



URBIS

2-4 CAMBRIDGE STREET, EPPING

URBAN CONTEXT HERITAGE CONSIDERATIONS AND BUILT FORM RESPONSE

PREPARED FOR

SH INTERNATIONAL
JUNE 2017

CAMBRIDGE
ON
EPPING

1.0 HISTORICAL CONTEXT

OBSERVATION 1

Historical aerial photos from 1943 depict a previous building on the site prior to the creation of the roundabout on Cambridge Street. These buildings are likely the first buildings on the site (allotment 12) constructed in c1910 by William Mallaby. They consist of shops fronting Oxford Street and with a dwelling to the rear of the site. The remainder of the site consists of rear yard and ancillary structures of the shops fronting Oxford Street. The Heritage listed 'School of Arts' building is visible immediately to the south of the site.

The buildings present in this photo on allotment 12 adjoin both the side boundaries with no visible setback. The shops fronting Oxford Street are built to the back of the curb. The house at the rear is set back from Cambridge Street and, as indicated on the image, sits half within the subject site, in the location of the at-grade carpark, and half within the location of the current roundabout on Cambridge Street. Views to the heritage listed building from the northern end of Cambridge Street looking south past the site would have obscured the Cambridge Street façade. This supports the heritage observation that the principal views of the heritage item being from Oxford Street to the east and the rear of the heritage item is ancillary, is not required to be viewed in the round and does not contribute to the rear Cambridge Street streetscape.

BUILT FORM RESPONSE

The proposed podium form of the building has been designed to follow the altered streetscape alignment of Cambridge Street around the roundabout. As a result of the roundabout alignment, the visibility of the heritage item as you approach the roundabout from the north has significantly increased. The proposed podium response has sought to resolve the previous relationship between buildings with the new property alignment to develop a new context for the heritage building. One which improves the existing situation, creates greater visual prominence to the heritage item and reflects the pedestrian scale and streetscape massing of the heritage item in this location.

OBSERVATION 2

In terms of the northern elevation of the heritage item, it is observed in the 1943 photo that there is a visible gap between the heritage item and the buildings of allotment 12. The shops fronting Oxford Street still survive in this location, albeit substantially modified. This indicates the gap is representative of the current right-of-carriageway that adjoins the site. The dwelling to the rear has since been demolished (c1975 when Brodie Holdings Pty Ltd acquired the site and/or presumably to make way for the roundabout on Cambridge Street). We also note there is a small one storey extension on the heritage item in this image which has been removed since the creation of the roundabout.

BUILT FORM RESPONSE

The development of the built form response of the proposed buildings to this heritage item has considered this previous relationship of the buildings on allotment 12 including their adjacency to the right-of-carriageway. In this context we have proposed the podium form of the building is built to the southern boundary along the existing right-of-carriageway.

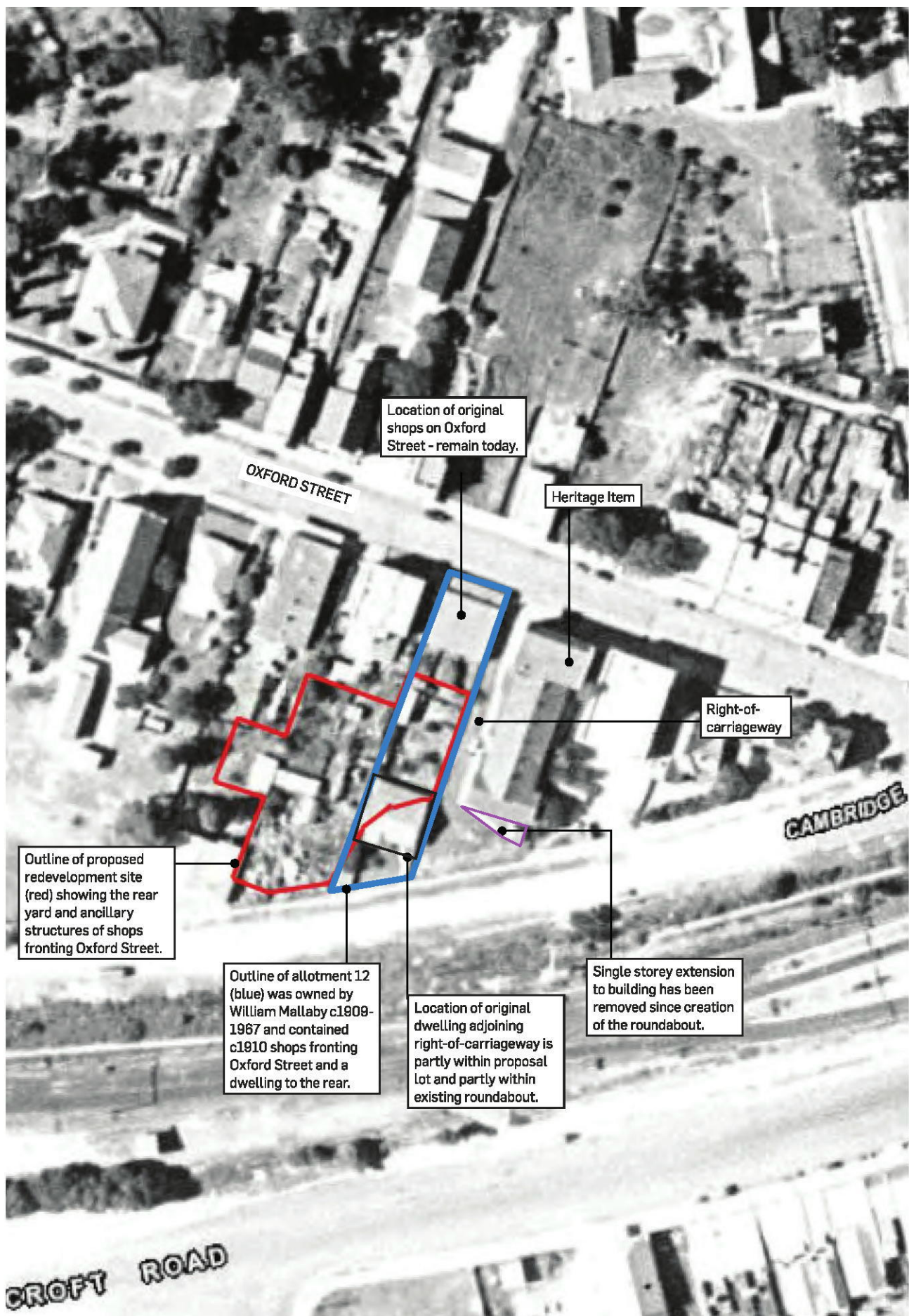


Figure 1 1943 aerial showing previous structures existing on the subject site



2.0 HERITAGE INTERFACE - PODIUM

OBSERVATION 3

The primary frontage of the heritage item on Oxford Street reads as a two storey structure, albeit two taller storeys and sloped roof. The massing of the heritage items as experienced along the right-of-carriageway changes due to the change in topography. The levels along the right-of-carriageway slope gradually down from Oxford Street towards Cambridge Street with a sharp dip near the Cambridge Street end. At the Cambridge Street frontage the heritage items reads as a taller structure of two and a half to three storeys inclusive of the retaining wall along the roundabout frontage (see Figure 2).

BUILT FORM RESPONSE

The proposed podium form of the development is a two storey massing as viewed from Cambridge Street and transitions to a single storey along the right-of-carriageway. The play between apertures and solid elements in the podium along both the Cambridge Street and right-of-carriageway frontages provides both definition of the right-of-carriageway and increases the visibility of the heritage item. The massing along the right-of-carriageway helps to frame view lines and sits deliberately below the height of the heritage item mimicking the single storey structure of the previous dwelling. Additionally, the provision of an entrance and occupiable terrace off the right-of-carriageway will add additional activation to the right-of-carriageway and improve natural surveillance of the space.

Street setbacks along Oxford Street for tower elements are increased compared with Cambridge Street. This provides greater prominence to the primary frontage of the heritage item.

Street (primary) facade of heritage item and northern (side) facade depict different architectural treatments demonstrating different level of importance of facades.

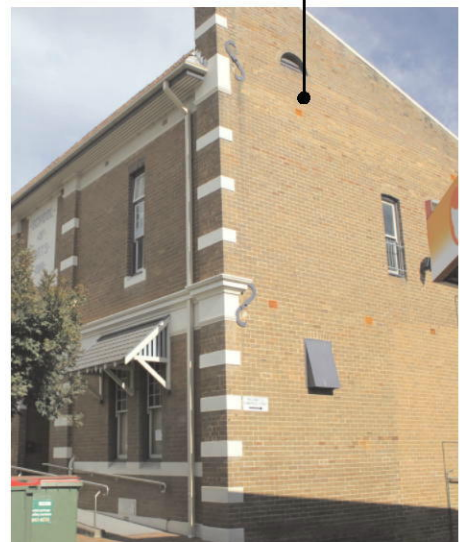


Figure 2 Primary frontage of heritage item on Oxford Street



Figure 3 Existing context of heritage item on Oxford Street as viewed from the south looking north

Existing gap between heritage item and Telstra Exchange building on the southern side is approximately 3.5m. Glimpses of the southern facade of the building are possible from Oxford Street. The main two storey element of the exchange is visible in the 1943 aerial photo on the previous page.



Figure 4 Existing gap of between heritage item and Telstra Exchange on southern facade.

Existing carpark located partly on the site of original dwelling. Introduced roundabout and surface parking area have changed the original visual context of the heritage building making both the rear and northern facades more visible from Cambridge Street.



Figure 5 Existing heritage interface and rear of the building

Two storey massing of podium relates to overall massing of heritage item. Scale is lesser than that of the heritage item and as such gives prominence to the heritage item. Openings in side of the podium closer to the heritage item reduce bulk gradually towards heritage item.

Right-of-carriageway maintains historical visual and physical separation between heritage item and proposed development.

Prominence of the rear facade of the heritage item has increased due to the 1960's/70's realignment of the road to create the roundabout. Height of the building from the street is read as approximately 3 storeys and remains prominent from Cambridge Street.



Figure 6 Proposed interface between two storey podium and heritage item as viewed from Cambridge Street



Changing perspective of massing as you move around the roundabout shows comparable perceived scale between heritage item and proposed podium form.

Figure 7 Existing heritage interface and rear of the building

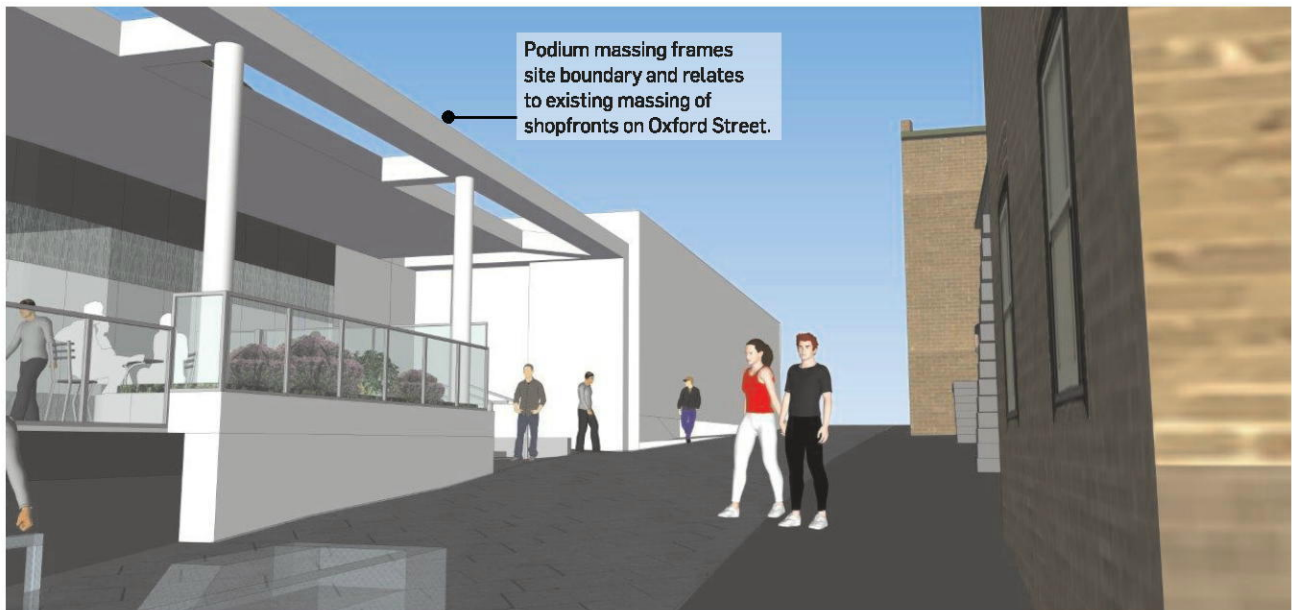


Figure 10 Single storey podium along the right-of-carriageway

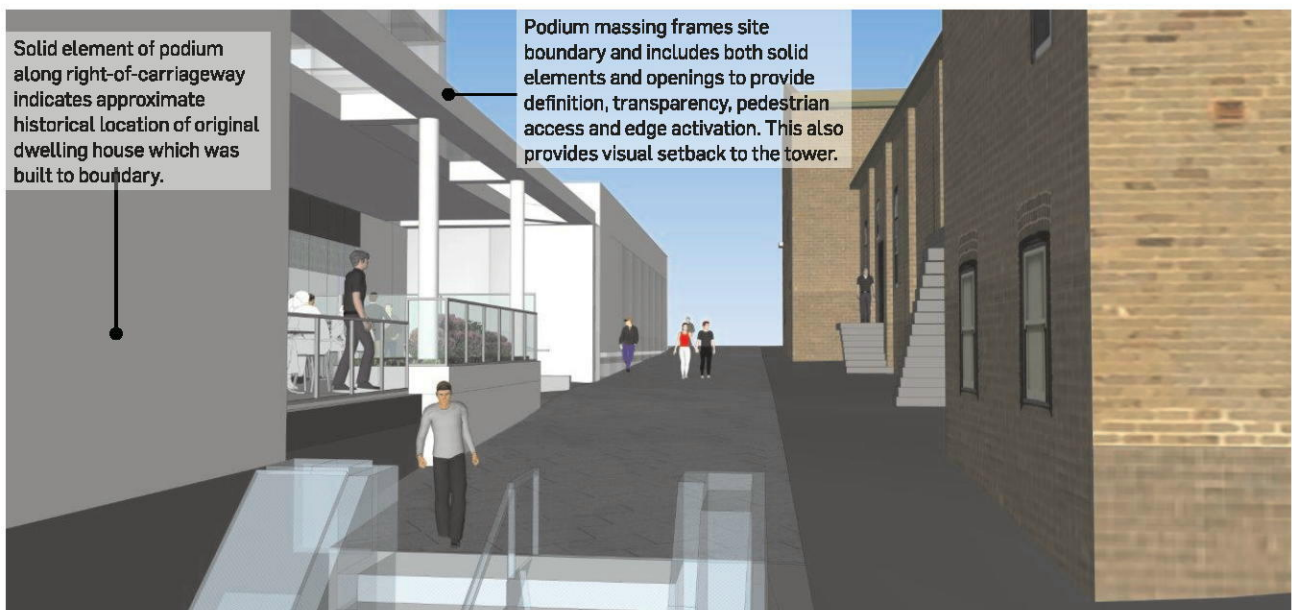


Figure 8 Single storey podium along the right-of-carriageway



Figure 9 Activation and natural surveillance within podium looking to the right-of-carriageway and northern heritage facade

3.0 PLANNING CONTEXT

OBSERVATION 4

The original visual setting of the heritage item was one of single and double storey buildings built to the street frontage along Oxford Street. The backdrop to the building would have been vegetation and the open sky. However, the urban context of Epping within Sydney and the 'School of Arts' building within Epping has changed significantly since its original construction and is set to undergo significant changes again in the near future.

In 2013 the DoPE, in partnership with Parramatta City Council and Hornsby City Council, prepared the Epping Urban Activation Precinct (UAP) study. The recommendations of this strategy have since been adopted through amendments to the relevant Local Environment Plans. It is noted in the preparation of the UAP that heritage is identified as a key issue that has been considered and assessed in order to establish the rezoning proposal for the precinct as follows:

- Heritage – heritage and conservation values are enhanced and further protected by accommodating growth in the town centre core and adding a small number of residential intensification areas. A review of the heritage items and conservation areas has confirmed the level of significance and appropriateness of the conservation area proposed.

(Source: *Epping Urban Activation Precinct Planning Report page ii*).

In this context and considering other key issues it was identified that a series of built form controls are applicable to the site and surrounding area including:

- 12m (approx. 3 storeys) high podium form;
- 72m (approx. 22 storey) maximum height for tower elements north of the heritage item in the block between Cambridge Street and Oxford Street;
- 48m (approx. 15 storey) maximum height for tower elements south of the heritage item in the block between Cambridge Street and Oxford Street;
- A setback of 12m for the tower elements along Oxford Street to reinforce the shop-front scale along the streetscape.

In the context of the above studies, the future context of the heritage item is framed by tall building elements both to the south and north of the item.

RESPONSE

The proposed massing of the tower element is set well back from the primary frontage of the heritage item and the streetscape of Oxford Street as it has no street frontage to this street. In this context it is considered that the tower form will have visual minimal impacts on the principle view of the heritage item. In addition to this, it is acknowledged that the proposed tower will form one of a number of towers that will collectively form a cluster or towers as a backdrop to the heritage item. The subject site forms part of what is identified as a higher density area in proximity to the Epping Train Station.

In addition to this the proposed tower incorporates setbacks on all sides to the site boundaries and podium form. This reduces its overall massing and scale when viewed in locations immediately adjoining the site. It is also noted that the footprint of the tower aligns such that the narrow elevation of the tower is visible from the Oxford Street and Cambridge Street intersection, one of the most prominent views which is seen as existing the station towards the site and Oxford Street.

LEGEND

-  Subject site
-  Heritage items
-  Potential future residential development

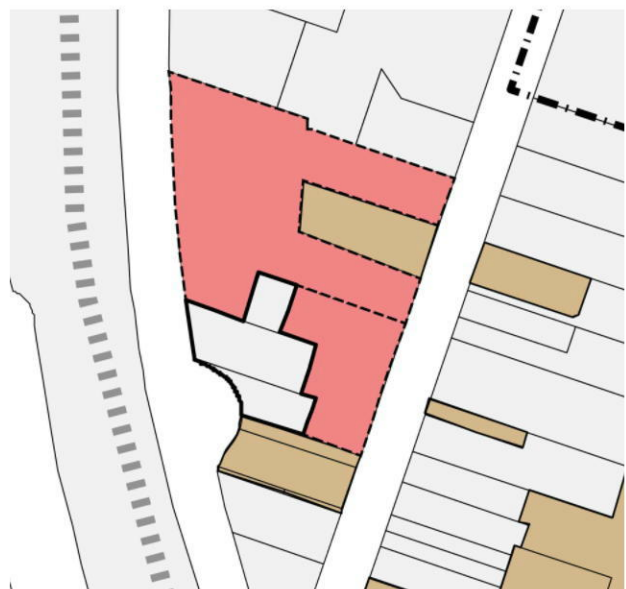
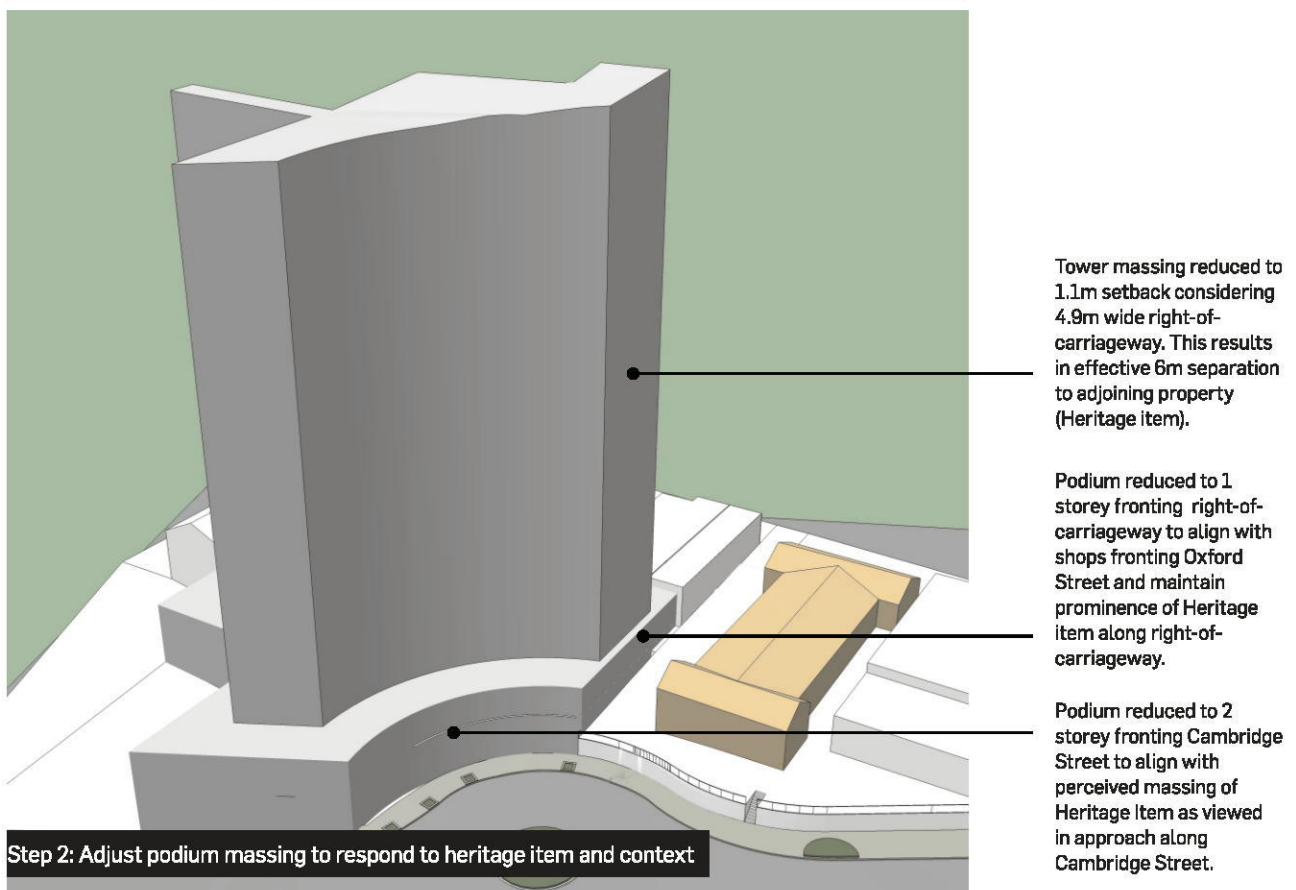
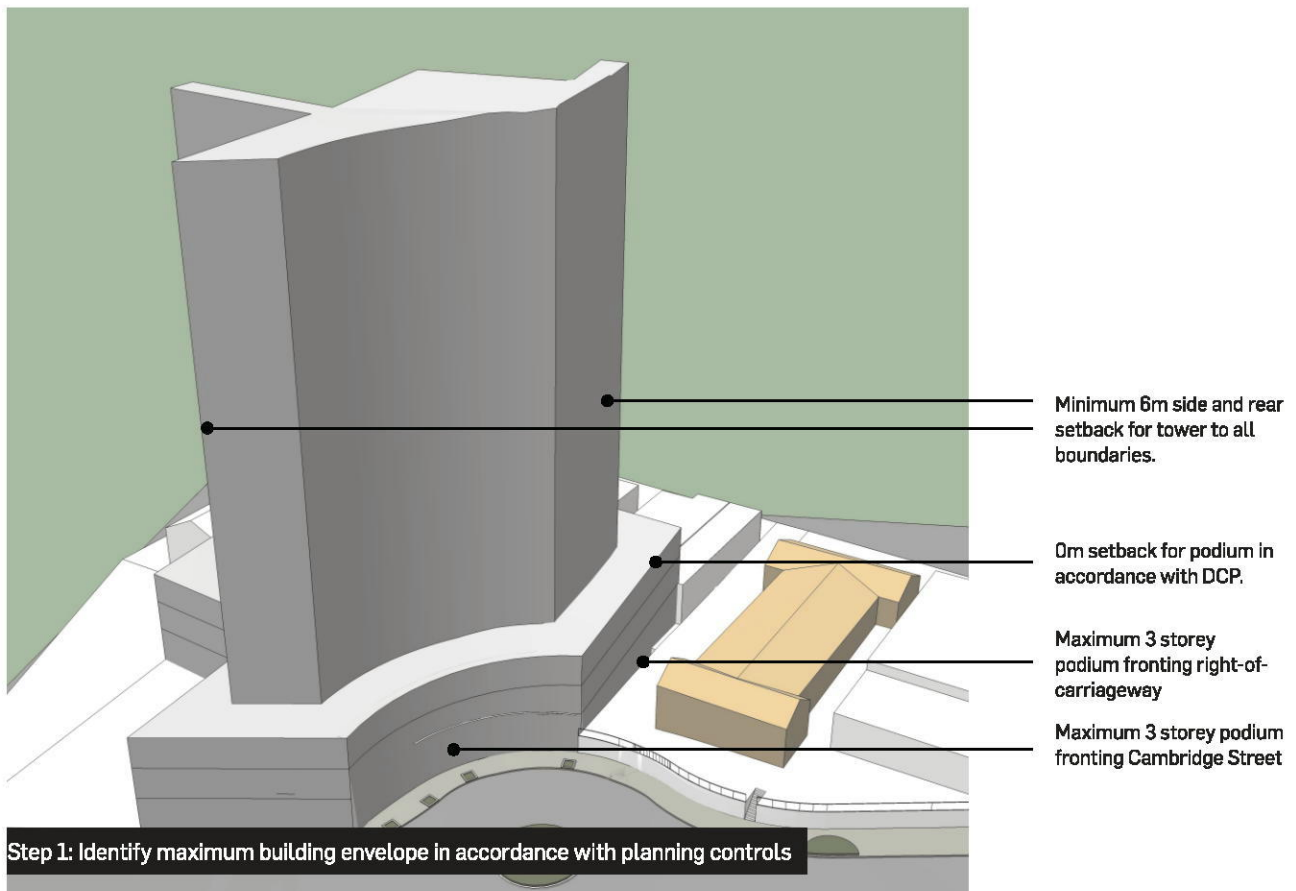
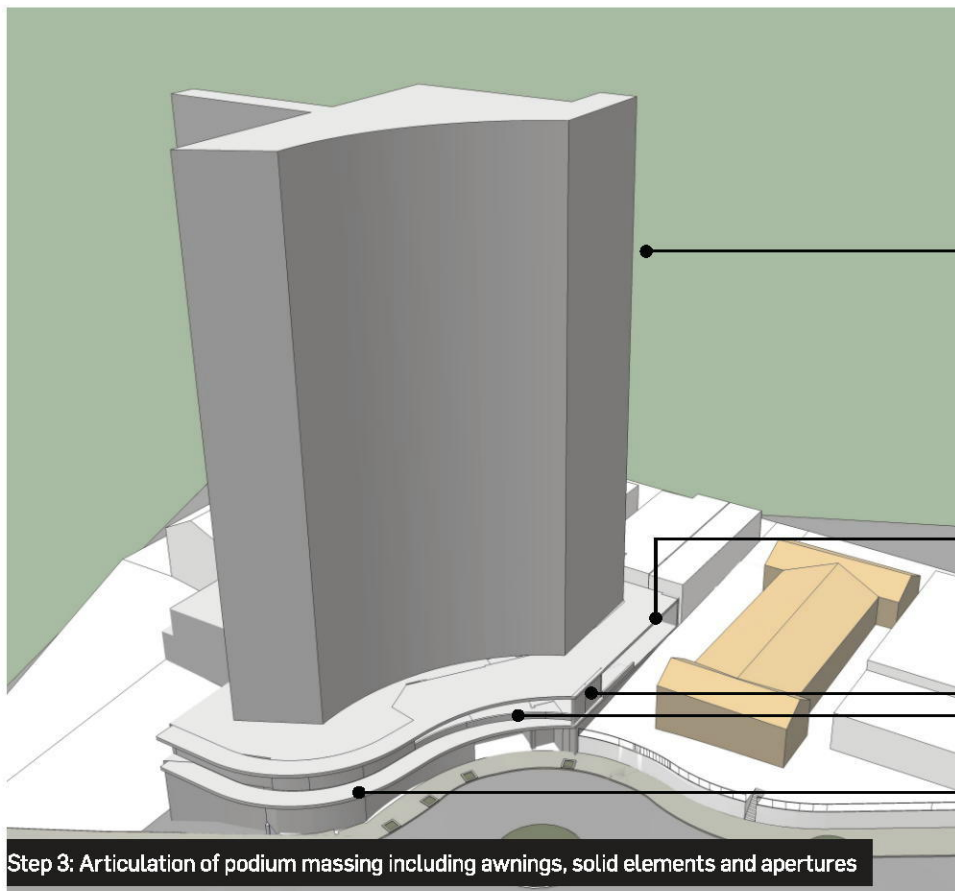


Figure 11 Key map



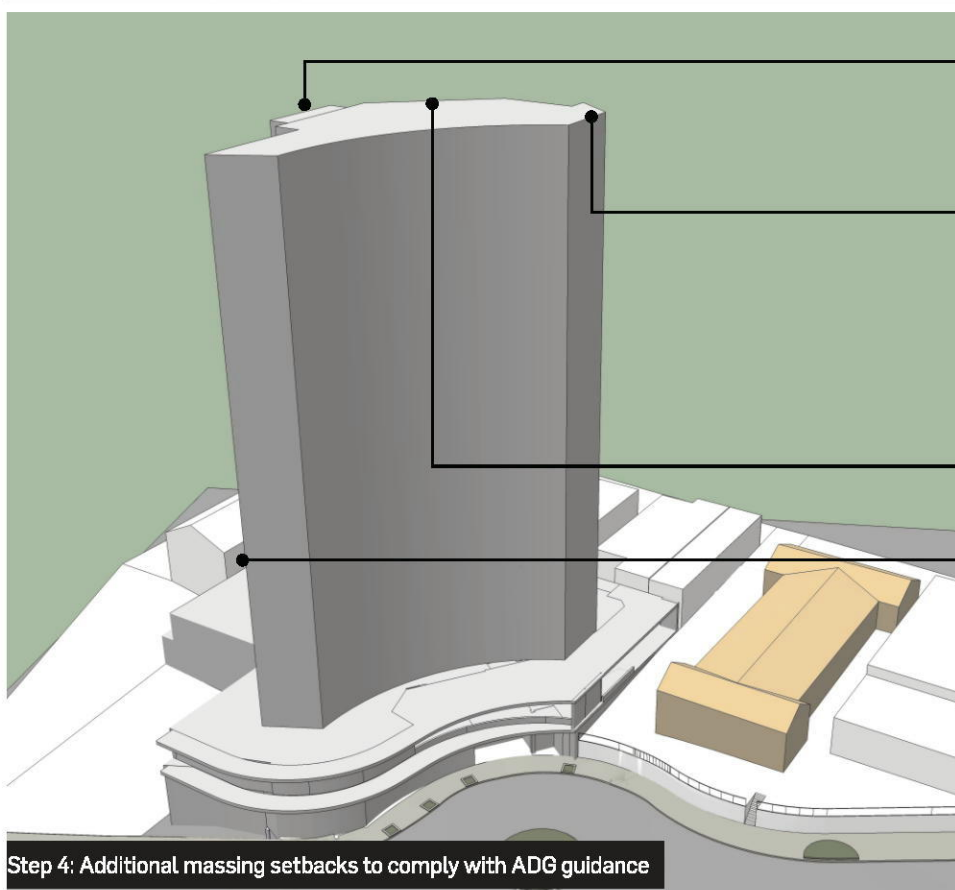


Increase tower envelope setback to minimum 4.9m to boundary along right-of-carriageway to provide effective minimum separation of tower element to heritage item of between 12.1m and 13.65m.

Podium form frames right-of-carriageway and includes solid elements and openings to provide definition, transparency, pedestrian access and edge activation.

Solid element references previous dwelling location adjacent to boundary. Opening along Cambridge Street reduces massing closer to Heritage item.

Awning projects to provide pedestrian protection and human scale

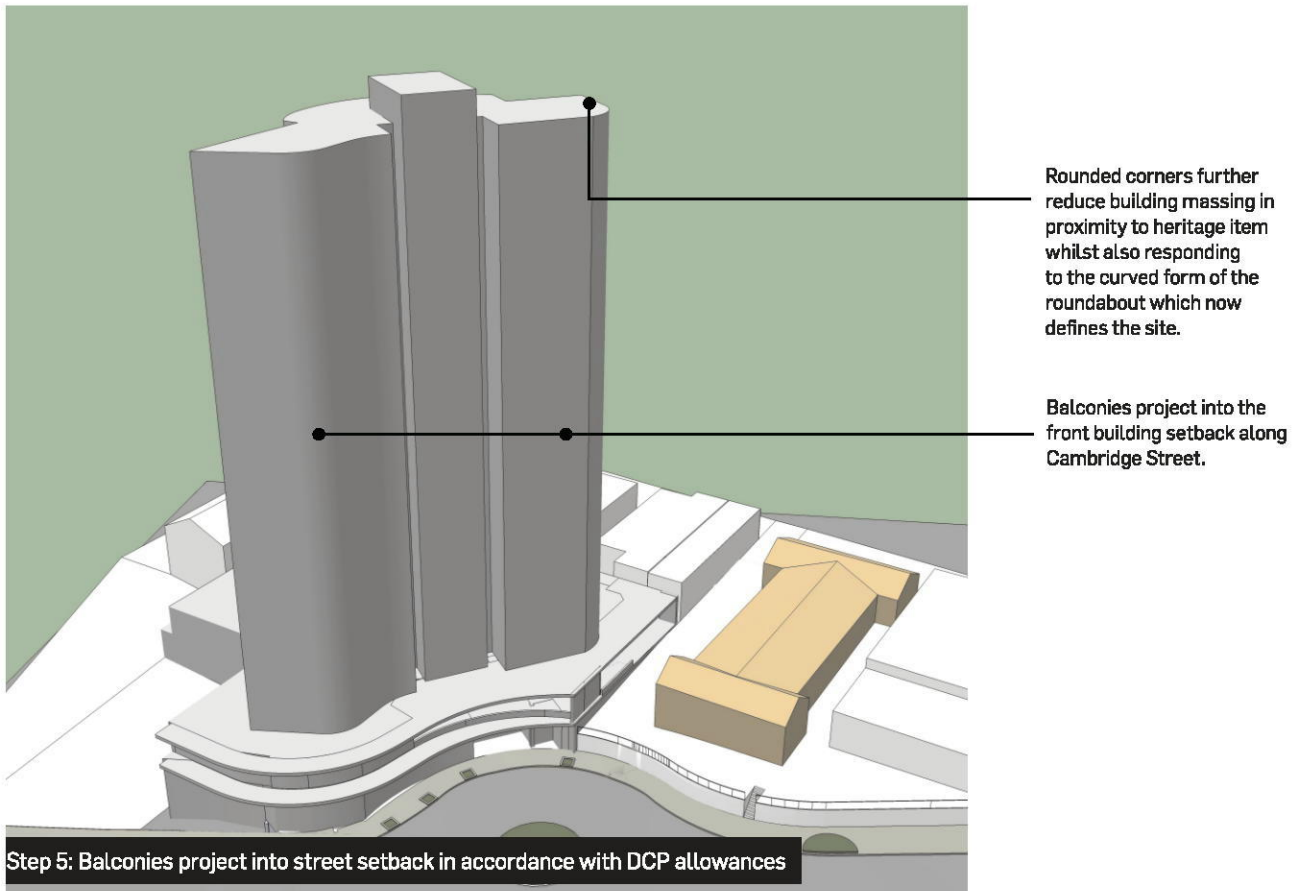


Remove non-developable massing on northern portion of the site and slightly project form to accommodate habitable volume.

Chamfer corner to provide ADG separation and increase building massing adjacent to heritage item. Effective width of tower facade on southern boundary is 5m with minimum separation of tower element to heritage item of between 12.1m and 14m.

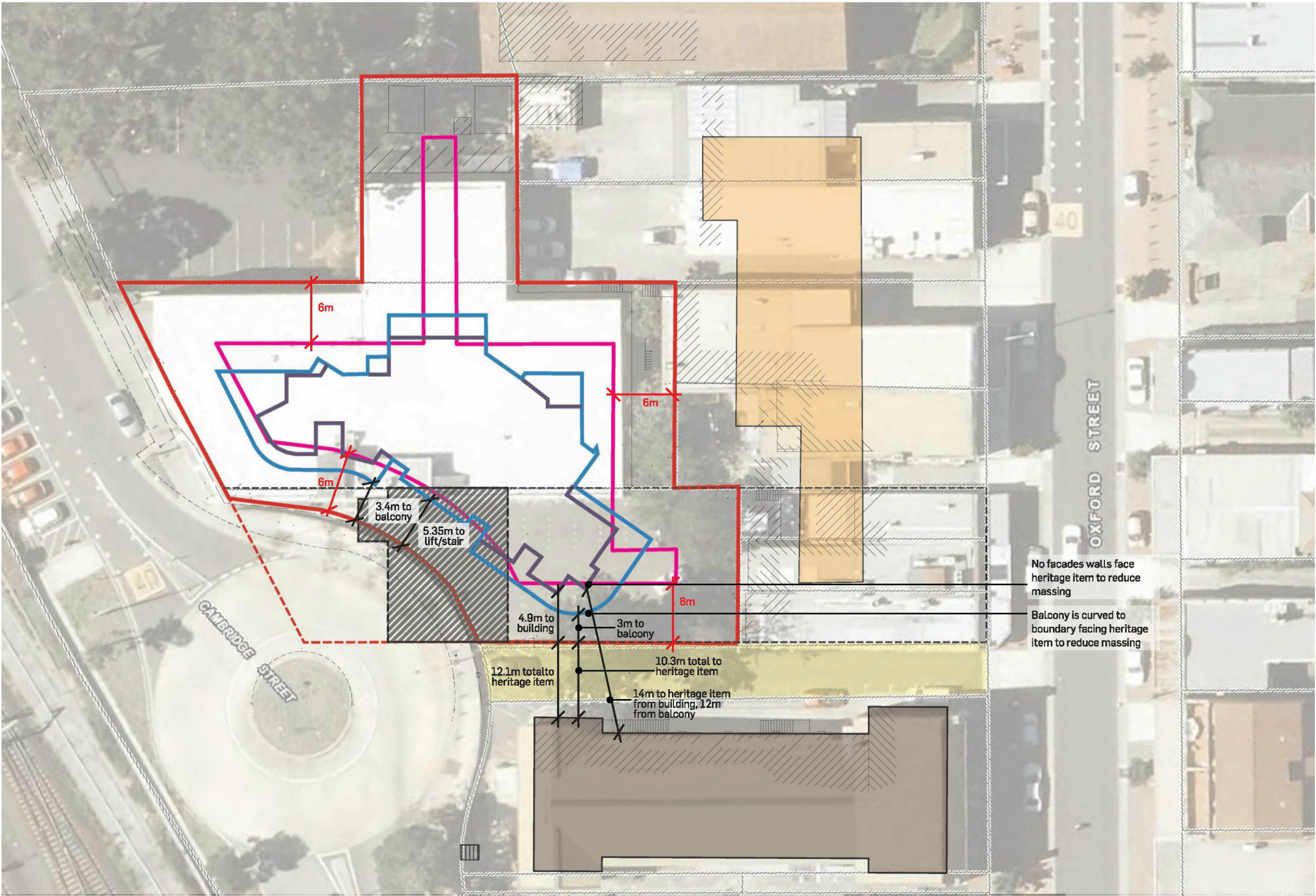
Chamfer corner to provide ADG separation and privacy.

Additional setback to the north to provide ADG separation.



SUMMARY PLAN - SETBACKS

The following plan provides a summary overlay of the final building setbacks in relation to the basic planning guidance to demonstrate the considered tapering and massaging of the overall massing of the tower form in relation to the context and the heritage item.



LEGEND

- Subject site
- Planning setbacks
- Proposed massing
- Original dwelling (1943)
- Right-of-carriageway
- Heritage items
- Potential future residential development



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