

146 -154 O'Riordan St,  
Mascot

## **Urban Design Report**

Prepared for Toplace

Revision D  
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# 1.0 THE SITE



# 1.1 INTRODUCTION



The site is located at 146-154 O’Riordan St, Mascot. It is situated to the South of Mascot Oval and at the intersection of Bourke St and O’Riordan St

There is a new 14 storey Pullman Hotel and a new 10 storey commercial block opposite the site, in addition to the Holiday Inn Hotel at 11 storeys. A new Travelodge of 14 storeys sits directly behind the Ibis Hotel.

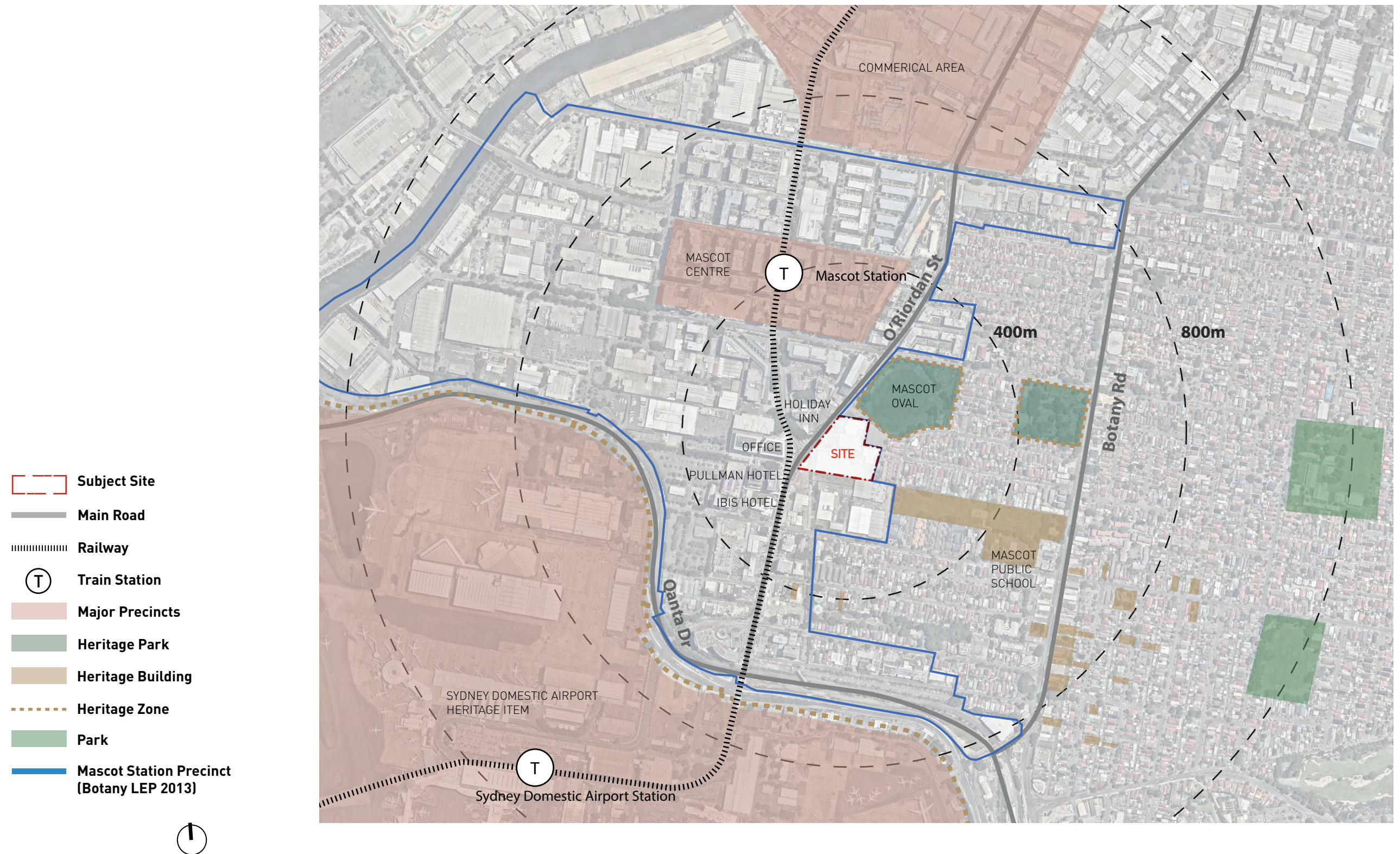
The site has medium density housing immediately to the east.

The site is located 400m from Mascot Station

To the south of the subject site on O’Riordan St, a DA has been approved for a 14 storey building on the corner south of King St.



## 1.2 SITE CONTEXT



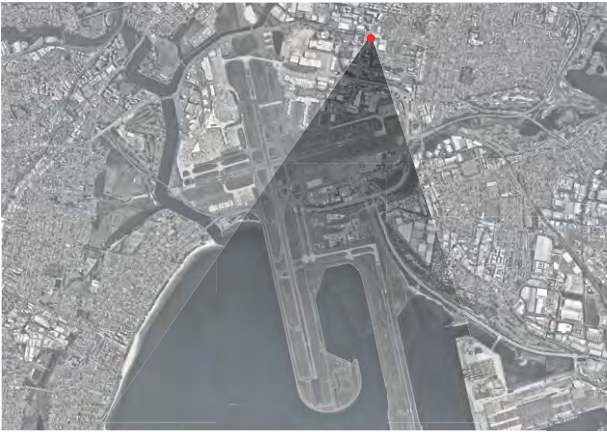


# 1.3 VIEW ANALYSIS

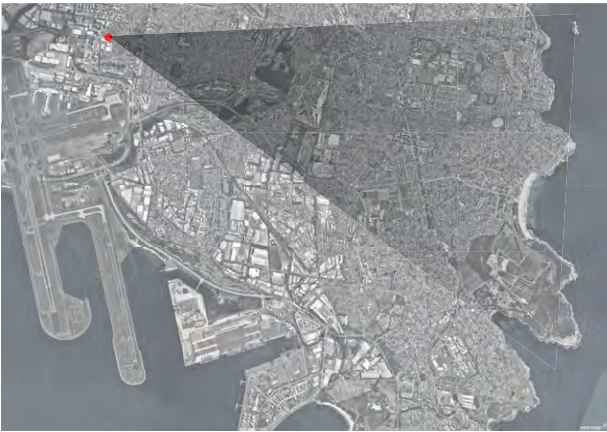
The site enjoys best distant potential views to city, ocean + botany bay.

By far the best potential foreground view is northeast towards Mascot Oval and over the low residential rooftops to the east which are green with gardens and tree canopies.

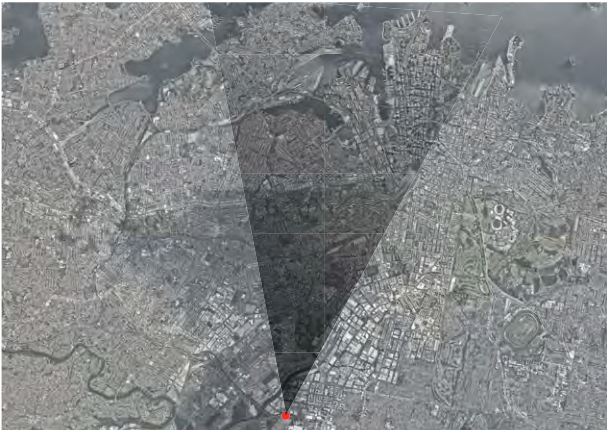
Airport takeoffs and landings can be viewed in the foreground to the south, for those more inclined to enjoy the eccentric joys of transport.



View to Botany Bay



View to Coogee Beach



View to City



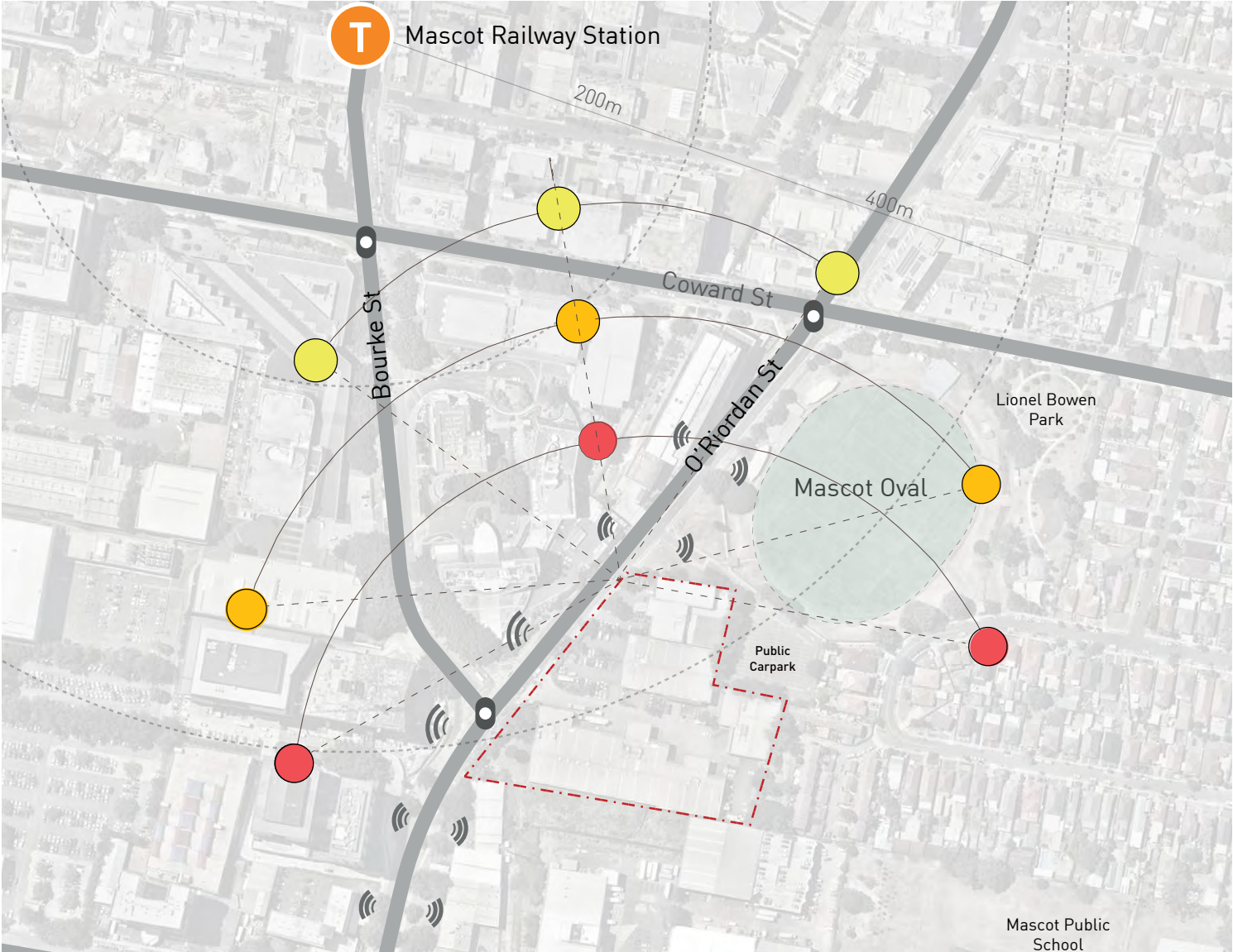
1.4 SITE CONTEXT

Context Urban Fabric



- |                    |                    |                            |
|--------------------|--------------------|----------------------------|
| Hotel              | School & Community | High density residential   |
| Commercial         | Retail             | Medium density residential |
| Industrial         | Church             | Low density residential    |
| Active streetfront |                    |                            |

Environmental Factors



- Summer Solstice   Equinox   Winter Solstice   Noise







# 2.0 THE STRATEGY

PTW believe that the site has merit as a significant landmark, which warrants additional height and is intended to meet design excellence through:

Proximity to transport:

The proximity of the site to Mascot Station and direct access to a state road.

Location:

The site being visibly centred on the key intersection of Bourke St and O’Riordan St. Activity and Streetscape: This site currently consists of a group of one, two and three-storey industrial buildings, facing a central hard-paved car park. Their geometries are at odds with the current street alignment. There is little visible activity.

This proposal has the capacity to transform an important street intersection with lively and compatible hotel activities, visible from the street itself. The proposed buildings hold the street alignment, and are located opposite new commercial offices and existing hotels on the western side of the road, thus creating a positive place. Placemaking is at the centre of urban design and this is a clear opportunity to form a true local hub for locals, tourists and office workers. Within the site, generous communal courtyards are created to generate high levels of activation and to encourage social interaction for both workers and visitors.

Character:

This proposal has the capacity to transform the existing very one-sided hotel character on the western edge of O’Riordan St, into a hotel-focussed cohesive place centred on the street intersection. This will encourage a civic quality to the existing public realm. Pedestrian paths of movement through the site can also connect through to the Oval and to the local residential precinct beyond. The sites to our South are zoned for similar uses and for 44m heights along O’Riordan St, so that this PP is entirely compatible in scale to future massing and use.

Compatible Uses and Height:

The presence of a critical mass of signature hotels located at this intersection including a Holiday Inn Hotel, a Pullman Hotel, a Travelodge and an Ibis Hotel which are 11, 14, 14 and 7 storeys respectively.

This site is an exception to the 44m height plane currently adopted along this section of O’Riordan St. The 22m height limit currently extends all the way from O’Riordan St to the east of the site, which is a 180m distance.

This PP aims to achieve a more consistent height at the intersection of Bourke & O’Riordan streets, while allowing for a respectful transition down to the medium density residential precinct behind. Future Proofing:

The massing of the 44m buildings on O’Riordan can be designed for commercial office building use, if this number of hotel rooms are not viable in the future. PTW has the capacity to deliver high quality design throughout the life of the project.

Environmental Features:

Landscaping is intended to create green havens of calm within the site, beyond the hustle and noise of the busy traffic. Rainwater use to be maximised and water use to be minimised through the use of native species of trees, shrubs and grasses.

Endemic grasses, groundcovers and shrubs will mimic the natural biome and ecology, providing habitat for birds and small wildlife and insects. The use of permeable pavements and pathways will increase the effective absorption of water and recharge of the aquifer.

The landscape is to provide a high level of amenity, but equally have an exaggerated natural character with ripples and furrows, with distinctive large areas of native grasses and groundcovers providing a robust visual identity expressing themes of sustainability and urban ecology.

Water sensitive urban design (wsud) principles can be utilised in the detailed landscape design. Depressions in lawns will be well drained to ensure they are suitable as amenity areas, and are able to serve as informal water detention areas after heavy rainfall.

Botany LEP 2013 - Clause 6.16

The maps accompanying Botany Bay LEP 2013 nominates the subject site as a Key Site to which Clause 6.16 of the LEP applies. The provisions of Clause 6.16 are to be taken into consideration by the consent authority when determining a Development Application. Clause 6.16 states:

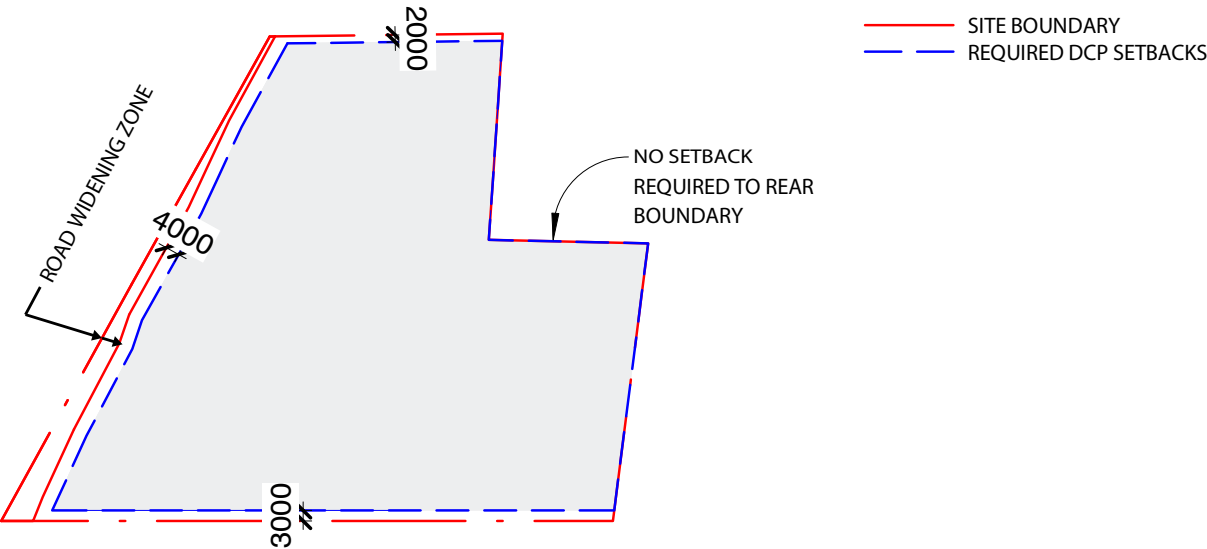
- (1) The objective of this clause is to deliver the highest standard of sustainable architectural and urban design.
- (2) This clause applies to land at Mascot Station Precinct, as shown edged heavy pink, and the BATA site at Eastgardens, as shown edged heavy orange, on the Key Sites Map.
- (3) Development consent must not be granted to development involving the construction of a new building or to external alterations to an existing building on land to which this clause applies unless the consent authority considers that the development exhibits design excellence.
- (4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters:
- (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
  - (b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,
  - (c) whether the development detrimentally impacts on view corridors,
  - (d) the achievement of the principles of ecologically sustainable development.

To ensure compliance with Clause 6.16, any future DA must meet these requirements and in particular shall address the following principles:

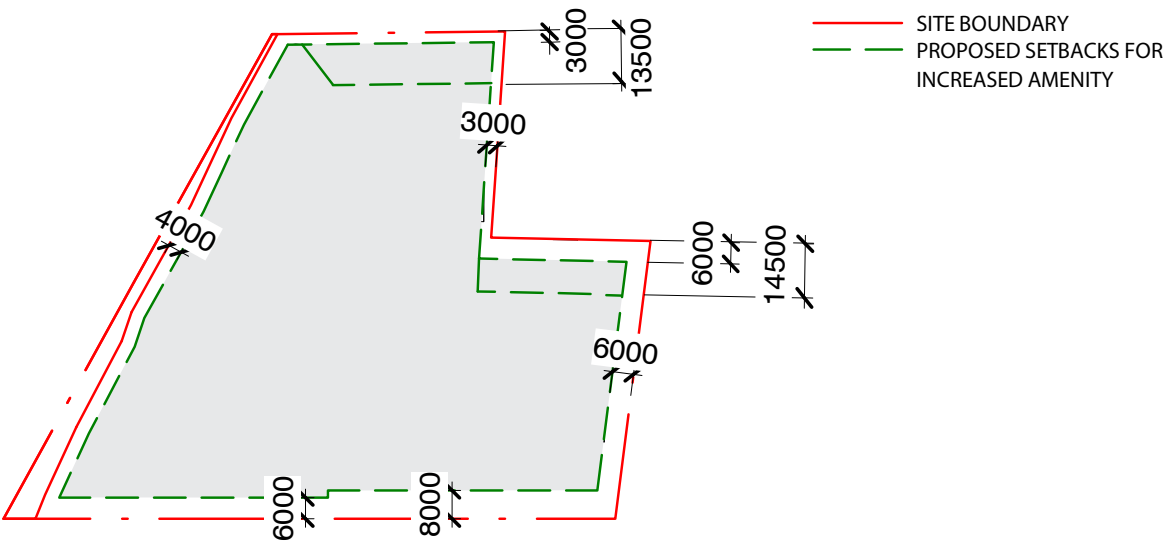
- All buildings must exhibit a high standard of architecture and use of quality materials and detailing. Buildings at the northern end of the site will be highly visible when travelling south along O’Riordan, from Mascot Oval and Coward Street. Buildings at the northern end must ensure interesting architectural elements and detailing to ensure a quality visual outcome from these vistas. Buildings at the southern end of O’Riordan Street shall address and consider the intersection with Bourke Street and treat this interface as a terminating view.
- Buildings on the site shall be positioned and designed to address the public domain and provide passive surveillance in particular with Mascot Oval, the public carpark and the O’Riordan Street frontage;
- The location of buildings on the site should consider the opportunity for visual connections within and through the site, in particular towards Mascot Oval.
- Future development should address ecologically sustainable development and in particular shall considered Water Sensitive Urban Design opportunities.

# 2.1 PROPOSED MASSING GENERATIVE DIAGRAM

## SETBACKS



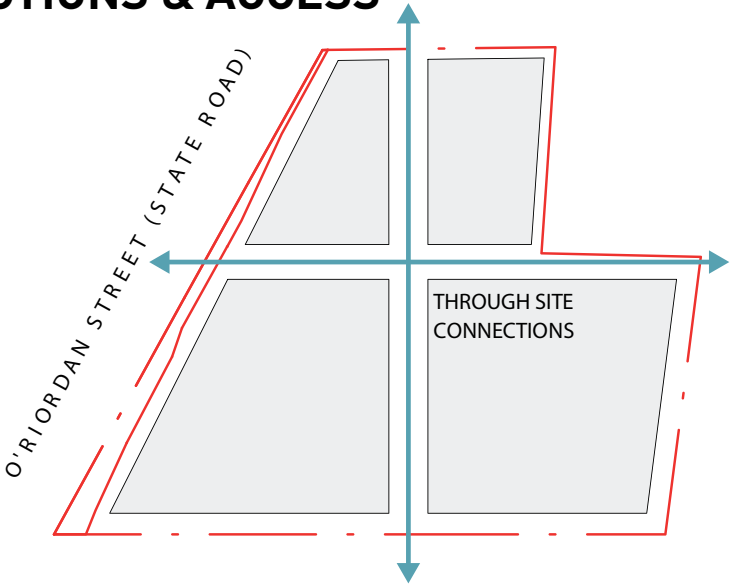
A1. REQUIRED



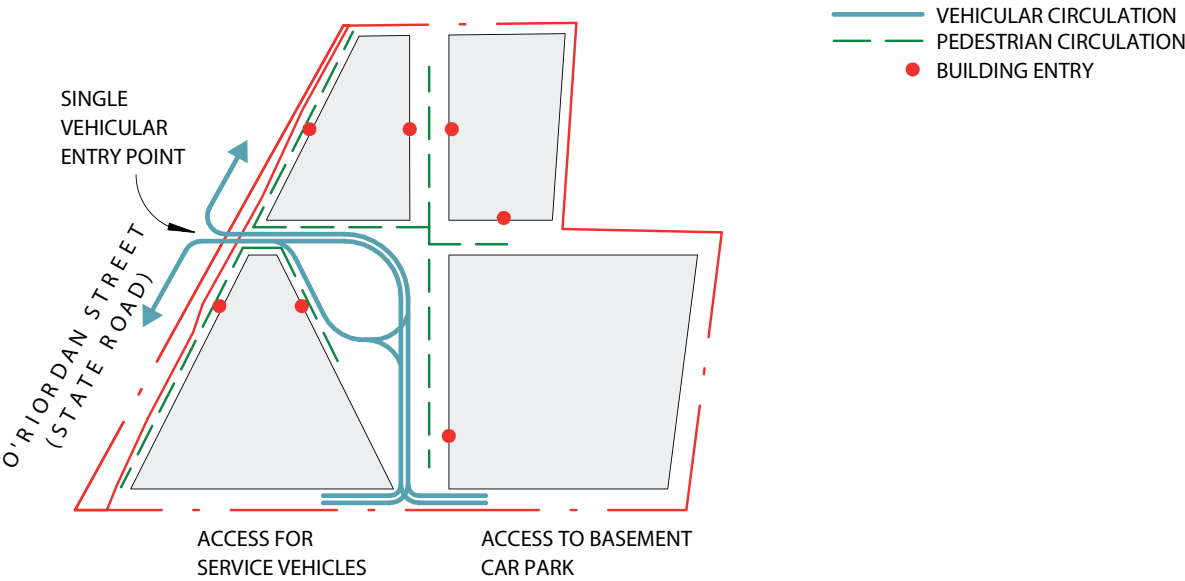
A2. PROPOSED

Botany Bay DCP 2013 requires a 4m setback to O'Riordan St, 2m setback to Mascot Oval, 3m setback to the side and no rear setback. Further setbacks are considered to allow a higher degree of amenity to future buildings. This also allows a buffer zone around the site that can be heavily landscaped. Deep soil zones can be considered on the setback zones to the north and east of the site for large planting. This will allow for amenable separation between the site and the Mascot Oval to the north and residential uses to the east.

## CONNECTIONS & ACCESS



B1. IN PRINCIPLE

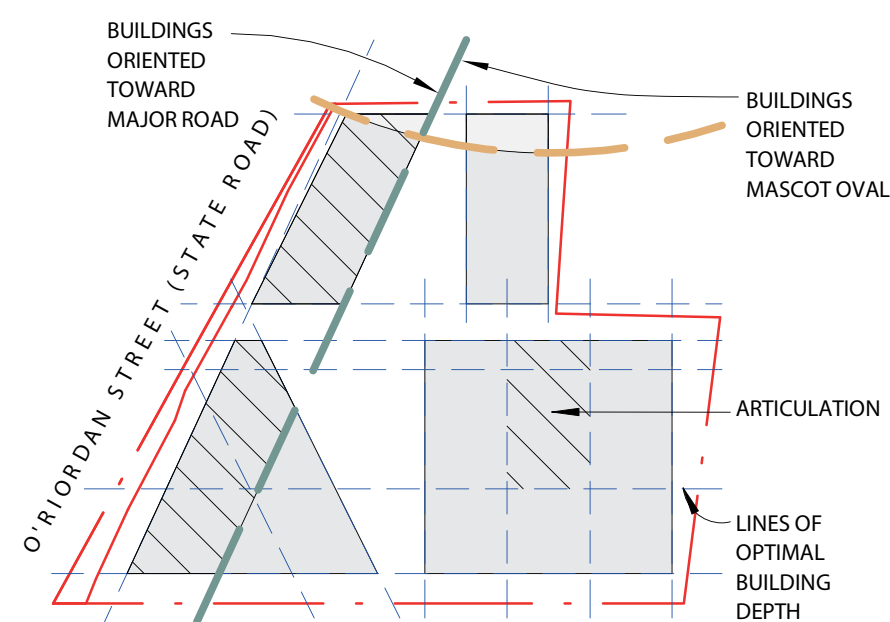


B2. PROPOSED

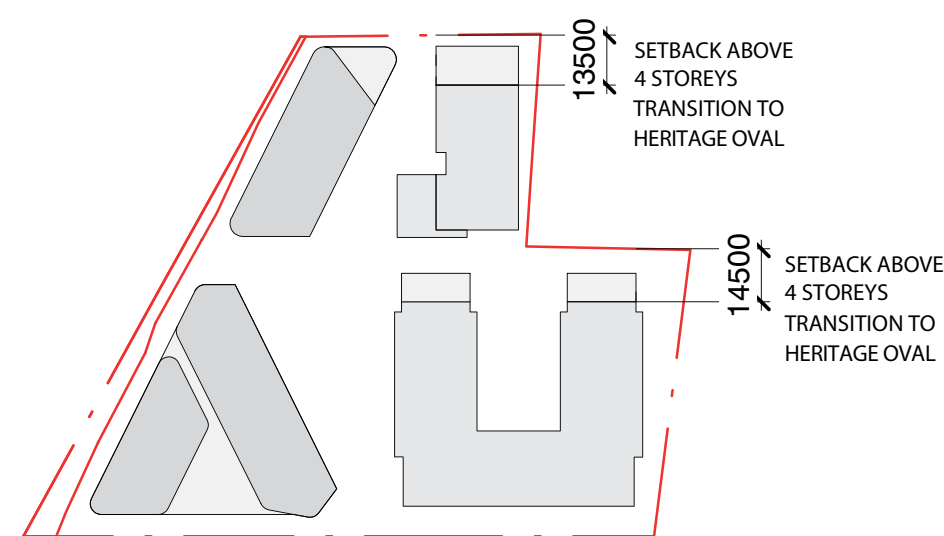


# 2.1 PROPOSED MASSING GENERATIVE DIAGRAM

## FORM

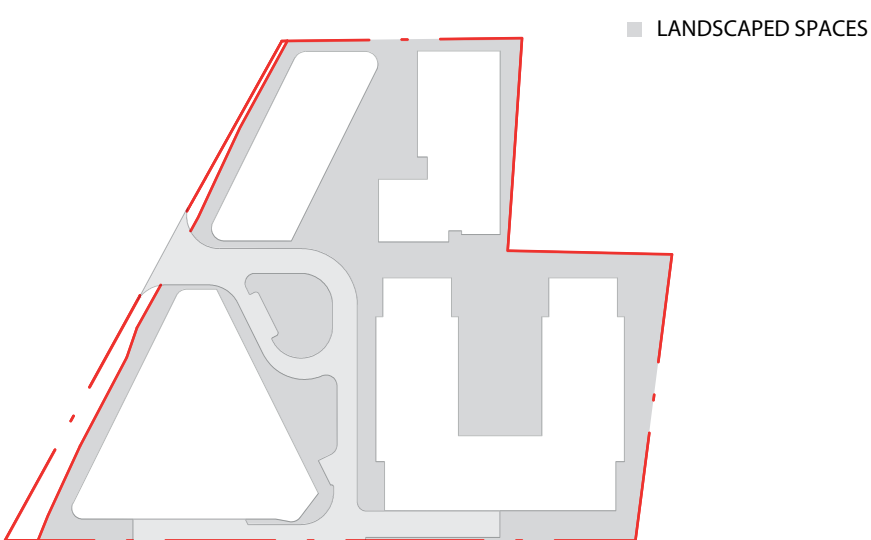


A1. BUILDING BLOCKS IN PRINCIPLE

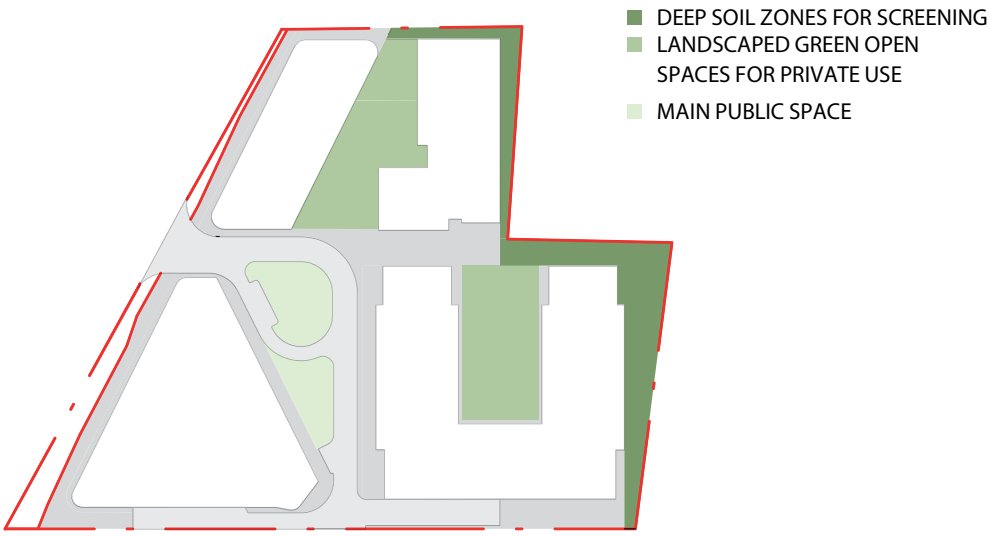


A2. PROPOSED FORMS INCLUDING PODIUM SETBACKS TO HERITAGE OVAL

## OPEN SPACE



B1. OPEN SPACE DEFINED BY BUILDING IN PRINCIPLE



B2. PROPOSED LANDSCAPE STRATEGY



2.2 LEP HEIGHT MAP

W	44m	M	12m
T2	26m	J	9m
R	22m		

EXISTING



PROPOSED



Botany Bay Local environmental Plan 2013, 10 December 2018  
<https://www.legislation.nsw.gov.au/#/view/EPI/2013/313/maps>



# 2.3 PROPOSED HEIGHT GENERAL PRINCIPLE DIAGRAM

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- Highest buildings to be located on street intersection
- Height transition from O'Riordan St to the less dense residential precinct to the east to be retained.

PLAN



SECTION



## 2.4 HEIGHT TRANSITION DIAGRAMS

### EXISTING CONTEXT BUILDINGS IN STOREYS



- Existing height control only allows development with 22m height across the entire site. There is no transition to the oval, the park and to the neighbouring residential area.
- There is no urban design marker to acknowledge the intersection of Bourke and O'Riordan Street.

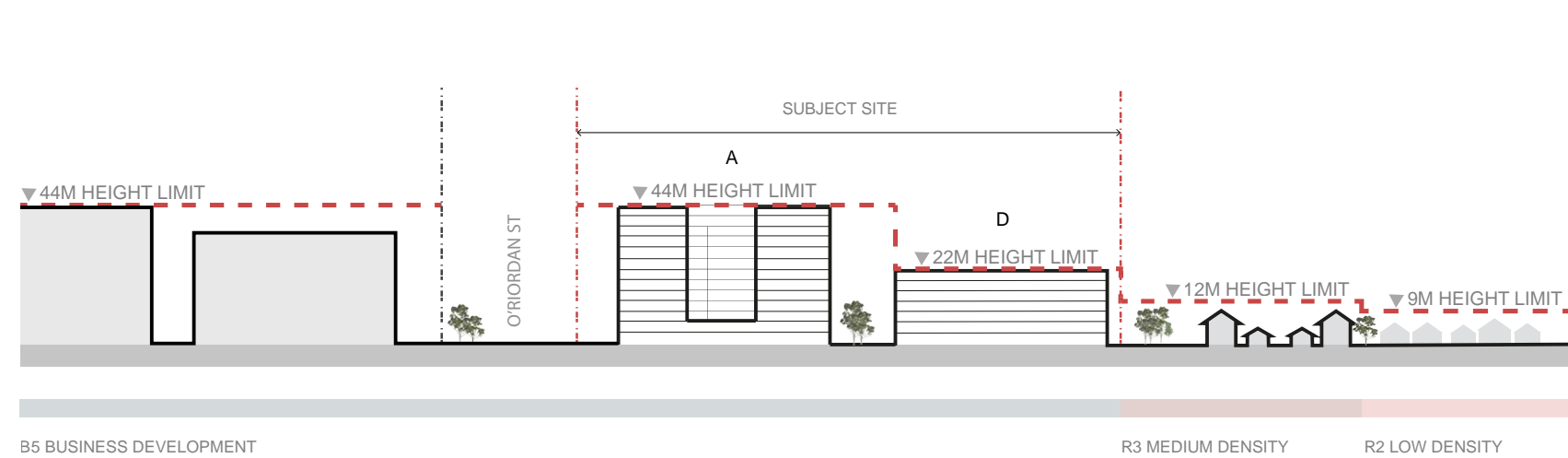
### PROPOSED MASSING ENVELOPE IN STOREYS



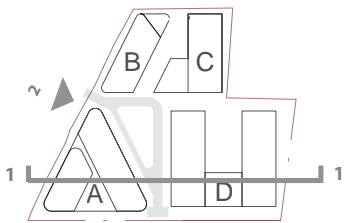
- The proposed change in height only relates to the zone along O'Riordan St. It matches the site to the immediate South.
- The Bourke and O'Riordan Street intersection is marked by high building form
- Future proposed development provides a smoother height transition North/South along O'Riordan Street, and down towards the Heritage Oval.
- Equally there is a smoother height transaction East/West from O'Riordan Street to the existing residential precinct to the east.



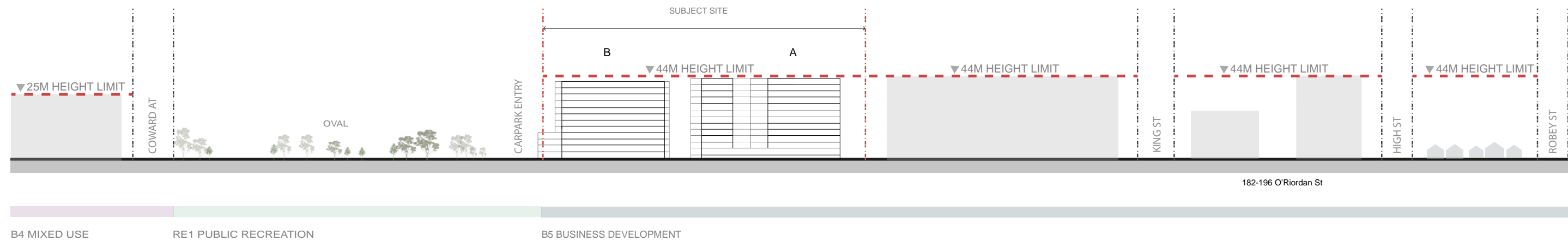
# 2.5 SITE SECTION AND ELEVATION - HEIGHT TRANSITION



1.O'RIORDAN ST CROSS SECTION DIAGRAM  
1:1000

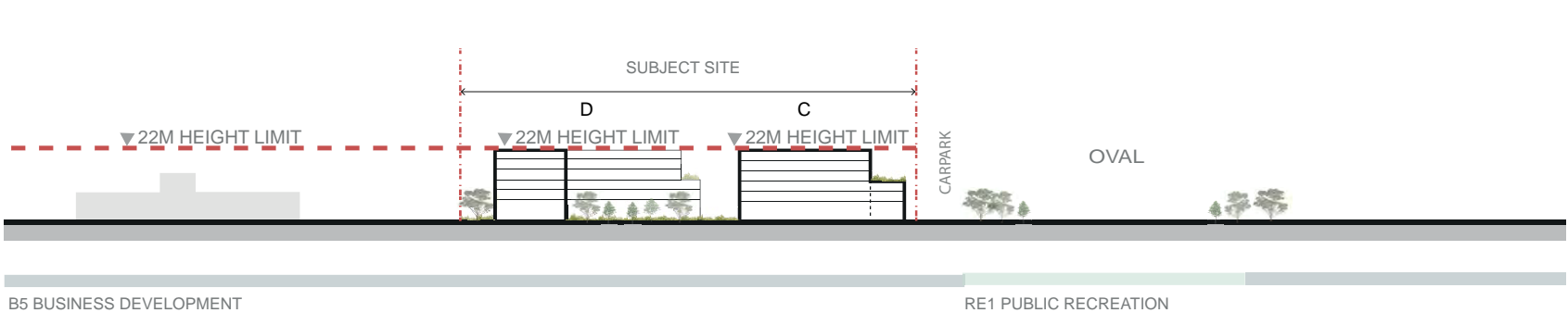


18

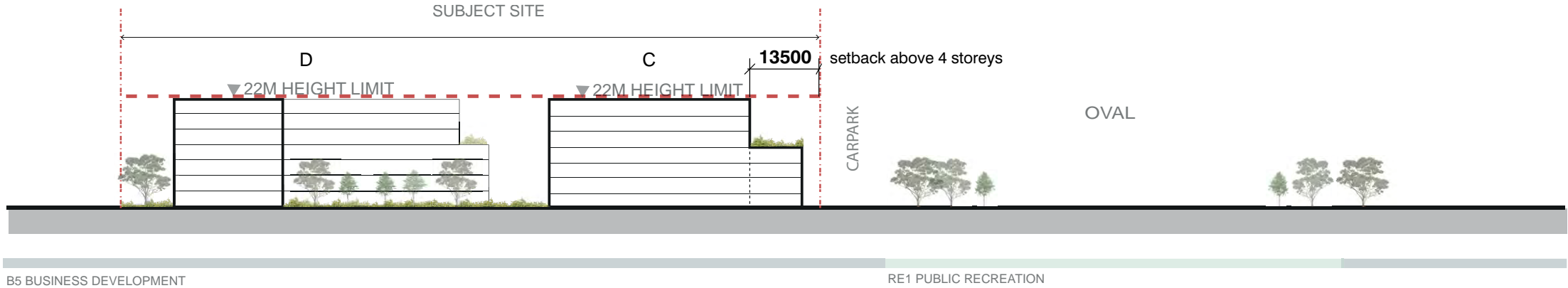
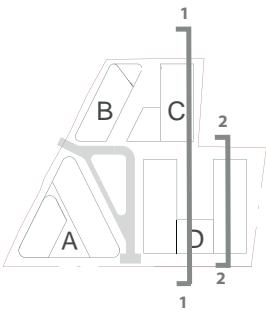


2.O'RIORDAN ELEVATION DIAGRAM  
1:1000

# 2.6 HEIGHT TRANSITION DIAGRAMS - HEIGHT TRANSITION TO HERITAGE OVAL



1.OVAL SECTION DIAGRAM  
1:1000



1. OVAL SECTION DETAIL DIAGRAM 1  
1:500



2. OVAL SECTION DETAIL DIAGRAM 2  
1:500



# 2.7 PARK ACTIVATION

## EXISTING



Mascot Oval is primarily used for rugby league. It is fully fenced with 4 gated entry points. Lionel Bowen Park has north-south street entries from Forster and Coward St. A public surface carpark is located between the Oval and the site. It has no surveillance and 87 carparking spaces. It's empty most of the year.

- Currently an inward-looking group of buildings
- The central space visually connects only to the street

## PROPOSED



Council is encouraging multi-sport uses at Mascot Oval to expand the range of users.

- Opportunity to create outward looking group of buildings
- Central space visually linked to Oval
- Taller buildings on O'Riordan St to have improved views of Oval



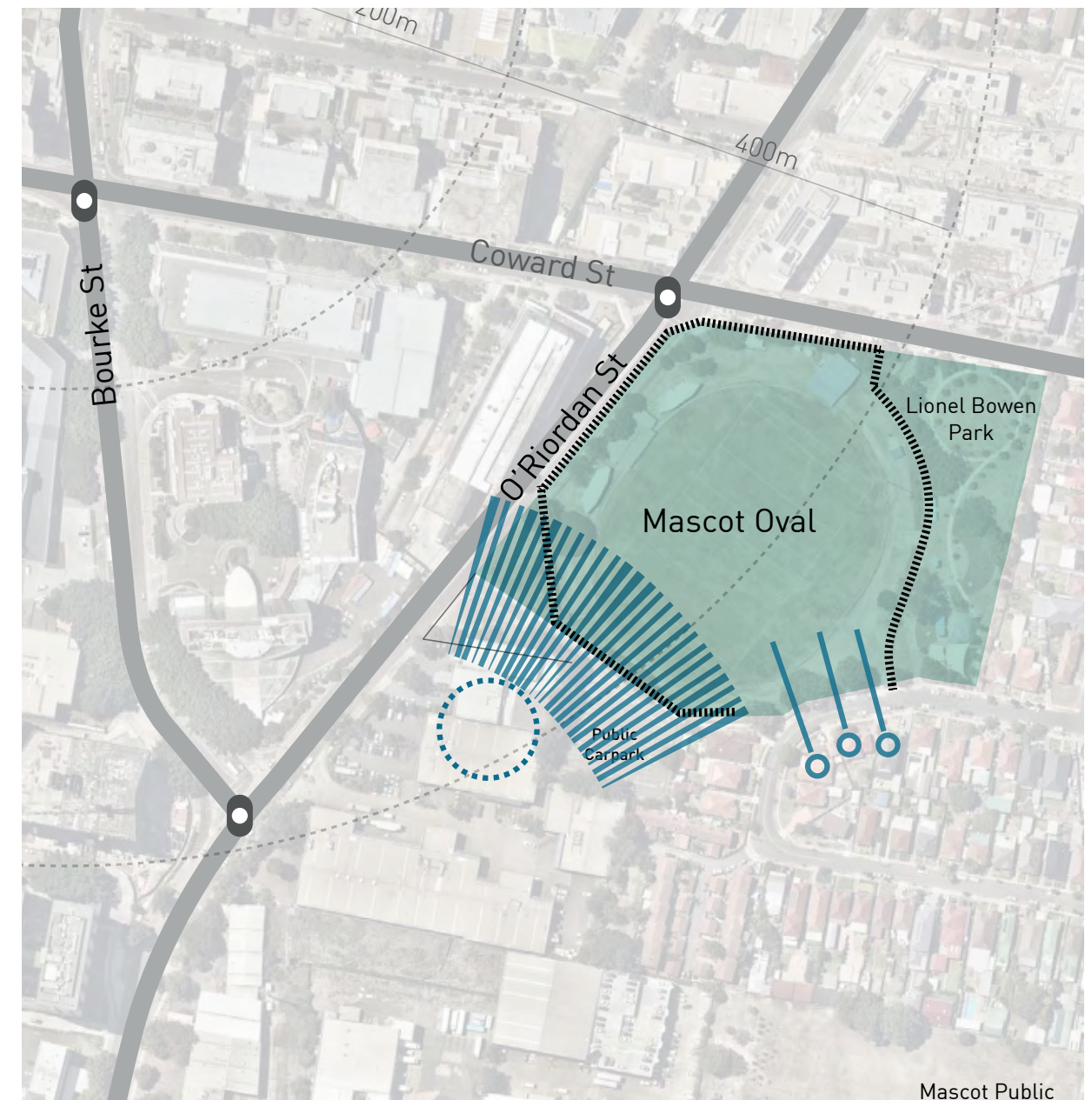
## 2.8 ENHANCED SURVEILLANCE

### EXISTING PASSIVE SURVEILLANCE OF OVAL



- Limited surveillance of Mascot Oval from only 3 private properties. Remaining properties are street-facing only.

### PROPOSED INCREASED SURVEILLANCE

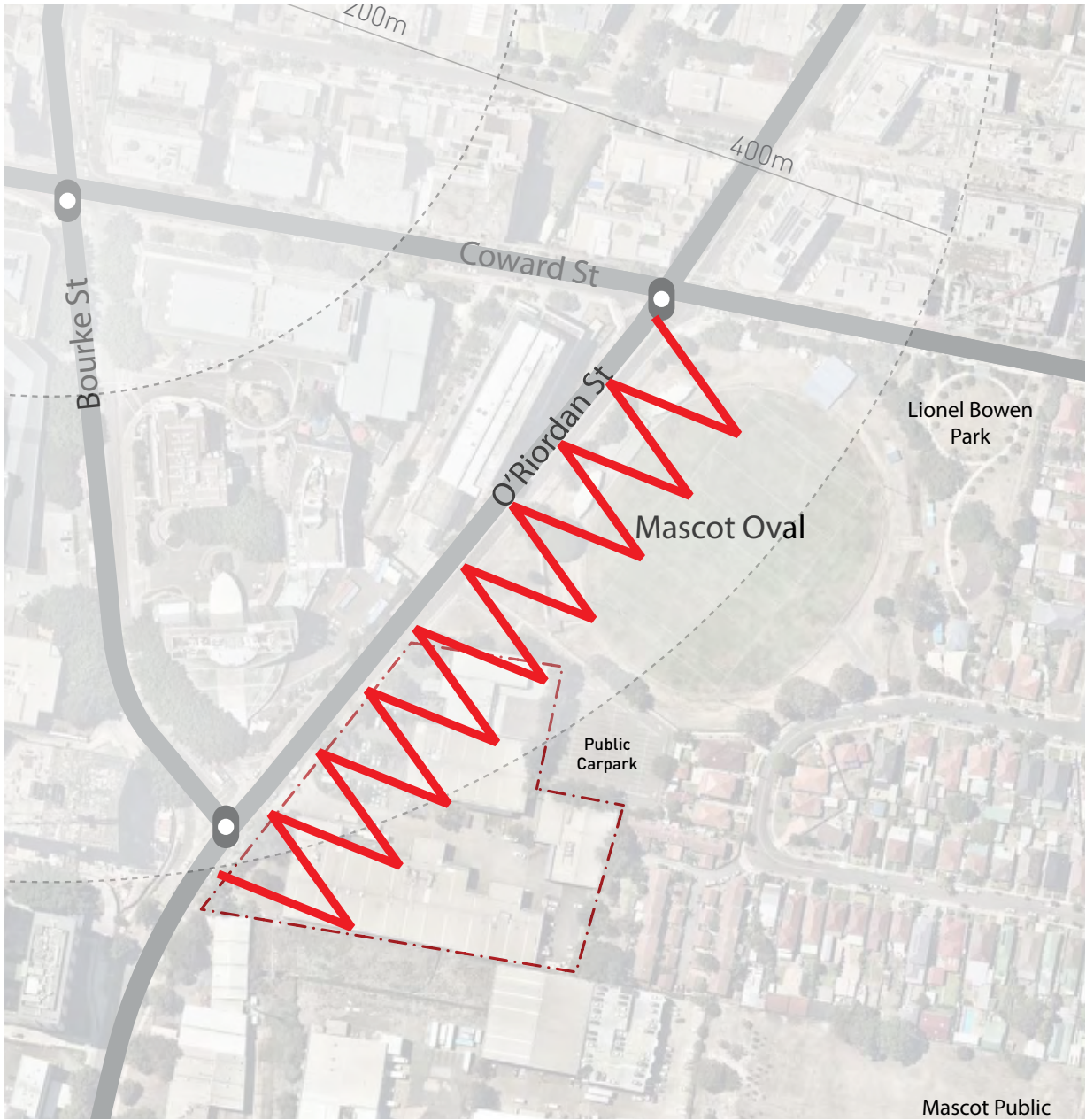


- Opportunity for future development stepping continuously lower towards the Oval, will provide more surveillance to Mascot Oval
- Increased height of the western-most buildings on subject site will also increase surveillance of the Oval



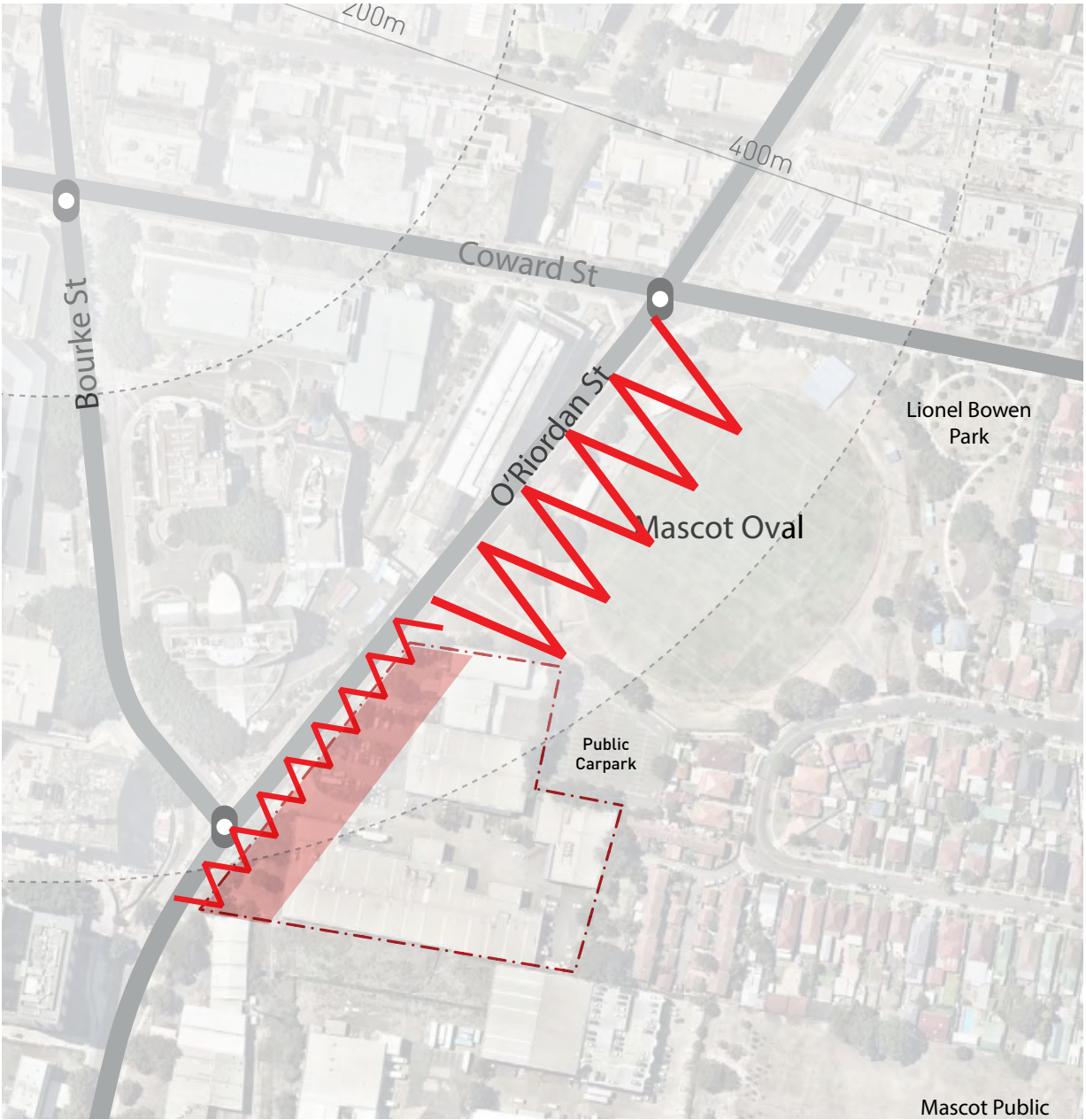
# 2.9 STREET

## EXISTING



- The acoustic context along O'Riordan Street is constant traffic noise.
- There is a permeable foil of buildings between the eastern residential use area and O'Riordan St.

## PROPOSED



- A higher street wall development along O'Riordan Street will reduce traffic noise to the eastern residential areas, as buildings are parallel to the main noise source.



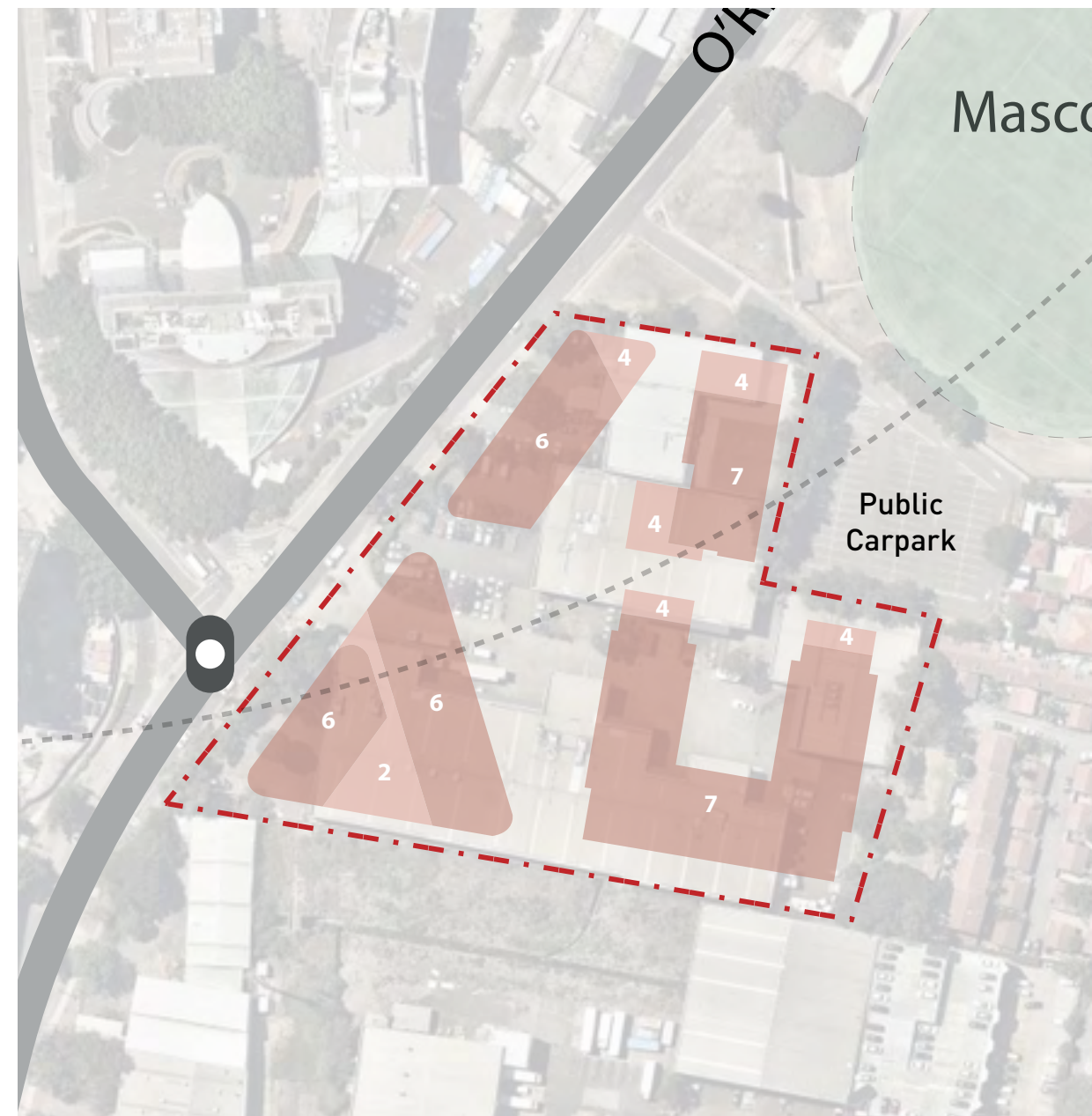


# 3.0 THE PROPOSAL



# 3.1 PROPOSED HEIGHT (USING DA FOOTPRINTS)

Current 22m HEIGHT LIMIT MASSING



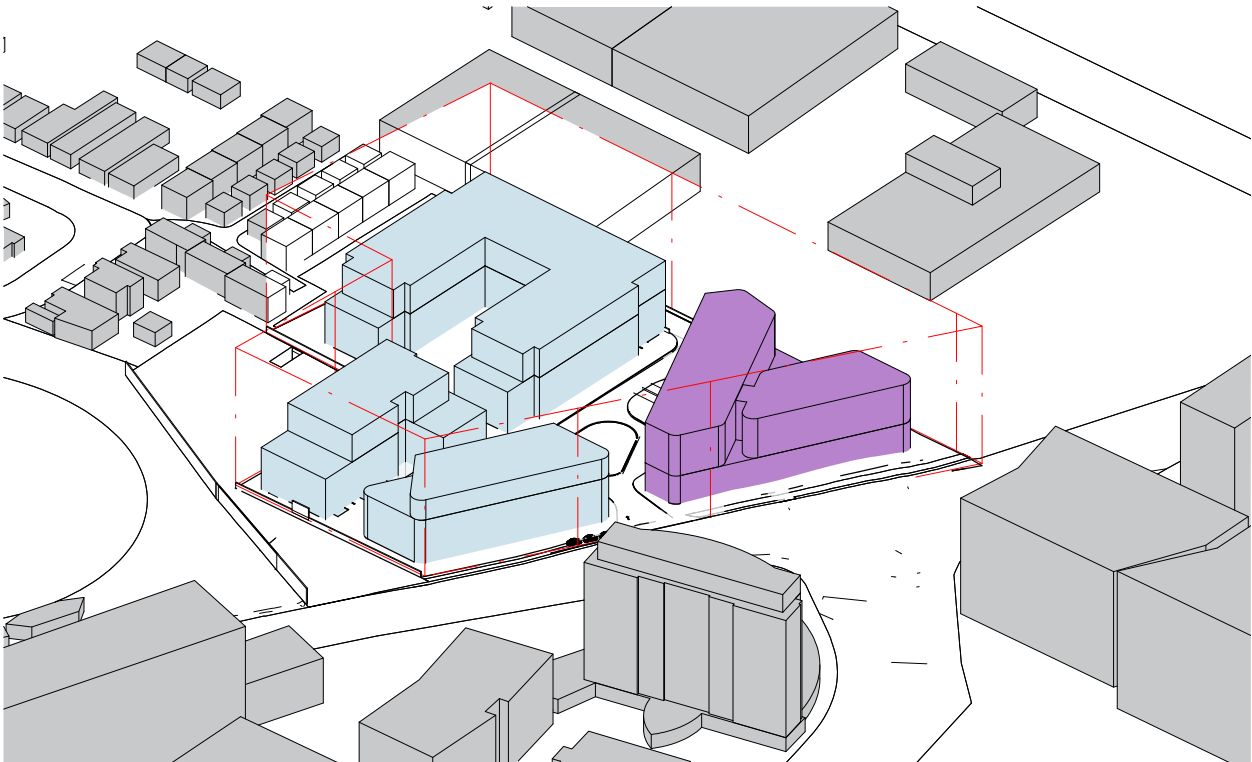
- FSR of 2.16:1 (maximum FSR not achieved)

PROPOSED 44m MASSING

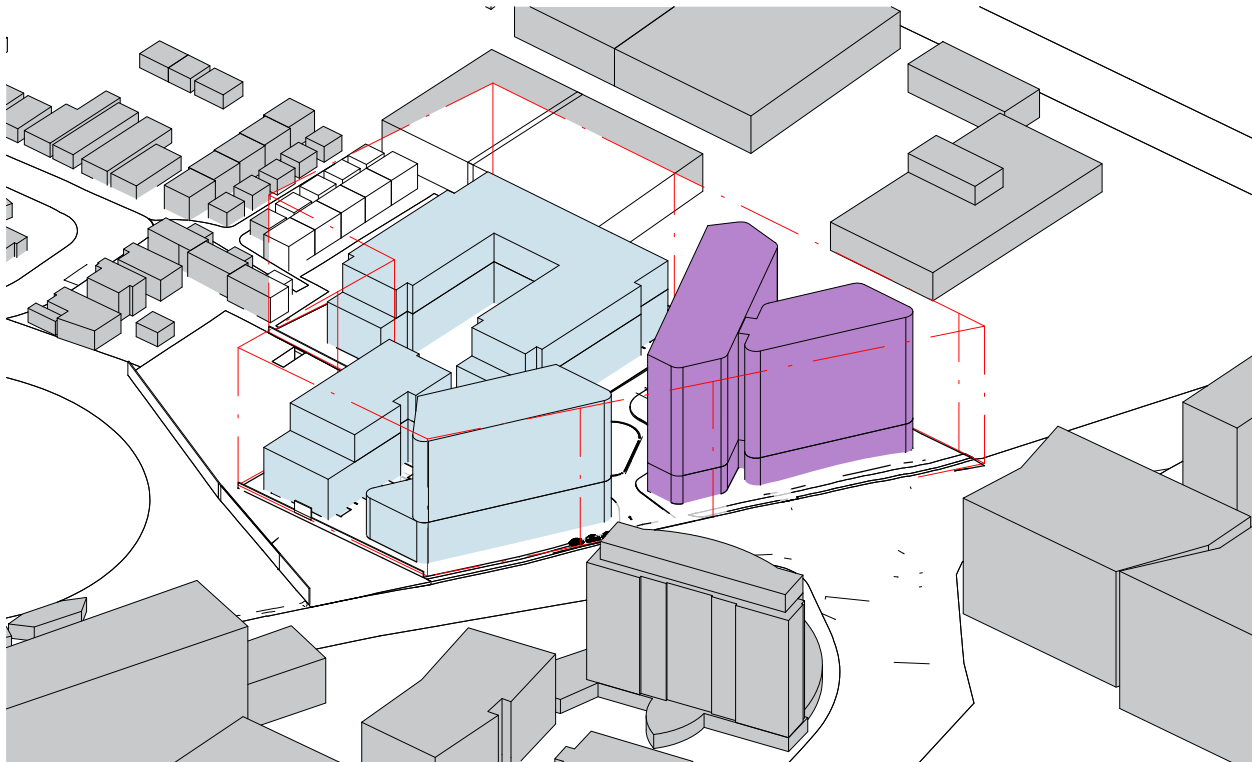


- The con-currently proposed DA does not achieve the maximum allowable FSR, but with this arrangement an FSR of 3:1 can be achieved.
- There is a reduction in height adjacent to the Coward St and carpark between the new development and the Oval.
- The highest building is within the site, with only an end elevation marking the site's entrance.
- The 13 storey hotel block addresses the Oval and distant views

### 3.2 MASSING HEIGHT AND FSR COMPARISON



GFA: 36,850 m2  
FSR: 2.61:1 (MAXIMUM FSR NOT ACHIEVED)

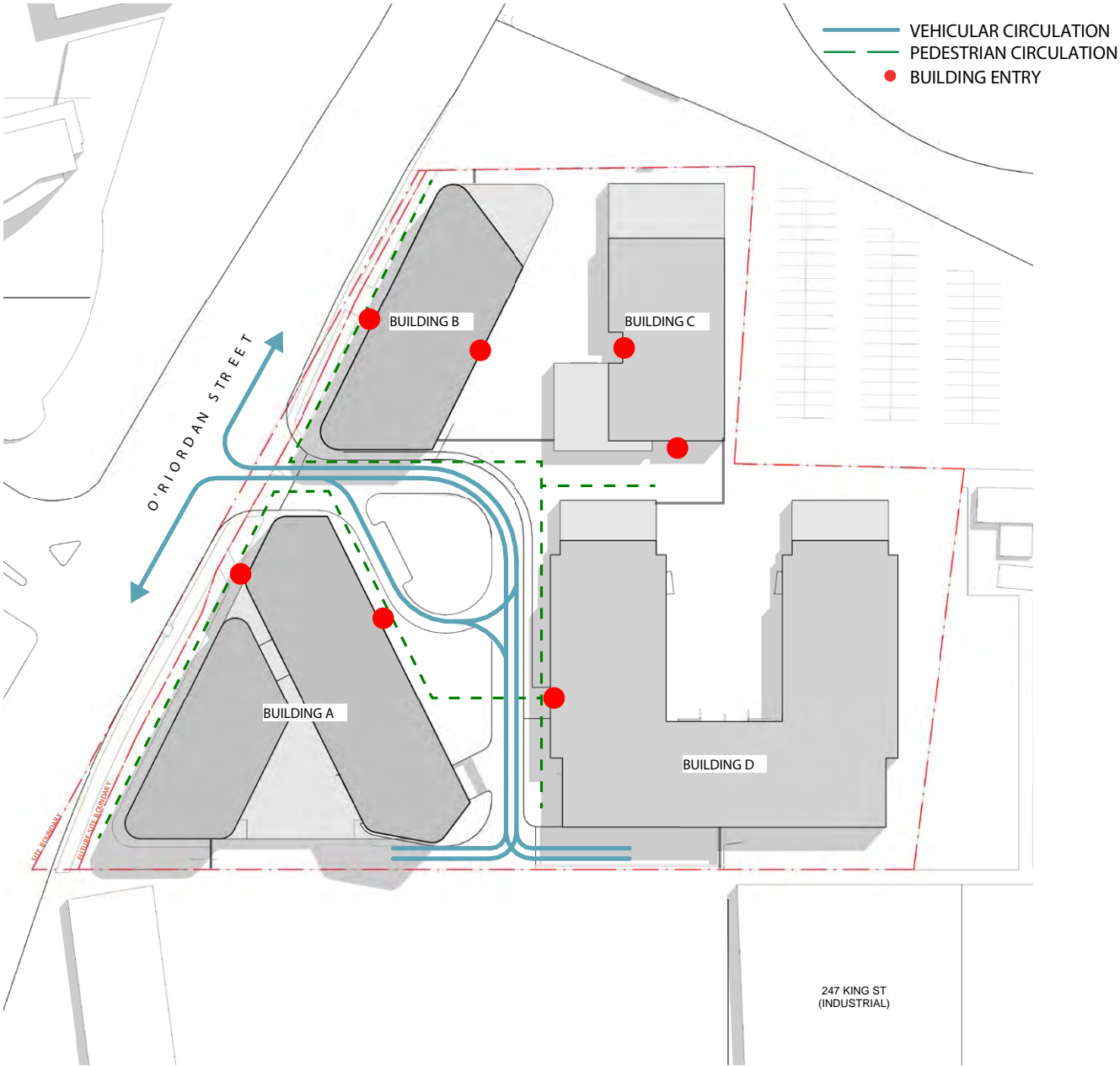


GFA: 51,063 m2  
FSR: 3:1 (MAXIMUM CAN BE ACHIEVED)



### 3.3 PROPOSED TRAFFIC AND LANDSCAPE STRATEGY

28



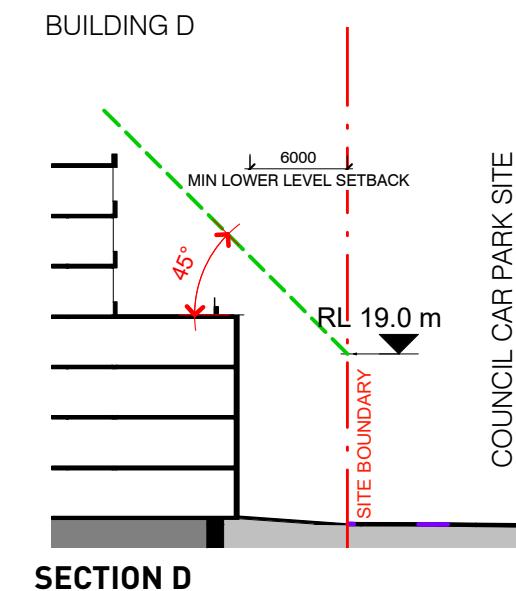
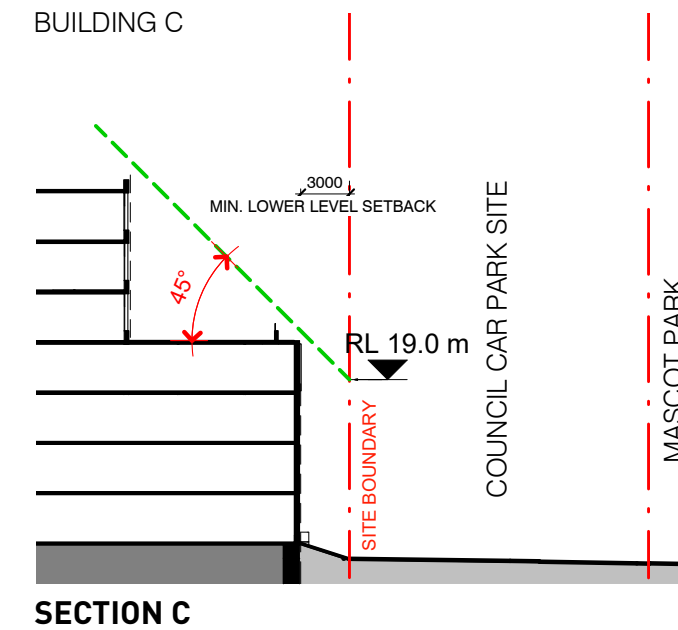
TRAFFIC DIAGRAM



LANDSCAPE DIAGRAM



## 3.4 HEIGHT PLANE CONTROL

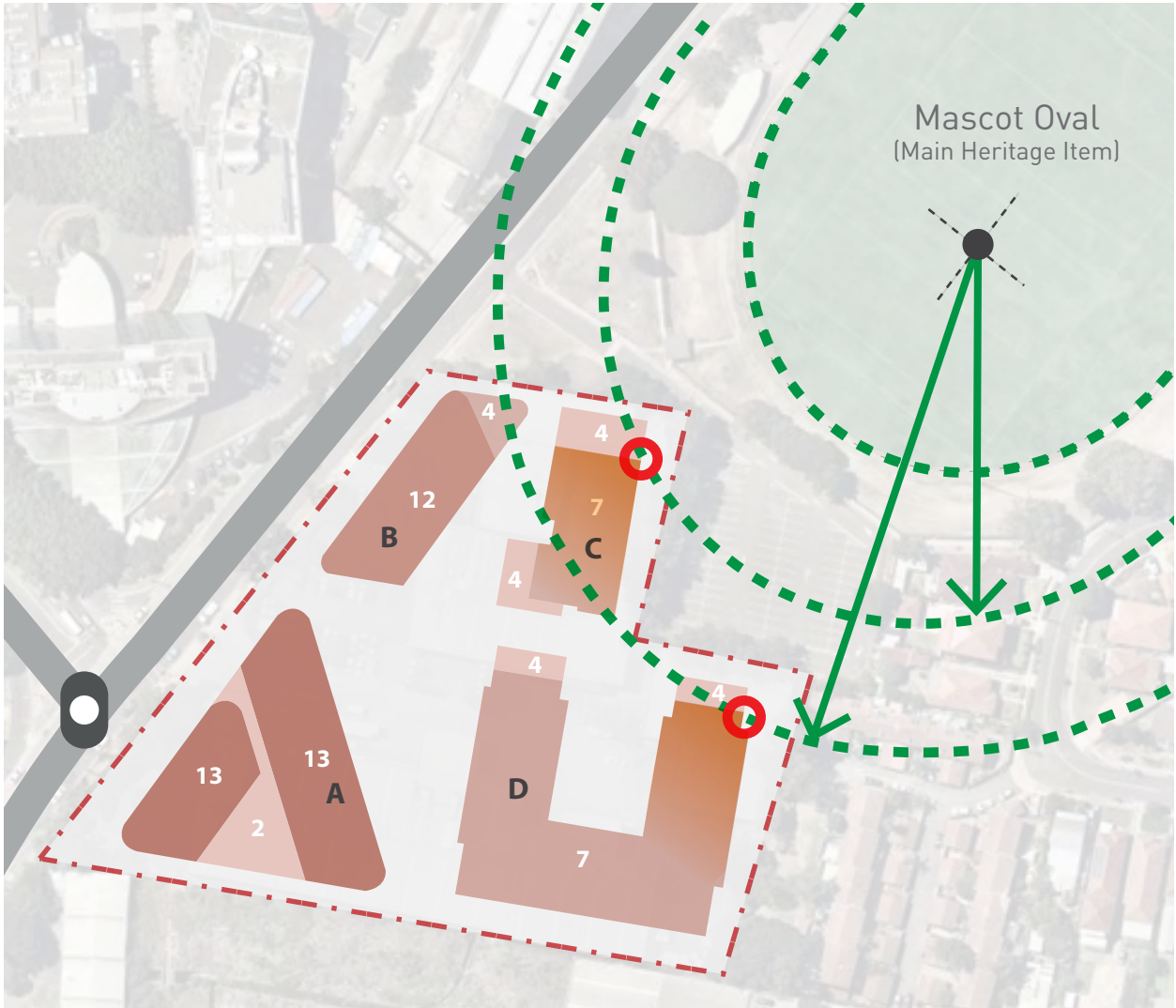


### HEIGHT PLANE CONTROL TO BUILDING C&D

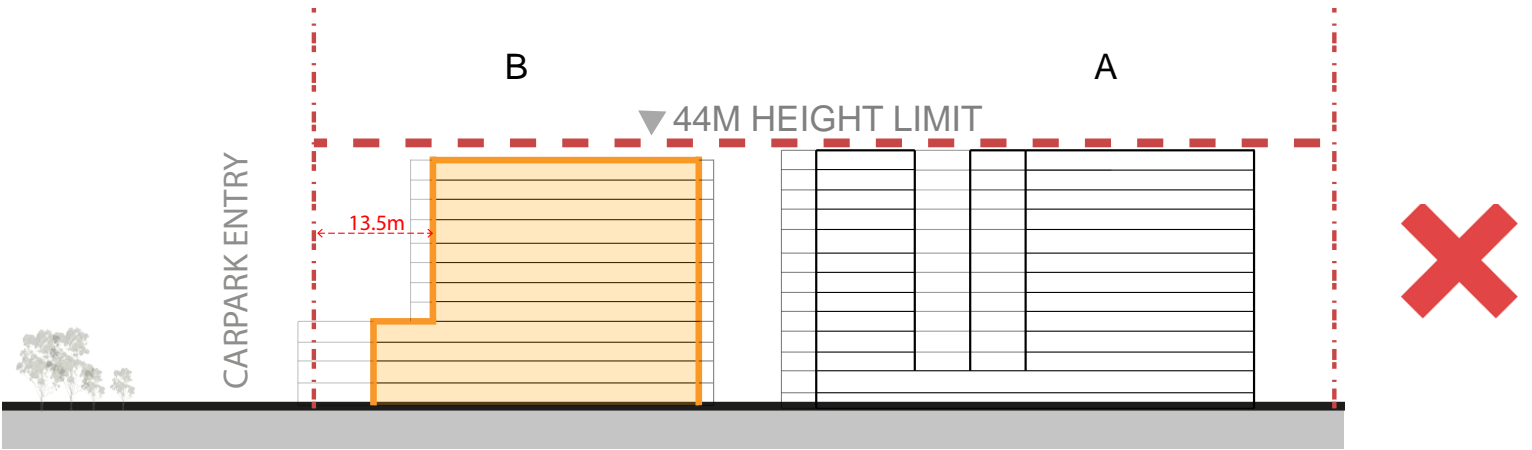
- This Planning Proposal suggests a maximum 45 degree setback applies to the builtform from RL 19m on northern boundary. This is to acknowledge the importance of Mascot Oval and the buildings when viewed from that direction will be seen stepped, therefore lowered in scale.
- Note that, on Building D, both northern wings comply to this control, to emphasize the central east-west axis.

# 3.4 HEIGHT PLANE CONTROL

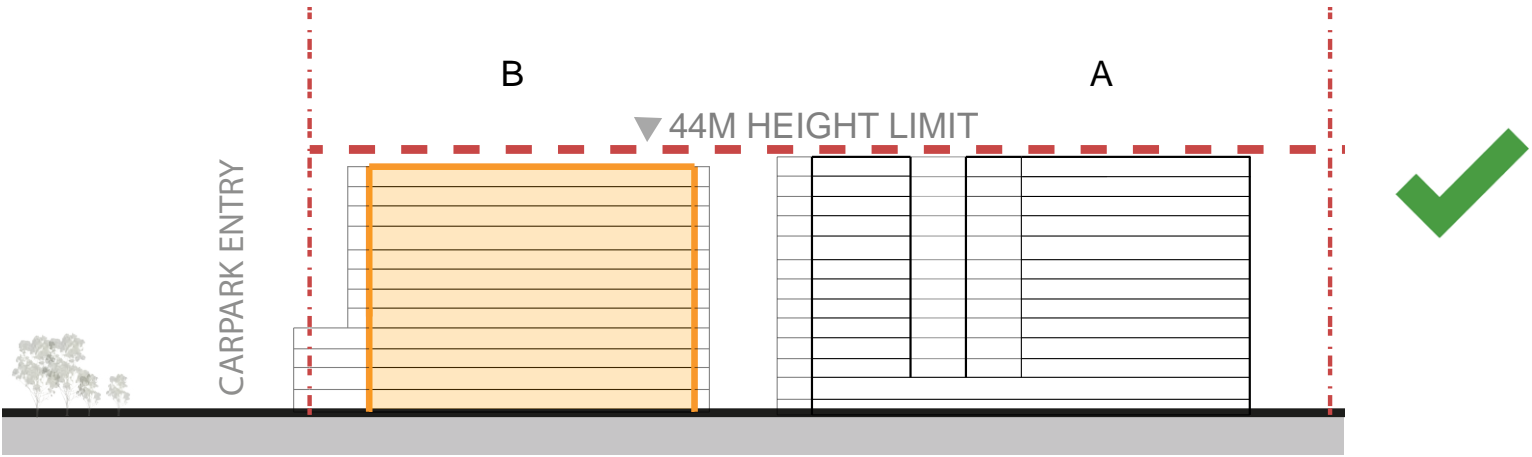
30



Location Plan : Showing key pivot points



- O’Riordan elevation diagram with additional setback would produce a poor facade form, with a segment taken out.

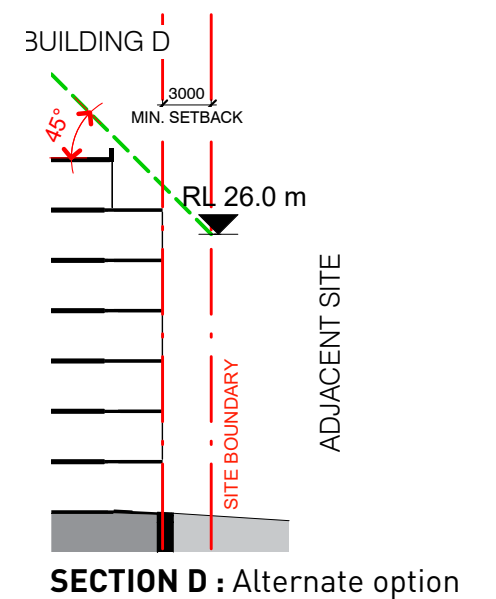
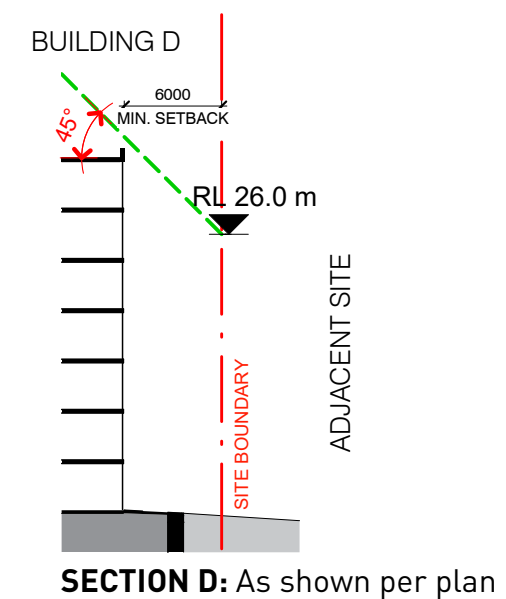
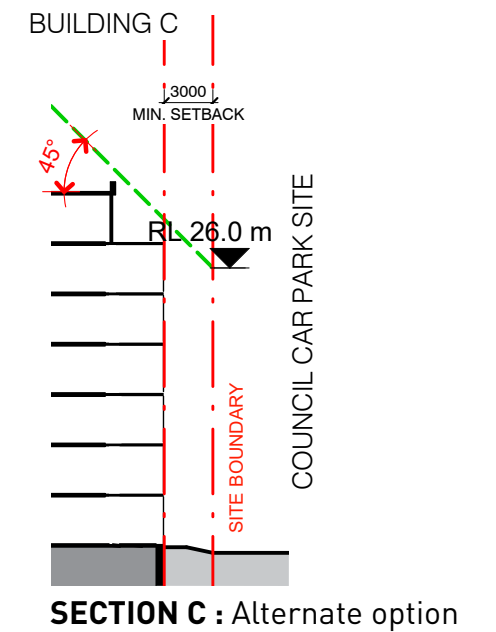
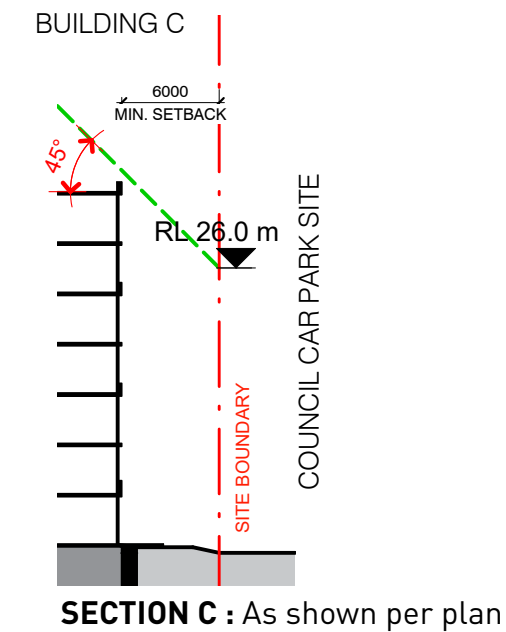
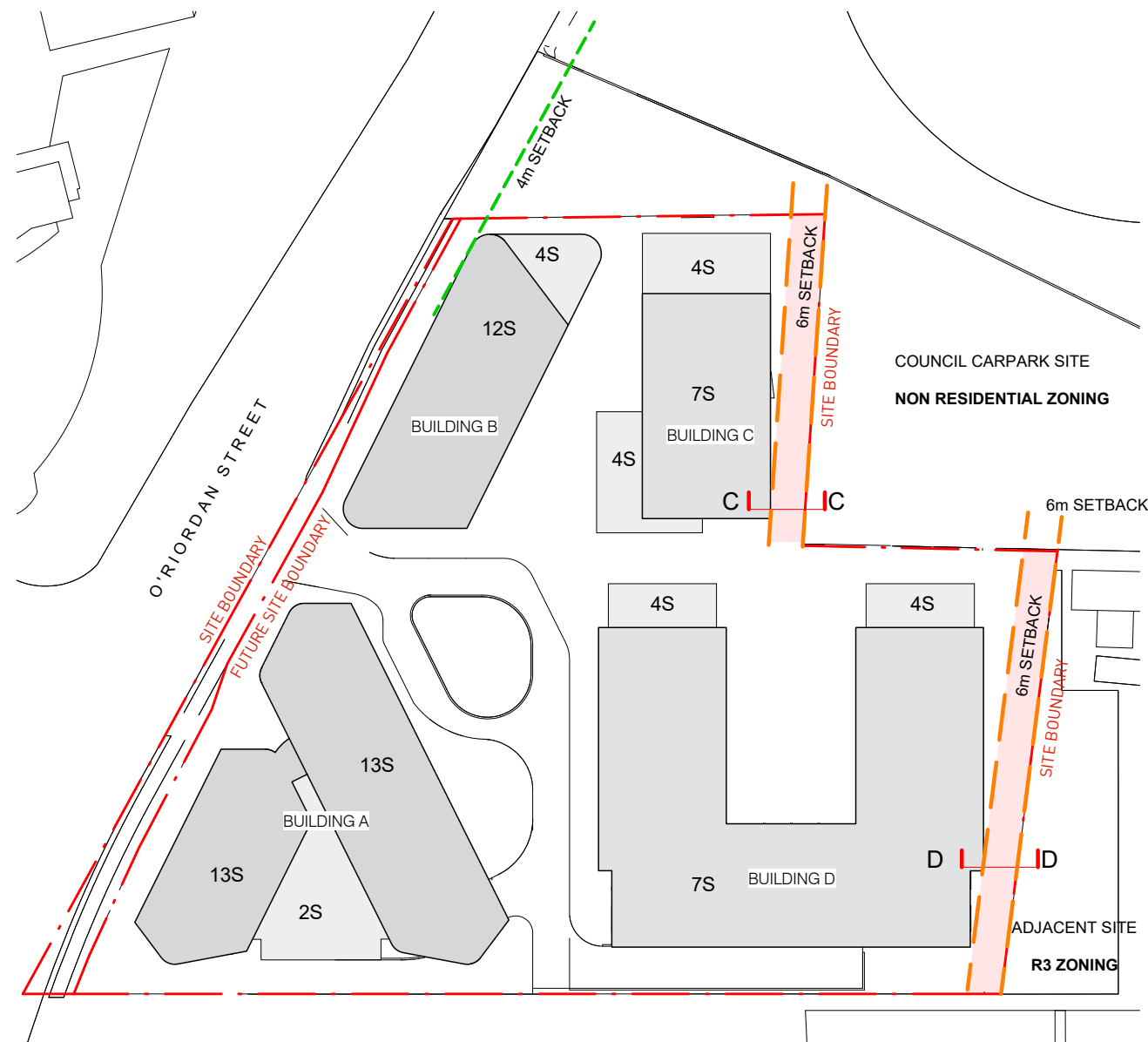


- Proposed O’Riordan elevation diagram with a simple rectangular form producing a stronger urban form.

## HEIGHT PLANE CONTROL TO NORTHERN EDGE OF BUILDING B

- Location Plan: The geometric relationship of Buildings C & D to Mascot Oval is described by two pivot points. Building B already sits between this two pivot points, so its relationship to the heritage oval is already similar to Building C & D.
- PTW believes that Building B must have no height plane setback on the O’Riordan street facade, as a setback produces a less coherent facade along the O’Riordan streetscape.

## 3.4 HEIGHT PLANE CONTROL

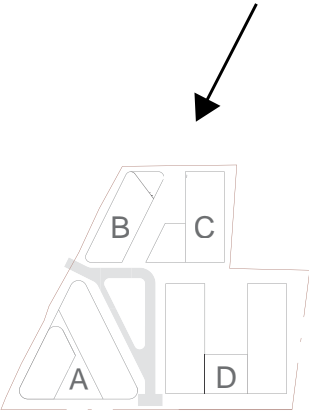


### SETBACK CONTROL TO EASTERN EDGE OF BUILDING C & D

- The purpose of this control is to ensure that any future development on this sites provide a transition setback at the upper level if located closer to the boundary.
- The council carpark is zoned for non residential use and a 6m setback is generously proposed. The R3 zoned land to the East, having a built of 3 storeys produces 12m as the maximum distance required between buildings, 6m is therefore proposed.
- The shadow diagrams indicates that any building in the R3 zone will be unaffected by these building envelope.
- A 45 degree setback applies to the builtform above RL of 26m along the eastern boundaries.



3.5 PERSPECTIVE VIEW COMPARISON



Current 22m Massing



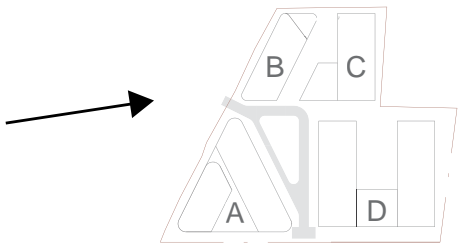
Proposed 44m Massing



3.5 PERSPECTIVE VIEW COMPARISON



Current 22m Massing



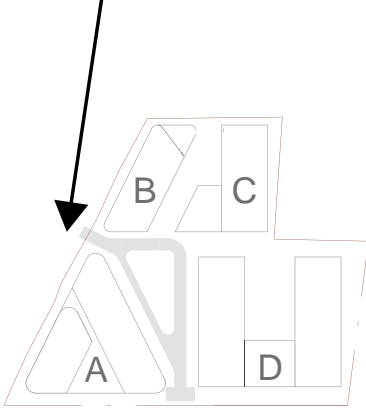
Proposed 44m Massing



3.5 PERSPECTIVE VIEW COMPARISON



Current 22m Massing



Proposed 44m Massing



## 3.6 SHADOW STUDIES

- 22m Massing and Shadows
- 44m Massing and Shadows

