



Urban Design Study

776, 792-794 Botany Road & 33-37 Henry Kendall Crescent

Mascot NSW

Prepared for
NSW Land and Housing Corporation

Issued
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Contents



1	Introduction				
1.1	Executive summary				
1.2	Scheme comparison				
1.3	The site and its setting				
1.4	The site and its setting				
2	Strategic and Policy Review				
2.1	A Metropolis of Three Cities and Eastern City District Plan				
2.2	Design excellence				
2.3	Place and local character				
2.4	Local Strategic Policy				
2.5	Bayside LEP (2021) Maps				
3	Context and Design Considerations				
3.1	Strategic location				
3.2	Local LAHC owned sites				
3.3	Streetscape, open space and tree canopy				
3.4	Streetscape, open space and tree canopy - site context				
3.5	Arborist input				
3.6	Transport and movement				
3.7	Active frontages				
3.8	Frontage analysis - Botany Road (East)				
3.9	Frontage analysis - Botany Road (West)				
3.10	Existing street interface				
3.11	Neighbourhood 'place based' references				
3.12	Site constraints				
3.13	Site opportunities				
4	Design Response	4			32
5	4.1 Vision				33
6	4.2 Design qualities				34
7	4.3 Design considerations				36
8	4.4 Design concept				39
9	4.5 Proposed planning scheme (2:1 FSR)				40
10	4.6 Proposed LEP Maps				41
11	4.7 Rendered view				43
12	Proposed Scheme Design Analysis	5			44
13	5.1 Site sections				45
15	5.2 Residential amenity to Botany Road				46
17	5.3 Built form transition across Henry Kendall Crescent				47
18	5.4 View analysis				48
19	5.5 Shadow diagrams				50
20	5.6 Solar insolation				52
21	5.7 Architectural test fit of building envelope - Basement				53
22	5.8 Architectural test fit of building envelope - Ground Plan				54
23	5.9 Architectural test fit of building envelope - Typical L1-4 and L5-8				55
24	5.10 Proposed scheme - areas schedule				56
25	Comparative Analysis	6			57
26	6.1 Scheme comparison				58
27	6.2 Scheme comparison - council advice on previous scheme				59
29	6.3 Previous planning scheme (December 2017)				60
30	6.4 Existing planning controls scheme				61
31	6.5 Proposed planning scheme				62
7	Appendix - ADG Response				63

Introduction

1

Introduction

1.1 Executive summary

The NSW Land and Housing Corporation (LAHC) has prepared a proposed planning scheme for 792-794 Botany Road & 33-37 Henry Kendall Crescent.

The proposed scheme complies with Council’s existing land zoning and FSR controls. It seeks to balance the unique contextual requirements of the site. This includes significant setbacks on all sides to accommodate deep soils and retention of the existing native street trees. The scheme proposes an increase in height above Council’s existing controls, and does not include active frontages along Botany Road. The additional height will enable a lean and elegant built form, and dwellings that open out at street level and landscaped setbacks that will have a strong visual appeal for passing pedestrians.

A draft planning proposal for the subject site was previously prepared in December 2017, with preliminary feedback provided by Council in January 2018. The Land and Housing Corporation (LAHC) NSW has accounted for this feedback in the revised planning proposal scheme.



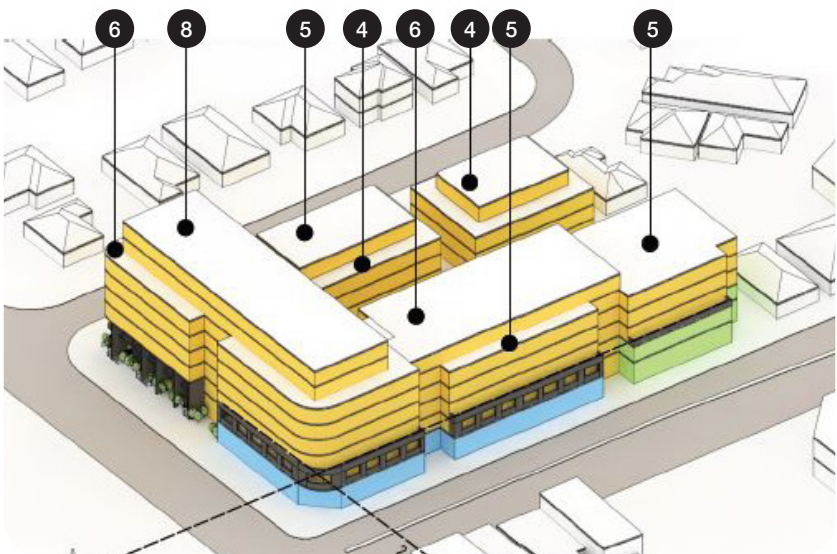
Proposed Scheme	
Permissible height	14m (4 storeys)
Permissible FSR	2:1
Proposed height	28m (8 storeys)
Proposed FSR	2:1
Potential dwelling yeild	152
Deep soil	28% (1615 sqm)

Visualisation - View North down Botany Road

Introduction

1.2 Scheme comparison

The following section provides a detailed comparison of the existing planning controls vs the 2017 planning scheme submission, and the current planning proposal scheme. The comparison demonstrates the evolution and benefits from the previous planning proposal scheme, to an improved outcome that is compliant with the existing FSR control for the site



Previous Planning Proposal Submission (2017)

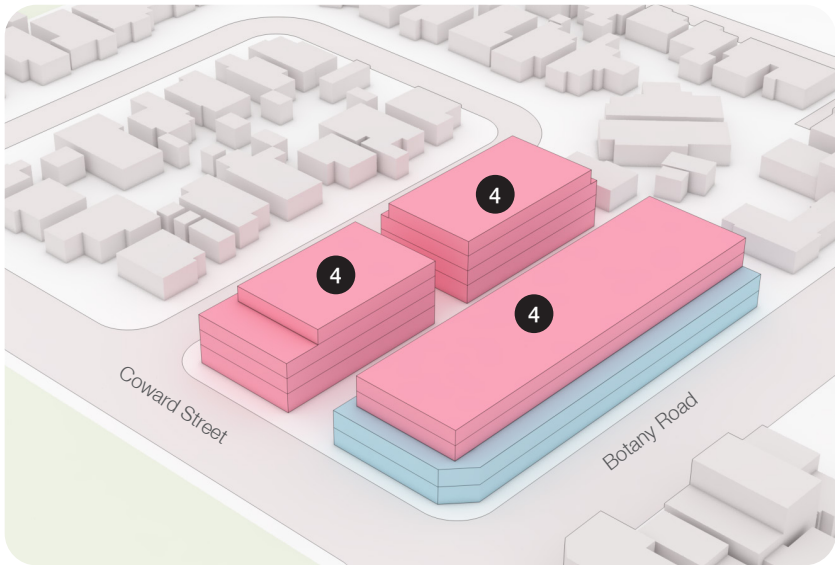
FSR - 2.5:1

Height - 8 Storeys (28m)

Deep Soil - 22% of overall site

Key Elements

- Seeks additional height and FSR.
- Corridor strategy was justification for density and assumed uplift in wider context without appropriate study.
- There is a street wall of 6 storeys
- Trees will be lost due to the lack of setback at street level and there will be very little gain in amenity for pedestrians.
- Lacks sensitivity to low density residential areas on Henry Kendall Crescent.



Existing Planning Controls

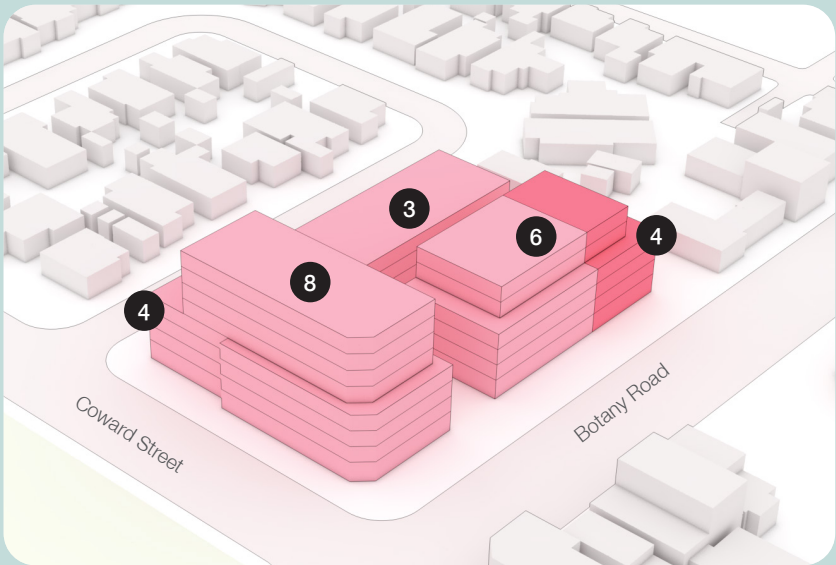
FSR - 2:1

Height - 4 Storeys (14m)

Deep Soil - 11% of overall site

Key Elements

- Does not change LEP controls
- In order to achieve the desired FSR and allow for adequate building separation there is minimal setbacks to the street edge and there is a significant provision of commercial due to a higher rate of building efficiency.
- This option will result in the loss of significant street trees and not provide wider paths.
- A two storey street wall with a setback to the upper levels will provide a relationship in scale to neighbouring heritage elements.



Proposed Planning Scheme

FSR - 2:1

Height - 8 Storeys (28m)

Deep Soil provision - 28% of overall site

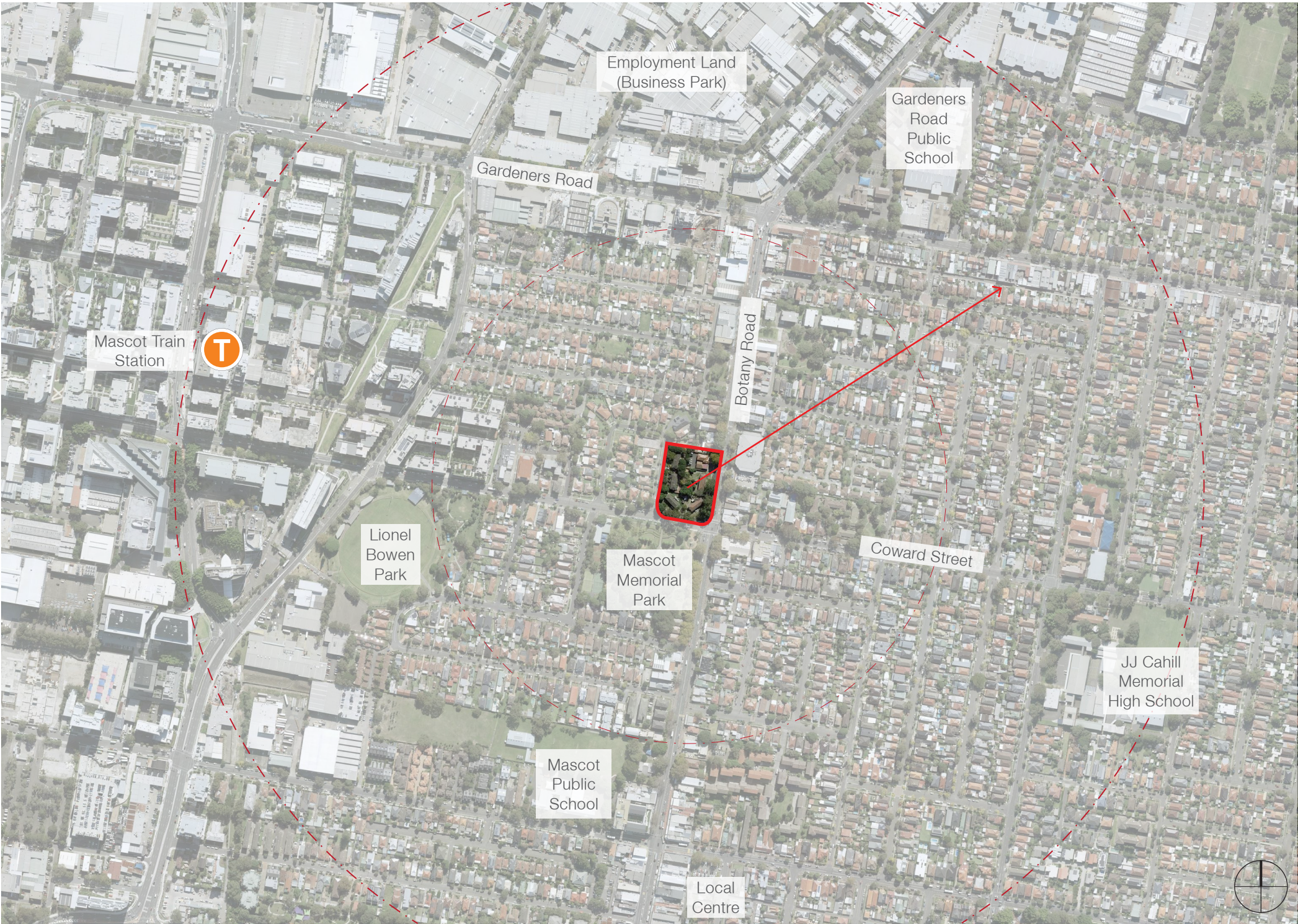
Key Elements:

- This scheme proposes additional maximum building height to achieve a better built form outcome for the existing FSR controls of 2:1
- The design ensures the protection of the existing street trees which will minimise the impact of the overall scale from street level.
- On Henry Kendall Crescent, an additional 14m upper level setback has been incorporated into the building fronting the corner of Coward Street, reducing the impact of visual bulk on Henry Kendall Crescent. The proposed building further north establishes a three storey built form with a ground level setback that parallels the neighbouring development.
- Provision of increased landscaped area and deep soil zone, as well as a through-site link from Henry Kendall Crescent to Botany Road

Introduction

1.3 The site and its setting

The site is located at the corner of Botany Road and Henry Kendall Crescent, within 800m of Mascot Train Station to the west. Its context is comprised of a primarily low density residential character, with scattered pockets of mixed-use and commercial activity in its immediate surroundings. Mascot Town Centre and the Botany Road Local Centre are two consolidated areas of retail and commercial offerings that contribute to the amenity of the local areas, located to the west and south of the site respectively.



The site and its setting

Introduction

1.4 The site and its setting



Site aerial



Existing large setback from the street



Large trees along Botany Road



High traffic along Botany Road



Mascot Memorial Park opposite the site to the south



Heritage items opposite the site on Botany Road



Large mature trees line Botany Road on both sides



Existing buildings are set back from the south-east and south-west corners of the site



Existing two storey development is located behind layered street planting

Strategic and Policy Review

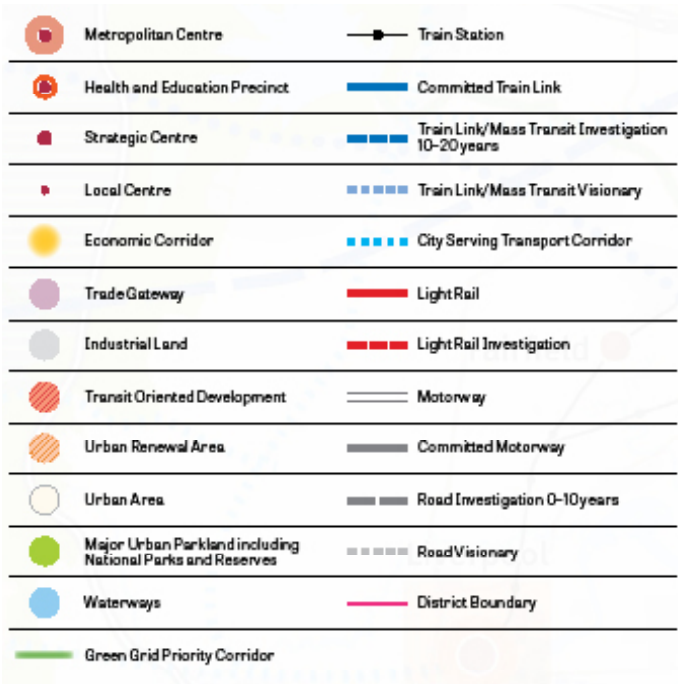
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2.1 A Metropolis of Three Cities and Eastern City District Plan

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan - *A Metropolis of Three Cities*- at a district level, bridging between regional and local planning.

A review of the Greater Sydney Region Plan, Eastern City District Plan and Future Transport 2056 have identified key issues for planning for the future of Bayside’s housing:

- Housing targets -The Plan sets the district-wide planning framework for the Bayside LGA. It requires Bayside to provide 10,150 additional dwellings between 2016 and 2021 and the development of medium and long term housing target to contribute to accommodating 157,500 additional dwellings across the Eastern City District between 2016 and 2036.
- Greater housing diversity and choice is required to cater to the changing needs of the local community, allowing people to stay in the same area as their circumstances change.
- The Plan recognises the increasing unaffordability of housing and the need to provide more housing which is affordable to people on a variety of incomes.
- Strategic documents support the creation of a 30 minute city, which would require housing growth focused around public transport nodes as well as improved public transport to existing housing.
- Mixed use redevelopment in commercial centres is encouraged, providing greater housing density close to services and generating greater activity and vibrancy within centres.
- Infill development and the need for additional urban land close to centres, jobs, public transport and infrastructure.










Extract from Eastern City District Plan (pg11)

2.2 Design excellence

The policies referenced below have been prepared by the Government Architect of NSW 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.

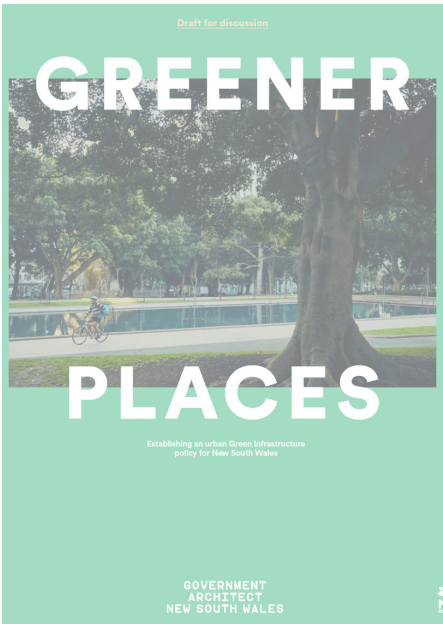


Better Placed is the overarching policy by the Government Architect of NSW. It establishes seven criteria which define a ‘good built environment’

-  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.



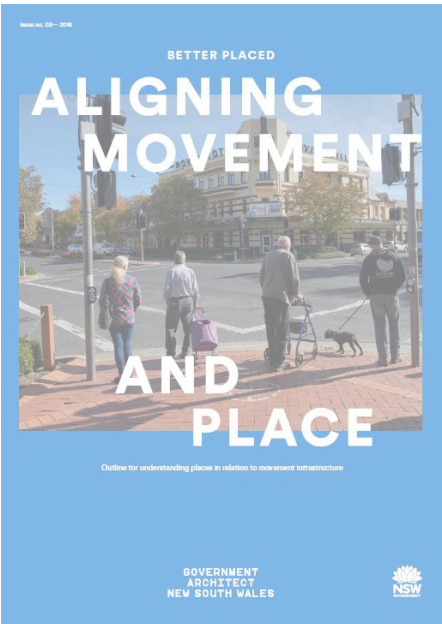
The draft Greener Places policy outlines the importance of green spaces in towns and cities and the approach to integrating them into broader connected networks which support recreation for people and biodiversity in the urban environment.



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.

2.3 Place and local character

Consideration of place and local character are integral to achieving the appropriate design response for the site. The proposed building envelope responds to environmental, economic and social elements of this area and proposes a development that prioritises street trees and local amenity. The proposal also reflects the values of the landowner (LAHC) and their commitment to community wellbeing and social resilience by providing housing to the most vulnerable in our community.

Design and Place SEPP (2021)

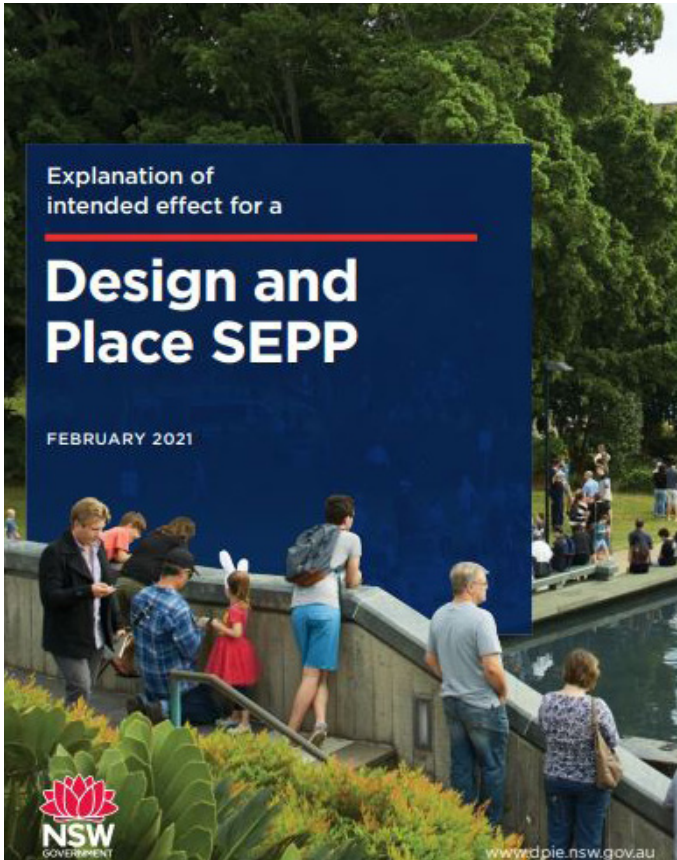
In collaboration with the Department of Planning, Industry and Environment, the Government Architect of NSW is proposing a principle-based approach to the design and assessment of new development proposals of all scales.

- Principle 1: Design places with beauty and character that people feel proud to belong to.
- Principle 2: Design inviting public spaces to support engaged communities.
- Principle 3: Develop productive and connected places to enable thriving communities.
- Principle 4: Design sustainable and greener places for the wellbeing of people and the environment.
- Principle 5: Design resilient and diverse places for enduring communities.

The principle-based approach to design assessment will be supported by a set of design and planning considerations, providing a consistent framework for the development of contextual design responses. Proponents will also need to demonstrate how these principles and considerations have been met.

The objectives of the Design and Place SEPP are as follows:

- Start with Country as a foundation for place-based design and planning
- Deliver healthy and prosperous places that support the wellbeing of people, community and country
- Enable the delivery of quality design, integrated outcomes and meaningful innovation for people and places in NSW
- Create a strong and consistent framework for the design of the NSW built environment
- Focus on sustainability and resilience standardise methods to evaluate good design, and consolidate the State's approach to design review



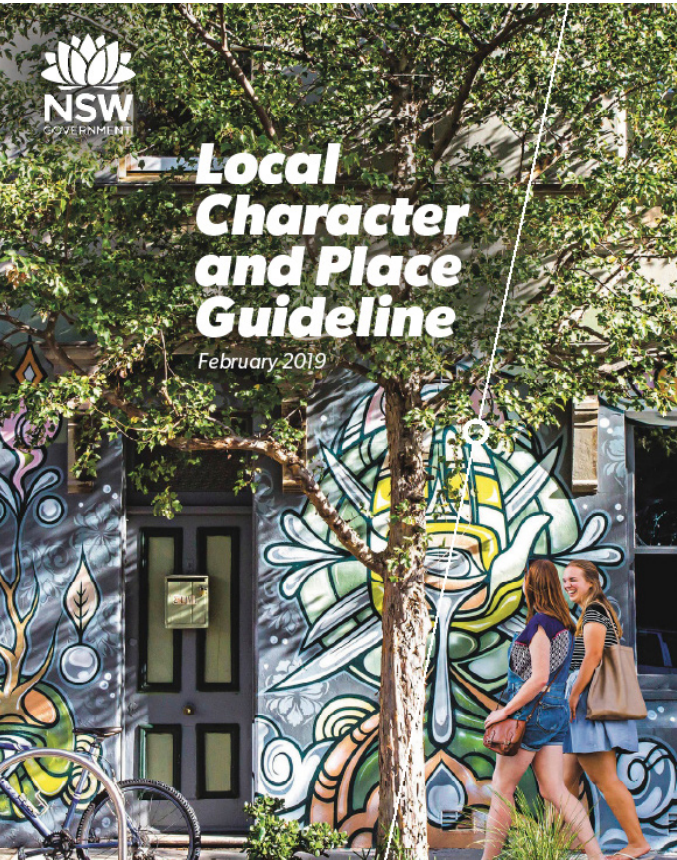
Local Character and Place Guideline (February 2019)

The *Local Character and Place Guideline* was released by the NSW Department of Planning, Industry and Environment in February 2019. The guideline is intended to be a tool for councils, designers and planners to assess the place and character identity of localities.

Taking a place and character led approach secures the identity of the area and allows for change that is contextually appropriate. The guideline is split into three different determinants of local character; Social, Economic, and Environmental - within these categories, the guideline encourages its users to look closely at an array of markers within these categories.

The document argues that local character continues to influence and be influenced by a holistic, plan-led system of strategic and statutory documents that traverse even beyond a regional and district level. These Plans provide a starting point for the shaping of local character through a long-term direction for a specific region, setting the stage for housing, jobs, infrastructure, and targets for a healthy environment. The proceeding District plans subsequently bridge the gap between regional and local planning, accounting for a district's infrastructure, liveability, productivity, and sustainability.

The preparation of community strategic plans, local strategic planning statements and other documents allow these strategic directions to be translated at a local level, establishing an area's future direction through visions for land uses and scale of development, implications for housing and the development controls that help to deliver this.



Strategic and Policy Review

2.4 Local Strategic Policy

Future Bayside Local Strategic Planning Statement

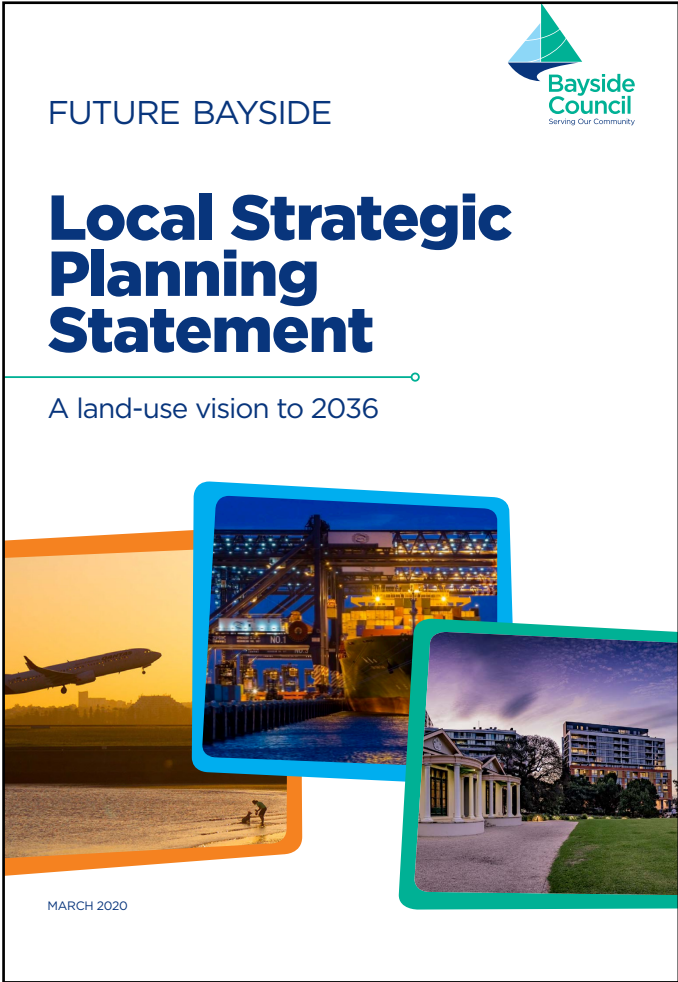
The Local Strategic Planning Statement for Bayside focuses on the vision and priorities for land use in the LGA. It builds on the previously adopted Bayside Community Strategic Plan 2030, gives effect to the Eastern City District Plan and reflects the input from the local community. The LSPS recognises the need to ensure that land use planning controls in the LGA are able to encourage a mix of dwelling types and increase the amount of affordable housing to meet the changing the needs of the community.

Mascot (along Botany Road and part of O’Riordan Street) has been identified as an area that contains capacity for growth without the need for rezoning. Dwellings in these areas have been outlined has mainly being apartments, however will need to ensure housing diversity. In planning for more growth, the LSPS highlights a series of criteria that should be met

- Accessible to jobs and services
- Near railway lines and other public transport services to achieve the aspiration of a 30-minute city
- Pleasant to walk around, with services and shops within a reasonable walking distance
- Near significant infrastructure investment which creates opportunities for housing redevelopment
- Have access to open space, recreational facilities and community facilities, either existing or planned

The community also had the following inputs in relation to housing:

- Housing growth needs to be supported by infrastructure
- Concerned with transport congestion associated with increased density
- Development should be close to public transport, centres and employment opportunities
- More housing choice is required to accommodate families, multi-generational households and an ageing population



Bayside Council Local Strategic Planning Statement

Draft Bayside Local Housing Strategy 2020-2036

The Bayside Local Housing Strategy sets a framework and vision for housing in the Bayside LGA, planning for residential growth until 2036. This includes a set of priorities required to make housing more affordable, diverse and matched to the changing needs of the local community. The priorities include the improvement of housing diversity and affordability in the LGA, with relatively affordable housing protected and additional affordable rental housing provided.

The Strategy outlines a framework to achieve these objectives, including the following:

- Advocacy & partnerships with both NSW Land & Housing Corporation (LAHC) and Community Housing Providers, recognising the limited role that local government can play in direct affordable housing provision, while considering the use of Council land resources in partnership projects with community housing providers.
- Limiting redevelopment to protect parts of the LGA which contain concentrations of relatively affordable housing and limit displacement of existing residents.
- Facilitating a diverse range of housing supply, including medium density housing opportunities within
- walkable distance of local centres with good public transport accessibility. This will provide a broader range of housing choices at different price points, with medium density housing providing a more affordable Torrens-titled alternative to detached housing



Bayside Council Draft Local Housing Strategy

Botany Bay Development Control Plan 2013

Part 8 - Character Precincts

The Botany Bay Development Control Plan 2013 (DCP) divides the LGA into several Character Precincts. The site sits within the Mascot Character Precinct, which abuts the Airport and is linked to the major regional and State road networks.

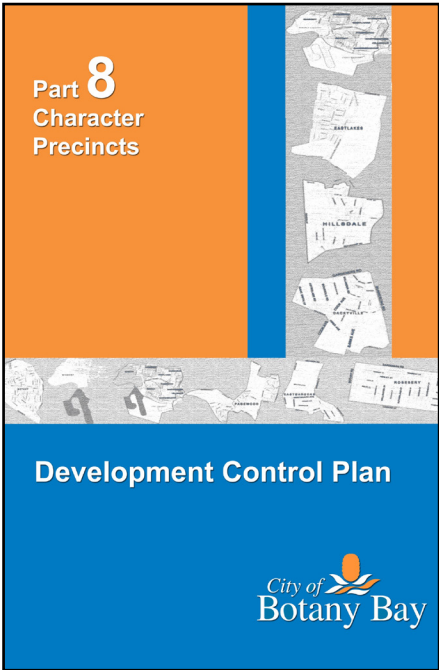
The DCP highlights various characteristics as part of its Desired Future Character for each Character Precinct under a variety of categories. The key outcomes sought for the Mascot Precinct can be summarised as follows:

Function and Diversity:

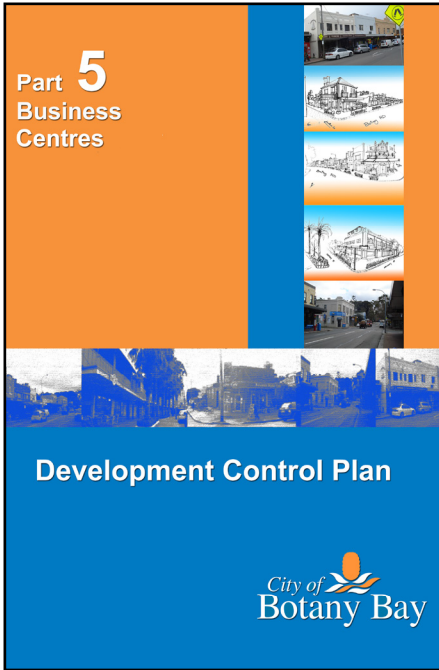
- Enhance the public domain and streetscapes within the Precinct
- Retain the Precinct as a residential area with a dominance of high rise residential in the Mascot Station Town Centre and Mascot Local Centre, in which retail activity will be focused
- Enhance neighbourhood amenity and pedestrian comfort
- Ensure there is consistent streetscape through the use of front setbacks, fencing and landscaping.
- Promote site linkages (visual and pedestrian)

Public Domain and Environment

- Encourage developments located in the vicinity of open space to have a relationship with the open space or features through elements such as view corridors and pedestrian linkages
- Encourage landscaping and vegetation planting within both the public and private domain of the precinct
- Encourage landscaping to be incorporated within the development and site layout to soften the built form



Former City of Botany Bay DCP Part 8 - Character Precincts



Former City of Botany Bay DCP Part 5 - Business Centres

Part 5 - Business Centres

Further to the Character Precincts, the Botany Bay Development Control Plan 2013 (DCP) details additional character statements for Business Centres within the LGA. The site is located within the dual-portioned Roseberry Neighbourhood Centre, which encompasses sections along Gardeners Road and Botany Road.

The objectives and controls for the Desired Future Character for the Centre is concentrated highly on the Gardeners Road portion, suggesting a focus on commercial and retail activity in this section of the Centre. The duality of the two sections is further evident in the built form description of the centre, which emphasise the shop-top housing fronting Gardeners Road as the main typology:

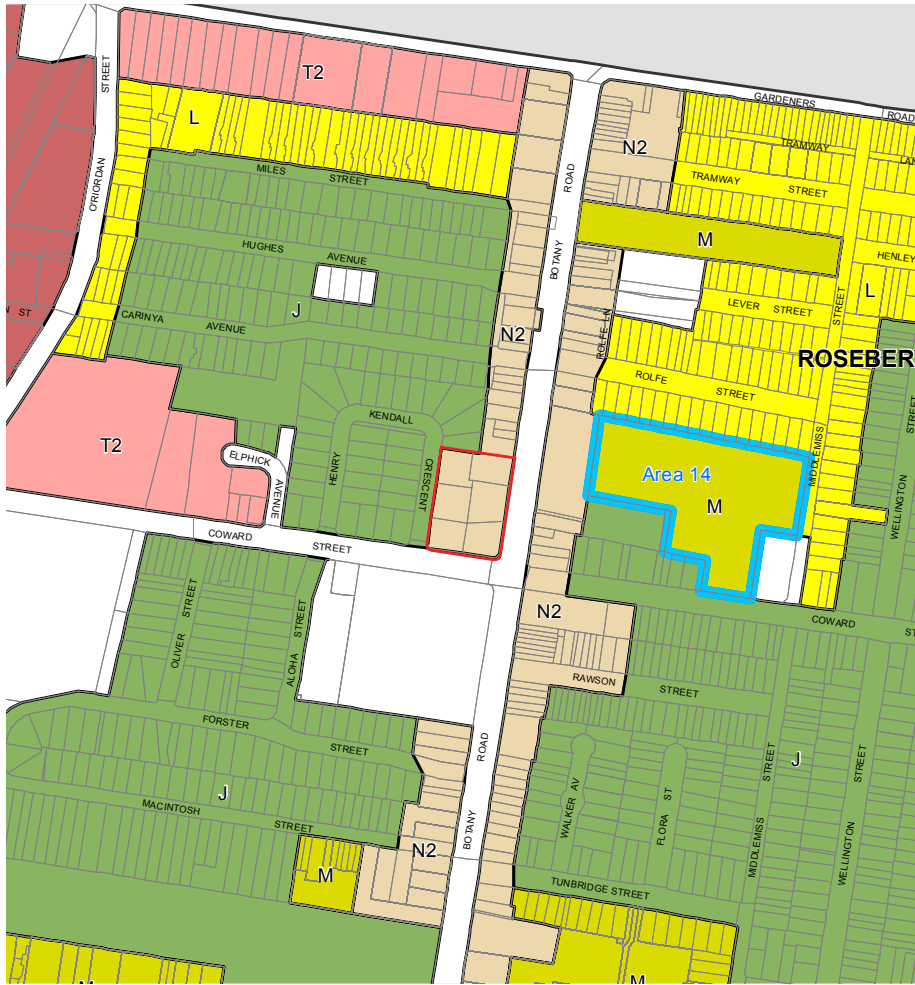
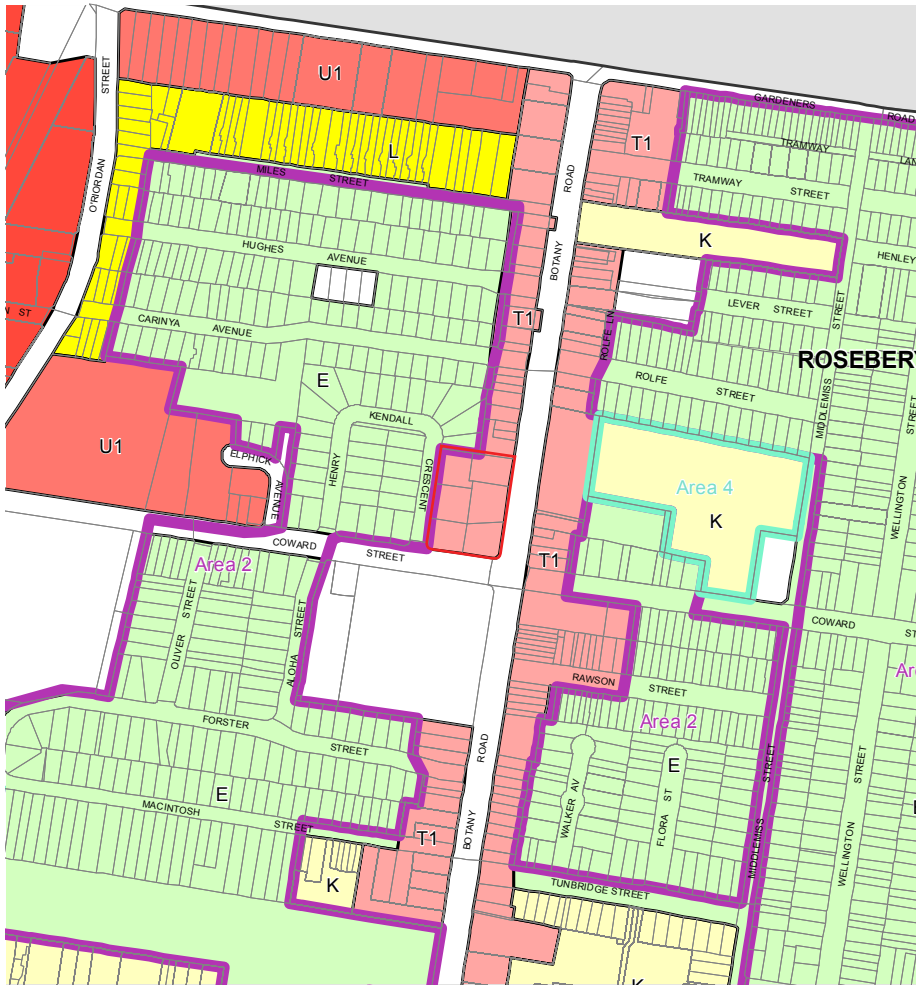
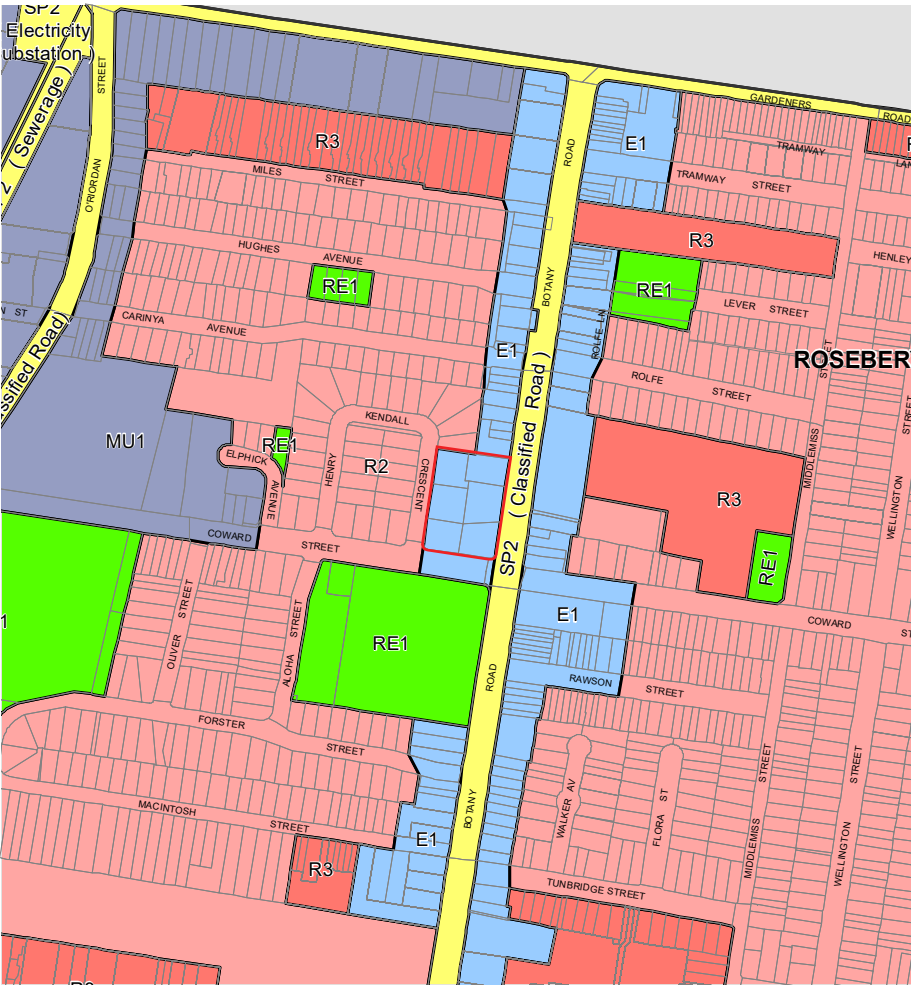
“The building stock around Roseberry Neighbourhood Centre is represented by mainly detached residential dwelling houses. It is a “garden” suburb with most dwellings having reasonable amenity. Roseberry Neighbourhood Centre comprises a long row of inter-war (predominantly) two-storey shop-top housing. The shop-top buildings are all built to the street alignment with continuous awnings and parapets”

Additionally, the substantial number of heritage items located along the Botany Road portion of the Neighbourhood Centre is also identified, suggesting a greater sensitivity and the need to preserve the prevailing character along Botany Road.



Roseberry Neighbourhood Centre boundary (extract from Part 5- Business Centres pg58)

2.5 Bayside LEP (2021) Maps



Land zoning

- E1 Local Centre site
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- R3 Medium Density Residential
- R4 High Density Residential
- MU1 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- Unzoned Land

Floor space ratio

- 2 : 1 site
- 1 : 1
- 0.85 : 1
- 0.9 : 1
- 1.5 : 1
- 2.5 : 1
- 3 : 1
- 0.5 : 1

Height of building

- 14 metres site
- 9 metres
- 12 metres
- 11 metres
- 22 metres
- 26 metres
- 44 metres
- 15 metres



Active Frontages

Active Frontages



Heritage

site

Heritage items

Heritage open space

The site is situated opposite several heritage items of local significance that range in style and era of development:

- I29: House group at 999 Botany Road; are a set of two dwelling that are two storey Victorian terraces.
- I30: Electricity Substation No 147 at 1001 Botany Road; is a narrow art deco style warehouse, it is approximately twice the height of neighbouring heritage dwellings.
- I31: Former National Bank of Australasia at 1005 Botany Road (cnr Botany Rd and Coward St); is a Victorian era corner institutional, commercial building that is presently occupied by a law firm.
- I32: Coronation Hall at 1007 Botany Rd (cnr Coward St and Botany Rd); is a community space that was built in the 1960s or 70s. It is a modernist building with light brown bricks and a very few windows or doors onto the street.
- I33: Commercial building group at 999 Botany Rd; is a row of Victorian era shop fronts with dwellings on the upper level.
- I68: Memorial Park at 814 Botany Road and 149A Coward Street; is a local park with an ANZAC memorial in the North-East corner. There is also a playground, tennis courts and passive recreation space.

Context and Design Considerations

3

Context and Design Considerations

3.1 Strategic location

The site is strategically located to access a range of amenities in the area including Mascot Station and Town Centre, Botany Road Local Centre, public primary and secondary schools, employment opportunities and ample public open space.

In Council’s words, “The sites location has been identified in the Eastern City District Plan within the Green Square-Mascot district. Given the sites location on the boundary of the district, it’s positioning on Botany Road and its proximity to the Mascot Town Centre, the site has strategic merit to be developed as a transition site between the intensity and density of the Mascot Town Centre and the low density of the surrounding residential fabric.” (Botany Council’s advice to LAHC on the previous scheme, 2017)

There has been significant urban renewal in the local area, although none directly adjacent to the site. As part of the Bayside Comprehensive LEP, bonus provisions were applied to the site on the other side of Botany Road at 10-12 Middlemiss Street which allow for 22m/0.65:1, noting that the site has no frontage to a main road. This indicates that the context is currently changing and the strategic position on Botany Road and the proximity to many amenities justifies a residential building of some scale on the site.

Key

The Site

Mascot Town Centre

Mascot Local Centre

Employment land

B2 area on Botany Road

School

Open space

T

Train Station

Strategic Location

SJB

Urban Design Study

18

Context and Design Considerations

3.2 Local LAHC owned sites

The study area is situated in close proximity to several other sites that are also owned by LAHC. This includes:

No.	Property Address	Current FSR	Current Height
1.	70 Macintosh Street	1.65:1	22m
2.	26 Carinya Avenue	0.55:1	9m
3.	792-794 Botany Road and 33-37 Henry Kendall Crescent	2:1	14m
4.	106 Coward Street and 12 Middlemiss Street	1.65:1	22m

LAHC presently have plans to redevelop these sites due to their size and strategic location.

Key

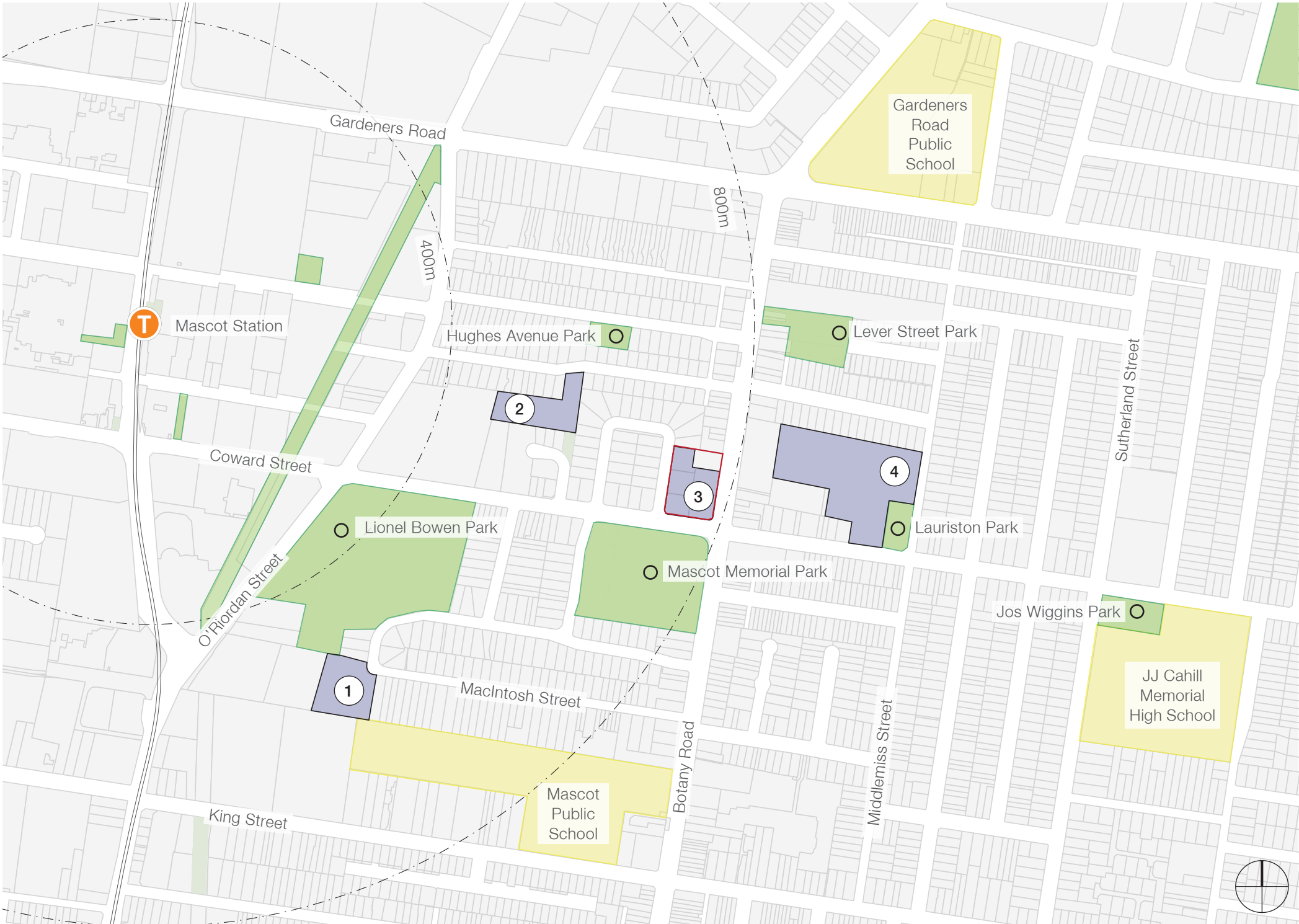
The Site

School

Open space

LAHC owned land

Train Station



LAHC owned properties

Context and Design Considerations

3.3 Streetscape, open space and tree canopy

The adjacent diagram indicates the extent of tree canopy in the local region. Much of the street planting in the area is sparse, with a more distinct consistency within a 400m radius of the site, concentrated around Mascot Memorial Park.

According to the GSC the Eastern City region performs the poorest from a street canopy perspective. According to the Bayside LGA Urban Tree Canopy Cover Heat Map developed by the state government, Mascot has an extremely low coverage rate of less than ten percent (<10%). Earlier this month Bayside Council launched their engagement process for the development of an Urban Forest Strategy - clearly demonstrating their commitment to preserving and enhancing the tree canopy throughout the LGA.

A small network of open space surrounds the site, each with varying level of amenity. Mascot Memorial Park is situated directly south of the site, offering extensive tree canopy, walking paths and informal seating. Further west, Lionel Bowen Park offers a larger recreational space, with an oval and playground facilities, as well as shaded seating areas.



Tree canopy mapping

Key

- The Site
- Local tree canopy
- Train Station

Context and Design Considerations

3.4 Streetscape, open space and tree canopy - site context

The neighbourhood surrounding the site feels like a leafy green neighbourhood, rather than the urbanised centres to the south and west, where tree canopy is considerably more sparse.

The tree canopy in proximity to the site is some of the most mature and broad in the local area. This section of Botany Road is lined by native tree species. It is unique to the character of the area and important to local biodiversity.

Tree canopy calculation is taken from the centreline of the surrounding streets and calculated as a percentage of the overall area. The subject site performs particularly well with more than 40% coverage in its present state.

The proposed outcome will maintain approximately 30% tree canopy cover. This is in line with the Greater Sydney Commission (GSC) target for Greater Sydney and also significantly exceeds the 25% canopy cover target for medium and high density residential areas in the NSW Government Architect Draft Urban Tree Canopy Guide 2018.



Key

- The Site
- Tree canopy on site
- Local tree canopy
- Area for tree canopy analysis
- Photo reference point
- Train Station



Context and Design Considerations

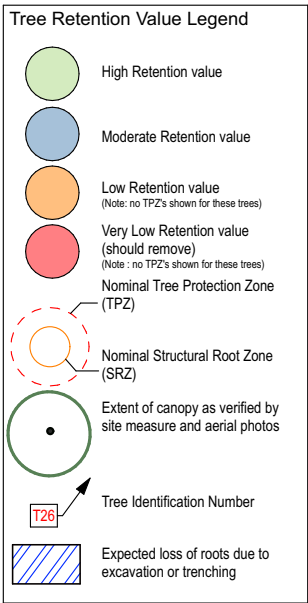
3.5 Arborist input

Preliminary arboricultural advice was sought from Arterra to understand the species, scale and value of surrounding street trees. To inform design testing, they have provided some preliminary guidance around potential built form setbacks which may enable the retention of key street trees surrounding the site. These are informed by an analysis of potential encroachments to the largest tree protection zones (TPZ) of the following surrounding trees:

- Tree 6 (Henry Kendall Crescent): Broad Leafed Paperbark
- Tree 10 (Coward Street): Broad Leafed Paperbark
- Tree 18 (Botany Road): Flooded Gum

As noted within their report: “Encroachments of up to 10% of the TPZ area may be normally accepted within the TPZ as long as it is outside of the Structural Root Zone (SRZ). This is known as a “minor encroachment”. Encroachments greater than this, known as “major encroachments” will only be accepted with additional specific evidence that the tree will not be unduly impacted.”

All significant trees to be retained in proposed scheme, maintaining approximately 30% tree canopy cover.



Context and Design Considerations

3.6 Transport and movement

The site is well-positioned in terms of vehicular and public transport connectivity. It is surrounded by a network of predominantly quiet, local streets, linked by a number of primary vehicular routes, namely Botany Road immediately to the east, Gardeners Road to the north and O’Riordan Street to the west. The site is also well-connected in terms of public transport, located within a 800m radius of Mascot Station which is situated to the west. Numerous bus stops can be found along Botany Road in close proximity to the site, offering services to the CBD.

Key

The Site

Primary Road

Secondary Road

Local Street

Bus route

Train Station

Bus stop

Transport and movement

SJB

Urban Design Study








23

Context and Design Considerations

3.7 Active frontages

- Active frontages along Botany Road are proposed for the site through the Bayside LEP 2021. It is located neither within Mascot Station Town Centre nor Mascot Town Centre
- The site is located at the centre of a 500m stretch along the western edge of Botany Road which has not yet delivered active frontages, or is unable to contribute to such amenity e.g. Mascot Memorial Park. Looking south towards Mascot Town Centre, the active frontages on the western frontage are further interrupted by Mascot Public School
- Delivery of active frontages on the subject site will only seek to present an even more fractured active frontage along Botany Road and pull focus from Mascot Town Centre in the south and Mascot Station Town Centre in the east
- Considering the increased building setbacks required to retain existing mature trees along Botany Road, commercial or retail development at ground would not be consistent with the existing character along Botany Road and Coward Street which features little to no setback to the street.
- Mascot Station Town Centre has several locations where recent development has not complied with the active frontage control or provides a poor example of a retail space. The retail spaces that are included are often obstructed and have poor amenity.



-  The Site
-  Mascot Station Town Centre
-  Mascot Town Centre
-  Active frontages (DCP)
-  Existing active frontages
-  Photo reference point
-  Train Station



Active frontage analysis

Context and Design Considerations

3.8 Frontage analysis - Botany Road (East)

Frontages along the eastern edge of Botany Road are a disjointed mix, displaying a combination of retail, commercial, residential and other uses. Fine-grain retail shopfronts and/or commercial buildings can be found on most corner lots, however are often standalone, with their frontages interrupted by other uses, often residential uses of varying typologies. The small collection of Victorian shop-top housing beginning at 999 Botany Road are the one exception, presenting a brief consistency in character to the south of the site. Tree canopy is also sparse in and around these frontages, with the exception of the community centre at Coronation Hall, which is surrounded by distinctive mature trees.



Commercial frontage and residential flat building adjacent to Mascot Police Station



Residential terraces surrounding the heritage substation, with commercial activity on the corner

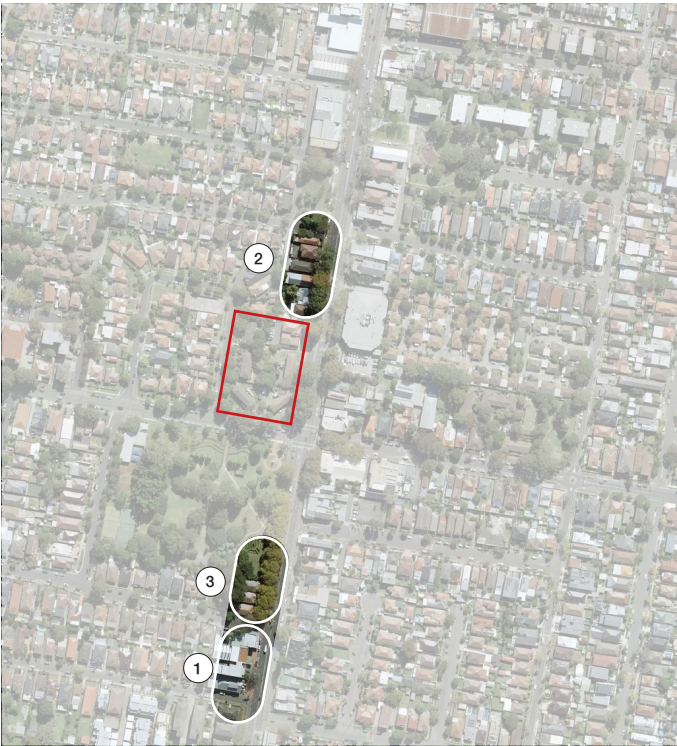


Community space at Coronation Hall adjacent to Victorian shophouses

Context and Design Considerations

3.9 Frontage analysis - Botany Road (West)

Frontages along the western edge of Botany Road have a greater consistency in residential character, however with a variety of typologies and setback conditions. Low density, single detached dwellings are prominent to the north of the site, transitioning to 2 storey residential flat buildings. Pockets of single detached dwellings also surround Mascot Memorial Park to the south of the site. Retail and commercial frontages begin to appear south of the park, however once again displaying minimal consistency in character, with a variety of heights, typologies and setback conditions, presenting a disjointed interface with the street.



Commercial and retail frontages of varying scales south of Mascot Memorial Park



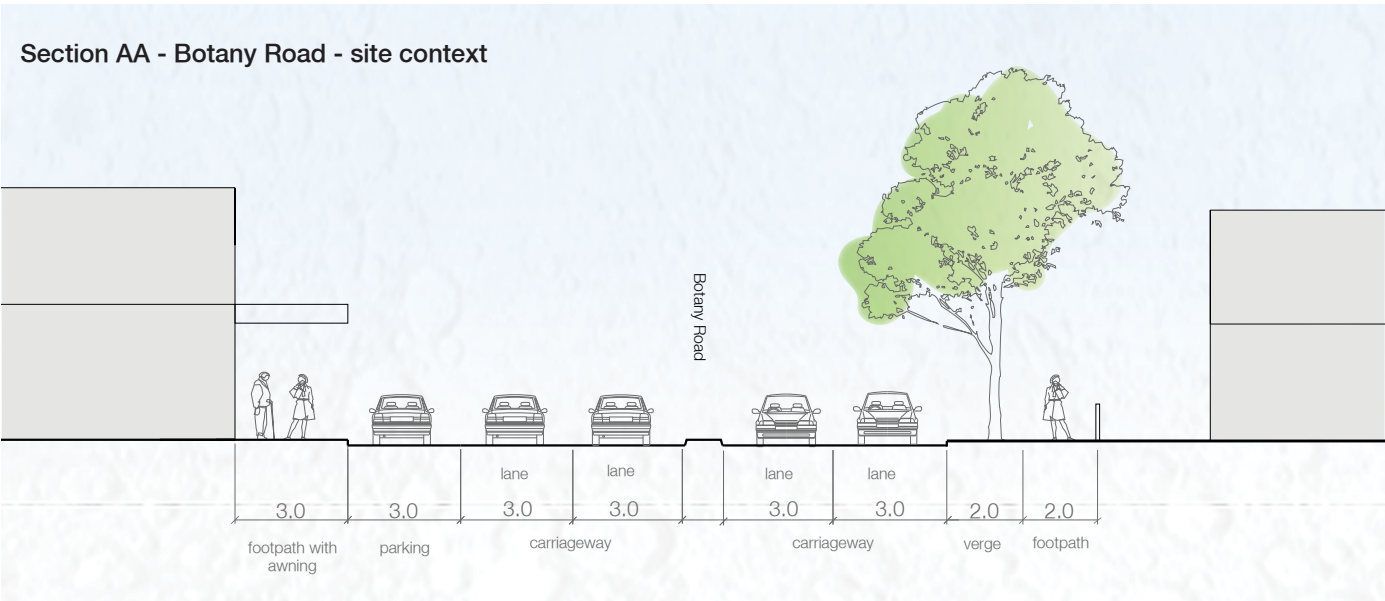
Low density residential transitioning to 2 storey residential flat buildings, with a church building in between



Single detached dwellings adjacent to Mascot Memorial Park

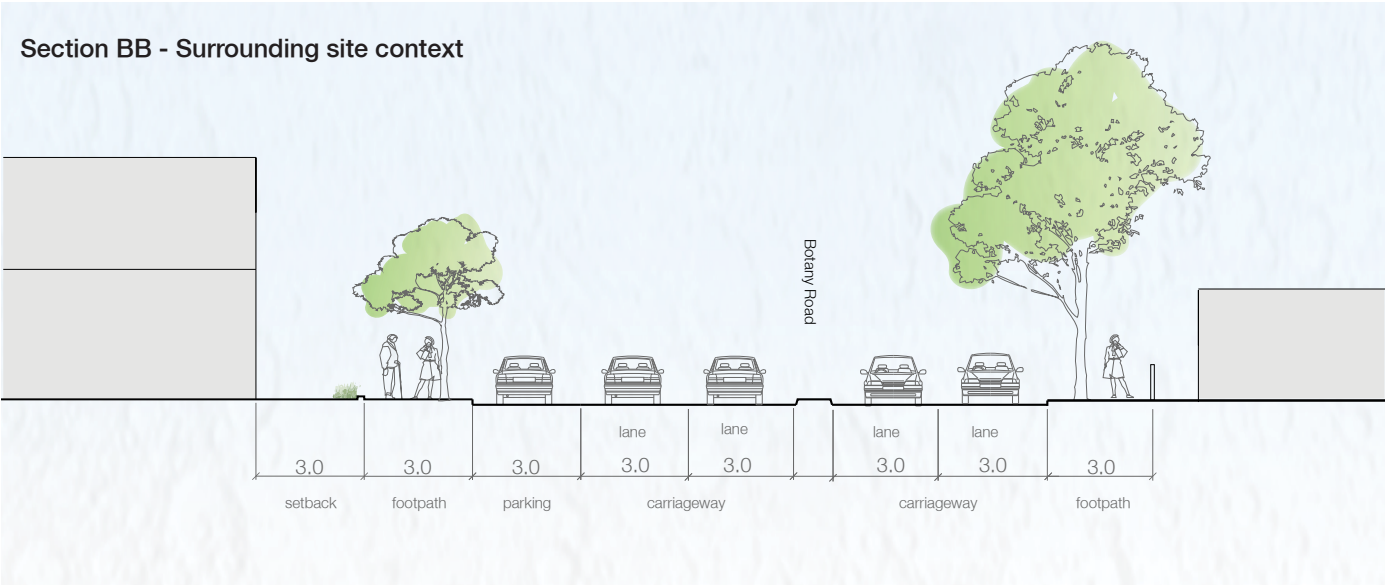
Context and Design Considerations

3.10 Existing street interface



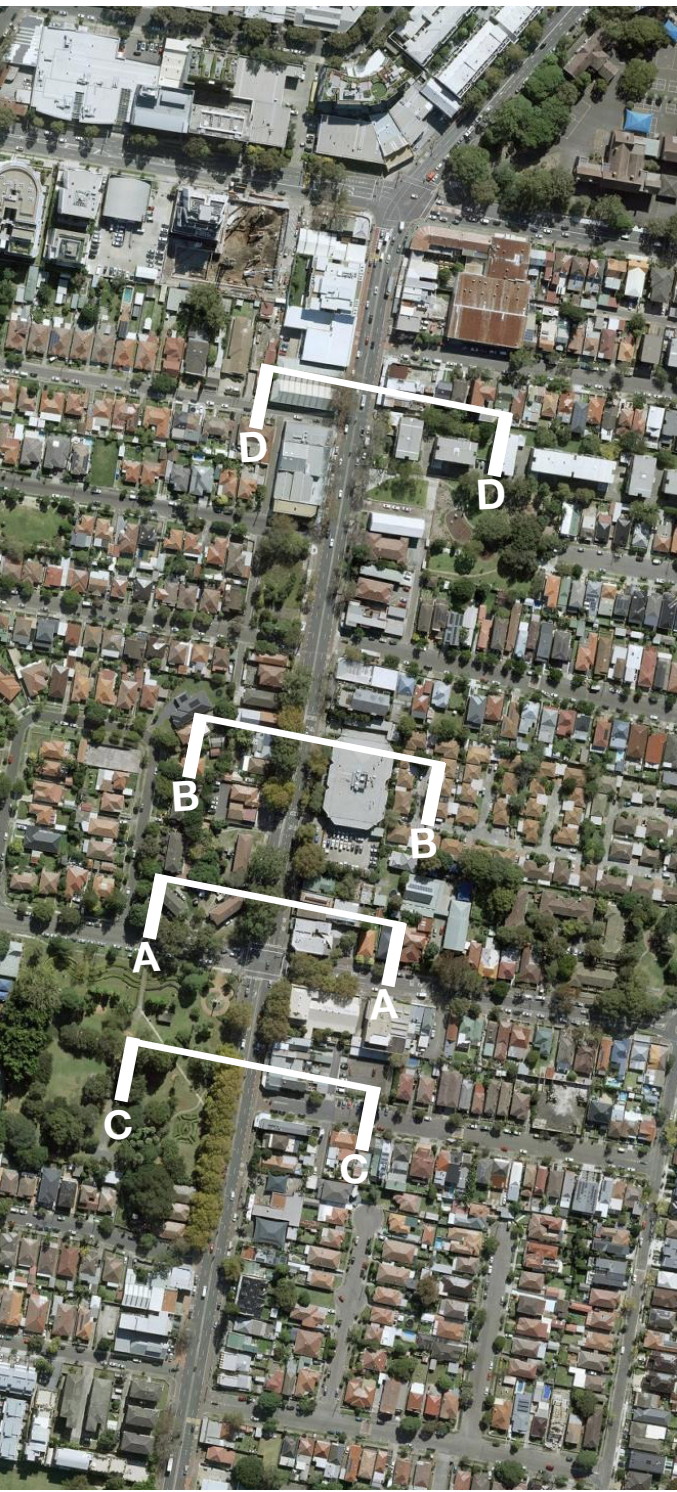
Section AA illustrates a generous setback to development site and commercial development built to boundary on the east side of Botany Road.

This quality of the street is improved by mature street trees that contribute to the leafy character of the surrounding suburban areas. The width and the quality of the pavement could be poor.

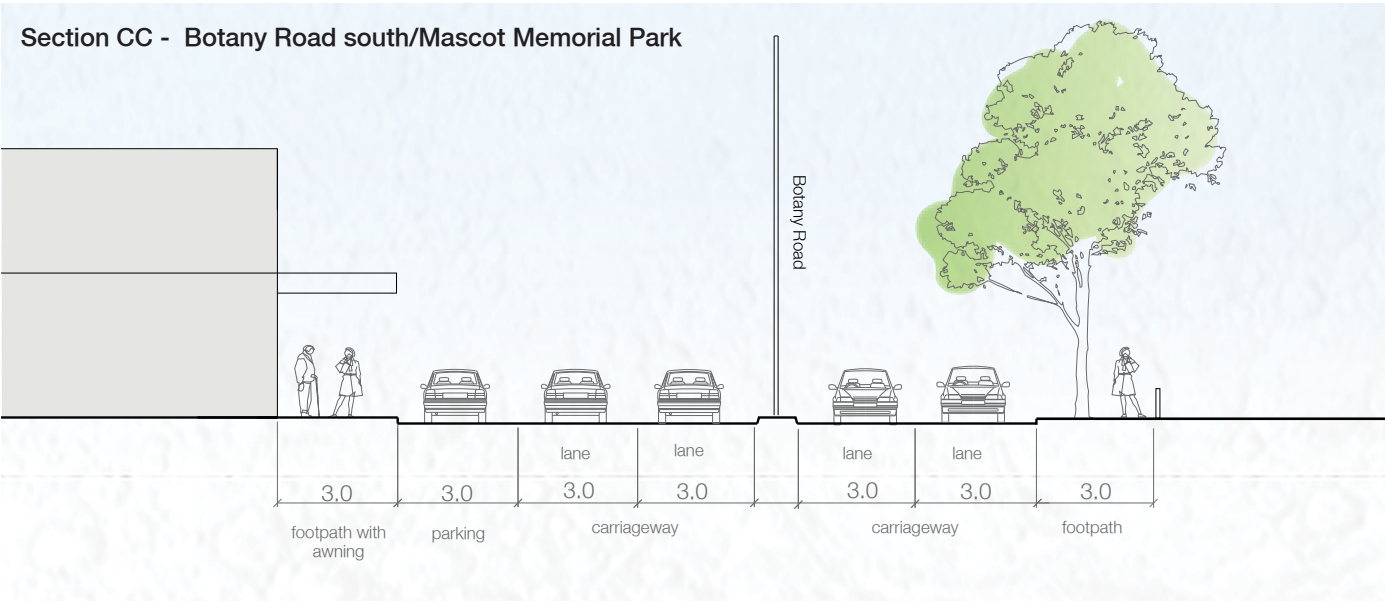


Some parts of Botany Road exhibit a more consistent tree canopy, with street planting found on the verges flanking both sides of Botany Road. The consistency in tree canopy is

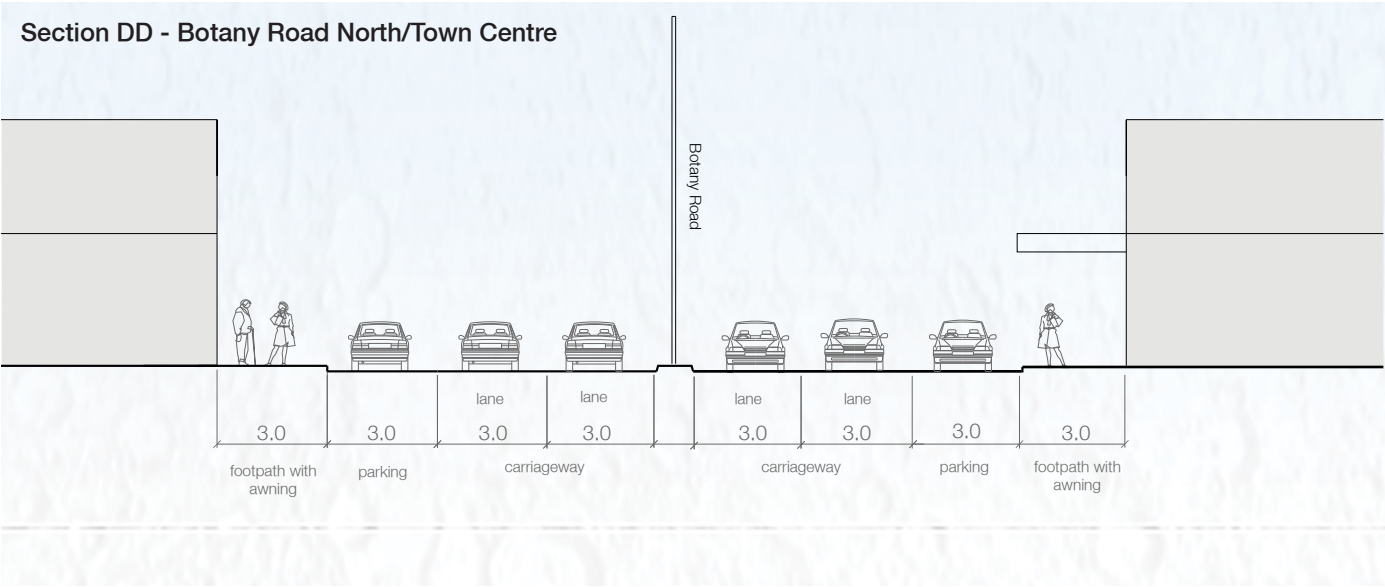
supported by generous setbacks to commercial development. Mature trees offer a visual shield and buffer to the traffic along Botany Road for residential development, creating an intimate street character.



Context and Design Considerations



Towards the south of the site, tree canopy becomes limited to one side of Botany Road, supplementing areas of public open space such as Mascot Memorial Park. Varying degrees of retail and commercial activity can once again be found, with some awnings present alongside some of the finer-grain retail developments.



Section DD indicates the typical interface along Botany Road within the local centres and/or areas where retail activity is more established. Tree canopy in these areas is sparse, with consistent awnings lining the footpaths on either side of Botany Road.



CC - West side of Botany road



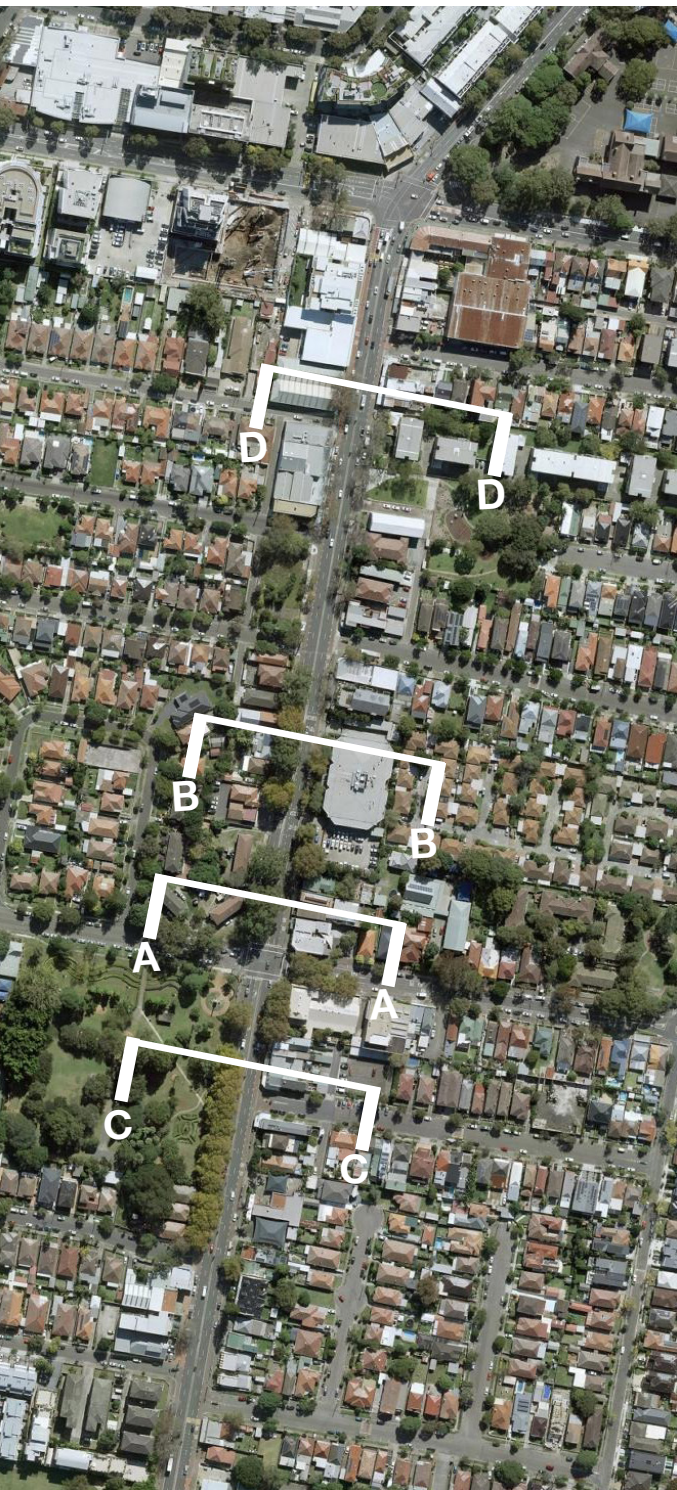
CC - East side of Botany road



DD - West side of Botany road



DD - East side of Botany road



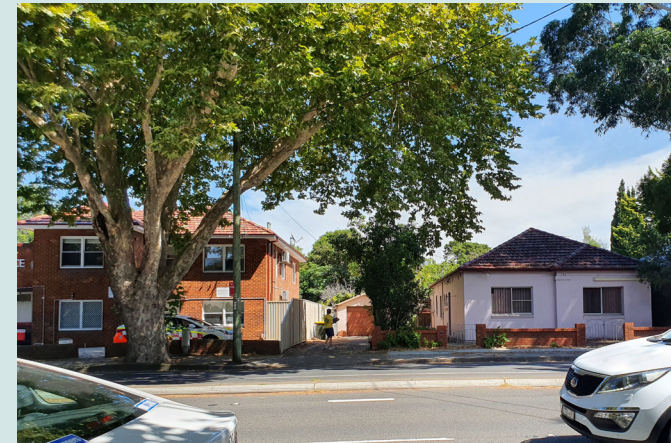
Context and Design Considerations

3.11 Neighbourhood 'place based' references

The local character of the surrounding area is diverse and lacks any overall consistency. Development activity in the local area has changed the look and feel of Mascot in the past two decades. The place character of the suburb has and continues to evolve as the land uses change and sites are redeveloped.

Each of the streets that interface with the site has a different, unique identity that are very disparate from each other.

- Botany Road is a busy street with four to six lanes of traffic. This is a challenge to the viability of retail, as the amenity is impacted, existing local commercial is destinalational rather than reliant on passing foot traffic. A front fence to the housing estate defines the boundary, however buildings are setback a significant distance and do not interface with the street. The significant trees continue north along Botany Road with the low scale individual dwellings and community church facility.
- Opposite the site are several heritage items that vary from Victorian era shop top housing, an old substation building, a Victorian era commercial building and a 1960s brown brick community centre. Between these items there is very little consistency in character.
- The Coward Street interface looks out onto the Memorial Park. The park is a passive green space with a ANZAC memorial and a box hedge garden. Significant trees along Coward Street offset from the boundary by approximately 6m allowing a generous verge of 6.4m from kerb to boundary. The built form also consists of stand alone two storey walk-up apartments.
- Henry Kendall Crescent has a suburban neighbourhood feel. The landscape setback allows for significant planting in front gardens - which are well tended by the residents. The street scale is up to two storeys on both sides of the street, dwellings are mostly low quality, 1970s red brick. The traffic volume is very low given the closed loop of the crescent.



Context and Design Considerations

3.12 Site constraints

- 1. Retention of mature street trees:
A significant proportion of the site cannot be developed to maintain tree protection zones for the existing street trees.
- 2. Transition to adjacent low density residential areas:
Neighbouring built form lacks consistency and varies in height. Some of the dwellings that interface with the site are low density (one or two storeys tall). It is important that height transition is addressed. The alignment of the building setback will also be important to providing a contextual response to the site, in line with some of the well-landscaped setbacks of the existing low density residences.
- 3. Heritage considerations:
There are several heritage items that interface with the site of local significance. They vary in height, materiality and the era in which they were built.
- 4. Overshadowing impact to Mascot Memorial Park:
It will important to consider minimising the overshadowing of the park and ensuring that items, such as the ANZAC memorial are not impacted.

Key

Site boundary

Green open space

Context buildings

Topography

Street tree canopy

Tree protection zones

Preliminary aboriginal setback

Setback alignment of neighbouring dwellings

Residential street setbacks

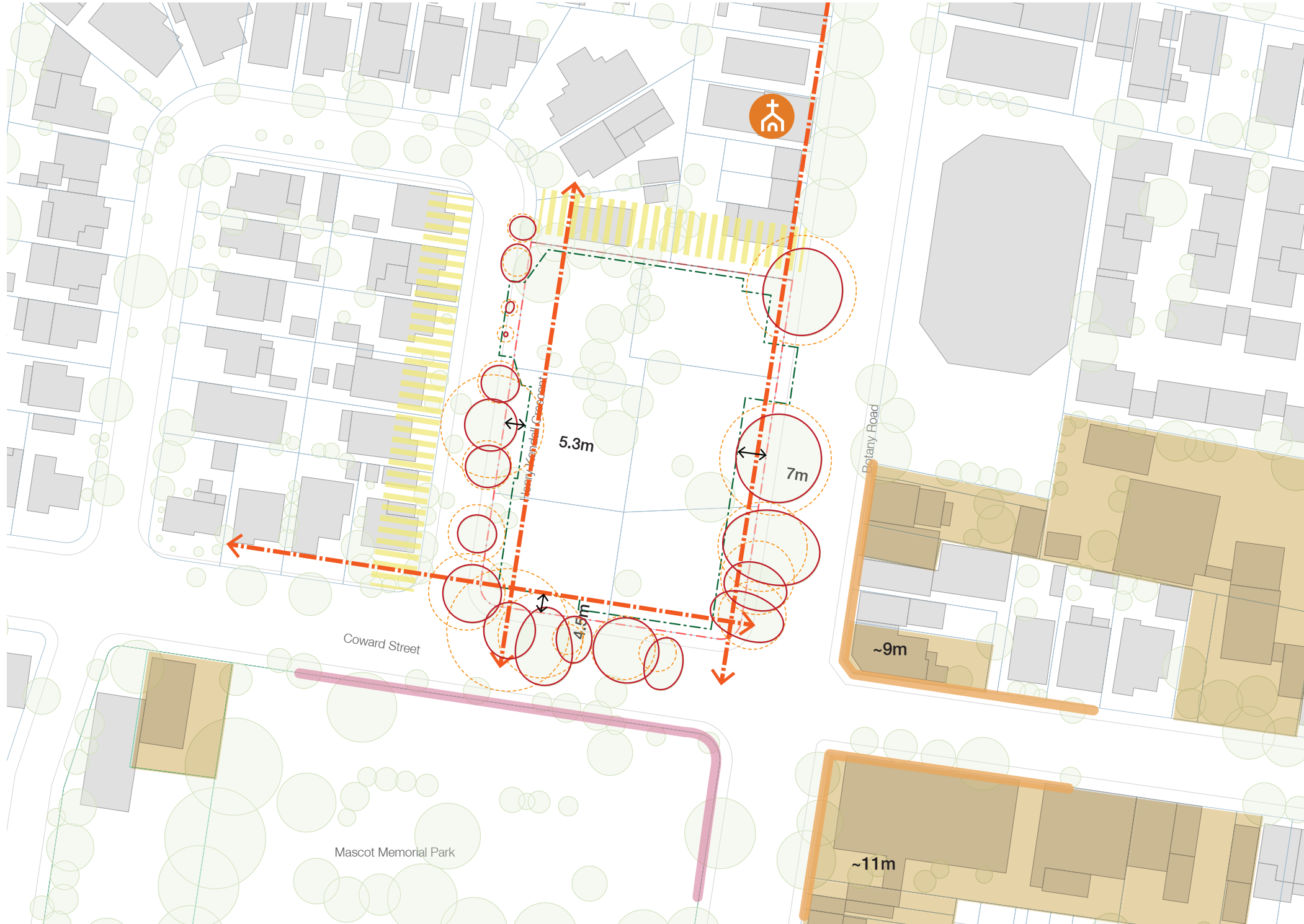
Tree canopy setback

Interface with low density

Heritage buildings

Church building

Open space edge

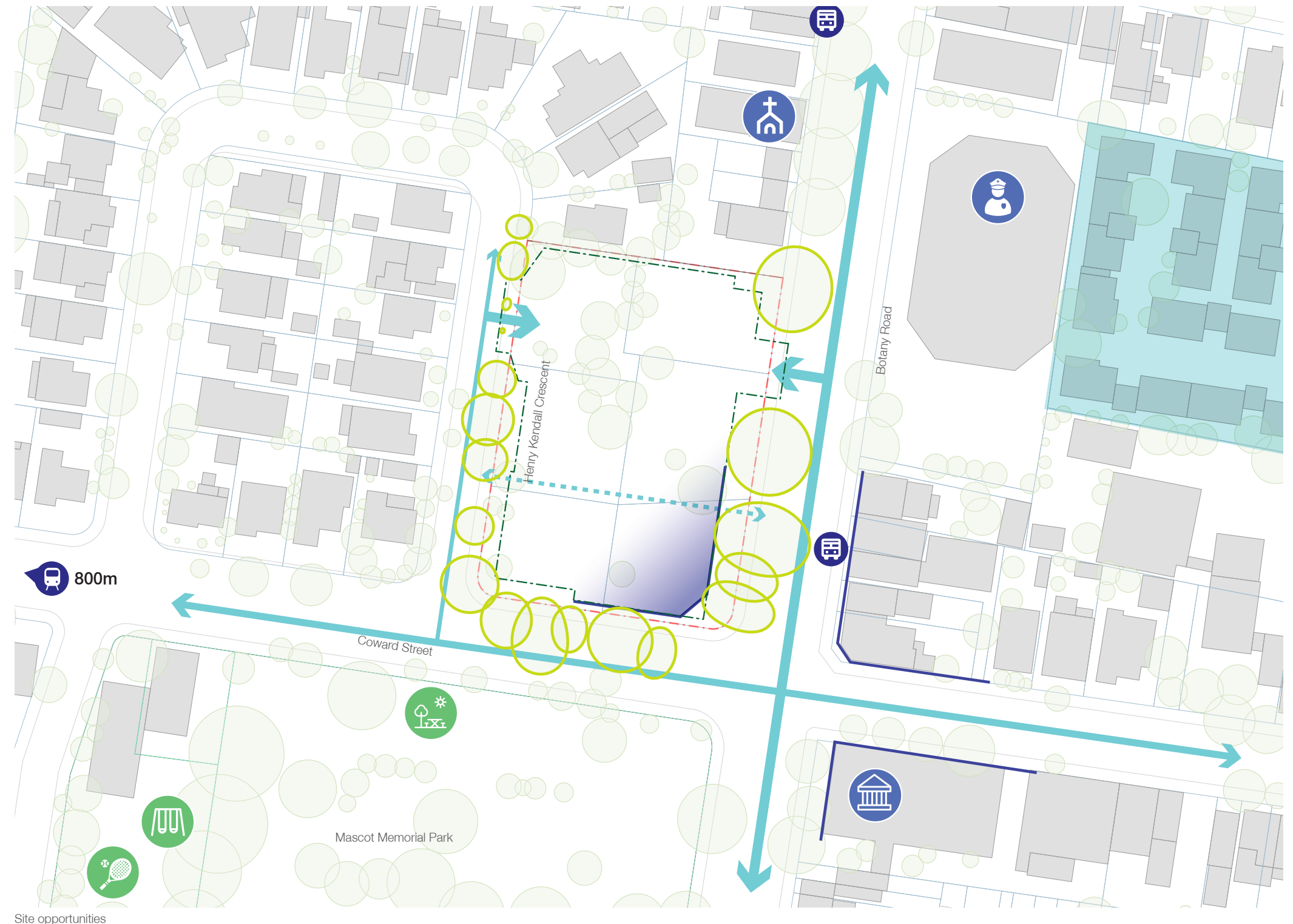


Site constraints

Context and Design Considerations

3.13 Site opportunities

1. Retention of mature trees:
There are significant street trees located around the periphery of the site. These are very important to the amenity and shielding of the built form. They require significant setbacks to enable tree protection.
2. Site access from Henry Kendall Crescent and Botany Road:
There are multiple opportunities for vehicle entry to an underground car park. This will be optimal for future traffic studies.
3. Indicative through-site link:
The site could provide residents of Henry Kendall Crescent with a shortcut to Botany Road. A through site link will also break up built form and site length
4. Multiple frontages:
The building will activate the area with residential uses that provide passive surveillance and safety to the street neighbouring open spaces.
5. Proximity to public transport options:
The site is within a short walk of a train station and multiple bus stops.
6. Prominent corner site:
The site is situated on a key corner along Botany Road where a development on the site could offer a sense of address/a landmark.



Design Response

4

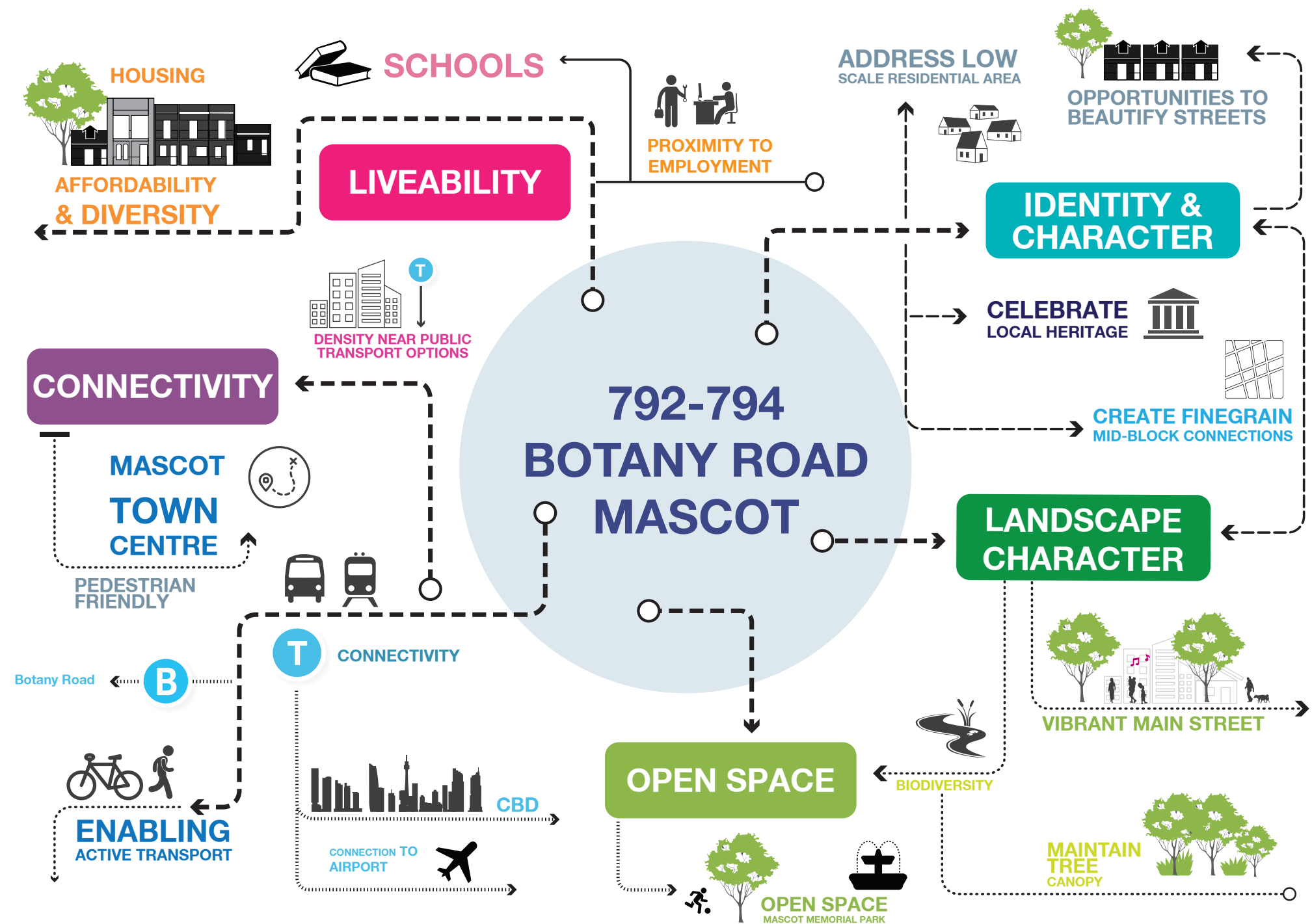
4.1 Vision

The proposed planning scheme will deliver a residential development that will be an ideal place to live for all sections of the community. The social diversity of Mascot will be reflected in the development with a range of housing options. Diversity in dwelling size and tenure within the proposed development will create a vibrant social mix.

Residents will have ample access to local schools, public open space, Mascot community centre and other amenities within 400m of the site. A short walk further will provide access to Mascot Town Centre and the Mascot Train Station. The area has a range of employment prospects within short walk and Sydney CBD is accessible through a range of public transport modes.

Future residents will enjoy an attractive landscape setting with ample public open space, mature trees and shared communal areas. Improvements to the streetscape will make the interfacing streets places where people want to linger and enjoy the verdant green landscaped environs.

The built form will complement the surrounding context by celebrating the proximate heritage elements and addressing the scale of neighbouring built form. The building materials and design quality will make the proposed development a place where any urban dweller would desire to live.



Design Response

4.2 Design qualities

Landscape character

Key to the landscape quality of the development will be the setback at street level for deep soil around the perimeter of the development on all frontages. This will support the retention of the mature street trees. Additional planting along the street edge will contribute to local biodiversity and create visual interest for passing pedestrians.

The spaces between buildings will have the potential to be greened with the purpose of adding screening between the building separation. Two potential through site links connecting Kendall Avenue with Botany Road will add permeability and opportunities for further public greening.



Interfaces

The interface with the street will be vibrant and active with residential entrances to dwellings and lobbies directly onto the street. The built form will be setback at ground level to allow for an area of deep soil and with a verdant green landscape setting. The setback of the building will enable the spread of the tree canopy to be maintained so the pedestrian feels a sense of enclosure and protection as they walk along Botany Road.

The amenity for residents at on the ground floor will be enhanced by the street level setbacks and minimise the impact of busy roads that interface with the site.

The interface creates visual interest and activation along street edges, in manner that is more sustainable and attractive than isolated commercial or retail uses that often do not thrive in this type of location.



Design Response

Built form and scale

The site will vary in building scale across the site with a form that complements the neighbouring development and broader context.

Ranging from three storeys on Henry Kendall Crescent to eight storeys interfacing with the Mascot Memorial Park on Coward Street and the corner of Botany Road. The built form will complement the local area with podium heights that parallel the shop top buildings on the opposite side of Botany Road and a setback to upper levels.

The street level setback will enable the street trees to be retained. The tree canopy will minimise the scale and visual impact of the built form.

The three buildings will have a unique character and materiality the complements their context and the character of the street that it interfaces with.



Heritage and character

The future redevelopment of the site will be sensitive to local character and the draw upon the place character of the local area.

The development can take its cues from the heritage items at the lower levels to establish the street wall. A particular tone and character that is carried through the form of the tower also takes its cues from the materiality of local dwellings and the buildings that will be demolished. The street setback along Henry Kendall Crescent will parallel

neighbouring residents to fit in with the local context and a low fence holding the property boundary will mirror the local development.

Street planting, street interfaces and terraces will form a vibrant street character that creates an intimate scale at street level. The interface with Memorial Park will add to the amenity and character of the development, as well as providing residents with access to open space at their doorstep.



4.3 Design considerations



Setbacks due to tree protection zone

There are a number of mature trees around the site which have high to moderate value. To enable their retention, a preliminary setback has been established. This supports the aspiration to “Enhance the public domain and streetscapes within the Precinct, outlined in the Botany DCP 2012,” Mascot Precinct Desired Future Character (p48).

Key

Site boundary

Preliminary aboriginal setback

Site linkages and vehicular access

Considering the scale of the site, opportunities to break up the length of buildings should be explored to reduce the impact of visual bulk, provide opportunities for landscape and views. This supports the aspiration to “Promote site linkages (visual and pedestrian)” outlined in the Botany DCP 2012, Mascot Precinct Desired Future Character (p48).

Aboriginal advice has highlighted two main opportunities for vehicular access from Henry Kendall Crescent and Botany Road. There are however a number of existing vehicular entries from all three frontages.

Key

Site boundary

Preliminary aboriginal setback

Indicative site links

Break between buildings

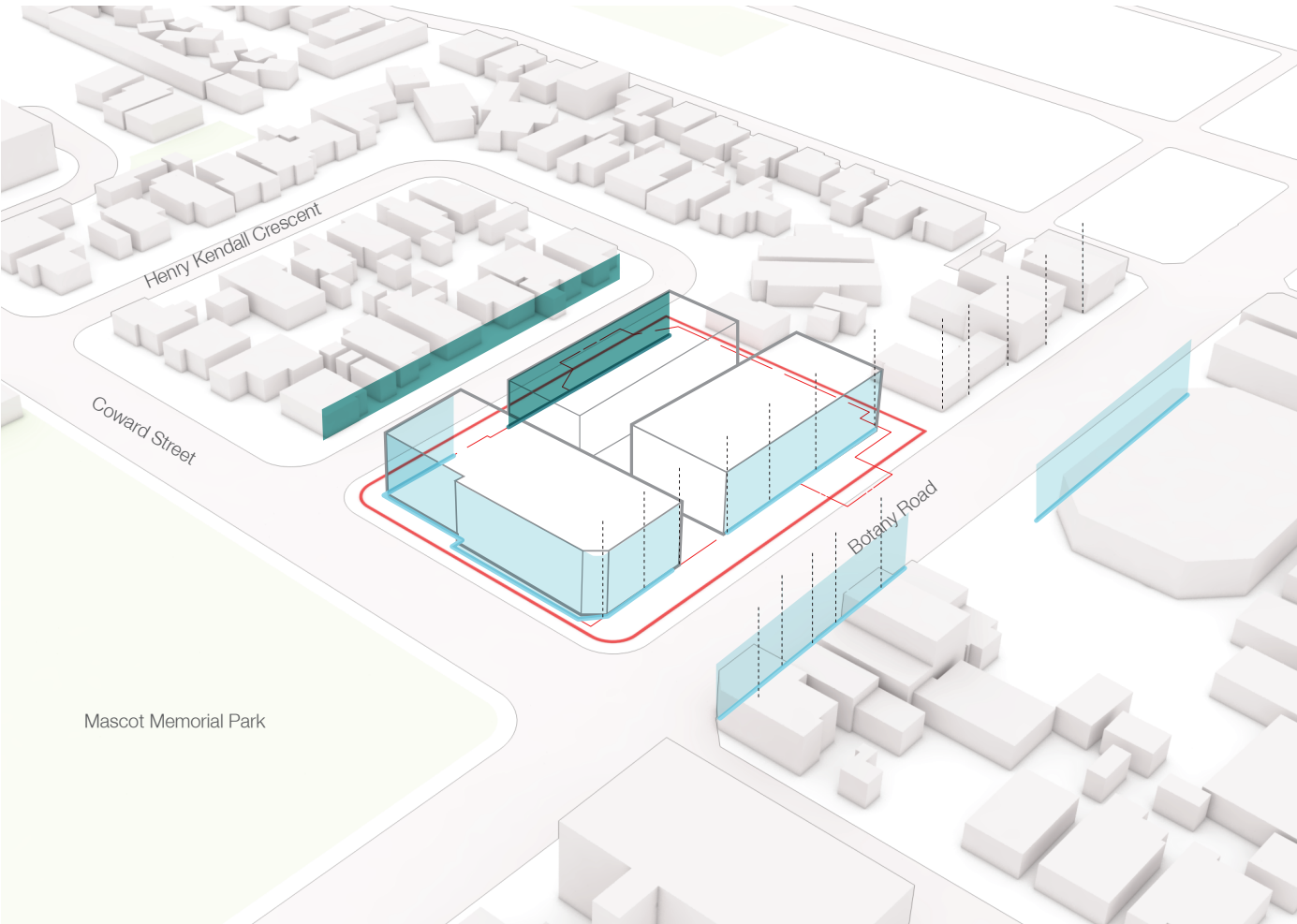
Built form length along Botany Road

Vehicular entries

Park

Trees

Design Response

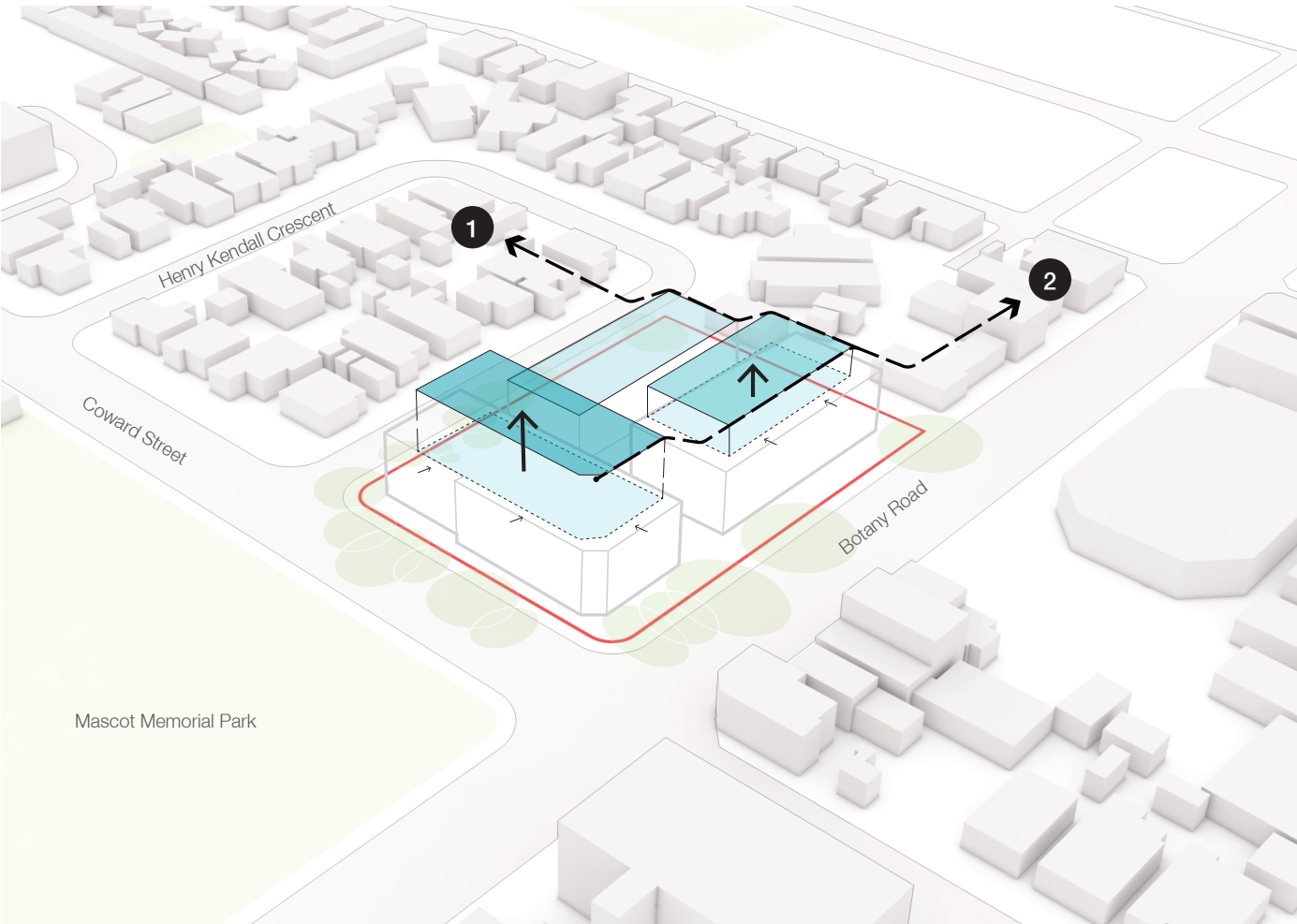


Responding to context

Street walls established across the site should respond to the scale and rhythm of buildings on adjacent streets. A lower street wall should be established along Henry Kendall Crescent. There is an opportunity for higher street walls along Coward Street and Botany Road, which respond to the scale of adjacent built form and the visual prominence of the corner.

Key

- Site boundary
- Preliminary aboriginal setback
- Street wall response - Botany Road (4 storeys)
- Street wall response - houses (3 storeys)
- Built form rhythm
- Park
- Trees



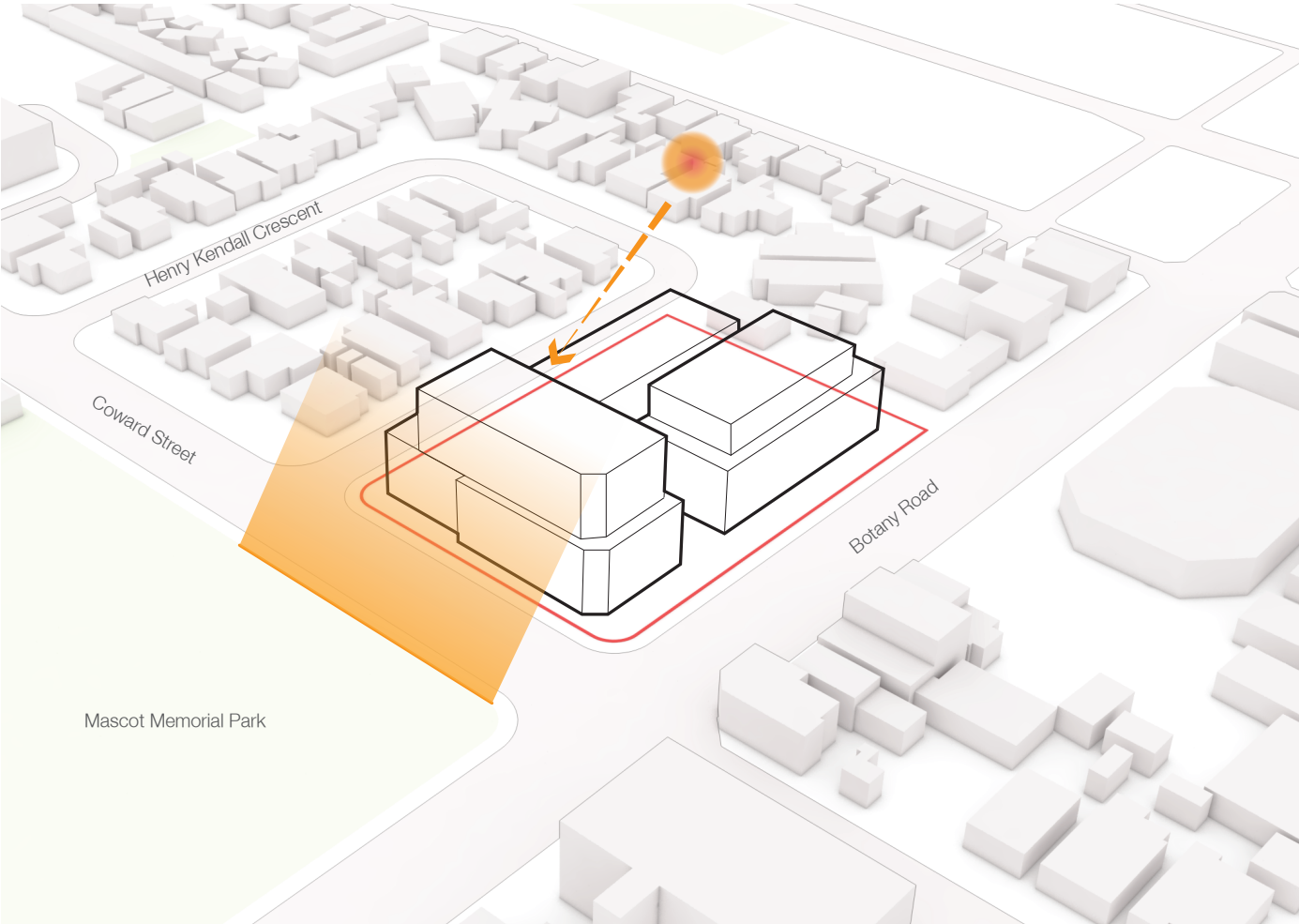
Transition

Considering the surrounding context, height should be stepped back from the street and transition down to residential areas to the west and north. Existing mature street trees on the site provide a level of visual shielding when viewed from the street.

Key

- Site boundary
- Built form
- Above podium built form
- Break between buildings
- Transition
- Park
- Trees

Design Response



Overshadowing

Overshadowing to Mascot Memorial Park to the south should be minimised when designing for the site. Potential overshadowing from the proposed built form is explored in more detail later in this report.

Key

Site boundary

Sensitive interface

Built form

Park

Trees



Landscape and greening

Building upon the existing mature trees along adjacent streets, there is an opportunity to bring landscape into the site to support residents amenity, outlook and mitigate urban heat.

Key

Site boundary

Proposed landscaped areas

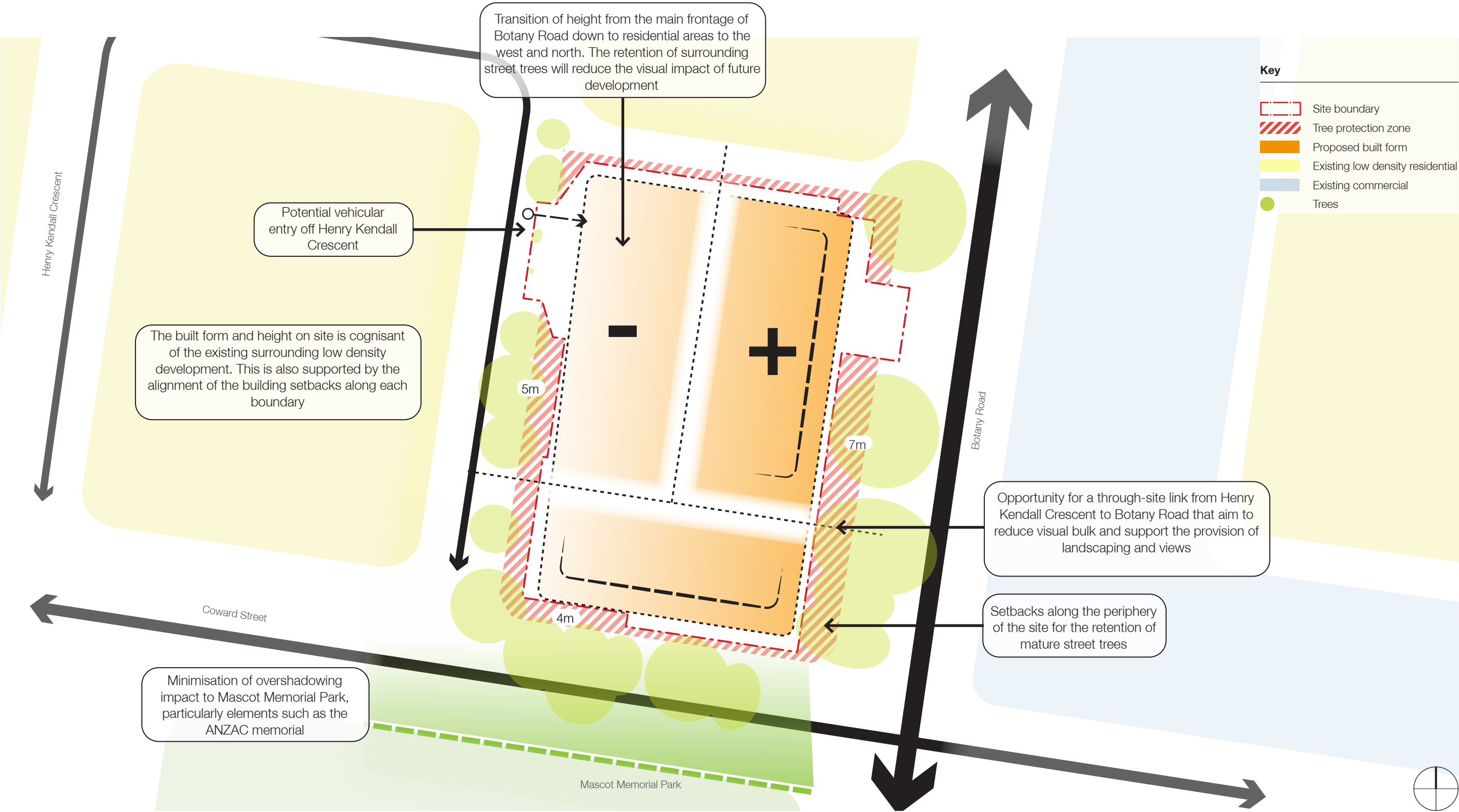
Built form

Park

Trees

Design Response

4.4 Design concept



Design Response

4.5 Proposed planning scheme (2:1 FSR)

The proposed planning scheme seeks to balance the unique contextual requirements of the site with the delivery of apartment buildings on the site. The proposed scheme maintains consistency with Council's existing land zoning and FSR controls. The scheme proposes to increase the maximum building height limit from 14m to 28m and remove the active frontages control from the LEP.

Current permissible height	14m (4 storeys)
Current permissible FSR	2:1
Proposed height	28m (8 storeys)
Proposed FSR	2:1
Potential dwelling yield	152
Deep soil	28% (1615 sqm)
Ground floor communal open space	25% (1420 sqm)
Canopy cover	~30%

Key

Site boundary

2m contours

Basement underneath

Preliminary aboricultural setback

Vehicular entries

Pedestrian entries

Residential

Residential on the ambulance site

Deep soil

Communal space

Park

Trees

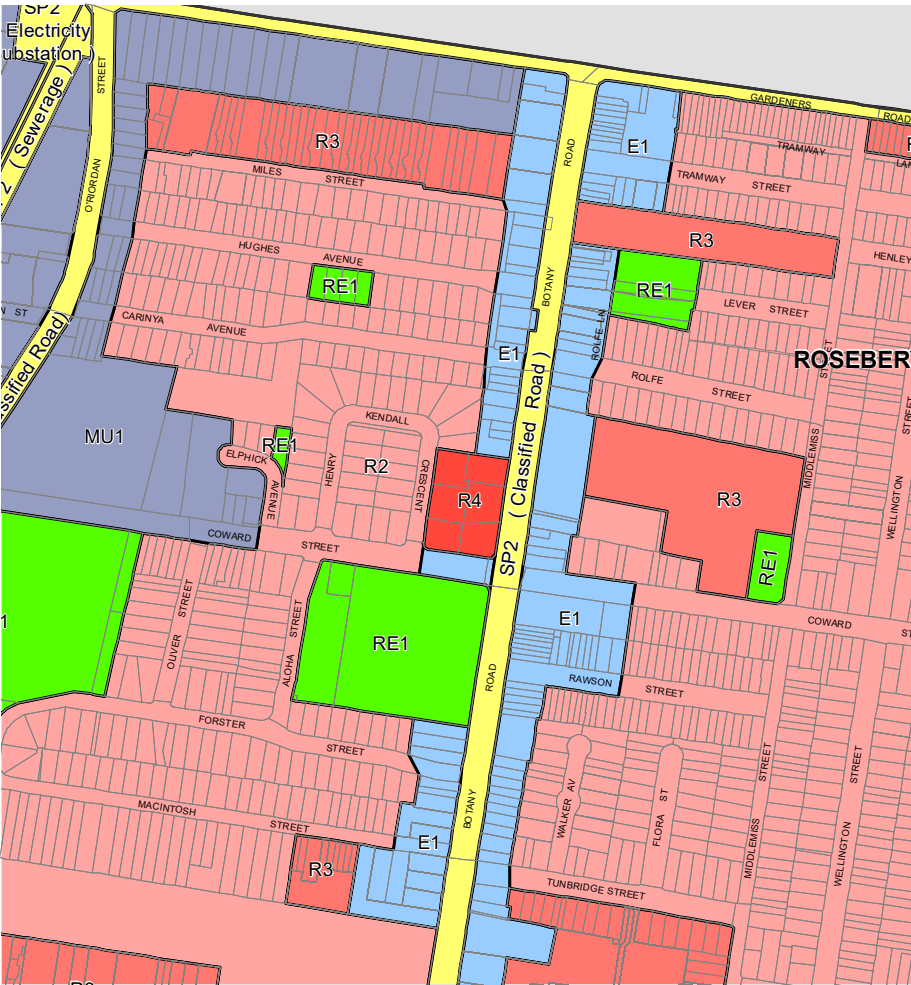
Storey heights



Site Plan - Indicative concept scheme

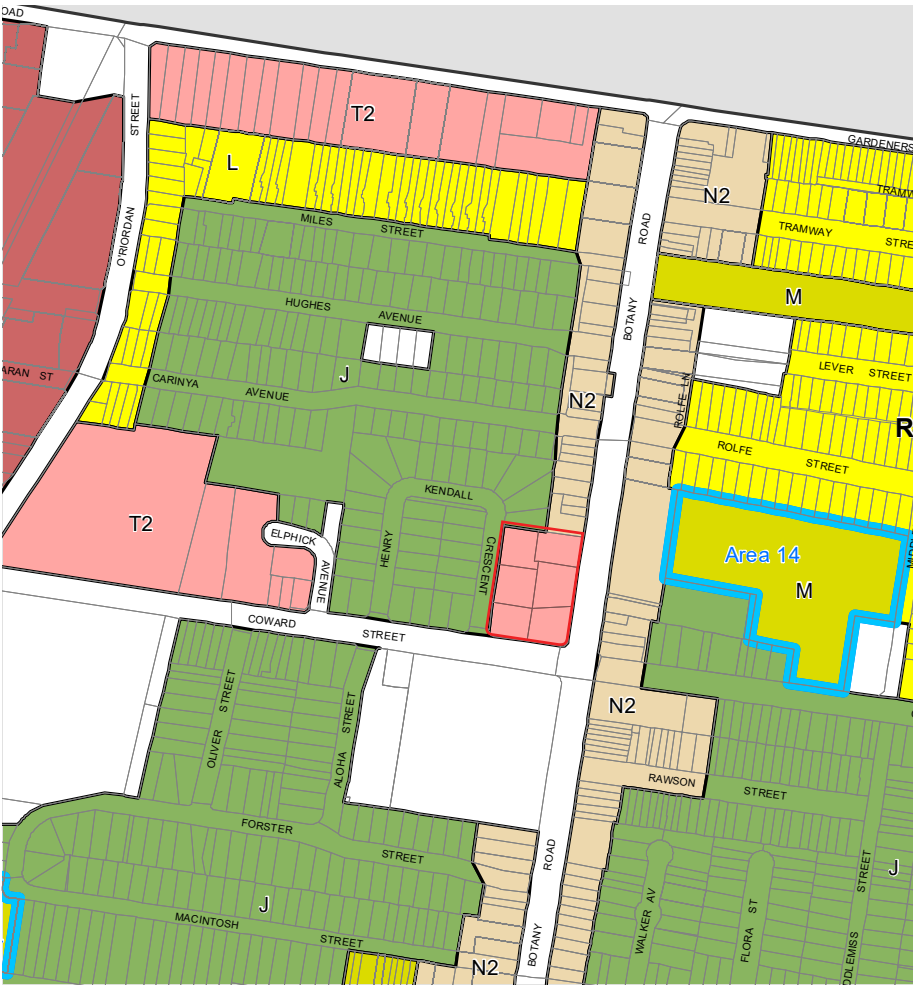
Design Response

4.6 Bayside LEP (2021) Maps



Land zoning

- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- R3 Medium Density Residential
- R4 High Density Residential **proposed**
- MU1 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- Unzoned Land



Height of building

- 14 metres
- 9 metres
- 12 metres
- 11 metres
- 22 metres
- 28 metres **proposed**
- 44 metres
- 15 metres



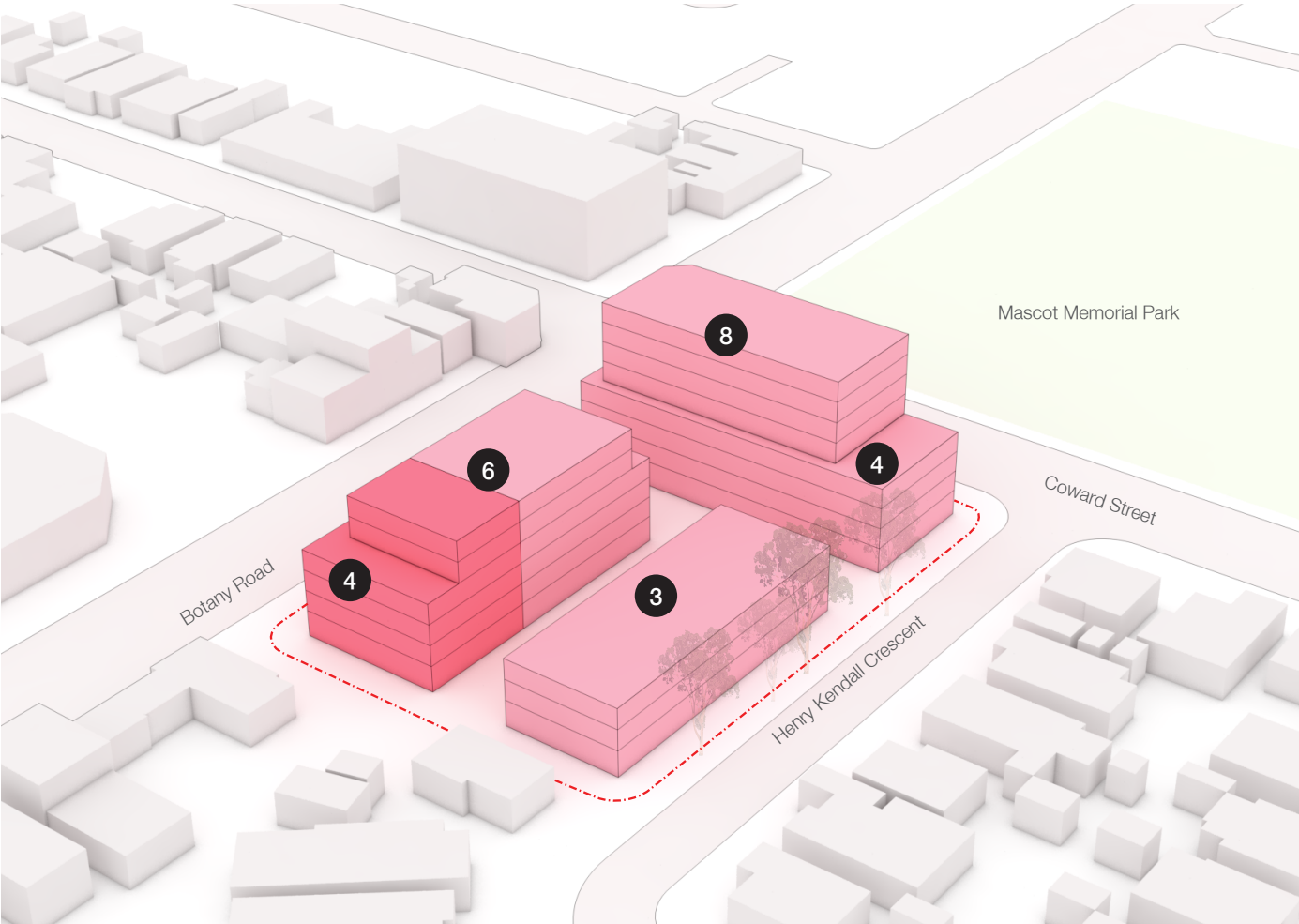
Active Frontages

- Active Frontages
- site

Design Response



View from the south-east



View from the north-west

Current permissible height	14m (4 storeys)
Current permissible FSR	2:1
Proposed height	28m (8 storeys)
Proposed FSR	2:1
Potential dwelling yield	152

Key

- Residential
- Residential on the ambulance site
- Park
- Storey heights

4.7 Rendered view

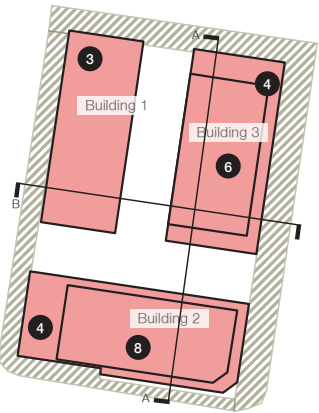


View along Henry Kendall Crescent

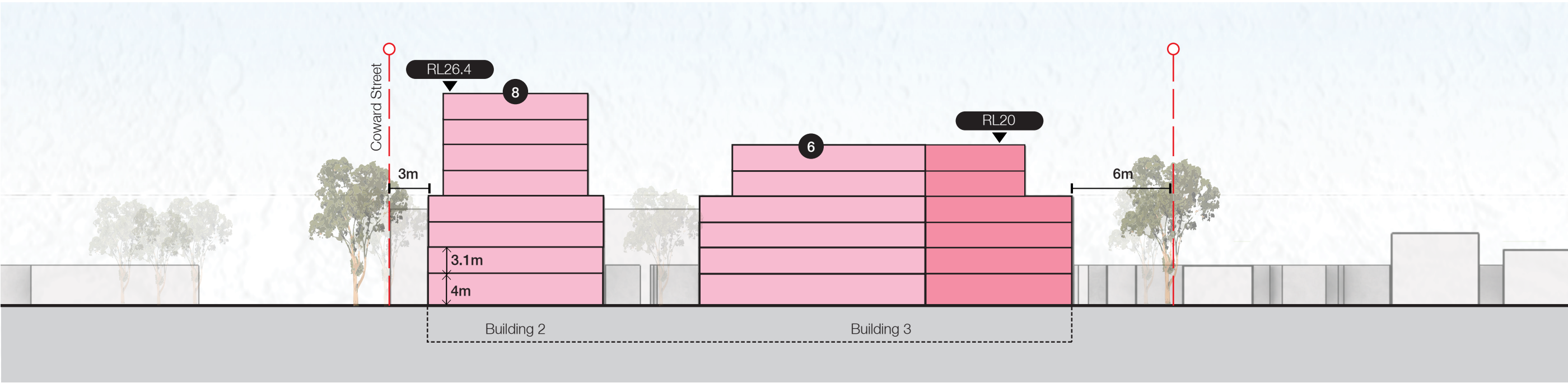
Proposed Scheme Design Analysis

5

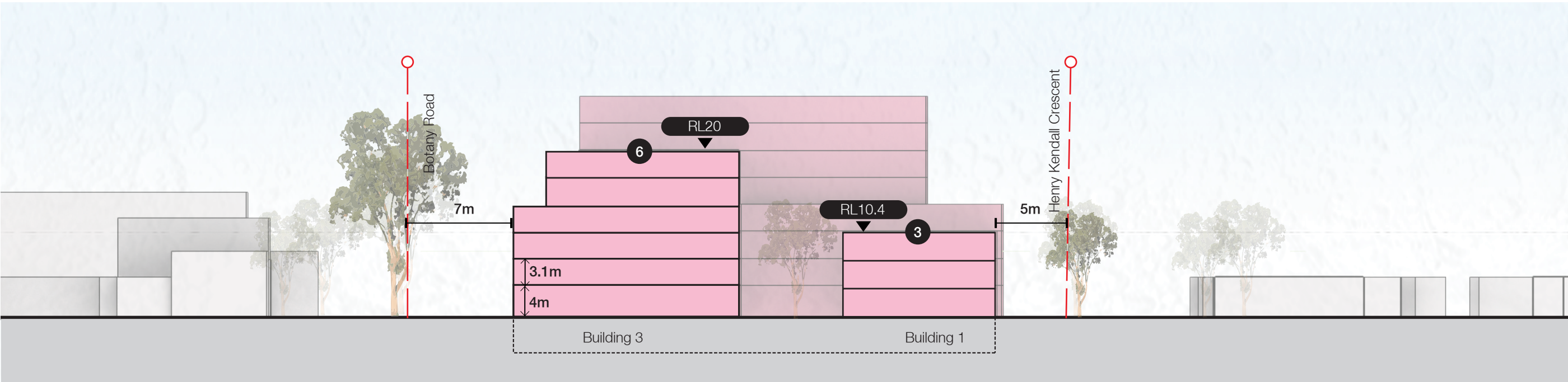
Proposed Scheme Design Analysis



5.1 Site sections



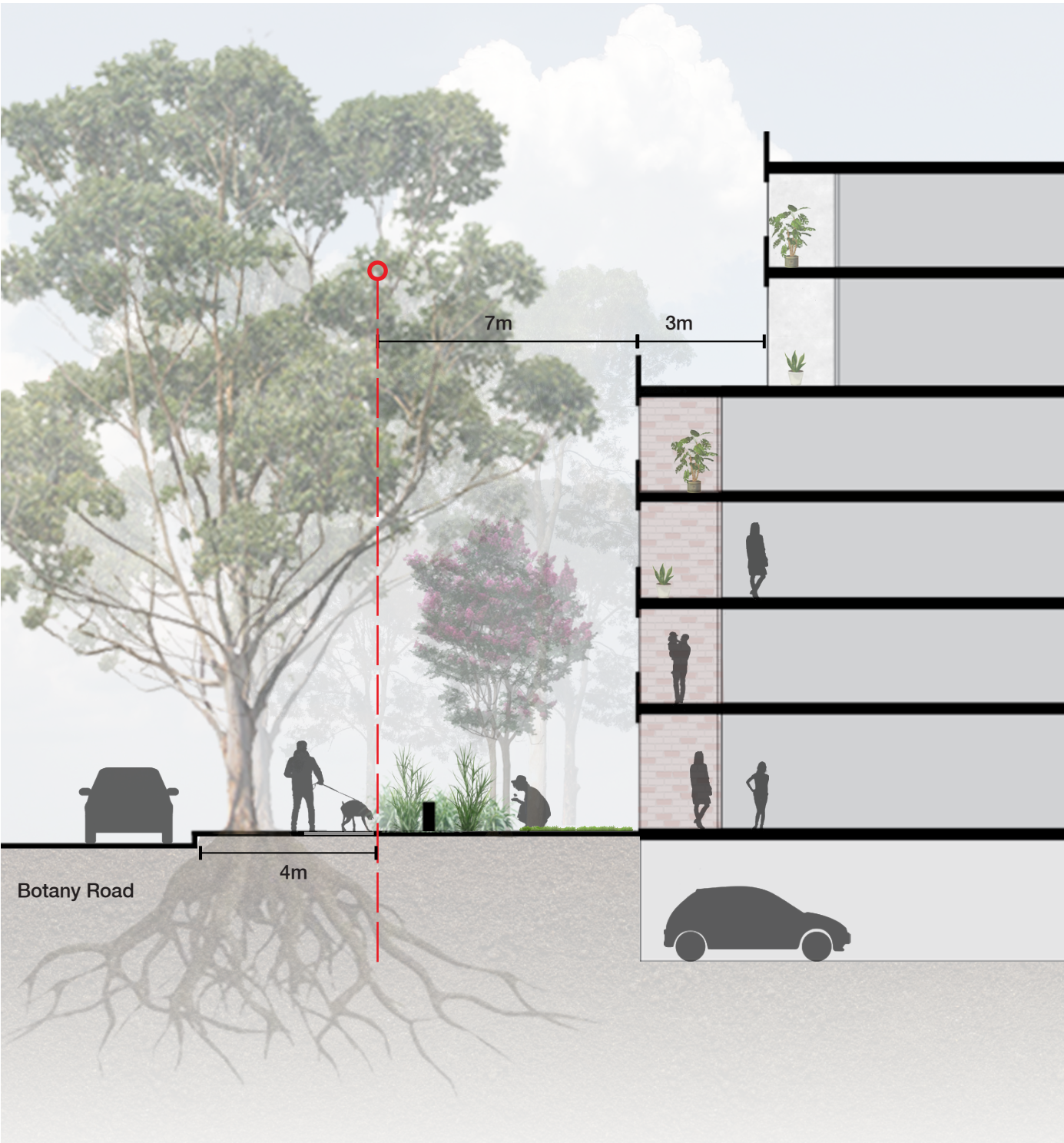
Section AA



Section BB

Proposed Scheme Design Analysis

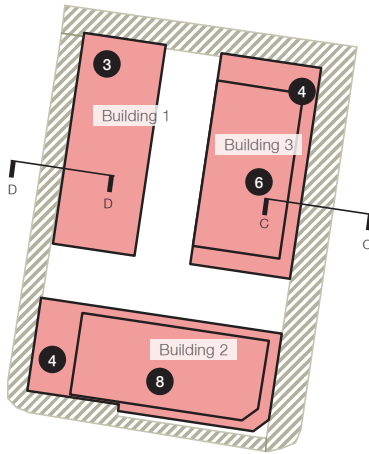
5.2 Residential amenity to Botany Road



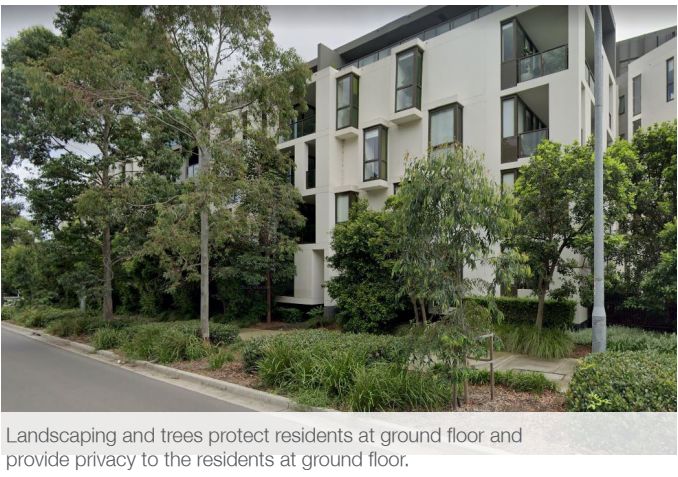
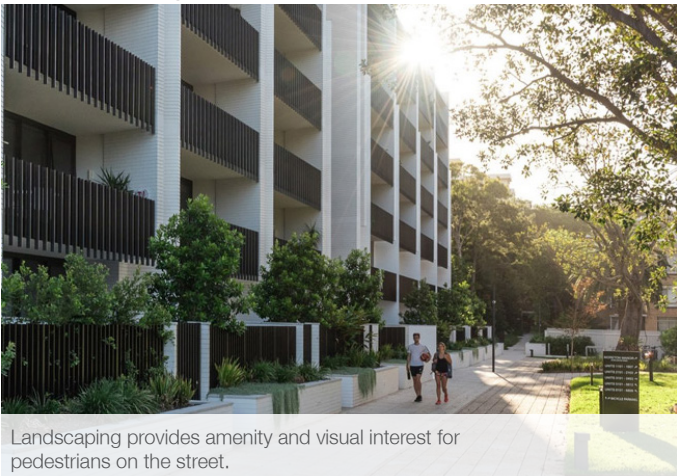
Section CC - Detailed interface with Building 3 Botany Road

The interface with Botany Road will be designed to protect the dwellings at ground floor. Large setbacks shield development from the traffic and noise impacts from Botany Road, aided by mature tree planting.

The experience for pedestrians will be improved by the ability to provide a softer edge to the boundary of the site with landscaping and opportunities to rest if desired.



Precedent images



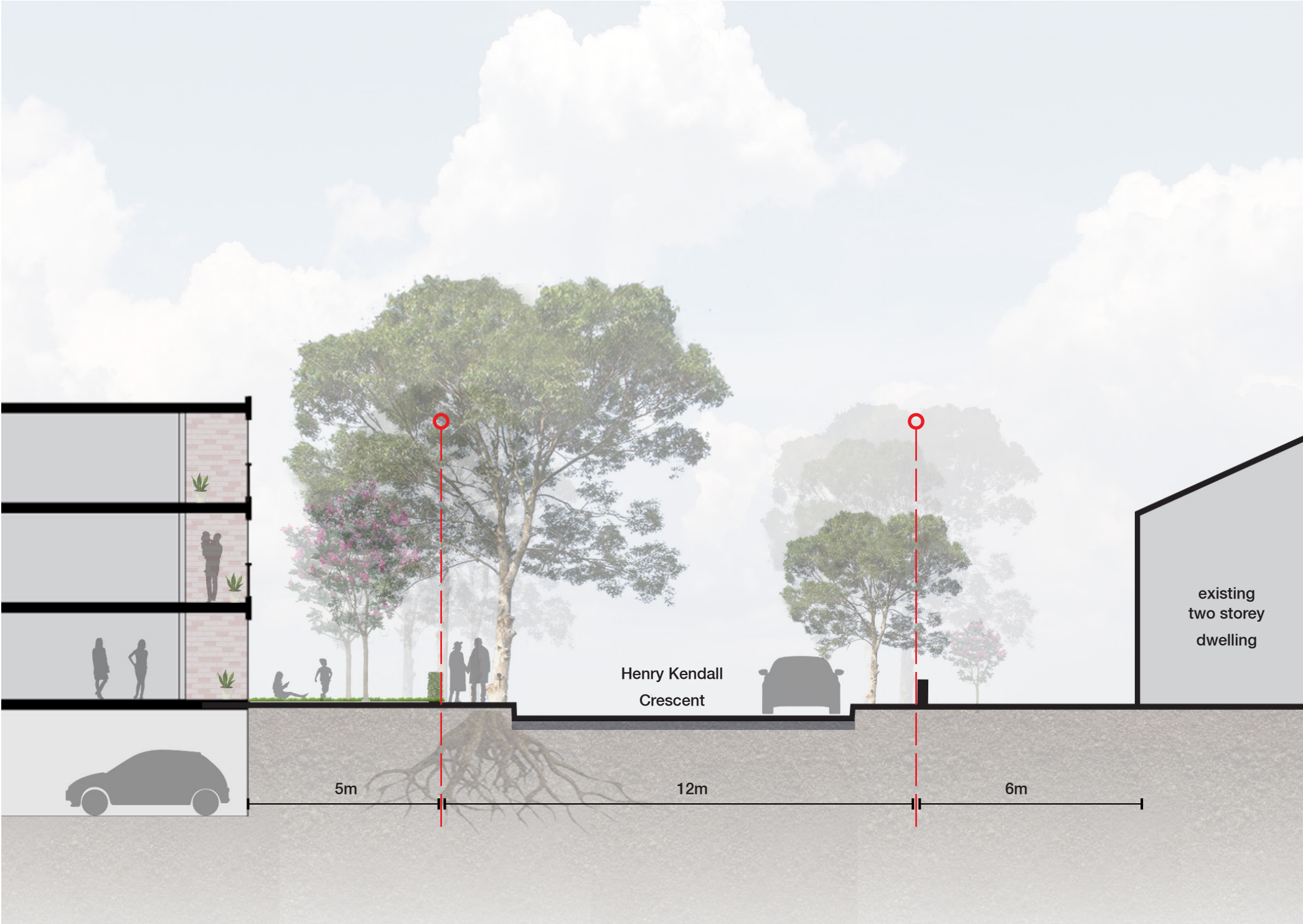
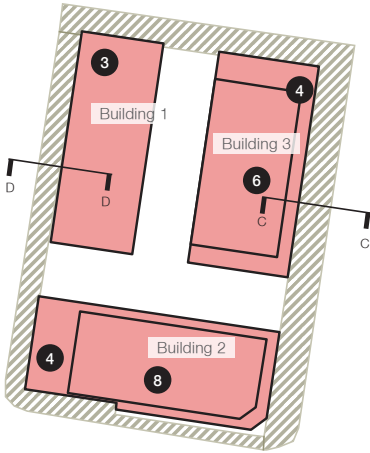
Proposed Scheme Design Analysis

5.3 Built form transition across Henry Kendall Crescent

The interface with Henry Kendall Crescent will respect the residential nature of the area. A significant street setback will protect the existing street trees and maintain consistency with the setback established along the street.

The development is sympathetic to the low density neighbourhood, with a three storey building proposed along this edge.

Precedent images



Section DD - Detailed interface with Building 1 and Henry Kendall Crescent

5.4 View analysis



View north along Botany Road.



View south along Botany Road.

Key

 Proposed built form

Proposed Scheme Design Analysis



View south along Henry Kendall Crescent.



View south-west on the corner of Coward Street and Henry Kendall Crescent.

Key

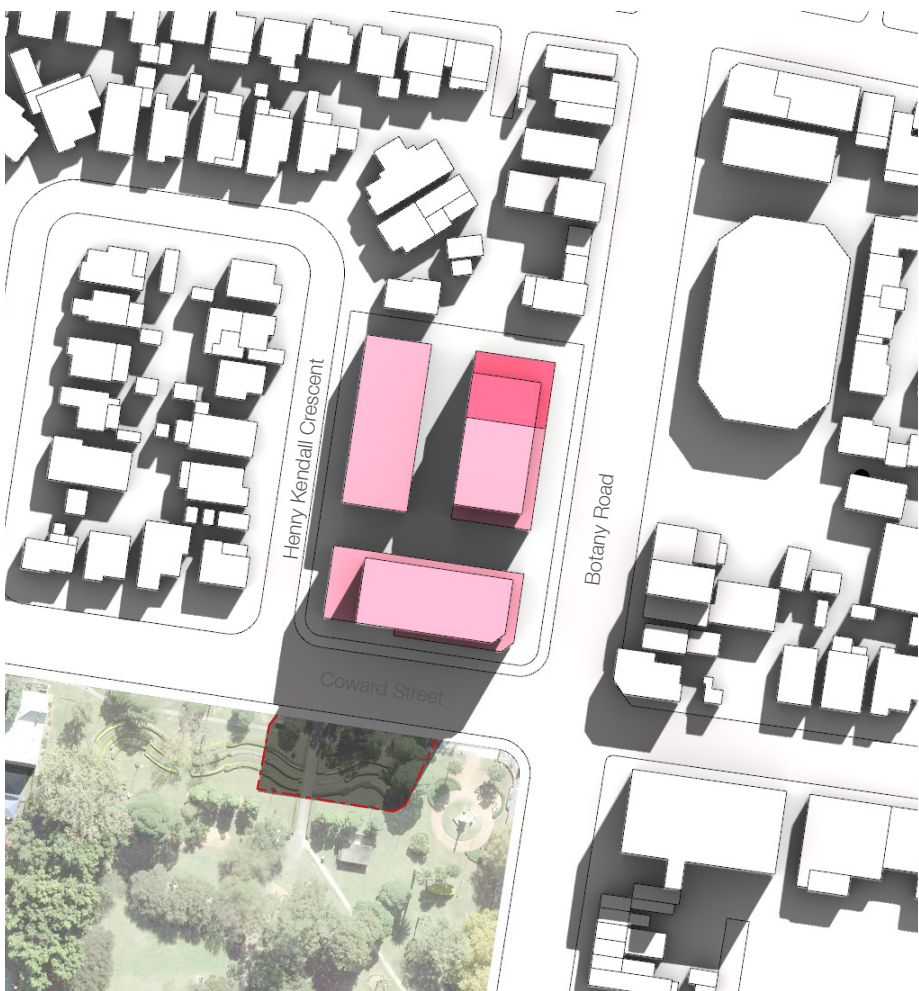
Proposed built form

5.5 Shadow diagrams



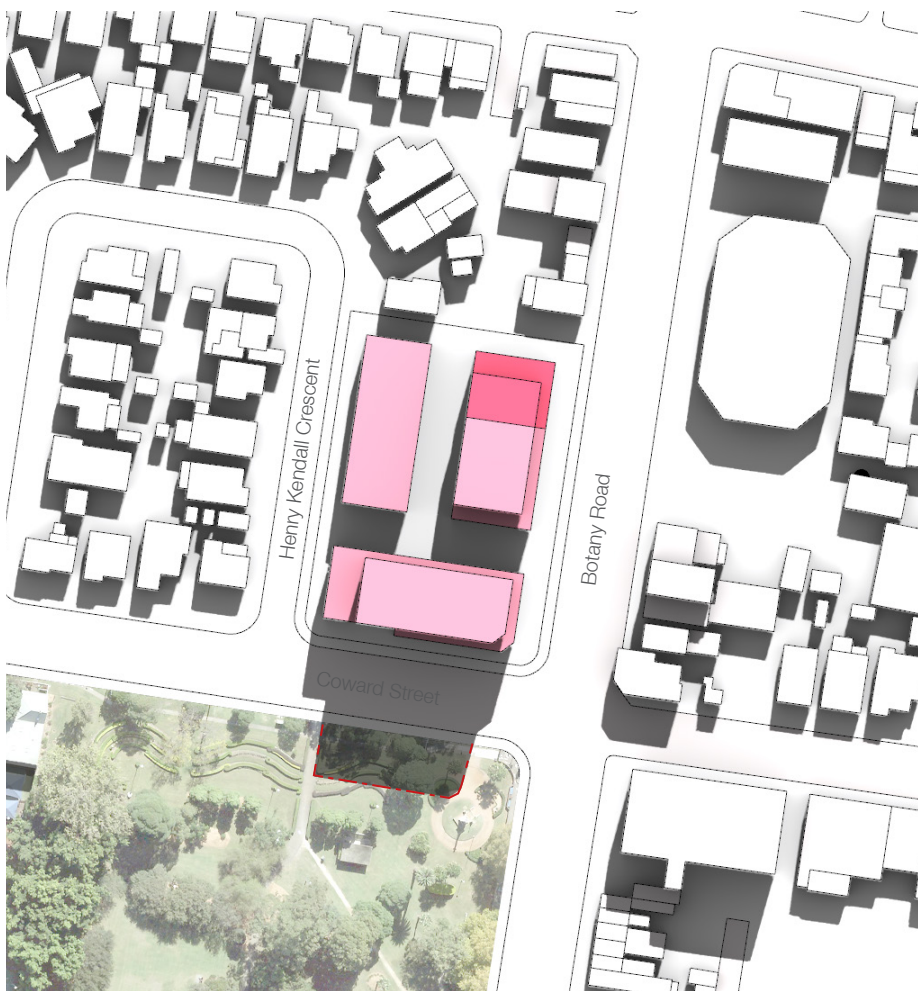
21st June - 9am

Park Area	19,326m ²
Area of park in shade at this time	1,731m ²
% of park in shade at this time	8.96%



21st June - 10am

Park Area	19,326m ²
Area of park in shade at this time	939m ²
% of park in shade at this time	4.86%

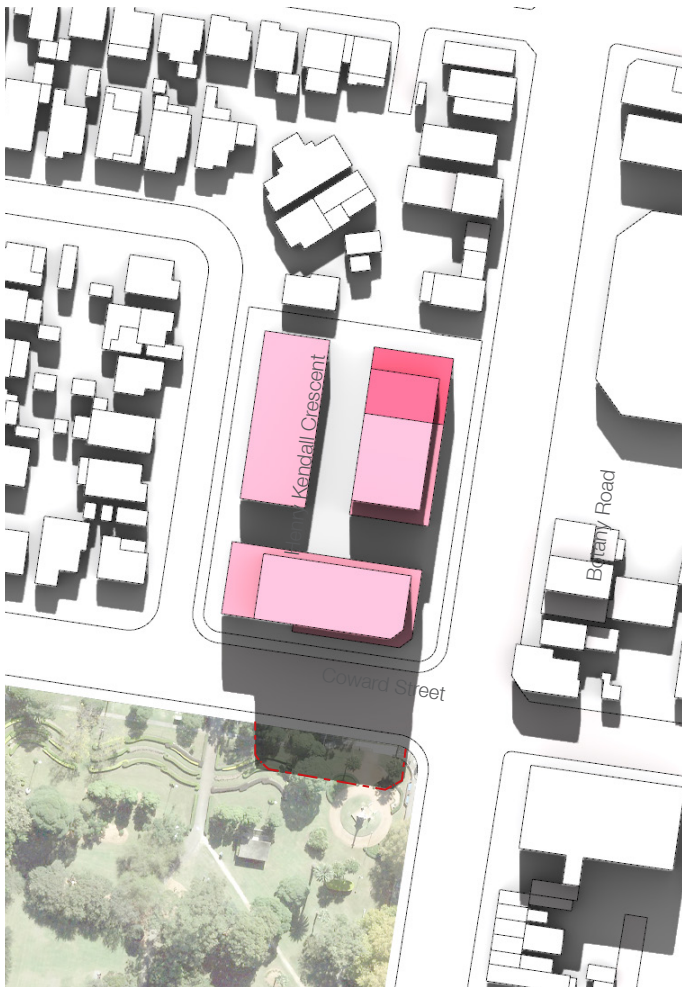


21st June - 11am

Park Area	19,326m ²
Area of park in shade at this time	620m ²
% of park in shade at this time	3.21%

These shadow diagrams illustrate the potential overshadowing of the park from 9am-2pm on Winter Solstice (21 June). An approximate percentage of overshadowing of the park has been calculated for reference.

Proposed Scheme Design Analysis



21st June - 12pm

Park Area	19,326m ²
Area of park in shade at this time	502m ²
% of park in shade at this time	2.6%



21st June - 1pm

Park Area	19,326m ²
Area of park in shade at this time	385m ²
% of park in shade at this time	1.99%



21st June - 2pm

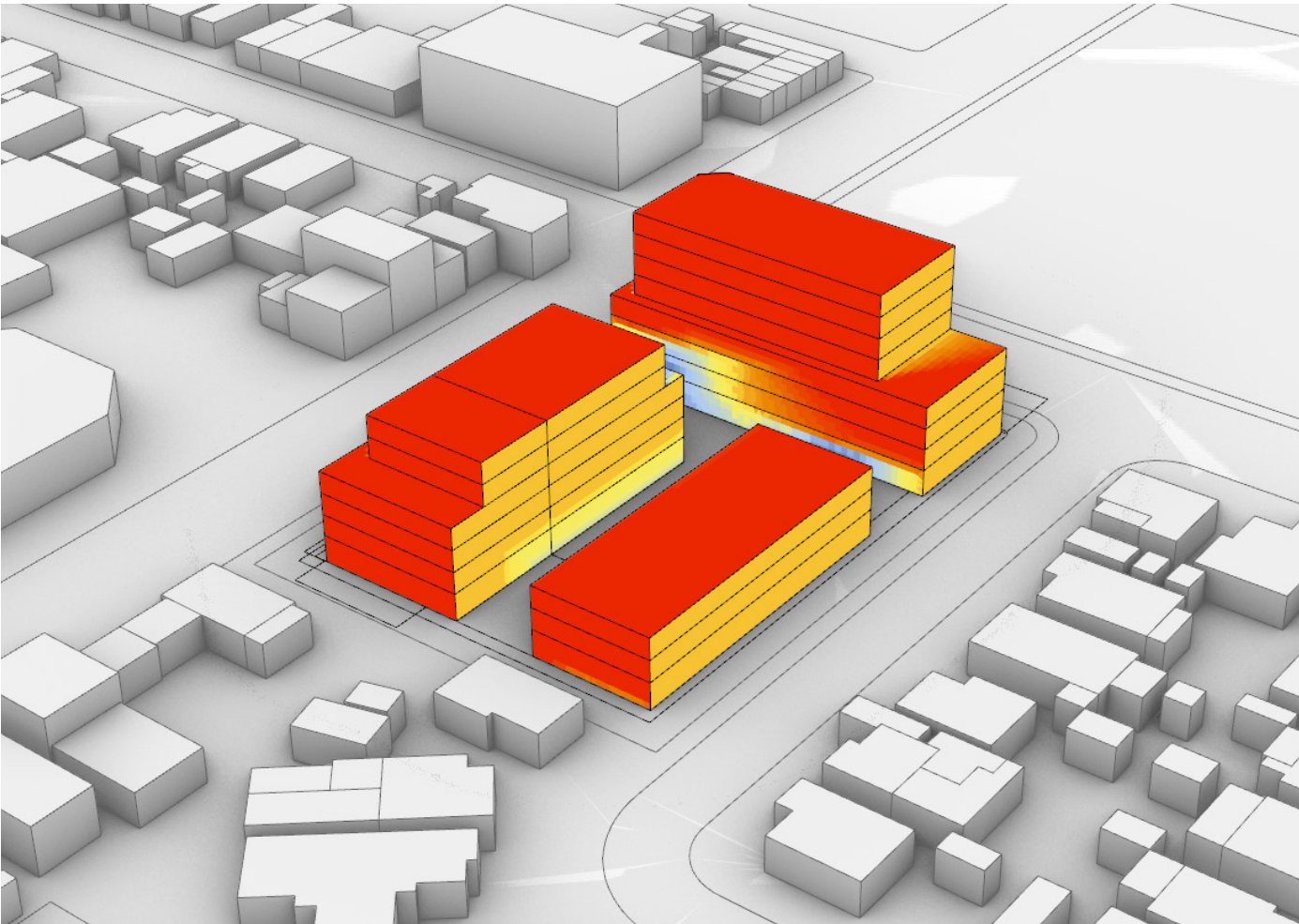
Park Area	19,326m ²
Area of park in shade at this time	275m ²
% of park in shade at this time	1.42%



21st June - 3pm

Park Area	19,326m ²
Area of park in shade at this time	64m ²
% of park in shade at this time	0.33%

5.6 Solar insolation



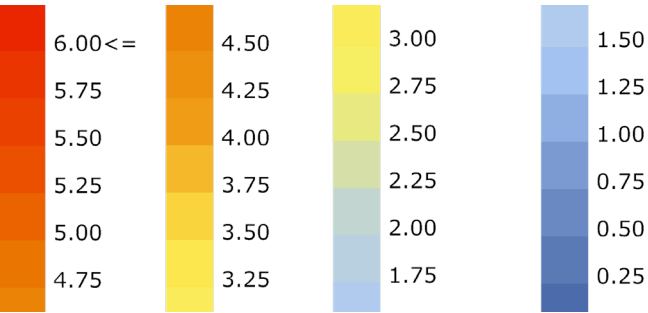
View from the north-west



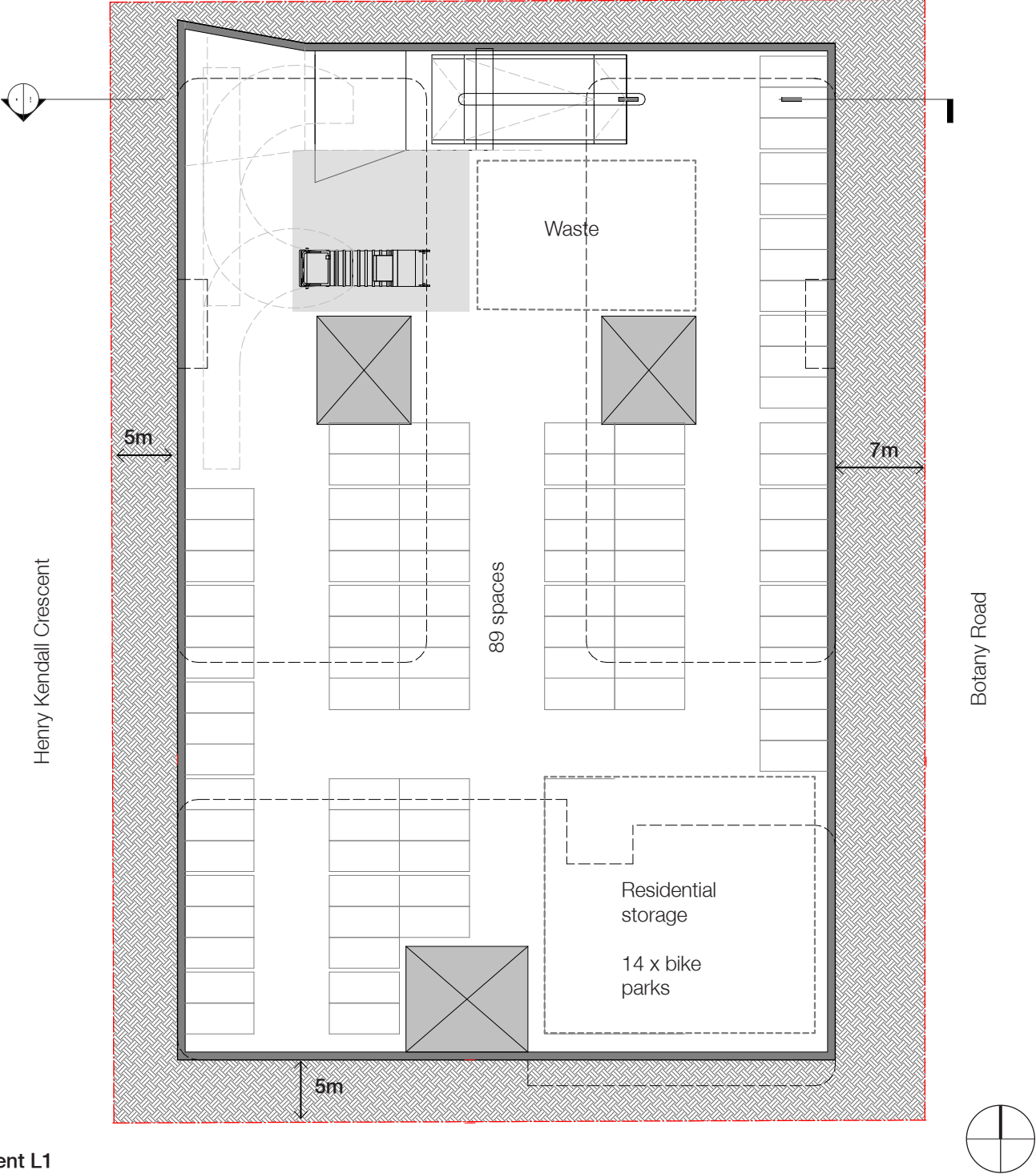
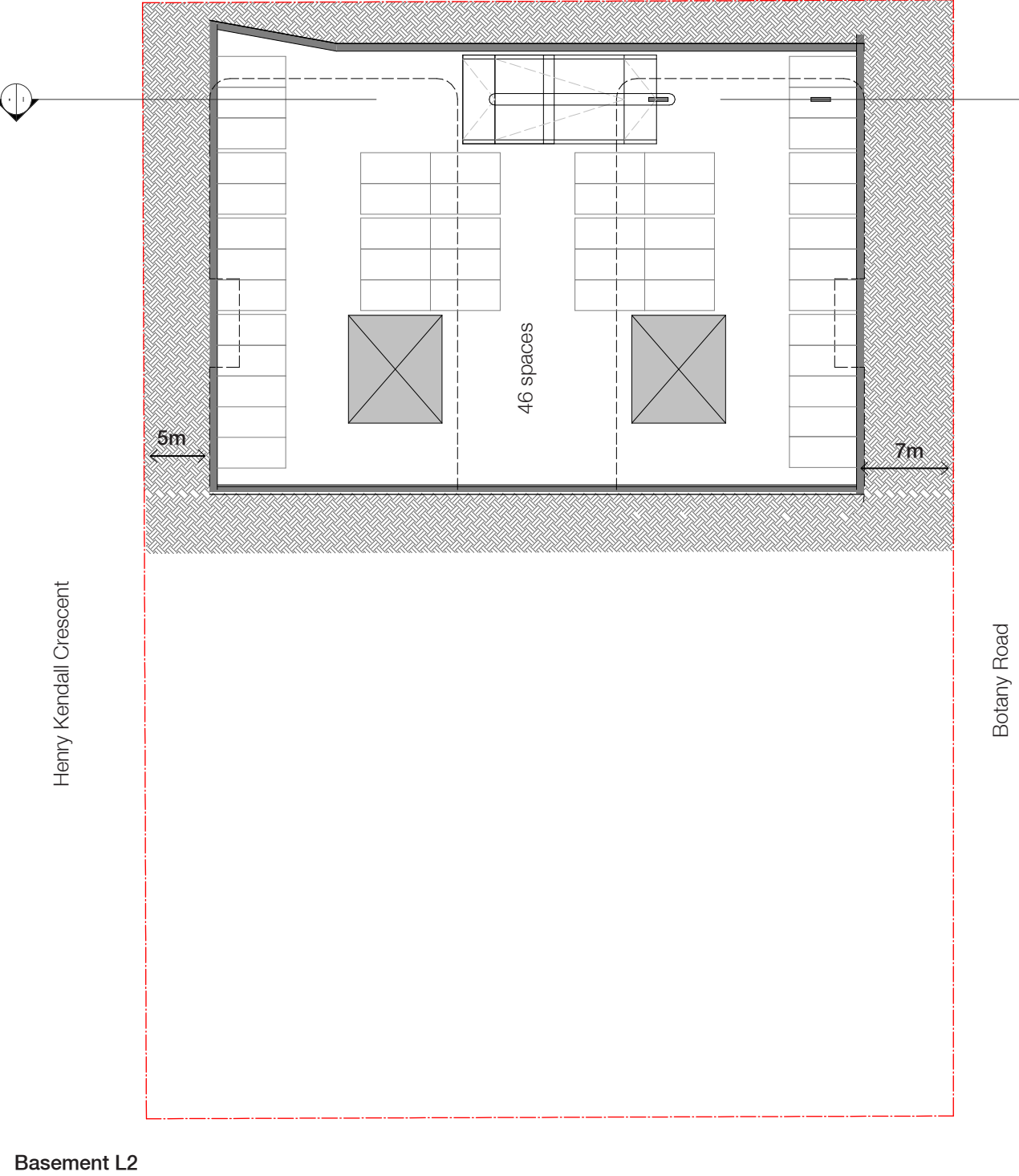
View from the south-east

The solar insolation diagrams illustrates the quantity of direct sun on each facade during the winter solstice (June 21).

Key (xx hours of direct sun):

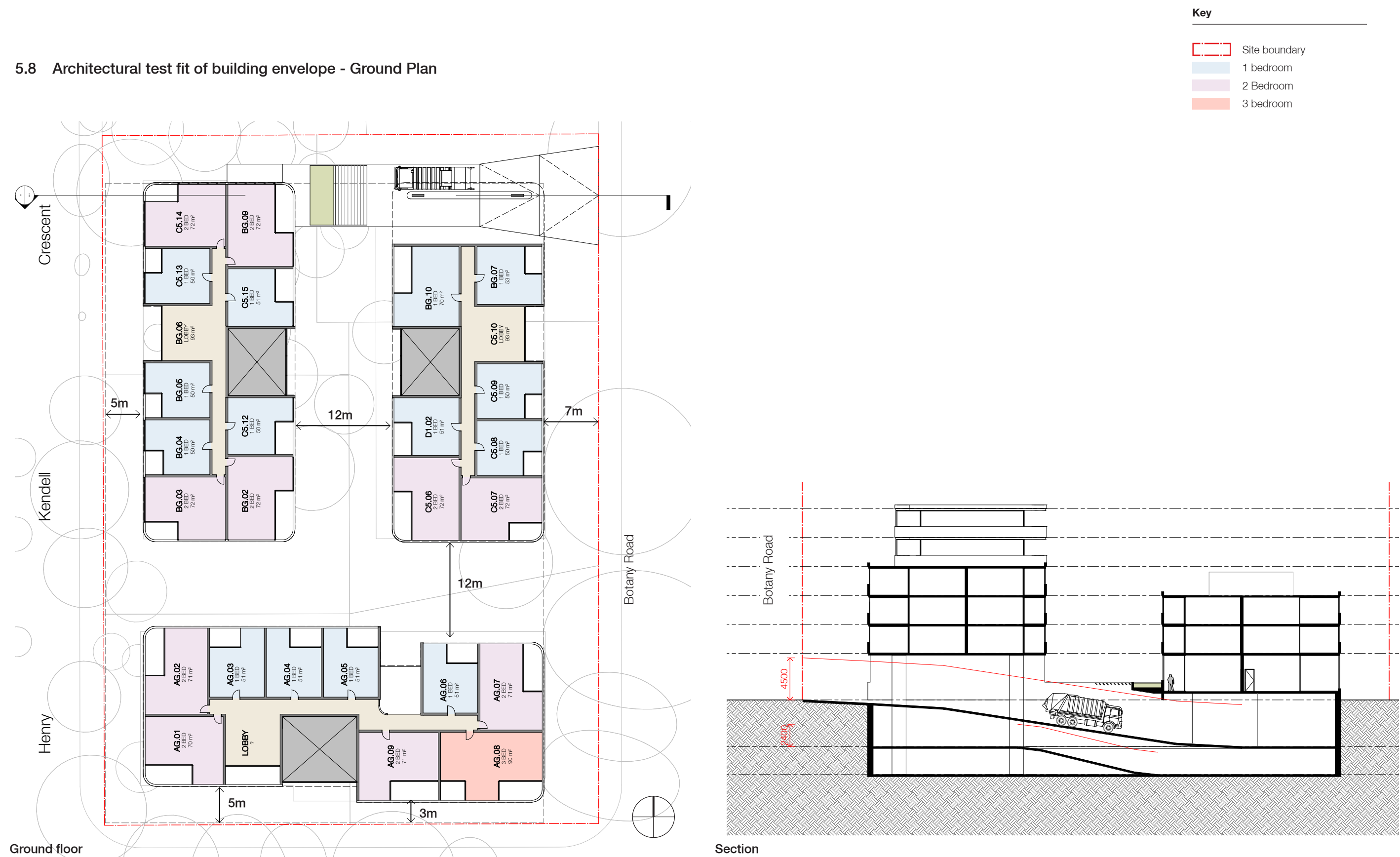


5.7 Architectural test fit of building envelope - Basement



Proposed Scheme Design Analysis

5.8 Architectural test fit of building envelope - Ground Plan



5.9 Architectural test fit of building envelope - Typical L1-4 and L5-8



Proposed Scheme Design Analysis

5.10 Proposed scheme - areas schedule

No. of existing dwellings	25	Site Area	5771.3sqm
No. of existing storeys	2	Permissible GFA	11542.6sqm
Land use zoning	B2 Local Centre		
Permissible FSR	2:1		
Proposed FSR	2:1		
Permissible height	14m		
Proposed height	28m		

Area Summary Schedule								
	Residential Building 1		Residential Building 2		Terraces		Parking	
	GBA - (100%)	GFA - (75% of GBA)	GBA - (100%)	GFA - (75% of GBA)	GBA - (100%)	GFA - (75% of GBA)	GBA - (100%)	Number of Spaces
10-LVL 09		0		0		0		
9-LVL 08		0		0		0		
8-LVL 07		0	733	550		0		
7-LVL 06		0	733	550		0		
6-LVL 05		0	733	550	693	520		
5-LVL 04		0	733	550	693	520		
4- LVL 03		0	1115	836	1023	767		
3- LVL 02	837	628	1115	836	1023	767		
2-LVL 01	837	628	1115	836	1023	767		
1- LVL00 Ground	837	628	1115	836	1023	767		
1- Basement 01							3179	79
-2- Basement 02							2205	55
-3- Basement 03								
-4- Basement 04								
-5- Basement 05								
-6- Basement 06								
-7- Basement 07								
-8- Basement 08								
-9- Basement 09								
-10- Basement 10								
Number of Dwellings		25		73		54		0
	2511	1883	7392	5544	5478	4109	5384	135

Land Use	GBA (m²)	GFA (m²)
Residential	15,381	11,536
Sub Total	15,381	11,536
Parking	5,384	135
Sub Total	20,765	11,536
Proposed FSR		2.00
Total Dwellings		152

Indicative Apartment Mix

Type	Mix	Yield
Studio	0%	0
1 bed	70%	106
2 bed	30%	46
3 bed	0%	0

Parking

Parking - RMS 2002		
Residential	Studio	-
	1 bed	64
	2 bed	41
	3 bed	0
	Visitor	30
Total		135
Total Required		135
Area required		5,413

RMS 2002 Parking Rates	
Studio	-
1 bed	0.6
2 bed	0.9
3+ bed	1.4
Visitors (1 space per 5 dwellings)	0.2

Comparative Analysis

6

Comparative Analysis

6.1 Scheme comparison

The following section provides a detailed comparison of the existing planning controls vs the 2017 planning scheme submission, and the current planning proposal scheme. The comparison demonstrates the evolution and benefits from the previous planning proposal scheme, to an improved outcome that is compliant with the existing FSR control for the site



Previous Planning Proposal Submission (2017)

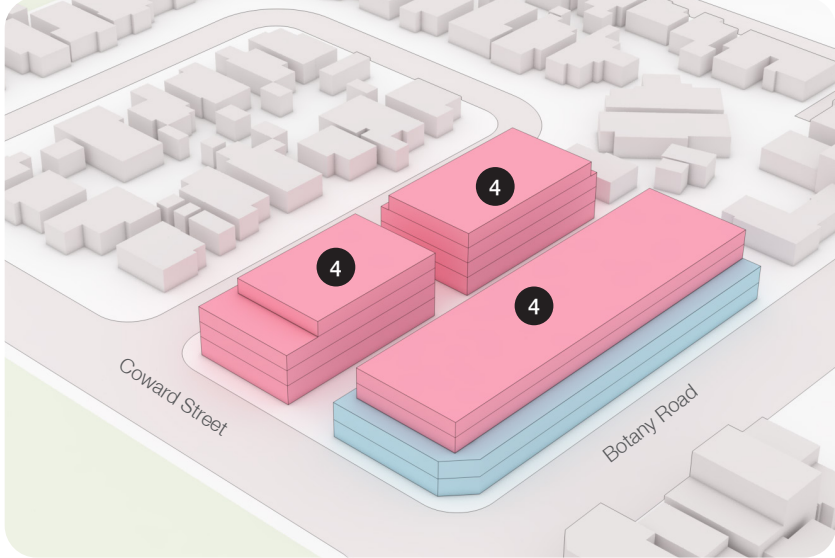
FSR - 2.5:1

Height - 8 Storeys (28m)

Deep Soil - 22% of overall site

Key Elements

- Seeks additional height and FSR.
- Corridor strategy was justification for density and assumed uplift in wider context without appropriate study.
- There is a street wall of 6 storeys
- Trees will be lost due to the lack of setback at street level and there will be very little gain in amenity for pedestrians.
- Lacks sensitivity to low density residential areas on Henry Kendall Crescent.



Existing Planning Controls

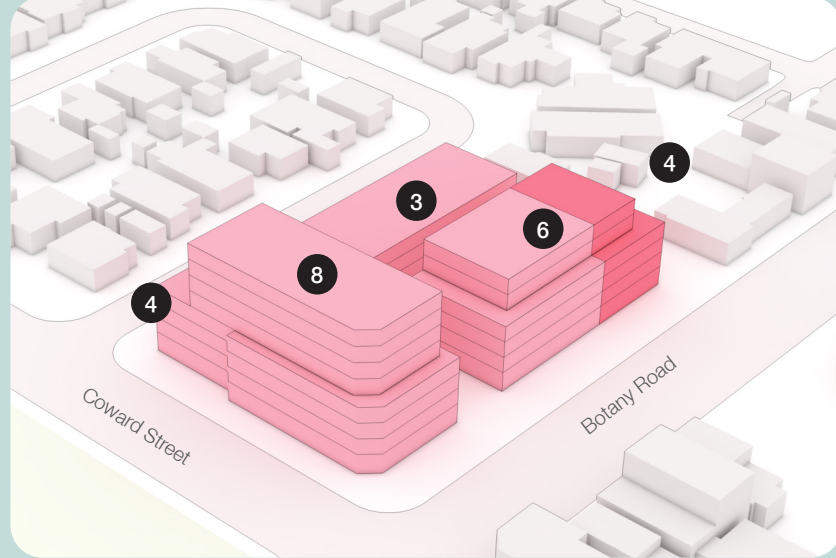
FSR - 2:1

Height - 4 Storeys (14m)

Deep Soil - 11% of overall site

Key Elements

- Does not change LEP controls
- In order to achieve the desired FSR and allow for adequate building separation there is minimal setbacks to the street edge and there is a significant provision of commercial due to a higher rate of building efficiency.
- This option will result in the loss of significant street trees and not provide wider paths.
- A two storey street wall with a setback to the upper levels will provide a relationship in scale to neighbouring heritage elements.



Proposed Planning Scheme

FSR - 2:1

Height - 8 Storeys (28m)

Deep Soil provision - 28% of overall site

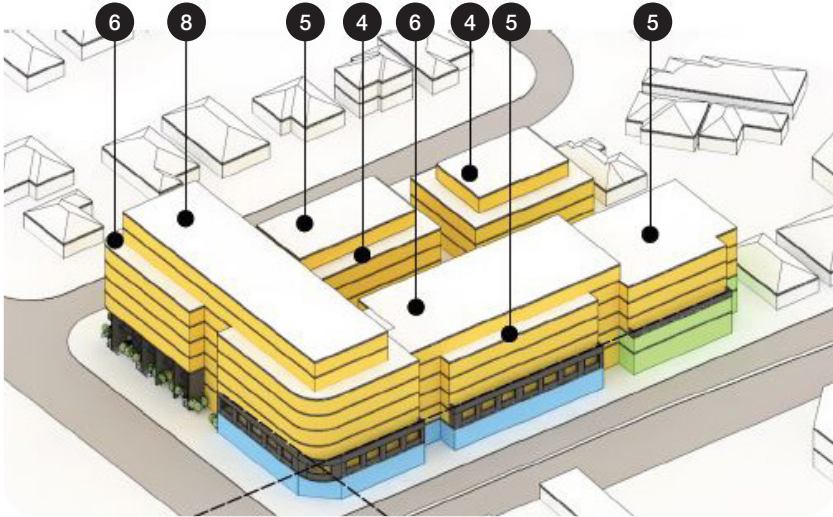
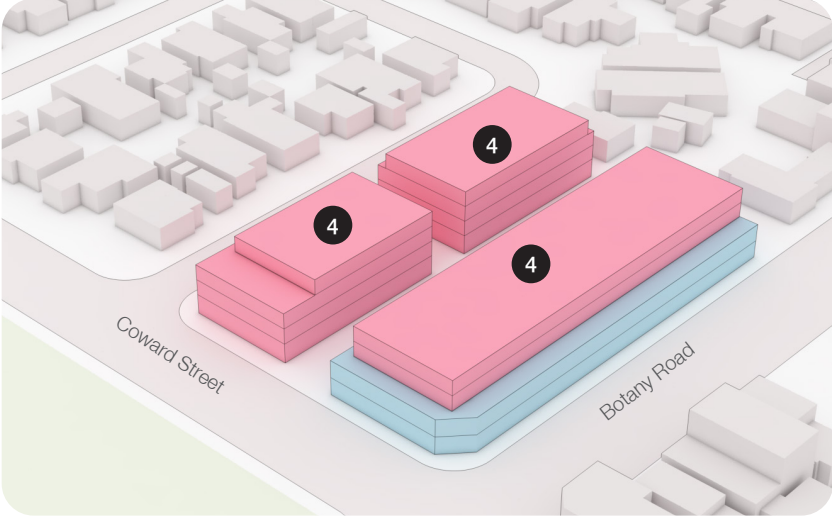
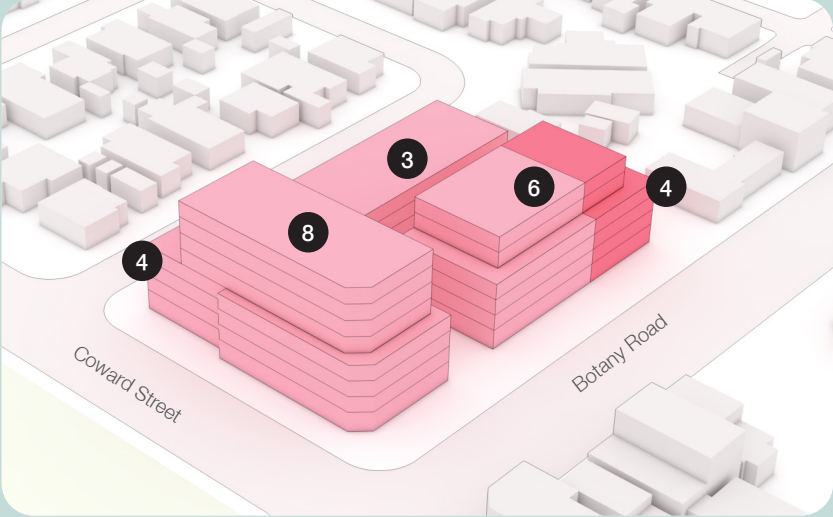
Key Elements:

- This scheme proposes additional maximum building height to achieve a better built form outcome for the existing FSR controls of 2:1
- The design ensures the protection of the existing street trees which will minimise the impact of the overall scale from street level.
- On Henry Kendall Crescent, an additional 14m upper level setback has been incorporated into the building fronting the corner of Coward Street, reducing the impact of visual bulk on Henry Kendall Crescent. The proposed building further north establishes a three storey built form with a ground level setback that parallels the neighbouring development.
- Provision of increased landscaped area and deep soil zone, as well as a through-site link from Henry Kendall Crescent to Botany Road

Comparative Analysis

6.2 Scheme comparison - council advice on previous scheme

This snapshot demonstrates how LAHC has addressed Council's feedback on the previous Planning Proposal Scheme from December 2017, and the improved outcomes of the Proposed Planning Scheme.

		
Council feedback on Previous Planning Proposal Submission (December 2017)	Existing Planning Controls response to Council feedback	Proposed Planning Scheme response to Council feedback
<ul style="list-style-type: none">Corridor strategy as justification for density not rigorous - inappropriate to assume uplift in wider context without appropriate study.	<ul style="list-style-type: none">Does not change controls.	<ul style="list-style-type: none">This scheme proposes additional height to achieve a better design outcome for the existing FSR control of 2:1, based on the strategic merit identified by Council, rather than comprehensive uplift in the whole area.
<ul style="list-style-type: none">Not an appropriate transition to Henry Kendall Drive residences - it should be 4 storeys or below.	<ul style="list-style-type: none">4 storeys based on existing controls with minimal setback provided to achieve the desired (complying) FSR.	<ul style="list-style-type: none">Mostly three storeys along Henry Kendall Crescent with ground level setback that parallels the neighbouring dwellings.Small section is four storeys on the corner of Coward Street with upper storeys (5-8) set back an additional 9m from Henry Kendall Crescent.
<ul style="list-style-type: none">Should provide breakdown of housing types within development.	<ul style="list-style-type: none">Not provided for the purpose of this exercise.	<ul style="list-style-type: none">Indicative dwelling mix is supplied in the schedule and a full test fit will be developed prior to a PP submission.
<ul style="list-style-type: none">Should provide percentage of open communal space to be provided.	<ul style="list-style-type: none">17% of the ground floor area would be communal open space (989 sqm).	<ul style="list-style-type: none">28% of the site (1615 sqm) will be deep soil provision.24.5% of the ground floor area will be communal open space (1420 sqm).
<ul style="list-style-type: none">Should demonstrate meaningful changes to the streetscape.	<ul style="list-style-type: none">This option will result in the loss of significant street trees and not provide wider paths.	<ul style="list-style-type: none">Setbacks to the development on all sides permit the widening of pavements, protection of the street trees and a landscaped interface with the development.
<ul style="list-style-type: none">Relationship to heritage items should be further interrogated.	<ul style="list-style-type: none">A two storey street wall with a setback to the upper levels will provide a relationship to neighbouring heritage elements, due to parallel heights.	<ul style="list-style-type: none">Street wall scale and materiality will reference the heritage items in the local area. There will be a street wall and height will be softened by tree canopy.

Comparative Analysis

6.3 Previous planning scheme (December 2017)

FSR - 2.5:1
Height - 8 Storeys (28m)
Deep Soil - 22% of overall site

Key Elements

- Seeks additional height and FSR.
- Corridor strategy was justification for density and assumed uplift in wider context without appropriate study.
- There is a street wall of 6 storeys
- Trees will be lost due to the lack of setback at street level and there will be very little gain in amenity for pedestrians.
- Lacks sensitivity to low density residential areas on Henry Kendall Crescent.

The proposed scheme improves upon the previous submission in many ways including:

- A significant setback provided on all sides of the proposed scheme.
- Retention of the mature street trees.
- Potential through site links.
- Three separated building envelopes.
- Shorter street frontages.
- Increased upper level setback above 4th floor.
- Three storey building on Henry Kendall Crescent.



<div><div></div><div></div></div>	Loss of significant street trees due to no street setback
<div><div></div><div></div></div>	Isolated retail provision - unlikely to be successful
<div><div></div><div></div></div>	Minimal deep soil provision
<div><div></div><div></div></div>	Setback above six storeys above street level
<div><div></div><div></div></div>	A single 'L' shaped building full length of Coward Street and Botany Road
<div><div></div><div></div></div>	5 Storeys interfacing with single storey residential development on Henry Kendall Crescent
<div><div></div><div></div></div>	Built to boundary on the northern edge of lot
<div><div></div><div></div></div>	
<div><div></div><div></div></div>	Deep soil retained at centre of the site
<div><div></div><div></div></div>	Provides active frontages

Comparative Analysis

6.4 Existing planning controls scheme

FSR - 2:1

Height - 4 Storeys (14m)

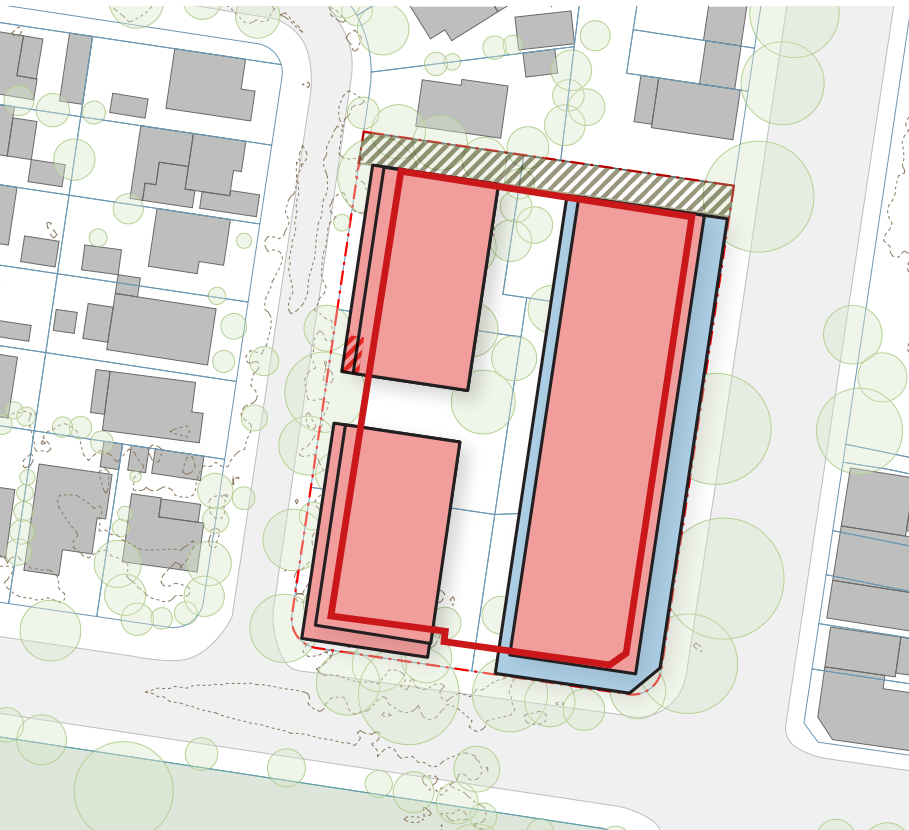
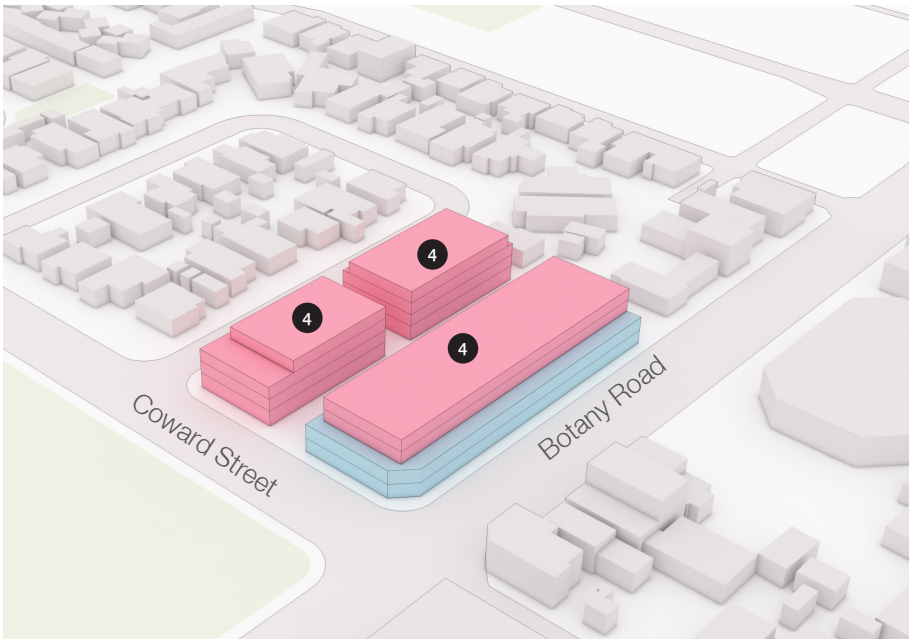
Deep Soil - 11% of overall site

Key Elements

- Does not change LEP controls
- In order to achieve the desired FSR and allow for adequate building separation there is minimal setbacks to the street edge and there is a significant provision of commercial do to a higher rate of building efficiency.
- There is no provision of through site link and minimal deep soils.
- This option will result in the loss of significant street trees and not provide wider paths.
- A two storey street wall with a setback to the upper levels will provide a relationship in scale to neighbouring heritage elements.

The proposed planning scheme provides an improved design outcome by providing:

- A significant setback provided on all sides of the development to enable the retention on the trees.
- Potential locations for through site links.
- Shorter building lengths on Botany road.
- Increased upper level setbacks.
- Three storey building on Henry Kendall Crescent.
- Absence of commercial areas that are unlikely to be viable in this location.



Key

- Site boundary
- 2m contours
- Residential
- Commercial
- Proposed scheme footprint
- Built form within setback formed around tree protection zones
- Deep soil provision
- Park
- Trees
- Storey heights



- Loss of significant street trees due to no setback
- Isolated retail/commercial provision - unlikely to be successful
- Minimal deep soil provision
- Interface with Henry Kendall Crescent is not scaled down for residential development
- Very minimal deep soil provision
- Long uninterrupted street interface with Botany Road
- Very large floor plates - Commercial and residential



- Compliant with current planning controls
- No overshadowing of park
- Podium edge is two storeys on Botany Road

Comparative Analysis

6.5 Proposed planning scheme

FSR - 2:1

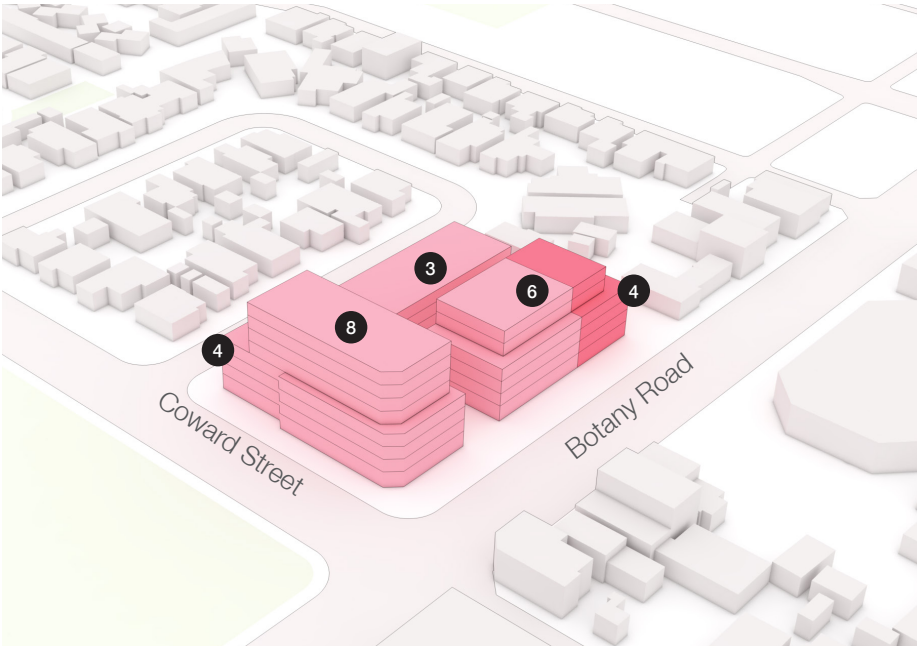
Height - 8 Storeys (28m)

Deep Soil provision - 28%

Key Elements:

- This scheme proposes additional maximum building height to achieve a better built form outcome for the existing FSR controls of 2:1
- The design ensures the protection of the existing street trees which will minimise the impact of the overall scale from street level.
- On Henry Kendall Crescent, an additional 14m upper level setback has been incorporated into the building fronting the corner of Coward Street, reducing the impact of visual bulk on Henry Kendall Crescent. The proposed building further north establishes a three storey built form with a ground level setback that parallels the neighbouring development.
- Provision of increased landscaped area and deep soil zone, as well as a through-site link from Henry Kendall Crescent to Botany Road

- The outcomes of the design improve upon the base scheme and the previous design scheme in multiple ways:
- A significant setback provided on all sides of the development to enable the retention on the trees.
 - Potential locations for through site links.
 - Shorter building lengths on all sides with adequate building separation.
 - Increased upper level setbacks.
 - A three storey building on Henry Kendall Crescent.
 - Absence of commercial areas that are unlikely to be viable.
 - Increased deep soil zone and ground floor communal open space



Key

- Site boundary
- 2m contours
- Compliant scheme footprint
- Proposed scheme footprint
- Deep soil provision
- Park
- Trees
- Storey heights

✓
Consistent with existing LEP land zoning and FSR controls
Significant street trees retained
Building height will be screened by maintained street tree canopy
Strategic location for housing
Visual interest through landscape setback
Increased deep soil provision
Potential for a through site link
Minimal overshadowing of Mascot Memorial Reserve
Setback on northern boundary
✗
Exceeds existing height control

Appendix - ADG Response

7

Appendix - ADG Response

3B – Orientation				Yes	No
Objective 3B – 1				✓	
Building types and layouts respond to the streetscape and site while optimising solar access within the development.					
Objective 3B-2				✓	
Overshadowing of neighbouring properties is minimised during midwinter					
3C – Public Domain Interface				Yes	No
Objective 3C-1				✓	
Transition between private and public domain is achieved without compromising safety and security					
Objective 3C-2				✓	
Amenity of public domain is retained and enhanced					
3E – Deep Soil Zones				Yes	No
Objective 3E-1				✓	
Deep soil zones provide areas on the site that allow for and support healthy plant tree growth. They improve residential amenity and promote management of water and air quality					
Design Criteria	Deep soil zones are to meet the following minimum requirements.				
	Site Area	Min Dimensions	Deep Soil Zone (% of site area)		
	< 650m²	-			
	650-1500m²	3m		✓	28% of the site area is proposed as a deep soil zone
	>1500m²	6m	7%		
	>1500m² with significant existing tree cover	6m			
3F – Visual Privacy				Yes	No
Objective 3F-1				✓	
Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy					
Design Criteria	Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:				
	Building Height	Habitable Room and Balconies	Non Habitable	✓	(new structures)
	Up to 12 (4 storeys)	6m	3m		
	Up to 25m (5-8 storeys)	9m	4.5m		
	Over 25m (9+ storeys)	12m	6m		

Appendix - ADG Response

3G – Pedestrian Access and Entries	Yes	No
Objective 3G-1 <i>Building entries and pedestrian access connects to and address the public domain</i>	✓	
Objective 3G-2 <i>Access, entries and pathways are equitable and easy to identify</i>	✓	
Objective 3G-3 <i>Pedestrian links through developments provide access to streets and connect destinations</i>	✓	
3H – Vehicle Access	Yes	No
Objective 3H-1 <i>Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes</i>	✓	
3J – Bicycle and Car Parking	Yes	No
Objective 3J-1 <i>Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas</i>	✓	
Objective 3J-3 <i>Car park design and access is safe and secure</i>	✓	
Objective 3J-4 <i>Visual and environmental impacts of underground car parking are minimised</i>	✓	
Part 4 4A – Solar and Daylight Access	Yes	No
Objective 4A-1 <i>To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space</i>	✓	86% of apartments currently receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter. This can be refined during detailed design if needed
Objective 4A-2 <i>Daylight access is maximised where sunlight is limited</i>	✓	
4B – Natural Ventilation	Yes	No
Objective 4B-1 <i>All habitable rooms are naturally ventilated</i>	✓	
Objective 4B-2 <i>The layout and design of single aspect apartments maximises natural ventilation</i>	✓	
Objective 4B-3 <i>The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents</i>	✓	76% of apartments are naturally cross-ventilated. This can be refined during detailed design if needed

Appendix - ADG Response

4E – Private Open Space and Balconies				Yes	No
Apartments provide appropriately sized private open space and balconies to enhance residential amenity					
Design Criteria	All apartments are required to have primary balconies as follows:			✓	
	Dwelling Type	Minimum Area	Minimum Depth		
	Studio Apartments	4m ²	-		
	1 bedroom apartments	8m ²	2m		
	2 bedroom apartments	10m ²	2m		
	3+ bedroom apartments	12m ²	2.4m		
	The minimum balcony depth to be counted as contributing to the balcony area is 1m				
Objective 4E-2				✓	
Primary private open space and balconies are appropriately located to enhance liveability for residents					
Objective 4E-4				✓	
Private open space and balcony design maximises safety					
4K – Apartment Mix				Yes	No
Objective 4K-1				✓	
A range of apartment types and sizes is provided to cater for different household types now and into the future					
Objective 4K-2				✓	
The apartment mix is distributed to suitable locations within the building					
4L – Ground Floor Apartments					
Objective 4L-1					✓ As per arguments outlined in this report
Street frontage activity is maximised where ground floor apartments are located					
Objective 4L-2				✓	
Design of ground floor apartments delivers amenity and safety for residents					

SJB Architects

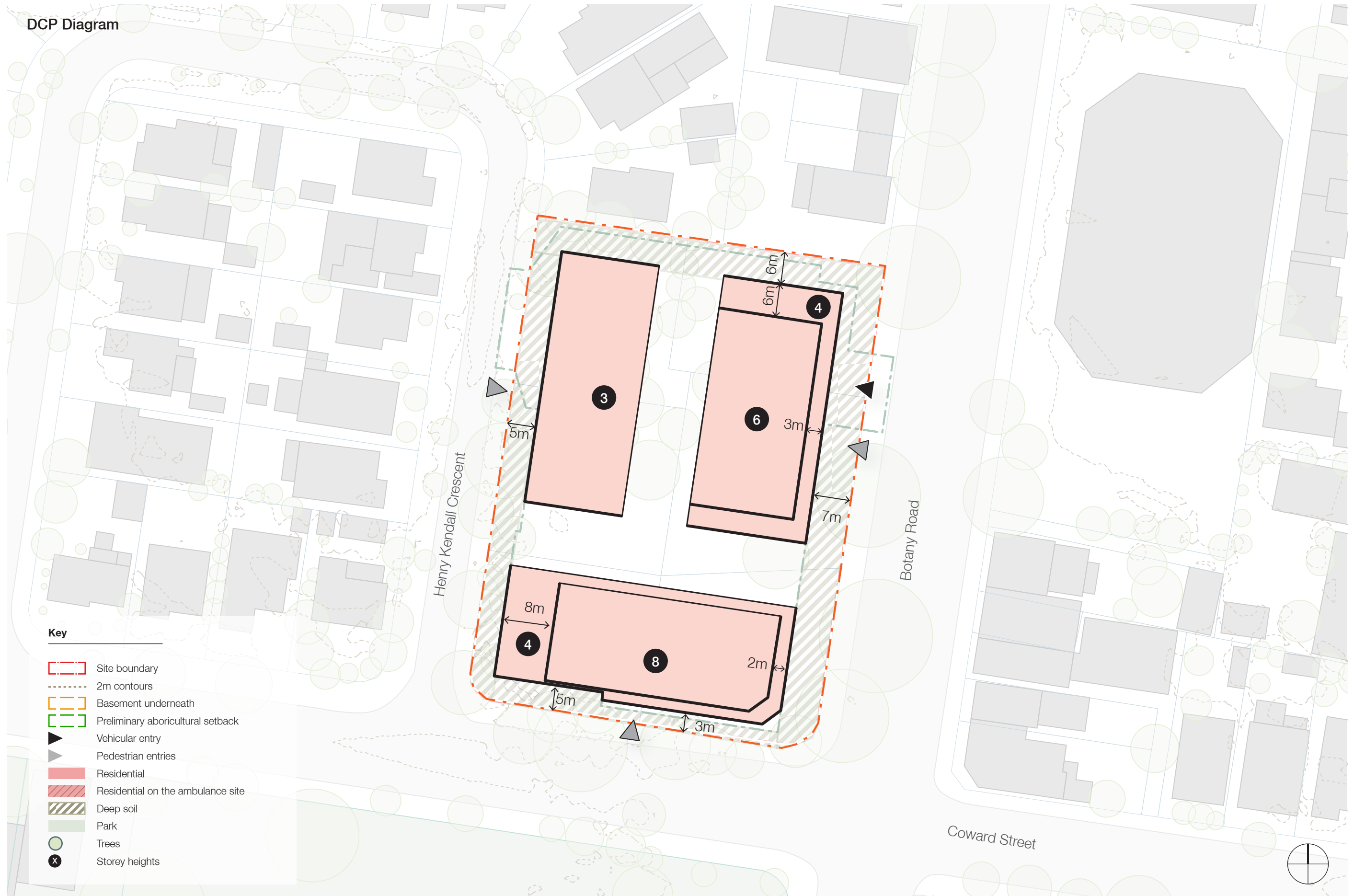
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DCP Diagram



Key

- Site boundary
- 2m contours
- Basement underneath
- Preliminary aboriginal setback
- Vehicular entry
- Pedestrian entries
- Residential
- Residential on the ambulance site
- Deep soil
- Park
- Trees
- x Storey heights