



# KAMIRA AVENUE VILLAWOOD

DA:303.1/2022/KAMIRA AVENUE VILLAWOOD

RFI - DESIGN REPORT

MARCH 2024



# **DESIGN EXCELLENCE AND SEPP 65**

---

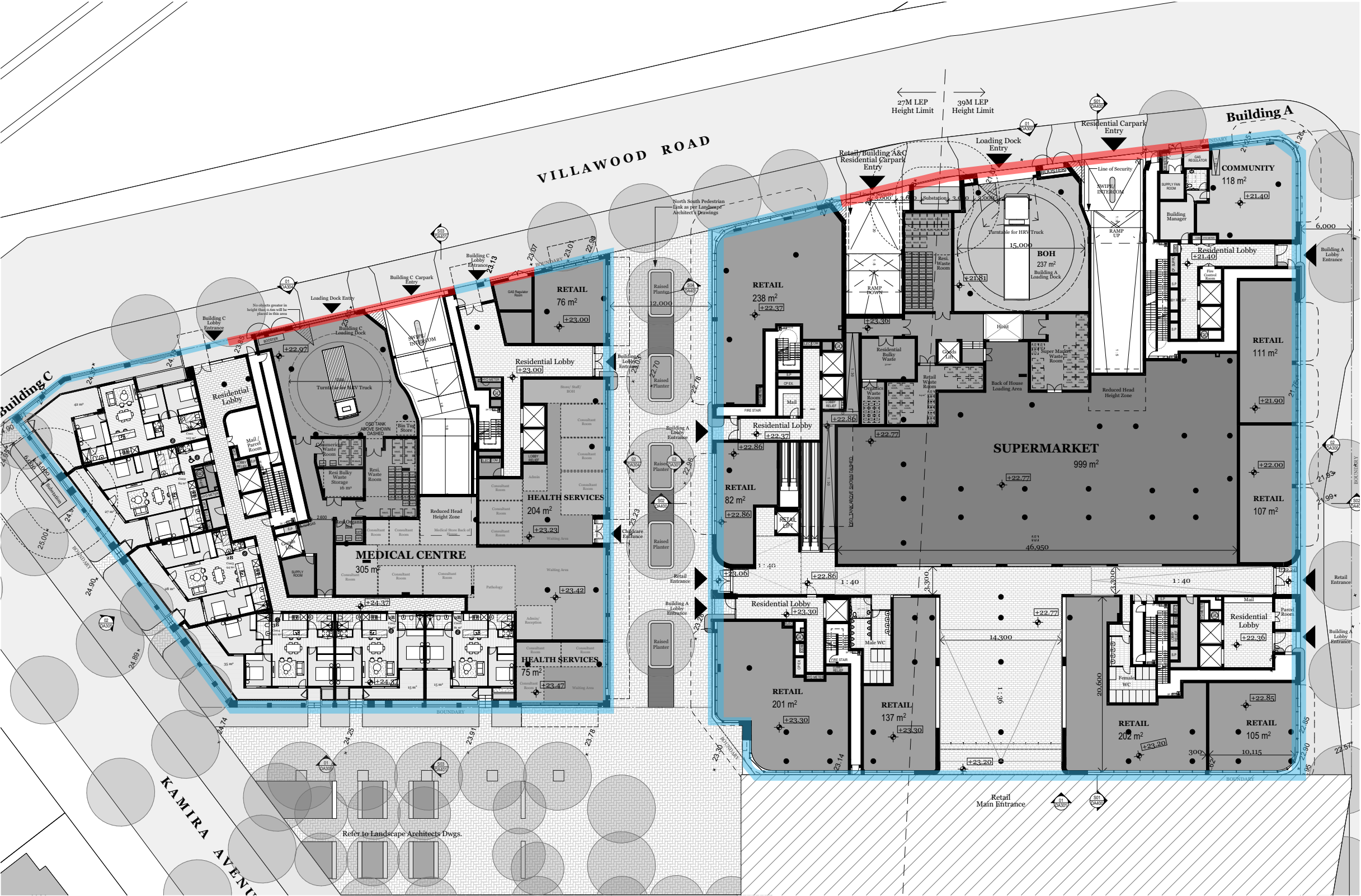
**KAMIRA AVENUE  
VILLAWOOD STAGE 02**

Council Comments

The proposal includes major truck, delivery, car access driveways and services along Villawood Road, which effectively locks this corridor as a secondary pedestrian zone and negatively impacts on the development of an appropriate street/precinct character

Response

The primary pedestrian connection to the site is via Kamira Court and Kamira Ave, facilitating residents' access to Villawood Town Centre. Pedestrian link through the masterplan serve as the main routes for pedestrians to connect to the town center and local transport. Villawood Road functions as a crucial thoroughfare for overall traffic flow to the site. Since the majority of vehicular traffic comes from this road, the loading dock, ramps, and parking facilities for both residential and commercial purposes are strategically positioned along Villawood Road. Furthermore, the proposal minimises the operational back of house areas to 16% facades edges.



Building C

Active Edges	84%
Operational Back of House Areas	16%

Building A

Active Edges	84%
Operational Back of House Areas	16%

0.2

Council Comments

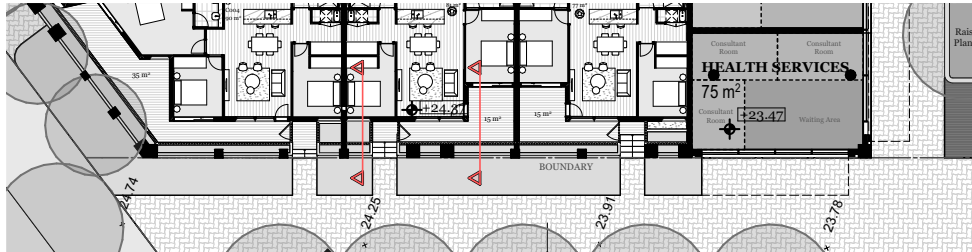
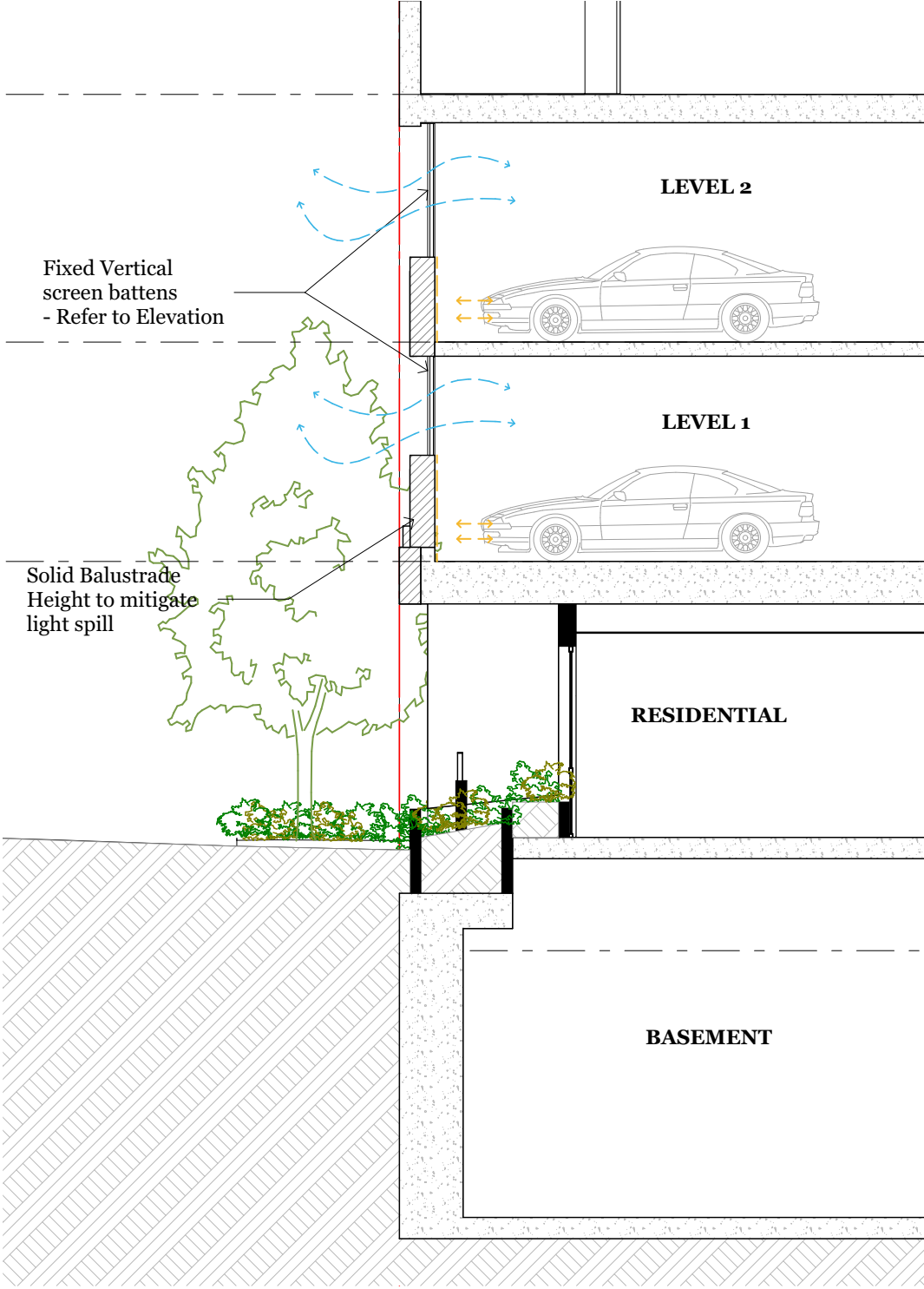
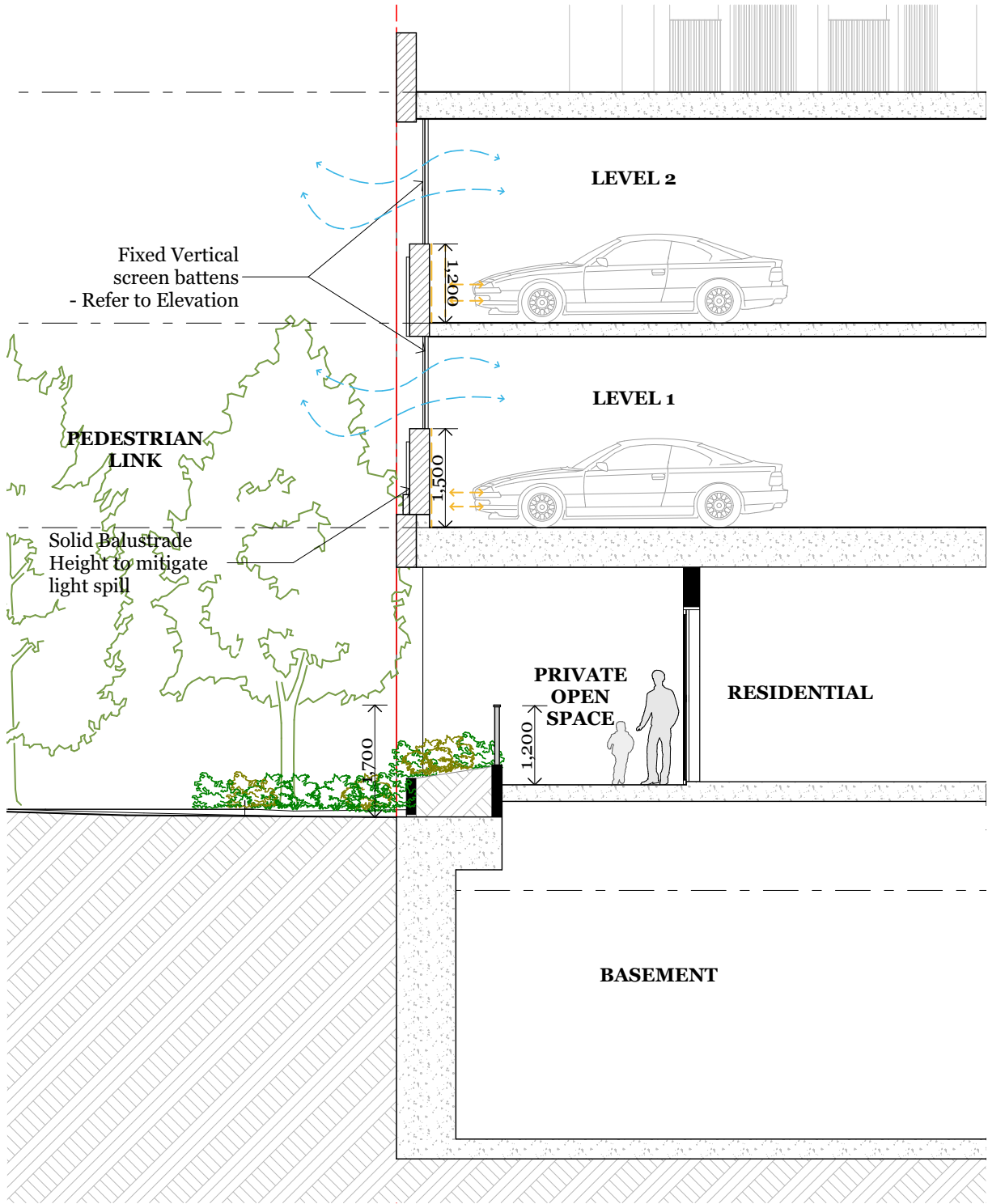
The current design contains substantial above ground carparking within Building C that is not considered to be sleeved appropriately. This sterilises 2 levels of facade facing Kamira Avenue and residential developments to the west, as well as a major edge to the park. This also results in issues of noise, light glare and service /inactive facades to these important new addresses.

Response

There are strong ESD reasons to support above ground parking within podiums as:

- There is a reduction in mechanical ventilation requirements from that of below ground parking; and
- The above ground parking spaces provide opportunity for some time in the future these spaces to be retro fitted for alternative uses such as recreation, storage, etc

Light spill has been mitigated through the solid balustrates within the podium parking levels.





Council Comments

The design of the single level residential at Ground level in Building C to replace the childcare centre, while providing for a better activation to the park at ground level, is not ideal as its design is largely recessed under two levels of carparking which now presents as a commercial/service frontage to both Kamira Avenue and the new park.

Response

The facade design integrates distinctive elements to delineate between commercial and residential areas. A prominent white portal frame coupled with expansive glazing serves as a feature of the retail space, emphasizing its shopfront design. Conversely, the residential façade portion features a nuanced approach with stooped balcony interfaces, strategically implemented to ensure privacy and visual surveillance for ground-floor apartments.

Additionally, the private open space and façade wall and glazing had been updated to reduce the recess and provide adequate light and buffer for privacy to the apartments.



SUBMITTED



REVISED















0.7

Council Comments

The separation between habitable spaces on the North South Laneway is less than the required ADG 12 metres. This is considered to result in privacy impacts.

Response

The gap between inhabitable areas along the North-South Laneway has been revised to meet the 12 m setback requirement outlined in the ADG (Apartment Design Guide). The distinctive pop-out facade element has been preserved using planter boxes and will restrict access to stand within the planter zone.





0.8 - UNIT 308



2 9am  
1:27/4:31



3 10am  
1:27/4:31



4 11am  
1:27/4:31



5 12pm  
1:27/4:31



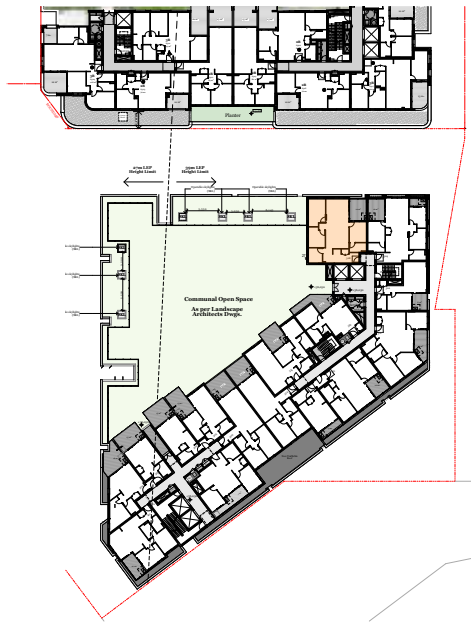
6 1pm  
1:27/4:31



7 2pm  
1:27/4:31

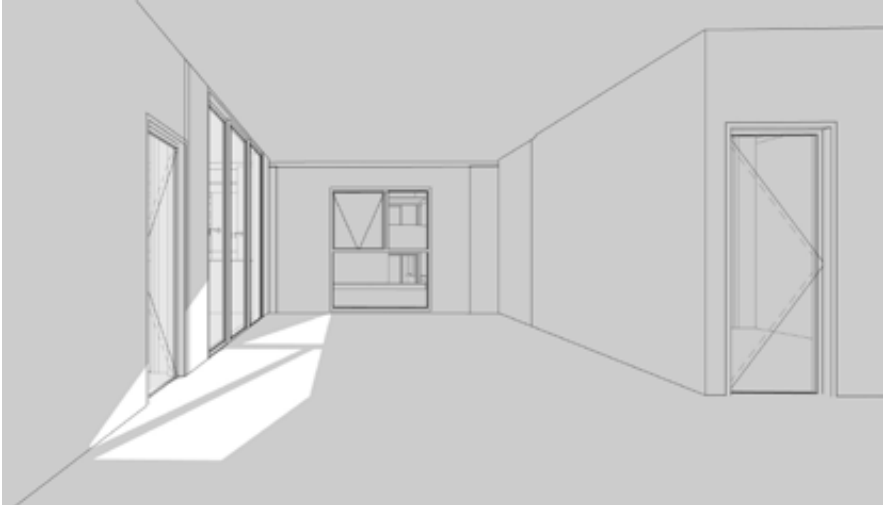


8 2pm  
1:27/4:31





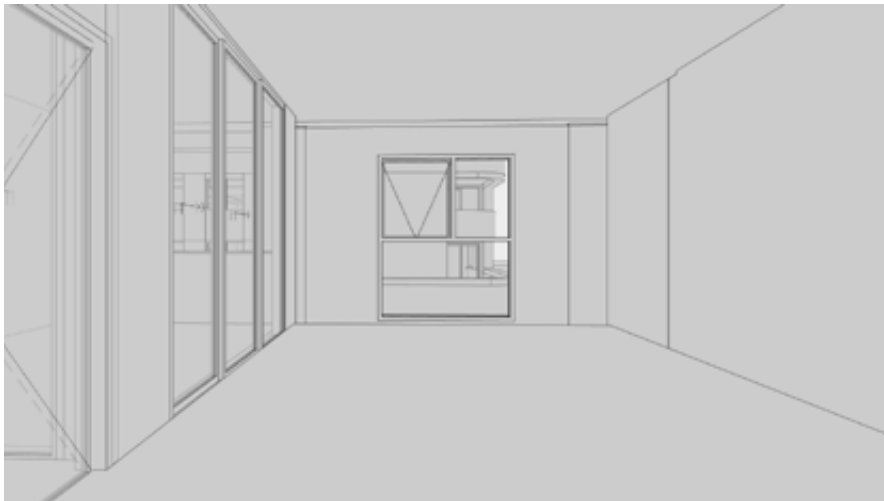
0.8 - UNIT 309



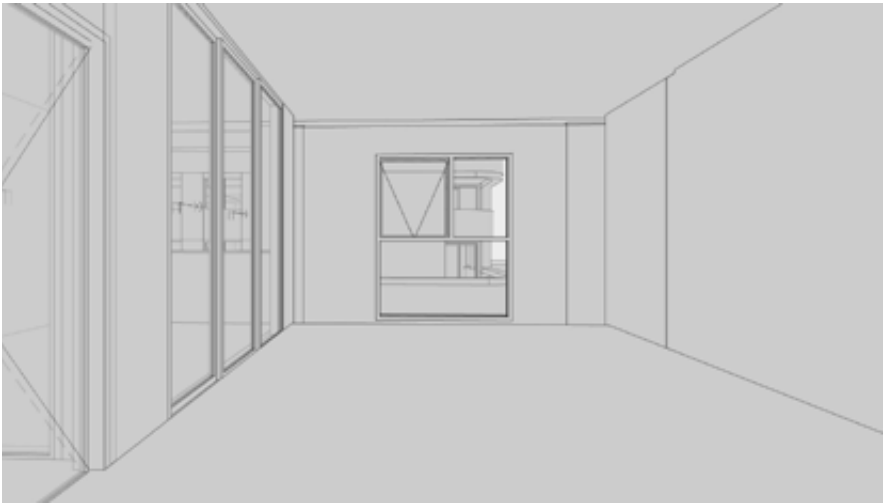
2 9am  
1:27/4.31



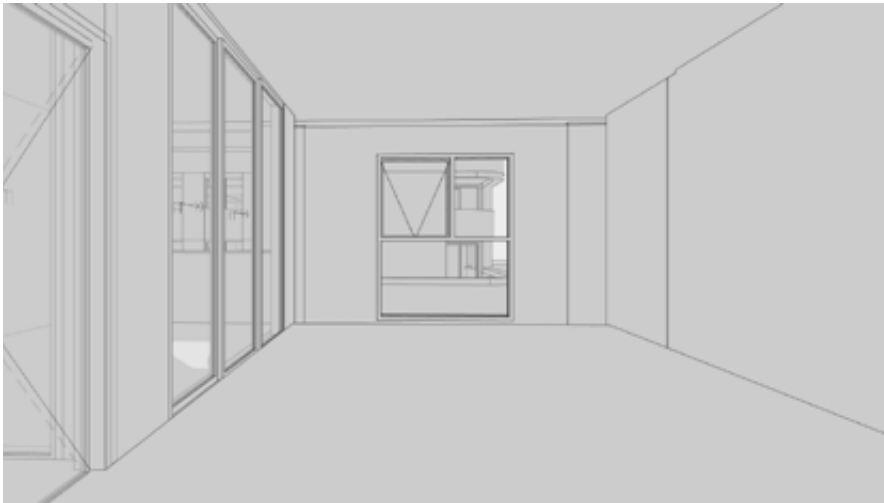
3 10am  
1:27/4.31



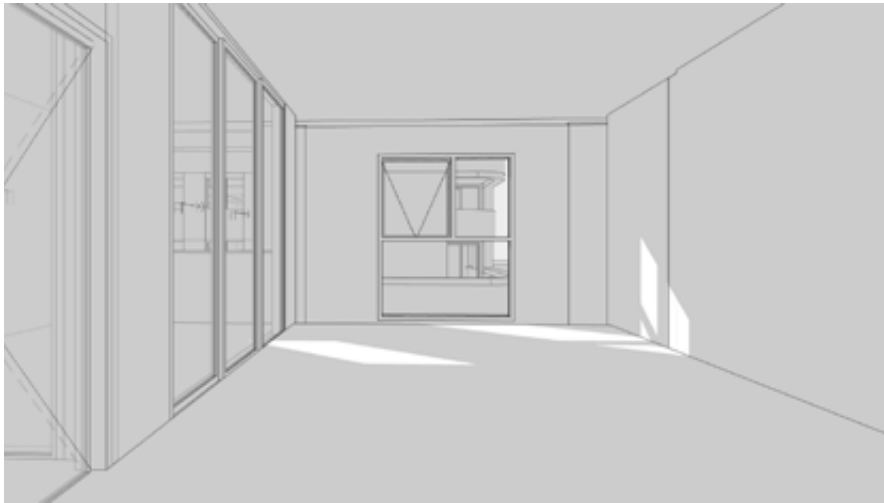
4 11am  
1:27/4.31



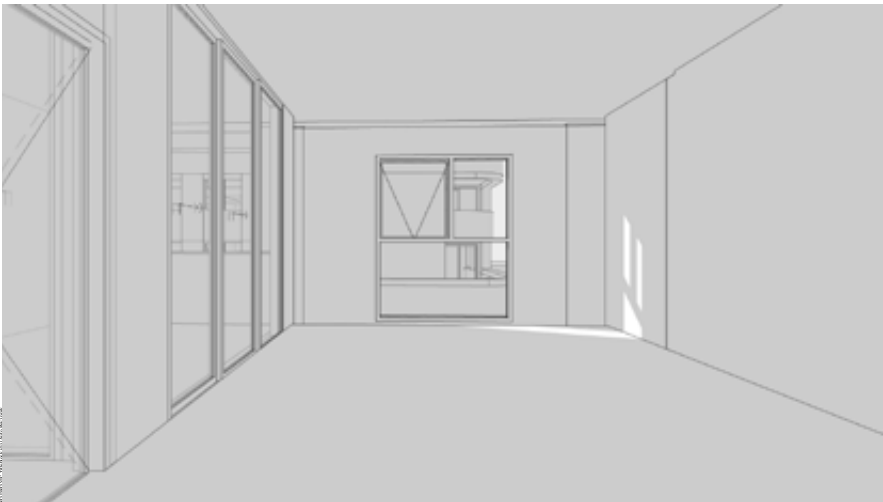
5 12pm  
1:27/4.31



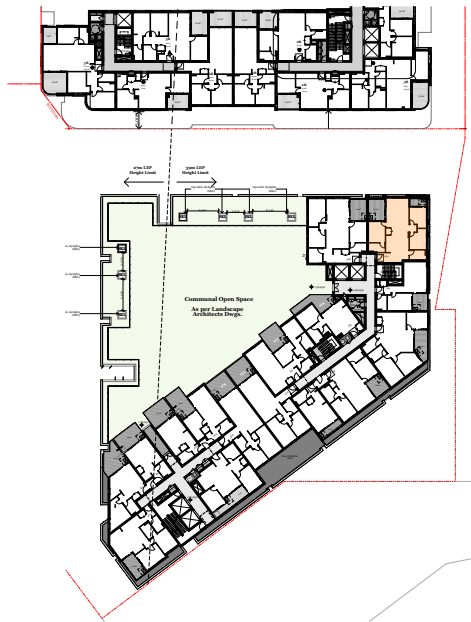
6 1pm  
1:27/4.31



7 2pm  
1:27/4.31

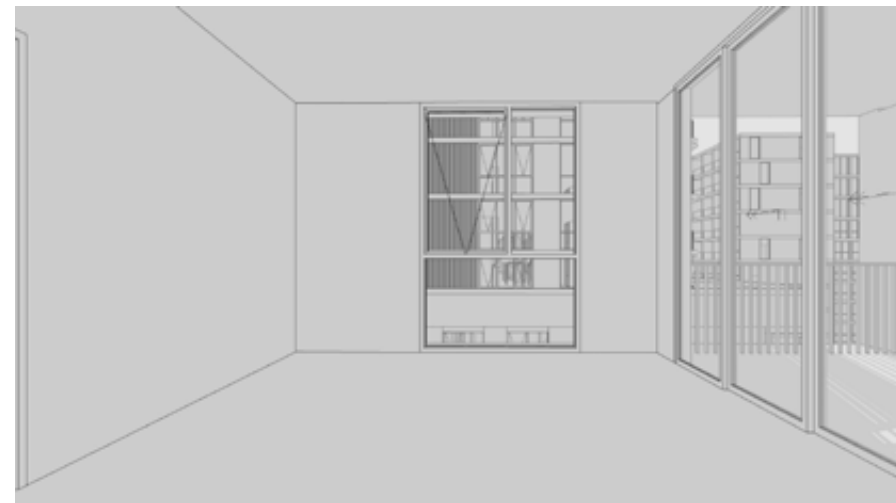


8 3pm  
1:27/4.31

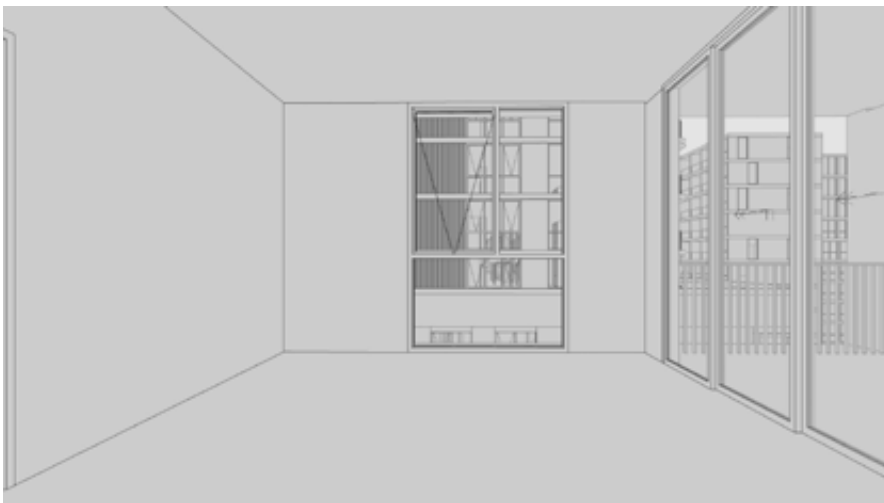




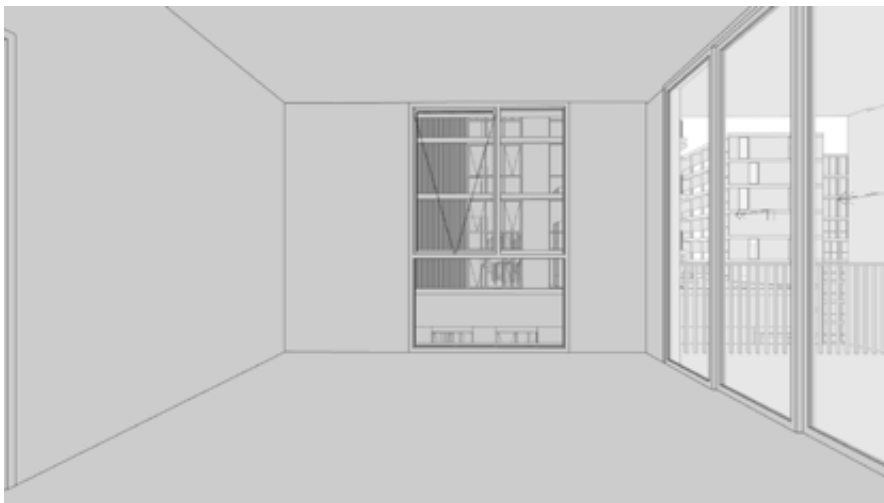
0.8 - UNIT 408



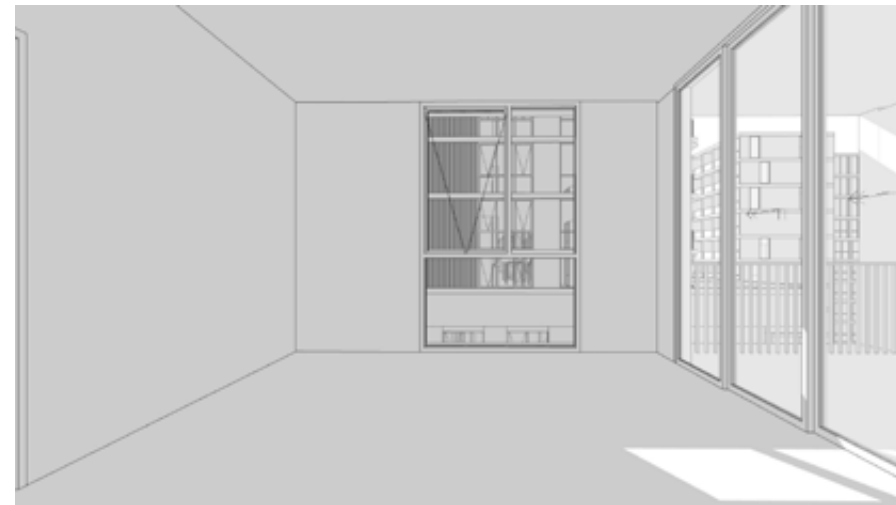
2 9am  
1:274.31



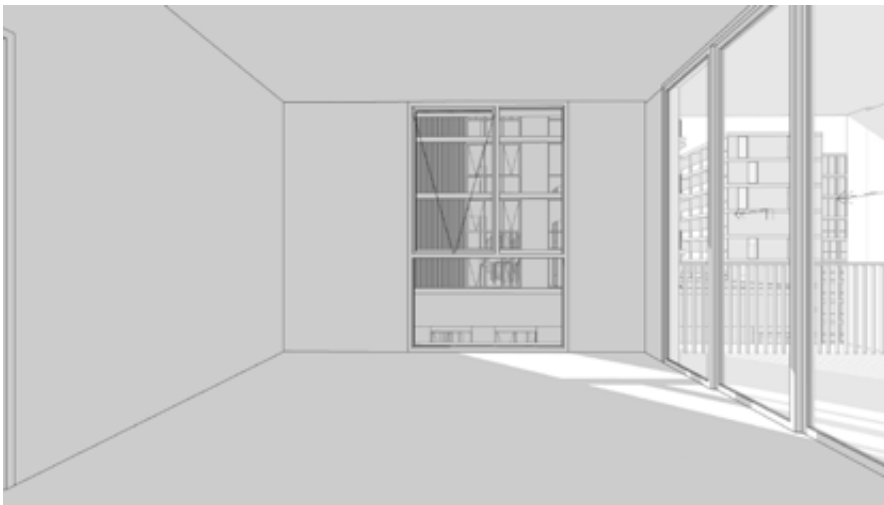
3 10am  
1:274.31



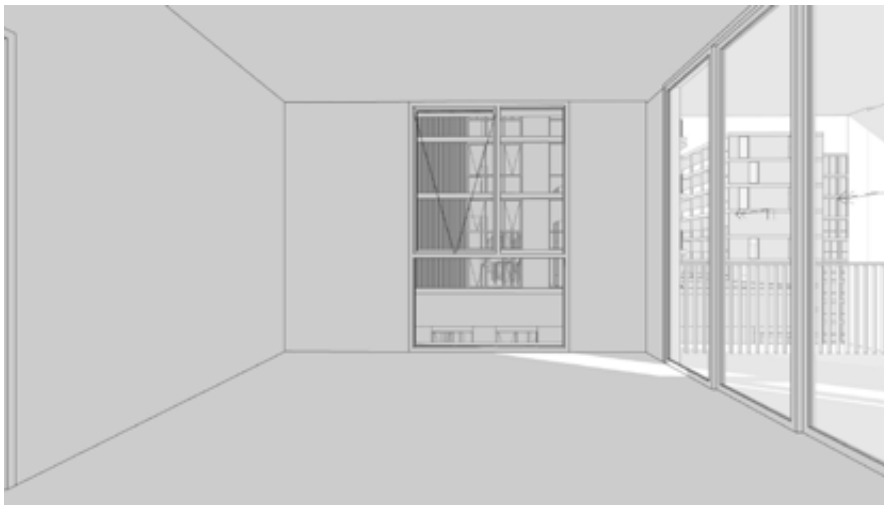
4 11am  
1:274.31



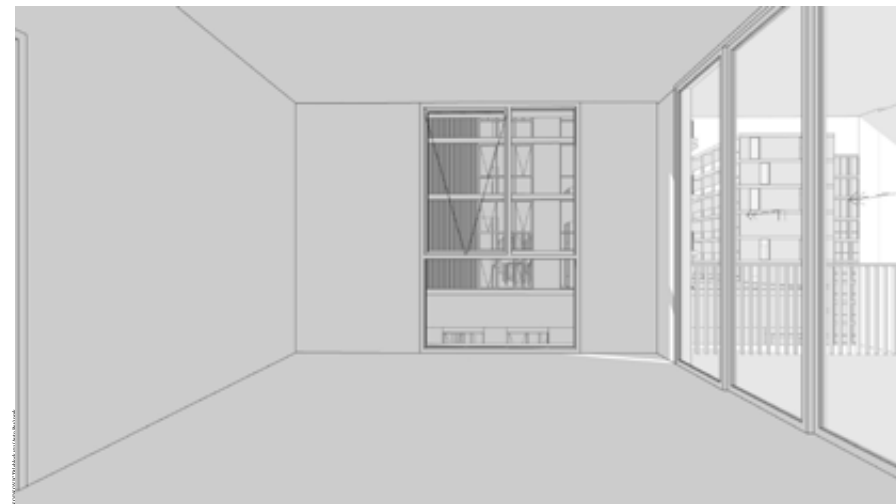
5 12pm  
1:274.31



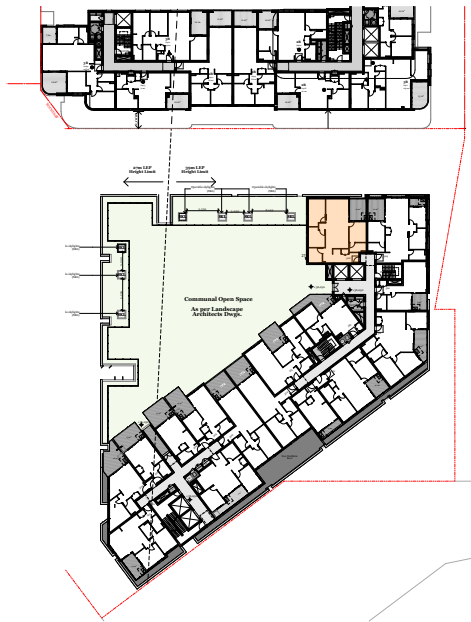
6 1pm  
1:274.31



7 2pm  
1:274.31



8 3pm  
1:274.31





0.8 - UNIT 409



2 9am  
1:27/4:31



3 10am  
1:27/4:31



4 11am  
1:27/4:31



5 12pm  
1:27/4:31



6 1pm  
1:27/4:31



7 2pm  
1:27/4:31



8 3pm  
1:27/4:31





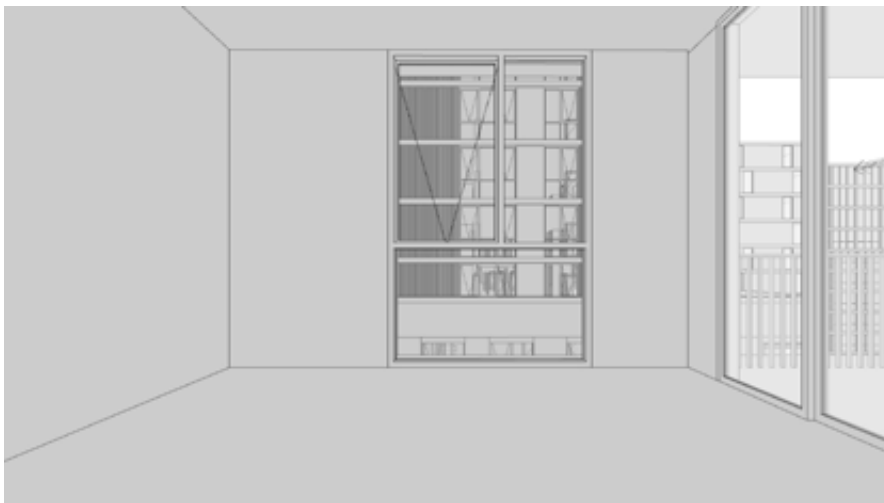
0.8 - UNIT 508



2 9am  
1274.31



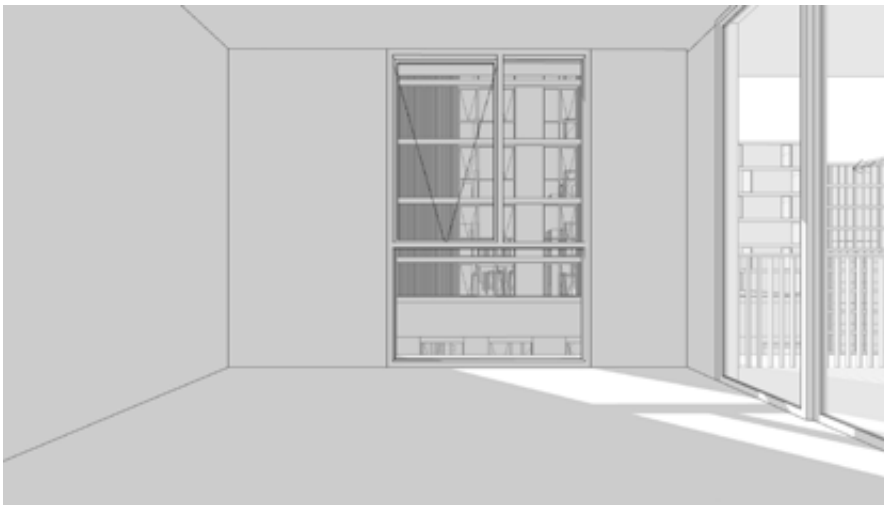
3 10am  
1274.31



4 11am  
1274.31



5 12pm  
1274.31



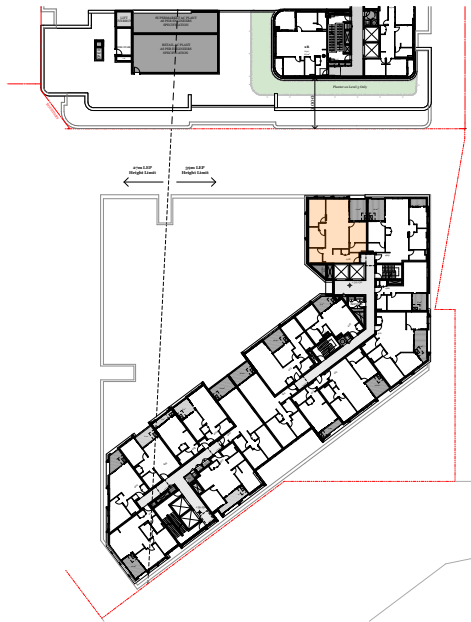
6 1pm  
1274.31



7 2pm  
1274.31



8 3pm  
1274.31





0.8 - UNIT 509



8 9am  
1:274.31



2 10am  
1:274.31



3 11am  
1:274.31



4 12pm  
1:274.31



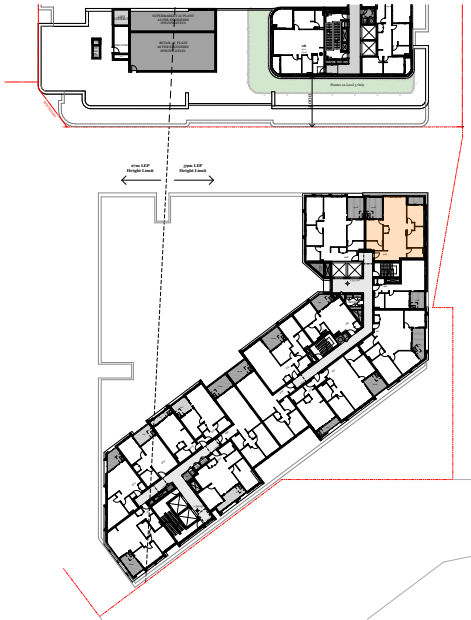
5 1pm  
1:274.31



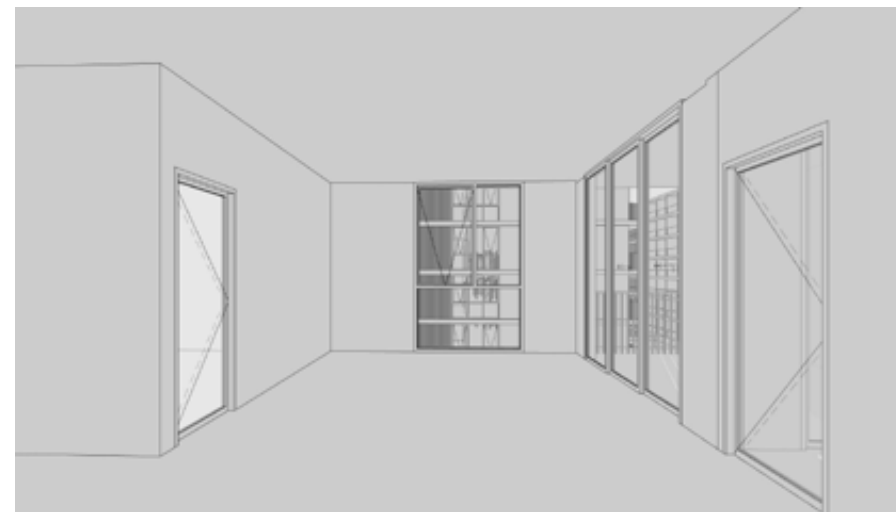
6 2pm  
1:274.31



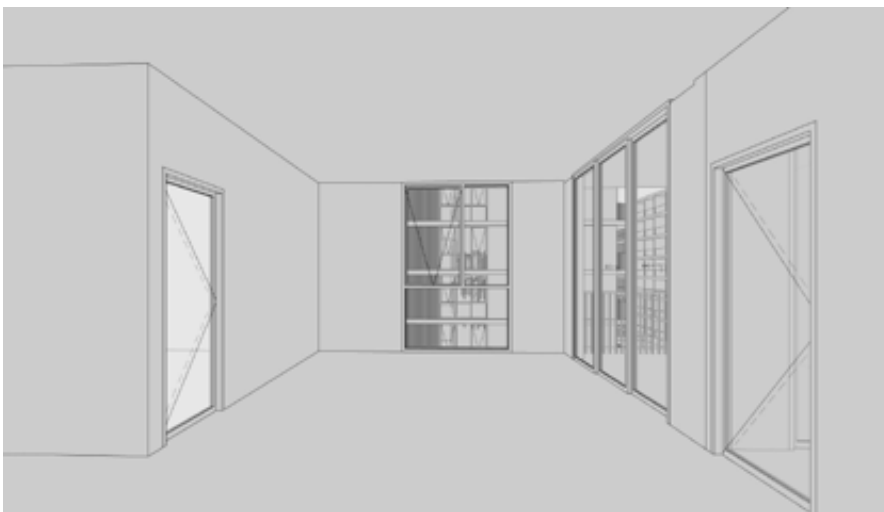
7 3pm  
1:274.31



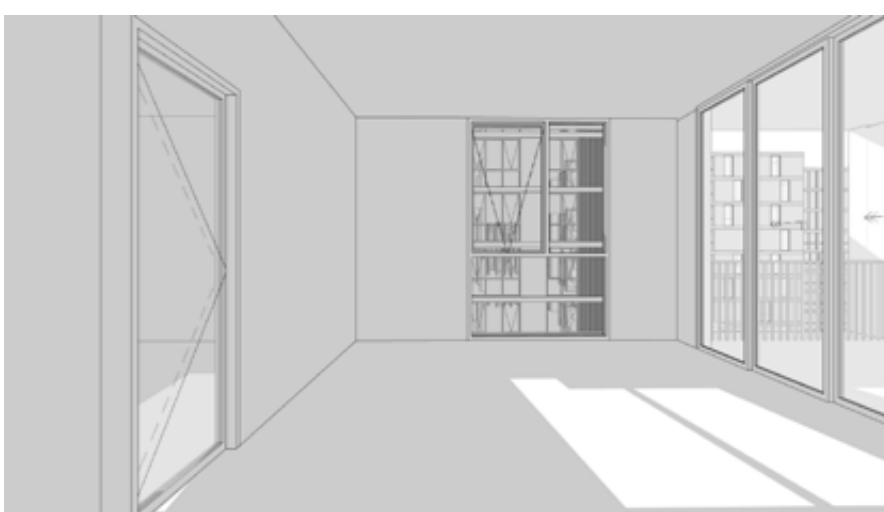
0.8 - UNIT 608



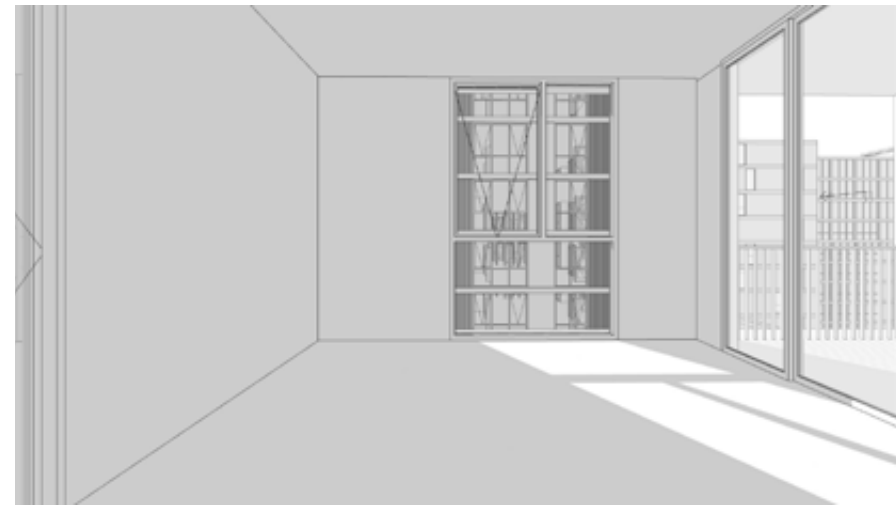
2 9am  
1:274.31



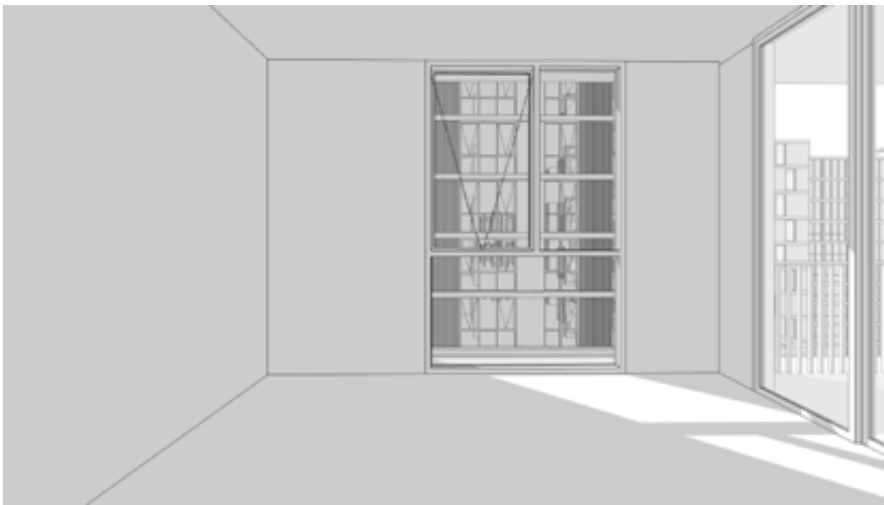
3 10am  
1:274.31



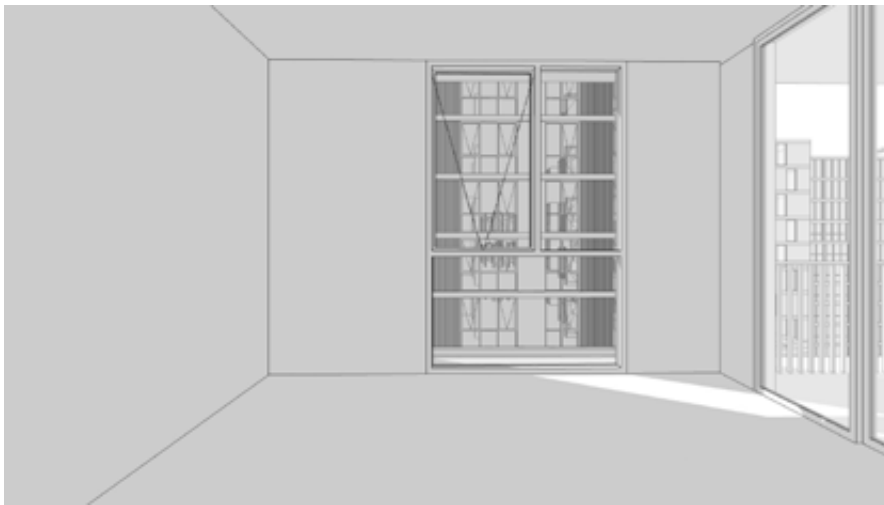
4 11am  
1:274.31



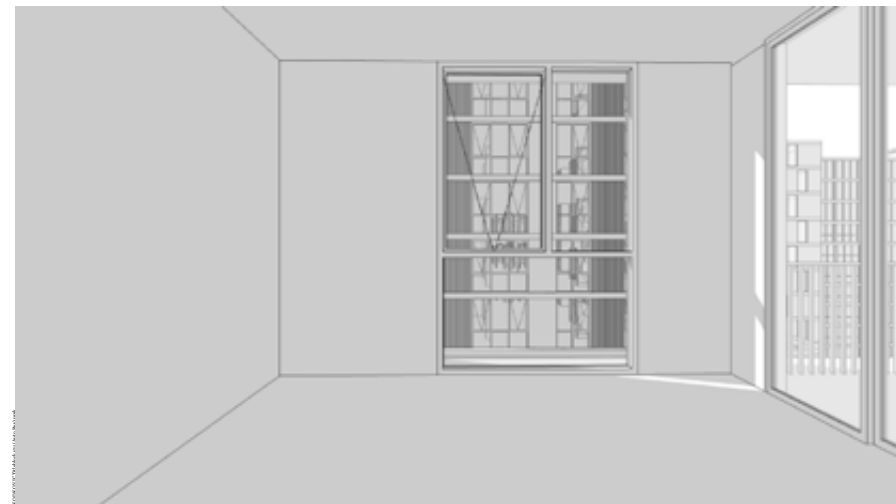
5 12pm  
1:274.31



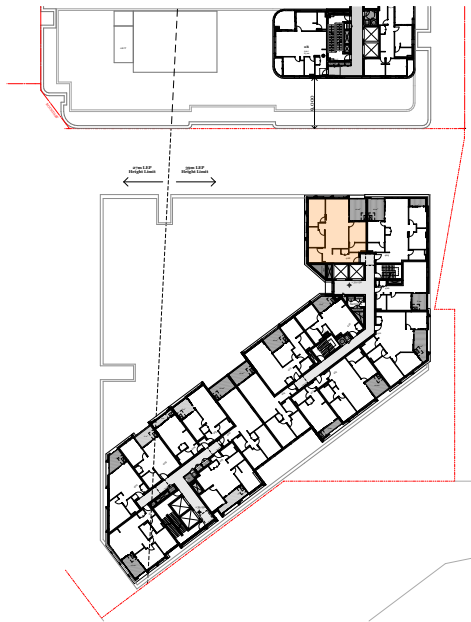
6 1pm  
1:274.31



7 2pm  
1:274.31



8 3pm  
1:274.31





0.8 - UNIT 609



8 9am  
1274.31



2 10am  
1274.31



3 11am  
1274.31



4 12pm  
1274.31



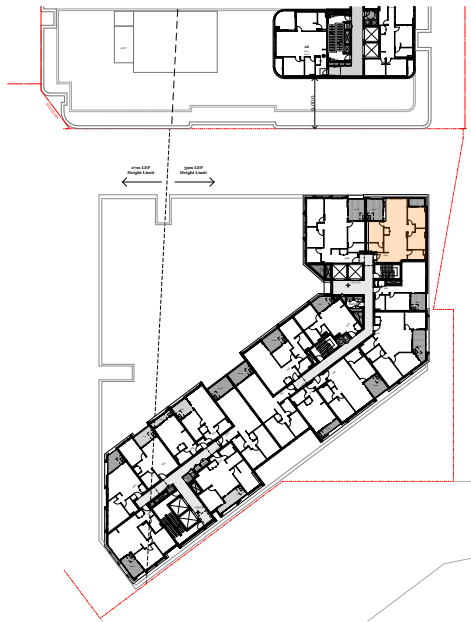
5 1pm  
1274.31

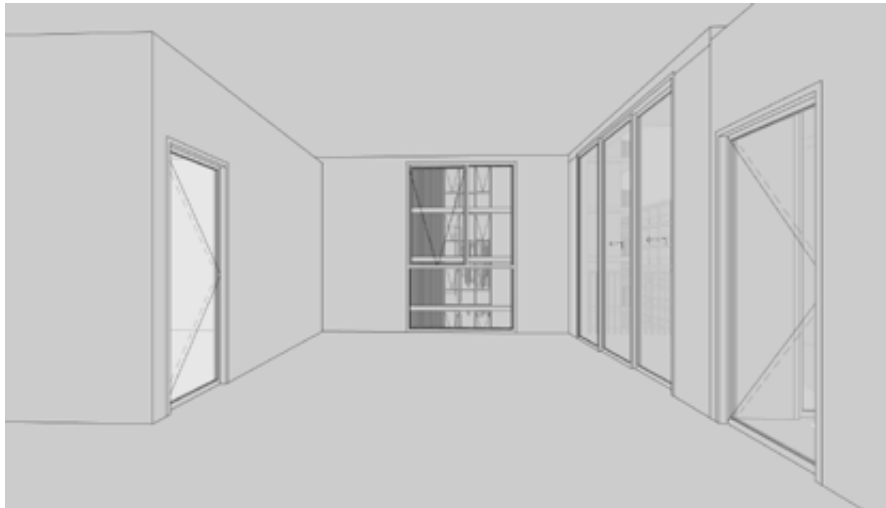


6 2pm  
1274.31

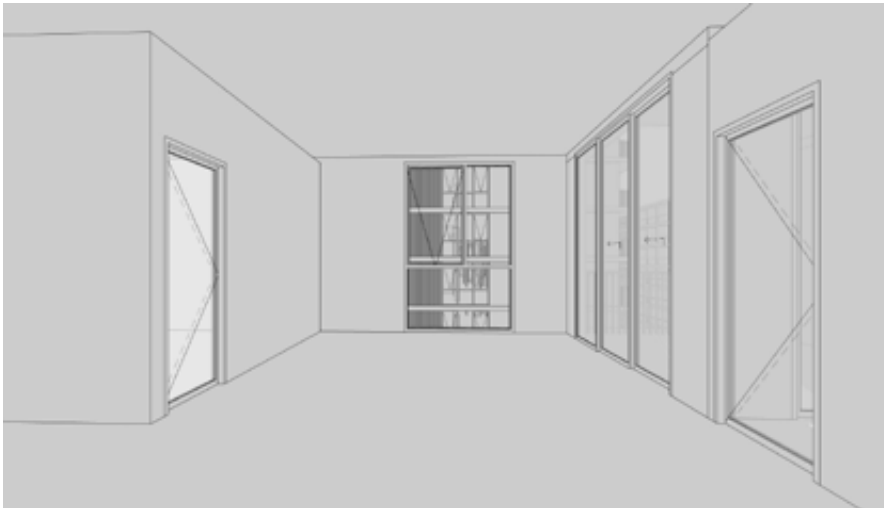


7 3pm  
1274.31

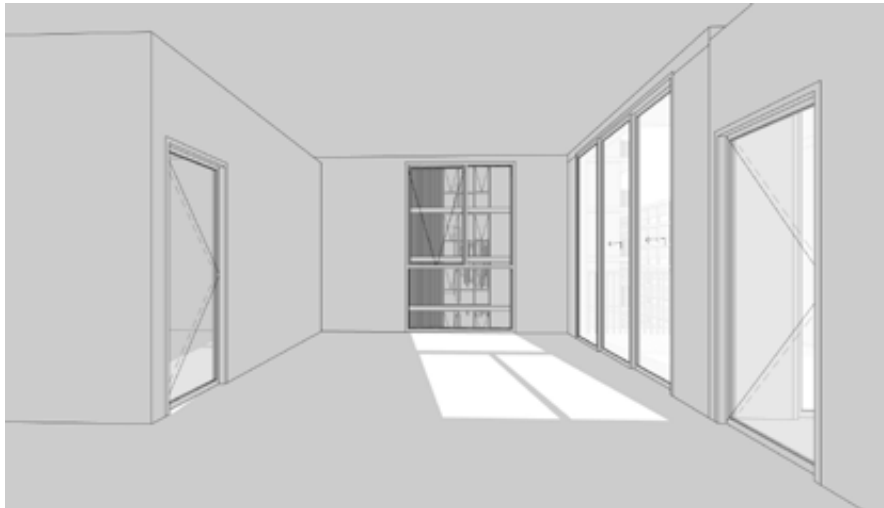




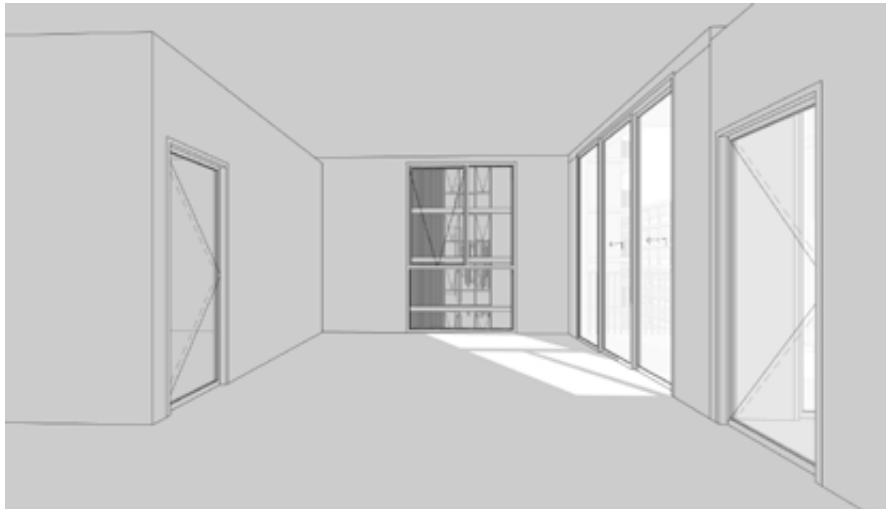
2 9am  
1:274.31



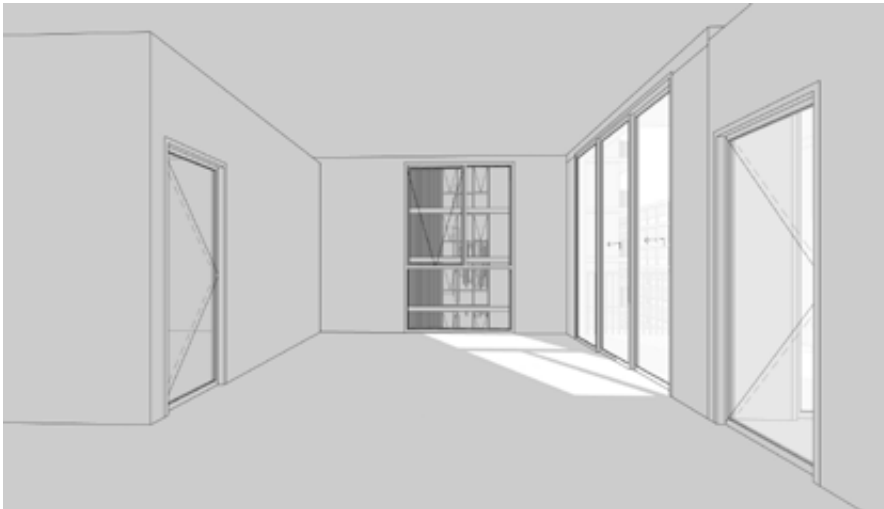
3 10am  
1:274.31



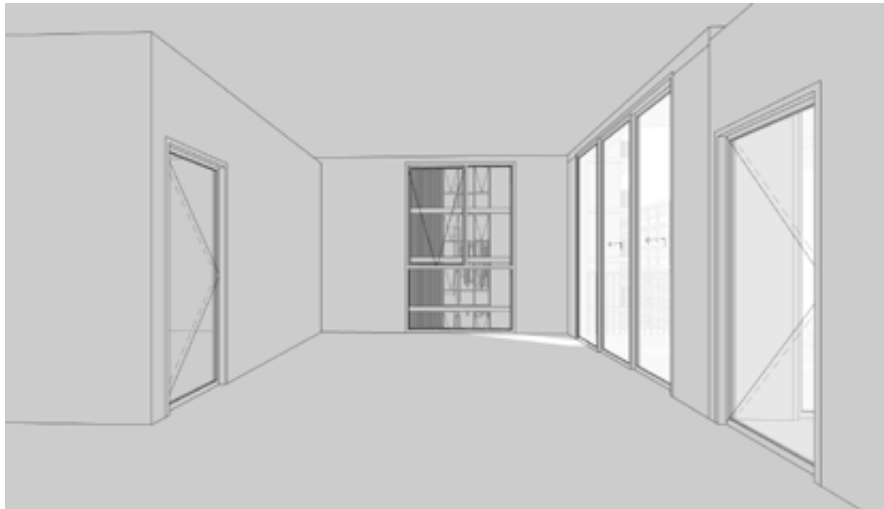
4 11am  
1:274.31



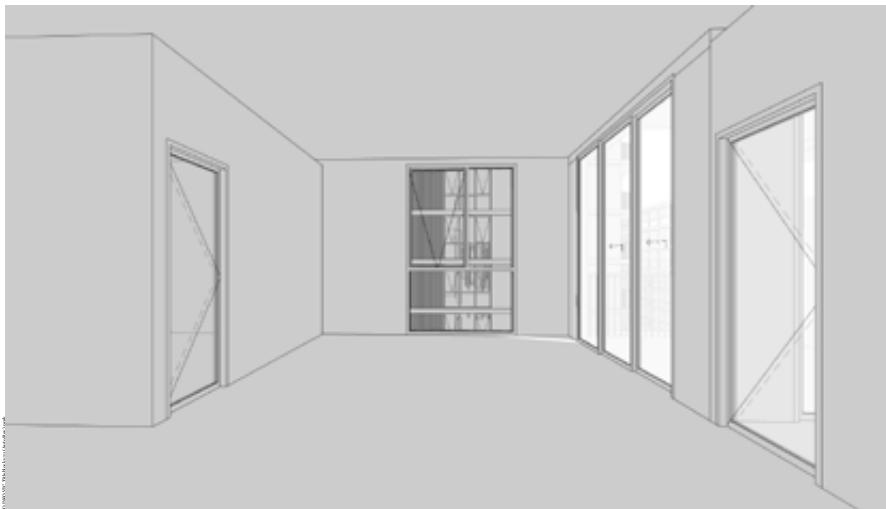
5 12pm  
1:274.31



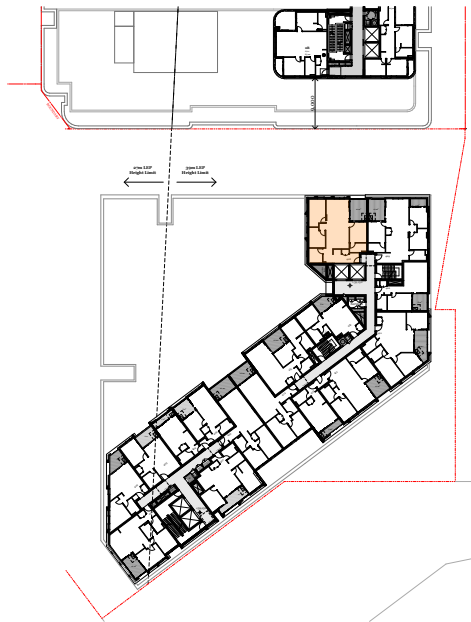
6 1pm  
1:274.31



7 2pm  
1:274.31



8 3pm  
1:274.31





0.8 - UNIT 709



8 9am  
12/24/31



2 10am  
12/24/31



3 11am  
12/24/31



4 12pm  
12/24/31



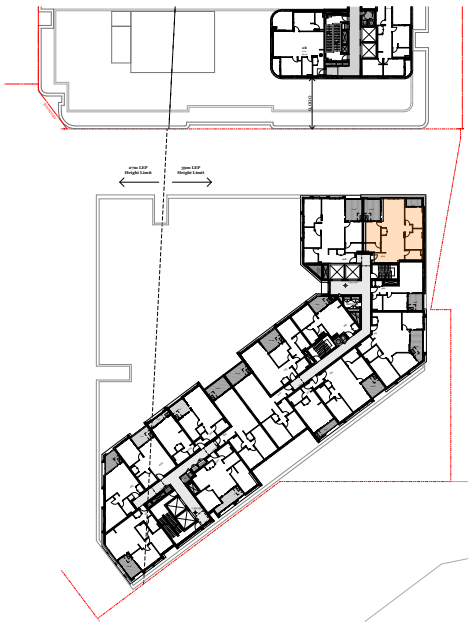
5 1pm  
12/24/31



6 2pm  
12/24/31



7 3pm  
12/24/31

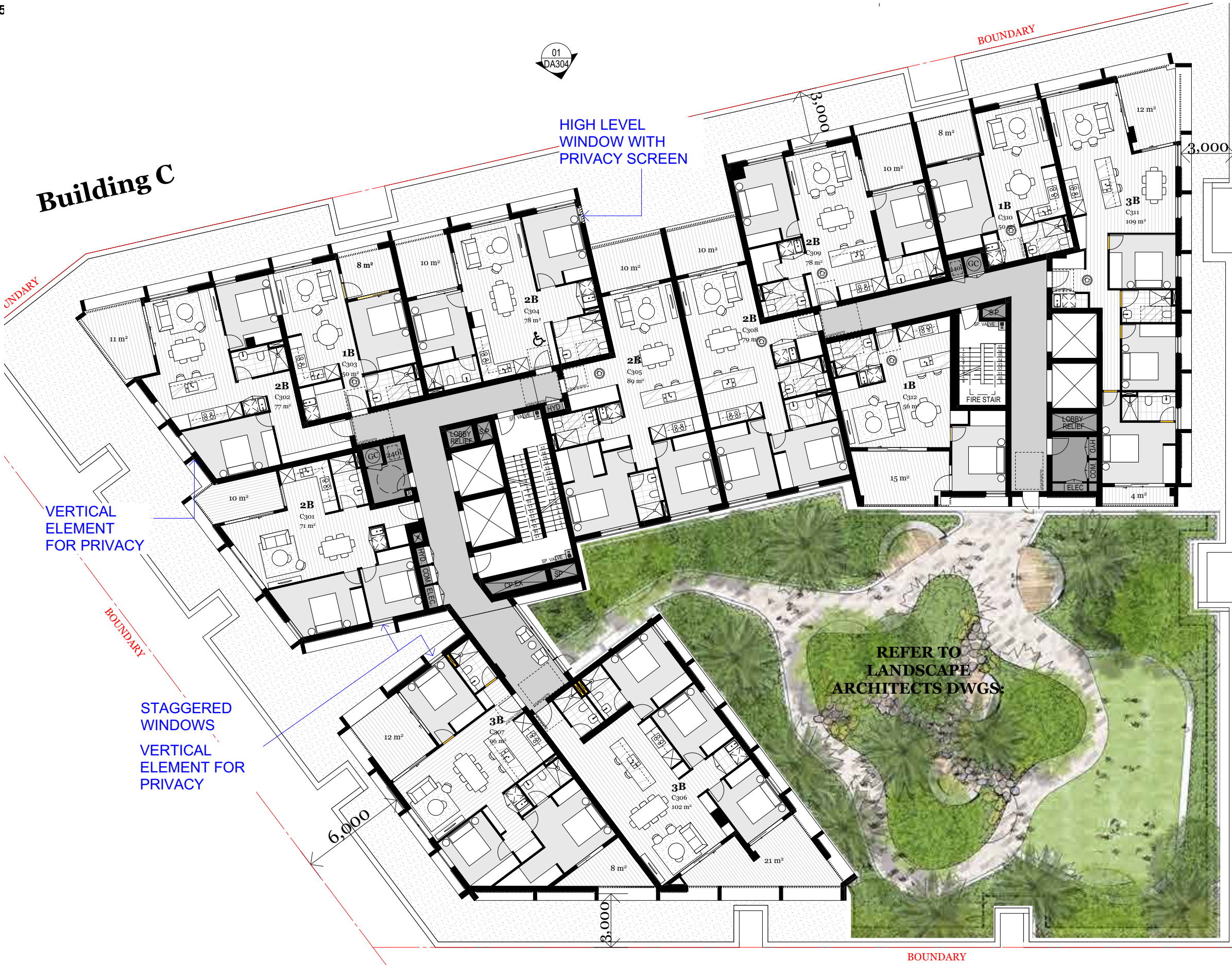


Council Comments

The separation between habitable spaces on the North South Laneway is less than the required ADG 12 metres. This is considered to result in privacy impacts.

Response

This diagram illustrates that privacy impacts have been addressed by ensuring that the windows are staggered and do not directly face each other.






Council Comments

The wayfinding strategy indicates that only one address point is to be used within each for both Building A and C. This does not seem adequate as Building C has 2 main lobbies with street address and Building A 4 residential lobbies with street / plaza address. It is not clear how the practical day to day deliveries will operate for each apartment building especially considering the growing need for courier deliveries, food deliveries, pickup/drop off and visitors etc

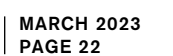
Response

The designated parcel rooms in each building. All parcel deliveries will be securely stored in these rooms for residents to access and collect.

Legend

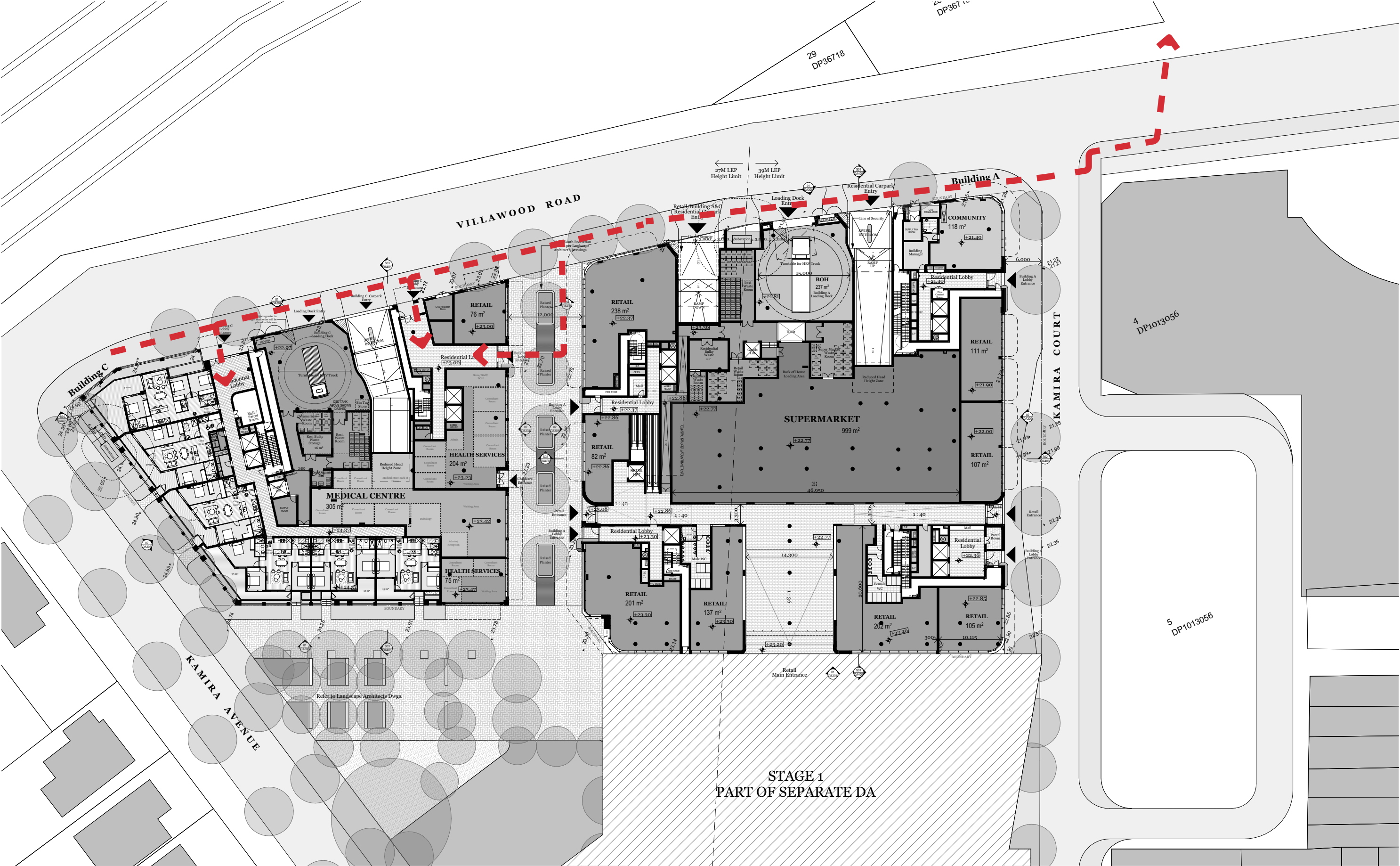
 Mail / Parcel Room







10 - BUILDING C PEDESTRIAN MOVEMENT TO LOBBIES



**Council Comments**

Most of the balconies just meet the minimum size as required in the ADGs. There is no clear location for AC or clothes drying identified on the plans. It is recommended that this be clarified as balconies are to meet minimum ADG areas separately to AC.

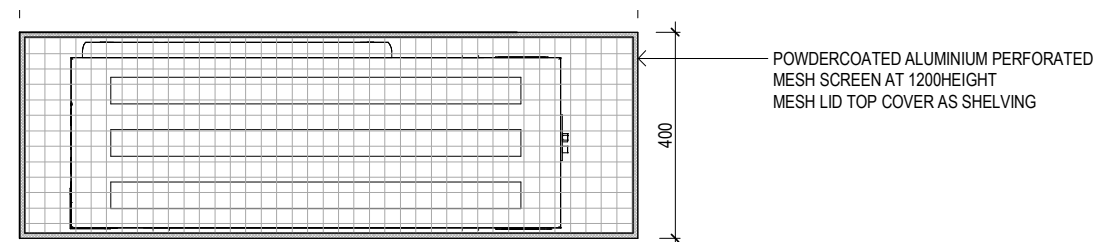
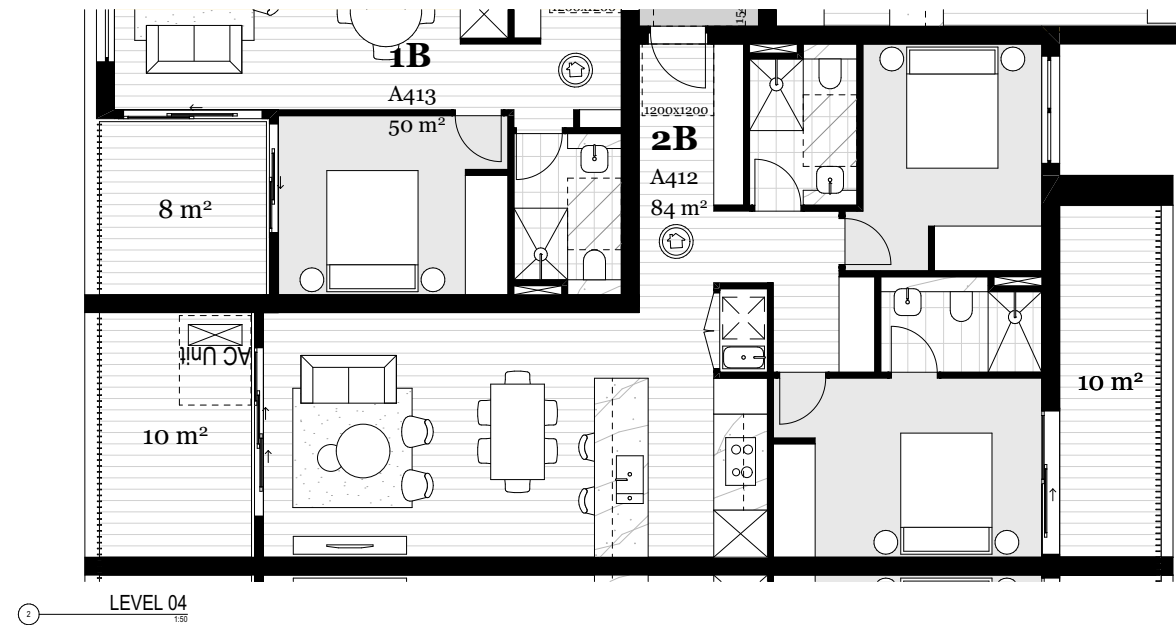
**Response**

The proposal incorporates pre determined location points and encasing design responses for A/C units on balconies. The location of the integrated units on the balconies are illustrated in the plans.

- All units are to be located on the floor of the private balconies, with no units hung from the walls.
- All units are located against the rear walls of the balconies to minimize their presence when viewed from the street, to ensure that they provide a functional addition to the balcony, and to maximise the balcony space for usable private open space.

In relation to the design of the A/C units:

- The units comprise powdercoated aluminium perforated mesh screen to a height of 1200mm. The coloured mesh screens the plant and integrates into the balcony design (as set out in the ADG)..
- The enclosure is fitted with a mesh lid top cover that provides a functional shelf to the balcony that allows for items such as a pot plant.





DKO  
TP

