

DESIGN STATEMENT BY THE CONSULTANT

PROJECT: Inglis Riverside Stables
DISCIPLINE: Landscape Architecture
SUBJECT PREMISES: 155 Governor Macquarie Drive, Warwick Farm NSW 2170
DEVELOPMENT REFERENCE NO: DA-1080/2022
LANDSCAPE ARCHITECTS: Arcadia Landscape Architecture Pty Ltd.
ABN: 83 148 994 870

To whom it may concern,

Arcadia is responding specifically to the ***Request for Additional Information*** raised by Liverpool City Council in relation to the proposed development located at 155 Governor Macquarie Drive, Warwick Farm.

7. Design Excellence Panel

4.4 Sustainability

- ***The Panel requires the applicant to consider adequate sustainability measures for the development. Provide a summary of all initiatives being considered as part of the proposal (i.e., water, energy and materiality).***

The proposed landscape design includes several sustainability measures in line with current industry best practice. The majority of the proposed planting to Site A comprises hardy native plant species with minimal irrigation demand once established, which will reduce water consumption. Both Site A and Site B make use of green roofs, for thermal insulation benefit, increased biodiversity, and reduced stormwater run-off.

Pavements are proposed to be graded towards garden beds to maximise passive irrigation and to reduce stormwater run-off.

To assist with reducing heat island effect, the proposed pavements to Site A transition away from the black granite flagstones of the William Inglis Hotel entrance, to a palette of lighter pavers with a greater solar reflectance index.

4.5 Landscape

- ***The Panel appreciates the detailed landscape scheme developed for the site. The Panel requires the applicant to consider additional landscaping along the boundary and public domain interface along Governor Macquarie Drive. Provide additional landscaping at ground floor to improve the entrance to the hotel.***

The proposed landscape design maximises soft landscaping to the ground floor, introducing garden beds to both the Site A entry façade, and interspersed through the entrance forecourt. The boundary to the public domain along Governor Macquarie Drive already features significant tree planting which will assist in softening the appearance of the Site A development from public viewpoints as the trees mature.

- ***Provide additional landscape areas and buffers to the childcare facility.***

The childcare facility has been removed in the latest architectural drawings. The landscape design proposes a continuous planted buffer to the proposed commercial tenancy.

- ***The Panel notes that the applicant proposes a large Angophora tree within the traffic island near the childcare drop off. The Panel recommends the applicant to consider alternatives to ensure sightlines and visual amenity of the public frontage.***

The large traffic island presents a significant deep soil opportunity which the landscape design looks to leverage through the planting of a large native tree. This will have significant benefits, with shade coverage reducing heat island effect, additional screening and softening of the Site A built form from public viewpoints, and green outlook from within the Site A development. This large tree is proposed to be procured at 600L+ to provide sufficient clear underpruned stem height so as not to impede ground level pedestrian and vehicle sightlines.

- ***The landscaping, landscape buffer to Macquarie Drive and access roads, deep soil planting at the new hotel appears to be insufficient. It seems like the building is too close to Macquarie drive to provide adequate landscaping. Consider means to improve the landscaping to these areas such as a reduced hotel and podium footprint.***

The proposed Site A development proposes the retention of the existing as built landscape buffer to the site boundary with Governor Macquarie Drive, including the existing tree planting. The road access is already established and links beyond Site A to the hospitality and parade grounds. A landscaped buffer is proposed along the ground level Site A commercial tenancy, and significant soft landscaping and trees are proposed to the deep soil of the Site A forecourt.

- ***The provision of the new substation along the port cochere drop off road is also unfortunate and will detract from the public realm amenity, and sight lines of the drop off. A better integrated substation is required within the new building or away from the drop off precinct.***

As the relocation of the existing substation is not feasible, the proposed substation will also need to remain in the current location. Compliant landscaping will be used to provide screening while retaining sightlines.

- ***The Applicant should review the setbacks of other new developments along Governor Macquarie Drive to provide a consistent treatment. Existing Setbacks should not be reduced.***

The proposed Site A building has a 22m setback from Governor Macquarie Drive which is consistent with the warehouses south of the development.

8. City Design and Public Domain

(a) Context

- (i) ***The site has an approximately 490m frontage to Governor Macquarie Drive, which should be embellished as part of this development (e.g., canopy street tree plantings).***

The proposed Site A development proposes the retention of the existing as built landscape buffer to the site boundary with Governor Macquarie Drive, including the existing tree planting which will provide significant screening and amenity as it matures.

- (ii) ***It is recommended that the development include contributions to the public domain by incorporating large (200-400L) street tree plantings (at 8-10m centres), along the Governor Macquarie Drive frontage, as part of the overall landscape proposal.***

Refer to response above. The preferred approach is to maintain the existing tree amenity within the site, and allow these existing tree plantings sufficient light and space to mature.

(iii) It is recommended that this development include embellishments to the internal pathway network (within the adjacent lot) to provide safe pedestrian and cyclist connectivity from the surrounding AT network.

The landscape design proposes that the existing pedestrian crossing connecting the existing carpark area to the Site A forecourt be re-aligned along the new axis / sightline created by the Site A L1 podium terrace, stairway, and ground level forecourt, creating a strong wayfinding outcome and clear and visible pedestrian connections between lots.

(iv) Canopy tree plantings along the pathways and access road (within this adjoining lot) should be considered to enhance the overall arrival experience.

The existing landscaping to the arrival access road and pathways is of a high quality and already features tree plantings for shade and visual amenity. This will increase over time as the tree plantings mature.

(v) It is recommended the proposal consider for the overall arrival experience (into the site), to cater for pedestrians and cyclists and the overall increased demand from the hotel and childcare centre.

The proposed design of Sites A and B leverages the existing high quality arrival experience of the entrance road and hotel porte-cochere, and adjacent pathways and forecourt spaces. These spaces comprise high quality finishes, significant planted amenity, and trees. This offers a high quality arrival sequence to pedestrians, cyclists, and vehicles alike. The existing pathways are generously dimensioned and are suitable for the increased demand. The proposed Site A forecourt, including vehicle drop-off slip lane, provide wide pathways along all key pedestrian desire lines, providing clear and safe wayfinding.

(vi) Additional treatments for the implementation of a pedestrian priority area (e.g., shared zone as below image) within the frontage of the site, to facilitate traffic calming and encourage walkability within in the precinct. This could include paved surface treatments, flush kerbs etc.

The existing hotel porte-cochere is a low speed zone with good visibility in all directions, and clearly defined pedestrian crossings to the carpark areas. The brick surface provides a visual cue for traffic calming and identifies the space as being a lower speed area. Significant re-work of this space is not likely to provide any additional level of pedestrian safety over and above the current existing condition.

(c) Landscape

(i) The application does not include any indication of planting pot size and quantities. Plant size and quantities are imperative to the successful implementation of the proposed landscape design (as it is depicted within the submitted landscape package). To achieve the intent of the submitted design, within a reasonable timeframe, adequate plant sizes and quantities must be included within the proposal. It is encouraged that on the Level 02 terraces the applicant should utilise a minimum 100L pot size for all tree plantings.

Refer to latest landscape design report and drawings which clarifies the proposed planting densities, quantities, and pot sizes.

(ii) Minimum soil volumes outlined in Part 4P of the Apartment Design Guidelines, for all on-slab plantings (e.g., trees, shrubs, and turf etc.), should be achieved.

As noted on page 21 of the landscape design report, the landscape design proposes minimum 600mm soil depth to all podium planters to support healthy and viable growth for groundcovers and shrub planting. The soil depth shall be mounded to 1000mm where tree planting is proposed, to ensure adequate depth and volume for the proposed trees.

(iii) Where large mature trees have been depicted to 'sell' the proposal (in renders, elevations, sections and plans etc.), large pot sizes should be proposed within the landscape design, to ensure the design intent is achieved within a reasonable timeframe of project completion.

Refer to updated landscape design report planting schedules, it is proposed that entry statement trees be procured at 600L+ to provide sufficient clear underpruned stem height so as not to impede ground level pedestrian and vehicle sightlines.

(iv) Where possible and if healthy, the nine (9) Lagerstroemia trees should be considered for relocation to another suitable area within the subject and/or adjacent site, as part of the proposed landscape works.

These trees could be repurposed to line the main entrance and/or form part of an alternate landscaped area and/or be included within the adjacent RE1 area.

The landscape design proposes transplanting 3no. trees impacted by the new Site B works, into the new design. The design intent for the Site A entrance is to use a native planting palette, to provide a distinct identity for Site A from Site B. The remaining 9no. Lagerstroemia trees are proposed to be relocated elsewhere within the Riverside Stables precinct, at the owners discretion.

(v) The applicant is encouraged to include street tree plantings within the southern public domain frontage of 155 Governor Macquarie Drive, to maximise tree canopy coverage within the area, as per the advice of the DEP and noted in the Context section in this letter.

The proposed Site A development proposes the retention of the existing as built landscape buffer to the site boundary with Governor Macquarie Drive, including the existing tree planting which will provide significant screening and amenity as it matures.

The preferred approach is to maintain the existing tree amenity within the site, and allow these existing tree plantings sufficient light and space to mature.

(vi) The landscape proposal must include treatments to visually conceal and integrate the substation within the landscape through screening, plantings and/or public art. Ideally these substations would be required to be relocated to a back of house location or within the building and/or basement car park. The application is to look for alternative methods for the location of the substation.

As the relocation of the existing substation is not feasible, the proposed substation will also need to remain in the current location. The landscape design proposes screen planting to the substation to reduce its visual impact. Refer to updated landscape design report and drawings.

(vii) If a pedestrian priority zone is not applicable, CDPD encourages the applicant to consider raised pedestrian crossings (i.e., at the level of the kerb) to prioritise pedestrian safety and movement and assist with vehicle calming within the frontages of the site as shown below.

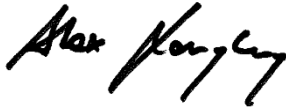
Raised pedestrian crossings will be prioritised, reviewed with the access consultant and implemented.

(viii) There is concern raised for the positioning of Site B built from in proximity to the adjoining road. This design provides minimal usable space for pedestrians to walk alongside the road (e.g., connect to the crossing). There is also no footpath on the opposite side of the roadway to facilitate this movement. Pedestrians will be forced to use the road which creates a dangerous situation. A larger setback from the kerb should be considered by the applicant, to better facilitate safe pedestrian movement around Site B (without having to walk within the internal garden and/or bar areas). See image below.

The western pedestrian crossing leads directly to a main entryway to the Site B restaurant, terrace and garden space. The restaurant will be planned as a semi-public space that is open to the gardens. Pedestrian movement along the front edge of the development would therefore not be encouraged

through landscaping, nor required along the road, as the two existing pedestrian crossings lead movement directly to the two main entries from within.

Yours Faithfully - For Arcadia Landscape Architecture Pty Ltd.

A handwritten signature in black ink, appearing to read 'Alex Longley', written in a cursive, fluid style.

Alex Longley
Principal

11th August 2023