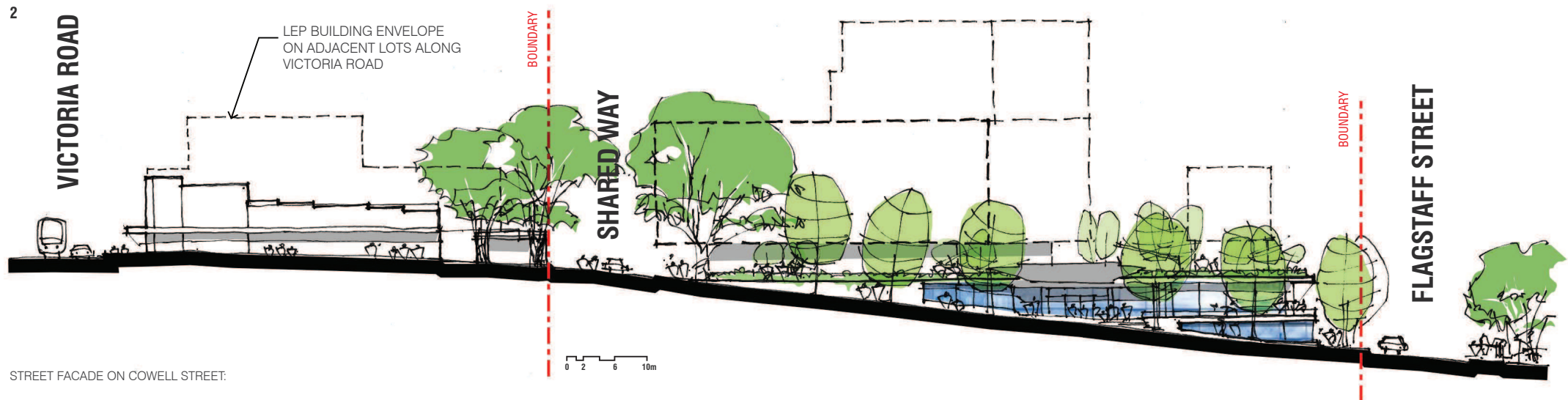
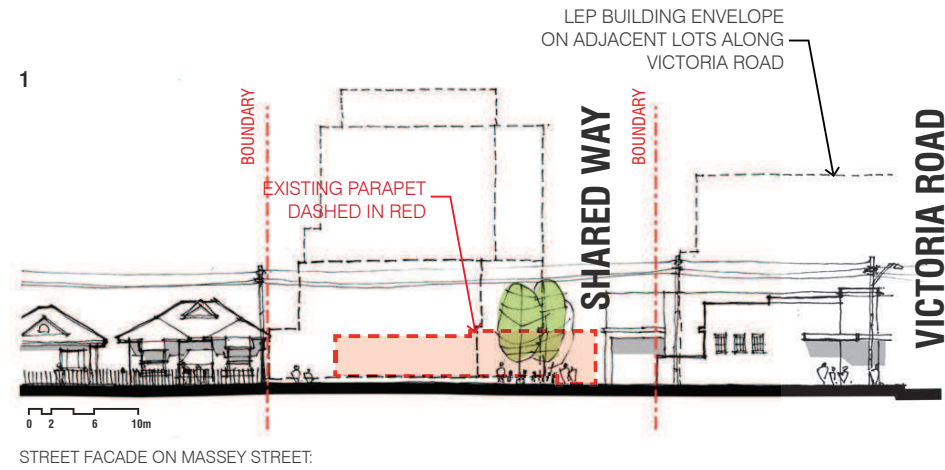
LEVELS	GFA BELOW TOPO (sqm)	GFA ABOVE TOPO (sqm)
BASEMENT 2	70	0
BASEMENT 1	1258	4
RETAIL FLOOR	5270	2740
PODIUM	0	1891
L1 - L15	0	25517
	6598	30152

FSR = 0.61 2.79

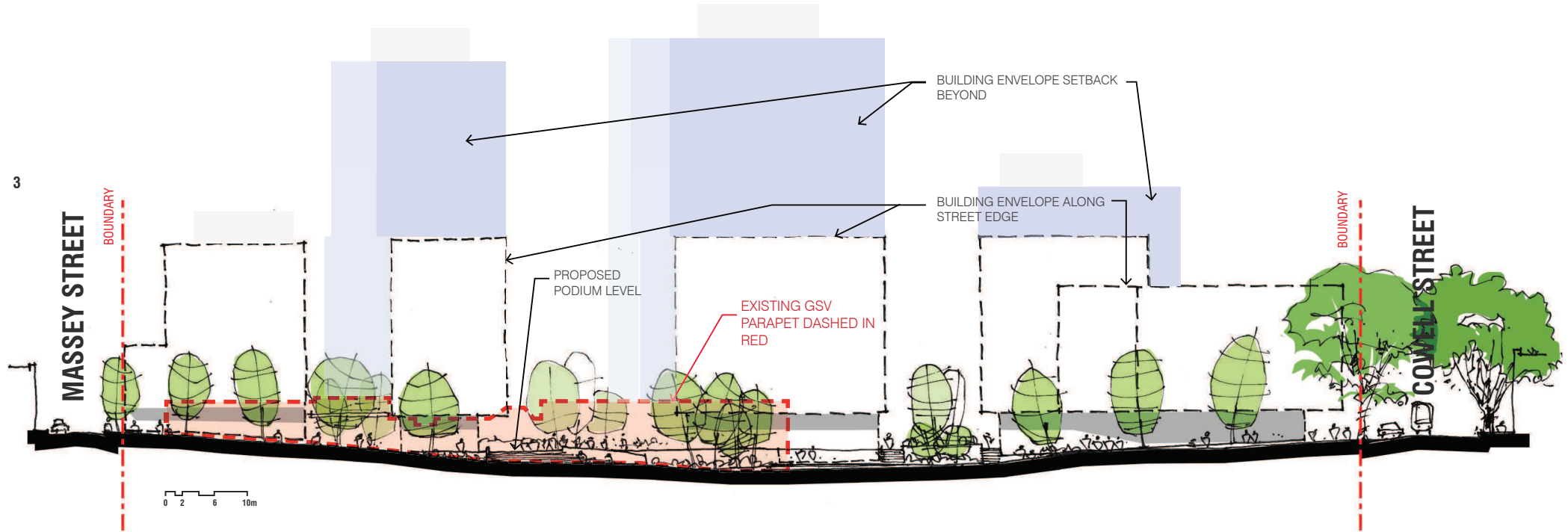
Maximum FSR currently allowed on majority of site, as per Hunters Hill LEP 2012 = 2.7

ADDITIONAL FSR = 0.09

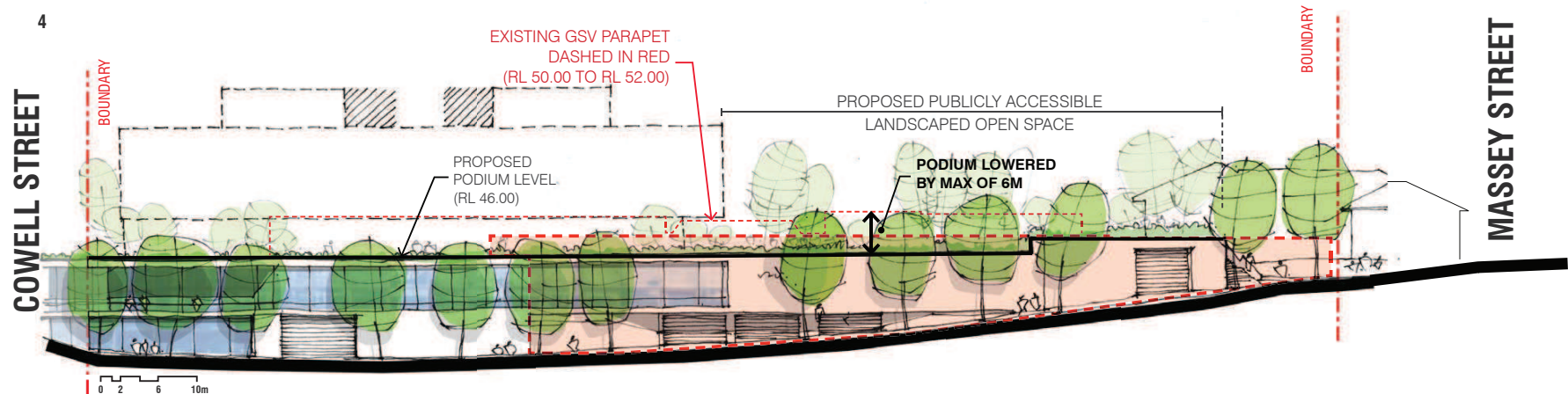
5.1.3 STREETScape RESPONSE



5.1.3 STREETScape RESPONSE



STREET FACADE ON SHARED WAY:



STREET FACADE ON FLAGSTAFF STREET:

5.1.3 STREETScape RESPONSE

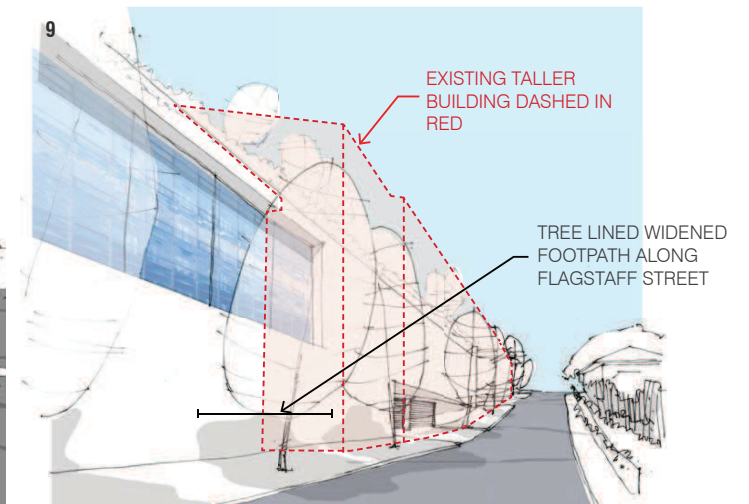
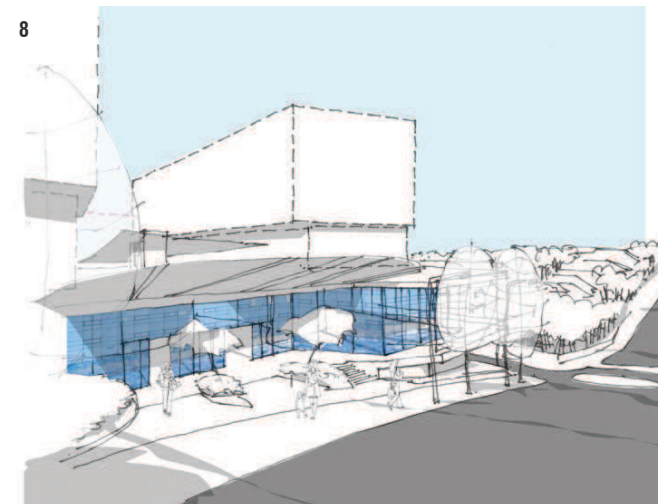
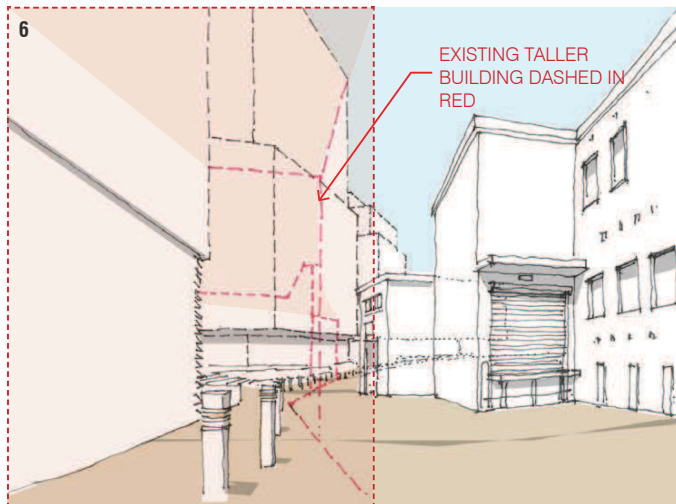
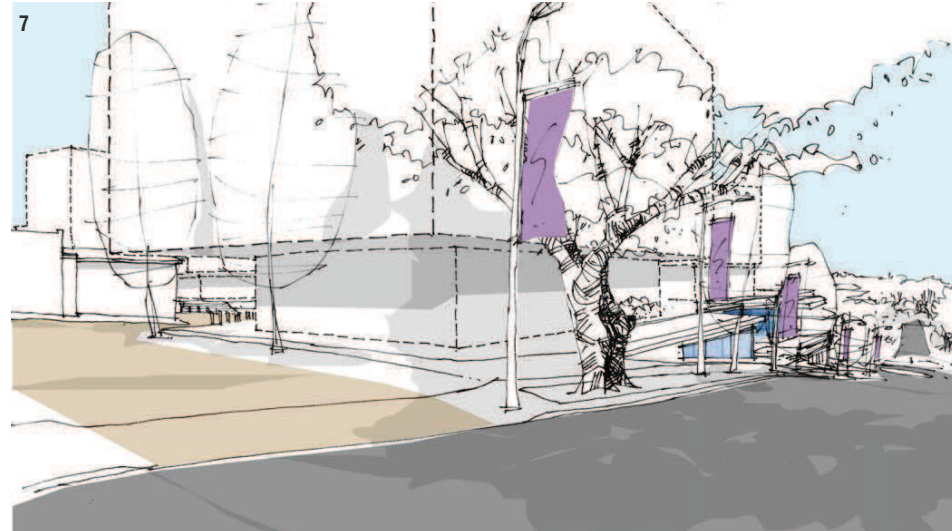
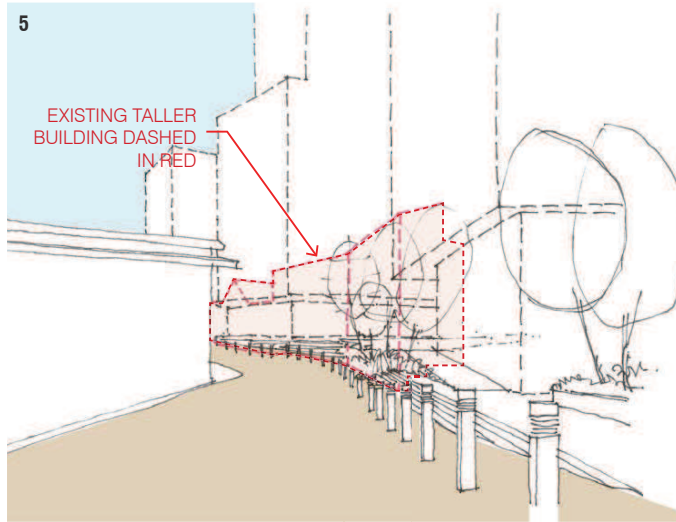
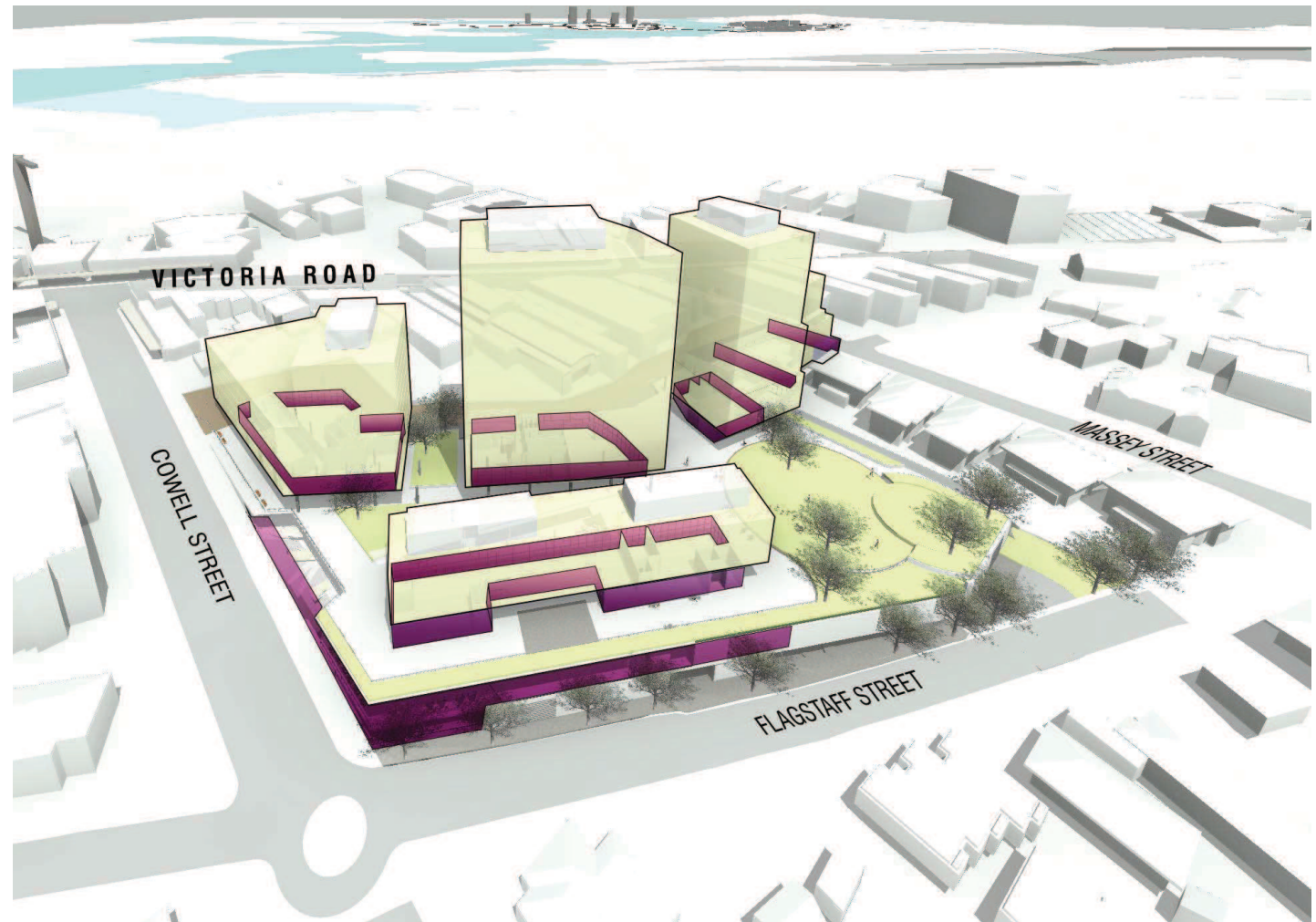


Fig 1 - Sketch Elevation - Massey Street
 Fig 2 - Sketch Elevation - Cowell St
 Fig 3 - Sketch Elevation - Shared Way
 Fig 4 - Sketch Elevation - Flagstaff St
 Fig 5 - Sketch view south end of Shared Way
 Fig 6 - Sketch view north end of Shared Way
 Fig 7 - Sketch view corner of Shared Way & Cowell Street
 Fig 8 - Sketch view along Cowell St looking East
 Fig 9 - Sketch view along Flagstaff Street looking North

5.1.4 ACTIVE EDGES / FRONTAGES



5.1.5 SEPARATION DISTANCES

- Full ADG building separation within the site.
- Shared ADG building separation to adjacent properties which factors in 16m + 19m (5-6 Storey) building height to Victoria Road properties.

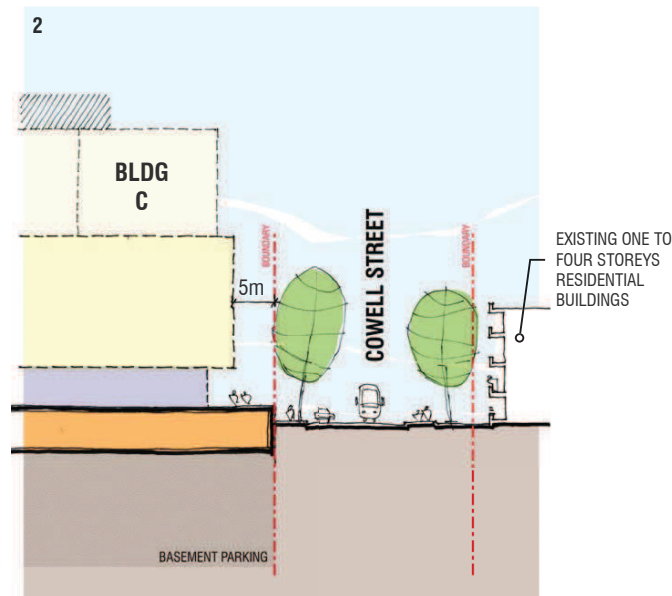
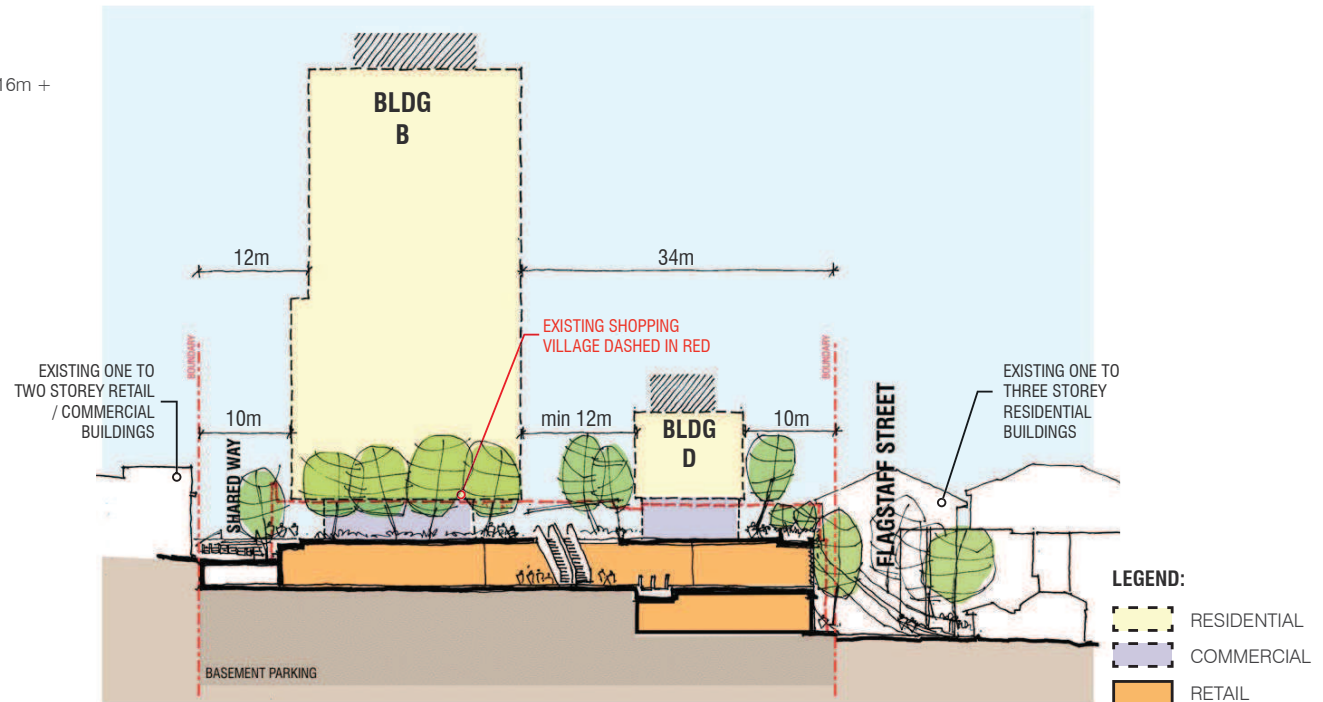
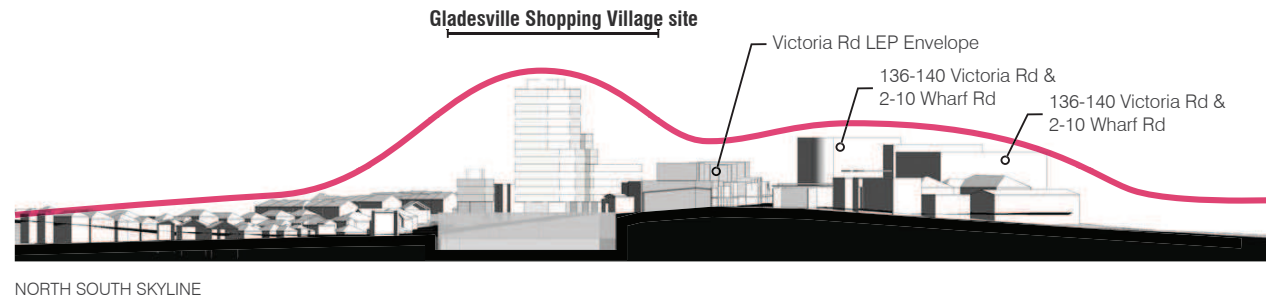


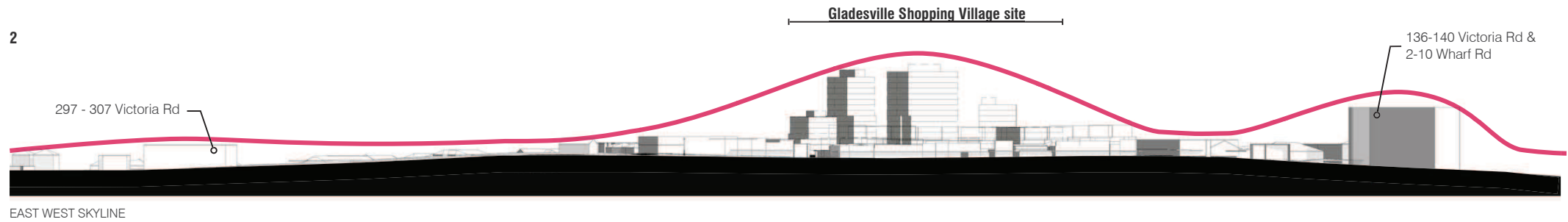
Fig 1 - Sketch section - East - West
Fig 2 - Sketch section - Cowell Street

5.1.6 TOWER FORM & SKYLINE

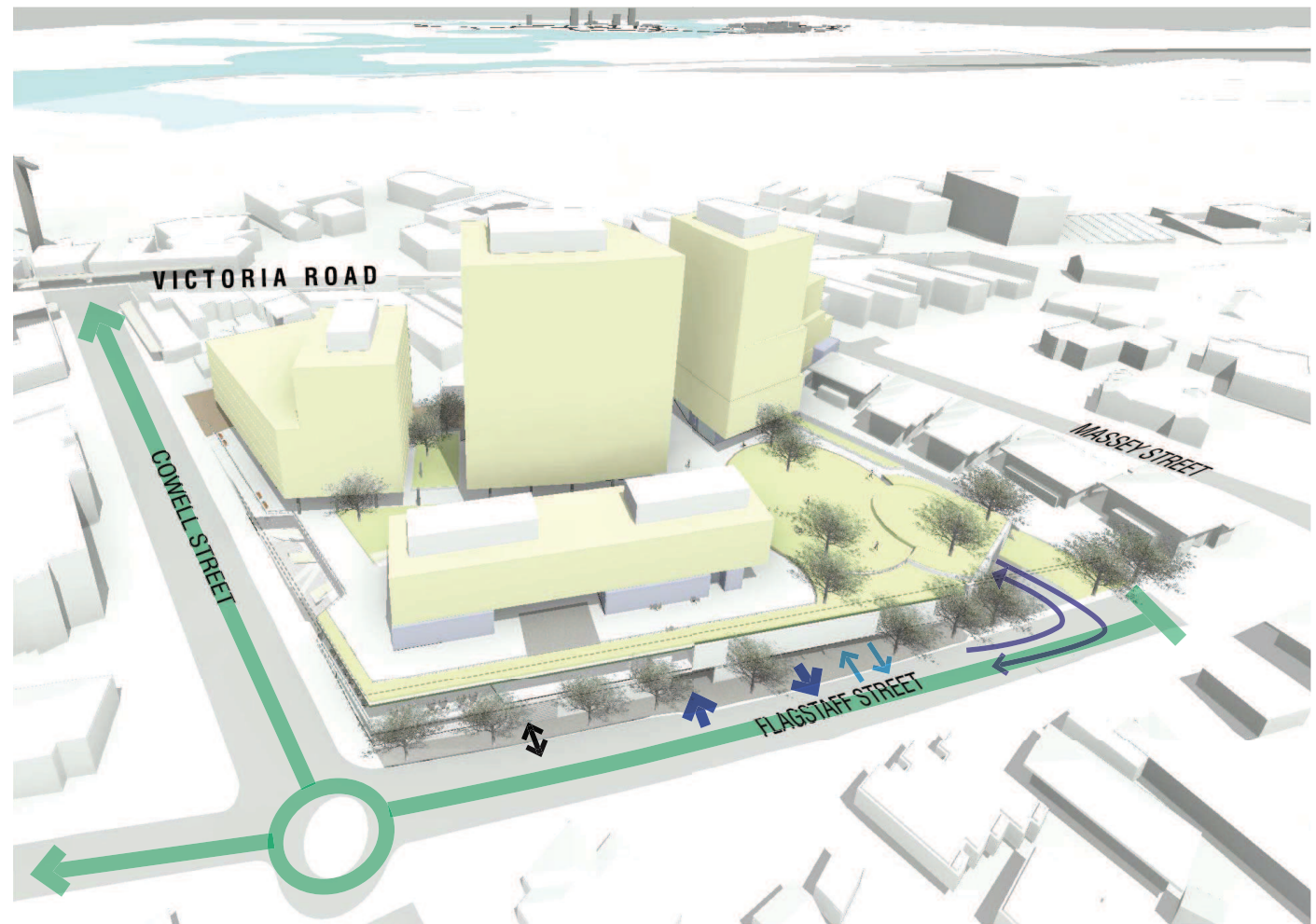
1



2



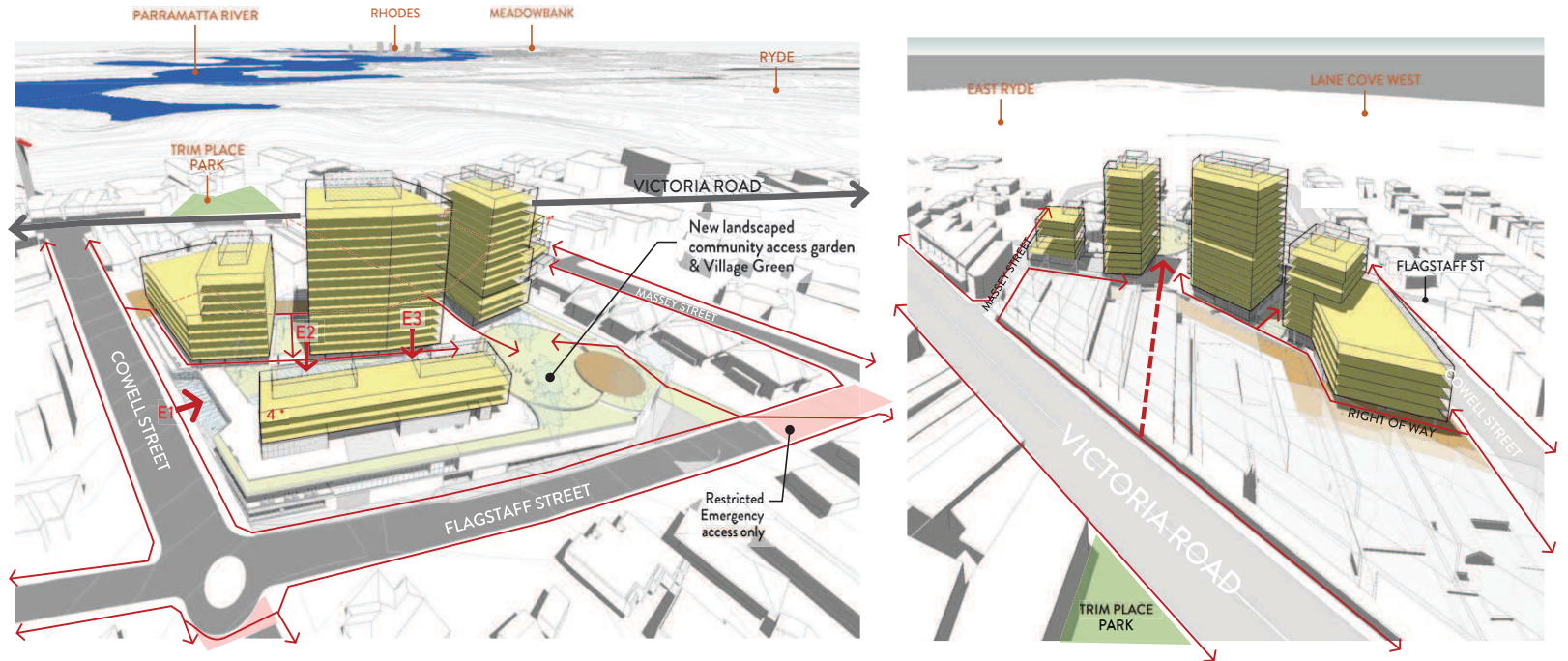
5.1.7 VEHICLE ACCESS & SERVICING



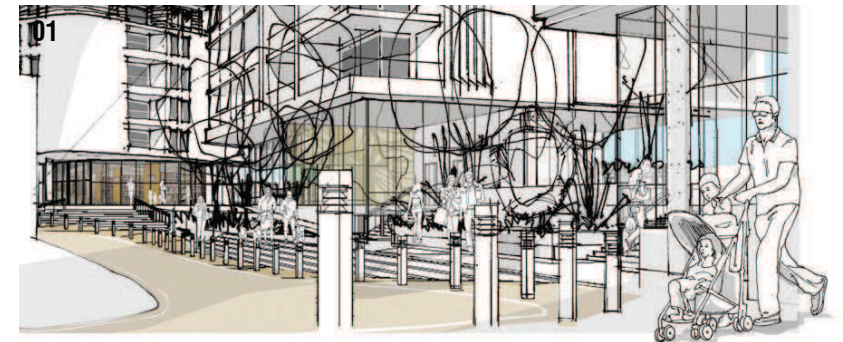
LEGEND:

-  GENERAL FLOW OF TRAFFIC IN & OUT OF GLADESVILLE SHOPPING VILLAGE
-  RETAIL / COMMERCIAL VEHICULAR ENTRY & EXIT
-  RESIDENTIAL VEHICULAR ENTRY & EXIT
-  TRUCK ACCESS TO SUPERMARKET LOADING BAY
-  SERVICE VEHICLE ACCESS FOR SPECIALITY RETAIL & COMMERCIAL / REMOVAL VAN ACCESS

5.1.8 PEDESTRIAN LINKS / MOVEMENT



- PEDESTRIAN ACCESS:**
- PEDESTRIAN FLOW
 - E1** ENTRY TO RETAIL VIA COWELL ST
 - E2** ENTRY TO RETAIL VIA PUBLIC LIFT OFF PODIUM LEVEL
 - E3** ENTRY TO RETAIL VIA ESCALATORS OFF PODIUM LEVEL
 - PEDESTRIAN ACCESS OFF VICTORIA ROAD VIA EXISTING COVERED ARCADE
 - PEDESTRIAN LINK WITH RESTRICTED EMERGENCY ACCESS ONLY



01 Artist impression of Share Way looking North.
02 Artist impression looking toward the site at corner of Cowell & Flagstaff Streets.

5.1 PREFERRED DESIGN SCHEME

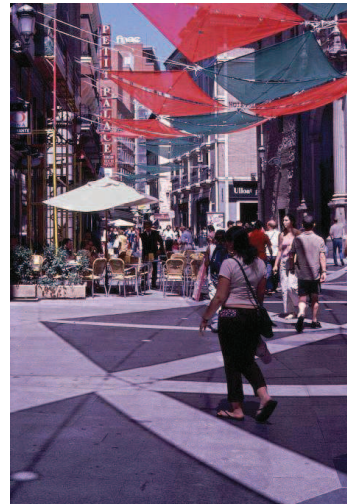
5.1.9 PUBLICLY ACCESSIBLE OPEN SPACE

The redevelopment of the site offers the opportunity to create a publicly accessible podium and a diverse range of community uses. It is envisioned the space would provide a location for public or community gatherings and recreation that is currently lacking in Gladesville. Appropriate footpath treatment, shady street trees, lighting, bollards, signage and road carriageway will serve to encourage pedestrian movement and thereby help to activate the new facility.

Proposed publicly accessible space and shareway offering:

- 5000sqm of hard and soft landscaped space,
- excellent solar access,
- wide range of uses including village green/community focus, meeting spaces,
- formal and informal spaces and activities,
- serves both residential and working populations and the wider neighbourhood,
- provides a sense of openness.

The separation of towers and their alignment help to connect the public domain/plaza with existing views and pedestrian links in the Gladesville village centre, open



new vistas and provide pedestrian links to other residential areas in Gladesville.

Key issues that underpin successful spaces:

- Good solar access
- Opportunities to walk, stand/stay, sit, see, talk & listen, play and exercise.
- Definition of the space by built form
- Protection against crime and violence - feeling secure.
- Defined pedestrian access and good circulation
- Outdoor dining spaces that enjoy NW winter afternoon sun.
- Positive sensory experiences like good design and detailing, good materials, fine views, trees, plants and water.
- Protection from southerly and westerly weather
- Creation of podium elements to manage down drafts during high winds.

(Source: Jan Gehl, *Cities for People*)

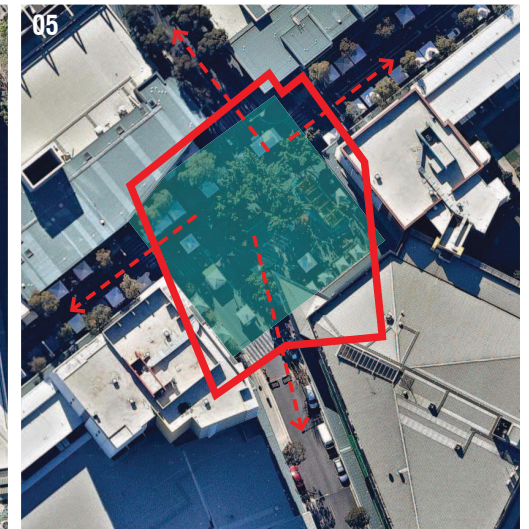
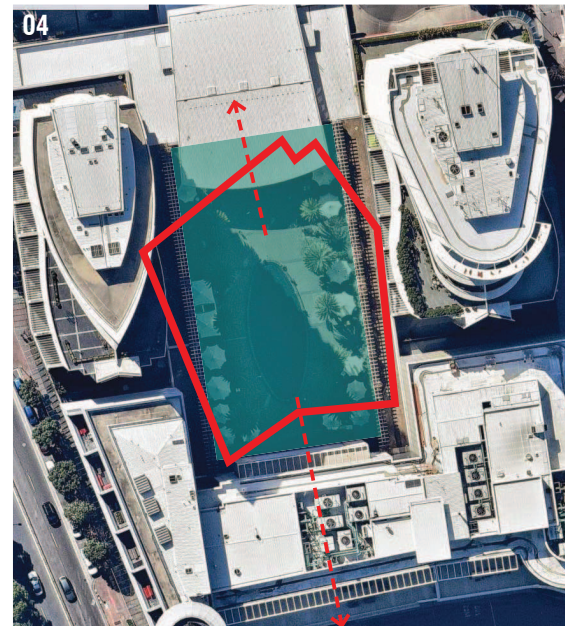
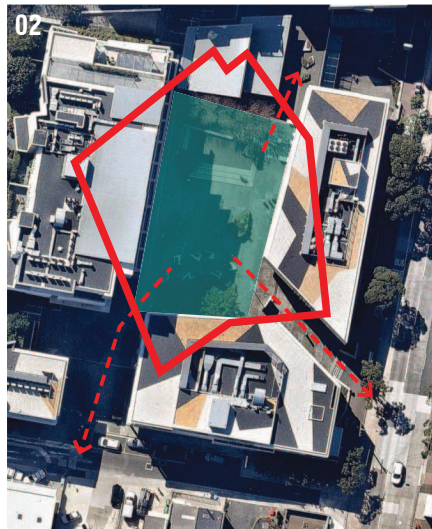
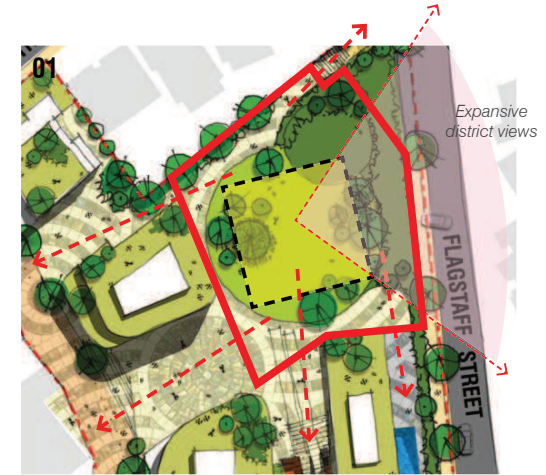
The proposed open space is of comparable size and dimension to a number of benchmark spaces around Sydney.

The Balgowlah Stockland space has good pedestrian through connections, has protection from southerly & westerly weather. But it has minimal landscaped green space and poor visual connection to the adjacent streets.

The Forum at Leichhardt is of comparable area and shape. The space doesn't lend itself as user friendly to do other activities other than dine out. The enclosed built form and long flight stairs makes it inward looking.

The Forum at St Leonards has similar high density development. The space is of similar area but being enclosed on all sides and with limited palette of uses, feels constrained and exclusive.

The Rouse Hill Town Centre is ideally located in the heart of the podium with easy access and pedestrian view lines to it. The pedestrians / users of the space though have to compromise with having to look at the constant flow of vehicular traffic and noise.



- Proposed publicly accessible open space for Gladesville Shopping Centre site = 2100sqm
- Existing examples of public open spaces in Sydney.
- DCP minimum public open space area requirement = 600sqm

01 Proposed publicly accessible open space for Gladesville Shopping Centre (45 x 50m approx.)

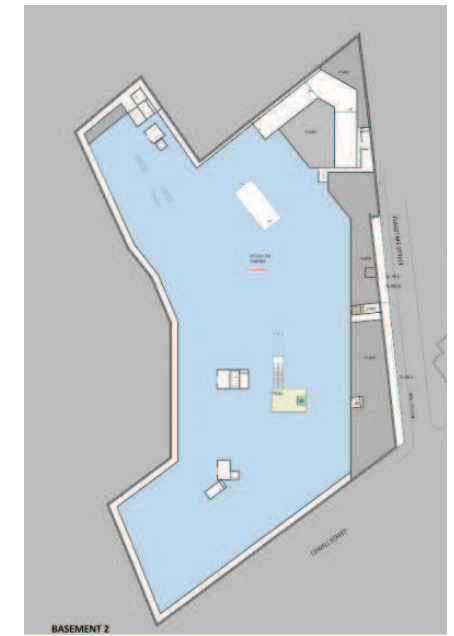
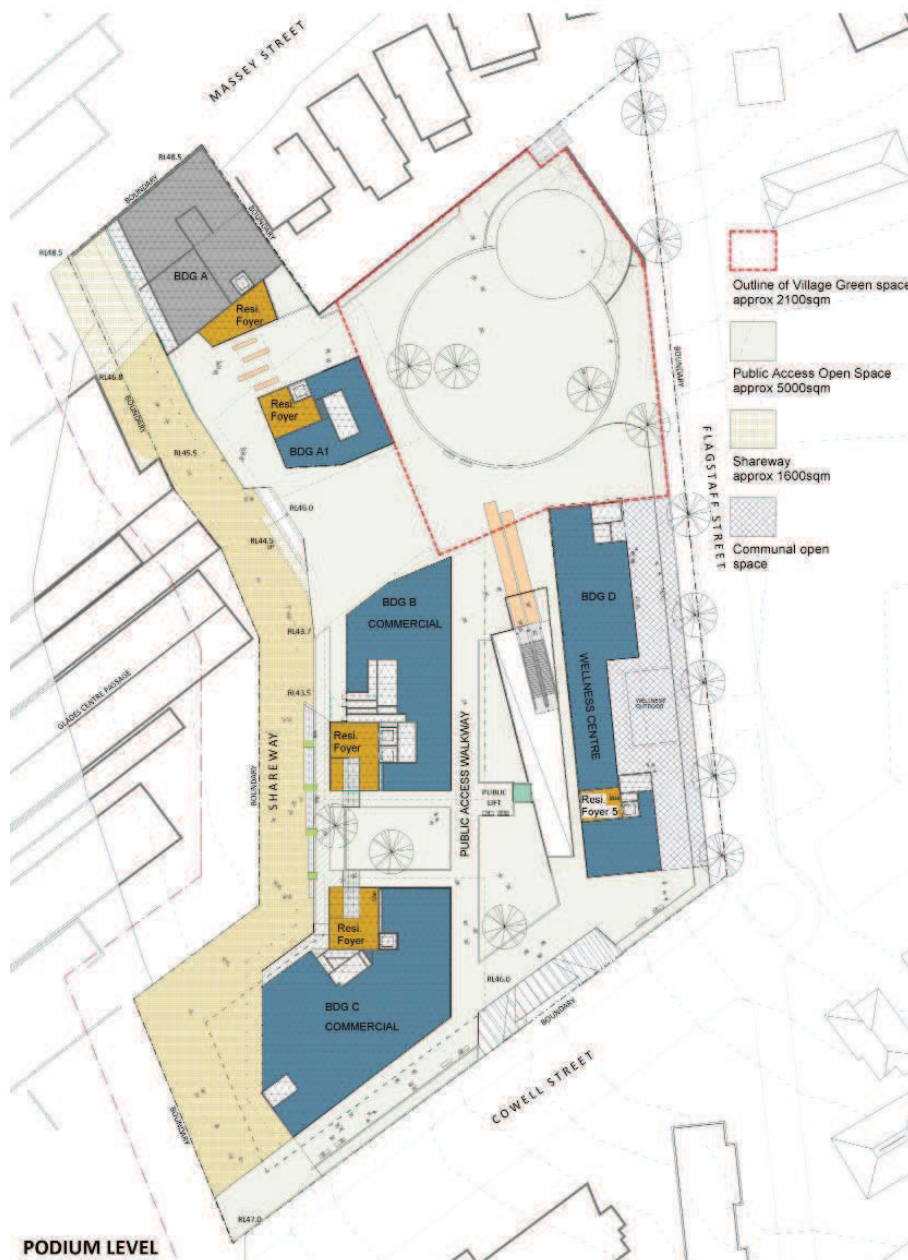
02 Balgowlah Stockland (24 x 38m approx.)

03 Forum Leichhardt (43 x 40m approx.)

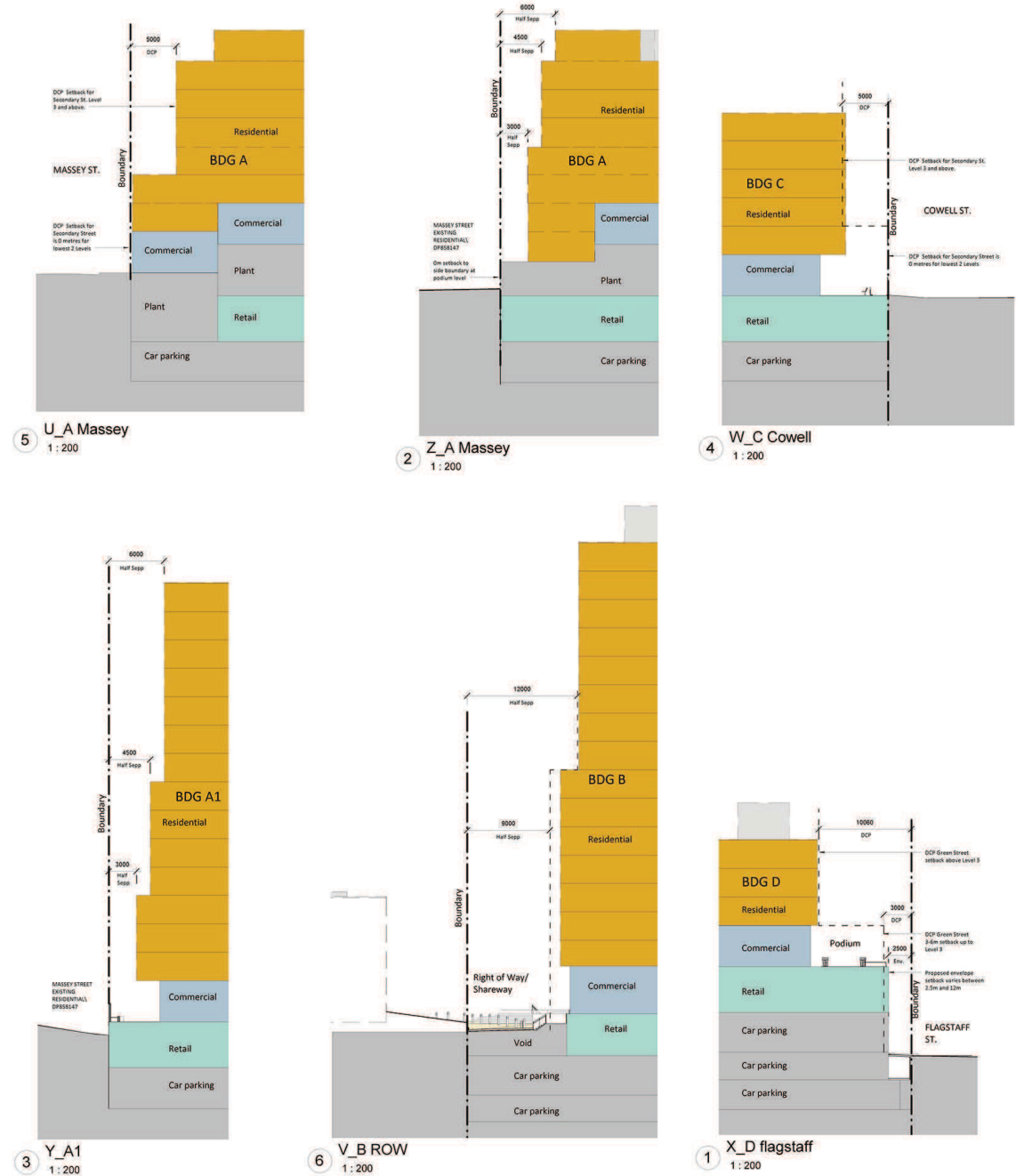
04 Forum St Leonards (30 x 60m approx.)

05 Rouse Hill Town Centre (40 x 40m approx.)

5.1.10 INDICATIVE PLAN LAYOUTS



5.1.11 INDICATIVE SECTIONS - SITE PERIMETER SETBACKS



5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

Robertson + Marks have carried out a preliminary shadows assessment for the preferred option. For the purpose of comparison a parallel analysis of a compliant scheme is also included.

Trim Place:

At 9.00am on the winter solstice the preferred option throws some shadow on Trim Place. By 9.30 this no longer the case.

On site public open space:

The compliant scheme self-shadows the Cowell St Plaza (as nominated in the DCP) in the mornings both at winter solstice and equinox. This ceases by around 11.30am at the solstice, however, by 1.30pm the Victoria Road LEP envelopes begin the throw significant shadows on the Plaza.

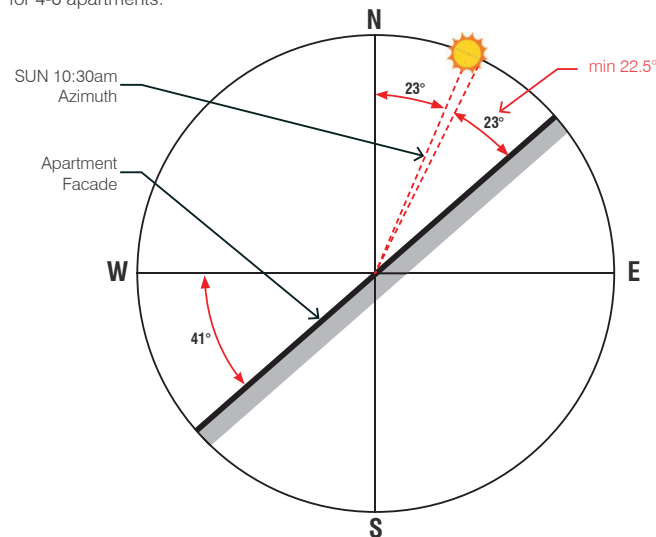
The preferred option open space plaza is largely unaffected by shadows at the solstice and gets some self-shadowing by around 2.30pm at the equinox. At 3pm on the equinox the open space is will still receive sunlight to about two thirds of its area.

3-6 Cowell Street Apartments:

Neither the preferred or compliant schemes have any impact solar access to these apartments at the equinox.

At the solstice the preferred scheme would have some impact on ground level apartments with living areas facing Cowell Street by 11.30am and apartments higher in the building progressively from around 12pm.

The ADG requirement for solar access in metropolitan areas is 2 hours. The attached diagram demonstrates that the building façade at 3-6 facing Cowell Street would receive solar access at an incidence to the façade of greater than 22.5 degrees from around 10.15am. Measured on that basis only those apartments that fall into shade before 12.15 would receive less than 2 hrs at the solstice. In the case of the preferred option this preliminary study suggests this would be the case for 4-6 apartments.



SOLAR ACCESS 3 - 6 COWELL ST

Victoria Road Envelopes:

Sites facing Victoria Road are large enough that more than one arrangement is possible. Site amalgamations could expand these options. For the purposes of this assessment some assumptions have been made regarding the configuration at the rear of these developments. In a worst case where the east facing façade was all single aspects apartments within an envelope up to 23metres deep then the following would apply.

Winter solstice:

The preferred option would have some solar impact on the residential upper levels of parts of the envelopes after 10am and no impact by 11am. Parts of the envelope at lower levels that are half Sepp setback from the Right of Way only would have reduced solar access in the morning. They would also have limited solar access in the morning for a complying development.

Equinox:

At the equinox there is no impact on upper levels by 10am. Lower levels with half Sepp setbacks will be impacted by the preferred option and minimally impacted by the compliant scheme. This leaves between 2 and 3 hours before 12 midday available for solar access for most east facing apartments.

In the absence of a design for the Victoria Road sites we comment as follows:

More than 70% of the envelope would have 2hrs or more of solar exposure in the course of the day at the winter solstice. The portion of the envelopes at the lowest level facing the Right of Way will be largely dedicated to vehicular and service access – see for instance DA 2013-1071 - and the level directly above facing the ROW may be better dedicated to other non-residential uses in assisting with laneway activation. This would also be the case if the complying scheme were adopted for the GSV site. With considered design we expect ADG compliance would generally be possible for those envelopes.

WINTER SOLSTICE - JUNE 21

[1 of 13] [June 21, 2015 - 09:00]

PREFERRED OPTION:**COMPLIANT OPTION:**

[1 of 13] [June 21, 2015 - 09:00]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

WINTER SOLSTICE - JUNE 21

PREFERRED OPTION:

[2 of 13] [June 21, 2015 - 09:30]



[3 of 13] [June 21, 2015 - 10:00]

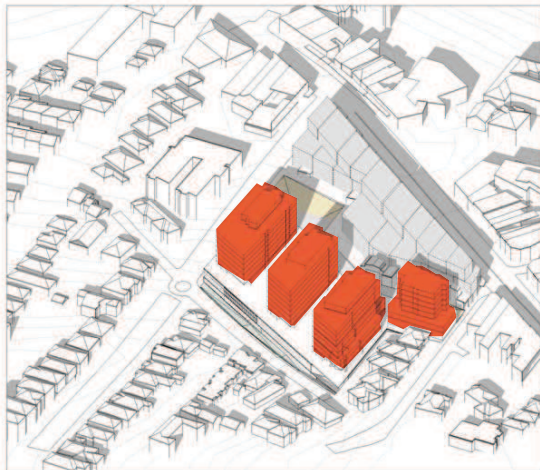


[4 of 13] [June 21, 2015 - 10:30]

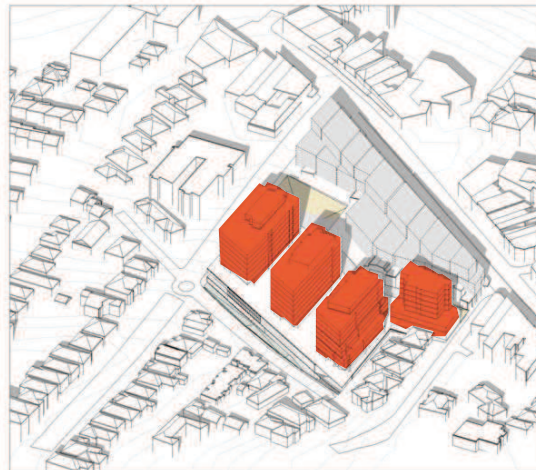


COMPLIANT OPTION:

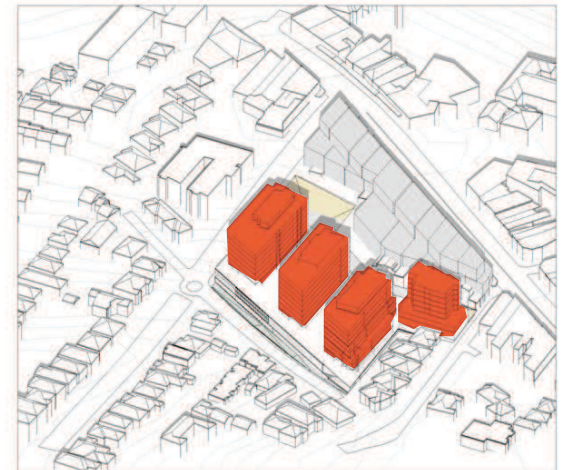
[2 of 13] [June 21, 2015 - 09:30]



[3 of 13] [June 21, 2015 - 10:00]



[4 of 13] [June 21, 2015 - 10:30]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

WINTER SOLSTICE - JUNE 21

PREFERRED OPTION:

[5 of 13] [June 21, 2015 - 11:00]



[6 of 13] [June 21, 2015 - 11:30]

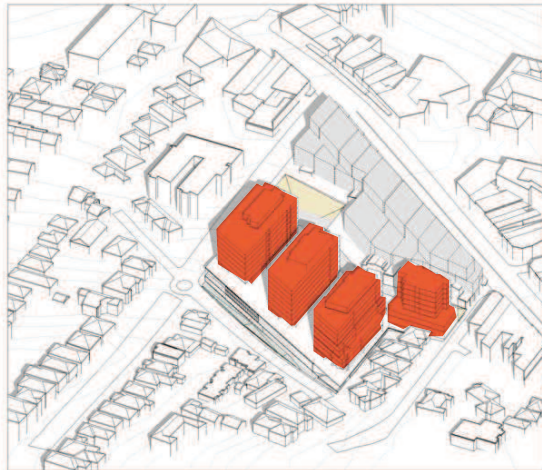


[7 of 13] [June 21, 2015 - 12:00]

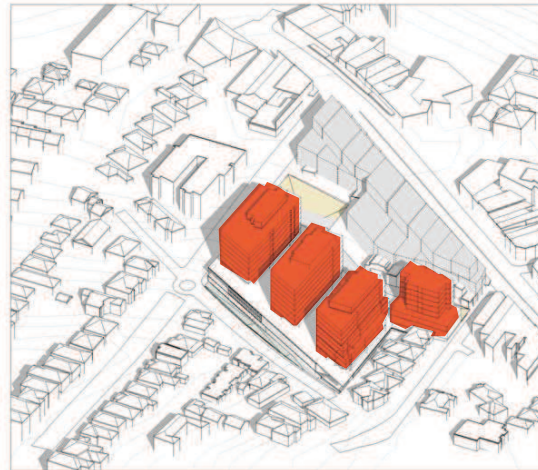


COMPLIANT OPTION:

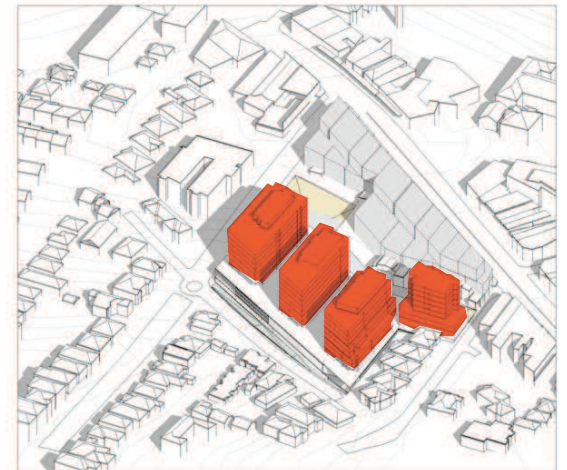
[5 of 13] [June 21, 2015 - 11:00]



[6 of 13] [June 21, 2015 - 11:30]



[7 of 13] [June 21, 2015 - 12:00]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

WINTER SOLSTICE - JUNE 21

PREFERRED OPTION:

[8 of 13] [June 21, 2015 - 12:30]



[9 of 13] [June 21, 2015 - 13:00]

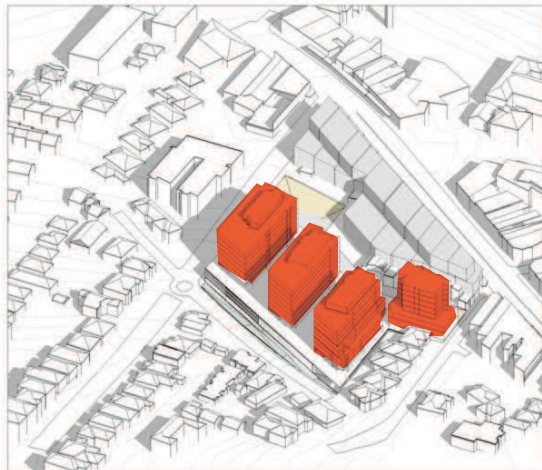


[10 of 13] [June 21, 2015 - 13:30]

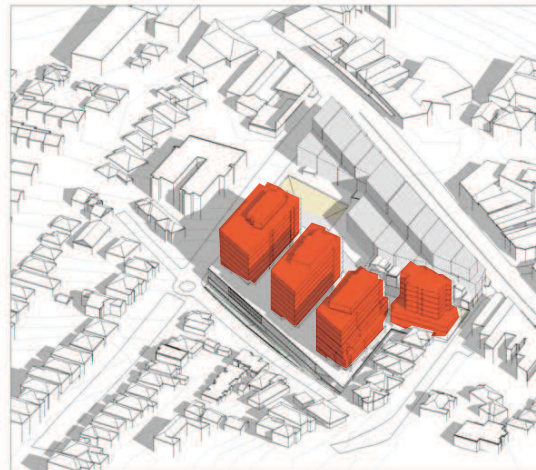


COMPLIANT OPTION:

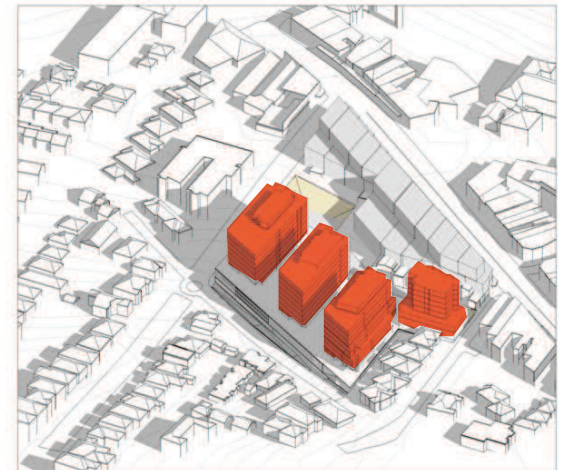
[8 of 13] [June 21, 2015 - 12:30]



[9 of 13] [June 21, 2015 - 13:00]



[10 of 13] [June 21, 2015 - 13:30]



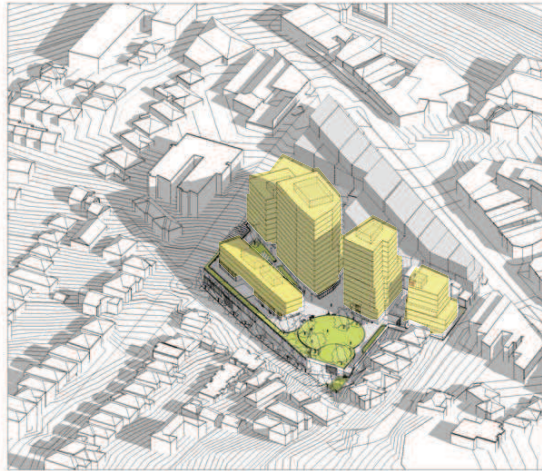
NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

WINTER SOLSTICE - JUNE 21

[11 of 13] [June 21, 2015 - 14:00]

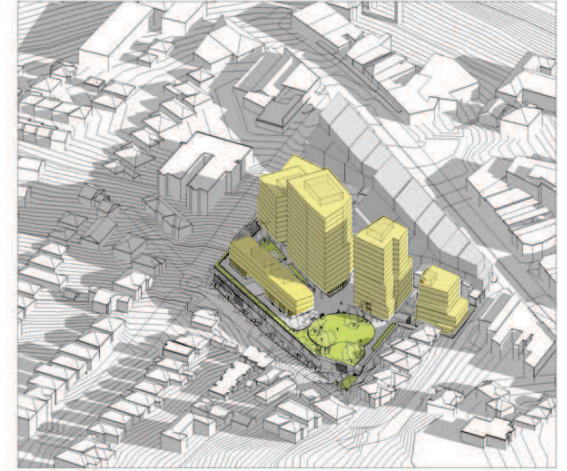
PREFERRED OPTION:



[12 of 13] [June 21, 2015 - 14:30]

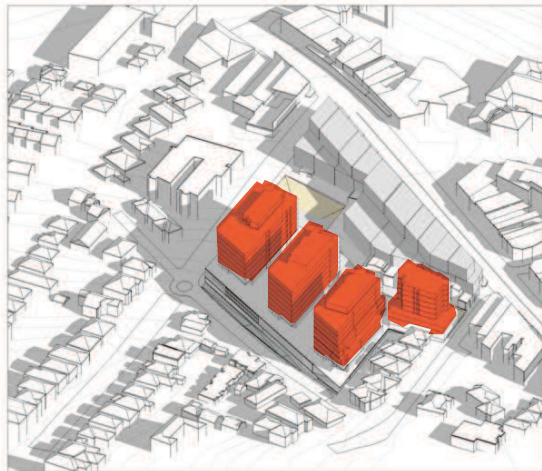


[13 of 13] [June 21, 2015 - 15:00]

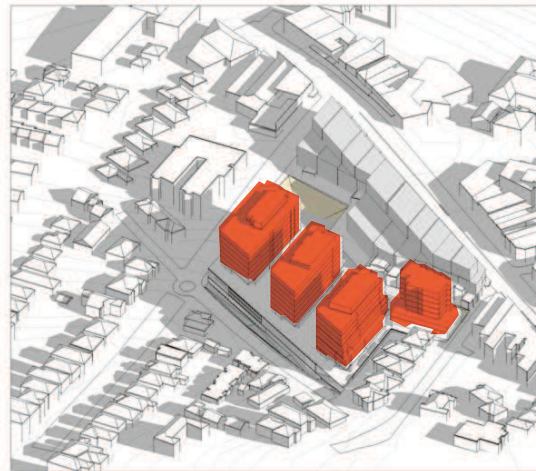


COMPLIANT OPTION:

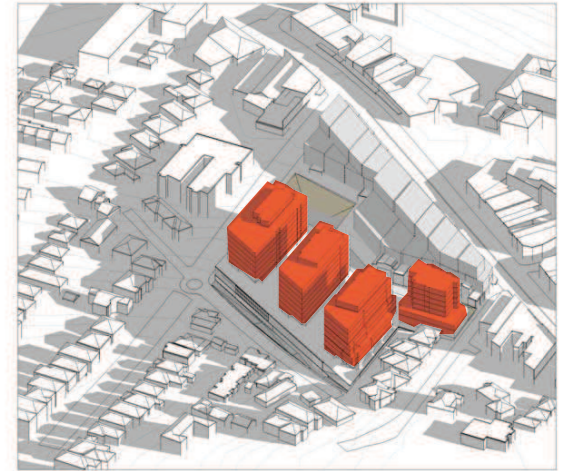
[11 of 13] [June 21, 2015 - 14:00]



[12 of 13] [June 21, 2015 - 14:30]



[13 of 13] [June 21, 2015 - 15:00]



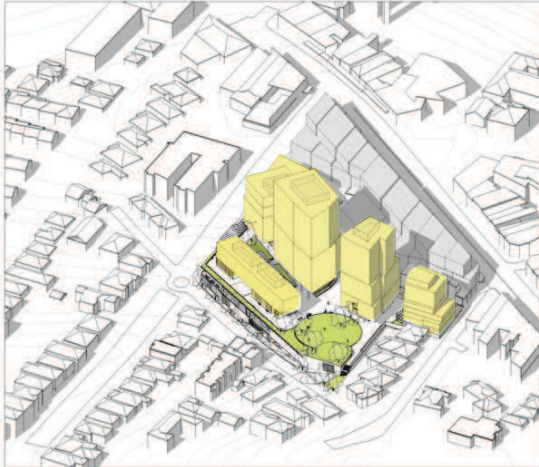
NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

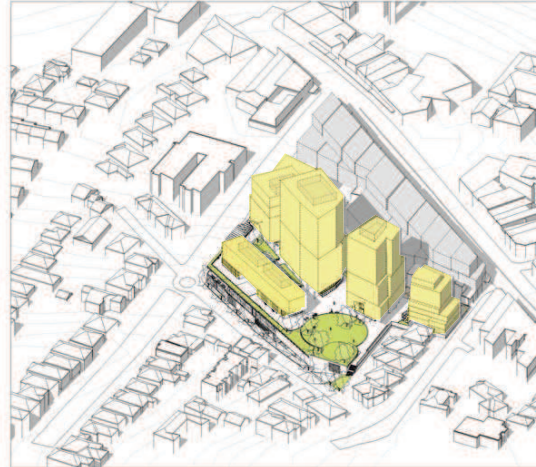
EQUINOX - SEPTEMBER 22

PREFERRED OPTION:

[1 of 13] [September 22, 2010 - 09:00]



[2 of 13] [September 22, 2010 - 09:30]

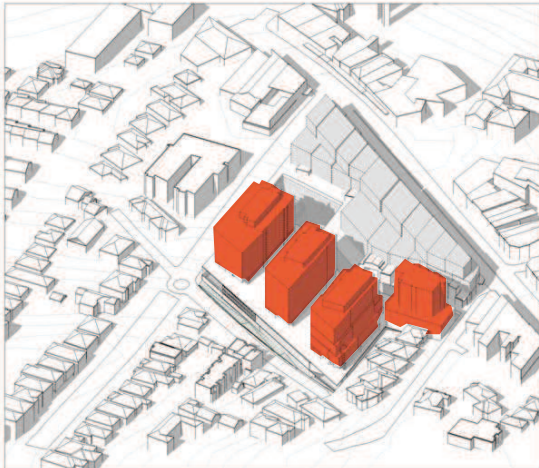


[3 of 13] [September 22, 2010 - 10:00]

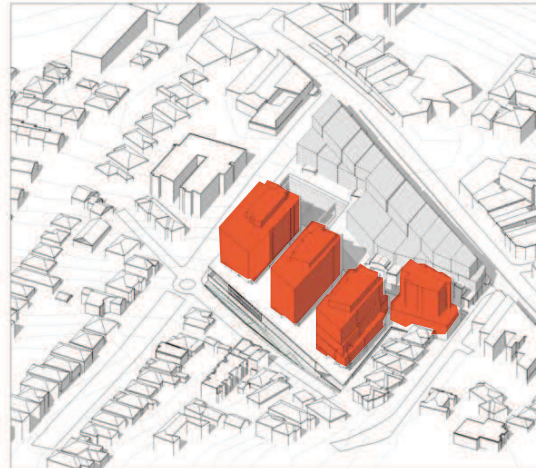


COMPLIANT OPTION:

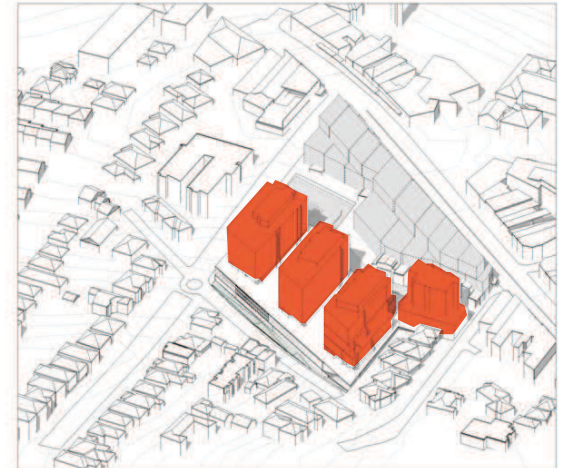
[1 of 13] [September 22, 2010 - 09:00]



[2 of 13] [September 22, 2010 - 09:30]



[3 of 13] [September 22, 2010 - 10:00]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

EQUINOX - SEPTEMBER 22

PREFERRED OPTION:

[4 of 13] [September 22, 2010 - 10:30]



[5 of 13] [September 22, 2010 - 11:00]

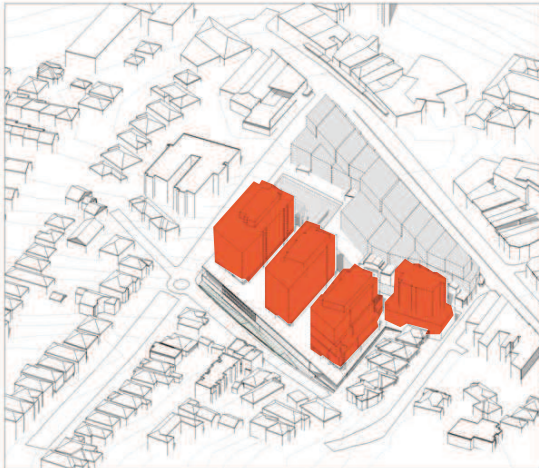


[6 of 13] [September 22, 2010 - 11:30]

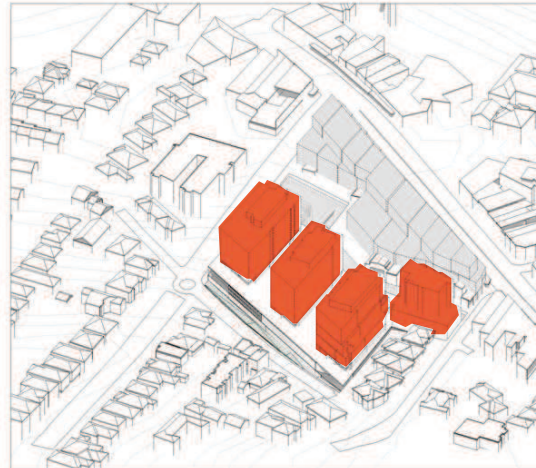


COMPLIANT OPTION:

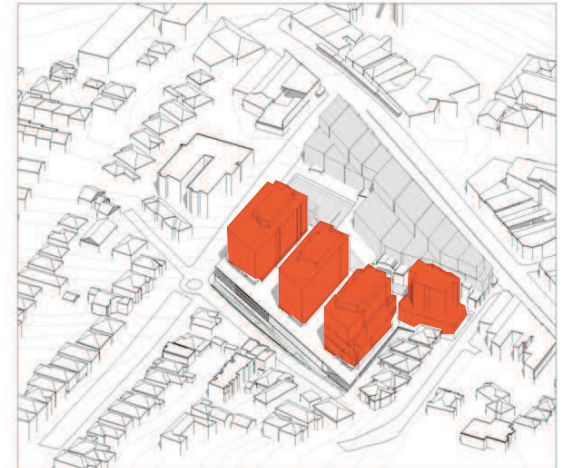
[4 of 13] [September 22, 2010 - 10:30]



[5 of 13] [September 22, 2010 - 11:00]



[6 of 13] [September 22, 2010 - 11:30]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

EQUINOX - SEPTEMBER 22

PREFERRED OPTION:

[7 of 13] [September 22, 2010 - 12:00]



[8 of 13] [September 22, 2010 - 12:30]

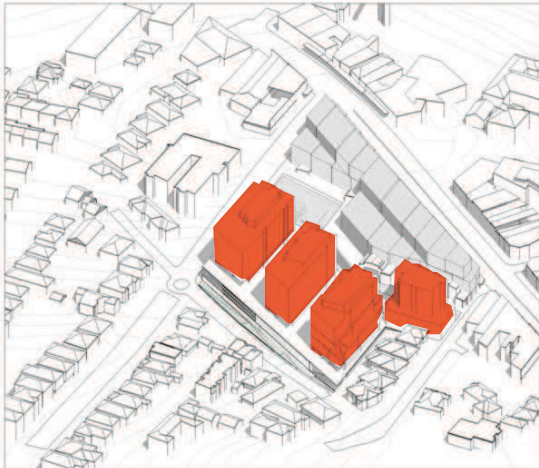


[9 of 13] [September 22, 2010 - 13:00]

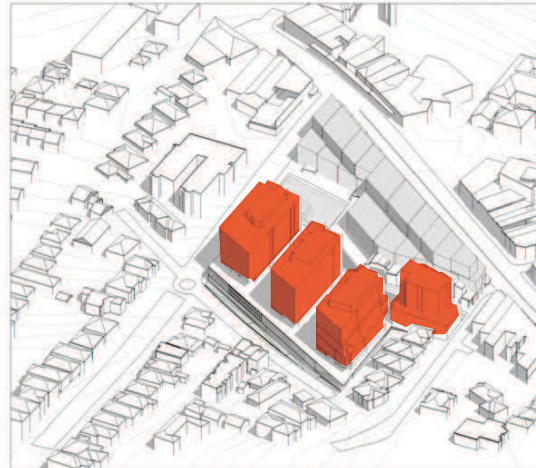


COMPLIANT OPTION:

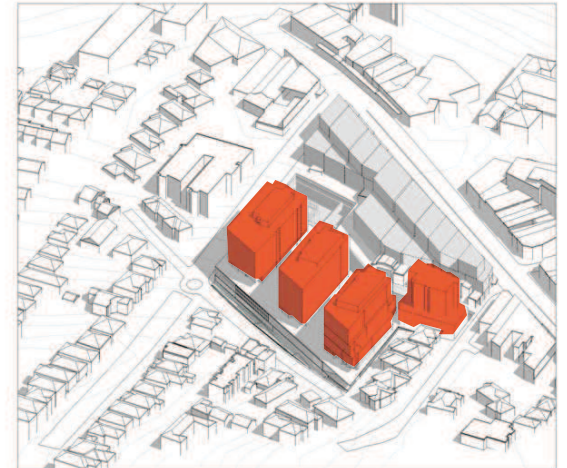
[7 of 13] [September 22, 2010 - 12:00]



[8 of 13] [September 22, 2010 - 12:30]



[9 of 13] [September 22, 2010 - 13:00]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

EQUINOX - SEPTEMBER 22

PREFERRED OPTION:

[10 of 13] [September 22, 2010 - 13:30]



[11 of 13] [September 22, 2010 - 14:00]

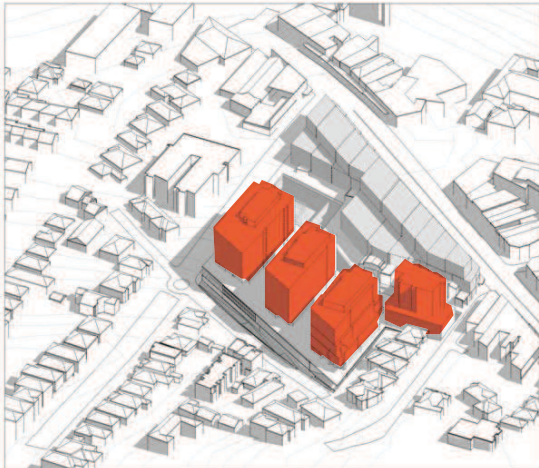


[12 of 13] [September 22, 2010 - 14:30]

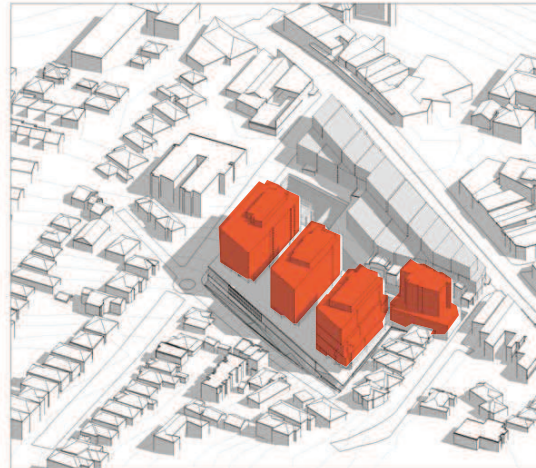


COMPLIANT OPTION:

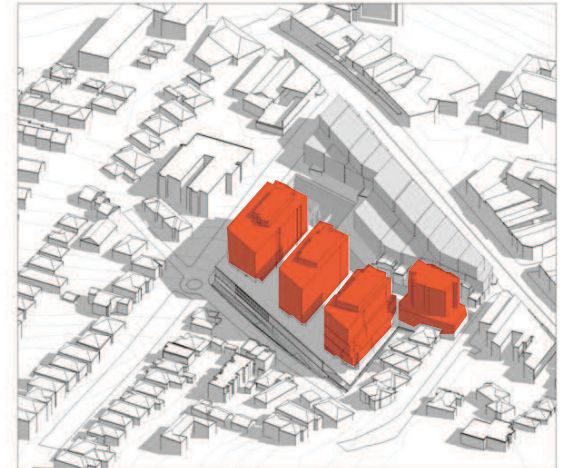
[10 of 13] [September 22, 2010 - 13:30]



[11 of 13] [September 22, 2010 - 14:00]



[12 of 13] [September 22, 2010 - 14:30]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.12 SHADOW ASSESSMENT / OVERSHADOWING

EQUINOX - SEPTEMBER 22

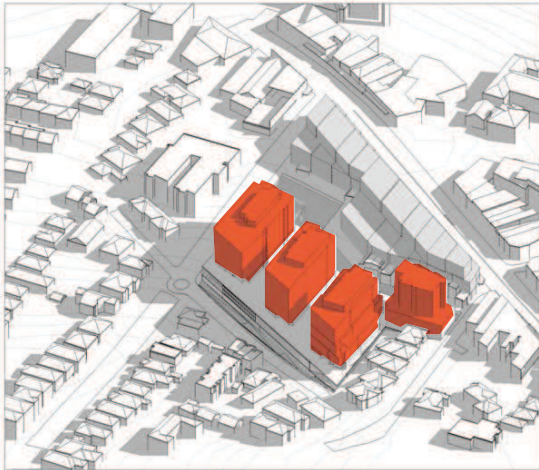
[13 of 13] [September 22, 2010 - 15:00]

PREFERRED OPTION:



COMPLIANT OPTION:

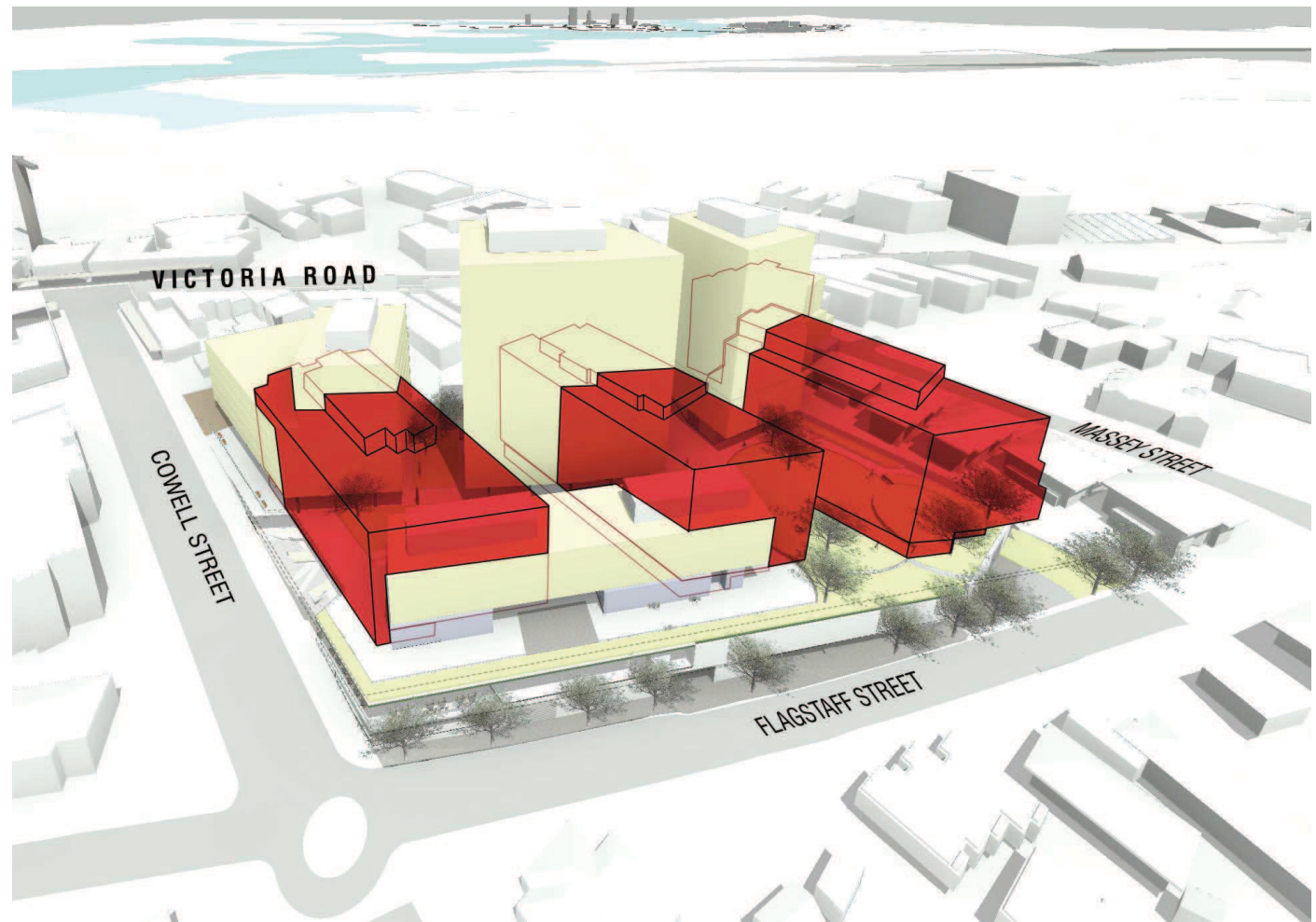
[13 of 13] [September 22, 2010 - 15:00]



NOTE: Adjacent Victoria Road lots shown to LEP massing and heights.

5.1.13 COMPARATIVE ANALYSIS TO COMPLYING ENVELOPE:

- Smaller footprints reduces site coverage and provides significantly larger open space for public and access.
- Large setbacks above podium level reduce bulk and scale as perceived from Flagstaff Street and adjacent lower scale residential.
- North-South linear envelope with increased setbacks and reduces bulk perceived from Cowell and Massey Streets.
- More varied skyline composition and form.
- Enhanced building separation improves view corridors.
- Reduced self-shadowing on site improves solar access.



5.1.14 ADG Compliance Analysis

Aspects of the ADG relevant at the planning proposal stage have been considered as follows:

Building separation

Proposed development is scaled to support desired character of the precinct. Building separation allows for provision of significant open space on the podium. Space between the buildings is sized proportionally to allow for visual and acoustic privacy of residents, outlook and views.

Building separation in the preferred meets or exceeds the minimums of the ADG.

Street Setbacks

Support desired spatial proportions and define the development in relation to street edges.

Complies with DCP controls and ADG.

Landscape Design

Improves the amenity of the development, adding value to residents privacy, outlook and views. Contributes to the streetscape character and desired character of public domain.

Approximately 5000m² of publicly accessible landscaped area on the podium along with roof landscaping is envisaged for the development

Vehicle Access and Parking

Vehicle access is integrated with site planning from the early stage and is designed in accordance with Hunters Hill DCP for the site.

Parking provision takes into account retail, commercial and residential component with intention to comply with Hunters Hill DCP

Apartment Mix and typical apartment layouts

Preliminary residential layouts indicate that approximate number of 250 apartmentss with balanced mix of

- o 40% of one bedroom

- o 55% of two bedroom and
 - o 5% of three bedroom apartments
- Is achievable within the proposed envelope.

Future apartment mix will be refined taking into account population trends, market demands, employment and education opportunities.

Typical apartment layouts and detailed configuration of apartment cores are to be developed taking into account :

- solar access and natural ventilation
- visual and acoustic privacy
- suitable apartment sizes
- flexibility of the layout

Solar Access

Proposed envelope is designed to optimise solar access to both residential component and public domain.

Preliminary analysis of the proposed envelope in relation to the site orientation has shown that compliant solar access (2 hours of solar access mid-winter for 70% of the apartments) is achievable.

Orientation of the main living areas towards North East, North and North West will be incorporated, likewise layouts that include provision for glazing to living room walls at the building facade will be implemented.

Natural Ventilation

Preliminary design concept shows that natural ventilation of more than 60% of units is achievable.

Study of buildings' configuration indicate that small number of apartments per core (7-9 units) and introduction of recessed sections of the building facades (where small cores are not possible) will achieve compliance with natural ventilation requirements. Implementation of dual aspect, corner and cross over types promote natural breezes through the layout and will be investigated further during the design stage.

Visual and acoustic privacy

High level of amenity will be provided by maximising acoustic and visual privacy of the apartments.

Design of the internal layouts and private open space will implement measures to mitigate noise transmission and overlooking.

Building Form

Built form is articulated into 5 buildings of varying size and form.

Space between the towers is aligned with potential view corridors opening from Victoria Road to North East.

Building facades will be further articulated to define and enhance public domain and desired street character.

Composition of the facades will be of appropriate scale, rhythm and proportion responding to its residential use and contextual relationships.

Open Space

Public open space provides significant community benefit, consolidating open space on the podium level into articulated, useable and attractive plaza.

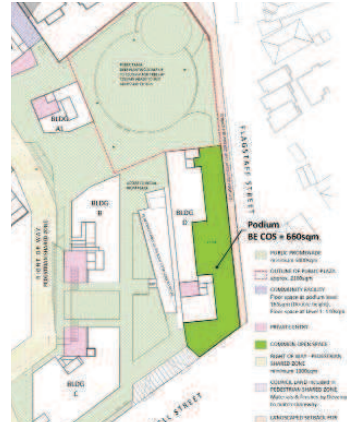
Public domain is envisaged as a high quality, safe and pleasant pedestrian environment with provisions for equitable access.

Approximately 2700m² of landscaped Communal open space (25% of the site area) in the form of roof top gardens & a secured corner of the podium along the east & south face of Building D provides pleasant outlook and space for both active and passive recreation of residents. The area is achieved with 80% of envelope footprint and reduction to account for lifts, & other plant services.

RESIDENTIAL COMMON OPEN SPACE:

LEVELS	BUILDING	BUILDING ENVELOPE AREA (-) ALLOWANCE FOR LIFT/SERVICES (sqm)	BUILT FLOOR AREA (20% LESS) (sqm)
PODIUM	D	660	528
4	A	105	84
4	D	530	424
7	C	675	540
10	A	125	100
10	C	375	300
15	A1	310	248
16	B	600	480
	TOTAL	3380	2704

Podium:



Communal Open Space locations:
ROBERTSON + MARKS

Level 4:



Level 7:



Level 10:



Level 15:



Level 16:



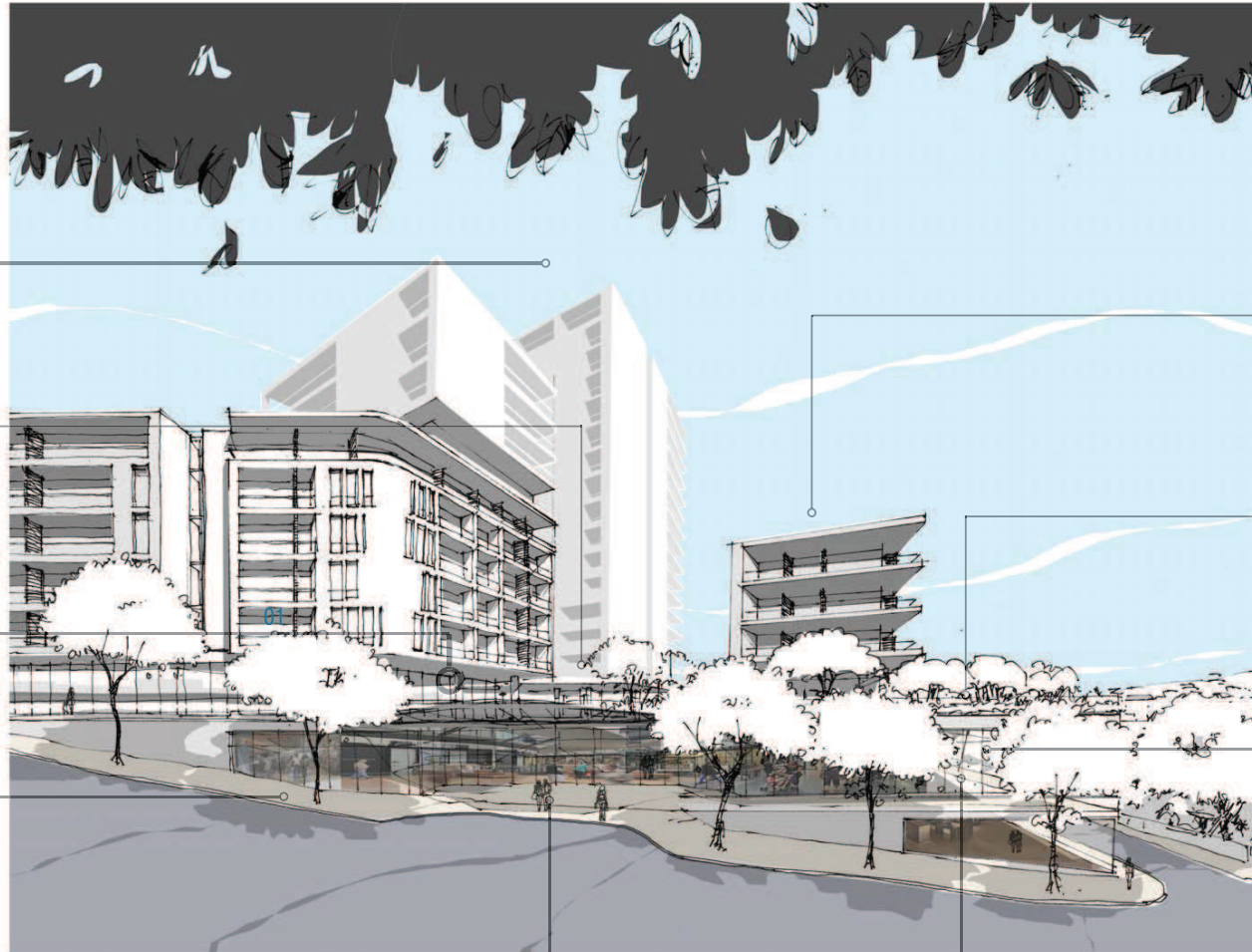
5.1.15 ARTISTS IMPRESSION LOOKING TOWARD THE SITE FROM ACROSS COWELL STREET:

Discrete towers with wide separation and large setbacks provide articulation, visual permeability and blue sky views, less bulkiness, view corridors, and superior composition.

Public access podium with multiple pedestrian links to perimeter streets encourages community engagement.

Potential podium level uses to include landscaped green outdoor spaces for passive and active recreation, community facilities, wellness facilities, cafe and/or dining.

The design exploits the fall on the site using terracing and multiple entry points to the retail centre and podium at several levels thereby maximising activation at ground level on the perimeter wherever possible.



Perimeter buildings kept low to minimise height and scale from surrounding streets.

New generous width tree lined pedestrian footpath to Flagstaff Street

Low podium reduces height and scale on Flagstaff Street. Glazing and articulation further reduce impact on Flagstaff Street.

Main retail entry is off Cowell Street ensuring full activation of the street frontage.

Layout of retail floor locates specialty shops facing the street and the supermarket in behind to facilitate active street frontage including entries and retail balconies/outdoor seating and or glazing/visual permeability.

5.1.15 ARTISTS IMPRESSION LOOKING TOWARD THE SITE AT THE CORNER OF COWELL AND FLAGSTAFF STREETS:

Retail balcony spaces for outdoor eating add movement and activation.

The design exploits the fall on the site using terracing and multiple entry points to the centre and podium at several levels thereby maximising activation at ground level on the perimeter wherever possible.



Perimeter buildings kept low to minimise height and scale from surrounding streets. Building D in particular is kept low and long to screen towers beyond.

Low podium reduces height and scale on Flagstaff Street. Glazing and articulation further reduce impact on Flagstaff Street.

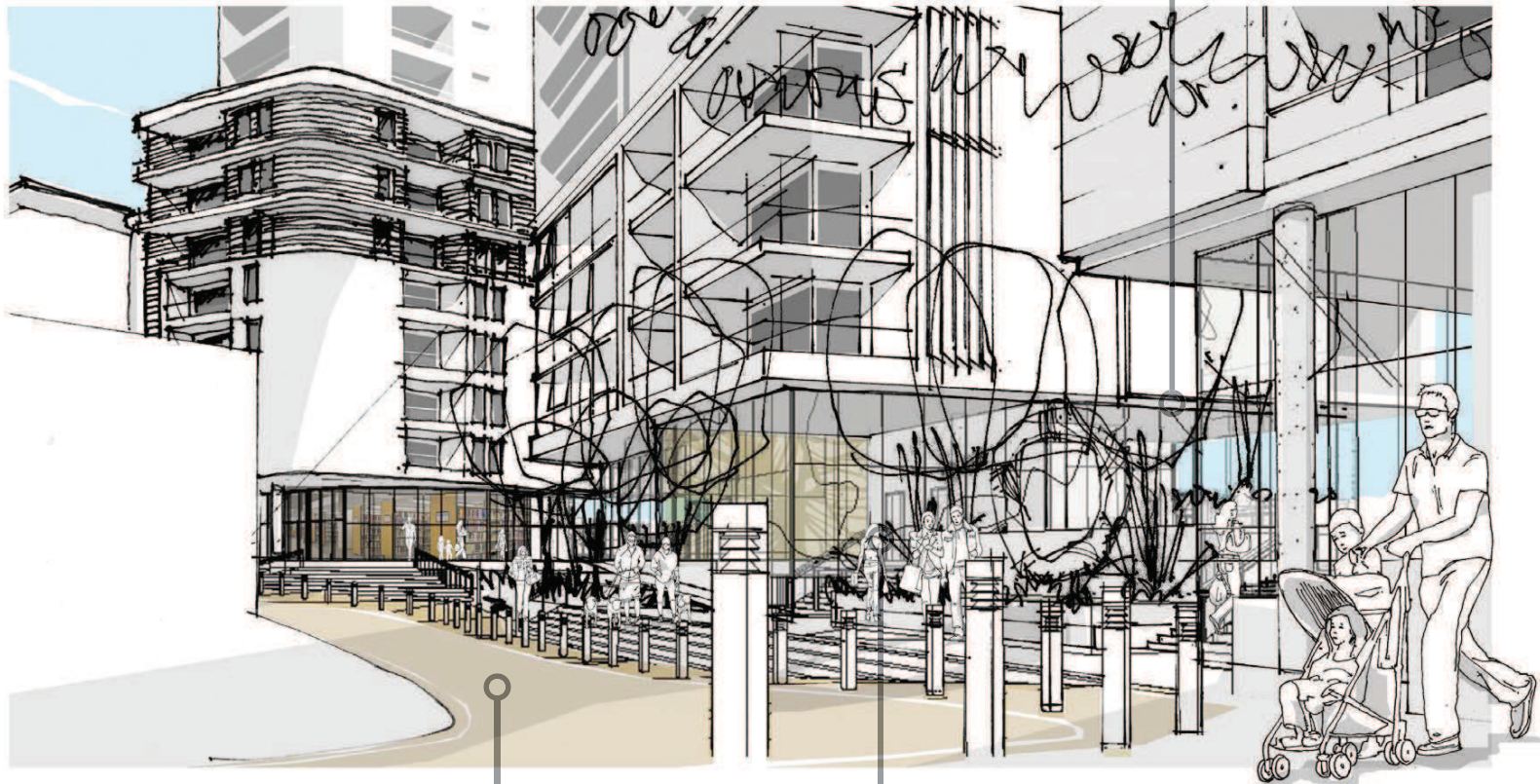
New generous width tree lined footpath to Flagstaff Street provides safer and more pleasant environment for pedestrians.

Active and glazed street edges extend from Cowell Street around the corner into Flagstaff Street.

Retail design positions specialty shops on the perimeter facing the street while locating the supermarket behind to facilitate active street frontage including entries and retail balconies/ outdoor seating and/or glazing/visual permeability.

5.1.15 ARTISTS IMPRESSION OF THE SHAREWAY LOOKING NORTH:

Destination retail/commercial activities on the public access podium. Potential also for community space.



Pedestrian friendly shareway. Hard and soft landscape finishes including paving and bollards selections to indicate pedestrian zone.

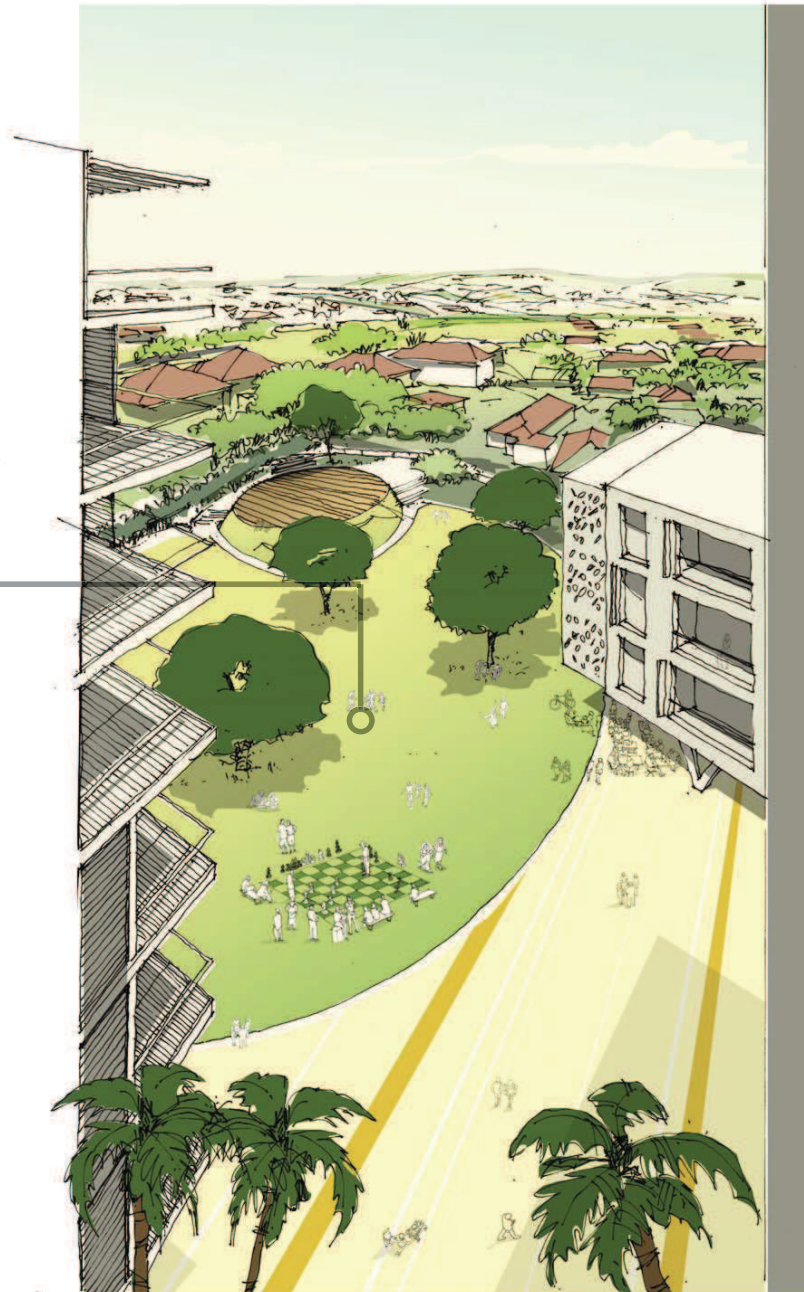
High visual and pathway permeability between the shareway and the public access podium to encourage through movement.

5.1.15 ARTISTS IMPRESSION OF THE OUTLOOK FROM THE SITE ACROSS THE VILLAGE GREEN:

Large open space podium available for public access with good pedestrian through routes, connections to perimeter streets and Victoria Road retail

Potential village green and community focus.

Mix of uses on the podium level including residential entries, commercial/retail, community, and outdoor recreation.



5.1.16 SKETCH RENDERED MASTER PLAN:



5.1.17 THE PROPOSAL IN SUMMARY

Public Access Podium - Green Open Community Space & Pedestrian through Site Links

The low podium allows strong pedestrian links to and through the site both enabling and encouraging public use. The podium is significantly lower than that proposed under the withdrawn DA.

The podium is readily accessed from multiple points including the right of way, and Cowell and Massey Streets. Treatments to the footpaths, shady street trees, lighting, bollards, signage and road carriageway can be provided to encourage such movements and improve the amenity of the public domain. A public access podium with community spaces is proposed which will provide open green recreational space of a type that is in short supply in the neighbourhood. During early community consultation it became apparent that the need for public green/open space on the site was considered essential. In response, the proposal features extensive hard and soft landscaping across the podium and includes a small park with excellent solar access and good aspect. The space given over to public and community activities on the podium far exceeds what was called for in the DCP.

It is anticipated that the podium could become a significant community focus. Significant retail within the centre and nearby on Victoria Road can serve to draw the community to the podium. There is also the opportunity for council to make use of floor space on the podium for community amenity and activity to further enhance the appeal of the space.

Commercial space on the podium would be occupied by recreational, wellness and lifestyle oriented services made available to residents and the wider public. Documentation of preliminary investigation of a wellness centre/gymnasium and cafe are appended. Refer also to landscape design appended.

Approximately 2700m² of landscaped Communal open space (25% of the site area) in the form of roof top gardens & a secured corner of the podium along the east & south face of Building D provides pleasant outlook and space for both active and passive recreation of residents. The area is achieved with 80% of envelope footprint and reduction to account for lifts, & other plant services.

Activation of the Shareway & Safe Pedestrian Movement

The lowered podium has made possible an activated interface with the laneway. This is enhanced by the inclusion of residential address/foyers and multiple access points to the podium and retail levels from the laneway. This along with carefully considered landscape treatment will enhance pedestrian movement and encourage activity generally. The ROW would be designated a shared zone with priority given to pedestrians accordingly. It is anticipated that future development of the Victoria Road sites adjacent would be encouraged to include enhanced pedestrian links that would further activate the Right of Way. Refer perspective views and landscape plans appended for design intent.

Flagstaff Street – A new generous tree lined footpath

A new generous tree lined footpath has been included on the GSV side of Flagstaff Street. The proposed closure of the top of Flagstaff Street will facilitate a landscaped pedestrian connection to the landscaped podium from the north east. Access for emergency service vehicles and access to driveways would continue to be available.

Active Street Fronts and Retail Design

The main retail entry is located on Cowell Street. The supermarket has been located to the rear of the main retail floor allowing smaller specialty retail outlets to populate the perimeter. This arrangement maximises active frontage to perimeter streets with retail outdoor space and glazing facing Cowell, Flagstaff Street and the Shareway. A second retail entry connects the podium to the retail floor by escalator thereby contributing to pedestrian movement and activity on the podium. An entry to Basement 1 retail off Flagstaff Street is also proposed.

Skyline and Visual Impact

The preferred option features clear separation between the buildings on a landscaped podium and presents clear cross site views and creates view corridors from significant public locations such as Trim Place on Victoria Road. This articulation gives a sense of permeability to the built form. The preferred option performs well with regard to the requirements of the new Apartment Design Guide.

In consideration of community concerns the proposed building envelopes position the tallest parts of the development towards the middle of the site. Four taller forms are located on the western edge of the site adjacent to the Right of Way resulting in reduced bulk and scale to perimeter street edges. In effect the taller buildings have very large setbacks from surrounding streets including Victoria Road. This is a better outcome than would occur for Cowell and Flagstaff Street if the current controls were strictly interpreted across the site.

This arrangement leaves a high proportion of the podium available for landscape and park use with good solar access and aspect. It is envisaged the park and plaza areas would serve as green space for gatherings and activities of the wider community.

The north south linear distribution of these residential envelopes minimises shadow impact for properties to the south of the site.

Shadow analysis suggests that the proposed towers arranged in a linear north south configuration will throw a long narrow and fast moving shadow. Whereas a low broad development consistent with the current controls would tend to project a wider shadow that would effect less properties but would affect nearby properties for a longer period.

There is the potential for carefully considered towers on this site to provide a visual marker for the Gladesville Village Centre.

Traffic

The proposal includes a rationalisation of the traffic in the precinct. Traffic to the retail centre would arrive and leave from Victoria Road via Cowell Street and Flagstaff Street. Closure of the top of Flagstaff Street at Massey Street to ordinary traffic is proposed to take cars and service vehicles directly back to Victoria Road and allow a quality pedestrian link for that corner of the site. Retail residential and service vehicle access to the centre is off Flagstaff Street. Refer to traffic report for detail. Closure of Cowell St (east) at Flagstaff Street will restrict 'rat running' between Venus Street and Victoria Road

CONCLUSIONS

06

6.1 CONCLUSIONS

The site has been identified by Hunters Hill council as a Key Site. This and its proximity to a major traffic artery suggests the site's full potential should be utilized.

Existing Site

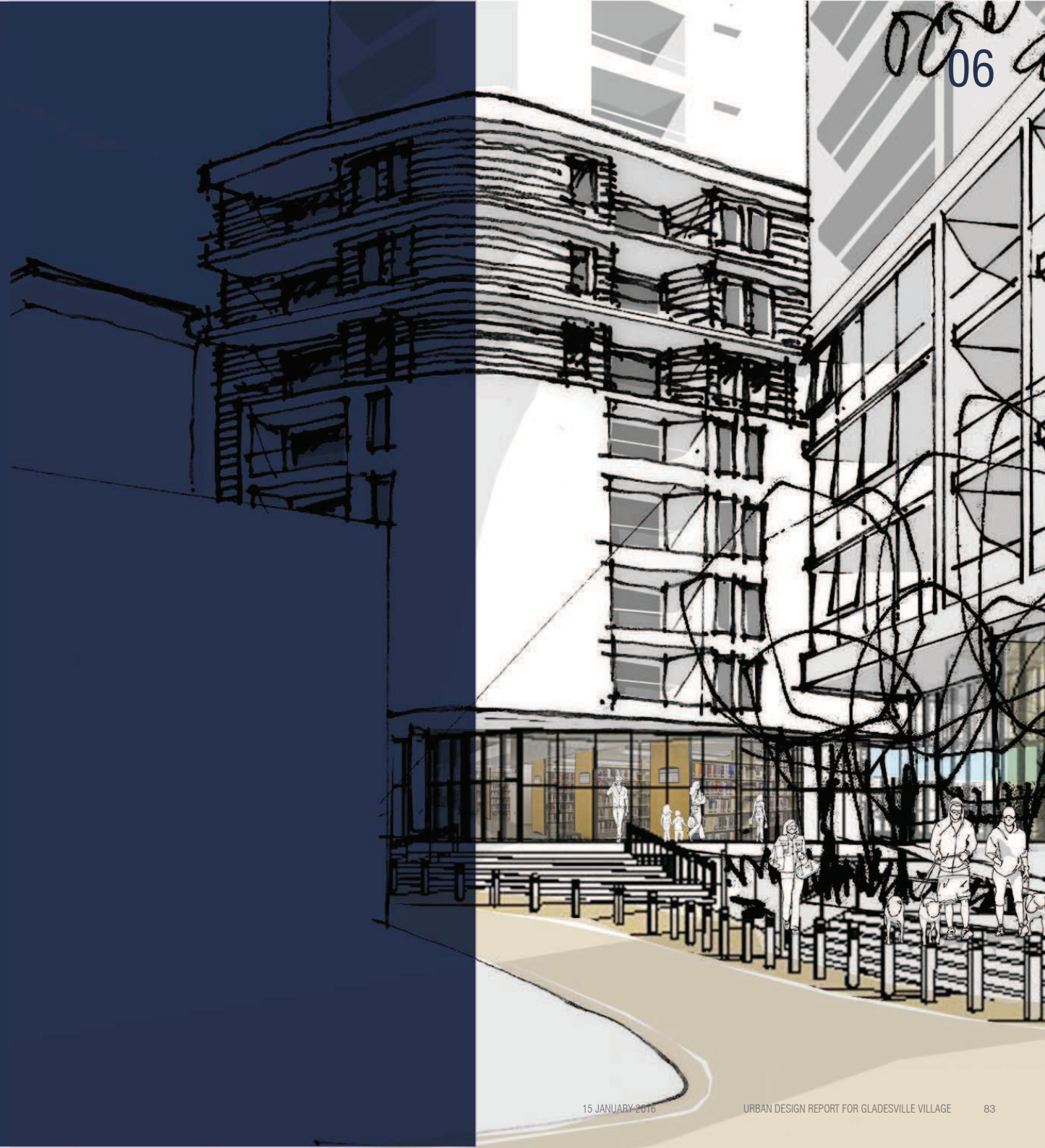
- The existing facility and the GSV site are in need of renewal. It is outdated, inwardly focused and responds poorly to its local context,
- The existing centre is poorly connected to Victoria Road retail and transport,
- Pedestrian movement, parking and service vehicle manoeuvres are chaotic,
- The local environs are tired and in need of reinvigoration.

Site Redevelopment

- The proposed redevelopment will locate high density residential close to a major transport artery,
- Redevelopment of the site with a mixed use facility has the potential to renew and reinvigorate the local environs, by:
 - provision of public and community spaces and gardens which are in short supply in the area,
 - improving materials and landscaping pedestrian footpaths thereby encouraging movement around and through the site,
 - separation and rationalisation of pedestrian and vehicle movement on site and in the immediate neighbourhood,
 - replacement of aging, low quality and piecemeal street facades and surface car parks with contemporary facades incorporating cohesive materials and design,
 - activation of street fronts, public spaces on site and retail outlets on Victoria Road,
 - Initiating a corresponding upgrade of sites facing Victoria Road.
- Redevelopment of the site will have broader social, cultural and economic benefits for Gladesville.

Proposed Envelope

- The proposed envelope is consistent with the emerging character of the Victoria Road corridor,
- The alignment of the envelope with the right of way ('shareway') and assembling the bulk of the residential envelope to the middle of the site minimises the sense of bulk and scale of the development on nearby residential properties,
- The consolidation and reduced residential building footprint on site frees up the site for public accessible space,
- A key element to the proposal is keeping the podium level as low as possible to enable a good pedestrian interface between the share-way and the public access landscaped plaza and to minimise bulk to perimeter streets. By corollary, this strategy pushes the retail level lower and means a significant amount of useable floor space occurs below ground level. Measured on this basis the FSR occurring above ground is not significantly greater than the LEP FSR. Consequently, if the aim of an FSR control is to limit bulk and scale then the proposed envelopes are generally in keeping with that objective.



6.2 LEP Controls



Fig 1 - Height Map in RL

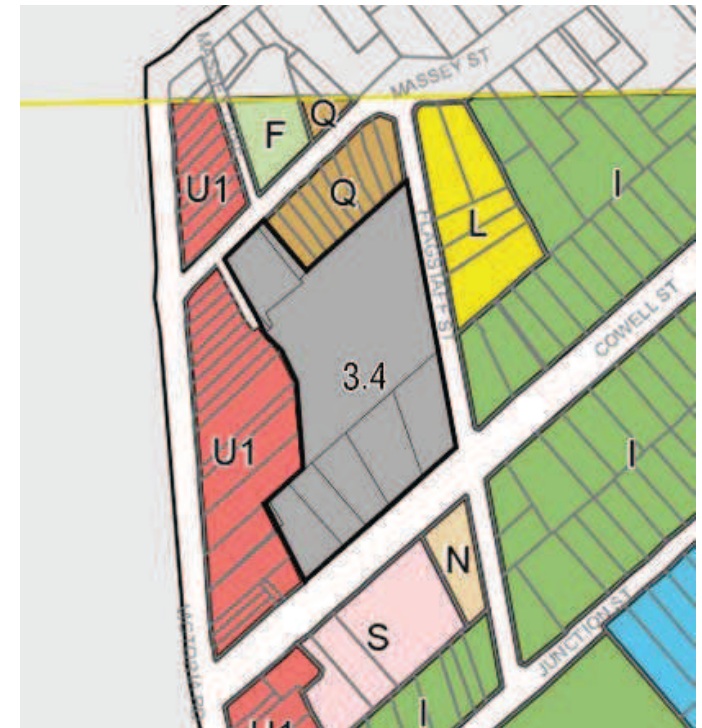


Fig 2 - FSR Map

APPENDIX

07