



24-36 Langston Place Epping

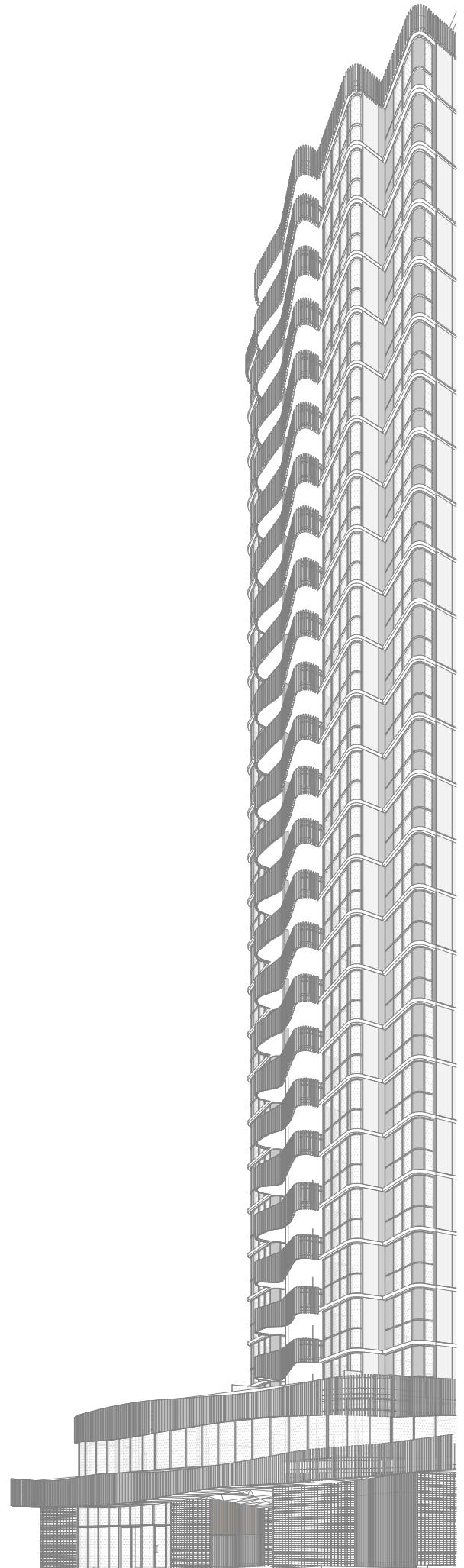
Urban Design Revised Assessment Report

Langston R&J P/L

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The urban context of 24-36 Langston Place, Epping:

Top Left: The existing low scale elements of Langston Place, looking south.

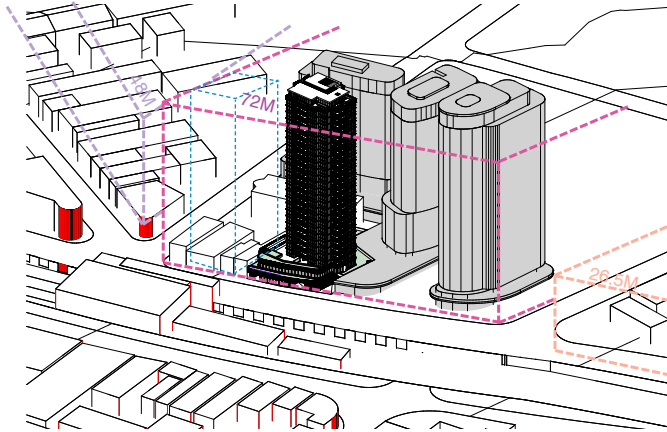
Top Middle: The existing low scale elements of Langston Place, looking north

Top Right: The intersection of Langston Place and Pembroke Street currently reveals street edge aligned low scale forms.

Bottom: Aerial photograph showing the development site within the urban and street edge context of Epping town centre. Epping railway station subdivides the town centre into two distinct parts.

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The development site is shown with the proposed redevelopment of the adjoining Cbus site. Four new residential towers are shown as a new 'urban cluster' between Pembroke Street and Epping Road.



The western elevation of the proposed development is shown within the street elevation of Langston Place. The desired future urban character of this section of Epping's town centre reveals new taller built form stepping up from Pembroke Street to a new urban marker on the corner of Epping Road and Langston Place.

Informing this Urban Design Report, in support for the redevelopment of 24-36 Langston Place, is an analysis of the site and surrounding urban context. The purpose of this revised report is to discuss the proposal's urban design merits with regard to the immediate context, interface to the public domain and refinement in the overall built form, including other strategic urban design intentions for the site.

Under this revised urban design study, consideration has been given to the likely changes to the area in regard to new residential mixed uses and associated built form to the eastern edge of Epping's Town Centre. This also recognises the opportunity for urban change in close proximity to Epping railway station. Impacts within the area necessitates careful consideration of the balance between increases in density and building heights and the likely impacts of new residential uses on the amenity of the public domain of the area. In particular consideration of potential development of the adjoining Cbus site, on the corner of Epping Road and Blaxland Road, can assist also in an understanding of how the eastern edge of the Town Centre is being redeveloped.

An understanding of these elements, both within and surrounding the site, provides a basis for an urban design analysis. As presented here in this study is the analysis of the existing urban setting leading to an understanding of the future desired urban character within the Town Centre of Epping. The proposal allows for differences in the built form interface with minimum set back provision to new urban open spaces. To the northern and western portions of the development a new urban plaza is proposed with ground floor retail uses while to the southern portions residential uses will have

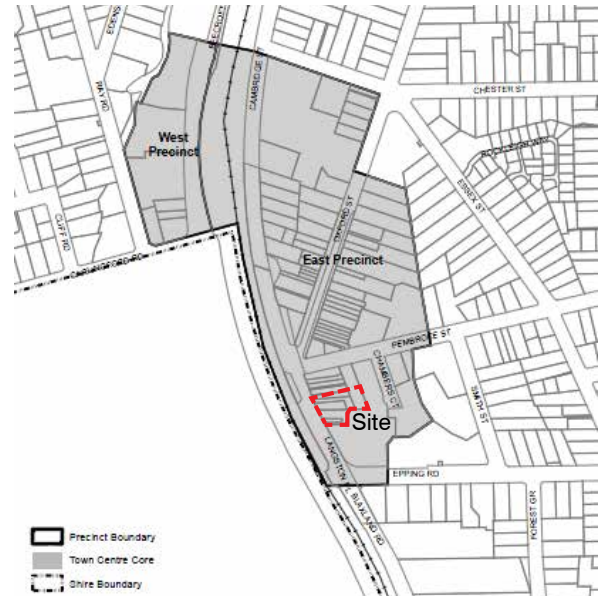
minimal setback provisions while set above adjoining ground levels to ensure privacy.

The Epping Priority Precinct Plan was completed in March 2014 and prioritised higher residential density within an 800m catchment of Epping Station. This aligns with the current objectives of the NSW Department of Planning Metropolitan Strategy which seeks to provide an intensification of uses within an 800m diameter of a selection of railway stations to revitalise these suburbs. Envisaged as a compact Town Centre comprising mixed use buildings with lower level retail and upper level residential, the Epping Town Centre was regarded as an optimal location for the provision of significant residential intensification due to the centralised location within the Sydney City Metropolitan region. This strategic position is verified by the access to a variety of public transport options this area has.

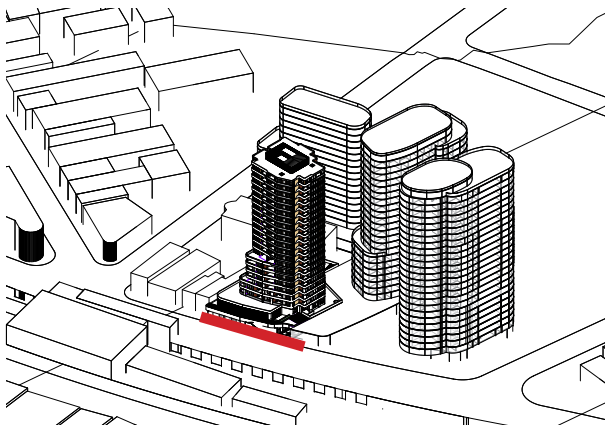
The subject site is prominent within Epping Town Centre, being located opposite Epping Railway Station. With buildings on the site currently low in scale, the site is unrealised and does not demonstrate the urban importance of Epping nor the desired urban character of Langston Place. An important feature of higher density living in Epping is the provision of new residential uses which contributes to an improved public domain. The proposal considers greater building density in the form of a taller mixed use apartment tower that acknowledges and defines the desired urban character of Epping's Town Centre. The proposal seeks to meet the objectives of the NSW Department of Planning and Environment for the urban renewal of Epping.



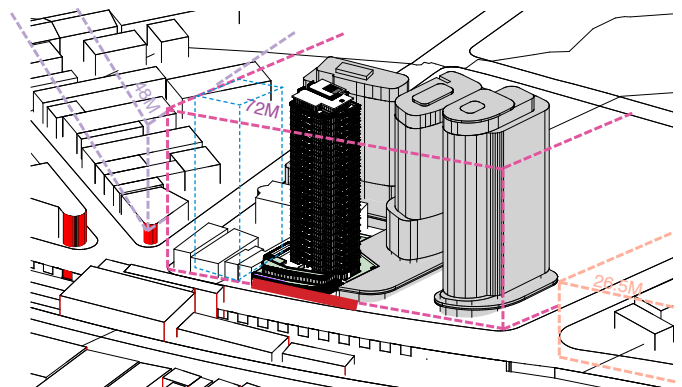
The existing urban pattern of the eastern portion of Epping's Town Centre is defined by radiating streets. The development site faces west over Epping Railway Station.



The eastern section of the Epping Town Centre extends along Langston Place and Cambridge Street. (image courtesy former Hornsby LGA)



The previous proposal shown as a shorter residential tower with a stepped podium in alignment with adjoining street edge urban form north of the development site.



The revised proposal is shown as a taller and slimmer residential tower with podium base in alignment with adjoining urban development, including the proposed redevelopment for the Cbus site.

1. Urban Context & Desired Future Urban Character

Consisting of an amalgamation of smaller lots, the site has the potential to be part of an urban catalyst for redevelopment envisioned by the State Government and Council's strategic Town Centre.

and scale within Epping's Town Centre will allow the distribution of new built form to define an urban town centre of landmark developments.

Located within the eastern portion of the Epping's town centre, the proposed development has an address onto Langston Place, opposite Epping railway station. As an irregular shaped site it is approximately 1,460 sqm in area while the frontage to Langston Place is 37m.

Comment

This site has redevelopment opportunity as an integrated urban solution consisting of higher density residential uses with an activated ground floor consisting of retail uses.

The Epping Town Centre is split by a major arterial road (Epping Road) and a railway line. The existing built form of this urban centre is markedly unbalanced with the western side of Epping exhibiting a higher concentration of development and taller structures.

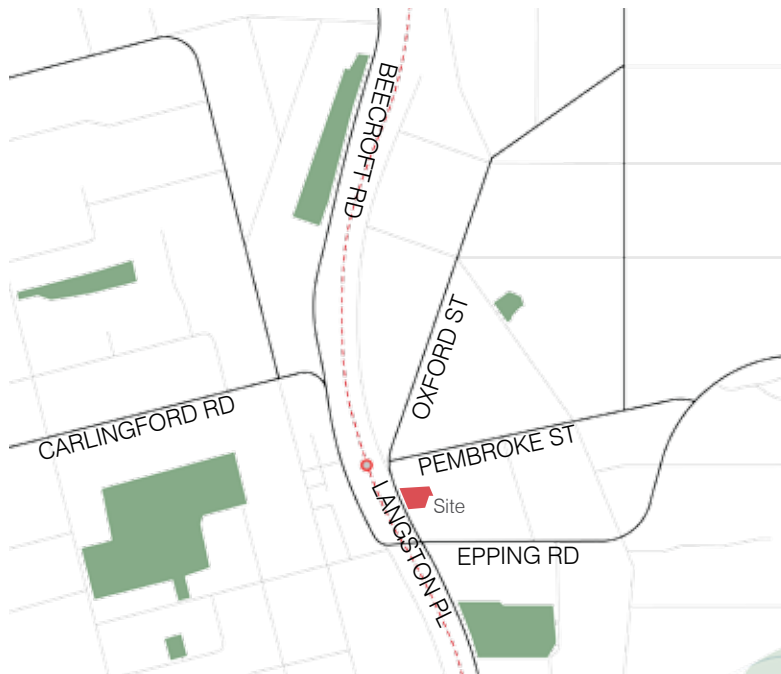
The proposal considers the desired future urban character of Epping Town Centre. The proposed development faces a streetscape with a desired future character of a continuous street frontage with greater residential density. The revised proposal development meets the intention of the desired future character of the area consisting of taller residential towers with street edge aligned podiums.

The streets of the eastern portion of the town center are generally edged by low rise retail uses, commercial office uses and community uses. Away from a cluster of street aligned retail uses the eastern portion of Epping is currently more suburban in character. This urban character however is currently undergoing change with new taller mixed use residential developments, consisting of podiums and towers, are currently being proposed.

Epping Town Centre is undergoing change in urban form as a number of redevelopment proposals are being considered and achieved through the consolidation of smaller land parcels for higher densities of taller residential buildings. In regard to the development proposal, changes in density



The gentle undulating topography of Epping's Town Centre is shown in the vicinity of the proposed development site.



The open space landscape structure and street grid of Epping is shown in the vicinity of the proposed development.

2. Landform and Street Network

The gently undulating topography of the eastern portion of Epping's Town Centre has resulted in a radiating system of streets with narrower blocks for retail uses adjacent to the railway station. Elsewhere larger blocks accommodate either community uses (churches) and/or new larger multi-storey residential buildings.

The eastern portion of the town centre is defined by Langston Place, Oxford Street, Cambridge Street and Pembroke Street. These streets with associated subdivision pattern and urban character is the result of a convergence of other major city elements such as a topographic structure of ridge and creek lines, the Northern railway and the alignment of Epping Road which cut across the urban grid.

The subdivision pattern of the town centre varies considerably from narrow retail frontages of medium depth (in the vicinity of Epping railway station) to generous residential lots of considerable depth. The highest point in the area occurs at a point just west of the town centre.

Comment

The site is relatively flat with an approximate cross fall, from east to the west. Notwithstanding the existing ground levels, the proposed development is located with an opportunity for elevated south-easterly, south-westerly and north-westerly views.

This revised proposal continues to have a distinct urban street frontage with the potential for an improved public domain outcome achieved through the enhancements to the streetscape, activated ground floor retail uses and a well-designed building entry.



Small scale local retail uses are located in the vicinity of the proposed development site.



Activated street frontages defined by small scale local retail uses with street awnings are located in the vicinity of the proposed development site.

3. Pattern of Land use, including active streets

Within the eastern portion of Epping's Town Centre and adjacent to the Proposal are located smaller local retail uses. These are directly opposite Epping Railway Station. To the west of Epping Railway Station and away from the proposal are larger mixed use retail uses. Elsewhere and within the vicinity of the town centre is more open in development pattern and these are integrated with taller residential uses.

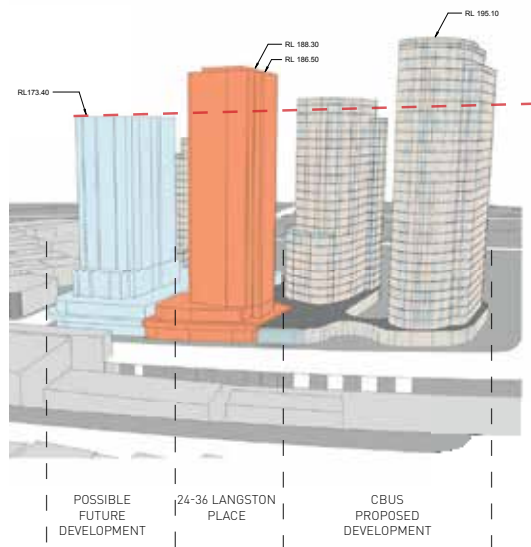
The public domain of Epping's Town Centre is defined by pavements with streetscapes aligned with canopy trees. To the southern edge of the Town Centre is the open landscape of Forest Park, an important local asset.

Comment

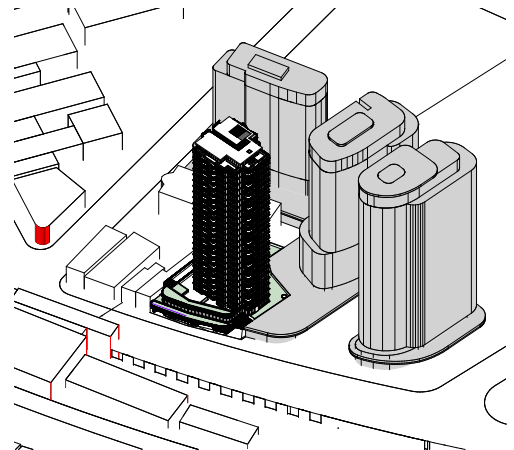
The proposed development is integrated with retail uses and an apartment tower in close proximity to Epping Railway Station.

As the proposal is located within the eastern portion of Epping's Town Centre, new street edge retail will contribute to activated public domain within a new urbanised setting.

As the site is small and bounded on three sides by adjoining development there is limited opportunity to provide high quality community open spaces with deep soil for new tree canopies. This impact is mitigated by the Proposal contributing to the active street scape character of Langston Place through new street tree planting, a widened pavement and a continuous street awning.



The revised built form strategy of the proposed development is shown with a podium aligned to the street and a slender tower slightly higher than the current allowable height limits. Also shown is how the adjoining site at the corner of Langston Place and Pembroke Street may be developed.



The built form strategy of the proposed development is modulated in terms of base middle and top. The base being the podium set in alignment to existing retail uses and adjacent to the Cbus site.

4. Development Strategy: Revised Built Form

The revised built form strategy of the Proposal incorporates a taller and slimmer residential tower and a podium element aligned and set further back off the Langston Place street boundary. The built form of the upper level residential apartment tower continues to be set back from the street edge and is envisaged to contribute positively to an evolving mixed-use Town Centre.

Comment

With a podium containing new retail uses the revised built form element will spatially define the street edge and provide active uses within a widened pavement zone and the revision to the design of residential tower has been simplified and will not visually impact negatively on the amenity of Langston Place.

The revised proposal considers the transition between a street edge aligned podium and the free standing built forms of the adjacent Cbus site. The revised built form presents a clear base and slender, where the podium base of the tower is set in alignment with the street edge of Langston Place.

The proposal enhances an existing public domain and considers new retail opportunity to activate the streetscape. The proposal's built form responds appropriately to the existing and future development in the vicinity of the site.

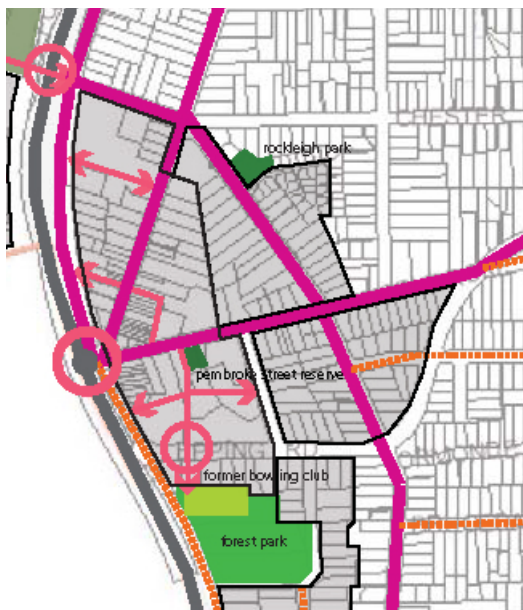
While the parapet line of the podium does not align with the parapet heights of the existing adjoining streetscape elements, the street wall treatment of the proposal continues to enhance the pedestrian experience within the public domain by:

- _Spatially reinforcing a mixed-use urban street;

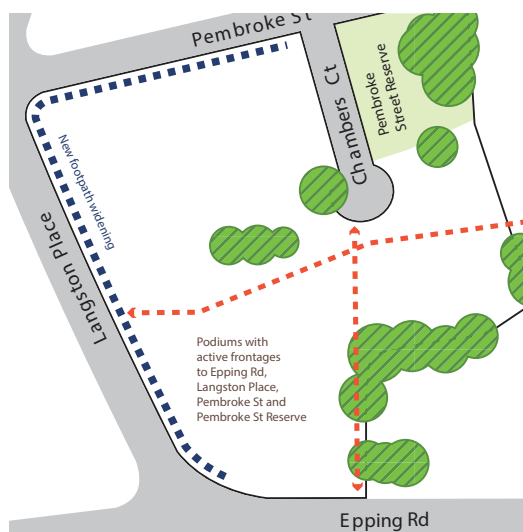
- _Provide in part, new activated retail uses and;

- _Provide a street awning the full width of the site.

While the disposition of built form recognises the development controls as well as ADG requirements, the revised proposal is a direct response to the opportunities and constraints presented by the irregularity of the site's boundaries. In particular, the pre-dominant bulk of the proposal is located within the centre of the site and this will complement the disposition of the group of three residential towers envisaged for the adjoining Cbus development.



The current public domain guideline identifies a mid-block pedestrian through-site link that connects Langston Place with Chambers Court. This link is shown passing through the development site.



A refinement to the position of the mid-block pedestrian link further south and within the Cbus development site will provide immediate connection between Langston Place and Chambers Court.

5. Development Strategy: Relocated Mid-block Pedestrian Link

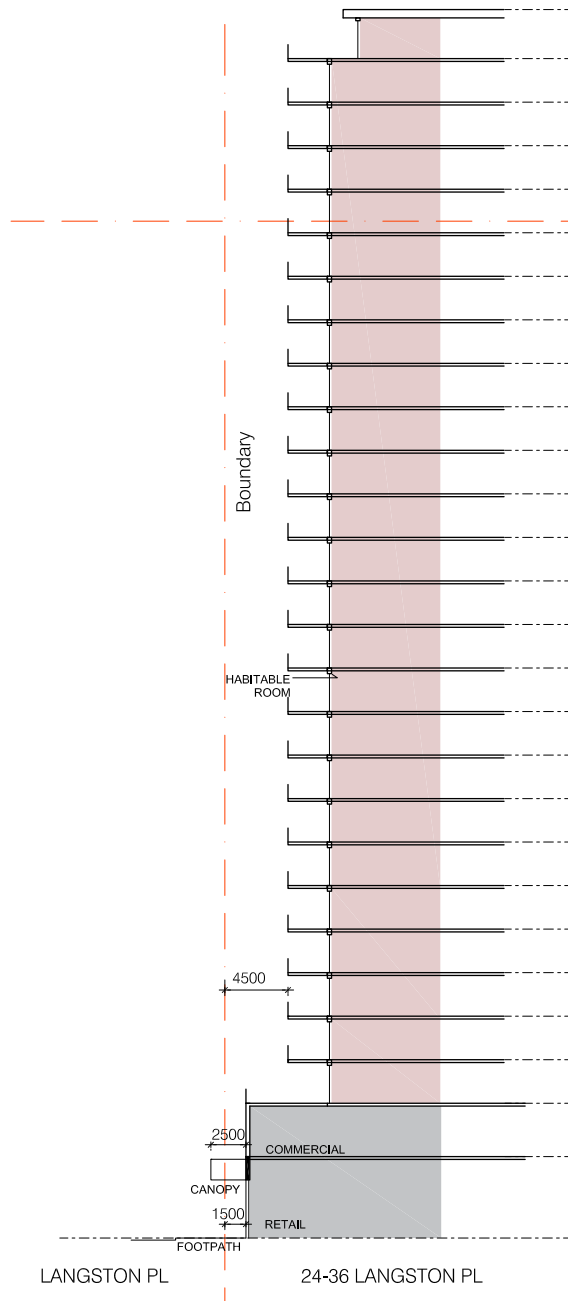
Under the current public domain guideline for the Town Centre of Epping a mid-block pedestrian link is shown passing through the development site. This public pedestrian link is envisaged to connect Langston Place with Chambers Court and is to allow the Town Centre to become a permeable urban neighbourhood.

Under the proposed redevelopment for the adjoining Cbus site, an opportunity to relocate the mid-block pedestrian link is available. This new pedestrian link is shown integrated with a larger amalgamated land parcel and achieves the intention of the public domain guideline. Shown under the Cbus development is a pedestrian pathway linking Langston Place with Chambers Court, and this is envisaged to be activated with retail uses and aligned with trees to offer visual focus within a new urban landscape.

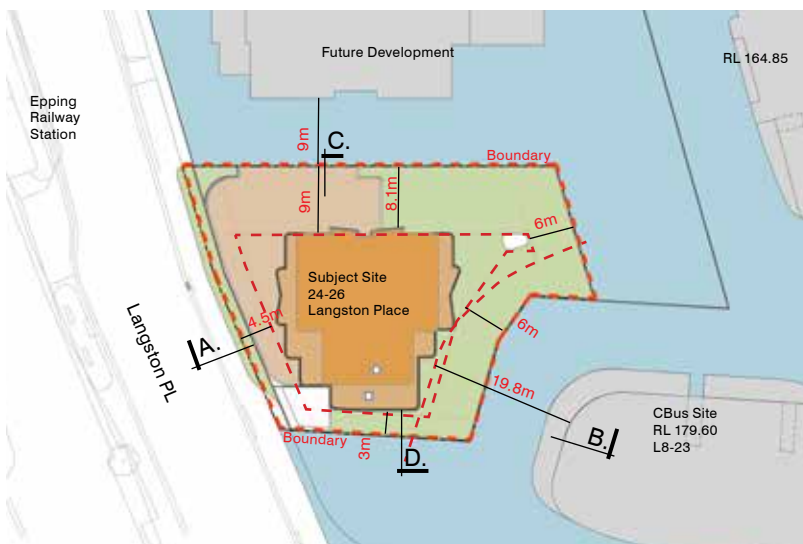
Comment

Due to the restrictive nature of the site and an irregular boundary with no street frontage onto Chambers Court, it will be difficult under this Proposal to achieve the intention of a through-site pedestrian link.

By relocating a new publicly accessible pedestrian link slightly south and incorporating this path with new open space areas within the Cbus site a more positive urban outcome is envisaged.



The Langston Place building interface indicates a street edge podium and a taller and slender residential tower.



As an irregular site the Proposal considers appropriate built form in close proximity to the residential towers of the Cbus site. A complex arrangement of side and rear set backs has resulted.

6. Building Interface: Public Frontage, Side and Rear Setback



The Proposal allows an arrangement of built form that respects Council's set back provisions and the requirements of separation under the ADG.

Due to the varied site boundary, the setbacks and separation distances between the buildings, a variety of different conditions require a unique urban solution. As a consequence, the separation distances and setbacks are considered to achieve adequate levels of amenity between the adjoining development sites, including the Cbus site.

Comment

The revised building interface for the Proposal incorporates the following:

Langston Place Public Frontage

A street edge alignment with a revised set back to allow a wider pavement zone with an overall dimension of 5metres. This street frontage will incorporate ground floor retail uses.

The residential tower has been repositioned and is now slightly taller slender in profile. To Langston Place the tower is positioned to have a 4.5m setback off the street boundary, this equates to 3m off the podium edge.

Due to the single frontage of the property a vehicle cross over is provided within the public frontage of the street. This is located to the southern edge of the site and away from the more pedestrian active areas of the street. The position of this vehicle entry integrates well between a continuous street edge and the adjoining free standing residential towers of the adjoining Cbus development.

Northern side setback

To the northern boundary the ground floor retail uses are set back from the boundary as an articulated podium element. In the revised built form strategy of the Proposal, the residential tower has been repositioned and is now set off the boundary by predominately 9m.

This elevation is articulated with a sculptured bay window and in this instance the set back is reduced to 8.1m.

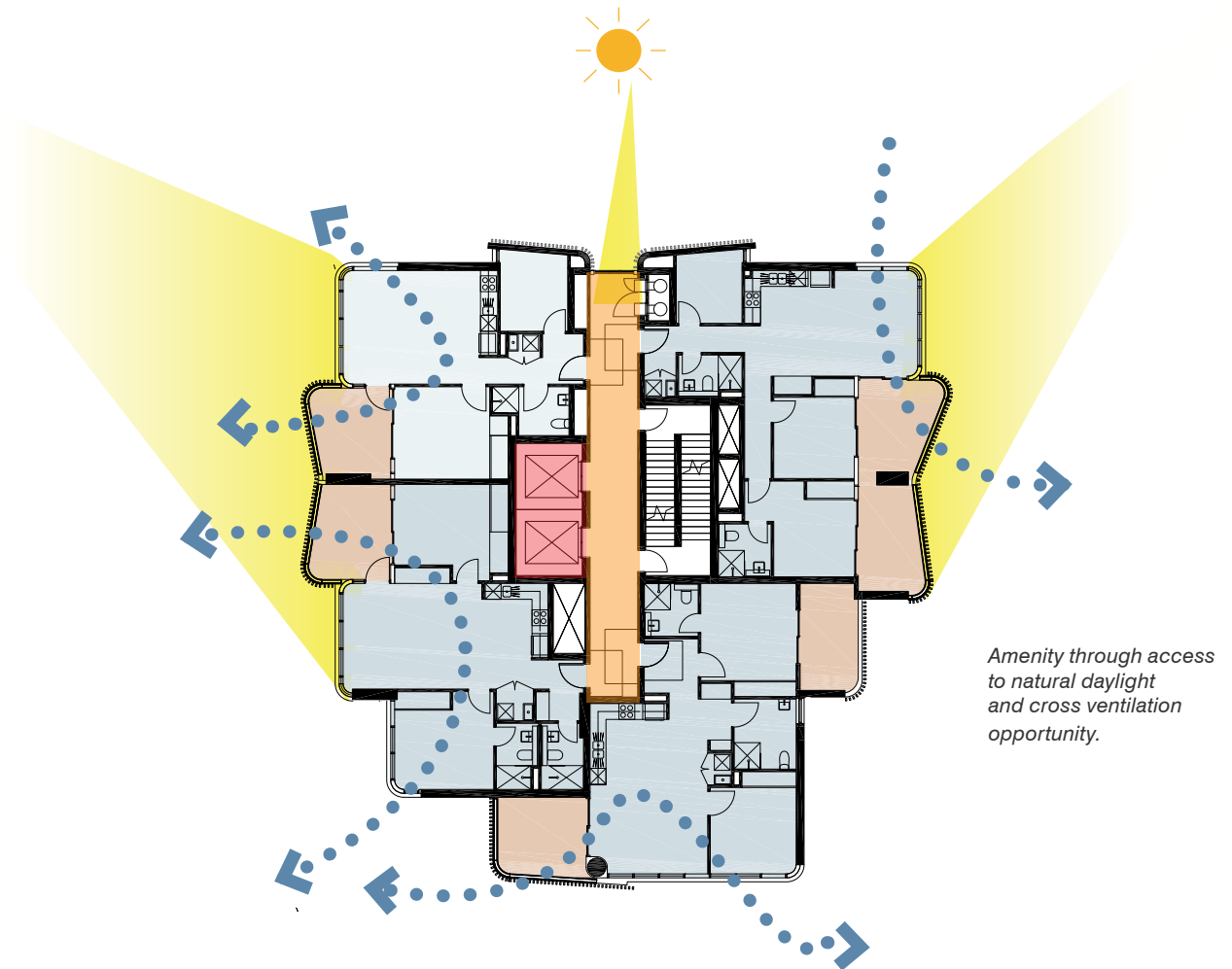
Southern side setback

To the southern boundary the ground floor is built to the boundary line in part and contains a walled and roof structure to spatially define the vehicle entry ramp to the basement parking and delivery area.

The residential tower is generally set off the southern boundary by 3m, however, this is adjusted to a setback of around 6m to the south-eastern sections of the boundary.

Eastern / rear setback

The eastern sections of the site are quite stepped and irregular in plan. The determinant of the rear setback for the Proposal is generally around 6m.



The ground floor and first floor podium levels confirm the integration of a continuous street awning (with vegetation) at the street edge. In addition to this the proposal incorporates built form articulation at each corner of the podium, being transitional to the adjoining built elements.

7. Building Interface: Amenity and Safety

The Proposal incorporates a high level of amenity with each residential apartment having access to natural daylight, cross ventilation and a private balcony positioned in alignment with a view. The arrangement of the apartments are efficiently planned.

The entrance to the residential apartment complex is located directly off Langston Place and this entry is easily identified from within the public domain of the streetscape.

For clarification and analysis on each apartment refer to SEPP 65 Architect's statement.

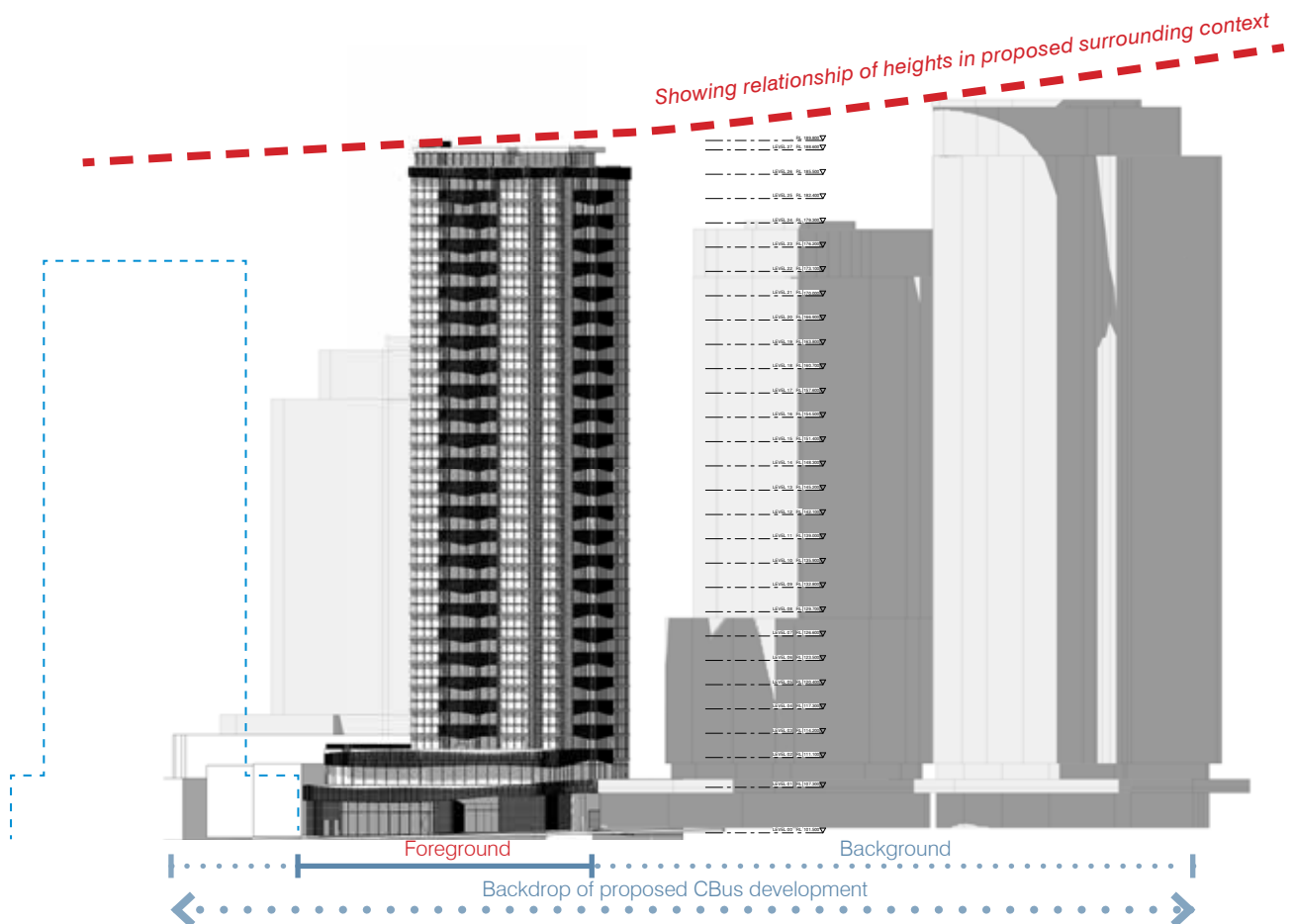
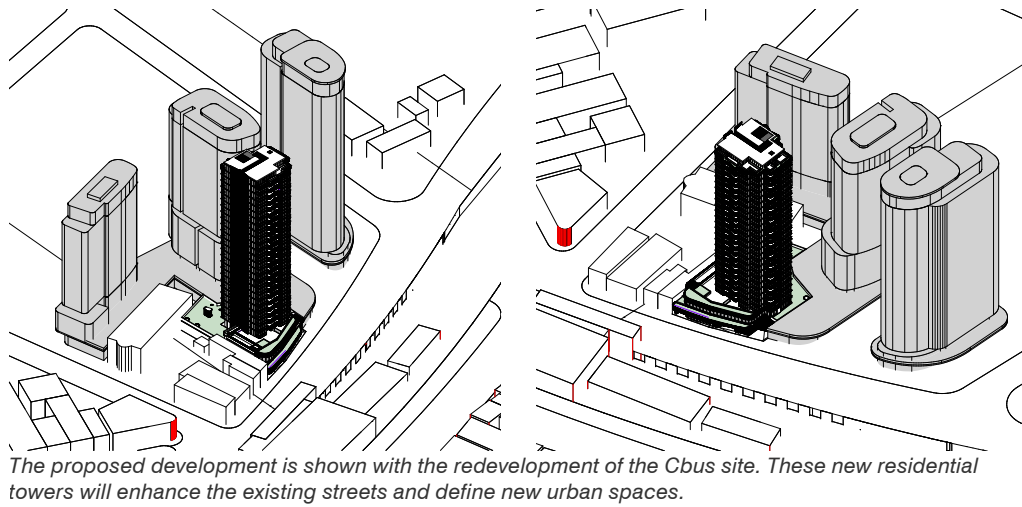
Comment

Within the design of the public domain an indented entry is provided off Langston Place to ensure the protection of patrons and visitors to the apartment tower.

The majority of units are cross-ventilated, enjoy good solar access and have an outlook either onto Langston Place or the adjoining community open spaces of the Cbus development site. In the revised built form strategy the Proposal has sought to increase building separation distances for improved urban design outcomes and amenity.

The public domain interface will have a regular level of safety through the natural surveillance of residents and visitors entering and exiting the site at various times of the day. The street level will also benefit from the passive surveillance, territorial enforcement and space management of the street level retail tenancy and residential entry.

The Proposal optimises safety and security for residents and visitors by providing a dedicated 'street entry' off Langston Place. With a dedicated lift core centrally located within the building's plan. This is an excellent outcome, which increases the 'sense of community' for the proposed development as a whole. At each floor the shared corridor receives natural daylight and is naturally ventilated from the north. The corridor length is less than 14m, which is an adequate distance to maintain facial recognition and promote social interaction and chance encounters.



The western elevation of the proposed development is shown within the street elevation of Langston Place. The desired future urban character of this section of Epping's town centre reveals new taller built form stepping up from Pembroke Street to a new urban marker on the corner of Epping Road and Langston Place. The proposed development contributes positively in this graduation of new built form.

8. Conclusion and Recommendation

The proposed development at 24-36 Langston Place, Epping achieves an appropriate urban response to the surrounding existing and future context in terms of: a revised built form response; public safety and resident amenity; and contribution to the streetscape character, knowing that Council will undertake footpath improvements along Langston Place.

The proposal also carefully considers the existing and future development potential to the surrounding sites, in particular the adjoining Cbus development and considers the urban silhouette within a cluster of new slender residential towers.

The irregular shape of this mid-block site, with only one street frontage, is a constraint. Due to this single street frontage, the proposal provides a vehicle crossover within the public domain of Langston Place. The position of this vehicle entry will have some impact especially in limiting the extent of continuous retail frontage, as a desired future urban character. The impact of this is mitigated by locating the vehicle entry and pavement crossover to the southern edge of the site and away from the concentration of retail uses and pedestrian activity in the vicinity of the Pembroke Street intersection.

The disposition of built form of the Proposal considers the urban context for the site as well as provide high quality housing in close proximity to bus and railway routes. The Proposal has no visual or view-loss impacts to the adjoining northern properties and its bulk and scale responds, as a slightly taller

and slimmer tower, is a positive contribution to an evolving mixed use urban precinct.

The chosen built form type of podium with residential tower will make a positive contribution to the future skyline of the Town Centre and will compliment the tower cluster of the adjoining Cbus development.

The Proposal presents a contemporary façade that responds well within the evolving urban character of Epping's Town Centre. Consequently the Proposal will have a good contextual fit.

In addition the Proposal presents a high level of internalised security and with inbuilt safety features, the Proposal ensures a good level of passive surveillance to the surrounding streetscape.

The proposal is well-designed and considers the transition between the street edge alignment of the intersection of Langston Place and Pembroke Street with the adjoining open development of the Cbus site. Therefore, the Proposal presents a sustainable density for the site and in conclusion this mixed-use residential development will help strengthen the urban 'sense of place' and community spirit of Epping's Town Centre.

