

PATHWAYS CREMORNE SENIORS HOUSING

IPC PANEL PRESENTATION

50-88 PARRAWEEEN ST + 61-67 GERARD ST

25 . 02 . 2025
SSD: 49472213



Acknowledgment of Country

We acknowledge the Cammeraygal people, the traditional owners of the land of this project. We pay our respects to Elders past, present and future.



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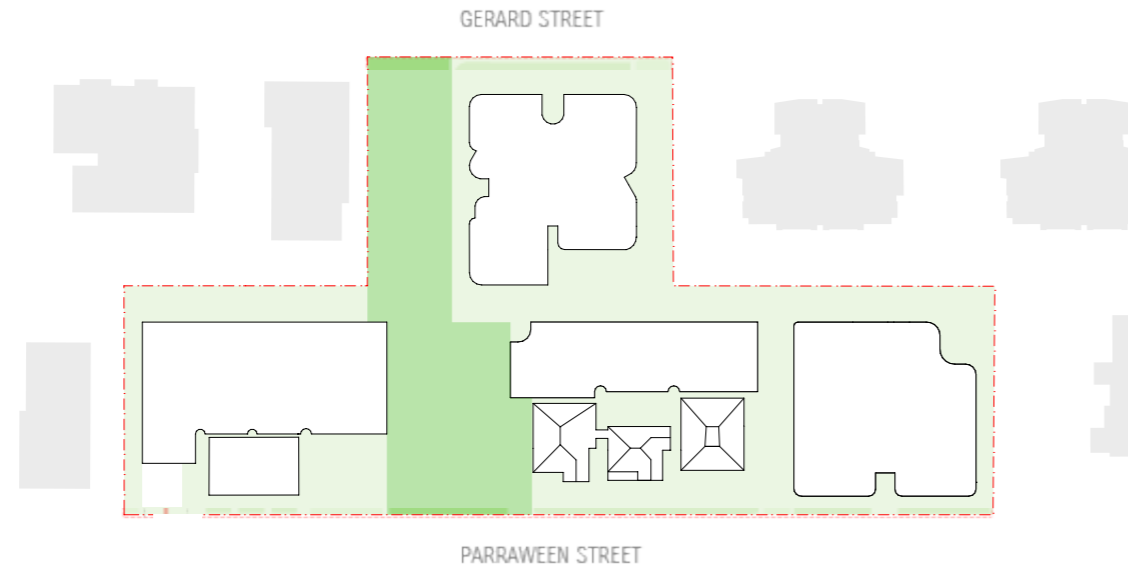
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1. SITE & HERITAGE CONSIDERATIONS

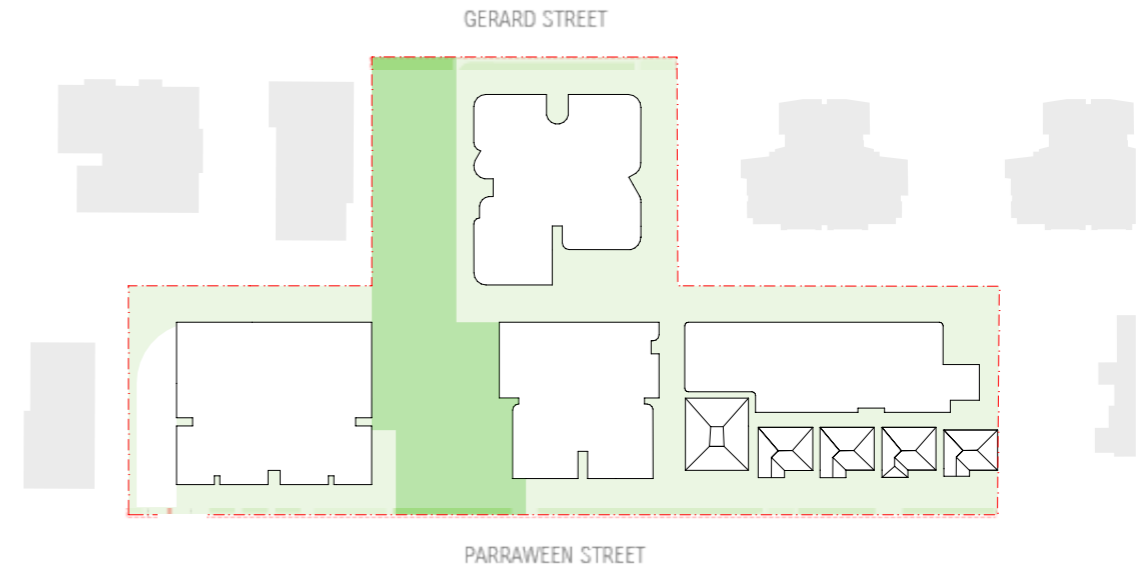


01: THE SITE & HERITAGE CONSIDERATIONS



ORIGINAL DESIGN

*The Hayden
Orpheum*

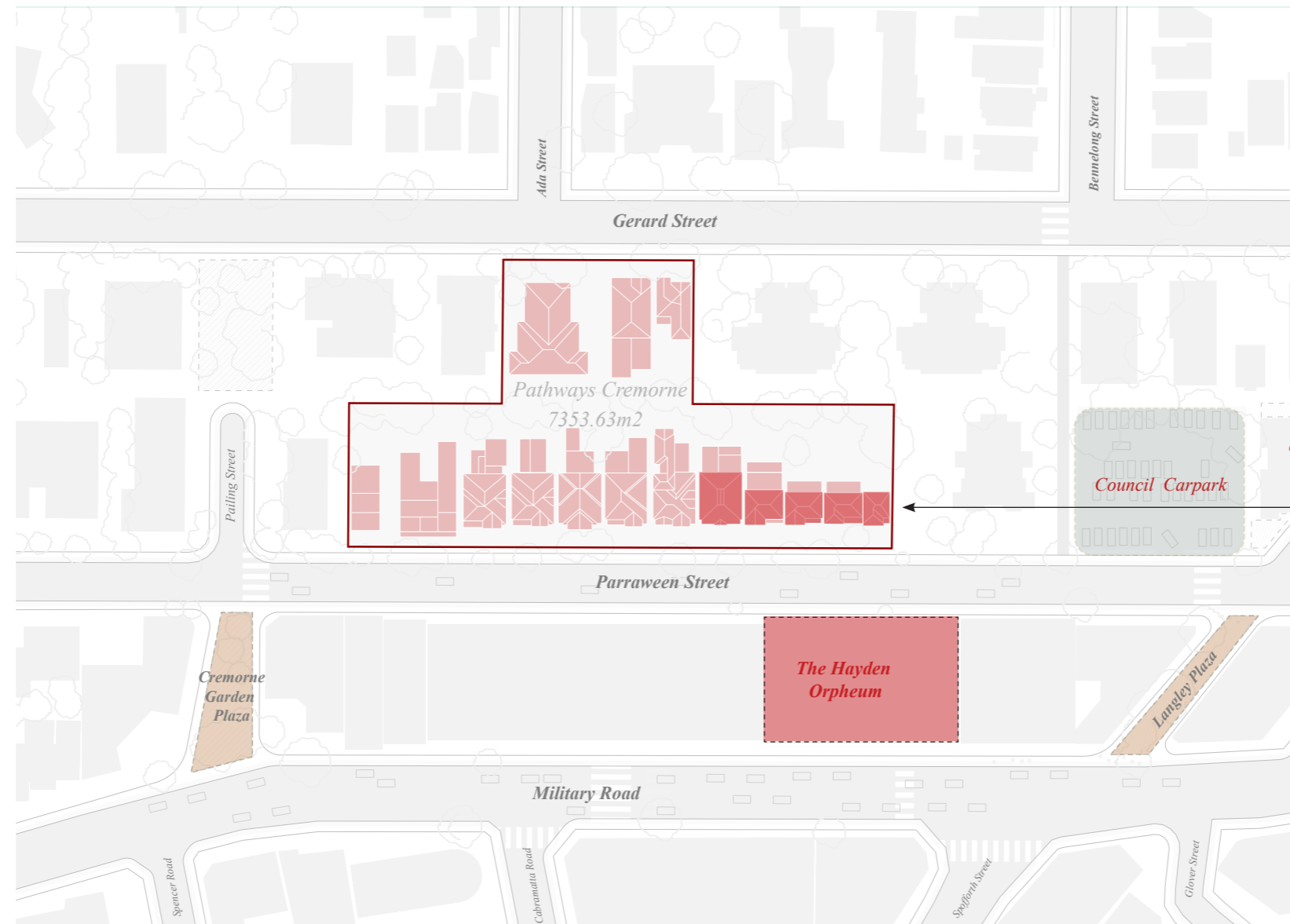


AMENDED DESIGN

*The Hayden
Orpheum*



01: THE SITE & HERITAGE CONSIDERATIONS



The Site

01: OUR DESIGN
KEY MOVES



78/80 Parraween Street



82 Parraween Street



84 Parraween Street



86 Parraween Street



88 Parraween Street

HERITAGE CONSIDERATIONS



2. URBAN DESIGN CONCEPT

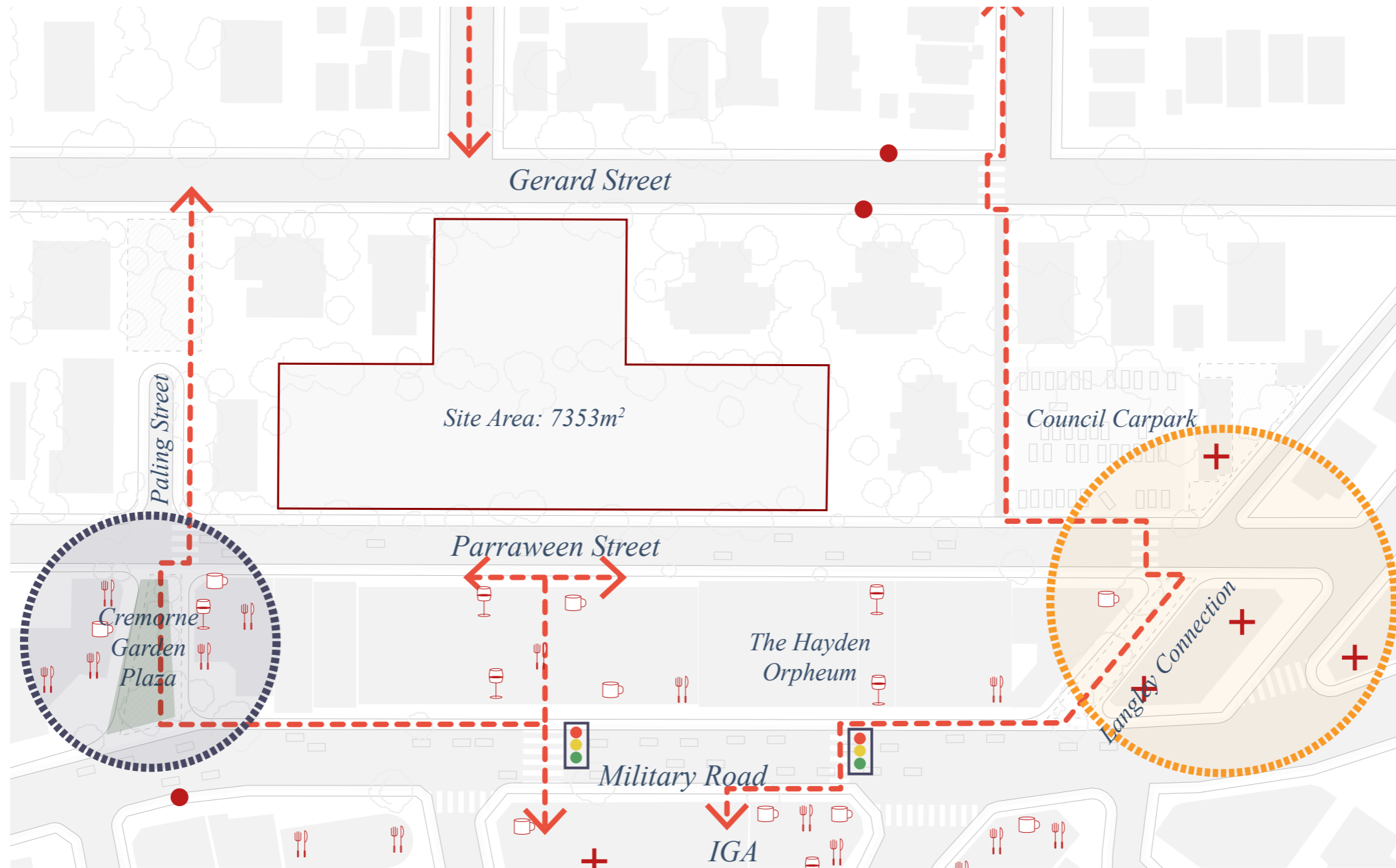




MILITARY ROAD LIGHTS AND CROSSING



THROUGH SITE LINK BETWEEN PARRAWEEN AND GERARD STREET



- Bus Stops
- 🍷 Bottle Shops
- 🍴 Restaurants
- ☕ Cafe
- + Medical/Health Facilities

Movements and Public Space



02: PARAWEEEN STREET CHARACTER



Recent Development



Existing Cottages



Active Pockets

Parraween Street Context

02: GERARD STREET CHARACTER



55 Gerard Street



32 Gerard Street



81 Gerard Street

Gerard Street Character



02: THE URBAN DESIGN CONCEPT
DESIGN PRINCIPLES

1

Complementing the high street with active frontages and a low scale to Parraween Street.

2

Respect for the existing character of the street.

3

Connecting Parraween Street to district views.

4

Creating a high quality open space for the public on Parraween Street.

5

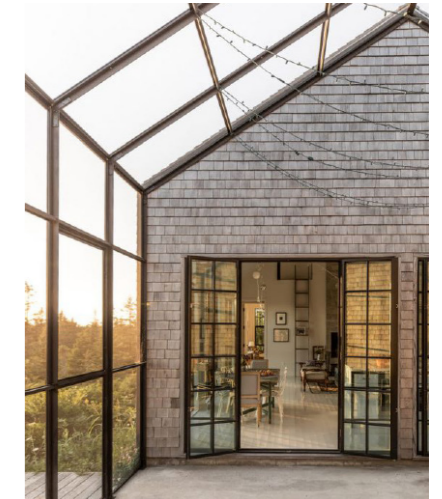
Creating a new mid block public through site link.

6

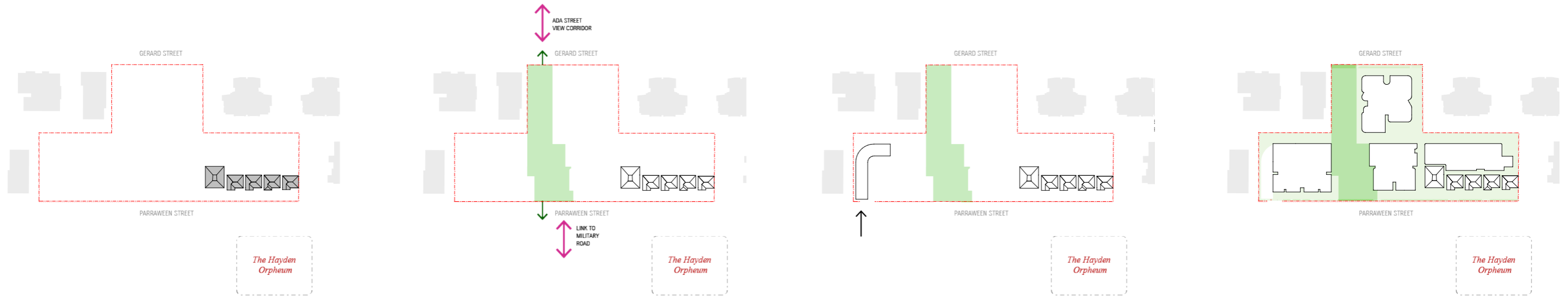
Responding to the local built form and landscape setting whilst minimising overshadowing impact.

7

Creating new contemporary architecture that contributes to the high quality of Cremorne.



02: THE URBAN DESIGN CONCEPT
KEY MOVES



1. Retention and Renewal

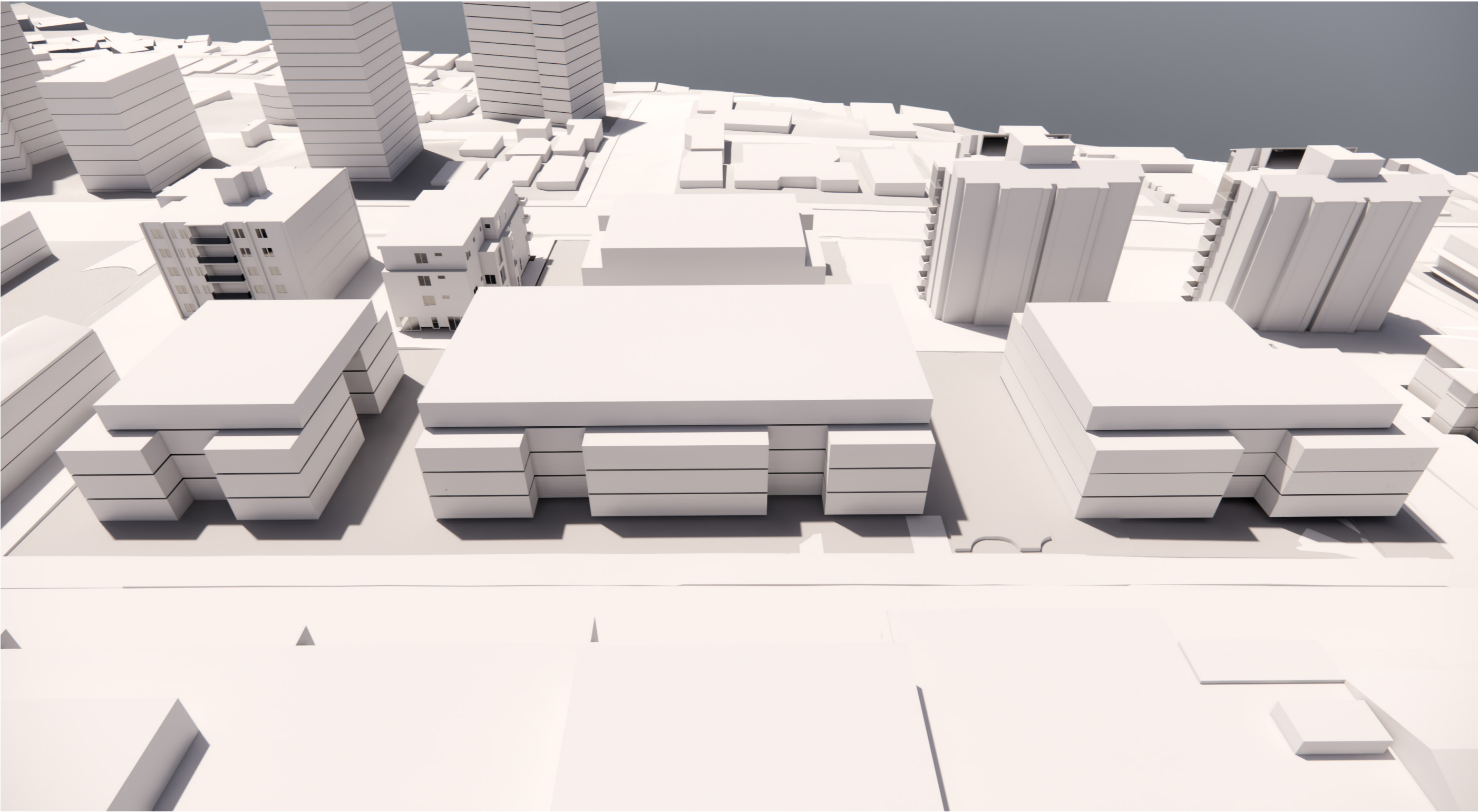
2. The Public Park and Through Site Link

3. Vehicle Access

4. The Built Form



02: THE URBAN DESIGN CONCEPT
COMPARISON OF OUR PREFERRED APPROACH TO THE BUSINESS AS USUAL APPROACH



BUSINESS AS USUAL

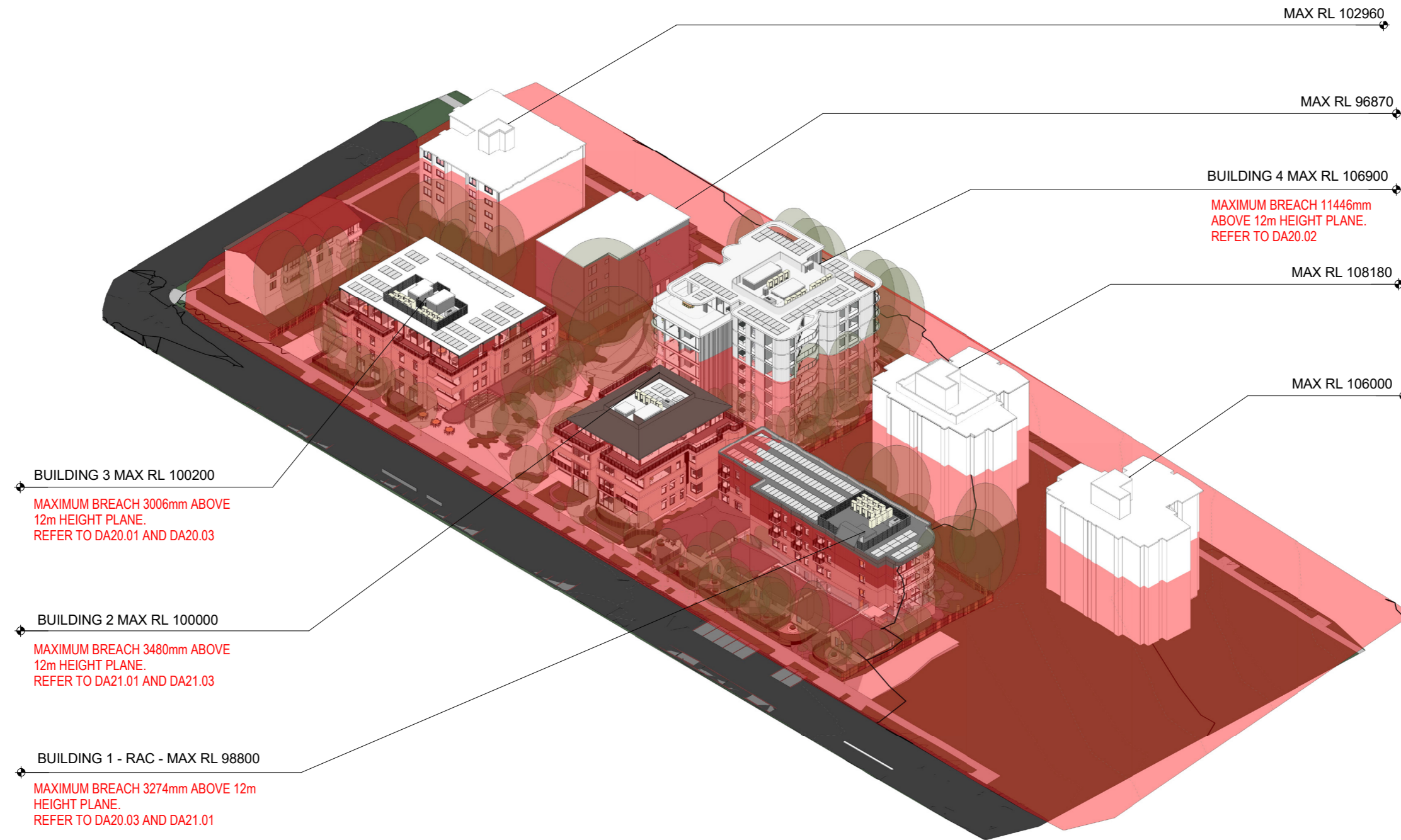


3. DESIGN DETAILS

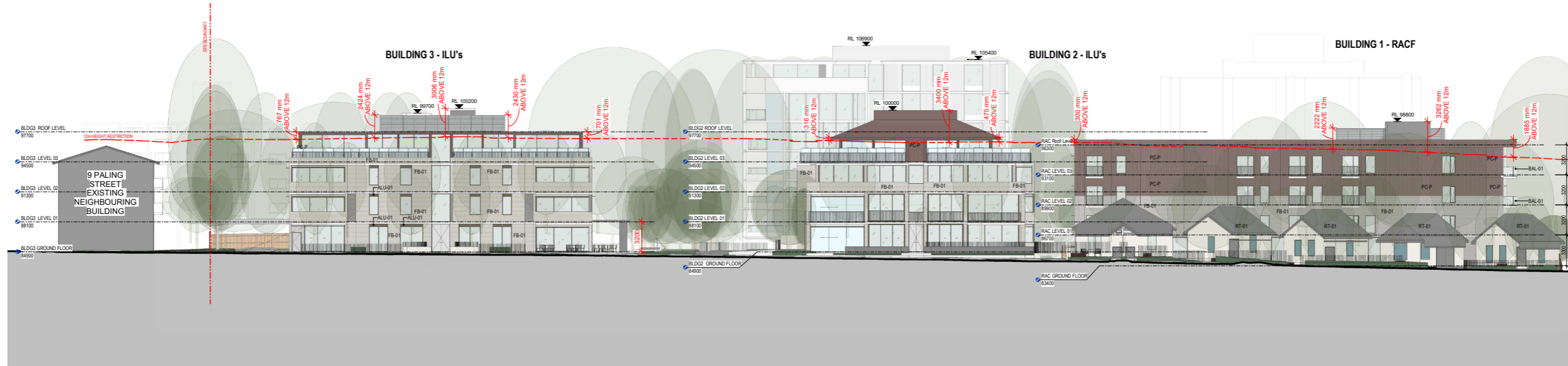




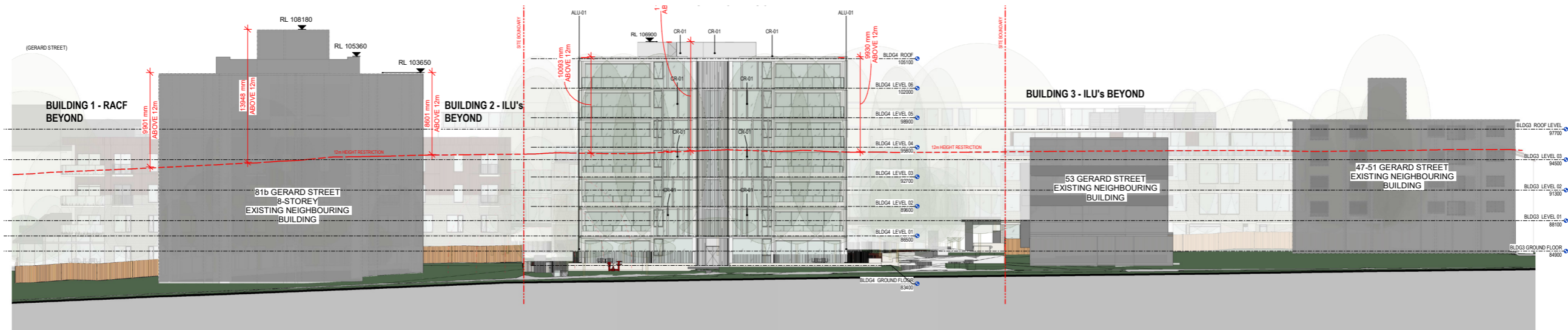
03: DESIGN DETAILS
BUILT FORM & SCALE



03: DESIGN DETAILS
BUILT FORM & SCALE



SOUTHEAST ELEVATION
Parween Street

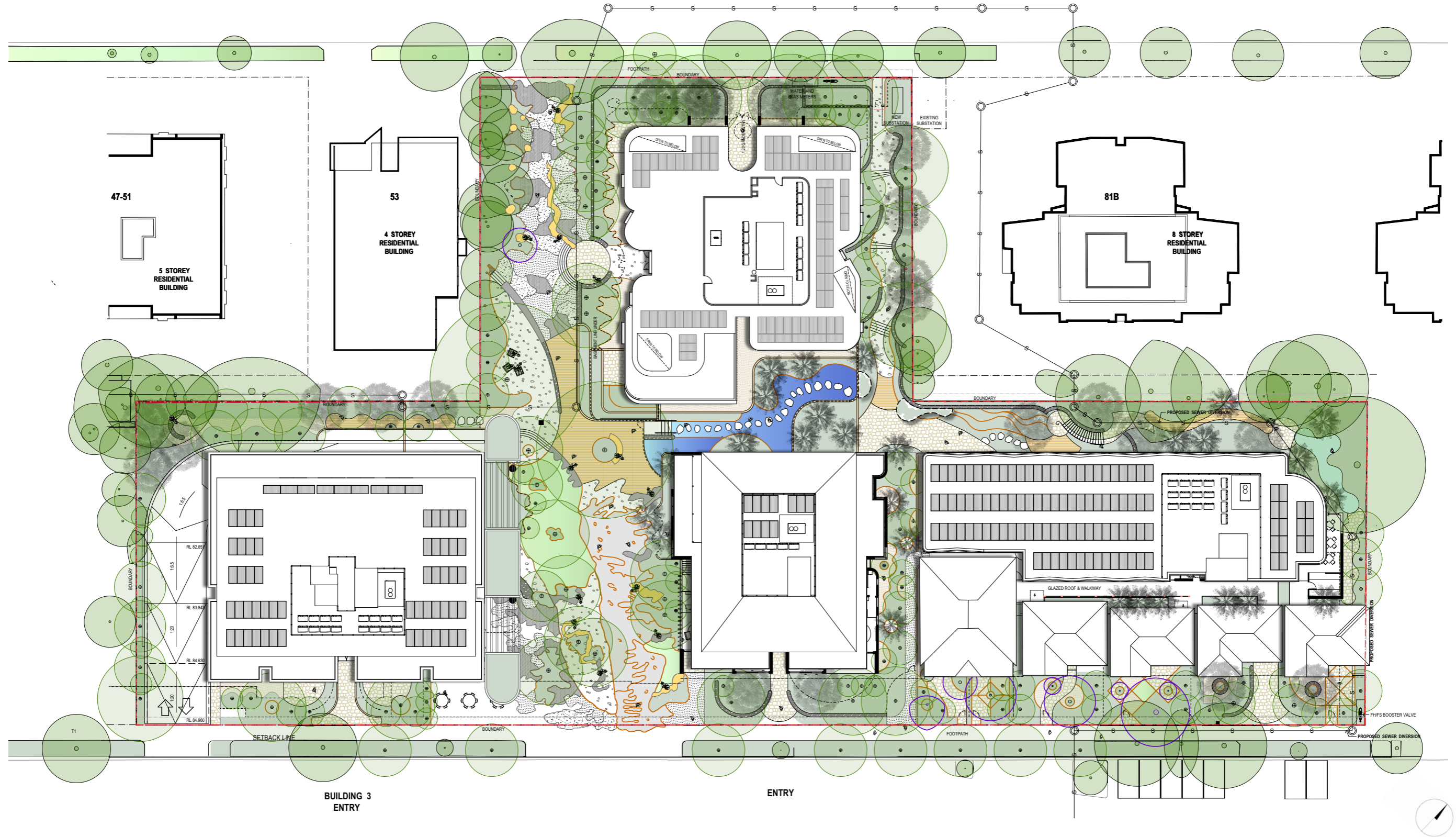


NORTH WEST ELEVATION
Gerard Street





03: DESIGN DETAILS
LANDSCAPE & TREE REMOVAL

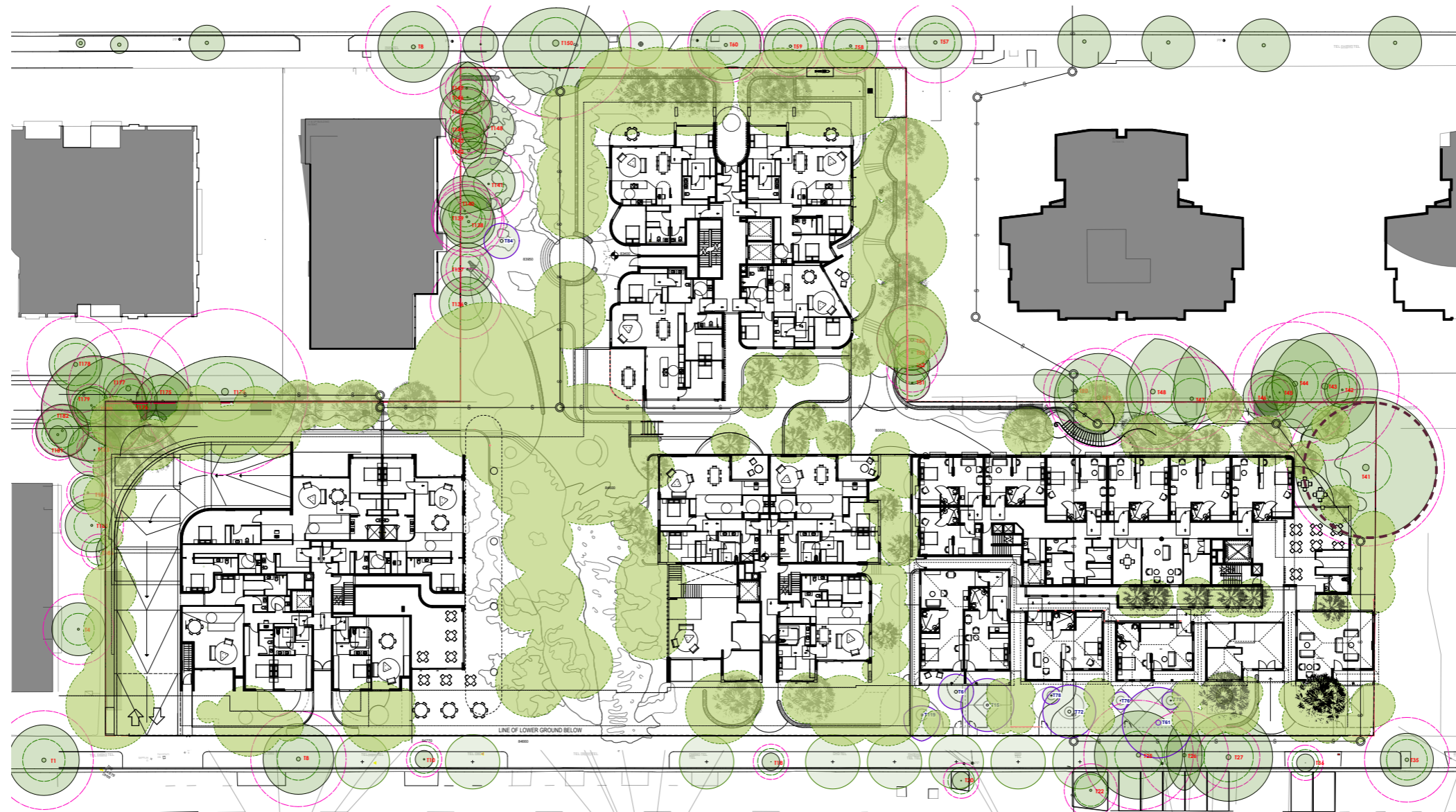




Historic photograph shows consistent street tree planting to Parraween Street



03: DESIGN DETAILS
LANDSCAPE & TREE REMOVAL

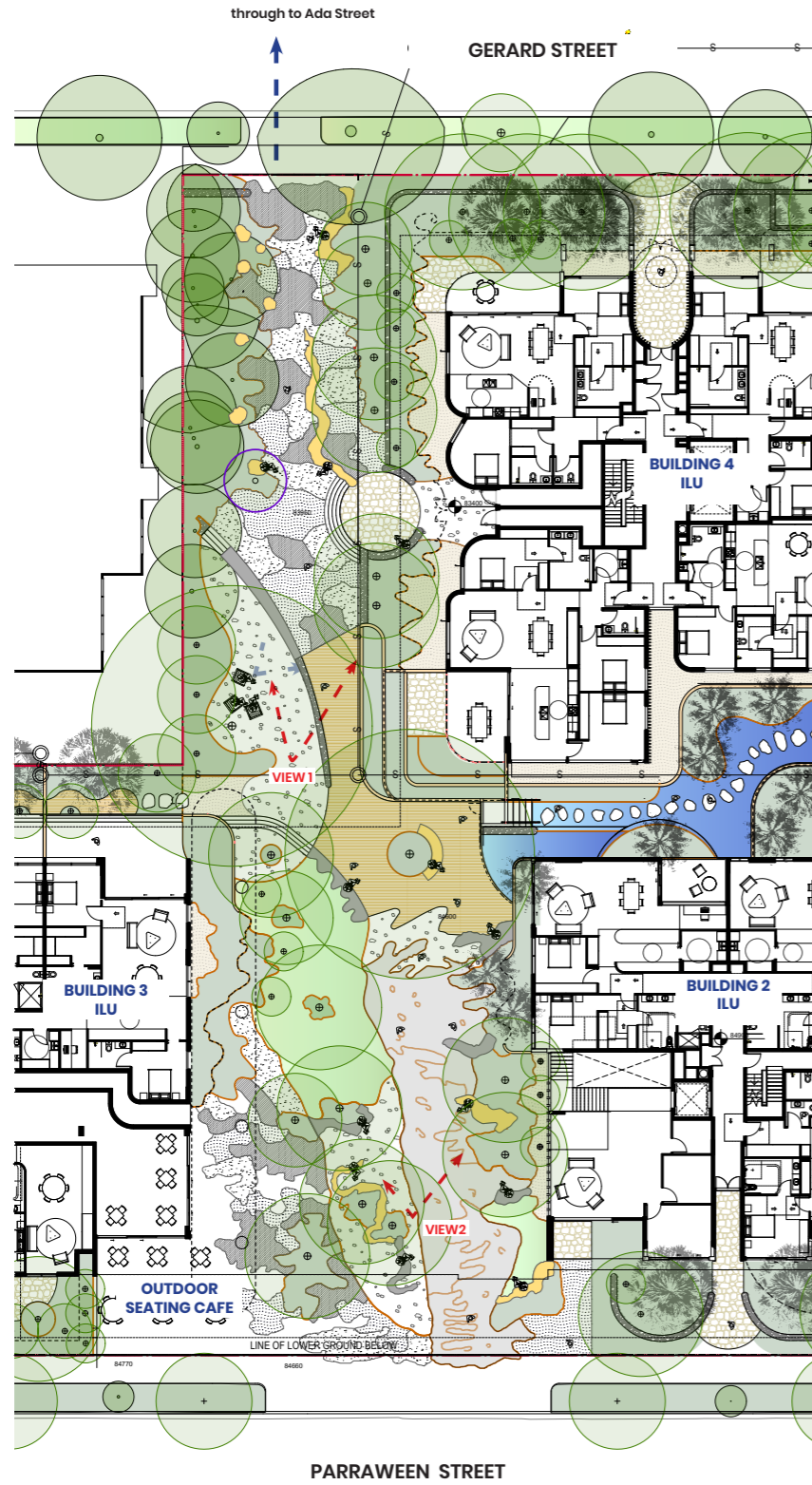


Canopy Cover / Tree Retention

Proposed new tree canopy at maturity is 45% as a proportion of the site.

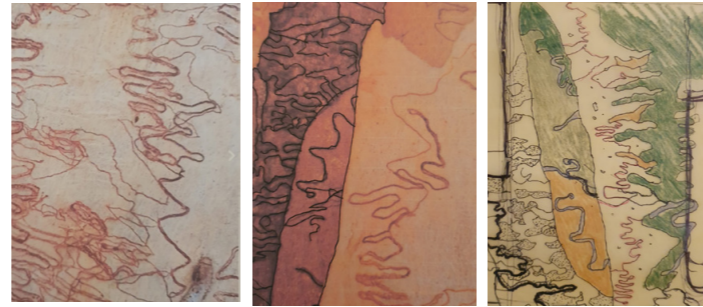


03: DESIGN DETAILS
THROUGH SITE LINK



Scribbly Gum

Inspires design form in through site link



Precedents

Materiality through site link



SKETCH PERSPECTIVE - View 1 - towards Gerard Street from the terrace that hugs the NE edge of the 'heart'



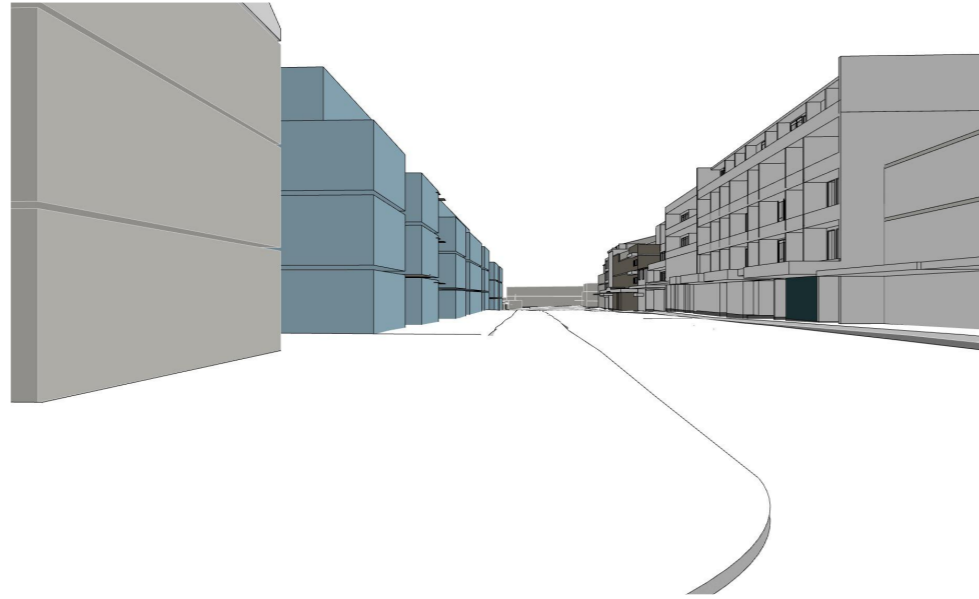
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THROUGH SITE LINK



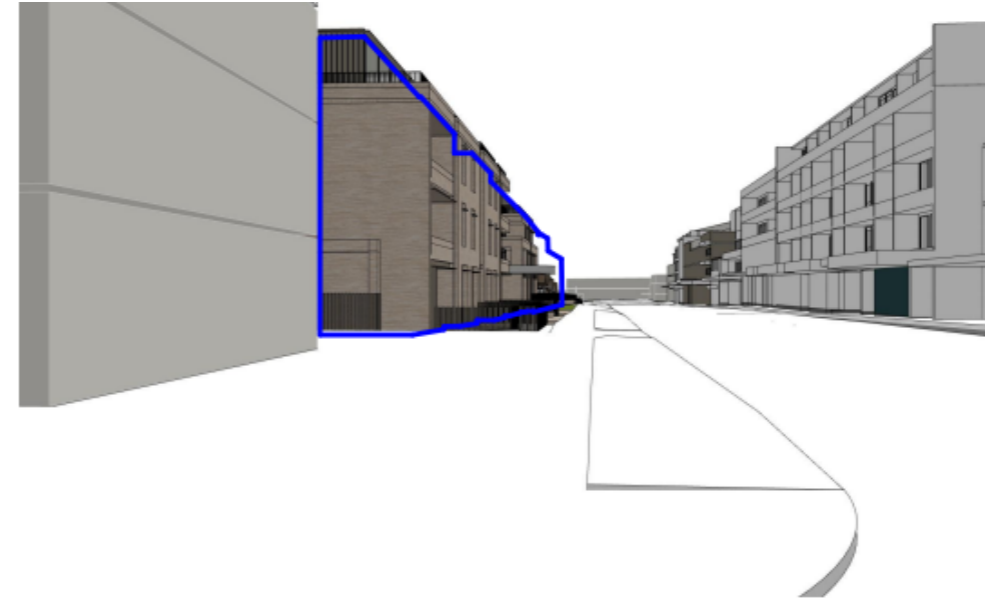
03: DESIGN DETAILS
THROUGH SITE LINK



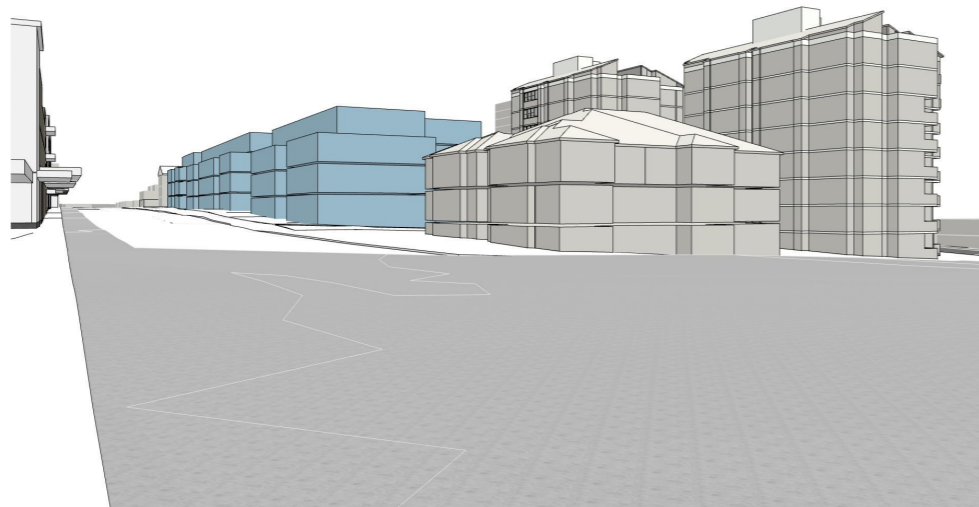
Paraween Street



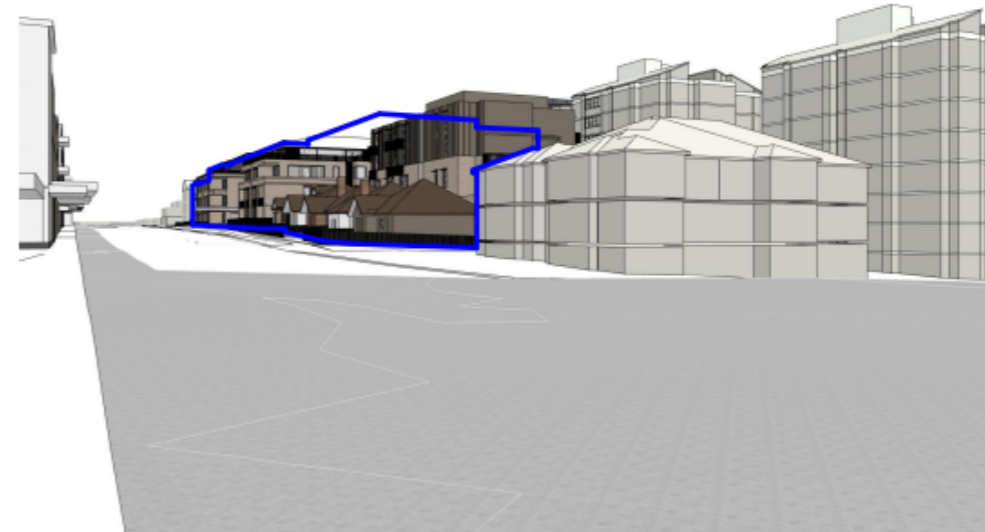
COMPLIANT



PROPOSED



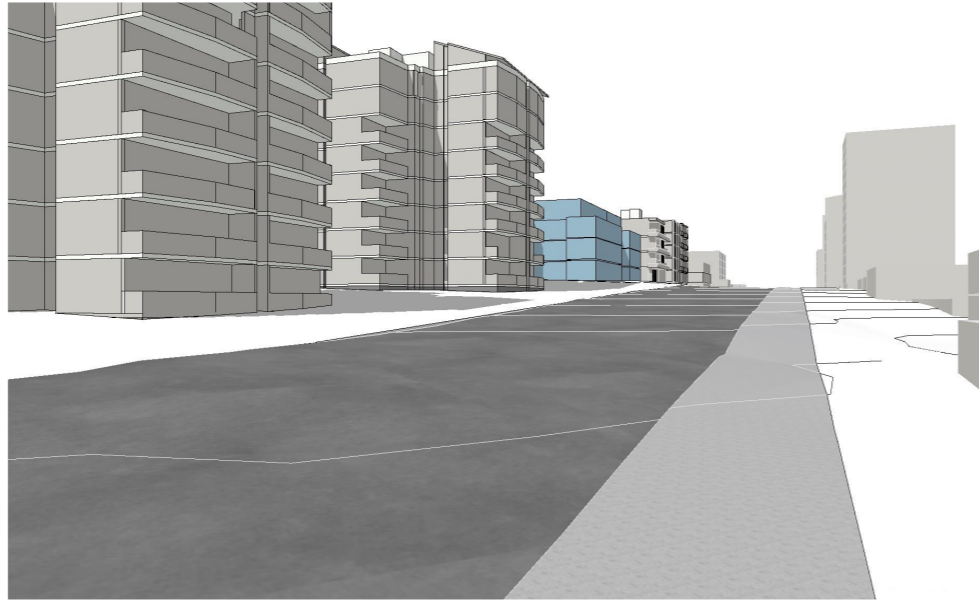
COMPLIANT



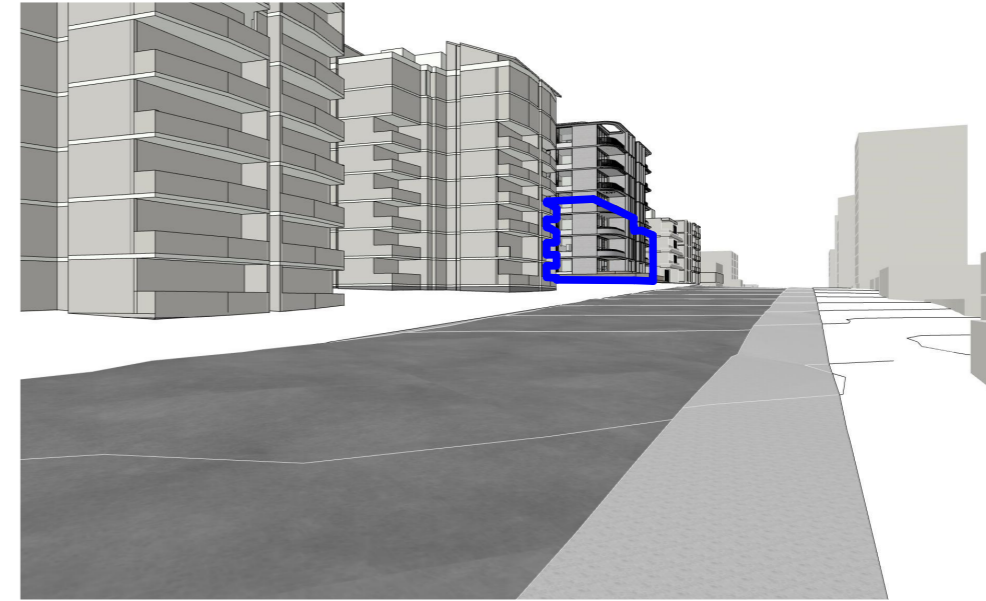
PROPOSED



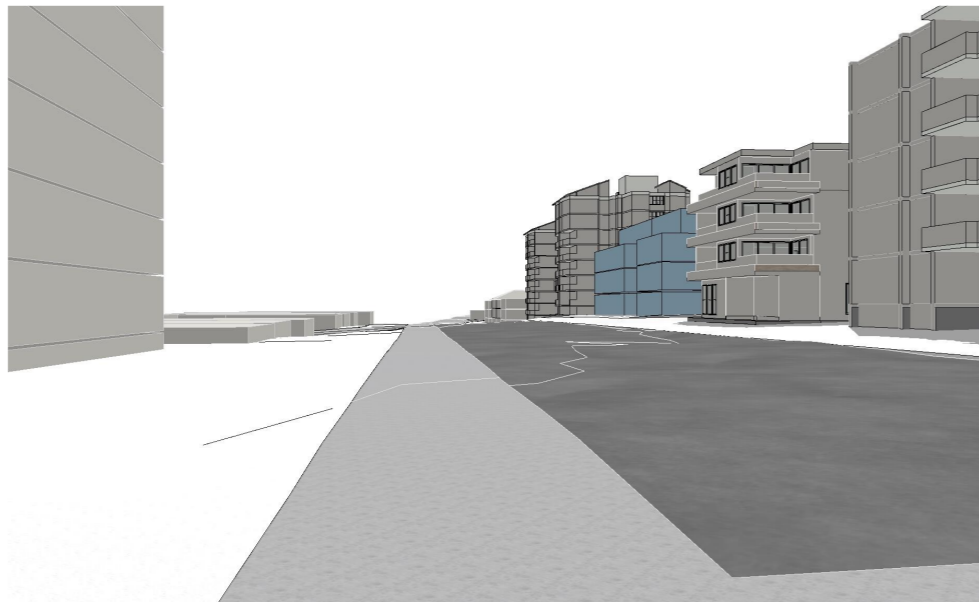
Gerard Street



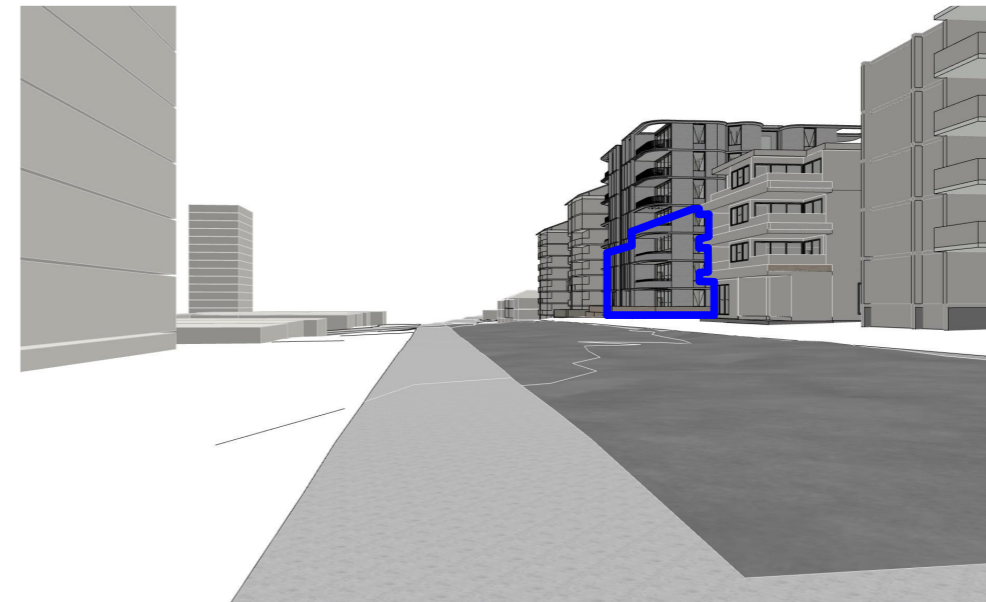
COMPLIANT



PROPOSED

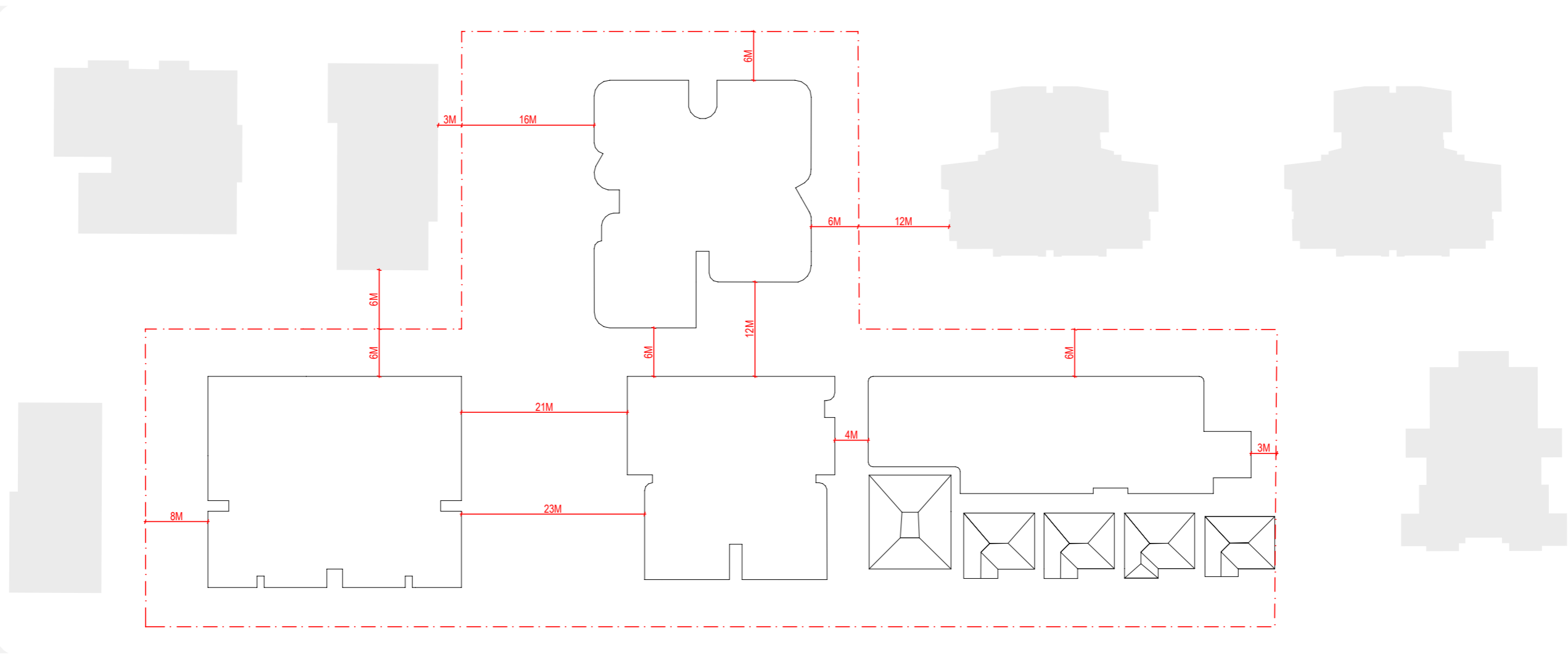


COMPLIANT



PROPOSED



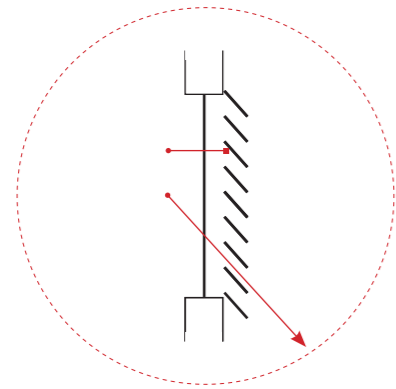


Building Separation and Setbacks

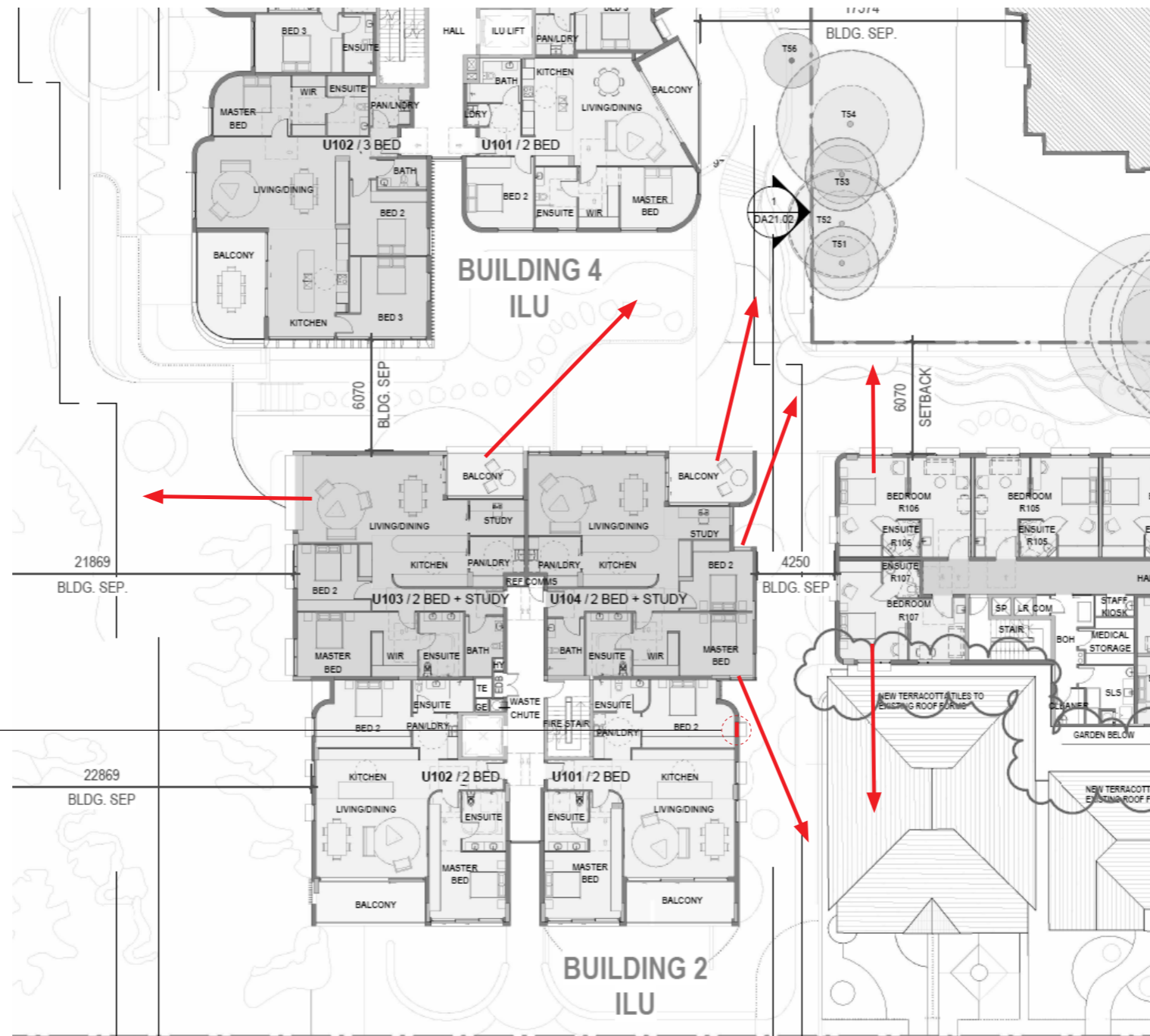
*6m separations are managed through a combination of blankwalls, screens and the placement of non-habitable rooms
COMPLIES



03: DESIGN DETAILS
BUILDING SEPARATION



Angled aluminum privacy blades applied to window to bedroom 2 at ground level

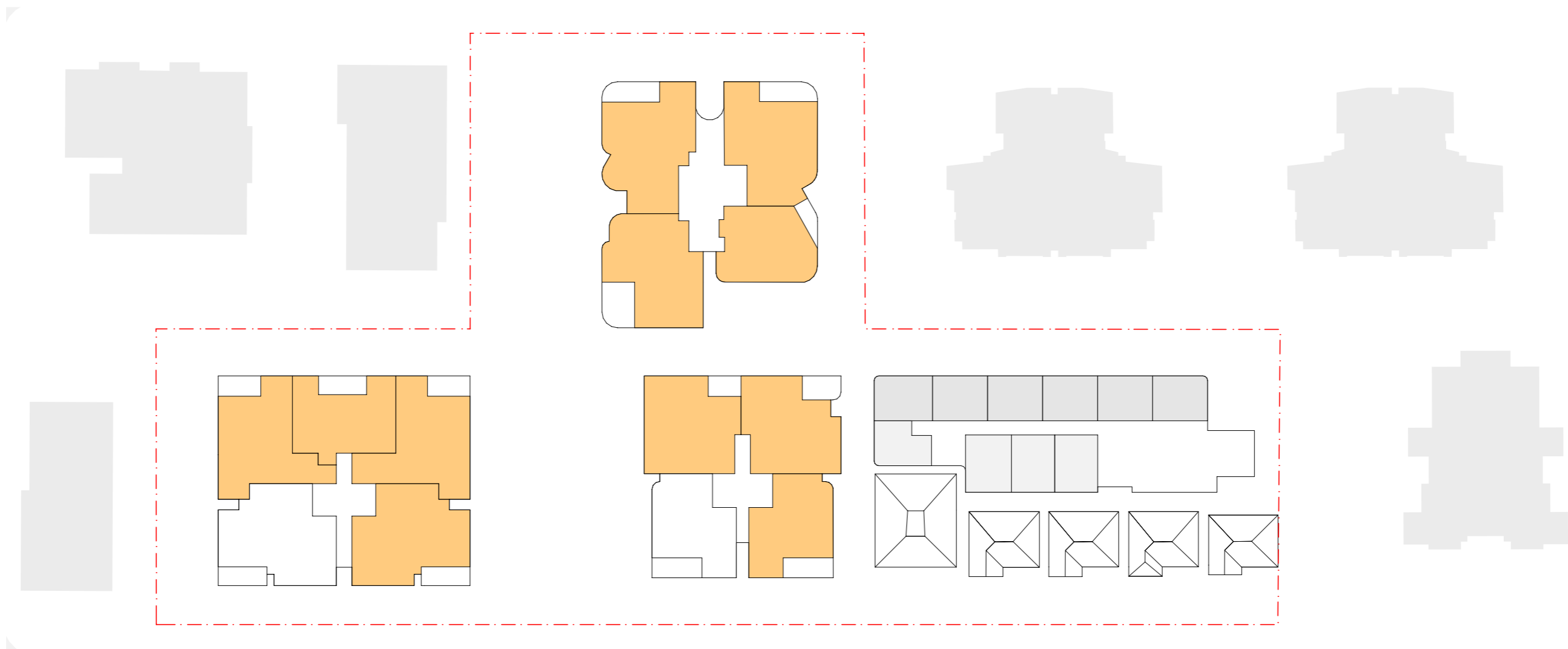


Viewing Corridors



Unobstructed access to district views

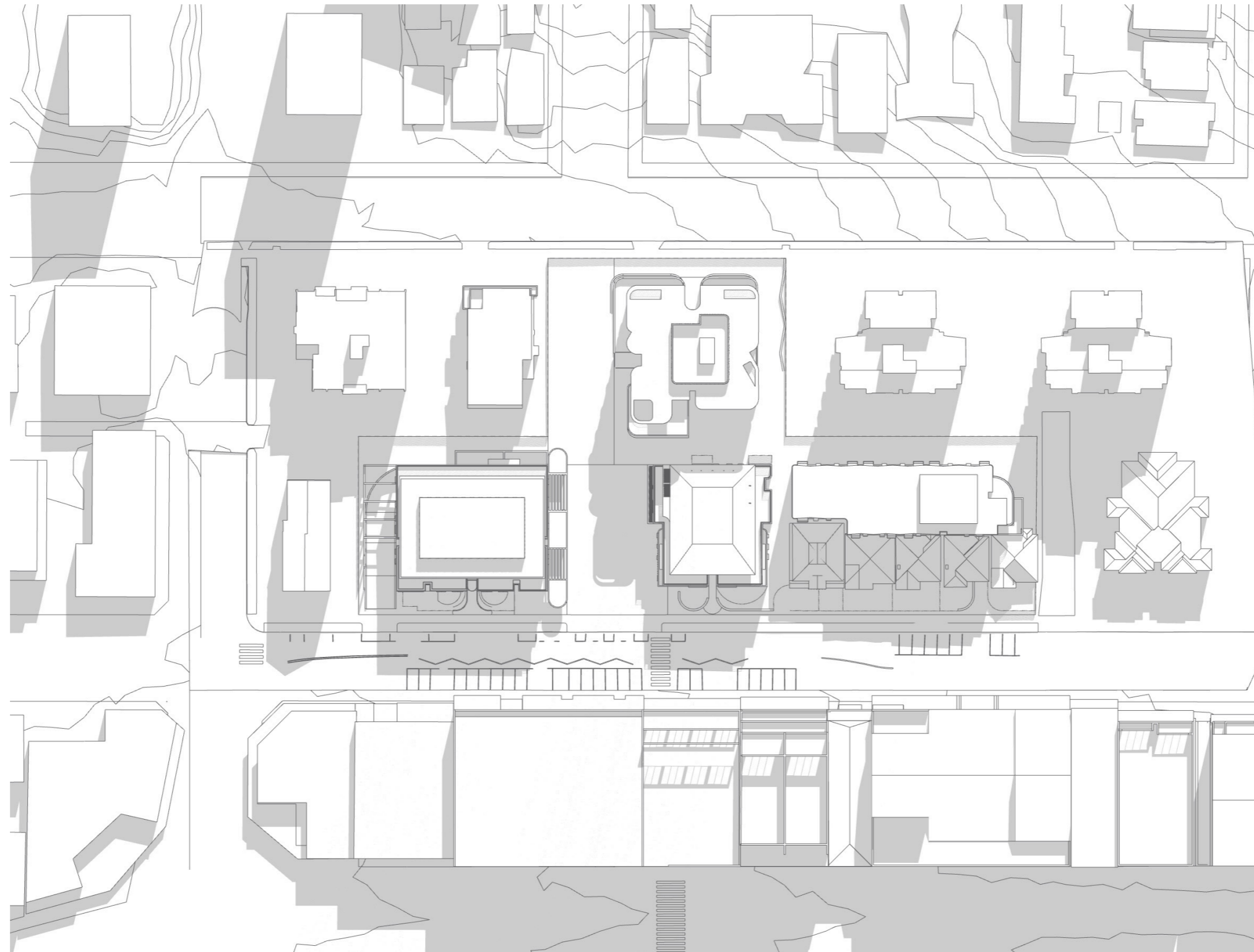




Solar Compliance

BLG 02 - 77%
BLG 03 - 76%
BLG 04 - 100%





1PM WINTER SOLSTICE



The Traffic and Parking Impact Assessment (TPIA) concludes;

The development would generate 16-19 vehicle trips during peak AM and PM periods, which is 6-8 trips less than the existing residential use of the site

The intersection of Winnie Street and Military Road would continue to operate at Level of Service A in the am peak and B in the pm peak, with acceptable delays and spare capacity

The proposed entry exit driveway to the site will operate at a high level of efficiency

Further, the development consolidated all movements into and out of the site at one location eliminating driveway access from Gerard Street and some 16 existing driveway crossovers in Parraween Street.



4. RESPONSE TO RECOMMENDED CONDITIONS OF CONSENT

