

CONCEPT DESIGN REPORT FOR THE DEVELOPMENT OF

67-73 LORDS ROAD - LEICHHARDT



CONTENTS

Report Summary and Index

1 INTRODUCTION

1.0	Introduction	page 3
-----	--------------	--------

2 THE SITE

2.0	The Site	page 4
2.1	Site Plans and Levels	page 5
2.2	Existing Uses	page 6
2.3	Existing Buildings	page 6
2.4	Existing Access	page 6
2.5	Existing Section	page 7

3 REGIONAL CONTEXT

3.0	Regional Context	page 8
3.1	Regional Context Cont	page 9

4 LOCAL CONTEXT

4.0	Local Context	page 10
4.1	Local Area	page 10
4.2	Site Context	page 10

5 SITE ANALYSIS

5.0	Site Analysis	page 12
5.1	The Site	page 12
5.2	Vegetation	page 12
5.3	Climate	page 12
5.4	Noise	page 13
5.5	Views	page 13
5.6	Street Block	page 13
5.7	Flooding	page 13

6 DESIGN, LANDSCAPE & ARCH.

6.0	Design, Landscape and Architecture	page 14
6.1	Site Design	page 14
6.2	Site Landscape	page 16
6.3	Site Architecture	page 16

7 Design

7.0	Design	page 18
7.1	Option 1	page 18
7.2	Model Photos	page 18

8 PREFERRED OPTION

8.0	Preferred Option	page 19
8.1	Site Layout, Access and Parking	page 19
8.2	Building Design And Impact	page 20
8.3	Shadow Studies Mid-Winter	page 24
8.4	Shadow Studies Equinox	page 25
8.5	Preferred Potential Option Context Plan	page 26
8.6	Ventilation Diagram	page 27

9 LANDSCAPE DESIGN INTENT

9.0	Landscape Design Intent	page 28
-----	-------------------------	---------

10 THE PUBLIC DOMAIN CONCEPT

10.0	The Public Domain Concept	page 30
------	---------------------------	---------

EXECUTIVE SUMMARY

67-73 Lords Road Leichhardt is a unique isolated industrial site in Leichhardt. This report outlines the potential for the sites appropriate rezoning into a residential transit oriented development.

An Isolated and unviable Industrial Site

The site is isolated from other industrial uses and surrounded by residential uses. This has meant that its continued use as an industrial site has been resisted by local residents. Over the last 10 years, all industrial development approvals on the site have been made by the Land and Environment Court due to the reluctance of Council to consider the impact of industrial uses on local residents.

Being only 6km to the Sydney CDB, the site is well placed to provide an alternative development opportunities in a similar fashion to other strategic sites such as the Summer Hill Flour Mill and Harold Park.

Inner West Light Rail and the Potential for transit oriented development

With the Inner West Light Rail now in operation, it is now time to consider the site's future use. Other studies in support of a planning proposal for the sites rezoning identify residential uses being the most appropriate use for its future development. This offers the opportunity to integrate the development of the site with the light rail and the surrounding residential precinct.

Substantial Public Benefits

The development of 67-73 Lords Road can be done in a socially and ecologically responsible fashion. Key to the development will be the provision of affordable housing for key workers.

The location will enable these workers to easily and quickly access employment in the Sydney CBD. Furthermore it will provide the opportunity to significantly improve the amenity of Lords Road and access to the Marion Street Light Rail Stop.

An appropriately scaled development in its context

Masterplanning work undertaken allows for a scale of development that respects the scale or the surrounding residential area while taking advantage of the sites location along side the elevated light rail line.

This allows the site to retain many of the scale attributes of the current industrial buildings when viewed from the residential area while optimising the density at the rear and side of the site where it is not visible from these areas.

High Quality Residential Amenity

Being over 1 Ha in size, the site offers the opportunity to provide an integrated masterplan that allows for high standards of residential amenity for future residents while protecting the amenity of current residents. Testing of solar access has been undertaken which clearly indicates that the development will easily be able to satisfy solar access requirements of the residential flat design code. Moreover, shadow testing also indicates that there will be no additional overshadowing of surrounding residential properties.

Preferred design concept

The preferred design concept has been designed in accordance with transit oriented development principles. It provides lower scale 3 and 4 level buildings on the existing residential interface rising to a maximum of 8 storeys adjacent to the light rail line embankment. This will allow for around 315 apartments including 16 apartments for key workers.

1.0 INTRODUCTION

The property at 67-73 Lords Road, Leichhardt is owned by Lord Sixty-Seven Pty Ltd. (Lord Sixty-Seven) has commissioned Mecone (town planners) to investigate suitable uses for the property and undertake discussions with relevant planning authorities on the potential to redevelop the site

Uses:

The Planning Study by Mecone has concluded that the preferable use for the site is residential apartments and a childcare facility. Discussions with planning authorities have indicated a willingness to positively consider a rezoning for this use.

Industrial, commercial and retail zonings were all investigated to but were considered not to be viable or practical given the sites context and changes accessibility with the introduction of the light rail

This report:

- The purpose of this report is to establish urban design principles which will form a part of the application to rezone the property from Industrial to Residential Use.
- Has been prepared for Lord Sixty-Seven Pty Ltd by Jan McCredie Urban Design and Eeles Trelease Pty Ltd, architects

This report is to be read in conjunction with:

- Planning proposal and the Development Control Plan (DCP) prepared by Mecone Pty Ltd
- Traffic Report prepared by Varga Traffic Planning Pty Ltd
- Landscape Design by Botanica Pty Ltd
- Flood Study and Report by NPC Pty Ltd
- Social Impact Assessment by Cred Community Planning
- Affordable Housing Assessment by Housing Action Network

2.0 THE SITE

Location

67-73 Lords Road, Leichhardt

Area of Site

10,617 square metres

Zoning

Industrial

Boundaries

The southern boundary has a 92.7 metre frontage to Lords Road

The eastern boundary has a 111.4 metre frontage to Davies Lane

The western boundary (133.3 metres) adjoins an embankment which is a part of the light rail corridor

The north boundary (76.1 metres) adjoins Lambert Park Soccer Field



2.1 SITE PLANS AND LEVELS



2.2 EXISTING USES

The site currently contains a range of uses. These include storage, internet based furniture sales, gymnasium, karate school and art school.

2.3 EXISTING BUILDINGS

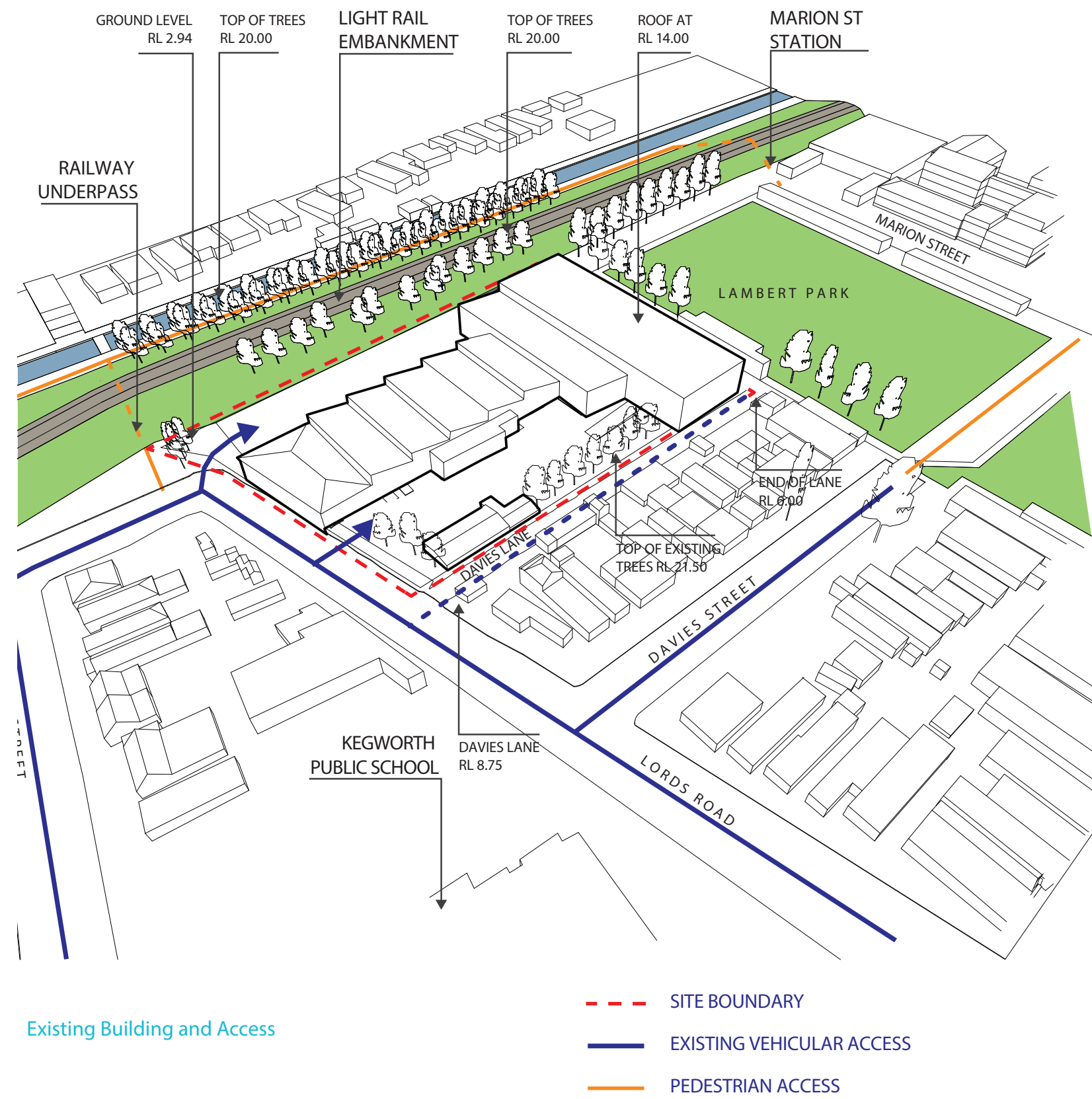
67-73 Lords Road has three large industrial buildings and one smaller building. These were constructed between 1930 and 1960. The larger buildings are joined to each other and form a T-shaped building oriented north-south through the centre of the site. There are hardstand areas either side of the main building. The fourth smaller building is separate and faces Davies Lane.

The building along the northern boundary forms the top of the T. It faces Lambert Park and Davies Lane and is 2 industrial storeys. This is approximately 11.5 metres or 3 residential storeys high. There is no setback from Davies Lane and there is a 1 metre setback to Lambert Park.

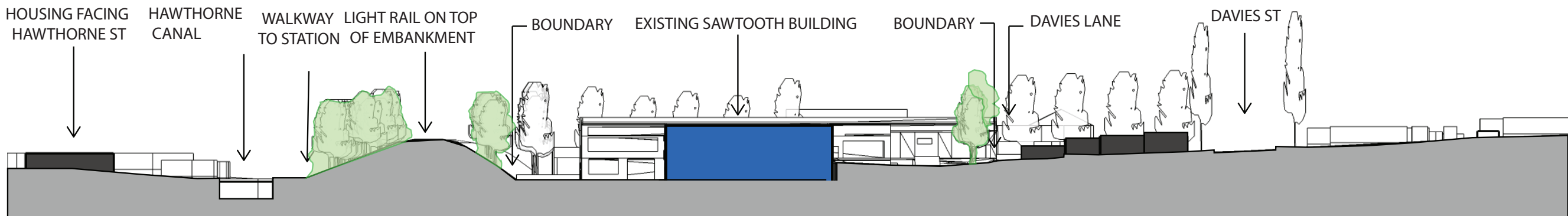
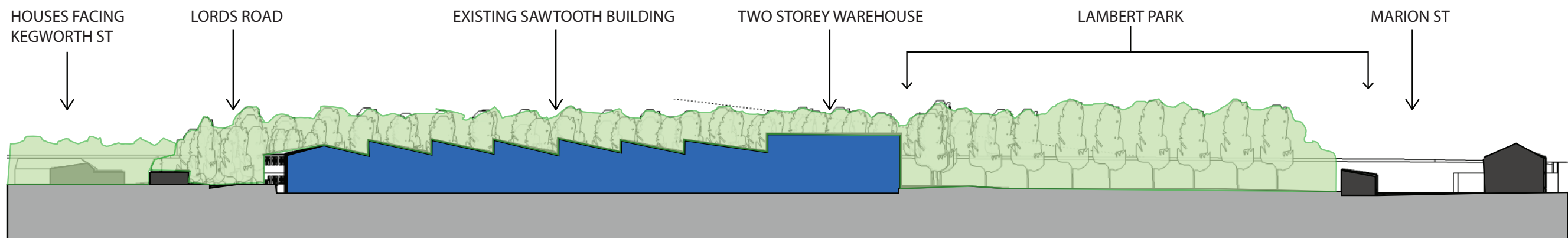
The sawtooth building that joins this northern building and runs north-south through the centre of the site is also 2 industrial storeys high and 10.5 metres. At its southern end it joins a two storey masonry building that faces Lords Road. This is approximately 9.5 metres high and has no street set back to Lords Road.

2.4 EXISTING ACCESS

A chain wire fence encloses the site. There are currently two access driveways from Lords Road. These are located on either side of the Lords Road building and serve vehicles and pedestrians. There is no vehicle or pedestrian access from Davies Lane.



2.5 EXISTING SECTION



Warehouse and embankment, west side of site



Western entry from Lords Road



Eastern entry from Lords Road



Eastern carpark



Existing warehouse constructed along boundary in Davies Lane

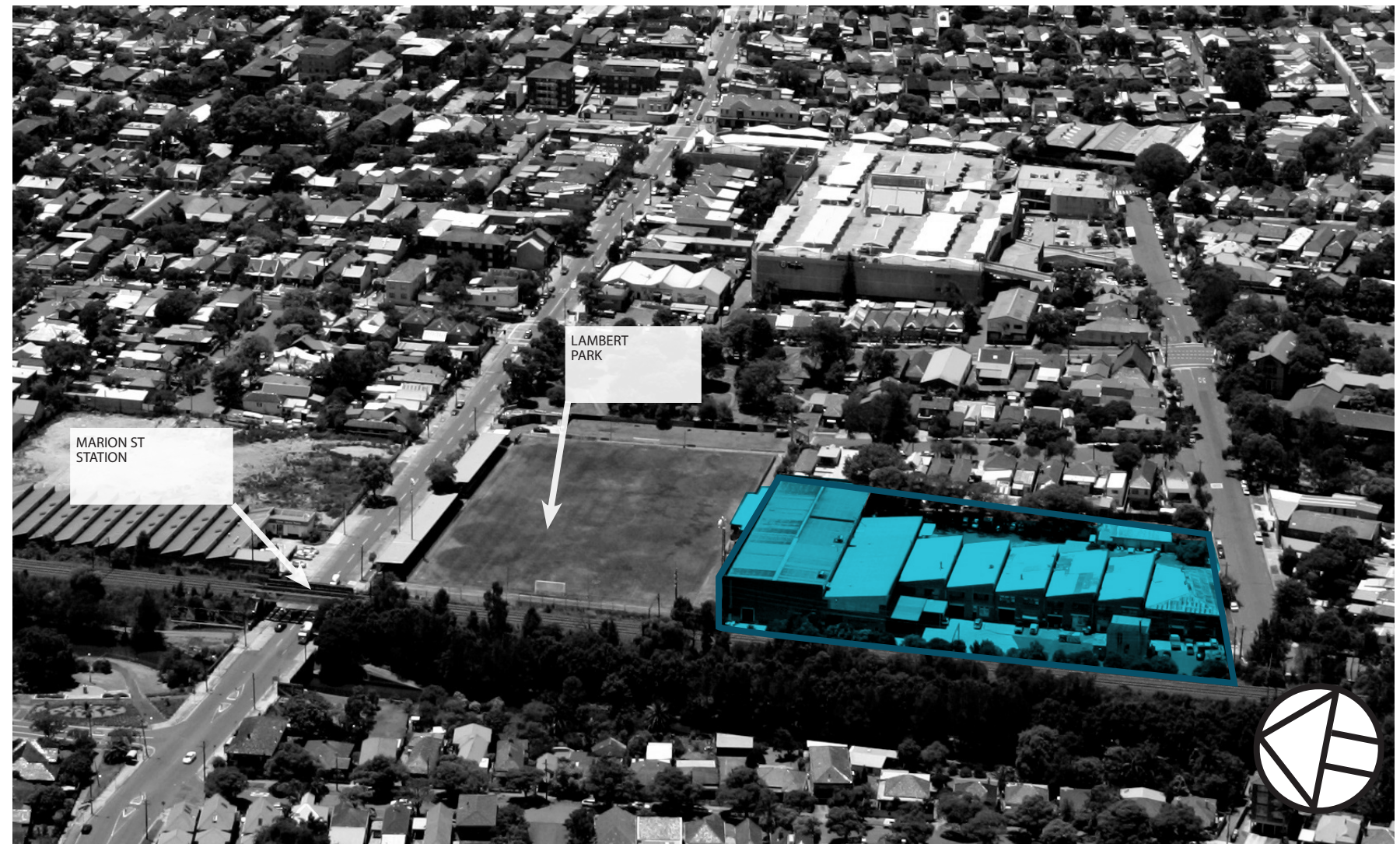
3.0 REGIONAL CONTEXT

Similar sites in the process of being redeveloped include:

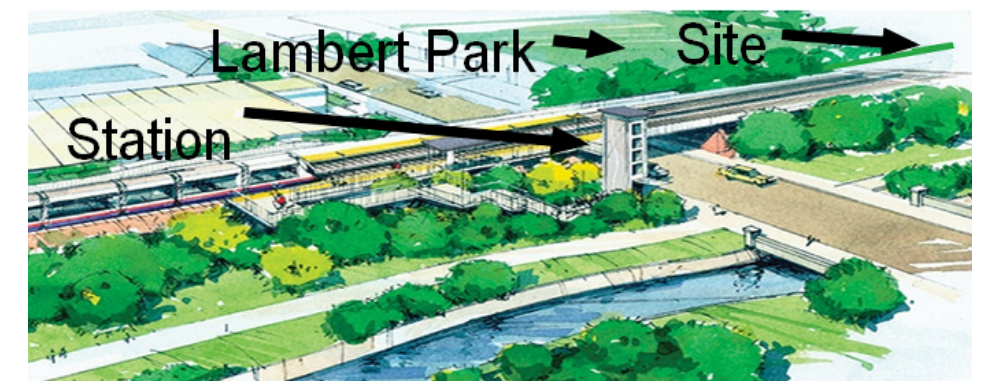
- Lewisham Apartments (up to 10 storeys and - FSR 3.04:1)
- Bay St (up to 31m - FSR: 3.85:1)
- Summer Hill Flour Mill at 2-32 Smith Street, Summer Hill (up to 13 storeys)
- Harold Park (up to 8 storeys high - Precinct FSR 1.15:1)
- Other industrial sites in the inner west recently approved include
- The Union Balmain at 118-124 Terry Street, Rozelle
- The Kolotex Site at George Street, Leichhardt

Light rail:

- The existing freight line corridor between the CBD and Dulwich Hill is now converted into light rail and is now in operation.
- The light rail runs from the Sydney CBD to Dulwich Hill Passenger stations have been built to service the light rail line
- The Marion Street Station is located approximately 110 metres to the north-west of the Lords Road site
- The journey to the CBD is approximately 8 kilometres taking 25 minutes
- This transport initiative is facilitating change in the nature of use and development located along its route
- This site is one of a number of large industrial sites along the rail line that were serviced by the freight line and are now being converted to residential and mixed uses



Marion Street Station under construction in June 2003



Marion Street Station - Artists impression

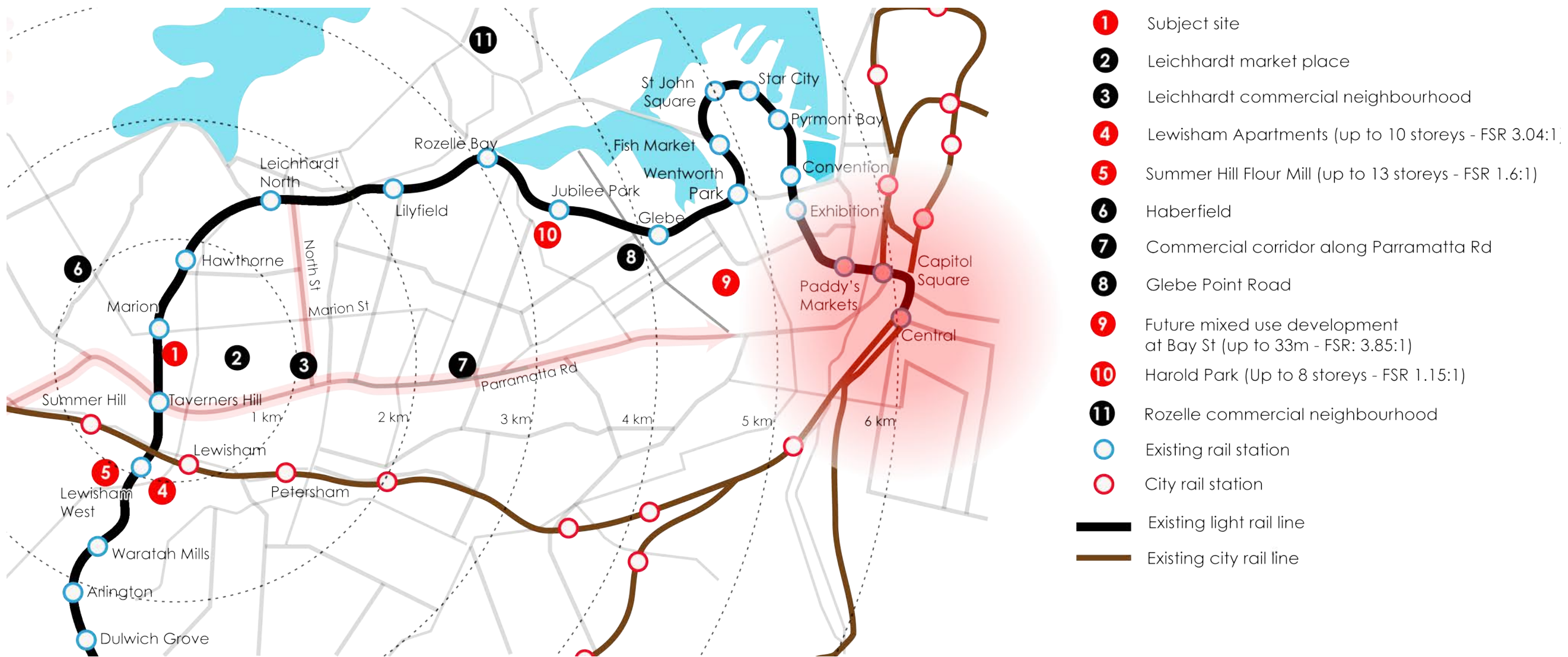
3.1 REGIONAL CONTEXT CONT

Strategic Direction:

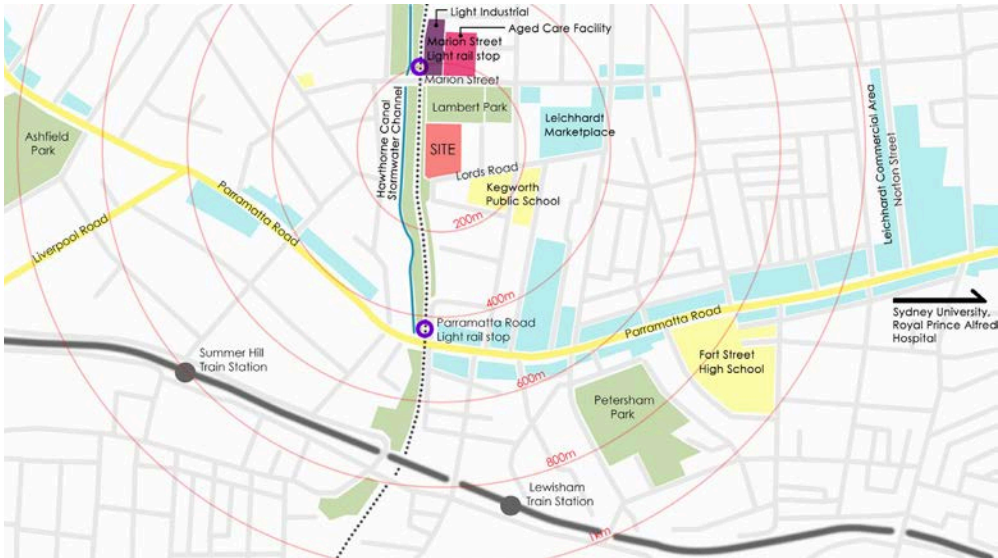
Most sites surplus to modern industrial supply and needs, are being converted from industrial uses to residential uses. The intent is to diversify the range of housing in the area, to locate appropriate uses near the new passenger transport route and to create a more sustainable relationship between land use and transportation.

Transport Options:

Parallel to the rail line on its western side is the Hawthorne Canal. A pedestrian and cycle path runs beside the canal. It connects Iron Cove in the north and Parramatta Road to the south. Bus services to the CBD are located in Marion Street and Parramatta Road. Travel Time by bus to the CBD will take 25 minutes



4.0 LOCAL CONTEXT



4.1 LOCAL AREA

Generally, the area around the site is residential. There are many ancillary services and facilities nearby. These are indicated on the photos on the following page.

Along Lords Road, approximately 250 metres to the east, is The Leichhardt Market Place shopping centre [A].

Lambert Park fronts Marion Street and runs between the railway and Foster Street. The part of Lambert Park adjacent to the site is leased to the APIA Leichhardt Tigers Football Club [B] and [G].

When viewed from Marion Street, the large existing brick warehouse building on the site is mostly hidden from view by the wall on the northern side of Lambert Park [B].

There are a number of parks close to the site. The public portion of Lambert Park can be accessed from Davies Street. [E] Hawthorne Canal Reserve to the north, as well as Ashfield Park to the east and Petersham Park to the south, are all parks that cater for both active and passive recreation pursuits [C].

The Kegworth Primary School is approximately 100 metres from the site. Playing fields associated with Kegworth Primary school are located at the corner of Lords Road and Tebbutt Street [D].

The housing in the immediate area and across the rail line to the west comprises small scale 1 and 2 storey terraces and detached dwellings. The dwellings are located in regular rectangular north-south and east-west street blocks. The street blocks in the precinct are narrow. The lots generally have small front setbacks with gardens and longer rear yards bounded by paling fences. The rear yards are either back to back or they face narrow laneways. Some dwellings have garages or sheds opening onto the lanes.

Any substantial planting in the precinct is along the rear of the residential sites, in the streets or in the passive areas of the parks.



4.2 SITE CONTEXT

The western boundary of the site faces the new light rail line .The rail line is located on a raised embankment so that the rails are approximately 9 metres above the lowest level of the site [F].

The northern boundary of the site faces Lambert Park. This is a football field leased to APIA Leichhardt Football Club. The grandstand is parallel to, and backs onto, the site. There is no access to Lambert Park from the site and Lambert Park playing field is 1 metre higher than the site at the western end of the site. [G].

The eastern boundary of the site faces Davies Lane. Davies Lane is approximately 6 metres wide. It provides access to the rear of houses that front Davies Street [K].

The southern boundary of the site faces Lords Road. This wide tree-lined residential street slopes down past the site towards the light rail line. At the junction with the rail

embankment Lords Road turns 90 degrees to the south and becomes Kegworth Street [J].

Kegworth Street and Lords Road presently provide access to the site for trucks and semi-trailers.

At this western end of Lords Road where the street block tapers the dwellings have their rear yards facing Lords Road and their front gardens facing Kegworth Street [L].

Kegworth Street has a wide well landscaped verge on its western side adjacent to the rail line [I].

Almost directly at the end of Lords Road there is a footpath that leads to a pedestrian tunnel under the light rail embankment. This tunnel provides access to a pathway that runs beside Hawthorne Canal to the Marion Street station [H].



[A] Leichhardt MarketPlace - Marion Street



[B] Lambert Park is behind the wall and the existing warehouse is beyond - from Marion Street



[E] Access to Lambert Park from Davies Street



[C] Hawthorne Canal Reserve



[D] Kegworth Primary School and Playing Fields, Cnr Lords Road and Tebbutt Street



Walkway beside Hawthorne Canal to Marion Street Station



[F] Embankment along western boundary



[G] Existing warehouse at north end of site site facing Lambert Park



[H] Tunnel under rail embankment



[I] Landscaped verge between Kegworth Street and Lords Road



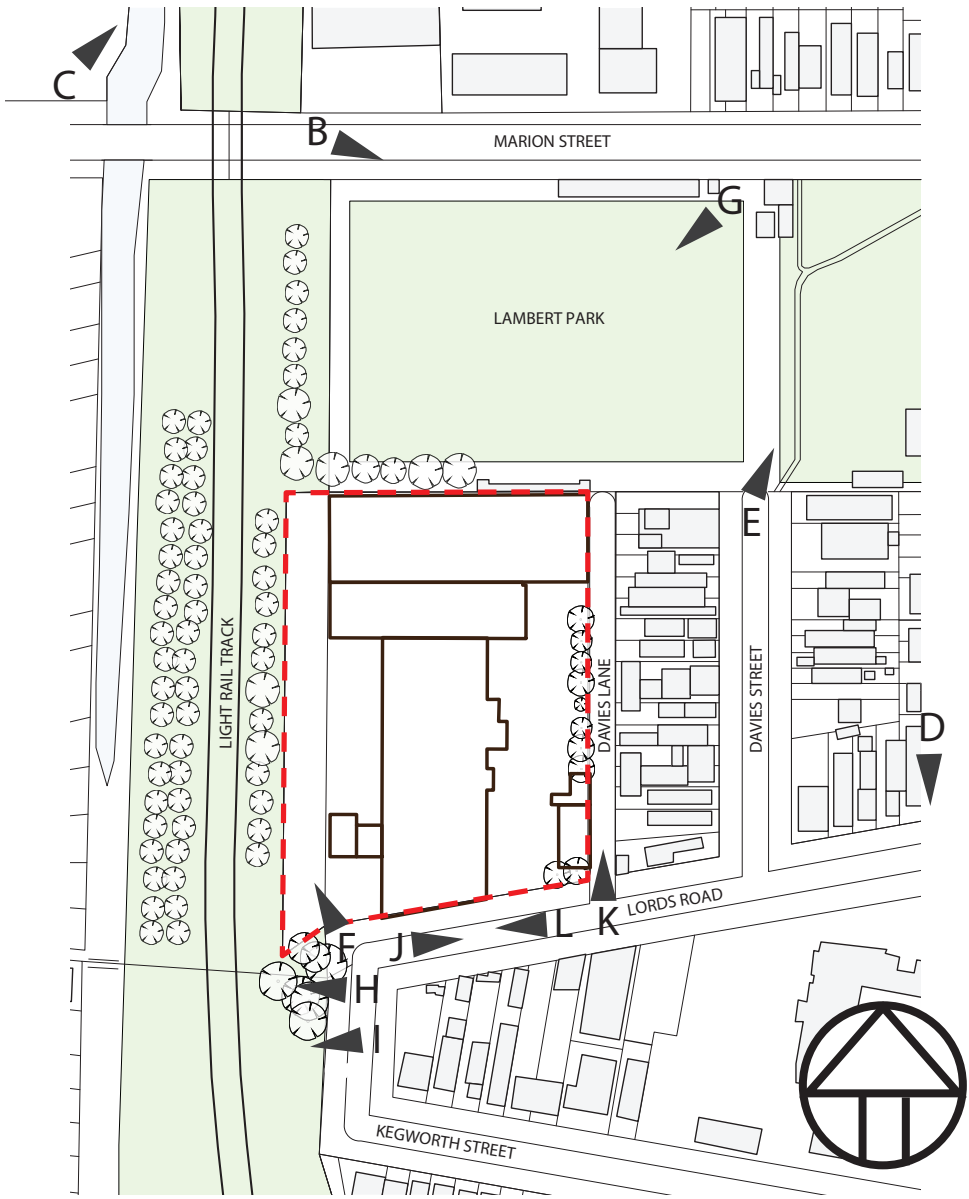
[J] Looking East up Lords Road



[K] Eastern boundary of site along Davies Lane



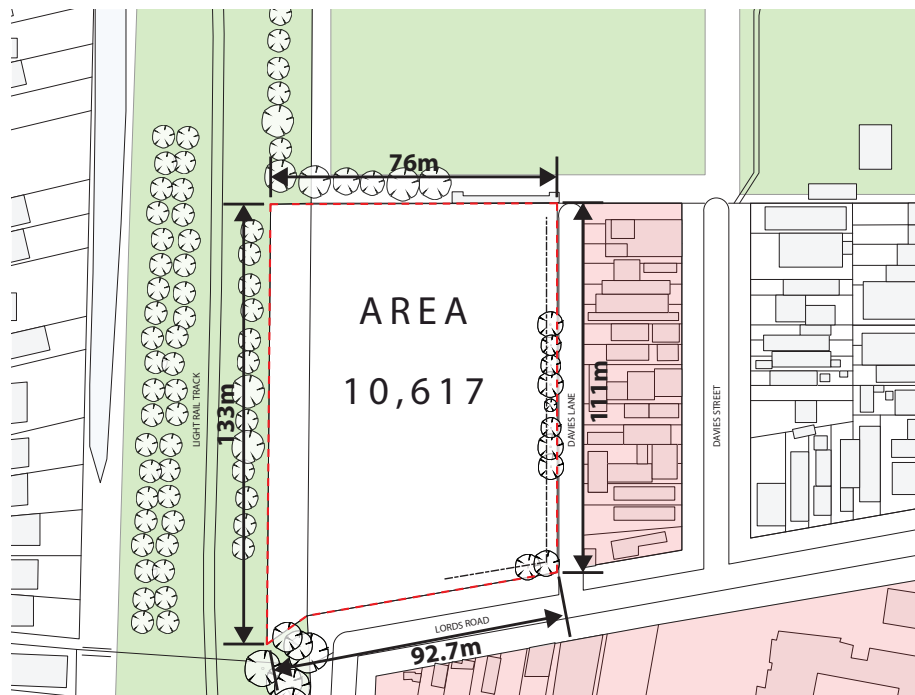
[L] Rear of houses along Lords Road



Map of photograph locations

5.0 SITE ANALYSIS

5.1 THE SITE



Size

The western boundary of the site is approximately 133 metres, the northern boundary is 76 metres, the eastern boundary is 111 metres and the southern boundary is 92.7 metres.

Shape

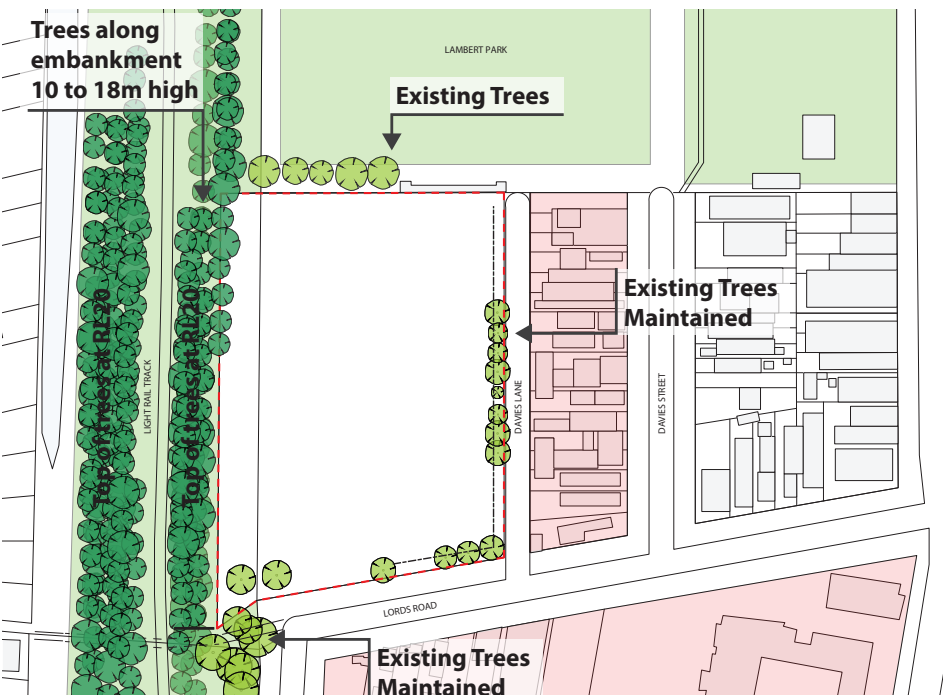
The site is almost rectangular. The boundaries on the north, east and west form three sides of a

rectangle. The street grid as set out from Lords Road is slightly off orthogonal so that the southern boundary facing Lords Road is at an oblique angle.

Topography

The area generally slopes down to the Hawthorne Canal. The high point of the site is the Davies Lane boundary and the low is the western boundary. There is a 5.7 metre fall across the site.

5.2 VEGETATION



The eastern side of the embankment has well established trees at its base. The western side of the embankment adjoining Hawthorne Canal (in Haberfield) is lined with trees around 10 to 18 metres high. The dense canopy of these trees is generally 18 metres above the walkway and the level of the houses facing Hawthorne Parade.

The eastern boundary of the site has a row of large trees for part of the frontage to Davies Lane.

There are significant trees at the corner of Davies Lane and Lords Road.

Lambert Park to the North also contains a number of large trees.

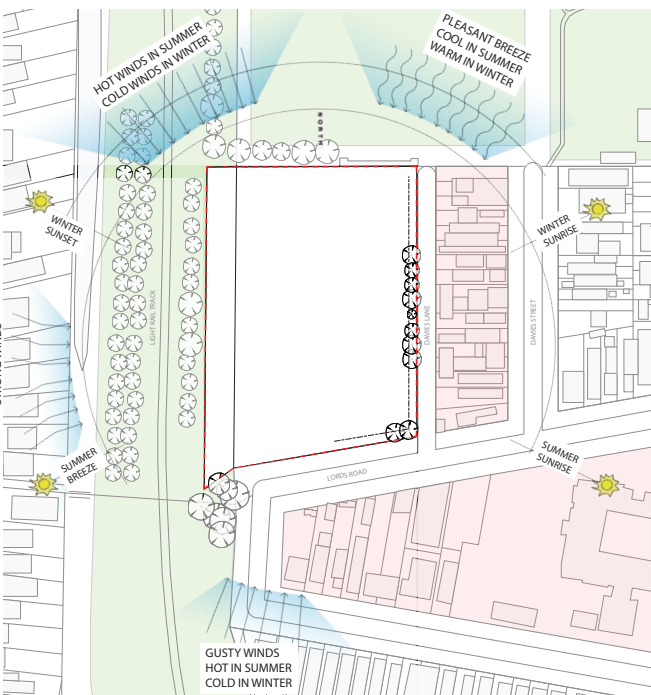


Trees on the eastern side of the site adjacent to Davies lane



Trees on the south side of Lambert Park adjacent to the existing warehouse building

5.3 CLIMATE

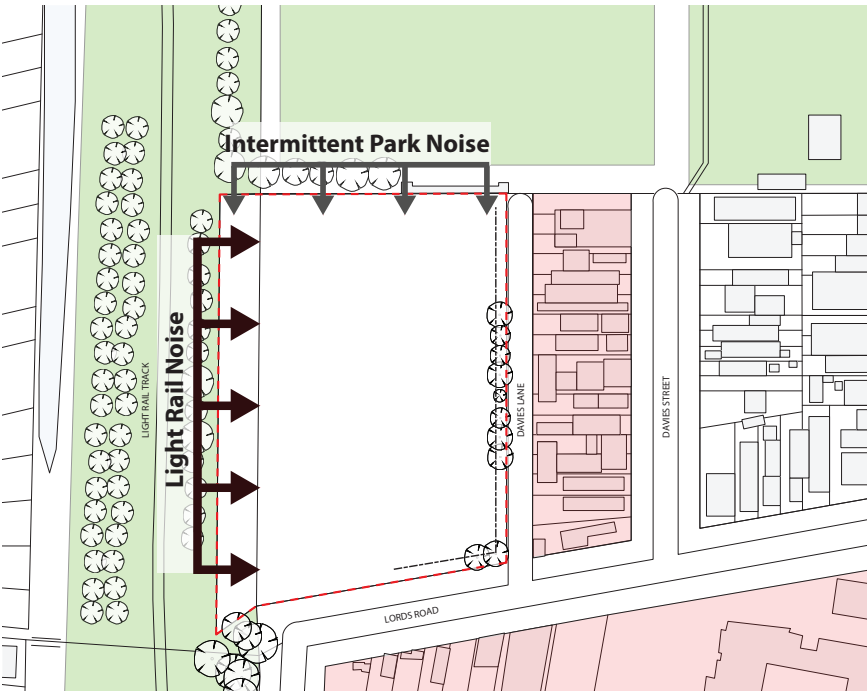


The site slopes gently to the west. There are no large structures in close vicinity of the site to obstruct the solar access. The ground level on the western boundary is protected from the western sun and from the

westerly winds by the embankment.

Cooling north-easterly winds are unobstructed across Lambert Park and the low rise housing to the east.

5.4 NOISE



The site adjoins the new light rail line.

The Environmental Assessment associated with the Inner West Extension Light Rail line states that the operational noise and vibration goals for the service when it is operating will range from:

- 60 dBA during the day (the same level as a normal conversation at 2 metres), to
- 55 dBA during the evening (the same level as a low volume radio or TV at a distance of 1 metre), and to
- 50 dBA at night (the same level as a quiet street).

Lambert Park to the north is used as a football field. It has

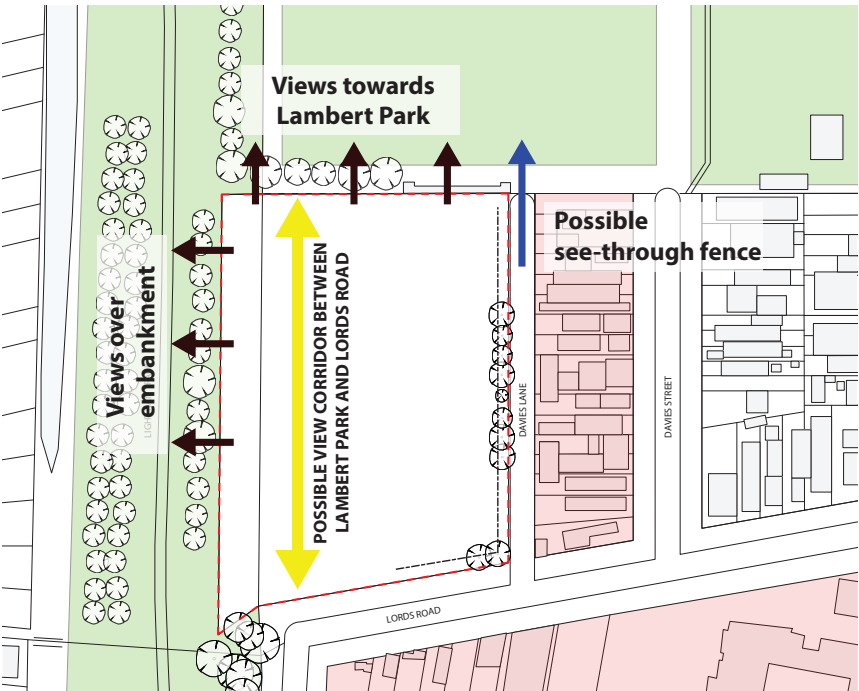
the potential to generate noise that may disturb residents in the development.

Acoustic Logic Pty Ltd acoustic consultants have advised that:

- as the sound levels associated with the light rail are low, the development will require minimal treatment
- the balconies of buildings facing Lambert Park should have wintergardens which can be used to block out noise when required

Refer to (<http://www.transport.nsw.gov.au/light-rail-program/inner-west-light-rail-extension>) Please click on the link for Sydney Light Rail Inner West Extension Environmental Assessment and refer to Volume 1 Chapter 11 Noise and vibration.

5.5 VIEWS



Views Out Existing

At ground level the views from the site are limited to the playing fields, rear of the grandstand and the embankment on the north, neighbouring dwellings on the east and south, and the rail embankment on the west.

Views In Existing

At ground level and from one and two storeys, the views into the site are limited to the boundary wall from the north, and trees east. The existing industrial buildings and hardstand area can be seen from Lords Road. From the light rail line, views of the existing industrial buildings are restricted by trees growing on the embankment and because the base of the buildings is lower than the embankment.

Potential Views

On higher levels from within the site there would be views over Lambert Park on the north, and general district views to the east, south and west.

View Corridors

There are no view corridors on or through this site currently. A view corridor could be introduced through the site north south linking Lords Road and Lambert Park.

Although not within the site, a 'see-through' fence to Lambert Park at the end of Davies Lane would improve legibility and respond to a similar parallel view corridor within the site.

5.5 VIEWS CONT



Site and existing buildings from embankment



A see-through fence at the end of Davies Lane would create a parallel view corridor.

5.6 STREET BLOCK

Ideally, the block size for higher density residential uses is approximately 100 -120 metres. This site, although more square in shape than the existing street blocks in the precinct, is an appropriate size for higher density residential uses and not large enough to require a public street.

The site has four different boundary conditions:

- the Lambert Park playing field to the north
- the light rail embankment to the west
- Davies Lane and the rear of dwellings to the east
- Lords Road and the rear of dwellings to the south.

5.7 FLOODING

The site is subject to low level flooding.

The Flood Report recommends the adoption of a flood planning level (FPL) of RL 4.55 AHD.

The lowest part of any residential dwelling should be above this level.

The entry access to the underground car basements for cars, storage, waste collection etc must be above RL 6.75.

6.0 DESIGN, LANDSCAPE AND ARCHITECTURE

6.1. SITE DESIGN

The site will:

- Contain a diverse range of apartments to suit the demographics of the area and demand for housing in the area
- A childcare facility, with the ability to serve coffee and light refreshments to the public

To ensure that the site layout responds to its context it will:

- Be considered as one in a suite of previous industrial sites that are related to the conversion of the freight line to light rail and are now being re-developed with predominantly higher density residential uses
- Be considered as part of the overall precinct and street pattern, not as a series of individual stand-alone buildings
- Face, align and address buildings to Lords Road, Lambert Park, Davies Lane and The Railway Embankment
- Set up a positive spatial system between all buildings within the site in plan and in section
- Ensure backs of buildings face backs of buildings and fronts of buildings face fronts of buildings
- Create a view corridor from Lords Road to Lambert Park
- Enhance the potential view corridor along Davies Lane
- Reveal the levels on the site through the organization of streets, building ground floor levels and communal spaces

The internal street system will:

- Be a clear and legible share-way system with a consistent sectional profile
- Provide an address and an entrance to all buildings
- Provide some at grade visitor parking and “drop off” zones
- Reflect the regular straight alignment of the adjacent street system

The external street system will:

- Acknowledge that truck access to the site will no longer be required
- Be investigated, with a view towards narrowing Lords Road and providing landscaping at the end of Lords Road and Kegworth Street

Building envelopes will be established such that:

- Any building within the envelopes will not result in any overshadowing to any residential development in any of the surrounding area between 9am and 3pm, midwinter
- There is a generous communal open space
- There is sufficient space for roads and landscaping, and a view corridor from Lords Road to Lambert Park
- Buildings have a scale sympathetic to the streetscape along Lords Road and Davies Lane
- Legible street access can be provided
- Buildings near the light rail line are appropriate for a suburban context
- They relate to the proportions of the streets, neighbouring development, park, light rail embankment, internal communal spaces, privacy and solar access
- Taller buildings are located adjacent to the rail corridor and to Lambert Park. (In this regard it is noted that the western site of the embankment is densely planted with trees, the canopy of which extends to RL 20 metres, and the site slopes down towards the railway embankment)
- Buildings reinforce the Lords Road frontage in the tradition of the larger scale warehouse buildings located throughout the inner west.
- Buildings create a clearly defined roof line to the sky so that one building is not seen against another building in a zigurat configuration
- They ensure that the building entrances and the ground floor levels relate to the street and ground plane in the traditional manner of Leichhardt

Height will:

- Be derived from the building envelopes

Density will:

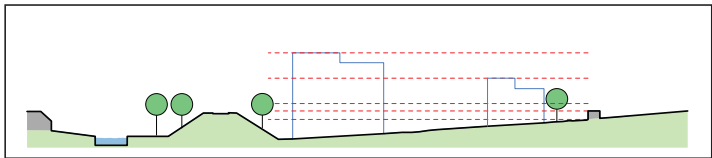
- Be derived from the concept design of the building envelopes, height and open space
- The FSR will be 75% of the building envelopes

The form will:

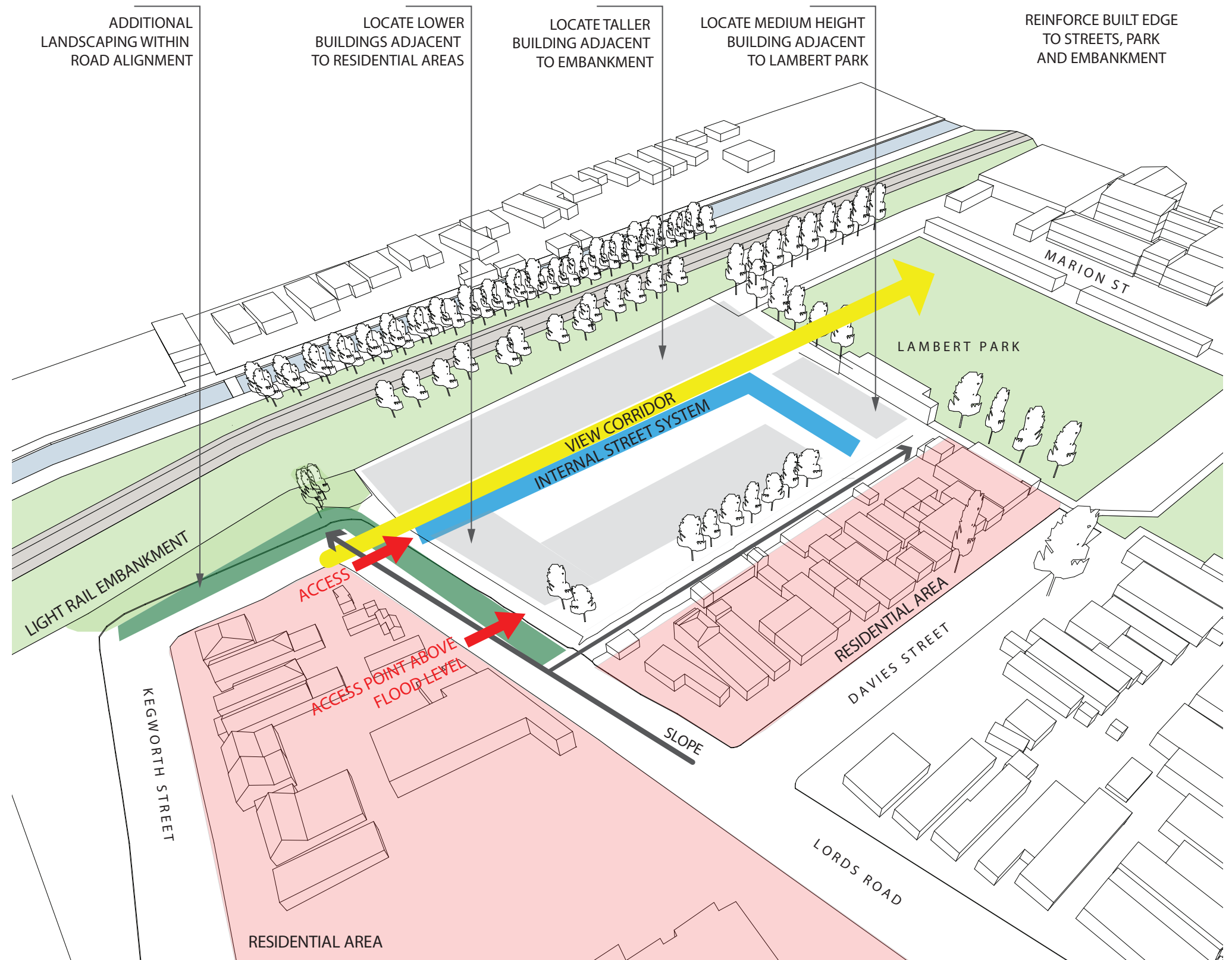
- Create a series of positive spaces externally and internally in plan and in section
- Reflect the role of the site as one containing larger scale buildings inter-dispersed with the small scale buildings of the precinct
- Enable the achievement of high standards of residential amenity as provide by SEPP 65
- Set back the upper levels of the development where appropriate to mitigate the effect of overshadowing
- Ensure that any setbacks in the sectional profile of buildings are related to the overall proportions of the building at approximately 2/3 to 1/3
- Maximize views from apartments to open space within the site
- Align buildings to the internal street system
- Create gardens and / or courtyards for all ground floor units
- Address Crime Prevention Through Environmental Design principles

Summary

- The internal street joins Lords Road to Davies Lane, providing access to all buildings and improving permeability
- Large central landscape area is provided
- View corridor improves permeability
- Taller buildings are adjacent to the railway embankment and Lambert Park
- Lower buildings with set back floors are adjacent to residential areas



SECTION AA:
POTENTIAL
MASSING FOR
SCALE



6.2 SITE LANDSCAPE

The landscape and open space will:

- Retain, reveal and enhance the natural features. This includes the fall in the land and the existing trees.
- Create a relationship between the ground floor and the ground plane that enhances both.

- Integrate the interior and exterior of the building and design the buildings, planting, levels and open space into a cohesive whole
- The use of appropriate planting and design details to relate to the building scale and typology
- Integrate the design of the Lords Road curtilage with the proposed development by extending the footpath and upgrading the area with planting and seating.

- Incorporate the proposed 1.8 m wide dedicated bicycle lane linking Lords Road and Foster Street with the existing off road path leading to the new light rail station in Marion Street and Taverners Hill (as proposed by Council).
- Use water sensitive urban design measures

6.3 SITE ARCHITECTURE

6.3.1. Context, Scale and Form

To ensure that the buildings have a positive impact at the interface with the street and open space system they will:

- Have a clear level and generous relationship between the ground floor and the ground plane
- Use a horizontal plinth to emphasise the slope in the topography
- Have entrances and / or openings / balconies facing the street system and Davies Lane
- Have entrances and / or openings / balconies facing the western and northern boundaries
- Ensure external walls have depth and shadow lines that relate to the oblique views from the street and open space
- Ensure external walls do not create the appearance of a “solid wall” when the building is viewed obliquely along the street or from the rail line
- Minimise the impact of driveways and basement entrances

To ensure that the buildings are well scaled, robust and suited for purpose they will:

- Be designed in a contemporary architectural style
- Not be iconic but modest and respectful of their context and use
- Be simple in form with articulation derived from their orientation, internal uses, historical precedent and the street hierarchy
- Minimise their visual impact by articulating the plan, height and section into a series of well-proportioned horizontal and vertical elements at the scale of the overall building

- Use openings, projections, balconies etc to further articulate and modulate the larger horizontal and vertical elements
- Use complementary sustainable materials that weather well
- Create clear edges and a clear roof profile against the sky with simple roof forms
- Provide high quality living environments
- Retain trees along Davies Lane

6.3.2. Amenity

To ensure that the apartments and apartment buildings have a high level of amenity they will:

- Have clear, safe visible places which create a sense of entry
- Have direct vertical and horizontal circulation throughout the buildings
- Have well designed useable private open spaces
- Have well designed useable communal open spaces that are generous and can accommodate large scale planting
- Have apartments that meet SEPP 65 requirements
- Provide a range of housing choices

6.3.3. Resource, Energy & Water Efficiency

The development will meet the BASIX targets and extend these where possible. The development will

minimise the use of natural resources by employing a range of measures. These include:

- Passive solar design / shading etc
- Maximising natural light
- Optimising cross ventilation and exceeding the minimum requirements of SEPP65
- Water reuse
- Using materials with low embodied energy

6.3.4. Safety and Security

- The development will address CPTED principles

6.3.5. Social Dimension

The development will provide quality apartments and a child care facility with a range of housing choices in proximity to:

- The new light rail and buses, Lambert Park, Hawthorne Canal Reserve walkway and cycle system, MarketPlace Leichhardt and Kegworth Public School
- The Sydney CBD, University of Sydney and UTS, Norton Street and Haberfield