



67-75 Lords Road Masterplan

Urban Design Report

Prepared for
Platino

Issued
26 July 2022

Level 2, 490 Crown Street
Surry Hills NSW 2010
Australia
T. 61 2 9380 9911
architects@sjb.com.au
sjb.com.au

We create amazing places



At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

Version: 06
Prepared by: JM, KC
Checked by: FL, MG, JK

Contact Details:

SJB Urban
Level 2, 490 Crown Street
Surry Hills NSW 2010
Australia

T. 61 2 9380 9911
architects@sjb.com.au
sjb.com.au

SJB Architecture (NSW) Pty Ltd
ABN 20 310 373 425
ACN 081 094 724
Adam Haddow 7188 John Pradel 7004

SJB would like to acknowledge the traditional custodians of the land on which we live and practice and pay our respects to elders, past, present and future. In particular, we would like to acknowledge the 60,000+ years of continuous engagement of this land by Aboriginal and Torres Strait culture.

The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated.

Issued

01 - Draft for Review	02.06.2022
02 - Revision	24.06.2022
03 - Revision	01.07.2022
04 - Revision	04.07.2022
05 - Revision	15.07.2022
06 - Revision	26.07.2022

Certified Management Systems

ISO 9001:2015 Quality Management System
ISO 45001:2018 Occupational Health & Safety Management System
ISO 14001:2015 Environmental Management System



Contents



1	Introduction	4	6	Urban Design Scheme	44
1.1	Connecting to Country	4	6.1	Vision	45
1.2	Executive Summary	5	6.2	Concept Plan	46
2	Strategic Policy Review	12	6.3	Massing	47
2.1	Policies, Guides & Plans	13	6.4	Sections	49
2.2	Existing Planning Framework (Leichhardt LEP 2013)	15	6.5	View Impact Analysis	51
2.3	Design Excellence	16	6.6	Shadow Analysis	54
2.4	Strategic Priorities	17	6.7	Solar Studies	55
3	Contextual Analysis	18	6.8	Recommendations Response	57
3.1	Amenity & Land Use	19	7	Landscape Plan	59
3.2	Open Space & Public Domain	21	7.1	Vision	60
3.3	Transport & Movement	24	7.2	Concept	61
3.4	Built Form	27	7.3	Landscape Characteristics	62
3.5	Local Character	28	7.4	Precedent and planting scheme	63
3.6	Constraints and Considerations	29	8	Reference Scheme	67
3.7	Opportunities	30	8.1	Basement Plan	68
4	Previous Scheme & Recommendations	31	8.2	Ground Floor Plan (WEST)	69
4.1	Urban Design Proposal	32	8.3	Ground Floor Plan (EAST) + Level 1 Plan (WEST)	70
4.2	Peer Review & Recommendations	33	8.4	Typical Lower Floor Plan	71
5	Design Principles	34	8.5	Typical Upper Floor Plan	72
5.1	Development of Principles	35	8.6	Level 8 Floor Plan (WEST) + Roof Plan (EAST)	73
5.2	Design Response	36	8.7	ADG Compliance	74
			8.8	Indicative Yield Schedule	75
			9	Planning Diagrams	76
			9.1	Proposed LEP Maps	77
			9.2	Proposed DCP	78

Introduction

1.1 Connecting to Country

Australia’s First Nations peoples have lived and shaped this country for thousands of years. SJB adopts the maxim of the NSW Government Architect that ‘if we care for Country, it will care for us.’ We are committed to fulfilling our obligations under the NSW EP&A Act 1979 which requires development to promote the sustainable management of built and cultural heritage, including Aboriginal cultural heritage.

We believe that identifying the value of First Nations leadership and knowledge necessitates a shared responsibility between designers, planners, government, our clients, stakeholder groups and the communities we serve, to build the trust, friendships and relationships that lead to more considered outcomes.

Our approach is guided by the NSW Government Architect’s Connecting with Country draft framework for understanding

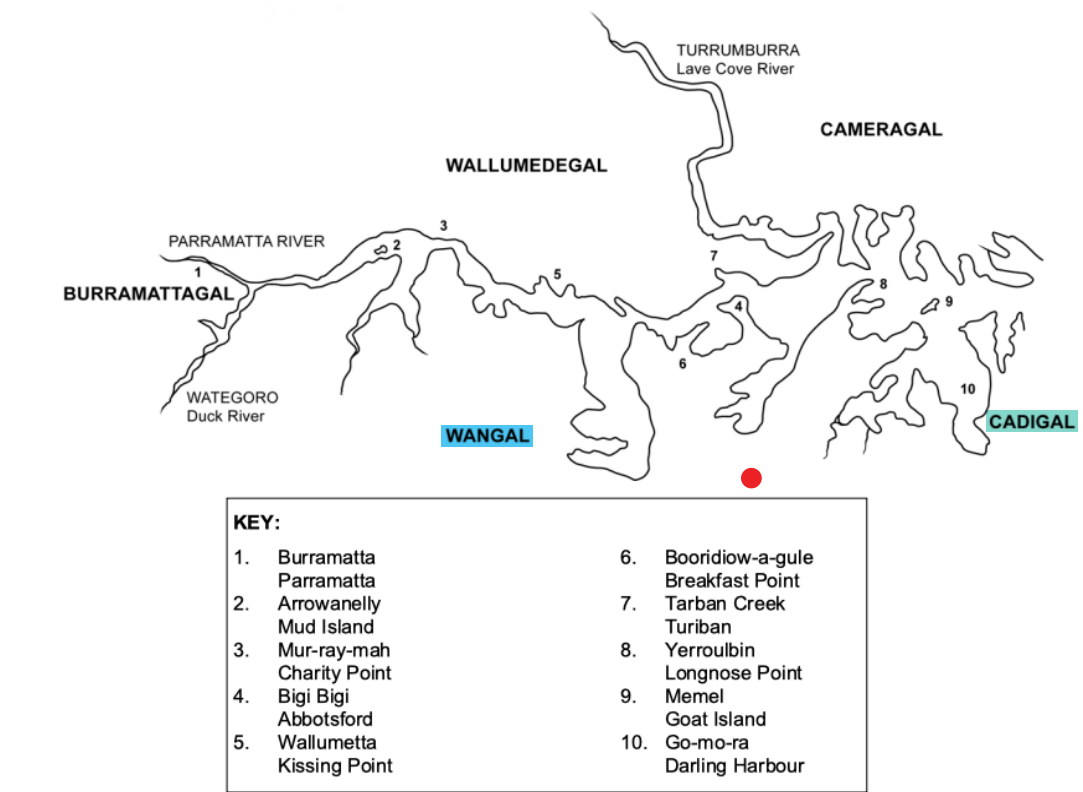
the value of Aboriginal knowledge in the design and planning of places. Its successful implementation will result from a collaborative mindset and therefore we seek to foster partnerships that work towards the common goal of delivering a built environment that contributes to the wellbeing of Country, and which respects the oldest living culture.

The Sydney basin is the Country of the Eora Nation and its twenty nine Clans. The map below illustrates recorded fragments of language, clan and other named groups in Sydney which have emerged over thousands of years of interaction with Country. This overlooked and deep connection between indigenous people and the Country of Sydney continues today and should help shape its future.

The project team acknowledge this site at **Leichhardt** is on **Gadigal** and **Wangal** Country.

Clan name	Historical spelling(s)	Name or description of Country
Gadigal	Cadigal Cadigàl Càd-i-gal Cadi-gal	Cadi was on the south side of Port Jackson, extending from South Head to Long Cove (Darling Harbour) (King in Hunter 1793). Càdi, the bay of Cadi, is probably ‘Kutti’ which is the Aboriginal place name for Watsons Bay.
Wangal	Wangal Wanngal Won-gal	Wann (Phillip 1790). Wanne (King in Hunter 1793) extended along the south side of the harbour from Long Cove (Darling Harbour) to Rose Hill, which the local inhabitants called Parramatta.

Clan name chart
Source: Australian Museum



1788 Clans along the Parramatta River
Source: Wallumedegal: An Aboriginal History of Ryde, Keith Vincent Smith, 2005

Introduction

1.2 Executive Summary

This urban design report has been prepared to support a planning proposal for the site at 67-75 Lords Road, Leichhardt. The proposal seeks to align the Local Environmental Plan (LEP) with the recommended controls in the Parramatta Road Corridor Urban Transformation Scheme (PRCUTS). A Floor Space Ratio of 2.4:1, a Height of Building of 30m, and Land Zoning of R3 Medium Density Residential is proposed.

The project has been a collaborative engagement between SJB, Platino Properties, FDP, Matthew Pullinger Architect, and multiple additional specialist consultants.

The urban design proposal results from an extensive process of peer review of previous design work, reports and feedback received from Inner West Council and the community, a thorough analysis of the site and its context and consideration of the prevailing strategic planning framework.

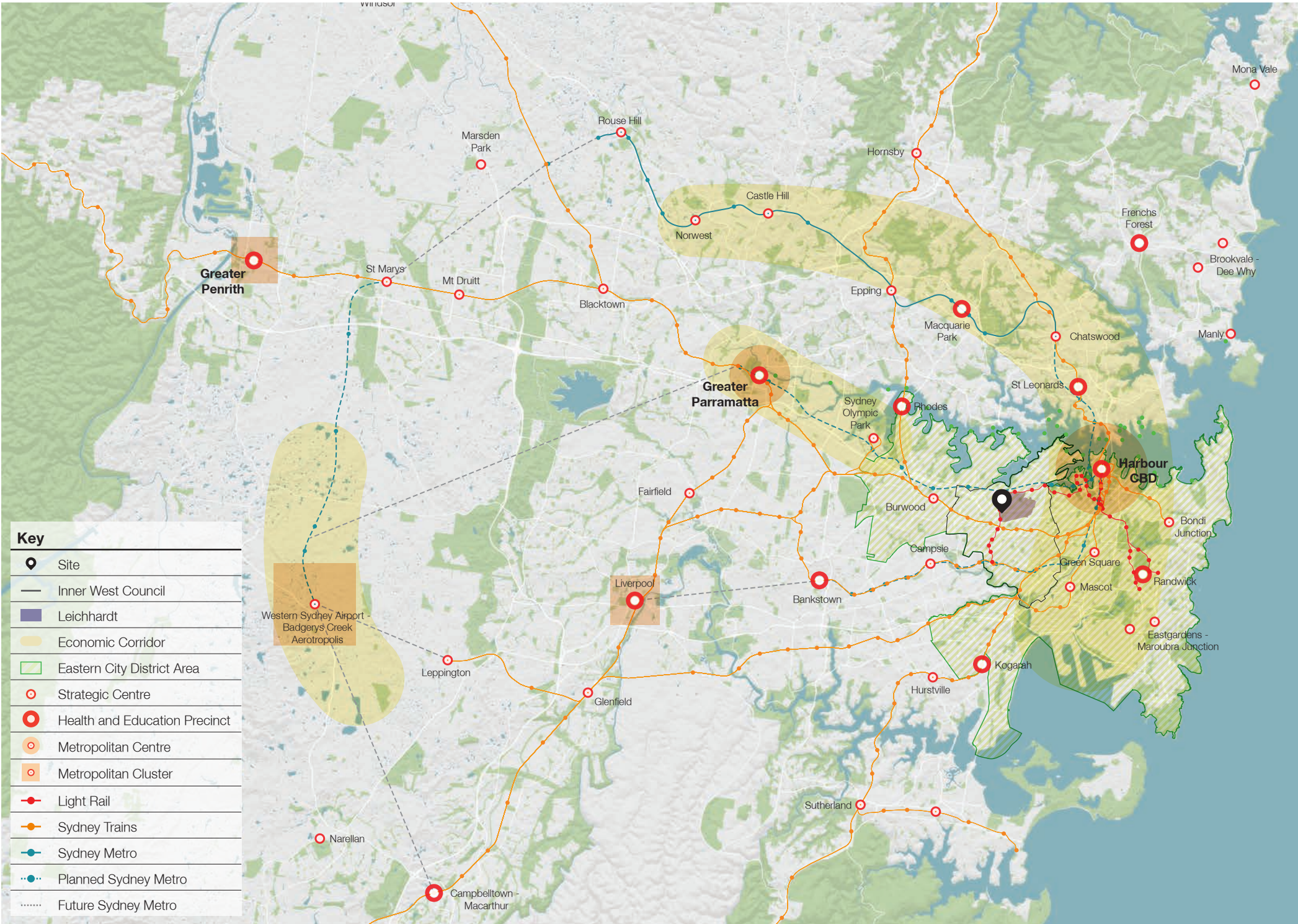
The outcome is a series of proposed controls, a massing envelope and a set of robust design principles that guide the future built form. An indicative reference scheme has been developed to demonstrate how future development on the site can be achieved in compliance with the proposal as well as being compliant with the relevant ADG provisions to ensure high quality design.

Strategic Context

The site is within the suburb of Leichhardt which is part of the Inner West Council Local Government Area. Within the Greater Sydney Region Plan - A Metropolis of Three Cities, it is part of the Eastern City District that covers areas south of the Parramatta River and east of Sydney Olympic Park.

Multiple strategic centres, as defined within the district plan, surround Leichhardt including Burwood, Campsie, Green Square and Sydney CBD. Leichhardt is also west of a major economic corridor that stretches from Sydney Airport to Sydney, North Sydney, Macquarie Park and culminating in Norwest.

The site is along the L1 Light Rail line that connects from Dulwich Hill to Central traversing through Lilyfield, Glebe, Pyrmont and Haymarket.



Introduction





Local Context




The site is located west of Leichhardt and Marion Street Town Centres and north of Parramatta Road, adjacent the L1 Light Rail line, with two stations servicing the site, and The Greenway, green infrastructure corridor, providing ample green connections. The site is serviced by additional key amenities such as Kegworth Public School and Leichhardt Marketplace Shopping Centre.

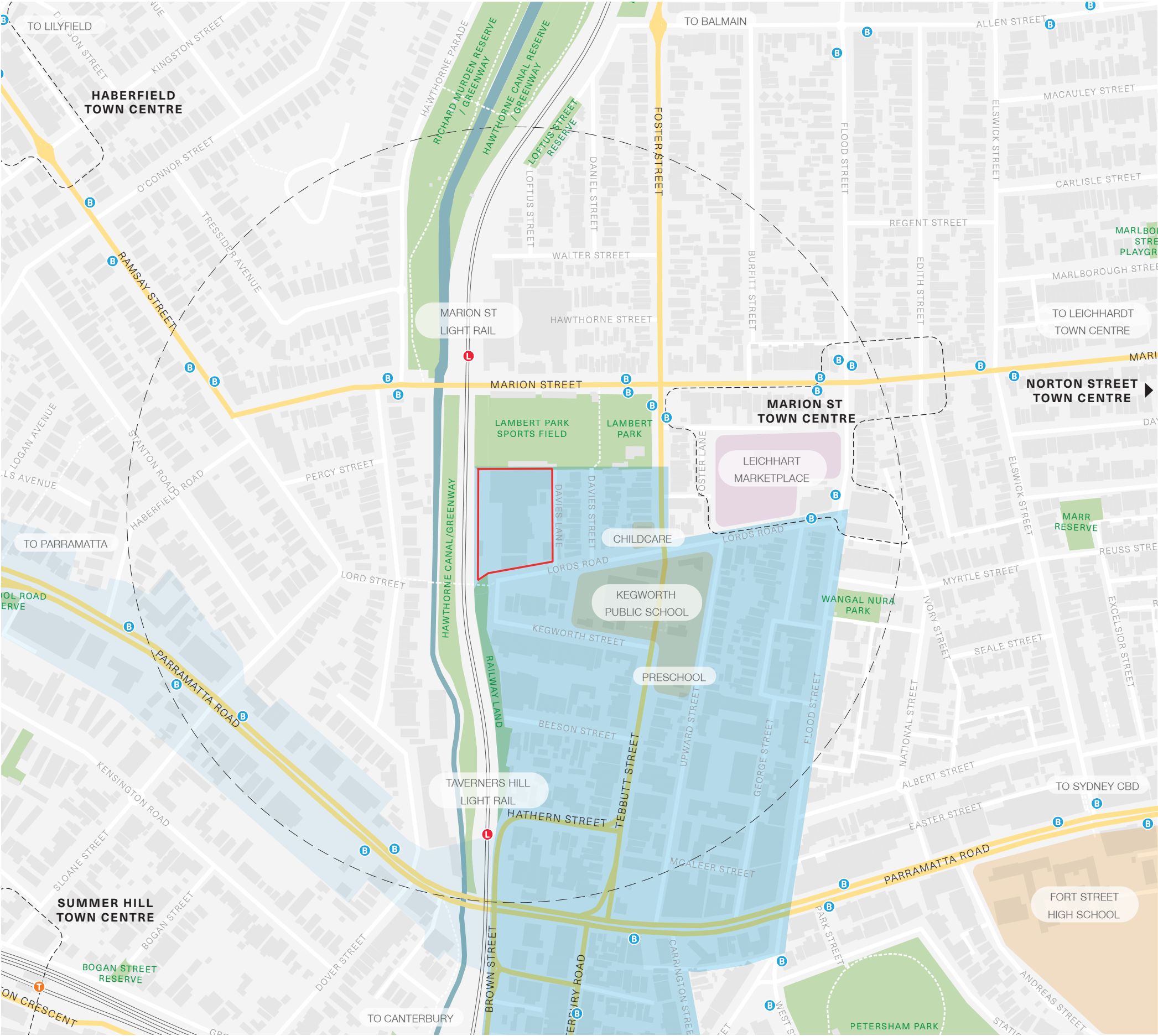
Parramatta Road is a key east-west connection between Sydney CBD and Parramatta whilst additional primary roads service the site north and south.

The site is also within the PRCUTS Taverners Hill precinct core area which has recommended changes to height of building, land zoning and floor space ratio. It also has recommendations about existing local character and appropriate development outcomes within the area.

Key Places Within 400m

	1 School + 2 Child Care - 100m
	1 Town Centre incl. 1 Shopping Centre - 250m
	2 Light Rail Stops + Multiple Bus Stops - 300m
	5 Open Spaces - 50m

KEY	
	Site Boundary
	400m Buffer
	Primary Road
	Canal
	Open Space
	Taverners Hill PRCUTS Frame Area
	Taverners Hill PRCUTS Core Area



Introduction






The Site

The site has an area of 10,617sqm and currently zoned (and used) for light industrial. The existing buildings are a mix of styles and qualities. There is a large amount of hardstand used for parking and loading along both the eastern and western interfaces. The site is accessed in two location, both along Lords Road. There are few trees within the site boundary, primarily along the eastern edge and south-eastern corner.

The site is adjacent to Davies Lane which is primarily used for parking and rear lane access for properties with an address to Davies Street. These properties and those to the south are predominantly low-density residential townhouses and terraces of diverse quality and character.

Lambert Park Sportfields to the north is mostly used by APIA (Leichhardt Football Club) throughout the day and night. There is no immediate access to the park from the site, with access only from Davies Street or Marion Street. Access to the Greenway is adjacent the site, with a tunnel running under the light rail corridor exiting along the sites south-west corner. The Greenway provides a 5.8km north-south active transport link from Cooks River to Iron Cove.

Key Figures

	52% Site Coverage
	<5% Deep Soil
	5,500sqm Non-Residential
	<10% Tree Canopy Cover
	0sqm Publicly Accessible Open Space

KEY

Site Boundary



Aerial Image: Source - MetroMap 2022

Introduction



1. The Greenway



2. North-western corner looking south



3. Western facade and forecourt



4. Lords Road looking south from site



5. Eastern entrance from Lords Road



6. Eastern Facade and forecourt



7. Davies Lane looking south



8. Davies Lane looking north

Introduction

Process

The design process has been developed based on the unification of three separate streams into a singular design response. Drawing on three separate streams has enabled the proposed urban design scheme to be more reflective of the current strategic and spatial requirements of the site.

1. Strategic Policy

Developing an understanding of the current strategic thinking towards the broader and local context of the site. This includes reviewing state and local policy and appropriate guide and approaches to design excellence. The outcome of this is a series of Strategic Priorities that the urban design response is to respond to.

2. Contextual Analysis

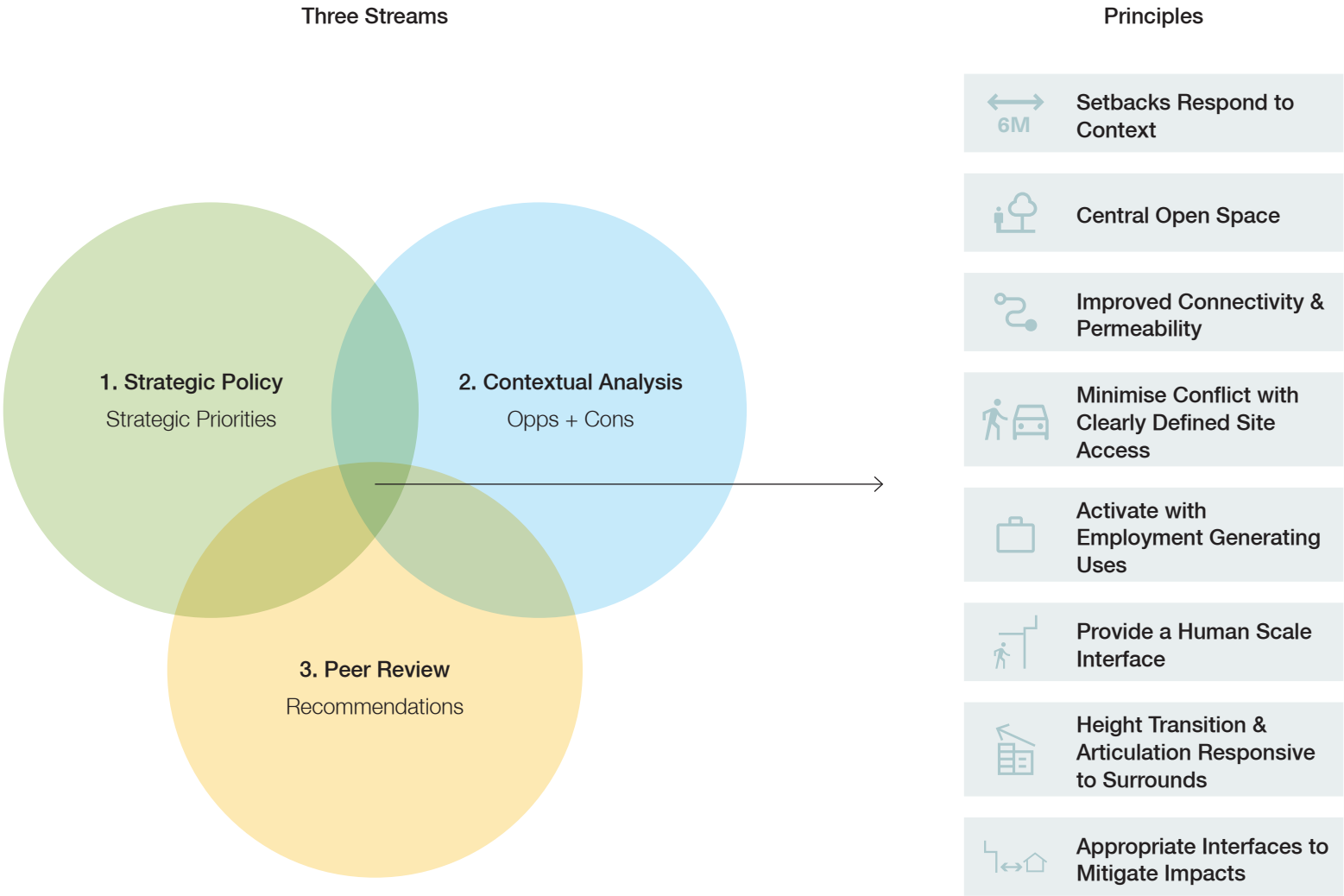
Mapping the current spatial requirements of the site including open space, built form and land use, along with consultant recommendations regarding meeting minimum criteria of assessment. The result of this is a number of opportunities and constraints which will be reflected on in the urban design scheme.

3. Peer Review

The previous PP was peer reviewed and a series of recommendations were made. Understanding the position of the peer review and the Planning Panel will be key to creating a new urban design scheme that aligns with the desires for the site. The result is a list of recommendations that will be used as a checklist for the urban design scheme.

Principles

The design principles have been generated through the combination and consolidation of all the criteria of assessment that was discovered through the strategic policy review, context analysis and previous urban design scheme review. The intent is that these principles will guide future built form and design across the site. Each design principle responds to a number of the factors from each of the priorities, constraints, opportunities or recommendations. Collectively, they respond to all of these, creating a holistic response to the site that the urban design scheme can use to build a fully responsive proposal.



Introduction

Vision

Envisioned as a mixed-use intergenerational precinct, the proposal would generate vitality and activation for the site and to Lords Road and demonstrates Platino’s commitment to the local community. It features improved pedestrian connectivity, permeability, streetscape, presence, open space and non-residential floorspace.

The ground floor would be activated by a minimum of 2,000sqm non-residential floor space, providing for the local economy and encouraging movement within and through the site. Large non-residential spaces with high ceiling heights will be able to accommodate a diversity of uses to renew employment opportunities on the site. Activation could come from potential uses such as workshops, cafes, co-working spaces, creative outlets, wellness centres and boutique offices.

Approximately 220 dwellings will help generate long-term activation and help establish a strong community. An intergenerational approach has been envisioned that allows individuals, families, seniors, and key workers to coexist within the site. Co-working spaces will allow residents to work from home, whilst common areas, cafes and a playground will encourage socialisation and activity for young and old.

A publicly accessibly private open space supports the ground floor activation and residents. Fronting Lords Road, the open space aims to draw movement into the site and create a meeting place for the community. The open space is connected to the surrounding context via a series of public through-site links with the intent to connect to the Greenway, Davies Lane and a potential future connection to Marion Street Light Rail via Lambert Park Sports Field to the north.

The design represents a holistic vision for the site that has been grounded in its response to strategic, local and place-specific requirements. A reference scheme has been prepared that demonstrates alignment with the proposed outcomes, controls and vision.



Key Features		
<ul style="list-style-type: none">• Minimum 2,000sqm non-residential floor space primarily directed towards Lords Road• 218 dwellings with a strong diversity of typology and dwelling mix• 1,000sqm publicly accessible open space adjacent Lords Road• 1,400sqm private communal open space for residents• Minimum 15% deep soil (+10% on existing)• 22% tree canopy coverage (+10% on existing)• Height transition and above podium setbacks to create human scale interface• Low street wall in internal courtyard to create fine grain interface with public open space• No use of Davies Lane for vehicle servicing/movement related to site		Existing Permissible Height
		-
		Existing Permissible FSR
		1:1 (LEP)
		Existing Permissible Land Zoning
		IN2 Light Industrial (LEP)
		Proposed Height
		30m (8st) (PRCUTs)
		Proposed FSR
		2.4:1 (PRCUTs)
		Proposed Land Zone
		R3 Medium Density Residential (PRCUTs)
		Potential Dwelling Yield
		Approx. 220 (incl. approx. 60 seniors units)
		Potential Deep Soil
		Min. 15%

Introduction

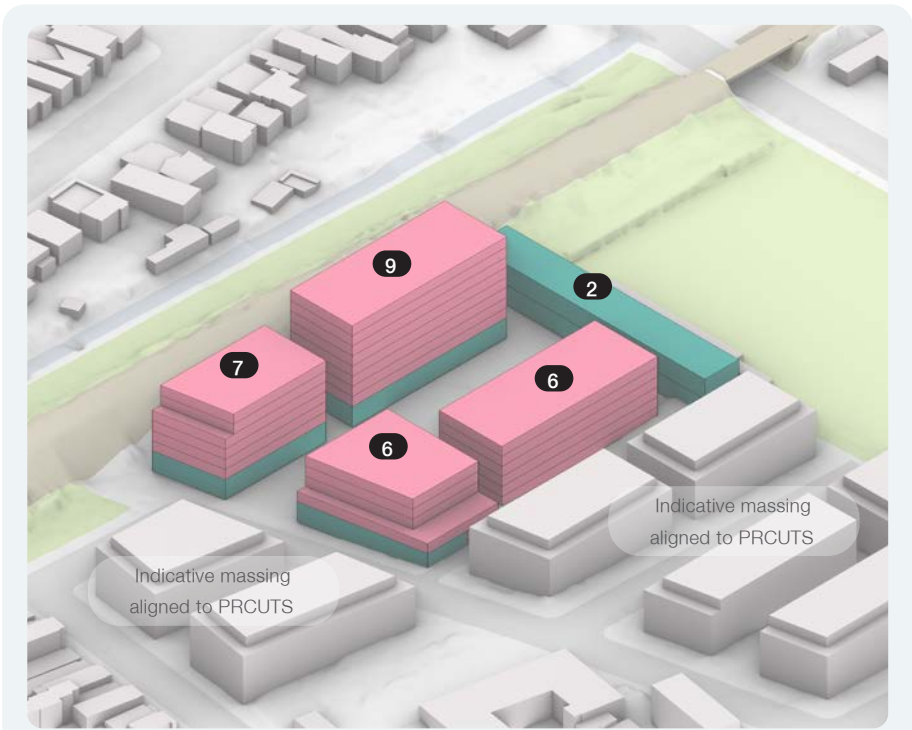
Scheme Comparison

An urban design framework based on the previous planning proposal was prepared by Stewart Hollenstein and Matthew Pullinger Architect in 2018. This planning proposal was not progressed, however many of the key guiding principles and built form approaches remain relevant and have been carried through to the proposed scheme.

This comparison shows the proposed controls and key metrics of each scheme along with key elements that define their built form outcomes.

KEY

<div></div>	Residential
<div></div>	Non-Residential
<div></div>	Service/Parking/VT

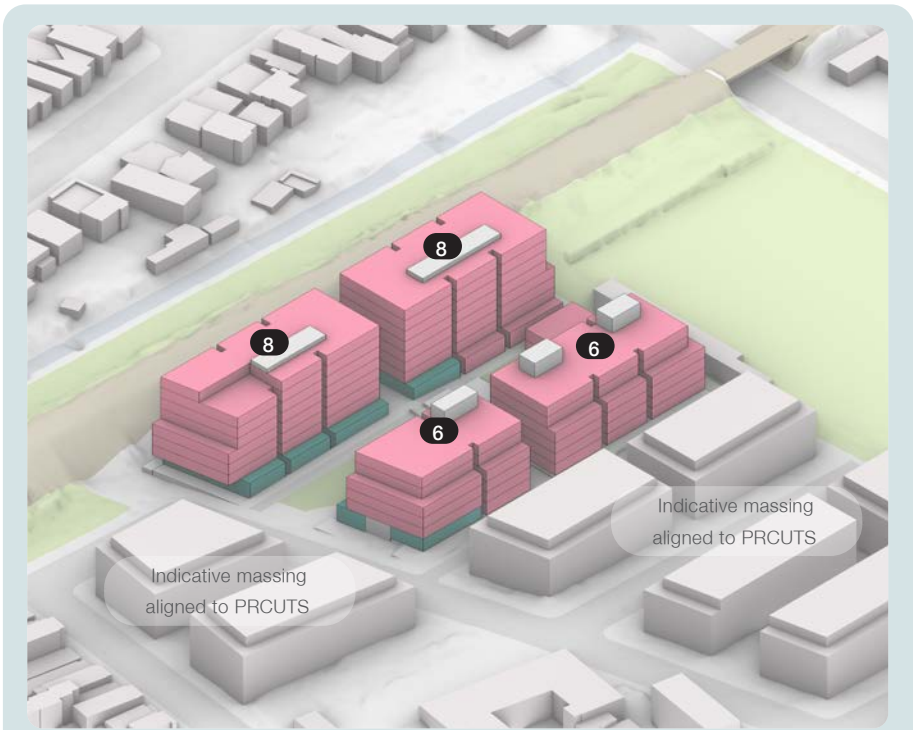


Planning Proposal 2018

Height	RL 35m - 9st
FSR	2.4:1
Land Zone	R3 Medium Density Residential
Dwelling Yield	235
Non-Residential	min. 3,000sqm

Key Elements

- Open space centrally located within the site
- One-way shared road enters the site from Lords Road and then exits along Davies Lane
- Two-storey non-residential building along the northern boundary to deal with interface with Lambert Sportsfield
- Stepped height transition from 6 storeys (east) to 9storeys (west)
- Zero metre setback to corner of Lords Road and Davies Lane
- Double height spaces for non-residential at ground
- No residential at ground except for lobby and VT access



Proposed Scheme

Height	30m - 8st
FSR	2.4:1
Land Zone	R3 Medium Density Residential
Dwelling Yield	Approx. 220
Non-Residential	min. 2,000sqm

Key Elements

- Open space located towards Lords Road with full visibility
- Shared road enters and exits from Lords Road
- Northern interface is used as a private connection for residents and space for private terraces for ground floor dwellings
- Stepped height transition from 6 storeys (east) to 8 storeys (west) with max. 4 storeys street wall along the eastern boundary
- 6m setback to the corner of Lords Road and for the full extent of Davies Lane. A setback above 4 storeys for the western interface with Lords Road
- Mixed residential and non-residential at ground with non-residential fronting Lords Road and residential provided at the rear of the site

Strategic Policy Review

2

2.1 Policies, Guides & Plans



Key Takeaways

Four key themes to the vision are Infrastructure and Collaboration, Liveability, Productivity, and Sustainability

Key objectives include housing choice, designing places for people, developing a more accessible and walkable city, valuing green spaces and landscape plus more

The plan is to help identify pathways to building the future of city that responds to the housing needs of its population

Greater Sydney Region Plan

Greater Sydney Commission 2018

In March 2018, the Greater Sydney Commission (GSC) released the Greater Sydney Region Plan, A Metropolis of Three Cities ('the Plan'). The Plan is built on a vision of three cities where most residents live within 30 minutes of their place of work, education, health facilities and services. This vision seeks to bring together land use and transport planning to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.



Key Takeaways

Reflects the same four key themes and vision objectives as the Greater Sydney Region Plan

Leichhardt Marketplace is highlighted as a local centre alongside Leichhardt

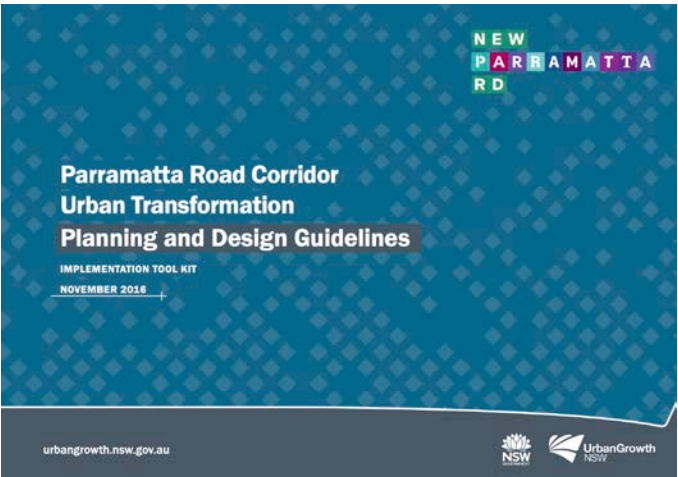
The Greenway is highlighted as a priority green grid corridor and recommended for improvements

Leichhardt is mentioned as being a highly diverse neighbourhood through identity and distinctive character

Eastern Harbour City District Plan

Greater Sydney Commission 2018

The Eastern City District Plan was approved in March 2018 and guides the transition of the District within the context of greater Sydney's Three Cities. Its objective is to improve the District's social, economic and environmental assets. The District Plan identifies that growth in the Eastern City will be supported by previously unparalleled levels of city-scale infrastructure investment including transport, public realm and sporting and cultural institutions, which will attract and retain new and existing businesses in the Harbour City.



Key Takeaways

Site proposed as Residential (R3) LZN

Site proposed as 30m max HOB

Site proposed as 2.4:1 FSR

Lords Road is a 'Local Street' that should be pedestrian prioritised

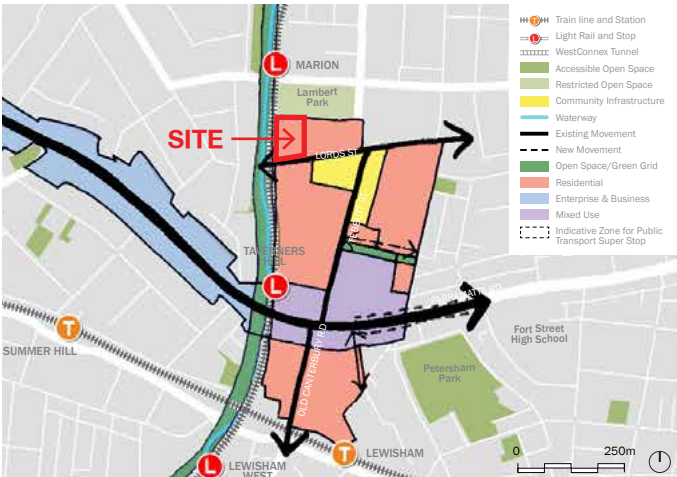
Character objectives state opportunity for development to step up in height towards the Greenway

PRCUTS

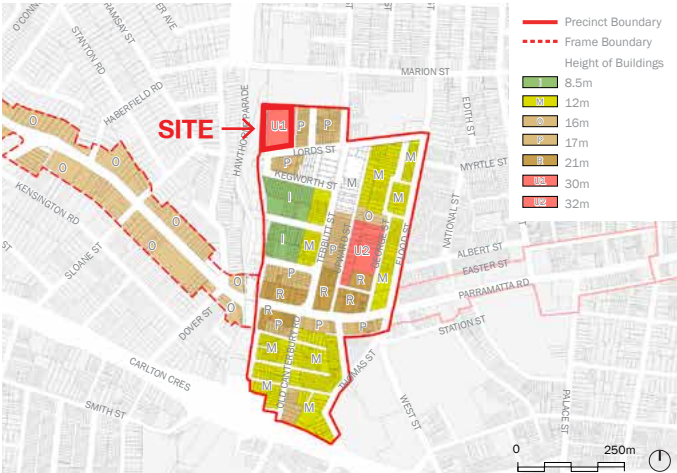
UrbanGrowth NSW 2016 (updated 2021)

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is made up of several documents that aim to provide direction for future development along Parramatta Road. It was initially developed in 2016 by the now disbanded UrbanGrowth NSW.

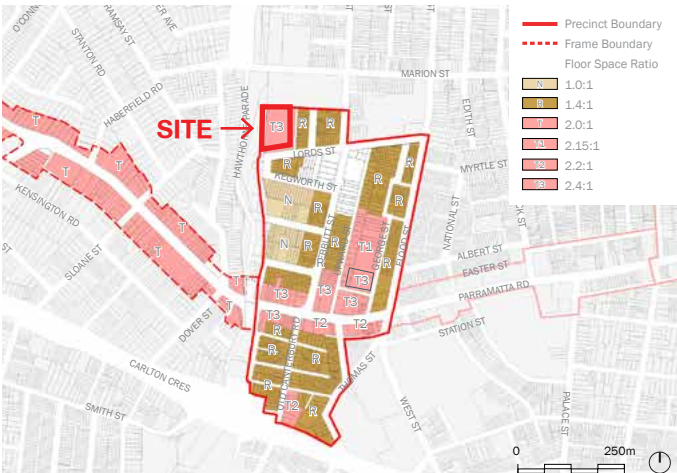
An implementation update to PRCUTS was issued by DPIE July 2021. This update supplemented PRCUTS with additional actions and reflects the changes to the strategic context of the Parramatta Road corridor since PRCUTS was released in 2016. The update encourages the progression of planning proposals, notwithstanding the state of precinct-wide traffic studies.



Structure Plan showing site as Residential



Height of Building Plan showing site as 30m



Floor Space Ratio Plan showing site as 2.4:1



Key Takeaways

The site identified as ‘Key Employment Lands’ and ‘Urban Services’ land in the plans

Objectives relating to employment lands are drawn from the Employment and Retail Lands Strategy

States it is important to retain employment space that can be adapted and re-purposed in the future

Councils position is to retain all currently zoned industrial lands including that identified for rezoning in PRCUTS

Analysis shows housing growth in line with PRCUTS can be managed without rezoning industrial lands

LSPS
Inner West Council 2020

The Local Strategic Planning Statement (LSPS) is Council’s approach to the future structure of the Inner West and includes principles and objectives that align to broader strategic frameworks such as the Greater Sydney Region Plan.

It is noted that Council’s policy on retention of all employment lands within the Parramatta road Corridor is inconsistent with the Greater Sydney Region Plan, the North District Plan and PRCUTS.



Key Takeaways

Lords Road is specifically noted as being considered previously for residential however is to be retained industrial as valuable local urban services

Key action to prepare a place-based study for the Marion Street Precinct

Reiterates desire to retain industrial lands in the Taverners Hill Precinct of PRCUTS as residential targets can be met without them

Local Housing Strategy
Elton for Inner West Council 2020

The Local Housing Strategy is another supporting document to the LSPS that aims to provide guidance on where housing supply can be met across the LGA and the principles surrounding future development. It includes provisions for the supply of affordable housing and breaks down potential dwelling yield per precinct. The Strategy has been adopted by Council.

It is noted that the Local Housing Strategy has been endorsed by DPIE subject to amendments that would align with PRCUTS.



Key Takeaways

Urban services land is to be retained to accommodate affordable and diverse opportunities for business

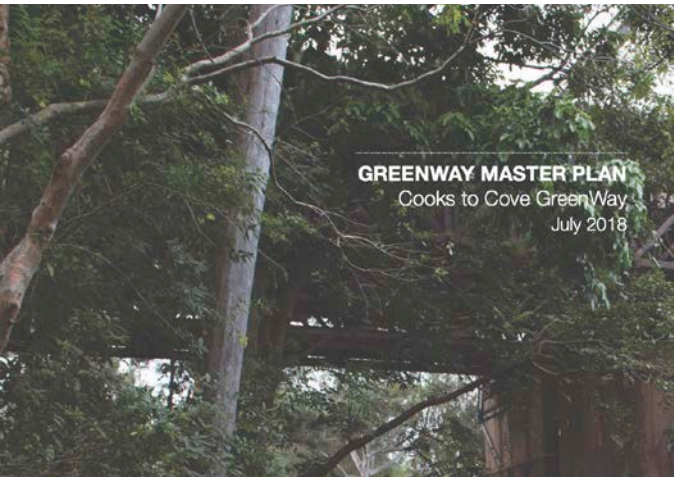
States there is a loss of urban service land at a subregional level placing pressure on availability of space and hence affordability

More or less reflects the same sentiment as the LSPS

Employment and Retail Lands Strategy
Inner West Council 2020

The strategy is Councils position on their current employment lands and how they manage them into the future to accommodate local business floor space that is diverse and affordable. It includes four (4) principles regarding industrial and urban services lands that all revolve around the same premise that employment lands are to be retained. The Strategy has been adopted by Council.

It is noted, as per other previous comments, that the strategy is inconsistent with other state policy.



Key Takeaways

Plans for the Greenway show no impact on the site

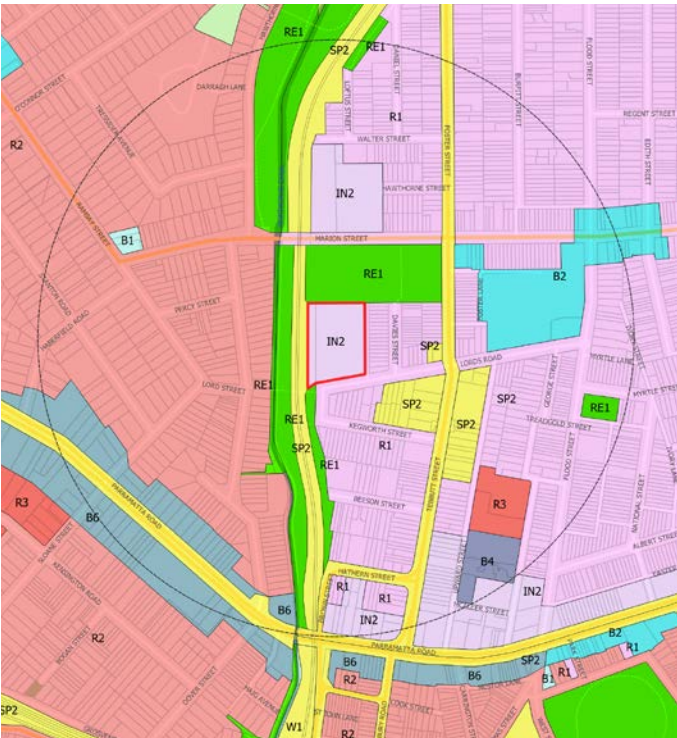
Plans for the Greenway also show no change to the existing conditions of the current connections immediately adjacent the site

Lords Road (and the underpass) is considered a good connection from the Greenway to the east

The Greenway
Inner West Council 2018

The Greenway is a masterplan for a long stretch of connected green infrastructure that aims to fill missing links and create a continuous active transport route from Cooks River to Iron Cove. The subject site is immediately adjacent to the Greenway which includes a connection under the light-rail from Lords Road to the Greenway.

2.2 Existing Planning Framework (Leichhardt LEP 2013)



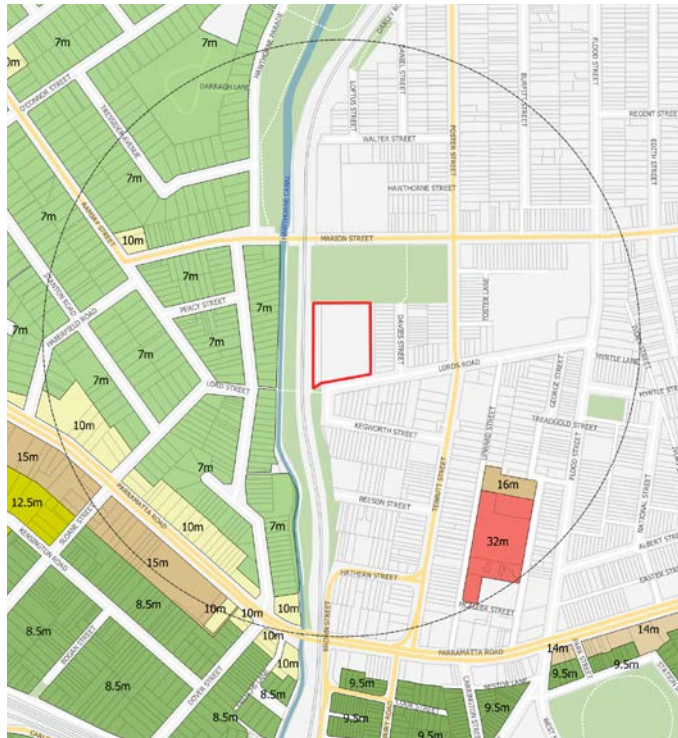
Land Zoning
IN2 Light Industrial

Lambert Park to the north is RE1 Public Recreation, residential areas to the east and south are R1 General Residential and the Light Rail line to the west is SP2 Infrastructure Railway.



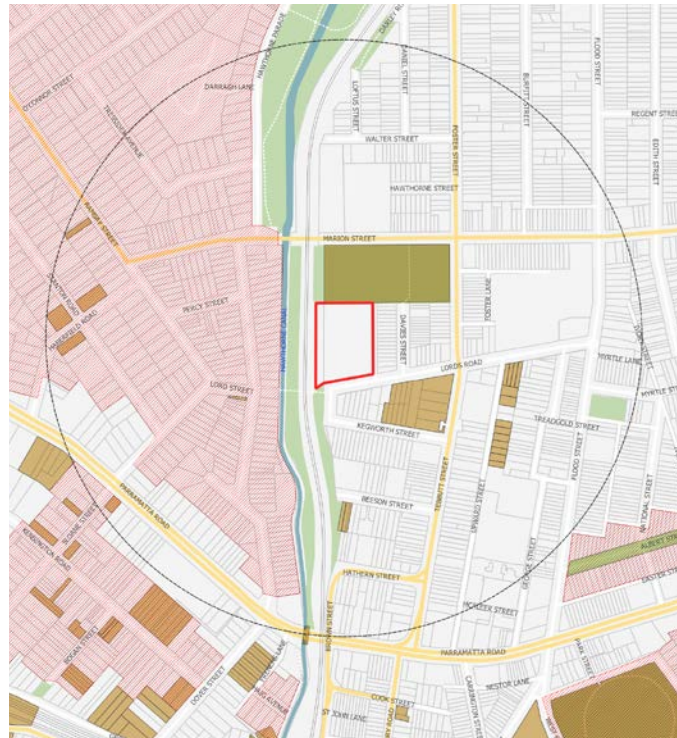
Floor Space Ratio
1:1

Residential areas surrounding the site are labelled as 0.5:1 while other areas such as Kegworth Public School and Leichhardt Marketplace are 1:1.



Height of Building
N/A

The site and the majority of areas within Leichhardt do not have a Height of Building classification.

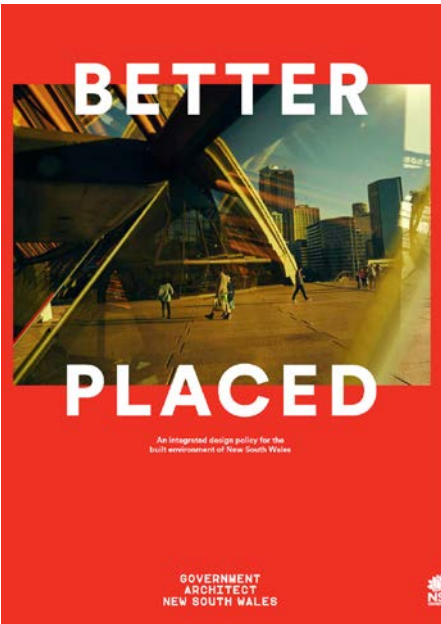


Heritage
N/A








KEY
Site Boundary

2.3 Design Excellence

The policies referenced below have been prepared by Government Architect NSW (GANSW) to guide and improve the design process from the outset. Both the overriding intent and the specific principles within them have been considered for the proposal for the site.

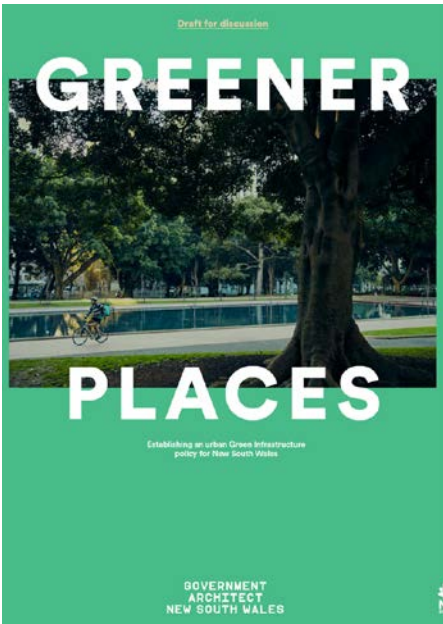


Better Placed is the overarching policy by GANSW. It establishes seven criteria which define a ‘good built environment’;

-  Better fit
-  Better performance
-  Better for community
-  Better for people
-  Better working
-  Better value
-  Better look and feel



Implementing Good Design is the complementary policy to Better Placed and outlines the approach for measuring places and spaces to assess whether they meet the expectations and requirements of GANSW policy.



The draft Greener Places policy outlines the importance of green spaces in towns and cities and the approach to integrating them into broader connected networks which support recreation for people and biodiversity in the urban environment.



The Design Guide for Heritage is a guideline for preserving, restoring and integrating heritage into spaces, buildings and precincts. Formulated in collaboration with the Heritage Council of NSW it defines heritage places and thematically unpacks key practical considerations for design.









The Good Urban Design Guidance note builds on the Draft Urban Design Guide which is currently being updated. It builds on the objectives in Better Placed and focuses on the strategic scale and design process for running masterplanning projects.



Aligning Movement and Place seeks to outlay the functional, aesthetic and communal importance of roads and streets. It has been produced in collaboration with Transport for NSW and provides advice and a toolkit for approaching transit oriented development at many scales.

2.4 Strategic Priorities

The following priorities summarise the key findings of the policy review. These priorities have been used to guide the proposal and visioning for the site to develop a solution that is balances strategic opportunities across all levels.

	<p>Supporting local businesses with employment uses</p> <p>The ability to support local economies through employment generating uses is a key part of Councils local strategies. Preserving jobs and ensuring local businesses can operate successfully enables strong place-making practice and communicates keen interest in supporting communities.</p> <p><i>Things to consider:</i></p> <ul style="list-style-type: none">• Job potential of the site• Alternative forms of employment uses• Place-making opportunities		<p>Prioritise diverse residential development in transit-oriented locations</p> <p>State policy highly advocates for transit-oriented development as it allows density to increase in areas of high accessibility, thereby removing need from other areas to meet housing targets. It also advocates for a diverse mix of dwelling typologies to cater to multiple occupiers such as families, individuals or seniors.</p> <p><i>Things to consider:</i></p> <ul style="list-style-type: none">• Leveraging sites access to Light Rail• Flexibility to create diverse dwellings• Future development on neighbouring sites		<p>Build on and enhance local character through integrated development</p> <p>Local character is a big part of state and local policy. Understanding the current local character allows places to utilise that as a target to maintain for future developments. It also allows a more refined approach to urbanism where you can change or enhance certain qualities through good urban design</p> <p><i>Things to consider:</i></p> <ul style="list-style-type: none">• Appropriate scale and bulk• Edge interfaces with existing residential• Materiality and architectural expression
	<p>Access to open space and embracing existing natural assets</p> <p>Providing good access to open spaces for more people helps reduce health issues experienced by the community and creates safer and more active places to live. Embracing these places and enhancing existing assets such as tree canopy create more comfortable spaces that are more resilient to urban heat island effects</p> <p><i>Things to consider:</i></p> <ul style="list-style-type: none">• Increasing connectivity to existing open space• Provision of a new local open space• Preservation of existing trees and enhances landscaping, canopy cove and street trees		<p>Connect communities with public amenity and activation</p> <p>Strong public amenity such as shops, retail, schools, child care, and open spaces facilitate regions with greater populations and help drive growth whilst building on local character. Creating connections between these places helps build a community and supports local businesses with economic stability</p> <p><i>Things to consider:</i></p> <ul style="list-style-type: none">• Providing the right kind of amenity on site• Not detracting from nearby shops• Need for community infrastructure		<p>Improve walkability and active transport connections</p> <p>Walkability is a key factor of creating a good place that people want to live. With good walkability and access to active transport opportunities such as walking trails and cycleways, places often see a reduction in car use, thus reducing pollution and creating safer and more welcoming environments</p> <p><i>Things to consider:</i></p> <ul style="list-style-type: none">• Leverage existing active transport links• Encourage walkability and healthy lifestyles• Pedestrian prioritisation and reduced car use

Contextual Analysis

3

Contextual Analysis

3.1 Amenity & Land Use

The site is serviced by a high level amenity including schools, childcare, town centres, shopping villages and public transport options (including two light rail stops).

Leichhardt Marketplace within the Marion Street Town Centre provides multiple shops and supermarkets. The town centre also provides additional amenity including boutique shops, cafés and restaurants.

Kegworth Public School and Preschool is on Lords Road and supports students from kindergarten to year 6. Fort Street High School located on Parramatta Road to the south-east is a 20 min. walk from the site.

The site is north of Parramatta Road and it's associated adjacent land uses. This area is subject to the PRCUTS framework which also includes this site. This land is predominantly industrial and business related uses with some hotels/motels and shop-top housing.

There is also multiple open spaces including the Hawthorne Canal section of the Greenway corridor, Lambert Park (and sports field) and Haberfield Tennis Courts. Details of the sports field have been provided on the following page.

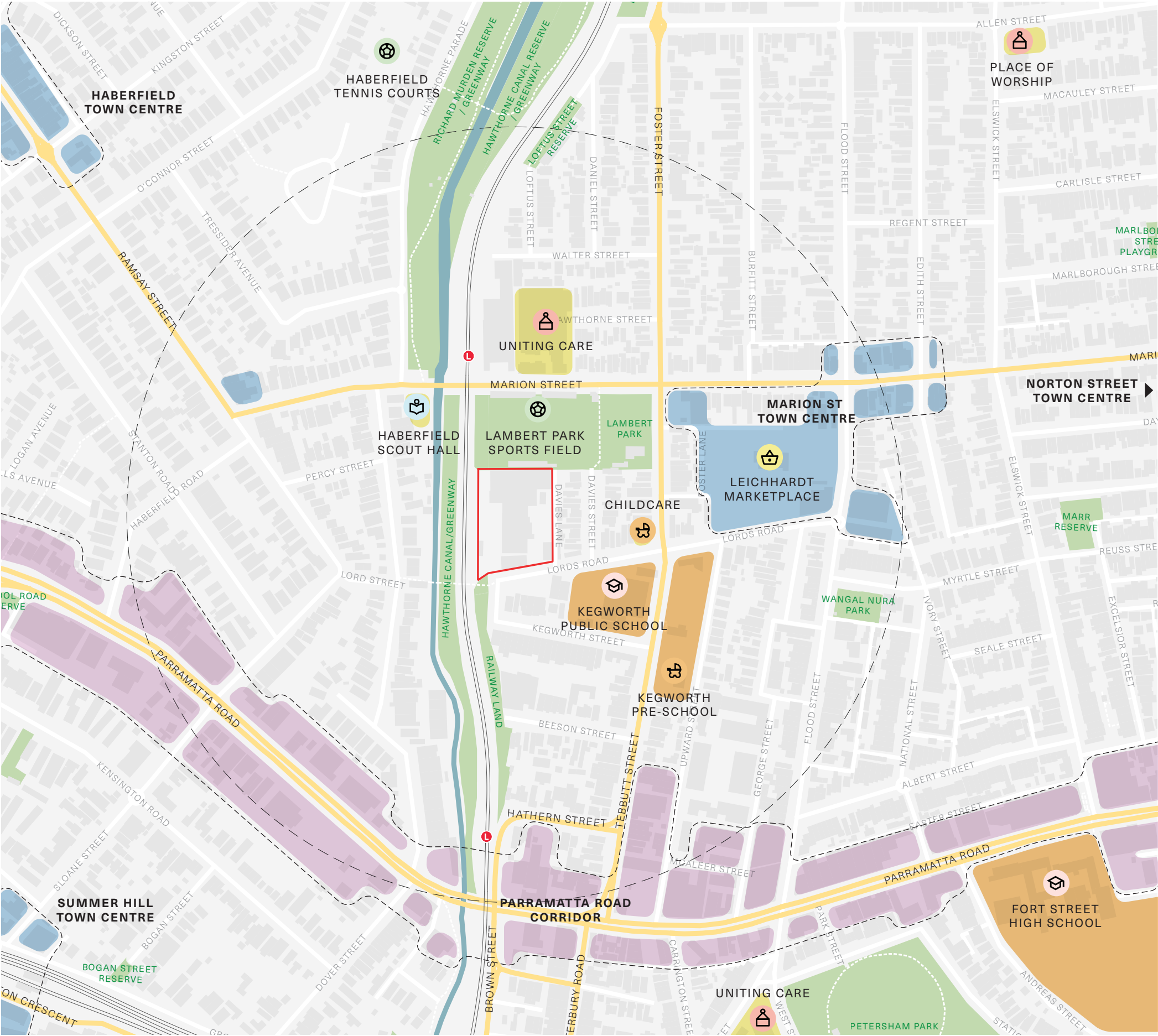
Constraints

- Sports field to north may impact amenity (see next page)

Opportunities

- Walking distance to shops/shopping centre
- Walking distance to local school and childcare
- Close to multiple additional town centres
- Close to two light rail stops

KEY	
	Site Boundary
	400m Buffer
	Open Space
	Town Centre
	Corridor
	Education
	Community & Services



Contextual Analysis

Lambert Park Sports Field

The sports field is a purpose built soccer stadium used by APIA Leichhardt Tigers FC as their home ground since inception in 1954. There are several key opportunities and constraints regarding the sports fields.

- 1. Light towers at each corner of the field provide lighting for night-time sports events. A note provided by Ecolight from September 2018 highlights that the older form of lighting is prone to light spill and glare which can have an impact on the site at night. The previous PP included a VPA to provide new, low-spill lighting for the field to minimise issues.
- 2. There are two main stands. The stand to the south contains dressing room facilities, a social club, and press and media facilities. The stand is two-storeys and contains no apertures facing the site.
- 3. Access to the field is via Lords Road, Davies Street, through Lambert Park and through the entrance located on Marion Street. This is also one of the most direct routes to the Marion Street Light Rail station.
- 4. A potential alternative link to the Light Rail could be accommodated along the western edge of the sports field in a piece of land that is mostly unused by the club.

Noise from the field and additional acoustic sources was considered in a noise assessment prepared by Acoustic Logic in 2022. The conclusion states no serious concerns but a detailed examination of building constructions and treatment should be undertaken during detailed design to ensure compliance.

Constraints

- Light spill and glare from light towers
- Noise from events day and night
- Interface with southern grandstand

Opportunities

- Potential direct connection to Marion Street

KEY

<div></div>	Site Boundary
<div></div>	Lambert Park Sports Field
<div></div>	Lambert Park
<div></div>	Existing Pedestrian Connection
<div></div>	Potential Connection



Aerial Image - Source: MetroMap 2016



Light spill on Davies Street



Light glare within the sports field



Light spill on Davies Lane

Images - Source: Ecolight note September 2018

Contextual Analysis

3.2 Open Space & Public Domain

Open Space Catchment

The GANSW Greener Places Design Guide recommends that low density residential areas be serviced by open space of minimum size 3000sqm and within 400m. For high density areas this becomes 1500sqm and 200m. For the purpose of this analysis we have shown a buffer of both 200m and 300m from open spaces that are a minimum of 3000sqm. Lambert Park Sports Field has been excluded from this analysis as it is predominantly a private facility.

The site is shown to be well serviced by with entrances to over 10ha of open space accessible within 200m. A connection to Hawthorne Canal provides direct access to the Greenway which connects north-south between several open spaces. These open spaces provide key amenity such as walking trails, passive open spaces, sports courts and playgrounds. This is a very valuable connection to promote healthy lifestyles and a key part of Inner West Council open space policy.

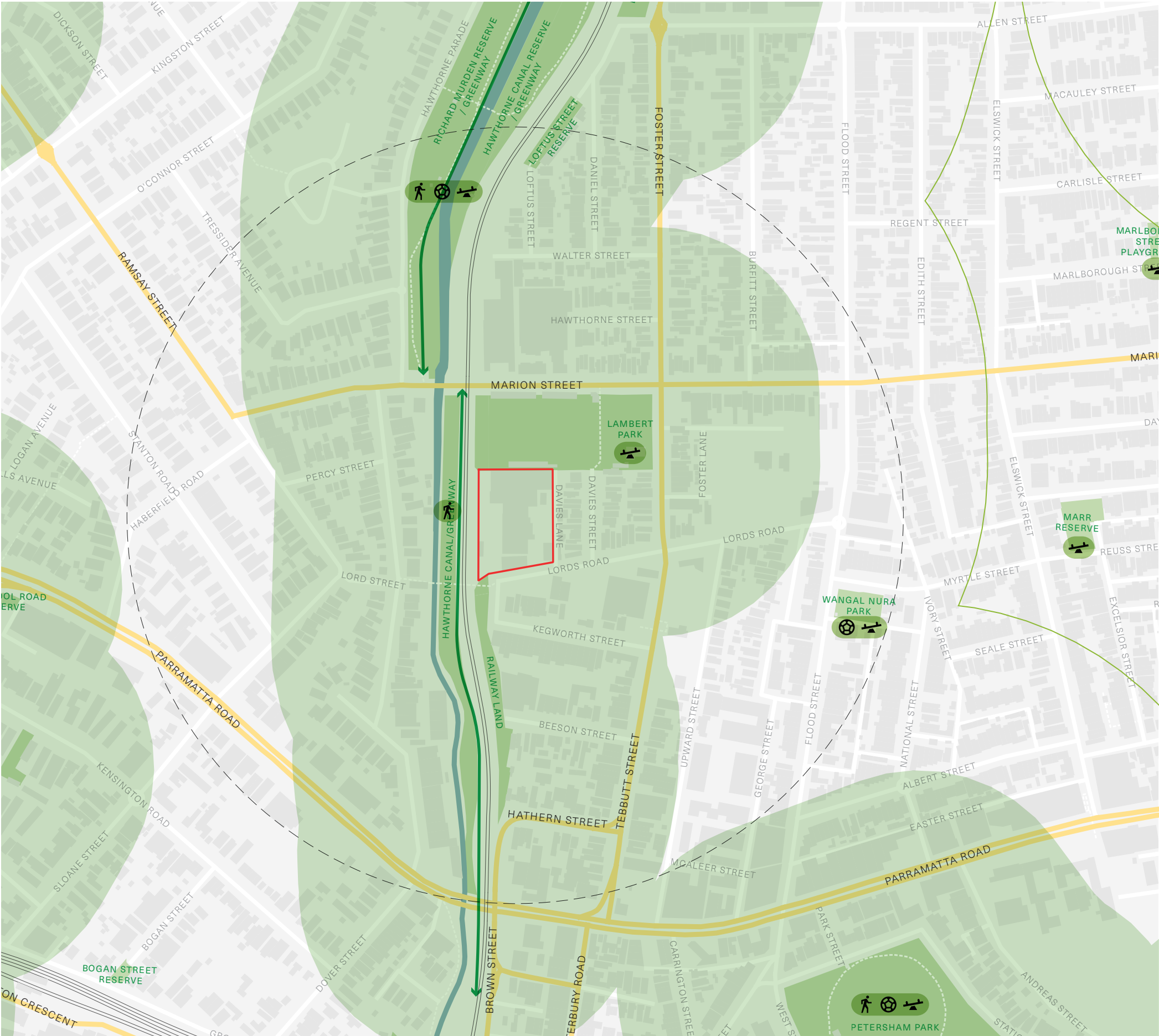
Constraints

- N/A

Opportunities

- Direct access to Greenway corridor
- Choice of multiple open spaces within walking distance
- Increase connectivity to open space

KEY	
	Site Boundary
	400m Buffer
	Open Space
	The Greenway
	200m Open Space Catchment
	400m Open Space Catchment
	Playground
	Sports
	Walking Trails



Contextual Analysis

Tree Canopy Cover & Arborist Input

The site exhibits a very low tree canopy cover (<10%) which is commonly representative of industrial uses and dense areas. The Marion Street Town Centre also demonstrates a generally low tree canopy coverage whilst residential areas have increased cover.

State policy aims to increase general tree canopy coverage to 40% by 2030.

The trees on the site have also been assessed for quality by an arborist in 2022. The trees show a mix of low, medium and high qualities. There are 17 trees on the site with the below qualities and recommendations:

- Low - consider removal - 5
- Medium - consider retention - 9
- High - priority retention - 3

The low amount of trees is most likely due to the existing uses that typically prohibit large tree planting zones and deep soil. To accommodate the tree minimum root protection zones a minimum offset of 10.5m along the south-eastern and eastern boundary would be necessary. Tree replacement was recommended as opposed to retention due to the quality issues and value of new planting.

Constraints

- Trees of varying quality may limit development along the eastern boundary
- Health of trees is questionable due to level changes and materiality around the tree footings

Opportunities

- Increase tree canopy coverage within the site
- Increase deep soil zones within the site
- New tree planting would improve street character
- Ability to plant 2:1 trees to align with council aspirations
- Recommended tree replacement allows for more trees and better quality outcomes

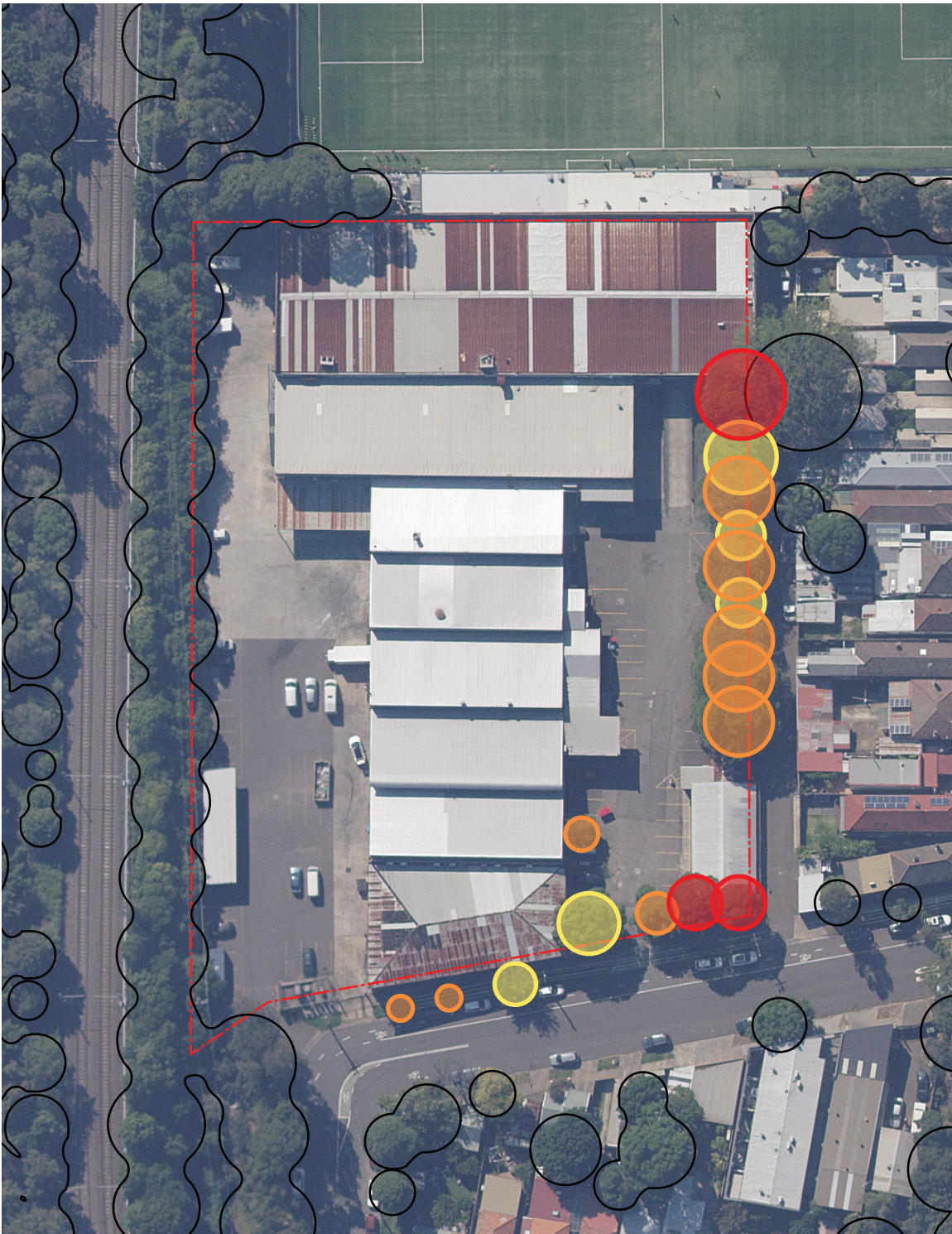


Tree Canopy Cover 2019 - Source: DPE

NTS

KEY ^	
	Site Boundary
	400m Buffer
	Less than 10%
	10% to 20%
	20% to 30%
	30% to 40%
	More than 40%

KEY >	
	Site Boundary
	Trees outside site
	Low Quality (remove)
	Medium Quality (consider)
	High Quality (retain)



Tree Quality - Source: Elke Haeger Thorvaldson - May 2022
Aerial Image - Source: MetroMap 2022

1:1000 @ A3

Contextual Analysis

Topography & Flooding

The site has a highly varied topography with the low end of the site to the west at ~3m and the high end at the east from ~6m (NE) to ~8.5m (SE). Internally the site is relatively flat due to the existing hard stand areas on either side of the building. Lords Road exhibits a slope of approximately 1:18 - 1:14 whilst Davies Lane is relatively flat but sloping down to the north.

A flood study prepared for Inner West Council (formerly Leichhardt) by Cardno in 2014 demonstrates a 100yr and PMF flood hazard area within the site. This is primarily along the western boundary.

Flood advice obtained in 2022 by Tooker and Associates advised that a minimum finished floor level of RL 4.60 would be required for the site and a minimum level of RL 6.80 for a carpark entry. This would result in raising the levels ~1.5m along the western boundary and limiting carpark entrance to the east of the site to avoid significant up ramping.

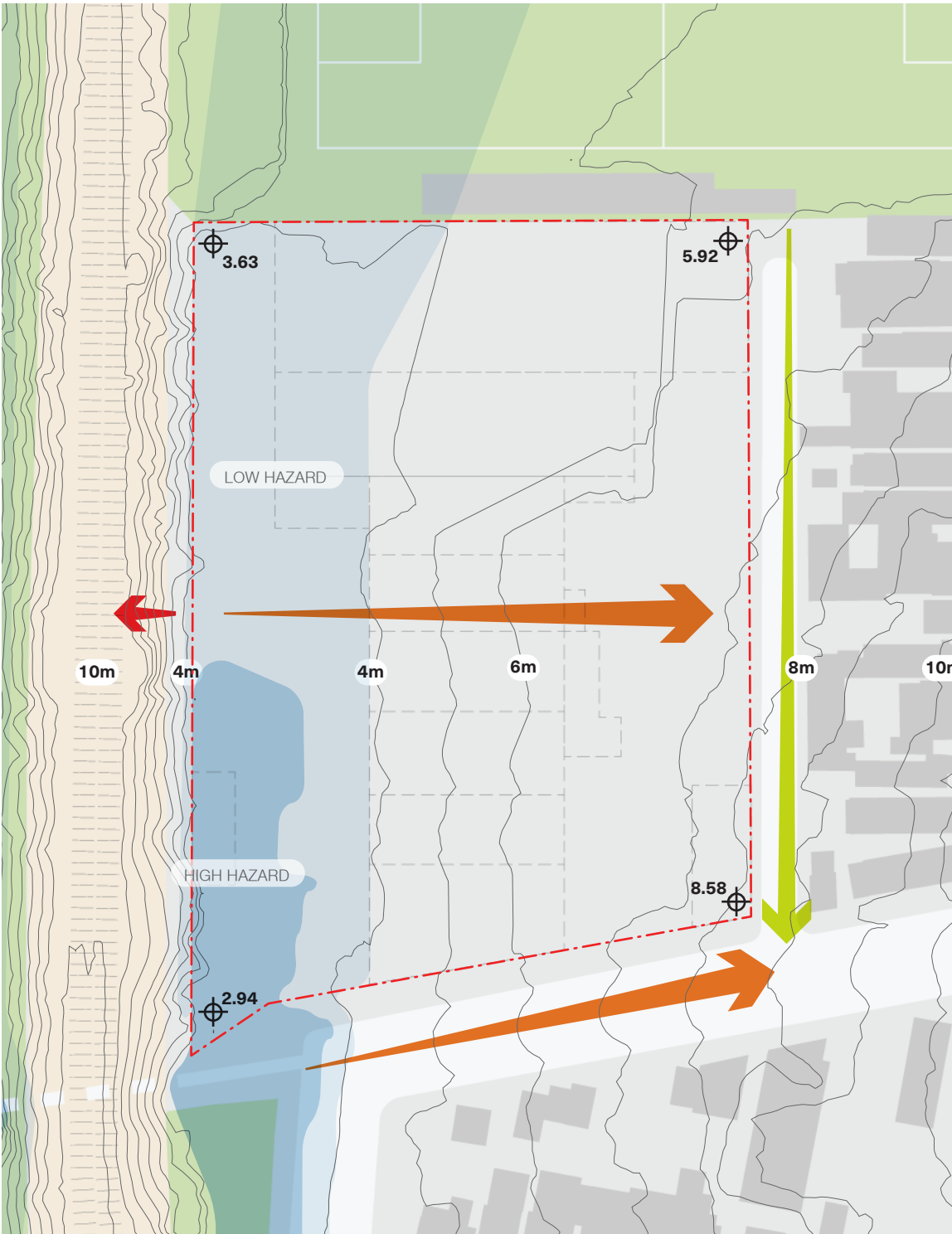
Constraints

- A minimum RL 4.60m is required for typical buildings
- A minimum RL 6.80m for carpark is required, limiting entrance location to the east
- Slope along Lords Road and internally will need to be managed effectively to aid in accessibility

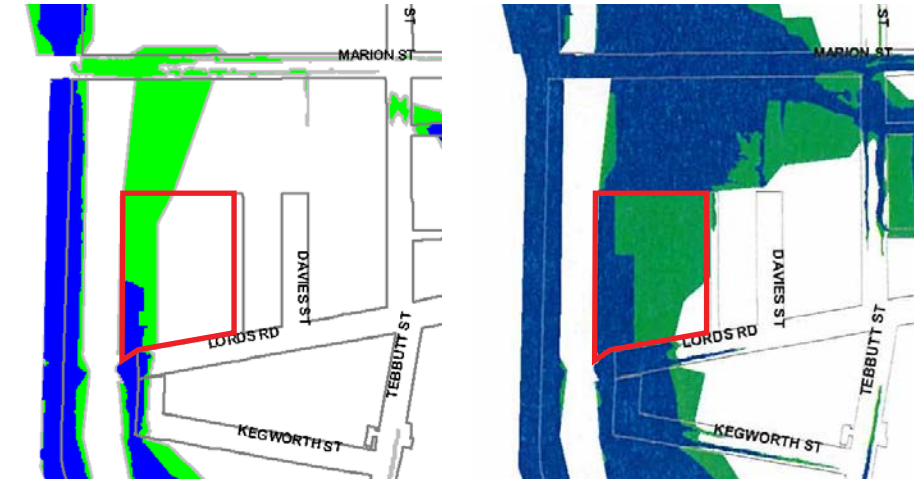
Opportunities

- N/A

KEY	
<div></div>	Site Boundary
<div></div>	High Hazard
<div></div>	Low Hazard
<div></div>	> 1:33
<div></div>	1:8 - 1:14
<div></div>	< 1:8



Topography and Flooding
1m Contours - Source: ELVIS <https://elevation.fsdf.org.au/>
Spot Height - Source: Survey
1:1000 @ A3



100 yr Flood Hazard
Slope - Source: Leichhardt Flood Study 2014
PMF Flood Hazard
Slope - Source: Leichhardt Flood Study 2014

KEY	
<div></div>	Site Boundary
<div></div>	High Hazard
<div></div>	Low Hazard

Contextual Analysis

3.3 Transport & Movement

Public Transport & Vehicular

The site is located along Lords Road which is a local road, connected to a secondary roads, Foster/Tebutt Streets, which aid in vehicular connectivity to the north and south. Marion Street is also to the north which helps connectivity east and west more locally. Parramatta road to the south also helps in more regional east-west connectivity as it is a primary road.

Several bus routes run near the site along Foster, Tebutt and Marion Streets. There are also some school bus routes servicing the area.

The light rail, which runs immediately adjacent the site to the west, has stops at Marion Street and on Parramatta Road. due to the close proximity to the light rail line, acoustics and vibrations will need to be considered in the design scheme.

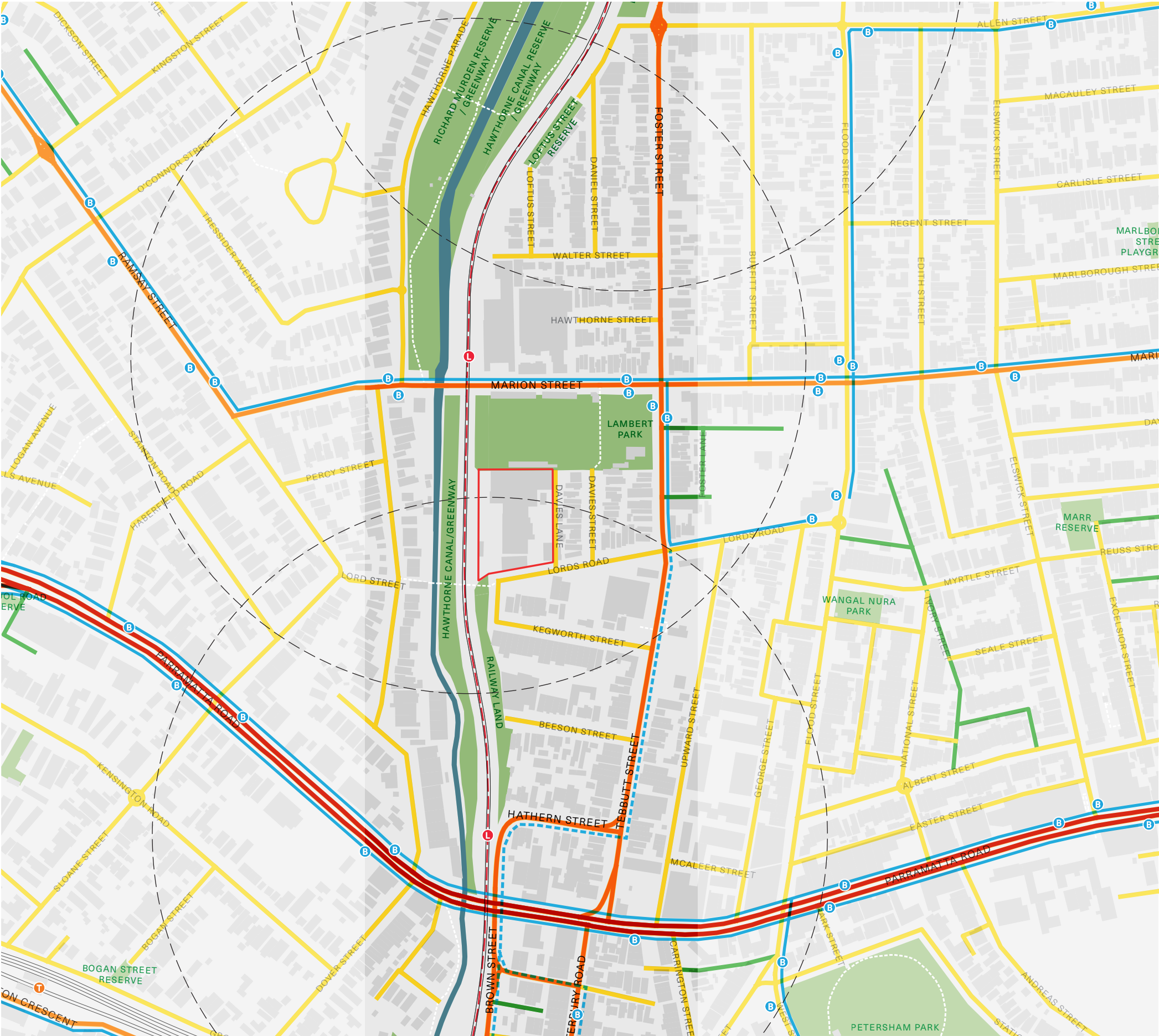
Constraints

- Acoustics/vibrations from the light rail will need to be considered to mitigate impacts

Opportunities

- Well connected to local and regional areas via a strong network of secondary and primary roads nearby
- Good public transport access with light rail and bus routes

KEY	
	Site Boundary
	400m Buffer from Light Rail
	Primary Road
	Secondary Road
	Local Road
	Service Lane
	Bus Route
	School Bus Route
	Light Rail
	Light Rail Stop
	Bus Stop



Transport - Source: TfNSW
Road Hierarchy - Source: Spatial Services NSW

Contextual Analysis

Active Transport

The site is well connected to an active transport network, particularly given an on-surface bike lane that runs adjacent the site on Lords Road, connecting east-west towards Leichhardt and under the light rail.






There are several pedestrian crossings around the area that aid in pedestrian accessibility across busy roads. A key pedestrian link immediately adjacent the site connects Lords Road to Haberfield and the Greenway under the light rail. This link is a strong pedestrian connections that is used throughout for the day for passive and active recreation and for commuters, particularly school children whom attend Kegworth Public School.

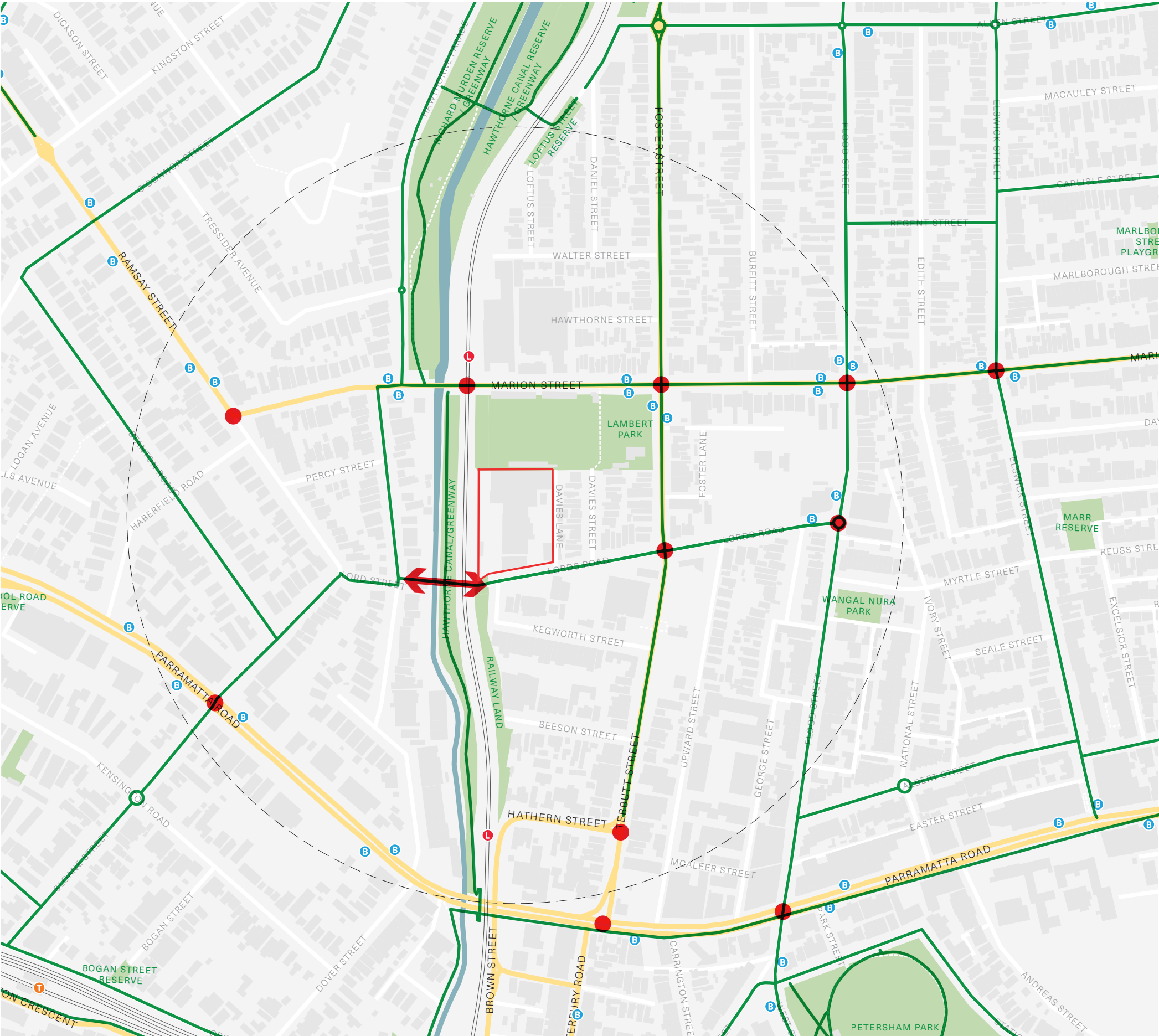
Constraints

- N/A

Opportunities

- Direct access to active transport network via Lords Rd cycleway that connects east-west
- Key east-west pedestrian link under light rail is immediately adjacent site. Ability to activate this more and provide internal amenity would increase walkability

KEY	
	Site Boundary
	400m Buffer
	Cycleway
	Pedestrian Crossing
	Key Pedestrian Link



Transport - Source: TfNSW
Road Hierarchy - Source: Spatial Services NSW

Contextual Analysis

Existing Street Sections

The existing streetscape of Davies Lane is predominantly characterised as a thin laneway with limited mobility. The laneway abuts the sites eastern boundary on one side whilst the other side is the rear boundary line and garages etc. for the neighbouring properties.

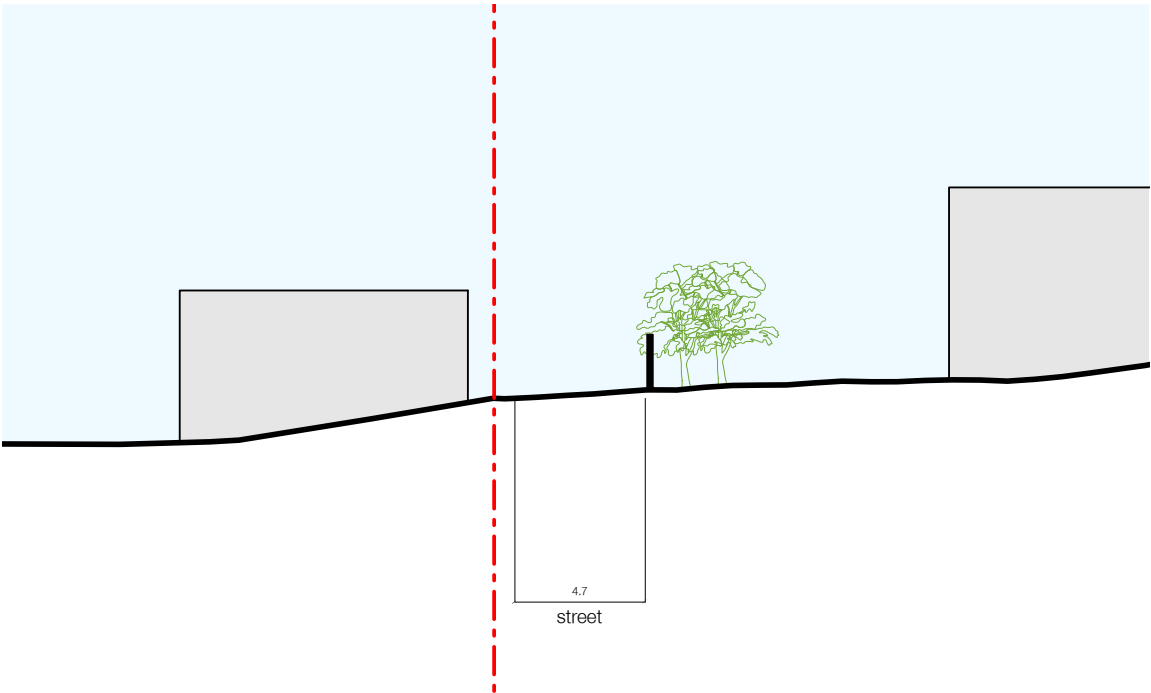
Lords Road is a very wide local road with varied setbacks to properties and typical street landscaping with grass verges and footpaths. There is some street tree planting along Lords Road however it is not consistent.

Constraints

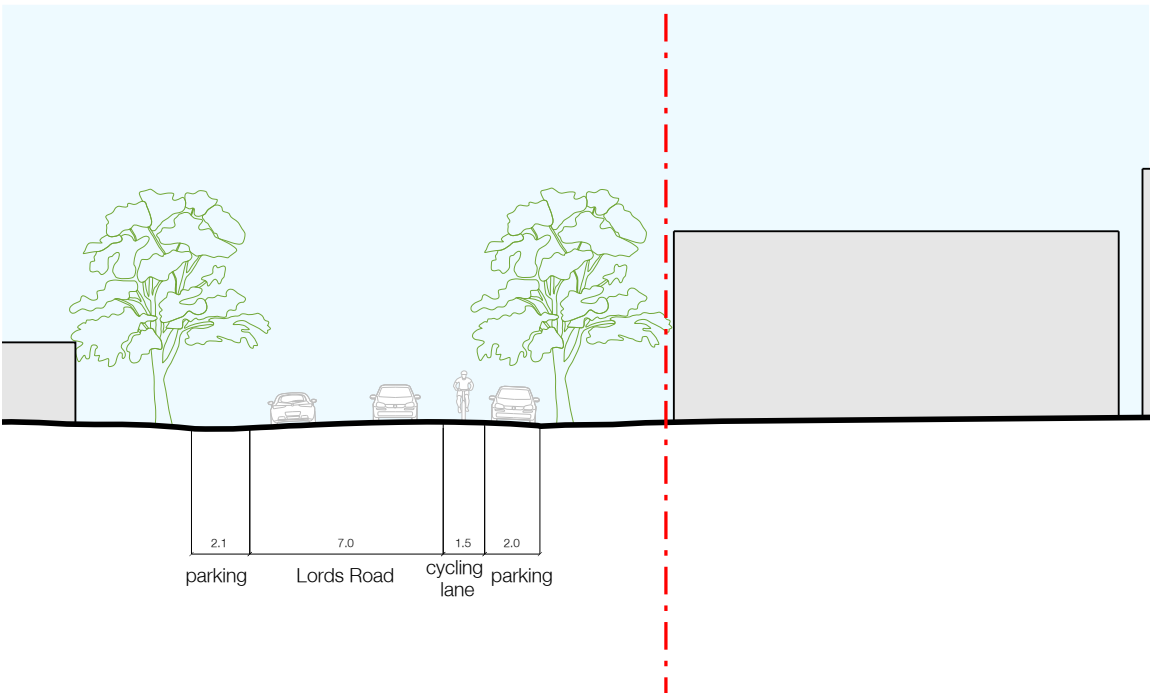
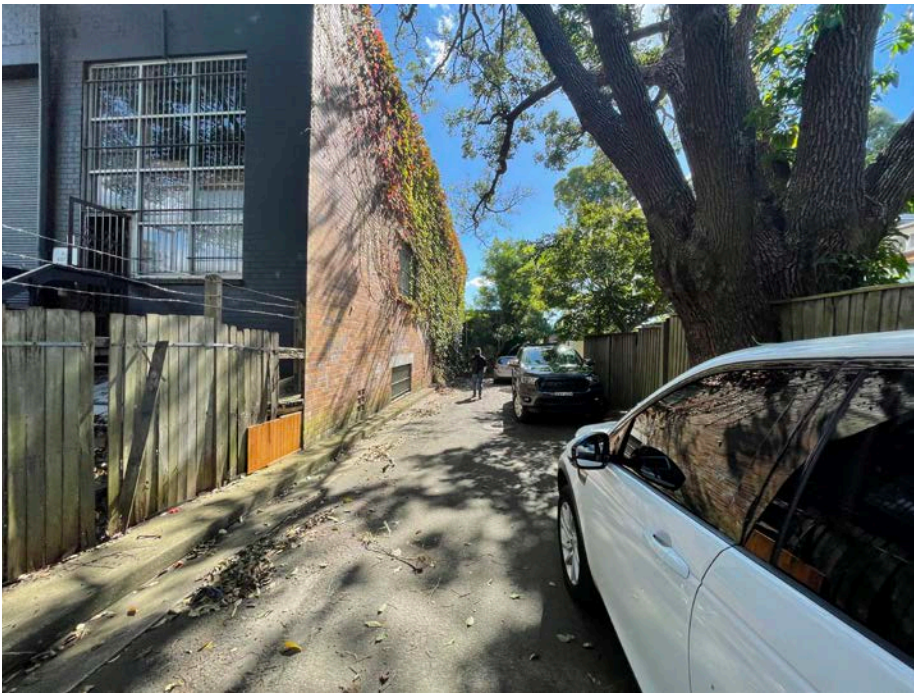
- Tight width of Davies Lane and backing onto rear of properties will need to be considered

Opportunities

- Davies Lane is poorly activated and could be improved with streetscape interventions
- Width of Lords Road will aid in reducing impact on neighbouring properties and streetscape
- Additional street trees on Lords Road



Davies Lane



Lords Road



Contextual Analysis

3.4 Built Form

The existing surrounding context is predominantly 1-2 storey residential dwellings with some 3-4 storeys buildings in scattered locations.

The site contains a mix of buildings of varying architectural styles within an industrial setting. Brick walls and metal roofs feature heavily on these buildings. None of the buildings or the site have any associated heritage elements however do have some redeeming qualities which may be renewed or recycled within a new development.

There is one nearby high density residential development that showcases a height range of 6-10 storeys spanning a large block close to Parramatta Road. This development demonstrates a good approach to height transition, architectural expression and materiality that aids in maintaining the existing local character and minimises impact on neighbouring properties.

The PRCUTS recommended controls see uplift to the neighbouring blocks from the existing 1-2 storeys to 3-5 storeys. This aids in establishing a height transition from the east to the west. The character principles for Lords Road in the PRCUTS Fine Grain Study also suggest that height can transition up to the Greenway which would include this site.

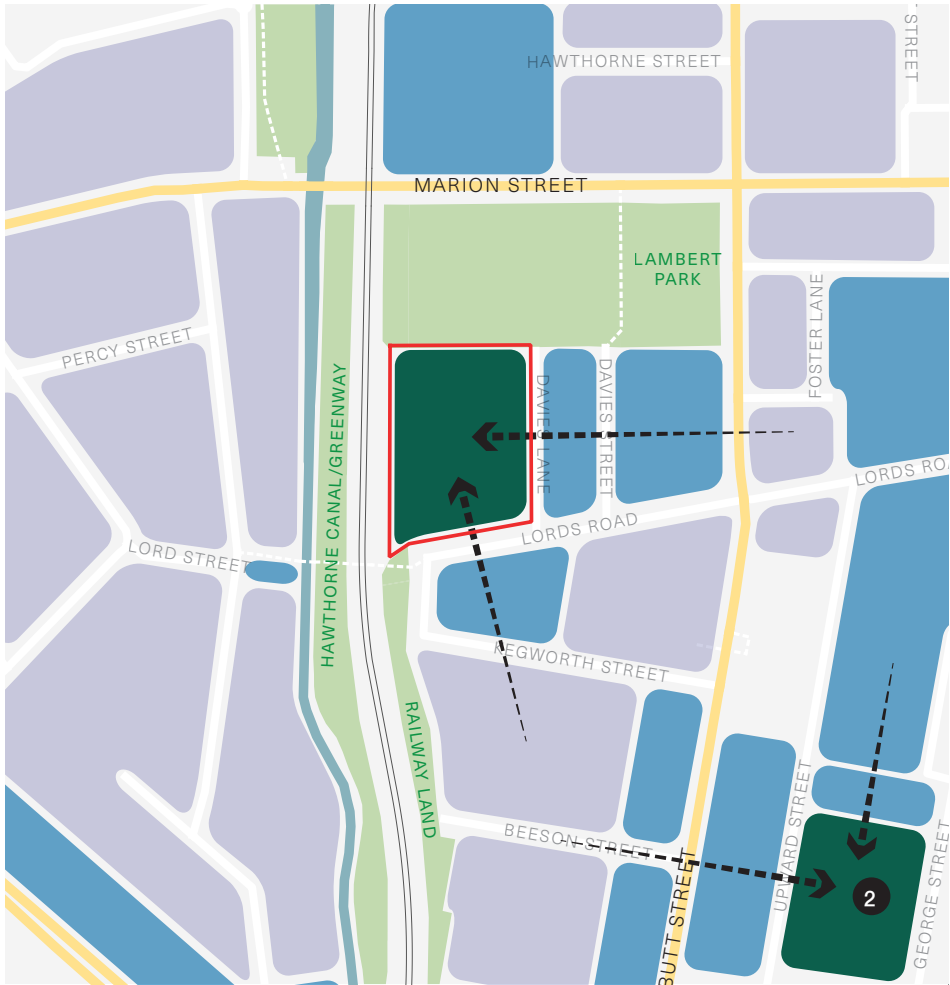
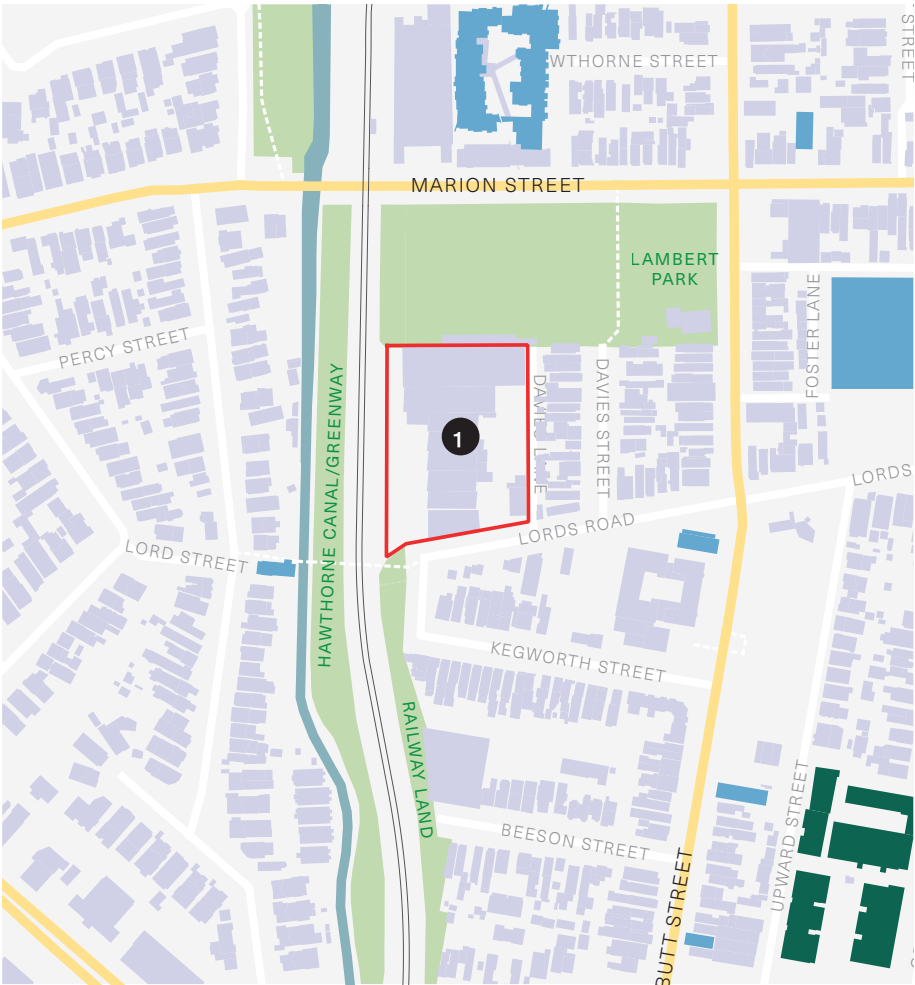
Constraints

- Existing surrounds is predominantly 1-2 storeys. Approach to height and transition will need to be considered
- Heritage Conservation Area to west needs particular consideration to reduce visual impact

Opportunities

- Nearby high density development demonstrates a good example of height transition and materiality that responds well to the local character
- PRCUTS recommends height increases to neighbouring blocks to establish a height transition

KEY	
<div></div>	Site Boundary
<div></div>	1-2 Storeys
<div></div>	3-5 Storeys
<div></div>	6+ Storeys



Contextual Analysis

3.5 Local Character

The existing local character is diverse but well established. Along Lords Road, there is a mix of medium to high quality dwellings with various styles and materiality. Brick tends to feature heavily across the local area but with no particular colour. There is one recent development on Lords Road, a dual occupancy adjacent to Kegworth Public School. Most dwellings have a 3-4m front setback and are predominantly single-storey.

Kegworth Public School is the largest building in the area with a 2-storey (but a tall as 3) structure on the corner of Lords Road and Tebbutt Street. The school has an older style and aesthetic with painted brick/stone on some buildings and a more recent red brick building towards the site.

Davies Lane is a rear lane providing garage parking and entrances to private open space for properties with an address to Davies Road. The materials and style here are very diverse with a range of brick and metal colours that appear to have been completely developed adhoc. They have a 0m setback along the laneway, directly fronting onto the road surface.

The landscape character along streets is typical with a green verge and established tree planting in most places. A small green space alongside the light rail, directly adjacent the site has no embellishment. The Greenway is a more tropical atmosphere with large overhanging trees and various low-scale planting.

Constraints

- Established character will need to be considered in the short-term to mitigate impacts

Opportunities

- Davies Lane frontage is generally poorer quality and could be improved with increased setbacks and replacement trees

Built Form



Existing dwellings Lords Road (North)



Existing dwellings Lords Road (North)



New dual occupancy development on Lords Road (South)



Corner of Lords Road and Davies Street (looking towards site)



Kegworth Public School on Lords Road (South)



Garages and rear access on Davies Lane

Landscape



Corner of Lords Road and Davies Street (looking towards site)



Kegworth Public School on Lords Road (South)



Garages and rear access on Davies Lane

Contextual Analysis

3.6 Constraints and Considerations

The following constraints have been formed through the contextual analysis. They have been consolidated to a series of categories that will carry through to the urban design principles.




Amenity Impacts from Lambert Sports Field

- 1 Light spill and glare from light towers
- 2 Noise from events, both day and night
- 3 2-storey blank facade of grandstand immediately abuts the northern boundary

 Existing Trees

- 4 If trees are to be retained, setbacks along
Davies Lane and Lords Rd will have to
substantially increase



Topography and Flooding

- 5 Flood hazard areas require a minimum FFL of 4.55 (~1.5m above min. existing level)
- 6 Flood hazard requires carpark entrance to a minimum RL 6.75 thus limiting entrance to the south-east corner of the site
- 7 Steep slope along Lords Road and internally will need to be managed to aid in accessibility


 Light Rail Noise and Vibrations

- 8 Noise and vibrations along the western boundary will need to be mitigated with the proposed built form

Interface with Surrounding Areas

- | | |
|----|--|
| 9 | Existing surrounds are predominantly 1-2 storeys and will need to be considered for solar/visual impacts in the short-term |
| 10 | Heritage Conservation Area to the west will require particular attention to limit overshadowing and visual impact |
| 11 | Current hard edge to northern boundary lacks permeability |



1:1000 @ A3 

Contextual Analysis

3.7 Opportunities

The following opportunities have been formed through the contextual analysis. They have been consolidated to a series of categories that will carry through to the urban design principles.

**Strong Amenity and Connectivity**

1

Within walking distance of shops and shopping centre at Flood/Marion Streets and Leichhardt Marketplace. Also within short drive of other town centres

2

Within walking distance to local school and childcare

3

Within walking distance of multiple public transport options including bus and light rail

4

Direct access to dedicated bike lane



Potential New Connections

5

Lambert Park Sports Field could accommodate a new through-site link along the western boundary



Access to Open Space

6

Direct access to the Greenway open space corridor which connects directly to multiple additional open spaces



Ability to Increase Local Streetscape

7

Reducing hard stand can help increase tree canopy and deep soil within the site

8

Ability to replace existing trees with improved planting will create better outcomes



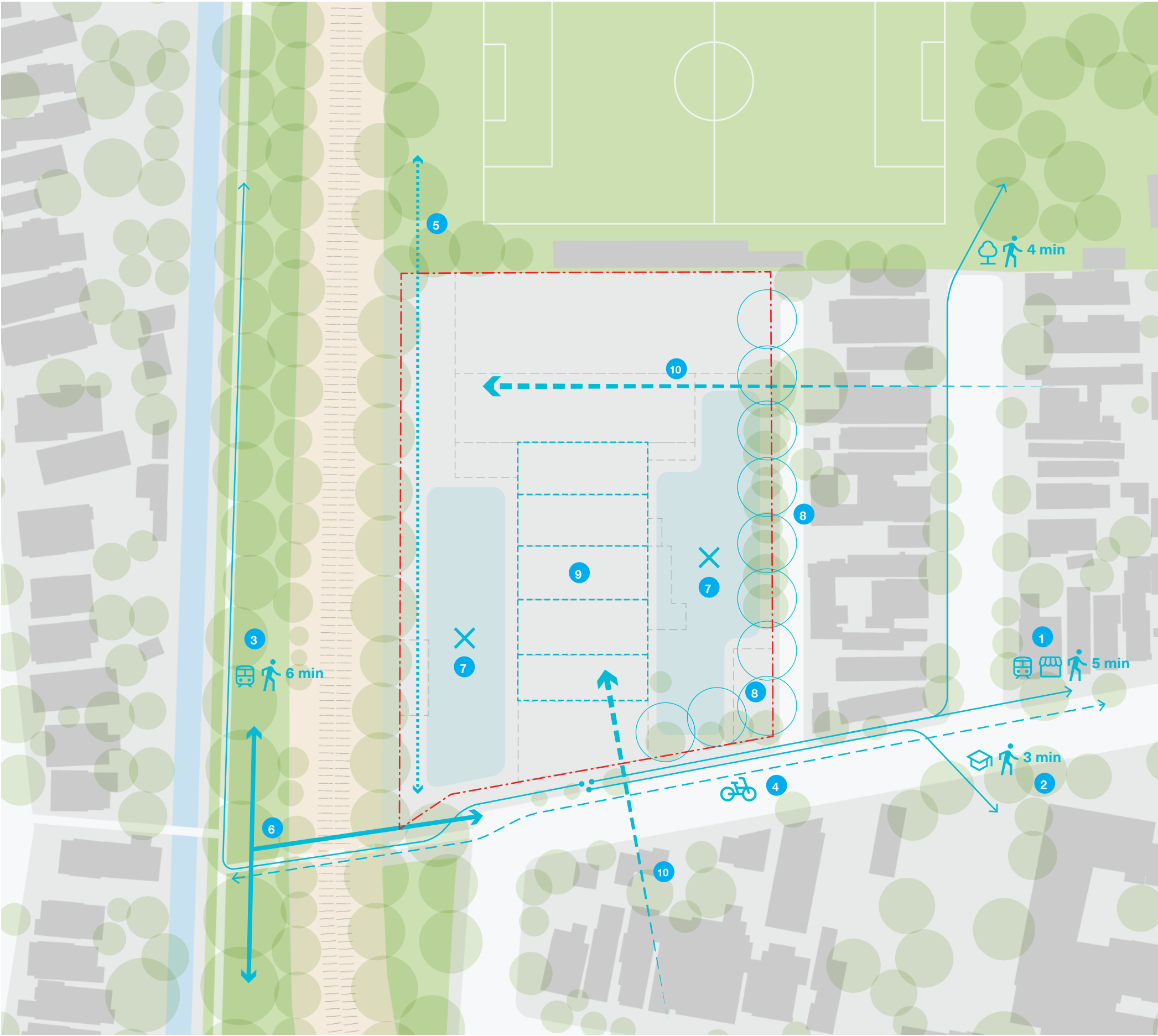
Built Form Controls Respond to Character

9

There are some redeeming qualities of the existing buildings that may be incorporated as architectural expression in a new scheme, even without explicitly keeping the existing building

10

PRCUTS recommended heights for surrounding blocks will enable an adequate height transition

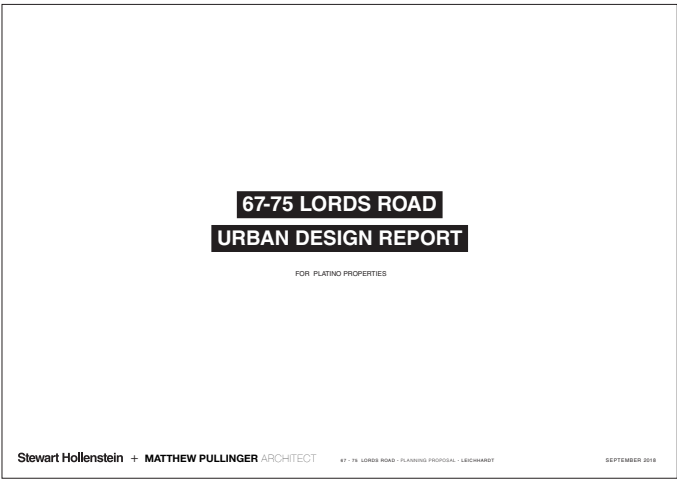


Previous Scheme & Recommendations

4

Previous Scheme & Recommendations

4.1 Urban Design Proposal

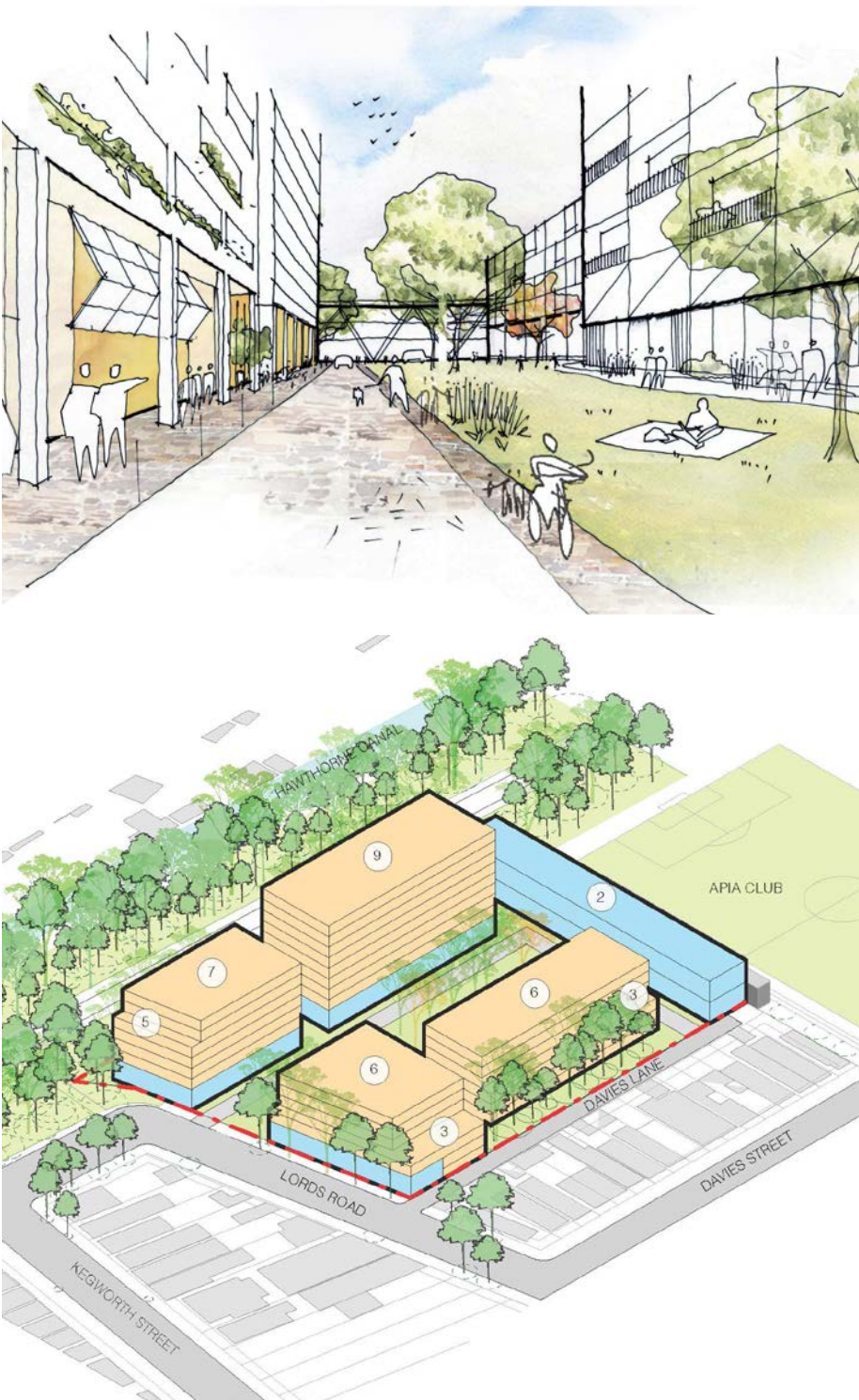
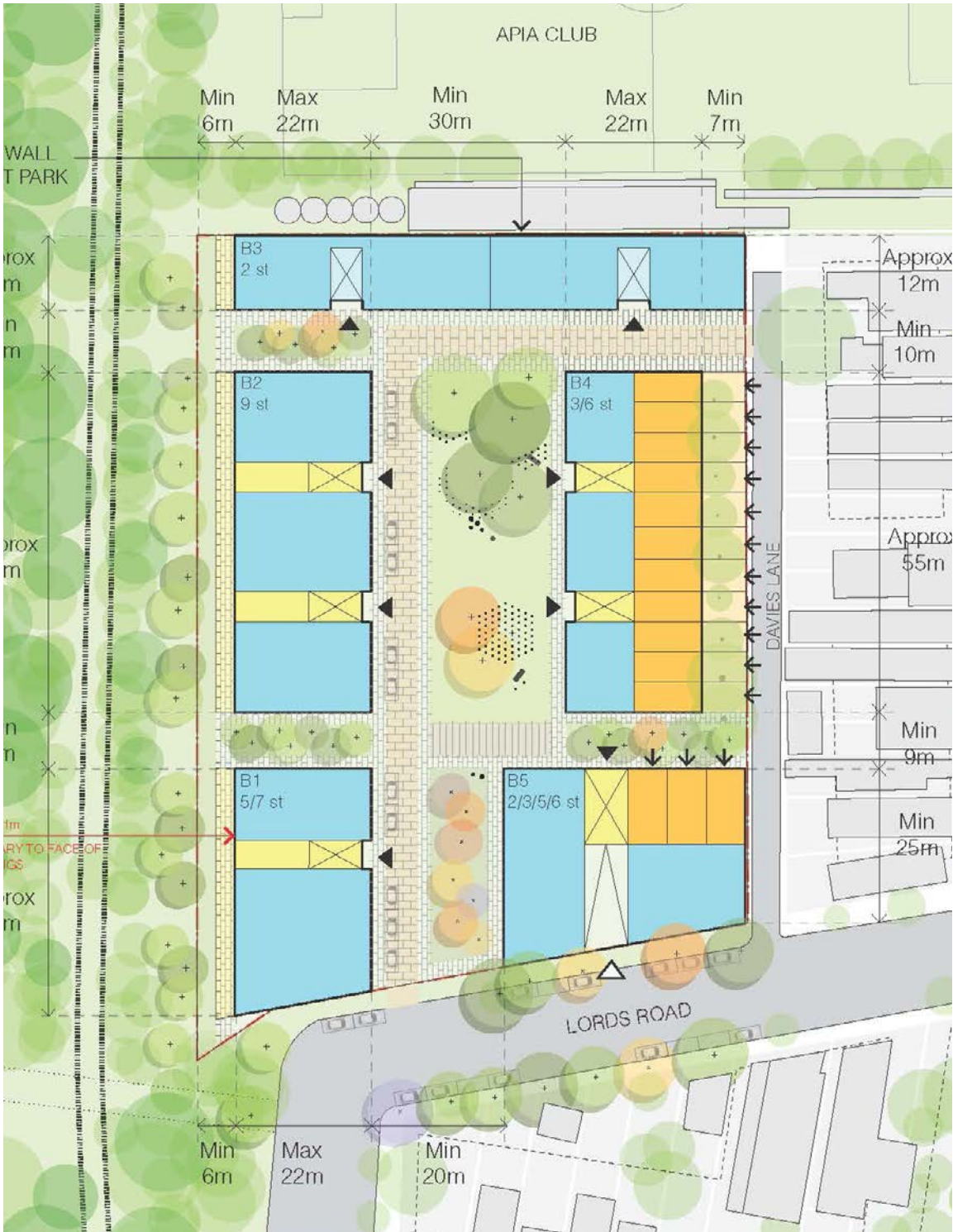


67-75 Lords Road Urban Design Report

Stewart Hollenstein + Matthew Pullinger Architect 2018

The previous urban design scheme for the site was prepared in 2018. It featured predominantly non-residential uses at ground floor with an internal public open space with multiple through-site links and proposed connections. The maximum building height was 9 storeys with a proposed maximum building height of 35m AHD - different to the PRCUTS height of 30m (above ground). The scheme exhibited an FSR of 2.4:1 in accordance with PRCUTS.

The proposal included a minimum of 3,000sqm non residential uses and approx. 235 dwellings.



Previous Scheme & Recommendations

4.2 Peer Review & Recommendations



Urban Design Peer Review
Conybeare Morrison (CM+) 2018

As part of Council's assessment of the Planning Proposal, Council enlisted an Urban Design Peer Review to provide input to the quality and intended outcomes of the scheme and provide recommendation for creating an outcome more aligned to Council's desires.

The review provides a mixed review of the scheme with both positive comments and also recommendations for changes. It notes that the recommended changes would substantially alter the scheme and most likely cause it to be incapable of meeting the desired FSR of 2.4:1.

Some of the review recommendations included such things as the scheme's retention of employment uses at ground floor, improved connectivity and permeability and the addition of residential.

The Peer Review provided a series of recommendations primarily targeted at the proponent to clarify and alter the urban design scheme and proposal. These have been consolidated within similar categories. These recommendations and categories have been listed to the right (yellow). These will be used to assess the proposed urban design scheme to ensure it meets the peer review expectations for the site.

Key Takeaways

The proposed height of 35m AHD is not aligned to the PRCUTS height of 30m.

2.4:1 FSR not achievable with the recommended changes to setbacks/height etc.

The suggested use of the central open space as public is not the likely outcome and will seem more privatised than community oriented

Suggests retention of trees on corner of Davies and Lords

Suggests view impact study be undertaken. Provides view locations.

Conclusion states pros

- Retention of employment uses
- Improved site permeability
- New residential offering
- Landscape and access initiatives

<div><div>6M</div><div>Setbacks</div></div> <div><div>1</div><div>Further setbacks are to be introduced for the proposed building at the corner of Lords Road and Davies Lane; to mitigate the scale and to protect the existing mature trees along the Lords Road frontage (6m for Davies Lane & 3m For Lords Road)</div><div>2</div><div>A further ground level setback between 3m and 7m to Davies Lane is recommended to accommodate a minimum 3m footpath and landscaping</div></div>	<div><div>Interfaces</div><div>11</div><div>Draft DCP should provide development controls that address roof form and building materiality, in line with the PRCUTS guideline</div><div>12</div><div>Before and after photo montages are to be prepared to assess visual impact. Eight vantage points have been identified</div><div>13</div><div>Provide articulation for long buildings to reduce scale</div></div>
<div><div>Residential Amenity</div><div>5</div><div>Review ADG building separation to ensure buildings and DCP reflect the minimum required. Also ensure all buildings achieve appropriate ADG cross ventilation and solar access</div><div>6</div><div>Minimise overshadowing of the central open space</div><div>7</div><div>Draft DCP should reflect individual residential dwellings at ground along Davies Lane</div></div>	<div><div>Proposed Controls</div><div>14</div><div>It is recommended to retain the maximum height limit for the site at eight storeys. A 30m height limit as indicated in the PRCUTS would provide adequate height</div><div>15</div><div>Test if an FSR is still appropriate for the site given the proposed built form recommendations</div><div>16</div><div>The proposal is to be reviewed from a socioeconomic viewpoint, as Criteria 1 of the PRCUTS Out of Sequence Checklist requires that the planning proposal demonstrate significant net community, economic and environmental benefits</div></div>
<div><div>Open Space & Public Domain</div><div>6</div><div>Proponent to clarify traffic circulation strategy and confirm minimum clearance requirements</div><div>7</div><div>Confirm if a connection along the western boundary is in line with the Greenway masterplan</div><div>8</div><div>Proponent to clarify intended users of the central open space and extent of roof top gardens and communal open space for residents</div><div>9</div><div>Proponent should not present the open space as serving the wider community, but rather as the benefit for residents, commercial tenancies and community users of the site</div><div>10</div><div>Retain the row of trees at the Lords Road and Davies Lane corner to provide screening of the new development. Arborist advice should be sought to confirm conditions for longevity</div></div>	

Design Principles

5

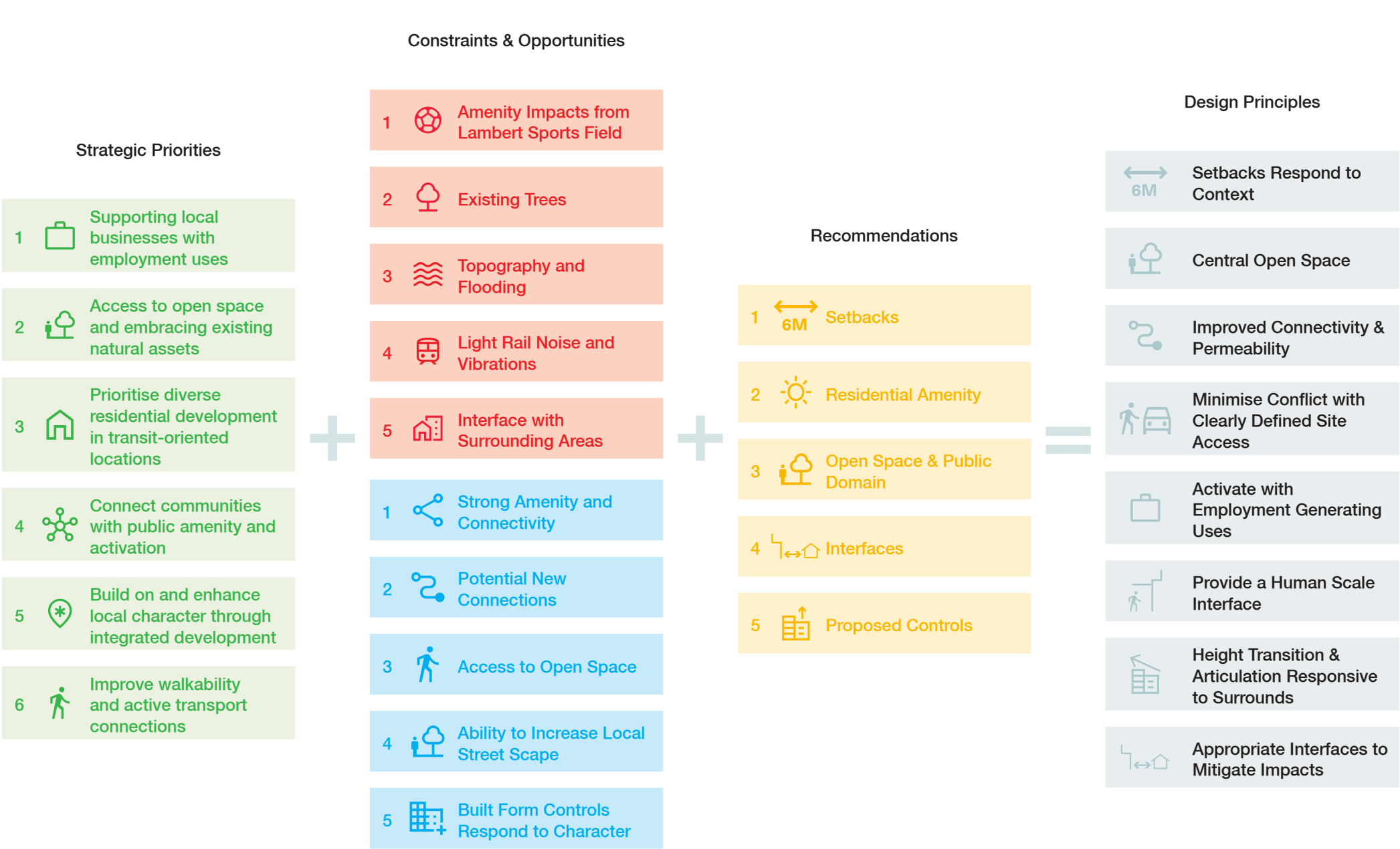
Design Principles

5.1 Development of Principles

The design principles have been generated through the combination and consolidation of all the criteria of assessment that was discovered through the strategic policy review, context analysis and previous urban design scheme review. The intent is that these principles will guide future built form and design across the site.

Each design principle responds to a number of the factors from each of the priorities, constraints, opportunities or recommendations. Collectively, they respond to all of these, creating a holistic response to the site that the urban design scheme can use to build a fully responsive proposal.

The following pages expand on the design principles and show which of each criteria they respond to and how.



Design Principles

5.2 Design Response

Principle

6M Setbacks Respond to Context

The edge conditions of the site require setbacks that are responsive to each individual requirement. Various environmental and spatial impacts such as the light rail, noise and light from the sports field, trees and prevailing setbacks will need to be taken into account within the proposal. Utilising setbacks will help reduce bulk and scale of development and respond to the existing neighbours.

Design Response

- 1. Min. 6m setback along the western boundary to provide space for a through-site link and a buffer from the light rail corridor
- 2. Min. 6m setback along the northern boundary to provide space for a private through-site link and to buffer from the noise of the sports field and the back of the grand stand. A 3m upper level setback also helps to reduce visual bulk along that edge and impacts on the sports field
- 3. Min. 6m setback along the eastern boundary to accommodate trees, footpath and landscaping. A 3m upper level setback also provides good separation to reduce bulk and scale along Davies Lane, reducing impact on neighbouring low density properties
- 4. Min. 6m setback along the south-eastern corner to provide for trees and landscaping and to reduce bulk on the corner creating an inviting presence at street level
- 5. 0m setback to the south-west corner to provide a strong street presence along Lords Road that is aligned to the existing front setback. An upper level setback of 6m brings the building in line with the eastern corner and reduces street scale along Lords Road.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1 ✓	1	1 ✓
2 ✓	2 ✓	2 ✓	2
3	3	3	3 ✓
4	4 ✓	4 ✓	4 ✓
5 ✓	5 ✓	5 ✓	5
6			

Examples



KEY	
	Site Boundary
	Connection
	Setback
	Upper Level Setback
	Noise

Design Principles

Principle



Central Open Space

A central open space should be created to enhance the local street scape and provide deep soil and tree canopy. This open space would be oriented towards Lords Road to create a sense of openness and inviting nature. The perception of this space should be public with a mix of active uses such as a playground and passive spaces for people to relax.

Design Response

- 1. The open space fronts directly onto Lords Road with it's full width to draw movement into the site. The increased setback on the south-east corner allows a strong visual link from that direction.
- 2. A primary area will be a publicly accessible private open space with adequate deep soil and tree canopy to create a safe and welcoming environment. It will host passive and active (childs play) spaces.
- 3. Deeper into the site a secondary open space will provide communal open space for residents at ground floor. This will also host deep soil and tree canopy
- 4. The edges of the primary open space will be activated at ground with active uses, particularly at corners to draw movement, and supported with passive surveillance from residential dwellings above ground. These building pads will be used to mitigate flood impacts and the open space will handle level change between them

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



KEY	
	Site Boundary
	Primary Open Space
	Secondary Open Space
	Footprint Zone
	Active Edge

Design Principles

Principle

Improved Connectivity & Permeability

Improved permeability through the site and connectivity with surrounding places will allow the proposal to stitch into the existing neighbourhood and improve access to key local amenity. Connections through and beyond the site will draw people in, creating activity and a central gathering space.

Design Response

- 1. Proposed potential future connection along the western boundary and through Lambert Park Sports Field connecting to Marion Street Light Rail. This would also act as an extension of the Greenway and provide a buffer to the light rail
- 2. Min. 9m through-site link mid-way through the block to create a connection east-west and additional entry points. This laneway would be activated with non-residential uses at ground
- 3. Draw movement in from the Lords Road frontage at a central point of the site. Either side of this space is flanked by buildings to create enclosure
- 4. Provide a secondary connection along the eastern boundary to provide more room for Davies Lane and creating a setback to protect existing and future trees along this edge
- 5. Provide private through-site links along the north to provide direct access to residential at ground and communal open space

KEY

Site Boundary

Primary Connection

Secondary Connection

Private Connection

Footprint Zone

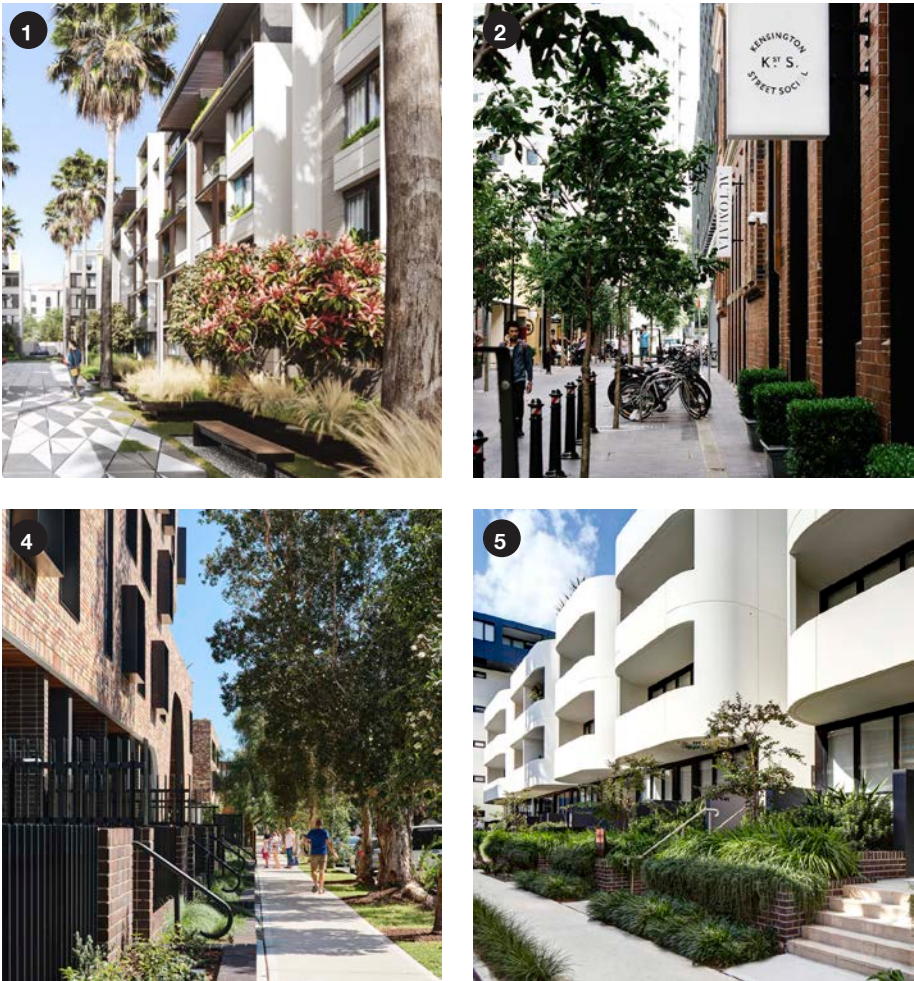
Active Edge



Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



Design Principles

Principle



Minimise Conflict with Clearly Defined Site Access

Vehicular access should be minimal and clearly legible to reduce conflict with pedestrian, prioritising active transport movement over car use. Car park entry/entrance should be from a singular point, most likely along the south-east corner due to flood requirements. The carpark should also have the height clearance to allow servicing in basement rather than at ground floor. A separate shared road may enter and exit the site from Lords Road only, providing an address to all properties and also reducing car use of Davies Lane for servicing the site.

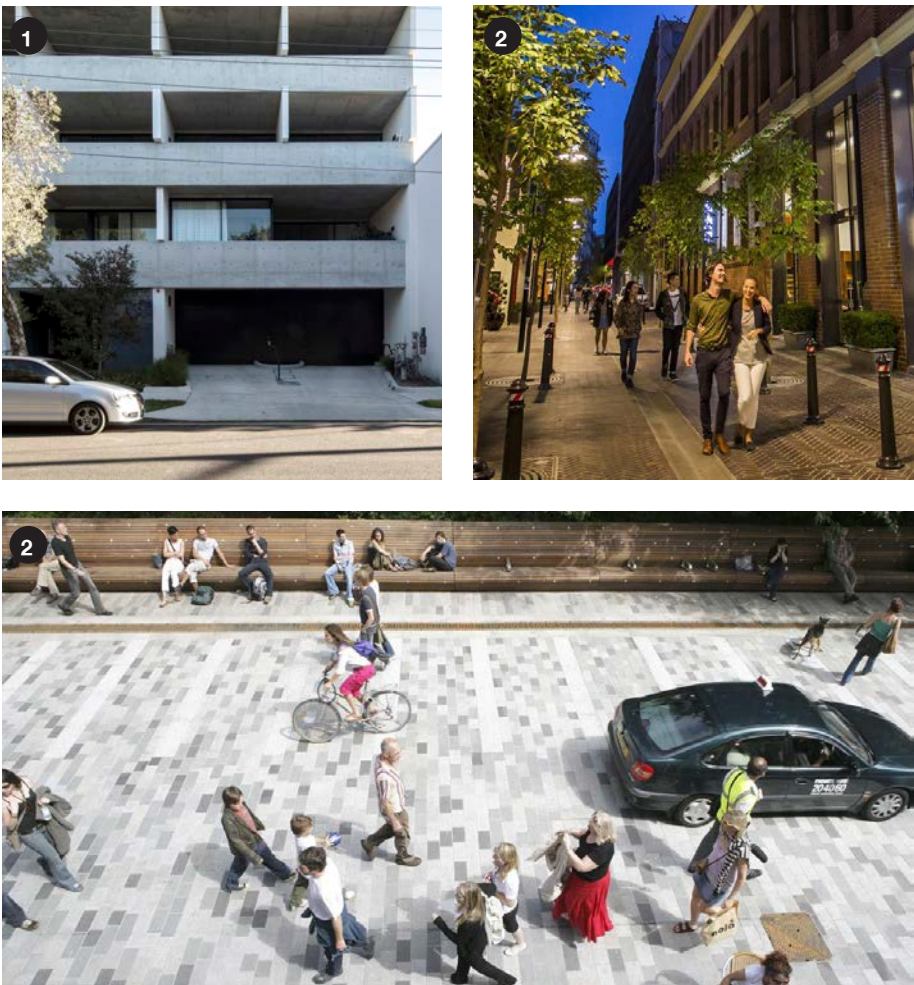
Design Response

- 1. A singular carpark entry on Lords Road with clear height for servicing in a single level of below-ground basement parking. This provides for both residential move in day and for non-residential services, negating the need to use Davies Lane for servicing entirely. The entrance would be concealed, setback and activated on either side and the crossing would be a shared path to reduce impacts on pedestrian movement
- 2. A shared zone enters the central open space from Lords Road and terminates in a turning bay and few short-term parking spaces. This provides an address to the rear dwellings and provides space for pick-up/drop-off that is closer than Lords Road. The shared zone will be fully accessible and prioritised for pedestrians to create a safe and welcoming environment.
- 3. Residential lobbies are accentuated to provide clear legibility. These are located towards the east and west providing residents with dual access.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



KEY	
	Site Boundary
	Vehicular Movement
	Footprint Zone
	Residential Entrance
	Active Edge

Design Principles

Principle



Activate with Employment Generating Uses

The central open space should be activated through the establishment of employment generating uses. These will provide strong public activation of that space, drawing people in and supporting local businesses. These non-residential units will be connected around the open space to create a community. The rear of the site should be maintained for residential uses to provide alternate activation at ground floor and limit depth of non-residential uses.

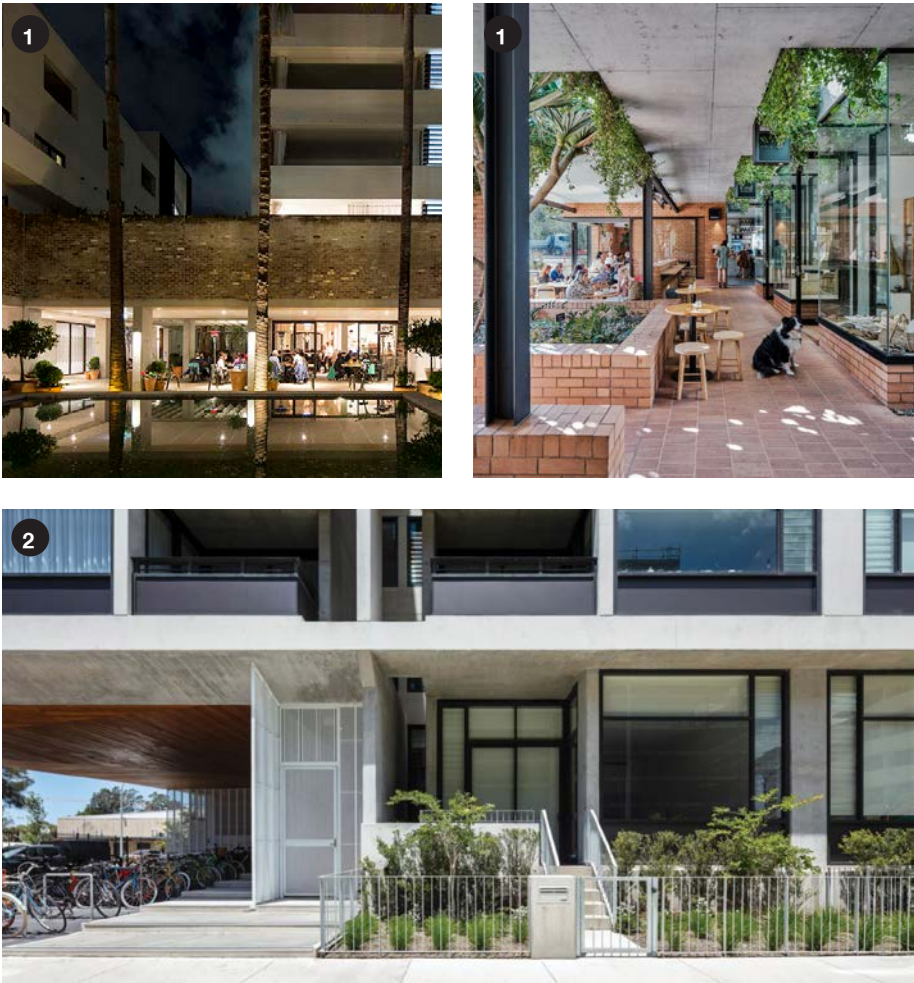
Design Response

- 1. Non-residential uses are provided towards Lords Road, surrounding the open space. These uses would activate the open space and provide employment generating uses that support local business. Active frontages to these uses ensure that they are appropriately perceived as non-residential and create movement within the site. These non-residential tenancies will be designed as fully adaptable and flexible to accomodate a wide rnage of potential future uses.
- 2. Residential uses are maintained at the rear of the site, circulating the communal open space. These ground floor units have larger private terrace open spaces that provide articulation and scale to the buildings. They help activate the through-site links towards the outside of the site particularly at night, creating a safer environment.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1 ✓	1	1	1 6M
2	2	2	2
3 ✓	3	3	3
4 ✓	4	4 ✓	4 ✓
5 ✓	5 ✓	5	5
6			

Examples



KEY

Site Boundary

Non-Residential

Design Principles

Principle



Provide a Human Scale Interface

Making the site more pedestrian friendly means creating a human scale interface to any built form. Centrally, the built form should have a very low scale facing the courtyard to increase sky view and openness. Outward facing edges should respond to the street scale and aim to reduce bulk through upper level setbacks that respond to neighbouring areas that are existing and also any future potential developments.

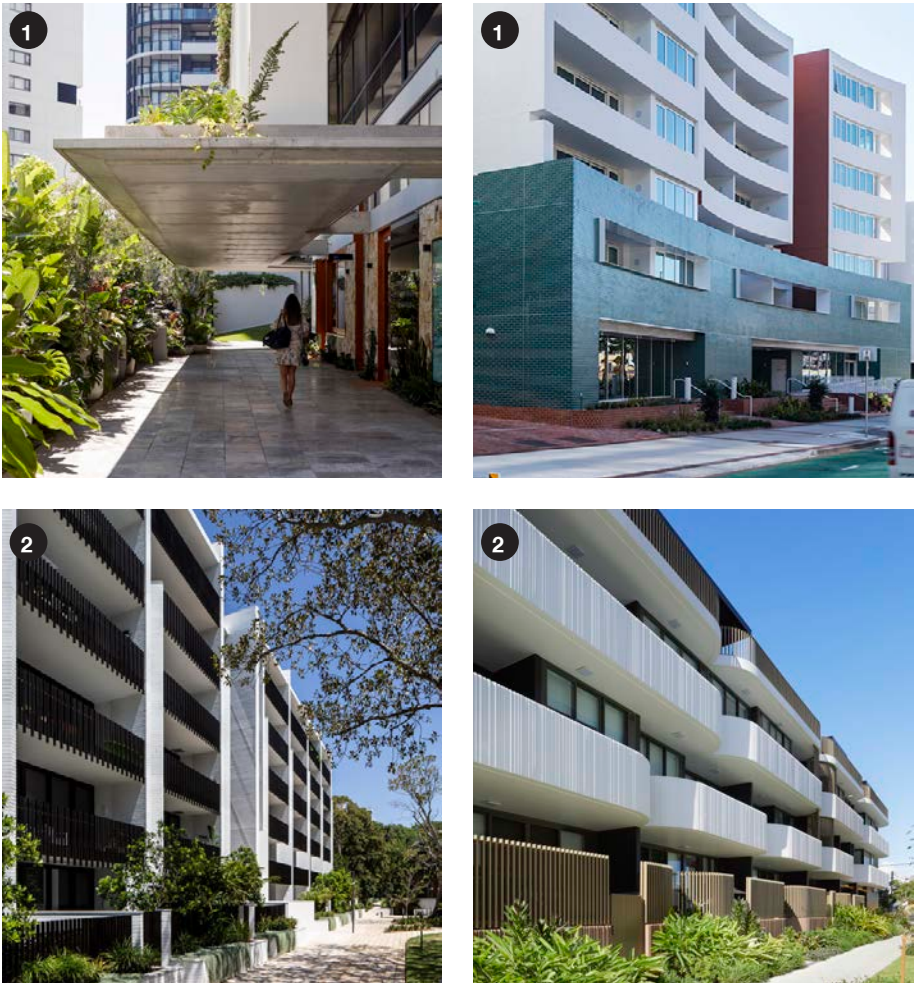
Design Response

- 1. A 1-2 storey street wall that faces internally towards the open space provides a finer-grain human scale at ground floor. This would be facilitated through a 2-3m above ground setback that provides deeper residential terraces for further activation. The use of street canopies at ground will also aid in reducing scale whilst providing shade and reducing wind down wash, creating a more comfortable environment.
- 2. A 4 storey street wall for externally facing façades will be used to reduce street scale and bulk. An upper level setback of 3-6m along these edges will further reduce scale. This also helps to reduce visual impact and provide adequate articulation to satisfy ADG requirements.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1 ✓	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5 ✓	5	5	5
6			

Examples



KEY

	Site Boundary
	1-2 storey street wall
	4 storey street wall

Design Principles

Principle



Height Transition and Articulation
Responsive to Surrounds

Height should step up from the east to the west and provide stepped forms and setback from the south to the north to mitigate bulk and scale and to be responsive to surrounding areas. This should take into account additional proposed height for the surrounding blocks as advised in PRCUTS so that the built form is well placed within a future planning framework.

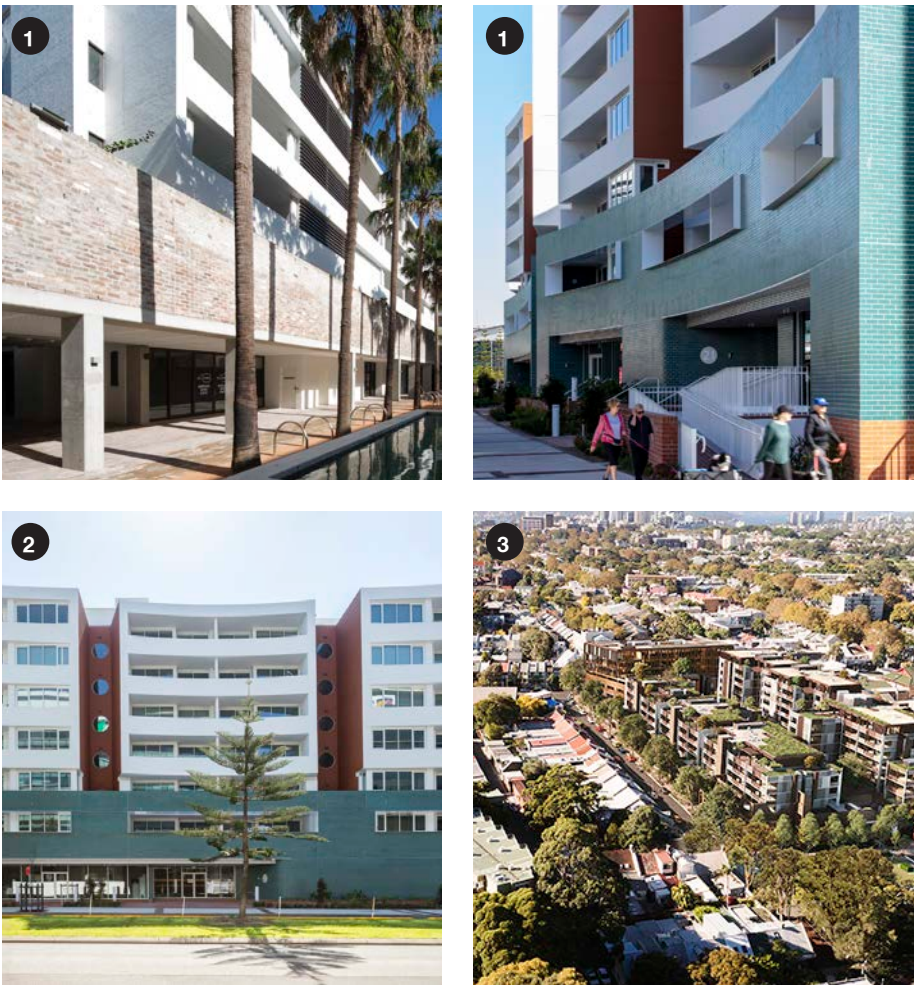
Design Response

- 1. The 4 storey street wall would be accentuated through a material/style change, providing a heavier base to the building thereby reducing visual bulk and setting the street wall to match the surrounding heights that PRCUTS has recommended.
- 2. Vertical articulation would be emphasised to reduce horizontal scale and provide verticality to long building edges. This would allow the buildings to be momentarily perceived as individual blocks rather than one continuous frontage and the building would be more responsive to the fine-grain existing character of neighbouring properties
- 3. Combined, these architectural expression elements would reduce the bulk of the building and aid in creating a appropriate height transition in the short-term before neighbouring lots can develop. In the long-term, a maximum height of 8 storeys aligns with PRCUTS recommended height control of 30m and is only utilised along the western boundary, reducing scale in other areas of the site. A 6 storey limit to the east provides the height transition to neighbouring properties and a 4 storey street wall to the south provides transition in that direction.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



KEY	
	Site Boundary
	Height Transition
	4 storey Street Wall
	Vertical Articulation
	PRCUTS recommended buildings for surrounds

Design Principles

Principle



Appropriate Interfaces to Mitigate Impacts

Various edge conditions will need to be considered to appropriately respond to existing constraints imposed across the site. The northern interface will have to be designed to mitigate impacts of noise and light from the sports field, the west will need to mitigate noise from the light rail, and façades within close proximity to each other will need to be considered for internal and external building separation ADG compliance

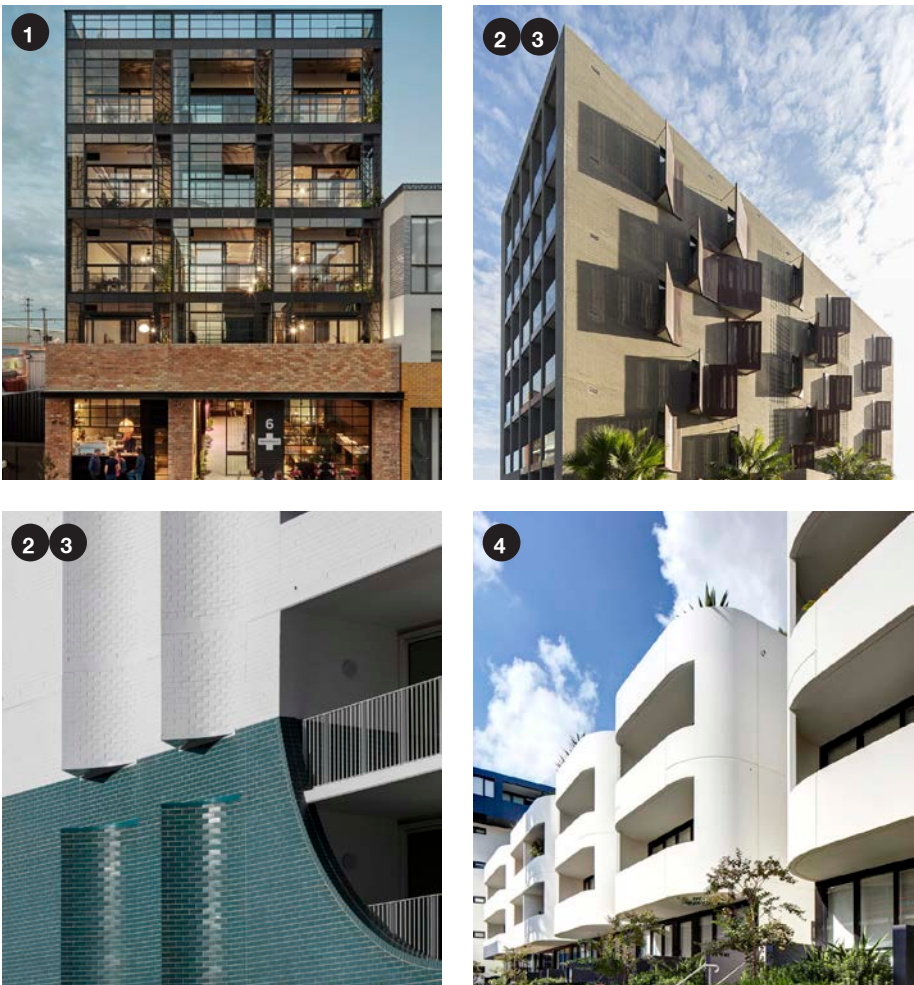
Design Response

- 1. Façades facing the light rail will employ winter gardens to provide a noise buffer to the rail corridor. The raised rail corridor and trees along the site edge and the Greenway will help reduce visual impact of the largest facade in the development.
- 2. Northern facing walls will use architectural expression and articulation to direct views and openings away from the sports field. This is to reduce over-looking of the sports field and to mitigate noise and light spill from the field, particularly at night.
- 3. The internal façades along the mid-block through site link have a min. separation of 9m, thus requiring either non-habitable uses or articulation that limits direct views into opposing dwellings. There are various methods such as directional window slots and louvres that can be used to create a strong facade whilst still enabling habitable rooms.
- 4. Dwellings facing east along Davies Lane would be designed with balconies that reduce direct views into neighbouring private open spaces. This can be done via deep balcony setbacks and more solid elements that direct views whilst still maintaining internal residential amenity.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



KEY	
	Site Boundary
	Winter Garden Edge
	Directional Edge
	Enclosed Edge
	Non-Habitable Edge

Urban Design Scheme

6

Urban Design Scheme

6.1 Vision

Envisioned as a mixed-use intergenerational precinct, the proposal would generate vitality and activation for the site and to Lords Road and demonstrates Platino's commitment to the local community. It features improved pedestrian connectivity, permeability, streetscape, presence, open space and non-residential floorspace.

The ground floor would be activated by a minimum of 2,000sqm non-residential floor space, providing for the local economy and encouraging movement within and through the site. Large non-residential spaces with high ceiling heights will be able to accommodate a diversity of uses to renew employment opportunities on the site. Activation could come from potential uses such as workshops, cafes, co-working spaces, creative outlets, wellness centres and boutique offices.

Approximately 220 dwellings will help generate long-term activation and help establish a strong community. An intergenerational approach has been envisioned that allows individuals, families, seniors, and key workers to coexist within the site. Co-working spaces will allow residents to work from home, whilst common areas, cafes and a playground will encourage socialisation and activity for young and old.

A publicly accessible private open space supports the ground floor activation and residents. Fronting Lords Road, the open space aims to draw movement into the site and create a meeting place for the community. The open space is connected to the surrounding context via a series of public through-site links with the intent to connect to the Greenway, Davies Lane and a potential future connection to Marion Street Light Rail via Lambert Park Sports Field to the north.






The design represents a holistic vision for the site that has been grounded in its response to strategic, local and place-specific requirements. A reference scheme has been prepared that demonstrates alignment with the proposed outcomes, controls and vision.



6.2 Concept Plan

The concept presents a scheme with 4 primary buildings and one smaller building at the rear of the site. The central open space runs almost the full length of the site, terminating in the small private terraces that hold the space. This open space is directly accessible from Lords Road and manages the level changes in the site whilst providing a diversity of spaces for relaxation and play.

The four primary buildings increase in height from 6 storeys to 8 storeys and each contain various levels of articulation at their edges to reduce bulk and scale and create a better interface with surrounding areas and landscape. Several through site links are provided enabling a much more permeable structure than currently existing on the site and providing potential connections to Marion Street and the Light Rail stop.

Existing		Proposed
52%	 Site Coverage	51%
<5%	 Deep Soil	min. 15%
5,500sqm	 Non-Resi	min. 2,000sqm
<10%	 Tree Cover	22%
0sqm	 Open Space	1000sqm



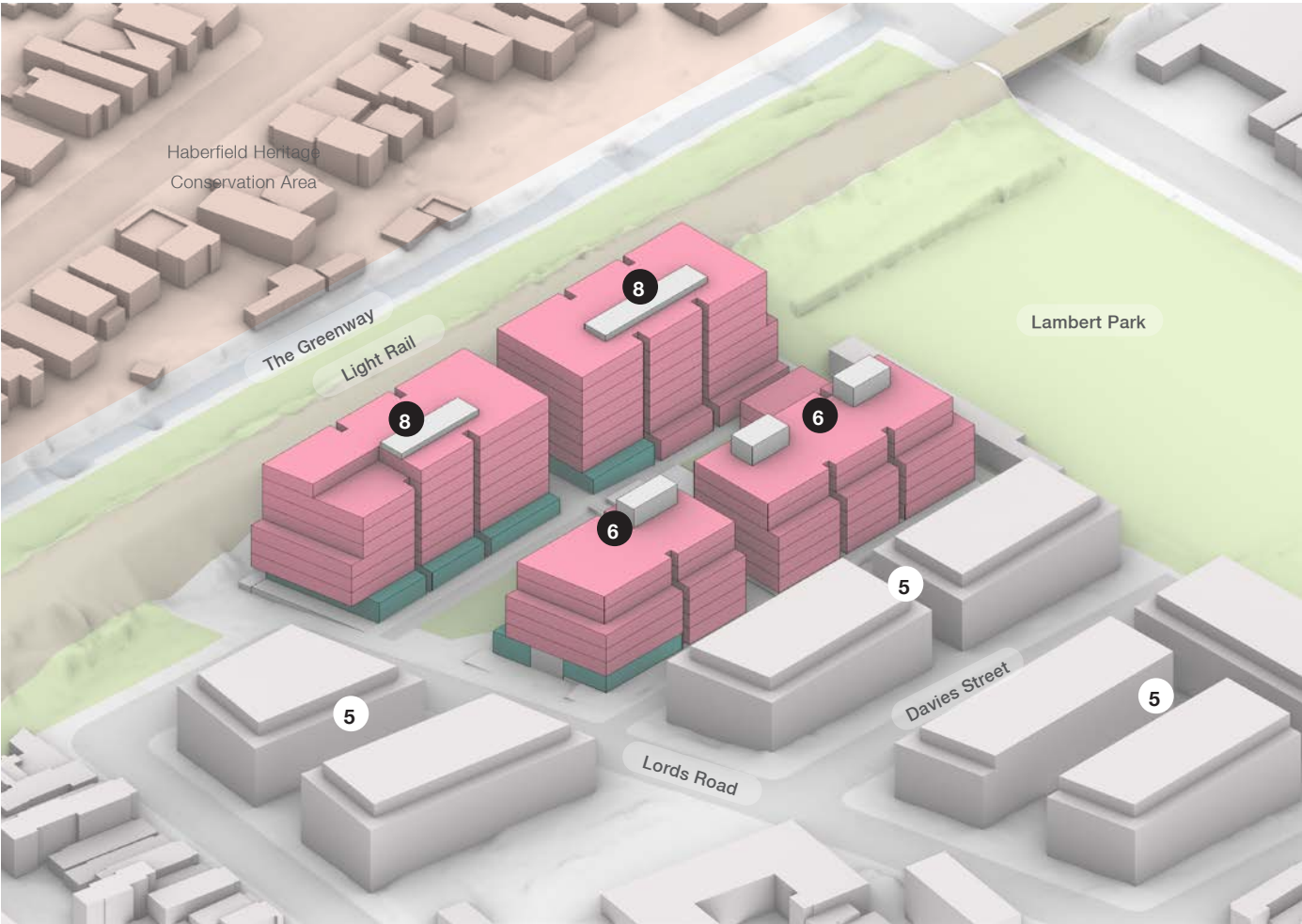
Urban Design Scheme

6.3 Massing






The scheme steps up from 6 storeys at the east to 8 storeys at the west. The below represents the scheme within the existing context and also within a future context that assumes indicative PRCUTS building massing up to 5 storeys on neighbouring sites.



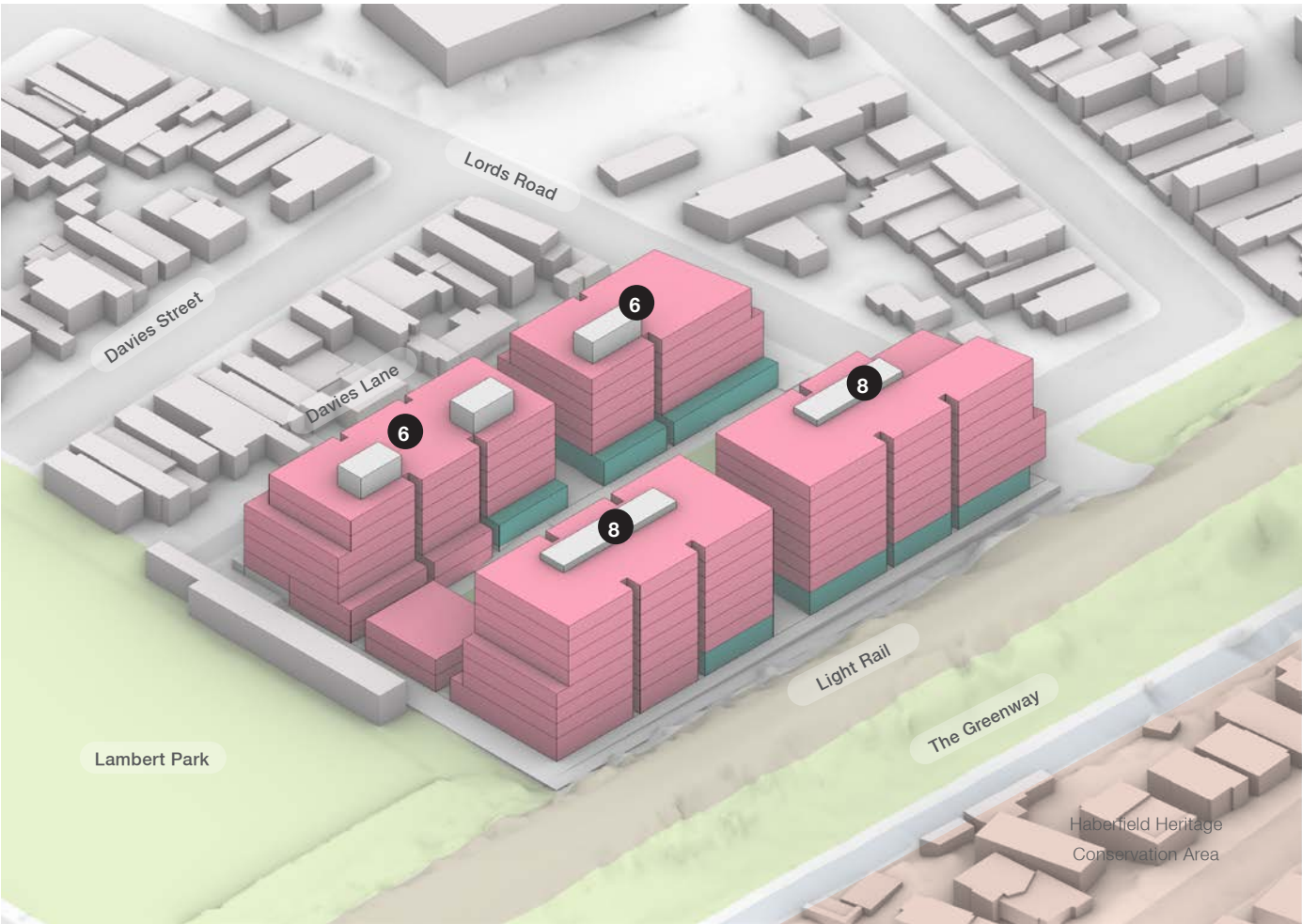
View from South-East - Existing Context



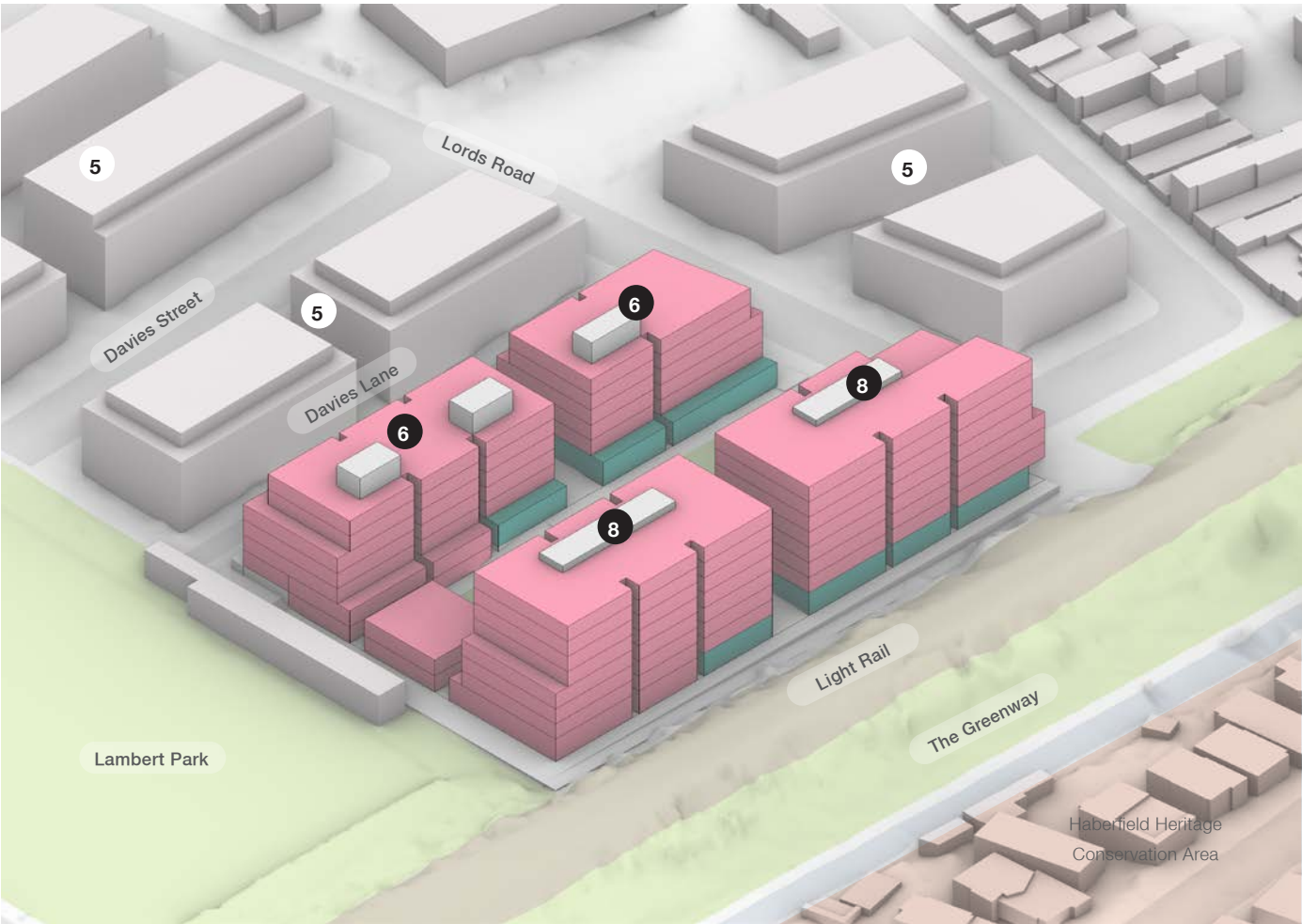
View from South-East - Future Context (PRCUTS)

KEY	
	Site Boundary
	Residential
	Non-Residential
	Indicative PRCUTS
	Storey Height






Urban Design Scheme



View from North-West - Existing Context

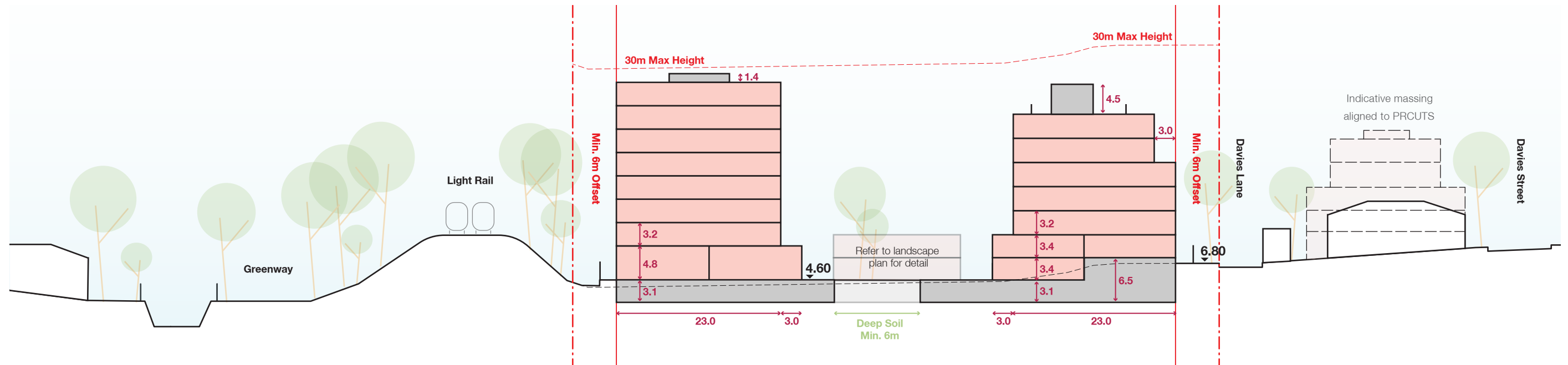
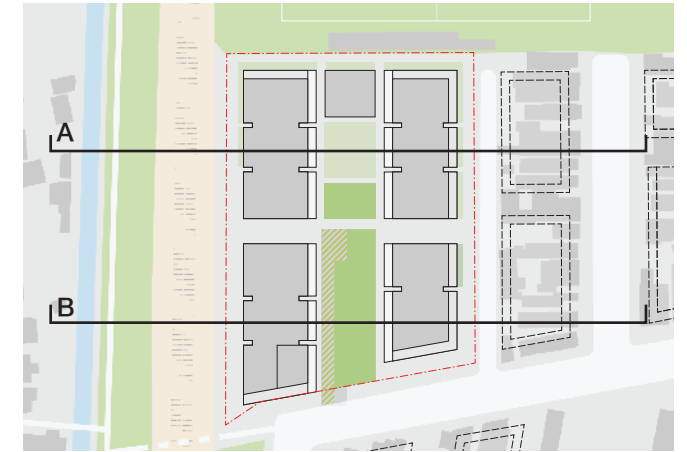


View from North-West - Future Context (PRCUTS)

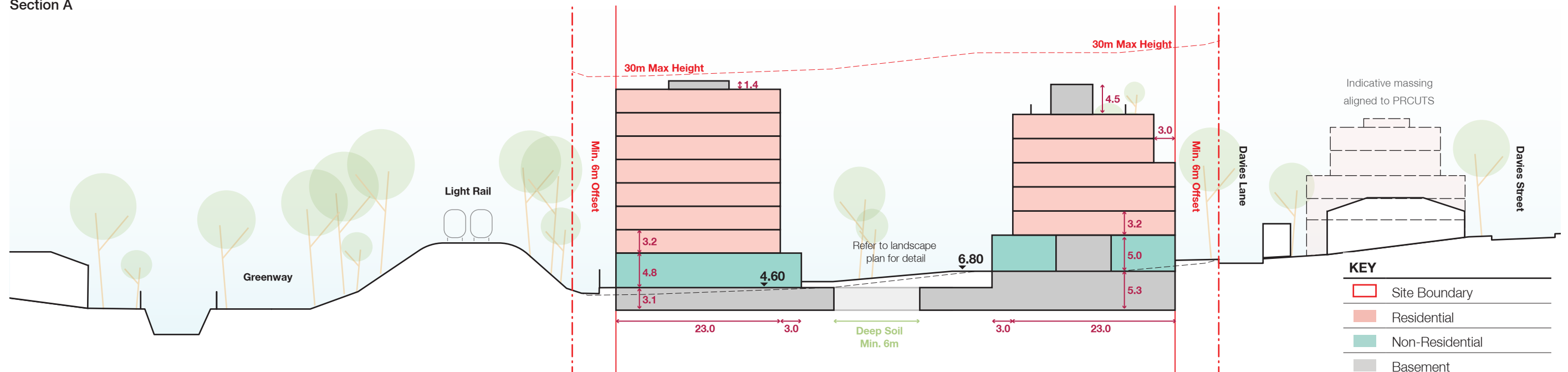
KEY	
	Site Boundary
	Residential
	Non-Residential
	Indicative PRCUTS
	Storey Height

Urban Design Scheme

6.4 Sections

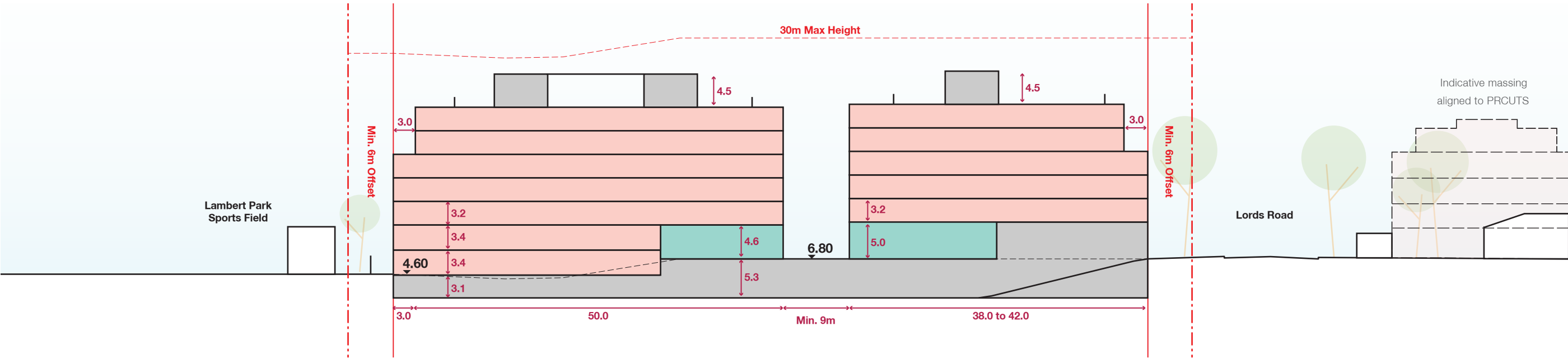
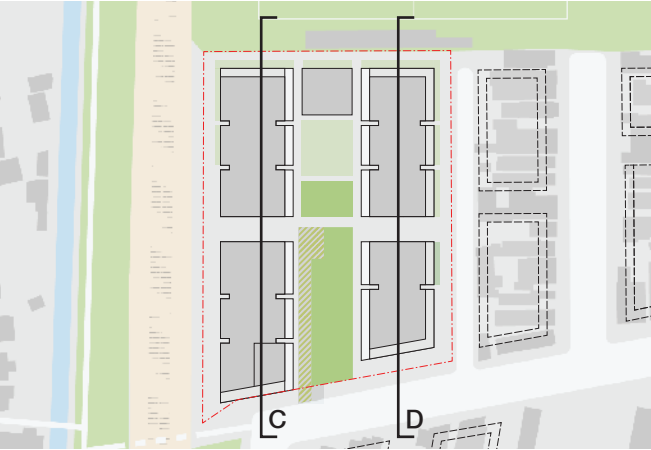


Section A

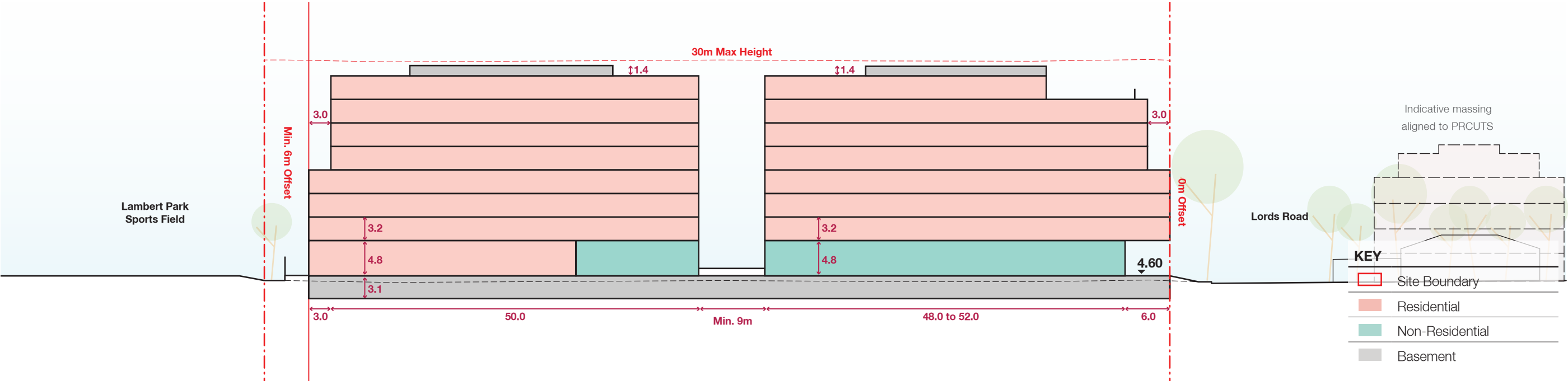


Section B

Urban Design Scheme



Section C



Section D

- KEY**
- Site Boundary
 - Residential
 - Non-Residential
 - Basement

6.5 View Impact Analysis

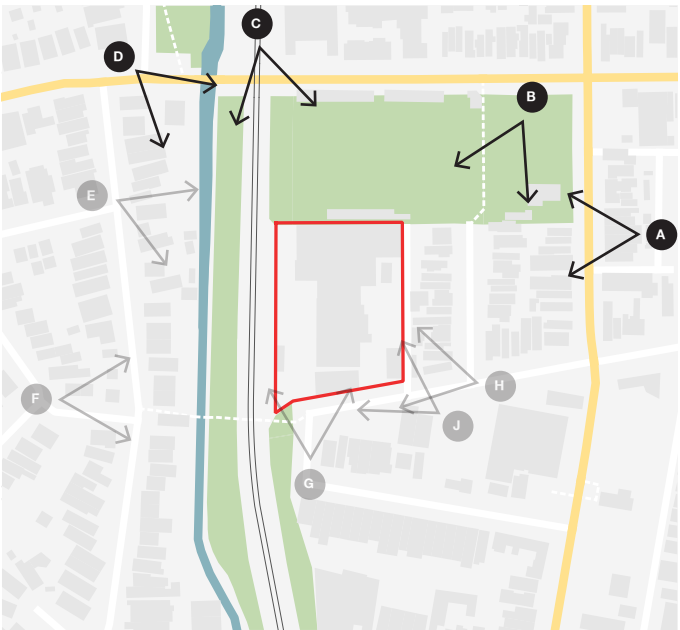
Select vantage points have been used to determine view impact of the scheme to surrounding areas. The majority of these views were highlighted in the previous planning proposal peer review as recommended locations for analysis.



View A - Leichhardt Marketplace rooftop carpark



View B - Lambert Park



View C - Marion Street Light Rail



View D - Corner Marion Street / Hawthorne Parade

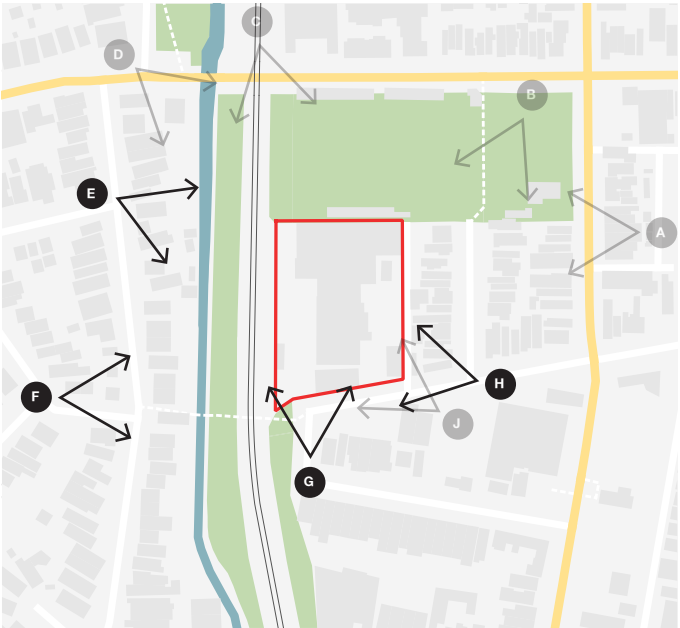
Urban Design Scheme



View E - Corner Hawthorne Parade / Percy Street



View F - Corner Lord Street / Ramsay Street



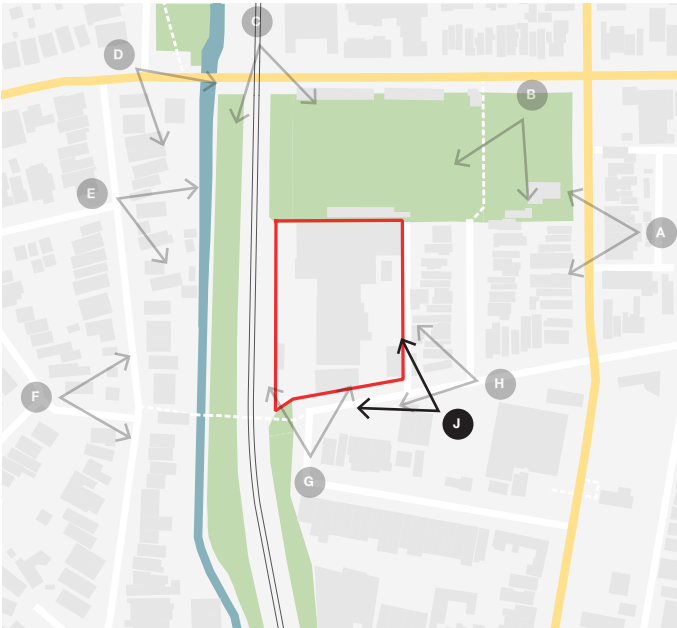
View G - Corner Lords Road / Kegworth Street



View H - Corner Lords Road / Davies Street

Urban Design Scheme

A more detailed view analysis along Lords Road has been prepared to demonstrate a potential approach to the site in terms of scale and materiality and to situate this within it's surrounding context. An indicative outline of potential massing on neighbouring sites has been shown based on PRCUTS recommended controls to demonstrate the proposal within a future scenario.



View J - Lords Road

6.6 Shadow Analysis

Overshadowing analysis of the surrounding context has been modelled based on the reference scheme. The following pages contain more detailed solar analysis for the site to demonstrate ADG compliance.

Solar compliance for neighbouring properties along Davies Lane and Lords Road have been tested based on relevant DCP controls. The scheme would be compliant with these controls, primarily not reducing solar access below 50% from 9am to 3pm on winter solstice.

KEY

Site Boundary

Existing Shadow

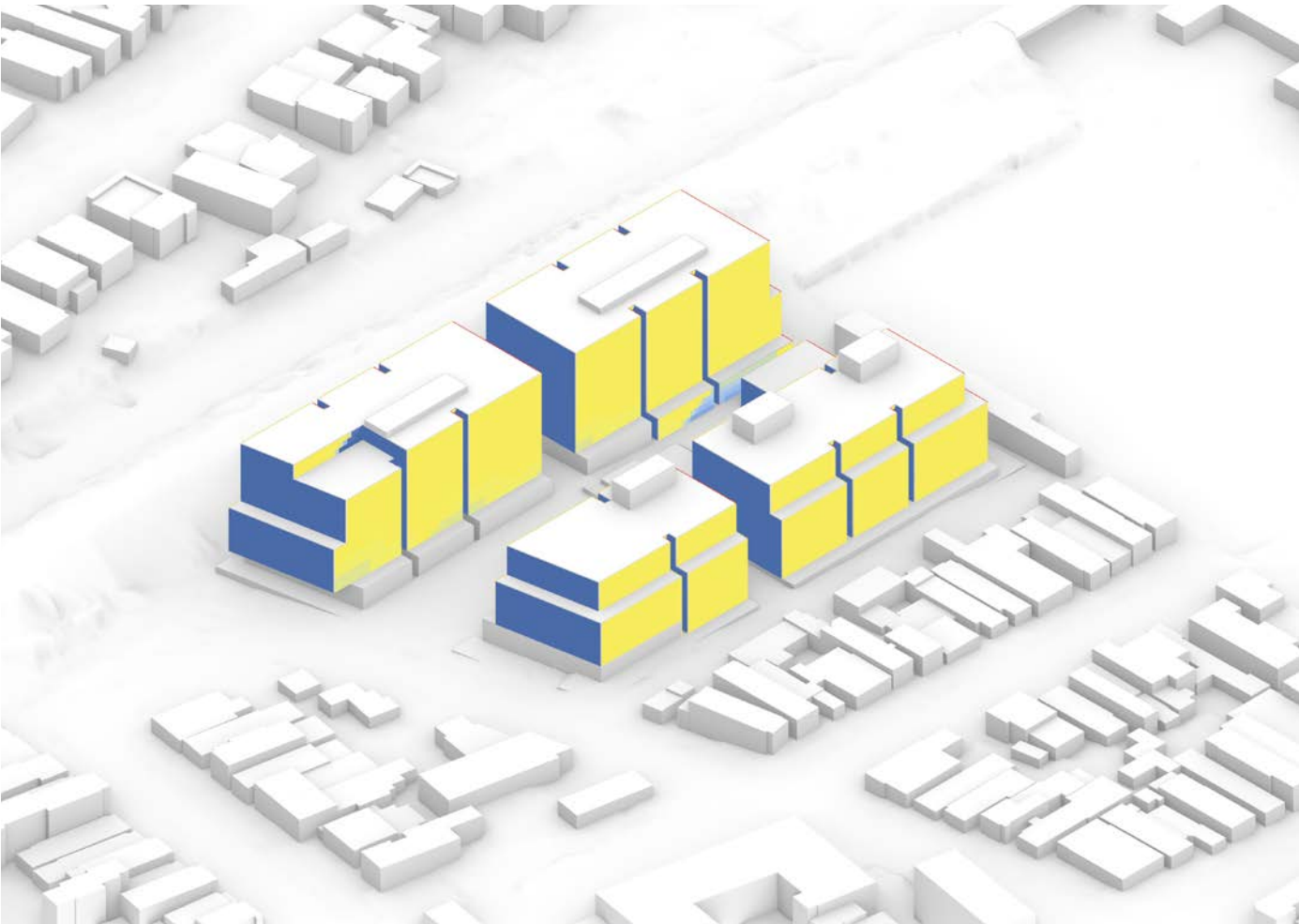
Proposed Shadow



6.7 Solar Studies

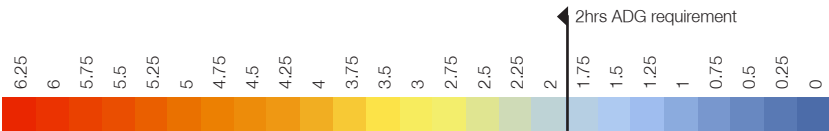
Residential Facades

Measurements of the amount of direct sun the facade of any residential use receives between 9am and 3pm on 21st June (Winter Solstice) has been calculated. The intent is to demonstrate a high level understanding that the scheme would achieve ADG solar access compliance which is ≥ 2 hours.



Southern and Eastern

All eastern facing facades achieve are compliant. Dwellings on southern facades will prioritise living spaces to the east and west.



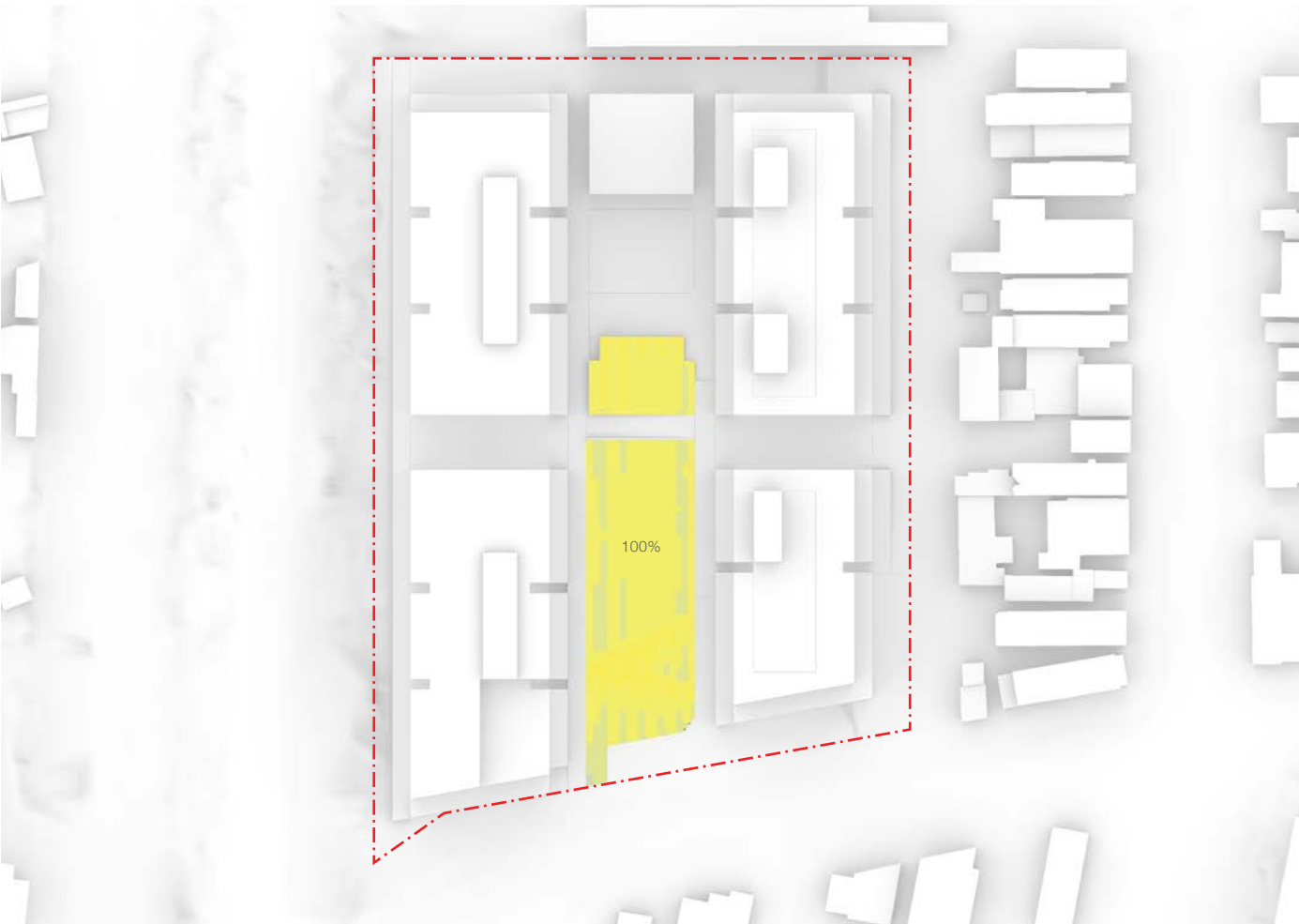
Northern and Western

All facades are compliant except for those between buildings. These facades will be non-habitable and dwellings here will prioritise living spaces to the east and west.

Urban Design Scheme

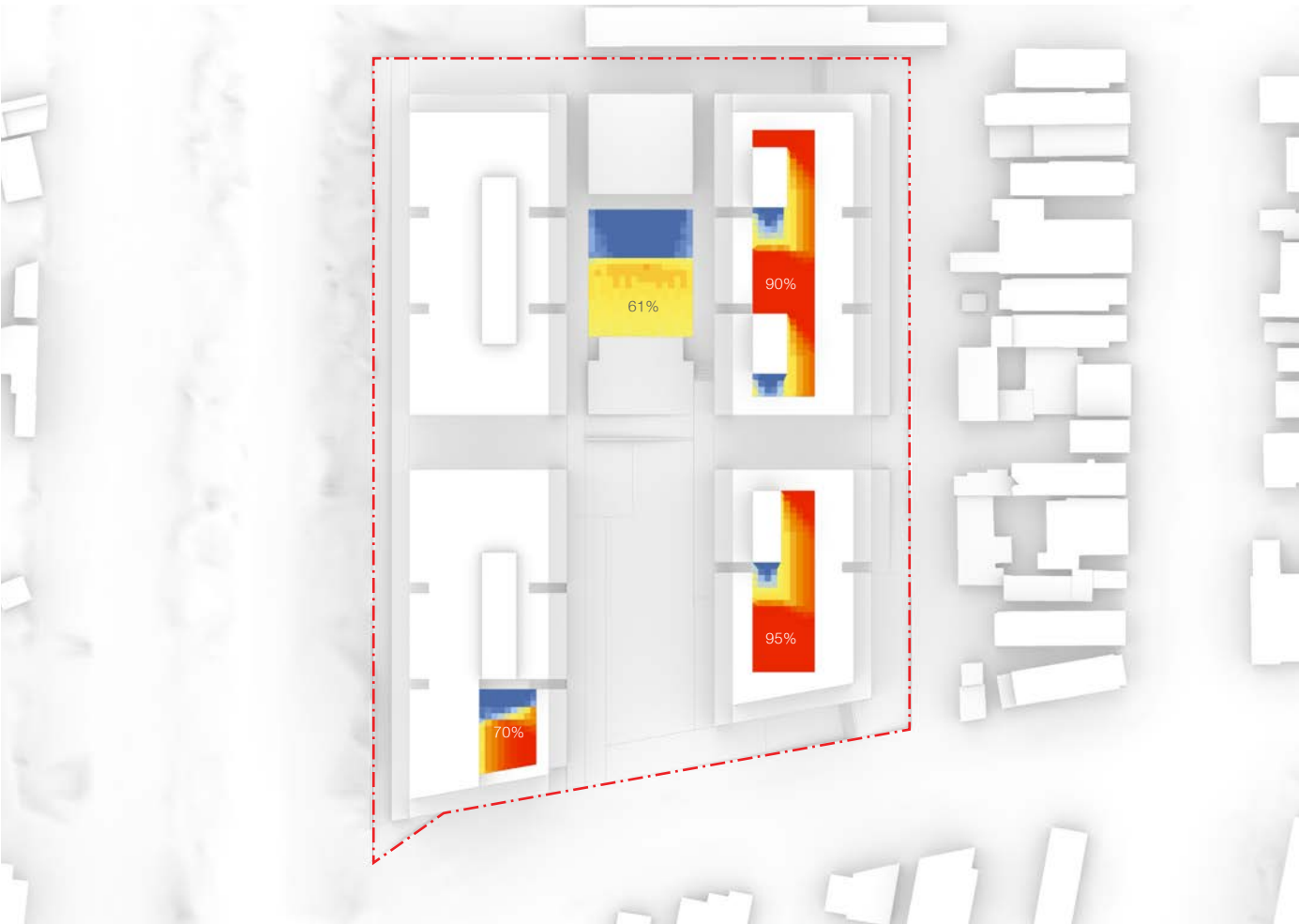
Open Space

Solar access has also been calculated for the central public open space and private communal open spaces. The Apartment Design Guide requires 50% of the communal open space achieve greater than 2 hours sunlight between 9am and 3pm.



Primary Public Open Space

Achieves 100% > 2 hrs






Private Communal Open Space



Each space independently meets criteria and collectively achieves 80% > 2 hrs



6.8 Recommendations Response

The following responses are in regards to the recommendations from the previous planning proposal peer review process. This allows for a clearer understanding of the outcomes of the urban design scheme in response to previous concerns for the site.

Recommendation		Response
<div><div>6M</div><div>Setbacks</div></div>		
1	Further setbacks are to be introduced for the proposed building at the corner of Lords Road and Davies Lane; to mitigate the scale and to protect the existing mature trees along the Lords Road frontage (6m for Davies Lane & 3m For Lords Road)	Arborist advice has been sought and the recommendation was to consider the removal of all existing trees due to poor ground quality and substantial impacts on the scheme. The advice also recognised that removal of the trees and planting of new trees would improve the streetscape quality by allowing better quality trees to grow and the ability to increase the amount of trees along Davies Lane. Therefore, setbacks at the corner of Lords Road and Davies Lane and through the length of Davies Lane have been recommended for a minimum 6m setback.
2	A further ground level setback between 3m and 7m to Davies Lane is recommended to accommodate a minimum 3m footpath and landscaping	As per above, a minimum 6m setback has been provided along Davies Lane which would be sufficient to accommodate a 3m footpath, landscaping and private open space for ground level dwellings.
<div><div></div><div>Residential Amenity</div></div>		
5	Review ADG building separation to ensure buildings and DCP reflect the minimum required. Also ensure all buildings achieve appropriate ADG cross ventilation and solar access	The ADG requirements for building separation have been considered and appropriately implemented within the scheme. The reference scheme in section 8 highlights the ability to achieve the required separation distances and to allow cross ventilation and solar access requirements. In some places, non-habitable façades are required, however these can be articulated to allow diffuse light and directional views without imposing on visual privacy of opposing dwellings.
6	Minimise overshadowing of the central open space	The scheme has been designed to limit overshadowing of the central open space by prioritising taller buildings to the east and west and maintaining a low scale building to the north. Internally facing the open space a 1 storey street wall has been introduced that limits bulk and increases solar access. In the reference scheme, 100% of the primary public open space achieves greater than 2 hours direct sunlight between 9am and 3pm. Communal open spaces achieve a minimum of 61% and collectively 80%.
7	Draft DCP should reflect individual residential dwellings at ground along Davies Lane	The DRAFT DCP diagrams in section 9 of this report have reflected this.
<div><div></div><div>Open Space & Public Domain</div></div>		
6	Proponent to clarify traffic circulation strategy and confirm minimum clearance requirements	Traffic circulation is highlighted in the principles as a key factor of the scheme. A singular carpark entrance/exit is provided along Lords Road at the south-east corner of the site. The carpark would provide sufficient clearance (min. 4.5m) for a truck to service the site. A shared zone, also providing an entrance and exit on Lords Road allows for low-speed vehicular movement within the central open space to provide kiss-n-ride facilities closer to the buildings to the north. Davies Lane has not been considered for additional vehicular use in this scheme.
7	Confirm if a connection along the western boundary is in line with the Greenway masterplan	The Greenway Masterplan shows a secondary path along the eastern side of the Light Rail embankment adjacent the site and through the Lambert Park Sports Field. Refer to pp.111-114 of the Masterplan Report and pp.63-64 of the Route Options Assessment Report.

Recommendation		Response
8	Proponent to clarify intended users of the central open space and extent of roof top gardens and communal open space for residents	The central open space is to be a privately owned - publicly accessible open space. The southern portion will be public, whilst the rear portion will be a communal open space for residential tenants. The public component may be used by anyone - however it is expected that activation will occur from the non-residential tenancies that surround this space. Rooftop gardens have been provided on buildings D and E. Please refer to the reference scheme in the section 8 for clarification.
9	Proponent should not present the open space as serving the wider community, but rather as the benefit for residents, commercial tenancies and community users of the site	Noted. However, it is expected that the open space would be of benefit to the local community as it is accessible and highly visible from Lords Road and will be designed to appear public rather than private.
10	Retain the row of trees at the Lords Road and Davies Lane corner to provide screening of the new development. Arborist advice should be sought to confirm conditions for longevity	As noted on point 1, arborist advice has been sought and tree removal was recommended. New tree planting at this corner will provide screening of the new development.
<div><div></div><div>Interfaces</div></div>		
11	Draft DCP should provide development controls that address roof form and building materiality, in line with the PRCUTS guideline	Noted.
12	Before and after photo montages are to be prepared to assess visual impact. Eight vantage points have been identified	View impact analysis has been prepared in the previous section of this report. The majority of these view locations were chosen based on the recommended vantage points.
13	Provide articulation for long buildings to reduce scale	Articulation is a key principle of the urban design scheme and has been demonstrated across this report. The reference scheme in the section 8 details how this could occur, primarily being used as light-well for residential corridors and to provide expressive entrances at ground floor lobbies. For the longest buildings in the site (50m+) articulation has been provided at two points along each facade, effectively splitting the mass into three separate pieces. These slots may also be further articulated through material differences and architectural expression.
<div><div></div><div>Proposed Controls</div></div>		
14	It is recommended to retain the maximum height limit for the site at eight storeys. A 30m height limit as indicated in the PRCUTS would provide adequate height	Noted. The maximum building height within PRCUTS (30m) has been used within this scheme. This includes lift overruns and rooftop gardens and a maximum storey height of 8.
15	Test if an FSR is still appropriate for the site given the proposed built form recommendations	This urban design scheme demonstrates an ability to achieve up to 2.4:1 as recommended in PRCUTS. The reference scheme in the section 8 demonstrates a compliant scheme at 2.38:1.
16	The proposal is to be reviewed from a socioeconomic viewpoint, as Criteria 1 of the PRCUTS Out of Sequence Checklist requires that the planning proposal demonstrate significant net community, economic and environmental benefits	Noted. Socio-economic advice has been sought and addressed in the social impact report and EIA submitted with the planning proposal.

Landscape Plan

7

Landscape Plan

7.1 Vision

A generous landscape interface with Lords Road will invite people passing by to stop and enjoy a moment on the lawns or to sit on the sandstone blocks that create an inviting edge to the proposed development. The dining opportunities that spill out into the public domain will activate the edges and create a vibrancy to the local area.

The communal spaces will be verdant, green landscapes with opportunities for the resident community to gather and enjoy a BBQ in their hidden garden. The history of the site will be celebrated by recycling the frame of the sawtooth roof to create a structure for vines to grow across.

Added permeability and new public access through the site will encourage greater activity, and allow people to traverse between key local attractions through the site. The public nature of these links will ensure that the wider site is accessible and welcoming to the broader community.

The network of spaces created across the site will cater for a range of users and allow everyone to find a space for outdoor activities and gathering. It will foster intergenerational activity and interaction, strengthening social ties in the broader neighbourhood.



Landscape Plan

7.2 Concept



01 - Rear access lane and fire escape



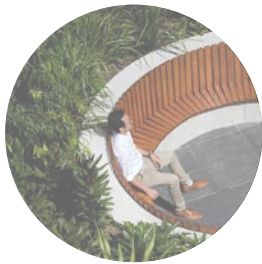
02 - Forest Board walk - Residential area.



03 - Forest Board walk - Commercial area



04 - Peaceful Sunken Garden - Private communal open space



05 - Belvedere - Elevated platform with seating and outlook space



06 - Lawn and Terraced seating with shared street - Public open space



07 - Cafe Terrace - Extension of board walk area



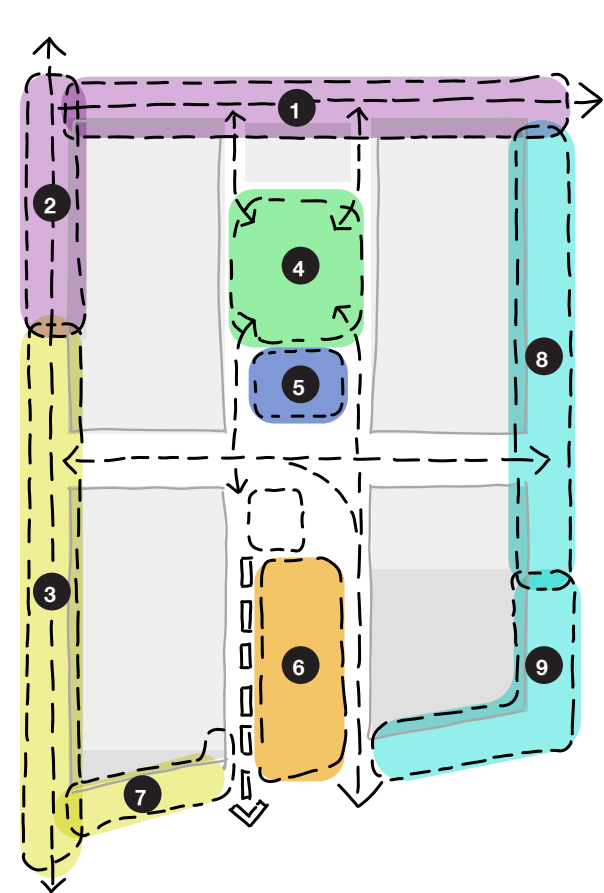
08 - Residential terraces with setback for tree canopy - Davies Lane



09 - Active frontage with setback



7.3 Landscape Characteristics



01 - Rear access lane and fire escape

The access lane will be a six meter wide easement with landscaped amenity and tree planting to minimise the light spill and acoustic impacts of the sports field to the North.



02 - Forest Board walk - Residential area

The board walk through dense forested planting will deliver a through site link while also providing screening and privacy to the residents at ground level.



03 - Forest Board walk - Commercial area

The commercial interface will be a meandering boardwalk with dense planting that creates intimate spaces for people to spill out from the commercial tenancies and enjoy a quiet place to sit.



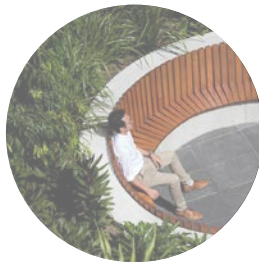
04 - Peaceful Sunken Garden - Private communal open space

The sunken garden will be a peaceful, resident-only space that is brought to life by a curtain of planting that appears suspended over the garden. Industrial trusses that have been reinstated as a unique place based feature will reference the industrial history of the site and celebrate the sawtooth roof that was once on the site.



05- Belvedere - Elevated platform with seating and outlook space

The belvedere will be a pavilion situated at the centre of the site. The platform will be slightly elevated and separate the public and private communal space. Deep planting will frame an informal seating arrangement that allows people to work outdoors, share a coffee or take a break in a dedicated un-programmed space.



06 - Lawn and Terraced seating with shared street - Public open space

The public open space will be a generous landscape that offers significant community benefit by catering for a range of local users. There will be a lawn for people to spill out from the neighbouring commercial tenancies, space for children to play, and sandstone block seating where people can linger in the public domain. Deep soils that permeate into the middle of the site will allow for trees with wide canopies to establish at the heart of the site.



07 - Cafe Terrace - Extension of board walk area

The terrace will be an elevated verandah that overlooks Lords Road - it will be activated by retail interfaces, making it a prime location for a future cafe and community gathering point where different paths intersect.



08 - Residential terraces with setback for tree canopy - Davies Lane

Davies lane will be enhanced with high quality streetscaping and pedestrian environment. Passive surveillance will be provided by resident that open out onto the lane. Replacement brush box trees will grow to form an avenue of trees.

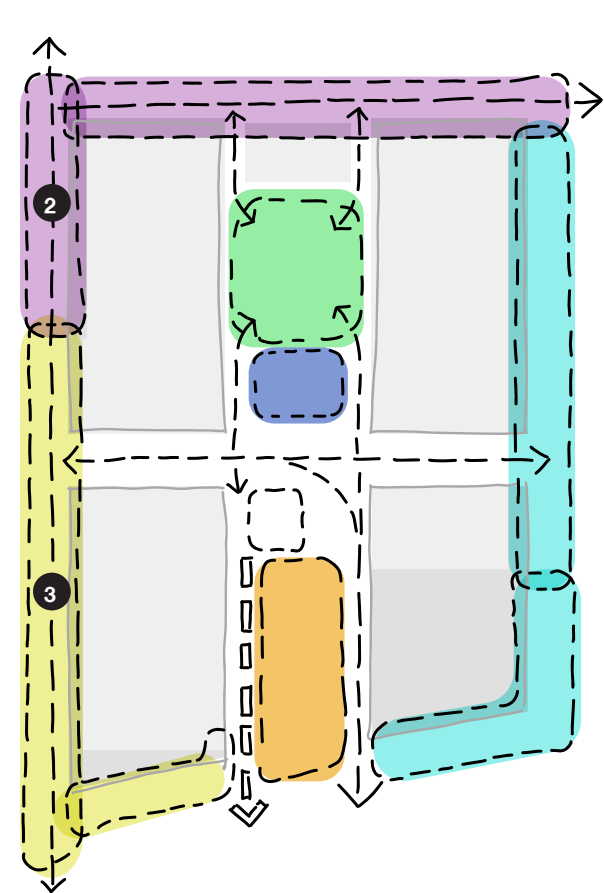


09 - Active frontage with setback

The corner of Davies Lane and Lords Road will be setback from the street to allow for street tree planting and to widen the pedestrian interface with the commercial/retail uses at ground floor.



7.4 Precedent and planting scheme



Linear boardwalk that connects the dwellings on the western facade and provides a through site link



A meandering space with opportunities for people linger



Native Australian rainforest style planting that leverages the moisture of the overland flow and established tree canopy



STROMANTHE TRICOLOUR
stromanthe sanguinea



CORDYLINE
MANNERSSUTTONII
palm lily



LICUALA GRANDIS -
Fan Palm



ALPINIA ZERUMBET
shell ginger

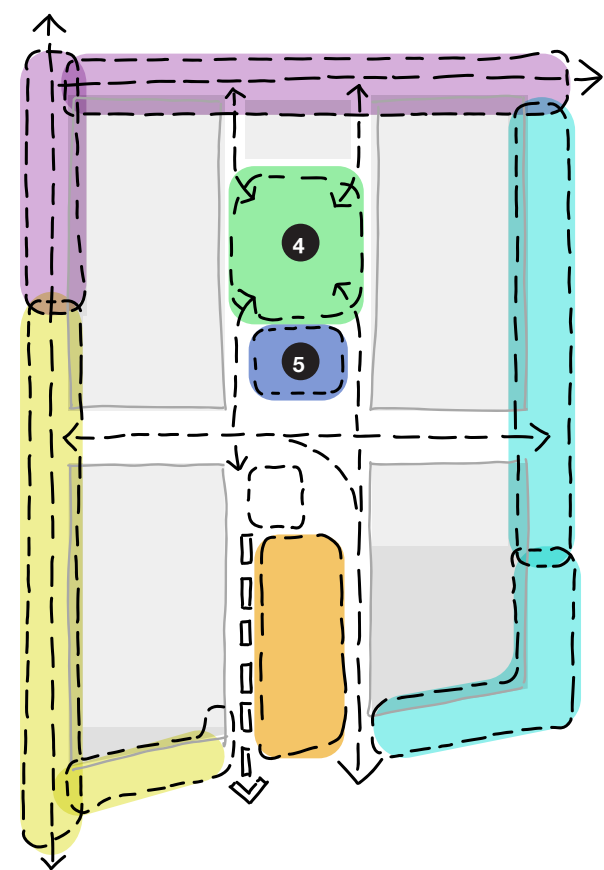


CORDYLINE RUBRA
cordyline fruticosa



ASPENIUM NIDUS
Birds Nest Fern

Landscape Plan



A curtain of planting that appears suspended over the garden by the trusses above



Reference the industrial history of the site and celebrate the sawtooth roof that was once on the site.



The belvedere will be a pavilion situated at the centre of the site - there will be dense planting around the edge



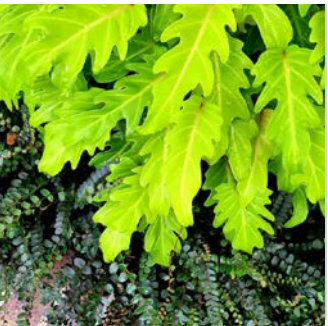
PYROSTEGIA
orange trumpet vine



CARDBOARD PALM
zamia furfuracea



PHILODENDRON XANADU



PHILODENDRON GOLD
BULLION

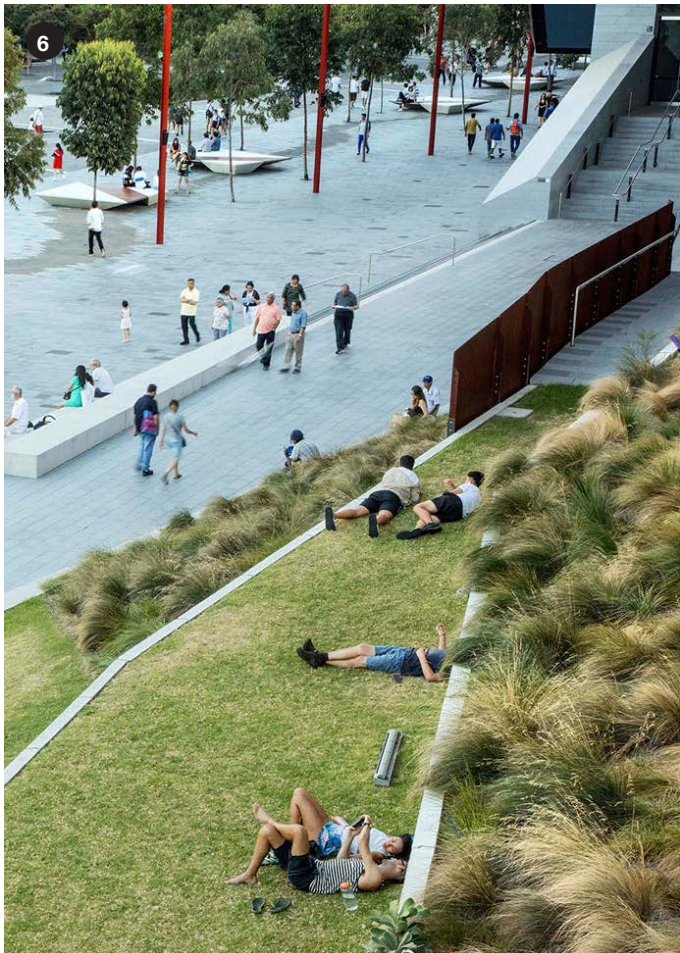
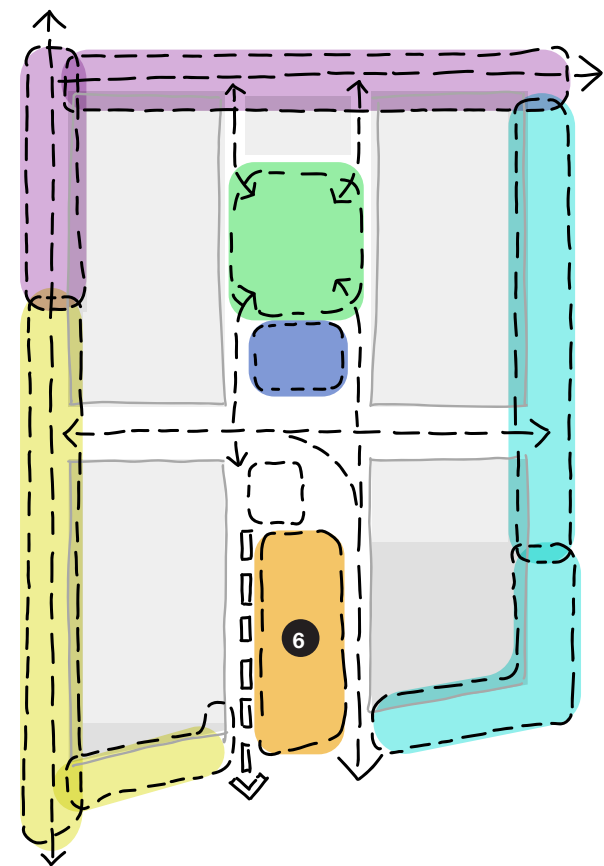


CYCAS REVOLUTA
sago palm



GLOCHIDION FERDINANDI
Cheese Tree

Landscape Plan



Generous grassy lawns where people can sit and linger



Tiered seating to accomodate transition in tography and informal seating spaces



A sculptural piece at the heart that doubles as a childrens play space



DICHONDRA ARGENTEA
silver falls



LEUCADENDRON SALIGNUM
Blush Conebush



AGONIS FLEXUOSA
'after dark' - purple-leaved
willow myrtle



EUPHORBIA CHARACIAS
SSP. WULFENII
silver swan

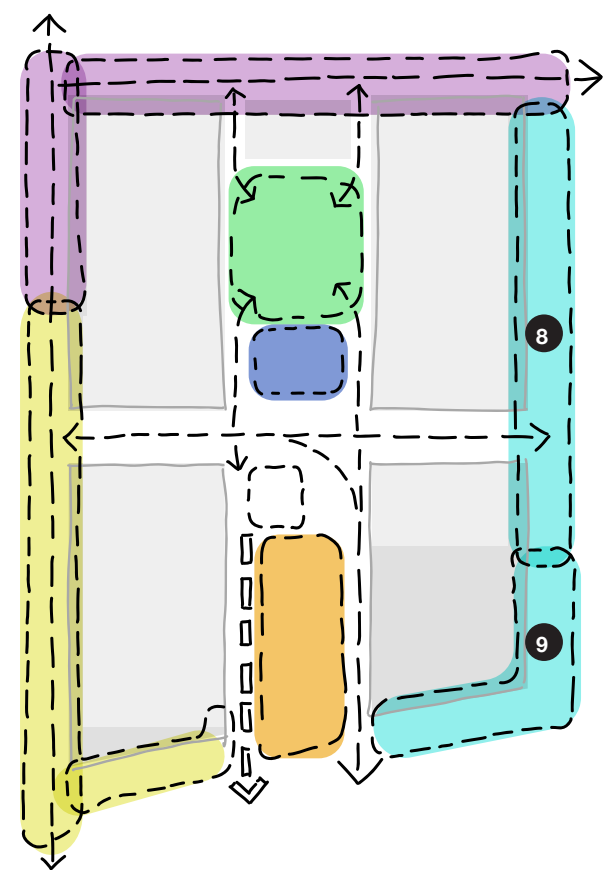


BORONIA MEGASTIGMA



ANGOPHORA COSTATA
Sydney red gum

Landscape Plan



Landscaped interface with residential dwellings



Parking between avenue of brush box trees. Water sensitive urban design will enable passive watering of garden beds.



Active interface with retail tenancies that activates the street



LEUCADENDRON SALIGNUM
Blush Conebush



CARDBOARD PALM
zamia furfuracea



CYCAS REVOLUTA
sago palm



BORONIA MEGASTIGMA



LILLY PILLY

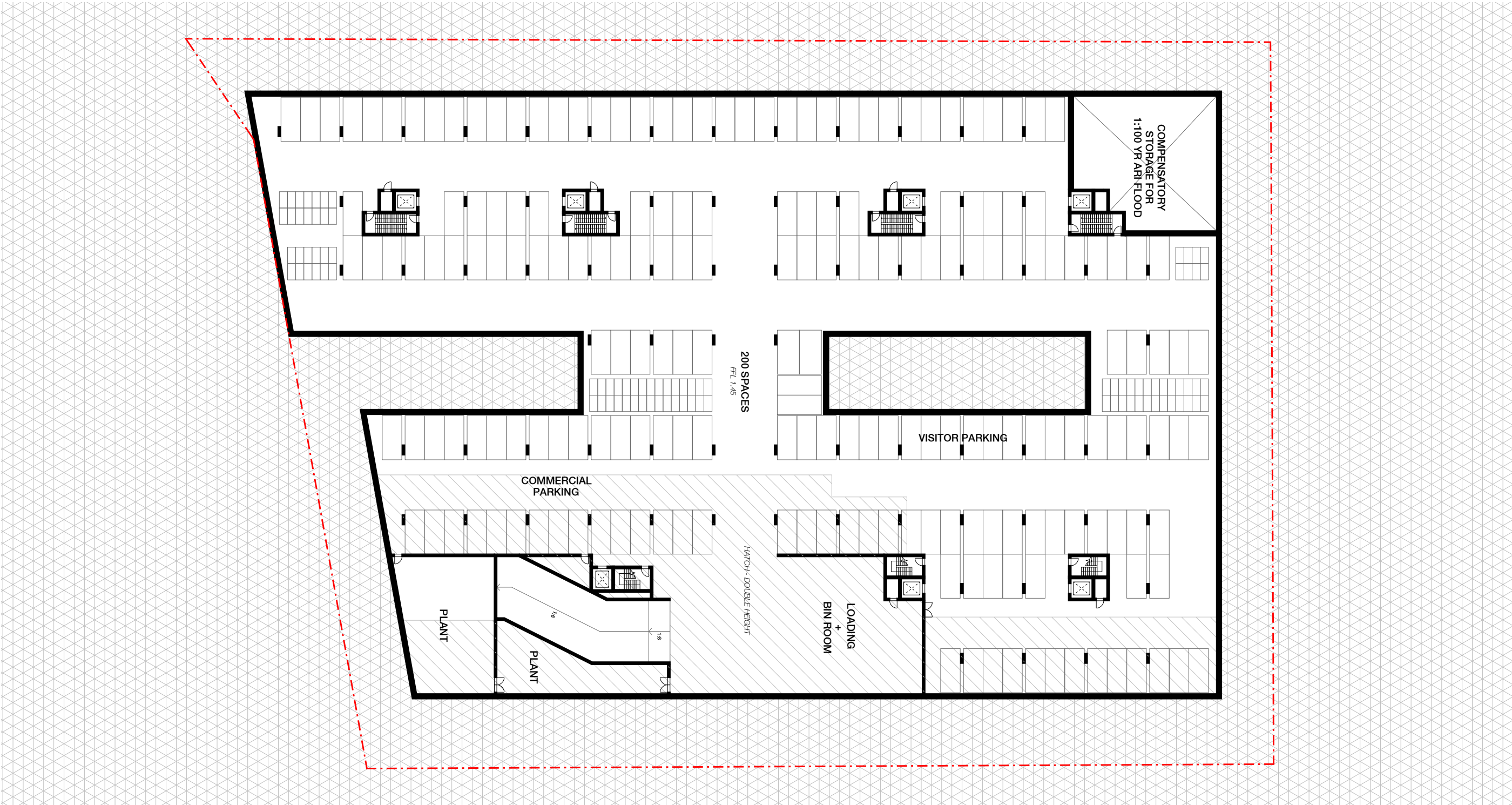


ANGOPHORA COSTATA
Brush Box

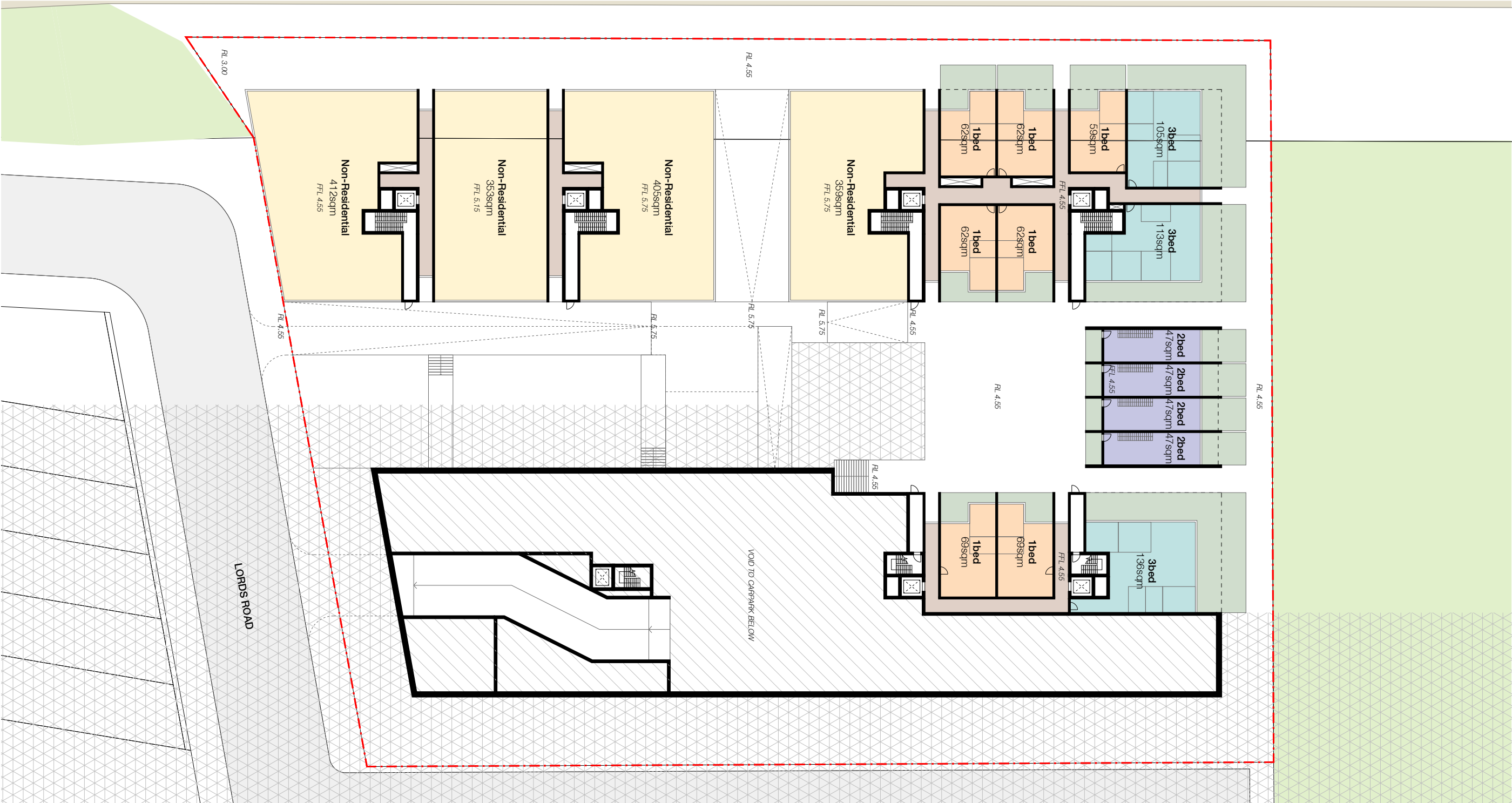
Reference Scheme

8

8.1 Basement Plan



8.2 Ground Floor Plan (WEST)



8.3 Ground Floor Plan (EAST) + Level 1 Plan (WEST)



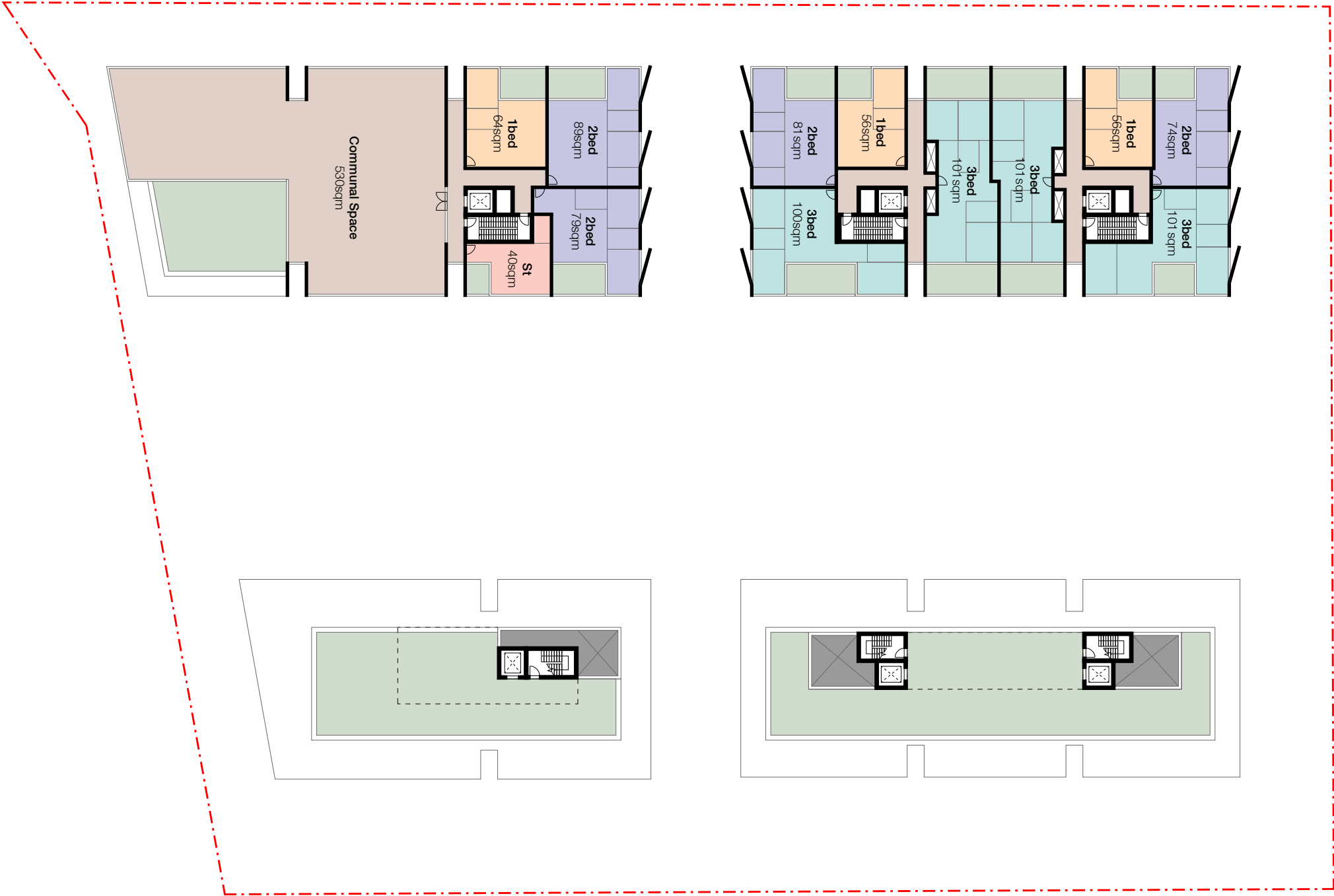
8.4 Typical Lower Floor Plan



8.5 Typical Upper Floor Plan



8.6 Level 8 Floor Plan (WEST) + Roof Plan (EAST)



Reference Scheme

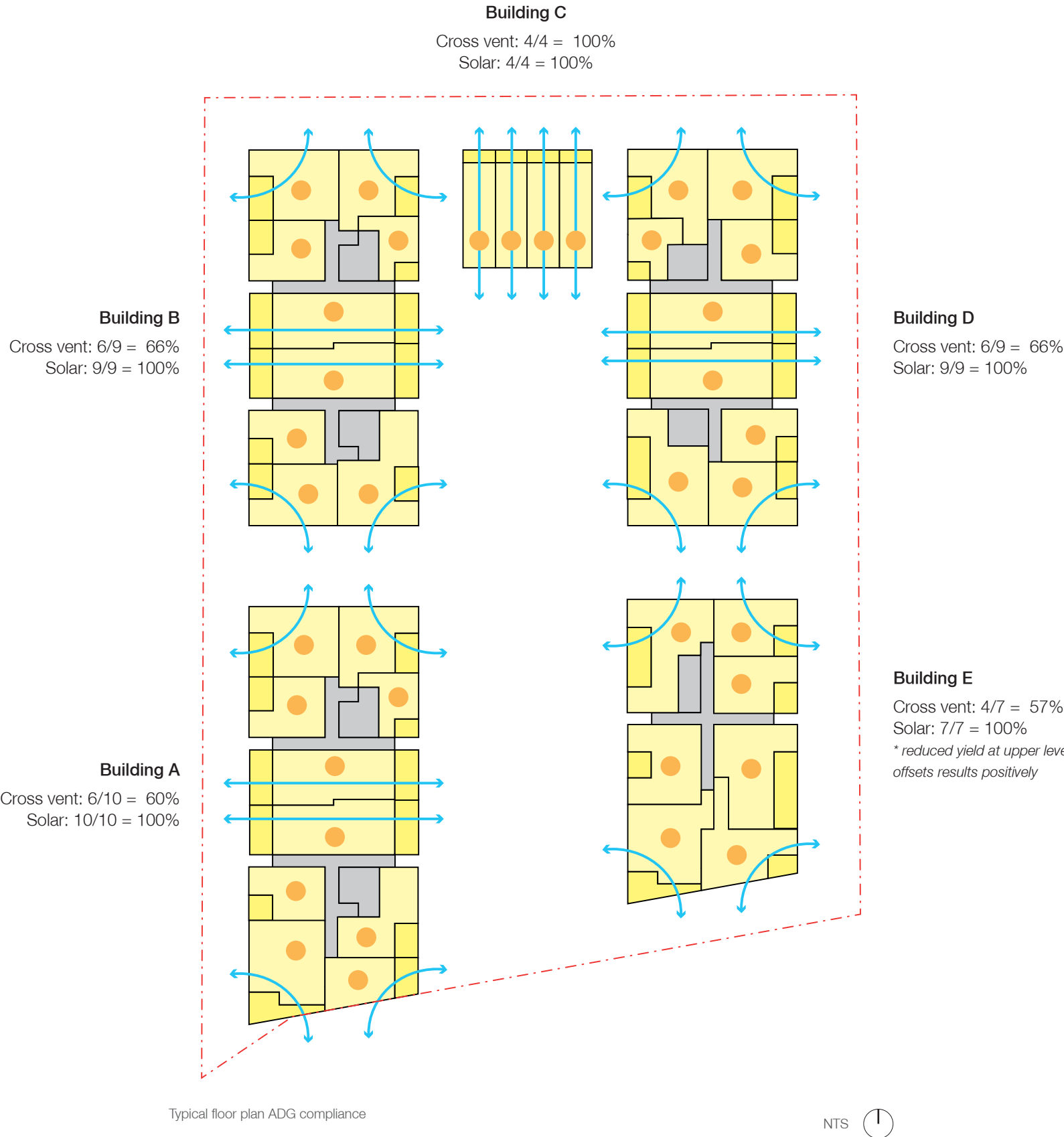
8.7 ADG Compliance

Cross ventilation and solar access compliance has been tested for the reference scheme. To achieve compliance the site would require 60% of dwellings to allow appropriate cross ventilation and 70% to have adequate solar access.

The floor plan to the right shows that any typical floor in the scheme is fully compliant with cross ventilation and solar access on a whole of site basis and per individual building. The following page contains a schedule that provides a detailed breakdown of each buildings compliance.

KEY

Site Boundary

Dwelling

Reference Scheme

8.8 Indicative Yield Schedule



Notes
- Basement included in schedule for Building E

BUILDING A															
	ALL	RESIDENTIAL			NON-RES	SERVICING	TOTAL		Dwellings					Compliance	
	GBA	INTERNAL	WG	TOTAL	GFA	GBA	GBA	GFA	Studio	1 bed	2 bed	3 bed	Total	CV	Solar
LVL 7	1,096	867	30	897			1,096	897	1	1	2		4	2	4
LVL 6	1,096	865	94	959			1,096	959	1	2	3	3	9	6	9
LVL 5	1,096	865	94	959			1,096	959	1	2	3	3	9	6	9
LVL 4	1,096	865	94	959			1,096	959	1	2	3	3	9	6	9
LVL 3	1,219	915	103	1,018			1,219	1,018	1	3	3	3	10	6	10
LVL 2	1,219	915	103	1,018			1,219	1,018	1	3	3	3	10	6	10
LVL 1	1,219	915	103	1,018			1,219	1,018	1	3	3	3	10	6	10
GROUND	1,312	85		85	1,190		1,312	1,275					-		
BASEMENT													-		
TOTAL	9,353	6,292	621	6,913	1,190	-	9,353	8,103	7	16	20	18	61	38	61

BUILDING B															
	ALL	RESIDENTIAL			NON-RES	SERVICING	TOTAL		Dwellings					Compliance	
	GBA	INTERNAL	WG	TOTAL	GFA	GBA	GBA	GFA	Studio	1 bed	2 bed	3 bed	Total	CV	Solar
LVL 7	1,088	804	87	891			1,088	891		2	2	4	8	6	8
LVL 6	1,088	804	87	891			1,088	891		2	2	4	8	6	8
LVL 5	1,088	804	87	891			1,088	891		2	2	4	8	6	8
LVL 4	1,088	804	87	891			1,088	891		2	2	4	8	6	8
LVL 3	1,156	850	96	946			1,156	946	1	2	3	3	9	6	9
LVL 2	1,156	850	96	946			1,156	946	1	2	3	3	9	6	9
LVL 1	1,156	850	96	946			1,156	946	1	2	3	3	9	6	9
GROUND	1,349	712		712	379		1,349	1,091		5		2	7	2	6
BASEMENT													-		
TOTAL	9,169	6,478	636	7,114	379	-	9,169	7,493	3	19	17	27	66	44	65

BUILDING C															
	ALL	RESIDENTIAL			NON-RES	SERVICING	TOTAL		Dwellings					Compliance	
	GBA	INTERNAL	WG	TOTAL	GFA	GBA	GBA	GFA	Studio	1 bed	2 bed	3 bed	Total	CV	Solar
LVL 1	279	196		196			279	196					-		
GROUND	279	196		196			279	196			4		4	4	4
BASEMENT													-		
TOTAL	558	392	-	392	-	-	558	392	-	-	4	-	4	4	4

BUILDING D															
	ALL	RESIDENTIAL			NON-RES	SERVICING	TOTAL		Dwellings					Compliance	
	GBA	INTERNAL	WG	TOTAL	GFA	GBA	GBA	GFA	Studio	1 bed	2 bed	3 bed	Total	CV	Solar
LVL 5	932	706		706			932	706	1	1	1	4	7	6	7
LVL 4	932	706		706			932	706	1	1	1	4	7	6	7
LVL 3	1,156	855		855			1,156	855	1	2	3	3	9	6	9
LVL 2	1,156	855		855			1,156	855	1	2	3	3	9	6	9
LVL 1	1,156	855		855			1,156	855	1	2	3	3	9	6	9
GROUND	1,298	737		737	186		1,298	923	1	2	3	2	8	5	8
LOWER GROUND	547	303		349			547	349		2		1	3	1	2
BASEMENT													-		
TOTAL	7,177	5,017	-	5,063	186	-	7,177	5,249	6	12	14	20	52	36	51

BUILDING E															
	ALL	RESIDENTIAL			NON-RES	SERVICING	TOTAL		Dwellings					Compliance	
	GBA	INTERNAL	WG	TOTAL	GFA	GBA	GBA	GFA	Studio	1 bed	2 bed	3 bed	Total	CV	Solar
LVL 5	793	575		625			793	625	1	1	2	2	6	4	6
LVL 4	793	575		625			793	625	1	1	2	2	6	4	6
LVL 3	907	719		707			907	707		2	2	3	7	4	7
LVL 2	907	719		707			907	707		2	2	3	7	4	7
LVL 1	907	719		707			907	707		2	2	3	7	4	7
GROUND	1,020	217		217	481	174	1,194	698		2			2	1	2
LOWER GROUND													-		
BASEMENT						7,498							-		
TOTAL	5,327	3,524	-	3,588	481	7,672	5,501	4,069	2	10	10	13	35	21	35

TOTAL															
	ALL	RESIDENTIAL			NON-RES	SERVICING	TOTAL		Dwellings					Compliance	
	GBA	INTERNAL	WG	TOTAL	GFA	GBA	GBA	GFA	Studio	1 bed	2 bed	3 bed	Total	CV	Solar
TOTAL	31,584	21,703	1,257	23,070	2,236	7,672	31,758	25,306	18	57	65	78	218	143	216
									8.3%	26.1%	29.8%	35.8%		65.6%	99.1%

SITE	10,617
FSR	2.38

Min. DCP Parking Rates							
	Studio	1 bed	2 bed	3 bed	Visitor	Non-Res	Total
Rate	-	3	2	1	11	100	
Required		19	33	78	20	22	171

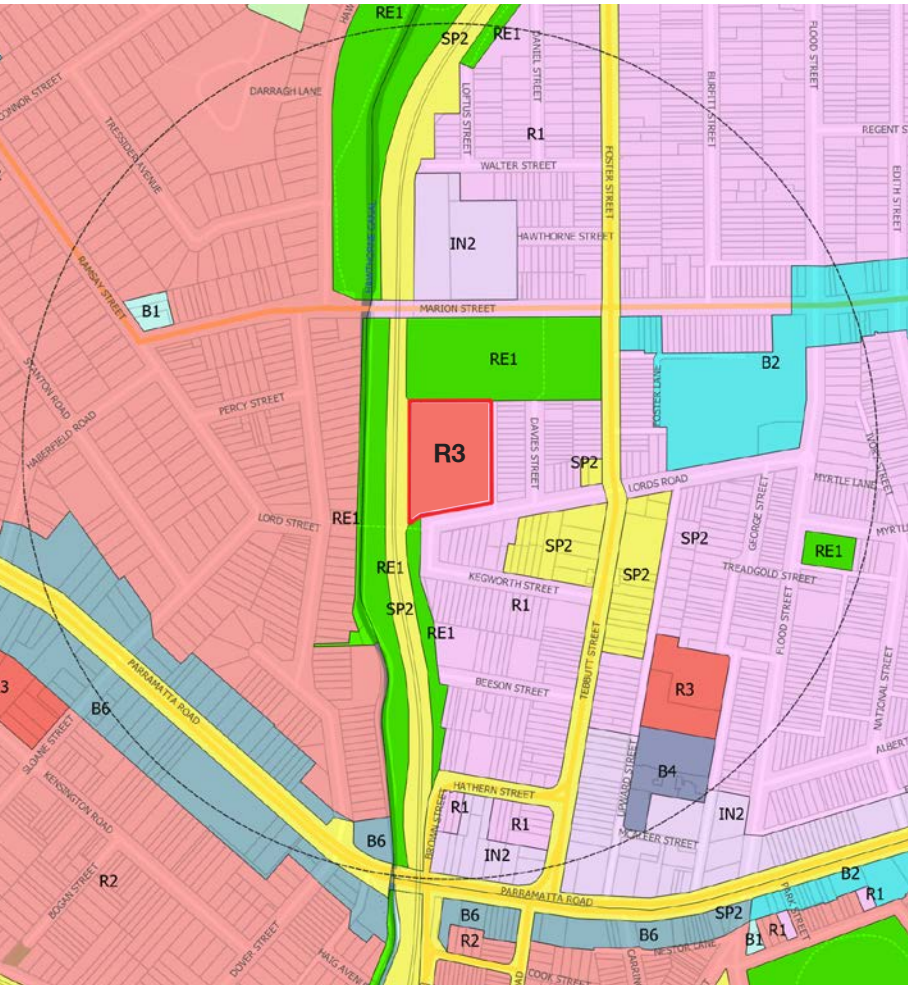
Max. DCP Parking Rates							Total
	Studio	1 bed	2 bed	3 bed	Visitor	Non-Res	Total
Rate	0.5	0.5	1.0	1.2	0.1	60	
Required	9	29	65	94	22	37	254

Planning Diagrams

9

Planning Diagrams

9.1 Proposed LEP Maps



Land Zoning
R3 Medium Density Residential



Height of Building
30m



Floor Space Ratio
2.4:1

Planning Diagrams

9.2 Proposed DCP

Building Heights

KEY

Site Boundary

8 Storeys

6 Storeys

4 Storeys

2 Storeys

1 Storeys

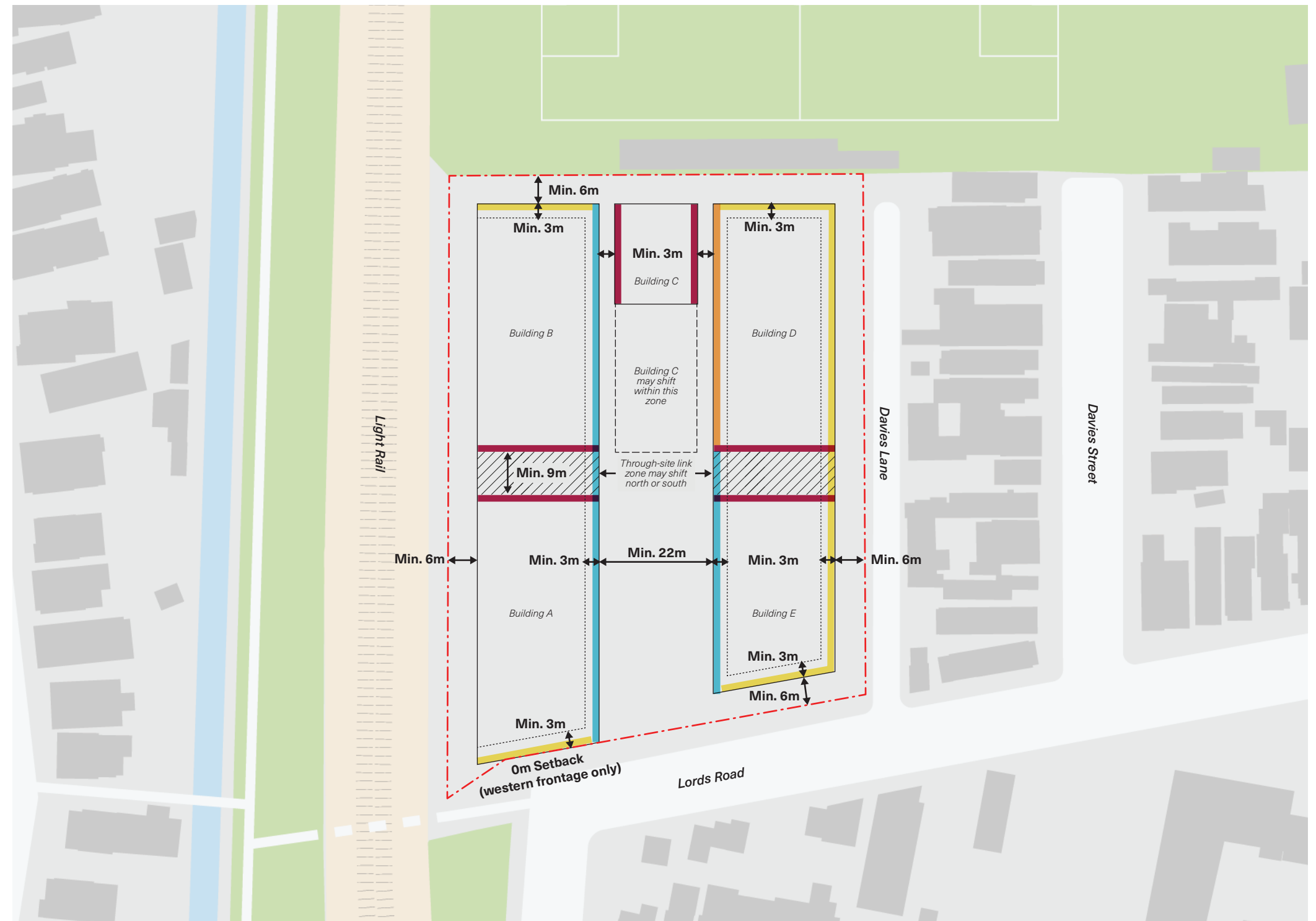
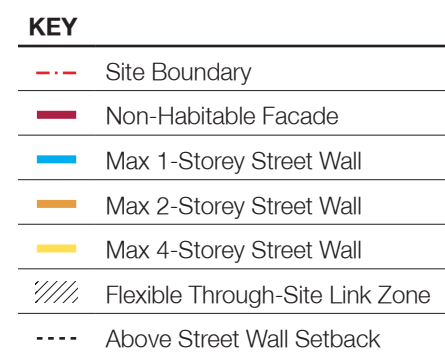
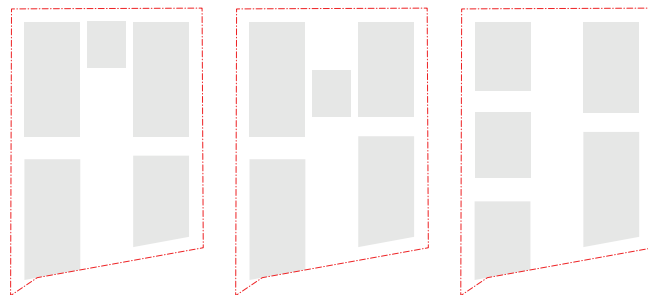
Flexible Through-Site Link Zone



Planning Diagrams

Setbacks & Separation

The following series of diagrams represent various ways in which the built form controls, in particular the through-site link, may be interpreted. Flexibility has been instilled in these controls to allow any future development application/architectural scheme to approach the site without strict limitations. The below diagrams represent various ways in which the controls may be applied to the site.



Planning Diagrams

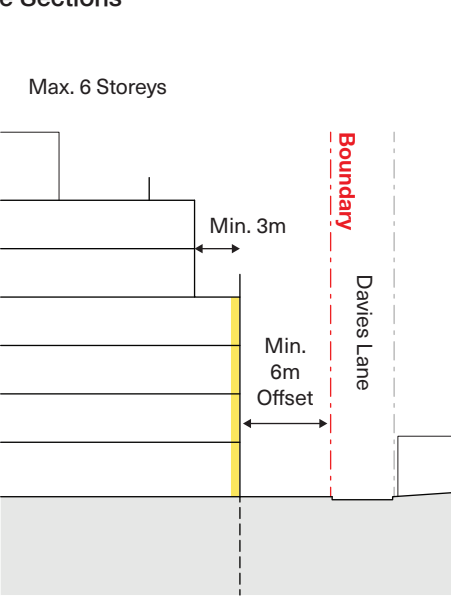
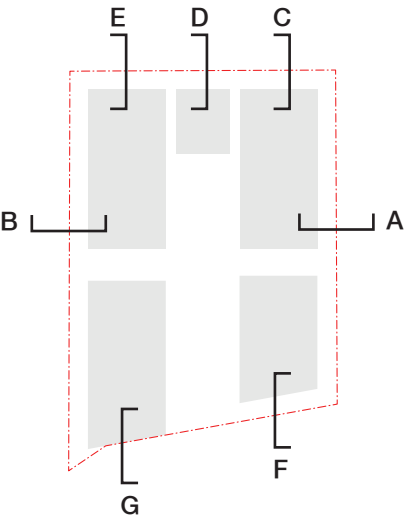
Open Space & Public Domain

KEY	
	Site Boundary
	Publicly Accessible Area
	Minimum Open Space Area
	Privately Accessible Communal Open Space
	Shared Zone
	Flexible Through-Site Link Zone
	Building with Rooftop Communal Open Space
	Non-Residential Active Edge At Ground
	Residential Edge At Ground with Private Entrance
	Residential Private Open Space At Ground
	Residential Lobby Entrance
	Carpark Entrance
	Vehicular Movement (within Shared Zone only)

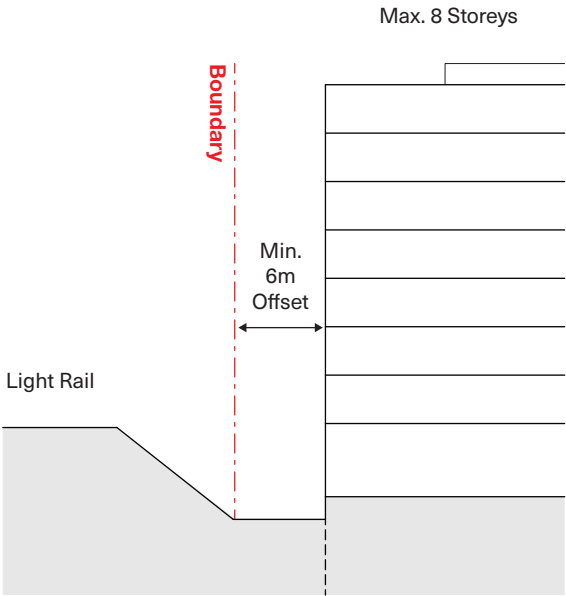


Planning Diagrams

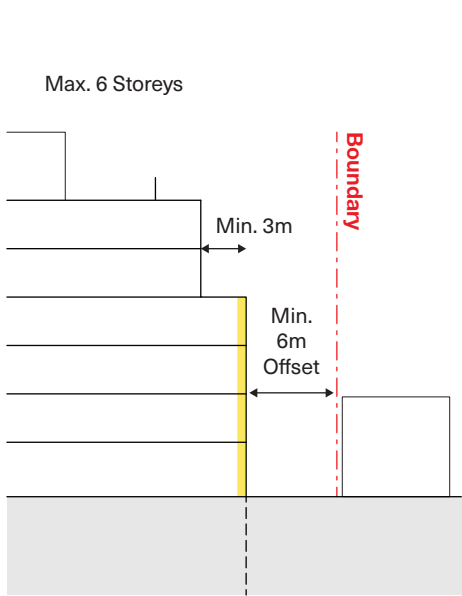
Interface Sections



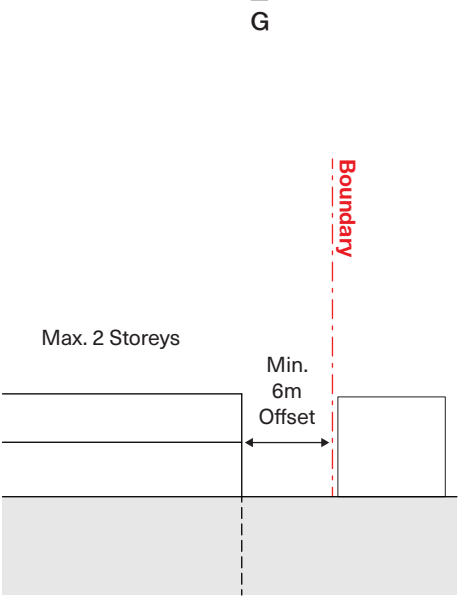
Section A - Davies Lane



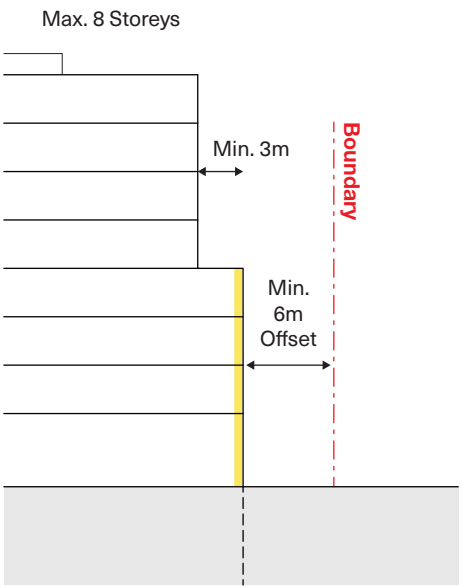
Section B - Western Boundary



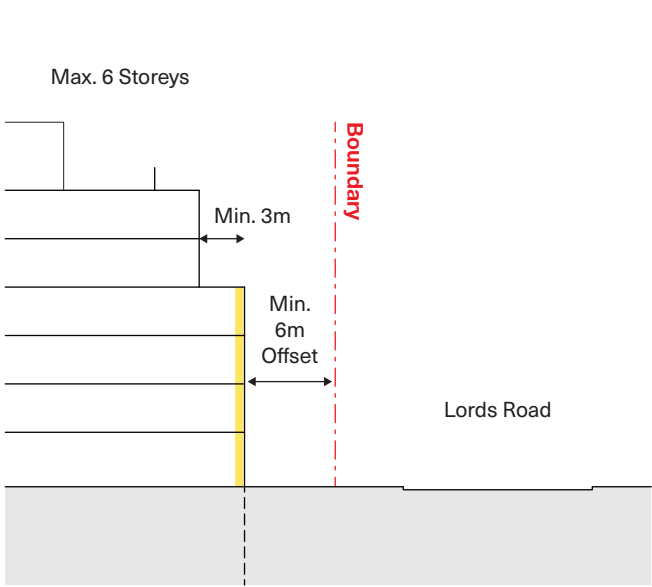
Section C - North-East



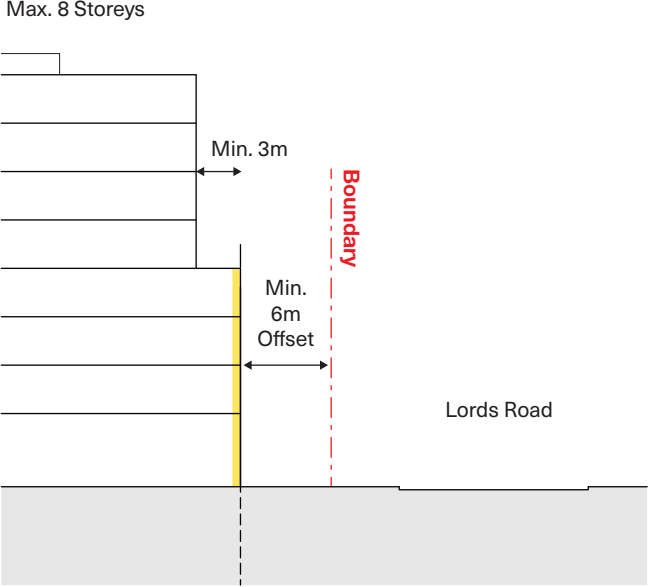
Section D - North-Mid



Section E - North-West



Section F - South-East



Section G - South-West

KEY

- - - Site Boundary
- Max 4-Storey Street Wall

1:500 @ A3

SJB Urban

sjb.com.au

We create spaces people love.
SJB is passionate about the possibilities
of architecture, interiors, urban design
and planning.

Let's collaborate.

Level 2, 490 Crown Street
Surry Hills NSW 2010
Australia
T. 61 2 9380 9911
architects@sjb.com.au
sjb.com.au