

1-5 Chester Street

ANNANDALE

Site-Specific Development Control Plan

January 2018

Prepared For Britely Property Pty Ltd

Project: 1-5 Chester Street Annandale

Document: Draft Site-Specific Development Control Plan

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Contents

Section 9 – 1-5 Chester Street, Annandale	4
G9.1 Land to which this Section Applies	4
G9.2 Future Variations	4
G9.3 Desired Future Character	4
G9.4 Built Form	5
G9.5 Public Domain	6
G9.6 Access	6
G9.6.1 Pedestrian Access	6
G9.6.2 Vehicular Access	7
G9.7 Amenity	8
G9.7.1 Communal Open Space	8
G9.7.2 Private Open Space	8
G9.7.3 Solar Access	9
G9.7.4 Visual and Acoustic Privacy	9
G9.8 Unit Mix	10
G9.9 Drainage and Water Management	10
Figures	11

Section 9 – 1-5 Chester Street, Annandale

G9.1 Land to which this Section Applies

As identified as Area 8 in Figure G1 – Site Specific Areas, this Site-Specific Development Control Plan applies to Lot 11 in DP 499846 (otherwise known as 1-5 Chester Street, Annandale; hereafter referred to as ‘the site’; see Figure 1). The subject site is located within a light industrial precinct bounded by Booth Street to the east, Parramatta Road to the south and Johnstons Creek to the north and west.

G9.2 Future Variations

Consent may be granted by Council to a proposal that does not comply with all of the site specific controls providing the principles of the controls are achieved. Justifications for variations to the Development Control Plan must be made in writing, accompanied by documentation as outlined by Council and must demonstrate the grounds for varying the requirements of the Development Control Plan (i.e. how the proposed development meets the relevant principles of the Development Control Plan) and achieves a positive outcome.

G9.3 Desired Future Character

Built form transition of the locality (including the subject site) is encouraged by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) prepared by UrbanGrowth NSW, adopted by Department of Planning and given statutory force under Direction 7.3 of the Minister’s Section 117 Directions. The Desired Future Character for the subject site is for:

- Transition to residential uses to a height of 17 metres (PRCUTS Planning and Design Guidelines).
- Sympathetic to the locality’s warehouse character.
- Incorporating a through-site link as part of an open space and movement corridor along Johnstons Creek between Parramatta Road and Rozelle Bay.
- Addressing Johnstons Creek, Chester Street and the future open space on the eastern side of Chester Street (PRCUTS Planning and Design Guidelines).

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Provide a range of apartment types including affordable housing and SOHOs (Small Office-Home Office).
- O2. Take advantage of proximity to:
 - a. Current and future high capacity public transport services operating in Parramatta Road;
 - b. Public open space; and
 - c. University of Sydney and the Royal Prince Alfred Hospital.
- O3. Provide high quality architectural design that responds to:
 - a. Existing character of the precinct;
 - b. Takes advantage of the site’s northern orientation; and
 - c. Adjoining Johnstons Creek, Chester Street and future public open space on the eastern side of Chester Street, as desired under the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Future development within the subject site is to be consistent with the Desired Future Character.

G9.4 Built Form

Notwithstanding not being identified as a heritage conservation area, the precinct has warehouse character derived from:

- Eclectic mix of large industrial warehouses with nil street setbacks and height up to 5 storeys, including a heritage listed warehouse between Chester Street, Guihen Street and Booth Street at 52-54 Pymont Bridge Road.
- Heritage listed kerb and gutter in Chester Street and Guihen Street.
- Early 20th century open top stormwater channel (Johnstons Creek), discharging to Rozelle Bay via a number of public open spaces including Douglas Henry Park, open space associated with Orphan School Creek, Smith Hogan and Spindlers Park, Johnstons Creek Park and Jubilee Park.
- Annandale Heritage Conservation Area west of Johnstons Creek, screened by existing mature trees along Johnstons Creek.

Objectives:

Future development within the subject site is to address the following Objectives:

O1. Retain the precinct's existing warehouse character.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Design facades with (see Figure 2):
- a. Emphasise vertical rhythm (such as through brick pilasters and tall parapet masonry walls);
 - b. Incorporate a higher solid to void ratio with similarly-sized windows placed at regular intervals; and
 - c. Materials and finishes sympathetic to warehouse character.
- C2. Provide setbacks (see Figures 3 and 4):
- a. Nil setbacks to street frontages; and
 - b. 3 metre setback to Johnstons Creek to improve interface between built form and the creek.
- C3. Height: Create the desired height transition to the Annandale Heritage Conservation Area to the through development to a height of 17 metres, consistent with the PRCUTS Planning and Design Guidelines (see Figures 3 and 4).
- C4. Maintain existing 5-6 storey built form heights as a transition to Annandale Heritage Conservation Area to the west.

G9.5 Public Domain

The subject site is located between:

- Johnstons Creek, discharging to Rozelle Bay via a number of public open spaces including Douglas Henry Park, open space associated with Orphan School Creek, Smith Hogan and Spindlers Park, Johnstons Creek Park and Jubilee Park; and
- Chester Street, including heritage listed kerb and gutter.

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Improve built form address to the adjoining public domain.
- O2. Improve access to Johnstons Creek.

Controls:

Future development within the subject site is to address the following Controls:

- O1. Provide built form address to Johnstons Creek and Chester Street (see Figure 5).
- O2. Provide a 3 metre-wide through-site link as part of an open space and movement corridor along Johnstons Creek between Parramatta Road and Rozelle Bay (see Figure 5).

G9.6 Access

G9.6.1 Pedestrian Access

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Provide a safe pedestrian environment by separating pedestrian access from vehicular access.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Secure access is to be provided for pedestrians to residential lobbies.
- C2. Safe access for pedestrians to be provided in accordance with Crime Prevention Through Environmental Design (CPTED) principles.
- C3. Provide direct access to ground floor apartments from street level via courtyard private open spaces associated with each apartment.

G9.6.2 Vehicular Access

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Minimise the visual impact of the driveway and car park entry.
- O2. Minimise the potential impacts of flooding to the underground carpark.
- O3. Provide a safe environment for residents using the basement car park.
- O4. Ensure adequate provisions made for garbage truck servicing.
- O5. Provide off-street parking at a rate which:
 - a. Reflects the site's proximity to current and future high capacity public transport services operating in Parramatta Road; and
 - b. Encourages active transport.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Ensure that the car park entry level is above RL 5.45 AHD to minimise flooding risk.
- C2. Ensure that the car park is designed such that vehicles can enter and exit in a forward direction.
- C3. Ensure secure access is provided to basement car parks.
- C4. Provide off-street car parking in accordance with the maximum rates outlined in the Table below.

Table 1: Maximum car parking rates (UrbanGrowth NSW 2016, Parramatta Road Corridor Urban Transformation Strategy – Land Use and Design Guidelines, Table 3.2, p. 45)

Studio:	1 bed:	2 bed:	3 bed:	Visitor:
0 spaces	0.3 spaces per dwelling	0.7 spaces per dwelling	1 spaces per dwelling	0 spaces

G9.7 Amenity

G9.7.1 Communal Open Space

Objectives:

Future development within the subject site is to address the following Objectives:

O1. Due to limited site area, maximise communal open space at rooftop.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Ensure communal open space has a minimum area equal to 25% of the site area.
- C2. Ensure 50% of the rooftop communal open space achieves a minimum 2 hours of solar access between 9am and 3pm on 21 June.
- C3. Maximise district views from rooftop communal open space.
- C4. Maximise landscaped treatment of rooftop communal open space to keep the building cool.
- C5. Ensure rooftop communal open space is well-planned with shade structures, barbeque facilities and seating arrangements to facilitate a variety of activities and interactions.

G9.7.2 Private Open Space

Objectives:

Future development within the subject site is to address the following Objectives:

O1. Due to limited site area, maximise private open space associated with each apartment.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Ensure all apartments have primary balconies in accordance with the Table below.
- C2. Provide direct access from the street for ground floor apartments via courtyard private open spaces.

Table 2: Minimum balconies sizes (minimum depth counted as contributing to the balcony area is 1 metre)

Dwelling type:	Minimum area:	Minimum depth:
Studio apartments	4m ²	-
1 bedroom apartments	8m ²	2 metres
2 bedroom apartments	10m ²	2 metres
3+ bedroom apartments	12m ²	2.4 metres

G9.7.3 Solar Access

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Provide adequate sunlight access to dwellings and communal open spaces.
- O2. Ensure sufficient solar amenity is provided to surrounding residential properties.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9am and 3pm at mid-winter.
- C2. A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm in mid-winter.

G9.7.4 Visual and Acoustic Privacy

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Provide an appropriate level of visual and acoustic privacy for all residents.

Controls:

Future development within the subject site is to address the following Controls:

- C1. Ensure building separation is in accordance with the Table below, unless:
 - a. Where building separation requirements cannot be achieved within the site, design measures are incorporated to mitigate visual and acoustic privacy impacts such as highlight windows, opaque glass, louvres/fins, etc.
 - b. Nil setback to boundary is provided with blank façade, enabling development within adjoining land to be built similarly to nil setback.

Table 3: Minimum building separation requirements

Building height:	Separation distance:
Up to four storeys (approximately 12 metres):	<ul style="list-style-type: none"> • 12 metres between habitable rooms/balconies • 9 metres between habitable and non-habitable rooms • 6 metres between non-habitable rooms
Five to eight storeys (approximately 25 metres):	<ul style="list-style-type: none"> • 18 metres between habitable rooms/balconies • 12 metres between habitable and non-habitable rooms • 9 metres between non-habitable rooms

G9.8 Unit Mix

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Provide range of dwelling types such as affordable housing and SOHO (Small Office-Home Office) apartments likely to prove attractive to:
 - a. Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometres south-east of the subject site);
 - b. Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and
 - c. Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road (450 metres south of the subject site).

Controls:

Future development within the subject site is to address the following Controls:

- C1. A variety of apartment types is provided.
- C2. The apartment mix is appropriate, taking into consideration:
 - a. The distance to public transport, employment and education centres.
 - b. The current market demands and projected future demographics trends.
 - c. The demand for social and affordable housing.
 - d. Different cultural and socioeconomic groups.
- C3. Flexible apartment configurations are provided to support diverse household types and stages of life including single person households, families, multi-generational families and group households.
- C4. Different apartment types are located to achieve successful facade composition and to optimise solar access.
- C5. Larger apartment types are located on the ground or roof level where there is potential for more open space and on corners where more building frontage is available.
- C6. Provide 5-10% of new residential floor space as affordable housing in accordance with Revised Draft Eastern City District Plan (GSC 2017, p. 43).

G9.9 Drainage and Water Management

Objectives:

Future development within the subject site is to address the following Objectives:

- O1. Minimise the impact of flooding on residential dwellings.

Controls:

Future development within the subject site is to address the following Controls:

- C1. The Flood Planning Level and lowest part of any residential dwelling should be above RL 5.45 AHD.

Figures



Figure 1: Site location



Figure 2: View south to potential design outcome, including appropriate façade treatment emphasising vertical rhythm

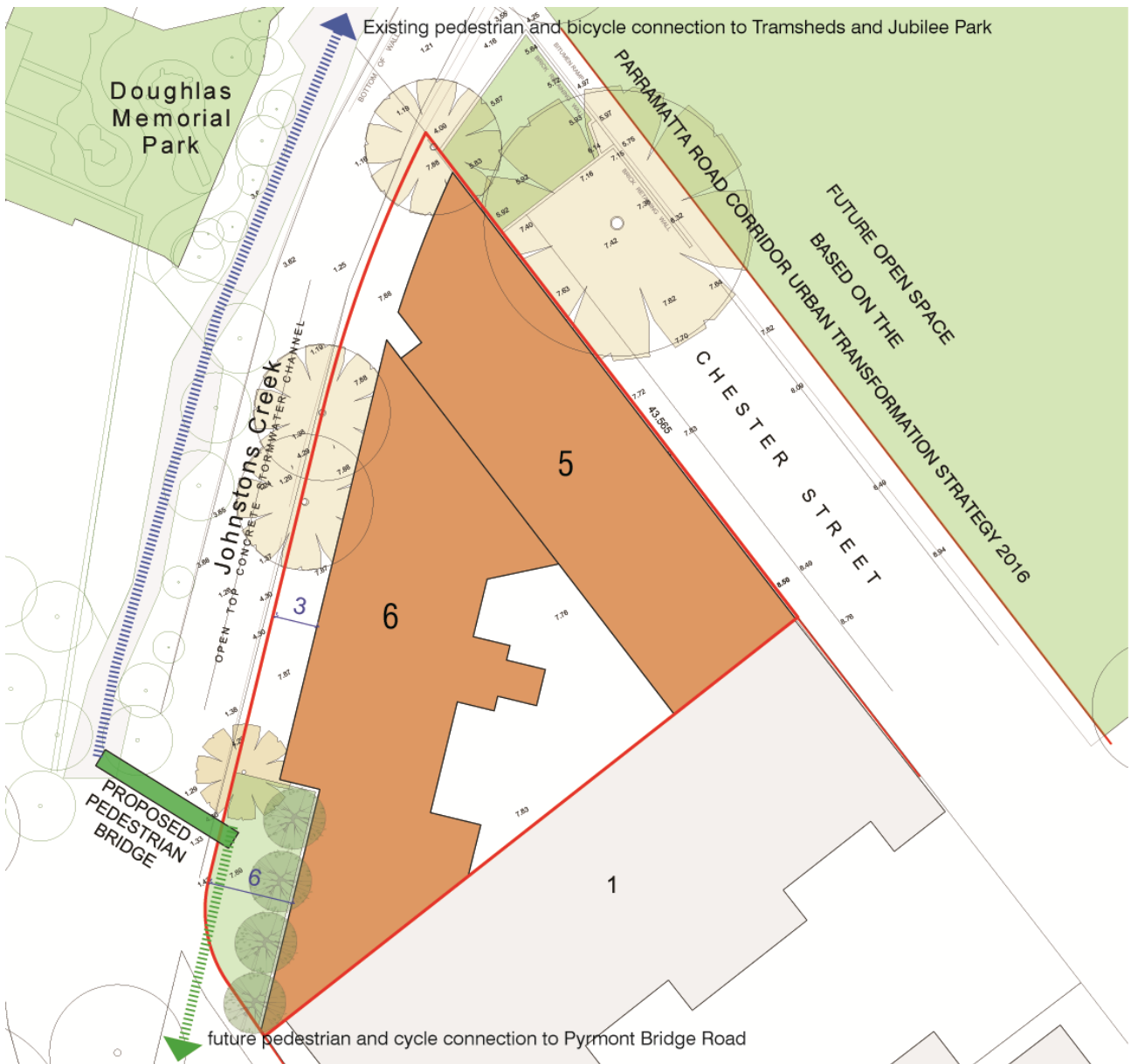


Figure 3: Desired future built form heights and setbacks (plan)

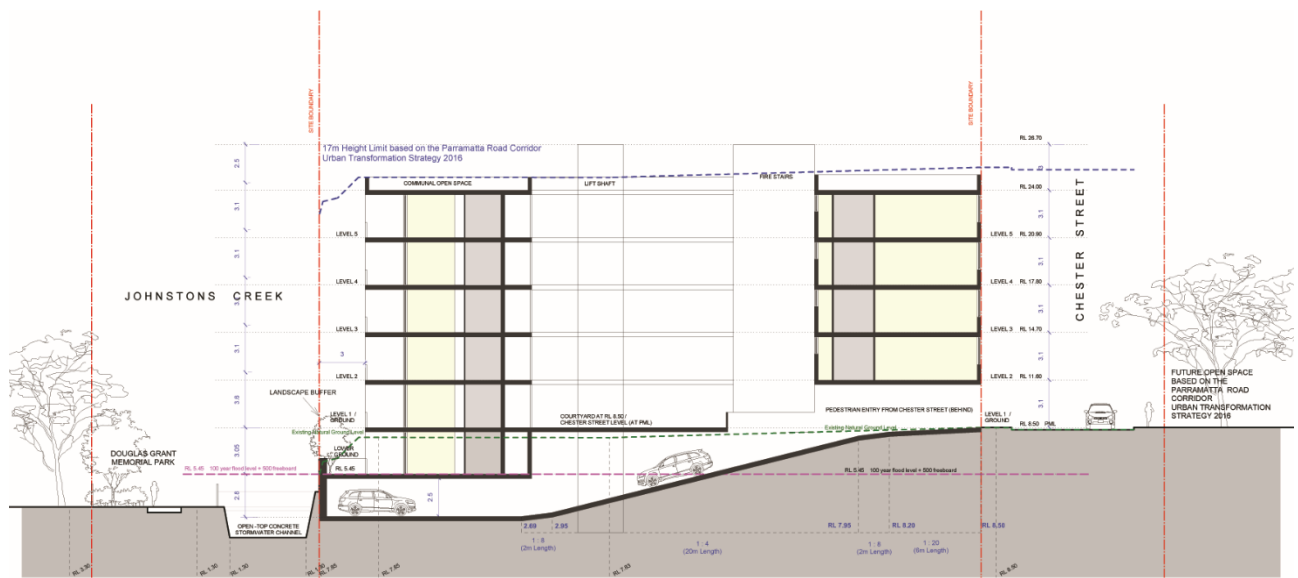


Figure 4: Desired future built form heights and setbacks (section)



Figure 5: Desired future public domain

Legend

- Potential extension of the existing bicycle and pedestrian link
- Existing pedestrian bridge across Johnstons Creek
- Open spaces
- Lots
- Existing buildings
- Existing pedestrian and cycle link
- Future pedestrian and cycle link