Urban Design report to support Planning Proposal

1 Ramsay Road, Five Dock

squillace architectus™

Architectus Australia Holdings Pty Ltd.
ABN 90 131 245 684

Nominated Architect
Managing Director
Ray Brown
NSWARB 6359

Adelaide
Lower Ground Floor
57 Wyatt Street
Adelaide SA 5000
Australia
T +61 8 8427 7300
adelaide@architectus.com.au

Melbourne
Level 25, 385 Bourke Street
Melbourne VIC 3000
Australia
T +61 3 9429 5733
F +61 3 9429 8480
melbourne@architectus.com.au

Perth
QV1 Upper Plaza West
250 St. Georges Terrace
Perth WA 6000
Australia
T +61 8 9412 8355
perth@architectus.com.au

Sydney
Level 18, MLC Centre
19 Martin Place
Sydney NSW 2000
Australia
T +61 2 8252 8400
F +61 2 8252 8600
sydney@architectus.com.au

architectus.com.au

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Report contact	Michele McSharry Senior Associate, Urban Design and Planning

This report is considered a draft unless signed by a Director or Principal

Approved by:

Contents

Executive Summary

This proposal has the opportunity to renew the neighbourhood centre, whilst providing an important gateway to the greater Five Dock Town Centre and LGA. A well-considered and appropriately scaled building will revive the tired and run-down neighbourhood with housing, jobs and public benefit in what is one of the most connected parts of the Inner West.

Background

The concept urban design report has been prepared by Architectus together with Squillace architects on behalf of Croftstar Pty Ltd, the proponent and owner of the amalgamated site known as 1 Ramsay Road, Five Dock (the subject site). The amalgamated site is approximately 3,300 m^2 in area, and consists of four lots including 1 Ramsay Road accommodating the old RMS building, 7 Ramsay Road, a shop-top terrace and 5&7 Harrabrook Avenue, lots with single storey residential detached dwellings. The subject site has split zoning of B1 mixed use and R2 Low Density Residential, as well as a split FSR control of 0.5:1 and 1:1, and an overall height control of 8.5m.

Purpose of this report

The primary purpose of this report is to accompany a Planning Proposal for the subject site. A detailed urban design analysis and an architectural concept has been developed demonstrating the proposed future distribution of land uses, massing, building form, car parking and service access and an overall building height and floor space ratio for the site. This has been developed with consideration for adequate building separation, and assessment of solar impacts within the site and on neighbouring properties.

Opportunities

An important gateway
The site is on a natural threshold to Five Dock LGA but is in need of new built form to reinforce the gateway experience

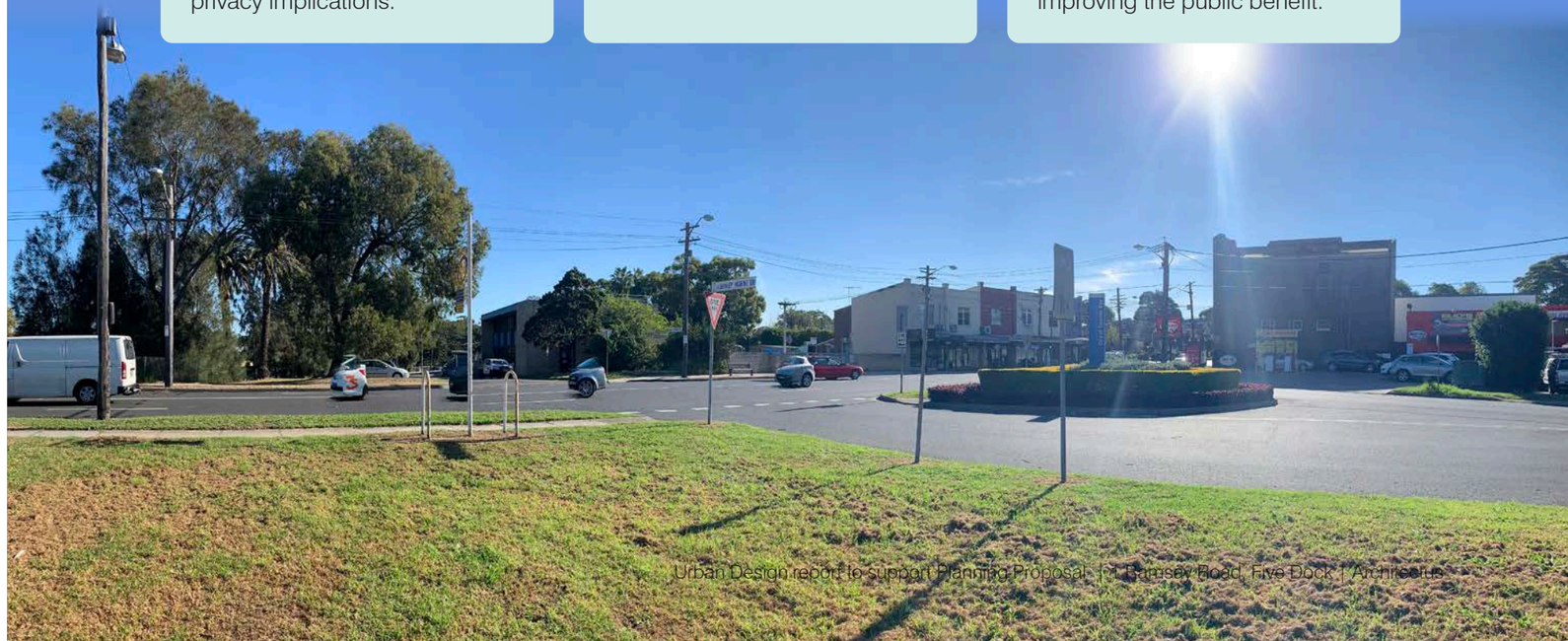
2 Metro is transformative The proposed metro station will be approximately 650m from the site and will induce housing demand. This proposal presents the opportunity to locate housing and jobs within close proximity to transport infrastructure.

Highly accessible
The site is centrally located and well connected to key strategic centres in Sydney, with the opportunity to deliver well connected housing and jobs.

Green corridor
The site is adjacent to a major regional open space system, which not only provides high amenity, but also presents the opportunity to sensitively accommodate additional height without overshadowing and privacy implications.

Topographic low point
The site is located at the lowest topographic point in the area so can sensitively accommodate additional height without impacting neighbours, dominating the skyline or visually competing with Five Dock town centre.

Need for renewal
The existing RMS building is run down and detracts from the active mixed use character that would be expected on this important corner. There is the opportunity to renew and transform this important corner, improving the public benefit.



The site and strategic context

Five Dock is located in Sydney's inner west, in the Canada Bay Local Government area, between Sydney CBD, and the strategic centres of Rhodes, the arc linking Randwick and Macquarie Park via St Leonards, and Parramatta. The newly opened Westconnex 300m to the south of the site provides excellent regional road connections. A recently announced Metro station on the Metro West line 650m north of the site at Fred Kelly Place, off Great North Road will provide rapid transit connections to greater Sydney, and induce housing demand within it's catchment.

The site is located at the gateway to Five Dock, at the clear threshold created by the Iron Cove Creek Corridor. It is unique to the LGA in that it is located within the only neighbourhood centre along an open space corridor, at the entry to the LGA, therefore being unconstrained by the typical residential adjacencies found in other neighbourhood centres. It is also the neighbourhood centre located closest to Five Dock town centre meaning that the site has the opportunity to renew the neighbourhood centre while providing a gateway to Five Dock Town Centre.

The site is bounded to the south by Henley Marine Drive and the open space corridor along Iron Cove Creek, an important connection to the Parramatta River and Bay Run; to the east by Ramsay Road, the main road into Five Dock town centre; and to the north by Harrabrook Avenue, a quiet residential street. The old RMS building on the site is set back from the street, surrounded by car parking and detracts from the desired neighbourhood centre character. Being located behind high fencing, the old RMS building also offers none of the of active frontages, corner statement or pedestrian amenity that is expected of a neighbourhood centre and an important gateway site such as this. The building was vacated some years ago and is becoming increasingly tired and run down.

Collaboration with Council

The proponent, together with Architectus and Squillace architects has worked collaboratively with Council since 2018 refining and developing the proposal in response to feedback received from Council and their independent advisors, Studio GL. There are a number of public benefits that the proponent has been working with Council on contributing towards, which are described in this report and will continue to be confirmed during the approval process.

Location Plan

View of the proposal from the south, in context with possible future redevelopment of the entire neighbourhood centre

The proposal

The proposal will transform what is a run-down, inactive corner into an attractive neighbourhood centre, providing public benefit for the community.

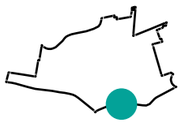
It is proposed that the amalgamated site be sub-divided into three sites as part of the planning proposal. The two Harrabrook Avenue properties will be reduced in size to 360.5m^2 each, and the existing houses on the properties refurbished. The remainder of the site being 2,579m^2, is site proposed for new development and for FSR and height uplift outlined in this report.

The proposal for this site consists of a three storey street wall mixed use development with a partial fourth storey set back.

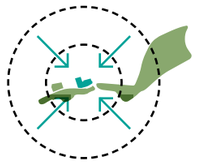
- On the ground floor, retail is proposed at the eastern end facing Ramsay Road and turning the corner into Henley Marine Drive. There is a zero set-back to the ground floor to activate the street and provide improved amenity to the footpath and public domain.
- Residential with individual ground floor entrances is proposed for the western part of the site facing Henley Marine Drive.
- Residential is proposed on upper levels
- A basement car park is accessed by a proposed driveway at the western end of the site.
- Loading access for the retail is available via a rear lane off Harrabrook Avenue.
- It is proposed that retail customer parking be retained in the existing perpendicular parking in Henley Marine Drive.

The gateway site should be viewed in context of the entire neighbourhood centre and the role that the proposal has as a catalyst for it's renewal. The gateway is currently marked with a modest entry sign, but there is now the opportunity for the entry to Five Dock to be celebrated with an appropriate and memorable building.

The Proposal will deliver



Renewal of the neighbourhood centre whilst also providing an important **gateway** to Five Dock LGA and Town Centre.



Well located housing within the **proposed metro catchment**, near the Westconnex portal and adjacent to the significant Iron Cove Creek open space corridor.

Public benefit including renewal of the neighbourhood and Iron cove Creek open space, and incubator retail supporting local retailers.

The renewed streetscape and amenity will provide public benefit to the neighbourhood, with further opportunity for public benefit in renewal of the open space adjacent to Iron Cove Creek, as well as the public domain and road crossings, and in investigating incubator retail to encourage local start-up retailers.

Testing has demonstrated that the proposal is able to comply with or exceed the Apartment Design Guidelines, (ADG) SEPP 65. Overshadowing testing demonstrates that shadows are cast mainly on the road carriageway and that residential properties are unaffected by the proposal. A series of view impact assessment views illustrate how the proposal would be viewed in context and highlight the fact that being located at the topographic low point of the area, the proposed built form has little or no impact on the skyline.

Elements of the planning proposal
Land use zoning – Amend the Land Zoning Map to extend the B1 Neighbourhood Centre zone to include a portion of 5 and 7 Harrabrook Avenue. It is proposed to retain the R2 Low Density Residential zone for the remaining portion of 5 and 7 Harrabrook Avenue
Height of buildings – Amending the height of buildings map from 8.5m and 10m to 10m and 14m.
Floor space ratio – Amending the floor space ratio map from a maximum of 0.5:1 and 1:1 to a maximum of 0.5:1 and 1.71:1;
Lot size – amending the minimum lot size map for 5 and 7 Harrabrook Avenue from 450sqm to 360sqm.
Additional permitted uses - amending Schedule 1 'Additional Permitted Uses' to allow residential flat buildings on part of the site.
Active street frontage – amending the active street frontage map to show an active ground floor along Ramsay Road portion of the site and wrapping around the corner to show a 20m line along Henley Marine Drive.
Affordable housing contributions – amending the affordable housing contributions scheme map to reflect a 5% affordable housing contributions scheme applicable to the site

View of the proposal from the south-east


HENLEY MARINE DR
GIVE WAY
END
LOCAL TRAFFIC AREA
For sale by tender
SOLD
BLESSED FUNERALS
60

1 Introduction

This section establishes the background, purpose and objectives of the Urban Design Report as it supports the Planning Proposal

1.1 Introduction

Purpose of this report

Architectus was engaged on behalf of Croftstar Pty Ltd, the proponent and owner of the subject site, to prepare this Urban Context Report which accompanies the Planning Proposal report for the amalgamated site, known as 1 Ramsay Road, Five Dock 2046. Five Dock is located in Sydney's inner west, in the Canada Bay Local Government area, between Sydney CBD, and the strategic centres of Rhodes, the arc linking Randwick and Macquarie Park via St Leonards, and Parramatta.

The applicant together with Architectus and Squillace architects have worked collaboratively with the City of Canada Bay Council since 2018 to develop and refine this cohesive proposal. The proposal has been developed in response to the detailed feedback prepared by Council and Studio GL- the independent consultants appointed by Council. A planning proposal reflecting advice from Council and Studio GL was lodged on 18 December 2020. A local planning panel meeting was held on 18 February 2021, followed by a Councillor meeting on March 16, 2021 and a request for additional information was received from Council by the proponent on 31 May 2021. This proposal has subsequently been updated to respond to the advice received from Council and to align with Council's vision for the site and the expectations of the community.

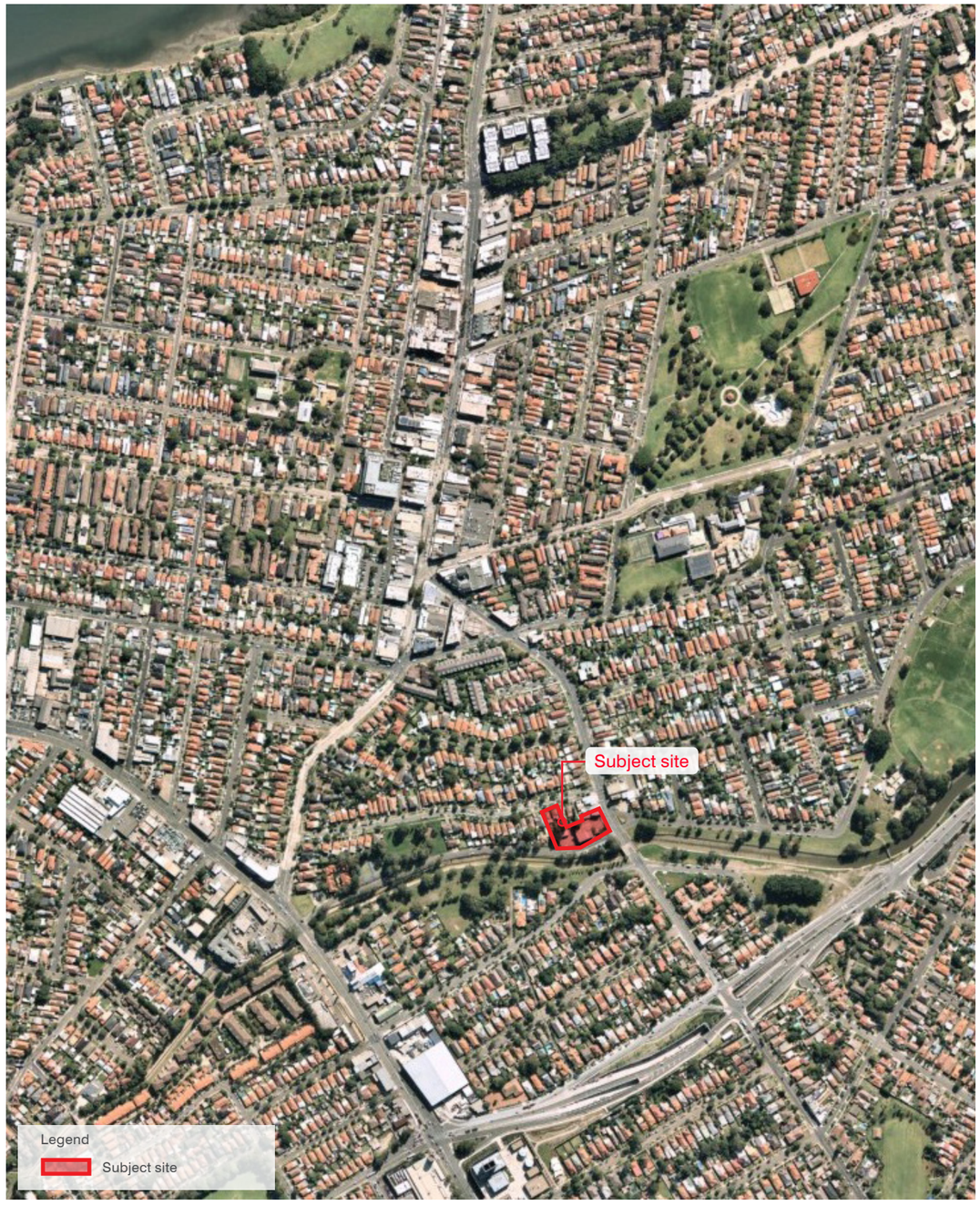
The site is an amalgamation of seven properties with a combined area of approximately 3,300sqm. The subject site has a split zoning of B1 and R2 land use and includes the following four properties: 1 Ramsay Road (Lot D DP415618) (Lot A DP 415618) (Lot B DP415618) and (Lot 5 DP 310552) which accommodates the former Roads and Maritime Services building, Currently zoned B1 Neighbourhood Centre; 7 Ramsay Road (Lot 1 DP241337), a retail tenancy currently zoned B1 Neighbourhood Centre; and 5&7 Harrabrook Avenue (Lots 1 & 2 DP310522), which consist of two single storey residential detached dwellings, currently zoned R2 Low Density Residential.

The former Roads and Maritime Services (RMS) building at 1 Ramsay Road occupies the corner fronting Ramsay Road Henley Marine Drive, and was closed in 2017, after which the building was used as the site office during Westconnex construction. Since the building was vacated in 2018 it has been unused, with the area gradually becoming increasingly run down. Adjacent to 1 Ramsay Road, The shop-top house at 7 Ramsay Road is occupied by a retail tenancy, and opens at the rear of the property to a service lane accessed off Harrabrook Ave. Numbers 5 and 7 Harrabrook Ave consist of detached single storey brick Californian bungalows, each with a single driveway to an on-site parking space.

The Applicant seeks to initiate the preparation of an amendment to the City of Canada Bay Local Environmental Plan 2013 as it applies to the site. This Report is intended to assist the City of Canada Bay Council ('Council') in preparing a Planning Proposal to amend the planning controls for the site in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

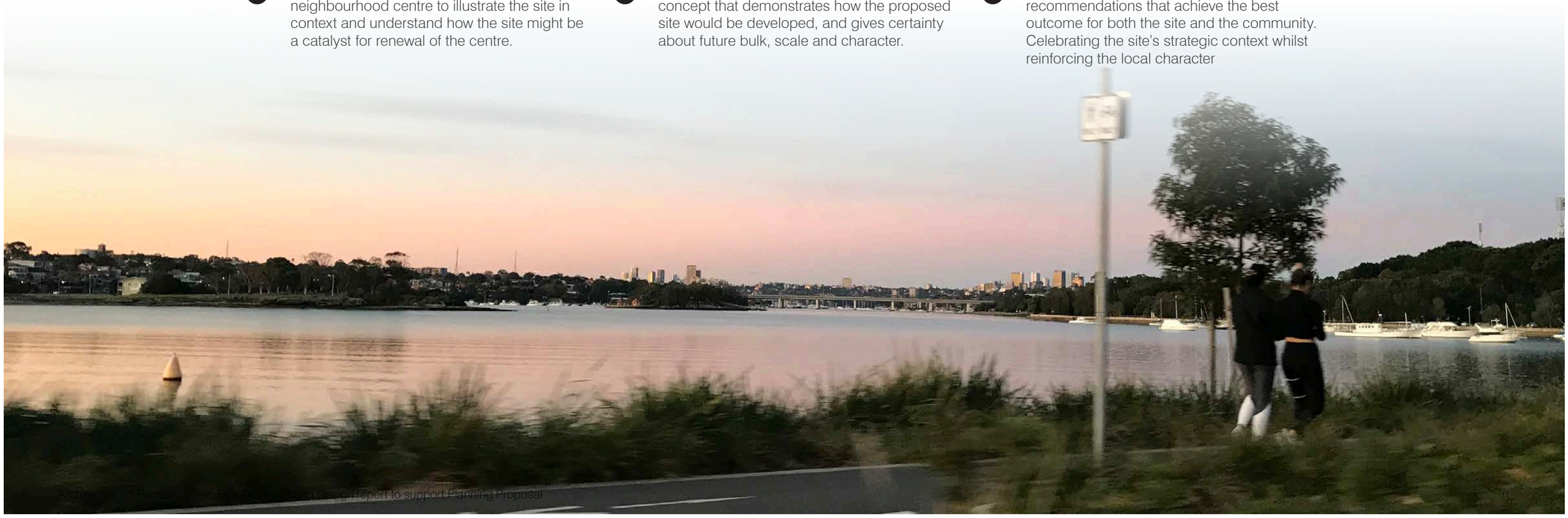
Detailed drawings have been prepared by Squillace architects to provide a comprehensive demonstration of the proposed distribution of land uses, massing, building form, and an overall building height and floor space ratio for the site. The scheme has been developed to achieve and exceed SEPP 65, and the Apartment Design Guidelines, with respect to building separation, open space, deep soil, cross ventilation and solar access. Shadow studies have been prepared to provide an assessment of solar impacts, and a series of visual impact assessment views illustrate how the proposal will appear from a variety of locations in the locality.

The detailed drawings in this proposal not only provide Council with certainty over the proposed built form for the site, but confirm that the proposal is well advanced and 'shovel ready', capable of contributing to generating jobs and rebuilding the economy.



Report objectives

1. Investigate the strategic context of the site in Sydney and in light of the proposed Metro station in five Dock
2. Present the site's local character and existing planning controls, and the City of Canada Bay Council's vision for the site
3. Respond to the established hierarchy of centres between this neighbourhood centre and Five Dock town centre, the local centre.
4. Understand in detail the features and character of the site, its opportunities and constraints and its potential for renewal.
5. Identify appropriate urban design and architectural principles for the site.
6. Develop key moves for the site based on the understanding of the site achieved through the analysis, and on the implementation of the urban design principles.
7. Prepare a structure plan for the neighbourhood centre to illustrate the site in context and understand how the site might be a catalyst for renewal of the centre.
8. Prepare a high quality, detailed architectural concept that demonstrates how the proposed site would be developed, and gives certainty about future bulk, scale and character.
9. Provide preferred planning and urban design recommendations that achieve the best outcome for both the site and the community. Celebrating the site's strategic context whilst reinforcing the local character

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2 Urban Context

This section explains the strategic and local context of the site

2.1 Context

Strategic Context

The subject site, at 1 Ramsay Road, Five Dock, is perfectly located to deliver a revitalised neighbourhood centre as well to deliver on the Greater Sydney Commission's objective for the '30-minute city'. It will provide housing, retail and jobs in one of the most connected parts of Sydney.

Located in Sydney's inner west, in the Canada Bay Local Government area, Five Dock is centrally located between Sydney CBD, and the strategic centres of Rhodes, and the arc linking Randwick and Macquarie Park via St Leonards, and Parramatta.

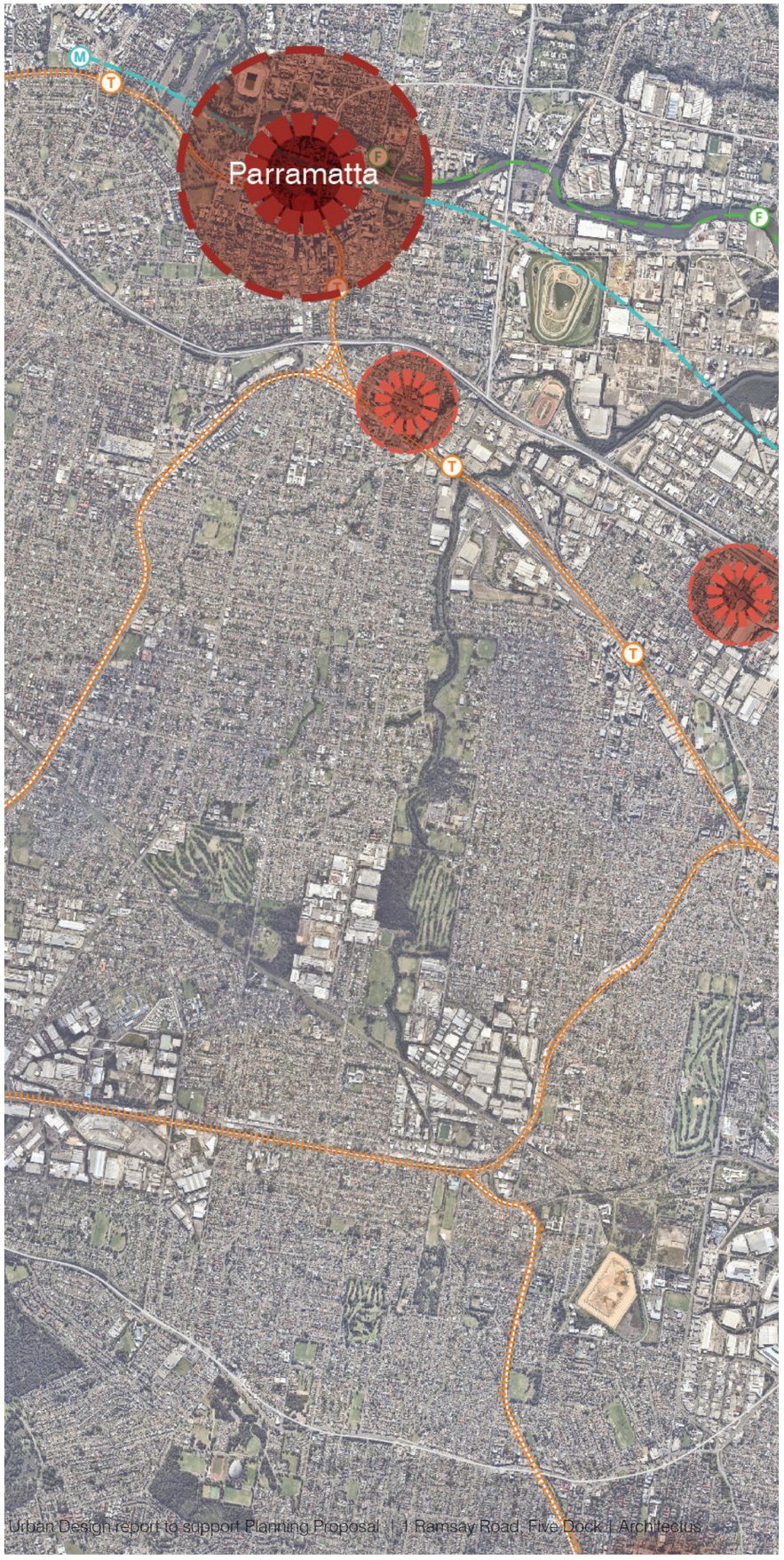
The site has access to significant current and future regional transport and road infrastructure, as well as an important open space network.

Westconnex M4 East is located 300m from the site and provides access to surrounding strategic centres, including Burwood, Sydney Olympic Park, Rhodes, and Parramatta. Additionally, the entrance to the future extension to M4/M5, and Rozelle Interchange, approximately 300m from the site, due to open in 2023 will provide faster access to Sydney International Airport and the Sydney CBD.

There is excellent access to public transport from the site, particularly the planned Metro West rail line which will provide access to major employment and education centres, such as Parramatta, Sydney Olympic Park, Westmead and Sydney CBD. Metro West is due to be completed by 2030, with the station to be located 650m north of the site.

Henley Marine Drive and Iron cove Creek across the road from the site form part of an important open space network connecting the site to Timbrell Park, the 'Bay run', and to the foreshore on the Parramatta river.

Growth within the Inner West is expected within the several Parramatta Road Urban Transformation (PRUTS) centres located along the Parramatta Road corridor including Kings Bay to the west, and Haberfield to the east.



Metropolitan context

Context

Rhodes

Sydney Olympic Parl

St Leonards

Sydney CBD

Subject site

Westconnex M4

Burwood

Campsie

Local Context

The site is located within an existing neighbourhood centre at the southern entrance to Canada Bay Local Government Area, and within 500m of Five Dock town centre.

- Five Dock Town Centre is the main centre for the suburb, including the main retail shopping strip along Great North Rd, which provides the local retail needs for the area.
- The suburb of Five Dock has three main entry points from major road corridors being:
  - Ramsay Road via Wattle Street
  - Great North Road via Parramatta Road
  - Lyons Road.
- The neighbourhood centre within which the site is located is one of the entry points to Five Dock via Wattle Road, making it an important gateway to Five Dock Town Centre. A gateway experience is created by the natural threshold of Iron Cove Creek and the open space corridor. There is an opportunity to highlight and enhance the gateway experience with an iconic built form.
- Iron Cove Creek and the associated open space corridor runs along the southern boundary of the Canada Bay LGA, and connect to Timbrell Park and the 'Bay Run', on the Parramatta River, a popular harbourside track, for walking, running, and cycling.
- In addition to the open space corridor along Henley Marine Drive, the site is well located to Five Dock Park.
- A future metro station on the Metro West line has been announced for Five Dock Town Centre. The station will be 650m, and an 8 minute walk from the site, and will generate demand for housing within its catchment.
- The entry portal to Westconnex and to the entrance to the future extension to M4/M5, and Rozelle Interchange is within 300m of the site.

Local context

2 **Key finding**
The open space network along Iron Cove Creek is a key connector to Timbrell Park, the 'Bay Run' and the Parramatta River.

3 **Key finding**
A future metro station on the Metro West line has been announced for the Five Dock Town Centre. The station will be 650m, and an 8 minute walk from the site.

4 **Key finding**
The site is in close proximity to the Westconnex M4 East portal providing excellent accessibility to strategic centres within the Eastern and Central cities.

1 **Key finding 1**
The site is a key gateway to Five Dock when arriving from the south. A natural threshold is created by Iron Cove Creek, however the current built form detracts from the arrival experience.

3 Planning Context

An appreciation and understanding of the strategies, frameworks and planning policies that relate to Five Dock is essential as it provides a solid foundation on which to prepare a proposal that is appropriate and deliverable.

3.1 Strategic Context

The Greater Sydney Region Plan- *A Metropolis of Three Cities*

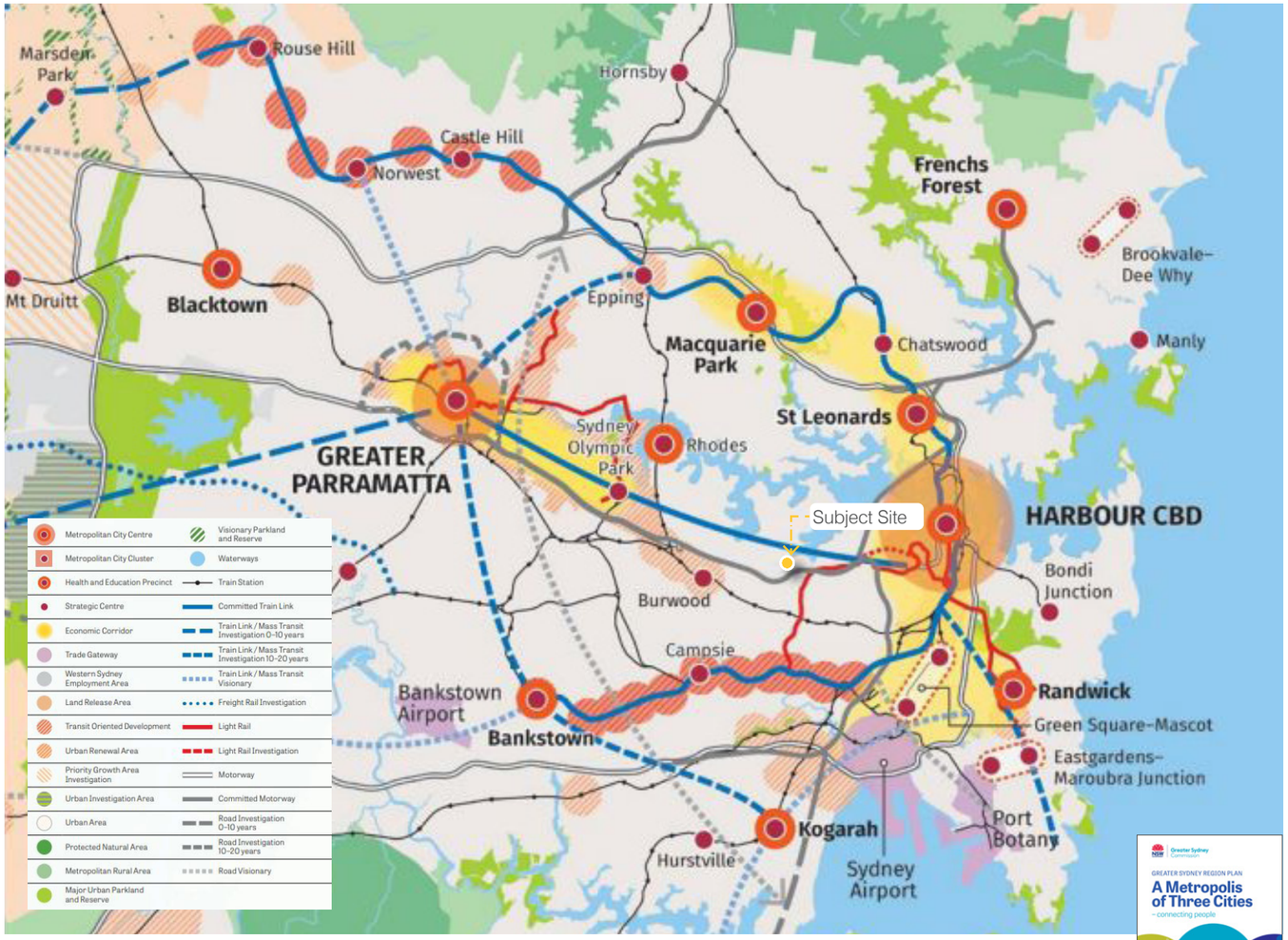
The Greater Sydney Region Plan provides a 40-year vision of Sydney for a city where people will live within 30 minutes of jobs, education and health facilities, services and great places.

The site is located in Five Dock in the Eastern Harbour City. Growth in the Eastern Harbour City will bring more urban renewal and infill development, with an increased need for more housing located close to infrastructure, public transport, open spaces and public spaces.

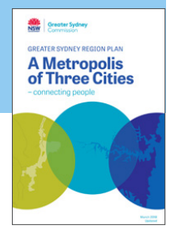
A particular focus of the Greater Sydney Region Plan is providing housing diversity around centres and transit nodes. The plan calls for more housing in accessible locations – aligning with existing and planned infrastructure. The site is within a 10-minute walk to the Five Dock town centre and less than 700m of the future Sydney Metro Five Dock station.

Key objectives relevant to the site are:

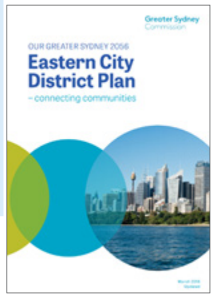
- Objective 6: Services and infrastructure meet communities changing needs
- Objective 7: Communities are healthy, resilient and socially connected
- Objective 13: Environmental heritage is identified, conserved and enhanced
- Objective 14: Integrated land use and transport creates walkable and 30 minute cities
- Objective 25: The coast and waterways are protected and healthier

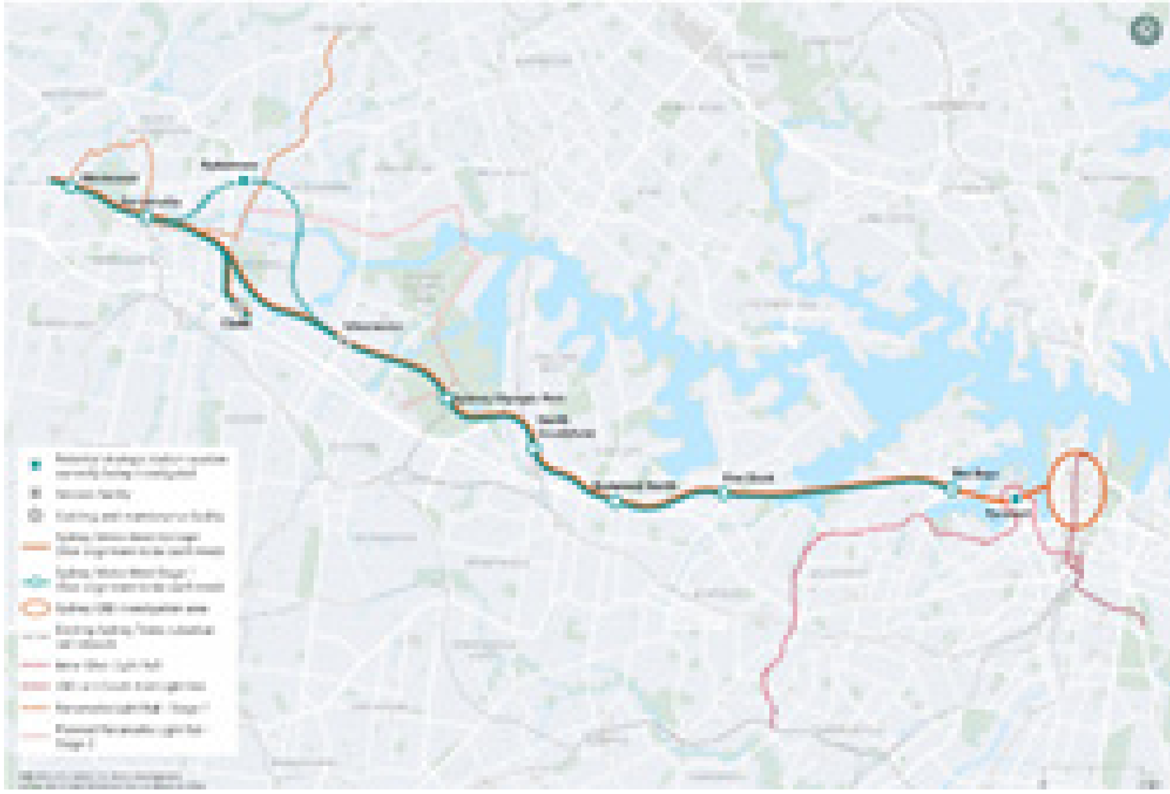


Source: The Greater Sydney Region Plan- *A Metropolis of Three Cities*

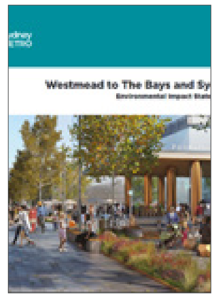


Source: Eastern City District Plan (2018)





Source: Sydney Metro West Strategy



Eastern City District Plan (2018)

The Eastern City District Plan sets out planning priorities and actions for improving the quality of life for residents as the District grows and changes.

The Eastern District's population will grow by 325,000 people by 2036, generating demand for 157, 700 new homes. To meet the increasing demand, the district plan identifies that new housing must be coordinated with local infrastructure to create liveable neighbourhoods that are accessible and within walking distance of retail, services and transport.

The site has a real opportunity to revitalise an existing neighbourhood centre, that is accessible to the Five Dock Town Centre, future metro station and surrounding parkland amenities.

Key planning priorities relevant to the site are:

- Planning Priority E3: Providing services and social infrastructure to meet people's changing needs
- Planning Priority E4: Fostering health, creative, culturally rich and socially connected communities
- Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage
- Planning Priority E10: Delivering integrated land use and transport planning and a 30 minute city

Sydney Metro West Strategy

Sydney Metro is Australia's largest public transport infrastructure project. The Sydney Metro West project involves the construction and operation of a new underground rail line connecting Greater Parramatta to Sydney CBD.

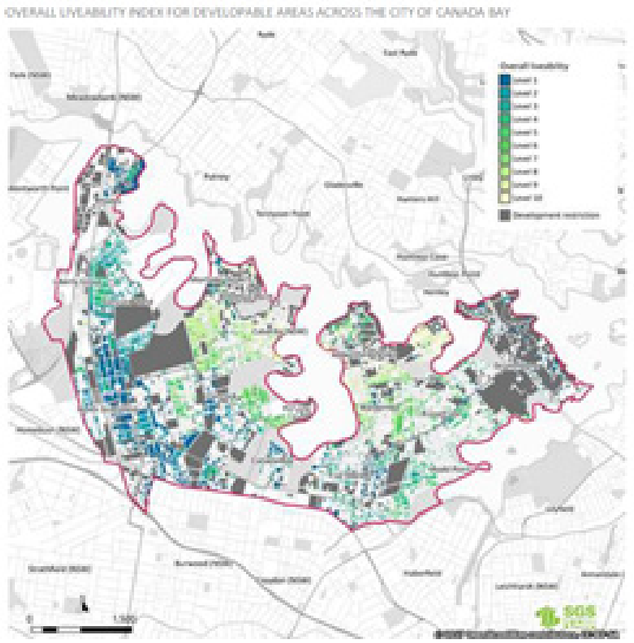
As part of the Sydney Metro West rail corridor, a new metro station is proposed at Five Dock, located in the town centre of Five Dock, on the corner of Great North Road and Fred Kelly Place.

The station will support the local town centre and the site will benefit from improved transport services to and from Sydney CBD and Greater Parramatta.

The Environmental Impact Statement prepared for the Sydney Metro West identifies that new residential development near metro stations should be maximised.

Located 650m from the Five Dock metro station, the Planning Proposal is motivated by this significant piece of infrastructure, whereby its proximity to public transport will significantly improve accessibility opportunities for both existing and future residents, workers and visitors along the corridor

Source: Canada Bay Local Strategic Planning Statement (2020)



Source: Canada Bay Local Housing Strategy (2020)

Canada Bay Local Strategic Planning Statement (2020)

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic document that provides the 20-year land use and planning vision for the City of Canada Bay. The plan is implemented through four planning priorities; infrastructure and collaboration, livability, productivity and sustainability.

The LSPS was adopted by Council on 15 October 2019, with the Greater Sydney Commission granting formal assurance on 25 March 2020.

Key priorities relevant to the site, include:

- Planning Priority 4: Foster safe, healthy, creative, culturally rich and socially connected communities
- Planning Priority 5: Providing housing supply, choice and affordability in key locations
- Planning Priority 6: Provide high quality planning and urban design outcomes for key sites and precincts
- Planning Priority 11: Identify land use opportunities and implications arising from Sydney Metro West
- Planning Priority 13: Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways

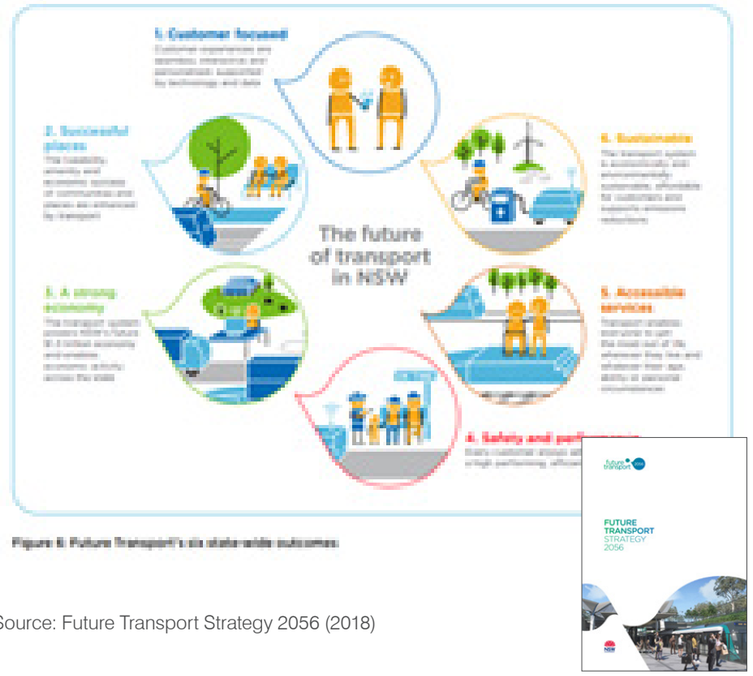
Canada Bay Local Housing Strategy (2020)

The Canada Bay Local Housing Strategy analyses the population, demographic and supply issues associated with the delivery of housing within the Canada Bay LGA.

The Strategy, to be read in conjunction with the Canada Bay LSPS, highlights key areas of planning and delivery of optimal residential outcomes for local neighbourhood centres.

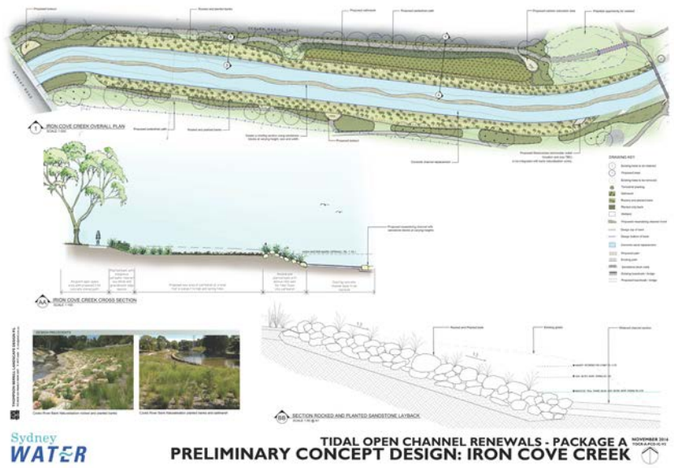
The Planning Proposal responds to the objectives provided in the Canada Bay Local Housing Strategy, in particular;

- Local centres are planned to provide opportunities for alternative low and moderate scale housing, within walking distance
- Housing diversity and choice to be further addressed by infill development around centres in the form of low rise medium density, to provide a wider range of housing forms whilst being respectful of local neighbourhood character



Source: Future Transport Strategy 2056 (2018)

Source: Five Dock Town Centre Urban Design Study



Source: Sydney Water

Future Transport Strategy 2056 (2018)

The Future Transport Strategy 2056 is a 40 year strategy, supported by a suite of regional NSW and Greater Sydney plans, to achieve the vision for the New South Wales transport system.

The 40 year vision focuses on the following outcomes; customer focused, successful places, a strong economy, safety and performance, accessible services and sustainability.

The Planning Proposal aligns with key outcomes of the Future Transport Strategy including:

- Outcome 2: Successful Places: Supports the liveability and sustainability of our communities
- Outcome 5: Accessible Services: Transport enables everyone to get the most out of life, wherever they live and whatever their age, ability or personal circumstances
- Outcome 6: Sustainability: Increasing the number of people able to access local town centres through active transport (walking and cycling).

Five Dock Town Centre Urban Design Study

The Five Dock Town Centre Urban Design Study provides a vision for Five Dock and seeks to ensure that the centre continues to provide a strong focus for the community. A key focus of the Study is to make improvements to Five Dock's streetscape and public domain.

Although the site falls outside the Five Dock Town Centre boundary, the Strategy provides guidance for future development on the site, whereby the Proposal can offer upgrades to the existing streetscape along Ramsay Road and Henley Marine Drive and improvements to the public domain through high quality landscaping and architectural design.

Sydney Water Waterway rehabilitation at Iron Cove Creek (2017)

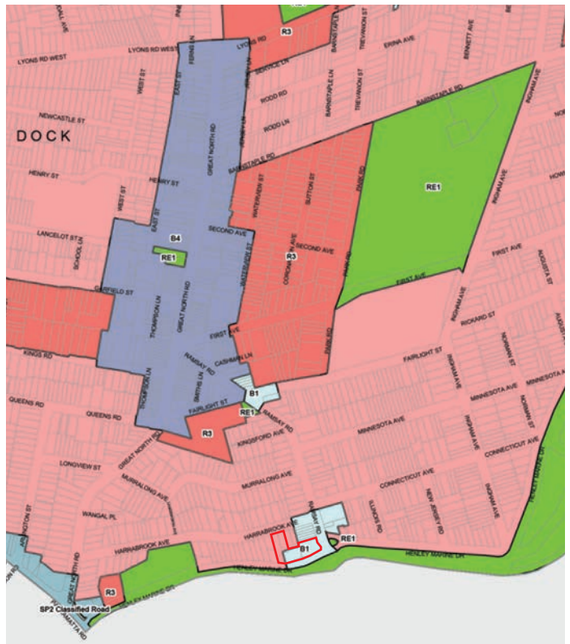
A design for tidal open channel renewals to rehabilitate about 400 metres of the concrete lined Iron Cove Creek near the outlet to Parramatta River in Five Dock. Replacing concrete banks with ones made of rocks and native plants.

The proposed design for the portion of creek east of Ramsay Road includes: Creek banks made of rocks and native plants, outdoor educational and seating area, two lookouts, pedestrian paths, a winding sandstone section in the centre of the creek base, potential opportunity for a wetland, some banks turned into salt marsh areas, a type of endangered ecological community historically found near waterways in Sydney.

3.2 Existing Local Planning Controls

Canada Bay LEP 2013

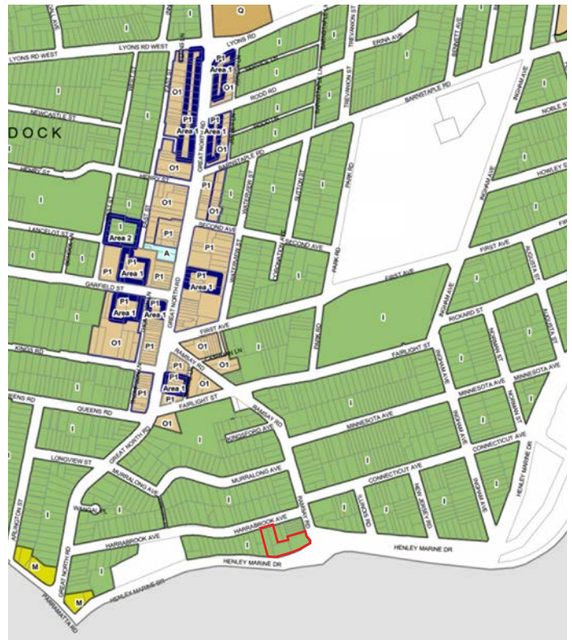
The Canada Bay Local Environmental Plan (LEP) 2013 is the primary planning instrument for the site.



B1 Neighbourhood Centre
B4 Mixed Use
B6 Enterprise Corridor
B7 Business Park
R2 Low Density Residential
R3 Medium Density Residentia
R4 High Density Residential
RE1 Public Recreation
SP2 Infrastructure

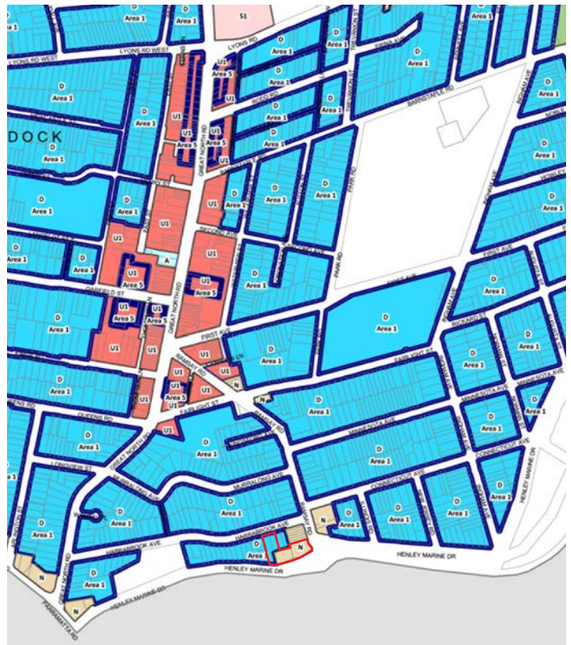
Land use zoning
The subject site is zoned part B1 Neighbourhood Centre serving the needs of the surrounding area. The zone permits a range of retail, business and community uses as well as shop top housing.
The other part of the site is zoned R2 Low Density Residential, which permits dwelling houses and dual occupancies.

The R2 Low Density Residential zone does not allow attached dwellings, multi dwelling housing, residential flat buildings or shop top housing.



A 0.0
I 8.5
L 11.0
M 12.0
N 14.0
O1 15.0
P1 17.0
Refer to Clauses 4.3

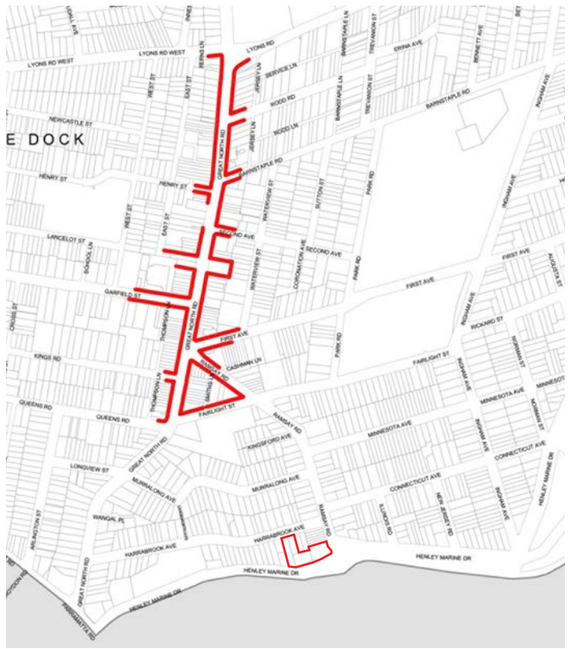
Maximum building height
The maximum building height for land zoned B1 Neighbourhood Centre is 8.5m. Land zoned R2 Low Density Residential also has a maximum building height of 8.5m.

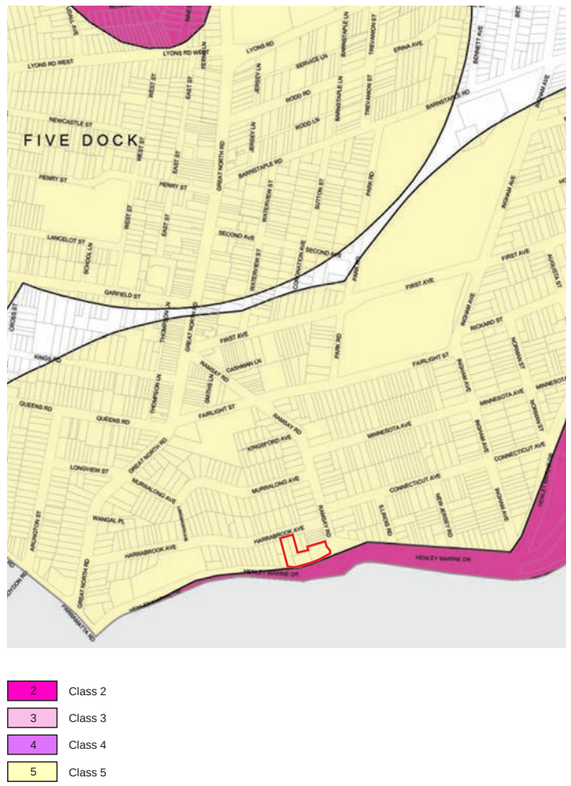


D0 .50
N 1.00
U1 2.50
Refer to Clauses 4.4 (2A - 2F)

Floor Space Ratio
The maximum floor space ratio for land zoned B1 Neighbourhood Centre is 1:1, while land zoned R2 Low Density Residential has a maximum floor space ratio of 0.5:1.

Existing Local Planning Controls





Lot size
A minimum lot size of 450 square metres applies to land zoned R2 Low Density Residential. There is no minimum lot size for B1 Neighbourhood Centre zoned land.

Active Frontage
The site itself is not subject to an active street frontage. Active frontages are located further North, along Great North Road, in the Five Dock town centre.

Heritage
There are no heritage items located within or surrounding the subject site.

Acid Sulfate Soils
The site contains Class 5 acid sulfate soils. South of the site, along Henley Marine Drive contains Class 2 acid sulfate soils.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4 Analysis and key findings

This section provides an analysis of the site conditions and outlines the opportunities and constraints that the site presents.

4.1 Analysis

Hierarchy of Centres

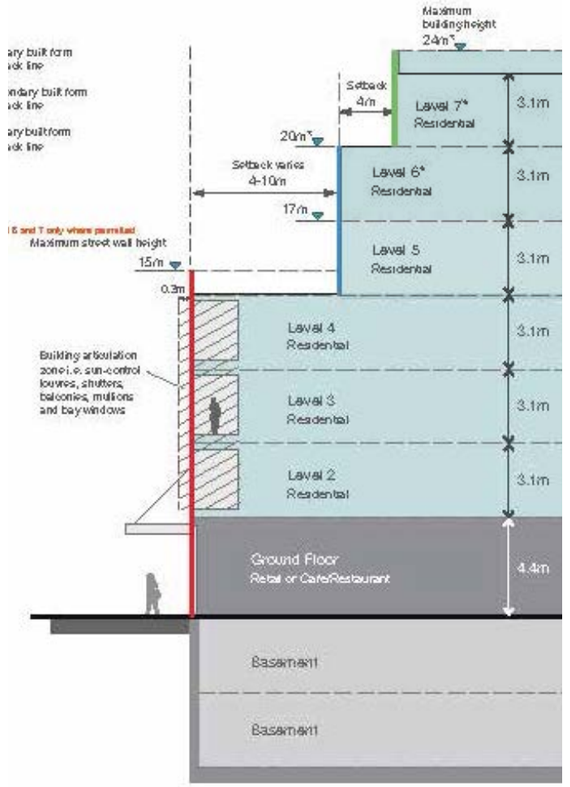
The site is located within a neighbourhood centre, 500m from the local centre of Five Dock. In the established centres hierarchy, the objective of neighbourhood centres is to support the local centres. Therefore the Ramsay Road neighbourhood centre should complement Five Dock Town Centre, while not competing with it.

Five Dock Town Centre has an area of approximately 132,000sq. Planning controls within Five Dock Town Centre permit building heights of up to 24m, or 7 storeys. The centre has a predominant building height of 15m, while appropriately 32% of the town centre building height is 17m, and appropriately 18% of the town centre building height is 24m.

In comparison to Five Dock Town Centre, the subject site is approximately 3,300sqm, which equates to only 2.5% of the Five dock Town Centre area.

As seen in the adjacent photographs, the subject site is not visible from Five Dock Town Centre and the town centre is not visible from the site. This separation and lack of visual connection reinforces the distinction between the roles of the two centres and ensures that the neighbourhood centre is not seen as an extension of Five Dock Town Centre.

Additionally, topography provides a distinction between the skylines of the centres. The subject site is located in a low point in the topography, approximately 8m lower than the Five Dock Town Centre. This ensures that built form in the neighbourhood centre will not compete with or be confused with that of the town centre on the skyline.



Permissible 24m, 7 storeys with 4 storey street wall in Five Dock town Centre (Fig 2.14 Canada Bay DCP Part F)

The subject Site is not visible from Five Dock Town Centre

Five Dock town centre is not visible from the Subject Site

Hierarchy between the local centre and the neighbourhood centre

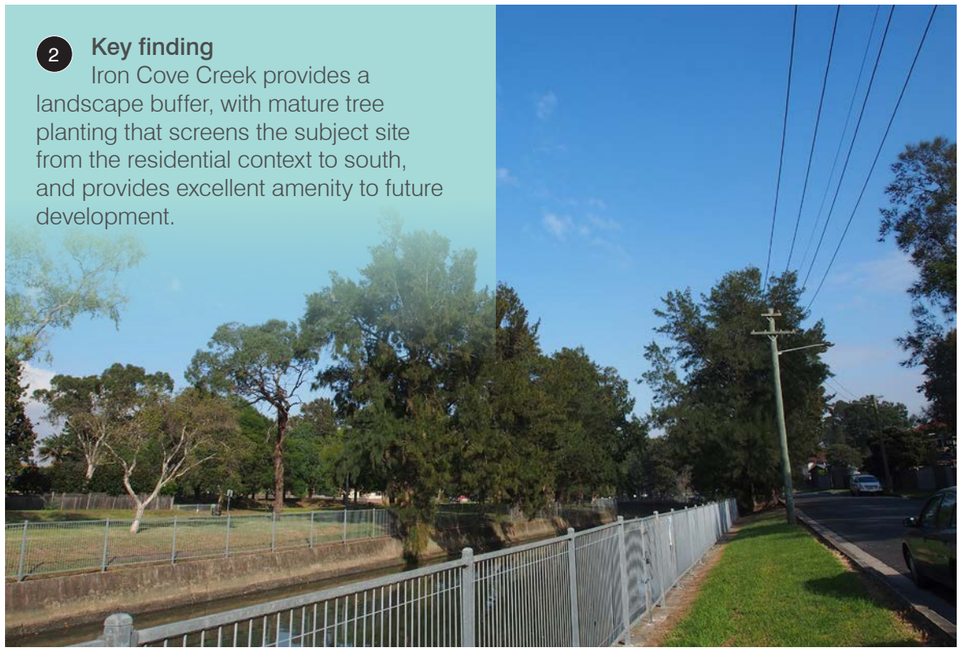
Immediate Site Context

The subject site is bound by Harrabrook Avenue to the north, Ramsay Road to the east, Henley Marine Drive to the south and low density residential to the west.

- The subject site is an amalgamation of four properties with a combined area of approximately 3,300 square metres. The subject site includes:
  - 1 Ramsay Road (Lot D DP415618), which accommodates the old Roads and Maritime Services building. Currently zoned B1 Neighbourhood Centre.
  - 7 Ramsay Road (Lot 1 DP241337), which is a retail tenancy. Currently zoned B1 Neighbourhood Centre.
  - 5&7 Harrabrook Avenue (Lots 1 & 2 DP310522), which consist of two single storey residential detached dwellings. Currently zoned R2 Low Density Residential.
- The majority of the site is within the B1 Neighbourhood Centre zone, and is adjacent to six terraced shop top houses fronting Ramsay Road.
- To the south of the site, Iron Cove Creek runs along Henley Marine Drive and is zoned RE1, recreation. This open space corridor provides a landscape buffer, with mature tree planting that screens the subject site from residential area to the south.
- Harrabrook Avenue, to the north of the site is characterised by low density detached 1-2 storey residential, zoned R2.
- Bus stops adjacent to the site on Ramsay Road provide connections to Sydney CBD, Abbotsford and Mortlake.
- Ramsay Road connects Dobroyd Parade to the south, which connects to the City West Link and Parramatta Road.

Site Context

1 Key finding
The site is run down and in need of renewal. Although the location is a natural gateway, the existing built form detracts from the streetscape and arrival experience.



2 Key finding
Iron Cove Creek provides a landscape buffer, with mature tree planting that screens the subject site from the residential context to south, and provides excellent amenity to future development.

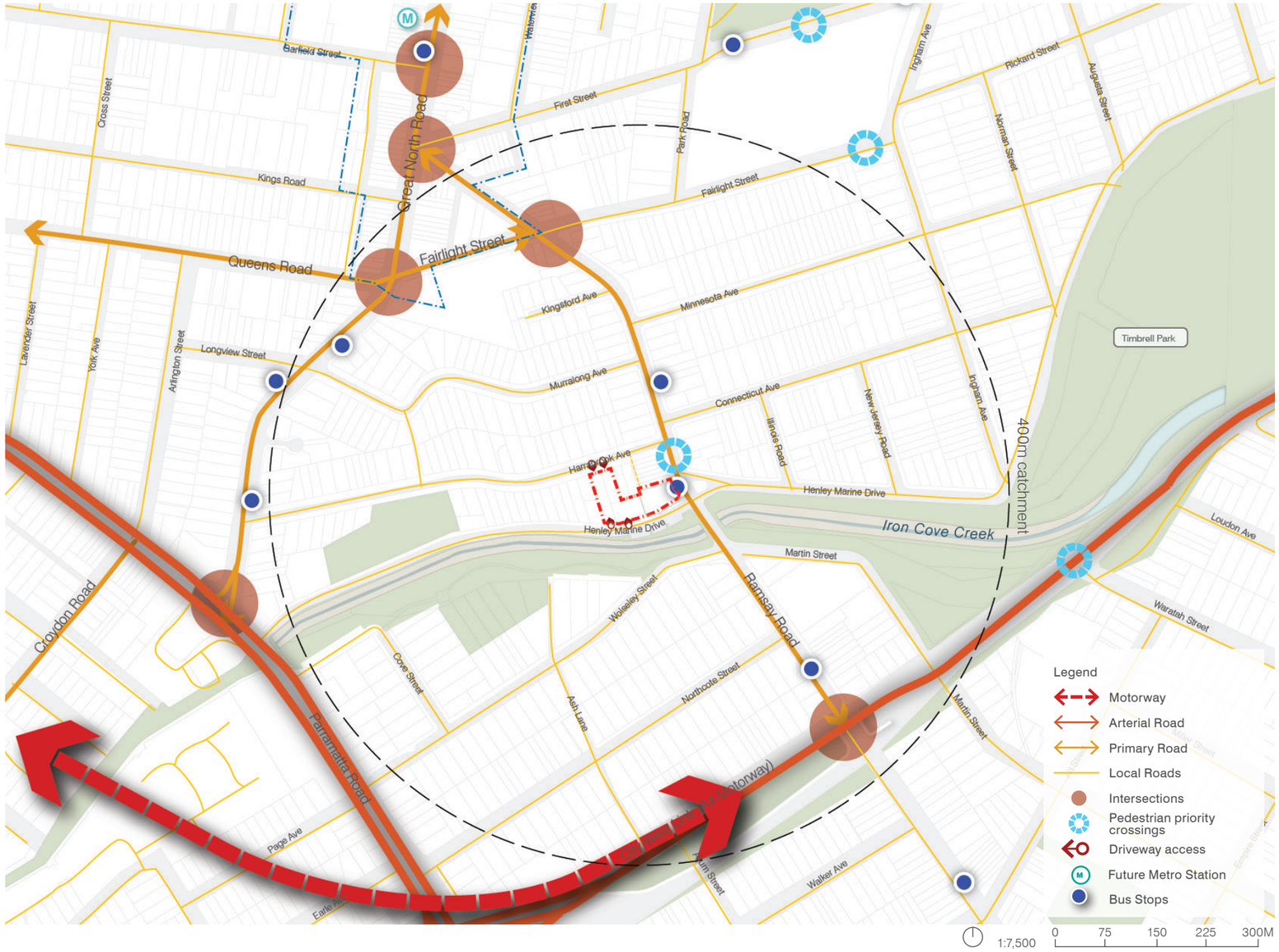
3 Key finding
The subject site has a prominent frontage to Ramsay Road. However the adjacent retail tenancies are run down and tired. There is potential to provide an active ground floor to revitalise the neighbourhood centre character and provide 18 hour activity.

4 Key finding
The site is part of a wider neighbourhood centre which includes the B1 zones on the eastern side of Ramsay Road.

Analysis

Access and movement

- The Ramsay Road & Wattle Road intersection, and the entrance to the M4 Westconnex, is located within 300m of the site.
- Ramsay Road is one of three primary roads linking surrounding neighbourhoods with the Five Dock Town Centre. During peak hour, there is a moderate volume of traffic along Ramsay Road due to it's connection between Five Dock Town Centre and Westconnex M4 East entrance.
- Ramsay Road has limited pedestrian priority crossings. There are three signalised crossings within a 400m catchment of the site, with one located adjacent the site near the corner of Harrabrook Avenue.
- Ramsay Road is well serviced by public transport, with a local bus network providing regular services to Abbotsford, Mortlake and Sydney CBD. There is a bus stop located on Ramsay Road outside the site.
- A future metro station has been proposed in Five Dock Town Centre with an entrance in Fred Kelly Place, off Great North Road, approximately an 8 minute walk from the subject site. The future metro will provide services between Parramatta CBD and Sydney CBD.
- The subject site has the benefit of three street frontages, Ramsay Road, Harrabrook Avenue and Henley Marine Drive. Driveway access to a basement is possible on Henley Marine Drive, and separate service access is available via an existing rear lane-way off Harrabrook Avenue.



Key findings

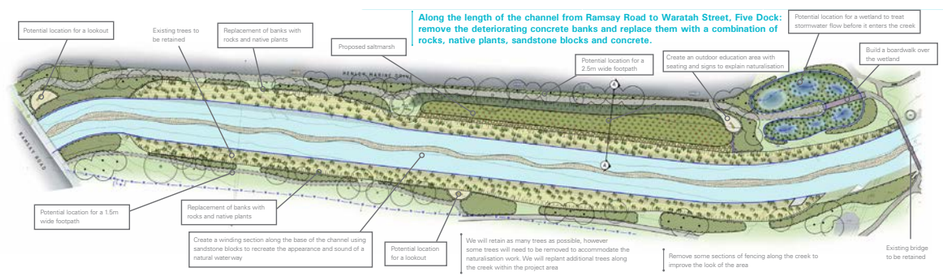
1. The site is well serviced by the existing bus network
2. The proposed Metro station is within an 8 minute walk will be transformative for the site and the neighbourhood centre
3. There is convenient access by road to Westconnex and Parramatta Road, connecting the site to greater Sydney

Vegetation and open space

- There are a number of public open space and recreation areas within a 400m catchment of the subject site that provide opportunities for passive and active recreation. They include;
  - Iron Cove Creek, a major open space connector linking Croker Park and Wadim Jegorow Reserve with Timbrell Park, the 'Bay Run' and the Parramatta River. The Iron Cove Creek corridor provides passive open space to the southern edge of Five Dock, as well a children's playground.
  - Croker Park, includes a tennis court and a children's playground.
  - Wadim Jegorow Reserve with picnic areas and cycle paths.
  - Timbrell Park provides significant active recreational amenity to Five Dock, including access to the 'Bay Run', sports fields, BMX tracks, playgrounds, as well as off-leash dog areas and picnic areas.
- To the north of the site, Five Dock Park provides barbecues, a skate park, a dog park and tennis courts.
- Iron Cove Creek, across the road from the site, provides considerable amenity to the site and broader connections, but is currently in a concrete channel, enclosed by a palisade fence. The creek is run down, having lost its natural character and embankments. Sydney Water has plans to rehabilitate and naturalise the banks of the creek in the section east of Ramsay Road, but there is also an opportunity to improve the portion facing the subject site.
- Tall trees along the Iron Cove Creek corridor provide a green buffer along the LGA boundary and visual screening between the subject site and residential areas to the south
- Scattered street trees throughout the area contribute to the green character of the suburb.

Key findings

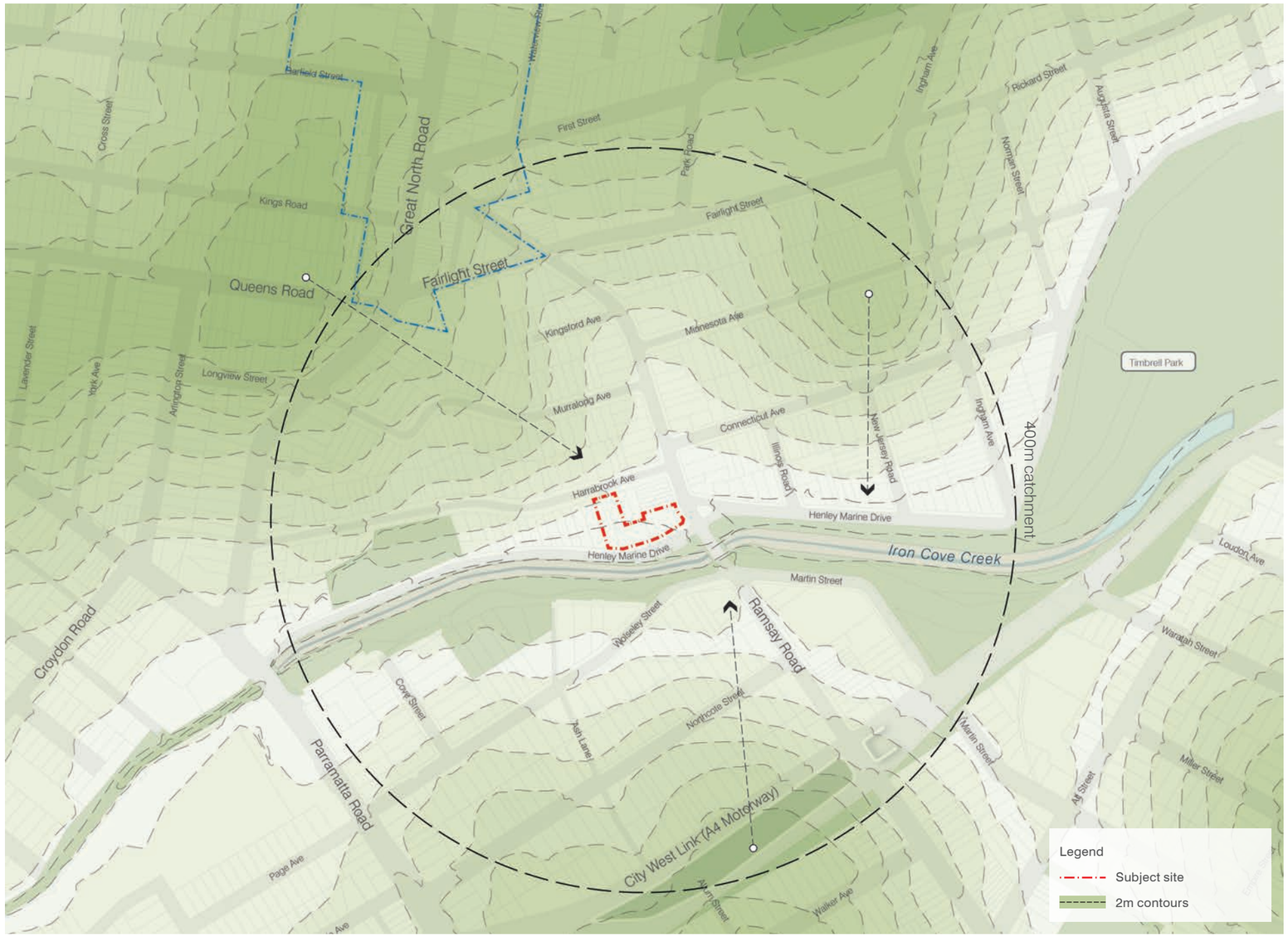
1. The green buffer allows the site to support additional residential capacity without impacting neighbours to the south
2. The regional open space system provides a visual gateway to Five Dock.
3. The open space corridor connects a series of parks to the Parramatta River, and provides high amenity to the site, making it a desirable place to live.



Extract from Sydney Water early rehabilitation Plan (source: Sydney Water)

Topography

- Five Dock features undulating topography, which falls from a high point between Kings and Queens Roads to the north, to the low point running along Iron cove Creek, adjacent to the site.
- The subject site sits at the lowest point of the locality, in a valley that follows the alignment of Iron Cove Creek.
- The subject site is relatively level, featuring a gradual fall from the north-east corner to the south-west corner.
- The lowest point on the site is at the south-west edge to Henley Marine Drive street, rising to the north-east corner at Ramsay Road.
- While the subject site sits within a valley adjacent to Iron Cove Creek, the site is not impacted by any known flooding.



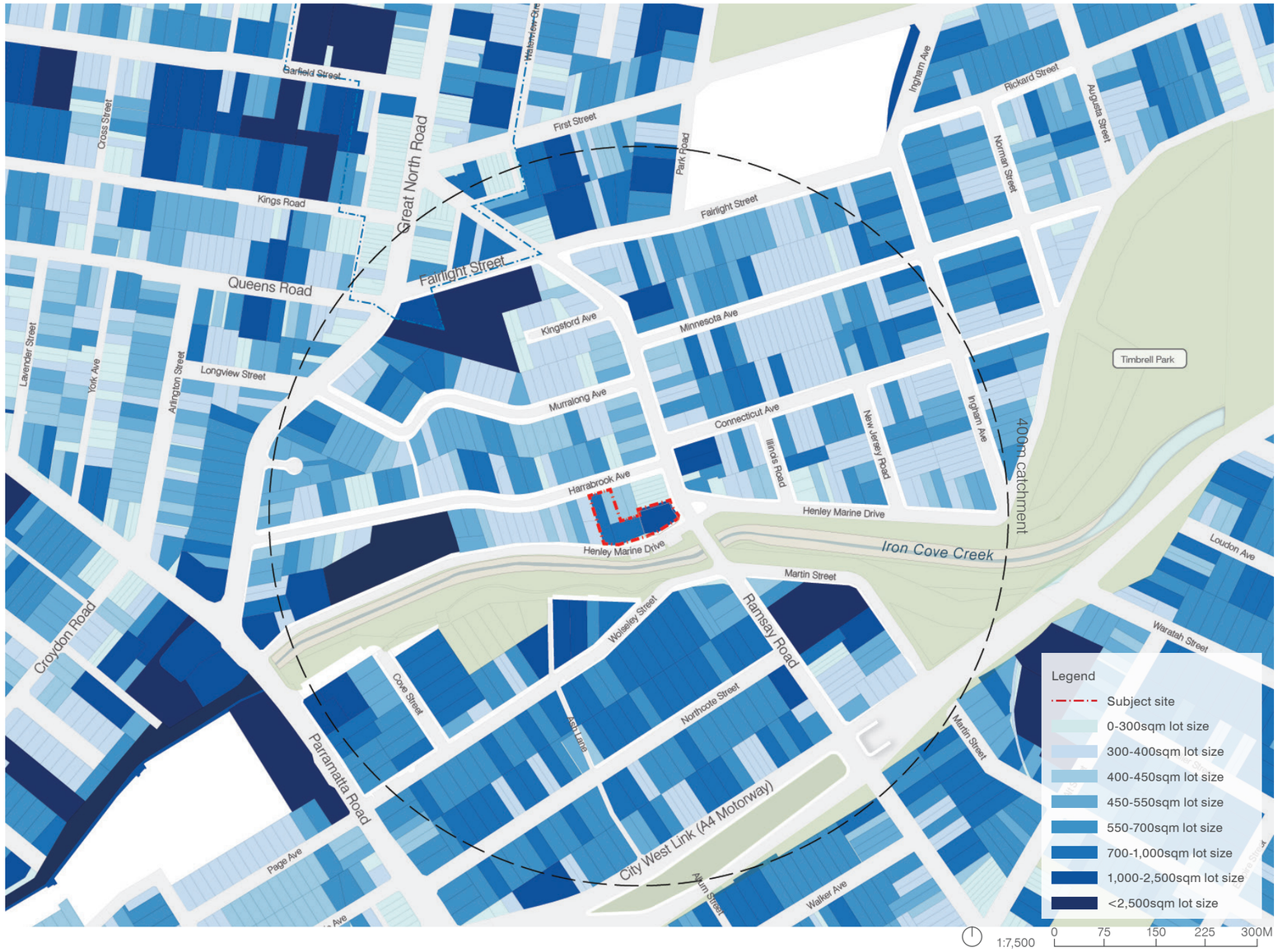
Key findings

1. The site is located in a **topographic low point, approximately 8m or two storeys lower than the** Five Dock Town Centre which is located on a ridge. Therefore, the top of any **built form on the subject site will be perceived as much lower than the built form in the town centre.**

Analysis

Lot Size

- Although there is a minimum lot size control of 450m^2, the majority of the residential lots within a 200m catchment of the subject site are between 350sqm and 400sqms.
- Approximately 53% of residential lots within a 200m catchment are under 450sqm.
- Approximately 65% of residential lots along Harrabrook Avenue and Henley Marine Drive are under 450sqm
- Numbers 1 and 3 Harrabrook Ave are currently under 450m^2



Key findings

1. Approximately 53% of residential lots within a 400m catchment of the site are under 450sqm.

Edges & frontages

- Active frontages are mainly concentrated within Five Dock Town centre. These include the retail and outdoor dining areas along Great North Road.
- The majority of non-residential uses fronting Parramatta Road, as well as some of the properties along Ramsay Road, typically have passive frontages. These type of frontages have inactive retail/ commercial uses that attract limited foot-traffic.
- The remainder of the local context includes low density residential frontages, with deep landscaped front yards and street verges.
- The landscaped edge along Iron Cove Creek, between Henley Marine Drive and Wolseley Street & Martin Street, provides a vegetated visual buffer between the subject site and the heritage conservation area to the south.

Key findings

1. There are currently limited active frontages along Ramsay Road. There is the opportunity to improve the attractiveness and amenity of the neighbourhood centre with new active ground floor uses.

Built form and heritage character

- The B1 Neighbourhood Centre along Ramsay is predominantly 2-3 storey attached shop-top housing, which is relatively run down in character.
- The R2 built form to the north and west of the site consists of low density detached residential dwellings, made up of one and two storey brick homes typically built in the early 1940's.
- The majority of the detached residential buildings have a large setback from the street with landscaped frontages.
- The existing built form at 1 Ramsay Road (the old RMS site) at the corner of Henley Marine Drive and Ramsay Road, is run down, and being set back from the street does not contribute to the active frontage character of Ramsay Road or to the gateway experience.
- To the south of Iron Cove Creek, outside the LGA, the residential neighbourhood has a heritage conservation zone extending from Parramatta Road to Robson Park and down to Hawthorne Parade. The subject site is separated by 40m of vegetation and will not be impacted by the future development.
- While there are some heritage items located within a 400m catchment of the site. These items are well separated from the subject site and will not be impacted by future development.

Key findings

1. There is a mixture of built form character surrounding the site
2. The old RMS building at 1 Ramsay Road within the subject site is run down and does not contribute to the neighbourhood centre or gateway character.
3. There are no heritage items in close proximity to the site. There is a heritage conservation area 40m to the south of the site on the other side of the Iron Cove Creek open space corridor.

Site Character: Ramsay Road (mixed use)

– Ramsay Road is characterised by two and three storey mixed use and shop top housing. The neighbourhood centre is tired and run down and lacks pedestrian amenity. There is the opportunity to refurbish the centre with active frontages and improved amenity.

Key map

The streetscape character is tired and in need of renewal. There is little pedestrian amenity in the form of street tree planting or awnings along the site.

The subject site, housing the disused RMS building presents a blank, setback elevation to Ramsay Road, discontinuing the street-wall typology set by the shops to the north. The inactive, recessive built form on this important corner is a lost opportunity to reinforce the natural gateway.

The mixed use built form along Ramsay Road varies from two storey plus parapet shop-top housing to the three storey street wall heigh set by the substation on the eastern side of Ramsay Road

Site Character: Henley Marine Drive (open space corridor)

- The green corridor and creek form a natural threshold to Five Dock, marking the entry to the LGA from the south.
- The open space corridor running along Henley Marine Drive connecting Parramatta Road with the Parramatta River provides unique amenity to the site. However, the current creek is in a concrete channel and enclosed with a palisade fence, limiting public access and enjoyment.
- The open space corridor is ripe for renewal in line with Sydney Water's Plans for the portion to the east of Ramsay Road.

Key map


1

From the south, the open space and the mature trees provide a significant buffer from the conservation area to the south of the creek.


2

The blank elevations of current RMS building on the site provide little or no interface with the open space corridor. Perpendicular parking across the road from the site is convenient for the neighbourhood centre, and has the opportunity for improvement and renewal.


3

Residents on the north side of Henley Marine Drive benefit from the visual amenity of the Iron Cove Creek corridor

Site Character: Harrabrook Avenue (residential street)

– Harrabrook Avenue is characterised by one and two storey detached residential dwellings along a tree-lined street.

Key map

Looking west along Harrabrook Avenue, the topography rises to the north (right hand side of the image). Two storey dwellings on the high side of the street read as almost three storeys.

The lane-way off Harrabrook Ave connects southwards to the subject site, providing the opportunity for separate service access.

The street trees provide an attractive character to the street, and visually screen the dwellings

Constraints

Following the urban and context analysis there are several key constraints that have been identified that informed the design concept. They include:

1. Ramsay Road is the primary road that connects Five Dock Town Centre and Wattle Street/M4 Westconnex M4 East entrance, resulting in frequent traffic movement, and some associated noise on the eastern edge of the site, which can be managed with the architectural approach.
2. Existing low-density residential development along Harrabrook Avenue and in the heritage conservation area to the south. The change in character and scale transition will need to be sensitively considered with future development, including overshadowing and overlooking.
3. Close proximity to neighbouring residential properties will require careful consideration in achieving ADG compliance and a sensitive transition.
4. Separating residential and commercial vehicles, loading and waste removal requires consideration. Internal waste management via a basement access is ideal, but ramp configurations require careful design due to the limited depth of the site for ramp gradients.
5. Pedestrian connectivity to the wider context is limited to signalised crossings. In particular, pedestrian access to the eastern portion of the Iron Cove Creek corridor, and the park along Martin Street.

Opportunities

Following the urban and context analysis there are several key opportunities that have been identified that have informed the design concept. They include:

1. Close proximity to public transport (bus services) and to Five Dock Town Centre. The future metro station is within an 8 minute (650m) walking catchment from the site.
2. The Iron Cove Creek open space corridor across the road from the site provides high amenity. Opportunity to upgrade the landscaping and parking facing the site.
3. Unobstructed solar access throughout the year, and unobstructed views to the open green space, and potential views to Parramatta River to the north and Sydney CBD to the east.
4. The opportunity to renew a currently run down site, particularly at the corner of Ramsay Road and Henley Marine Drive, to provide a gateway to Five Dock and make a positive and active contribution to the amenity and character of the neighbourhood centre.
5. The subject site is located at the boundary of Canada Bay LGA, and along one of the primary roads that connects Five Dock Town Centre and Westconnex M4 East tunnel entry.
6. There is the opportunity to provide separate vehicular access to residential parking and retail service & loading docks. Residential access via Henley Marine Drive and retail via the rear lane-way off Harrabrook Avenue.
7. Significant trees to the south of Henley Marine Drive, along Iron Cove Creek provide visual separation and screening between the subject site and neighbouring heritage conservation area to the south.
8. The site is located at the topographic low point in the area, which provides the opportunity for additional height to be accommodated on the site while still being well below the height of buildings in the Five Dock Town Centre.

The gateway opportunity

The proposal has the opportunity to transform the arrival experience into Five Dock LGA, renewing the neighbourhood centre itself while providing a gateway to the wider town centre.

Whilst the gateway is currently marked with a modest sign, the existing built form on the Ramsay, Henley Marine Drive corner does nothing to support the neighbourhood centre activation or character, as illustrated by the image adjacent.

1. Surveillance
The creek corridor is an important asset, however the existing building provides little or no surveillance opportunities, particularly at night. There is the opportunity for a new mixed use building to provide activation and surveillance at all hours of the day.

2. Pedestrian connections and safety
Access to the creek corridor and the wider green network is highly attractive for pedestrians. There is the opportunity to improve pedestrian crossings and safety as part of a renewed corner.

3. Recessive & inactive corner
The old RMS building is set back from the footpath, behind blank fences, offering no marker or activation to the corner. There is the opportunity to provide an active and prominent corner statement.

4. Amenity
There are no awnings on the corner and pedestrian amenity is poor. There is the opportunity to continue the established awning line and create a high quality pedestrian environment

5. Entry signage
There is a modest sign marking the entry to the LGA which is easily missed. There is the opportunity to visibly mark the gateway experience with attractive built form.

6. Walkability
The current road layout favours cars over pedestrians with large areas of carriageway. The proposal offers the opportunity to renew the public domain of the neighbourhood centre and improve walkability local connections and useable open space.

Summary of opportunities

A detailed analysis of the strategic regional, and local site context has revealed that the site is different to other neighbourhood centres within the LGA because of it's adjacency to the open space corridor, it's access to transport, and proximity to the local centre.

The significant opportunities for the site- which is ripe for renewal- are summarised here.

An important gateway
The site is on a natural threshold to the LGA and Five Dock but is in need of new built form to reinforce the gateway experience

2 Metro is transformative
The proposed metro station will be approximately 650m from the site and will induce housing demand. The Local Housing Strategy acknowledges this demand, however was finalised prior to the announcement of station locations.
This proposal presents the opportunity to locate housing and jobs within close proximity to transport infrastructure.

Highly accessible
The site is centrally located and well connected to key strategic centres in Sydney. The newly completed Westconnex, 300m from the site presents to opportunity for well connected housing and jobs to be located on the site.

Green corridor
The site is in the unique position of being adjacent to a major regional open space system. Other local centres in the LGA are surrounded by low density residential. Therefore, the potential overshadowing and privacy impacts on neighbouring properties will be minimised, and the site can sensitively accommodate additional height.

Topographic low point
The site is located at the topographic low point for the area so can sensitively accommodate additional height without impacting neighbours, dominating the skyline or visually competing with Five Dock town centre.

Need for renewal
The existing RMS building on the site is disused, run down and detracts from the active mixed use character that would be expected on this important corner.
There is the opportunity to renew the neighbourhood centre with an attractive vibrant mixed use development.

5 Developing the Master Plan

In refining the master plan in consultation with Council, a specific set of principles and a project vision were established which have guided the development of a robust master plan approach. There has been a focus on public benefit, which the proponent will continue to discuss with Council through the approval process.

Vision

There is a real opportunity for the site to reinforce the visual gateway to Five Dock. Renewing the currently run down site has the potential to transform the neighbourhood centre into an attractive and vibrant place.

A new gateway

A high quality architectural statement on the corner has the potential to renew the image of the neighbourhood centre.

Marking the corner
A taller form on the corner signifies the entry point and provides a gateway experience at the start of the main street.

High quality public domain
Generous, well designed public domain with opportunities for landscaping and outdoor dining define the gateway to a precinct.

Ground floor amenity
A set back ground floor provides increased opportunities for retail to interface with the public domain, as well as weather protection and amenity for pedestrians

Natural amenity

Capitalise on the amenity of the open space corridor, and enhance the existing connections along Iron Cove to the Bay Run and the Green Grid beyond. There is the opportunity for the proposal to deliver new pedestrian crossings and upgrades to the open space.

Diverse housing typologies

Create a mix of high quality, well designed dwelling types for emerging lifestyles, with excellent access to public amenity and transport infrastructure. Housing will provide ‘eyes on the street’ and passive surveillance to Henley Marine Drive and the open space day and night.

A new mixed use neighbourhood...

Renew the neighbourhood centre and contribute to the population serving boutique retail offer in a way that does not compete with the retail offer in the Five Dock local centre, and which provides a positive interface with the public domain. Provide evening activity to provide surveillance and increased safety.

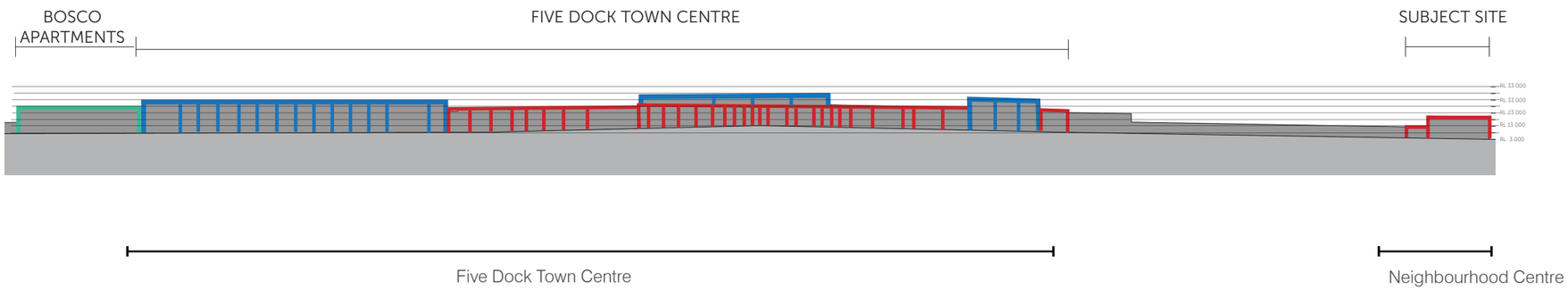
and bespoke lifestyle

The proposal seeks to support the established centres hierarchy, with what is considered a modestly scaled stepping stone into the LGA at it's gateway.

There is a significant scale transition from Five Dock Town Centre to the site. The neighbourhood centre within which the site is located is well placed to support Five Dock town centre, while not competing with it:

- The subject site is approximately 3,300sqm. This equates to 2.5% of the Five Dock Town Centre total site area. The Five Dock Town Centre occupies a significantly larger footprint with an area of approximately 132,000sqm
- There is a distance of approximately 500m between the subject site and the town centre which provides a clear distinction between the two
- Due to the natural topography, the ground level of the subject site is located approximately 8m (or 2 storeys) lower than the ridge at Five Dock town centre. Therefore, height can be accommodated on the site without intruding on the town centre skyline.

The aerial view depicts the threshold created by Iron cove Creek, the difference in scale between the town and neighbourhood centres, and the clear separation between the two.

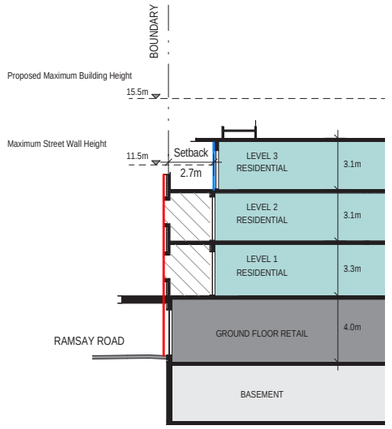


Diagrammatic cross-section through Five dock Town Centre and the neighbourhood centre at 1 Ramsay Road.

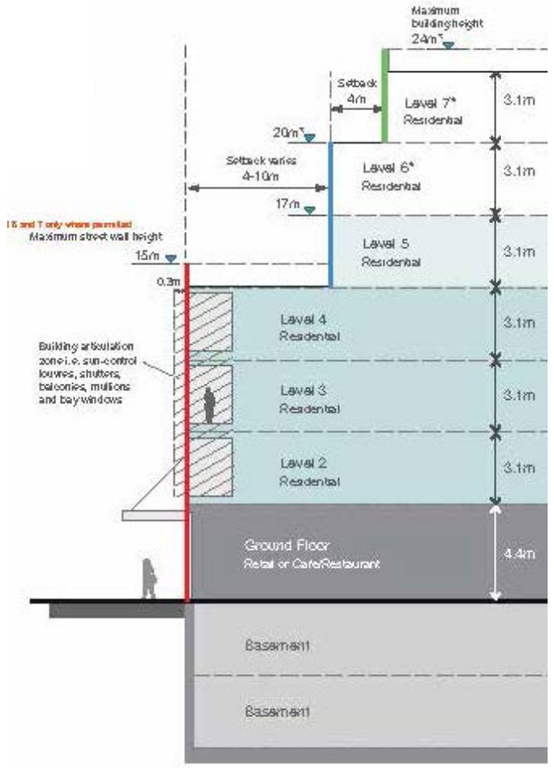
Built form scale

Neighbourhood and local centres perform different roles, and therefore differing built form scale is appropriate.

The diagram adjacent compares the proposed scale of the neighbourhood centre and proposal to the height and setback control for Five Dock town centre. With a proposed 3 storey street wall, the proposal would be considerably lower in scale than the typical 4 storey street wall and total building height of 7 storeys typically found in Five Dock town centre.



Proposed scale for the neighbourhood centre and proposal - a 3 storey street wall with a fourth storey set back.

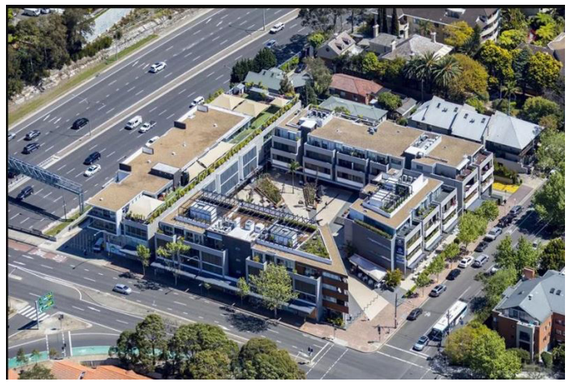


Permissible 24m, 7 storeys with 4 storey street wall in Five Dock town Centre (Fig 2.14 Canada Bay DCP Part F)

Other neighbourhood centres in Sydney have successfully established gateways to their local centres with appropriate height and scale.

Stockland Square in Cammeray and Clemton Park Village in Campsie are both located in B1 neighbourhood centres, and provide good examples of contemporary renewal that is appropriate to the surrounding context and supports the neighbourhood and local centre strategy.

The same principles of bulk, scale and centre hierarchy can be applied to the renewal of the Ramsay Road site.



Stockland Square, Cammeray, by Stockland.

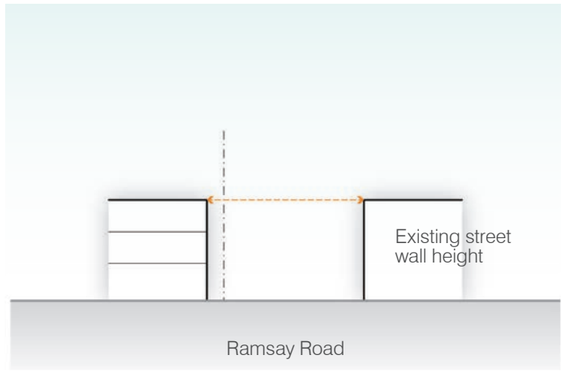
- B1 neighbourhood centre
- A 3 storey street wall with fourth storey set back
- Ground floor retail supports the neighbourhood centre

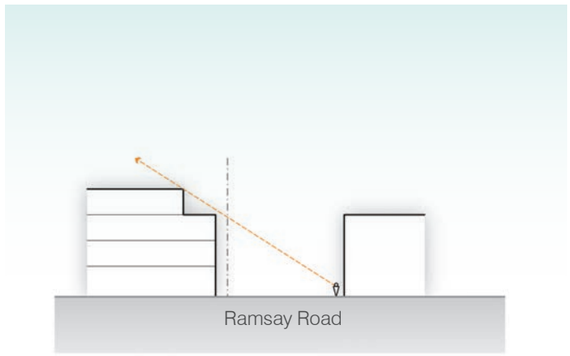
Clemton Park Village, Campsie, by Frasers

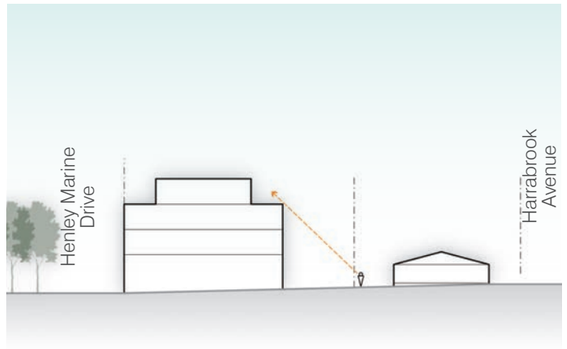
- B1 neighbourhood centre
- Up to 4 storeys within B1 zoning
- Ground floor retail supports the neighbourhood centre

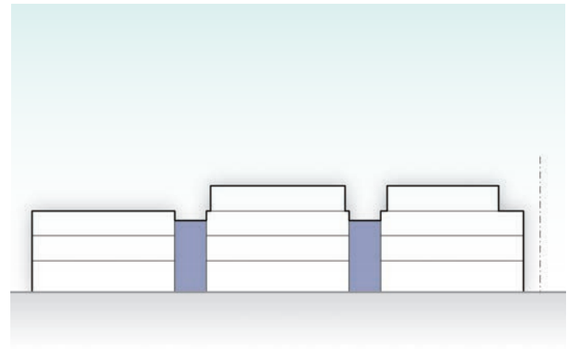
Supporting the centres hierarchy

Approach to scale









Set the street wall to match the local context

– Create a 3 storey street wall height to match the height established by the substation across Ramsay Road from the site.

Add a setback fourth storey

– Minimise the visual bulk and scale of the fourth storey with a deep setback so that it is visually obscured from Ramsay Road.

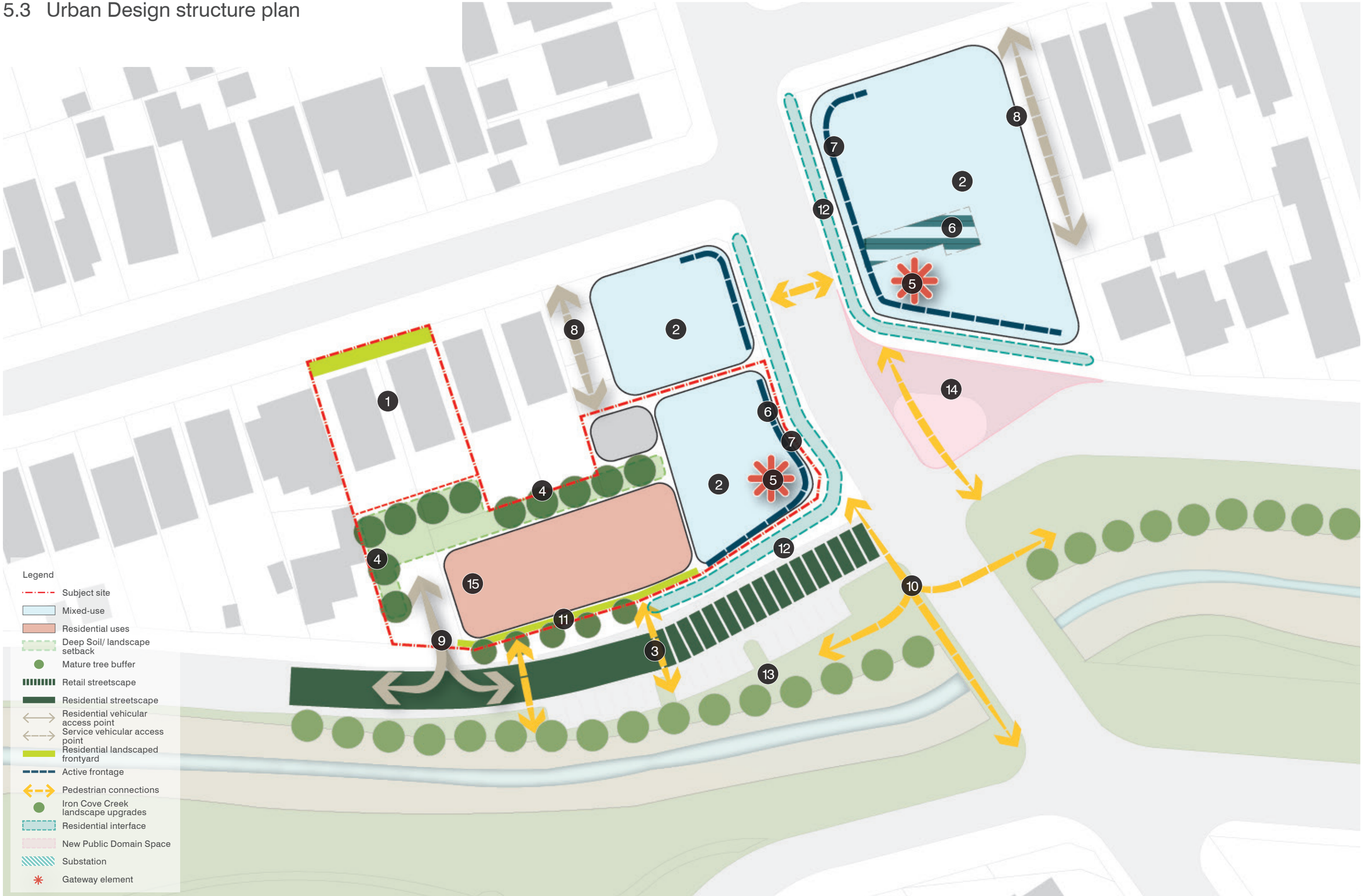
Transition to context

– Step the top floor so that only 3 storeys is visible on the north side from Harrabrook Avenue and neighbouring residential properties.

Break up the built form

– Provide visual variety to the roof line and between building blocks to reduce the scale and mass along Henley Marine Drive.

5.3 Urban Design structure plan



The proposal should be viewed in context of future development of the entire neighbourhood centre, including the east side of Ramsay Road, which together forms the gateway to Five Dock from the south.

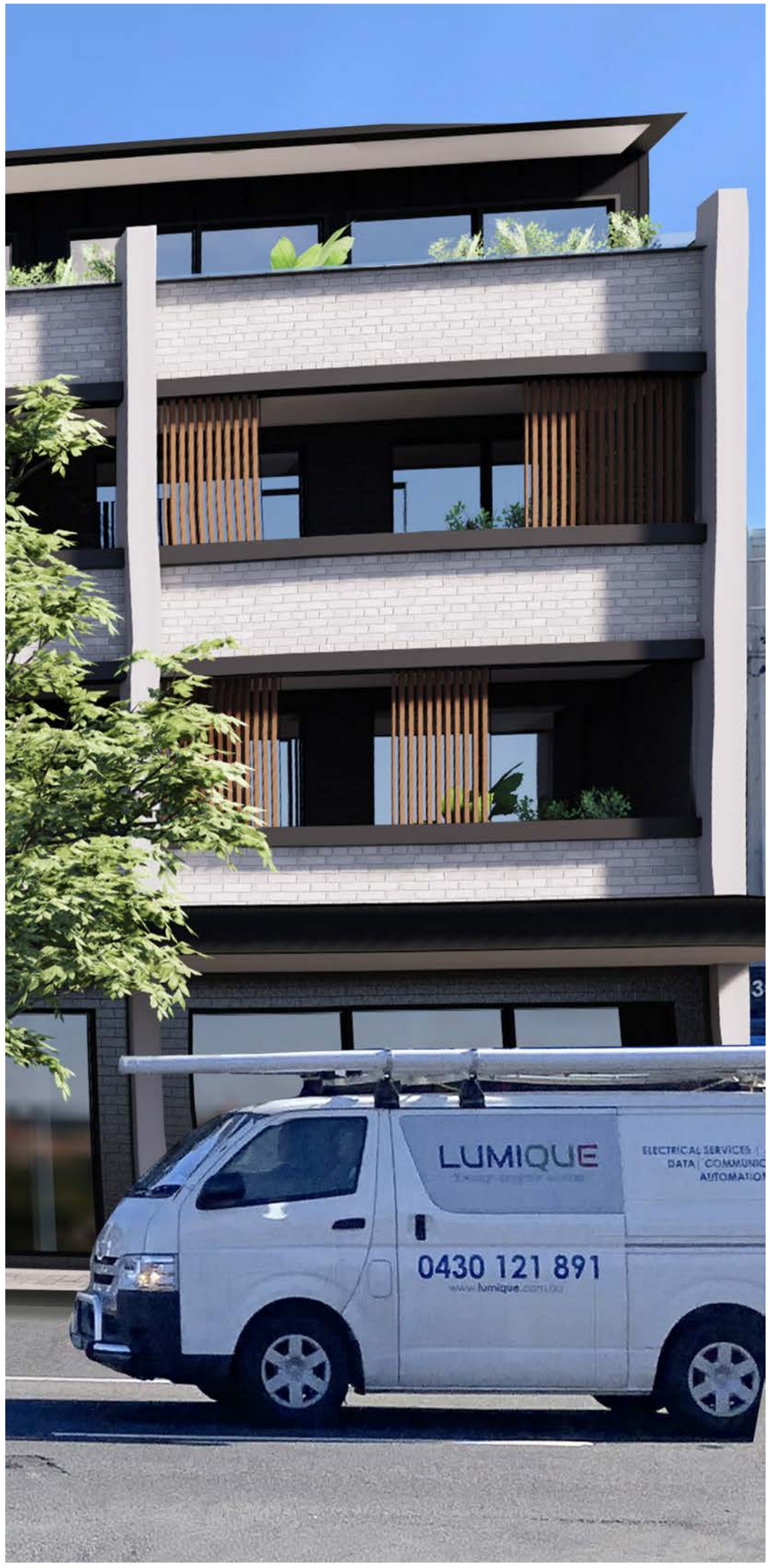
Neighbourhood Centre Strategy

The subject site and the sites east of Ramsay Road are located on a prominent corner, at the topographic low point and the entry point to the LGA, adjacent to the Iron Cove Creek open space network-the threshold to Five Dock. The existing substation at 2E Ramsay Road establishes a 3 storey street wall height along Ramsay Road.

Given the right incentive, the shops immediately north of the site as well as sites to the east of Ramsay Road will also renew to support the gateway vision for the site. For the area to be improved there needs to be sufficient incentive to redevelop.

Structure plan features

1. Maintain detached residential typology along Harrabrook Avenue.
2. Locate retail uses at the corner of Henley Marine Drive and Ramsay Road.
3. Rejuvenate the streetscape along Henley Marine Drive with a high quality retail street at the corner of Ramsay Road, and by enhancing and improving the landscaping along the open space corridor facing the site.
4. Deep soil/landscape setback with mature tree planting along the adjoining residential properties.
5. Height and architectural elements to be located on the south-east corner to mark the gateway into Five Dock.
6. Street wall height along Ramsay Road set by the 3 storey street wall datum of the existing substation building.
7. Food and beverage active frontage along Ramsay Road.
8. Retail service access via existing lane-way.
9. Residential basement parking access along the western boundary, at the low point of the site on Henley Marine Drive.
10. Consider a pedestrian crossing to provide continuous access across Ramsay Road along the Iron Cove Creek corridor.
11. Provide a landscaped setback to the residential frontage with individual front-doors to retain front yard character of the neighbourhood.
12. Potential widening of footpath on Henley Marine Drive to allow for outdoor dining.
13. Upgrade parking and landscaping to enhance the public domain connection along Iron Cove Creek, and to improve the amenity of the streetscape and retail parking.
14. Consider consolidating the forked carriageway and extending the footpath to maximise pedestrian amenity and provide some public domain for the centre. Opportunity for public art and gateway signage.
15. Transition building height to the north and west boundary to create a suitable interface with neighbouring residential properties.



6 The Proposal

Based on the vision and principles established for the site, an integrated proposal has been developed, with a focus on renewal of the neighbourhood centre and the southern gateway to Five Dock.

6.1 Collaboration with Council in developing the proposal

Collaboration time-line

The subject site was purchased in 2018 after which the proponent began a detailed and iterative process of collaboration with Council to ensure the common goal of achieving the best outcome for the site.

April 2018- Urban Design Report issued to Council.

Initial proposal

- Occupying a site that included all B1 properties on the eastern side of Ramsay Road between Harrabrook Ave and Henley Marine Dr.
- A two storey street wall, with three storeys set back above
- Active ground floor along the length of Ramsay Road, and tuning the corner into Henley Marine Drive

May 2019- Pre-lodgement Urban Design report lodgement & presentation to Council.

Improvements

Following feedback from Council and GL Studios the proposal was revised to include:

- It was not possible to acquire all B1 sites, so the proposal was limited to the current site.
- A three storey street wall, to align with the existing street wall height
- A fourth storey set back above the street wall, with a partial fifth storey in the roof with mansard windows.

May 2020- Pre-lodgement presentation with Council.

Improvements

Following a second round of feedback from Council and GL Studios the proposal was revised to include:

- A revised roof form to reduce the bulk and scale of the proposal
- Additional roof setbacks to reduce the visual prominence
- Materiality change to increase building articulation.

2020 Planning Proposal lodgement to Council

Improvements

Following the meeting with Council on 30 May 2020, and formal feedback received via email in June 2020, the proposal was revised to align with council recommendations and lodged on 18 December 2020. Features included:

- Development facing Ramsey Road is not taller than four storeys with a street wall height of three storeys.
- The 4 storey height should not be allowed beyond the western edge of the right of way off Harrabrook Ave.
- Development facing Henley Marine Drive is not taller than 3 storeys (with a street wall height of three storeys along Henley Marine Drive and two storeys facing the rear boundary.

Current Planning Proposal scheme

Improvements

Following the meeting with Council on 16 March 2021, and the formal feedback received letter received on 31 May 2021, the proposal has been revised to align with Council's recommendations:

- A maximum building height fronting Ramsay Road of 14.0m
- A maximum building height to the west of right of way of 10.0m;
- A maximum floor space ratio to reflect the reduction in building height;
- An Active Street frontage on land with frontage to Ramsay Road and extending 20.0 metres along Henley Marine Drive;
- A Detailed Environmental Site Investigation to address potential contamination;
- An affordable housing contribution of 5% and update to the Affordable Housing Contribution Scheme Map to identify the subject site;

Artist impression of proposal looking at the corner of Henley Marine Drive and Ramsay Road

The proposal presents as mainly 3 storeys with a fourth floor setback.

Seen in context of the neighbourhood centre, the street wall height corresponds to the established height on the eastern side of Ramsay Road.

Collaboration with Council in developing the proposal

ask squillance for updates

Development Summary

The proposal consists of a mixture of ground floor retail with residential apartments above, along Ramsay Road, and residential uses at the ground floor along Henley Marine Drive.

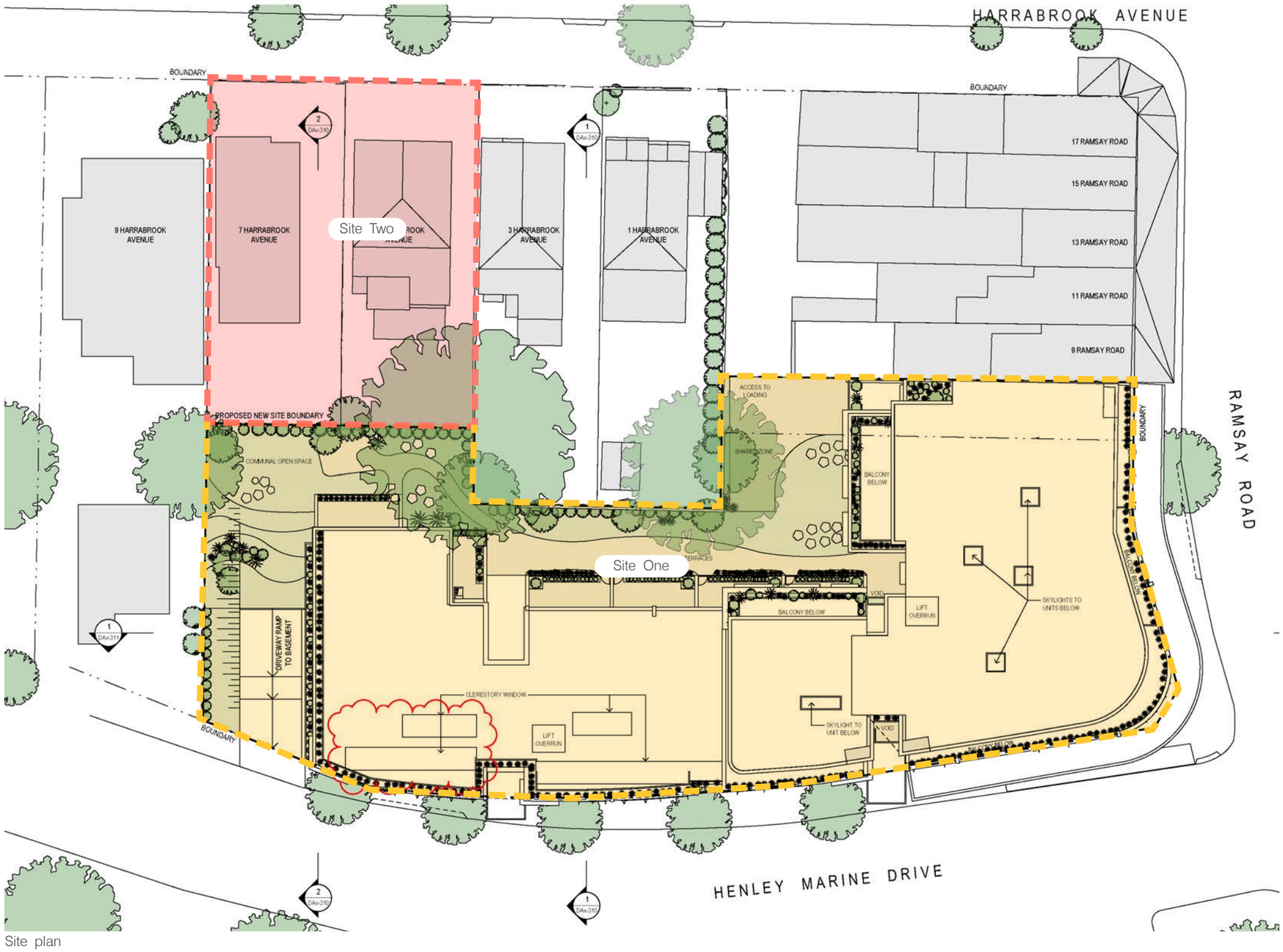
The proposal provides communal open space, at ground along the northern boundary of the site. The deep soil zones along the northern and western boundaries of the site provide a landscaped buffer between the proposed development and the neighbouring residential dwellings.

Residential parking is located in a basement with access via Henley Marine Drive, while the retail servicing and loading dock utilise the existing lane-way off Harrabrook Avenue.

The amalgamated site will be re-subdivided as part of the planning proposal. On site two the existing residential dwellings at 5 and 7 Harrabrook Avenue will be retained with cosmetic and landscape improvements and their lots reduced to 360.5m^2 each. The remaining site of 2579m^2, site one will be redeveloped with the mixed use proposal.

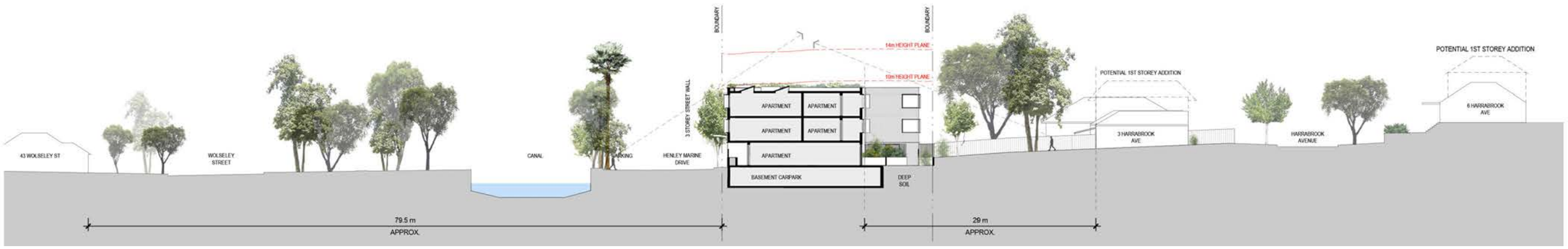
Development Summary:
Site One:
- Proposed zoning B1 Neighbourhood Centre
- New site area: 2,579sqm
- Proposed FSR 1.71 :1
- 37 total apartments, including:
  - 8 x 1 Bed (including some with study)
  - 15 x 2 Bed (including some with study)
  - 14 x 3 Bed (including some with study)
- Proposed Building Height: maximum 14m to the east of the right of way and 10m west of the right of way

Site Two: R2 Low Density Residential
- Proposed new minimum lot size: 360sqm
- Retain existing land use zoning and building height.

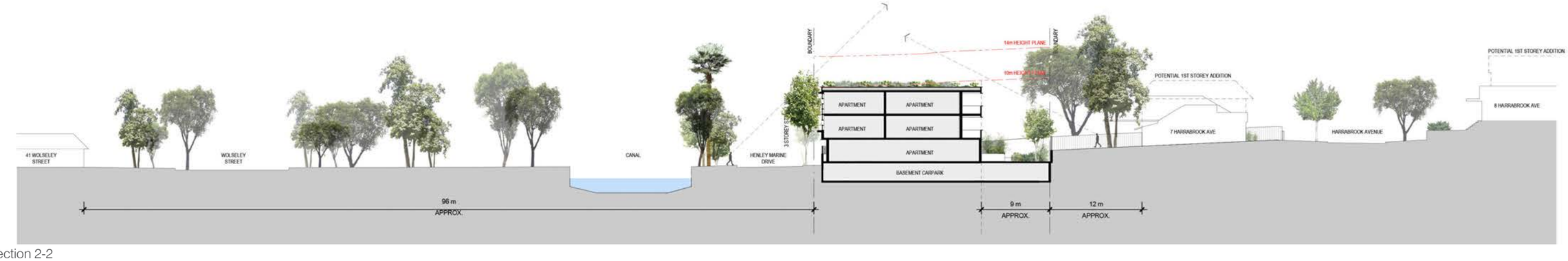


Site plan

Section



Section 1-1



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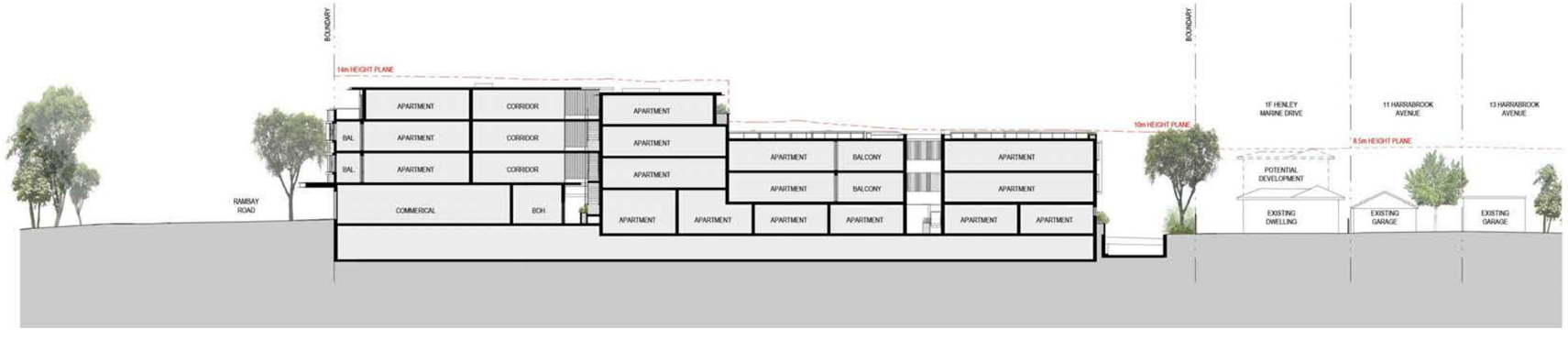


Section 3-3

Ground floor plan

The proposed ground floor provides retail activation along Ramsay Road, with a maximum 20m active frontage along Henley Marine Drive.

Fronting Henley Marine Drive are ground floor residential apartments with small terraced gardens and individual front door access.

The two lobbies providing access to the upper level apartments are also located along Henley Marine Drive and help to articulate the built form.

The western boundary has a 9m setback from the neighbouring residential properties, to accommodate for the driveway to the residential basement parking.

Proposed ground floor plan

First floor plan

- Typical residential floor plan (for level one and two), consisting of 13 apartments per floor and two residential lobbies.
- The apartment mix for level one and two includes:
  - 4x 1 Beds
  - 6x 2 Beds
  - 3x 3 beds

Proposed level one floor plan

Second floor plan

- Typical residential floor plan (for level one and two), consisting of 13 apartments per floor and two residential lobbies.
- The apartment mix for level one and two includes:
  - 4x 1 Beds
  - 6x 2 Beds
  - 3x 3 beds

Proposed level two floor plan

Legend

Revision cloud

Third floor plan

- Level three has a 3m setback from building edge to minimise the visual bulk from the streets and public domain and allow for deeper private open space to the residential apartments.
- There are 5 apartments on this level, with a rooftop communal open space located along the western edge. Access to the communal open space is via western lobby.
- The apartment mix for level three includes:
  - 2x 2 Beds
  - 3x 3 Beds

Legend

Revision cloud

Proposed level three floor plan

Roof plan

– Non-trafficable roof with skylights to units below.

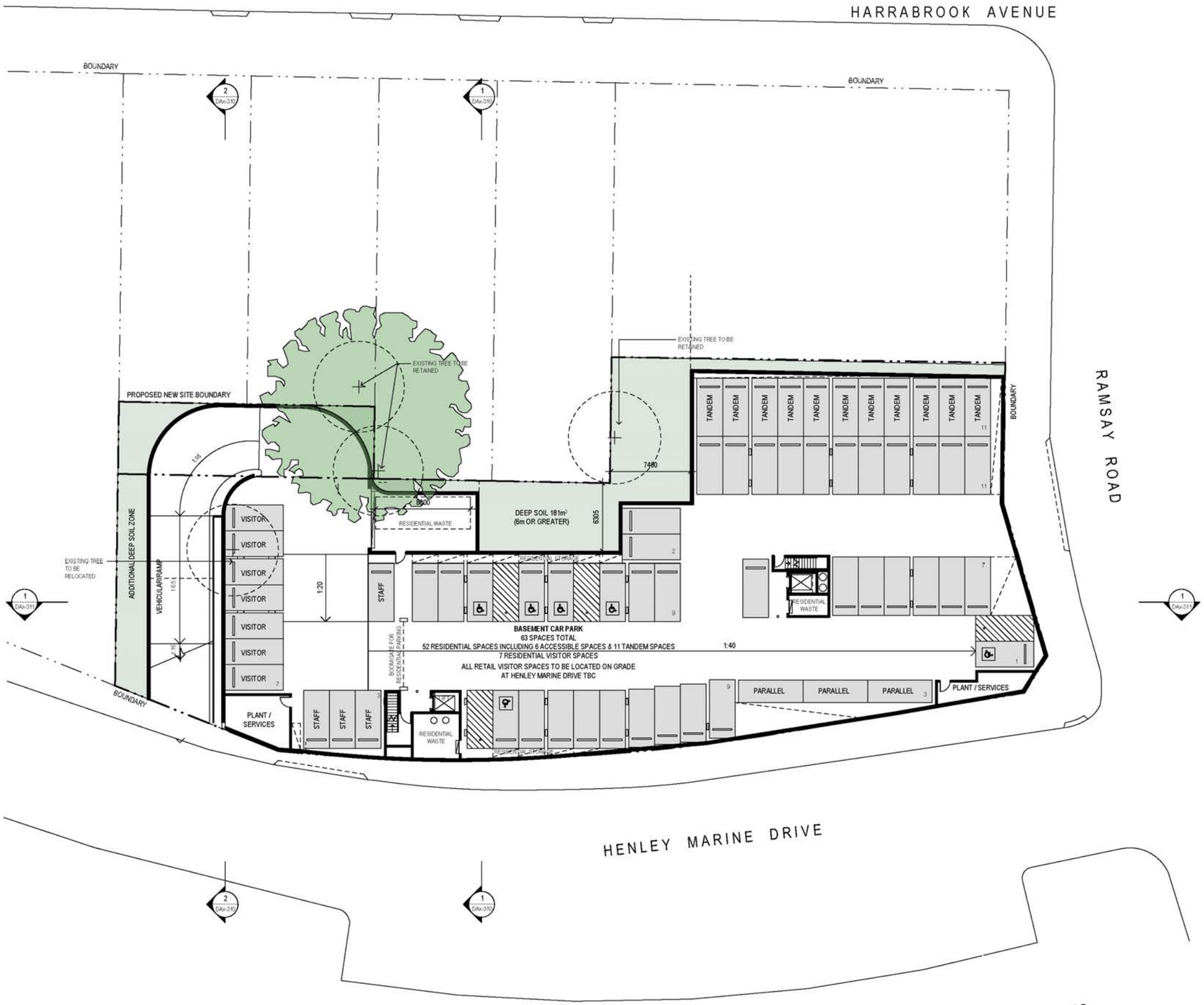
Proposed roof plan

Legend

Revision cloud

Basement plan

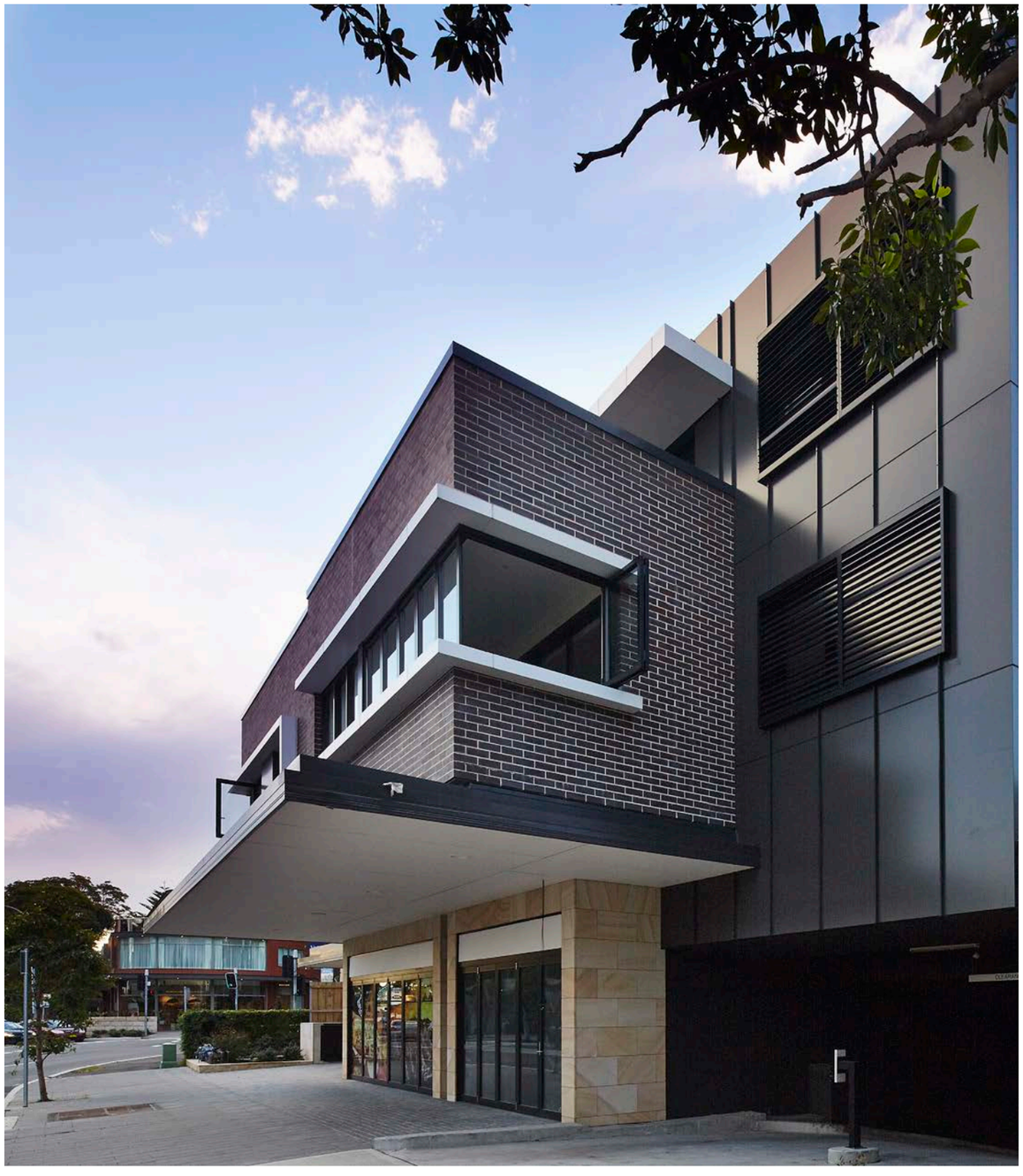
- Access to the residential basement parking is via Henley Marine Drive.
- The basement consist of 63 parking spaces, including;
  - 52 residential spaces
  - 11 tantum spaces
  - 6 accessible spaces
  - 7 visitor spaces



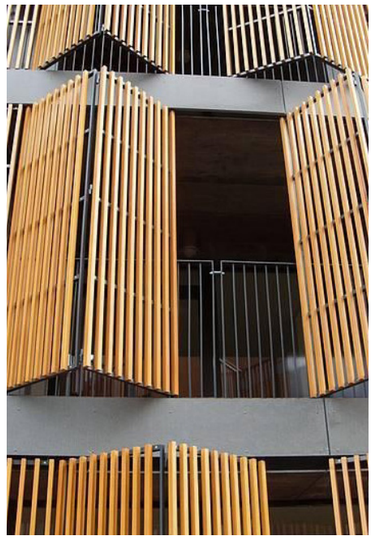
Legend

Revision cloud

Proposed basement plan



Building Articulation
The building form with recessed windows, a set-back ground floor, and breaks for the lobbies provides light, shadow and depth to the facade.



Texture
A variety of high quality materials including brick, timber and metal are proposed to give the building variety and texture.

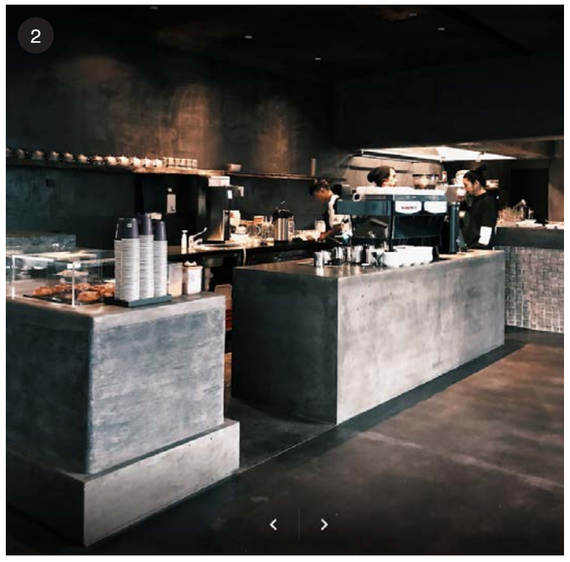
Horizontal expression
The balcony forms turn the corner and provide a horizontal expression to the building reminiscent of art deco corner buildings. These proportions are attractive and reduce the perceived height of the building. The partial fourth storey is tucked away behind the street-wall elevation.

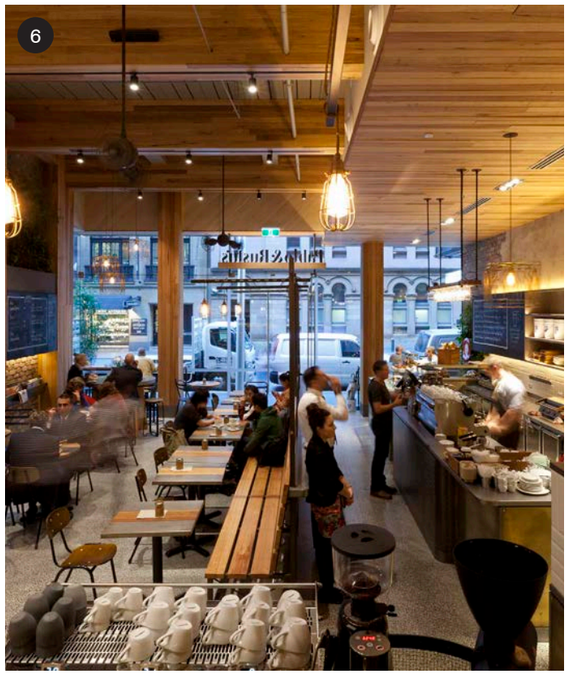
Retail approach

Retailers may include neighbourhood shops serving the local population with merchandise such as foodstuffs, personal care products, newspapers and the like, as well as ancillary services such as a post office, bank, dry cleaning or travel agent. Other permitted uses include: child care facilities, and light industry which can include uses such as a coffee roaster, organic food producer etc.

It may be possible to offer a proportion of affordable commercial rents to accommodate incubator and local start-up retail and creative spaces.

The retail space is able to be subdivided in a flexible manner, with the external building expression reading as fine grain tenancies, in keeping with the existing retail on Ramsay Road.





01 Young Henry's Distillery Newtown
02 Edition Coffee Roasters
03 Fine grain shops at the Ivy, Sydney
04 Wiggs Distillers
05 Lune Croissanterie Melbourne
06 Pablos cafe

Landscape strategy and public benefit

The proponent has been collaborating with Council on public benefit and is prepared to contribute towards public domain improvements in conjunction with the delivery of the proposal. In collaboration with Council, the extent of contributions will be confirmed during the VPA process. Potential benefits include the following:

1. Extend the Sydney Water Preliminary Concept Design for Iron Cove Creek to include the portion of the creek to the west of Ramsay Road, opposite the subject site.
2. Contribute towards the provision of 'blisters' to accommodate street tree planting between existing 90 degree parking and enlarge parkland.
3. Contribute towards the provision of new parking bays with 'blisters' to accommodate street tree planting along the northern side of Henley Marine Drive.
4. Contribute towards the provision of active recreation opportunities such as outdoor gym stations within the outdoor space.
5. Contribute towards the provision of a pedestrian crossing across Ramsay Road
6. Provide a proportion of affordable commercial rents to attract incubator and start-up local retailers. This would ensure that local businesses are not displaced, would contribute to the post-COVID-19 economy and contribute towards an authentic neighbourhood character.

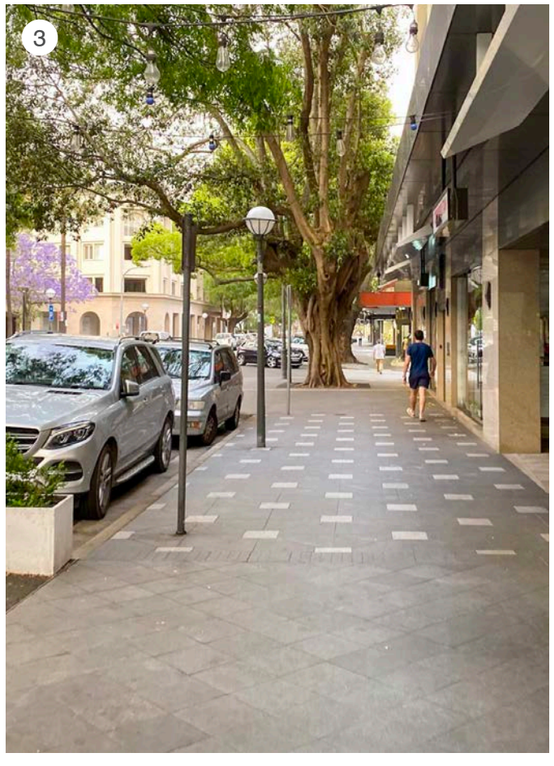
Proposed Landscape concept plan

Rehabilitate the Iron cove Creek

Collaborate with Sydney Water to extend the proposed creek treatment east of Ramsay road to the west as well.

Kerb-side Parking

Work with Council to upgrade the footpath on the northern side of Henley Marine Drive and include street trees.



Gateway Landscape

Consolidate carriageways and remove the turn out lane to increase the public domain and provide an opportunity for a landscaped gateway or public art feature on the eastern side of Ramsay Road.

Retail Parking

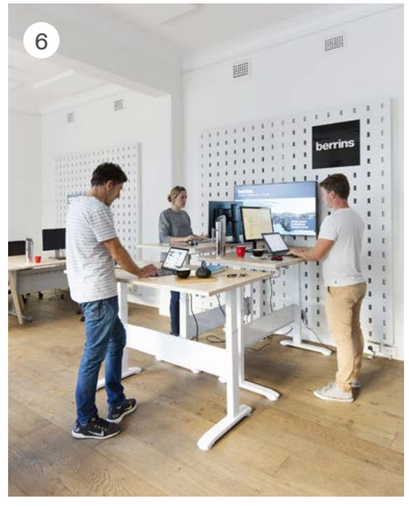
Retain and upgrade the perpendicular parking and associated landscaping on the south side of Henley Marine Drive.

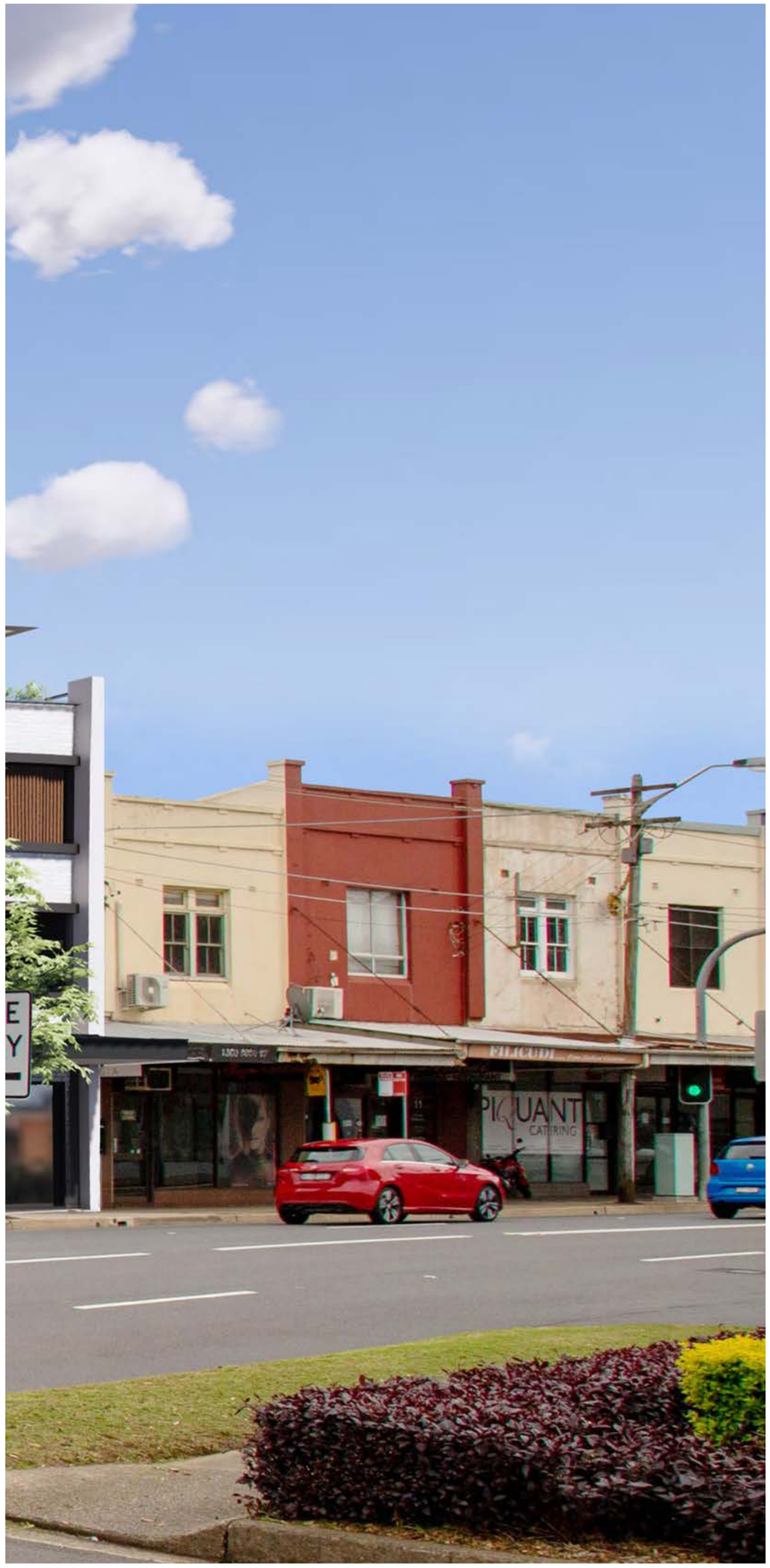
Active recreation

Provide active fitness opportunities for the community, such as outdoor gym stations within the Iron Cove Creek open space corridor.

Incubator retail

Provide affordable commercial rents to local start-ups and incubators





7 Testing and Assessment

This section provides detailed analysis of the view and overshadowing impacts of the proposal on the surrounding context.

Introduction

The project
This Visual Impact Assessment (VIA) has been prepared by Architectus to assess the potential visual impact of the proposed development at 1-7 Ramsay Road, and 5 & 7 Harrabrook Avenue (Lot D DP415618, Lot 1 DP241337, Lots 1 & 2 DP310522).

This chapter describes the visual impacts of the proposed development on the site.

The assessment pathway
This VIA has been prepared to support a Planning Proposal (PP), which seeks to amend the current planning controls for the site to allow residential development and supporting land uses. The PP will be submitted to Canada Bay Council for determination.

Approach to methodology
The methodology used to inform this assessment is based on best practice and Architectus' experience in the field of the assessment of visual impact, including the NSW Land and Environment Court (LEC) Planning Principles in relation to views and impact on public domain views and our experience in preparing VIA's for a variety of residential and other projects.

This assessment has been undertaken using the following two step process:

1. Preliminary assessment including photographs for public domain views and 3D model views for private views; and
2. Detailed photo-montage assessment based on key views selected from the above.

Photo-montage process
For each of the photo-montages prepared, the following process has been undertaken, consistent with the approach set out in the NSW LEC 'Use of photo-montages' policy:

- Step 1 - Digital photographs were taken from each of the selected viewpoints in the direction of the proposed development.
- Step 2 - A camera has been located in the digital model using the same focal length. The direction of the camera has been ascertained through comparing points in the photograph against other reference points.
- Step 3 - A computer generated 3D model of the proposed building was prepared and located accurately within the 3D model view.
- Step 4 - A rendered image was produced from the 3D model and a 'mask' created within the photograph to produce the final photo-montage.

Note: The images on this page are provided to demonstrate the production process of photo-montages only. They are process images and therefore the integration of the renders is not entirely resolved.

Step 1 - Photograph taken and location

Step 2 - Camera located in 3D model at surveyed location with matched camera attributes (film/sensor format and focal length) and rotated to match other points within the view.

Step 3 - Computer generated 3D model of the proposed building located within the 3D model view identified from Step 2. This is a process image, and the integration of the render is not entirely resolved at this point

Step 4 - Rendered image produced from 3D model and 'masked' into photograph to produce final photo-montage.

Selection of views for analysis

A preliminary photographic assessment of the site included eight (8) views as potential views to be analysed. These views included important locations identified in relevant planning policy and prominent views in the area. The process for selecting and describing each view is provided adjacent.

1. *Selection of views*

A preliminary site analysis was undertaken, which considered the site context, important locations identified in relevant planning policy, prominent views in the area and possible locations of visual impact. Five (5) public domain views were selected for further consideration of visual impact. These are described through in the following pages of this chapter.

Views shown in this chapter are typically 20mm focal length equivalent for a 35mm camera (a wide angle view).

2. *Preliminary consideration of views*

Architectus has undertaken a preliminary consideration of each view's importance and potential for visual impact (e.g. views of documented importance are given higher 'importance' ratings). This is based on the criteria for assessment described in the previous chapter of this document, which includes the relevant NSW LEC Planning Principles.

3. *Selection of views for detailed (photo-montage) assessment*

The Eight (8) views were then selected for detailed photo-montage analysis with the final proposal. This selection process for views includes:

- A focus on view locations of documented importance;
- View locations both near and far from the site; and
- Views from the water, that represent the character of the area.

Viewing zones

A number of viewing zones were nominated to categorise the views by distance from the site. The viewing zones have been categorised into two significant areas:

- **Main Roads** (Ramsay Road, Henley Marine Drive & Harrabrook Avenue)
- **Open space area** (Iron Cove Creek Corridor & Wadim (Bill) Jegorow Reserve)

Viewpoints

The views typically represent locations in the public domain where a relatively significant number of people are likely to congregate or pass, and potentially, experience a view of the proposal. In addition, some viewpoints were chosen because of their public prominence and to assess whether the site can be seen from the viewpoint location.

The table below lists all of the viewpoints and the reason for their nomination. No private views were assessed at this stage of the proposal.

Location No.	View Name	Viewing zone
1.	Martin Street Park (south of Iron Cove Creek)	Open Space
2.	Henley Marine Drive open space (north of Iron Cove Creek)	Open Space
3.	Ramsay Road (near the vets)	Main Roads
4.	Ramsay Road (intersection of Minnesota Avenue)	Main Roads
5.	Harrabrook Avenue (east)	Residential area
6.	Harrabrook Avenue (west)	Residential area
7.	Wadim (Bill) Jegorow Reserve	Open Space
8.	Wattle Street Intersection	Main Roads

Assessment methodology

This visual assessment method has addressed views from the surrounding context and area's of landscape and ecological significance.

The visual impact assessment method for the views acknowledges the following five step process of the New South Wales Land and Environment Court Planning Principle:

- Identify the scope of the existing views from the surrounding context
- Identify the locations in the public domain from which the interrupted view is enjoyed
- Identify the extent of the obstruction at each relevant location
- Identify the intensity of public use of those locations
- Review any document that identifies the importance of the view to be assessed.

Standards for photography

All individual photographs have been taken with a 20mm focal length equivalent for a 32mm camera (wide angle view). This is the accepted standard of the New South Wales Land and Environment Court for approximating the normal human depth of field, so that the size of the image approximates the size of the object as seen by the eye from the same location.

Preparation of the masked outline overlays involved the following steps:

- Digital photographs were taken from each of the selected viewpoints in the direction of the proposed development;
- Each viewpoint was surveyed for a precise location and reduced level (RL) by Architectus;
- Computer generated 3D models of the buildings in the lodged and revised schemes were prepared
- The 3D model was inserted into the photographs from the key vantage points using the same 20mm and
- The precise RL of the location (plus 1.7m to represent eye height)

A mask is placed over the location of the 3d model, illustrating its extent in the view.

This section provides an initial assessment of a wide range of views which may be affected by the proposals. This provides an overall scope of the locations from which views may be obtained, what the likely impact of the proposal will be on these views and, where the impact is likely to be high or the view is important.

The assessment and categorisation of visual impacts is based on the New South Wales Land and Environment Court Planning Principles and a qualitative assessment is set out under the following headings:

- Importance of the view;
- Visual impact; and
- Visual absorption capacity.

A visual simulation (photo-montage) of the proposed development has been prepared for each view that was nominated for detailed visual impact assessment. The photo-montage was then used to determine the visual impact of the proposed development.

The photo-montages shown demonstrate the building form only; they do not show detailed articulation or material selection.

The importance of the view is defined differently for public domain and private views with weighting applied which is consistent with the New South Wales Land and Environment Court Planning Principles. The criteria are defined as follows.

Importance of the public domain view

It includes consideration of the following factors:

- The context of viewer (including whether the view is static or dynamic, obtained from standing or sitting positions);
- Elements within the view (including whether iconic elements or water views are present, the existing composition of the view, and any existing obstructions to the view);
- The number of viewers;
- The distance to the proposal; and
- The likely period of view.

The above features are described for each view and a final categorisation of view importance has been produced as a summary.

The following table provides a definition of example use cases for each categorisation of the importance of the view:

Importance of the public domain view	Definition
High	Unobstructed views of highly valuable or iconic elements from highly important locations in the public domain.
Moderate-High	Generally unobstructed views including important visual elements from well-used locations. The view attracts regular use of this location by the public.
Moderate	Views including elements of moderate importance with little obstruction which are obtained from moderately-well used locations. The view may assist in attracting the public to this location.
Low-Moderate	Views with some important elements which may be partially obstructed or from a less well used location. The view may be a feature of the location however is unlikely to attract the public to it.
Low	Views from spaces or streets with little pedestrian use or obstructed views or views with few important elements. Obtaining views is not a focus of using the space.

Likely visibility

Likely visibility provides an estimation of how visible the proposals will be in the view. The table below provides a definition of the categories used.

Likely visibility	Definition
High	The proposal will dominate the field of view.
Moderate	The proposal will form part of the overall composition of the view.
Low	The proposal will be noticeable as a minor part of the field of view.
Negligible	The proposal will not be noticeable.

Visual absorption capacity

The visual absorption capacity is an estimation of the capacity of the landscape and built environment to absorb development without creating significant visual change that would result in a reduction of scenic or visual quality. This is usually dependent on vegetation cover, landforms and existing built form and is influenced by the level of visual contrast between the proposal and the existing elements.

The degree of contrast between the various elements of the development and the physical environment/ landscape determine the level of visual absorption. Factors such as scale, shape, colour, texture and reflectivity of the development compared to the visual context define the degree of contrast. For this study, the rating outlined in the table below has been used in the assessment of visual absorption capacity.

As this is a high level assessment to inform a planning proposal, and materials and detailed form have not yet been established, this rating has concentrated on the bulk of the proposal in relation to screening factors and contextual development.

Rating	Definition
High	Existing landscape and built environment able to absorb development. Low degree of visual contrast will result from building envelopes.
Moderate	Existing landscape able to absorb some development. Some visual contrast will result from building envelopes.
Low	Existing landscape unable to absorb development. High degree of visual contrast will result from building envelopes.

Relative number of viewers and likely period of view

The tables below shows the criteria used in evaluating the relative number of viewers and period of view.

Relative number of viewers	Definition
High	> 1,000 people per day
Moderate	100-1,000 people per day
Low	< 100 people per day

Period of view	***Definition***
High (long-term)	> 120 minutes
Moderate	1-120 minutes
Low (short-term)	< 1 minute

Visual impact rating

The visual impact is a qualitative assessment of the impact of the proposal on the view. It includes consideration of:

- The quantitative extent to which the view will be obstructed or have new elements inserted into it by the proposed development;
- Whether any existing view remains to be appreciated (and whether this is possible) or whether the proposal will make the existing view more or less desirable, or locations more or less attractive to the public;
- Any significance attached to the existing view by a specific organisation;
- Any change to whether the view is static or dynamic.

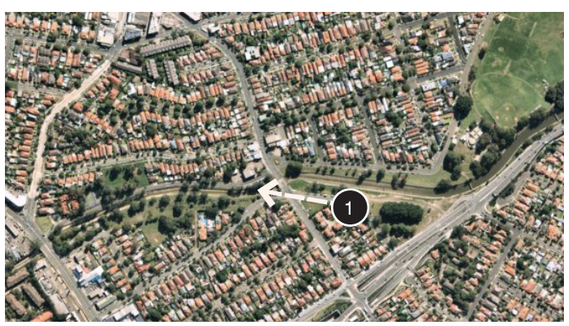
A description of the visual impact rating for each view has been provided, with a final categorised assessment of the extent of visual impact provided under the following categories:

Extend of visual impact	Definition
High	The proposal obstructs iconic elements or elements identified as highly significant within the existing view.
Moderate	The proposal obstructs some elements of importance within the existing view.
Low	The proposal obstructs minor elements within the existing view.
Negligible	The proposal will not be noticeable within the view without scrutiny.

7.1 View Impact Assessment

View One: Martin Street Park (south of Iron Cove Creek)

Viewing zone	Open Space
Description of view	The view is looking west along the southern side of Iron Cove Creek towards the subject site.
Context of viewer	Viewers are predominately passers-by walking along the footpath and running through Martin Street parkland.
Likely visibility	Low.
Likely period of view	Moderate (1-2 minutes). Due to the active nature of the view and dense vegetation, the view will only be experienced for a short period of time.
Importance of the public view	Low. Due to the existing mature landscape along both sides of Iron Cove Creek, views to the proposal will be screened and will not be a focus for users of this space.
Relative number of viewers	Low.
Visual adsorption capacity	High.
Visual impact rating	Low. The proximity of the view to the proposal means it is apparent, however due to the existing vegetation, the proposed built form being below the tree line, and with the low building height, decreases the impact of the view.
Mitigation	The proposal includes an upper level setback to the fourth floor to minimise bulk and scale visible from the streets and surrounding context.



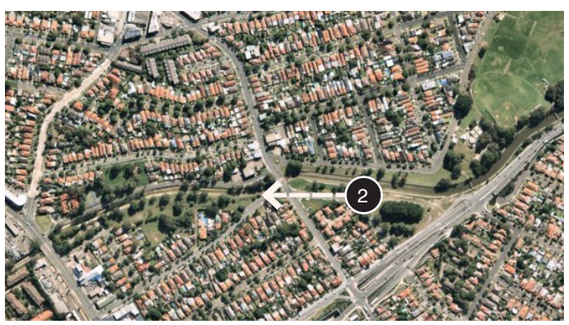
Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Two: Henley Marine Drive open space (north of Iron Cove Creek)

Viewing zone	Open Space
Description of view	The view is looking west along the northern side of Iron Cove Creek towards the subject site.
Context of viewer	Viewers are predominately passers-by walking in the open space along Henley Marine Drive
Likely visibility	Negligible- low.
Likely period of view	Low (less than a minute) Due to the dense vegetation along the Iron Cove Creek and Henley Marine Drive verge, the view will only be experienced for a short period of time.
Importance of the public view	Low. Due to the existing mature landscape along Iron Cove Creek and along the road verge, views to the proposal will be screened and not impact the landscape character of the area.
Relative number of viewers	Low.
Visual adsorption capacity	High.
Visual impact rating	Negligible. Only a small section of the proposal can be seen from the view, however due to the distance and location, the proposal sits low in the topography and is screened by vegetation.
Mitigation	Not required as visual impact is negligible.



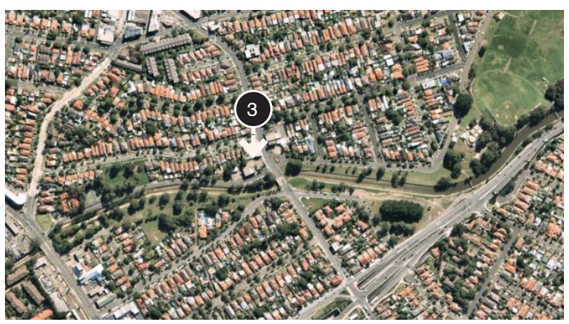
Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Three: Ramsay Road (near the vets)

Viewing zone	Main Road
Description of view	The view is looking south from Ramsay Road (along the eastern edge of the street) towards the subject site.
Context of viewer	Viewers are predominately passers-by traveling in vehicles along Ramsay Road
Likely visibility	High.
Likely period of view	Moderate (1-2 minutes). The viewers are travelling primarily via vehicles along Ramsay Road, past the site, or walking along the footpath. There is some opportunity to linger, particularly at the bus stop located near the vet.
Importance of the public view	High. Passing vehicles and pedestrians walking along Ramsay Road are likely to experience short to medium-term views of the site.
Relative number of viewers	High.
Visual adsorption capacity	Low
Visual impact rating	Moderate. The proximity of the view to the proposal means it is apparent, however due to the double storey neighbouring properties, the proposed built form completes the street wall between Henley Marine Drive and Harrabrook Avenue, reducing it's impact.
Mitigation	The proposal includes an upper level setback to the fourth floor to minimise bulk and scale visible from the streets and surrounding context.



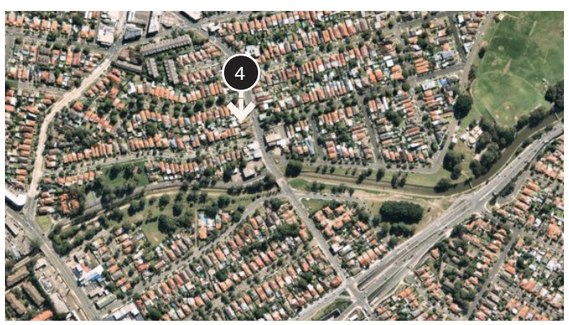
Key map

Existing view

Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Four: Ramsay Road (intersection of Minnesota Avenue)

Viewing zone	Main Road
Description of view	The view is looking south along Ramsay Road (along the eastern edge of the street) at the Minnesota Avenue intersection towards the subject site.
Context of viewer	Viewers are predominately passers-by traveling in vehicles along Ramsay Road
Likely visibility	High.
Likely period of view	Moderate (1-2 minutes). The viewers are travelling primarily via vehicles along Ramsay Road, pass the site, or walking along the footpath. There is no opportunity to linger.
Importance of the public view	Low-Moderate. Passing vehicles are likely to experience short-term views. Due to the existing landscape along Ramsay Road street verge, views to the proposal will be screened and integrate with the existing double storey built form.
Relative number of viewers	High.
Visual adsorption capacity	Moderate.
Visual impact rating	Moderate. The proximity of the view to the proposal means it is apparent, however due to the existing vegetation and the topography falling, the proposal is predominately screened by vegetation and the existing neighbourhood properties, decreasing the impact of the view.
Mitigation	The maximum building height is limited to 14m, to minimise the bulk and scale visible from the streets and surrounding context.



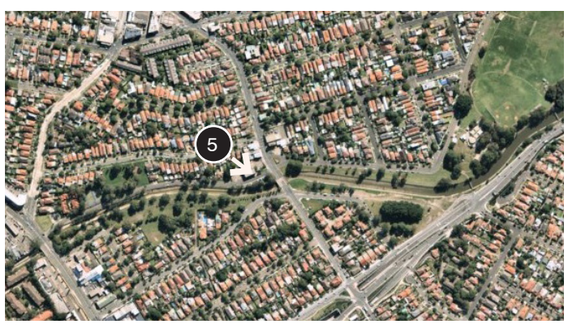
Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Five: Harrabrook Avenue (east)

Viewing zone	Residential area
Description of view	The view is looking south-east along Harrabrook Avenue, towards the northern side of the subject site.
Context of viewer	Viewed primarily by residents on Harrabrook Avenue from the front and back boundaries of their properties.
Likely visibility	Low.
Likely period of view	High. Residents on Harrabrook Avenue will experience long-term views.
Importance of the public view	Low-Moderate. The view is unlikely to attract public use; however, it sits within the context of the area. The proposal does not obstruct views of any significant items.
Relative number of viewers	Low
Visual adsorption capacity	High
Visual impact rating	Moderate. While the proposal is visible on the skyline, it is predominately screened by vegetation and the relatively low building height and deep building setback, decrease the impact of the view.
Mitigation	The maximum building height is limited to 14m, to minimise the bulk and scale visible from the streets and surrounding context.



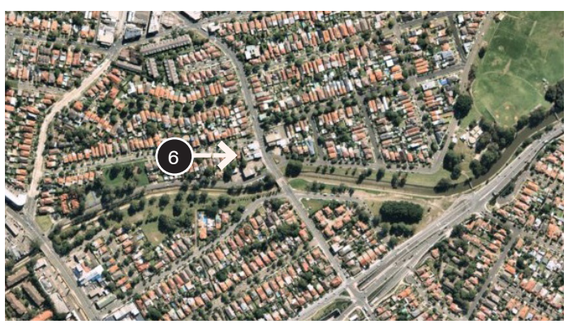
Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Six: Harrabrook Avenue (east)

Viewing zone	Residential area
Description of view	The view is looking south-east along Harrabrook Avenue, towards the northern boundary of the subject site.
Context of viewer	Viewed primarily by residents on Harrabrook Avenue from the front and back boundaries of their properties.
Likely visibility	Low.
Likely period of view	High. Residents on Harrabrook Avenue will experience long-term views.
Importance of the public view	Low-Moderate. The view is unlikely to attract public use, however, it located within the context of the area. The proposal does not obstruct views of any significant items.
Relative number of viewers	Low
Visual adsorption capacity	High
Visual impact rating	Moderate. While the proposal is visible on the skyline, it is predominately screened by vegetation and the relatively low building height and deep building setback, decrease the impact of the view.
Mitigation	The maximum building height is limited to 14m, to minimise the bulk and scale visible from the streets and surrounding context.



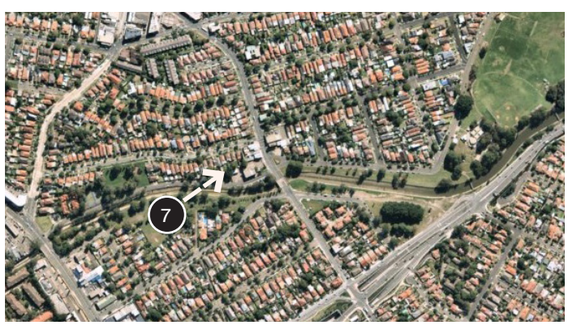
Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Seven: Wadim (Bill) Jegorow Reserve

Viewing zone	Open Space
Description of view	The view is looking west along Iron Cove Creek from Wadim Bill Jegorow Reserve, towards the subject site.
Context of viewer	Viewers are predominately passers-by walking along the footpath.
Likely visibility	Moderate.
Likely period of view	Moderate (1-2 minutes). Due to the active nature of the view and dense vegetation, the view will only be experienced for a short period of time.
Importance of the public view	Low- Moderate. Due to the existing mature landscape along both sides of Iron Cove Creek, views to the proposal is partially screened by vegetation and will not be a focus of using this space.
Relative number of viewers	Low.
Visual adsorption capacity	Moderate.
Visual impact rating	Low. The proximity of the view to the proposal means it is apparent, however due to the existing vegetation, and the proposed built form being below the tree line, the impact of the view is minimised.
Mitigation	The proposal includes an upper level setback to the fourth floor to minimise bulk and scale visible from the streets and surrounding context.



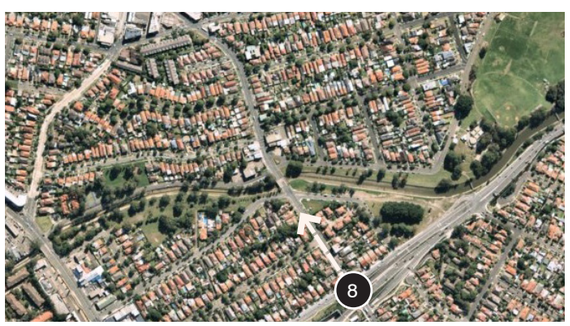
Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

View Eight: Wattle Street Intersection

Viewing zone	Main Road
Description of view	The view is looking north from the intersection of Wattle Road and Ramsay Road towards Iron Cove Creek and the south-west corner of the subject site.
Context of viewer	Viewers are predominately passers-by traveling in vehicles along Ramsay Road
Likely visibility	Low
Likely period of view	Moderate (1-2 minutes). The viewers are travelling at high speeds along Ramsay Road away from the site. Due to the active nature of the view and built form along Ramsay Road, the view will only be experienced for a short period of time.
Importance of the public view	Low-Moderate. Passing vehicles are likely to experience short-term views. Due to the topography, the view north on the approach to Five Dock is dominated by the new development on the ridge-line in the distance.
Relative number of viewers	High
Visual adsorption capacity	High
Visual impact rating	Low The proximity of the view to the proposal means it is apparent, however due to the existing built form and street tree planting along Ramsay Road, and the topography falling towards Iron Cove Creek, the proposal fits visually into the street wall.
Mitigation	The three storey street wall in keeping with the existing street wall height and allows the proposal to fit into the surrounding context.



Key map


Existing view


Photo-montage with proposal (Note: demonstrating indicative building envelopes only

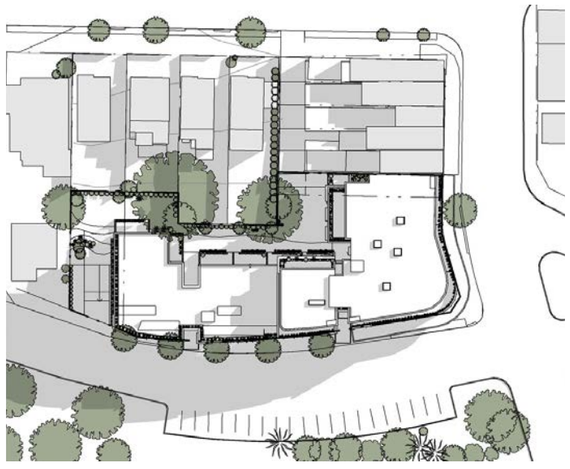
7.2 Overshadowing Assessment

Shadow Impacts

The shadow diagrams demonstrate that there is minimal to no overshadowing impact caused by the proposal, with the majority of shadows falling on the road carriageway on Henley Marine Drive on the winter solstice. There are no shadow impacts to the residential properties south of Iron Cove Creek.

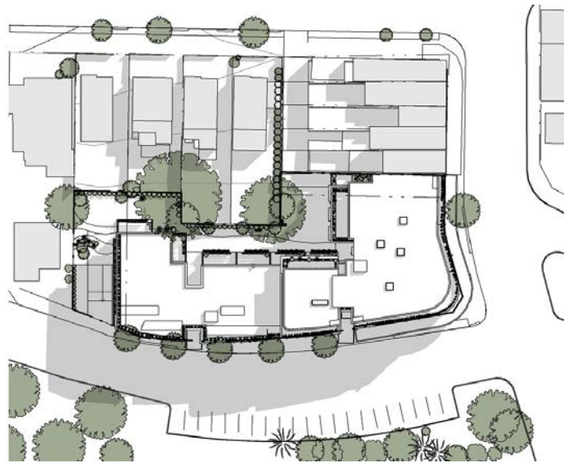
At 9am there is some minimal overshadowing to the front yard of the dwelling facing Henley Marine Drive at number 7 Harrabrook Ave, however this does not impact private open space or the dwelling itself.

From 10am to 2pm there is minor overshadowing of the northern edge of the open space immediately west of the car parking area on Henley Marine Drive. This is considered to be of low impact being the least desirable portion of the park, adjacent to the road. From 3pm onwards the shadow extends further south into the open space south of Henley Marine Drive, however as the open space receives excellent solar access for the majority of the day and particularly around lunch time, this impact is considered acceptable.



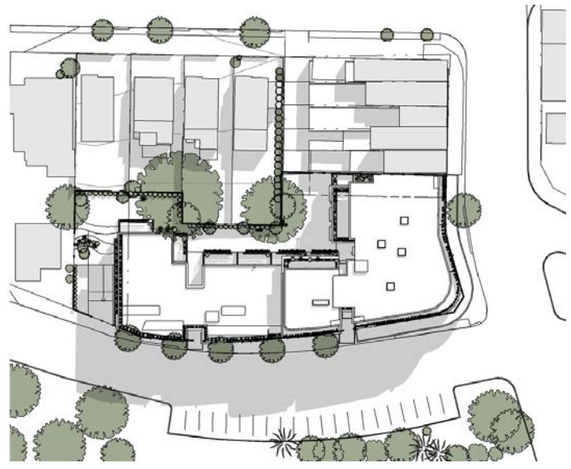
9am-June 21st

The majority of the shadow impacts the carriageway of Henley Marine Drive, with some shadowing to the northern edge of Iron Cove Creek open space corridor. The shadows cast does reach the 1F Henley Marine Drive front yard.



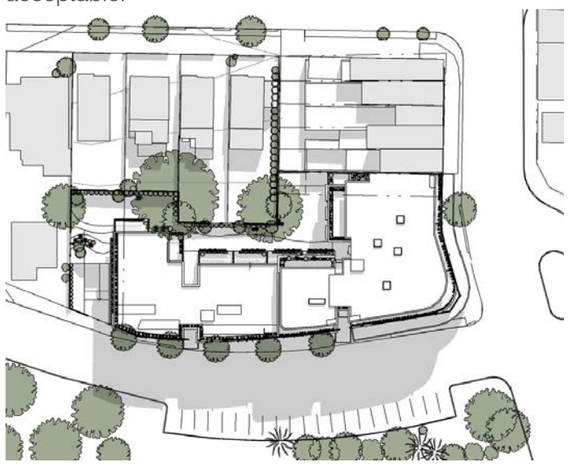
10am-June 21st

The majority of the shadow impacts the carriageway of Henley Marine Drive, with some minor shadowing to the northern edge of Iron Cove Creek open space corridor. The shadow cast onto 1F Henley Marine Drive front yard is reduced with impact only affecting a small area at southeast corner to the residential lot.



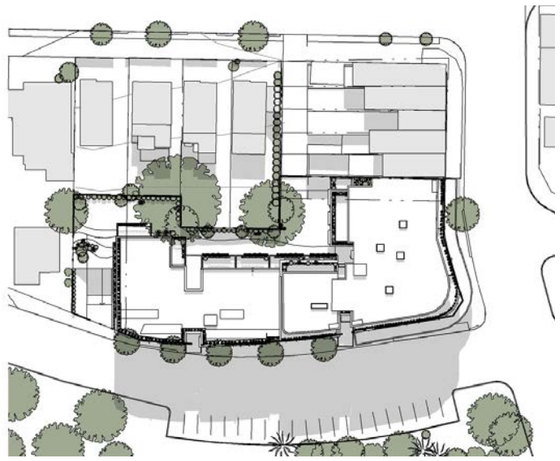
11am-June 21st

The shadows cast only affects the carriageway of Henley Marine Drive and small corner of the Iron Cove Creek open space. No residential properties have been impacted.



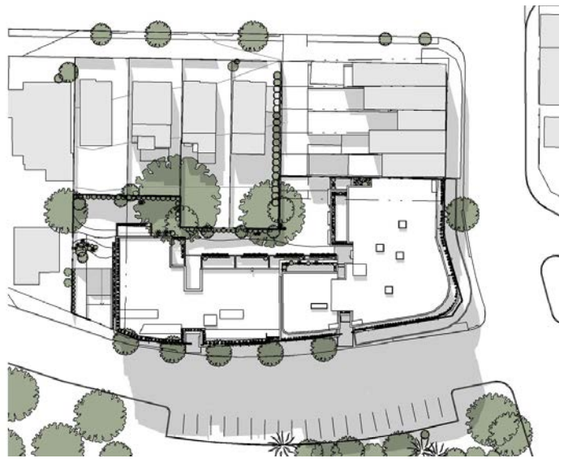
12pm-June 21st

The shadows cast only affects the carriageway of Henley Marine Drive and small corner of the Iron Cove Creek open space. No residential properties have been impacted.



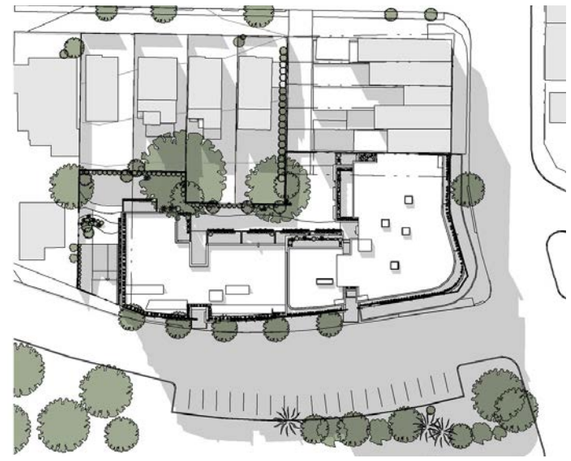
1pm-June 21st

The shadows cast only affects the carriageway of Henley Marine Drive and the car parking area along the northern edge of Iron Cove Creek. No residential properties have been impacted.



2pm-June 21st

The shadows cast only affects the carriageway of Henley Marine Drive and extends to a small area of open space running along the northern edge of Iron Cove Creek. No residential properties have been impacted.



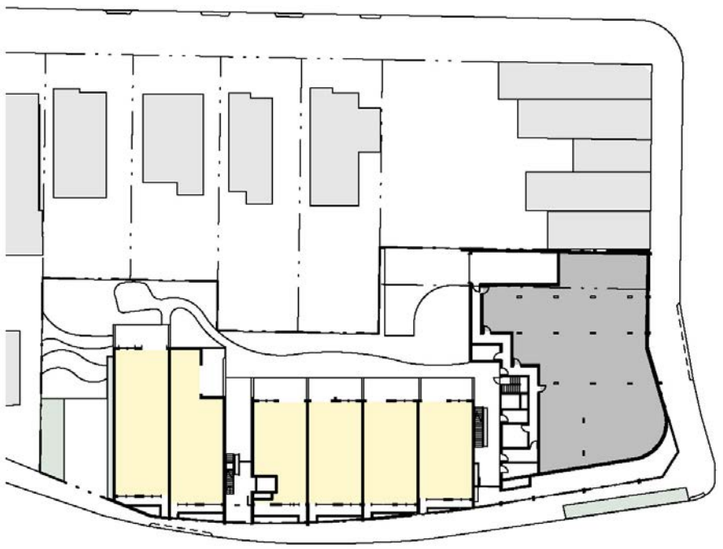
3pm-June 21st

The shadows cast only affects the carriageway of Henley Marine Drive and extends further south across Iron Cove Creek. No residential properties have been impacted.

Solar access

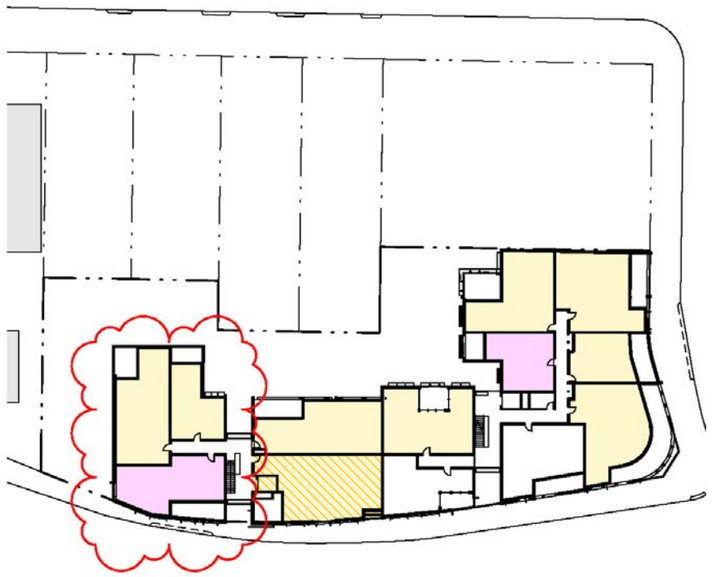
75% of apartments achieve the 2 hours minimum solar access

- 75% of the proposed units (28 out of the 37 units) achieve 2+ hours of direct sunlight between 9am and 3pm in mid-winter (21 June).
- 82% of the proposed units (31 out of the 37 units) receive solar access between 9am and 3pm in mid-winter (21 June).
- Only 15% of the proposed units (5 out of the 37 units) do not receive solar access between 9am and 3pm in mid-winter (21 June).

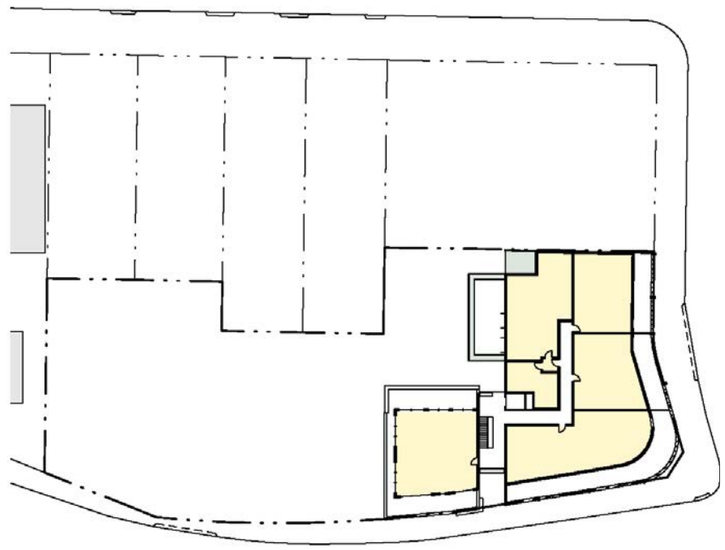


Ground Floor

Level One



Level Two



Level Three

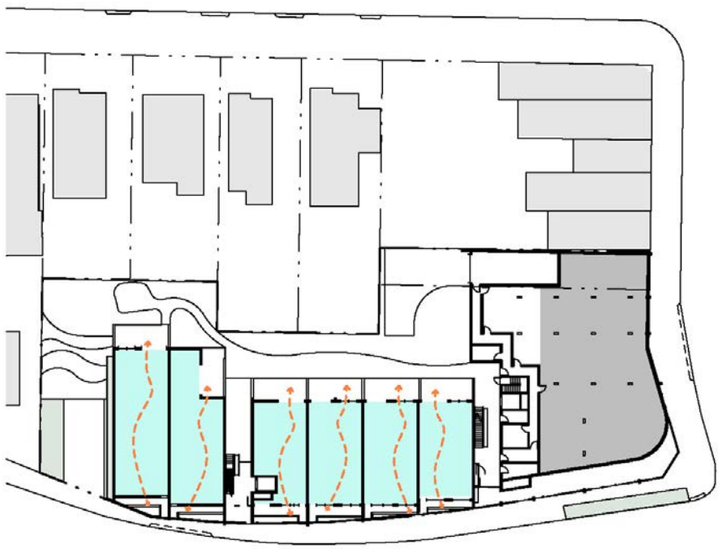
Legend

- Subject Site
- Complies with 2HRS at winter solstice
- Complies with 2HRS at winter solstice via rooftop clerestory windows
- Receives less than 2HRS at winter solstice
- Receives no solar access at winter solstice
- Not Applicable
- Revision cloud

Cross ventilation

67% of apartments can be naturally ventilated

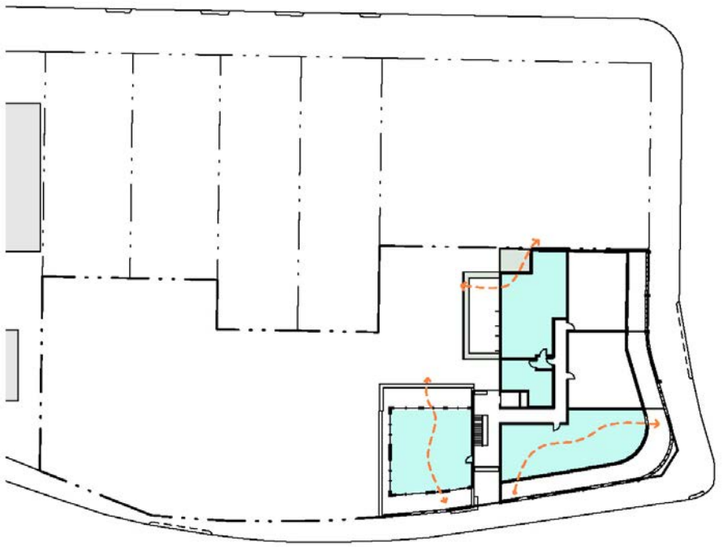
- 67% of the proposed units (25 out of the 37 units) achieve cross-Ventilation.
- 78% of the proposed units (29 out of the 37 units) achieve cross-ventilation when using open corridors. (However the 60% target is met without counting these)



Ground Floor

Level One

Level Two



Level Three

Legend

- Subject Site
- Complies
- Able to comply via ventilation through open air corridors. Not relied upon to meet ADG requirements
- Does not comply
- Not Applicable
- Revision cloud

Communal open space and deep soil

- Deep soil is proposed along the northern and western boundary of the site, and consists of soft landscaping, tree planting, turf or planted areas, and pervious paved areas.
- The proposal achieves 7% (181sqm) deep soil area including building setbacks and ground level residential gardens.
- There is 645m^2 (25% of the site) of communal open space proposed at ground level along the northern and western edge of the site.

Deep Soil

Communal Open Space

Legend

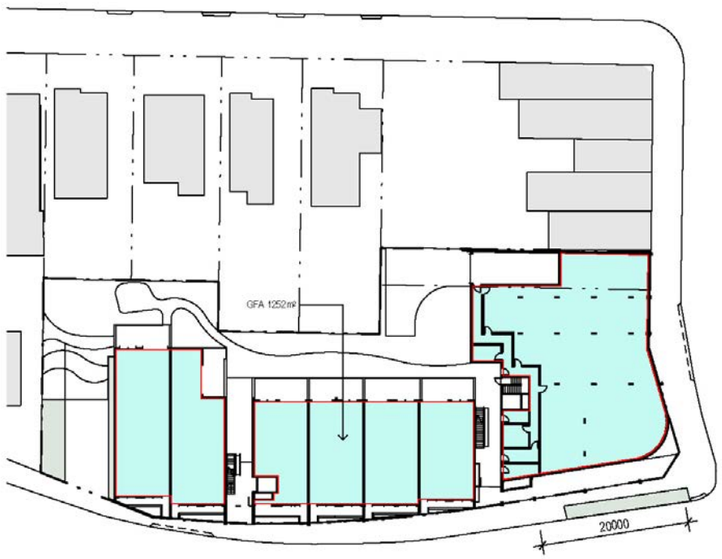
Communal open space

Deep Soil

GFA and FSR

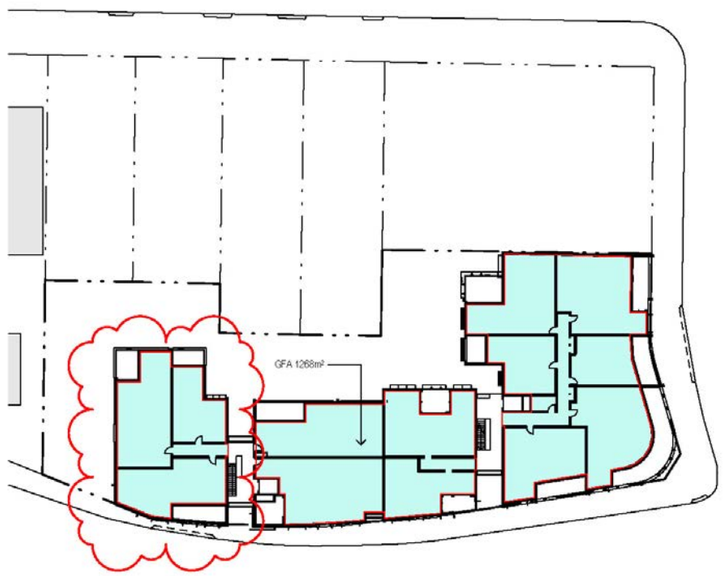
Total GFA of 4,432sqm with a Proposed FSR of 1.71 :1

- Total non-residential GFA: **580sqm**
- Total residential GFA: **3,852sqm**
- GFA breakdown per floor:
  - Ground floor GFA: 1,252 sqm (including 580 sqm for non-residential uses)
  - First floor GFA: 1,287 sqm
  - Second floor GFA: 1,268 sqm
  - Third floor GFA: 625 sqm

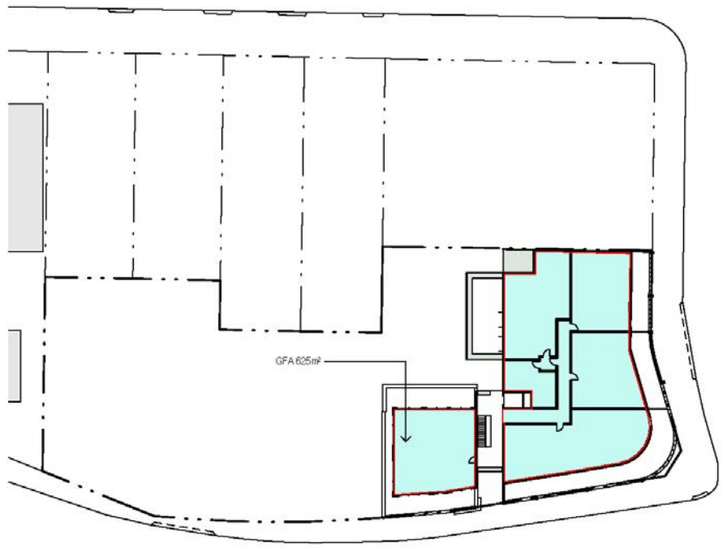


Ground Floor

Level One



Level Two



Level Three

Legend

- Subject Site
- Area included in GFA calculations
- Revision cloud

8 Conclusion and recommendations

8.1 Conclusion

The proposal is perfectly located to deliver on the Greater Sydney Commission's objective for the 30-minute city, with the opportunity to deliver housing, retail and jobs in one of the most connected parts of Sydney, within the catchment of the proposed new metro station.

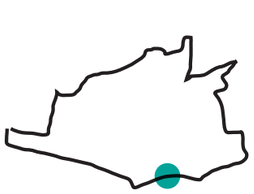
With a new active ground floor marking the Ramsay Road and Henley Marine Drive gateway corner, and active dwelling entries fronting Henley Marine Drive, the site will be revived to reflect the character envisaged by Council for the neighbourhood centre.

The urban design principles and detailed architectural scheme illustrated within this urban design report supporting the planning proposal present a carefully considered scheme that responds to the comments and feedback received in consultation with the City of Canada Bay Council and Council's independent urban design assessment advisor.

Having investigated the site and it's context in detail, Architectus is confident that the Planning Proposal, and the concept design that underpins it, prepared by Squillace architects represents the best urban design and public domain outcome for the site.

The proposal presents the opportunity to revive a currently tired neighbourhood centre into an attractive, walk-able place.

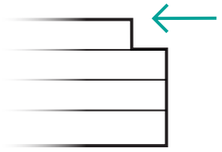
Key benefits of the proposal include



1

A special gateway site

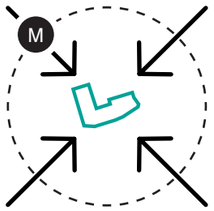
Located at the entry point to the LGA, the proposal will perform the dual role of **renewing a tired neighbourhood centre**, as well as **marking the gateway to Five Dock** including an upgrade the public domain.



2

Supporting the centres hierarchy

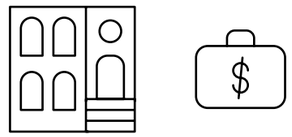
The proposal presents as mainly 3 storeys with a fourth floor set back. In Five Dock local centre the prevailing street wall heights are 4 storeys and a total of 7 storeys. **The proposal seeks to support the established hierarchy of centres.**



3

Connected to public transport

The proposed **metro station in Five Dock is transformative** for the area and will induce housing demand nearby. The proposal provides the opportunity to deliver on this demand with well connected housing.



4

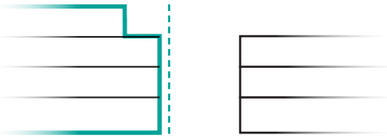
Housing choice and jobs

The mix of apartments offers local housing choice, and the retail space offers flexibility and job opportunities, contributing to the 30 minute city.

5

High quality and amenity

There is excellent natural amenity for the site being located **adjacent to Iron Cove Creek.** In response, the high quality architectural design proposal exceeds ADG requirements for open space, solar access and cross ventilation with high amenity apartments.



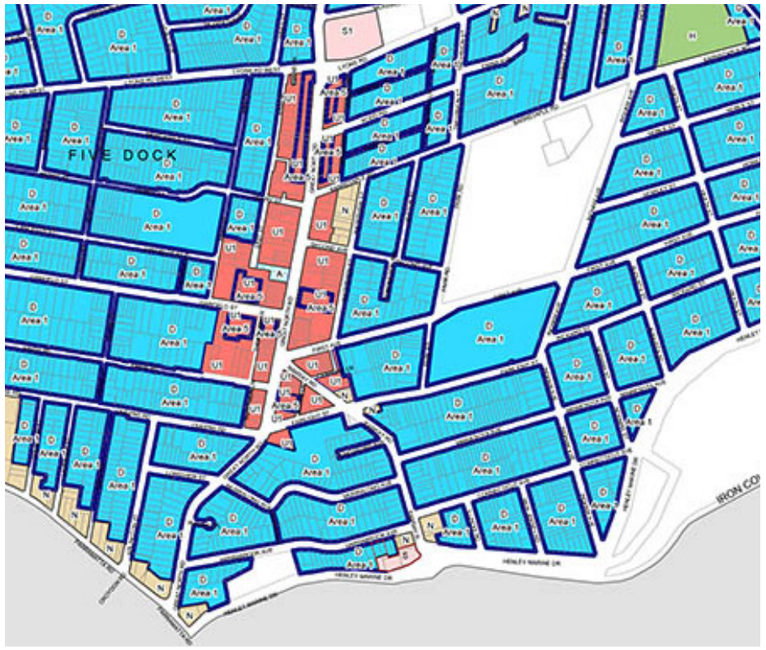
6

Sensitive interface

Being located to the north of a road and open space, **the proposal has minimal impact on adjacent residential context**. The building height transitions from its highest point at Ramsay Road to the lower scale dwellings on Henley Marine Drive. The side and rear setbacks allow for deep soil zones and retain privacy between neighbours.

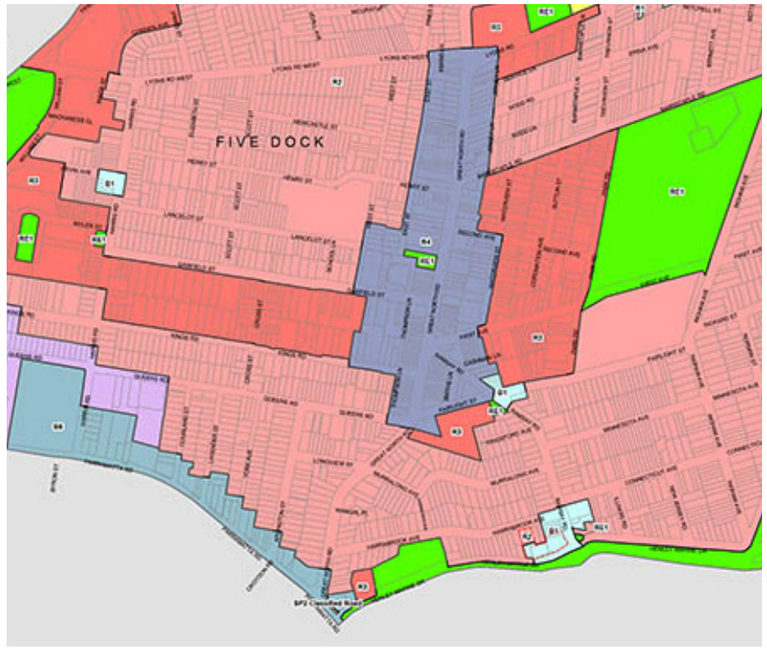
8.2 Proposed Planning Controls

It is recommended that the land-use, FSR and height controls applicable to the site be revised as outlined in the adjacent diagrams.



Proposed LEP Floor Space Map

Proposed LEP Height of Building Map



Proposed LEP Land Use Zone Map

Proposed changes to FSR include:

1. Retain existing FSR of 0.5: 1 on R2 zone.
2. Increased FSR on B1 zone to 1.71 :1.

Legend

- 0.5:1
- 1:1
- 1.71:1

Proposed changes to building height include:

1. Retain existing heights on R2 zone as 8.5m.
2. Increase heights on B1 zone to 14m.
3. Increase height on B1 zone (west of the right of way) to 10m

Legend

- 10m (K1)
- 14m (N)

Proposed changes to land use zoning include:

1. Retain and extend B1 zone with an exception to permit non-residential ground floors along Henley Marine Drive.
2. Retain R2 zone along Harrabrook Avenue

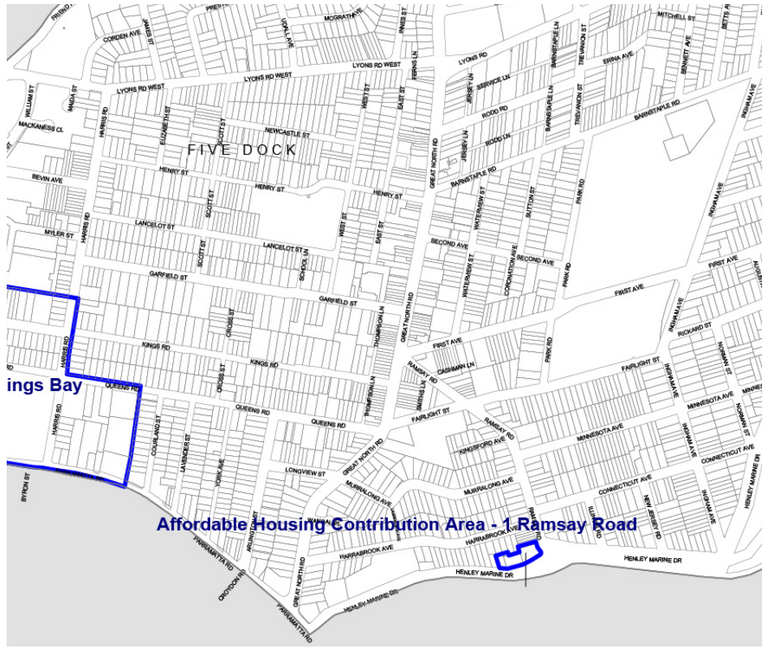
Legend

- B1 Neighbourhood Centre
- R2 Low density residential

Proposed Planning Controls

Proposed LEP Lot Size Map

Proposed LEP Active Frontage Map



Proposed LEP Affordable Housing Map

Proposed changes to lot size include:

1. Reduce minimum lot size on R2 zone to 360 sqm
2. Increase lot size on B1 zone to 1,000 sqm.

Legend

360 sqm

Proposed changes to active street frontage include:

1. Introduce an active street frontage on land with a frontage along Ramsay Road and extending 20 metres along Henley Marine Drive

Legend

Active Street Frontage

Proposed changes to affordable housing contributions scheme include:

1. Introduce a new affordable housing contribution area;
2. Provide five percent (5%) affordable housing contribution for the site.

Legend

Affordable Housing Contribution Area

A Appendix

Appendix

Planning proposal development summary

The following schedule demonstrates the yield schedule for 1 Ramsay Road, Five Dock (excluding 1-7 Harrabrook Avenue).

Site Area: 2,579sqm

		AREA						RESIDENTIAL MIX										
Ground Floor		INTERNAL	EXTERNAL	TOTAL	GFA	NSA	AREA	1 BED	1 BED + STUDY	2 BED	2 BED + STUDY	3 BED	3 BED + STUDY	4 BED	TOTAL DWELLINGS	SOLAR ACCESS	CROSS VENT	ZERO SUN
Retail Total		487																
subTOTAL		487																
Retail waste storage		6																
BOH/toilets		37																
Additional GFA (corridors etc.)		35																
Additional GFA (wall thicknesses)		15																
RETAIL SUBTOTAL		580	41		580	487												
Apartment	G01	142	22									1				1	1	
Apartment	G02	129	20									1				1	1	
Apartment	G03	88	21								1					1	1	
Apartment	G04	100	21										1			1	1	
Apartment	G05	100	21										1			1	1	
Apartment	G06	95	21									1				1	1	
subTOTAL		654																
Additional GFA (corridors etc.)		0																
Additional GFA (wall thicknesses)		18																
APARTMENT SUBTOTAL		672	126		672	654		0	0	0	1	3	2	0	6	6	6	0
TOTAL		1,252			672	654												

Level 1 (1.1)		INTERNAL	EXTERNAL	TOTAL	GFA	NSA	AREA	1 BED	1 BED + STUDY	2 BED	2 BED + STUDY	3 BED	3 BED + STUDY	4 BED	TOTAL DWELLINGS	SOLAR ACCESS	CROSS VENT	ZERO SUN
Apartment	101	100	12									1				1	1	
Apartment	102	88	16							1						0	1	
Apartment	103	59	8					1								1	1	
Apartment	104	105	13									1				1	1	1
Apartment	105	126	12									1				0	1	
Apartment	106	94	11							1						1	0	
Apartment	107	67	8						1							0	1	
Apartment	108	87	13							1						0	0	1
Apartment	109	106	40							1						1	1	1
Apartment	110	54	15					1								1	0	
Apartment	111	106	16								1					1	0	
Apartment	112	114	15								1					1	1	
Apartment	113	61	9					1								0	0	
subTOTAL		1,167																
Additional GFA (corridors etc.)		66																
Additional GFA (wall thicknesses)		47																
Waste		7																
APARTMENT SUBTOTAL		1,287	188		1,287	1,167		3	1	4	2	3	0	0	13	8	8	3
		TOTAL			1,287	1,167												

Level 2		INTERNAL	EXTERNAL	TOTAL	GFA	NSA	AREA	1 BED	1 BED + STUDY	2 BED	2 BED + STUDY	3 BED	3 BED + STUDY	4 BED	TOTAL DWELLINGS	SOLAR ACCESS	CROSS VENT	ZERO SUN
Apartment	201	100	12									1				1	1	
Apartment	202	88	16							1						0	1	
Apartment	203	59	8					1								1	1	
Apartment	204	105	13									1				1	1	
Apartment	205	126	12									1				1	1	
Apartment	206	94	11							1						1	0	
Apartment	207	67	8						1							0	1	
Apartment	208	87	13							1						0	0	1
Apartment	209	106	40							1						1	1	1
Apartment	210	54	15					1								1	0	
Apartment	211	107	16								1					1	0	
Apartment	212	95	18							1						1	1	
Apartment	213	62	9					1								0	0	
subTOTAL		1,150																
Additional GFA (corridors etc.)		66																
Additional GFA (wall thicknesses)		45																
Waste		7																
APARTMENT SUBTOTAL		1,268	191		1,268	1,150		3	1	5	1	3	0	0	13	9	8	2
		TOTAL			1,268	1,150												

Level 3 (3.2)		INTERNAL	EXTERNAL	TOTAL	GFA	NSA	AREA	1 BED	1 BED + STUDY	2 BED	2 BED + STUDY	3 BED	3 BED + STUDY	4 BED	TOTAL DWELLINGS	SOLAR ACCESS	CROSS VENT	ZERO SUN
Apartment	301	121	67									1				1	1	
Apartment	302	138	71									1				1	1	
Apartment	303	88	27							1						1	0	
Apartment	304	84	25							1						1	0	
Apartment	305	143	40										1			1	1	
subTOTAL		574																
Additional GFA (corridors etc.)		36																
Additional GFA (wall thicknesses)		15																
APARTMENT SUBTOTAL		625	230	0	625	574		0	0	2	0	2	1	0	5	5	3	0
DWELLING TOTAL		3,852	735		3,852	3,545		6	2	11	4	11	3	0	37	28	25	5
GRAND TOTAL					4,432	4,032										76%	68%	14%

TOTAL GFA proposed	4,432
Proposed FSR	1.71

ADG REQUIREMENTS
SOLAR ACCESS TO BE > 70%
CROSS VENT TO BE > 60%
ZERO SOLAR TO BE < 15%

KEY ADG REQUIREMENTS

	Required	Provided
Solar Access (70% of units)	26	28
Cross Vent (60% of units)	22	25
Communal Open space (25% of site area)	644.75	645
Deep soil greater than 6m (7% of site area)	180.53	181
Deep soil greater than 3m	0	55

CLIENT PARKING RATES

	1BED X 0.5	2BED X 1	3BED X 2		subTOTAL		VISITORS 1 PER 5 UNITS			TOTAL PARKING
TOTAL	4	15	28		47		7			54

ADG / RMS PARKING RATES

	1BED X 0.6	2BED X 0.9	3BED X 1.4		subTOTAL		VISITORS 1 PER 5 UNITS			TOTAL PARKING
TOTAL	5	14	20		38		7			45

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