

PCU014079



City of  
Canada Bay

Winner of the Keep Australia Beautiful National Association  
Australian Sustainable Cities Awards

Our Ref: DA: 342/2010 & MP 10\_0058  
Date: 31 August 2010

NSW Department of Planning  
23-33 Bridge Street, Sydney  
GPO Box 39, Sydney NSW 2001

Department of Planning  
Received  
1 SEP 2010  
Scanning Room

Attn - Andrew Smith and Kim Shaw

**Subject: Request for Further Information**  
**Property: Part 3A Project Application for 52 - 58 Walker Street RHODES**

I refer to the above Part 3A Projection Application for which the Environmental Assessment was forwarded by Meriton Apartments to Council on 2 July 2010.

Council has now reviewed the Environmental Assessment in accordance with the delegation issued by the Director-General on 26 May 2010 and the Director-General's Requirements dated 1 June 2010. Council considers that the following matters require further attention and submission of additional information to enable a full and proper assessment of the Part 3A Project Application to be completed. The required information is set out as follows:-

**1) Compliance with applicable Planning Controls**

The submitted Environmental Assessment notes that the Renewing Rhodes DCP is to be superseded by the Rhodes West DCP (currently in draft form). It is also indicated that the proposal has been designed to comply with the provisions of the impending new DCP though no analysis has been submitted.

A preliminary assessment does indicate that the proposal departs from a number of the draft DCP standards and in this regard a comprehensive assessment against the provisions of the draft DCP should be prepared and submitted to Council. A copy of the draft DCP is included for the applicant's reference. Particular attention shall be given to, though not limited to the following -

**4.2.5 - Vehicle Circulation & Parking**

Details shall be provided as to the required car share scheme i.e. where the two (2) spaces required will be situated and the means by which this will be incorporated. It is also noted that the comments provided by Council's Waste Management

Officer are likely to affect the size of the proposed garbage store areas and that the available turning paths for garbage trucks and trolleys transferring garbage bins from the storerooms to the trucks appear to be inadequate. Concern is also raised about the proposed truck parking bay and garbage storeroom on Parking Level 3 accessed off Meredith Avenue and the void area over these spaces. It appears to be exposed to the levels of apartments above and may result in acoustic and visual privacy, and potential odour issues for the courtyard areas and balconies of apartments directly above these facilities. It is considered that this aspect of the design should be revisited.

#### *4.3.3 - Built Form*

Some of the proposed buildings appear to exceed the stipulated maximum height levels contained in the draft DCP.

#### *4.3.5 - Setbacks*

The DCP provides setback provisions to the various frontages. In this instance the proposal does appear to encroach within the setback area to each of the frontages.

#### *4.3.9 - Diversity of Apartment Types*

This DCP requires 15% of units (87) to be adaptable. Only six (6) are provided. Compliance is required and in this regard associated parking spaces within the basement area are to be designed as such with appropriate dimensions.

#### *4.3.21 - Above Ground Open Spaces*

A number of the balconies appear to have limited dimensions due to the curvature of the building. Additionally, no detail has been provided for the location of clothes drying/screening on balcony areas (see Part 4.3.26 of the draft DCP for further details).

#### *4.3.25 - Waste Minimisation, Storage & Removal*

See comments provided by Council's Waste Management Officer enclosed.

#### *4.3.29 - On Site Parking*

See Section 3 below.

#### *4.3.26 - Storage Areas for Individual Apartments*

It would appear that inadequate storage areas have been clearly identified on the submitted plans in accordance with this provision of the draft DCP.

## 2) *Urban Design*

As advised to Mr Walter Gordon of Meritons, Council has engaged the services of an Urban Design Company, 'GMU', to provide an independent review of the application. GMU have completed a preliminary review of the Project Application and a copy of their report is attached for your information and consideration.

Council had also employed the services of Professor John Toon in the preparation of the draft DCP. Professor Toon's comments on the Project Application are also attached. It is considered that the comments of both GMU and John Toon should be fully addressed by the applicant in the review of the application against the provisions of the draft DCP as stated in point 1 above.

## 3) *Traffic Parking and Access*

The Rhodes West draft DCP limits parking to 1 space per residential unit. The proposal has a higher rate of parking and in order to meet the transport planning design principles set down for Rhodes, and in accordance with recommendations of the RTA, compliance with this parking ratio is recommended. Subject to the minimum number of total parking spaces being provided, Council has no objection to Meritons allocating residential parking spaces between units as they see fit.

No separate parking provision for the child care centre is shown on the submitted plans or documentation. Additional detail is required in terms of children numbers as under the Canada Bay Development Control Plan - Part 10 Child Care Centres, a parking rate of 1 space per 4 children is required. Furthermore, parking allocated to this use must be clearly identified and accessible to the public.

Please note that resident / visitor parking (disabled and adaptable) as well as that allocated to motorcycles and bicycle storage shall be compliant with that specified within the Rhodes West draft DCP and clearly depicted on plans. Additionally, some bicycle parking shall be located on the street frontage.

In addition to the above matters, the basement carpark layout is also likely to be affected by the requirements in the draft DCP relating to storage areas for individual apartments and whether such areas will be individually 'caged' or sectioned-off which may affect parking space dimensions, allocation of parking spaces and aisle widths etc.

**Please note:** the above parking matters have been discussed with Mr Gordon of Meritons and he has been advised that Council will also be amending the draft DCP to include a retail/commercial parking rate of 1 space per 40sqm of gross floor area.

Council's Traffic Engineers have advised that the drive-through Porte Cocheres are problematic in terms of their functioning. Reference in this regard shall also be made to comments by GMU in terms of the appropriateness of this vehicular arrangement.

Section 4.2.5 of the Rhodes West draft DCP requires a car share scheme be included as part of the development. In this instance 2 spaces would be required and as such detail as to how this will be provided shall be submitted.

#### **4) *Open Space and Landscaping***

Please refer to the attached comments received from Professor John Toon.

Council is concerned that a fully detailed Landscape Plan prepared a qualified Landscape Architect has not been submitted with the Part 3A Project Application that fully addresses all of the matters included in Point 3 - *Public Domain/Open Space and Accessibility* of the Director-General's Requirements. The Landscape Plan submitted does not fully detail deep soil planting areas, all plant species and numbers proposed, full details of seating and other outdoor furniture, lighting, pathway materials etc. Please also refer to GMU's comments in this regard.

Furthermore a cross-section through the open space area depicting the change in levels shall be submitted for review. In this regard, Council is particularly concerned regarding the visual relationship between the lower levels of the proposed buildings and the open space area.

#### **5) *Waste Management***

The application was referred to Council's Waste Management Officer for review. Comments were received and have been enclosed for you information.

#### **6) *External Referrals***

As directed the application was referred to a number of external authorities for review. A number of responses from the authorities listed below were received and have been enclosed for your information and consideration.

- RTA (Sydney Regional Development Advisory Committee)
- NSW Dept of Environment, Climate Change and Water
- RailCorp
- Sydney South West Area Health Service
- Sydney Water
- DEPT. OF TRANSPORT

- NSW Maritime (advised via e-mail that they raised no issues)

**7) *Submissions received in response to public notification***

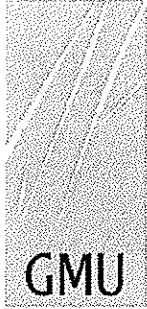
In response to the notification of the application nine (9) submissions were received and have been enclosed for your information and consideration.

The information detailed in this letter is considered to be essential to the proper assessment of the Apart 3A Project Application. Could you please ensure that the applicant is advised of Council's preliminary assessment and the matters we consider need to be addressed.

Should you have any further enquiries, please contact Mr S Lettice on 9911 6449 or Ms Narelle Butler on 9911 6440.

Yours faithfully

Narelle Butler  
Manager, Statutory Planning Services



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Council Reference: 342/2010  
GMU Reference: Rhodes, Part 3A  
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CITY of CANADA BAY  
1a Marlborough Street,  
Drummoyne, NSW 2047

20 August, 2010

**Application No.:** 342/2010  
**Property:** LOTS 101 AND 102, and part of 107 in DP 1134195  
52 Walker Street, Rhodes NSW

**Proposal:** Development of four new apartment buildings with basement car parking.

Dear Ms Butler,

GMU has been appointed by Canada Bay Council to review a Part 3A Development Application (DA) for the site located at 52 Walker Street, Rhodes – Lots 101-102, and part of 107. GMU will review the DA and provide preliminary advice on the proposal's performance against the State Environmental Planning Policy for multi-unit residential dwellings (SEPP 65) as well as best practice Urban Design Principles and Council's objectives and vision for the site and precinct as a whole.

In preparing this preliminary advice report, the following documents have been reviewed:

Environmental Assessment Report - July 2010  
Development Application drawings (31.05.10)  
Site visit and photographic analysis  
NSW State Plan 2010  
Draft Inner West Sub Regional Strategy  
Metropolitan Transport Plan  
Sydney Regional Environmental Plan No. 29 - Rhodes Peninsula (SREP 29)  
SEPP 65 – Design Quality of Residential Flat Development and the Residential Flat Design Code (RFDC)  
Rhodes West Draft Development Control Plan  
Rhodes West Master Plan 2009 – DRAFT  
Renewing Rhodes Development Control Plan  
Commentary on Meriton proposal – John Toon 17 March, 2010  
Canada bay Local Environmental Plan 2008  
Draft zoning amendments to Canada Bay Local Environmental Plan 2008 – Amendment No. 1 (Rhodes West)

Please find below our preliminary findings for your review and comment:

## PART 1 – LOCAL CONTEXT

### Relating to Local Context

The proposal generally complies with the objectives of the Rhodes West Master Plan 2009 and the character and place making principles set out for Precinct C in the Rhodes Draft Development Control Plan 2010. However, GMU would like to note the following issues:

Overall site plan (DA-01) should include the footprint of the existing buildings to the south and locate the proposal in relation to the Railway Station, shopping centre, and main points of access, especially to the pedestrian connections and pathways to surrounding amenities and open space in the West Rhodes Peninsula.

The proposal does not clearly specify any public domain improvements to the streets surrounding the development. A portion at the western end of Walker Street along the rail line currently characterized by a poor landscape character and amenity which will be visible all the way from Homebush Bay as it is in axis with the proposed open space. GMU strongly recommends that consideration is given to the public domain improvements for the streets surrounding the proposal.

### Building Types

The applicable zoning for the site is Residential as per the Sydney Regional Environmental Plan No 29 and high-rise residential towers are allowed as per Rhodes West Master Plan 2009. Therefore, this proposal complies with the planning instruments.

### Amalgamation and Subdivision

N/A - The proposal comprises of Lots 101, 102 and part of Lot 107 amalgamated to form a full block.

### Building Envelopes and Building Depth

GMU has reviewed the proposal's building envelopes and depths taking into consideration the requirements laid out in the West Rhodes DCP 2010 (Section 5.6 - Figure 83) as well as the general requirements of the Residential Flat Design Code:

- Building A and C (Towers) depth non-compliance is not constant due to the tower's oval footprint, it becomes critical for the units located at the widest portion of the tower in terms of adequate provision of natural light and ventilation to the deeper rooms located farther away from the building glass line.
- Developments that propose wider than 18 meters must demonstrate how satisfactory daylight and natural ventilation are to be achieved as per SEPP 65.
- The single non-compliance for building B in terms of building height is not considered to be critical
- Building C's non-compliance in terms of height is critical due to the overshadowing impacts onto the public open space as shown on Shadow Diagrams in Appendix 27 of the Environmental Assessment Report (EAR).
- Buildings B and D depths are mostly compliant with SEPP 65 glass line to glass line requirements (18m), however they are not compliant with the draft DCP which requires the depth of the articulation zone to be included within the building depth.

The proposal's performance with regards to building envelopes and depth against both sets of controls is summarized in the following table:

| Block/<br>Building   | Applicable Control<br>Rhodes West Draft Development Control Plan 2010 (DCP 2010) / Residential Flat Design Code (SEPP 65) |  | Development<br>Application                                     | Proposal's performance<br>against requirements              |  |
|--|---|--|--|---|--|
| Block/Building A<br>(Residential High rise Tower)<br>(south-east corner)   | DCP 2010  | Max storeys = 25                                     | Max storeys = 25 storey  | <b>Compliant</b>  |  |
|  |   | Max Roof RL = 89.65                                  | Roof RL = 91.20  | <b>Non-compliant</b><br>1.55m higher                        |  |
|  |   | Max height of plant = 3.5m                           | Plant height = 2.8m<br>+ masonry feature above plant = 5.4m    | Total height above roof structure = 8.2m                    | <b>Non-compliant</b><br>Overall height above roof structure = 4.7m           |
|  |   |  | Max building depth including articulation zone = 23m           |   |  |
|  | SEPP 65   | Max building depth = 18m                             | Max building depth = 23m                                       | <b>Non-compliant</b><br>5m difference                       |  |
| Block/Building B<br>(Residential Mid-rise building)<br>(south-west corner) | DCP 2010  | Max storeys = 7                                      | Residential building storeys = 7                               | <b>Compliant</b>  |  |
|  |   | Max Roof RL = 29.05                                  | Roof RL = 30.1   | <b>Non-compliant</b><br>1.05m higher                        |  |
|  |   | Max height of plant above roof = 3.5m                | Plant height = 3m  | <b>Compliant</b>  |  |
|  |   | Max building depth including articulation zone = 18m | Max building depth = 18m                                       | <b>Non - Compliant</b> (doesn't include articulation zone)  |  |
|  | SEPP 65   | Max building depth = 18m                             | Max building depth = 18m                                       | <b>Compliant</b>  |  |
| Block/Building C<br>(Residential High rise Tower)<br>(north-west corner)   | DCP 2010  | Max storeys = 25                                     | Building storeys = 25 storey                                   | <b>Compliant</b>  |  |
|  |   | Max Roof RL = 77.5                                   | Roof RL = 85.2   | <b>Non-compliant</b><br>7.7m higher                         |  |
|  |   | Max height of plant above roof = 3.5m                | Plant height = 2.8m<br>Plus masonry feature above plant = 5.4m | Total height of roof above structure height = 8.2m          | <b>Non-compliant</b><br>Overall height of roof above structure = 4.7m higher |
|  |   |  | Max building depth including articulation zone = 23m           |   |  |
|  | SEPP 65   | Max building depth = 18m                             | Max depth of building = 23m                                    | <b>Non-compliant</b><br>5m difference                       |  |
| Block/Building D<br>(Residential Mid-rise building)<br>(north-east corner) | DCP 2010  | Max storeys = 7                                      | Building storeys = 6   | <b>Compliant</b>  |  |
|  |   | Max Roof RL = 27.1                                   | Roof RL = 26.95  | <b>Compliant</b>  |  |
|  |   | Max height of plant above roof = 3.5m                | Plant height = 2.6   | <b>Compliant</b>  |  |
|  |   | Max building depth including articulation zone = 18m | Max building depth = 18m                                       | <b>Non-compliant</b><br>(doesn't include articulation zone) |  |
|  | SEPP 65   | Max building depth = 18m                             | Max building depth = 18m                                       | <b>Compliant</b>  |  |

### **Building Separation**

- While the proposal does not face any structures to the East (Railway line), it faces residential buildings to the North, West and South. Plans do not show the existing buildings to the south, and while distances appear to comply the separations cannot be confirmed on the basis of the material provided. GMU recommends that the Site Analysis Plan (DA-02) be modified to include separation distances from balcony to balcony and glass line to glass line between buildings on the subject site and those on the existing surrounding lots for at least the ground and first level.
- Separation distances between the proposed buildings on site (A, B, C and D) seem to comply; however there are privacy issues between the balconies and habitable rooms of buildings B and D due to their L-shape footprint. Please see the Privacy section below for a more detail discussion on privacy issues

### **Street setbacks**

Block/Building A - Required 10m setback to Walker St and 5m setback to Nina Grey Avenue - **Compliant**

Block/Building B - Required 5m setback to Nina Grey Avenue – **Minor non-compliance (0.3m)**  
Required 5m setback to Shoreline Drive - **Minor non-compliance (0.3m)**

Block/Building C - Required 10m setback to Shoreline Drive - **Compliant**  
Required 15m setback to Meredith Street - **Non compliant (2m)**

Block/Building D - Required 5m setback to Meredith Avenue - **minor non-compliance (0.5m)**  
Required 5m setback to Walker Street - **non compliant (1m)**

GMU notes that the 10m setback line for Buildings A and C to Shoreline Drive and Walker Street is allowed as per the Draft DCP 2010; however, in our opinion, this breaks the continuity of street frontage and promotes the dependency on canopy structures for wind mitigation and weather protection. This is not in character with the rest of the precinct and deactivates the street edge. Nevertheless, the proposal as presented is generally compliant with the setback requirements as per the Draft DCP.

It is recommended that 10m setback be applicable to the towers only above the street frontage height and that a smaller setback (5m) for podium or skirts to the towers be allowed to come closer to the street edge to promote continuity of the built form and better activation to the street edge.

### **Side and Rear Setbacks**

N/A – The proposal develops the entire block, therefore rear or side setbacks are not applicable.

### **Floor Space Ratio**

Allowable FSR (Local Environmental Plan 2008 – Amendment 1 – Zone V) = 3.3:1  
Site area = 15,091sqm X FSR= 3.3:1 = 49, 800.3 sqm  
Proposed GFA = 49,377sqm  
Proposed FSR = 3.27:1

Development complies with Floor Space Ratio requirements.

## PART 2 – SITE DESIGN

### Deep Soil Zones

The deep soil provision was determined based on the following calculations:

Required Minimum Open Space as per SEPP 65 = 30% of the site area = 4527.3 sqm  
Required Minimum Open Space as per draft DCP = 4,600sqm  
Provided open space = 4,600sqm

Required Minimum Deep Soil area as per SEPP 65 = 25% of the open space area = 1131.8sqm  
Required Minimum Deep Soil area as per Draft DCP = Not specified  
Provided deep soil area = 3,573sqm

The proposal meets the numerical deep soil provision as per the Draft DCP and far exceeds that of the Residential Flat Design Code. However, the Pedestrian Wind Environment Study, Appendix 12 suggests that a number of trees (density foliated and evergreen 5m and 8m high trees with 4m and - 6m wide canopies) are required for wind mitigation (see Figure 7a: Recommended Minimum Tree Planting Layout for Ground Level pg.35).

None of the DA or Landscape Plans show a provision of deep soil, planters or boxes to accommodate these trees beyond the deep soil area concentrated towards Shoreline Drive, which results in approximately 17 required trees and 2 shrubs as shown on the Pedestrian Wind Environment Study without a proper soil provision.

Required trees for wind mitigation need to be addressed and coordinated within the Landscape Plans.

### Fences and walls

The proposal's provision of fences and walls generally helps to differentiate between the public domain and the ground floor units' private open space which is directly accessible from the street. However, the height of fences to the street needs to provide privacy for the residents without compromising the ability to overlook the street from within the units to promote natural surveillance.

The following is a summary of the proposal's fence heights as shown on elevation drawings (DA-60 to DA-69):

- Building B – varies from 2.25 - 1.6m and 1.2 - 0.8m along Nina Gray Avenue  
2m above 80cm high 15° slope along Shoreline Drive
- Building C – 2m along Shoreline Drive  
2m along the internal communal open space  
(Please note that the high step along this fence may be a tripping hazard)  
2.4m along Meredith Avenue
- Building D – 1.8m along Walker Street  
1.8m along the internal communal open space  
2m along the public open space  
1.8 – 2.4m along Meredith Avenue
- The recommended height for fence is between 1.5 -1.8m high. Heights above 1.8 m begin to compromise the activation and natural surveillance to the street. Therefore, applicant must demonstrate how natural surveillance is achieved through the design of the fence.

- The communal open space between the buildings is located directly above the car parking structures and elevated above the ground floor with no direct access from the public open space at the centre of the site. This results in a number of very high inactive walls surrounding the public open space featuring ventilation grills haphazardly placed along on the elevation. This is a poor outcome and needs to be addressed by sleaving the parking area with active uses overlooking the public open space. The following is a summary of the apparent height of the walls as shown on the elevation drawings Elevation drawings DA-60 to DA-65:
  - Building A -1.8 - 2.8m wall + 1.2m guard rail
  - Building B -2.2 - 3m m wall + 1.2m guard rail
  - Building C -1.4 - 3.2m wall + 1.2m guard rail
- Large feature masonry walls near main entries compromise passive surveillance and promote loss of visibility.

### **Landscape design**

The proposed landscape design provides a through site pedestrian link potentially connecting the site with the landscaped pedestrian area along the foreshore and creating view lines towards Homebush Bay. This is a positive outcome; however there are a few areas of concern as outlined below:

- We note John Toon's comments dated 17 of March 2010 where he suggests the creation of three separate spaces for the public open space where the area closest to Walker Street is envisioned as a hard paved area. Perhaps, this needs to be given further consideration due to the overshadowing impacts from Building C on to the public open space throughout the day as shown on the Shadow Diagrams in Appendix 27 of the EAR. The landscape plan currently shows a lack of vegetation nor the ability to accommodate the required trees for wind mitigation as discussed in the previous Deep Soil section.
- A hard paved area with substantial overshadowing and adverse wind impacts will not be attractive or inviting at any time. This is a poor outcome, especially for this area which is envisioned as a high trafficked area with a more civic character. This area as a point of entry to the site should provide more interest and amenity.
- Proposed trees on the eastern part of the open space (Walker St) as suggested in the Pedestrian Wind Environment Study – appendix 12 would provide the necessary break for adverse winds created by the location of tower buildings. Please see, Environment Assessment Report- see Figure 7a: Recommended Minimum Tree Planting Layout for Ground Level p.35.
- GMU recommends a different approach to the distribution of the deep soil area from a concentrated area to the west to a more elongated-spine running parallel to the length of the open space to ensure that a deep soil provision to support mature planting can be allocated along the entire public open space. This will require a redesign of the car parking layout.

### **Open Space**

The proposal includes 4,600sqm of open space, as required by the Draft DCP 2010 and generally follows the site specific requirements set out for the space in the DCP. However, the edge of the public open space is lined with blank walls, due in part to the parking structure being raised above the ground floor looking onto a passive lawn with concrete benches. There are overshadowing and adverse wind impacts to a generally vast open space with rather few landscape features. This design requires further development with better landscape features and active uses along the perimeter of the open space to offer enough interest for the community to activate the space.

## Orientation

- Orientation of the buildings complies with SEPP 65 Residential Flat Design Code. The lower buildings and podiums are aligned with the streets on the west and east side. The tower buildings are orientated due north which minimizes the negative south exposure.
- A repositioning or further rotation of the towers' longitudinal axis for Building C could be investigated to try to ameliorate the overshadowing impacts to the public open space especially during the mid-day hours.

## Planting on Structures

- Where a deep soil provision is not possible for areas such as communal open spaces above the podium directly on top of the carparking structure, details and sections of the proposed planter boxes need to be provided. At present, drawings suggest that trees are planted directly above the concrete slab (Please see section drawings DA-67 to DA-69).
- No planting or landscape is shown as features on building elevations.
- Flat roofs above Buildings B and D will be exposed and viewed from the towers above. It is recommended that these structures be treated as green roofs populated with succulent species for amenity and good outlook for the units above.

## Stormwater Management

- The drawings provided in the Water Sensitive Urban Design Measures - appendix 28 of the EAR illustrate engineering plans of the Rhodes Peninsula bio-retention basin located north of the subject site on the foreshore at Point Park. Plans do not clearly indicate the link or connection between the subject site and this area.
- No Stormwater Management Plan has been submitted at this stage.
- Catchment plan and pipe trench detail L05092-CC-801 seems outdated and does not reflect the correct boundary for the subject site.

## Safety

- Open Space: -Passive surveillance to the public open space is compromised due to inactive blank walls facing the public open space as a result of the partly raised car park above the ground floor level.
- Building Entrances: -The entries to the east and north elevations for Building A are accentuated by wide feature masonry walls which create visual obstructions and a potential hiding place.
- Paved paths leading to the entrance of ground floor units on Building C are very long due to the 10m setback; this deactivates the street edge and compromises the natural surveillance of the street.
  - Exit stair cases leading from car park levels to the ground floor are located randomly, taking over part of the Ground floor units' private open space or the childcare outdoor play area and their stair cap or weather enclosures, especially for Building C are located so that they create dead corners and block visibility.
  - These stair enclosures are not included in the landscape design. Details and sections need to be provided as to how their visual appearance and bulk will be treated as well as their footpath access to the streets.

### Visual Privacy

- Elevations of street units present adequate fencing along the street edge for visual privacy but details of their height and material are not provided.
- Proponent/Applicant should be required to submit details or sections showing the height relationship between the private terraces and the street level for units with direct access from the ground floor.
- There are balcony-to-balcony privacy issues for units located to the inner side of the L-shaped for Buildings B and D as they do not meet separation distances and screening devices are not shown.
- Similarly, there are balcony- to-habitable room privacy issues for the same buildings. A few examples where the use of screening devices is needed are as follows: Unit 245 to Unit 244, Unit 230 to Unit 241 and Unit 220 to Unit 221 in Building/Block D. These conditions are typical for every floor on that building and will be the case as well for Building B.

### Building Entry

- Lobby Entrances for corner buildings B and D are segregated to one entrance from each, the main road and the side street without through connection at the lobby which effectively creates two addresses for what appears to be a single building; this can result in a lack of legibility and poor "way-finding".
- Entry to Building D from Meredith Avenue to the north is too close to the car park entry. It is less than the required 6m separation distance along the street required by the Draft DCP 2010 (See Chapter 4.3.28 – C8).
- Lobby entrances are set back from the footpath – approximately 7-11m for lower buildings and 15 -17m for tower buildings; this may result in a poor address and casual surveillance to the street.
- The use of a porte-cochere leading to the towers' main entries is not in keeping with the streetscape character for the rest of the Rhodes Peninsula and it creates pedestrian/vehicular conflicts as vehicles interrupt the pedestrian flow along the footpath. This is not a desirable outcome.

### Parking

- The proposed parking layouts (they do not connect internally) can be improved to allow better deep soil distribution along the public open space.
- The parking circulation layout is not efficient with many 'dead ends'.
- Not enough bicycle parking is provided. The West Rhodes Draft DCP 2010 Section 4.3.29 – C10 (Bicycle Parking Rates table) requires 1 bicycle parking per every 3 apartments and 1 visitor's bicycle parking per every 12 apartments. The proposal shows a provision for Buildings A and B, but none for Buildings C and D.
- Bicycle parking should also be provided within the public open space.
- There is no apparent motorcycle parking provision on any of the parking layouts. As per West Rhodes Draft DCP 2010 - 4.3.29 – C3 – Motorcycle parking should be equivalent to the area of one car parking space per 100 parking spaces.

## **Pedestrian Access**

Pedestrian access to the public open space is directly from Walker Street and Shoreline Drive as a through-site pedestrian access way with an outlook towards the water. The buildings are accessed via lobby entrances and ground floor units have direct access from the street. In general, this is a positive outcome; however there are a few areas of concern as outlined below:

- Access to ground floor apartments for Building C along Shoreline Drive is in some cases almost 20m from the street edge (see Unit G28 on DA-30); this reduces visibility from the street and creates a poor address onto the street.
- Pedestrian access to the internal communal open spaces is well provided directly from the tower lobbies, unlike Building B where the access is more indirect via the fire stair or garbage room for a portion of the building and no access at all is shown from the lobby areas of Building D.
- Buildings/Blocks B and D lack legibility and street address because of the two separate entries with unconnected internal lobbies at the ground floor. This can result in lack of legibility and poor "way-finding".
- The use of porte-cochere promotes vehicle/pedestrian conflicts. Easy pedestrian access to residential buildings encourages residents to use public transport and discourages car usage promoting a sustainable community.

## **Vehicle Access**

Two separate vehicular entries are located along the secondary streets (Nina Grey and Meredith Avenues) on the opposite sides of the block which limits vehicular and pedestrian conflicts along the footpath of the main roads. This is a positive outcome; however there are a few areas of concern which are outlined below:

- The proposed width of the vehicular entries is 7.6m. Only 6m are allowed as the maximum width for the car park entry/driveway as per the West Rhodes Draft DCP 2010.
- The heights for both vehicle entries vary from 5m for Block B to 7m for Block D. These heights combined with the excessive width give the effect of 'a black hole' on the building façade. This is not a positive outcome.
- No screening or shutter device is shown on plan or elevation which will aid to ameliorate the effect of the 'black hole' along with the reduction of the size of the opening.
- The use of porte-cochere for the towers' main entry points is not recommended. It is not in keeping with the streetscape character of the rest of the precinct.
- Driveway entrance to Building B from Nina Grey Avenue does not have an adequate separation distance from the main pedestrian entry.

## PART 3 – BUILDING DESIGN

### Apartment Layout

- Most units are single aspect facing west or east. Less than 10 percent of them are south facing. This is a positive outcome.
- The recommended distance from glass line to back of kitchen (8m) is met for most units, but in many cases the access to the daylight is obstructed by poor unit design, closets or other built-in furniture. Please see Units G and H or Unit 234 in Buildings A or C.
- Kitchens are accessed, in some cases, directly off the main entry or corridor which is not a good outcome.
- The majority of kitchens have an inadequate provision of counter space.
- The media room for Unit 450 in Building D has an insufficient area as well as an inefficient layout. This condition is typical for that unit on all floors.
- Corner Studio (i.e. Unit no. 430) in Building C does not have an efficient layout. Due to its location in the building, this unit will have a very deficient solar access and no provision of natural ventilation is possible due to the absence of windows in the bedroom, should privacy be desired from the living room by the use of the sliding partition. This condition is typical for that unit up to Level 6 of Building C This is a poor outcome and the unit needs to be reconfigured.
- Unit C in buildings A and C have no linen closets. This condition is typical for that unit on all floors on both towers.
- Storage for Unit F is inside the bedroom. This is not a good outcome as storage other than closets needs to be directly accessible from entries or hallways.

### Apartment mix

There are 5 units types proposed:

- Studios,
- 1 bedroom Units,
- 2 bedroom – medium and large, and
- 3 bedroom units.

The scheme proposes a majority of 2 bedroom units, with 3 bedroom units located mainly on Buildings B and D.

### Balconies

- Most balconies for Buildings B and D present issues of privacy as they do not meet horizontal separation distances and screening devices are not shown.
- Tower balconies on Buildings A and C do not appear to have sufficient depth to accommodate a minimum of 8sqm area with a minimum of 2m depth to meet the requirements of the Residential Flat Design Code. It is required scaled unit plans showing the furniture layouts for each balcony to confirm adequate usable space is provided whenever an alternate balcony depth and unusual shape is proposed.
- For Buildings A and C a minimum constant balcony depth of 2m is not met for most of the tower units due to their irregular shape.

## Ceiling Heights

The Residential Flat Design Code recommends ceiling heights of 3.3m across all ground floor apartments in Mixed Used areas for future flexibility. The proposal is located within a residential zone, so a 2.7m height is applicable to all residential floors, but 3.3m will be applicable to non residential uses on the ground floor. The following is a summary of the proposal in terms of ceiling heights (as shown on the section drawings DA-66 to DA-69):

- Ground Floor retail uses (childcare centre, gym and pool) = 3.6m - **compliant**
- Corner shop and open space = 6m including a 3m mezzanine level – **compliant**
- Residential floors = at least 2.7m proposed – **compliant**.

West Rhodes DCP 2010 requires the parking to satisfy AS2890.1, where the height between the floor and the overhead obstruction should be a minimum of 2.2m (note that the AS/NZS 2890.6 requires a clearance of 2.3m for paths from or to the parking for people with disabilities).

- Car park levels = at least 2.4m proposed – **compliant**.

## Flexibility

In general, the unit layouts seem to allow for future flexibility with 6 adaptable units. DA drawings do not show wall sections and materials, which could help to determine any further flexibility within the unit layouts. The Residential Flat Design Code suggests 3.3m height for ground level for residential developments in mixed-use areas to promote future flexibility of use, but this is not applicable to this scheme.

## Ground Floor Apartments

- Most ground floor apartments are accessible from the street and have a private open space or terrace on the front garden. A number of pathways leading to ground floor apartments as is the case for Ground Floor units in building C are up to 20m away from the street. This is not a positive outcome.
- Ground floor apartments facing the internal communal open spaces are accessed from the corridor.

## Internal circulation

- Units arranged off a double-loaded corridor should be limited to eight. The proposed layout includes up to 12 units off a single core for levels 1- 4 in Building C which results in long dark corridors.
- Building A has 8 units per floor for levels 1-25 as well as for Building C from levels 5 and above.
- There are up to 9 units per floor in building B for Levels 1- 4.
- The capping or weather enclosures for the fire stairs running from the parking levels to the ground floor are not shown on Level 1 Plan or the Landscape Plan. They are also not included in any of the elevation drawings.

### **Mixed Use**

The proposal is located within a residential zone as per Sydney Regional Environmental Plan No 29. It is advisable; however, to allow some flexibility to introduce some active uses to improve casual surveillance to the main public open space. A shop is proposed on the corner of Building A facing the public open space directly accessible from Walker Street in addition to a childcare centre facing Nina Grey Avenue.

### **Storage**

Storage provision within units should be equivalent to 50% of the total storage requirement as follows:

Studio apartment and 1 bedroom apartment = 6m<sup>3</sup>

2 bedroom apartment = 8 m<sup>3</sup>;

3 bedroom apartment = 10m<sup>3</sup>.

GMU estimates that every unit is underprovided in terms of internal storage with some units showing no storage at all. This is a poor outcome and should be revised.

### **Acoustic Privacy**

Bedrooms next to the car park entry in Building B – Unit G12, 114 and Building C – Unit G39, 143, can be affected by noise generated from the adjacent car park entry. It is recommendable to move any habitable rooms away from lifts, stairways and car park entries. Non-habitable rooms should be placed in these locations to increase the acoustic privacy of affected units.

### **Daylight access**

As per the Residential Flat Design Code a minimum of 3 hours of daylight access for at least 70% of units between 9am and 3pm is required. 2hrs of daylight to 70% of the units is only acceptable for developments in dense urban areas such as the CBD.

- The proposed development is located on the West Rhodes Peninsula, which is not considered a dense urban area, therefore the proposed 2hours daylight access is not an acceptable outcome for this development. The proposed urban form of the peninsula illustrated in Rhodes West Masterplan 2009 is medium rise residential and mixed use with towers of up to 25 storeys scattered with big separation distances to ensure sufficient solar access.
- Two hours of daylight access for 70.3% of the units and 3 hours for only 42.9% of units are not acceptable outcomes for a development of this scale and location.
- A number of units on the lower levels of Building C facing the internal communal open space may receive no direct solar access at any point of the day this is an unacceptable outcome.
- Less than 10% of the apartments are south facing, but most units are single aspect.
- The corridors also have limited access to daylight: Elevator lobbies for Buildings A and C have access to a common balcony on each floor, but there is no indication of the wall/door material between lobby and the balcony, therefore, it is not sure if there is any daylight access to the towers' corridors on Levels 2-23.

### **Natural Ventilation**

- Cross ventilation for single aspect units on Building B is dependent on small windows to a common shaft off the elevator lobby. The efficiency of this system is questionable and should be further tested.
- Cross ventilation for single aspect units in the towers seems deficient.
- Cross ventilation for end units on Building C's levels 5 and above and Building A's Level 17 and above seems to go thru the internal partitions. This is not an accurate representation of air flows.

### **Awnings and Signage**

Not enough information regarding signage is provided.

### **Facades**

- Materials proposed are gold laminate and grey tint glass, but drawings do not specify where each color will be used. Please specify.
- The majority of the finishes are specified to be a palette of different colours: Dulux P15148, P15C3, PG1A1, P15A7, P35H9, P07F8, and PG2C9 which indicates that façade expression is mainly dependent on painted render to create visual interest.
- No information is provided about the interior finishes for lobbies and internal corridors.

Based on the precedent established by other buildings done by the same developer in the area, we conclude that the materials proposed are not long life or low maintenance with little emphasis of masonry expression.

### **Roof design**

- The height of the masonry feature above the plant for Building C is equivalent to about 5.4m which contributes to Building C's non-compliance in terms of height which contributes to the overshadowing impacts onto the public open space as shown on Shadow Diagrams in Appendix 27 of the Environmental Assessment Report (EAR).
- While Building C presents a similar condition, it is not as critical due to the location of the tower with respect to the public open space.

### **Waste Management**

- As per West Rhodes Draft DCP 2010 - chapter 4.3.25 – C9 – garbage chutes are required for 'all buildings more than 3 storeys in height'.
- Garbage chutes are not shown on any of the DA plans although the Waste Management Plan - Appendix 8 of the Environmental Assessment Report talks about garbage chute usage and management. Please modify the plans.

In summary, the proposal generally complies with the objectives of the Rhodes West Master Plan 2009 and the vision for the precinct as set out in the various planning instruments applicable to the site. This proposal should be therefore considered for its overall merits pending the resolution of the various issues discussed in this report.

## Report on public open space component of Meriton DA Precinct C Lots 101 and 102, 52 Walker Street, Rhodes

In pre-DA discussions with Meriton three primary objectives for the public domain were discussed. The three objectives were:

1. to secure a substantial area of deep soil on the Shoreline Avenue frontage to allow mature 'soft' landscaping to be achieved. This is to give some consistency to the landscape character of Shoreline Avenue as exemplified in the landscape proposals for Precinct B and in the Foreshore Open Space zone;
2. to secure a line of sight vista from Walker Street to Homebush Bay (water view) along the line of Darling Avenue; and
3. to develop a 'three room' landscape concept through the site, being a 'soft' landscape along Shoreline Avenue, an urban paved landscape adjacent to Walker Street and a transitional zone between the two contrasting spaces.

These objectives form the background to this assessment.

1. Shoreline Drive. A substantial zone of deep soil suitable for soft landscaping is achieved. However the deep soil is not exploited with sufficient in-depth planting and far too much of the deep soil is allocated to large areas of paving in geometric shapes that have no meaning. I do not consider this satisfactory.

My preferred landscape is a dense edge of trees to the deep soil zone that will grow to 20m in height (= 6 stories) set around a horse-shoe shaped grass sward graded from the edge of the soft soil zone (at RL8.5m) down to Shoreline Avenue (at RL7.0). Narrow pathways, say 1.5m wide, should follow the edge of the grass sward with simple 'off the shelf' seating as illustrated in the landscape report set back from the pathway under the tree canopy. The southern pathway should be aligned to connect with the footpath on Darling Street. The northern pathway, as indicated on the plan, should be merged into the line of Shoreline Avenue.

The planting in depth should be continued along the Shoreline Avenue frontage of Residential Block C included the street 'verge' allowing a 15m wide zone of deep soil planting, that is sufficient for trees that will grow to 20m+.

2. The line of sight vista is achieved but it is poorly articulated. I like the totem pole concept. To make them meaningful I think they should be bunched closer together (as at the MOS which is illustrated) to form a definite frame for the line of sight vista. The small 'poop-deck' lookout adjacent to the shop at RL10 is also a good idea. However the scale is too mean and the area will be seen as a private zone – an extension of the café-table area outside the shop in Block A. This should be extended into a terrace at about RL10 that flows in from the Walker Street

pavement. There is scope for some good quality urban steps down to RL8.5 (plaza level).

It is good urban design to incorporate a series of 'markers' or points along a vista to both lead the 'eye' and the viewer through the vista. The markers need to be better articulated than is indicated on the landscape plan. The 'poop' deck could be one such marker placed centrally on the view corridor.

3. The 'three room' or three different landscape character zones concept was not pressed at the pre-DA meetings partly because there was uncertainty as to the form of development and the exact location of the boundary between the public open space and the private zone. The driving force behind the idea was that the Walker Street frontage was likely to be mostly hard surfaces and steps to accommodate the variable level frontage (from a low of 8.5 to a high of 10.5) and the Shoreline Avenue frontage was intended to be mostly soft landscape. The central zone was envisaged as a transition zone a zone of reflection.

The proposal satisfies the requirements for disabled access with a through route on the north side of the open space. However it is noted that the Access Report makes no reference to the public open space. The stepping, narrowing and widening of the paved areas has no sense of flow through the site and does not reflect any identifiable line. The areas of lawn are arbitrarily located with angular throttle desire points on the pathways that have no obvious purpose. There is no sense of a way through. There is no sense of alternative routes; for example people wanting to get to Walker Street to catch a bus need a direct route. Parents taking a young child for a stroll would want a slow route, a route with different textures, colours, sense of enclosure etc. There is no sense of a destination. There is no sense of place.

My preferred arrangement remains the 'three room' concept. The central 'room' would occupy the central area over car-parking from the edge of the deep soil zone to the line of re-entrant angle (south boundary). This could be treated in a formal manner with groves of trees as indicated plus totem poles. I might characterise it as an introvertive space with internal focal points. The Walker Street plaza could have some lawn area but the dominant surface should be paving. I consider the single steps to be dangerous and better avoided. I would prefer a set of wide easy steps from the terrace level (RL10/10.5) to the plaza level (RL8.5) with the variations in level along the Walker Street frontage taken up by a wall or some similar device.

The concrete seats are both visually crude and uncomfortable to sit on; they should be discarded in favour of standard seats (see Riverside Park at north end of Rhodes Peninsula to verify how unsympathetic a material concrete can be). A water feature might give some life and movement to the Walker Street plaza.

The tree species are OK but there are too few substantial trees. The specimen trees, flowering species etc are good for particular areas (eg the groves). Greater care is needed in the selection of plant material to reinforce the design intent.

## **Conclusion**

The three key shortcomings of the Landscape design of the public open space are:

1. Inadequate deep soil tree planting;
2. Poor articulation and expression of the view corridor; and
3. Design of pathways does not reflect desire lines nor provide attractive recreational routes for a range of users.

In sum this proposal yields very little public benefit. Why, and how, would anyone use this space?

In my opinion this layout should be rejected on urban design grounds. It yields insufficient public benefit for the private benefits conferred on the developer.

John Toon

28 July 2010

## INTER OFFICE MEMO



|                 |   |                 |  |
|-----------------|---|-----------------|--|
| <b>To:</b>      | S Lettice, N Butler                       |                 |  |
| <b>From:</b>    | Sharon Faulkner                           |                 |  |
| <b>Subject:</b> | 52 Walker St Rhodes – Meriton Development |                 |  |
| <b>Date:</b>    | 15 August 2010                            | <b>File No:</b> |  |

### Comments

#### Waste Management:

The following are unacceptable issues identified from the above development proposal.

#### **Domestic – Ongoing Management**

Outsourcing of waste collection services to a private contractor.

- Council is required under the Local Government Act to supply a domestic waste service to each residential property within its LGA and levy each rating notice accordingly for the service. As such we will levy each unit owner with a waste charge regardless of the site outsourcing waste collection services.

**Council is the nominated collection contractor.**

Collection vehicle clearance height 3.8metres

Clearance height is not to be calculated from floor to ceiling with the exclusion of devices attached to ceilings e.g fire sprinklers, pipes etc.

**Collection vehicles require clearance height of 3.8metres from floor to lowest device fitted to ceilings**

Have 1 x 120ltr recycling bin per floor in the waste compartment room with bins rotated daily

- This volume is inadequate – the standard volume of recycling generated per single dwelling or unit is 120ltrs per week which = 17ltrs per unit per day. Rotating a day's volume every day would mean there was no recycling service available to residents for most of every day. This will ensure residents place recycling in the garbage chute.

**Council requires 34ltrs of recycling storage per unit per floor – 2 days volume in order to maximise resource recovery.**

Compact garbage at the ratio of 3:1

- Compaction of waste at 3:1 will required bins to be replaced too frequently due to bins splitting from continual compaction

**Councils requires that garbage not be compacted above the ratio of 2:1**

Waste storage areas have been designed to accommodate inadequate volumes of waste and recycling bins. Total number of 660ltr bins stated in the waste management plan as being required 53, (32 garbage + 21 recycling) short 29 bins.

- Waste and recycling storage areas must be designed to accommodate Councils standard bin sizes and volume must be calculated using Councils standard waste generation rate, i.e. 120ltrs each, per week per unit of waste and recycling.

- The following table states the number of bins required to be stored on site based on Councils standard:  
Waste generation rates  
Garbage compacted at 2:1  
Twice weekly collection  
Garbage and Recycling collected on different days

| Building     | No of units | 660ltr<br>Garbage Bins | 660ltr<br>Recycling bins | Permanent Storage |
|--------------|-------------|------------------------|--------------------------|-------------------|
| A            | 198         | 9                      | 18                       | 27                |
| B            | 93          | 5                      | 9                        | 14                |
| C            | 208         | 10                     | 19                       | 29                |
| D            | 84          | 4                      | 8                        | 12                |
| <b>Total</b> | <b>583</b>  | <b>28</b>              | <b>54</b>                | <b>82</b>         |

**Permanent storage space is required for a total of 82 660ltr bins**  
**Temporary storage space for servicing for 54 660ltr bins**

#### **Domestic – Construction**

No waste generation volumes have been supplied for the construction phase of the development.

- As part of the Waste Management Plan, Council requires to be supplied the expected volumes of waste:  
To be generated  
To be reused on site  
To be recovered at a recycling facility  
To be disposed of to landfill  
Tipping dockets for the disposal and/or recovery of wastes are required to be held on site and are subject to inspection/auditing by Council

**Council requires a complete Waste Management Plan for the construction phase of the development**

The following issues should be given consideration

Allocated space for the storage of garden organics bin/s

- While onsite composting facilities are required on site, there are items such a large/thick branches that are not appropriate to compost. Even if the maintenance of to grounds is outsourced and includes removal of non compostable organics they still need some storage space for organics generated between grounds maintenance servicing. Garden organics cannot be disposed of in Councils domestic waste garbage bins. Council will not be supplying a garden organics service to this type of development in Rhodes.

An adaptable chute system for waste disposal/recovery of recycling

- At the present time recycling cannot be recovered via a chute system due to the breaking of glass. The recycling technology available at the present time cannot remove these shards however future technology may. If this were to eventuate, recycling bins on all floors and the need to rotate them would become obsolete saving considerable time and ongoing labour costs to the body corporate.

Bulk Household Items - Disposal/ Recovery Area

- A Storage area of 2m2 has been allocated per building for the storage of bulky household items requiring disposal. While Council will not be supplying the disposal/recovery service for bulky household items to this development consideration should be given to significantly increasing the storage area for these items. Storage should be divided into sections to maximise resource recovery, i.e. whitegoods and metals, ewaste, furniture and mattress's, and to reduce ongoing disposals costs to residents. To this end consideration should also be given to obtaining a Charity Clothing, Printer Cartridge and Mobile Phone bin as these items will be recovered free of charge by the supplier of the service.