

preferred project report

BALLINA GATEWAY PROJECT, BALLINA

Proposed Mixed Use Development

Revised 9 February 2007

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INTRODUCTION

This preferred project report is made in response to submissions made by the general public, government agencies, and the Department of Planning during the exhibition period for the Ballina Gateway Project. It is also made in response to a number of meetings held with the Department of Planning subsequent to the exhibition period, including a meeting with the Minister held on 6 February 2007.

The amended development still delivers;

- A 14 metre wide public foreshore open space corridor along the riverfront,
- Pedestrian links from River and Kerr Streets to the Richmond River,
- Retention of the slipways
- A single story waterfront café to enhance enjoyment of the foreshore,
- Residential buildings set back 20m from the river.

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SUMMARY OF MODIFICATIONS

This list details the modifications made to the Development proposed in the Environmental Assessment Submission:

1. Building A (hotel) has been reduced to 5 storeys in lieu of 7 storeys.
2. Building D has been reduced to 6 storeys in lieu of 7 storeys – in accordance with direction from the Minister of Planning (6 February 2007).
3. Buildings B and F (waterfront residential buildings) have been modified so that the southern elevation of level 4 is set back in accordance with directions from the Minister of Planning (6 February 2007). The building footprints and locations remain unaltered.
4. Building A guestrooms have been reduced in size from 33 sq m to 24 sq m resulting in 84 guestrooms in lieu of 90 guestrooms.
5. Building C has increased in height from 3 storeys to 4 storeys with a 4 metre setback at the upper levels from River Street, resulting in 8 additional one bedroom apartments.
6. The River and Kerr Street Awnings have been increased in depth from 1.3m to 3.4m.
7. The glazed shopfronts to the River Street retail tenancies have been amended to include stone clad expressed columns to break up the expanse of the glazing.
8. The residential lobby to Building C has been relocated and set back from the River Street frontage to help differentiate between it and the retail shopfronts.
9. Building D has been reduced in depth to 24 metres overall (18 metres glass line to glass line) to comply with the requirements of SEPP 65.
10. One manager's apartment has been included.
11. Two service bays for service / delivery vehicles have been included in Basement 1 catering for light rigid vans similar to Toyota Dyna Trucks. These trucks represent 90% of the type of service vehicles expected to make deliveries to the development. The basements have been slightly modified to achieve a clear headroom of 3.15 metres to accommodate these vehicles.
12. Carparking numbers have been amended to suit the revised development resulting in 265 spaces in lieu of 271 spaces.
13. A 4 metre wide boardwalk has been included along the entire foreshore promenade length as requested by the Minister of Planning (6 February 2007).

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COMPARISON TABLE

This table details a statistical comparison of the following:

- a) Project Application Scheme,
- b) Environmental Assessment Submission Scheme, and the
- c) Preferred Project Report Scheme.

STATISTIC	Project Application	EA Submission	Preferred Project
Site Area	* 11,446 m ²	11,311 m ²	11,311 m ²
Floor Plate Area	31,143 m ²	26,444 m ²	24,268 m ²
Gross Floor Area	27,924 m ²	21,794 m ²	20,001 m ²
Floor Space Area	27,825 m ²	20,835 m ²	19,314 m ²
Floor Space Ratio	2.43:1	1.84:1	1.71:1
No. of Apartments	175	84	85
No. of Guestrooms	-	90	84
Landscaped Area	6,274 m ²		
Deep Soil Area		3,571 m ²	3,571 m ²
Communal Open Space		5,112 m ²	5,370 m ² boardwalk = additional 639m ²
Car Parking Spaces Required	309 spaces	259.9 spaces	254.3 spaces
Car Parking Spaces Provided	309 spaces	275 spaces	265 spaces
Maximum Building Height	16 metres	22 metres	19 metres
Storeys	5 storeys	1, 3, 5 and 7 storeys	1, 4, 5 and 6 storeys

* The site area was amended from 11,446 sq m to 11,311 sq m in July 2006 by the surveyor.

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HOW THE REVISED DESIGN ADDRESSES ISSUES RAISED IN THE DEPARTMENT OF PLANNING LETTER DATED 5.12.06.

Ref: Department of Planning Comments for MP 050009 Ballina Gateway Project

Following is a description of how each of the modifications address the issues raised in the Department of Planning letter dated 5.12.06:

1. **Building A (hotel) has been reduced to 5 storeys in lieu of 7 storeys.**
2. **Building D has been reduced to 6 storeys in lieu of 7 storeys– in accordance with direction from the Minister of Planning (6 February 2007).**

The two seven storey buildings have been reduced in height to lessen the visual impact and overshadowing upon the surrounding development and open space.

3. **Buildings B and F (waterfront residential buildings) have been modified so that the southern elevation of level 4 is set back in accordance with directions from the Minister of Planning (6 February 2007). The building footprints and locations remain unaltered.**

The two waterfront residential buildings have been modified so that their visual bulk is reduced to the river foreshore. The resultant reduction in overshadowing from the modifications can be seen in the revised winter shadow diagrams, Drawing ADAZ 3902 Rev B.

4. **Building A guestrooms have been reduced in size from 33 sq m to 24 sq m resulting in 84 guestrooms in lieu of 90 guestrooms.**

This modification has arisen as a result of deleting two storeys from Building A. As previously noted, the reduction in height reduces the visual bulk of the building and reduces the overshadowing of the Kerr Street roadway and footpath.

5. **Building C has increased in height from 3 storeys to 4 storeys with a 4 metre setback at the upper levels from River Street, resulting in 8 additional one bedroom apartments.**

This modification has been made to address the Department's concerns that the previous "Lower scale development (Building C) on River Street fails to provide a strong street edge definition that would seem appropriate for this 'gateway' location."

The amended building provides a strong street edge to River Street while the 4 metre setback of the upper storeys (in accordance with the *Ballina Shire Council Combined DCP*) allows natural light to River Street. This revised building form also better obscures the view of Building D from River Street, as evidenced in the revised photomontages.

6. **The River and Kerr Street Awnings have been increased in depth from 1.3m to 3.4m.**

This modification has been made to address the Department's concerns regarding the depth of the awnings. The awnings now extend for nearly the full width of the footpaths and are cut around the street trees.

7. **The glazed shopfronts to the River Street retail tenancies have been amended to include stone clad expressed columns to break up the expanse of the glazing.**

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This modification has been made to address the Department's concerns that previously there were large expanses of glass and that the "shopfronts should be articulated as separate units, as per Council's Combined DCP requirements." A revised breakup of the retail tenancies has been shown to better reflect the existing pattern of retail tenancies along River Street.

8. The residential lobby to Building C has been relocated and set back from the River Street frontage to help differentiate between it and the retail shopfronts.

This modification has been made to address the Department's concerns that the residential entrance lobby "should be designed such that they are a clearly identifiable element of the building in the street."

9. Building D has been reduced in depth to 24 metres overall (18 metres glass line to glass line) to comply with the requirements of SEPP 65.

This modification has been made to address the Department's concerns about the non-compliance with SEPP 65 requirements regarding building depth (as previously the building was 21 metres glass line to glass line and an overall depth of 26.5 metres including balconies). The depth of the building has been reduced to provide better amenity and a less bulky building.

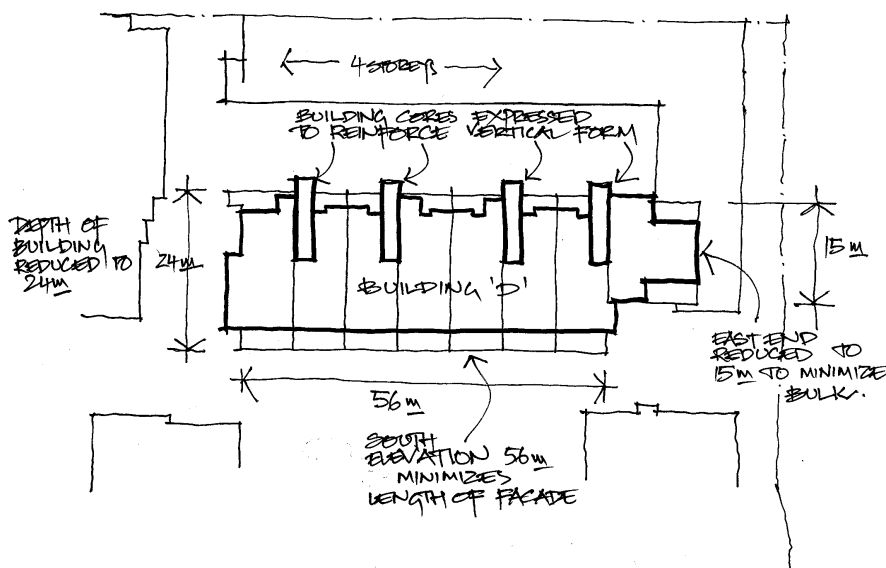


Diagram of Building D outlining modifications

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10. One manager's apartment has been included.

This modification is a result of the replanning of Buildings C and D and the connection between the two buildings above Building E (Pool and Amenities Building).

11. Two service bays for service / delivery vehicles have been included in Basement 1 catering for light rigid vans similar to Toyota Dyna Trucks. These trucks represent 90% of the type of service vehicles expected to make deliveries to the development. The basements have been slightly modified to achieve a clear headroom of 3.15 metres to accommodate these vehicles.

This modification has been made in response to the Department's concerns in relation to the proposed location of the two loading zones particularly with respect to noise and safety for adjacent residents and pedestrians. Two service bays have now been located in the basement to relieve the load on the two street loading zones. The street loading zones will now only cater for garbage trucks and delivery vehicles that are larger than light rigid vans. As previously stated, the on street loading zones can be managed by placing time limits upon their use so that impact upon sensitive receivers is reduced.

There has been previous exploration of locating the loading zones at grade on site, but this sets up conflict between pedestrians and vehicles within the through site links. To achieve an on-site loading facility at ground level would necessitate creating a lane running from Kerr Street, along the water side of Building D and returning up the eastern side of the site to River Street, so that the trucks could enter and leave the site in a forward direction. This seriously diminishes the amenity of the communal open space currently being delivered on site and creates conflict between pedestrians and vehicles.

Street loading zones are typical in Ballina CBD. They have minimal impact upon open space and the public domain and remove the conflict between pedestrians and vehicles.

12. Carparking numbers have been amended to suit the revised development resulting in 265 spaces in lieu of 271 spaces.

This modification is a result of the revised accommodation now being provided on site and the inclusion of two service bays within Basement 1.

13. A 4 metre wide boardwalk has been included along the entire foreshore promenade length as requested by the Minister of Planning (6 February 2007).

This modification at the behest of the Minister, creates 639 sq m of additional communal open space along the river foreshore.

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ADDITIONAL MATTERS RAISED IN THE DEPARTMENT OF PLANNING LETTER DATED 5.12.06.

Site Permeability

Department of Planning extract from letter dated 5.12.06:

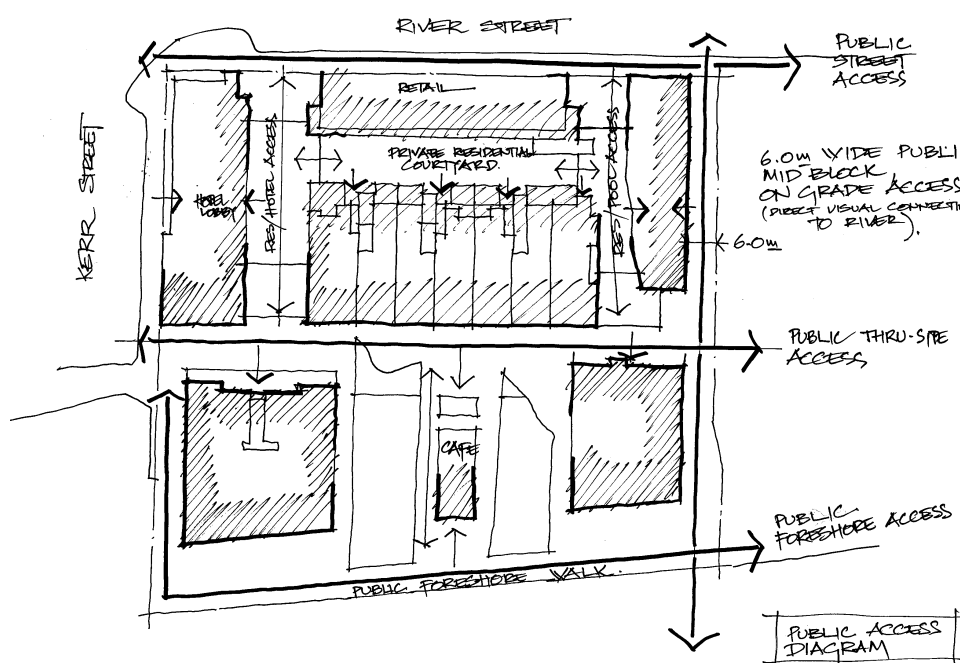
The DGRs specified that the development must provide meaningful pedestrian (residential & public) and visual linkages to the river. The proposal currently features 3 north-south through site links, none of which provide direct visual linkages to the Richmond River waterfront or slipways. Clear, direct and unimpeded connections between River Street and the Richmond River should be provided.

As previously stated in our Response to Submissions Report dated 22 December 2006, Clear, direct and unimpeded connections between River Street and the Richmond River are provided. The main public access between River Street and the river is along the east boundary. This is a 6m wide clear thoroughfare, providing uninterrupted views and access to the river. This access complies with the requirement of the *Ballina Shire Combined DCP* for mid block access between Kerr Street and Grant Street.

Other linkages are primarily for the residents and hotel patrons, for access to apartments, the pool and amenities building, the café and waterfront. These linkages are also accessible by the public (except for the secured residential courtyard between Buildings C and D).

There is a clear uninterrupted access along the foreshore.

The design also allows for east /west access in the middle of the site providing an opportunity in the future to connect directly from Kerr Street to the Memorial Park which also creates benefits for the residents from Camoola Avenue to access the park.



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Status of negotiations between Ballina Shire Council and the RTA in relation to monetary contribution for improvements to the Kerr / River Street Intersection

Ballina Shire Council, being the local roads authority, have indicated their preference for a monetary contribution as evidenced in their email dated 22 January 2007. It would be the client's intention to execute this within a planning agreement.

Refer to ATTACHMENT 1:

Email correspondence dated 22 January 2007 between Mr David Kelly at Ballina Council and Mr Peter Williams of Newton Denny Chapelle detailing the Council's preference for a monetary contribution for road works.

Additional information for the Environmental Noise Impact Assessment

Additional noise monitoring has been undertaken on site and the data is presented in the attached letter from Carter Rytenskild Group. Within this letter, CRG also address noise predictions with respect to the *Industrial Noise Policy*.

Refer to ATTACHMENT 2:

Copy of a letter from Carter Rytenskild Group dated 9 February 2007 addressing additional matters in the Environmental Noise Impact Assessment arising from an email from the Department of Planning dated 8 February 2007.

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ATTACHMENT 3:

Revised Draft Statement of Commitments

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ATTACHMENT 4:

Crone Partners
Revised Design Drawings – located in A3 Bound Document

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