



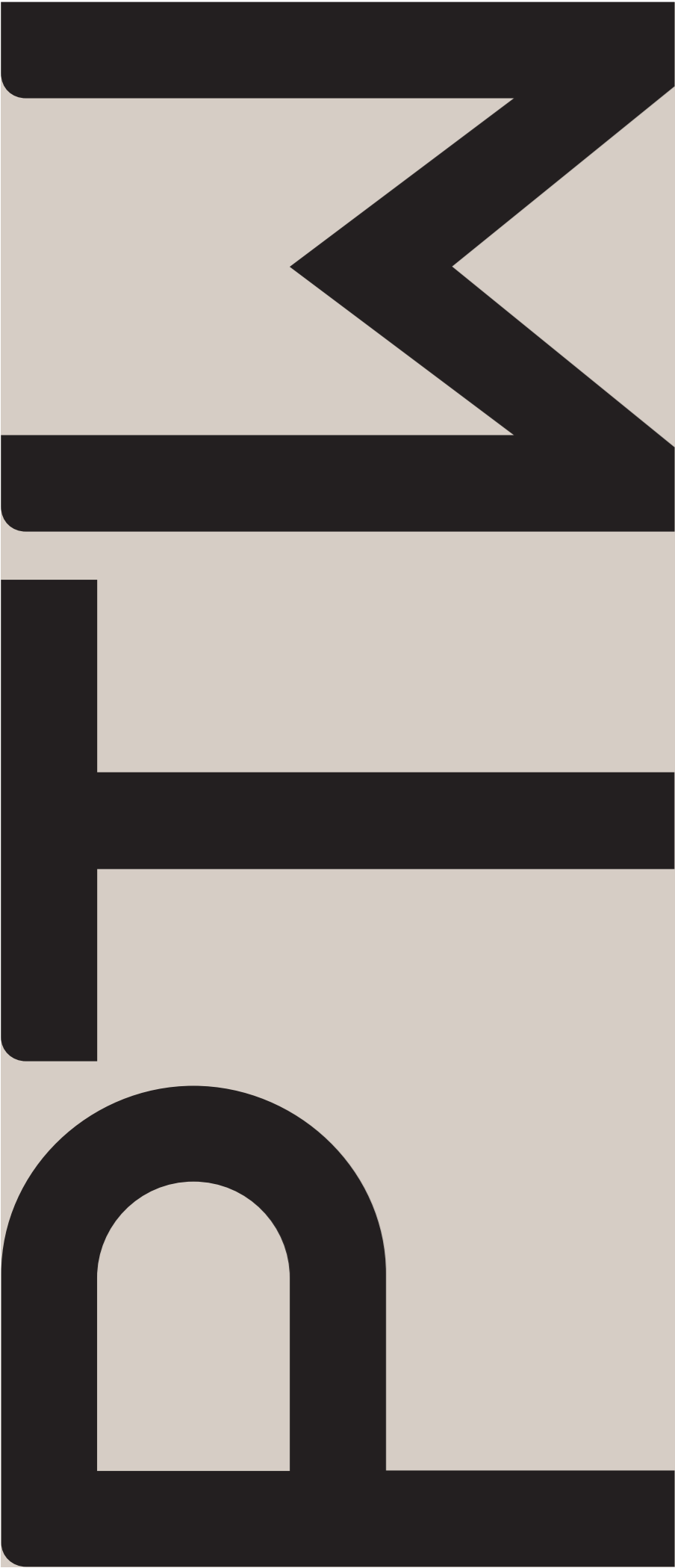
# PTW

## URBAN DESIGN REPORT

2-4, 10-12 AND 20 TELEGRAPH ROAD, YOUNG NSW 2594

PREPARED FOR APOLLO FABRICATIONS

APRIL 2021



**Peddle Thorp & Walker Pty Ltd**

**Copyright**  
Historical sources and reference material used in the preparation of this report are acknowledged and referenced at the end of each section and/or in figure captions. Reasonable effort has been made to identify, contact, acknowledge and obtain permission to use material from the relevant copyright owners. Unless otherwise specified or agreed, copyright in this report vests in PTW Architects and in the owners of any pre-existing historic source or reference material.

**Moral Rights**  
Except to the extent otherwise expressly stated, each author of this work asserts his or her moral rights in the work.

**Right to Use**  
The content of this work is confidential and the client must not disclose it to any third party without the prior written consent of PTW.

**Defined Terms**  
In this document:  
"Intellectual property rights" includes any patent, registered design, trademark or name, copyright or other projected right.  
"Moral rights" has the same meaning as in Part IX of the Copyright Act 1968 (Commonwealth).

**Sydney**

**A** Level 11, 88 Phillip Street  
Sydney NSW 2000  
Australia  
  
**T** +61 2 9232 5877  
**W** www.ptw.com.au

**Peddle Thorp & Walker Pty Ltd**  
ABN 23 000 454 624  
Trading as PTW Architects

**NSW Nominated Architects**  
S Parsons Architect No.6098  
D Jones Architect No 4778

**Report Register**  
The following report register documents the development and issue of this report by PTW Architects.

Version Control			
Issued	Revision	Description	Issued By
08.04.21	A	Final Report	PTW Architects

**File Path:**  
Y:\220\PA030462\_UDRYoung\Graf\Dtp\ID

# CONTENTS

<b>1.</b>	<b>REGIONAL CONTEXT</b>	<b>05</b>	<b>3.</b>	<b>CONSTRAINTS AND OPPORTUNITIES</b>	<b>19</b>
A.	AERIAL MAP	06	A.	THE CADASTRAL PLAN	20
B.	TOWN CENTRE MORPHOLOGY	07	B.	TOPOGRAPHY AND BENCHING CONSTRAINTS	21
C.	LAND USE	08	C.	ACCESS AND PARKING CONSTRAINTS	22
D.	ROADWAY STRUCTURE	09	D.	DRAINAGE AND VEGETATION CONSTRAINTS	23
			E.	ACOUSTIC CONSTRAINTS	24
<b>2.</b>	<b>SITE ANALYSIS</b>	<b>11</b>	F.	LANDSCAPING OPPORTUNITIES	25
A.	EXISTING VIEWS AND STREETScape CHARACTER	12	G.	FACADE TREATMENT OPPORTUNITIES	26
B.	EXISTING LANDFORM	13	H.	PROPOSED SETBACKS AND HEIGHTS	27
C.	EXISTING AND ADJACENT LAND USE	14			
D.	EXISTING ACCESS	15	<b>4.</b>	<b>REFERENCE DESIGN IMAGES</b>	<b>29</b>
E.	EXISTING VEGETATION AND WILDLIFE CORRIDORS	16			
F.	CULTURAL HERITAGE	17			



# 01

## REGIONAL CONTEXT

# 1A AERIAL MAP

The subject site is located on 2-4, 10-12 and 20 Telegraph Road, east of Young Town Centre. Telegraph Road runs in an east-west direction parallel to Murringo Road, which provides the primary vehicular passage into the town centre. To the north of the site on the opposite side of Murringo Road is the Young Harness Racing track and facilities.

Currently, part of the site is occupied by an existing steel manufacturing factory belonging to Apollo Fabrications, with the remainder of the site cleared of buildings.



Legend

 Site

# TOWN CENTRE MORPHOLOGY 1B



The site is located on the perimeter of the rural area to the east of Young Town Centre. It is partially protected from Murringo Road by trees and foliage, creating a buffer to the suburban residential area to the north-east. This buffer is further enhanced by the Young Racing Harness site north of the site.

Between the urban cityscape of Young Town Centre and the subject site, the landscape is characterised by generous open fields and soft landscaping (of mainly native trees), again creating a buffer to the industrial use of the site.

**Legend**

Site

Young Town Centre (as per LEP)

Suburban Area (as per LEP)

Rural Area (as per LEP)

1:10000 @A3

# 1C LAND USE

Young Town Centre is spread out along the railway and Burrangong Creek. The accompanying diagram indicates key areas such as retail and residential zoning. The site is located to the east, some distance from the town centre and it's surrounding residential areas.

Some industrial uses are scattered to the south and west of the town centre.

Legend

Site

Retail (as per LEP)

Education (as per LEP)

Residential (as per LEP)

Industrial (as per LEP)

Depot (as per LEP)

Hospital (as per LEP)



# ROADWAY STRUCTURE 1D



The existing entrances into the site are serviced by Telegraph Road, which is connected to the junction between Whiteman Avenue and Murringo Road. Whiteman Ave/Murringo Road runs east-west, connecting the town centre and the eastern seaboard.

The positioning of the site is convenient for the movement of fabricated goods to bypass the town centre. Traffic entering and departing the site are able to utilise Murringo Road and Telegraph Road to form a loop for vehicles coming from and going towards the eastern seaboard.

It is important to note that in 2003, Apollo Fabrications relocated to their current site in Young with the primary objective of servicing the eastern seaboard of New South Wales more efficiently.

Other notable roadway structures include the Olympic Highway (A41) which runs north-south through Young Town Centre. The railway station is currently not in operation.

- Legend**
- Site
  - Train Line
  - Young Train Station
  - Highway
  - Major Traffic

1:10000 @A3



# 02

## SITE ANALYSIS

# 2A EXISTING VIEWS AND STREETScape CHARACTER

Photograph location cones showing the existing streetscape character are located on the accompanying map.

Viewing the site at eye level from Murring Road, it is evident that the factory is screened and well-hidden from the street due to dense foliage on the open land between Telegraph Road and Murring Road.

Viewing the site at eye level from Whiteman Avenue, only the eastern facade of the proposed development will be visible.

On the key intersection where Telegraph Road meets the main thoroughfare, a gateway opportunity is available. This corner of the building is to be articulated and to have a greater level of finesse than the existing factory buildings.



**View 1**  
Looking towards the site approaching from Whiteman Avenue



**View 2**  
Looking towards the site approaching from Whiteman Avenue



**View 3**  
Junction of Telegraph Rd and Whiteman Ave looking towards the site



**View 4**  
Looking directly at the existing Apollo building from Murring Road



**View 5**  
Looking towards the site approaching from Murring Road



**View 6**  
Looking towards the site approaching from Murring Road

**Legend**  
[Red dashed line] Site

# EXISTING LANDFORM 2B



The site is located between Telegraph Road to the north and Victoria Gully immediately to the south. There is little to no foliage on the site.

The south of the site is currently positioned on a steep bank, sloping down to the Victoria Gully. This bank means that the site will not be affected in case of flooding, as the Gully will serve as a natural drainage outlet.

# 2C EXISTING AND ADJACENT LAND USE

The subject site sits between dense foliage to the north (opposite Telegraph Road) and to the south of the property boundary being Victoria Gully.

The existing factory, located at 10-12 Telegraph Road is land zoned for General Residential in the Young Local Environmental Plan 2010.

Across the current crown road dividing the site, 20 Telegraph Road is currently zoned for Rural Small Holdings. In its current state, the dwelling has already been demolished. Land to the south and west of the site is also zoned for Rural Small Holdings.

\*NOTE: The Draft LEP 2021 changes all public recreation areas (in the plan opposite) into Private Recreation Zoning. It also changes all areas of the subject site marked here in green into Rural Small Holding zones.

Legend

Site

Public Recreation

Private Recreation

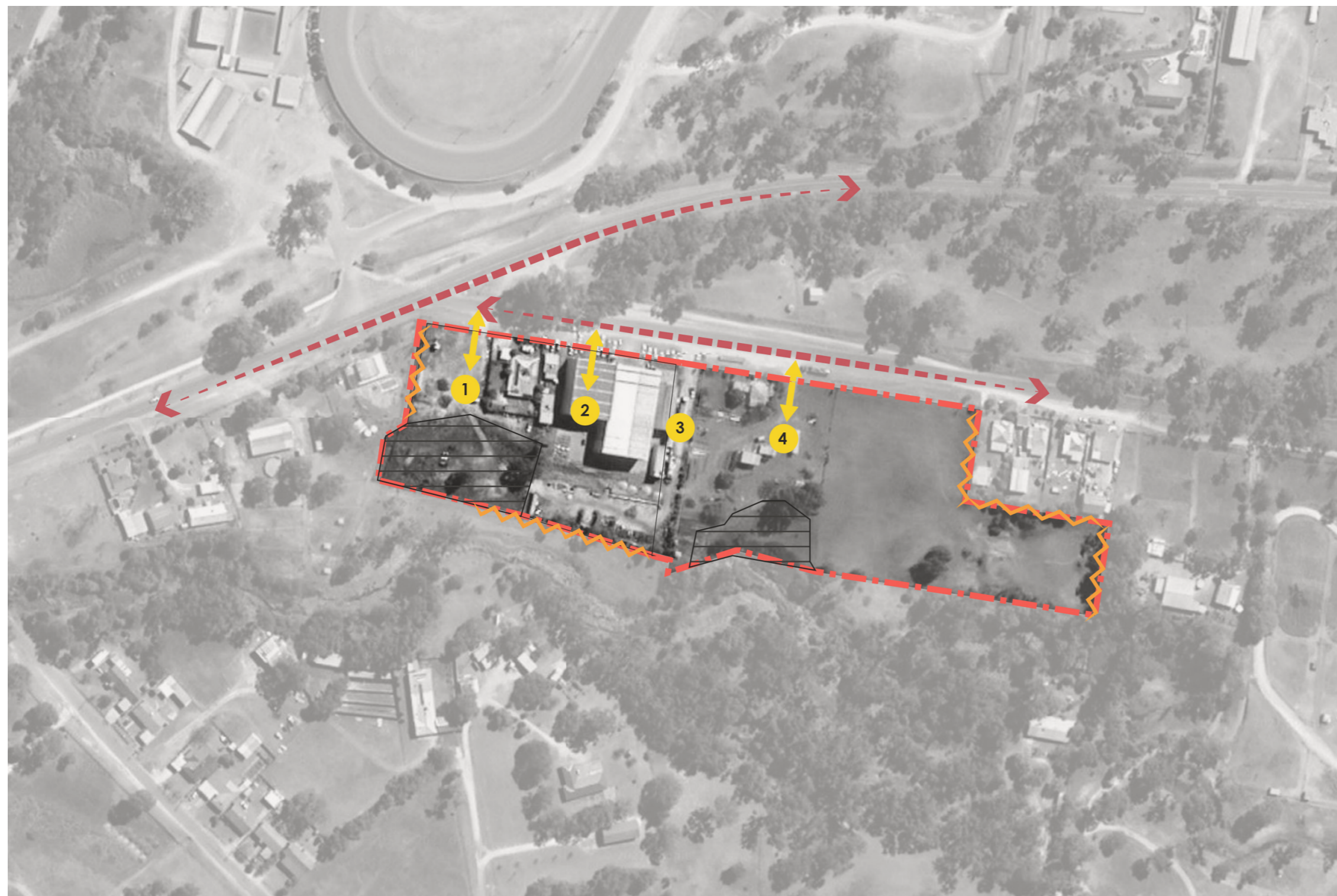
General Residential

Rural Small Holdings



Young LEP, 2010.

## EXISTING ACCESS 2D



1. 2-4 Telegraph Road can currently be accessed via an existing gate from Telegraph Road.
2. Currently the existing factory can be accessed directly from Telegraph Road. There are two large doors to the existing building that is generously set back from the road. There is also an operable chainlink gate facing Telegraph Road.
3. The site is currently split by a crown road, and the eastern portion of the site is currently an open field with wire fencing around the perimeter.
4. 20 Telegraph Road can currently be accessed via an existing gate onto Telegraph Road.

We understand that the crown road is now in the process of being purchased to form one single contiguous site.

### Legend

  Site



# 2E EXISTING VEGETATION AND WILDLIFE CORRIDORS

Per the Young Local Environmental Plan 2010, parts of the site to the north of the boundary are classified as areas of high biodiversity.

However, the condition of the vegetation on the subject site is poor due to livestock grazing and as a result, significantly modified. It is unlikely that threatened species would utilise trees on site.

The site is currently home to 5 planted native Kurrajong Trees.

The Flora and Fauna Field Survey by El Australia (dated December 2020) conducted on site did not reveal any threatened species, and the site is deemed unlikely for any threatened species to occupy. However, within a 10km radius, a total of 5 threatened species have been recorded. The threatened species are:

- Regent Honeyeater
- Dusky Woodswallow
- Superb Parrot
- Squirrel Glider
- Grey-headed Flying-fox

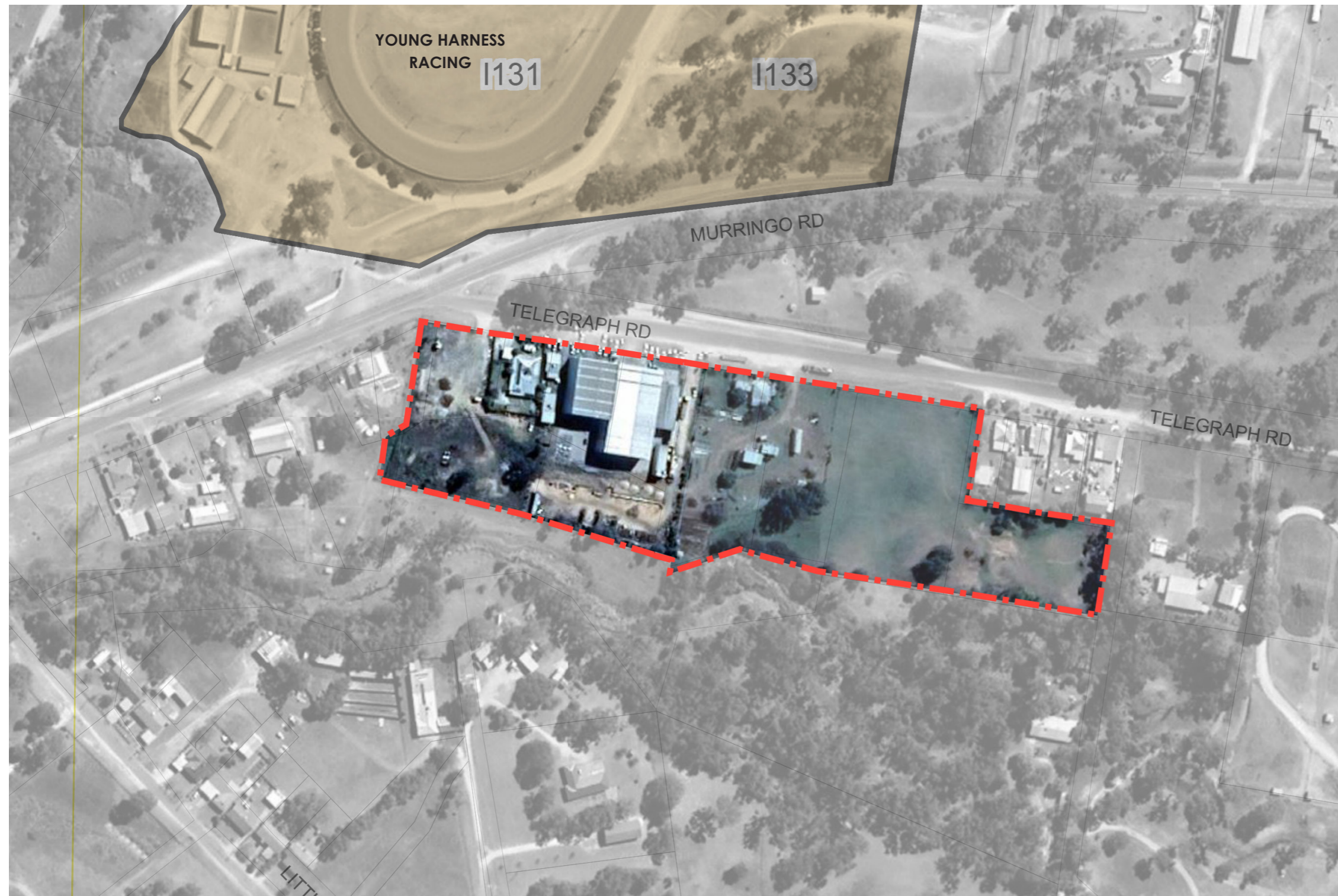
Legend

Site

Areas of high biodiversity



## CULTURAL HERITAGE 2F



- To the north, the Young Harness Racing land is listed as a General Heritage Item in the Young Local Environmental Plan 2010.
- There were no Aboriginal objects identified within the study area and their presence is assessed as unlikely.
- The Detailed Site Investigation Report by EI Australia (dated January 2021) considers the "land is suitable for the proposed development which is equivalent to a land use setting of commercial/industrial."

### Legend

-  Site
-  Heritage Item - General





# 03

## CONSTRAINTS AND OPPORTUNITIES

# 3A THE CADASTRAL PLAN

The lots concerned with this development are defined as:

- **Lot 1 DP736225** 2 Telegraph Road
- **Lot 2 DP736225** 4 Telegraph Road
- **Lot 3 DP845187** 10 Telegraph Road
- **Lot 12 DP845187** 10 Telegraph Road
- **Lot 4 DP845187** 12 Telegraph Road
- **Lot 1171 DP745611** 20 Telegraph Road
- **Lot 1154 DP745611** 20 Telegraph Road
- **Lot 1199 DP745611** 20 Telegraph Road
- **Lot 3 DP374948** 20 Telegraph Road

The Apollo Steel Fabrication facility is located at 10-12 Telegraph Road.

The purchase of the crown road is currently being undertaken.



**Legend**  
[Red dashed line] Site

# TOPOGRAPHY AND BENCHING CONSTRAINTS 3B



The steep banking to the south of the site allows for benching without the risk of flooding. This is illustrated in the accompanying diagram from Cardno's Flood Advice report dated March 2021, which has been superimposed onto an aerial photograph.

Aerial photo from Nearmap, January 2005.



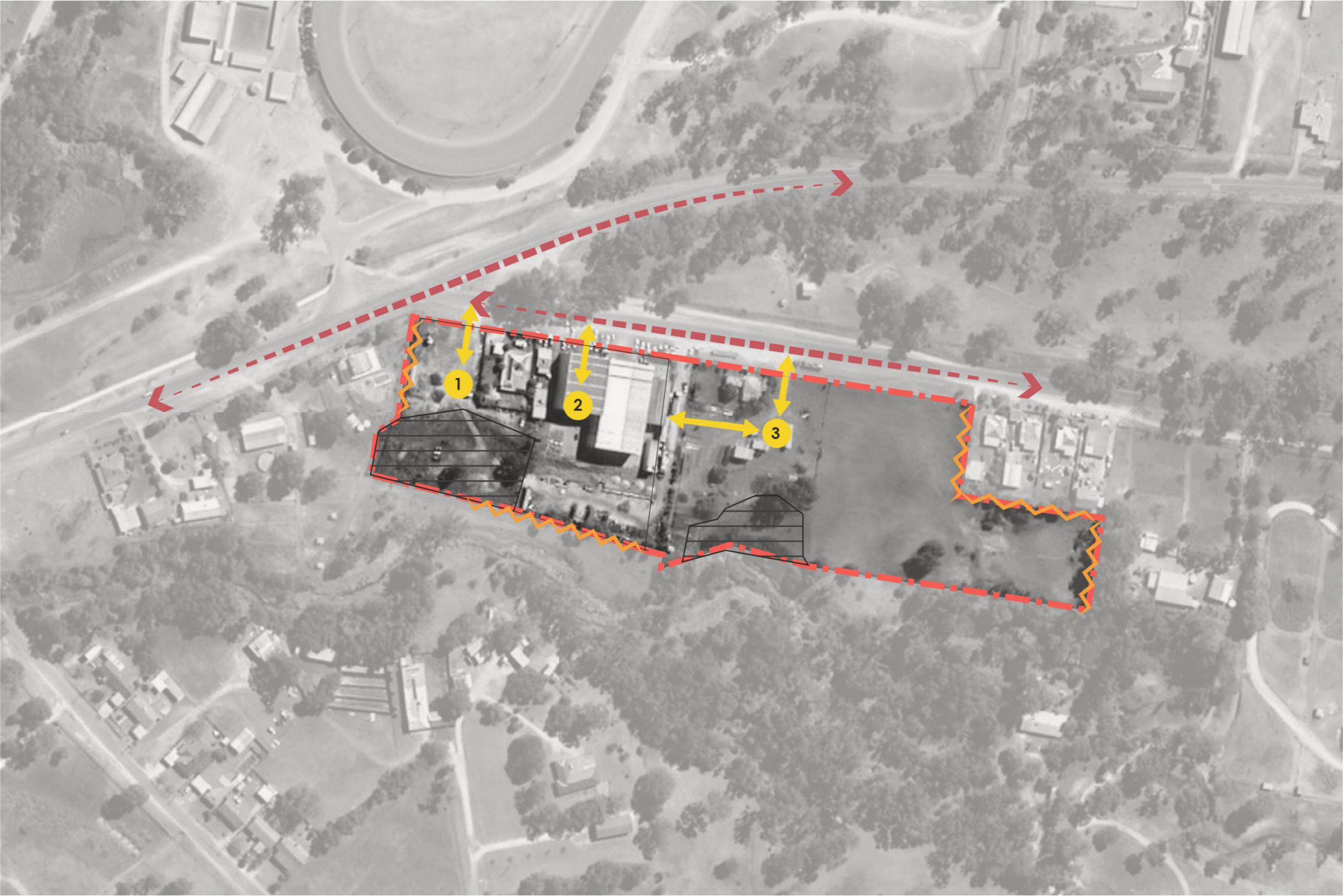
# 3C ACCESS AND PARKING CONSTRAINTS

Site Access constraints from Spotto's Traffic Impact Assessment report, dated March 2021:

- 1 2-4 Telegraph Road will be accessed via the existing 8m-wide access gate onto Telegraph Road.
- 2 Currently, the existing factory can be accessed directly from Telegraph Road. There are two large garage doors on the existing building that is generously set back from the road. There is also an operable chainlink gate facing Telegraph Road.
- 3 20 Telegraph Road will be accessed via the existing 12m-wide access gate onto Telegraph Road, as well as by new access driveways on the existing crown road located between 12 and 20 Telegraph Road.

Other recommendations from the **Traffic Report**:

- The intersection of Telegraph Road with Murringo Road and Whiteman Avenue be modified to incorporate BAL (Basic Left Turn) and CHR(S) (Channelised Right Turn – Short) land treatments



Legend



Site

# DRAINAGE AND VEGETATION CONSTRAINTS 3D



The Riparian Corridor indicated in the Young Local Environment Plan 2010 - Natural Resources Sensitivity Water Map is largely outside of the proposed development area. The Flood Advice report (dated March 2021) prepared by Cardno states that "this mapping appears to map the gully as a riparian corridor which is not supported by the vegetation which is absent from the gully - nor by the survey which indicates that this is not the main watercourse." Flooding is largely confined to Victoria Gully and does not inundate any of the land that is proposed to be developed.

Trees and shrubs are scattered across the site, all of which are believed to be planted. Trees and shrubs are either exotic or not identified as a species which represents the most likely PCT 277. Trees on site do not host optimal habitat features for native fauna and unlikely that threatened species would utilise trees on site. A total of 5 threatened fauna species have been recorded within 10km of the study site according to BioNet records.

Native species landscaping (post-construction) is recommended and may increase the habitat values of the site and adjoining land. It is recommended that locally native species selected from PCT 277 species list be used in the landscaping schedule and planted throughout the site wherever practical.

- Legend**
- Site
  - Public Recreation
  - Riparian Corridor

# 3E ACOUSTIC CONSTRAINTS

The following acoustic advice is from Day Design's Environmental Noise Impact report dated March 2021:

Acoustic Barriers:

- 3.4m high sound barrier wall on southern side of 2-4 and 10-12 Telegraph Road.
- Extend existing 6.5m high shipping container stack to western boundary of 10-12 Telegraph Road.
- 2.4m high sound barrier wall on south-western side of 2-4 Telegraph Road.
- 2.1m high boundary fence on eastern boundary of 20 Telegraph Road
- 1.8m high boundary fence on northern side of outdoor yard at 20 Telegraph Road

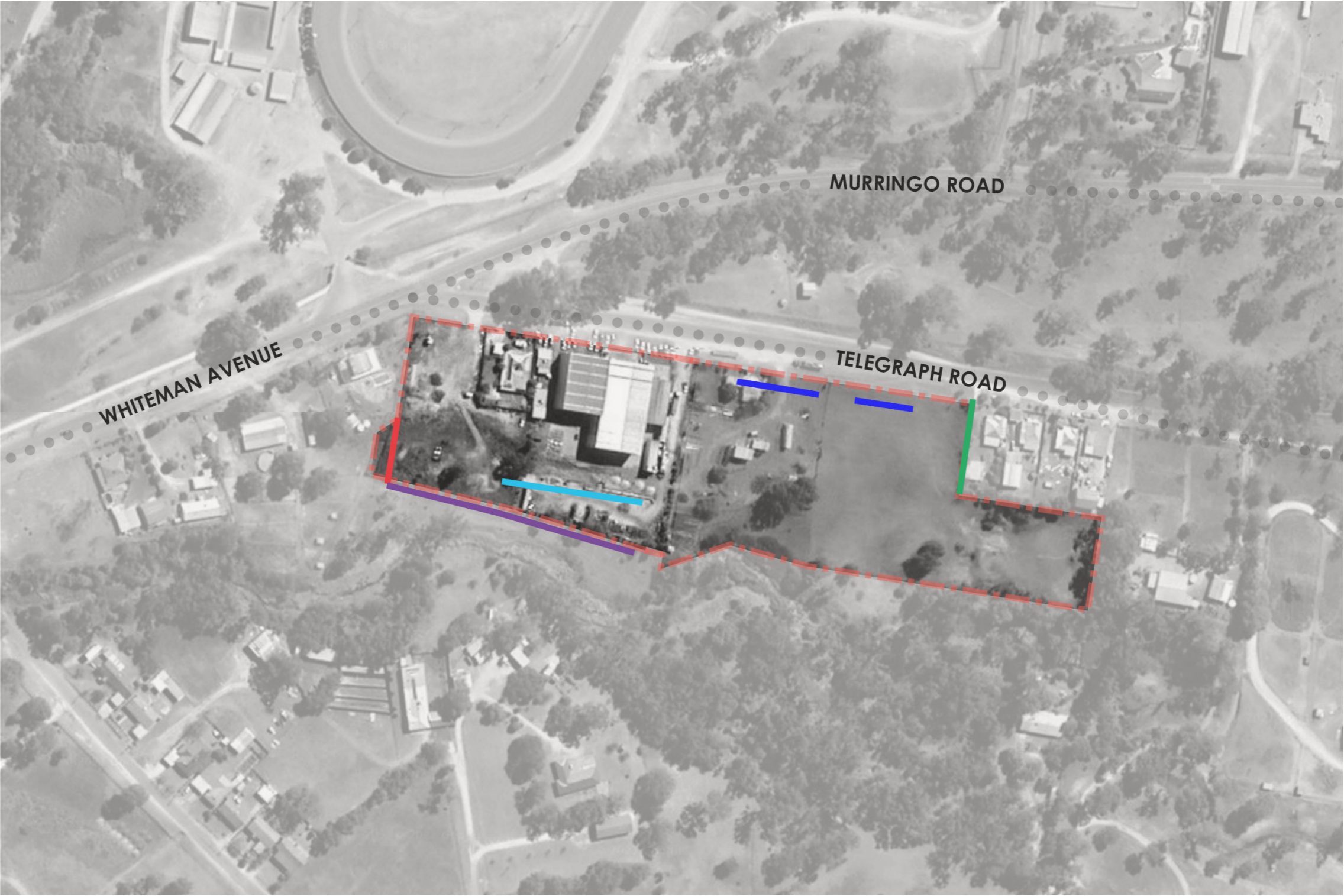
Construction recommendations:

- Recommended minimum acoustic performance of Rw40 for ceiling/roof construction for 2-4 Telegraph Road.
- Recommended minimum acoustic performance of Rw40 for ceiling/roof construction for 20 Telegraph Road.
- Wall construction for 2-4 Telegraph Road to consist of 175mm pre-cast.
- Wall construction for 20 Telegraph Road to consist of 175mm pre-cast.
- Recommended minimum acoustic performance of Rw34 for south-western external doors to 20 Telegraph Road.

Legend



Site



# LANDSCAPING OPPORTUNITIES 3F



Landscaping along Telegraph Road has an opportunity to break up the bulk of the development by utilising screening trees and dense bushes. The landscaping should be placed between the off-road carpark and the road, further screening the parked vehicles when approaching from Murringo Road or Whiteman Avenue.

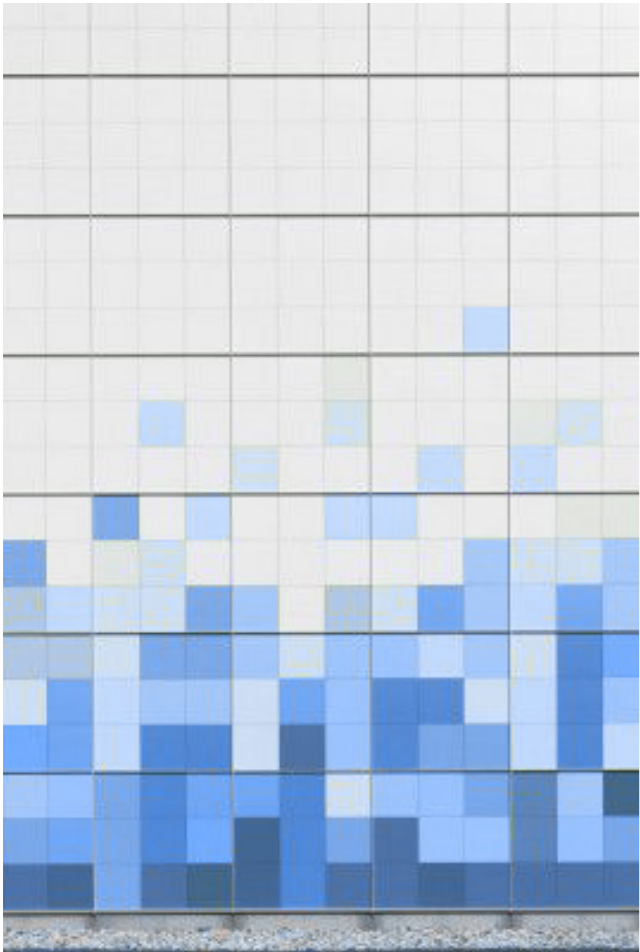
The streetscape marked in green in the attached diagram represents an opportunity for soft landscaping and trees to form screening and shade for pedestrians and parking. This landscaping should be maximised and number of crossings from the carriageway onto the site should be minimised.

Further consideration of dense foliage along the eastern and western boundary is critical to create visual privacy and noise insulation for the neighbouring residents. Trees will soften the hard acoustic walls along the east and west boundaries proposed by Day Design's Environmental Noise Impact Report dated March 2021.

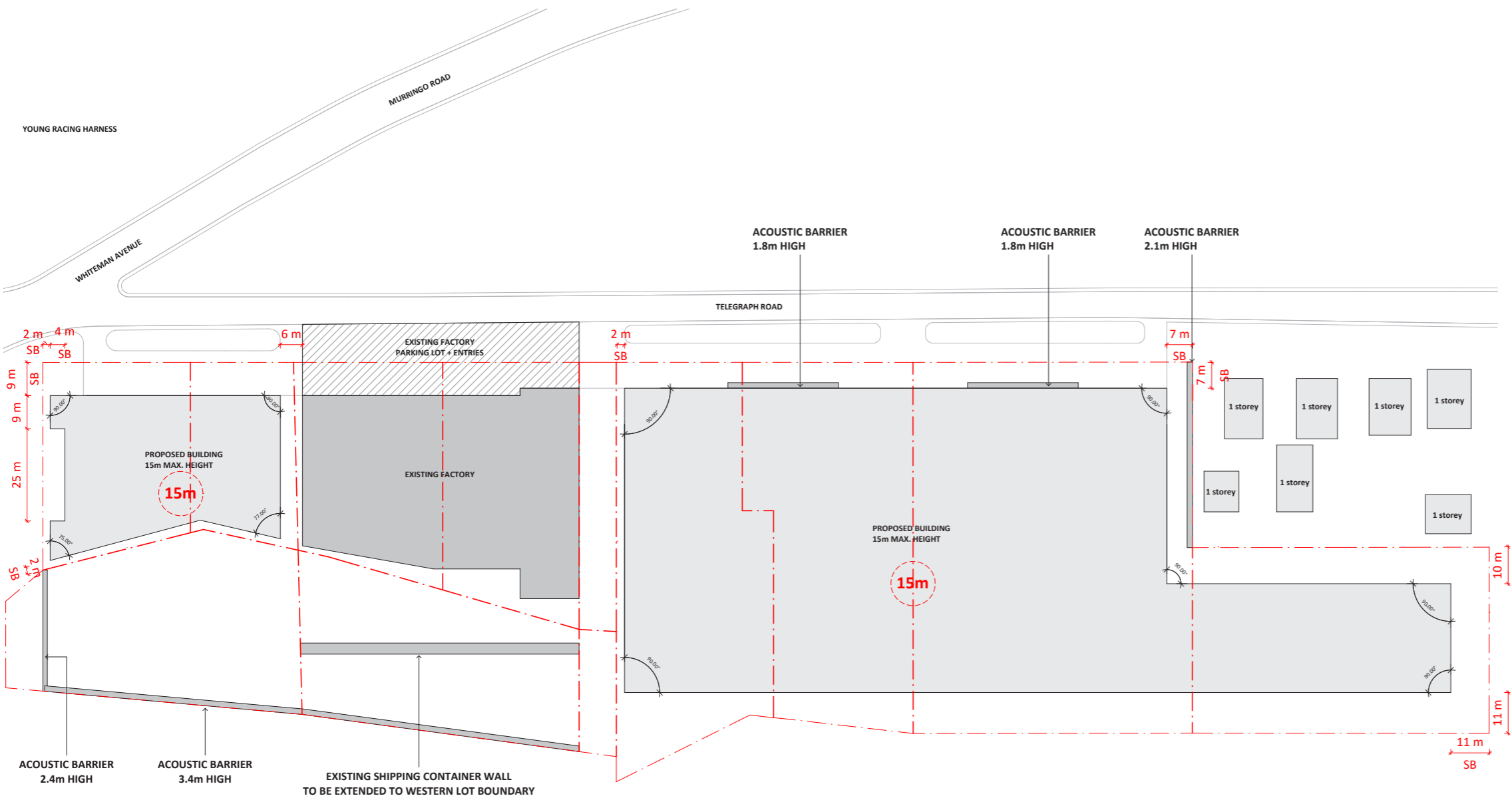
**Legend**  
Site

# 3G FACADE TREATMENT OPPORTUNITIES

The facade treatment of the building's key gateway corner, facing the street intersection can be exaggerated using colour panels and awnings. Elsewhere, colour panels to be applied to the full height of the facade to create visual interest and emphasis. The corners facing neighbouring residential properties along the east and west boundaries should play with a variation of colours on panels (preferably vertical). Any clear panels must be arranged to ensure privacy for neighbouring residents. The panels should also be variegated or rhythmic to break up the monolithic scale of the built forms.



# PROPOSED SETBACKS AND HEIGHTS 3H



Key constraints to describe built form envelope:

- Maximum Building Height – 15m for proposed new buildings.
- Minimum setbacks established to all site edges (see attached drawing):
  - > North (street setback from Telegraph Road) – 9m for development at corner of Whiteman Avenue and Telegraph Road.
  - 7m for development at 20 Telegraph Road.
  - > South – 11m typically as shown.
  - > East – 7m to residential neighbours.
  - > West – 2m, with a further 4m indent for building articulation and separation.
- Acoustic barriers in accordance with Day Design's Environmental Noise Impact Report (dated March 2021)

**Legend**  
SB Setback



# 04

## REFERENCE DESIGN IMAGES



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.*



*Note: The indicative image above does not depict a proposed design, but references the proposed scale of future development only.  
 This image was provided by Apollo Fabrication and PTW was not involved in it's design.*