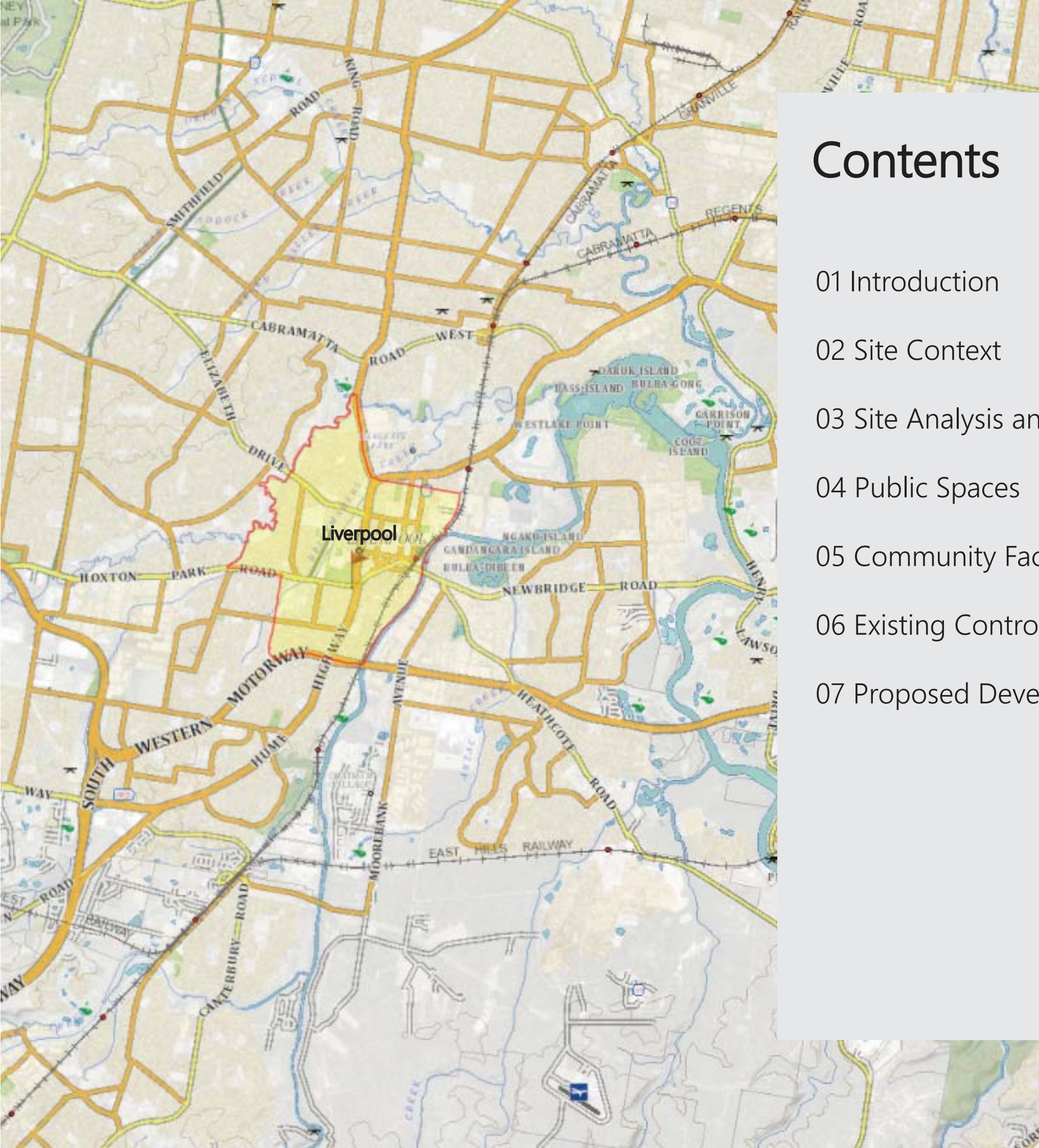




Urban Design Report | Planning Proposal

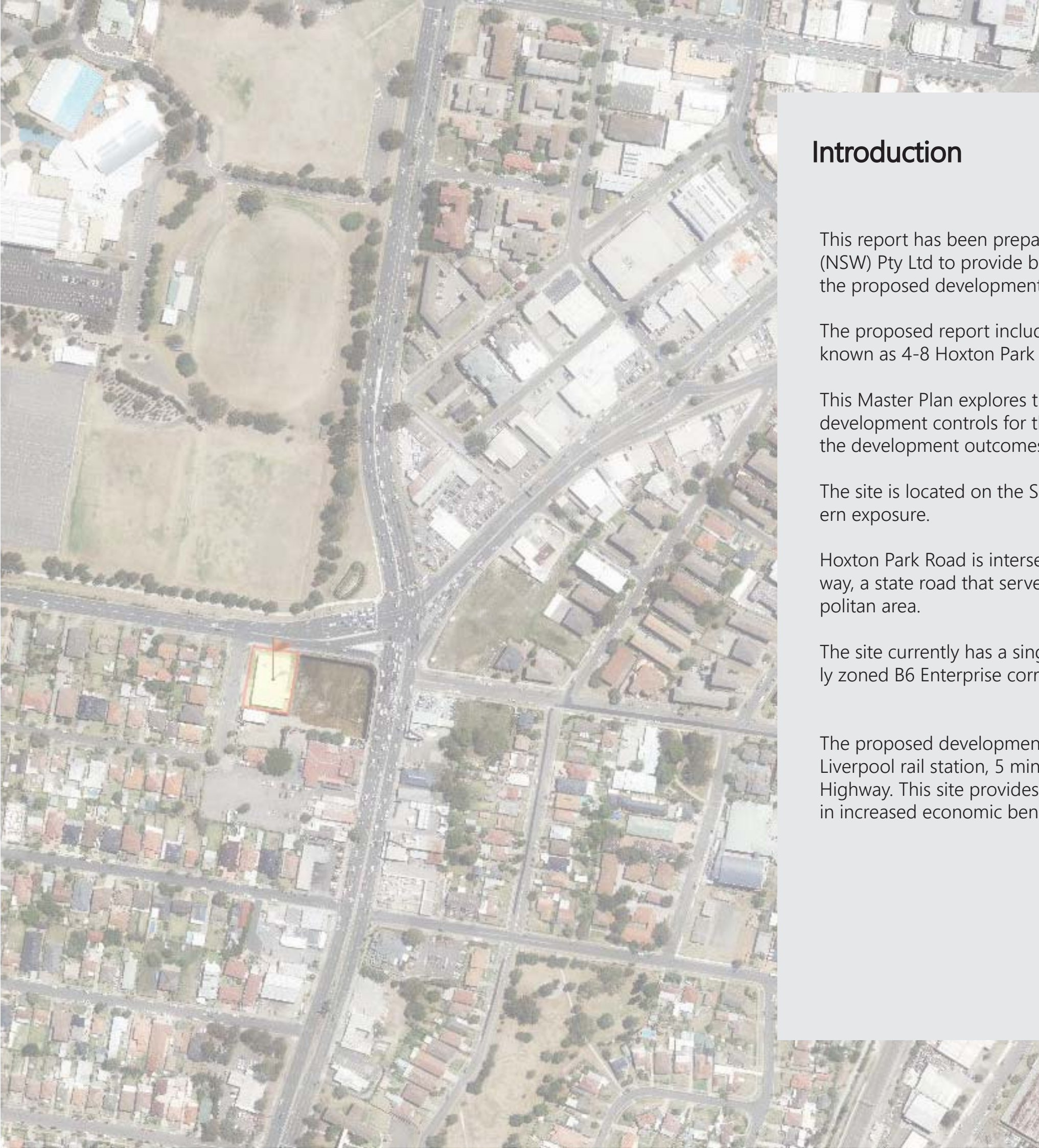
4-8 Hoxton Park Road
Liverpool

ADS
ARCHITECTURE DESIGN STUDIO PTY LTD



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- 02 Site Context
- 03 Site Analysis and Street Network
- 04 Public Spaces
- 05 Community Facilities
- 06 Existing Controls
- 07 Proposed Development Option



Introduction

This report has been prepared on behalf of our client by Architecture Design Studio (NSW) Pty Ltd to provide background information and analysis for the feasibility of the proposed development.

The proposed report includes a proposal for the redevelopment of the existing site known as 4-8 Hoxton Park Rd, Liverpool.

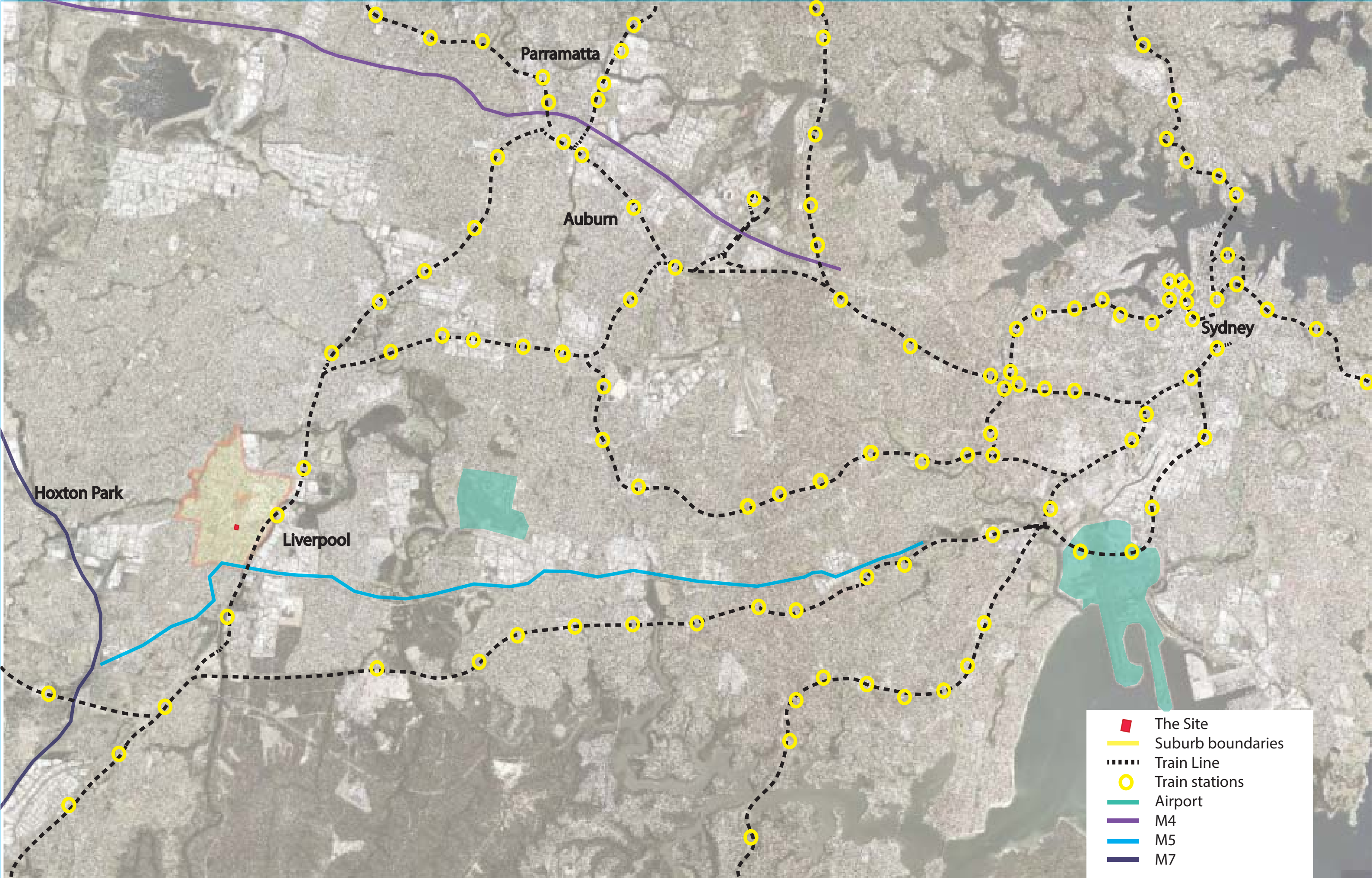
This Master Plan explores the background context, relevant statutory controls and development controls for the redevelopment options for the site and that illustrate the development outcomes.









The site is located on the South side of Hoxton Park road with uninterrupted Northern exposure.

Hoxton Park Road is intersected to the east of the site location by the Hume Highway, a state road that serves as a major west-east road corridor in the Sydney metropolitan area.

The site currently has a single storey unoccupied commercial building and is currently zoned B6 Enterprise corridor.

The proposed development is located within Liverpool Town Centre within 1.2km of Liverpool rail station, 5 minutes from M5 freeway and directly accessible to Hume Highway. This site provides an opportunity to develop an outcome that would result in increased economic benefit, improved sustainability, and housing choice.



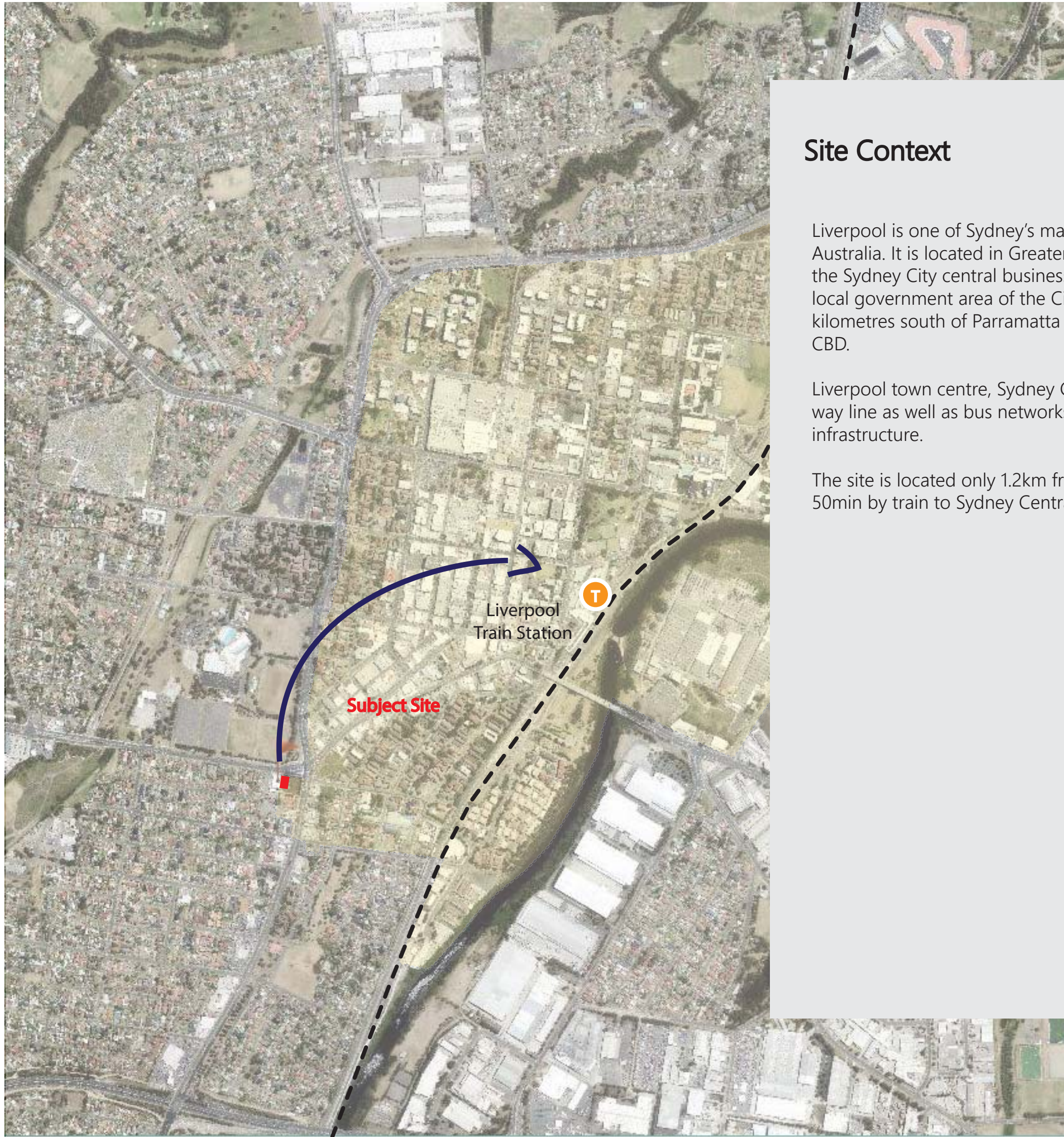
-  The Site
-  Suburb boundaries
-  Train Line
-  Train stations
-  Airport
-  M4
-  M5
-  M7

Site Context

Liverpool is one of Sydney's main CBD suburbs, in the state of New South Wales, Australia. It is located in Greater Western Sydney 32 kilometres (20 mi) south-west of the Sydney City central business district. Liverpool is the administrative seat of the local government area of the City of Liverpool. Liverpool town centre is located 18 kilometres south of Parramatta CBD, the second largest business district after Sydney CBD.

Liverpool town centre, Sydney CBD and Parramatta CBD are connected by the railway line as well as bus networks, providing the area with accessible public transport infrastructure.

The site is located only 1.2km from Liverpool Train station which is approximately 50min by train to Sydney Central Station.





Westfield Liverpool



Liverpool Town Centre



Liverpool Hospital

Local Context

The site is located within the Liverpool town centre, within close proximity to restaurants, places of public worship, Liverpool train station, Liverpool Westfield, Liverpool hospital and Sydney Southwest Private Hospital.

The proximity to the town centre provides a large number of amenities within walking distance to the site as well as outdoor public space and community facilities.

Liverpool is the largest city centre in South Western Sydney, with numerous restaurants and cafes in the city centre and a major shopping centre, (Westfield Liverpool). The area also has a large number of high density residential apartments and commercial developments, two technical colleges and a technical hospital.

The suburb is served by roads such as Hume Highway, the M5 motorway and M7 motorway. Liverpool Train Station also has services to Sydney CBD, Campbelltown, and Liverpool to Parramatta transitway bus-only route.



Site Analysis and Street Network

The site is located on Hoxton Park road, close to the intersection with Hume Highway. Hoxton Park Road has two lanes in each direction. The area is connected by the Hume Highway, M5 motorway on the south and Liverpool railway station on the east.

The site is legally described as Lot 1 DP 860799 and is known as 8 Hoxton Park Road. The subject site has a cumulative area of approximately 1,696 m², with 35m frontage to Hoxton park road and 47m frontage on Gillespie Street. The subject site is currently contains an unoccupied single storey commercial development.

The subject site is located within the Liverpool local government area, an aerial view of the site is shown.

The site is accessible through Liverpool town centre to Liverpool train station, which provides direct access to Parramatta CBD and Sydney CBD. The site is well connected due to the close proximity to the train station and accessibility to major highways; M5 and Hume Highway.





Public Spaces

The area has a number of public open spaces as well as some larger parks within 400m radius to the subject site. Located to the north of the site is Hillier Oval and Bulldog Park. located within this large green space is a leisure centre, a church and a school.

To the south and west of the site the area is predominatly characterised by low density developments with small pocket parks.



Community Facilities

The site is located within close distance to a number of community facilities such as educational facilities, public place of worship, leisure centre, gyms, Liverpool Community Centre, Liverpool Council and Public Library, local shops and public transport.

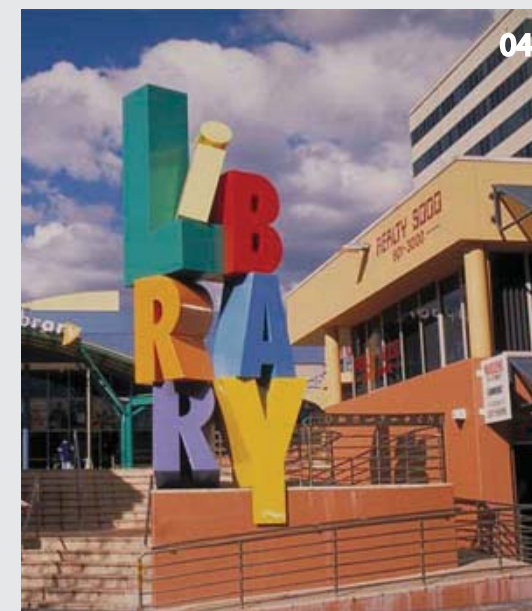
To the north of the site are located a large community area with a church, school, leisure centre and open green space.



02



01



04



03



Surrounding Existing Developments



Surrounding Future Developments

01 DA 896/2015 - Approved by JRPP

Address: 311 Hume Highway, Liverpool

Lodgement Date: 15/09/2015

Mixed Use Development - 31 Storey Tower and two 8 storey towers with a total of with 307 Residential Units + 2 retail units

02 DA 6/2016 - Application Under Assessment

Address: 26, 28 and 30 Mill Road, Liverpool

Lodgement Date: 06/01/2016

Residential Flat Building - 33 units

03 DA 1257/2016 - Application Under Assessment

Address: Corner of Macquarie & Terminus St, Liverpool

Lodgement Date: 02/11/2015

Mixed Use Staged Development including commercial and residential floor space, child care centre and parking.

04 DA 854/2016 - On Notification

Address: 15 and 17 Pearce Street, Liverpool

Lodgement Date: 07/09/2016

Residential Flat Building - 18 Residential units

05 DA 794/2016 - Deemed Refusal

Address: 98 - 100 Coperland Street and 3 Bourke Street, Liverpool

Lodgement Date: 25/08/2016

Residential Flat Building - 87 units

06 DA 496/2016 - Application Under Assessment

Address: 7 and 13 Norfolk Street, Liverpool

Lodgement Date: 25/05/2016

Mixed Use Development - 129 Units and 2 retail spaces

07 DA 1066/2015 - Approved

Address: 387 Macquarie Street, Liverpool

Determined 14/07/2016

Mixed Use Development - 162 Residential Units and 6 commercial tenancies

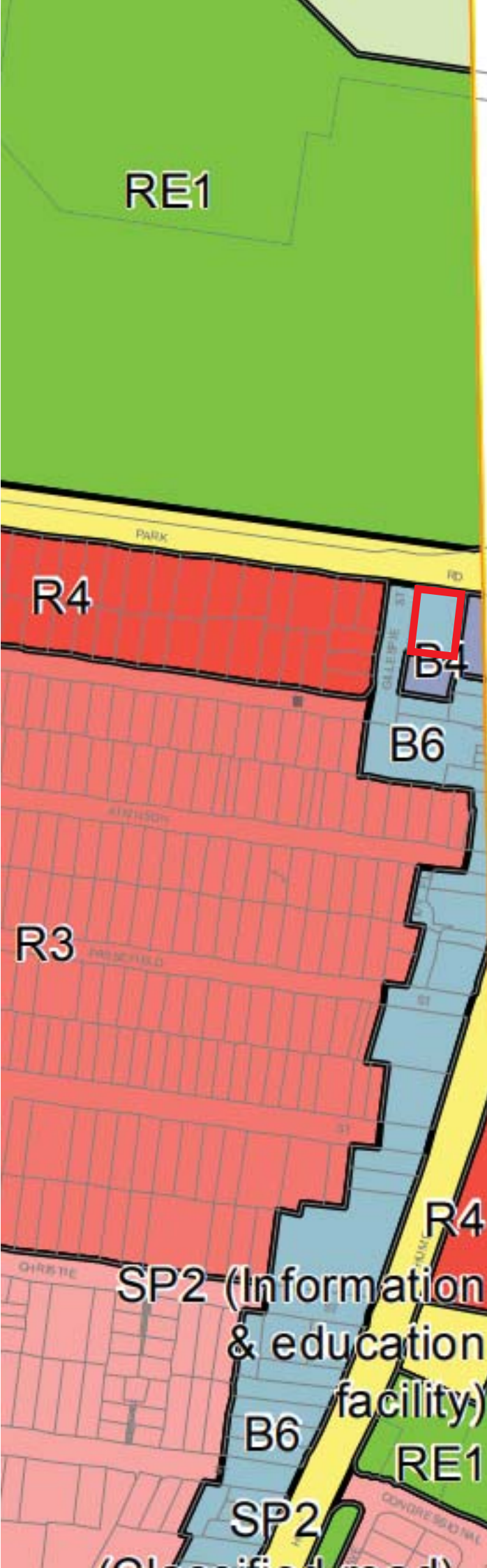
08 DA 582/2016 - Approved

Address 420 - 446 Macquarie Street, Liverpool

Lodgement Date: 28/06/2016

Mixed Use Deelopment - construction of two new residential levels (level 29 and 30)





Liverpool Local Environmental Plan 2008

Land Zoning

Zone B6 Enterprise Corridor

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting the retailing activity.
- To provide primarily for businesses along key corridors entering Liverpool city centre, major local centres or retail centres.
- To ensure residential development is limited to land where it does not undermine the viability or operation of businesses.
- To provide for residential uses, but only as part of a mixed use development.

2 Permitted without consent

Home-based child care; Home occupations

3 Permitted with consent

Building identification signs; Business identification signs; Business premises; Car parks; Commercial premises; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Garden centres; Hardware and building supplies; Helipads; Home businesses; Hotel or motel accommodation; Information and education facilities; Landscaping material supplies; Light industries; Liquid fuel depots; Multi dwelling housing; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Roads; Service stations; Serviced apartments; Shop top housing; Storage premises; Transport depots; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres

4 Prohibited

Any development not specified in item 2 or 3

Liverpool Local Environmental Plan 2008

Floor Space Ratio

The Floor Space Ratio of the site is 2.5:1

(1) The objectives of this clause are as follows:

- (a) To support the viability of commercial centres and provide opportunities for economic development within those centres,
- (b) To facilitate the development of a variety of housing types,
- (c) To ensure that development is compatible with the existing and desired future built form and character of the locality,
- (d) To provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping.

(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map

Maximum Floor Space Ratio (n:1)

A1	0.01
A2	0.1
A3	0.15
A4	0.25
D	0.5
F	0.6
G	0.65
I	0.75
N	1.0
P	1.2
S1	1.5
S2	1.7
T	2.0
U	2.5
V	3.0
X	4.0
Z	5.0
AA	6.0

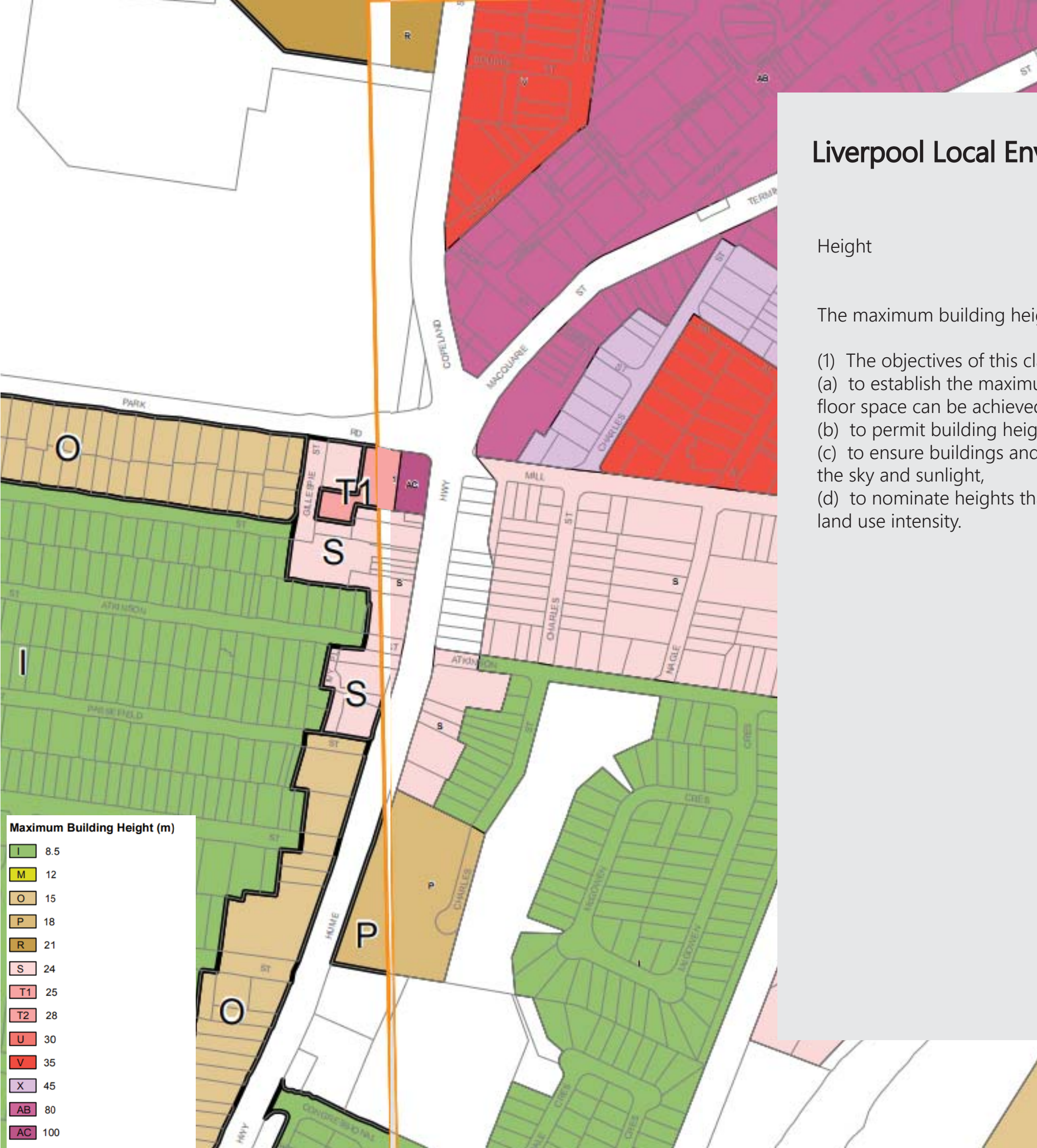
Liverpool Local Environmental Plan 2008

Height

The maximum building height on the site is 24m.

(1) The objectives of this clause are as follows:

- (a) to establish the maximum height limit in which buildings can be designed and floor space can be achieved,
- (b) to permit building heights that encourage high quality urban form,
- (c) to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,
- (d) to nominate heights that will provide an appropriate transition in built form and land use intensity.



- Summer Sun
- Winter Sun
- Winter Prevailing Wind
- Summer Prevailing Wind



Site Analysis and Photos

The existing buildings on Hoxton Park road consist of unoccupied commercial enterprise developments and low density residential housing and recreational spaces. There are major developments taking place within close proximity to the subject site for mixed use highrise projects.

The site is legally described as Lot 1 DP 860799 and is known as 4-8 Hoxton Park Road, Liverpool. The subject site has a cumulative area of approximately 1,690 m², with 36m of frontage on Hoxton Park Road and 48m on Gillespie Street. . The subject site is located within the Liverpool local government area and an aerial view of the site and eye level photographs are shown.



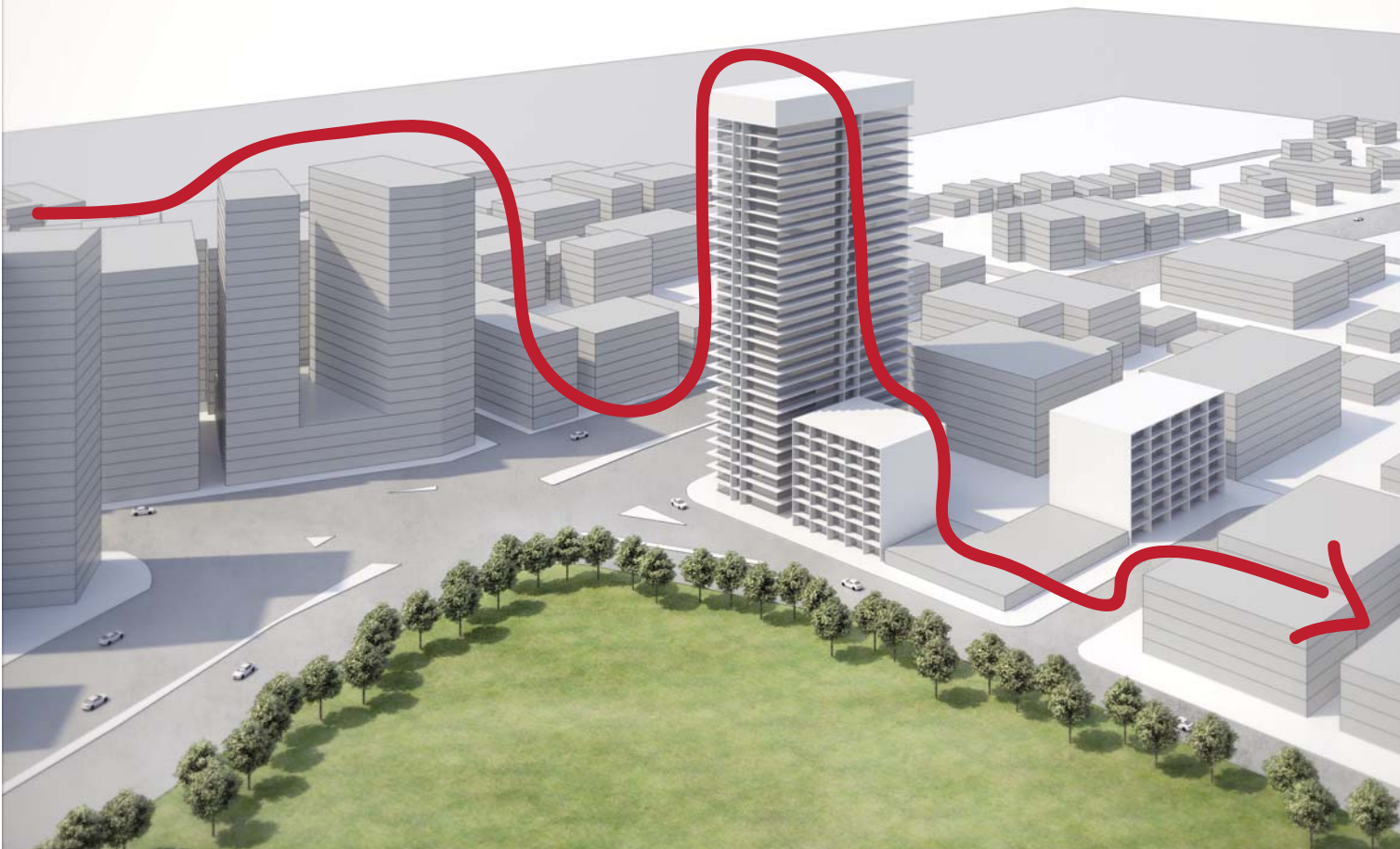
Proposed Development Option



Proposed Building Envelope

The illustrative image to the left depicts the proposed Concept Building Envelope for the subject site. It is a manifestation of the goals and objectives outlined in this report and the urban design principles presented in the preceding sections.

- Corner expression to reinforce entry location.
- Increased public domain at ground level with continuous weather protection and shading of footpaths from appropriate street trees is a desirable outcome.
- Three storey podium streetwall to contain and define the street as a continuation of the proposed development located on the adjoining site 311 Hume Highway. Residential uses within the podium level adds passive surveillance to the streets and increases their potential safety.
- Setback from the podium to upper levels from the development built to boundary on 311 Hume Highway to allow for light and air to reach the public domain located at the rear of the site.
- Modulated building height to create visual interest.
- The proposed rear and side setbacks ensures that reasonable access to daylight, sunlight and visual privacy is maintained to existing surrounding residential properties.
- Improve public domain by adding trees, bike lanes, public seating areas and public gathering spaces.
- New buildings will be designed to improve streetscapes and achieve "active frontages" to streets with doors and windows facing streets to achieve a lively and vibrant streetscape in the precinct. This will also improve the perception and reality of safety in streets over time.
- The proposed Setbacks ensure compliance with Apartment Design Guide.
- The Proposed Height has been carefully considered to complement the gateway corner building expression on 311 Hume Highway while providing a transition to the lower height and density area towards the west on Hoxton Park Road.



Proposed Building Envelope

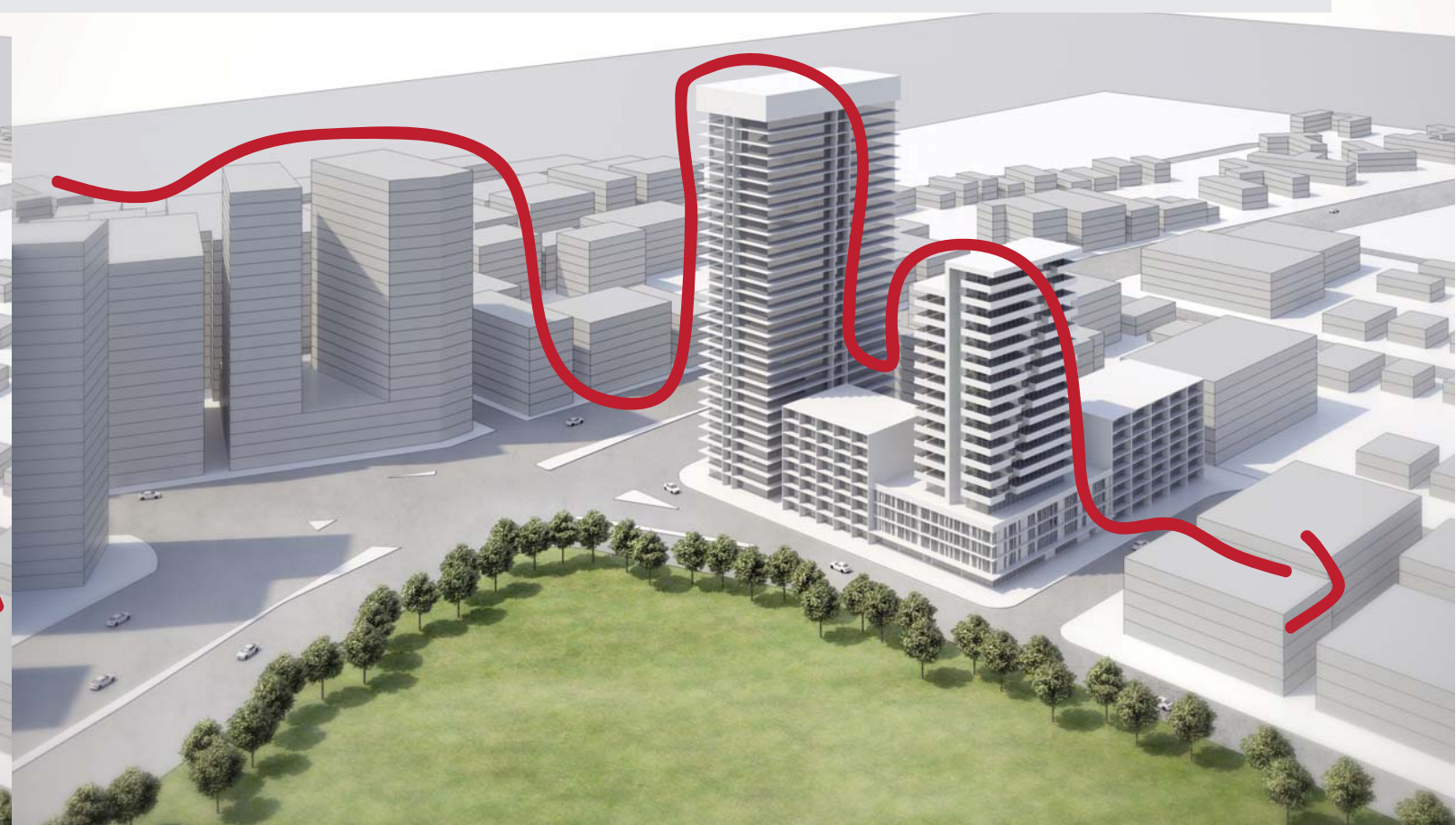
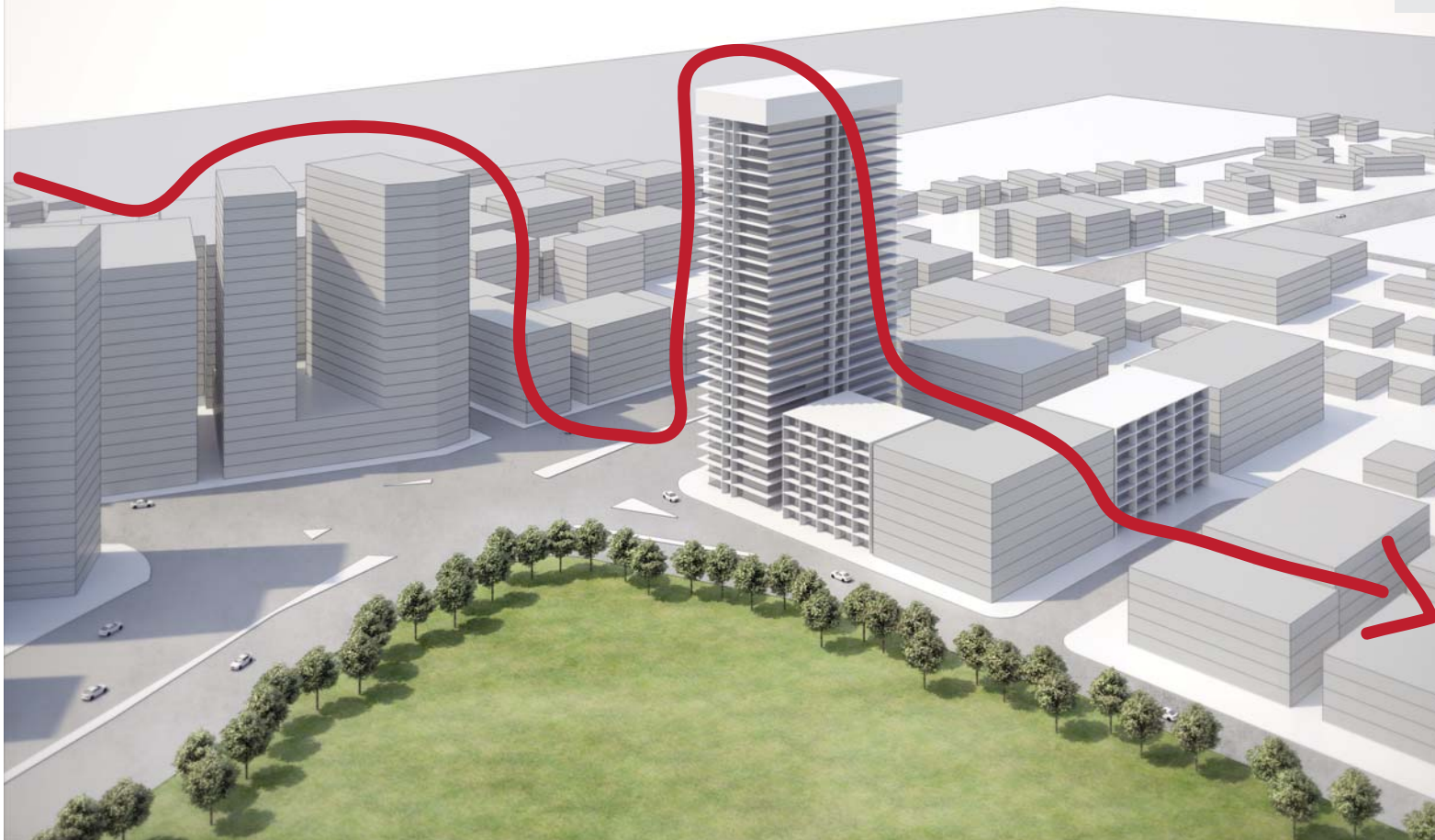
The recommended Built form for the subject site is a building with 5:1 FSR and 20 Height of Building.

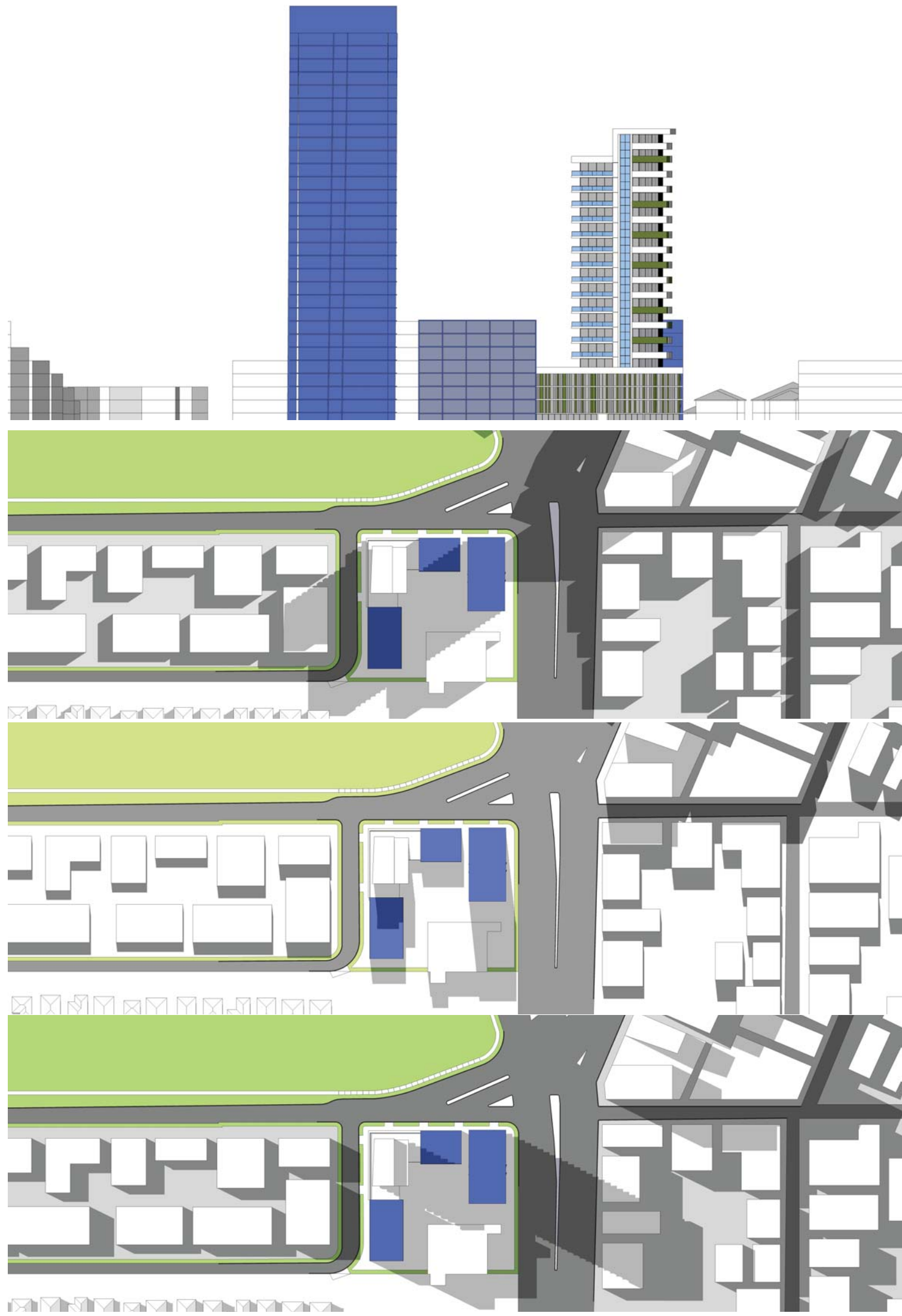
The diagrams illustrates the following scenarios:

- Existing Building Envelope
- Buidling Envelope with current site Height of Building
- Building Envelope with proposed Height of Building

The proposed built form ensures new building is well spaced and offset to equitably distribute access to outlook and sunlight between towers and minimise direct over-
looking between habitable room windows.

The current permissible FSR and HOB results in a built form isolated from the adjoining development and additionally, the potential future built form of the immediate surrounding area collectively minimises the visual impact of development and ensures sufficient solar access and privacy for neighbouring properties.

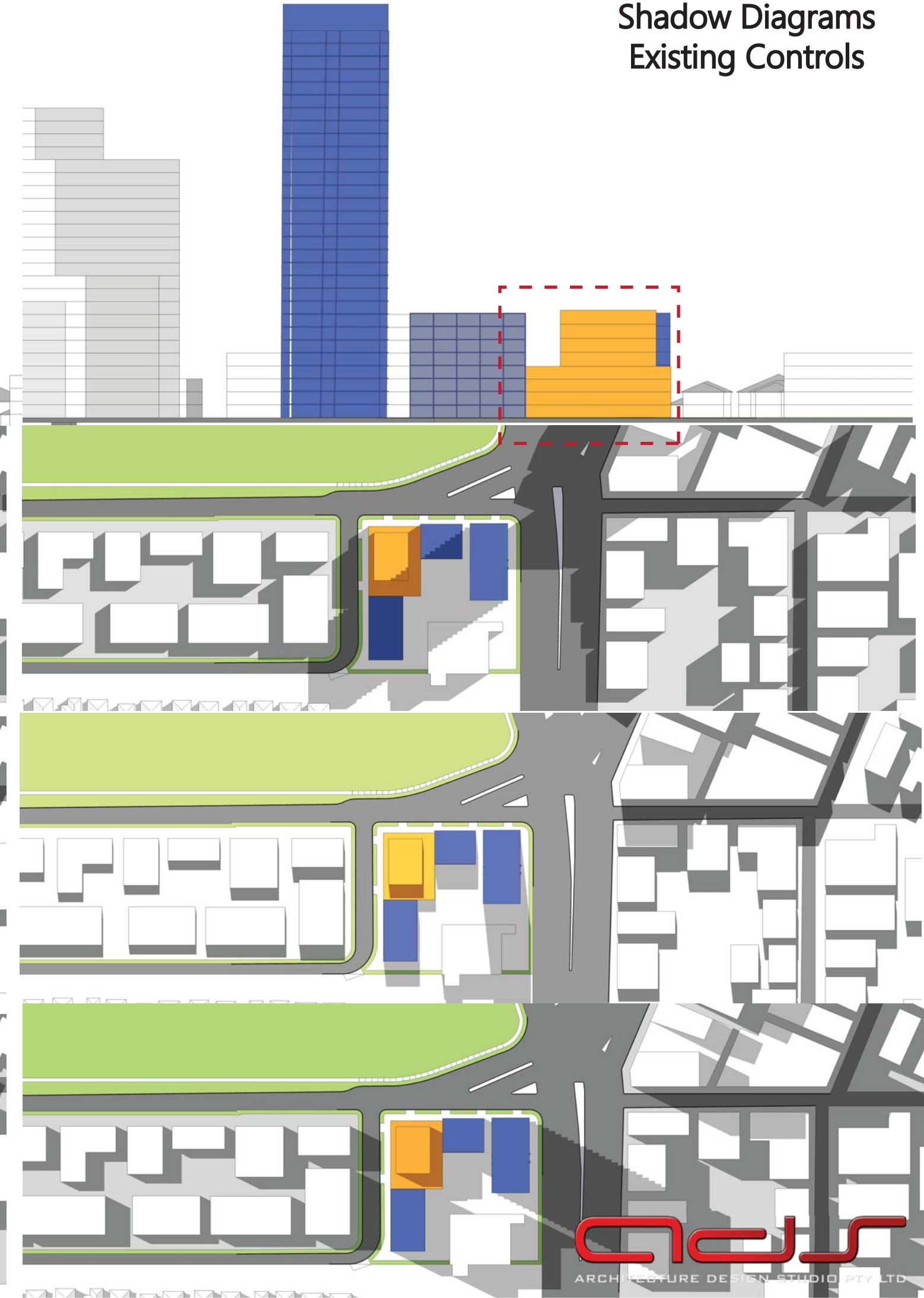
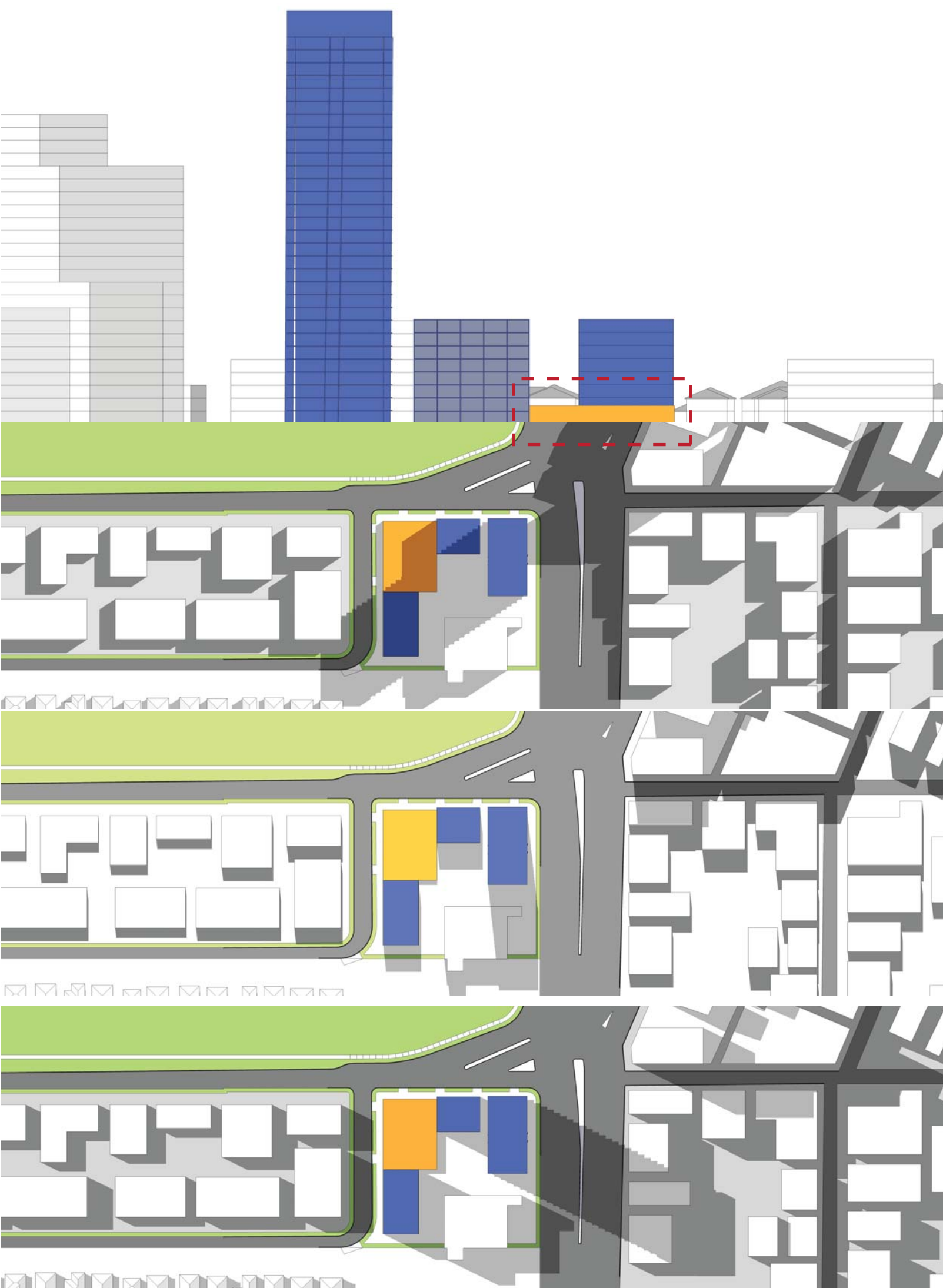




Shadow Diagrams - Proposed Controls

The proposed building height, mass and orientation maximises solar access to the existing surrounding residences, the future residences the public domain and open spaces. As can be seen in the diagrams provided, surrounding residences maintain a significant amount of solar access.

Shadow Diagrams Existing Controls





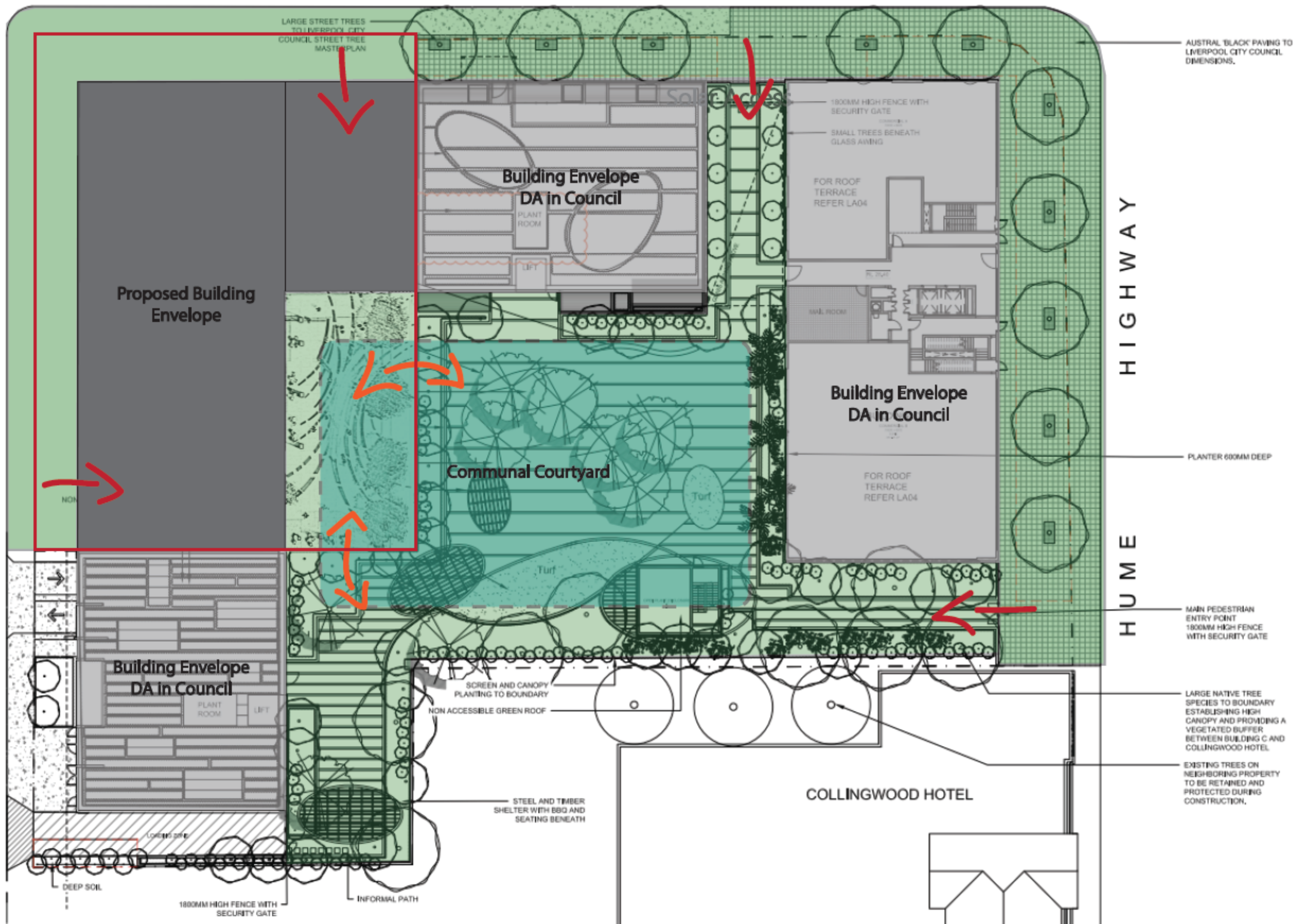
Landscape Strategy

The proposed development aims to connect the current corner site with the proposed development on the adjoining property located at 311 Hume Highway, Liverpool. The following design principles have been identified with regards to Pedestrian Oriented Public Domain:

- Promote walking and ensure that key paths, or movement routes for walking provide direct access to destinations such as local shops and open space area.
- Activate Hoxton Park Road and Gillespie Street with shopfronts, outdoor dining and building entries.
- Maintain or improve pedestrian permeability through the precinct with through site links.
- Investigate opportunities to upgrade the pedestrian amenity of streets (paving, lighting, signage, seating, landscape, etc.)

The proposal aims to create more sustainable place providing accessible, welcoming, attractive, healthy, safe, vibrant and prosperous space through the following outcomes:

- Increasing accessibility, by modes other than the private car thus decreasing auto dependency and exhaust emissions.
- Increasing choice, of housing type, local area characteristics, and transport mode making better connections between jobs and housing.
- Providing increased neighbourhood and travel options for those not owning cars.
- Making identifiable and walkable neighbourhoods.
- Creating more street activity and a safer station environment.
- Acting as a catalyst for other public and private investment and development.
- Using transit serviced land more efficiently to help





Material Sample

Feature Wall 2



GREEN WALL

Feature Wall 1



VIVID WHITE

Balustrade Glass



FROSTED GLASS

Window Frames



DARK ANODISED ALUMINIUM

Louvers



GREEN FACADES

Conclusion

The proposal transforms two noncontributing commercial buildings to a new Mixed-Use building with active ground floor commercial uses. It provides active street frontage and residential dwellings to support local town centre.

Key elements of the proposal include:

- A building that catalyses the revitalisation of the area.
- Emphasizes the Corner expression and the gateway into the precinct while reinforcing site entry location.
- Increased public domain at ground level with continuous weather protection and shading of footpaths from appropriate street trees.
- Three storey podium streetwall to contain and define the street. Residential uses within the podium level adds “natural surveillance” of the streets and increases their potential safety.
- Setback from the podium to upper levels from the development built to boundary on 311 Hume Highway to allow for light and air to reach the public domain located at the rear of the site.
- Modulated building heights to add visual interest to the skyline.
- Proposed rear and side setbacks that ensure reasonable access to daylight, sunlight and visual privacy is maintained for neighbouring residential properties.
- Improved public domain adds trees, public seating areas and public gathering spaces.
- The impact of the proposed greater height is detailed in shadow diagrams in this report and is judged to be minimal.

The proposed scheme has adverse impact to the revitalisation of the area or to the surrounding public realm. The increase in height and FSR will increase the population density which will result in a centre that promotes a sense of place that is active and safe.