

5 ARCHITECTURAL CONCEPTS

5.2 Ian Street Car Park



Rose Bay Car Parks
IAN ST CAR PARK

LEVEL 1 FLOOR PLAN



L1-3 RESIDENTIAL TOTAL: 25 ATPS, 1B x 11; 2B x 7; 3B x 7
SEPP 65 CHECKING:
SOLAR ACCESS: 68%, CAREFUL DESIGN TO ACHIEVE 70%
NATURAL VENTILATION: 68%, COMPLYING

15043 1:250 at A3 7/09/2015

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5.2 Ian Street Car Park



Rose Bay Car Parks
IAN ST CAR PARK

15043_MP2104_Ian St_L2.dgn

LEVEL 2 FLOOR PLAN



L1-3 RESIDENTIAL TOTAL: 25 ATPS, 1B x 11; 2B x 7; 3B x 7
SEPP 65 CHECKING:
SOLAR ACCESS: 68%, CAREFUL DESIGN TO ACHIEVE 70%
NATURAL VENTILATION: 68%, COMPLYING

15043 1:250 at A3 16/08/2016

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5.2 Ian Street Car Park



Rose Bay Car Parks
IAN ST CAR PARK

15043_MP2105_Ian St_L3.dgn

LEVEL 3 FLOOR PLAN



L1-3 RESIDENTIAL TOTAL: 25 ATPS, 1B x 11; 2B x 7; 3B x 7

SEPP 65 CHECKING:
SOLAR ACCESS: 68%, CAREFUL DESIGN TO ACHIEVE 70%
NATURAL VENTILATION: 68%, COMPLYING

15043

1:250 at A3

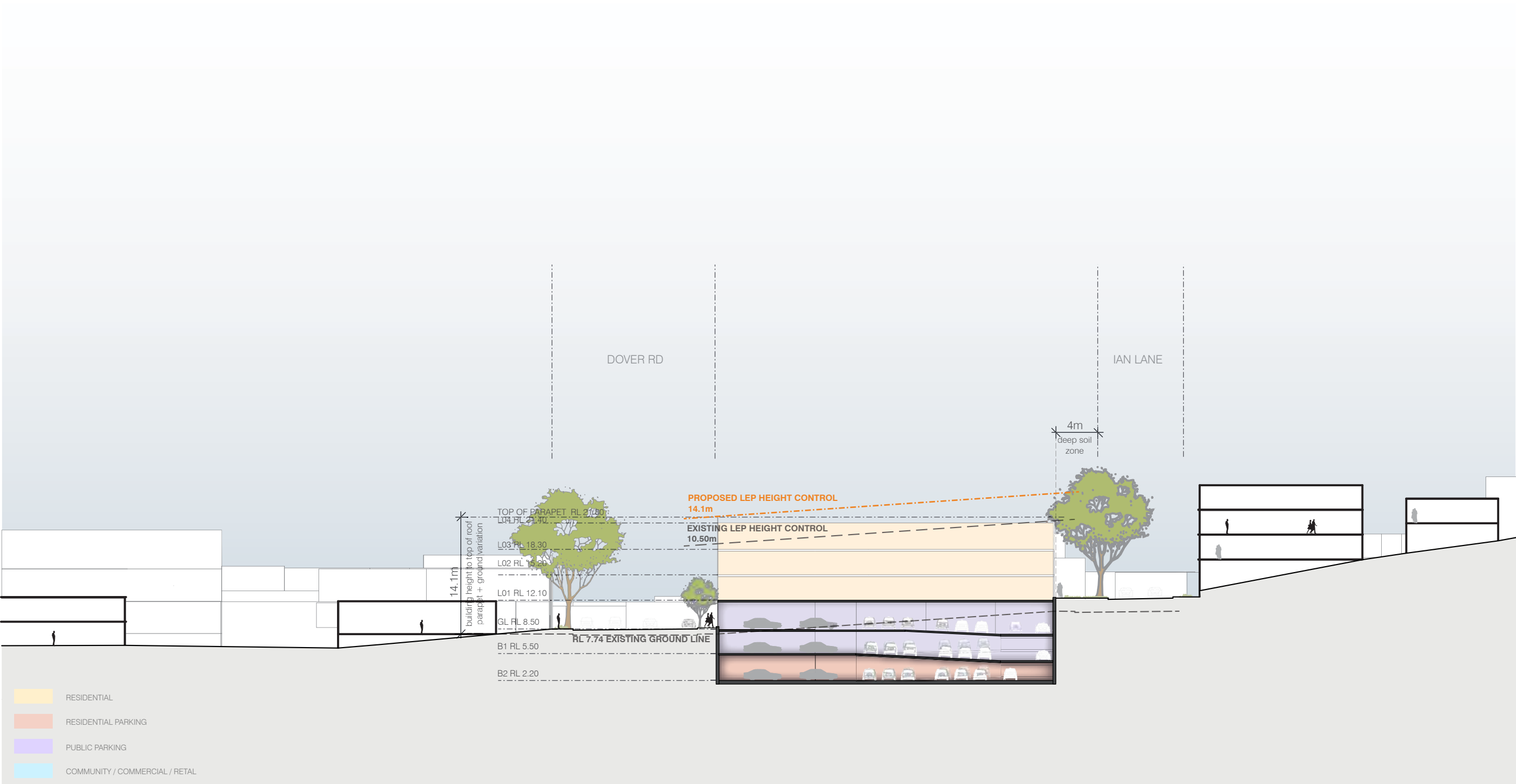
16/08/2016

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5 ARCHITECTURAL CONCEPTS

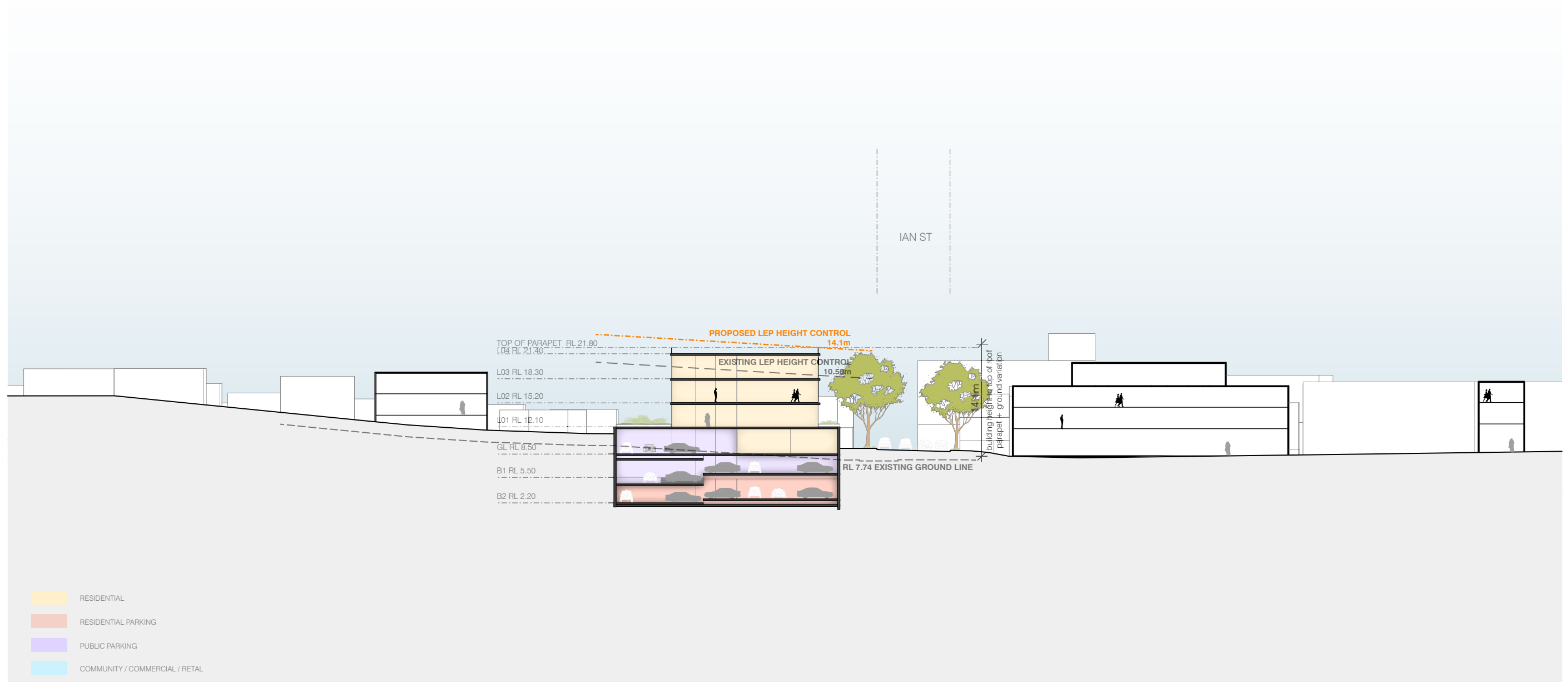
5.2 Ian Street Car Park



Section C-C

5 ARCHITECTURAL CONCEPTS

5.2 Ian Street Car Park



Section D-D

5 ARCHITECTURAL CONCEPTS

5.2 Ian Street Car Park

Summary: Ian Street Site

Site area: 1132 m²

YIELDS	AJ+C Proposal
Residential GFA	2080 m²
Retail GFA	220 m²
Total GFA	2280 m²
Residential Apartments	25 apts
Public Parking	37 cars
Residential Parking	32 cars
Total Parking	69 cars

PLANNING CONTROLS	AJ+C Proposal
Exisiting FSR Control	none applied
Proposed FSR	2 :1
Existing Building Height Control	10.5 m
Proposed Building Height	14.1 m
Existing Land Zoning	SP2
Proposed Land Zoning	B2

Assumptions:
Ground level variation: 0.6-0.8m
Ground level floor to floor height: 3.6m
Residential level floor to floor height: 3.1m
Roof parapet height: 0.4m (Non trafficable roof, access for maintenace only)
Average apartment size of 80m² used on Hill PDA brief

Residential Yields and SEPP 65 Checking

Ian Street Site _ Option 2 & 3							
	1B (min. 50m²)	2B (min. 70m²)	3B (min. 90m²)	Vistor Parking Required	Total	Solar Access	Natural Ventilation
Level 3	4	3	1		8	6	5
Level 2	5	2	1		8	5	4
Level 1	2	2	2		6	3	4
Ground Level			3		3	3	3
Total	11	7	7		25	17	16
Residential Mix	44%	28%	28%		100%		
DCP 2015							
Residential							
Parking Rate	0.5	1	1.5	0.2			
Residential Parking Required	6	7	11	5	28		
AJ+C Proposed Residential Parking					30		
SEPP 65							
Requirement							
SEPP 65 checking						70%	60%
						68%	64%

5 ARCHITECTURAL CONCEPTS

5.2 Ian Street Car Park

ARCHITECTURE

URBAN DESIGN

HERITAGE

INTERIORS

GRAPHICS

DIRECTORS & NOMINATED ARCHITECTS

Keith E Cottier AM 2264

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Michael Heenan 5264

Peter Ireland 6661

Reginald Smith 3312

Peter Stronach 3372

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Colin Janes

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Deena Ridenour

Bernard J Rowe

John Suprun

SENIOR ASSOCIATES

William Clements

Nicola Middleton

Tim Waldock

ASSOCIATES

Nic Bailey

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Jane Johnson

Sue Melosu

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01 November 2016

Woollahra Municipal Council

536 New South Head Road,

Double Bay,

NSW 2028

Attn: Marine Roujon

Dear Marine

RE: SEPP 65 STATEMENT FOR IAN STREET CAR PARK SITE

This *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65) Statement is provided to assist Woollahra Municipal Council in its Planning Proposal of Rose Bay Car Park Sites, being Wilberforce Avenue car park site and Ian Street car park site.

SEPP 65 is applicable on Ian Street car park site only, which is proposed for mixed uses, including residential, public parking and ground level retail.

The statement is focused on the nine Design Quality Principles set out in SEPP 65, while the detailed design could be checked against the Apartment Design Guide (ADG) at DA stage. These comments are based on the concept that has been submitted to support the planning proposal for the site which proposes to rezone the site to B2 Local Centre, and apply floor space ratio of 2:1 and height of 14.1m.

Principle 1: Context and Neighbourhood Character

Rose Bay car parks are located within Rose Bay Centre, an established urban area, which is comprised of several key uses including retail, health, accommodation, food and a number of professional services. The existing streetscape is characterized by ground level activation as well as mature trees along street edges.

i. The design acknowledges the scale, texture and colours of the neighbours across Dover Road, Ian Street and Ian Lane.

ii. The presentation to Dover Road and Ian Street is a freestanding four storey mixed use building with ground level activation and residential above, and it appears to Ian Lane as a 3-storey residential building.

iii. The design has responded to the existing streetscape and neighbourhood characters by:

- Proposing ground level retail activation at the corner of Dover Road and Ian Street, directly opposite Parasi's Food Hall across Dover Road and Fish At The Bay across Ian Street;

- Keeping four existing mature trees in a setback along the east boundary which adjoins a residential zone.

Principle 2: Built Form and Scale

There are a variety of architectural forms with general heights of 1-2 storeys and maximum 4 storeys in the area. The immediate context to Ian Street car park site includes:

- 1-2 storey pitch roofed residential buildings right against the south boundary;

- 1-2 storey pitch roofed residential buildings and a 3-storey modern built form to the west across Dover Road;

- 1 storey pitch roofed buildings and a 3-storey residential flat to the north across Ian Street;

- 4-storey modern residential flat to the east across Ian Lane.

- i. The proposal has a four storey modern built form to respond to the existing bulk and scale in the surrounding building context.

ii. The proposed building is setback:

- 4m from the eastern boundary, which is against Ian Lane, a narrow street, to allow for a comfortable scale between the proposed and the existing built forms;

- 6m from the southern boundary to give good separation and respect to the existing 1-2 storey residential blocks to the south.

Principle 3: Density

- i. The proposed density is appropriate to the site, which is consistent with the density of Rose Bay Centre area.

ii. The proposed density supports the steady population growth in the area. Refer NSW population projections Sydney Metro LGA data 2016 on Department of Planning and Environment website.

iii. Increasing residential density in and around commercial centres is good planning practice as it encourages walking and can reduce vehicle use.

iv. The proposed density can be well sustained by existing infrastructure, public transport, community facilities and the environment.

Principle 4: Sustainability

- i. Design to achieve a high percentage of apartments with natural cross ventilation and sunlight for the amenity and liveability of residents.

ii. Opportunities to increase natural light and ventilation are encouraged on the upper level, through the roof.

iii. Natural light and ventilation to the central corridor.

iv. Passive thermal design for ventilation, heating and cooling to reduce the reliance on technology and operation costs.

v. Solar panels mounted on roof.

vi. Water efficient fittings to be used.

vii. Deep soil zone for ground water recharge and vegetation.

Principle 5: Landscape

- i. The existing mature trees along east boundary are retained within the proposed deep soil zone, which contribute to the local context, micro-climate, habitat values and residents amenities.

ii. Communal open space is proposed within the 6m setback zone along the south boundary. The design optimises useability, privacy for both residents and neighbours, and opportunities for social interaction, quiet contemplation and high amenity. It also provides for practical establishment and long term management.

Principle 6: Amenity

The design provides good amenities for both the residents and the neighbours, including appropriate room sizes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy and easy accessibility for different age groups and degrees of mobility.

Principle 7: Safety

- i. Each use within this mixed use building has its own address and frontage, which provides clear entry point.

ii. The public and private spaces are clearly defined and fit for the intended purpose.

iii. A positive relationship between public and private spaces can be achieved through clearly defined secure access points, which are carefully located at the appropriate location for the intended purpose, well-lit and easily maintained.

iv. Passive surveillance of public and communal areas are maximised to promote safety.

Principle 8: Housing Diversity and Social interaction

- i. A mix of apartment sizes relating to the future demographic of the area have been considered in the design.
- ii. Communal space and facilities are provided to provide opportunities for social interaction among residents.

Principle 9: Aesthetics

- i. The design achieves a built form that has good proportions and a balanced composition of materials, elements, colours and textures.
- ii. The built form design reflects the internal layout and structure.
- iii. The visual appearance of the building responds to the existing local context, particularly the building textures and colours and the repetitions of the streetscape.

Yours faithfully
ALLEN JACK + COTTIER



Michael Heenan
CEO, Principal Design

5 ARCHITECTURAL CONCEPTS

5.3 Key Views From 3D Massing Model _Aerial View Toward North



5 ARCHITECTURAL CONCEPTS

5.3 Key Views From 3D Massing Model _ Aerial View Toward Southeast



5 ARCHITECTURAL CONCEPTS

5.3 Key Views From 3D Massing Model _ Street View01 from New South Head Road Toward Wilberforce Avenue Site

