

Mayfair On Penrith

160, 162 & 172 Lord Sheffield Circuit, North Penrith
DA Design Report

Prepared for
Urban Property Group

Issued
November 2022

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Surry Hills NSW 2010
Australia

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SJB acknowledge the Traditional Custodians of the land on which we live, practice, and visit, and pay our respects to Elders past, present, and emerging. We recognise the continuous engagement and caring of the lands, waters, and skies by First Nations peoples for time immemorial.

We support the Uluru Statement from the Heart and accept its invitation to walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people toward a better future.

Note: this report incorporates information and events up to the issued date only. The Consultant, SJB Architects NSW (hereafter SJB), prepared this report on the instructions, and for the benefit only, of the Client for the purpose of the project named on the cover of this report, and not for any other purpose or use. This report has been prepared with appropriate due care, and the assumptions and recommendations contained within are made in good faith, and on the basis of information supplied to SJB at the date of this report. No responsibility is accepted by SJB or any of its employees for any errors in data which is either supplied by the Client, a third party to SJB, or which SJB is required to estimate, provided that this will not absolve SJB from liability arising from an opinion expressed recklessly or in bad faith. This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of SJB.



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ISO 9001:2015 Quality Management System
ISO 45001:2018 Occupational Health & Safety Management System
ISO 14001:2015 Environmental Management System

Version: 00

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1

Introduction + Background

Introduction + Background

Country

Country of Site

The site is on the traditional land of the Darug nation.

Neighbouring Countries

The Darug, originally a Western Sydney people, were bounded by the Kuringgai to the northeast around Broken Bay, the Darkinjung to the north, the Wiradjuri to the west on the eastern fringe of the Blue Mountains, the Gandangara to the southwest in the Southern Highlands, the Eora to the east and the Tharawal to the southeast in the Illawarra area.

Mulgoa Tribe*

Prior to the arrival of the Europeans, the Penrith area was home to the Mulgoa tribe of the Darug people. Occupation of the land occurred for over 60,000 years prior to colonisation.

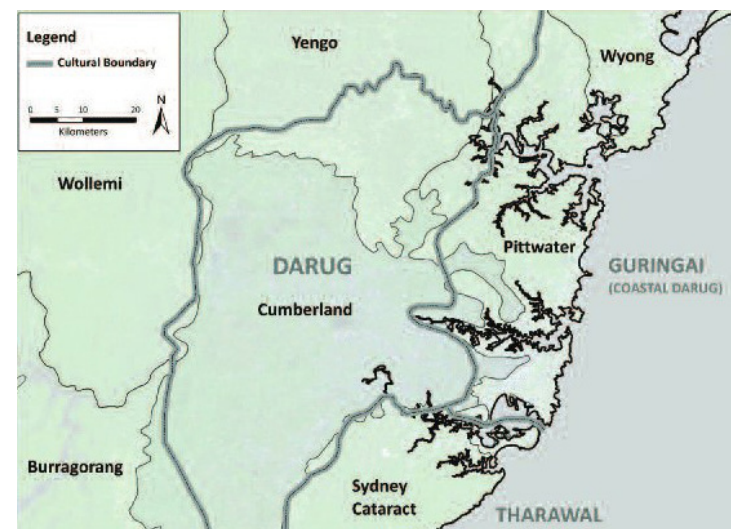
This land was sustained through sophisticated fishing practices, agricultural systems and land management, which allowed The Darug people to live in harmony with the area's environment.

The local Aboriginal community can point to thousands of years of history in the Penrith Lakes area with archaeological evidence of their campsites still existing. Archaeological evidence of Darug campsites, located on the high ground above the river flats still exists in the form of stone artifacts, funeral remains and hearths.



Reconciliation NSW - NSW Aboriginal Languages & Nations Map

Site



*Aracdia Design Report

Colonial History

Penrith was first inhabited by the Aboriginal Darug Tribe with many descendants still living in the area today.

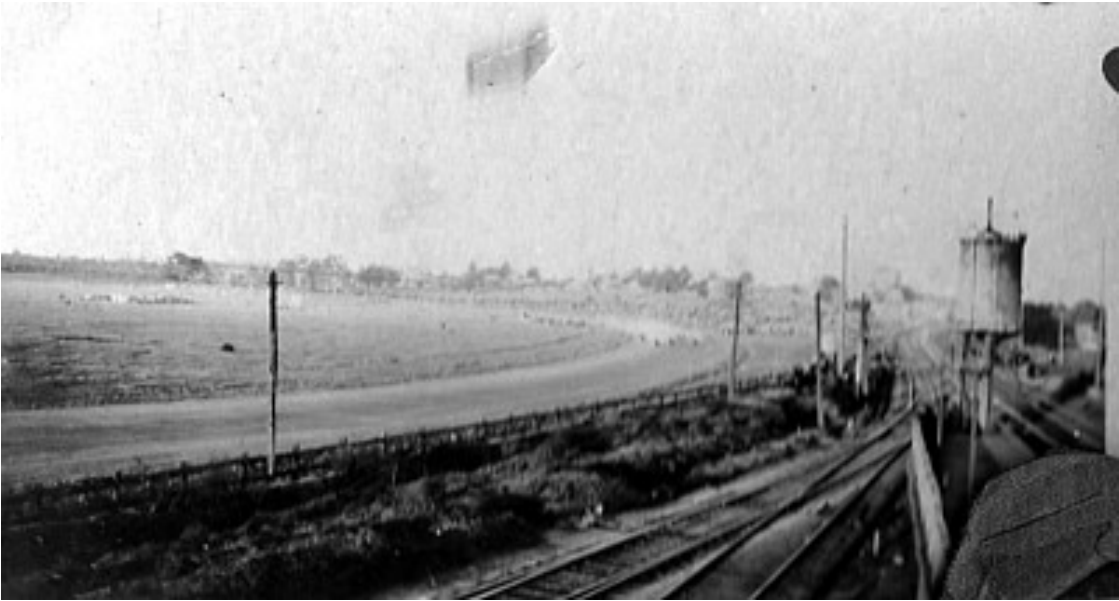
The European recorded history of Penrith began in June 1789. 18 months after the landing of the First Fleet, an exploring party led by Captain Watkin Tench set out to further discoveries made by Governor Arthur Phillip earlier in the month. Tench and his party discovered the Nepean River. Tench's party became the first Europeans to see the site of what is now the City of Penrith.

Tench wrote 'we found ourselves on the banks of a river, nearly as broad as the Thames at Putney and apparently of great depth'. Governor Phillip named the river after Evan Nepean, the under-secretary of state in the Home Office, who had been largely responsible for the organisation of the First Fleet. From this point, European settlement began in earnest, firstly on the Hawkesbury River, and later southward up the Nepean

Conflict between the Darug Tribe and Europeans ensued. The Hawkesbury and Nepean Wars (1794–1816) were a series of conflicts where British forces, including armed settlers and detachments of the British Army, fought against Indigenous clans inhabiting the Hawkesbury River region and the surrounding areas to the west of Sydney. The wars began in 1794, when the British started to construct farms along the river, some of which were established by soldiers.

The site is located adjacent Penrith railway station which is a heritage-listed railway station located on the Main Western line connecting Sydney Central Station with the Blue Mountains. The 1863 building was built by M. and A. Jamison and D. Forest and is a heritage listed item.

The site itself is located on the site of the Penrith Speedway. The land of the Penrith Speedway is on the first land grant of Captain Daniel Woodriff. Penrith Speedway held their first Speedway event in 1924. Racing continued until 1941 when the Commonwealth Defense Department compulsorily acquired the land.



Site Location

The site is located in North Penrith and is known as 160, 162 and 172 Lord Sheffield Circuit, North Penrith.

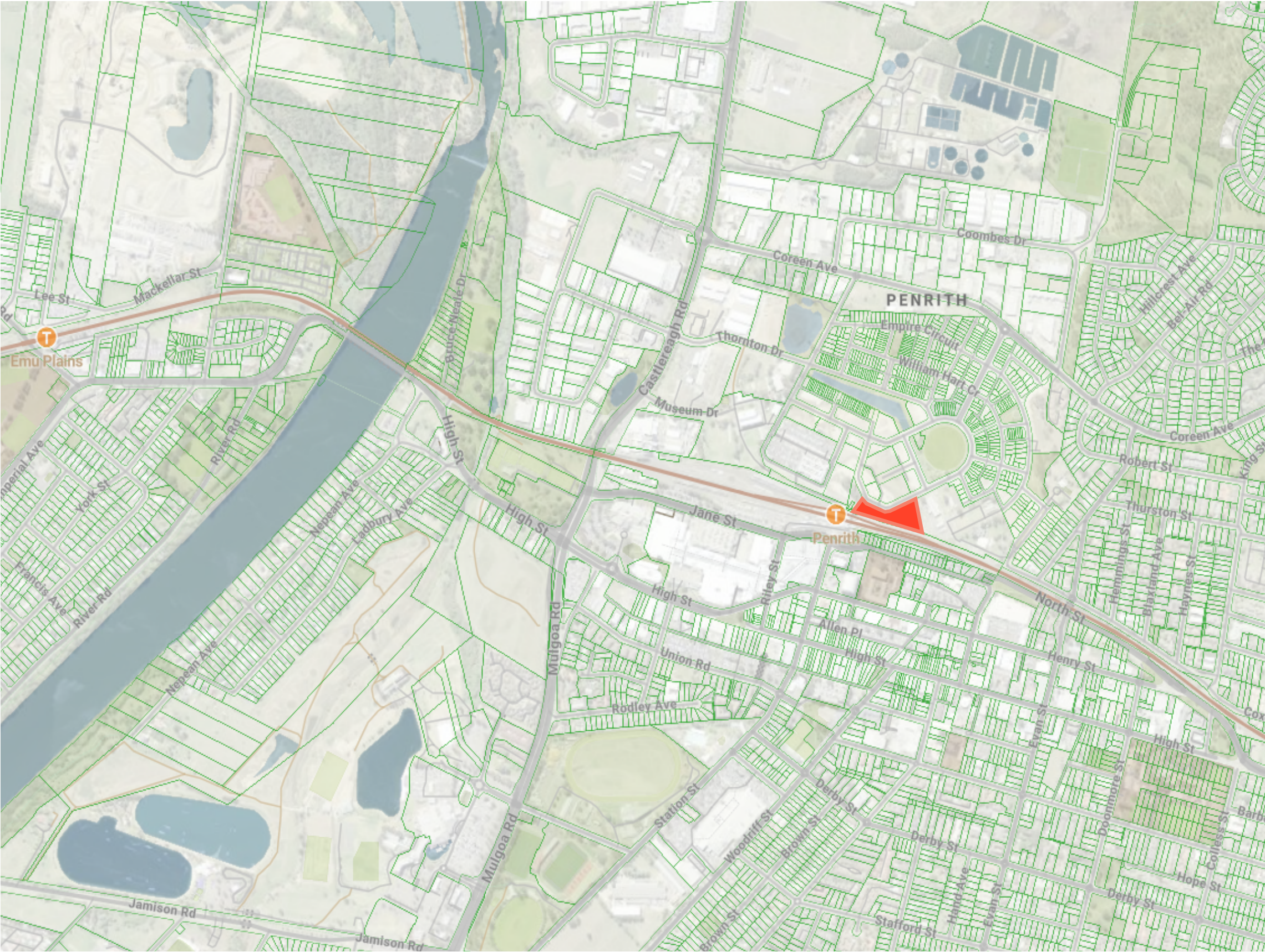
It comprises Lots 3001, 3002 and 3011 in DP1184498.

- The immediate site interfaces are;
- the northern entrance of Penrith Station (west boundary)
 - defence land (east boundary)
 - a primary street frontage to Lord Sheffield Circuit (north boundary)
 - a direct interface with the railway corridor (south boundary).

The site is on the Northern side of the rail corridor within close proximity to Ron Mulock Oval and Parker Street Reserve.

The Nepean River is within 1.5km of the site and marks the base of the Blue Mountains.

- To the South of the railway corridor is the town centre which includes;
- Nepean Hospital
 - Penrith Public School
 - St Nicholas of Myra Primary School
 - Neapean Village Shopping Centre
 - Westfield Chopping Centre



■ Site

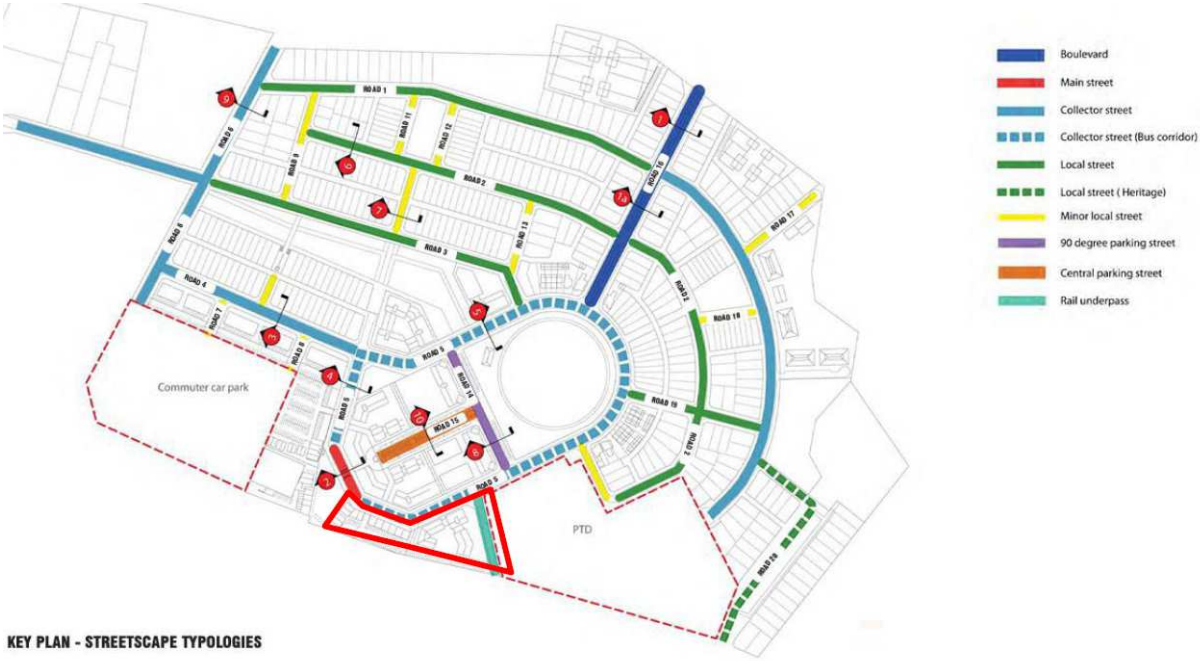
Planning Context - Concept Plan

Thornton (North Penrith) Concept Plan applies to the Site.

- The Concept Plan approved, as modified:
- Approximately 1,000 dwellings;
 - 4,500sqm of retail floor space;
 - 10,625sqm of commercial floor space;
 - 7000sqmof light industrial floor space; and
 - 72,000msqm of open space, drainage and associated infrastructure.

- Schedule of Commitments of the approval, which include:
- The promotion of housing diversity in Penrith by including a wide mix of dwelling types and sizes for a range of household types;
 - The delivery of rental housing and a proportion of dwellings that are affordable for low income earners;
 - The generation of at least 783 full time jobs across the precinct;
 - Implementing public art throughout the site;
 - Delivery of a wide plaza and good pedestrian access to Penrith Station; and
 - Future applications are to consider the Development Control Plan (DCP)

Note: Much of the development recently within the Concept Plan boundary has gone beyond the parameters envisaged by the 2011 Concept Plan



Planning Context - LEP

The following Planning controls apply to the site that inform the built form and layout:

- Penrith Local Environmental Plan 2010 (PLEP 2010)

Summary of Key LEP 2010 Controls

- B2 Local Centre Zoning
- No Maximum FSR Control prescribed by Controls
- Maximum building height of 35.2m (includes 10% design excellence height bonus. LEP control is 32m)
- Design Excellence – requiring design excellence competition



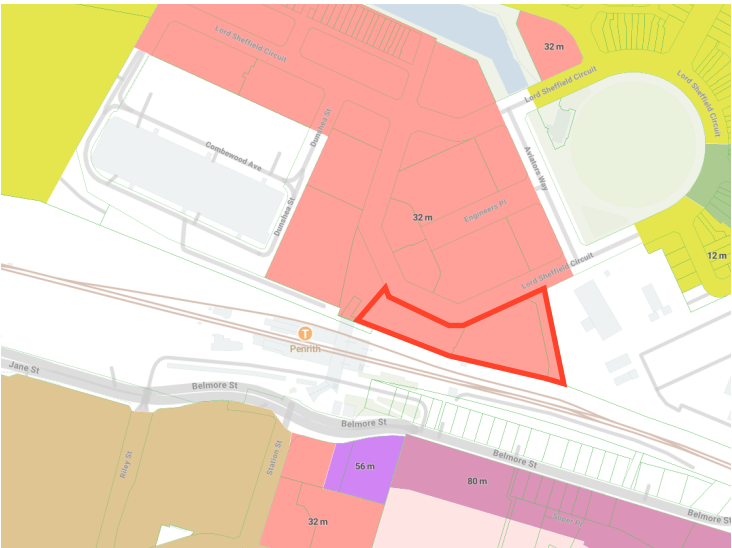
Site Location



LEP Zoning - B2 Local Centre



LEP FSR - N/A



LEP Height - 32m



LEP Heritage -Site not identified as a heritage item



LEP Acid Sulfate Soils -
LEP Flooding
Site not identified as affected
Site not identified as affected

Planning Context - DCP

The following Planning controls apply to the site that inform the built form and layout:

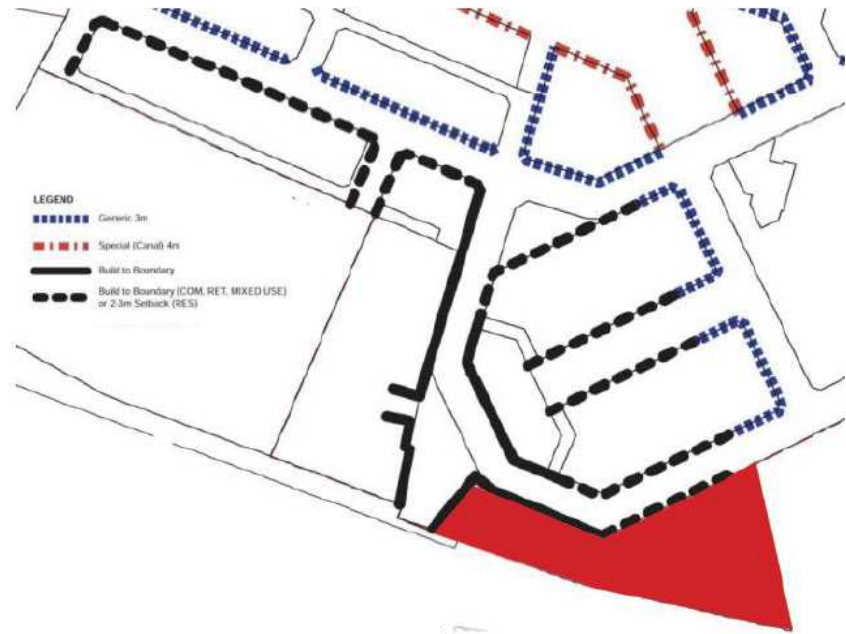
- Penrith Development Control Plan 2014 (PDCP 2014) – in particular Chapter E11 Part B relating to North Penrith

Summary of Key PDCP 2014 Controls
Chapter E11 of the PDCP 2014 establishes an overarching vision for the development of North Penrith Precinct in accordance with the Concept Plan – with the content of the Concept Plan Design Guide being reflected in the DCP. It also provided provides maps to communicate built form controls that relate to setbacks, land use, active frontages and building height – noting inconsistencies between the DCP and LEP controls in areas such as building height

- Desired outcomes and objectives in this section include:
- Create well-designed spaces that engage and activate its community for living and working.
 - Provide diverse, yet cohesive, housing products that allow capability to ever changing household needs and formations
 - Provide a dense and interconnected mixture of land uses which include residential, recreational, employment, retail, office and business services
 - Meet the growing and aging population of Penrith through the provision of a diverse range of housing types and sizes.
 - Cater for the daily needs and services of the North Penrith community and commuters using Penrith Railway Station.



Site



Site

Design Competition -Outcomes & DIP Process

Design Competition
As required by Clause 8.4 of Penrith LEP 2010, Design Excellence is required to be demonstrated for reequipment of the site

In accordance with this clause, a Design Competition was undertaken in accordance with the Director General’s Design Excellence Guidelines (2010) a Jury of three members were appointed and Ethos Urban was the Design Competition Manager:

- Brett Newbold – Professor, Urban and Regional Planning, UNSW (Council Rep)
- Rory Toomey – Principal Design Advisor, GANSW
- Stephen Moore – Director and Partner, City Strategy, Hatch + Roberts Day (Proponent rep)

Three architects were invited to enter being:

- Cox Architecture.
- Scott Carver Architects.
- SJB Architects.

From Council, the following were in attendance as observers

- Gavin Cherry – Development Assessment Coordinator, Penrith City Council
- Wendy Connell – Development Assessment Planner, Penrith City Council

The Competition commenced on 21 March 2022 and Concluded on 5 May 2022 with SJB being identified unanimously by the Jury as the winning Scheme.

The entrants were notified the following day of the competition (6 May 20222), including SJB as being the winner

The Jury Report was completed and finalised, being issued to all competitors on 28 June 2022

Design Integrity Process
In accordance with the guidelines, a Design Integrity Process has commenced, whereby the Jury met with the successful architects and project team to provide oversight to the design progression and evolution.

Following the Design Competition conclusion, the DIP have met with SJB on three occasions to provide comments and feedback to the progression of the scheme. The DIP have confirmed that the ability for the scheme to have design excellence has been maintained in the DA scheme.

It is intended that the DIP maintain involvement during the DA with Council and ongoing post lodgement prior to approval.



2

Site + Context

Site

The site comprises three lots of vacant land - 160, 162 and 172 Lord Sheffield Circuit, Penrith.

The site has a total area of approximately 8,240m2 with approximately 170.44m of frontage to Lord Sheffield Circuit.

The site is immediately adjacent to the northern entrance of Penrith Station (the sites west boundary).

The eastern portion of the site (Lot 3011 DP1184498) accommodates the Thornton Community Garden and is adjacent a parcel of defence land.

The Southern boundary has a direct interface with the railway corridor.

The site has a unique opportunity to present a key gateway development into the North Penrith Town Centre as a destination site when arriving at Penrith via high frequency transit.

It has the opportunity to provide a true transit orientated development and contribute high amenity offerings to the locality including improved connectivity to the Penrith Railway Station and a highly active ground floor plane.



Site

Site Analysis

Key attributes of the site include;

- A tranist orientated development opportunity due to it's location adjacent Penrith Train Station.
- Adjacent the railway corridor introducing potential visual and acoustic privacy impacts.
- Adjacent Penrith Station platforms introducing potential visual and acoustic impacts.
- The Western boundary addresses Penrith station entry an important public interface.
- The site addresses Lord Sheffield Circuit which has a Northern aspect, providing an opportunity for high levels of amenity.
- There is an opportunity for views to the Blue Mountains to the West.
- Adjacent development along Lord Sheffield Circuit ranges from 8-11 storeys.
- The site has high levels of local amenity due to it's location in close proximity to Penrith Town Centre.



Site Analysis



Lord Sheffield Circuit (Northern Boundary)



Station Platform and Rail Corridor (Southern Boundary)



Station Plaza (Western Boundary)

Context

- Key attributes of the site context include;
- The railway corridor which connects the Blue Mountains to Sydney. It includes passenger and freight trains.
 - Penrith Station, including the platforms which are adjacent the station.
 - The station entry forecourt, which includes stairs and lift to the overpass.
 - Lord Sheffield Circuit and associated development which ranges from 8-11 storeys.



Station Platform and Rail Corridor (Southern Boundary)



Station Platform and Rail Corridor (Southern Boundary)



Stairs to Station Plaza (Western Boundary)



Station Plaza (Western Boundary)



Lord Sheffield Circuit looking South East to Station Plaza



Lord Sheffield Circuit looking South West from Ron Mulock Oval



Lord Sheffield Circuit, Station Entry and adjacent built form



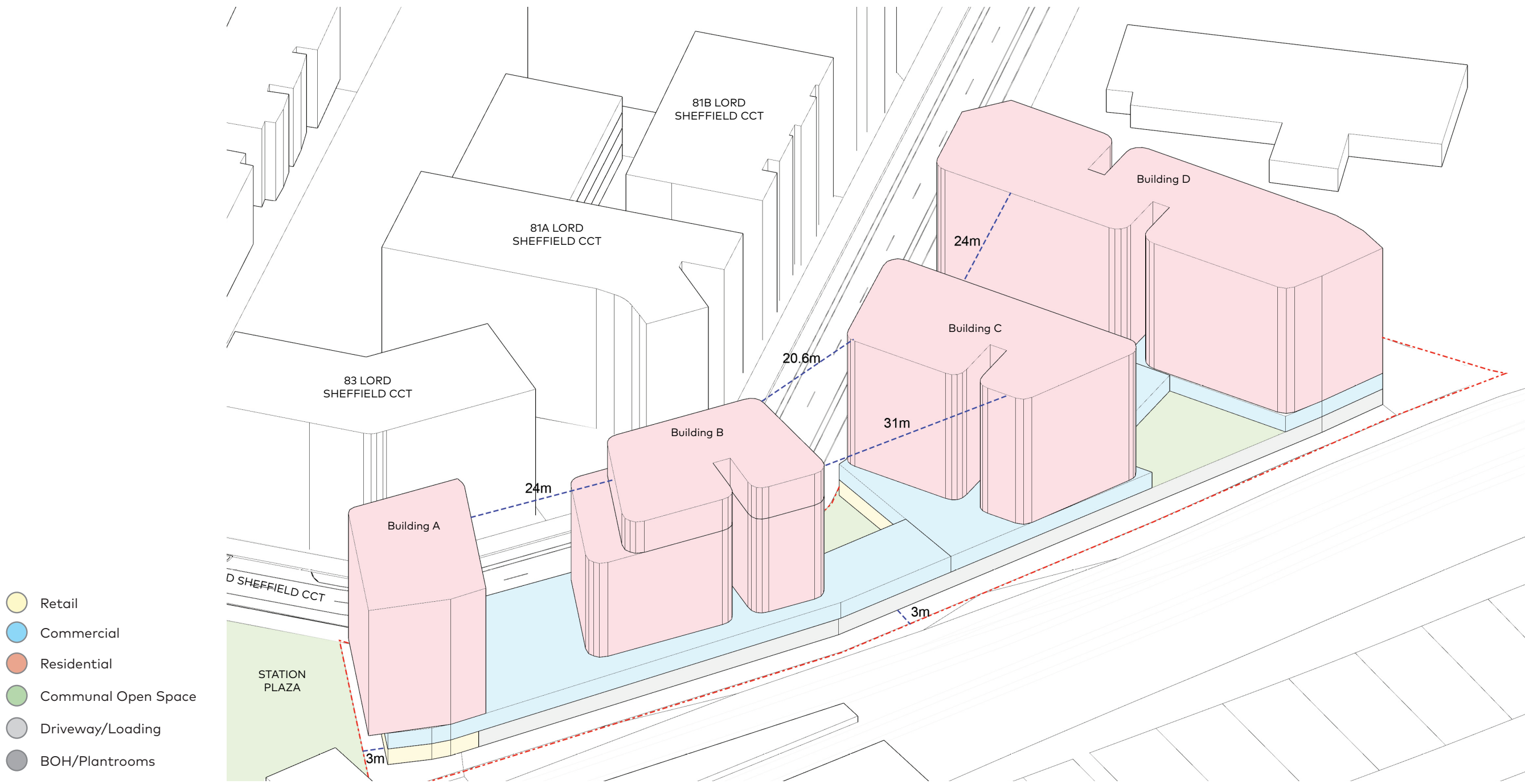
Lord Sheffield Circuit, Station Entry and adjacent built form



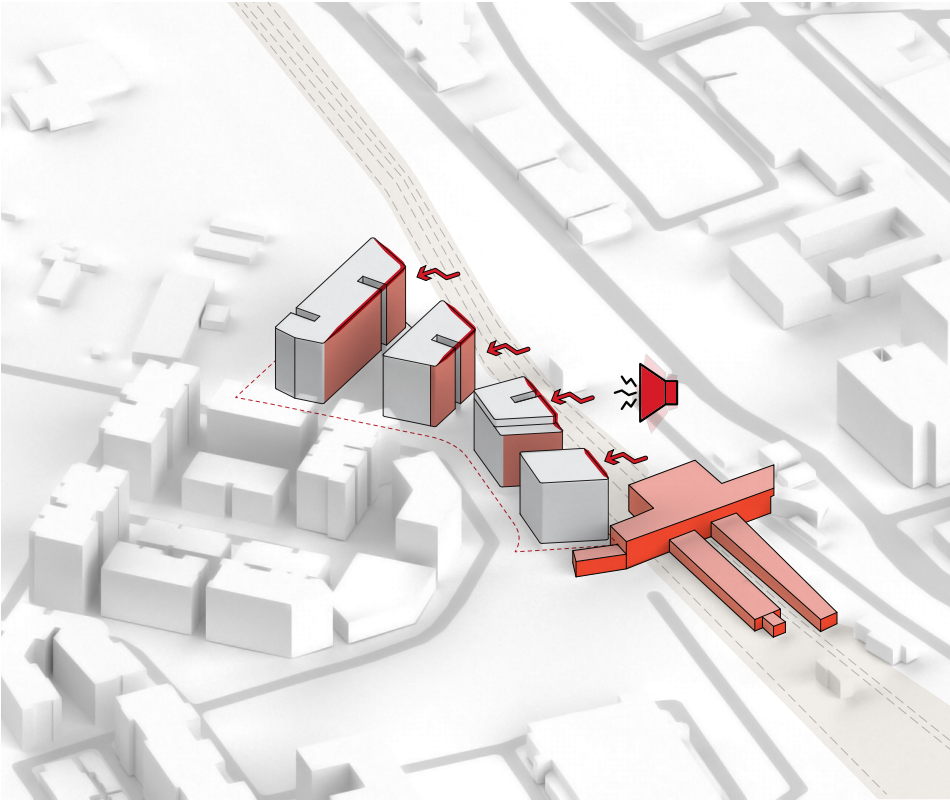
Lord Sheffield Circuit looking West towards station entry

Reference Scheme

The concept DA reference scheme for the site undertaken by others.

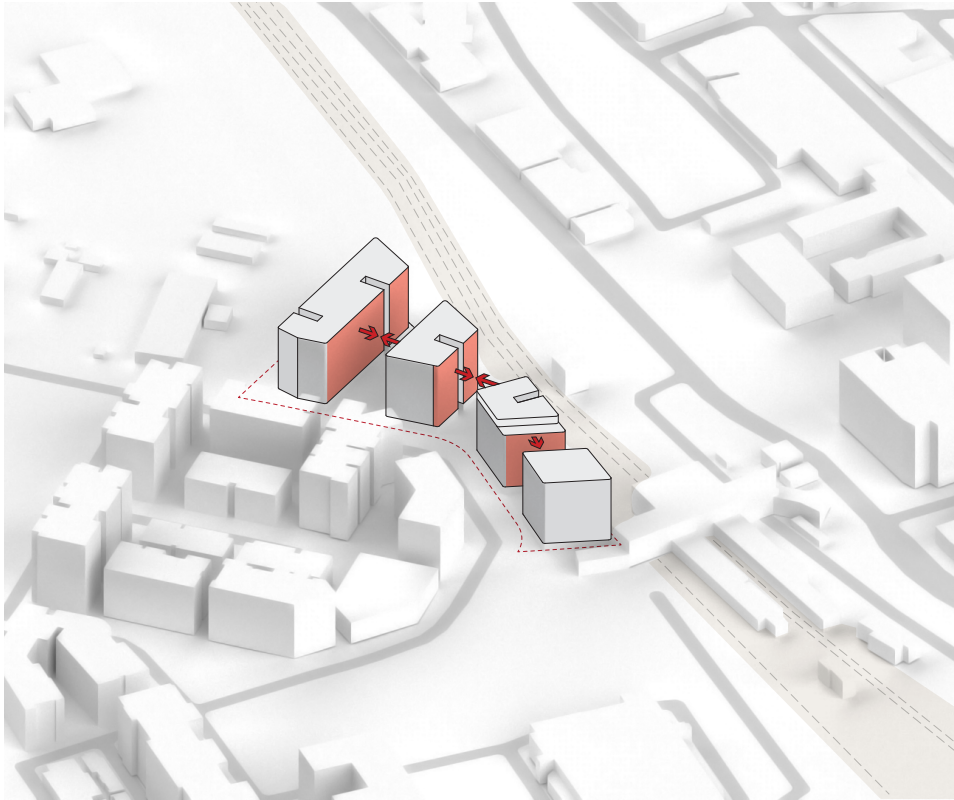


Reference Scheme Analysis



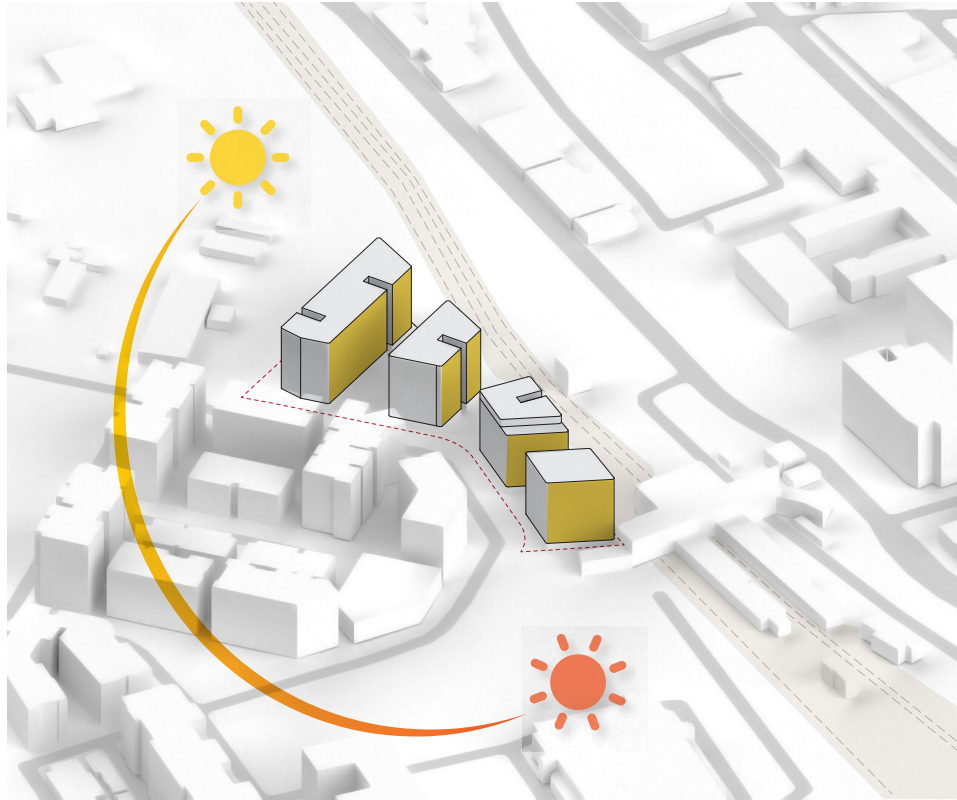
Reference scheme - noise

The massing of the reference scheme splits the site into four blocks. This results in the majority of the facades being exposed to the rail corridor, and resultant noise.



Reference scheme - overlooking

The massing of the reference scheme splits the site into four blocks, using SEPP65 separation distances. Whilst compliant, this results in limited views, overlooking and the typical condition being an 'internal' view.



Reference scheme - thermal performance

The massing of the reference scheme provides East – West facing blocks in order to provide SEPP65 solar compliance. However, this also results in living room glazing directly on East and West facades. In the context of Penrith, which gets very hot, this is not the best result.

3

Ideas

Proposal

This proposal has been prepared with great pride and consideration. Our role as Architects in this instance is not only to design a mixed-use building that will stand the test of time – to provide great housing for generations to come, but also to design a building that is worthy of its setting, worthy of its relationship with the public interface and indeed face of Penrith Station.

As you move closer to the station the role of the built form is to ‘build’ the city, to build the sense of anticipation, to elevate the importance of the station within the fabric of the city. This civic building, the train station, plays a pivotal role in the daily lives of the people of Penrith. It is the building that wakes them up in the morning and sends them home to their families at night. There is a heightened sense of ‘civicness’ around the station, and the buildings abutting the station proper have a role to play in elevating the every day experience.

Our proposal celebrates the scale of the site, taking the opportunity to deliver a truly civic building. Borrowing from the great colonnades of the world, the ground level hugs the street edge, while providing refuge and protection. Much like the base of the Sydney GPO, or the buildings at East Circular Quay, our building delivers a double height colonnade with retail at the ground level and commercial office space to level 1. The colonnade is enlivened by the energy of the activity captured, provides protection for pedestrians from rain and sun, while delivering a physical separation to the residential dwellings above – helping to manage potential acoustic conflicts.

The proposed building form offers significant public and private amenity benefits. The continuous northern edge to the rail corridor will eliminate existing acoustic impacts to neighbours to the north of the site – by delivering a physical separation.

A more traditional collection of buildings - oriented east west as envisaged by the reference scheme - would create a porous built form to Lord Sheffield Circuit and the rail corridor, ensuring that the acoustic impacts of the rail corridor would be felt by the existing neighbourhood for decades, as well as every opening on the new building. This would result in the apartments needing to be physically protected to manage noise impact – effectively meaning no easy connection between residential dwellings and their private external spaces as a result of the need for winter gardens and plenums to combat noise.

The alternate solution, as proposed, allows the built form to effectively manage this situation to the betterment of all.



Civic Scale

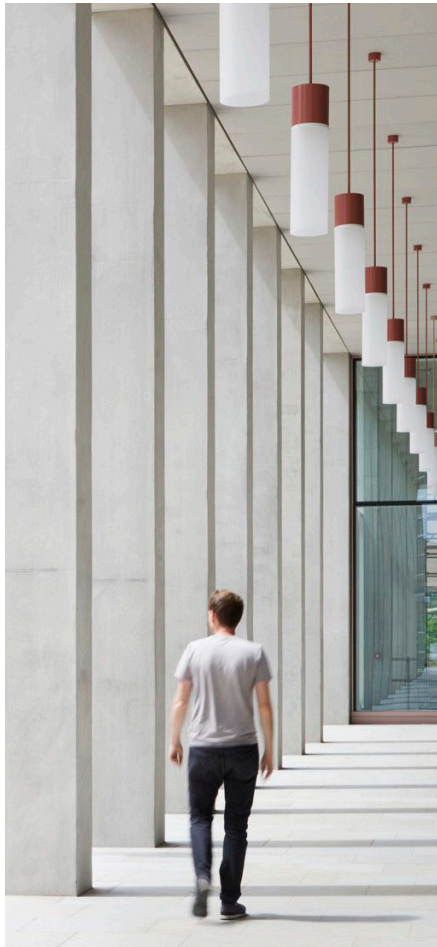
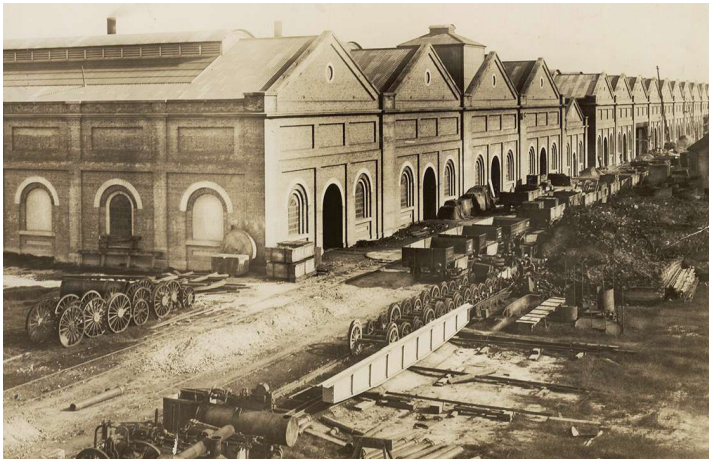
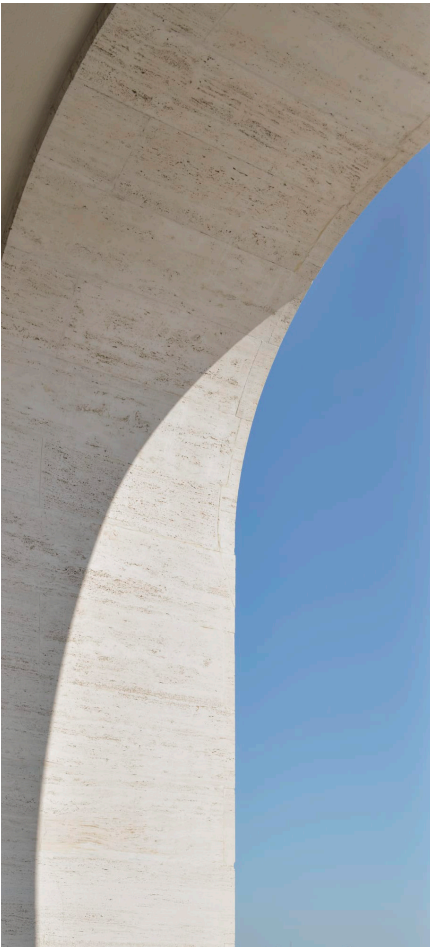
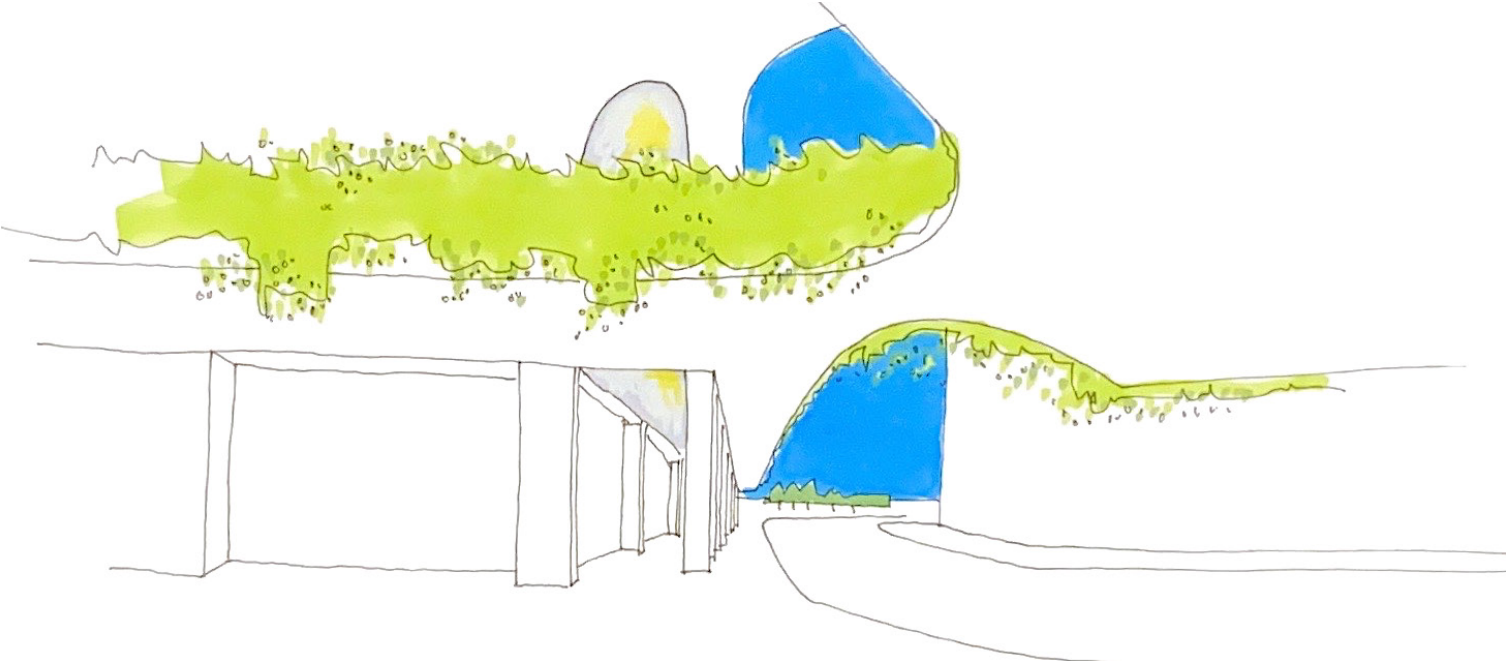
Our proposal celebrates the scale of the site, taking the opportunity to deliver a truly civic building next to the station.

Proximity to the railway has historically manifested in scale, be it factories, silos or the scale of the workshops – such as Everleigh.

We see this scale transferring to this building and its residential context. It will become a marker for the station, and it’s civic significance to Penrith.

At the public domain interface a grand colonnade marks the approach to the station. The double height space, with an active retail edge at ground level and commercial office space above, defines the site edge and provides protection along its length.

The activity is amplified within the space as people move to and from the station on their daily ritual.

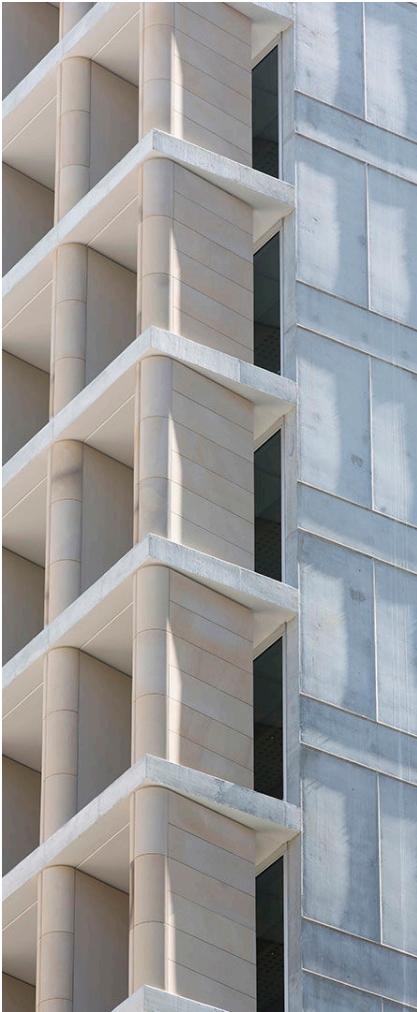
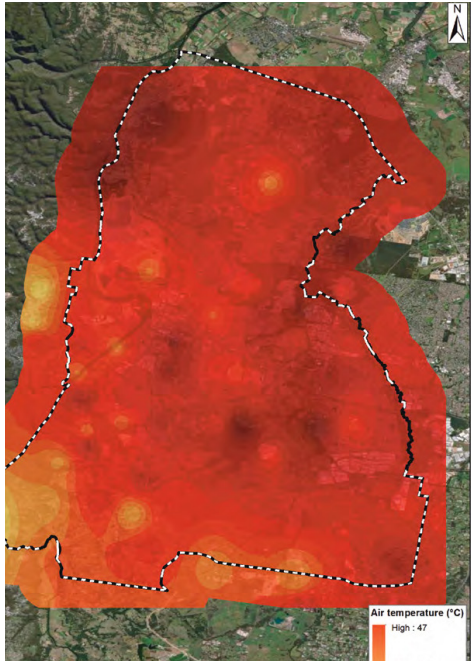


Protective Edge

Penrith gets hot. The trains are noisy. The station is busy. This building requires solidity and depth, to be robust - to provide a protected edge.

The use of a solid material to the external envelope of the building creates a threshold between the protected interior environment of the home, and the busier environment of the outside world. The depth creates shadow – articulating the building mass from the public domain (without fussy or ‘added’ details), while from a residents’ perspective creating a protected interior – from noise, the busyness of the station, the burning heat of the summer sun, from prying eyes on the commute home.

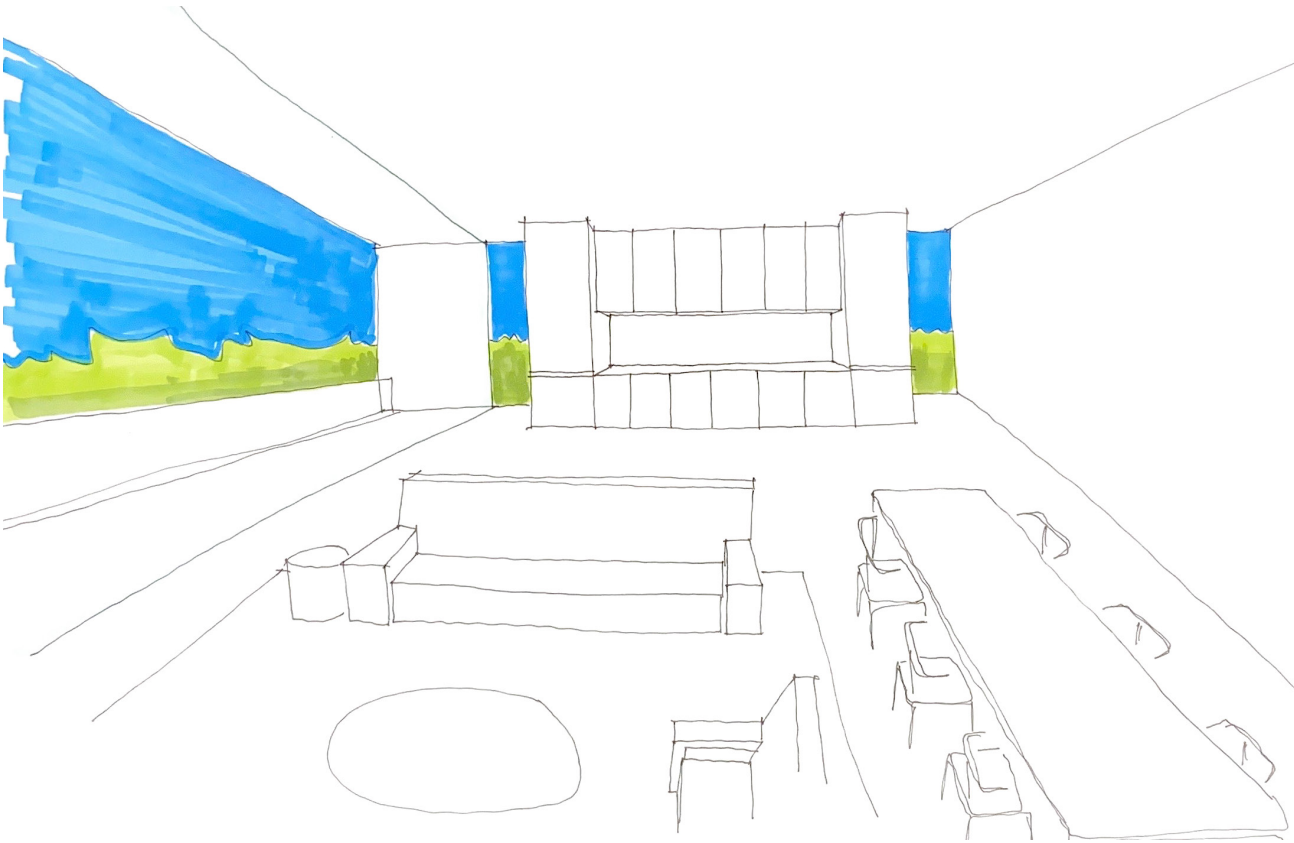
The protective edge celebrates the connection between the interior and the exterior, while concurrently employing passive design principles for internal thermal and acoustic comfort. The aggressive railway noise is a nuisance – to combat this we need to proactively address the envelope of the building to design out the impacts.



Simplicity and repetition

We believe the that the best residential apartment plans are simple. Straight forward rectilinear geometry helps deliver spaces that are easy to furnish, are flexible over time and are easy to use.

A repeated module creates clarity in plan, construction and detail. This building has 287 apartments, 5 similar cores, a handful of apartment types. This allows us to focus maximum effort on each type and deliver spaces with fantastic amenity. 287 apartments, 70% North or East facing, the majority protected from the railway - not one, single aspect South facing apartment.

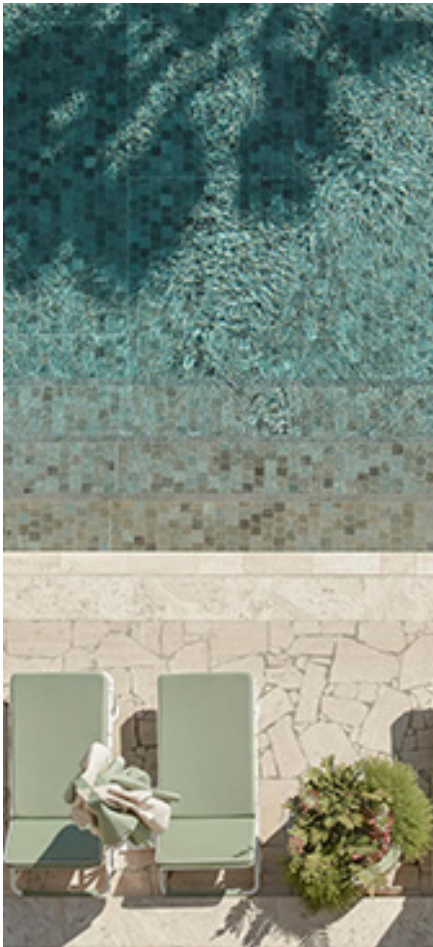
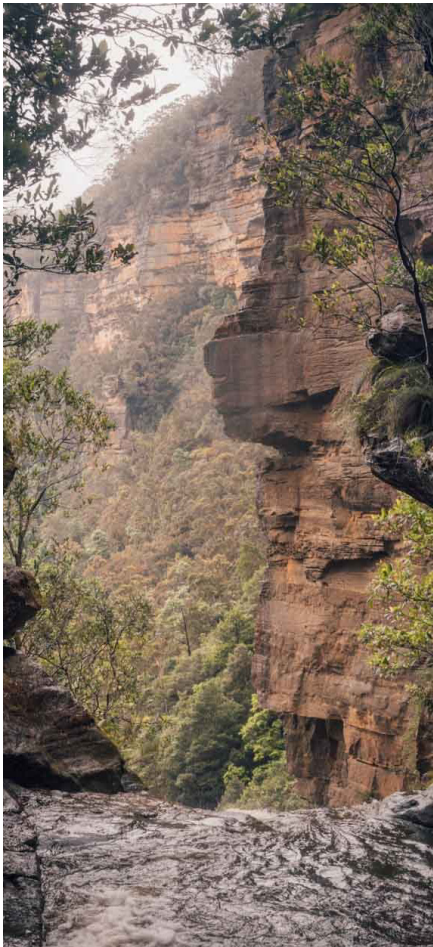


Rooftop Plateau

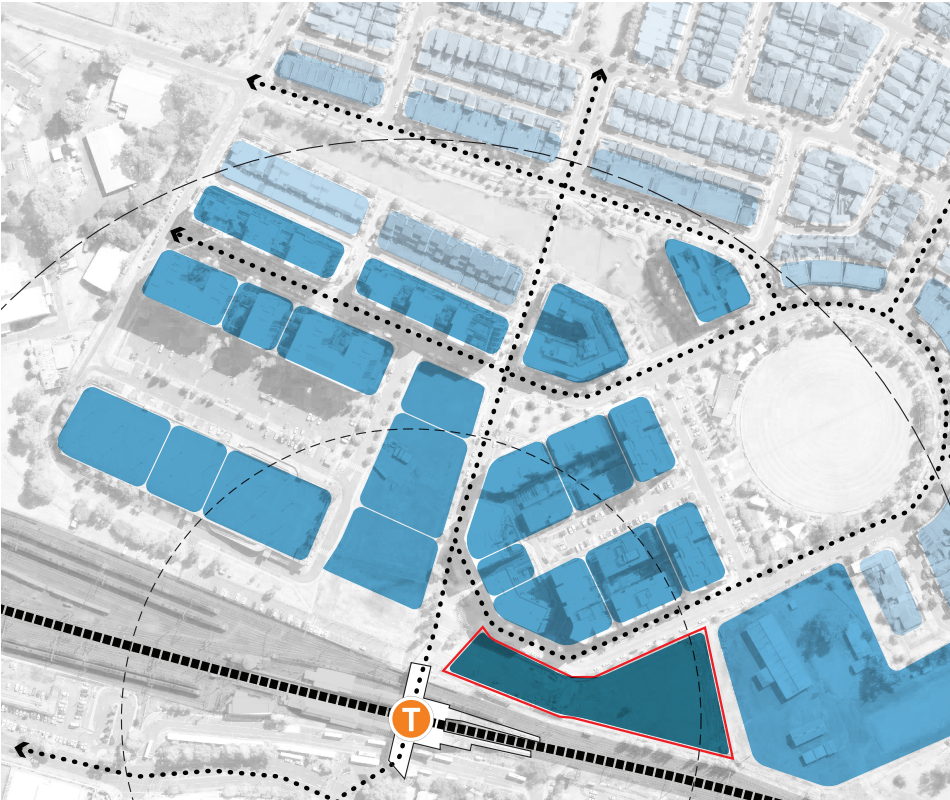
A great benefit in having a series of connected buildings with a long narrow footprint is that there is a commensurate roof area – a long, narrow, north facing plateau.

Sydney and the Blue Mountains landscape is characterised by rocky outcrops and shelves that create opportunities for plants to establish themselves on horizontal surfaces. The extensive rooftop plateau creates the same opportunity for this building.

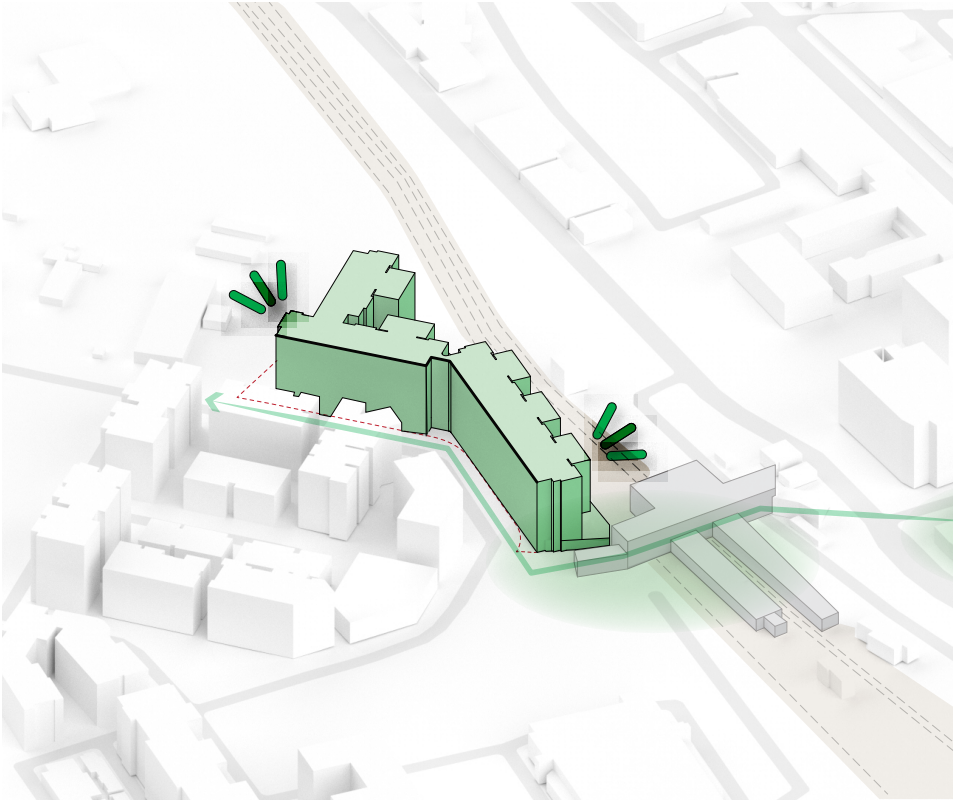
We see an amazing opportunity to create a remarkable communal rooftop. A variety of places for social interaction at small and large scales. A plateau a top the building to rest, relax, meet, exercise and enjoy. A place set within landscape to drink your morning coffee or do some yoga as the sun appears, to escape the summer heat with a splash in the pool, or a place to watch the sun set over the blue mountains.



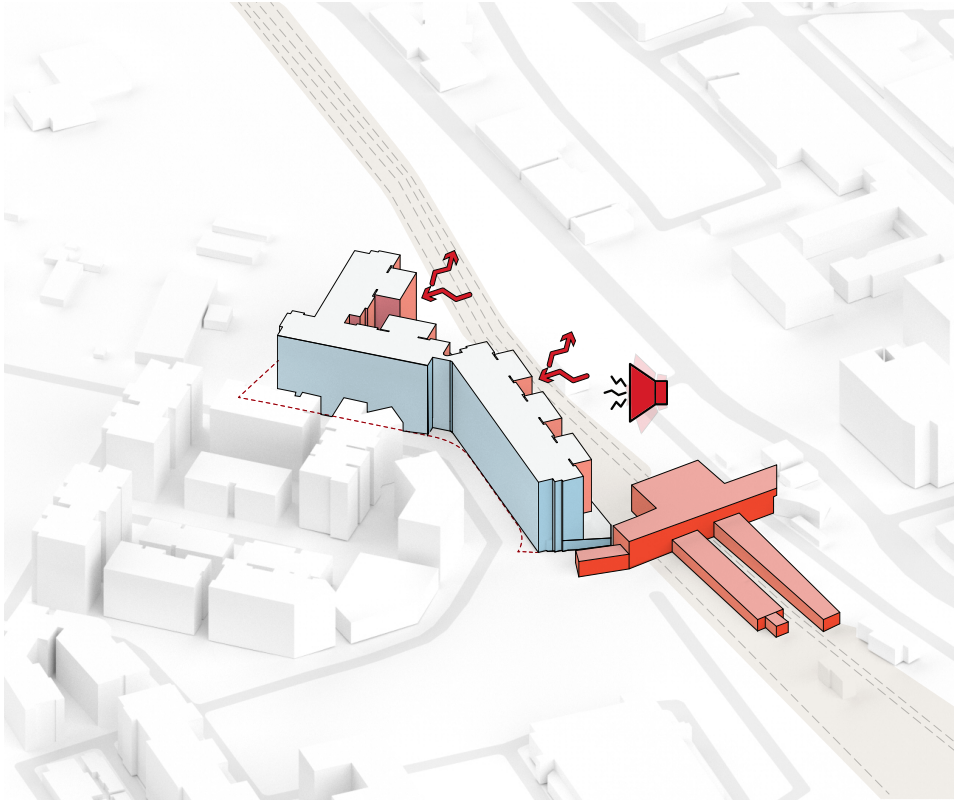
Proposal Ideas



Small to big
A civic presence at the entry to the station with a commensurate building scale. Moving away the site building scale decreases with less density and smaller lots/ built form.

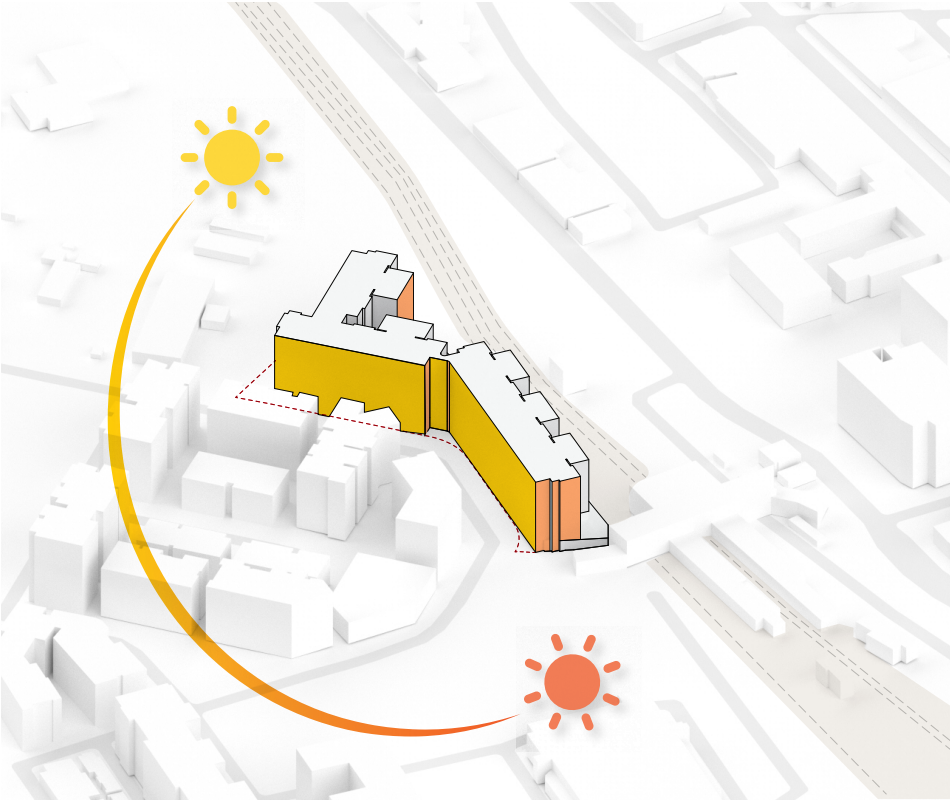


Civic marker
Our proposal celebrates the scale of the site, taking the opportunity to deliver a truly civic building next to the station. Proximity to the railway has historically manifested in scale, be it factories, silos or the scale of the workshops –Everleigh being an example. We see this scale transferring to this building and its residential context. It will become a marker for the station, and it’s civic significance to Penrith.



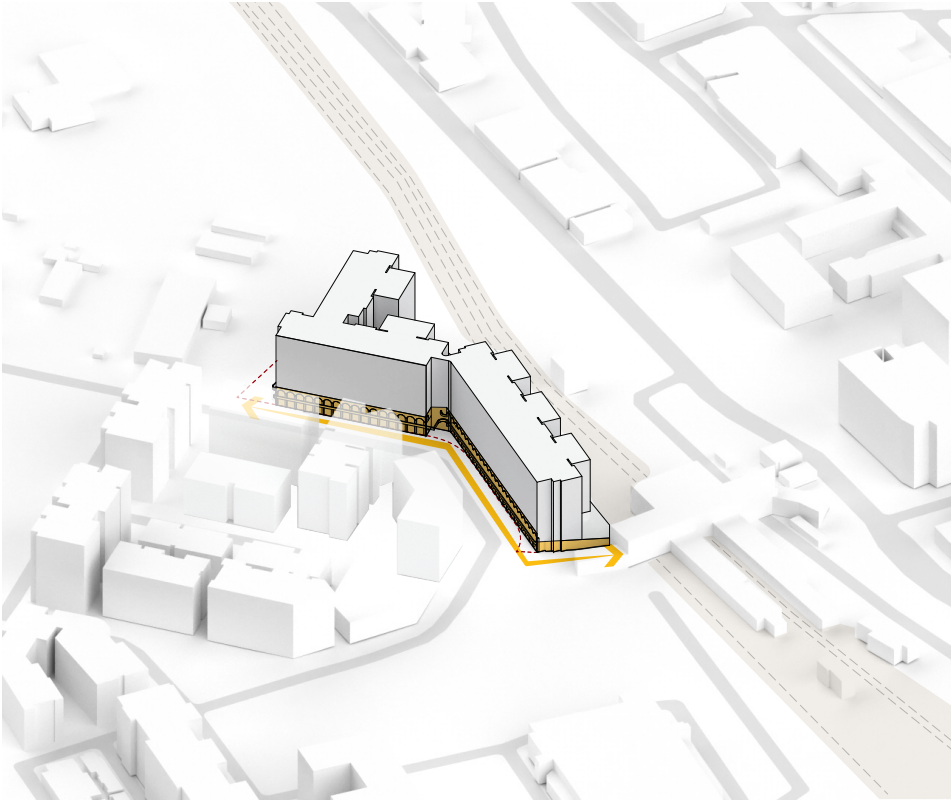
Acoustic shield
A long North facing facade, addressing the primary street provides many benefits. In the context of this site, and its proximity to the rail corridor, it means that the majority of the living spaces can completely removed from the noise of the railway.
In addition to benefiting the subject site, the building acts as a shield for neighbouring buildings, improving the quality of life for both residents and neighbours.

Proposal Ideas



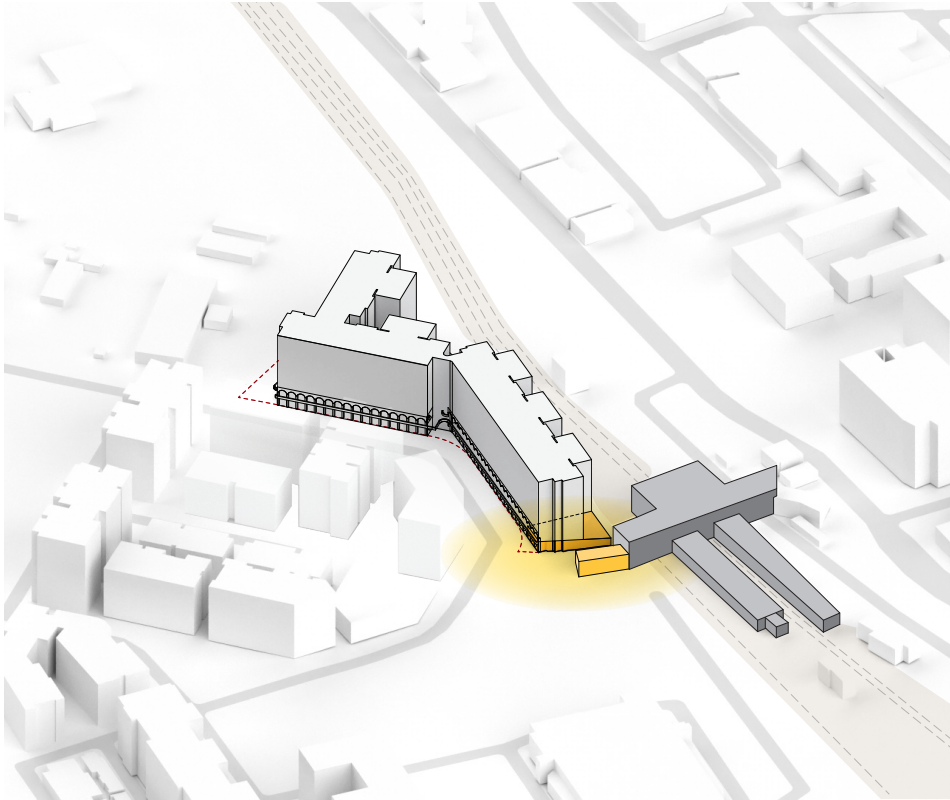
Northern light

Addressing Lord Sheffield Circuit creates a long Northern facade. This means that 70% of apartments face North / North-East. Living rooms and balconies that can be enjoyed throughout the year - all day, every day.



Activated ground

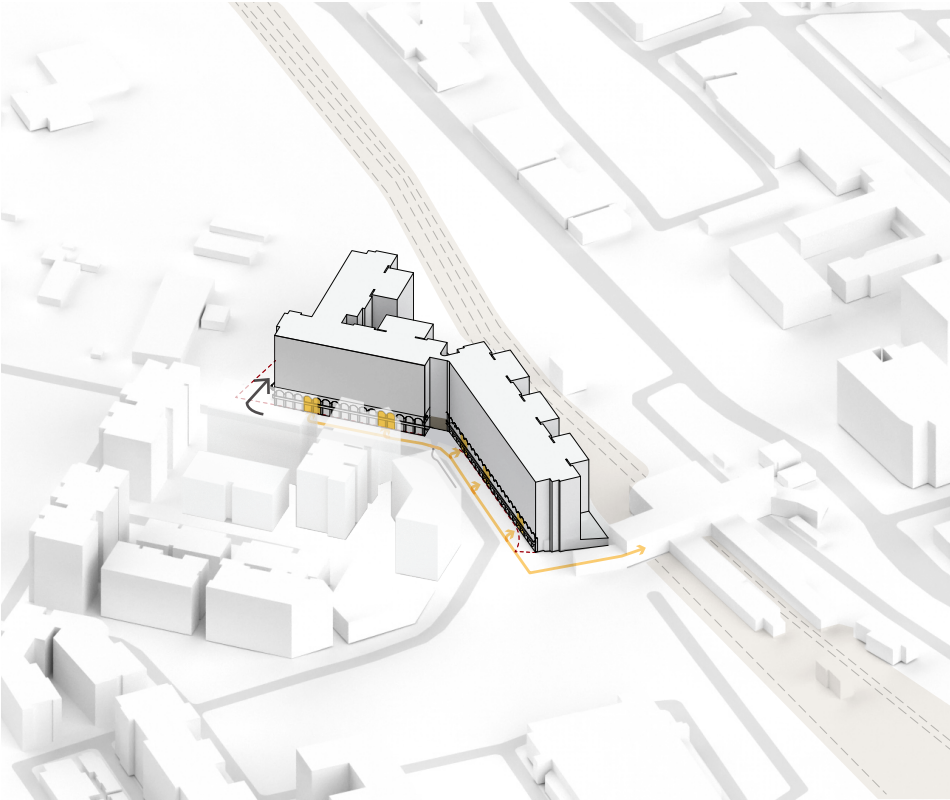
The length of Lord Sheffield Avenue is activated for its length. At the public domain interface a grand colonnade marks the approach to the station. The double height space, with an active retail edge at ground level and commercial office space above, defines the site edge and provides protection along its length.



Public interface

The Western edge of the site is an important public interface. The station entry and the associated forecourt should be celebrated as a public space – activated and civic. The proposal elevates this interface.

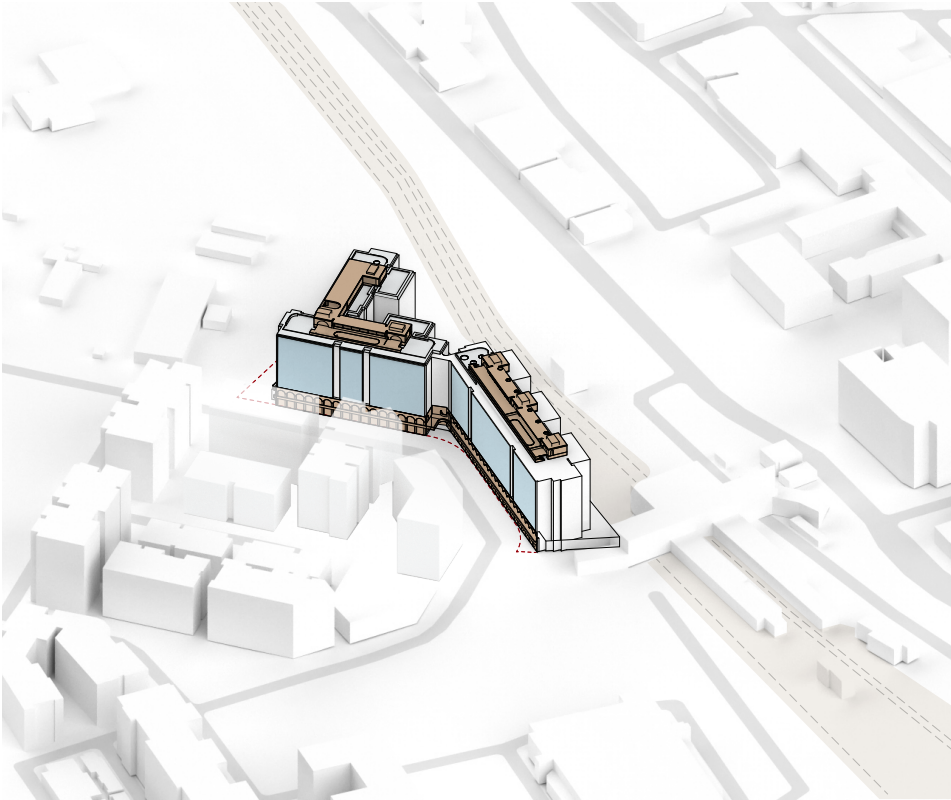
Proposal Ideas



Entry

Residential entries address the street. The building is split into 5 modules with multiple residential entries along the length of the building, accessed from the grand colonnade along Lord Sheffield Circuit.

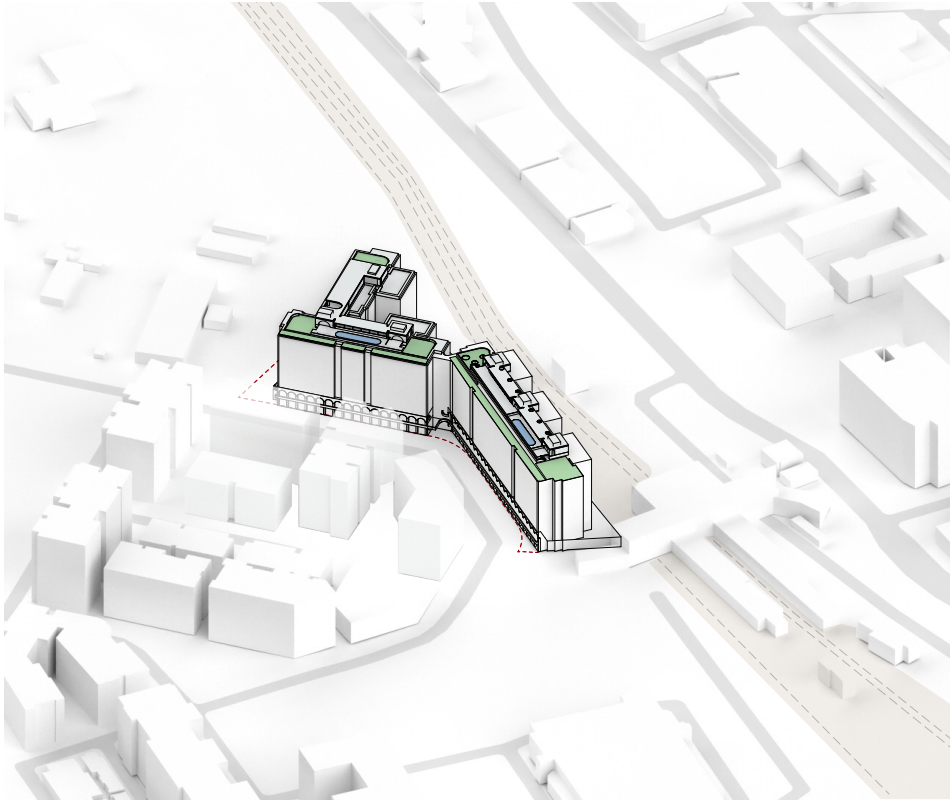
Vehicular entry is located along the Eastern boundary reducing potential conflict between vehicle and pedestrians.



Architectural expression

At ground we propose to hug the boundary and provide a strong civic presence with a 2 storey expression. The building aligns above with a simple elegant façade that uses light and shadow, casting the diurnal patterns of the day.

At the top a rooftop plateau is provided, the built from set back from the edge, not visible from the public domain.



Rooftop plateau

The extensive rooftop plateau creates the opportunity for this building to have a remarkable communal rooftop. A variety of places for social interaction at small and large scales. A plateau a top the building to rest, relax, meet, exercise and enjoy.

4

Proposal

Ground Floor Plan

The ground floor consists of the following;

1_Retail + Colonnade

An active retail edge that addresses Lord Sheffield Circuit protected under a grand two storey colonnade.

An active retail frontage addressing the station forecourt that includes a large building awning above that acts as a public canopy.

2_Residential Lobbies

5 x residential lobbies that are accessed from the colonnade along Lord Sheffield Circuit.

3_Commercial Lobbies

2 x commercial lobbies that are accessed from the colonnade along Lord Sheffield Circuit.

4_Loading Dock + Services

The loading dock accessed along the Eastern boundary. Associated services predominantly located with the loading dock and along the Southern boundary.

5_Vehicle Access

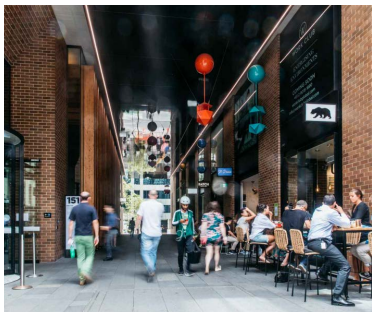
Vehicle access is located along the Eastern boundary to reduce potential conflict between vehicles and pedestrians along the public colonnade.

6_The Community Garden

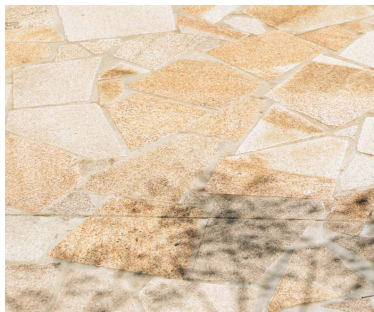
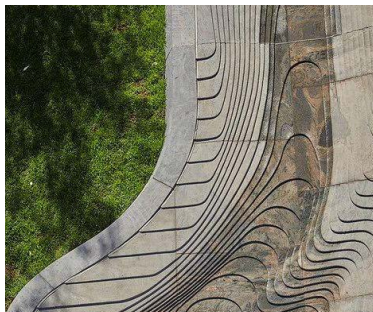
Community garden to provide a landscaped interface with the eastern boundary.

7_Landscape

An integrated landscape and architectural design including public and private domain works - Refer to Arcadia design report.



Source: Arcadia



Ground Floor Plan - Access and Retail

Retail

The retail space provides future flexibility and can accommodate a variety of tenancy sizes. They have been designed in conjunction with a retail consultant.

The western space addressing the station forecourt provides a primary retail space.

The East and West buildings are connected at ground level with continuous retail frontage.

The width of the colonnade is approximately 5m to allow for retail exposure, seating and space for pedestrian movement.

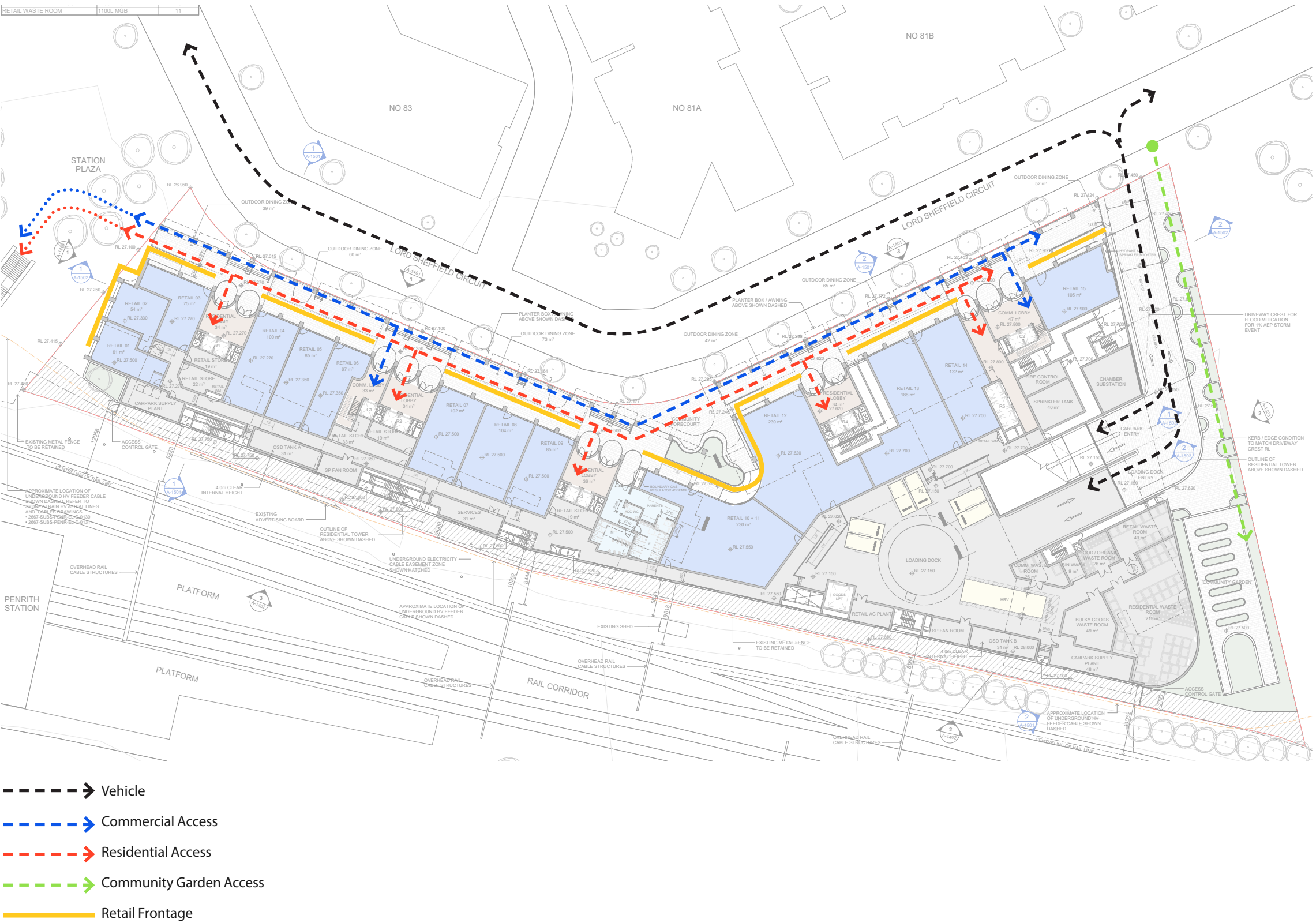
Width and set out of the arches allow for retail exposure, seating and space for pedestrian movement.

Commercial

Dedicated commercial lobby / lift access has been provided from the colonnade along Lord Sheffield Circuit.

Residential

All residential lobbies are accessed from the colonnade along Lord Sheffield Circuit.



Ground Floor Plan - Landscaping / Public Domain

1. Colonnade

The proposed public domain seeks to reference the high quality public domain palette of the evolving area. Our proposal acknowledges the recent public domain upgrades along Lord Shefeld Circuit and seeks to complement this palette.

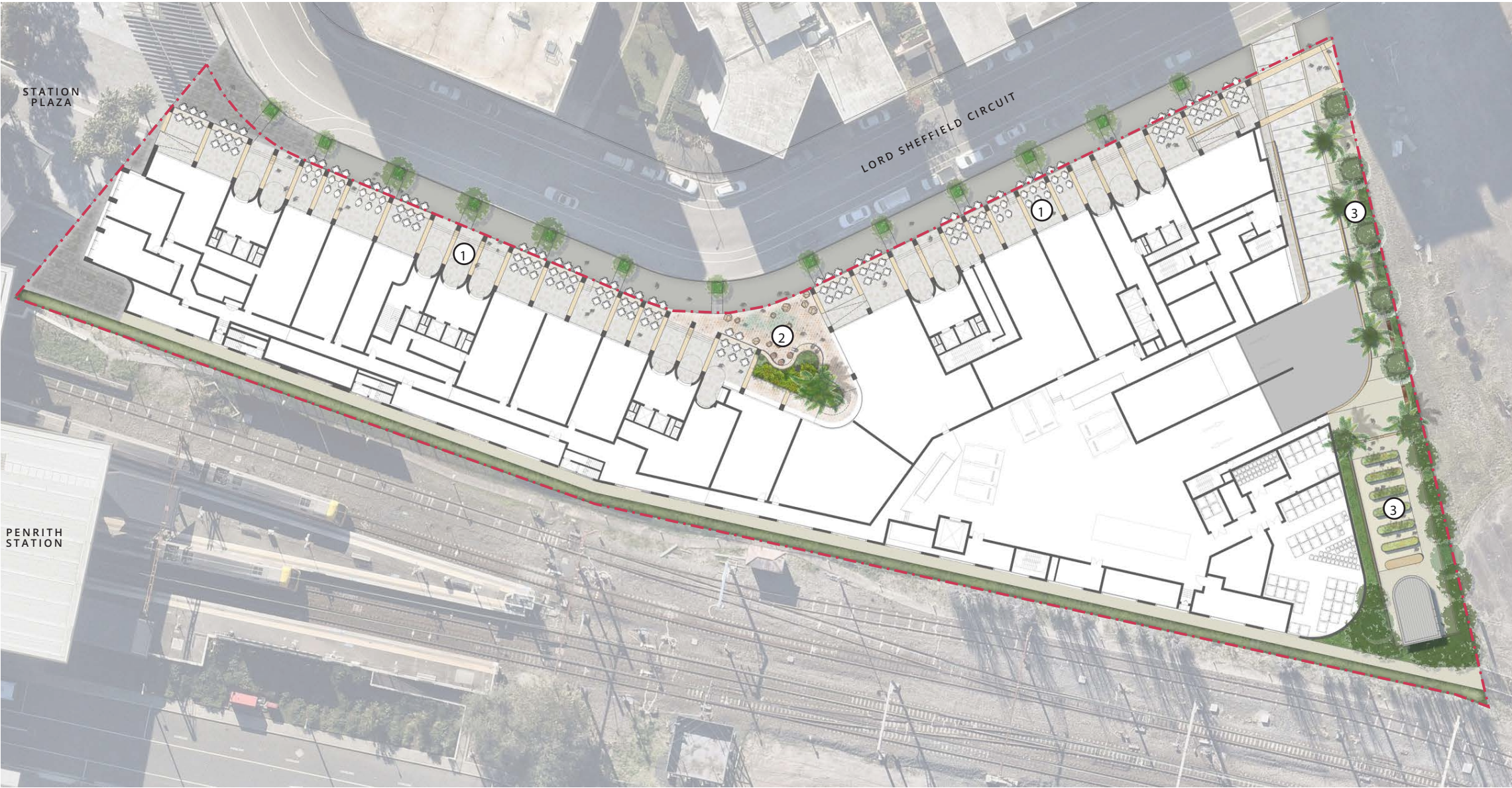
2. Community Forecourt

A welcoming forecourt of Lord Shefeld Circuit that is grounded by a central water feature and bespoke seating, marking the main arrival to the development. Strong visual connections to the forecourt is maintained from the Station Plaza to the west, and access from the eastern boundary. The planted awning along the colonnade frames the arrival into the forecourt, in conjunction with lighting to the soft to draw people into the space.

3. Bush Tucker Walk & Community Garden

A new paved threshold causes friction; vital in a shared street environment. The shared zone paving (consistent with the new public domain) will visually extend the new landscape beyond Lord Sheffield Circuit and fip the focus to the pedestrian. A public space at all times, planters along the eastern edge form a dual purpose; a place to sit and relax, as well as part of the educational loop connecting back to Country. The introduction of bush tucker planting provides interest and draws people towards the Community Garden.The Community Garden will be the new public ofering to replace the current Thornton Community Garden. It will be a place for people to come together and grow food, relax and learn.

Source: Arcadia



Source: Arcadia

Ground Floor Plan - Flood Mitigation

This site lies approximately 1.35 km from the Nepean River and is susceptible to mainstream flooding during extreme storm events.

The design of the ground floor plane has been developed with advice from a Flood Impact & Risk Management Report produced by Integrated Group Services. and as such the floor levels have been derived by allowing for 500mm of freeboard above 1% AEP flood levels (1 in 100 year ARI)

Colonnade Retail Tenancies & Lobbies

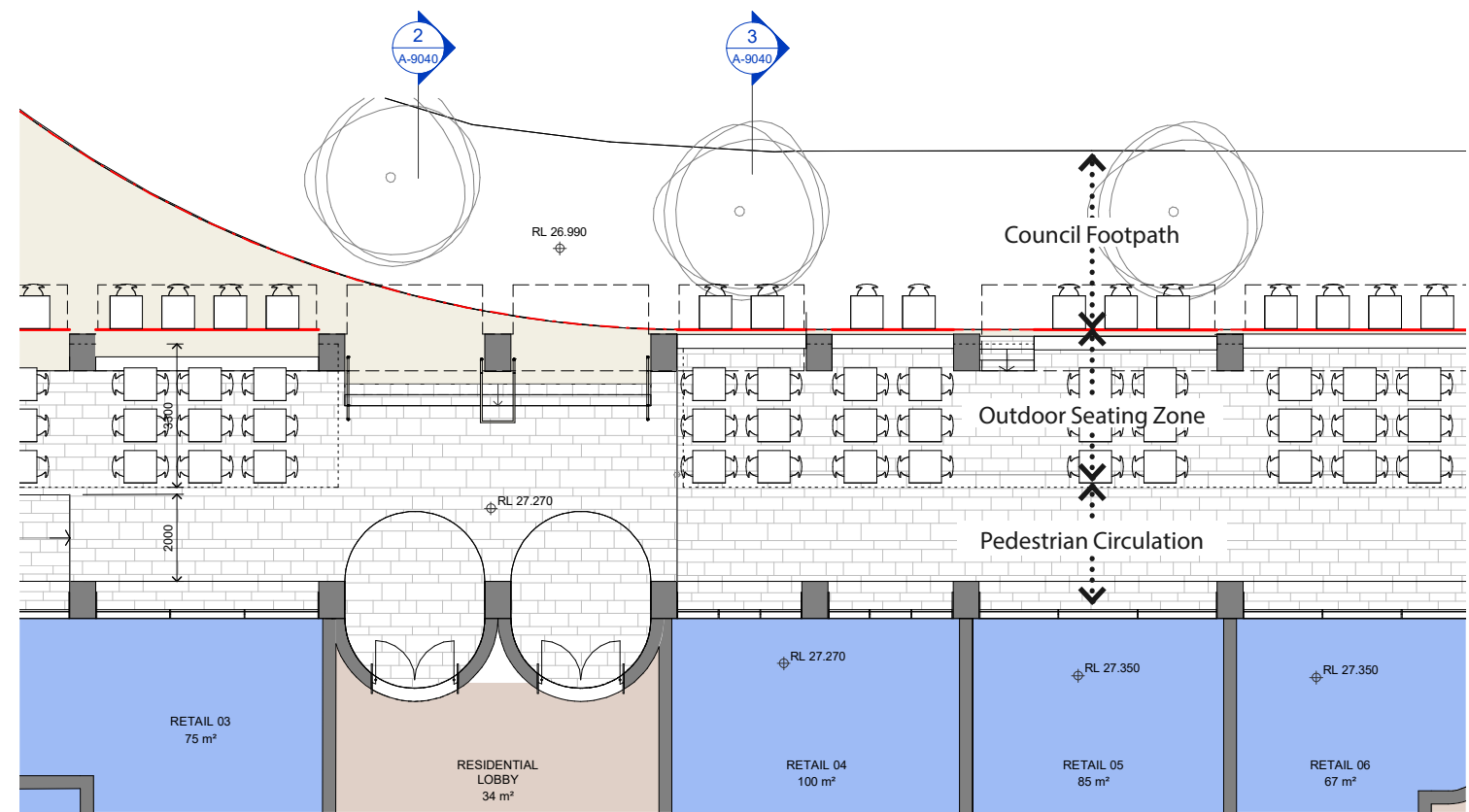
The colonnade walkway, retail tenancies & lobbies have been raised and the levels vary to meet the terrain of the site to achieve the required flood planning levels. Access will be via a series of stairs & ramps located within the colonnade setback which will allow for a flush transition into all tenancies and lobbies.

This level change also creates a distinct separation between covered walkway and the council footpath which can further enhance the options for an outdoor seating zone

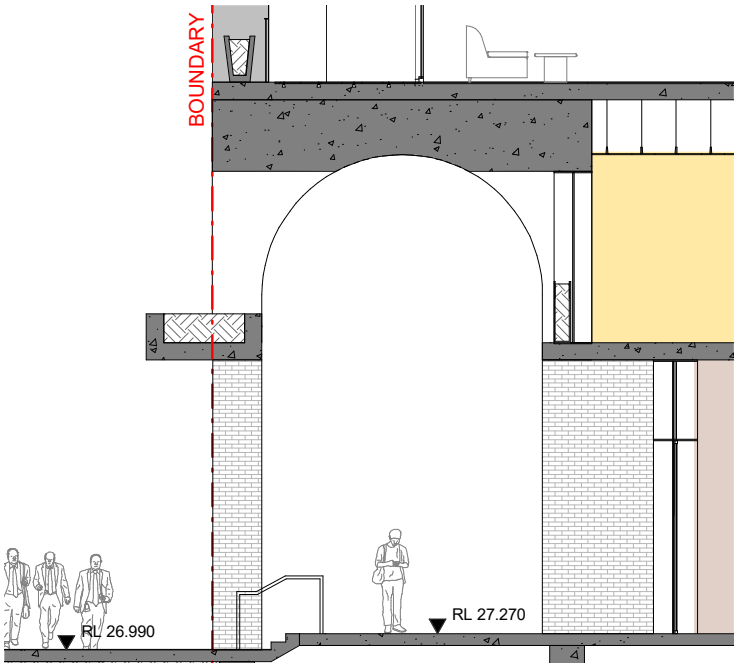
Carpark / Loading Dock Entry & Southern Boundary

A crest to the entry driveway as noted on the plans has been designed to prevent the overland flows from entering the carpark entry.

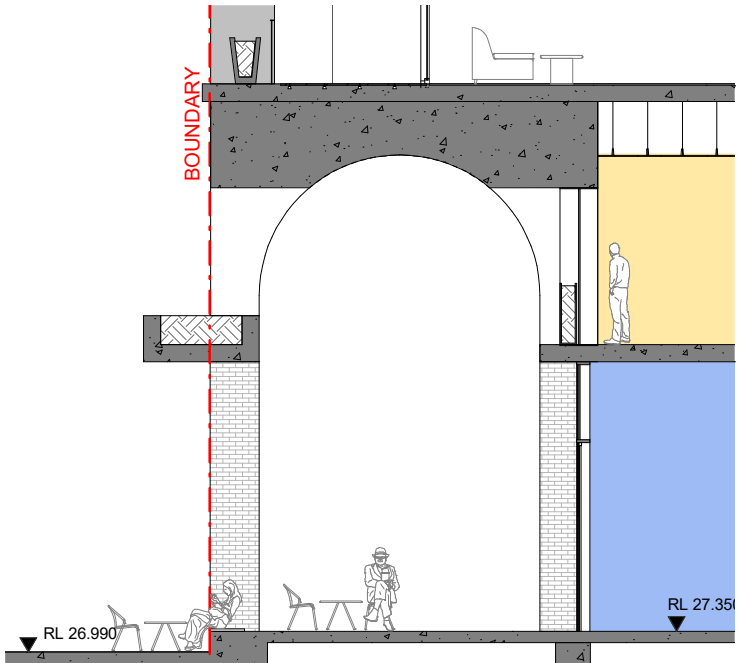
Similarly, any openings along the south have been raised to prevent any localised flooding from the railway corridor affecting the building



Plan



Section - Lobby



Section - Retail



Precedent: Barangaroo Wharf

Colonnade Vignette



Colonnade Vignette



Level 1 Plan

The first floor consists of the following;

1_Commercial Lobbies

2 x commercial lobbies that provide access to the colonnade along Lord Sheffield Circuit.

2_Commercial Tenancy

A continuous commercial floor that allows flexibility and accommodates a variety of tenancy sizes.

Balconies and landscape buffer to the South and East for acoustic attenuation and to provide amenity to the commercial spaces.

A courtyard with oculus above to provide amenity to the commercial space.



Level 2 Plan

The typical floor consists of the following;

1_Residential Lobbies

5 x residential lobbies that provide access to the basement and colonnade along Lord Sheffield Circuit.

2_Residential Apartments

35 apartments accessed from 5 residential lift cores

The typical residential module (of which there are 5) includes six apartments and core (each core with scissor stair, waste chute and 2 lifts).

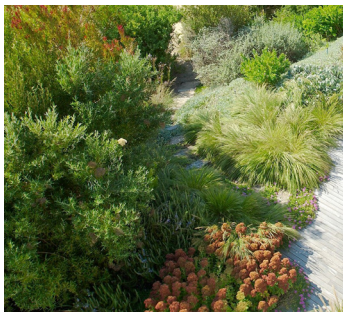
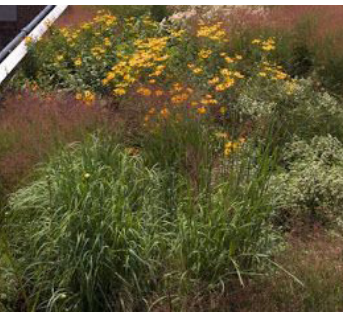
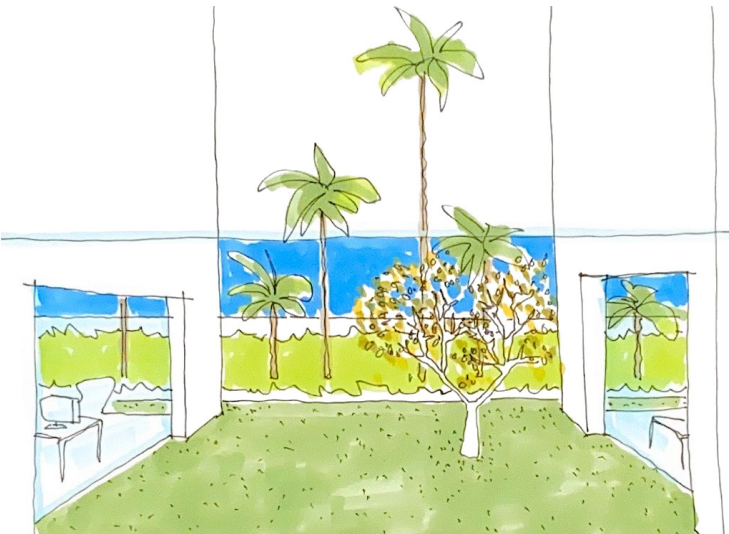
The Eastern residential module includes 13 apartments, 3 lifts, 2 stairs and waste chutes.

The apartments are designed to maximise solar access, cross ventilation, whilst dealing with the acoustic and privacy implications of the railway corridor.

3._Podium Landscape

The podium roof is proposed as a passive space which provides outlook to the residential apartments and acts as a landscaped buffer to the railway corridor. It also aids in the reduction of the urban heat island effect

Refer Arcadia Design report



Typical Residential Plan (L3-L9)

The typical floor consists of the following;

1_Residential Lobbies

5 x residential lobbies that provide access to the basement and colonnade along Lord Sheffield Circuit.

2_Residential Apartments

36 apartments accessed from 5 residential lift cores

The typical residential module (of which there are 5) includes six apartments and core (each core with scissor stair, waste chute and 2 lifts).

The Eastern residential module includes 13 apartments, 3 lifts, 2 stairs and waste chutes.

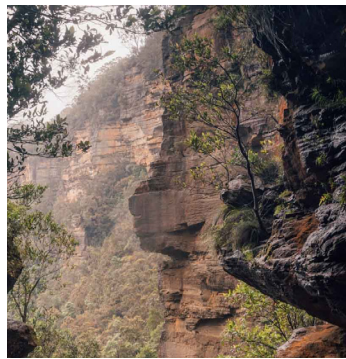
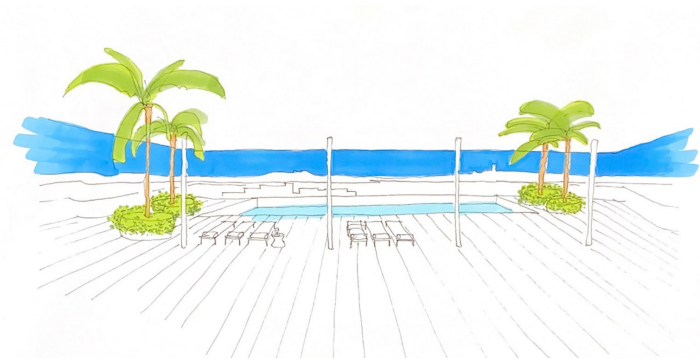
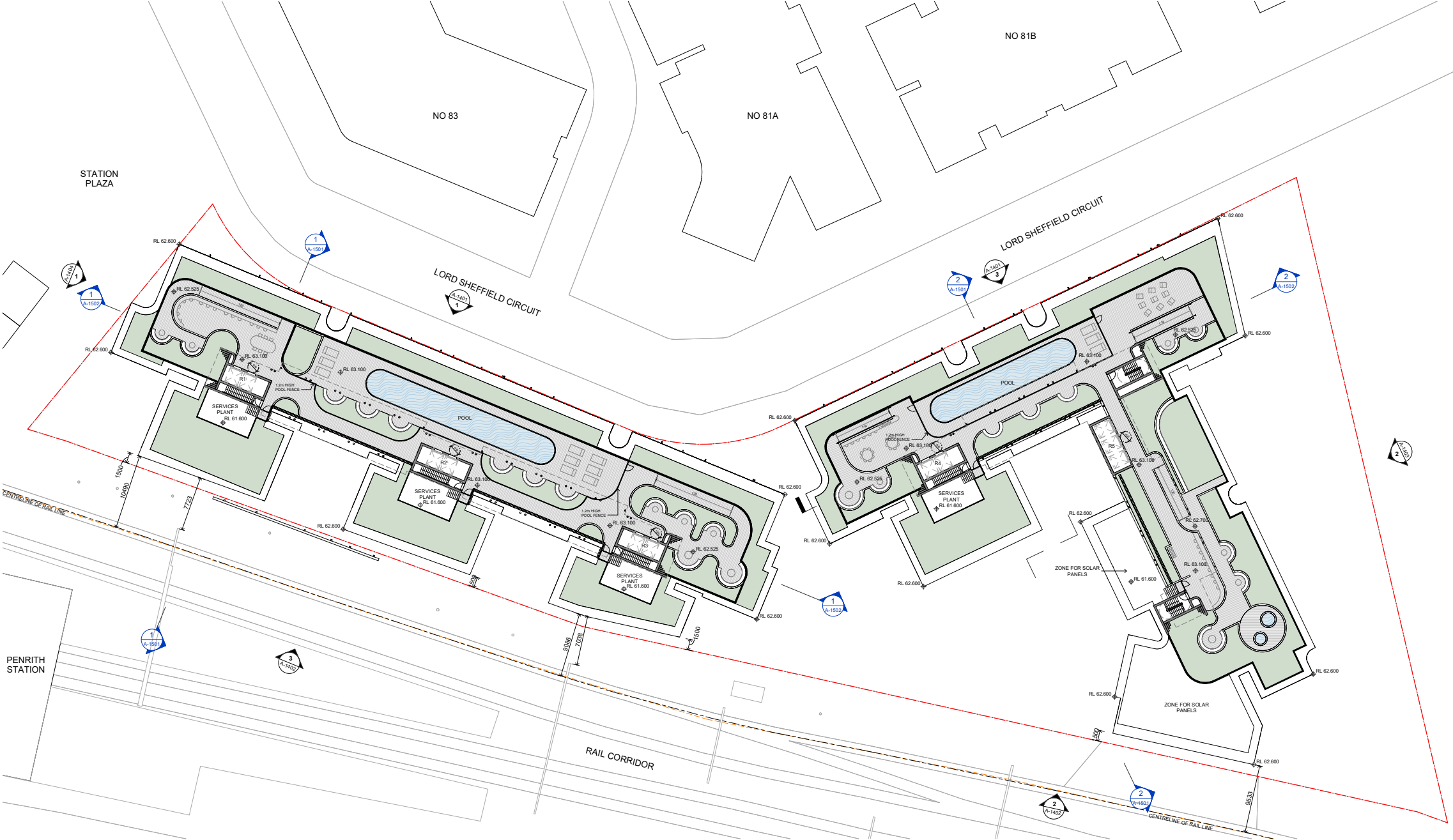
The apartments are designed to maximise solar access, cross ventilation, whilst dealing with the acoustic and privacy implications of the railway corridor.



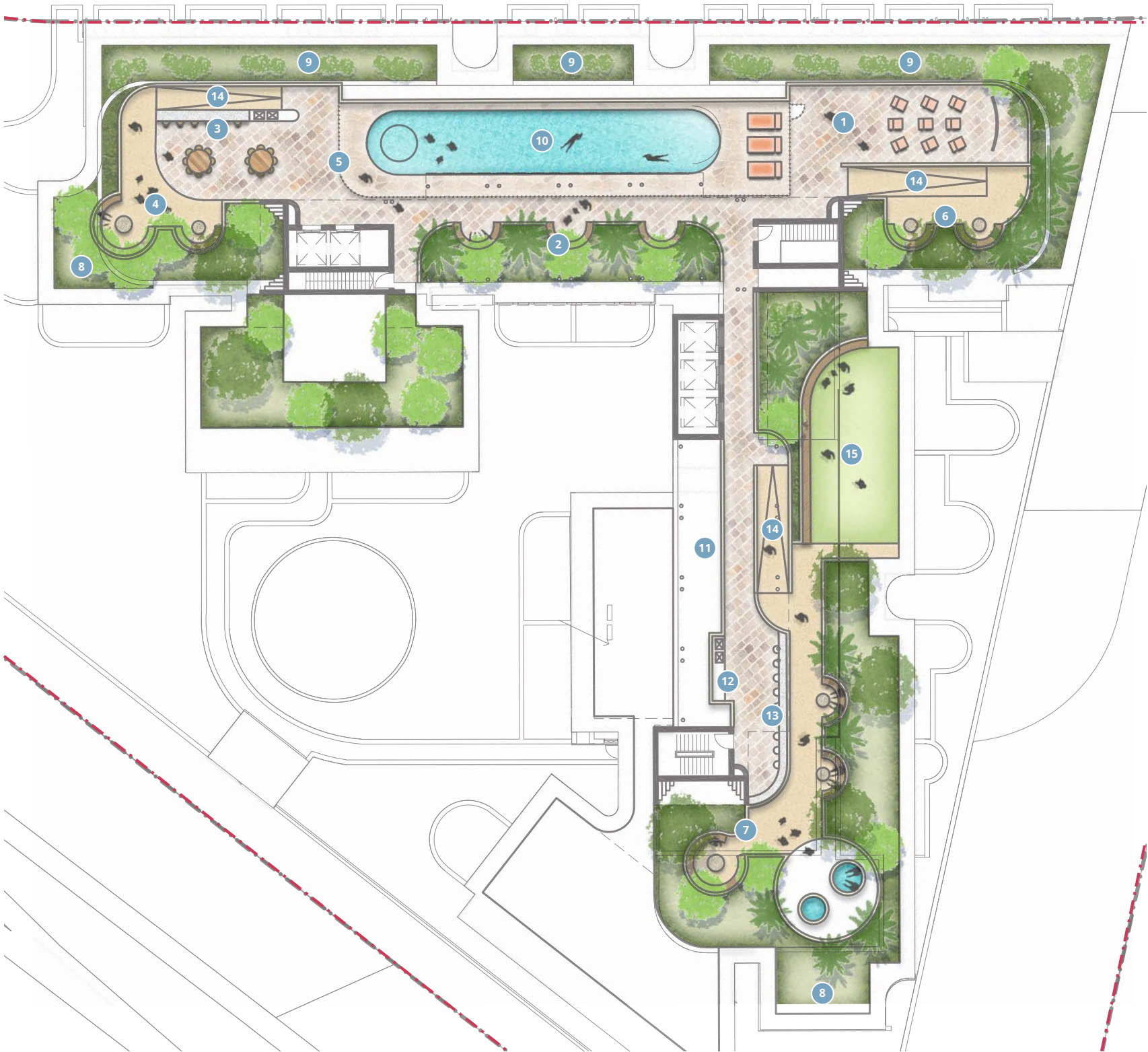
Rooftop Plan

A great benefit in having a series of connected buildings with a long narrow footprint is that there is a commensurate roof area – a long, narrow, north facing plateau. Sydney and the Blue Mountains landscape is characterised by rocky outcrops and shelves that create opportunities for plants to establish themselves on horizontal surfaces.

The extensive rooftop plateau creates the same opportunity for this building. We see an amazing opportunity to create a remarkable communal rooftop. A variety of places for social interaction at small and large scales. A plateau a top the building to rest, relax, meet, exercise and enjoy. A place set within landscape to drink your morning coffee or do some yoga as the sun appears, to escape the summer heat with a splash in the pool, or a place to watch the sun set over the blue mountains.



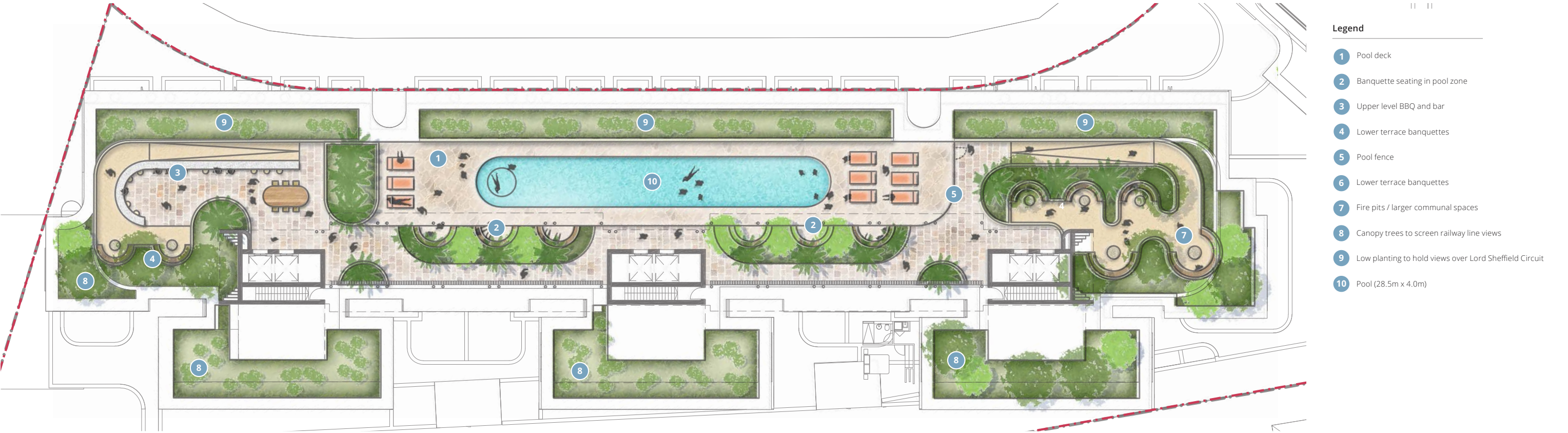
Rooftop Landscape - East Wing



- Legend
- 1 Pool deck (night time outdoor cinema)
 - 2 Banquette seating
 - 3 Upper level BBQ and bar
 - 4 Lower terrace banquet and fire pit
 - 5 Pool fence
 - 6 Lower terrace banquettes
 - 7 Fire pits / larger communal spaces
 - 8 Canopy trees to screen railway line views
 - 9 Low planting to hold views over Lord Sheffield Circuit
 - 10 Pool (25.0m x 4.0m)
 - 11 Upper level booth seating
 - 12 BBQ Area
 - 13 Upper terrace bar
 - 14 1 in 21 walkway down to lower terrace
 - 15 Turf (and yoga lawn)

Source: Arcadia

Rooftop Landscape - West Wing



Source: Arcadia

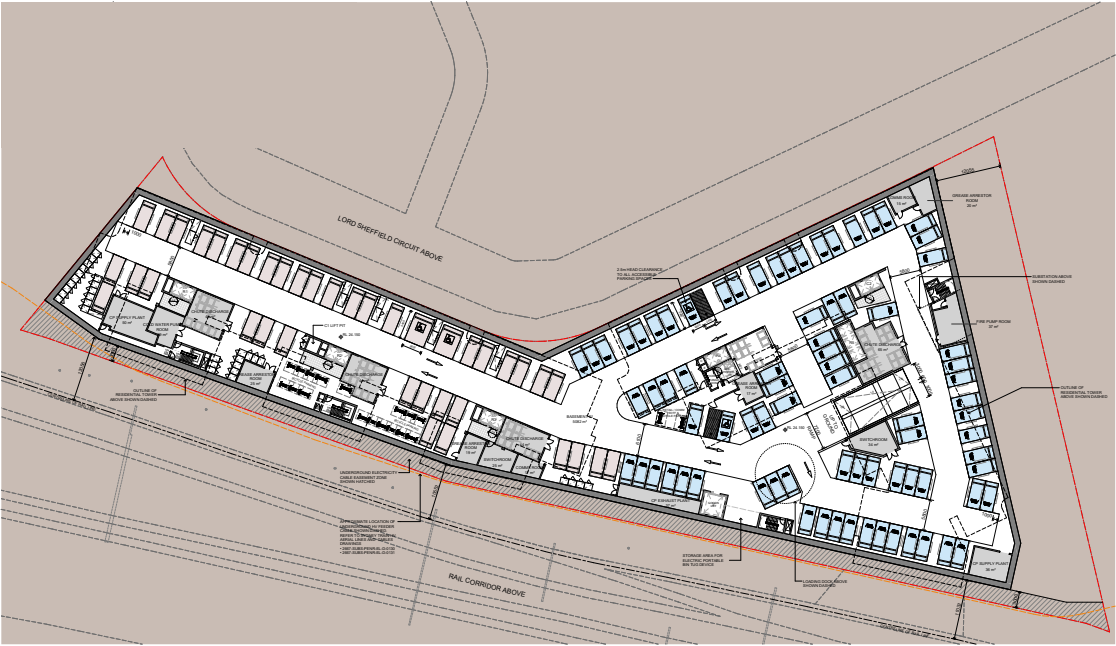


Source: Arcadia

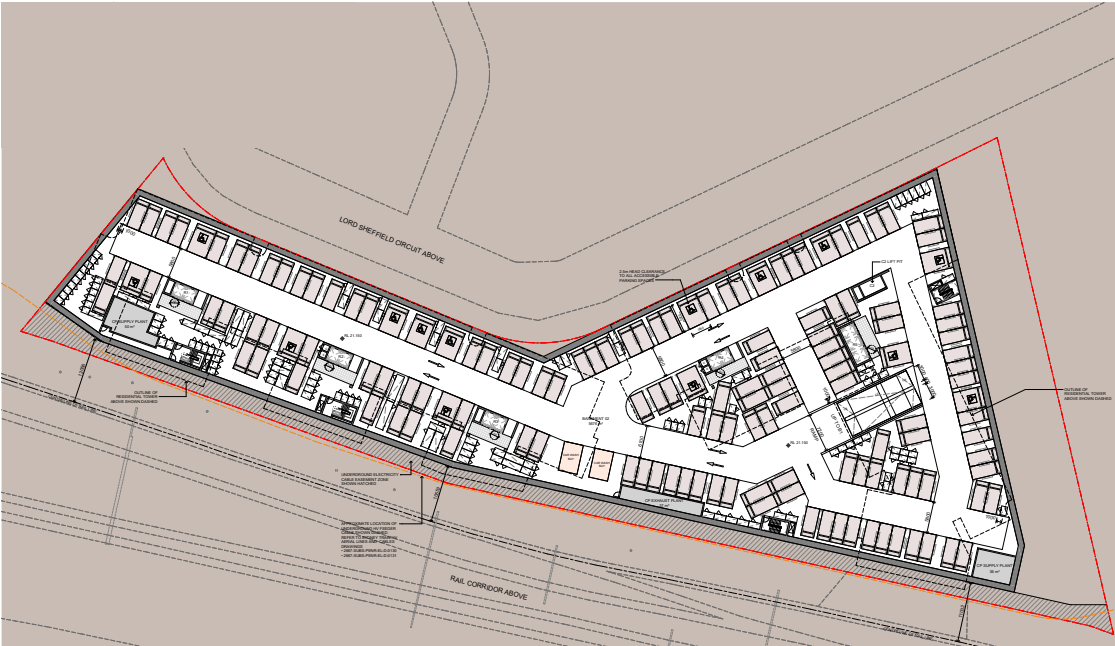
Basement Levels

The basement floors consists of the following;

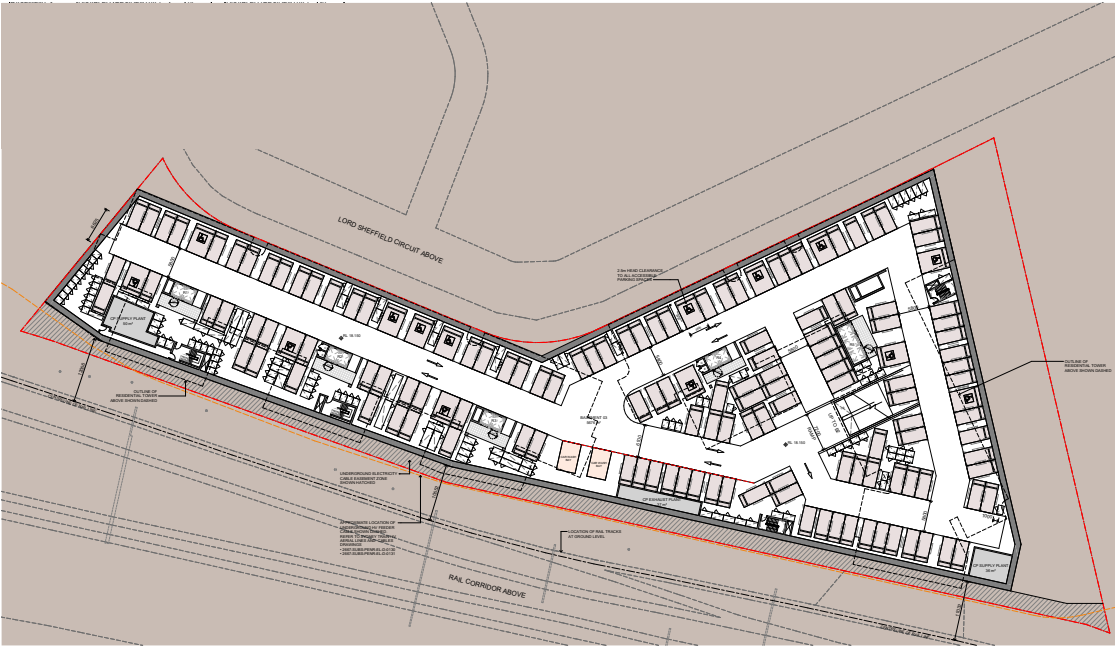
- 421 car spaces
- 4 car wash bays
- 133 bicycle spaces
- Associated services



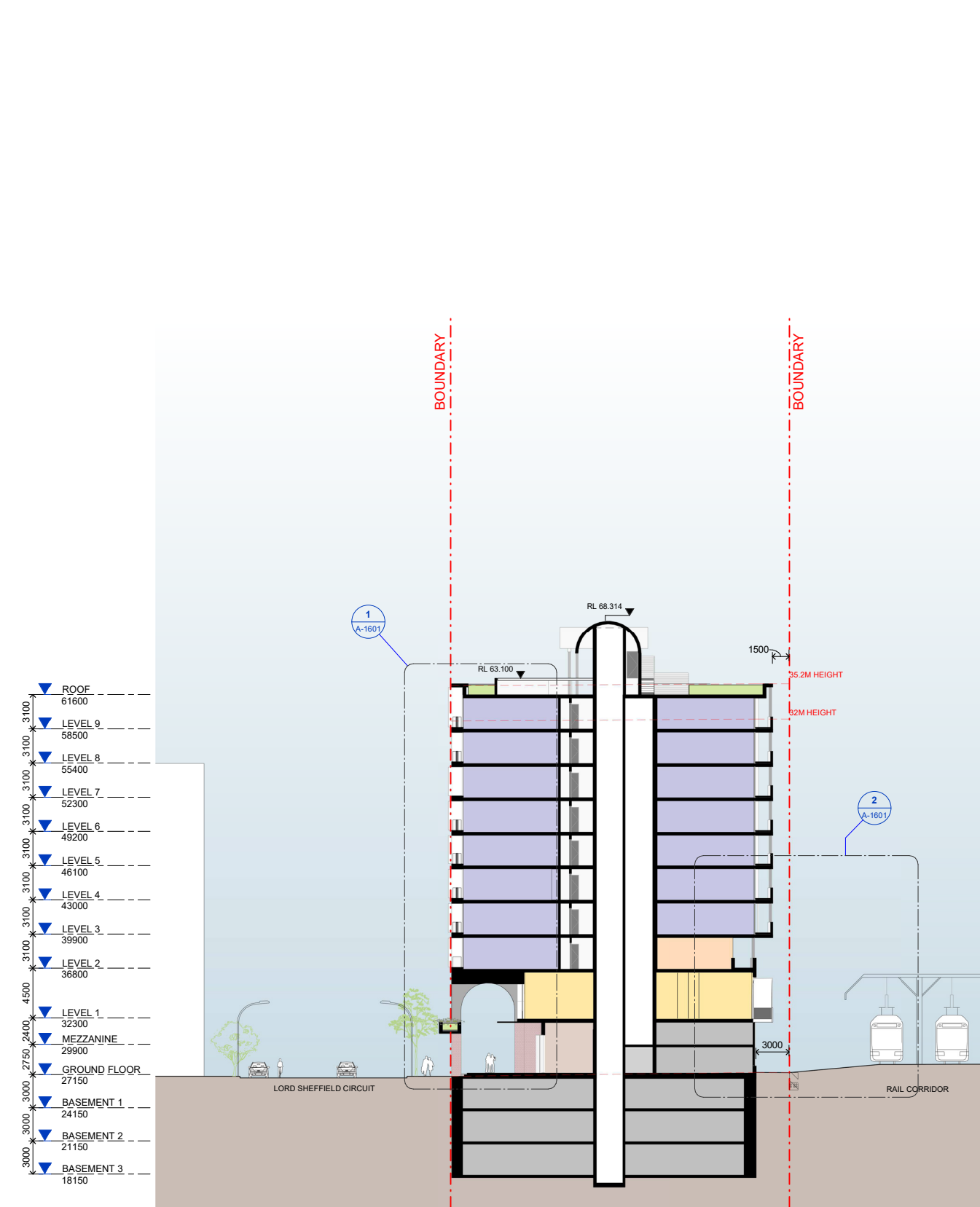
Basement Level 1



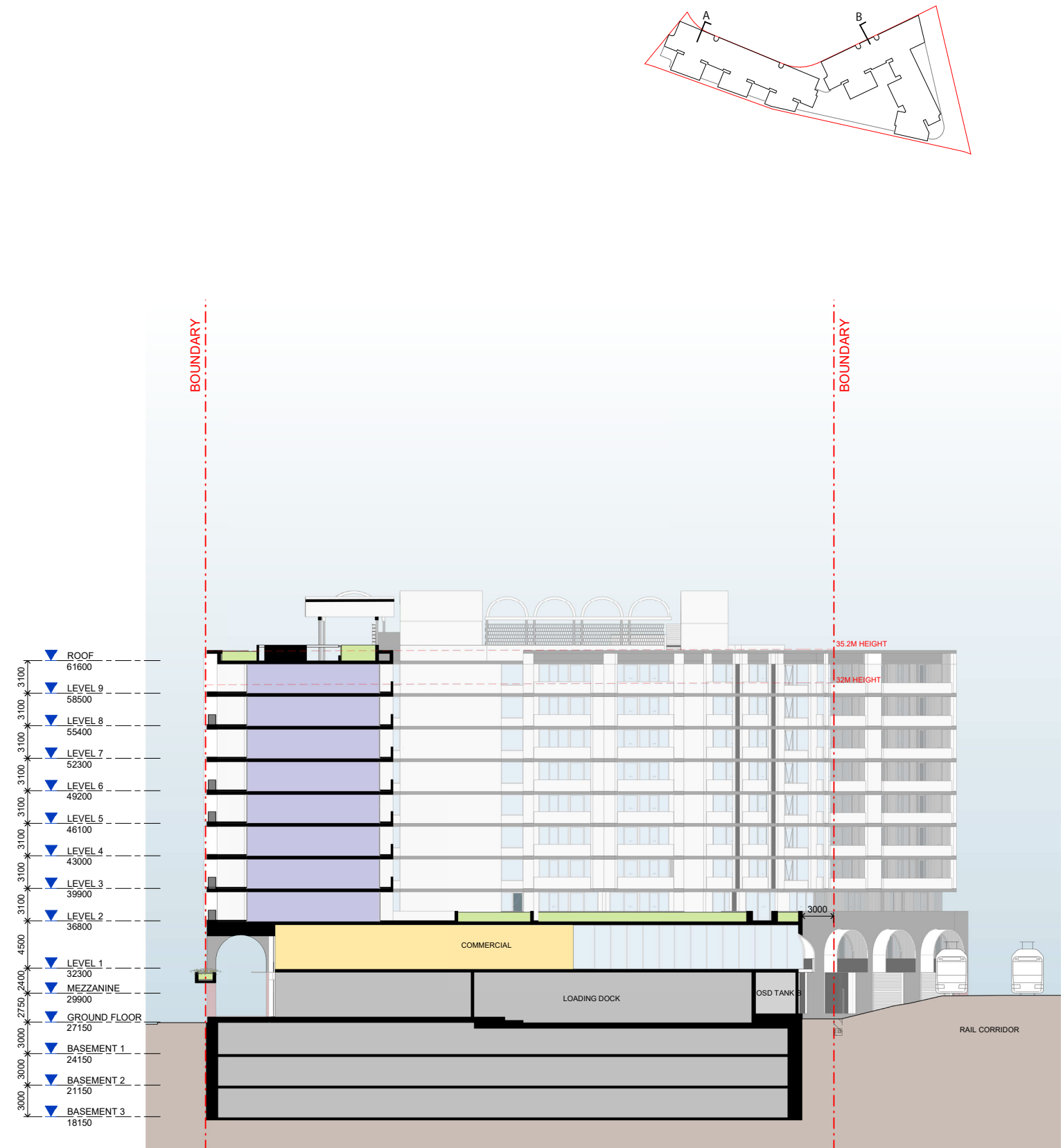
Basement Level 2



Basement Level 3



Section A



Section B

Materiality

The proposed material palette is elegant with an inherent durability and timelessness.

The use of brickwork on the base establishes a fine grain material at the lower levels providing human scale. The selection of brick also links the building to the railway vernacular that exists along Sydney rail corridors.

Above the brickwork, the use of warm concrete elements, in shades of grey and off white, create a sculptural quality to the facade, with the resultant shadow and light casting the diurnal rhythms of the day on the building. Slabs are off-form concrete, with the vertical blades a higher quality finish – being that they are in touching distance of the residents. Fine metal balustrades and planters are added as secondary elements, glazed elements recessive and secondary.

There is a flexibility to the aesthetic of the building which allows us to continue testing the appropriate material and finishes from a cost perspective and with construction inputs.

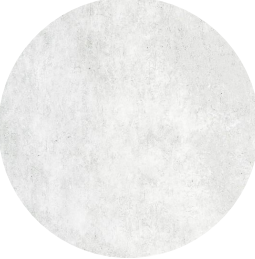
The adjacent palette selection outlines our aspirations as it relates to this DA.



Metalwork Balustrade



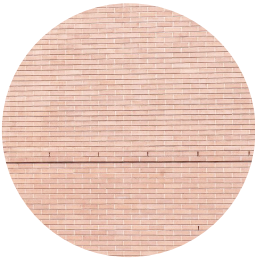
Cementitious Render - Grey



Cementitious Render - Off White



Glazing



Brickwork



Cementitious Render - Brick colour

Visualisation



Visualisation



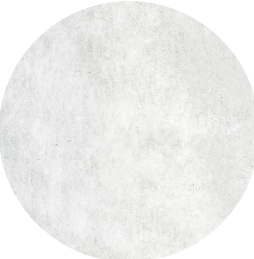
Northern Elevation



Metalwork Balustrade



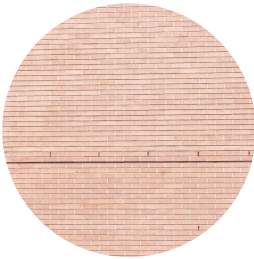
Cementitious Render - Grey



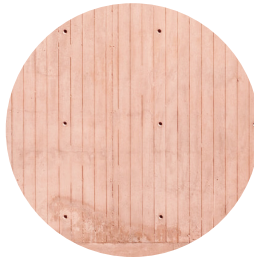
Cementitious Render - Off White



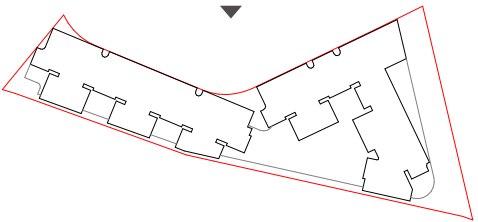
Glazing



Brickwork



Cementitious Render - Brick colour



Northern Elevation

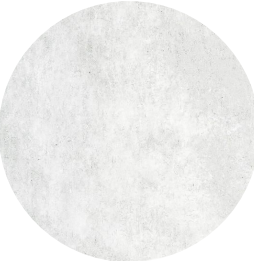
Eastern Elevation



Metalwork Balustrade



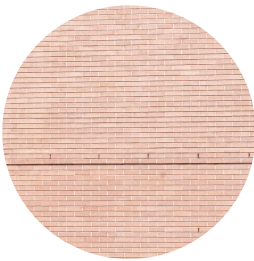
Cementitious Render - Grey



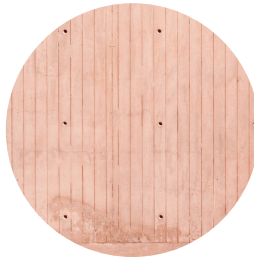
Cementitious Render - Off White



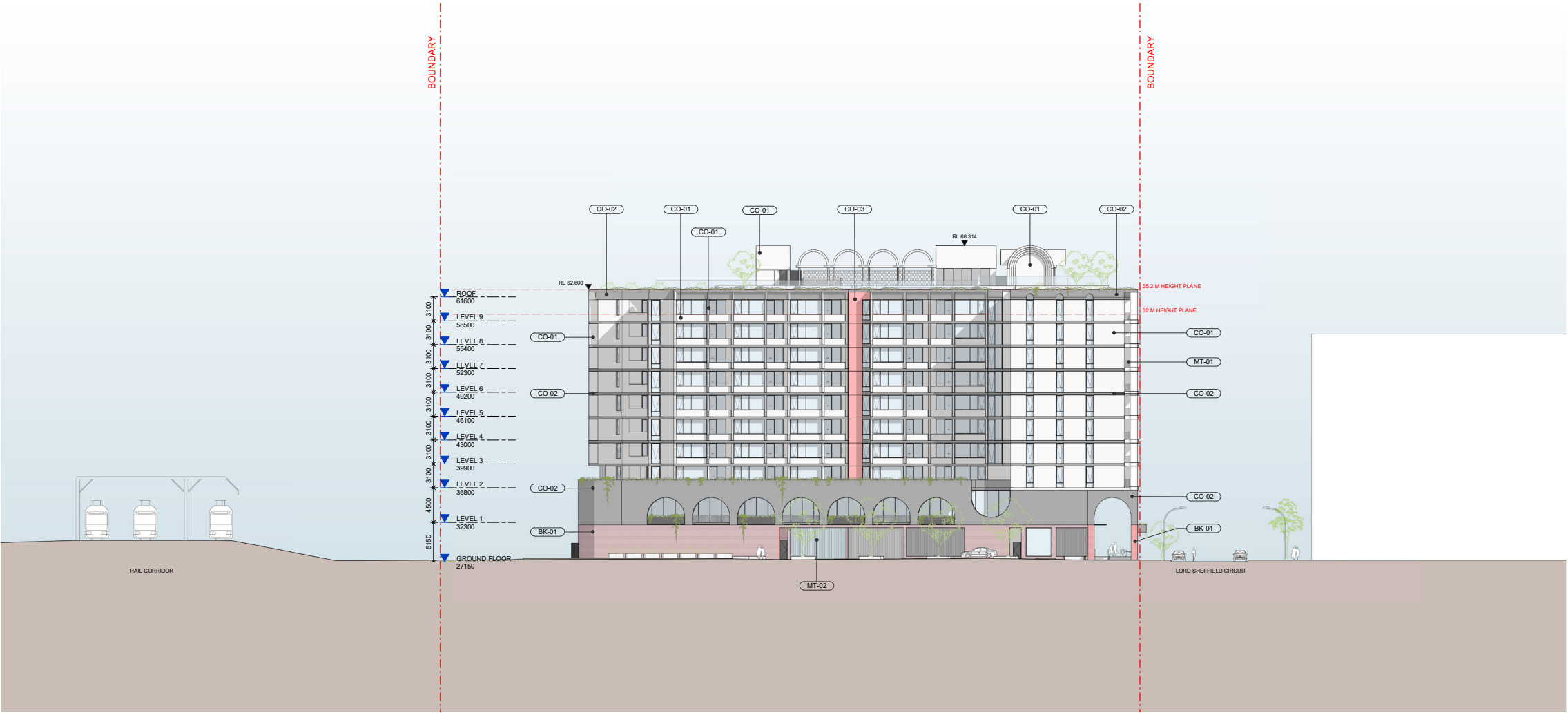
Glazing



Brickwork



Cementitious Render - Brick colour



Eastern Elevation

Mayfair On Penrith

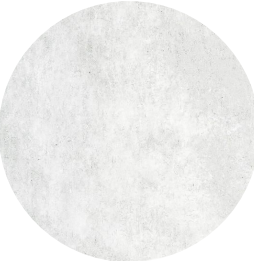
Western Elevation



Metalwork Balustrade



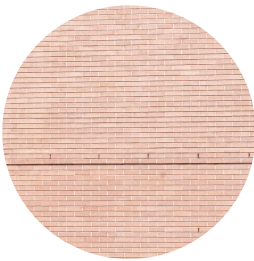
Cementitious Render - Grey



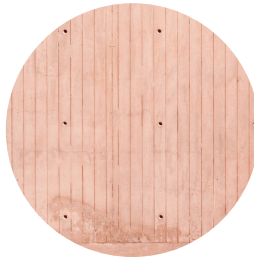
Cementitious Render - Off White



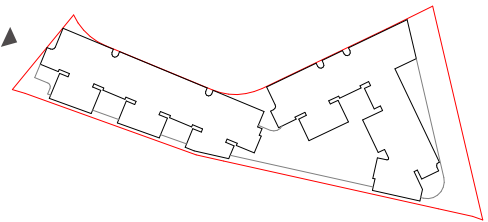
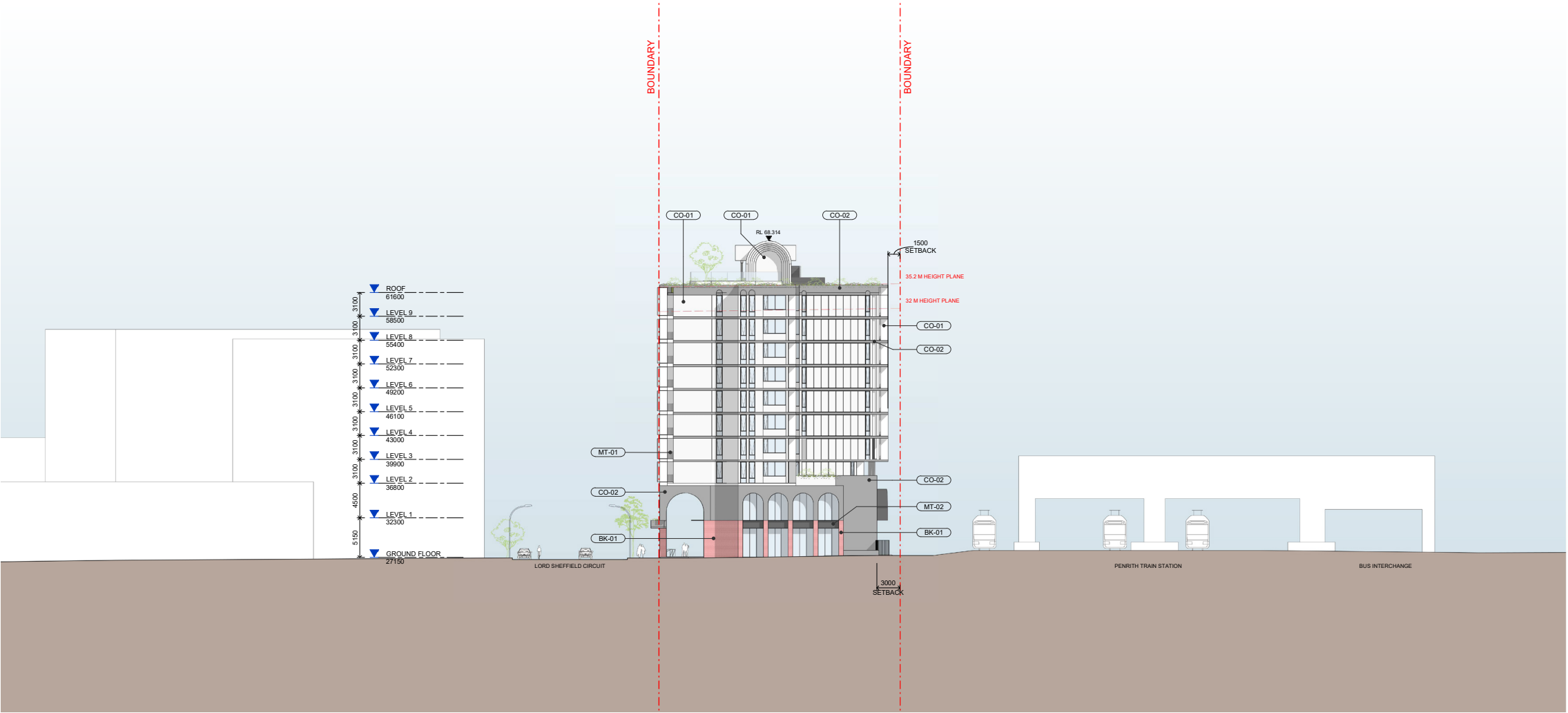
Glazing



Brickwork



Cementitious Render - Brick colour



Western Elevation

Mayfair On Penrith

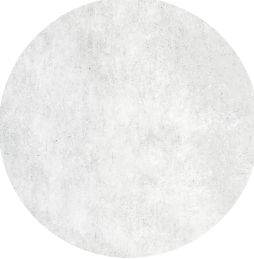
Southern Elevation



Metalwork Balustrade



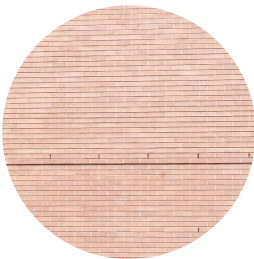
Cementitious Render - Grey



Cementitious Render - Off White



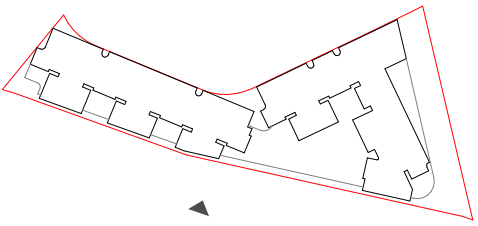
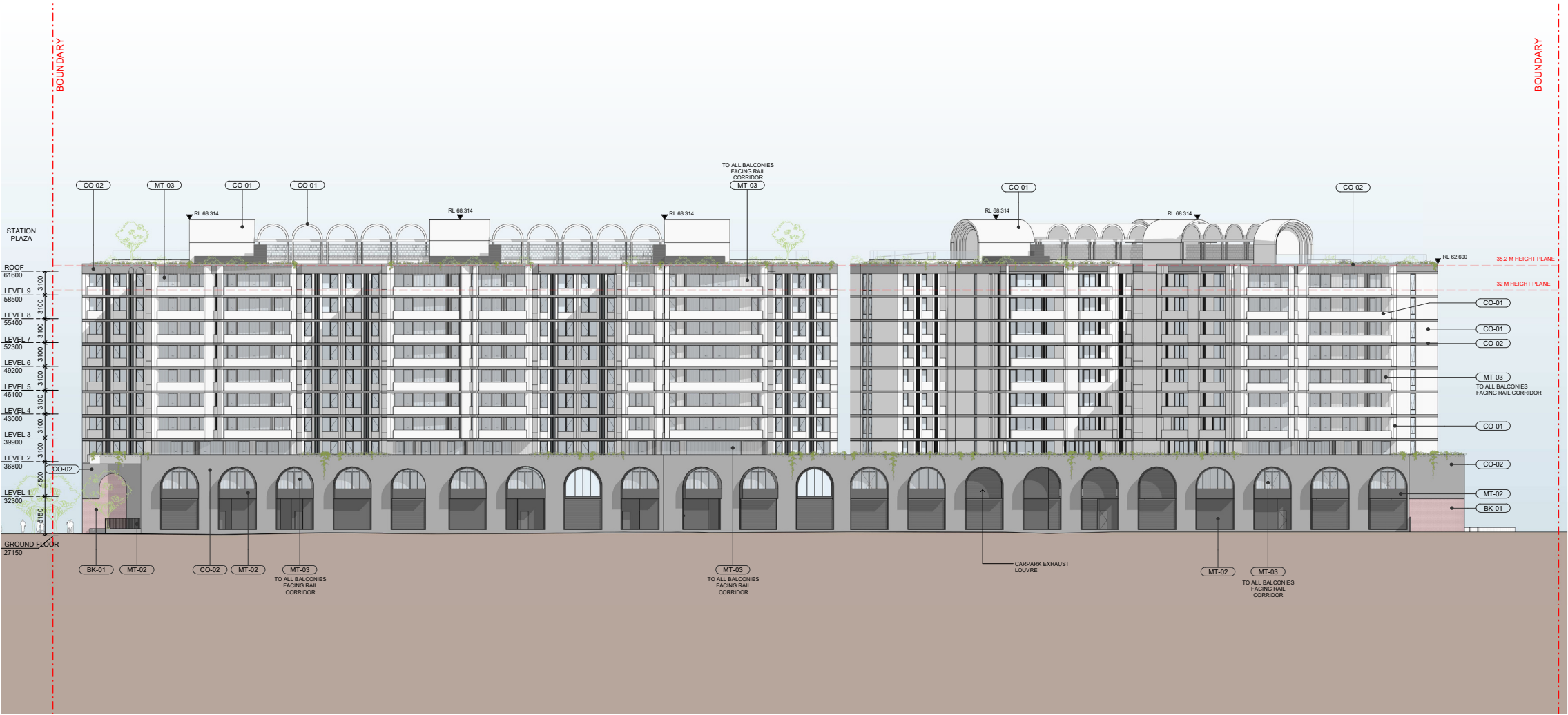
Glazing



Brickwork



Cementitious Render - Brick colour



Western Elevation

Mayfair On Penrith

Connecting to Country Strategy

There is no part of the land we live on that was not once loved, cared for and nurtured by Aboriginal people.

As design consultants, we have the opportunity to collaborate with our First Nations Knowledge holders to form an authentic design narrative from the ground, up. Through this deep collaboration, we build relationships and meaningful dialogue which only results in built outcomes that are deeply embedded in culture and place.

Broadly, our connection to Country approach and process for 160-172 Lord Shefeld, Penrith will be as follows:

Initiation to Concept Design (up to DA submission)

- Cultural research
- Identifying Indigenous underlays
- Cultural observations, recommendations and design references

Design Development (Post-Consent)

- Walking Country
- Yarning
- Deep listening
- Cultural design response
- Inclusive implementation

Design Delivery

- Indigenous overlay and conscious construction
- Regenerative materiality
- Indigenous interpretations

Post-Delivery

- Continued Indigenous partnerships through long-term maintenance strategies
- Ongoing community inclusion

Source: Arcadia

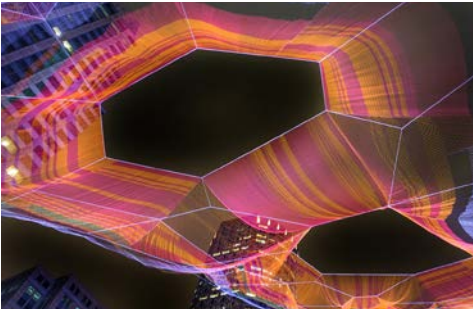
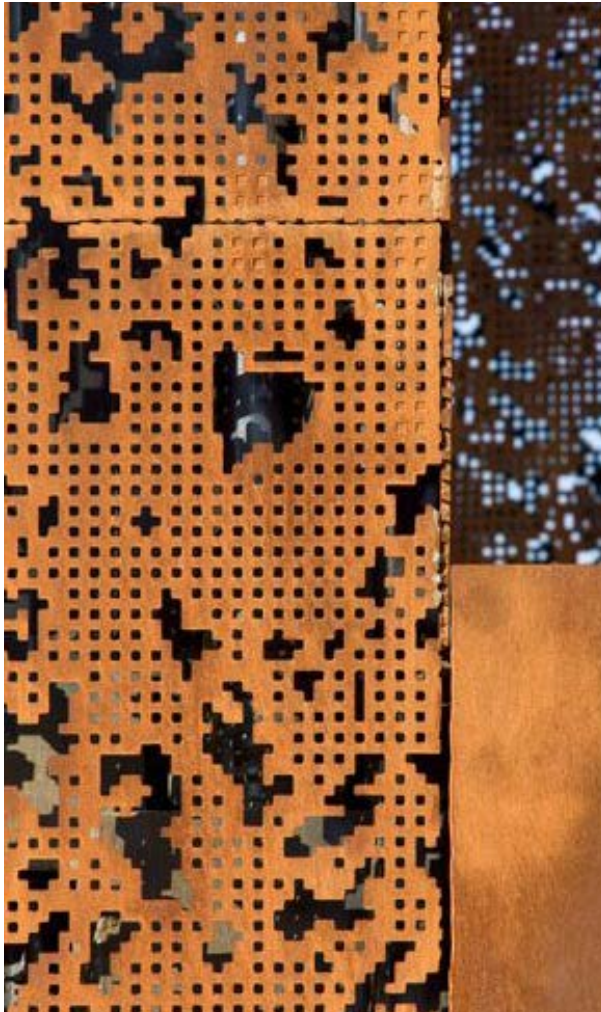


Public Art Strategy

The Connecting to Country Framework is a strategy based on engagement with Landscape + Public Art.

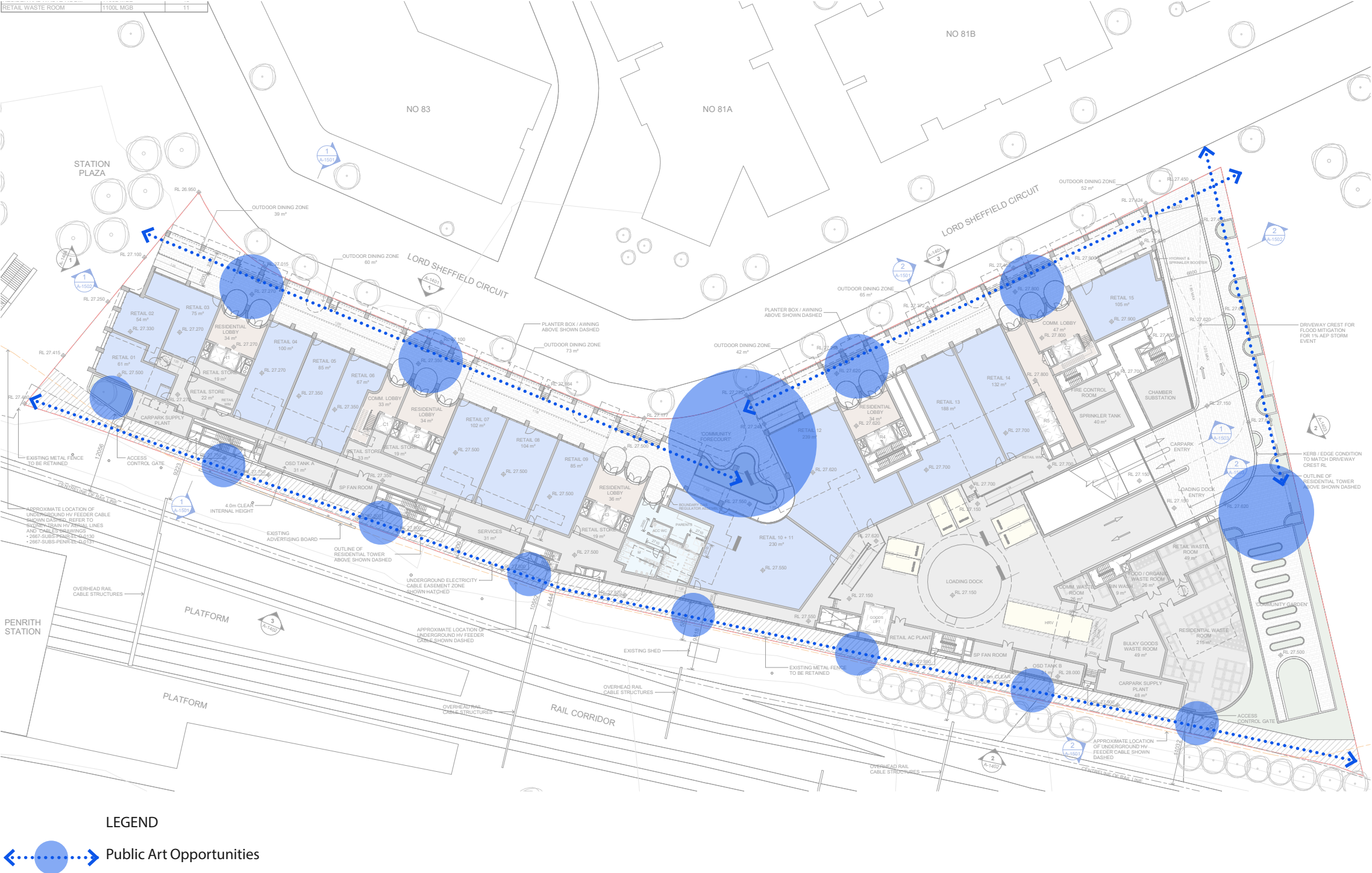
There are opportunities within the public domain to come to, learn and reflect. We have made space for these stories of Country to unfold and be celebrated. Our conversations have just begun and will continue to happen through the cycle of this project.

Source: Arcadia



Public Art Strategy

This plan identifies location opportunities for public art only.
Location of public art to be finalised at DD phase and details further developed with future public art strategy.



7

Vehicle Access

Vehicle Access

Ground Floor Plan - Access

Vehicle Access

1-Vehicle access located at the eastern end of the site to reduce potential conflict between vehicles and pedestrians. The interface with Lord Sheffield Circuit can be treated as a share way.

2-Basement entry located within the building (i.e. no ramping within the bus reservation).

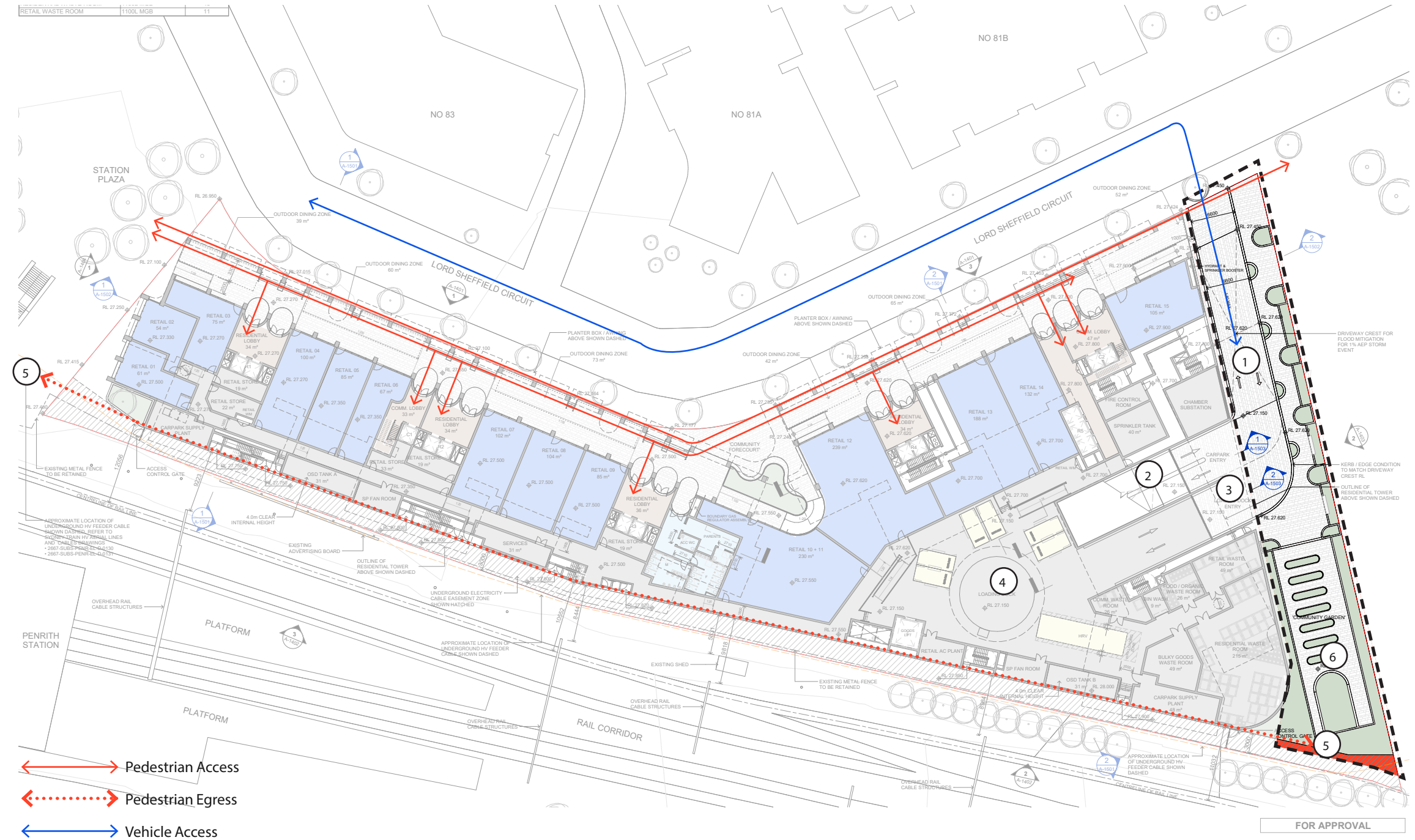
3-Loading Dock Entry (within the building facade)

4-Loading Dock and Service Zone

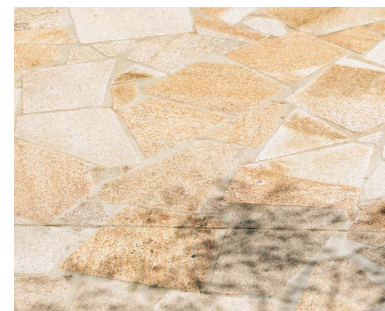
5-Egress path along the southern boundary to allow for maximum retail frontage along the colonnade.

The Community Garden Interface

6-Community garden retained for the length of the eastern boundary.



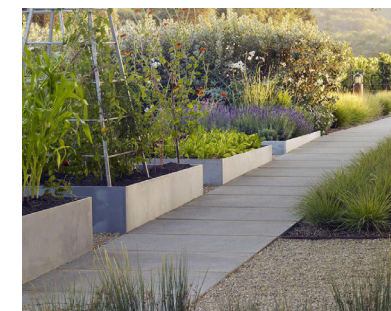
Source: Arcadia Report
Mayfair On Penrith



Source: Arcadia Report



Source: Arcadia Report



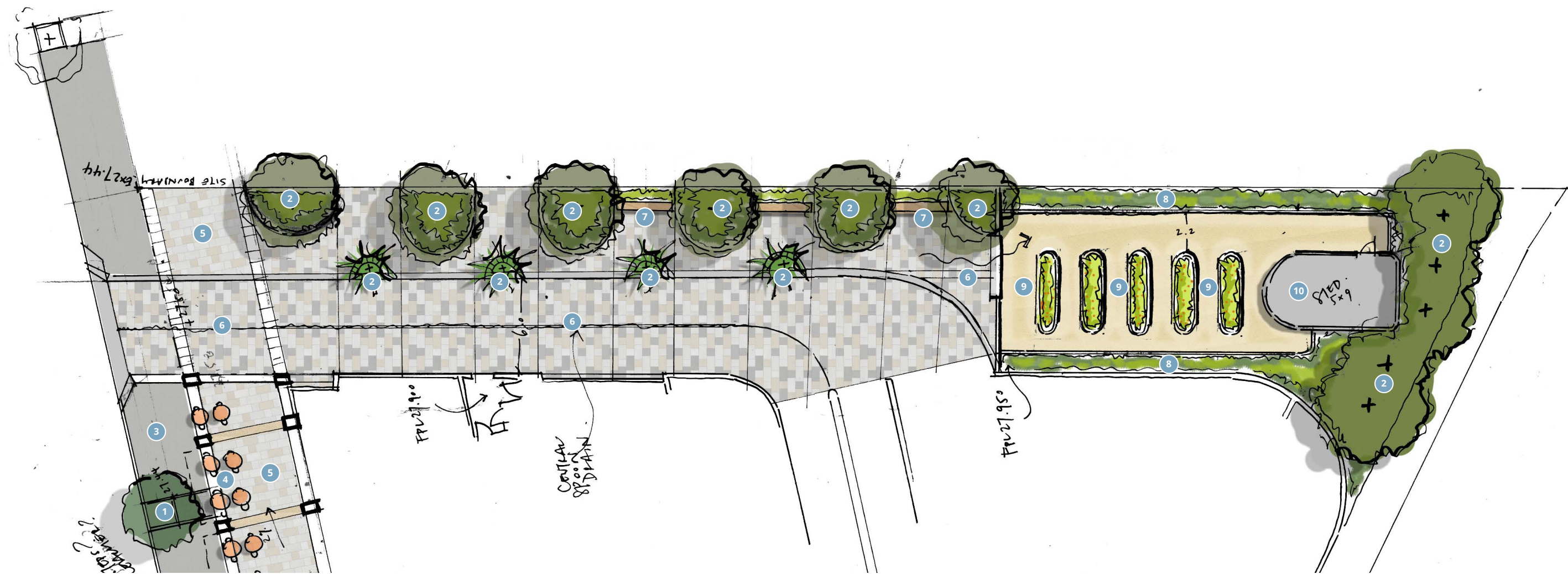
Source: Arcadia Report



Source: Arcadia Report

Ground Floor Plan -Landscape Concept

Source: Arcadia Report



- Legend
- 1

Existing Street Trees

2

Proposed Street Trees with understory planting

3

Existing Footpath Paving with banding

4

Flexible Alfresco Furniture Elements

5

Proposed Paving Type 1- Unit Paver with Banding

6

Proposed Paving Type 2- Unit Paver Shared Zone

7

Seating Element

8

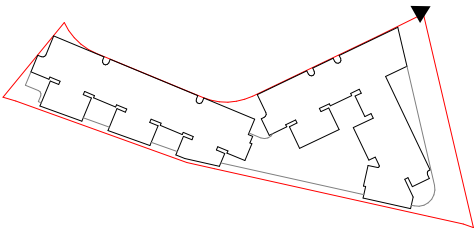
Buffer Vegetation

9

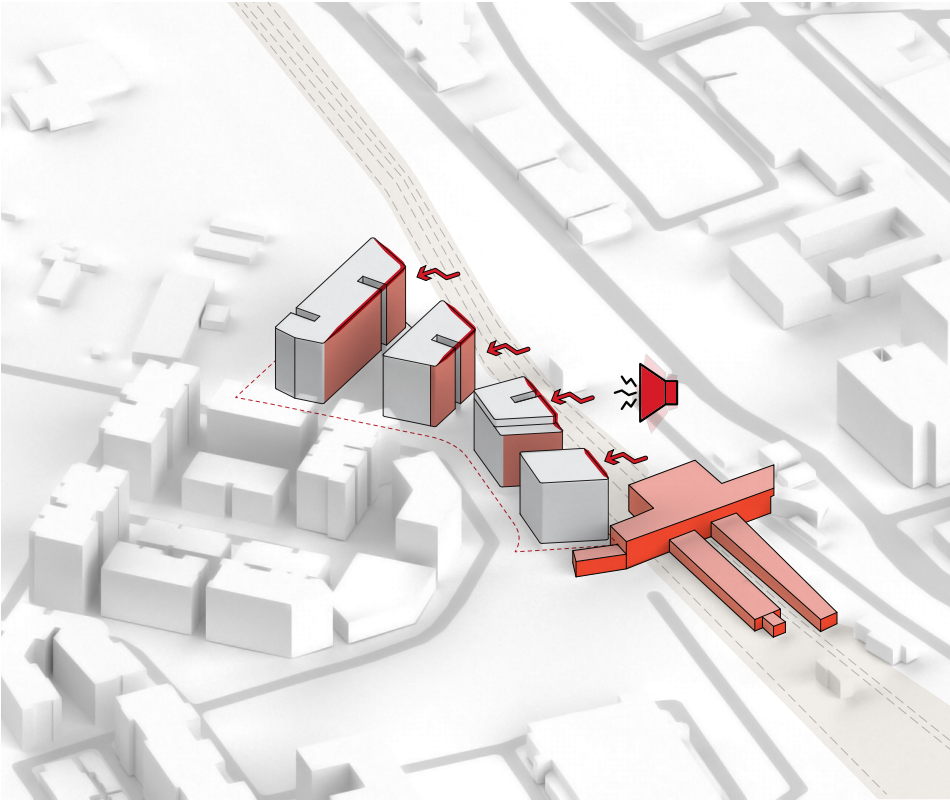
Raised Planted Beds (Community Gardens)

10

Tools/Storage Shed

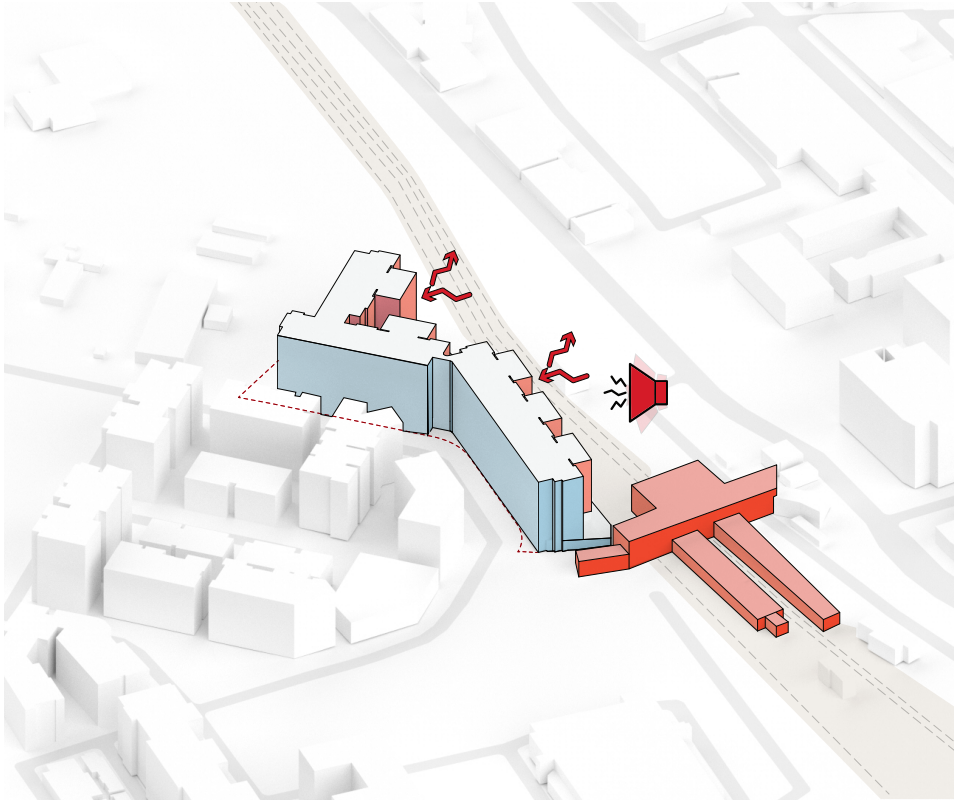


Acoustic Strategy



Reference scheme

The massing of the reference scheme splits the site into four blocks. This results in the majority of the facades being exposed to the rail corridor, and resultant noise.



Proposed Strategy

A long North facing facade, addressing the primary street provides many benefits. In the context of this site, and its proximity to the rail corridor, it means that the majority of the living spaces can completely removed from the noise of the railway.

In addition to benefiting the subject site, the building acts as a shield for neighbouring buildings, improving the quality of life for both residents and neighbours.



Planning & Facade - Acoustic

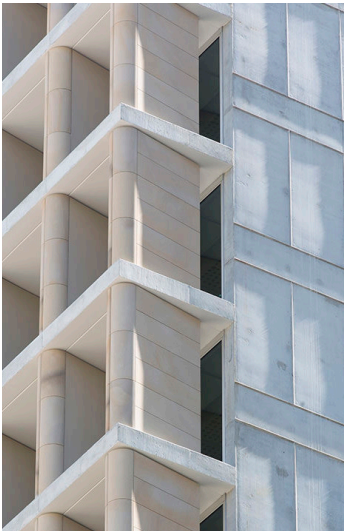
The use of a solid material to the external envelope of the building creates a threshold between the protected interior environment of the home, and the busier environment of the outside world. The depth creates shadow – articulating the building mass from the public domain (without fussy or ‘added’ details), while from a residents’ perspective creating a protected interior – from noise, the busyness of the station, the burning heat of the summer sun, from prying eyes on the commute home.

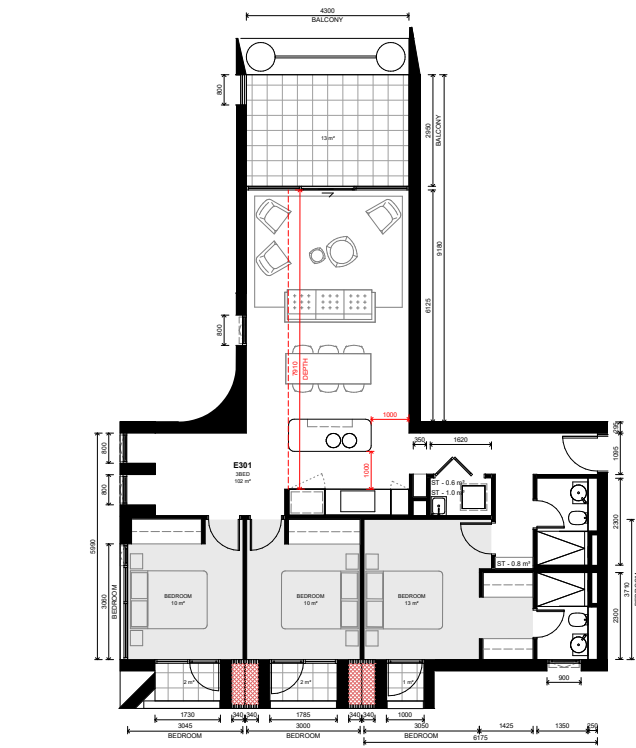
The protective edge celebrates the connection between the interior and the exterior, while concurrently employing passive design principles for internal thermal and acoustic comfort. The aggressive railway noise is a nuisance – to combat this we need to proactively address the envelope of the building to design out the impacts.

From an acoustic perspective we believe that several simple strategies employed in the building fabric and envelope can all but eliminate the challenges that the railway presents. The employment of a building envelope that has a thickness that can be moulded and sculpted is paramount to delivering remarkable interiors. The last line of defence when designing remarkable homes should be the glazing line. Ideally, we do all that is possible to reduce the pressure on the glazing, to ensure that the windows remain operable, that they are as clear as possible so that the view can be enjoyed, and they do not become prohibitively expensive.

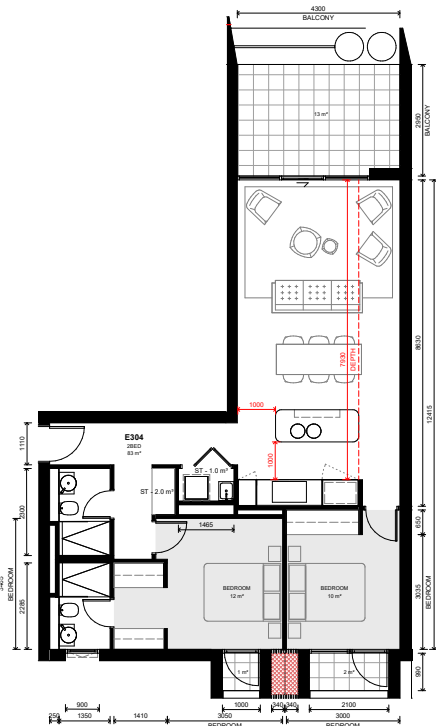


- Apartments requiring acoustic plenums for natural ventilation
- Apartments requiring acoustic plenums for cross ventilation

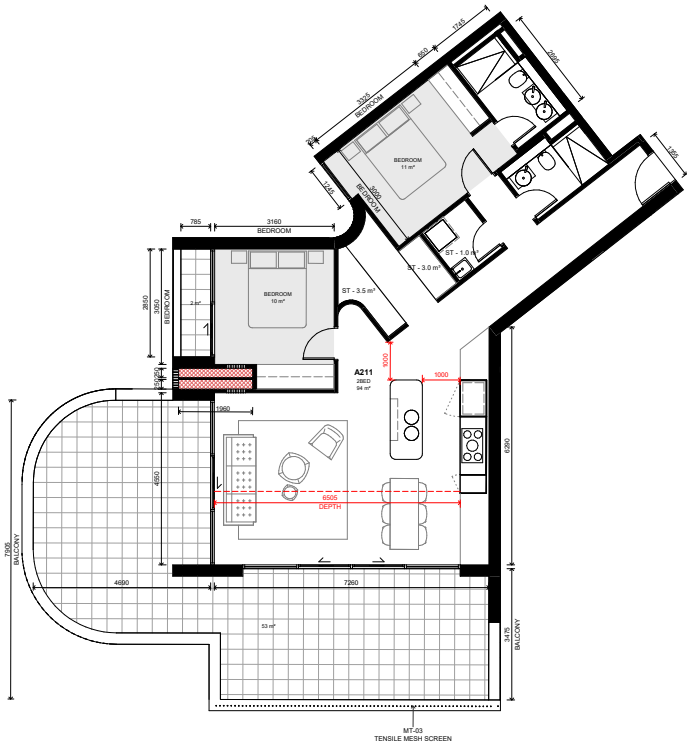




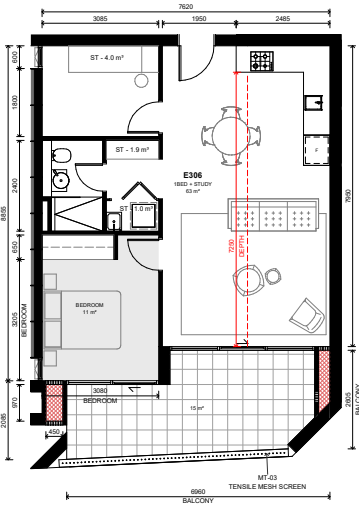
3 Bedroom - Type A (North facing Living Room)



2 Bedroom - Type A (North facing Living Room)



2 Bedroom - Type B (South-west facing)



1 Bedroom + Study - Type A (South facing)

 Zone for Acoustic Plenum

Facade - Acoustic

From an acoustic perspective we believe that several simple strategies employed in the building fabric and envelope can all but eliminate the challenges that the road presents. We have been working for the last 10 years on projects directly abutting significant roads and public infrastructure – to deliver remarkable homes and living environments.

An acoustic consultant has been engaged to provide detailed specification on the use of acoustic plenums and other control measures to limit the filtration of unwanted noise in habitable rooms

Figure 5 Passive Air Path Design, Vertical Air Path

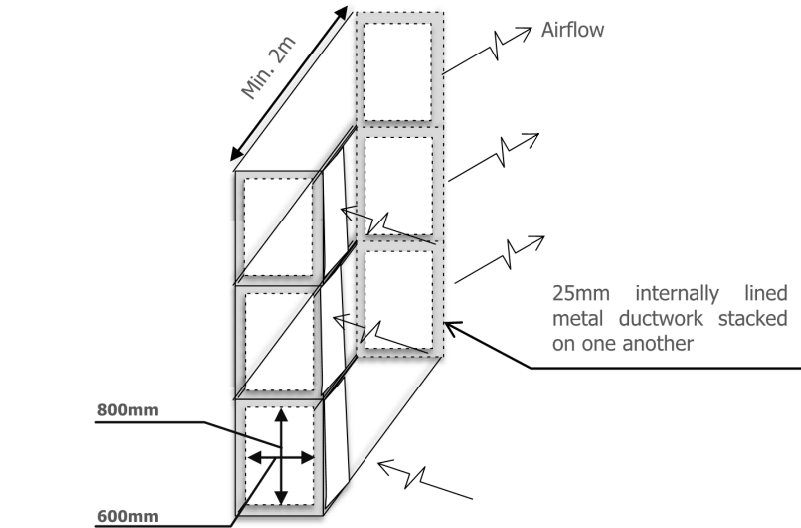
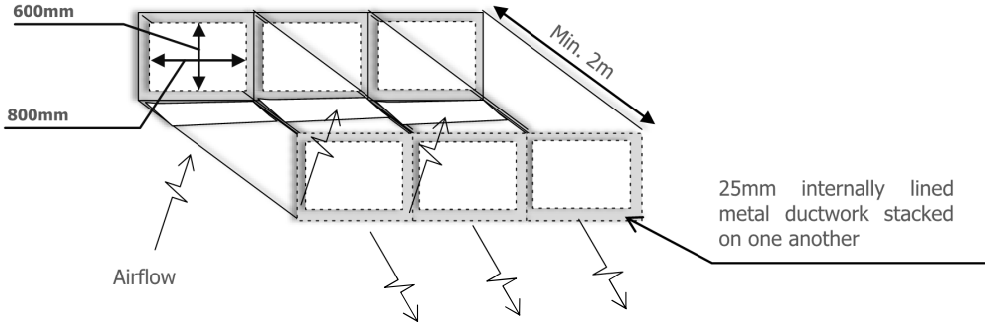


Figure 6 Passive Air Path Design, Horizontal Air Path

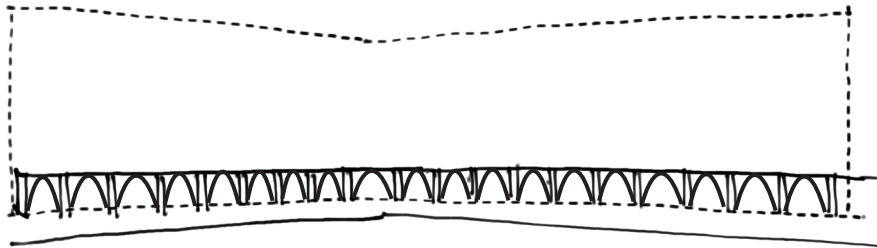


Source: Acoustic Report

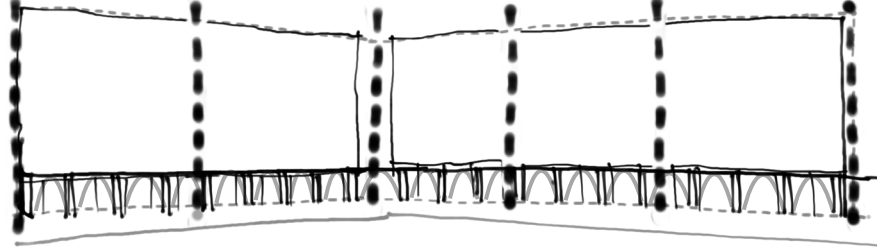
Facade Diagrams

The facade expression to Lord Sheffield Circuit includes;

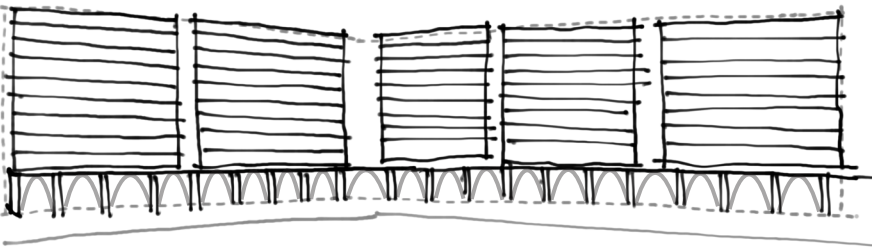
- 1. A 2 storey public colonnade along the length of the building presenting as a series of arched openings - a grand public gesture
- 2. An aligned street wall expression above the cannonade- including a series of vertical cuts to articulate the overall built form.
- 3 A direct and honest building tectonic with horizontal slab expression that represents the logic of the building.
- 4. A series of fine vertical fins are added between the slabs as a brise soleil - with a secondary layer of sculptural pots. The 2 elements are layered across the facade creating subtle patterns of shadow and light.
- 5. An expressed series of arched elements are introduced on the roof to create a roof feature, and link the top of the building back to the base.



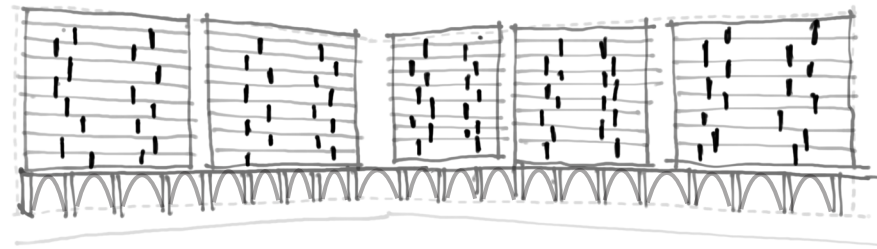
1 - Arched Colonnade



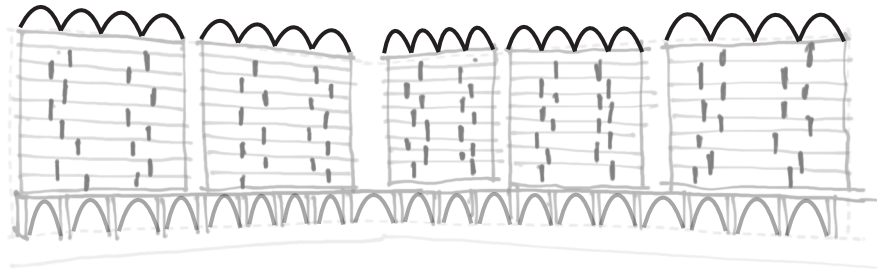
2 - Built Form Articulation



3 - Honest Tectonic



4 - Fine Fenestration



5 - Roof Feature

Facade

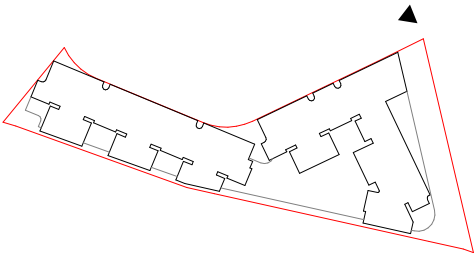
The proposed scale of the building is commensurate with existing built form along Lord Sheffield Circuit as seen in the adjacent vignette.

The proposal intentionally sets the glazing back from the facade to ensure visual privacy and as a passive ESD measure.

The north facing elevation is expressed as a series of rhythmic blades which will use shadow, light and reflectivity to create a dynamic play of the diurnal patterns of each day

Vertical cuts along the street wall elevation break down the scale and articulate the overall built form.

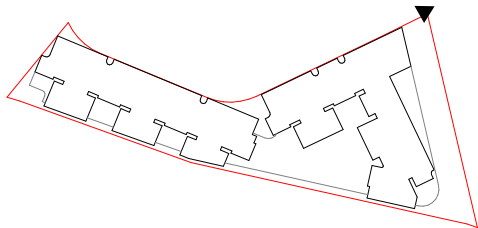
An arched roof feature pops up and forms a visual dialogue with the arched colonnade.



Facade

The Eastern boundary (Lot 3011) includes a bush tucker walk, a continuous landscaped edge to the adjacent site and a community garden.

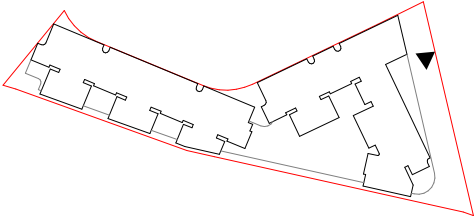
Services and loading dock are architecturally integrated into the facade, while the commercial fenestration on level 1 provides activation to the space.



Facade

The Eastern boundary (Lot 3011) includes a bush tucker walk, a continuous landscaped edge to the adjacent site and a community garden.

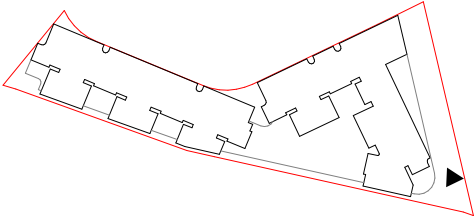
Services and loading dock are architecturally integrated into the facade, while the commercial fenestration on level 1 provides activation to the space.



Facade

The Eastern boundary (Lot 3011) includes a bush tucker walk, a continuous landscaped edge to the adjacent site and a community garden.

Services and loading dock are architecturally integrated into the facade, while the commercial fenestration on level 1 provides activation to the space.



Facade

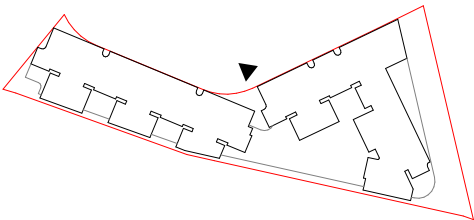
The proposed scale of the building is commensurate with existing built form along Lord Sheffield Circuit as seen in the adjacent vignette.

The proposal intentionally sets the glazing back from the facade to ensure visual privacy and as a passive ESD measure.

The north facing elevation is expressed as a series of rhythmic blades which will use shadow, light and reflectivity to create a dynamic play of the diurnal patterns of each day.

An overlay of landscaped elements provides an additional richness to the facade.

Vertical cuts along the street wall elevation break down the scale and articulate the overall built form

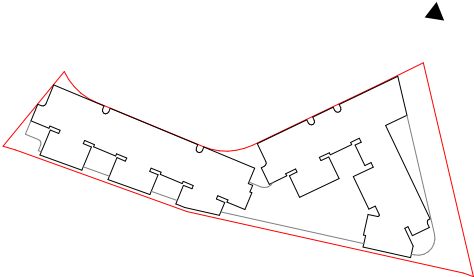


Facade

The podium is expressed along the Eastern elevation as a landscaped base to the building, with a sculptural expression.

The Eastern wing of residential is setback from the podium, diminishing it's visual prominence.

The architectural expression of the residential component links to the Southern elevation, as it has similar constrains with regard to acoustic and visual privacy - expressed slabs, vertical columns and solid balustrades



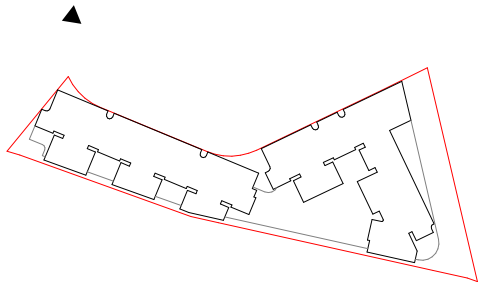
Design Development Vignette

Mayfair On Penrith

Facade

The proposed scale of the building is commensurate with existing built form along Lord Sheffield Circuit as seen in the adjacent vignette.

An arched roof feature pops up and forms a visual dialogue with the arched colonnade.



Design Development Vignette

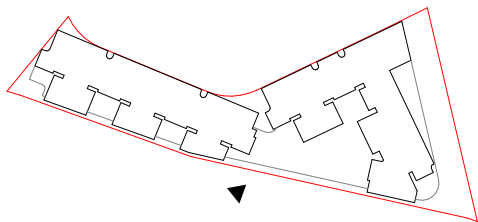
Mayfair On Penrith

Facade

The 2 storey podium is carried across the southern elevation and creates a platform for the residential tower forms above to cantilever over.

A regular rhythm of arched projections on the podium form a relationship with the colonnade and roof structures but also reference train sheds that exist along the railway. Infill elements within the arches create balconies for the commercial level or louvres for associated services.

The architectural expression of the residential towers are linked with the constraints of the site, that of acoustic and visual privacy, with expressed slab edges, vertical columns, recessed glazing and solid balustrades



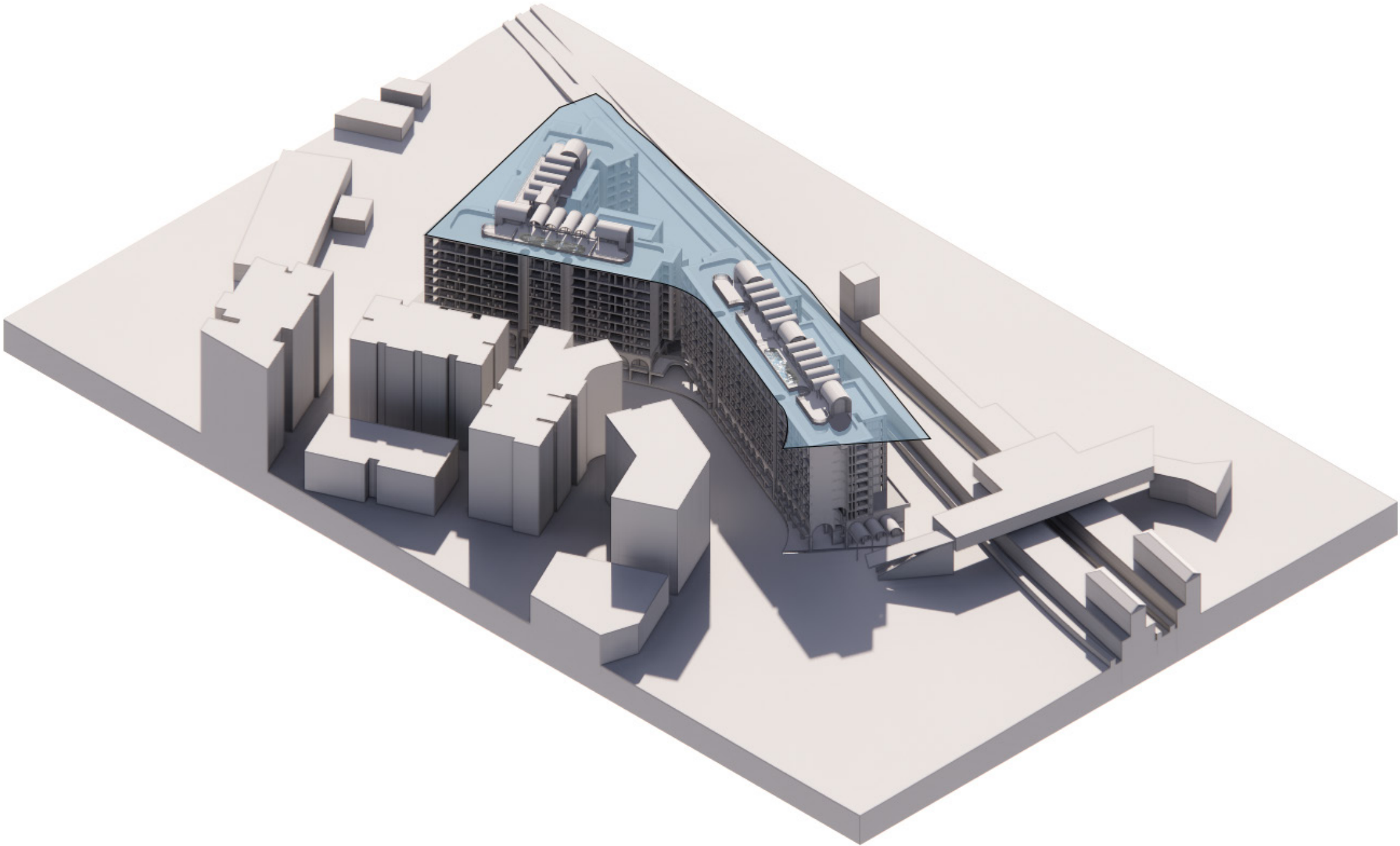
10

Building Height

Height Plane Aerial

The building parapet is below the 35.2m design excellence height plane.

Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated on the following pages.

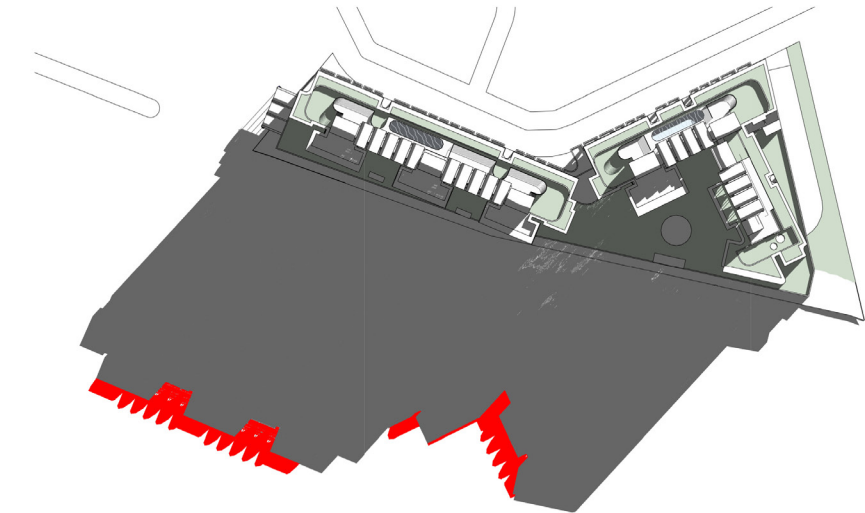


35.2m Height Plane

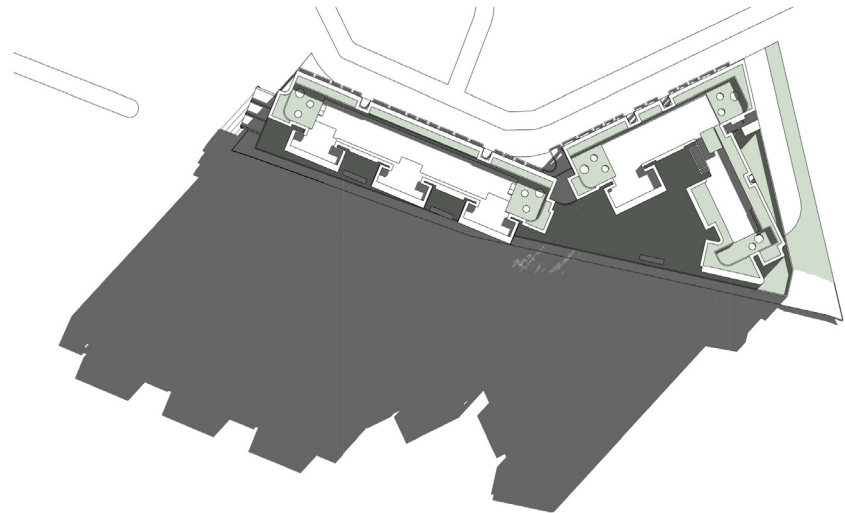
Overshadowing Study 1

Proposed vs Communal Rooftop Removed

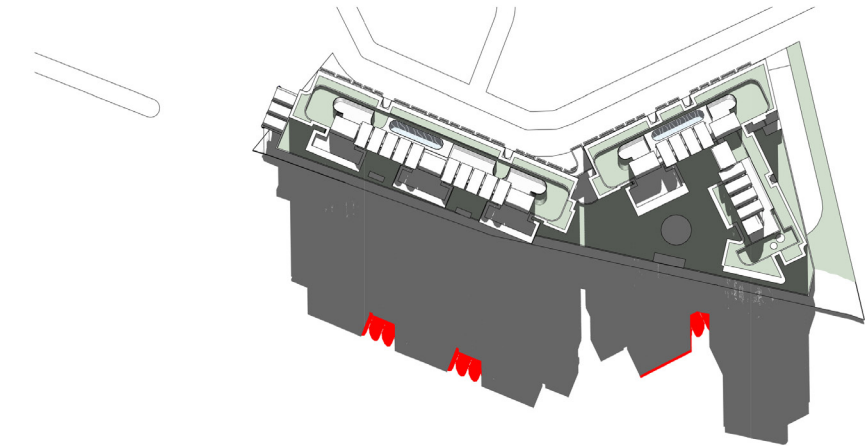
The additional shadow cast by the communal rooftop facilities, shown red, is minor and cast onto the rail corridor.



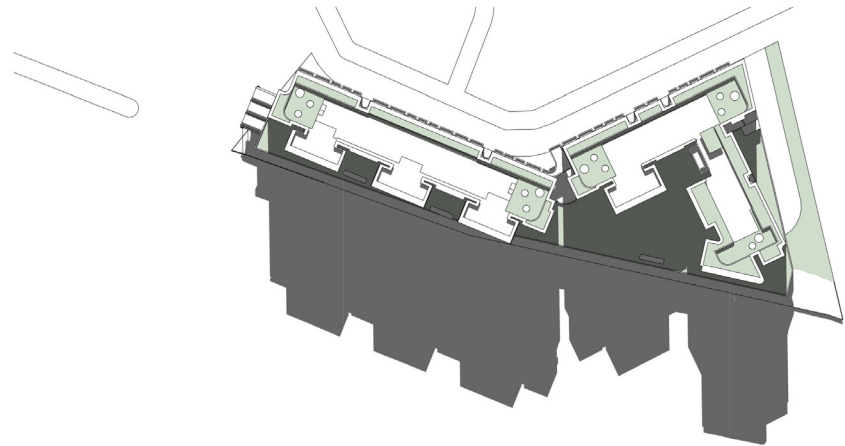
Shadow Diagram - Proposed - 9am Midwinter



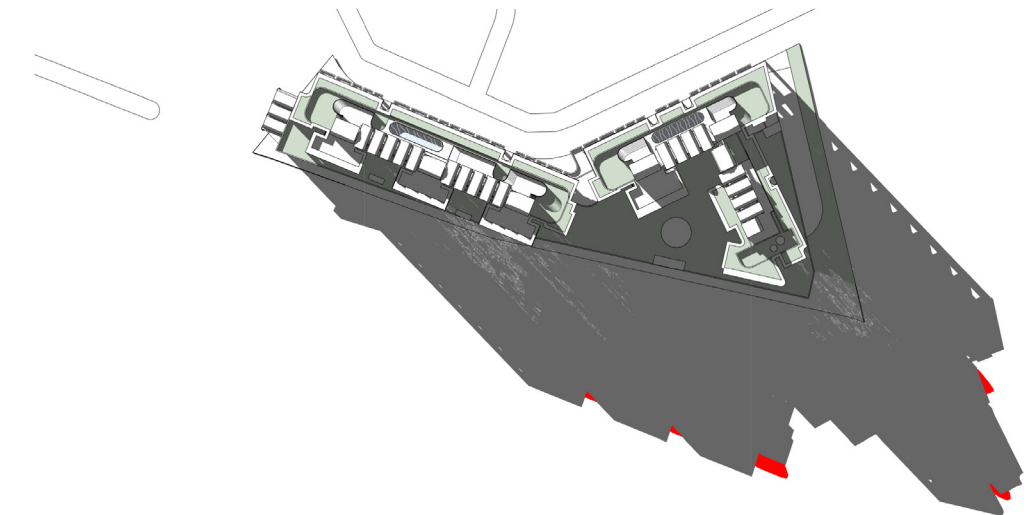
Shadow Diagram - Rooftop Access Removed - 9am Midwinter



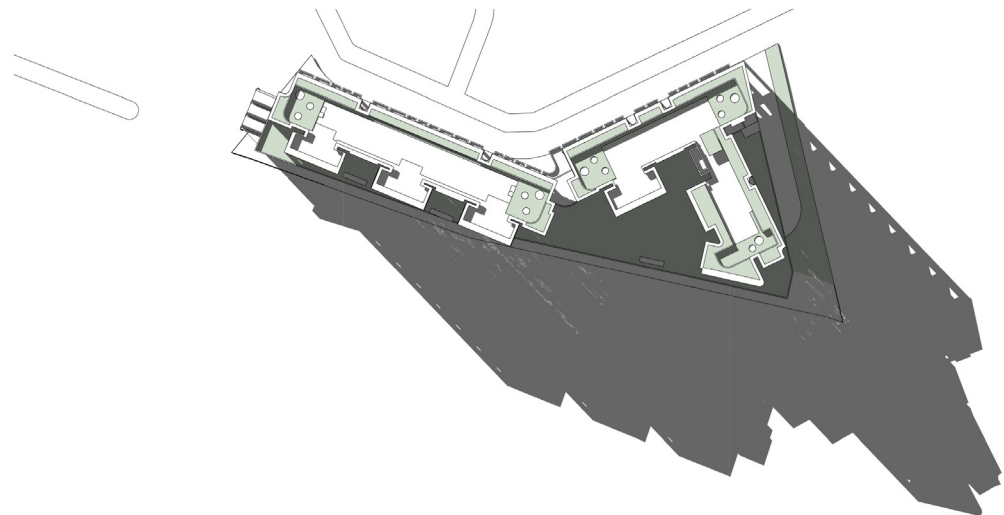
Shadow Diagram - Proposed - 12pm Midwinter



Shadow Diagram - Rooftop Access Removed - 12pm Midwinter



Shadow Diagram - Proposed - 3pm Midwinter

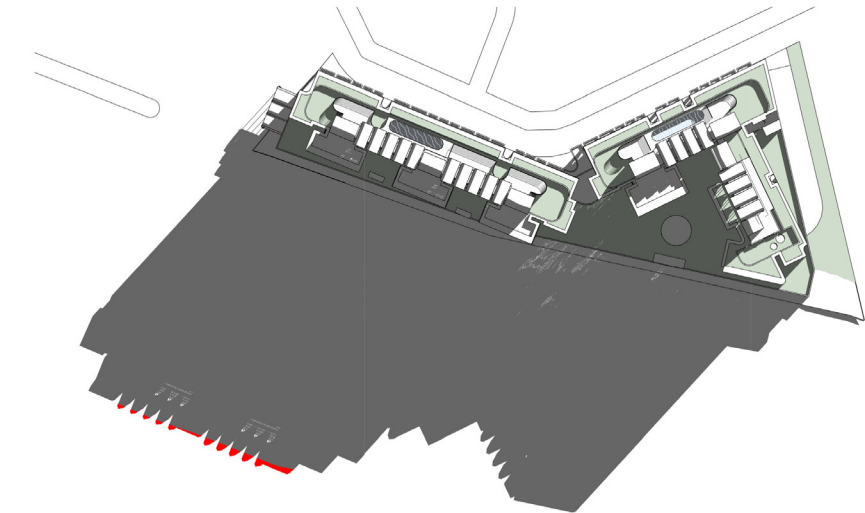


Shadow Diagram - Rooftop Access Removed - 3pm Midwinter

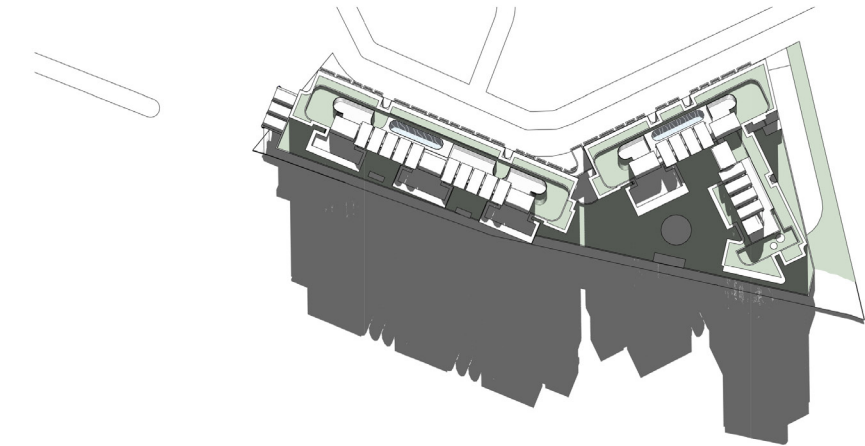
Overshadowing Study 2

Proposed vs 35.2 Envelope

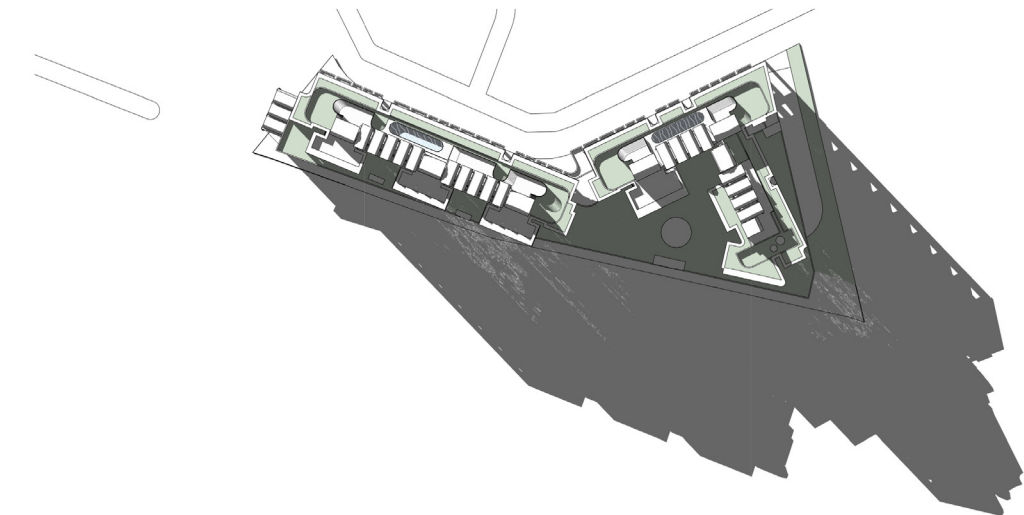
The additional shadow cast by the communal rooftop facilities, shown red, is minor and cast onto the rail corridor.



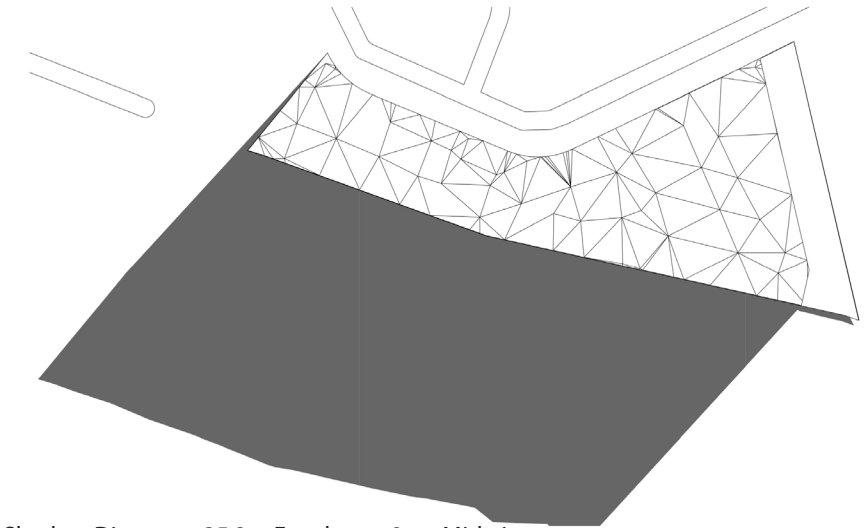
Shadow Diagram - Proposed - 9am Midwinter



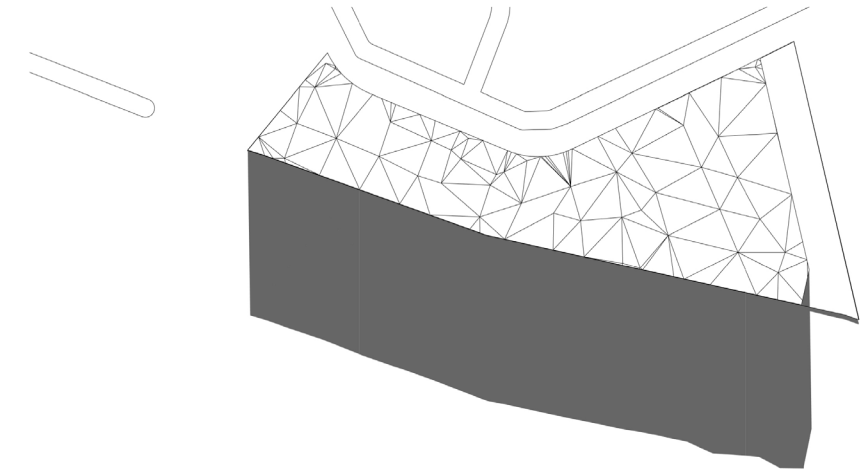
Shadow Diagram - Proposed - 12pm Midwinter



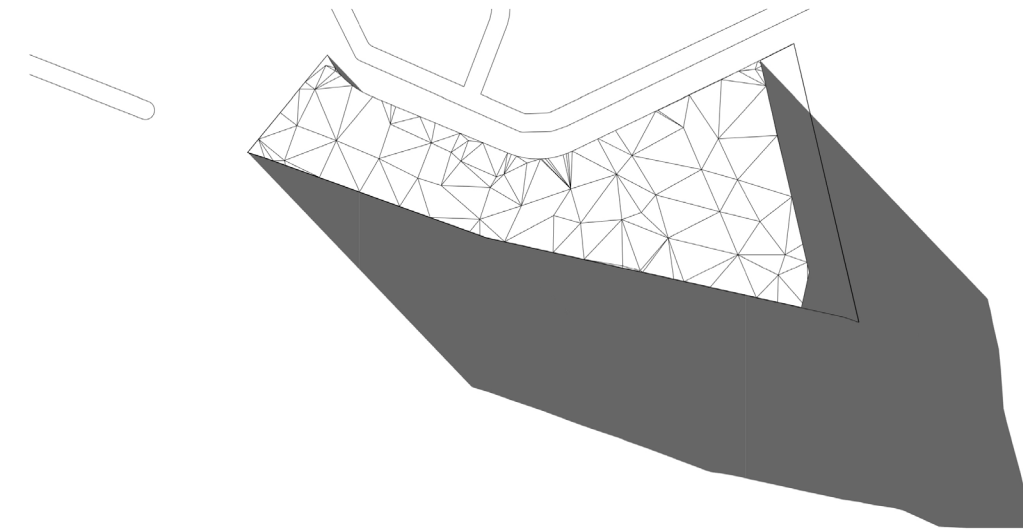
Shadow Diagram - Proposed - 3pm Midwinter



Shadow Diagram - 35.2m Envelope - 9am Midwinter



Shadow Diagram - 35.2m Envelope - 12pm Midwinter

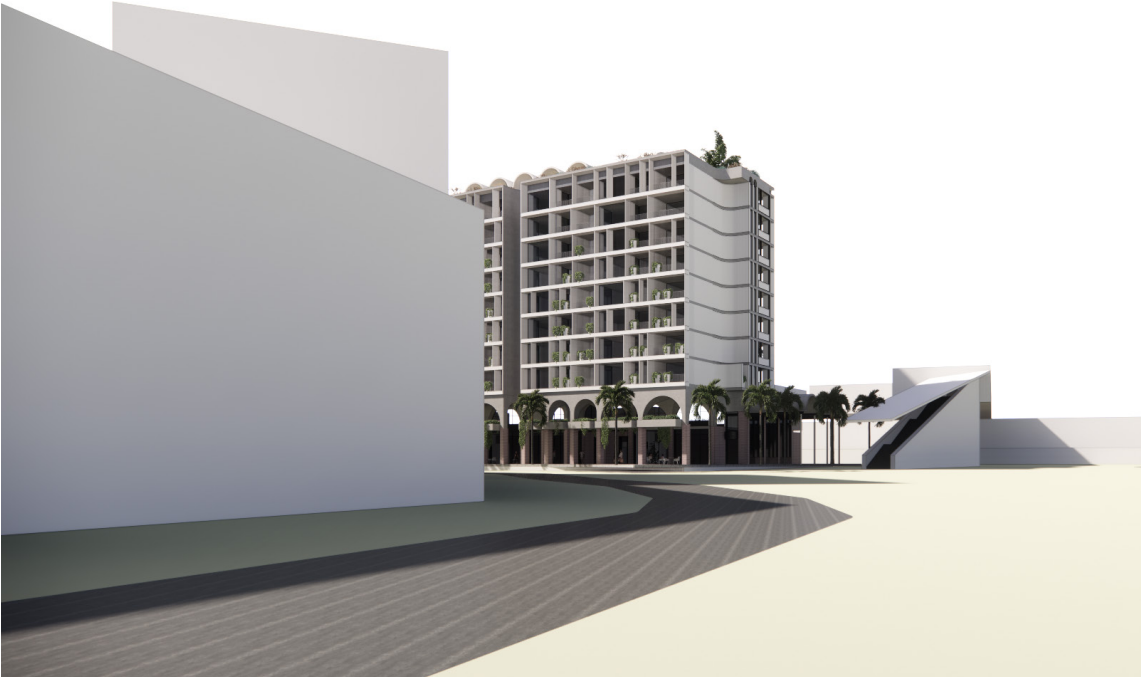


Shadow Diagram - 35.2m Envelope - 3pm Midwinter

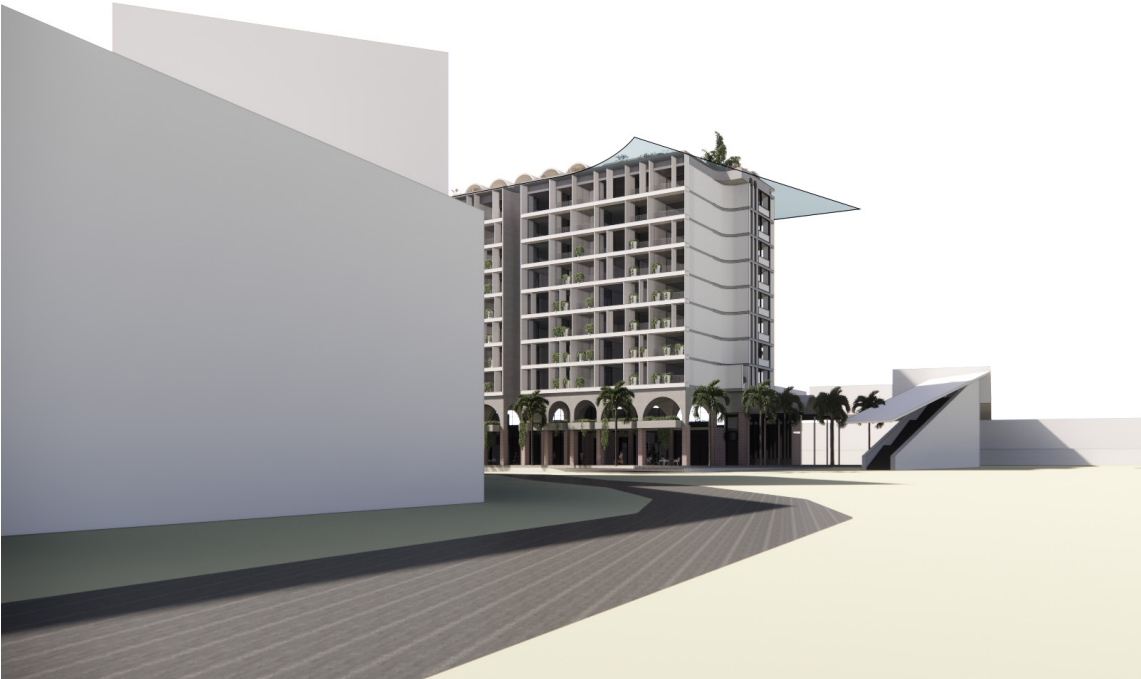
View 1

The building parapet is below the 35.2m design excellence height plane.

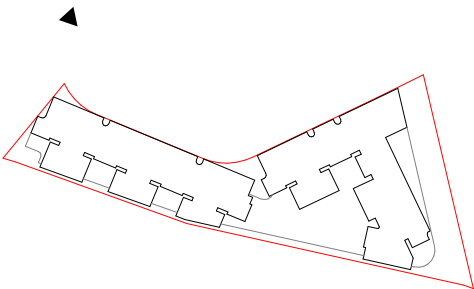
Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated adjacent.



View1



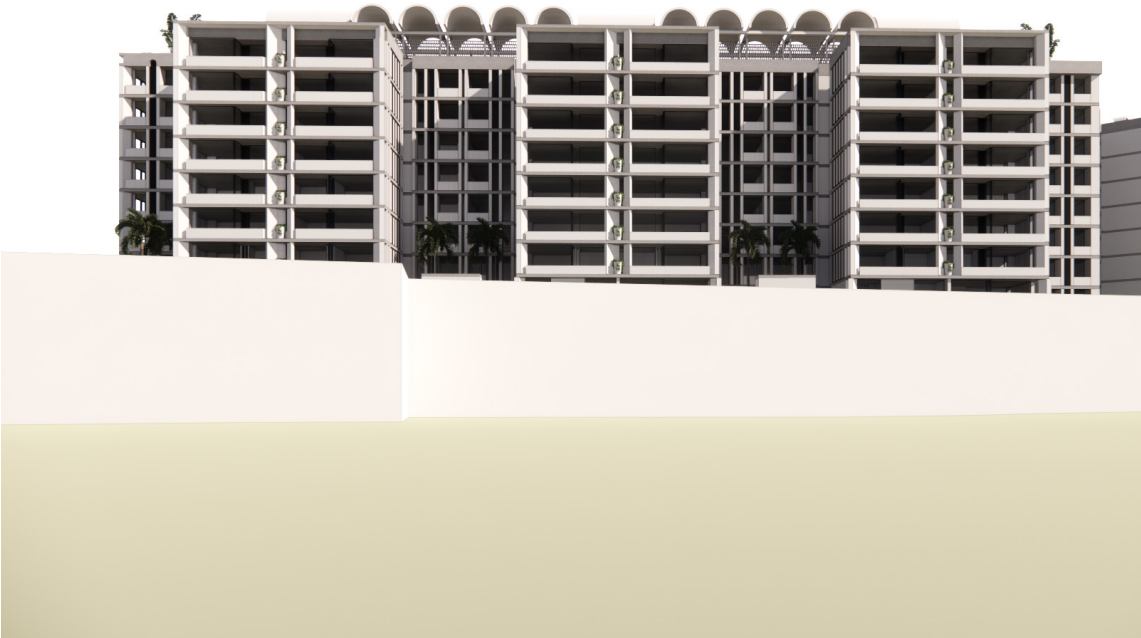
View1 with 35.2m Height Plane



View 2

The building parapet is below the 35.2m design excellence height plane.

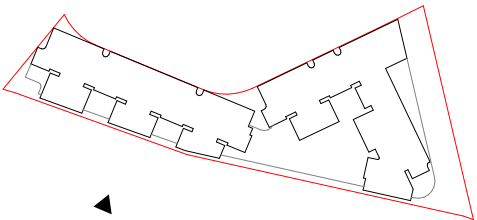
Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated adjacent.



View2



View2 with 35.2m Height Plane



View 3

The building parapet is below the 35.2m design excellence height plane.

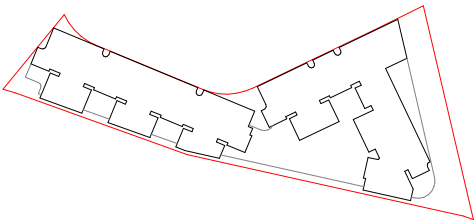
Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated adjacent.



View3



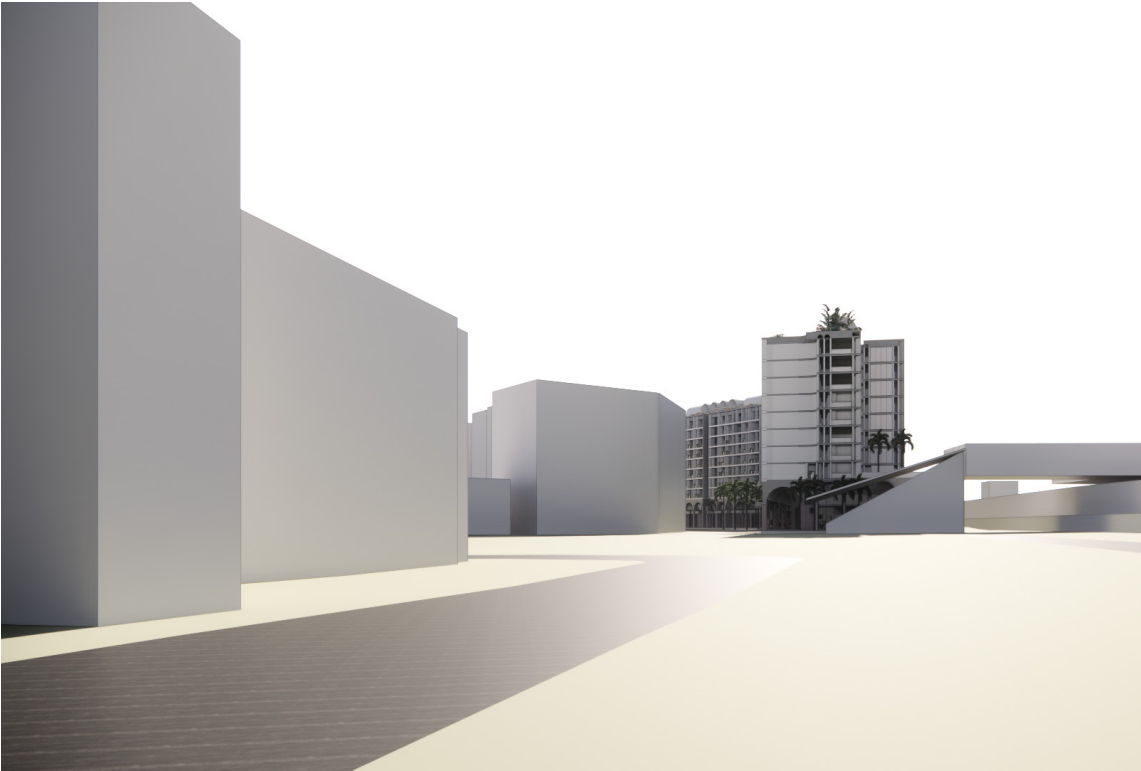
View3 with 35.2m Height Plane



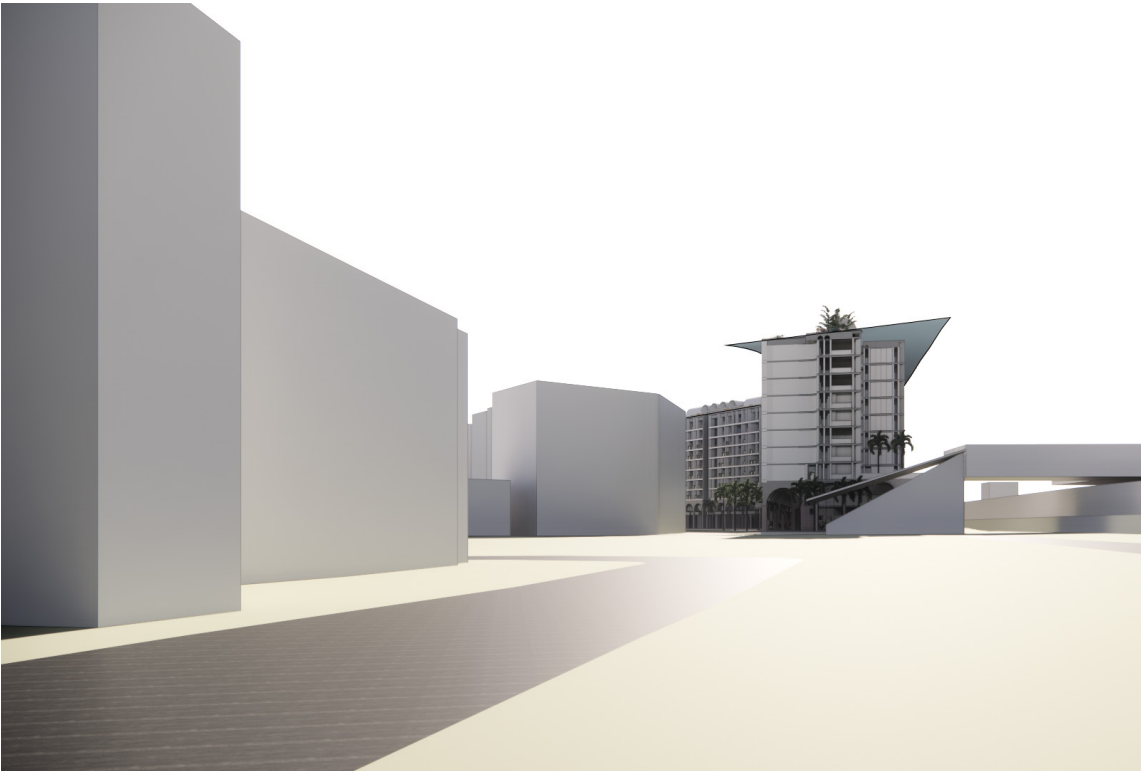
View 4

The building parapet is below the 35.2m design excellence height plane.

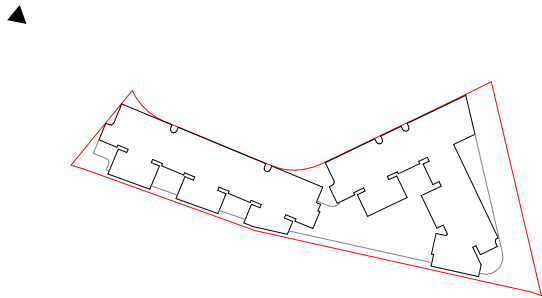
Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated adjacent.



View4



View4 with 35.2m Height Plane



View 5

The building parapet is below the 35.2m design excellence height plane.

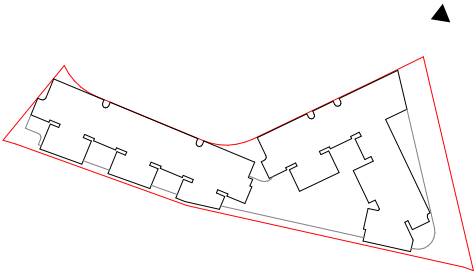
Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated adjacent.



View5



View5 with 35.2m Height Plane



View 6

The building parapet is below the 35.2m design excellence height plane.

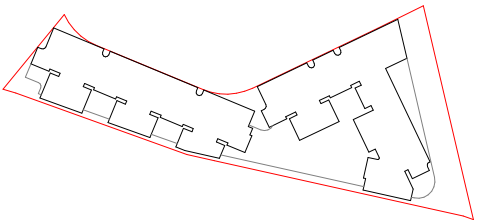
Access to the communal open space results in the lift cores and stairs being over the height plane. The negligible impacts of this built form is indicated adjacent.



View6

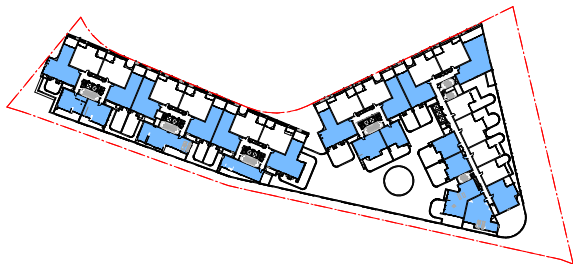


View6 with 35.2m Height Plane

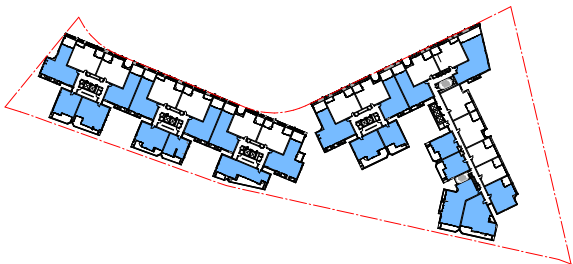


SEPP65 - Cross Ventilation

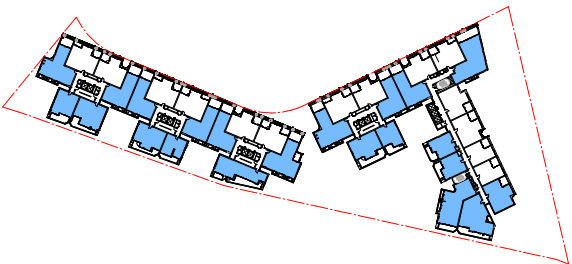
The proposed development achieves 60% cross ventilation as required by the SEPP65 and the ADG.



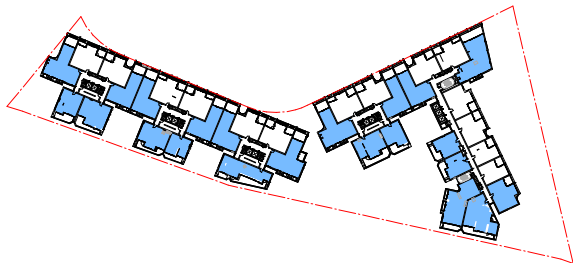
PLAN
LEVEL 2 X Vent
SCALE 1:1000



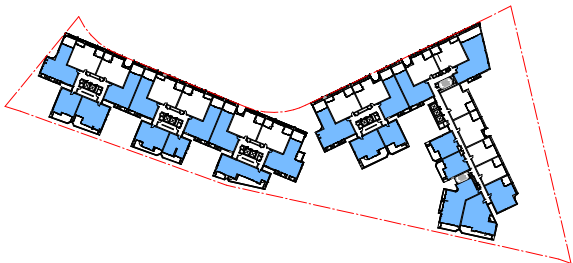
PLAN
LEVEL 5 X Vent
SCALE 1:1000



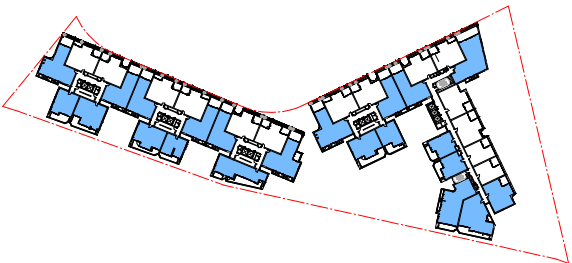
PLAN
LEVEL 8 X Vent
SCALE 1:1000



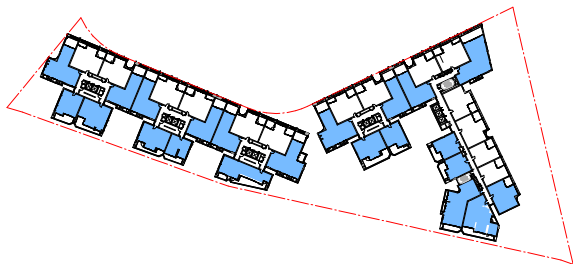
PLAN
LEVEL 3 X Vent
SCALE 1:1000



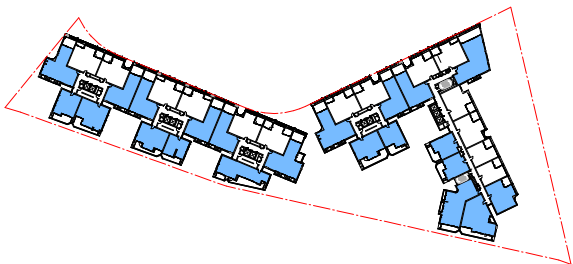
PLAN
LEVEL 6 X Vent
SCALE 1:1000



PLAN
LEVEL 9 X Vent
SCALE 1:1000



PLAN
LEVEL 4 X Vent
SCALE 1:1000



PLAN
LEVEL 7 X Vent
SCALE 1:1000

ADG Cross Vent	
LEVEL 2	21
LEVEL 3	22
LEVEL 4	22
LEVEL 5	22
LEVEL 6	22
LEVEL 7	22
LEVEL 8	22
LEVEL 9	22
TOTAL: 175	

SEPP65 - Solar Access

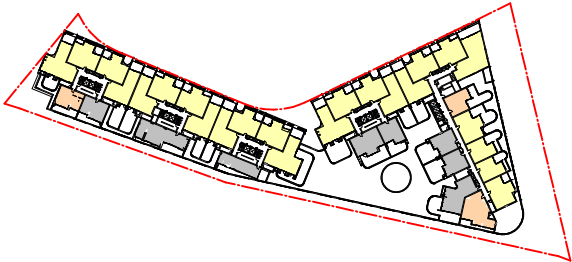
The proposed development achieves 70% solar access at mid-winter as required by the SEPP65 and the ADG.

The percentage of apartments that do not receive solar access at mid-winter is greater than the 15% as required by the ADG. This is a result of the design strategy that uses the built form as an acoustic shield, as outlined in the design excellence competition.

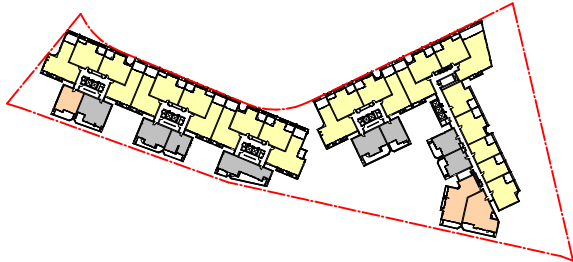
The proposed built form offers a significant public and private amenity benefit. The continuous northern edge to the rail corridor will eliminate existing acoustic impacts to neighbours to the north of the site – by delivering a physical separation.

In addition to the above, the apartments that don't receive the minimum light in midwinter are dual aspect - either facing South-West or South-East. This allows both secondary light in midwinter, and solar access at other times of the year. They also have access to the generous North facing communal open space on the rooftop.

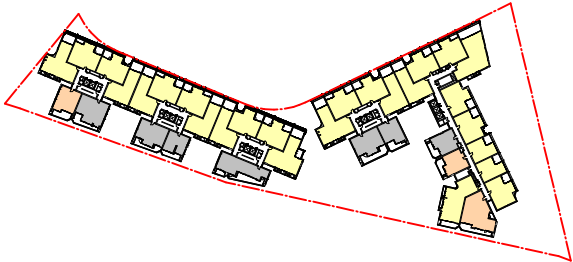
The above is consistent with the design that was awarded as the winning scheme for the design excellence competition.



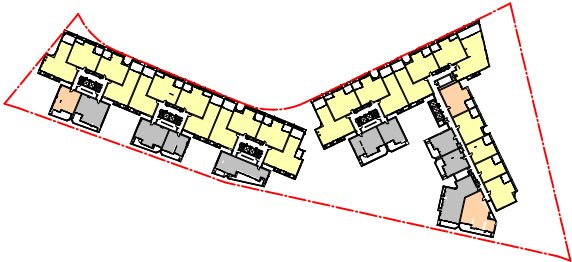
PLAN
LEVEL 2 Solar
SCALE 1 : 1000



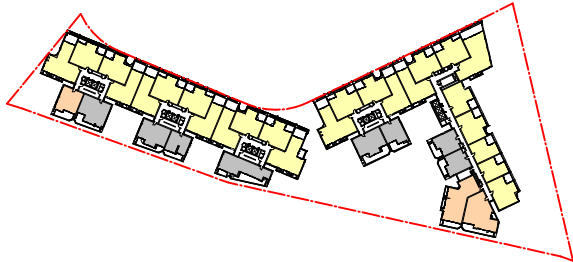
PLAN
LEVEL 5 Solar
SCALE 1 : 1000



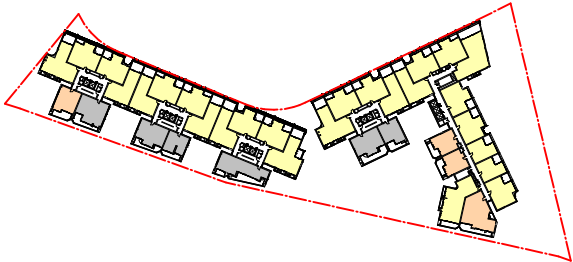
PLAN
LEVEL 8 Solar
SCALE 1 : 1000



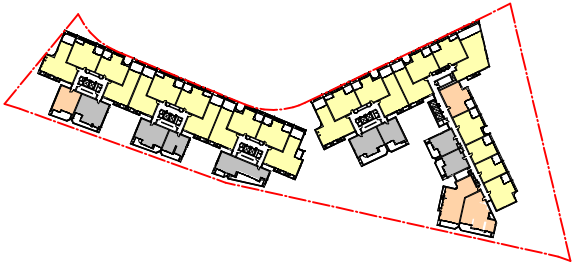
PLAN
LEVEL 3
SCALE 1 : 1000



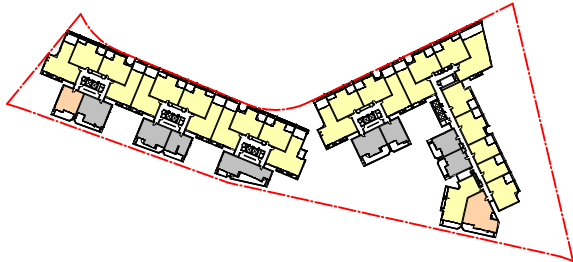
PLAN
LEVEL 6 Solar
SCALE 1 : 1000



PLAN
LEVEL 9 Solar
SCALE 1 : 1000



PLAN
LEVEL 4 Solar
SCALE 1 : 1000



PLAN
LEVEL 7 Solar
SCALE 1 : 1000

ADG SOLAR ACCESS LEGEND

2 HOURS

15 MINUTES

NO SOLAR

ADG Solar		ADG Solar	
LEVEL 2			
2 HOURS	24	2 HOURS	25
15 MINUTES	3	15 MINUTES	3
NO SOLAR	8	NO SOLAR	8
LEVEL 2: 35		LEVEL 6: 36	
LEVEL 3			
2 HOURS	24	2 HOURS	26
15 MINUTES	3	15 MINUTES	2
NO SOLAR	9	NO SOLAR	8
LEVEL 3: 36		LEVEL 7: 36	
LEVEL 4			
2 HOURS	24	2 HOURS	26
15 MINUTES	4	15 MINUTES	3
NO SOLAR	8	NO SOLAR	7
LEVEL 4: 36		LEVEL 8: 36	
LEVEL 5			
2 HOURS	25	2 HOURS	26
15 MINUTES	3	15 MINUTES	4
NO SOLAR	8	NO SOLAR	6
LEVEL 5: 36		LEVEL 9: 36	
		TOTAL: 287	

Development Data Schedule

Location	Height (M)	AHD	Apartment Numbers				ADG Compliance					Building Areas		
			1 Bed	2 Bed	3 Bed	Totals	Solar	No Soalr	Cross Vent	Deep Soil (sqm)	Communal Open Space (sqm)	Retail (sqm)	Commercial (sqm)	Residential (sqm)
Basement 3	3	18.5												
Basement 2	3	21.15												
Basement 1	3	24.15												
Ground Level	5.15	27.15										1794	74	206
Level 01	4.5	32.3								850	721		4257	
Level 02	3.1	36.8	9	21	5	35	24	8	19					3135
Level 03	3.1	39.9	7	23	6	36	24	9	22					3294
Level 04	3.1	43	7	23	6	36	24	8	22					3294
Level 05	3.1	46.1	7	23	6	36	25	8	22					3294
Level 06	3.1	49.2	7	23	6	36	25	8	22					3294
Level 07	3.1	52.3	7	23	6	36	26	8	22					3294
Level 08	3.1	55.4	7	23	6	36	26	7	22					3294
Level 09	3.1	58.5	7	23	6	36	26	6	22					3294
Roof	6.7	61.6									2607			
Total Height	41.15													
Sub Total			58	182	47	287	200	62	173	850	3328	1794	4331	26399
Total				287									32524	
Minus Service Riser Allowance (0.6msqm per unit)													32352	
			20.2%	63.4%	16.4%		70%	22%	60%	10%	40%		3.91	

Car Parking Requirements				
	1 Bed	2 Bed	3 Bed	Totals
Rates (max.)	1	1	2	
Sub Total	58	182	94	334
Retail (min.)	1 space per	75	sqm	24
Commercial (min.	1 space per	75	sqm	58
Service vehicles	1 space per	40	units	7
Carwash Bay	1 space per	50	units (up to 4 max.)	4
Visitors				
Carshare				
Motorcycle				
Totals				423

Car Parking Proposed					
	Residential	Retail / Commercial	Service	Car wash bay	Totals
Basement 3	146			2	148
Basement 2	145			2	147
Basement 1	34	82			119
Ground			7		7
Totals	325	82	7	4	421

Bicycle Parking Requirements (Maximum)	
	Totals
Residential (30% number of units)	30% 86
Visitor (10% number of units)	10% 29
Retail Staff (5% of staff)	3
Retail Visitor (10% of staff)	6
Totals	124

SJB is passionate about the possibilities of architecture, interiors, urban design and planning. Let's collaborate.

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