



**Clarke
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AUSTRAL SOUTH

220108 | 260 EIGHTH AVENUE, AUSTRAL SOUTH

URBAN DESIGN REVIEW

REV a | MARCH 2024

INTRODUCTION

The Woolworths Group proposal for 260 Eighth Avenue, Austral, has gone through various iterations in conjunction with the Liverpool Council to achieve a desirable town centre for all parties involved. After receiving a Request for Additional Information (RFI) letter on the 7th of November 2023, Woolworths Group have engaged the current consultant team to address the concerns raised by Council.

Following a thorough review of the RFI letter, the following amendments have been made for a more suitable and conscious proposal:

- 1 Generous public piazza of 19m in width and 12m in depth, as well as a more conscious planting scheme.
- 2 Consistent 7m wide through-site link with clear and legible site lines from Eighth Avenue towards Auger Street.
- 3 Generous break of 8.7m between the specialty tenancies located along the eastern boundary, for a greater connection to the neighbouring property.
- 4 Incorporation of greater tree presence in car park to reduce the heat island affect.

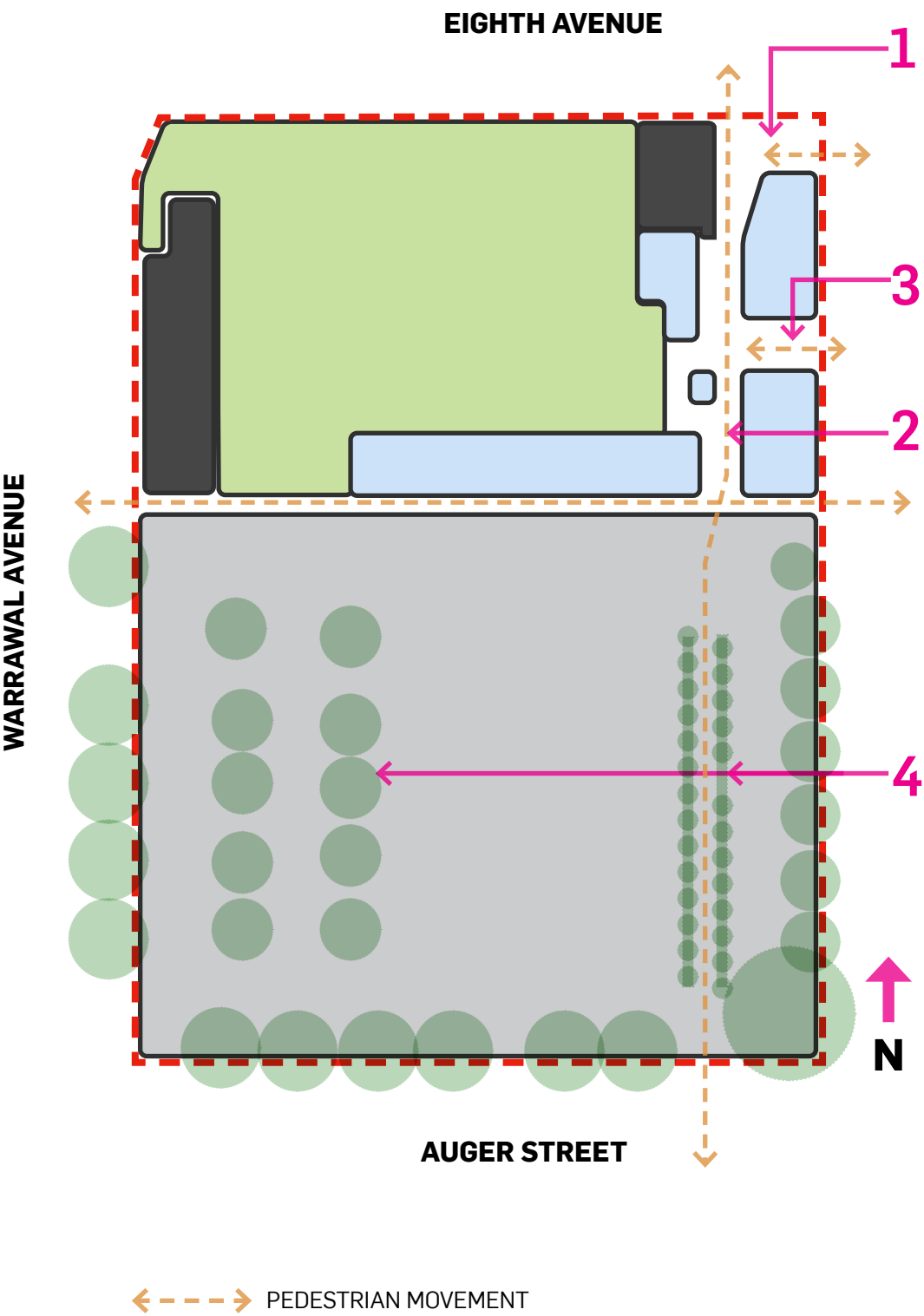
The amended proposal has incorporated council's feedback to a degree that creates both a feasible, and beneficial development for all parties involved. Through the amendments to the public piazza, specialty tenancy breaks, and through-site link, the overall connectivity between Woolworths proposal and the neighbouring property achieves a suitable and enhanced quality of the project

It should be noted that the sketch sent by council had various elements that would provide adverse effects to the project's feasibility. These items include:

- Circular tenancies limit functionality, lease-ability, and constructability. To satisfy the intent of the council, the amended proposal incorporated curved edges, and a significant break between specialty tenancies along the through-site link.
- The provision for multiple, smaller tenancies will have a significant impact on construction cost, and inefficiency of design. Providing 2 larger specialty tenancies along the eastern boundary allow for internal subdivision, ultimately activating the through-site link as required.

Overall, the amended proposal represents a significant improvement over the original proposal. Creating a balance between a high-quality centre in the short-to-medium term, whilst ensuring the neighbouring property will not be prejudiced, and capable of redevelopment in the long term.

KEY CHANGES



NOTE:
The presentation for council in February has been included in the Appendix of this report. Refer to Page 16.



01

PLANNING CONTEXT

ALL SURROUNDING SITE
CONTEXT HAS BEEN
EXTRAPOLATED FROM
AUSTRAL ILP.

Legend

Future Community Centre

Town Centre Residential

Suburban Residential

Future School

Future Park

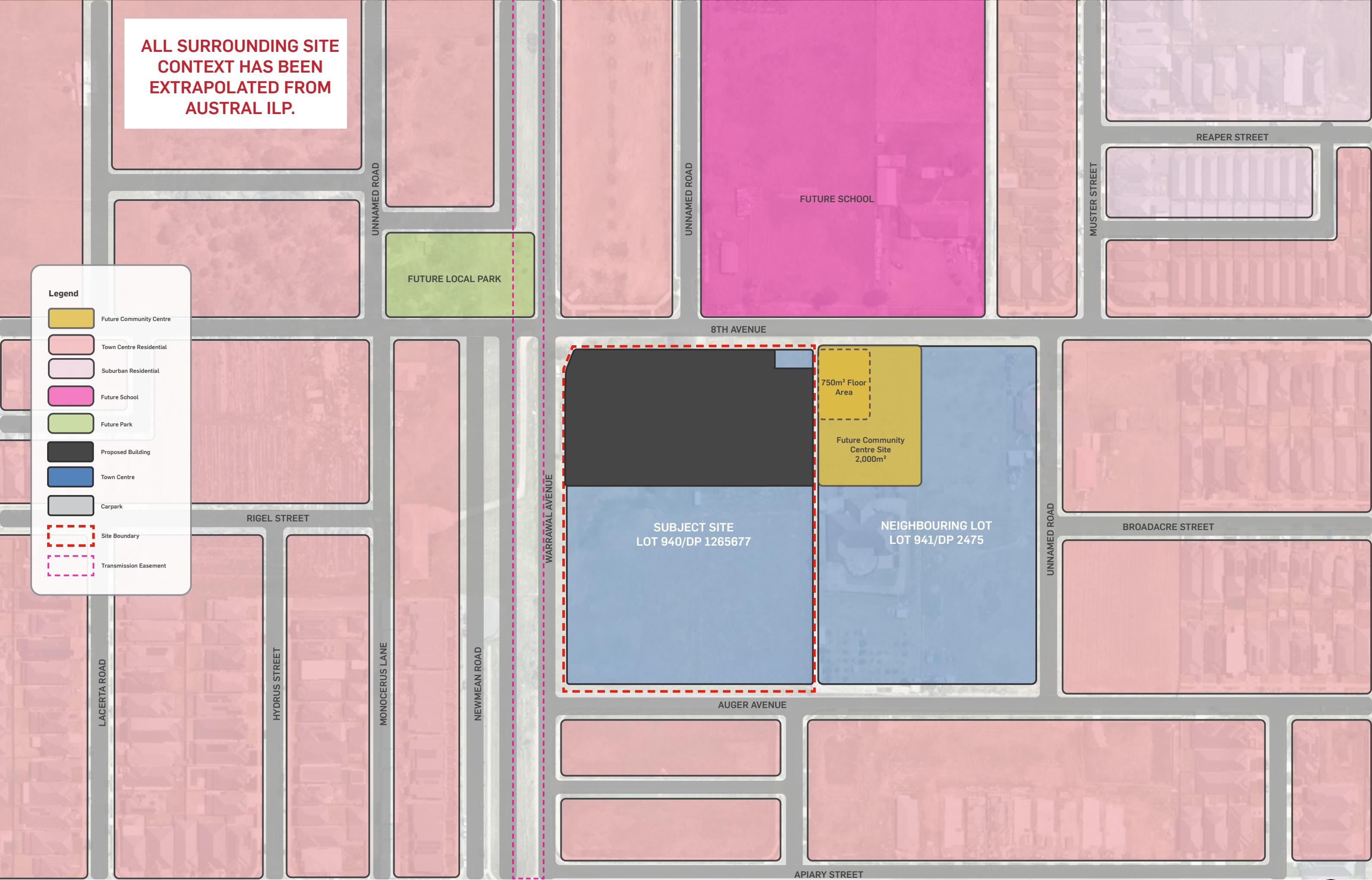
Proposed Building

Town Centre

Carpark

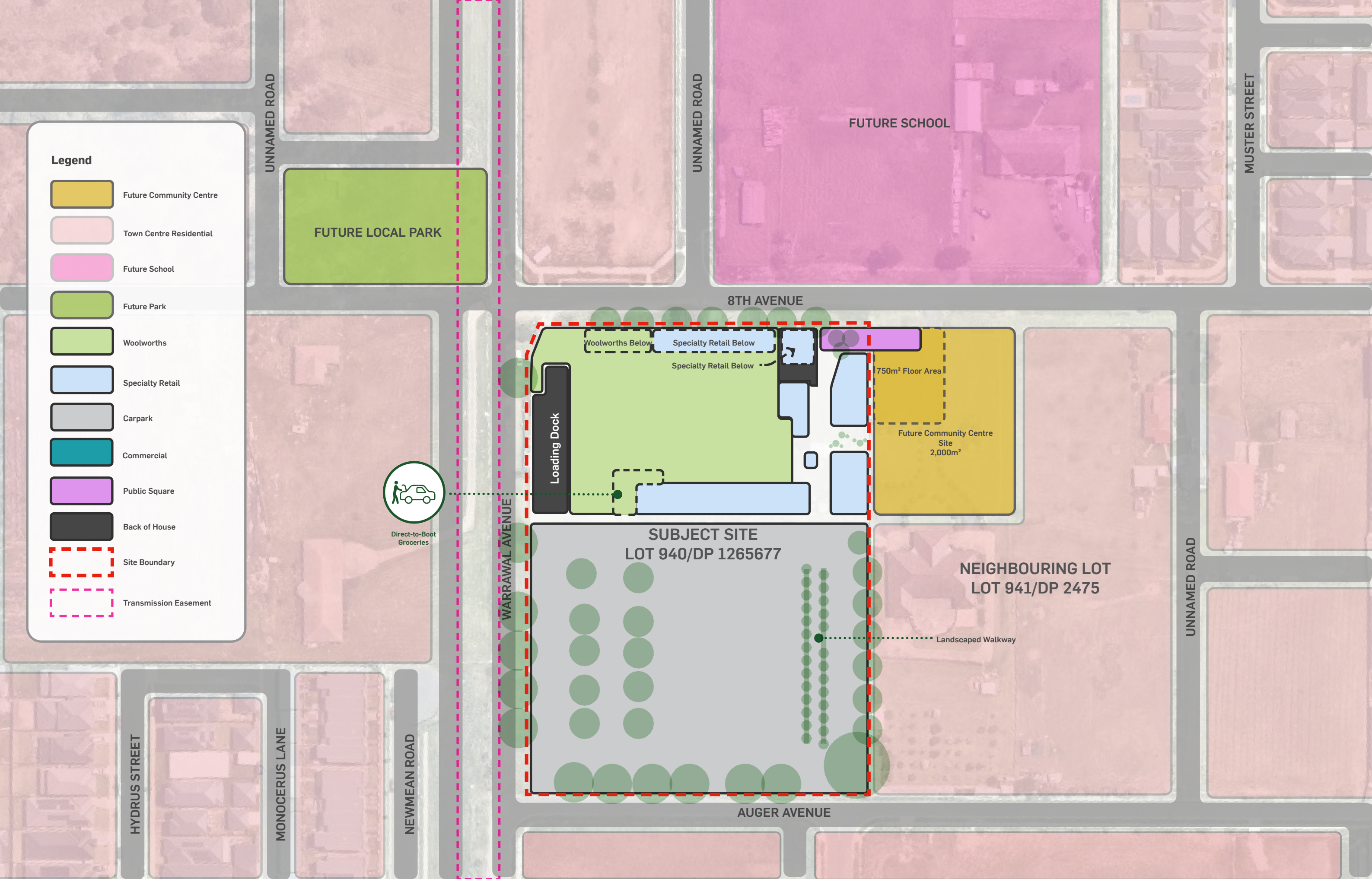
Site Boundary

Transmission Easement


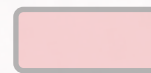

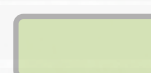

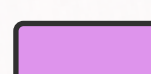









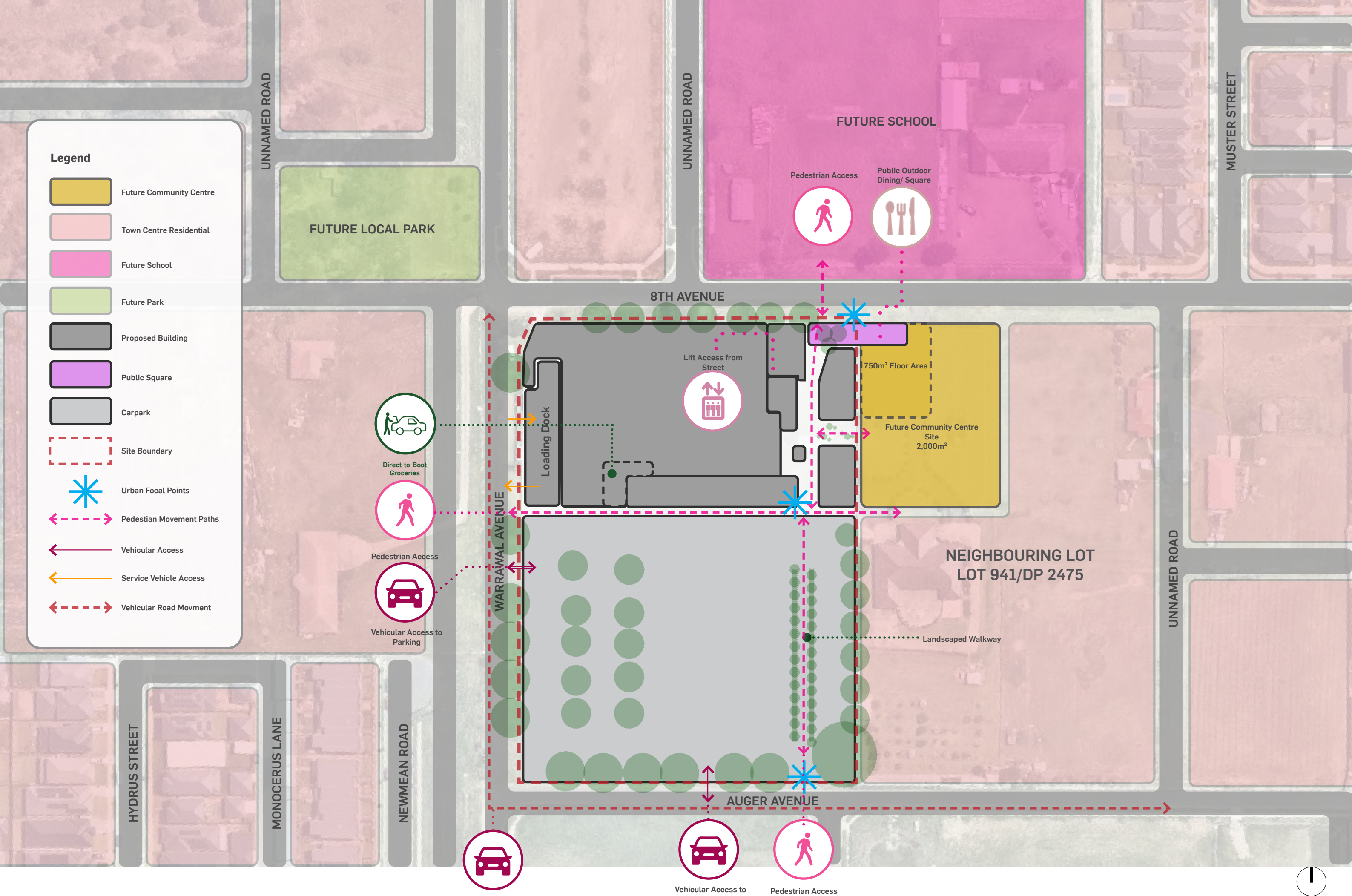
Legend

Future Community Centre
Town Centre Residential
Future School
Future Park
Woolworths
Specialty Retail
Carpark
Commercial
Public Square
Back of House
Site Boundary
Transmission Easement



Legend

-  Future Community Centre
-  Town Centre Residential
-  Future School
-  Future Park
-  Proposed Building
-  Public Square
-  Carpark
-  Site Boundary
-  Urban Focal Points
-  Pedestrian Movement Paths
-  Vehicular Access
-  Service Vehicle Access
-  Vehicular Road Movement



Legend

Future Community Centre

Town Centre Residential

Future School

Future Park

Proposed Building

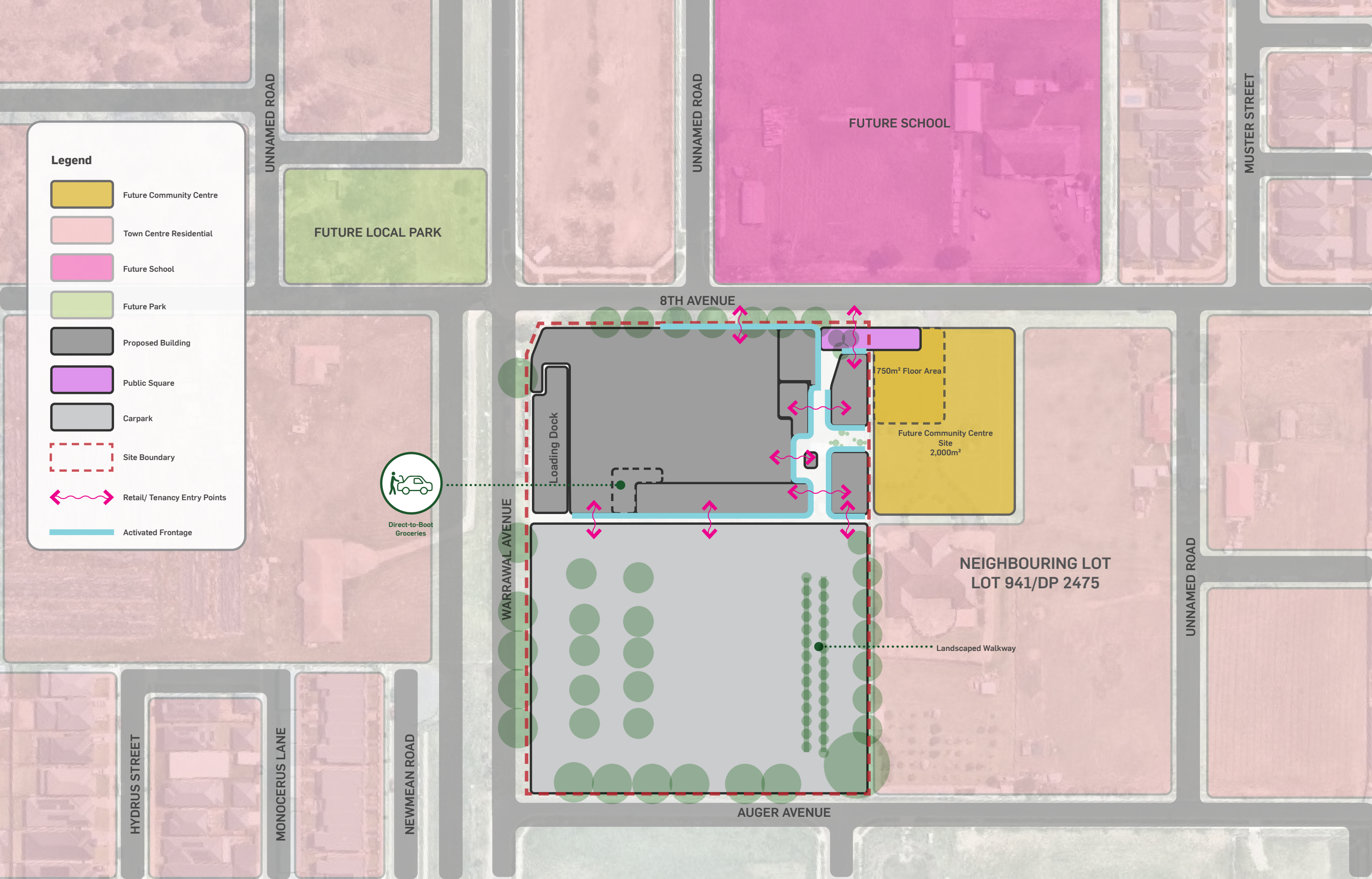
Public Square

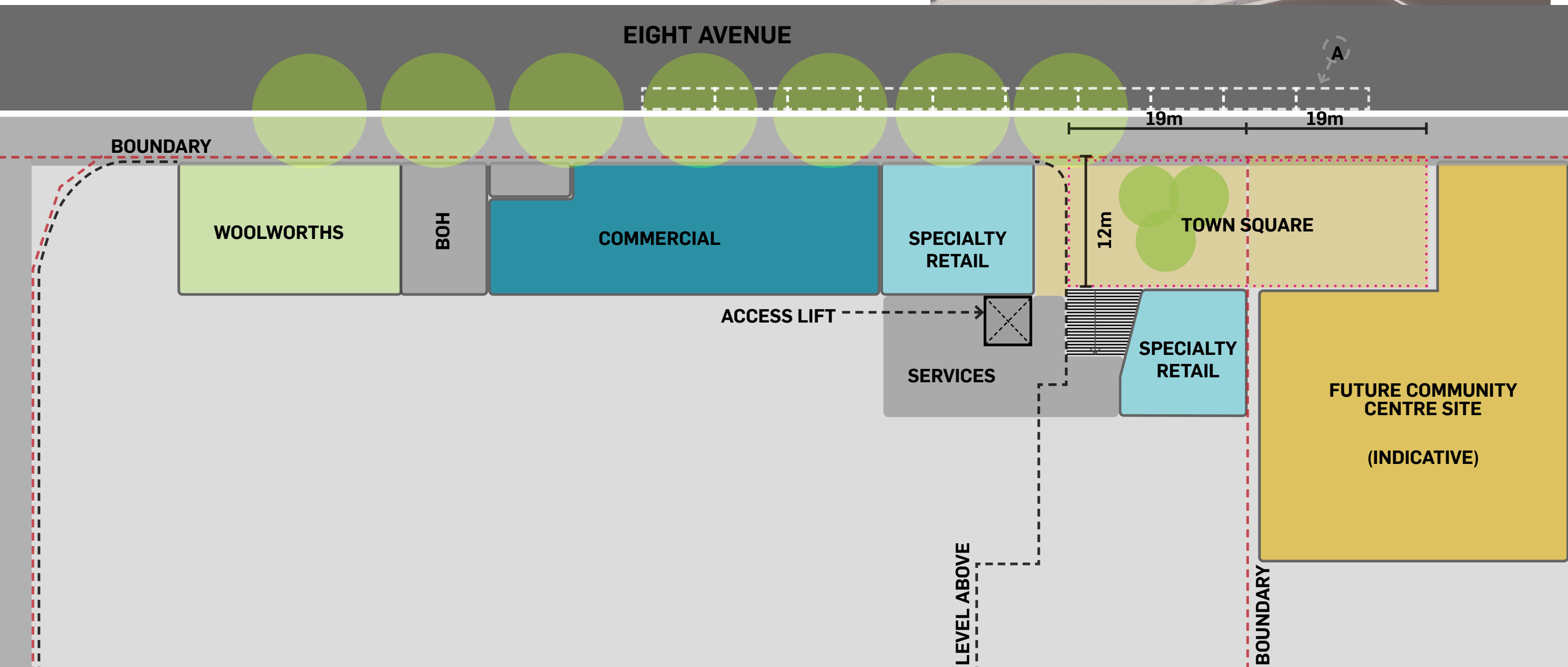
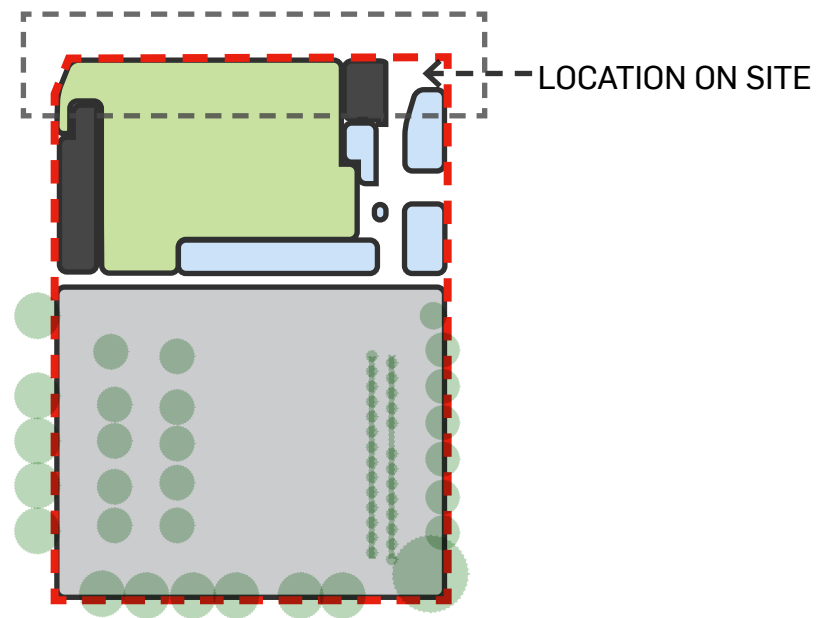
Carpark

Site Boundary

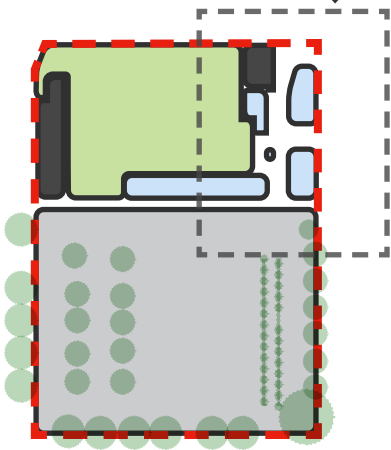
Retail/ Tenancy Entry Points

Activated Frontage





LOCATION ON SITE



Legend

Future Community Centre

Public Square

Woolworths

Specialty Retail

Carpark

Site Boundary

Major Pedestrian Connection

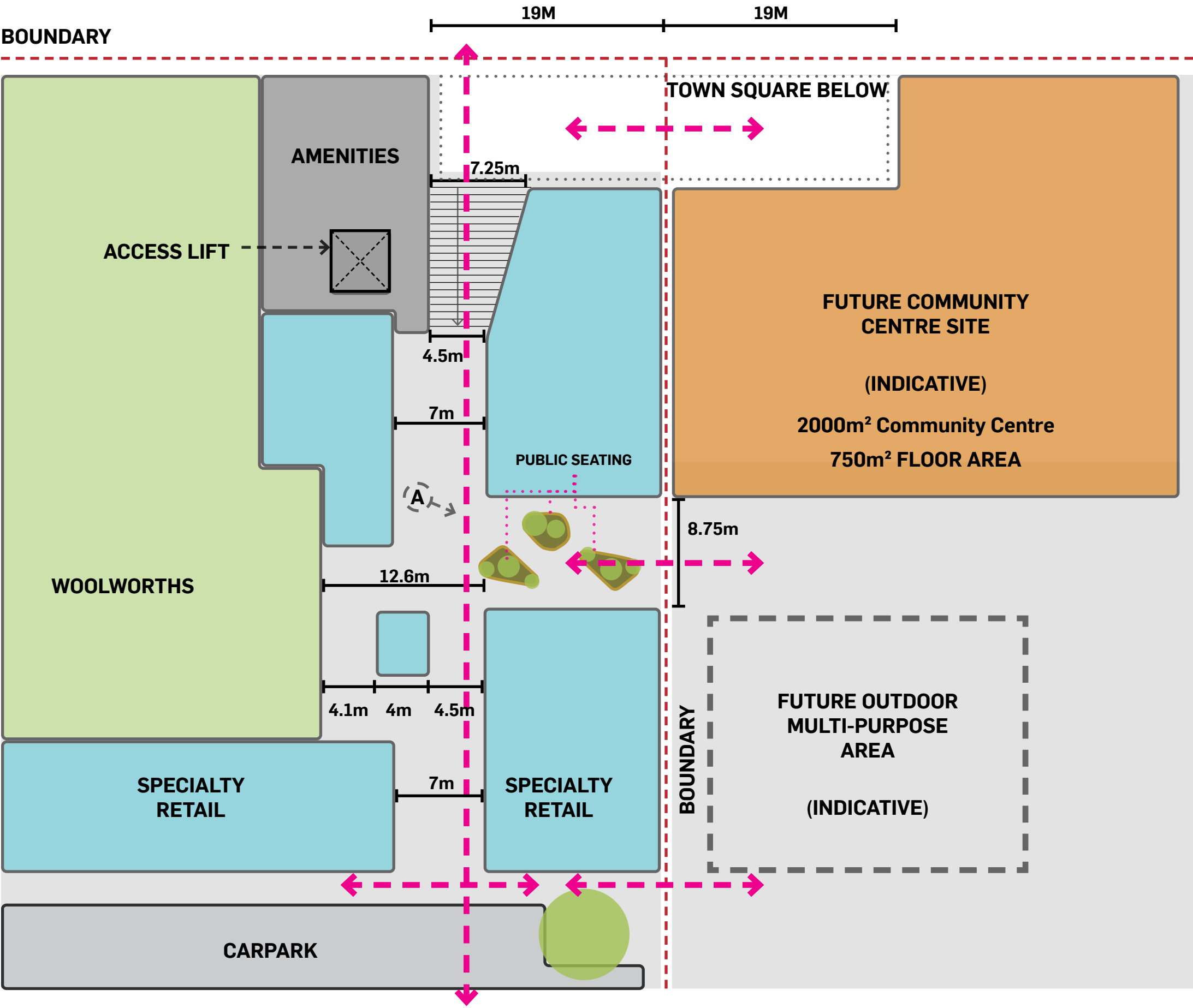
Dimension (Metres)

Planting



(A) View from through-site link to Eastern neighbour

8TH AVENUE

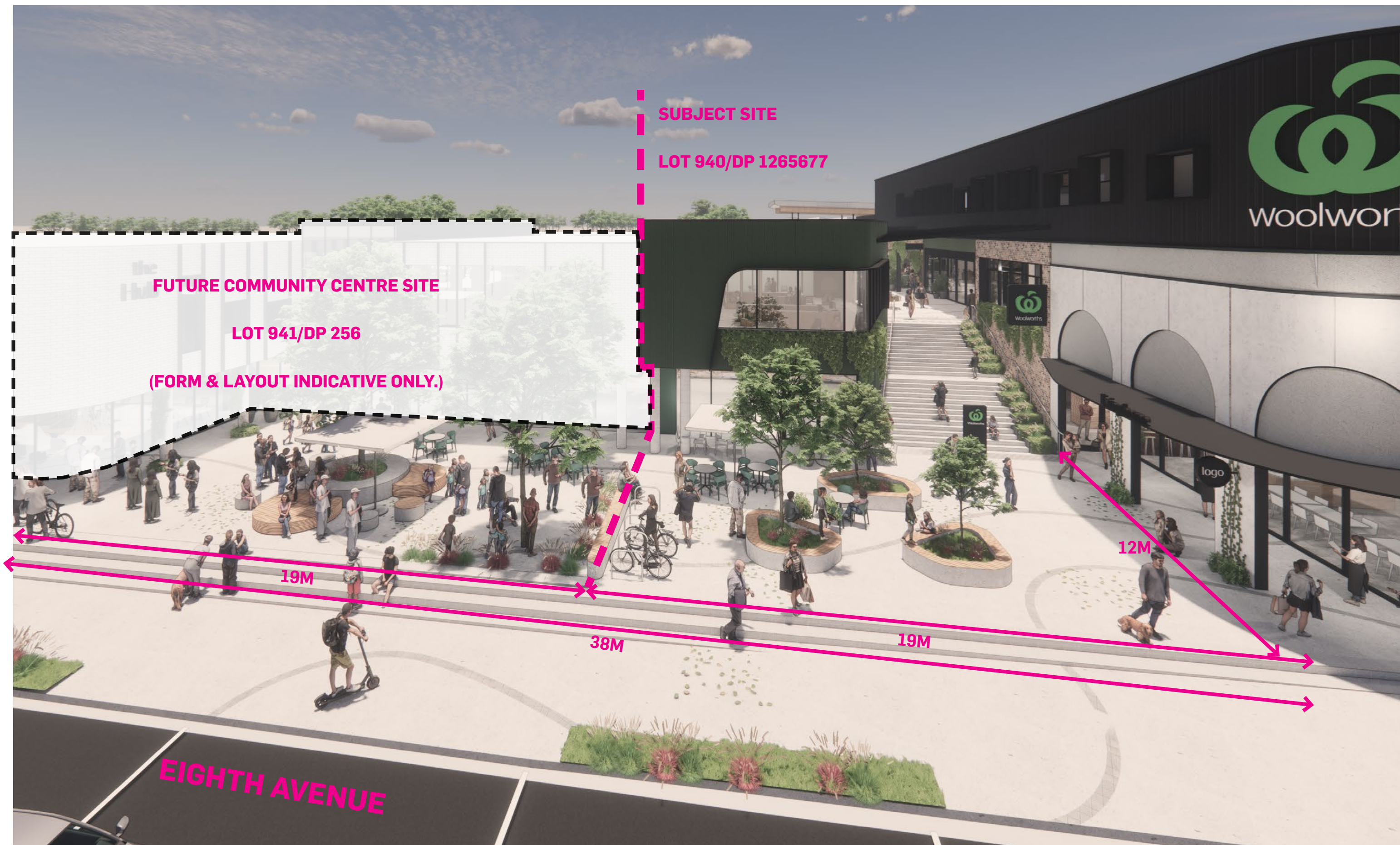


THROUGH SITE LINK (DIAGRAMMATIC) - UPPER GROUND



02

3D IMAGERY



NOTE: FUTURE NEIGHBOURING PROPERTY SHOWN INDICATIVE FOR INFORMATION ONLY.



NOTE: FUTURE NEIGHBOURING PROPERTY SHOWN INDICATIVE FOR INFORMATION ONLY. **STREET TREES REDUCED IN SIZE FOR VISIBILITY OF PROPOSAL**



NOTE: FUTURE NEIGHBOURING PROPERTY SHOWN INDICATIVE FOR INFORMATION ONLY.

SUBJECT SITE

LOT 940/DP 1265677



FUTURE COMMUNITY CENTRE SITE

LOT 941/DP 256

(FORM & LAYOUT INDICATIVE ONLY.)

NOTE: FUTURE NEIGHBOURING PROPERTY SHOWN INDICATIVE FOR INFORMATION ONLY.



03

APPENDIX



260 Eighth Avenue, Austral

Darug Country

Design Excellence Panel
Presentation
February 2024

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01

PLANNING CONTEXT

Austral South Site Context

Future Western Sydney Airport
& Aerotropolis Precinct

Proposed 'Passive Open Space'

330-350 Eighth Avenue

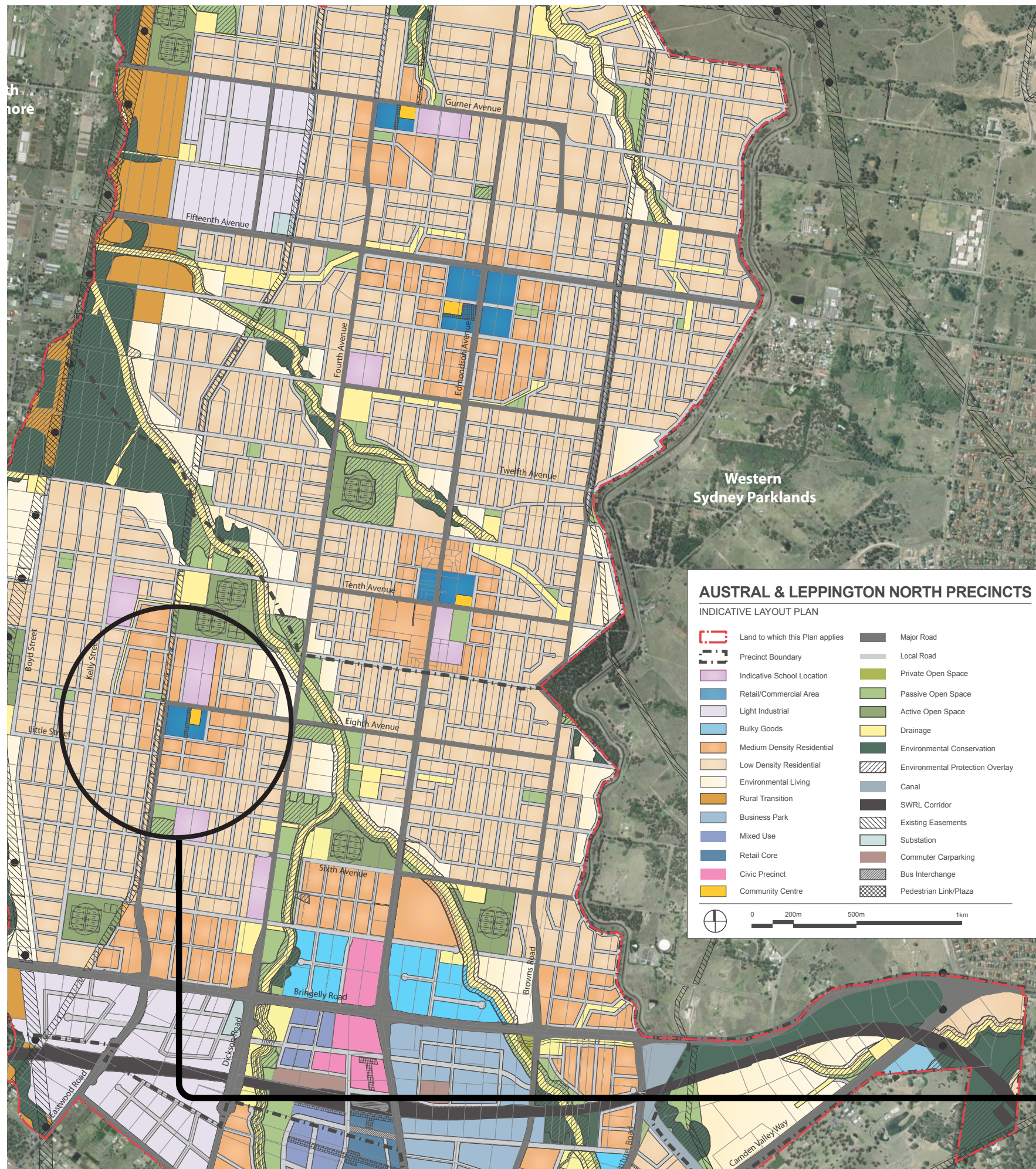
Proposed 'Indicative School Location'

Proposed 'Community Centre'



Context Future Planning

- Austral has been re-zoned by the NSW Government as part of the South West Growth Area.
- Approximately 17,350 new homes will be built.
- The Indicative Layout Plan (ILP) presents the future vision of a high-quality liveable community.
- **Largely a low and medium density residential area**



Austral Future Precinct - Indicative Layout Plan (ILP), Liverpool City Council



Approx 526 potential homes within a 500m radius, mostly low density
approx 1850 residents

Context DCP

Objectives:

- 1. To facilitate the development of neighbourhood centre retail, commercial and community uses that provide access to shopping, employment and services for residents.
- 2. To encourage a high standard of development and a quality, attractive environment within the neighbourhood centre.

Controls:

- 1. The main street in the Eighth Avenue Neighbourhood Centre is Eighth Avenue.
- 2. Active Street Frontages are to be provided to the main street consistent with Figure 3-5.
- 3. On street parking is to be provided on Eighth Avenue except where turning lanes or bus bays prevent parking.
- 4. Vehicular access to car parks and loading bays is to be primarily via perimeter streets to the west and south of the centre.
- 5. Loading bays are to be located behind buildings fronting Eighth Avenue.
- 6. Loading areas that are adjacent to residential zoned land are to include visual and acoustic screening to protect the amenity of residents.
- 7. Loading areas are to be located to not be visible from parks and sporting fields.

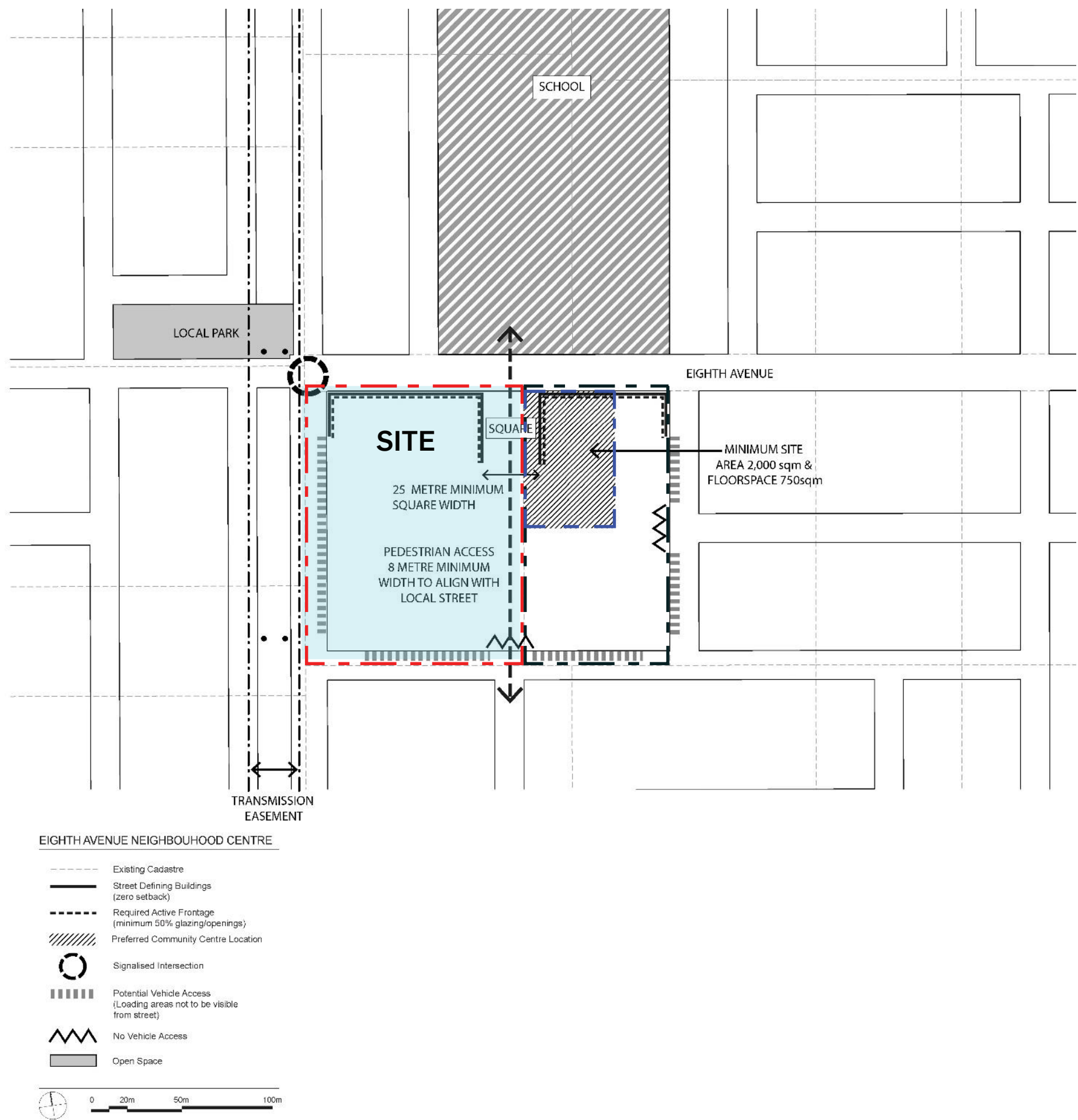


Figure 3-5: Desired future layout – Eighth Avenue Neighbourhood Centre

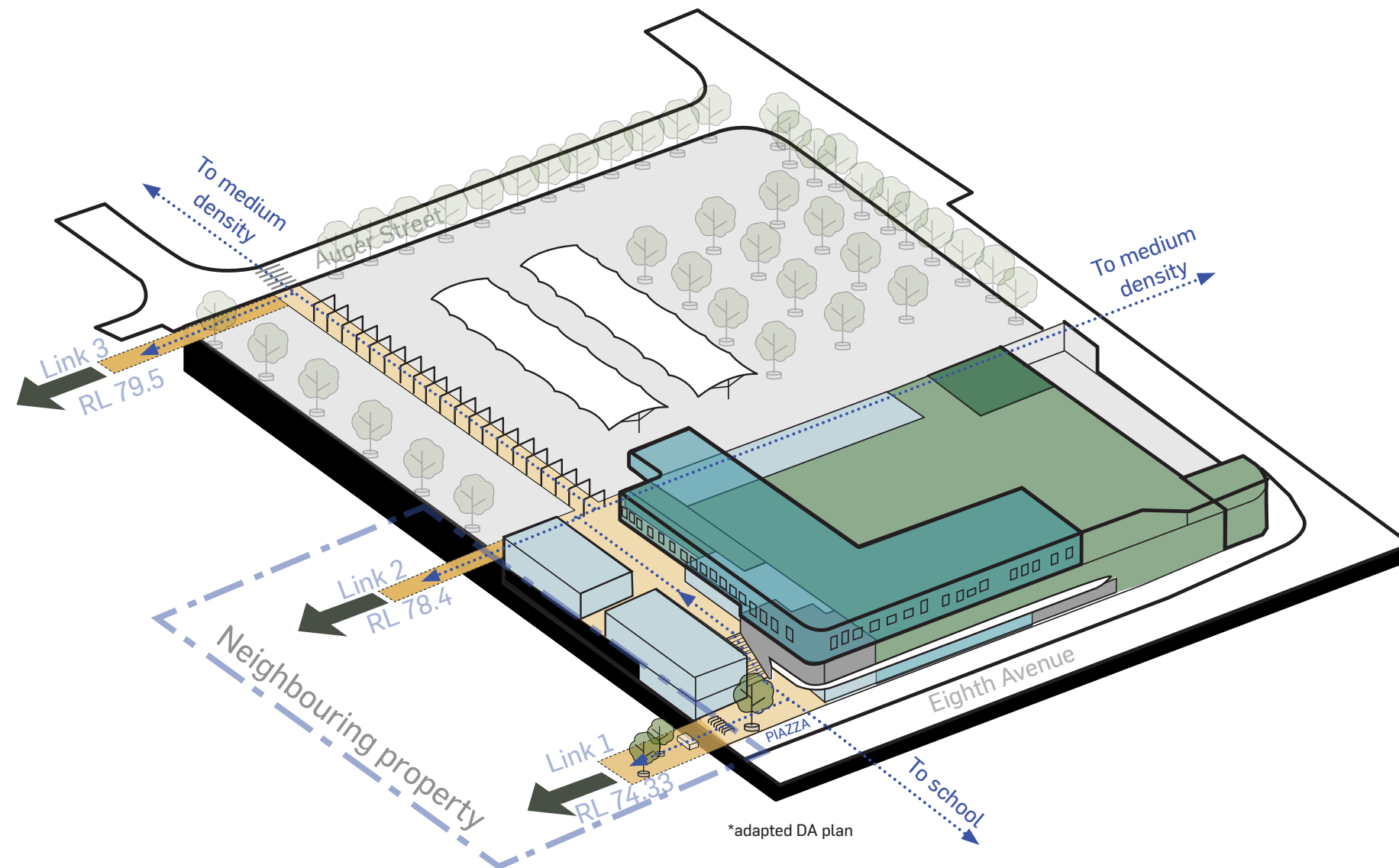


02

PEDESTRIAN THROUGH-SITE LINK

Pedestrian Link

Key Site Considerations



Pedestrian path width proposals:

- 4m height difference constraint between upper ground and lower ground portions of site, and over 5m overall height difference across full through-site link.
- For smooth link transitions along side boundary between subject site and neighbouring property, this requires a collaborative response to proposed levels and connections.
- Three proposed links along boundary to neighbouring built form proposed for a stronger connection to neighbouring property in future.
- Efficient through-site link needed between Eighth Avenue and Auger Street that fulfils short and long-term intents.
- Through-site link to accommodate the full level difference between Eighth Avenue and Auger Street, creating reasonable level constraints for future development. These are reasonable car-park grades and opportunities to connect in to thoughtfully established pedestrian networks at logically-derived levels.



Pedestrian Link Reconsidering 8m Width

Case Study: City of Sydney Through-links

- Principal concern: 8m wide through-site link will be out of scale with the nature of the development and thus detrimental to the built outcome in contravention to the objectives the DCP
- High foot traffic areas, highly congested city and public transport areas
- Examples shown approx 5m or less maximum through-site link widths in high density/populated areas
- In City of Sydney DCP, Section 3:
 - 3.1.2.2 (4a): Through-site links are to be designed to: generally have a minimum width of 4m, or 6m where bike access is provided"
 - 3.1.2.2 (5a): In retail and commercial developments through-site links may be within a building provided they are: (a) between 3m and 6m in width"



Devonshire Tunnel, Central Station, 'the busiest train station in Australia'



Baracks Place, Sydney CBD



The Galleries, Sydney CBD



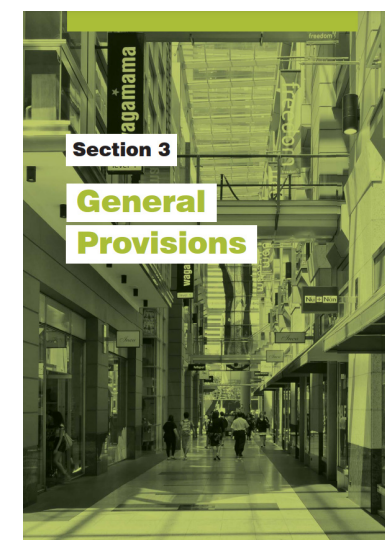
ARC by Koichi Takada, Sydney CBD



Quay quarter tower precinct laneway, Sydney CBD

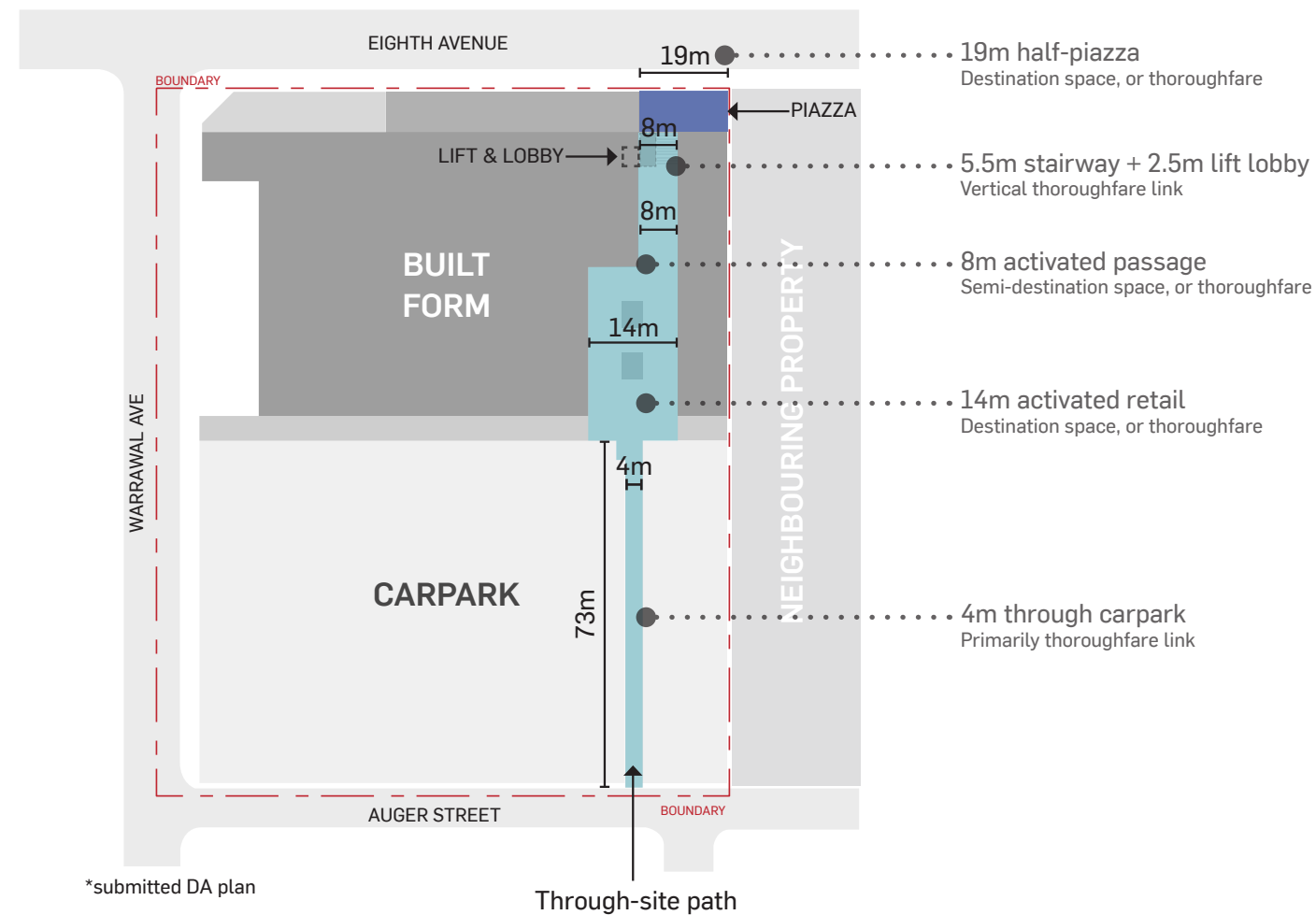


World Square mall laneway, Sydney CBD

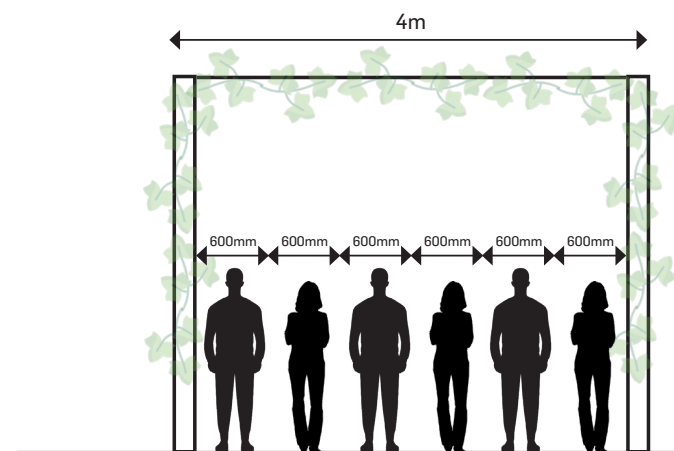


City of Sydney DCP - Section 3: General Provisions

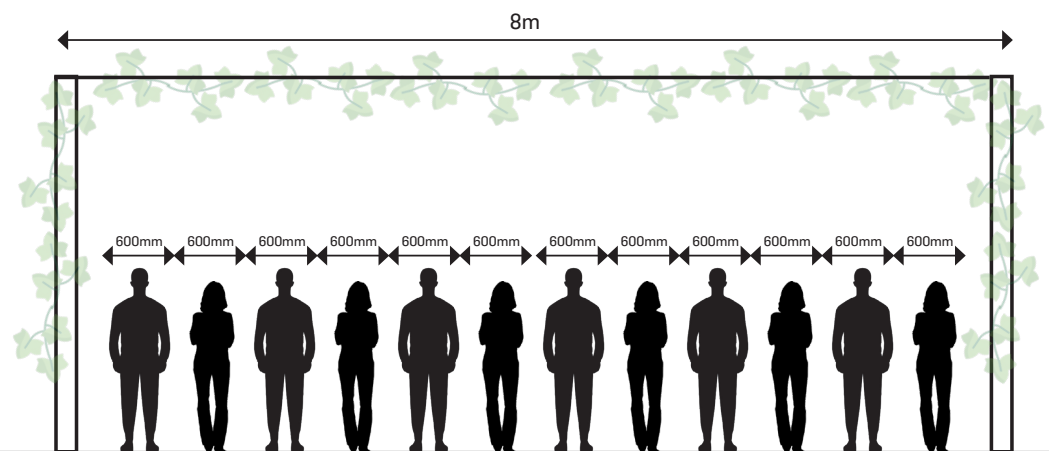
Pedestrian Link Lodged DA Design



Short section of proposed 4m green tunnel path

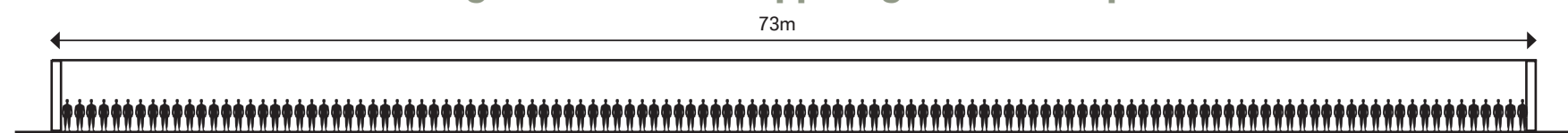


Short section of 8m green tunnel path



600mm comfortable width per pedestrian
as referenced in DCP figure*

Long section of 73m approx green tunnel path



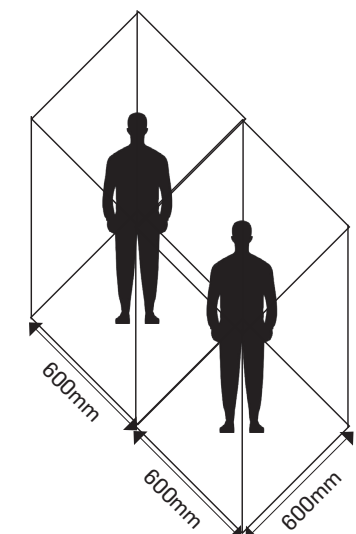
4m width tunnel: **730** persons approx can fit in the tunnel at once with adequate space
8m width tunnel: **1460** persons approx can fit in the tunnel at once with adequate space

Pedestrian path width proposals:

- *Minimum pedestrian path width: 4m in thoroughfare links.*
- *Maximum pedestrian path width: 14m in activated destinations.*
- 4m width provides sufficient space for pedestrian access when used primarily as thoroughfare.
- Pedestrian paths widen in close proximity to high traffic area (destination areas).
- Destination spaces (activated retail areas) are emphasised with 8-14m wide pedestrian links, appropriate to the scale and use of the development.
- The public nature of the entire through-site link is emphasised with design cues in the form of an open green canopy over the 4m link and an open mall over 8m-14m open mall.
- Both of these are proposed as naturally lit and ventilated pathways, to give pedestrians a clear route of passage that does not take them through an enclosed building.

Sydney Street Design Code 2013 Part 4

- *A standard 1.2m wide footpath (AS 1428.2) supports two people walking past.*





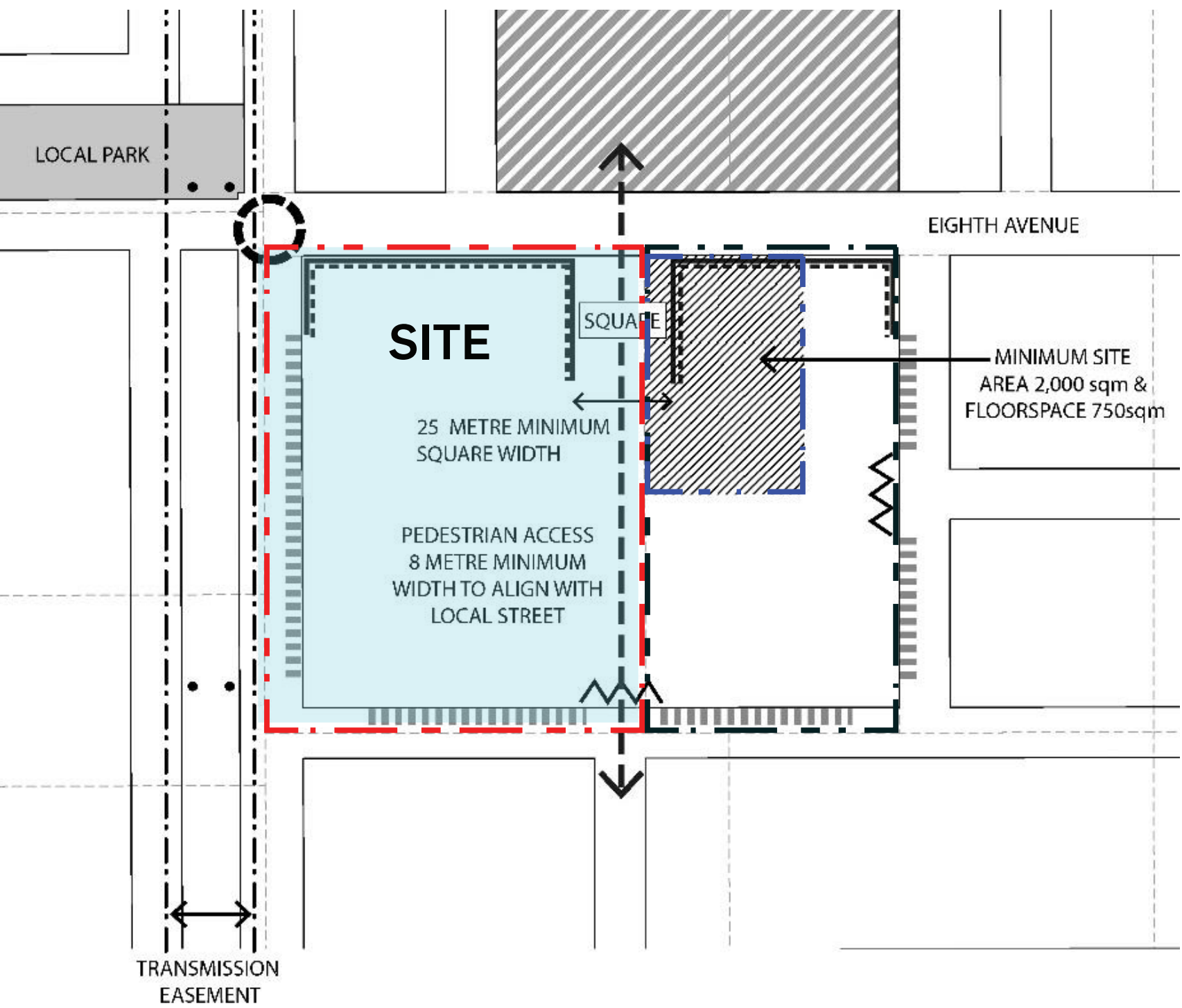
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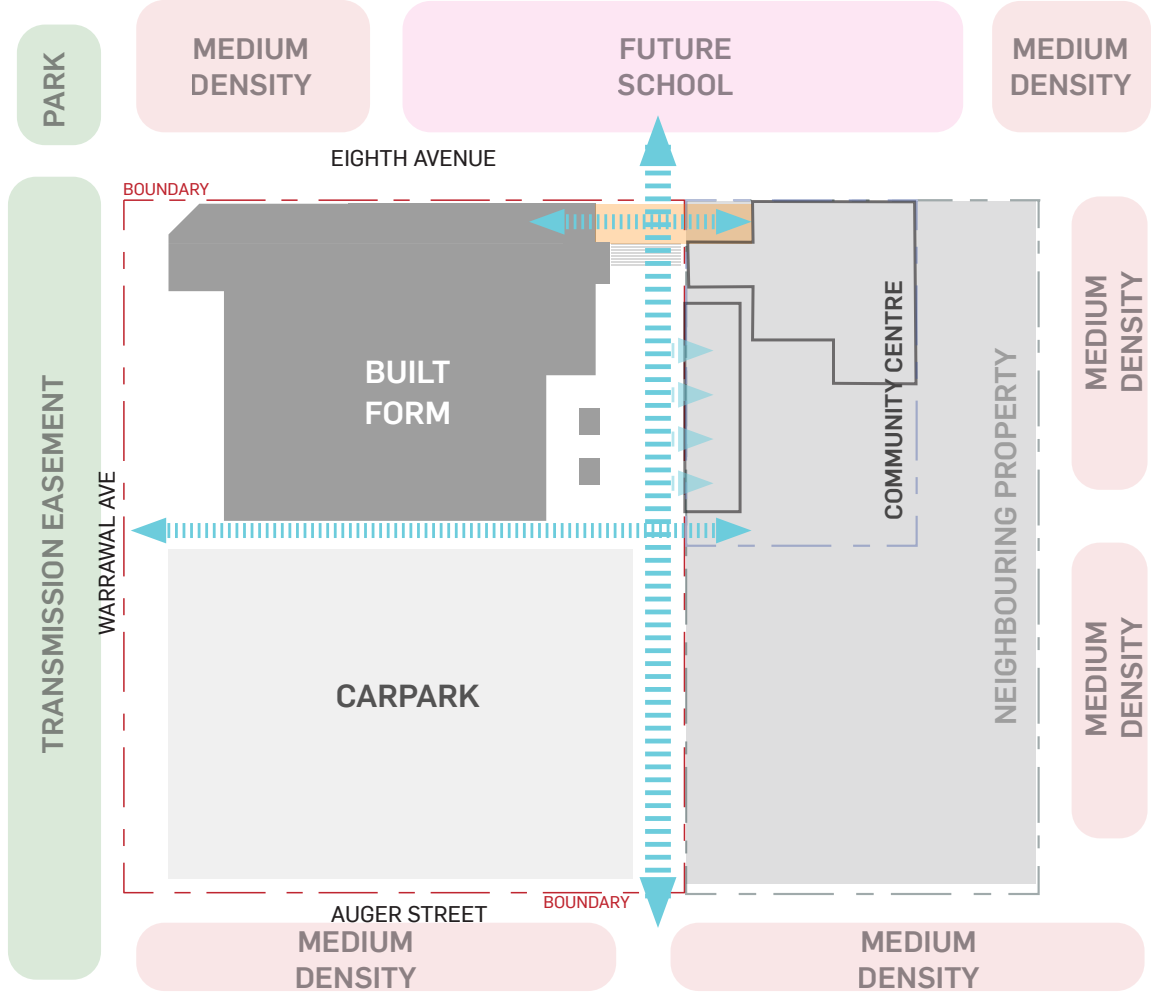
CASE STUDY: DCP COMPLIANT RESPONSE

DCP compliant response

Comparison



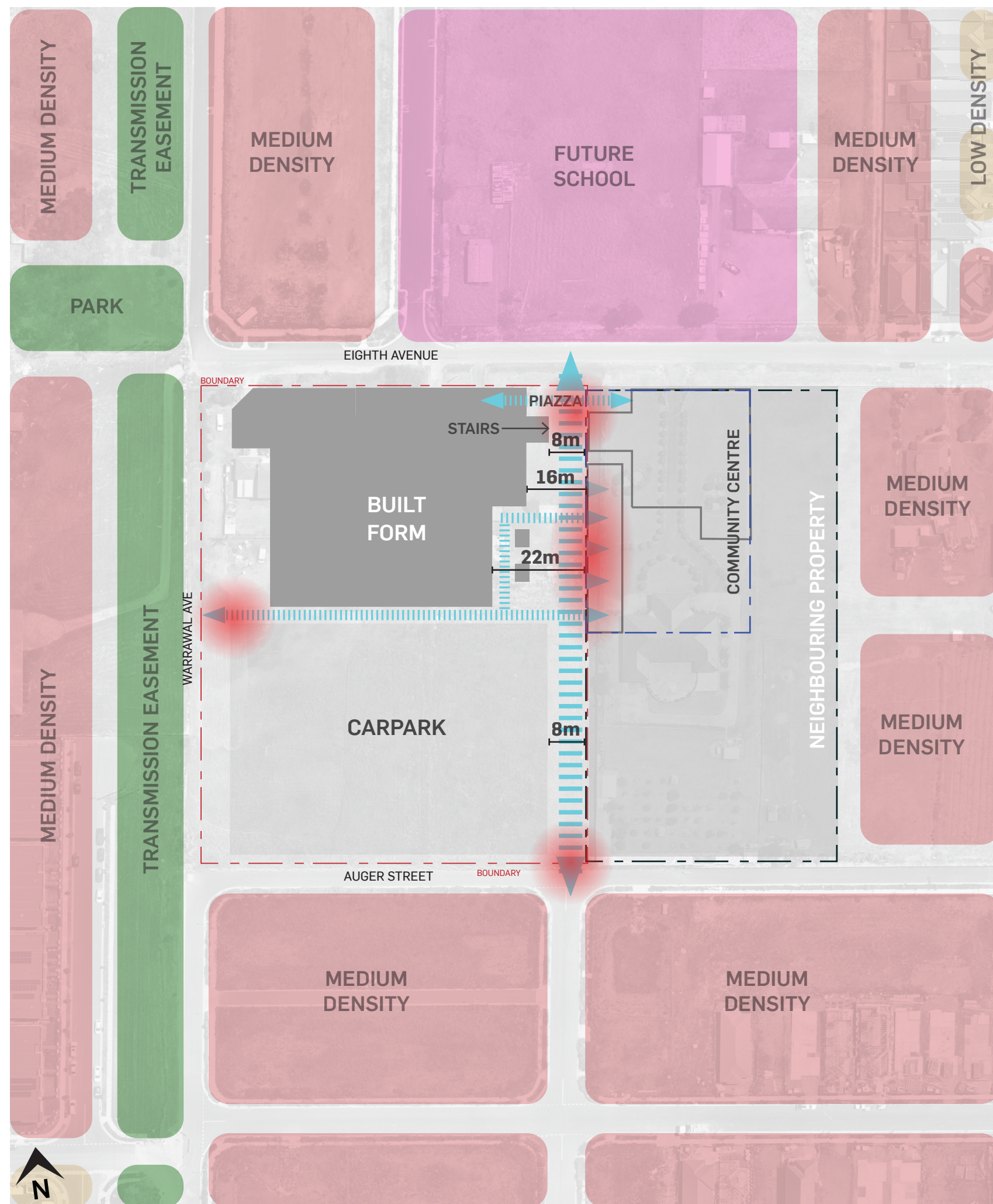
DCP Reference Diagram



DCP compliant scheme

Note:
Through-site link alignment with boundary not stipulated by DCP.





DCP compliant scheme

PROS

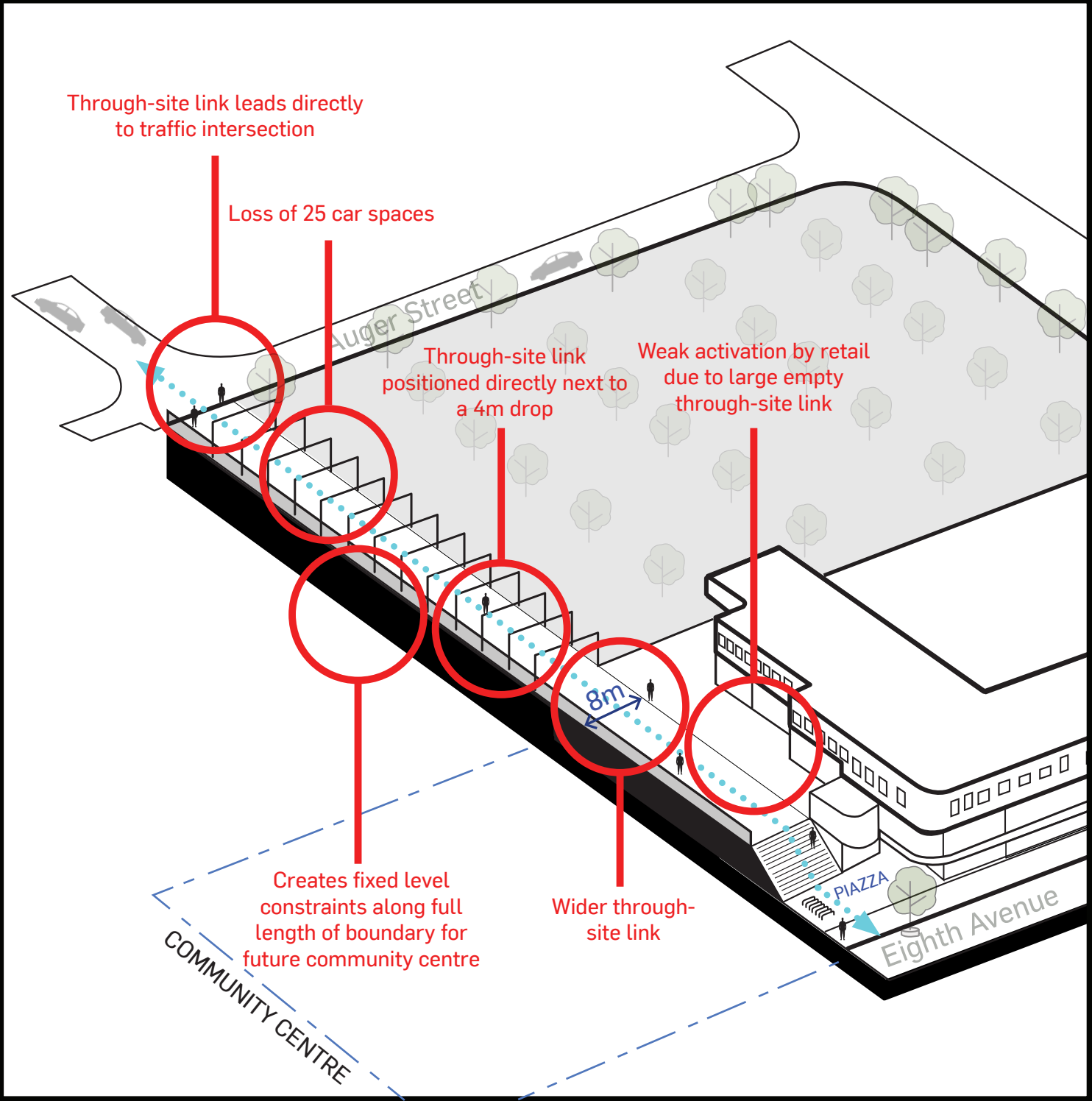
- Shared piazza opportunity between subject site and neighbouring property (future community centre).
- Direct connections between subject site and neighbouring property.
- Direct North-South link between future school on Eighth Ave and Auger Street.
- Meets DCP requirements of a minimum 8m wide pedestrian through-site link.

CONS

- In creating larger thoroughfares, the opportunity to enhance the pedestrian link with fine-grain activation in destination spaces is lessened.
- Future community centre design must respond to level constraints established in the proposed design, along the entire length of the site, presenting the most difficult constraints.
- Creation of a future fire protection issue to first 3m within community centre property.
- Safety issue exists where South point of link leads pedestrians directly to traffic on Auger Street.
- Through-site link poorly activated in interim period.
- Loss of 25 parking spaces and approx 660sqm of retail potential from subject site.
- Pedestrian through site link is excessively wide, ranging from 8m wide to 22m wide, unsuitable for the scale of development.
- Interim level differences present a safety issue along the boundary, with much of the site raised above the neighbouring site up to a height of around 4m, introducing a fall risk (and a visually poor outcome).
- **This option renders the development unfeasible.**

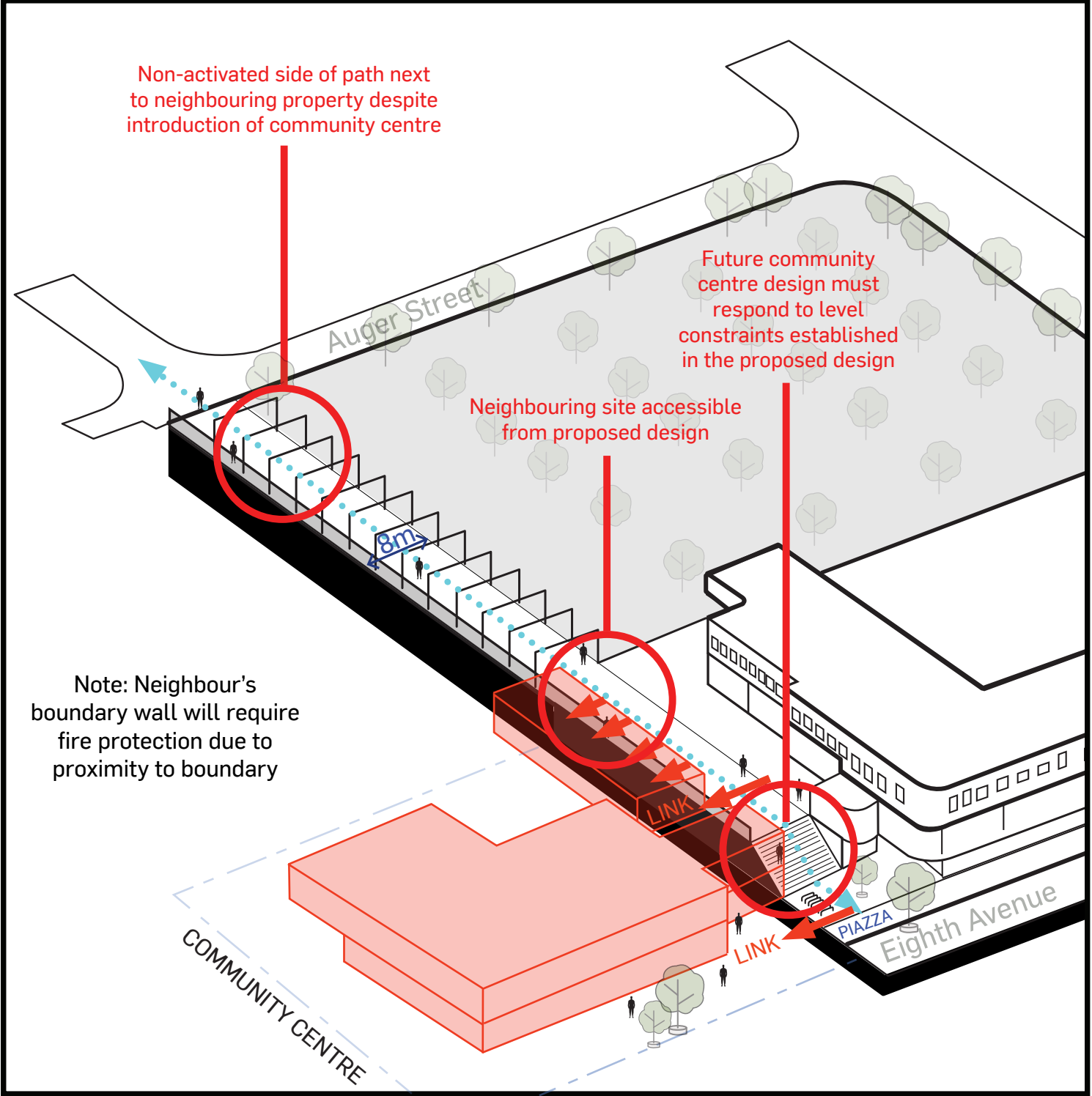
Interim scenario

(DCP Compliant Option)



Long term scenario

(DCP Compliant Option)



DCP Objectives:

- 1. To facilitate the development of neighbourhood centre retail, commercial and community uses that provide access to shopping, employment and services for residents. ✓
- 2. To encourage a high standard of development and a quality, attractive environment within the neighbourhood centre. ✗

View: From Eighth Ave

PERSPECTIVE VIEW- DCP Compliant Response - interim scenario



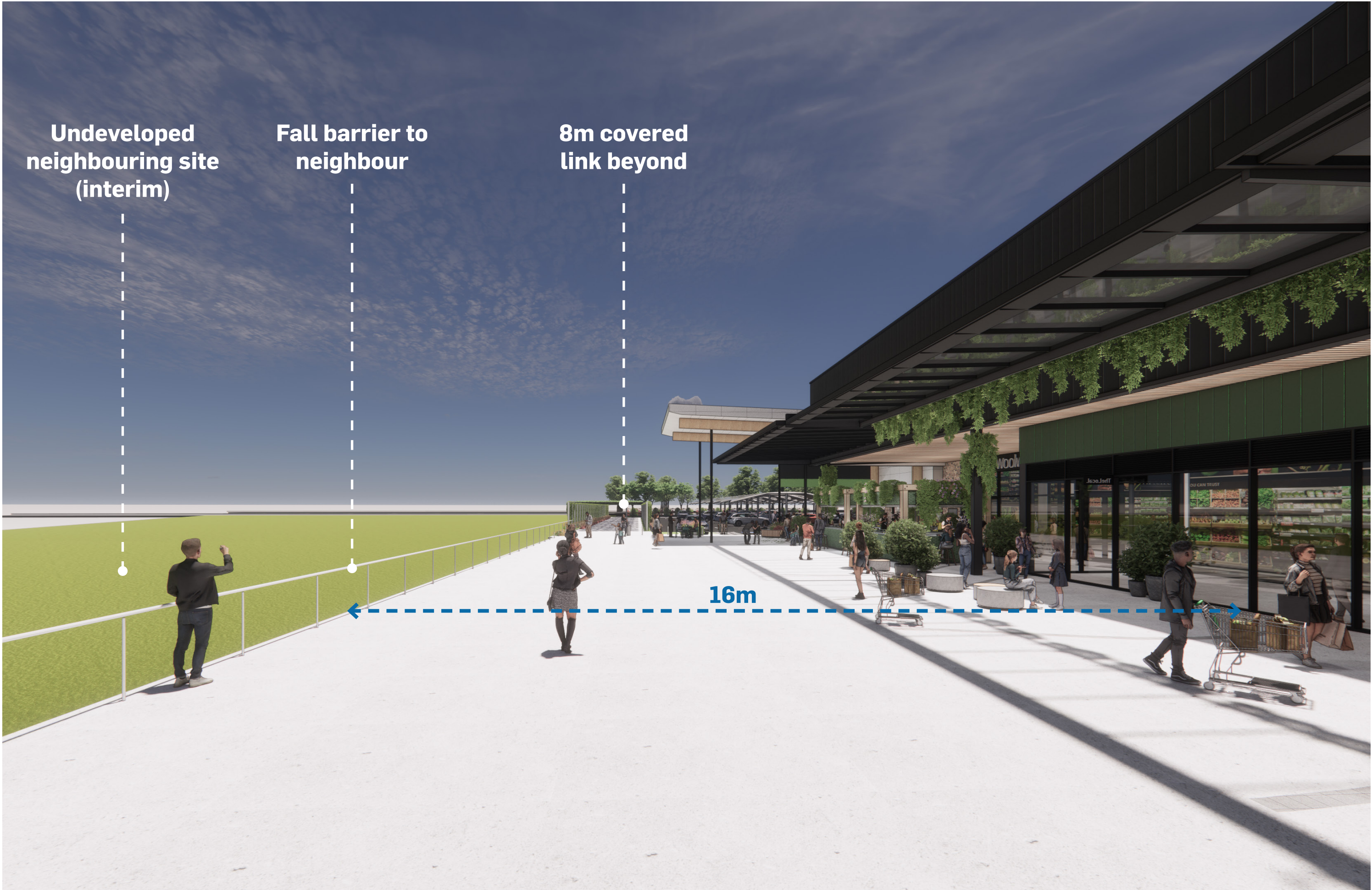
Interim retaining
wall to neighbour

Through-Site
Link (8m)

Half piazza

Eighth Ave

Neighbour required to
respond to fixed level
constraints along entire
length of boundary



View: From Eighth Ave

PERSPECTIVE VIEW- DCP Compliant Response - long term scenario





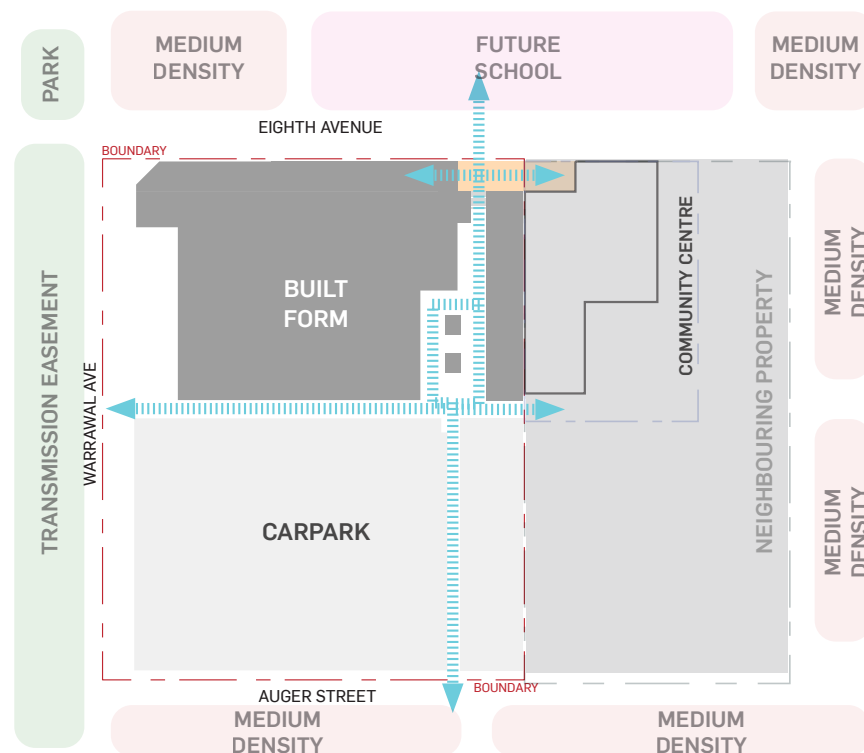
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04

PROPOSALS FOR A POSITIVE OUTCOME

Proposals for a Positive Outcome

Adapted DA Proposals



Existing DA proposal

Option 1

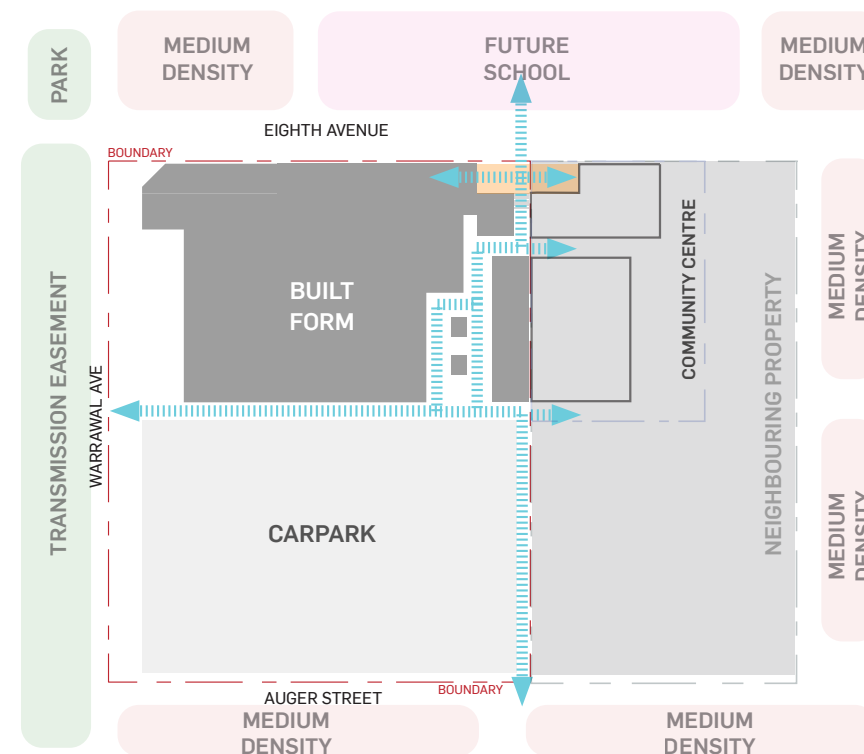
Note: This was previously submitted in the lodged DA.

2 key neighbour links at front and rear of built form.

Pedestrian link within subject site.

Stairs within subject site.

Pedestrian link aligned with corner crossing at Auger Street.



Adapted DA proposal

Option 2

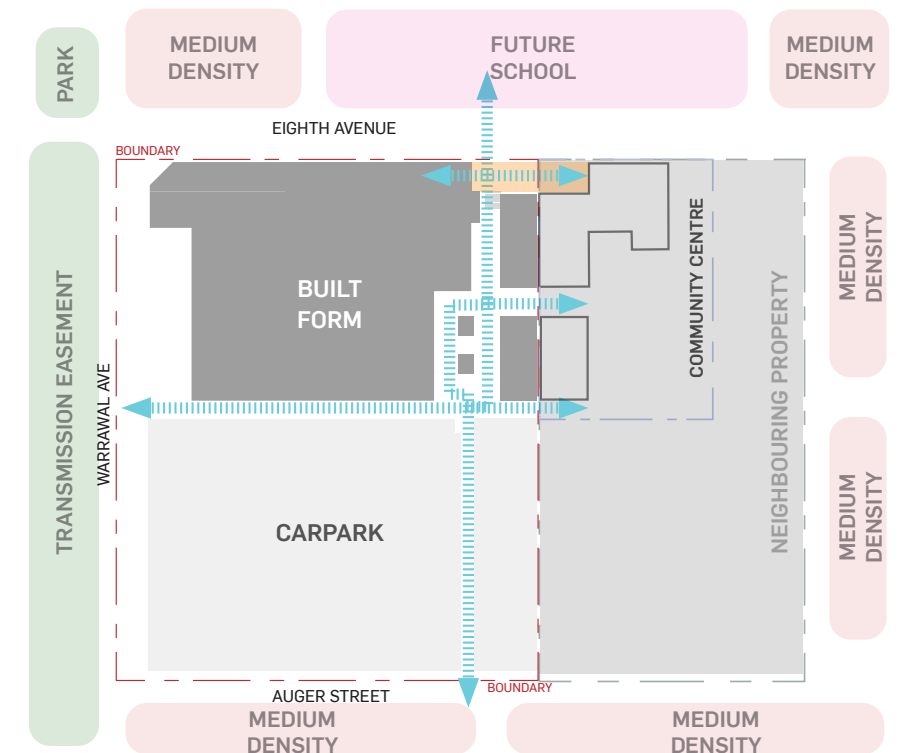
Note: This was previously presented to Council and rejected with reference to the fragmentation of pedestrian journey.

3 key neighbour links at front, mid and rear of built form, staggered spacing.

Pedestrian link abutting with majority of side boundary.

Stairs abutting with side boundary.

Pedestrian link aligned with perpendicular roadway at Auger Street.



Adapted DA proposal

Option 3

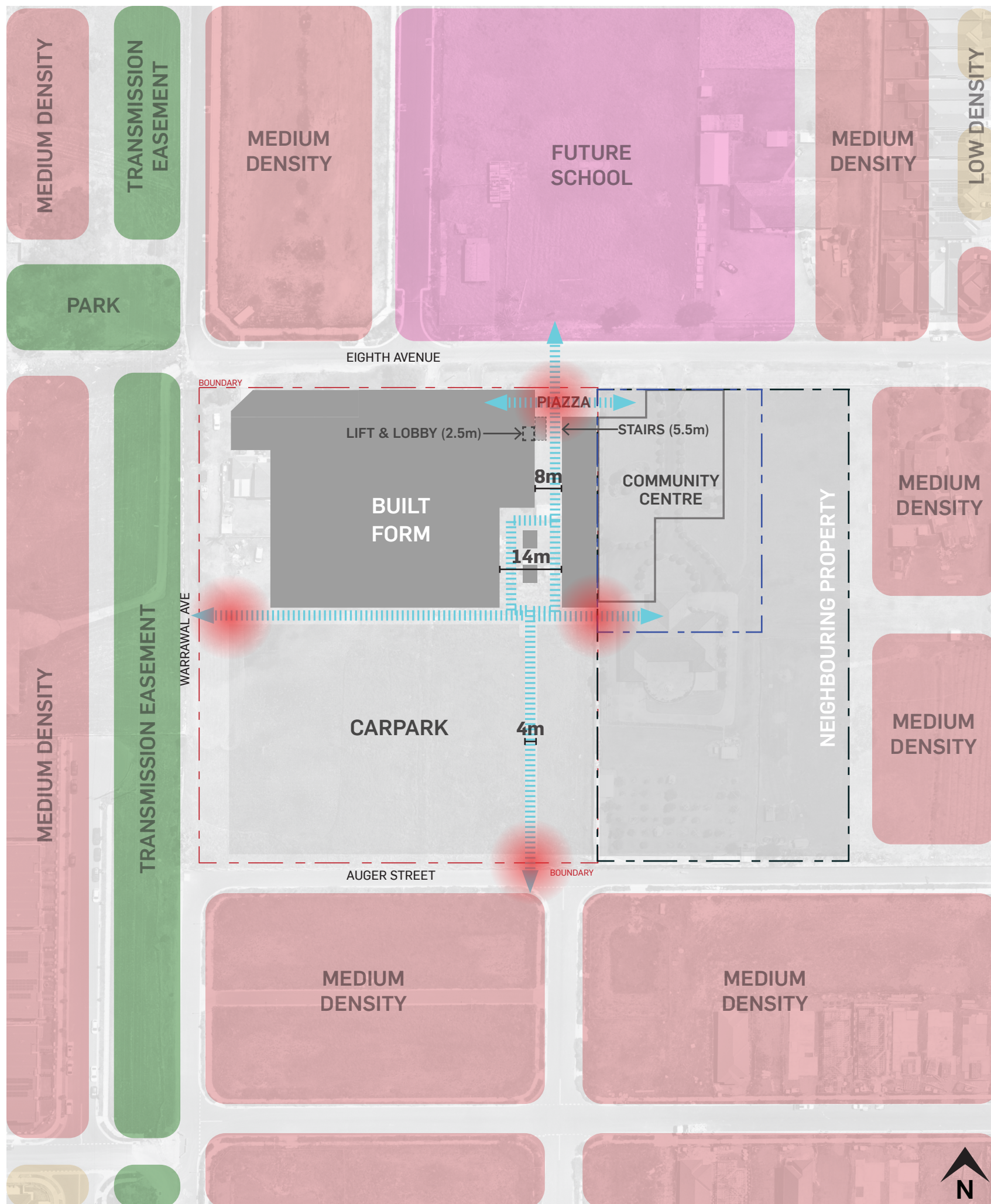
3 key neighbour links at front, mid and rear of built form, evenly spaced.

Pedestrian link abutting with majority of side boundary.

Stairs within subject site.

Pedestrian link aligned with corner crossing at Auger Street.





Option 1

Note: This was previously submitted in the lodged DA.

PROS

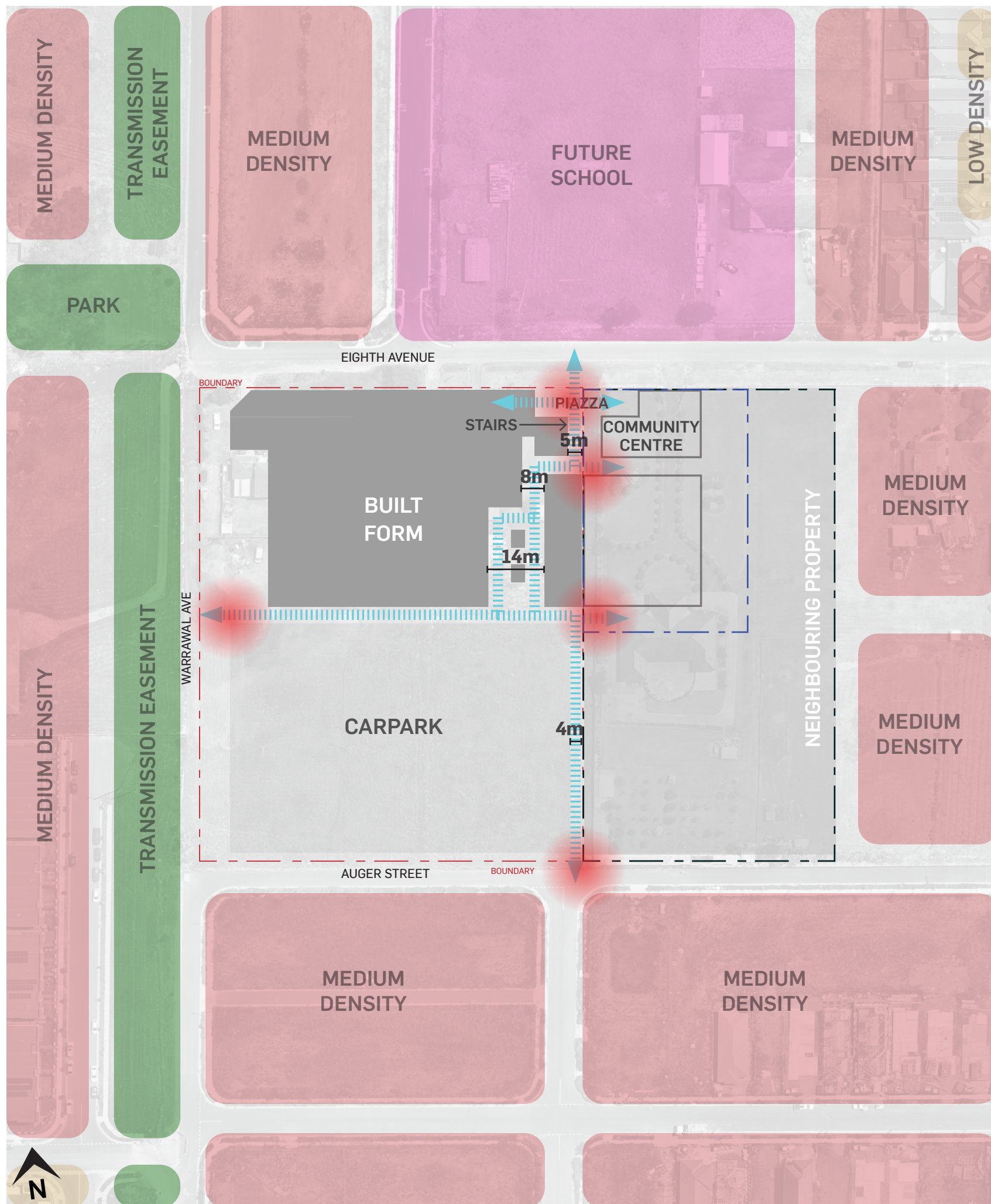
- Shared piazza between subject site and neighbouring property (future community centre).
- Strong street activation by retail and public piazza space to Eighth Ave.
- Two direct connections between subject site and neighbouring property.
- Largely direct-line North-South link between future school on Eighth Ave and Auger Street.
- Through-site link activated in both short and long term via active retail frontages in an open mall.
- South Auger street connection aligns safely with pedestrian verge path perpendicular to Auger Street.
- Community centre is not constrained by stairs/ramps on boundary.
- Community centre is only constrained by two level transition conditions to meet for pedestrian access between the two sites.

CONS

- Future community centre design must respond to level constraints established in the proposed design.
- Fewer connections to neighbouring property.
- Only opportunity for neighbouring site to connect to subject site are at the front and rear of buildings.

When compared with the DCP Compliant Option, Option 1 presents a scheme that provides more short- and long-term value to the community and sets the future community centre up for success.

However, we understand and appreciate Council's desire to provide more connection to the future community centre neighbour.



Option 2

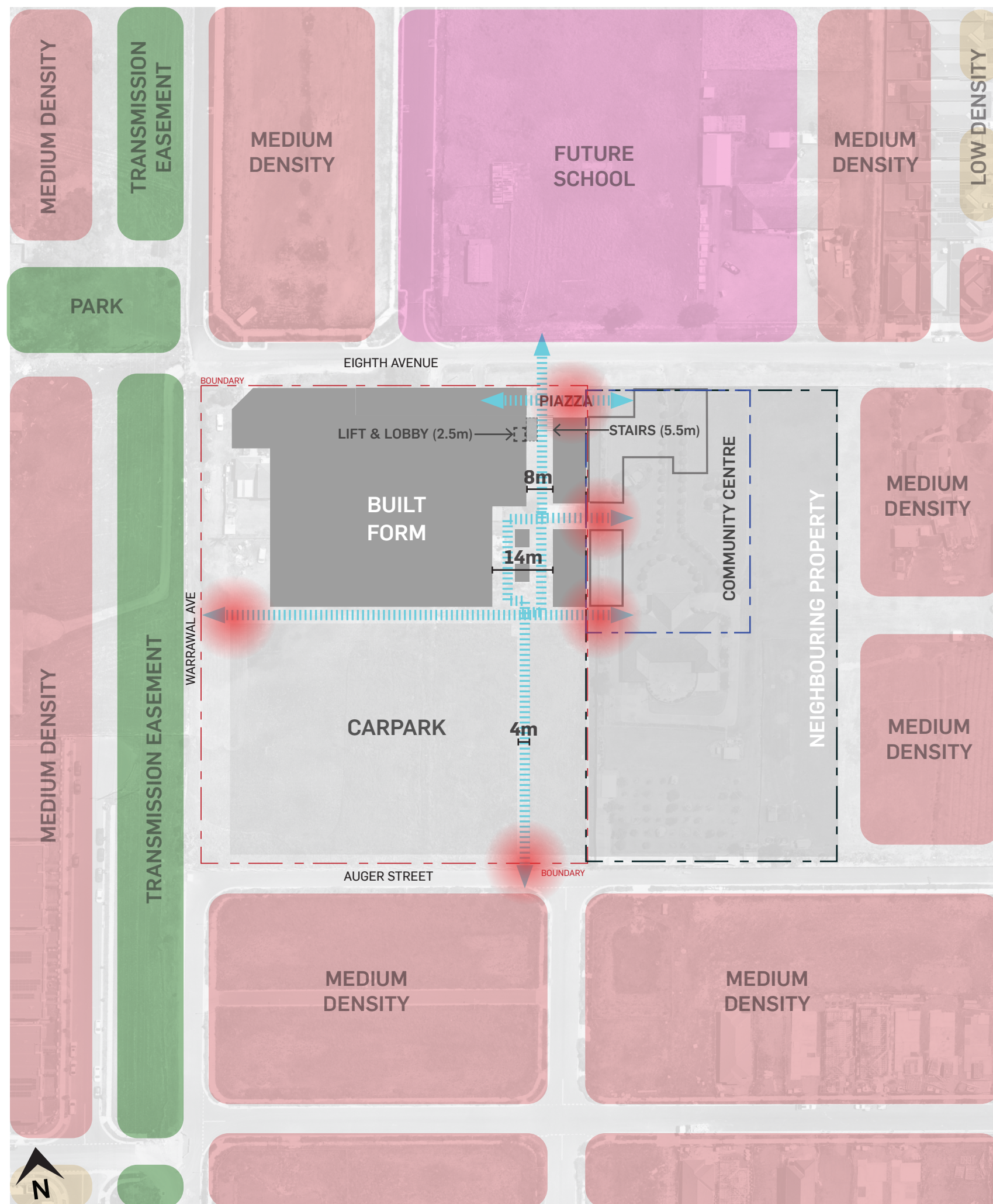
Note: This was previously presented to Council and rejected with reference to the fragmentation of pedestrian journey.

PROS

- Shared piazza between subject site and neighbouring property (future community centre).
- Strong street activation by retail and public piazza space to Eighth Ave.
- Three direct connections between subject site and neighbouring property.
- Community centre has two pedestrian connection opportunities at the higher level of the site, and one across the shared piazza.
- Through-site link activated in both short and long term through active retail frontages in an open mall.

CONS

- Future community centre design must respond to level constraints established in the proposed design along the majority of the shared boundary.
- Fragmented journey between future school on Eighth Ave and Auger Street.
- Convolutated circulation.
- South connection leads pedestrians directly to traffic on Auger Street.



Option 3

PROS

- Shared piazza opportunity between subject site and neighbouring property (future community centre).
- Strong street activation by retail and public piazza space to Eighth Ave.
- Three direct connections between subject site and neighbouring property with the two greatest level differences spaced far apart.
- Largely direct North-South link between future school on Eighth Ave and Auger Street.
- Through-site link activated in both short and long term through active retail frontages in an open mall.
- South Auger street connection leads pedestrians safely towards pedestrian path along verge of Auger Street.
- The three established connection points are located to give the community centre the most flexibility in their design response. One link at the lower piazza level, then two well-spaced links at the upper ground level.

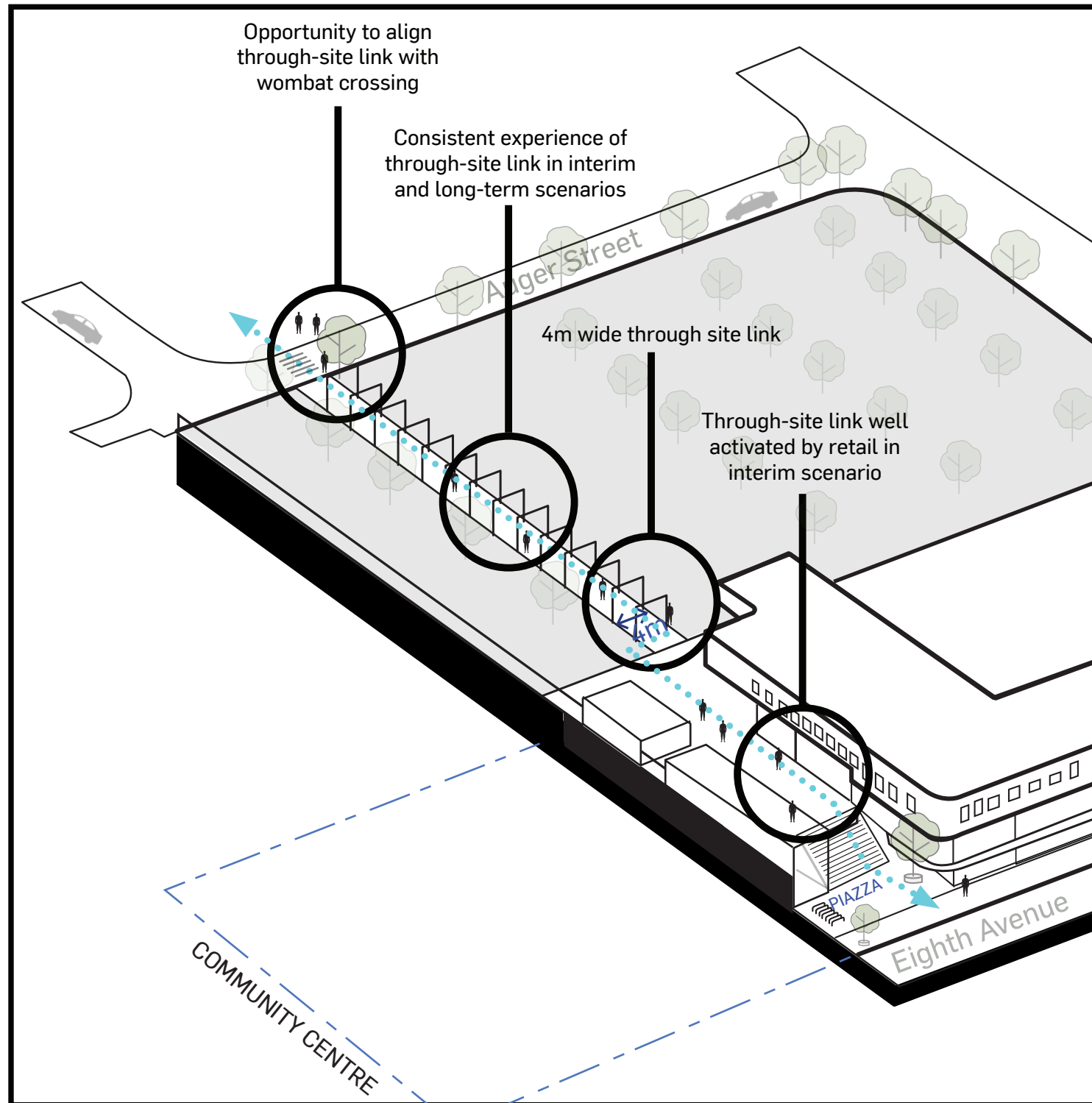
CONS

- Future community centre design must respond to level constraints established in the proposed design, but only at 3 well-spaced locations, offering the most design flexibility.

Note: This option provides the most flexibility for future development and by extension for the precinct overall.

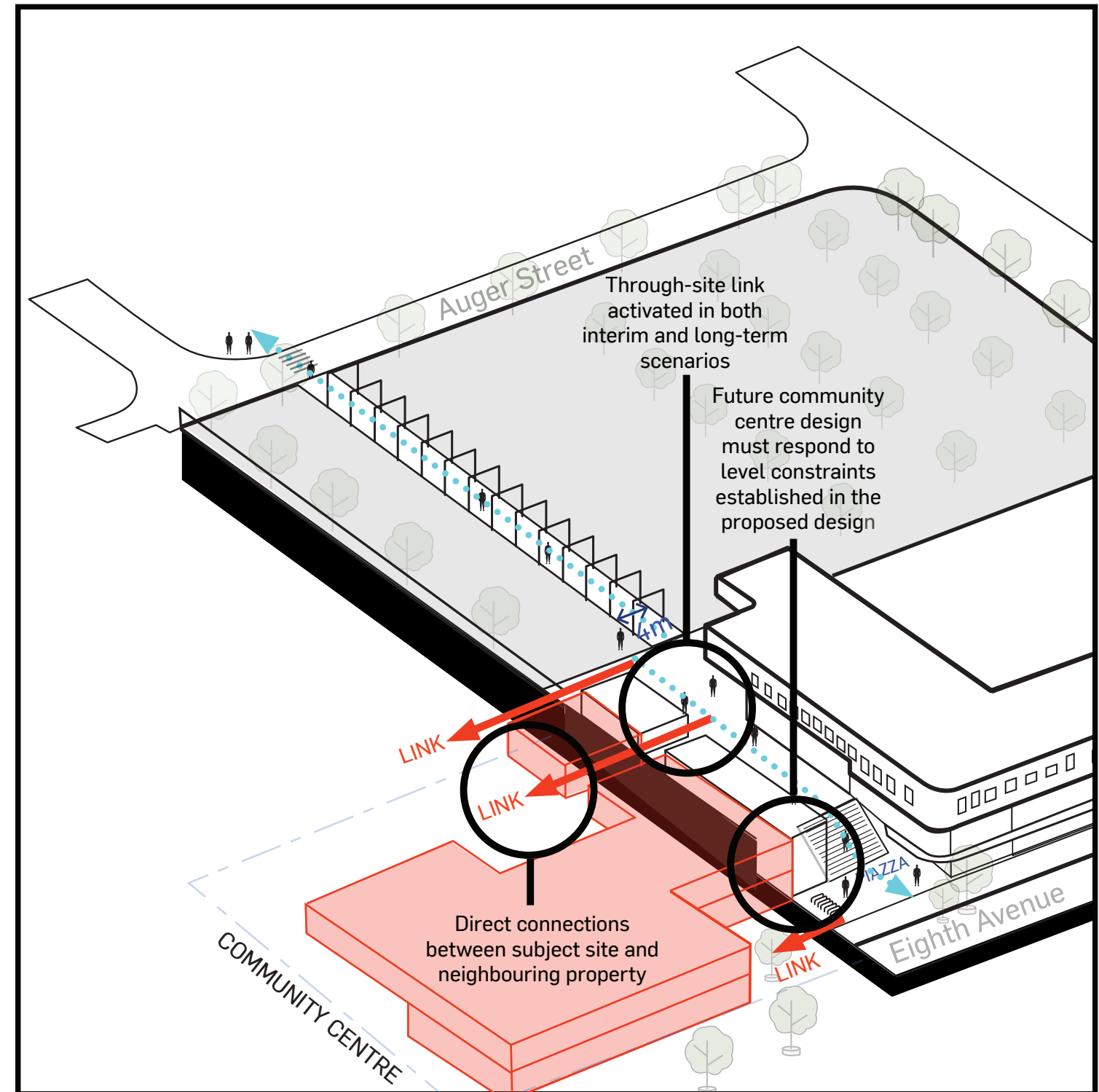
Interim scenario

(option 3)



Long term scenario

(option 3)



View: South along through-site link

OPTION 3 PERSPECTIVE VIEW- interim scenario

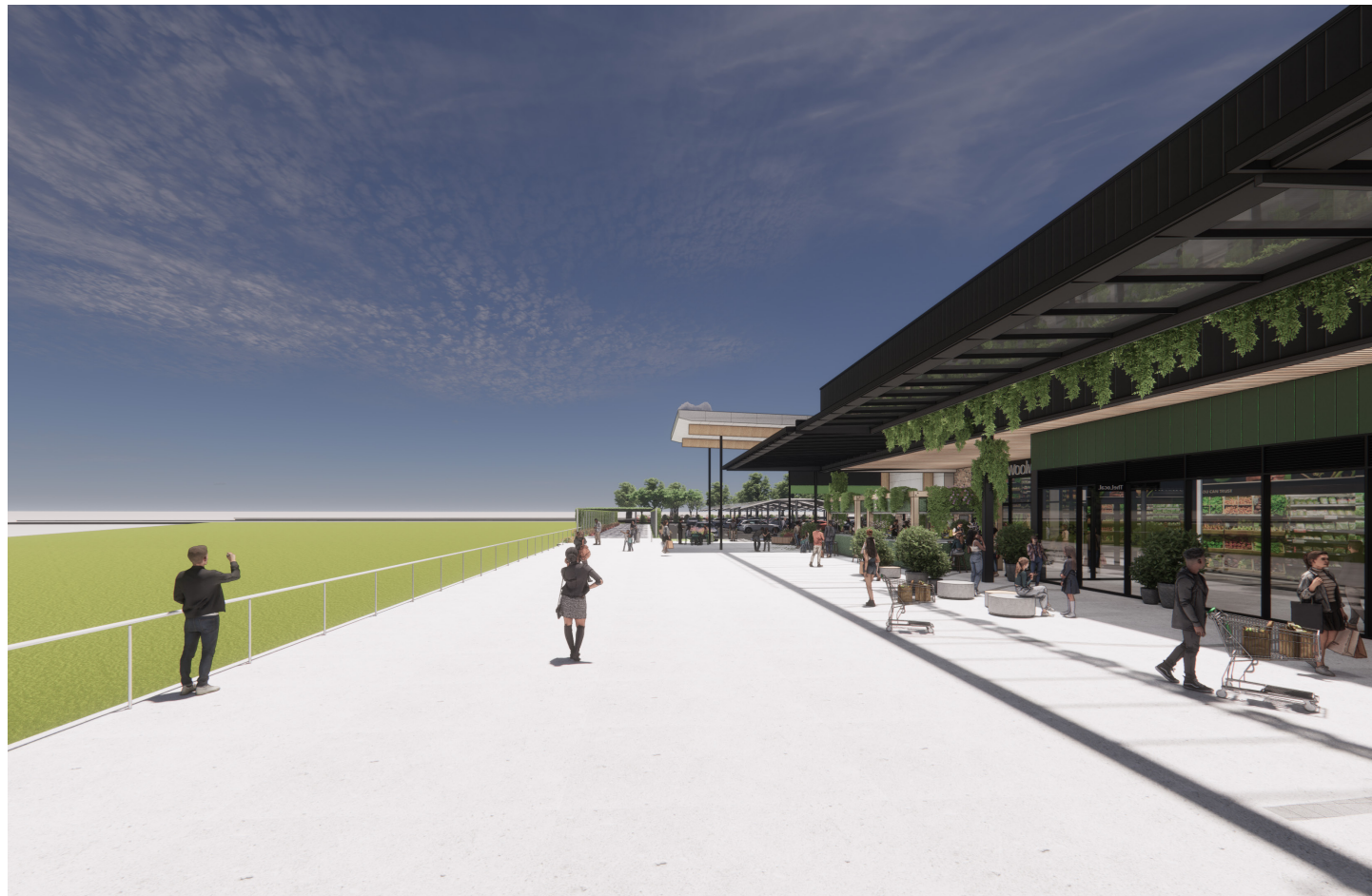


View: From Eighth Ave

OPTION 3 PERSPECTIVE VIEW- long term scenario



Comparison DCP Compliant Scheme & Option 3



DCP Compliant Scheme

Looking South from Through-Site Pedestrian Link
(Before Community Centre)



Option 3

Looking South from Through-Site Pedestrian Link
(Before Community Centre)

Comparison DCP Compliant Scheme & Option 3



DCP Compliant Scheme

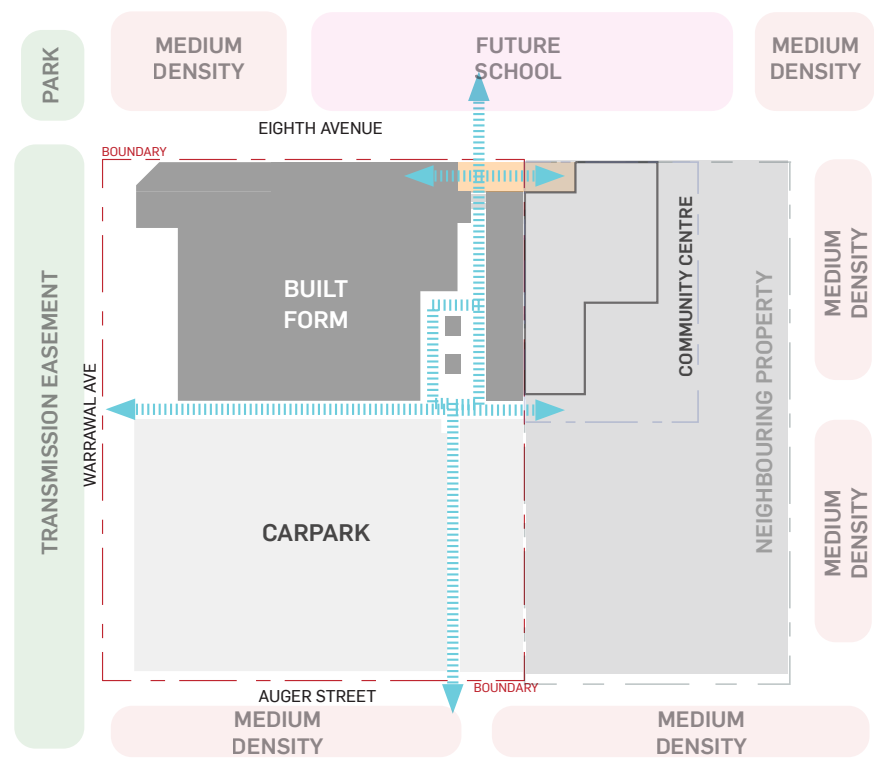
Looking South from Eighth Avenue
(After Community Centre)



Option 3

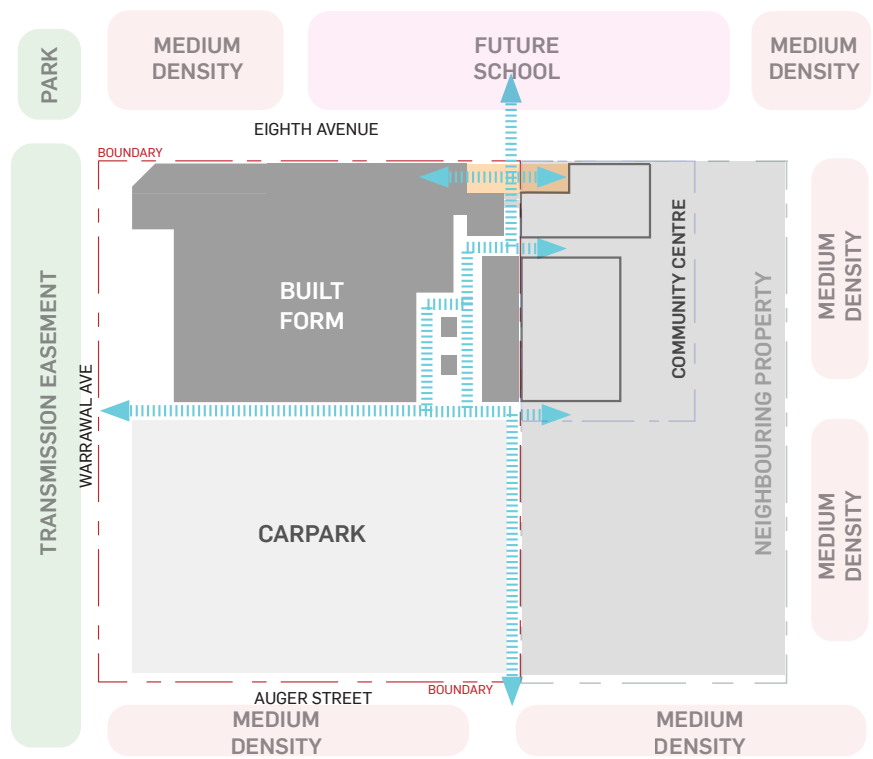
Looking South from Eighth Avenue
(After Community Centre)

Proposals for a Positive Outcome Summary Comparison



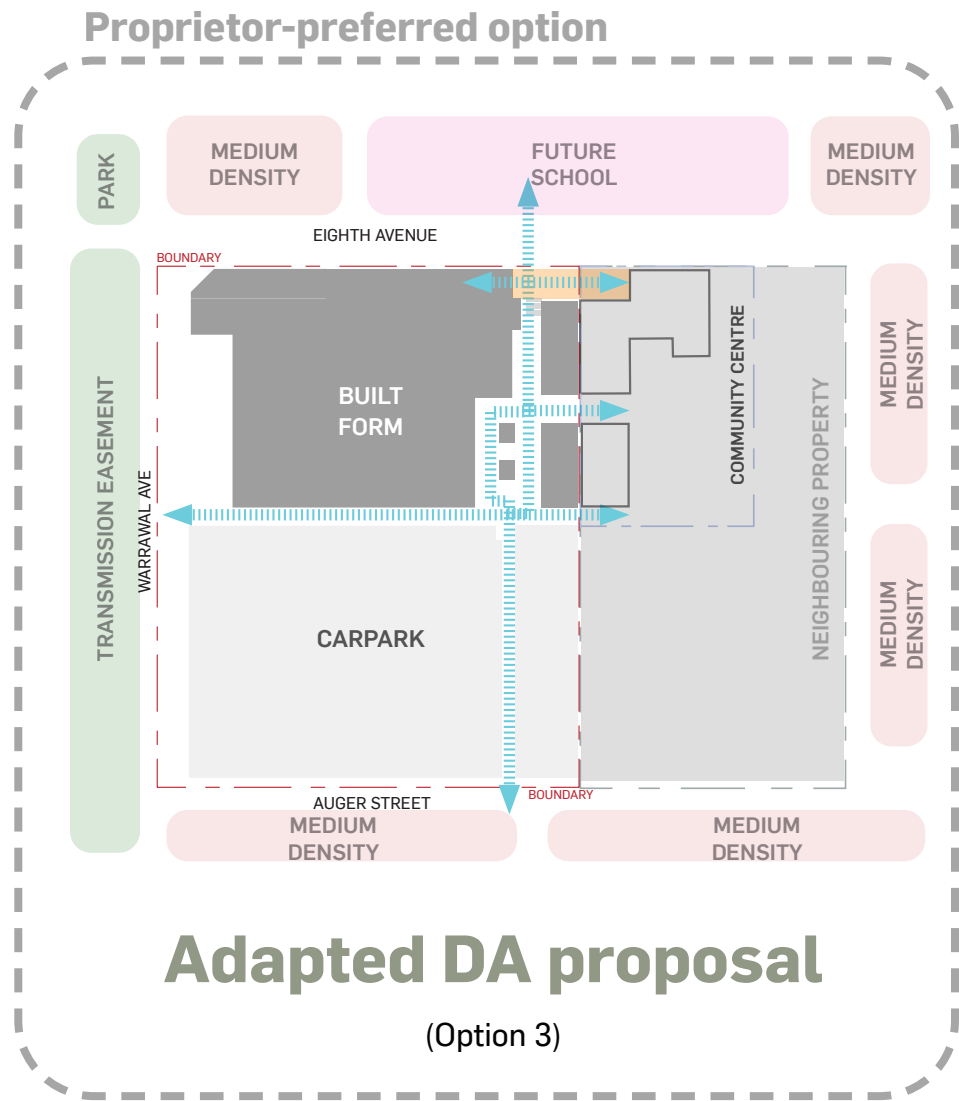
Existing DA proposal

(Option 1)



Adapted DA proposal

(Option 2)



Adapted DA proposal

(Option 3)

DCP Objectives:

- 1. To facilitate the development of neighbourhood centre retail, commercial and community uses that provide access to shopping, employment and services for residents.
- 2. To encourage a high standard of development and a quality, attractive environment within the neighbourhood centre.



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exists**

Impact Tomorrow