

Contextual Analysis

Tree Canopy Cover & Arborist Input

The site exhibits a very low tree canopy cover (<10%) which is commonly representative of industrial uses and dense areas. The Marion Street Town Centre also demonstrates a generally low tree canopy coverage whilst residential areas have increased cover.

State policy aims to increase general tree canopy coverage to 40% by 2030.

The trees on the site have also been assessed for quality by an arborist in 2022. The trees show a mix of low, medium and high qualities. There are 17 trees on the site with the below qualities and recommendations:

- Low - consider removal - 5
- Medium - consider retention - 9
- High - priority retention - 3

The low amount of trees is most likely due to the existing uses that typically prohibit large tree planting zones and deep soil. To accommodate the tree minimum root protection zones a minimum offset of 10.5m along the south-eastern and eastern boundary would be necessary. Tree replacement was recommended as opposed to retention due to the quality issues and value of new planting.

Constraints

- Trees of varying quality may limit development along the eastern boundary
- Health of trees is questionable due to level changes and materiality around the tree footings

Opportunities

- Increase tree canopy coverage within the site
- Increase deep soil zones within the site
- New tree planting would improve street character
- Ability to plant 2:1 trees to align with council aspirations
- Recommended tree replacement allows for more trees and better quality outcomes



Tree Canopy Cover 2019 - Source: DPE

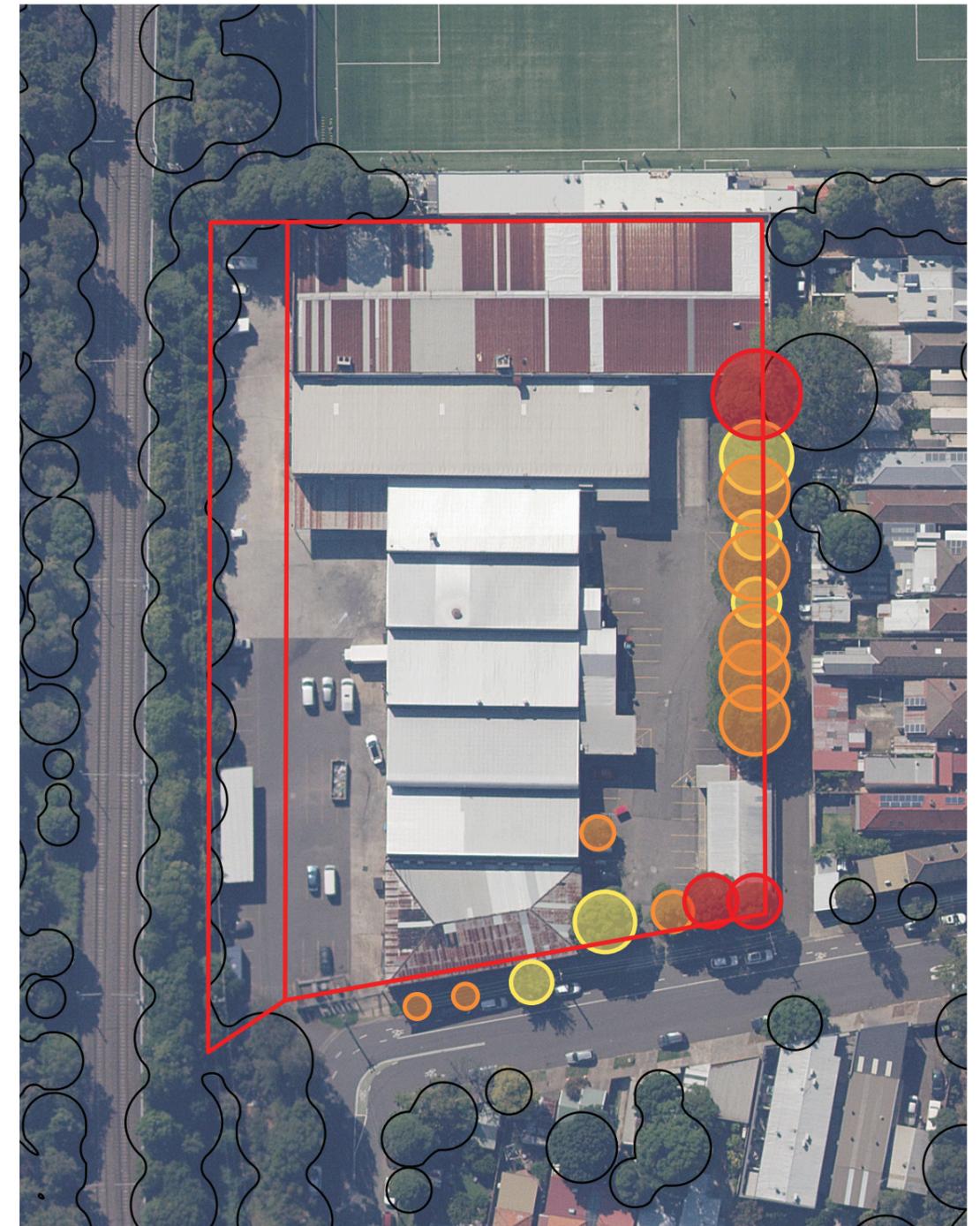
NTS

KEY ^

	Site Boundary
	400m Site Buffer
	Less than 10%
	10% to 20%
	20% to 30%
	30% to 40%
	More than 40%

KEY >

	Site Boundary
	Trees outside site
	Low Quality (remove)
	Medium Quality (consider)
	High Quality (retain)



Tree Quality - Source: Elke Haege Thorvaldson - May 2022
Aerial Image - Source: MetroMap 2022

1:1000 @ A3

Contextual Analysis

Topography & Flooding

The site has a highly varied topography with the low end of the site to the west at ~3m and the high end at the east from ~6m (NE) to ~8.5m (SE). Internally the site is relatively flat due to the existing hard stand areas on either side of the building. Lords Road exhibits a slope of approximately 1:18 - 1:14 whilst Davies Lane is relatively flat but sloping down to the north.

A flood study prepared for Inner West Council (formerly Leichhardt) by Cardno in 2014 demonstrates a 100yr and PMF flood hazard area within the site. This is primarily along the western boundary.

Flood advice obtained in 2022 by Tooker and Associates advised that a minimum finished floor level of RL 4.60 would be required for the site and a minimum level of RL 6.80 for a carpark entry. This would result in raising the levels ~1.5m along the western boundary and limiting carpark entrance to the east of the site to avoid significant up ramping.

Constraints

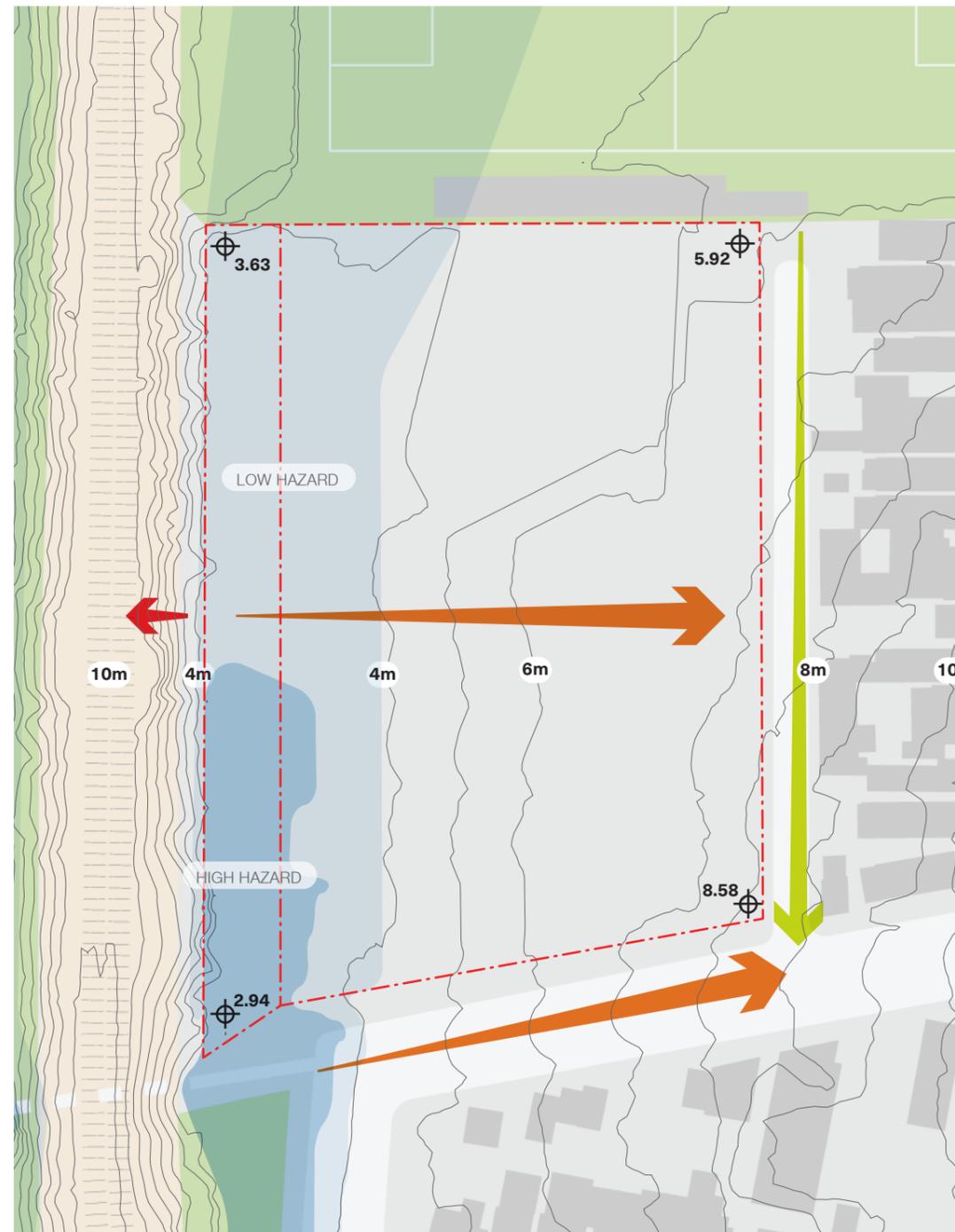
- A minimum RL 4.60m is required for typical buildings
- A minimum RL 6.80m for carpark is required, limiting entrance location to the east
- Slope along Lords Road and internally will need to be managed effectively to aid in accessibility

Opportunities

- N/A

KEY

- Site Boundary
- High Hazard
- Low Hazard
- ➔ > 1:33
- ➔ 1:8 - 1:14
- ➔ < 1:8



Topography and Flooding
1m Contours - Source: ELVIS <https://elevation.fsdf.org.au/>
Spot Height - Source: Survey

1:1000 @ A3



100 yr Flood Hazard
Slope - Source: Leichhardt Flood Study 2014

PMF Flood Hazard
Slope - Source: Leichhardt Flood Study 2014

KEY

- Site Boundary
- High Hazard
- Low Hazard

Contextual Analysis

3.3 Transport & Movement

Public Transport & Vehicular

The site is located along Lords Road which is a local road, connected to secondary roads, Foster/Tebutt Streets, which aid in vehicular connectivity to the north and south. Marion Street is also to the north which helps connectivity east and west more locally. Parramatta road to the south also helps in more regional east-west connectivity as it is a primary road.

Several bus routes run near the site along Foster, Tebutt and Marion Streets. There are also some school bus routes servicing the area.

The light rail, which runs immediately adjacent the site to the west, has stops at Marion Street and on Parramatta Road. due to the close proximity to the light rail line, acoustics and vibrations will need to be considered in the design scheme.

Constraints

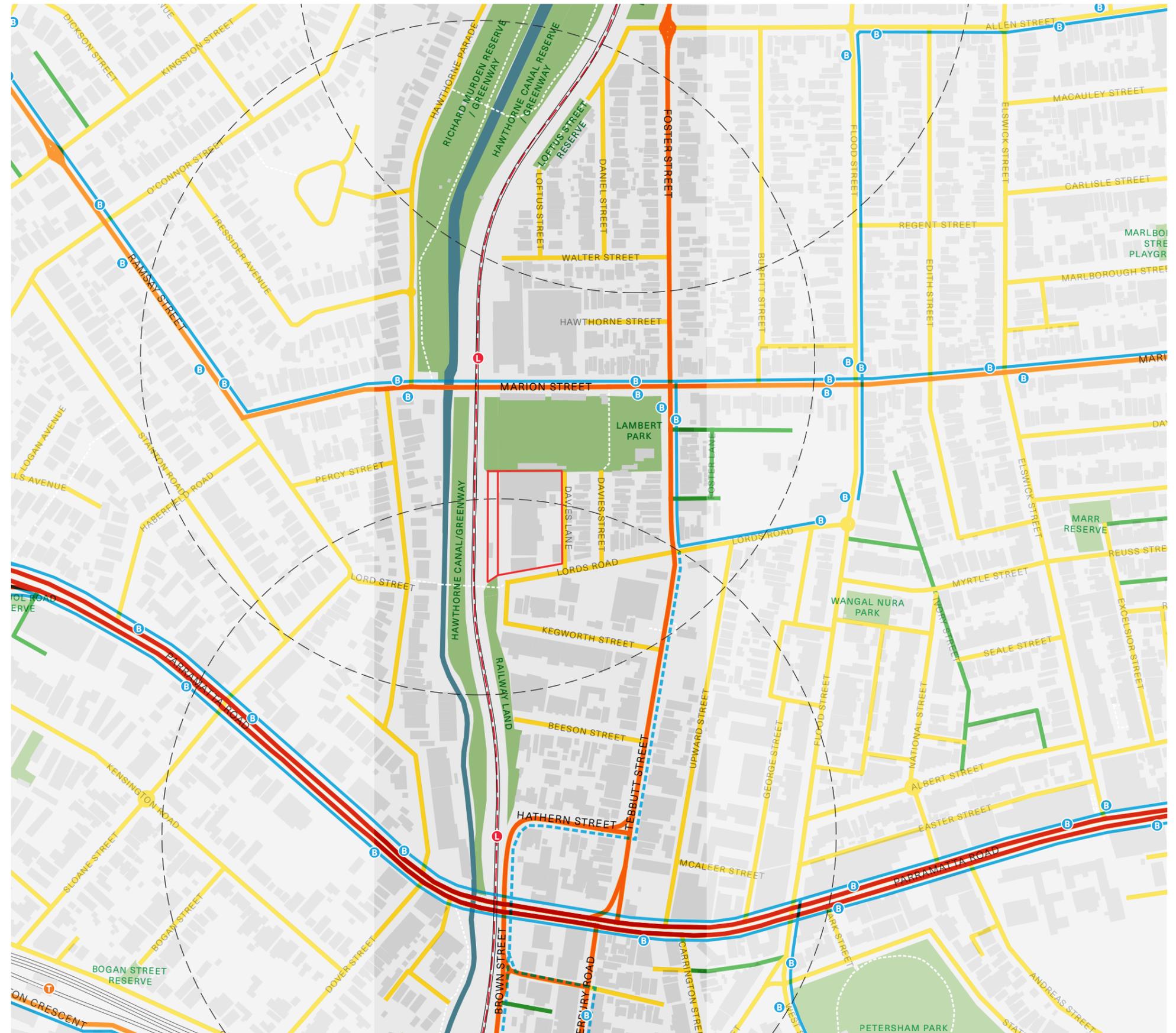
- Acoustics/vibrations from the light rail will need to be considered to mitigate impacts

Opportunities

- Well connected to local and regional areas via a strong network of secondary and primary roads nearby
- Good public transport access with light rail and bus routes

KEY

	Site Boundary
	400m Buffer from Light Rail
	Primary Road
	Secondary Road
	Local Road
	Service Lane
	Bus Route
	School Bus Route
	Light Rail
	Light Rail Stop
	Bus Stop



Transport - Source: TfNSW
Road Hierarchy - Source: Spatial Services NSW

1:5000 @ A3 

Contextual Analysis

Active Transport

The site is well connected to an active transport network, particularly given an on-surface bike lane that runs adjacent the site on Lords Road, connecting east-west towards Leichhardt and under the light rail.

There are several pedestrian crossings around the area that aid in pedestrian accessibility across busy roads. A key pedestrian link immediately adjacent the site connects Lords Road to Haberfield and the Greenway under the light rail. This link is a strong pedestrian connections that is used throughout for the day for passive and active recreation and for commuters, particularly school children whom attend Kegworth Public School.

Constraints

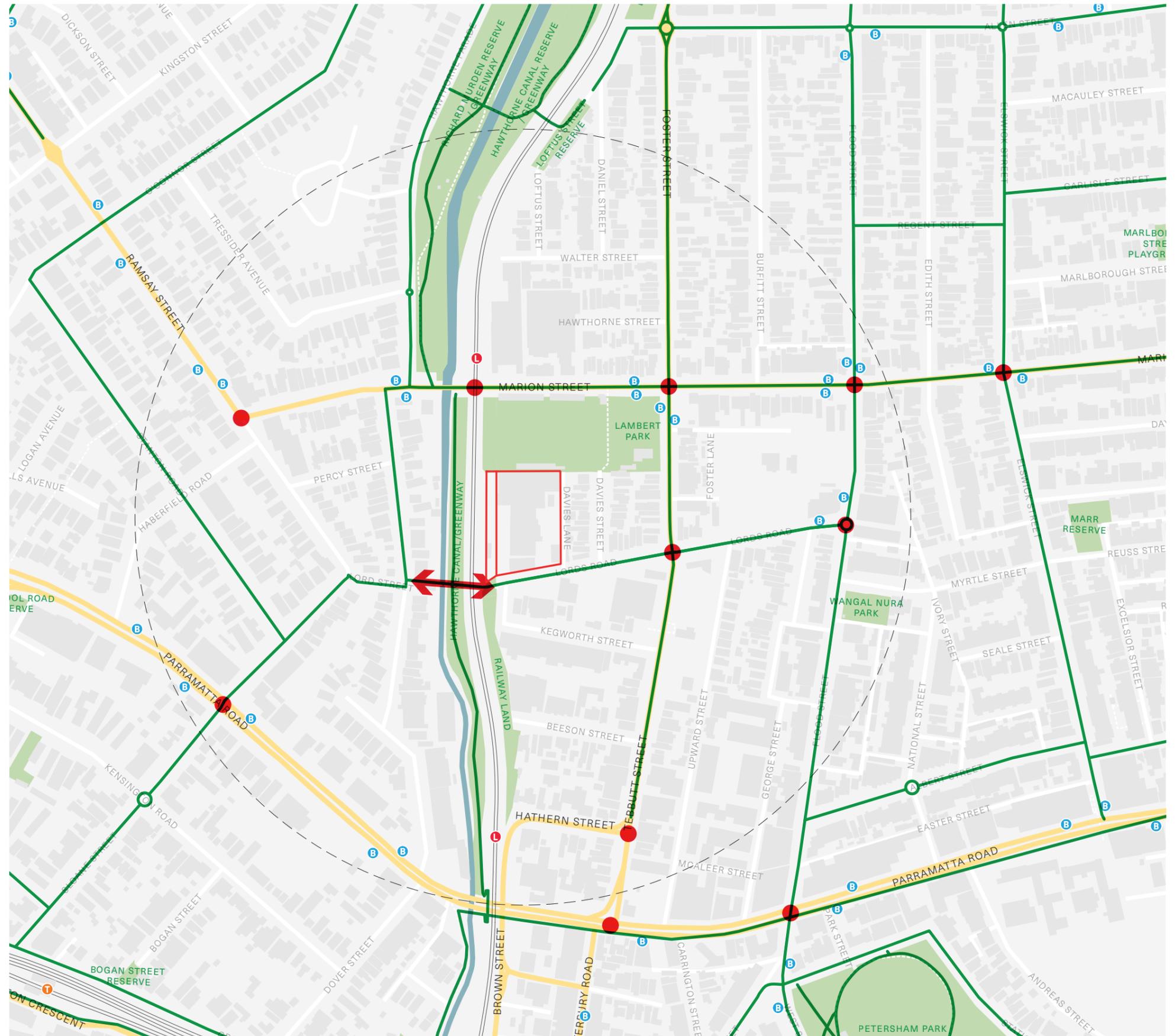
- N/A

Opportunities

- Direct access to active transport network via Lords Rd cycleway that connects east-west
- Key east-west pedestrian link under light rail is immediately adjacent site. Ability to activate this more and provide internal amenity would increase walkability

KEY

- Site Boundary
- 400m Site Buffer
- Cycleway
- Pedestrian Crossing
- ↔ Key Pedestrian Link



Transport - Source: TfNSW
Road Hierarchy - Source: Spatial Services NSW

1:5000 @ A3

Contextual Analysis

Existing Street Sections

The existing streetscape of Davies Lane is predominantly characterised as a thin laneway with limited mobility. The laneway abuts the sites eastern boundary on one side whilst the other side is the rear boundary line and garages etc. for the neighbouring properties.

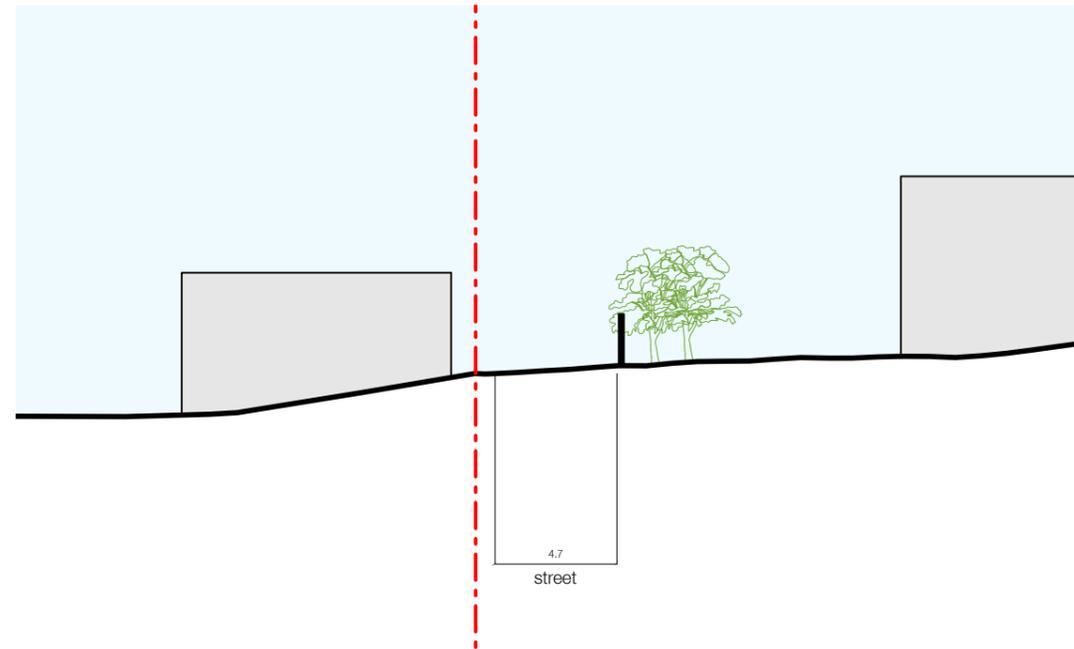
Lords Road is a very wide local road with varied setbacks to properties and typical street landscaping with grass verges and footpaths. There is some street tree planting along Lords Road however it is not consistent.

Constraints

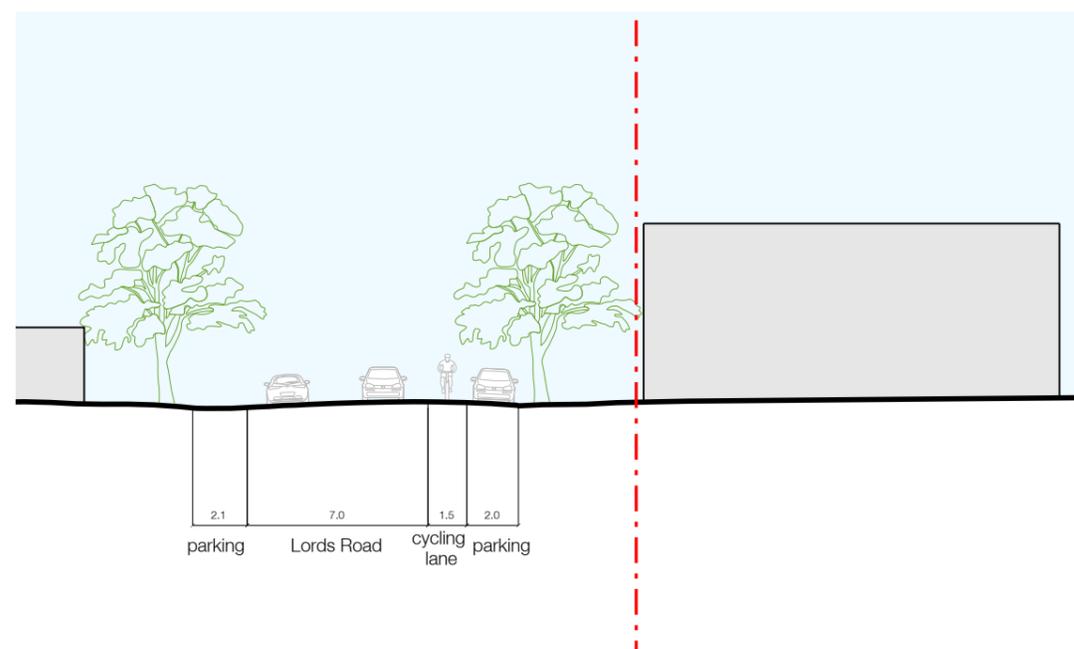
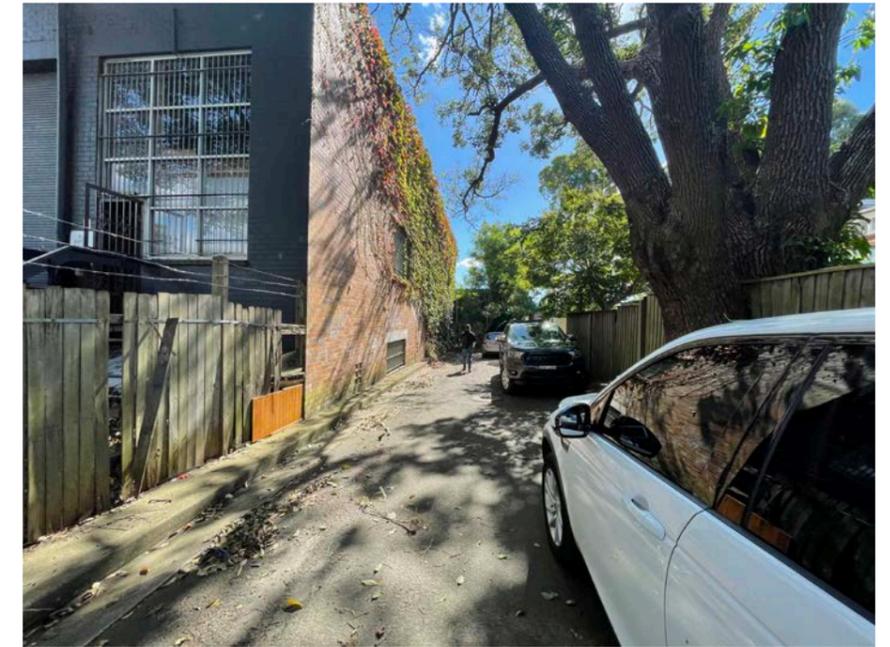
- Tight width of Davies Lane and backing onto rear of properties will need to be considered

Opportunities

- Davies Lane is poorly activated and could be improved with streetscape interventions
- Width of Lords Road will aid in reducing impact on neighbouring properties and streetscape
- Additional street trees on Lords Road



Davies Lane



Lords Road



Contextual Analysis

3.4 Built Form

The existing surrounding context is predominantly 1-2 storey residential dwellings with some 3-4 storeys buildings in scattered locations.

The site contains a mix of buildings of varying architectural styles within an industrial setting. Brick walls and metal roofs feature heavily on these buildings. None of the buildings or the site have any associated heritage elements however do have some redeeming qualities which may be renewed or recycled within a new development.

There is one nearby high density residential development that showcases a height range of 6-10 storeys spanning a large block close to Parramatta Road. This development demonstrates a good approach to height transition, architectural expression and materiality that aids in maintaining the existing local character and minimises impact on neighbouring properties.

The PRCUTS recommended controls see uplift to the neighbouring blocks from the existing 1-2 storeys to 3-5 storeys. This aids in establishing a height transition from the east to the west. The character principles for Lords Road in the PRCUTS Fine Grain Study also suggest that height can transition up to the Greenway which would include this site.

Constraints

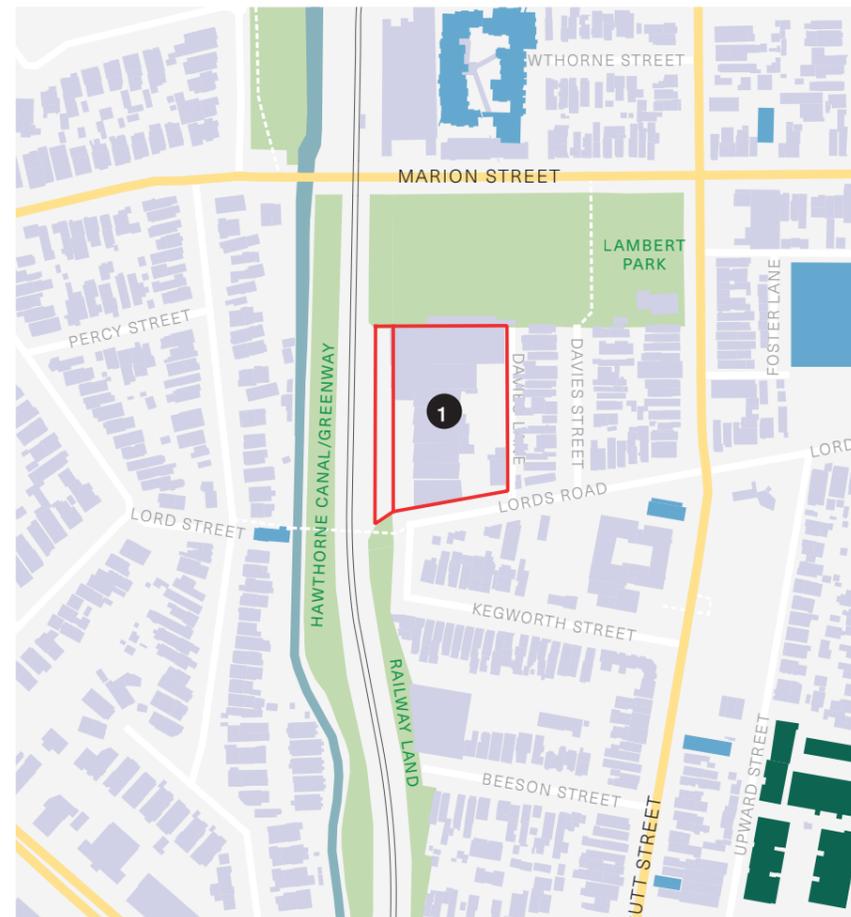
- Existing surrounds is predominantly 1-2 storeys. Approach to height and transition will need to be considered
- Heritage Conservation Area to west needs particular consideration to reduce visual impact

Opportunities

- Nearby high density development demonstrates a good example of height transition and materiality that responds well to the local character
- PRCUTS recommends height increases to neighbouring blocks to establish a height transition

KEY

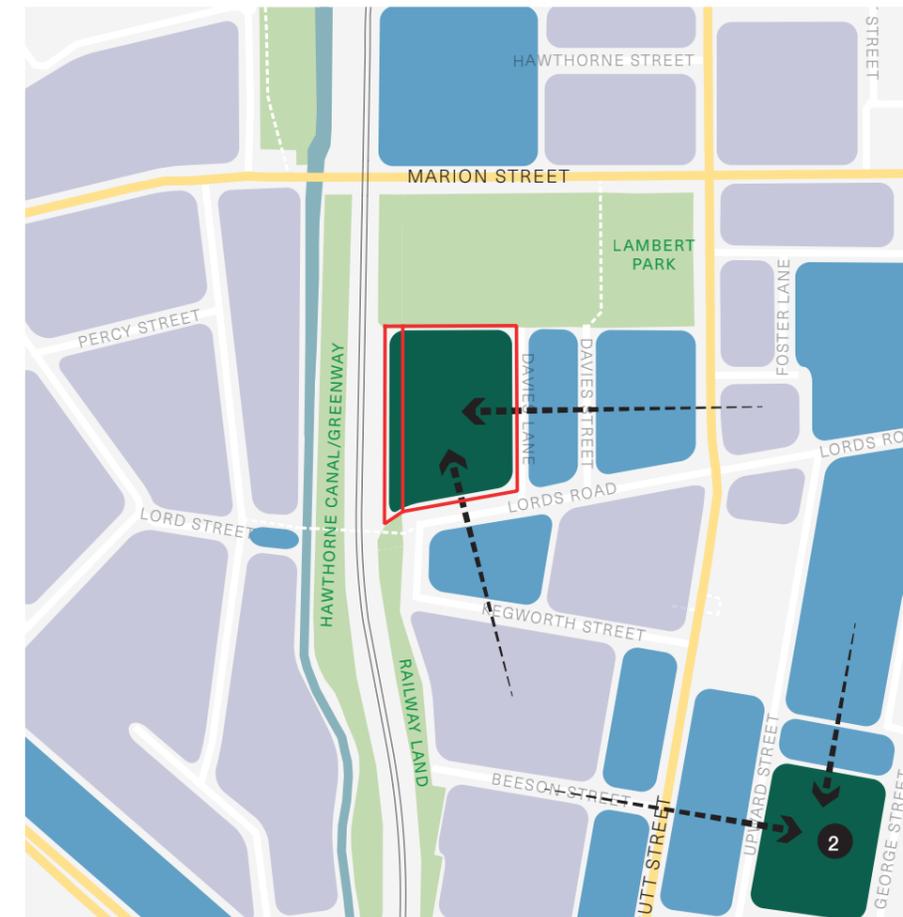
-  Site Boundary
-  1-2 Storeys
-  3-5 Storeys
-  6+ Storeys



Height of Buildings
Buildings - Source: Geoscape 2022



Existing Site Buildings
Image - Source: MetroMap 2016



PRCUTS Recommended Controls
Buildings - Source: PRCUTS



Nearby High Density Development
Image - Source: MetroMap 2016

Contextual Analysis

3.5 Local Character

The existing local character is diverse but well established. Along Lords Road, there is a mix of medium to high quality dwellings with various styles and materiality. Brick tends to feature heavily across the local area but with no particular colour. There is one recent development on Lords Road, a dual occupancy adjacent to Kegworth Public School. Most dwellings have a 3-4m front setback and are predominantly single-storey.

Kegworth Public School is the largest building in the area with a 2-storey (but a tall as 3) structure on the corner of Lords Road and Tebbutt Street. The school has an older style and aesthetic with painted brick/stone on some buildings and a more recent red brick building towards the site.

Davies Lane is a rear lane providing garage parking and entrances to private open space for properties with an address to Davies Road. The materials and style here are very diverse with a range of brick and metal colours that appear to have been completely developed adhoc. They have a 0m setback along the laneway, directly fronting onto the road surface.

The landscape character along streets is typical with a green verge and established tree planting in most places. A small green space alongside the light rail, directly adjacent the site has no embellishment. The Greenway is a more tropical atmosphere with large overhanging trees and various low-scale planting.

Constraints

- Established character will need to be considered in the short-term to mitigate impacts

Opportunities

- Davies Lane frontage is generally poorer quality and could be improved with increased setbacks and replacement trees

Built Form



Existing dwellings Lords Road (North)



Existing dwellings Lords Road (North)



New dual occupancy development on Lords Road (South)



Corner of Lords Road and Davies Street (looking towards site)



Kegworth Public School on Lords Road (South)



Garages and rear access on Davies Lane

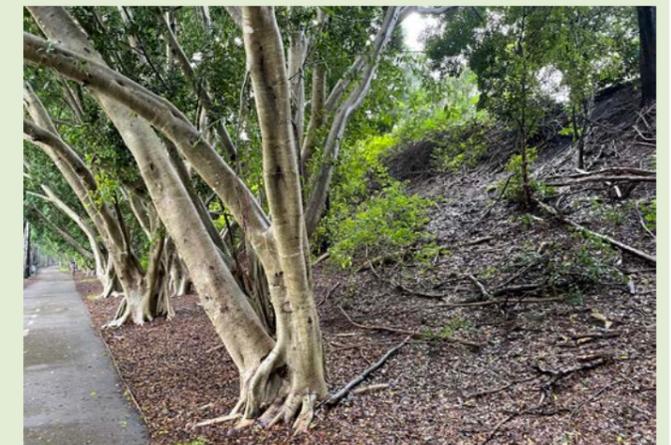
Landscape



Corner of Lords Road and Davies Street (looking towards site)



Kegworth Public School on Lords Road (South)



Garages and rear access on Davies Lane

Contextual Analysis

3.6 Constraints and Considerations

The following constraints have been formed through the contextual analysis. They have been consolidated to a series of categories that will carry through to the urban design principles.



Amenity Impacts from Lambert Sports Field

- 1 Light spill and glare from light towers
- 2 Noise from events, both day and night
- 3 2-storey blank facade of grandstand immediately abuts the northern boundary



Existing Trees

- 4 If trees are to be retained, setbacks along Davies Lane and Lords Rd will have to substantially increase



Topography and Flooding

- 5 Flood hazard areas require a minimum FFL of 4.55 (~1.5m above min. existing level)
- 6 Flood hazard requires carpark entrance to a minimum RL 6.75 thus limiting entrance to the south-east corner of the site
- 7 Steep slope along Lords Road and internally will need to be managed to aid in accessibility



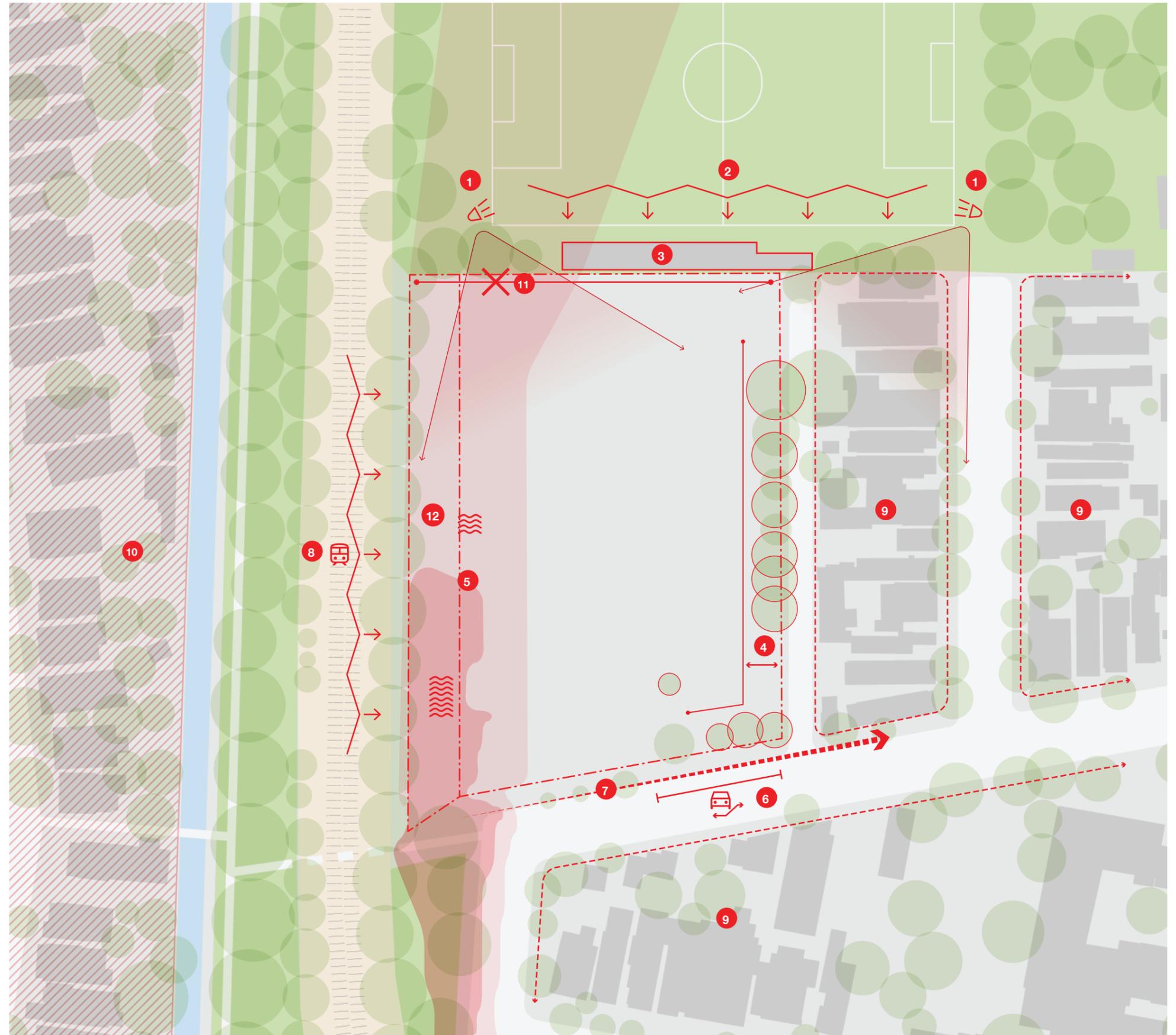
Light Rail Noise and Vibrations

- 8 Noise and vibrations along the western boundary will need to be mitigated with the proposed built form



Interface with Surrounding Areas

- 9 Existing surrounds are predominantly 1-2 storeys and will need to be considered for solar/visual impacts in the short-term
- 10 Heritage Conservation Area to the west will require particular attention to limit overshadowing and visual impact
- 11 Current hard edge to northern boundary lacks permeability
- 12 Lot 1 / DP550608 which forms the western edge of the site is required to be provided as RE1 Public Recreation



1:1000 @ A3

Contextual Analysis

3.7 Opportunities

The following opportunities have been formed through the contextual analysis. They have been consolidated to a series of categories that will carry through to the urban design principles.

Strong Amenity and Connectivity

- 1 Within walking distance of shops and shopping centre at Flood/Marion Streets and Leichhardt Marketplace. Also within short drive of other town centres
- 2 Within walking distance to local school and childcare
- 3 Within walking distance of multiple public transport options including bus and light rail
- 4 Direct access to dedicated bike lane

Potential New Connections

- 5 Lambert Park Sports Field could accommodate a extension of the through-site link to be provided as RE1 Public Recreation along the western edge of the site

Access to Open Space

- 6 Direct access to the Greenway open space corridor which connects directly to multiple additional open spaces

Ability to Increase Local Streetscape

- 7 Reducing hard stand can help increase tree canopy and deep soil within the site
- 8 Ability to replace existing trees with improved planting will create better outcomes

Built Form Controls Respond to Character

- 9 There are some redeeming qualities of the existing buildings that may be incorporated as architectural expression in a new scheme, even without explicitly keeping the existing building
- 10 PRCUTS recommended heights for surrounding blocks will enable an adequate height transition

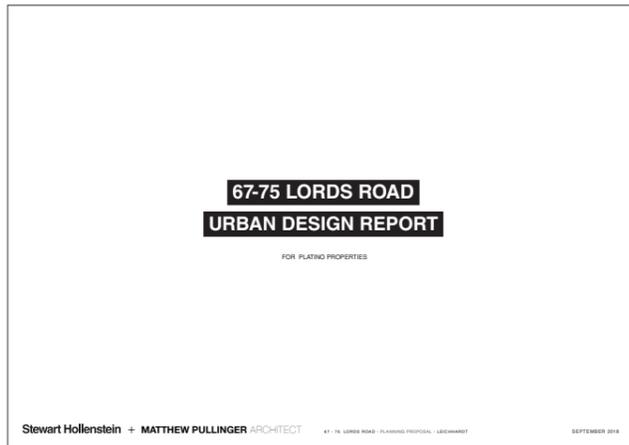


Previous Scheme & Recommendations

4

Previous Scheme & Recommendations

4.1 Urban Design Proposal

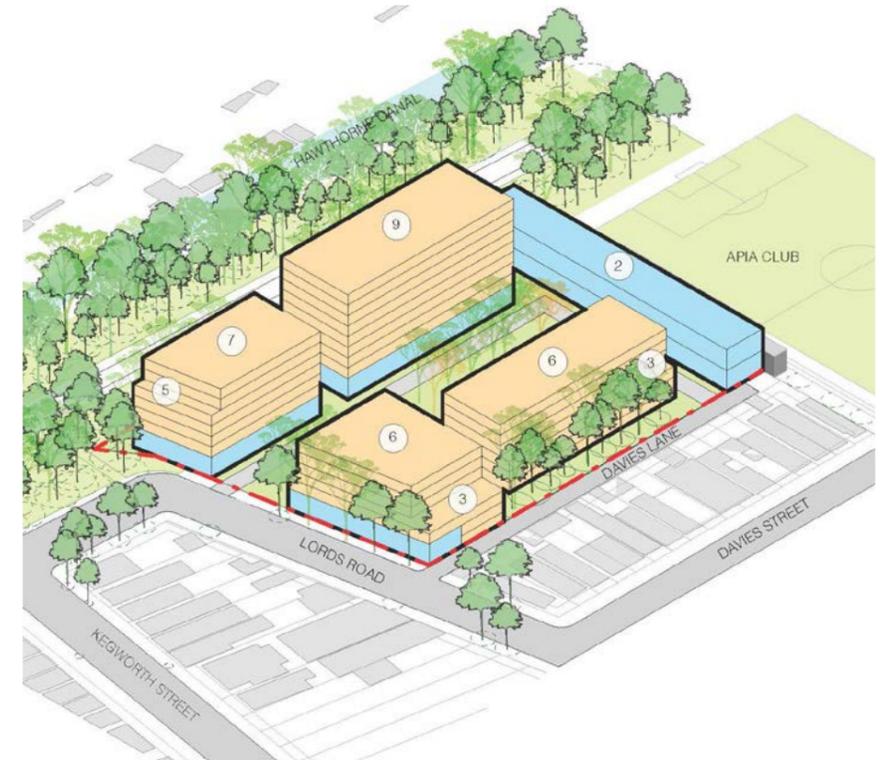
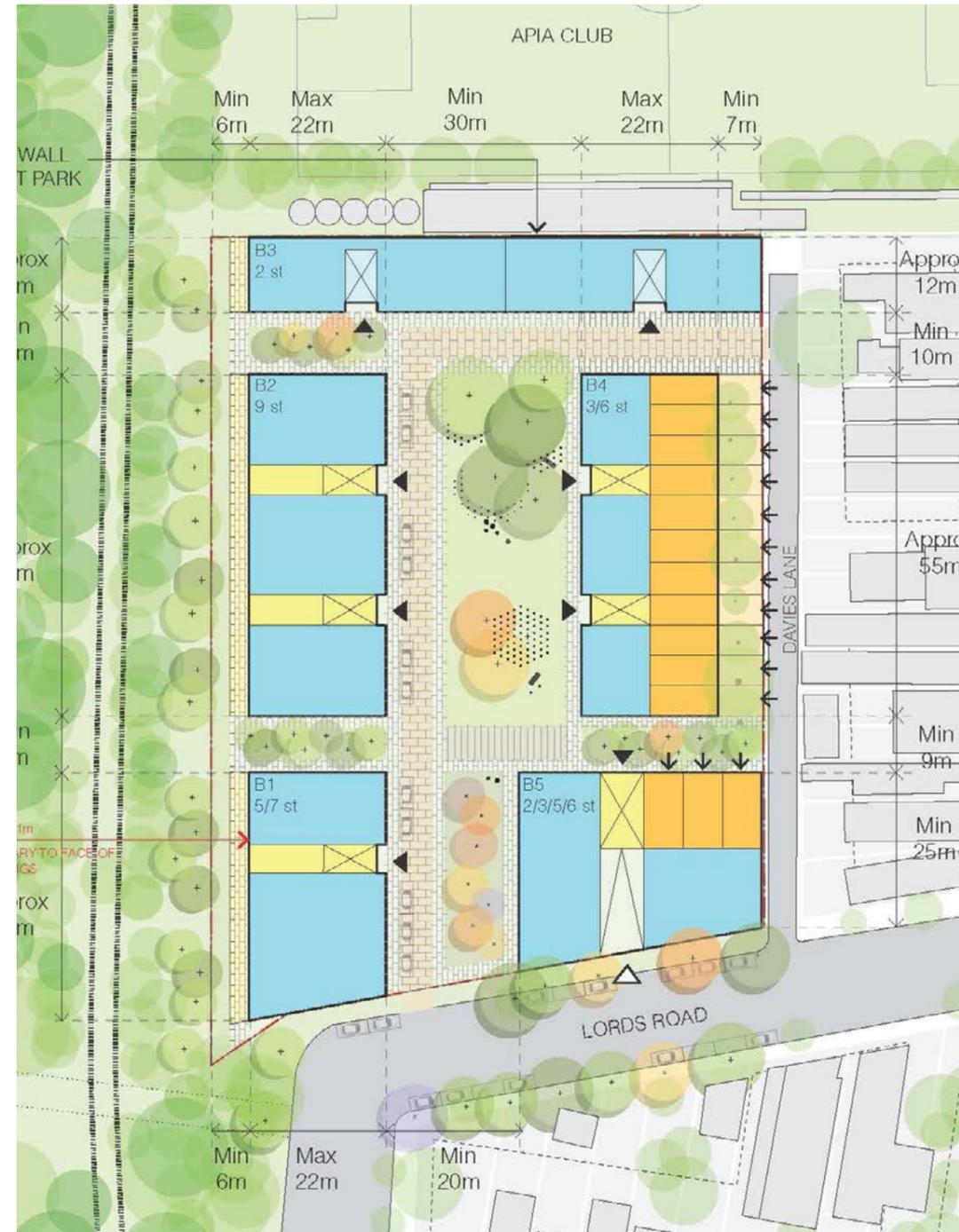


67-75 Lords Road Urban Design Report

Stewart Hollenstein + Matthew Pullinger Architect 2018

The previous urban design scheme for the site was prepared in 2018. It featured predominantly non-residential uses at ground floor with an internal public open space with multiple through-site links and proposed connections. The maximum building height was 9 storeys with a proposed maximum building height of 35m AHD - different to the PRCUTS height of 30m (above ground). The scheme exhibited an FSR of 2.4:1 in accordance with PRCUTS.

The proposal included a minimum of 3,000sqm non residential uses and approx. 235 dwellings.



Previous Scheme & Recommendations

4.2 Peer Review & Recommendations



Urban Design Peer Review

Conybears Morrison (CM+) 2018

As part of Council's assessment of the Planning Proposal, Council enlisted an Urban Design Peer Review to provide input to the quality and intended outcomes of the scheme and provide recommendation for creating an outcome more aligned to Council's desires.

The review provides a mixed review of the scheme with both positive comments and also recommendations for changes. It notes that the recommended changes would substantially alter the scheme and most likely cause it to be incapable of meeting the desired FSR of 2.4:1.

Some of the review recommendations included such things as the schemes retention of employment uses at ground floor, improved connectivity and permeability and the addition of residential.

The Peer Review provided a series of recommendations primarily targeted at the proponent to clarify and alter the urban design scheme and proposal. These have been consolidated within similar categories. These recommendations and categories have been listed to the right (yellow). These will be used to assess the proposed urban design scheme to ensure it meets the peer review expectations for the site.

Key Takeaways

The proposed height of 35m AHD is not aligned to the PRCUTS height of 30m.

2.4:1 FSR not achievable with the recommended changes to setbacks/height etc.

The suggested use of the central open space as public is not the likely outcome and will seem more privatised than community oriented

Suggests retention of trees on corner of Davies and Lords

Suggests view impact study be undertaken. Provides view locations.

Conclusion states pros

- Retention of employment uses
- Improved site permeability
- New residential offering
- Landscape and access initiatives



Setbacks

1

Further setbacks are to be introduced for the proposed building at the corner of Lords Road and Davies Lane; to mitigate the scale and to protect the existing mature trees along the Lords Road frontage (6m for Davies Lane & 3m For Lords Road)

2

A further ground level setback between 3m and 7m to Davies Lane is recommended to accommodate a minimum 3m footpath and landscaping



Residential Amenity

5

Review ADG building separation to ensure buildings and DCP reflect the minimum required. Also ensure all buildings achieve appropriate ADG cross ventilation and solar access

6

Minimise overshadowing of the central open space

7

Draft DCP should reflect individual residential dwellings at ground along Davies Lane



Open Space & Public Domain

6

Proponent to clarify traffic circulation strategy and confirm minimum clearance requirements

7

Confirm if a connection along the western boundary is in line with the Greenway masterplan

8

Proponent to clarify intended users of the central open space and extent of roof top gardens and communal open space for residents

9

Proponent should not present the open space as serving the wider community, but rather as the benefit for residents, commercial tenancies and community users of the site

10

Retain the row of trees at the Lords Road and Davies Lane corner to provide screening of the new development. Arborist advice should be sought to confirm conditions for longevity



Interfaces

11

Draft DCP should provide development controls that address roof form and building materiality, in line with the PRCUTS guideline

12

Before and after photo montages are to be prepared to assess visual impact. Eight vantage points have been identified

13

Provide articulation for long buildings to reduce scale



Proposed Controls

14

It is recommended to retain the maximum height limit for the site at eight storeys. A 30m height limit as indicated in the PRCUTS would provide adequate height

15

Test if an FSR is still appropriate for the site given the proposed built form recommendations

16

The proposal is to be reviewed from a socioeconomic viewpoint, as Criteria 1 of the PRCUTS Out of Sequence Checklist requires that the planning proposal demonstrate significant net community, economic and environmental benefits

Design Principles

5

Design Principles

5.1 Development of Principles

The design principles have been generated through the combination and consolidation of all the criteria of assessment that was discovered through the strategic policy review, context analysis and previous urban design scheme review. The intent is that these principles will guide future built form and design across the site.

Each design principle responds to a number of the factors from each of the priorities, constraints, opportunities or recommendations. Collectively, they respond to all of these, creating a holistic response to the site that the urban design scheme can use to build a fully responsive proposal.

The following pages expand on the design principles and show which of each criteria they respond to and how.



Design Principles

5.2 Design Response

Principle

6M Setbacks Respond to Context

The edge conditions of the site require setbacks that are responsive to each individual requirement. Various environmental and spatial impacts such as the light rail, noise and light from the sports field, trees and prevailing setbacks will need to be taken into account within the proposal. Utilising setbacks will help reduce bulk and scale of development and respond to the existing neighbours.

Design Response

1. A 3m articulation zone is provided along the western boundary to interface with the open space
2. Min. 6m setback along the northern boundary to provide space for a private through-site link and to buffer from the noise of the sports field and the back of the grand stand. A 3m upper level setback also helps to reduce visual bulk along that edge and impacts on the sports field
3. Min. 6m setback along the eastern boundary to accommodate trees, footpath and landscaping. A 3m upper level setback also provides good separation to reduce bulk and scale along Davies Lane, reducing impact on neighbouring low density properties
4. Min. 6m setback along the south-eastern corner to provide for trees and landscaping and to reduce bulk on the corner creating an inviting presence at street level
5. 0m setback to the south-west corner to provide a strong street presence along Lords Road that is aligned to the existing front setback. An upper level setback of 6m brings the building in line with the eastern corner and reduces street scale along Lords Road.

Responds to:

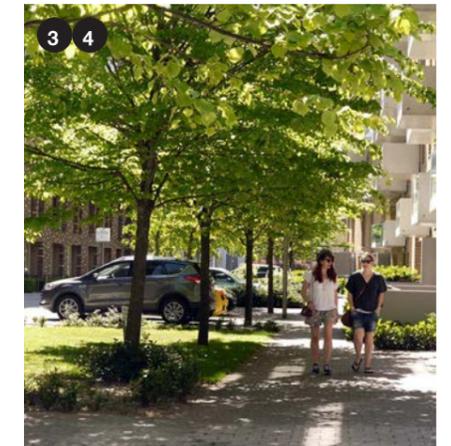
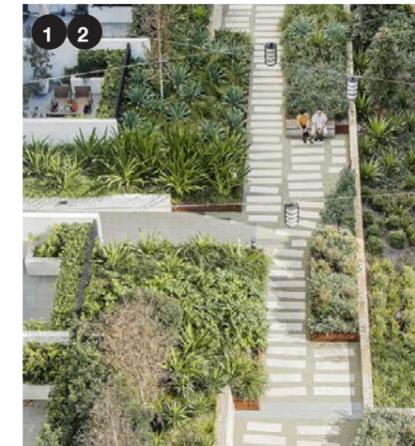
Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			



KEY

	Site Boundary
	Open Space
	Connection
	Setback
	Upper Level Setback
	Noise

Examples



Design Principles

Principle

Central Open Space

A central open space should be created to enhance the local street scape and provide deep soil and tree canopy. This open space would be oriented towards Lords Road to create a sense of openness and inviting nature. The perception of this space should be public with a mix of active uses such as a playground and passive spaces for people to relax.

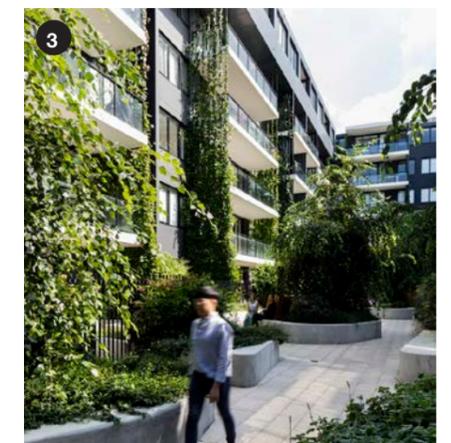
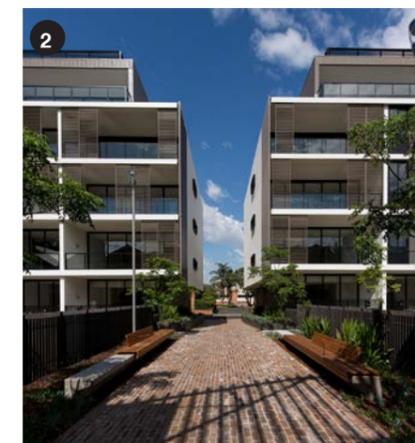
Design Response

1. The open space fronts directly onto Lords Road with it's full width to draw movement into the site. The increased setback on the south-east corner allows a strong visual link from that direction.
2. A primary area will be a publicly accessible private open space with adequate deep soil and tree canopy to create a safe and welcoming environment. It will host passive and active (childs play) spaces.
3. Deeper into the site a secondary open space will provide communal open space for residents at ground floor. This will also host deep soil and tree canopy
4. The edges of the primary open space will be activated at ground with active uses, particularly at corners to draw movement, and supported with passive surveillance from residential dwellings above ground. These building pads will be used to mitigate flood impacts and the open space will handle level change between them

Responds to:

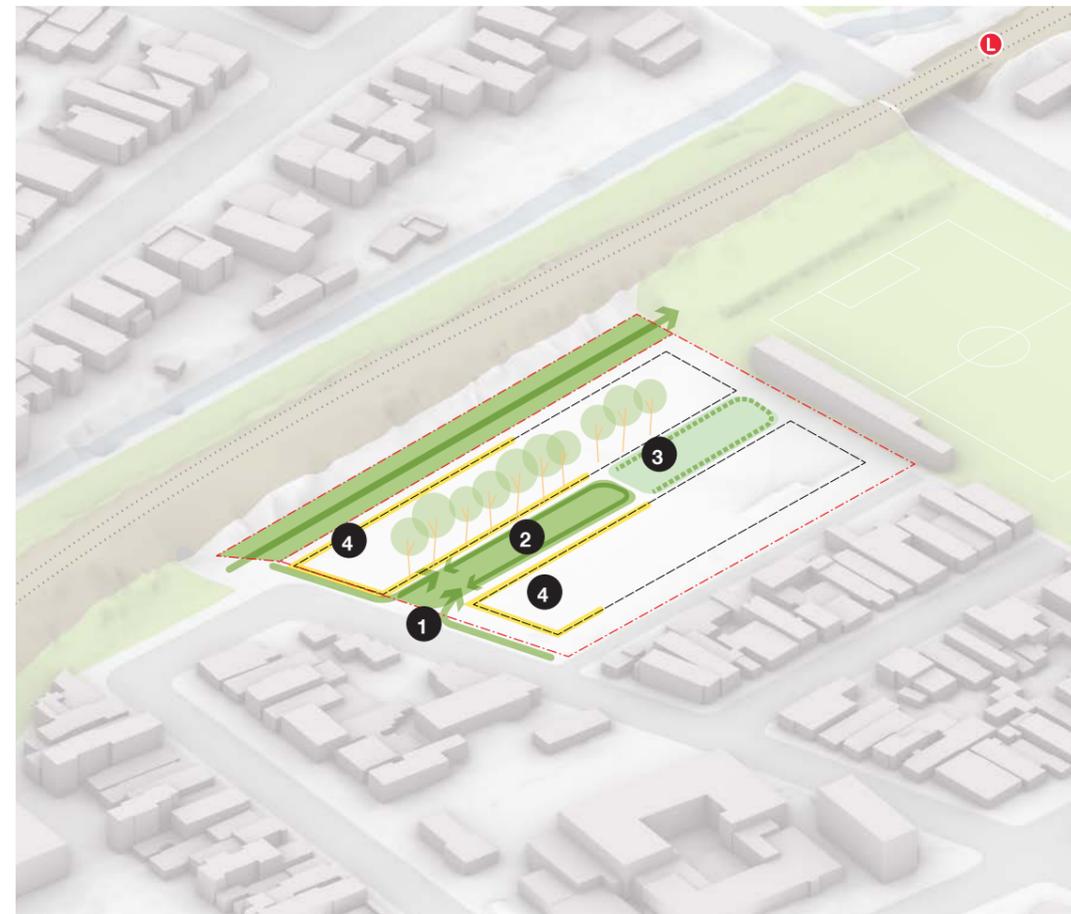
Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



KEY

	Site Boundary
	Primary Open Space
	Secondary Open Space
	Footprint Zone
	Active Edge



Design Principles

Principle

Improved Connectivity & Permeability

Improved permeability through the site and connectivity with surrounding places will allow the proposal to stitch into the existing neighbourhood and improve access to key local amenity. Connections through and beyond the site will draw people in, creating activity and a central gathering space.

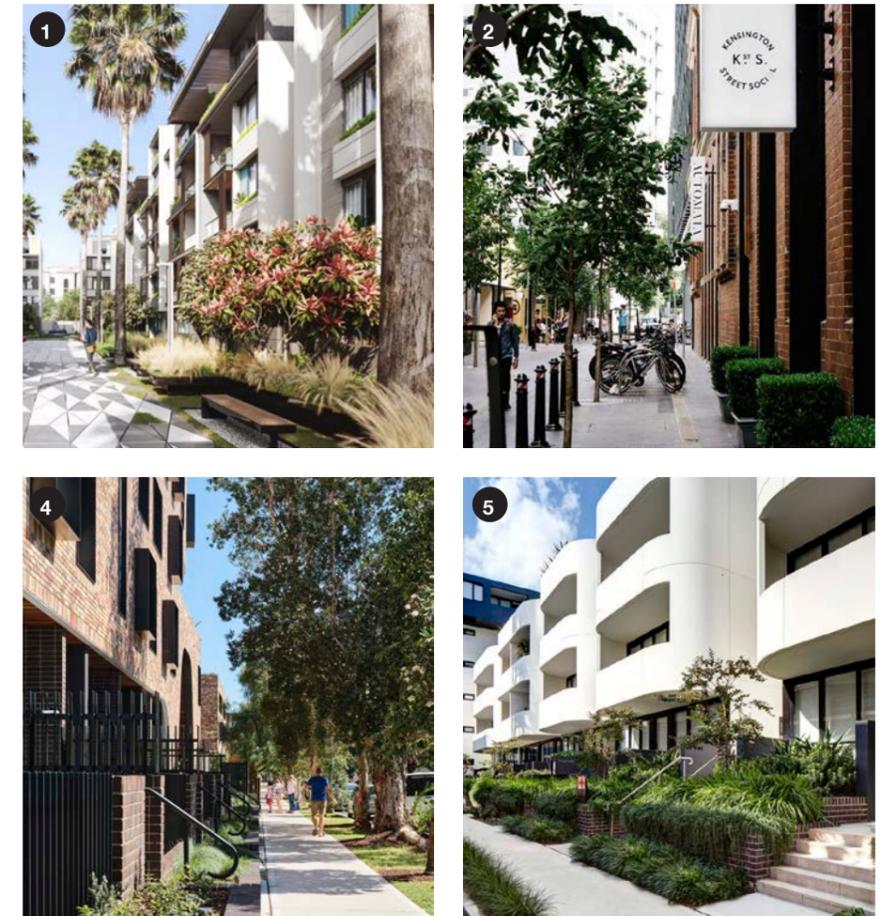
Design Response

- Proposed potential future connection along the western boundary and through Lambert Park Sports Field connecting to Marion Street Light Rail. The new RE1 land within the site will facilitate the start of this connection
- Min. 9m through-site link mid-way through the block to create a connection east-west and additional entry points. This laneway would be activated with non-residential uses at ground
- Draw movement in from the Lords Road frontage at a central point of the site. Either side of this space is flanked by buildings to create enclosure
- Provide a secondary connection along the eastern boundary to provide more room for Davies Lane and creating a setback to protect existing and future trees along this edge
- Provide private through-site links along the north to provide direct access to residential at ground and communal open space

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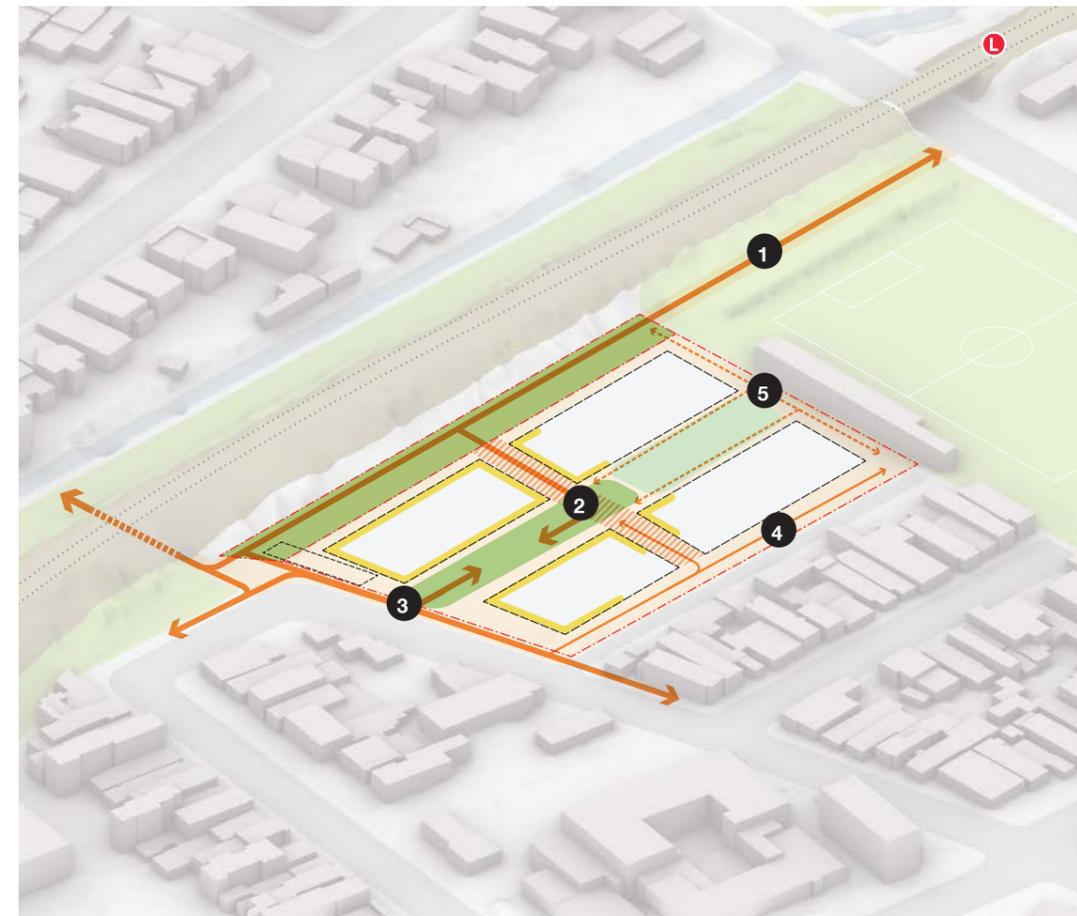
Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6			

Examples



KEY

- Site Boundary
- Primary Connection
- Secondary Connection
- Private Connection
- Footprint Zone
- Active Edge



Design Principles

Principle



Minimise Conflict with Clearly Defined Site Access

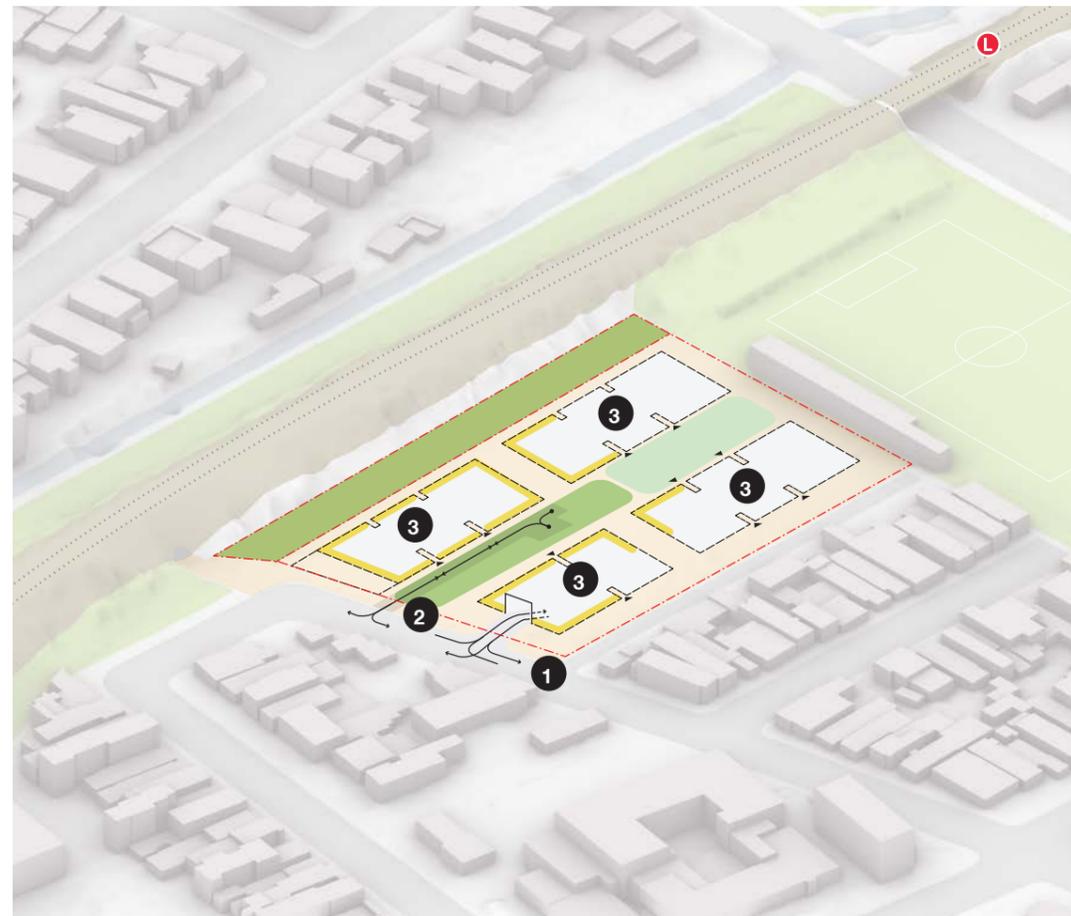
Vehicular access should be minimal and clearly legible to reduce conflict with pedestrian, prioritising active transport movement over car use. Car park entry/entrance should be from a singular point, most likely along the south-east corner due to flood requirements. The carpark should also have the height clearance to allow servicing in basement rather than at ground floor. A separate shared road may enter and exit the site from Lords Road only, providing an address to all properties and also reducing car use of Davies Lane for servicing the site.

Design Response

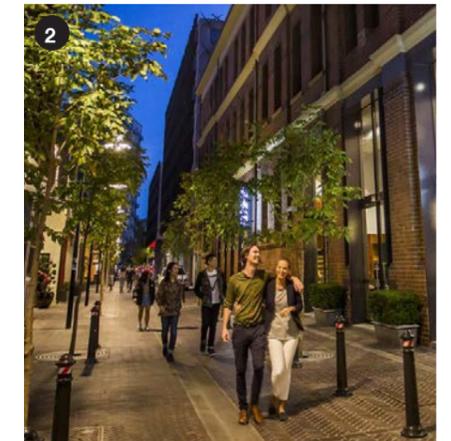
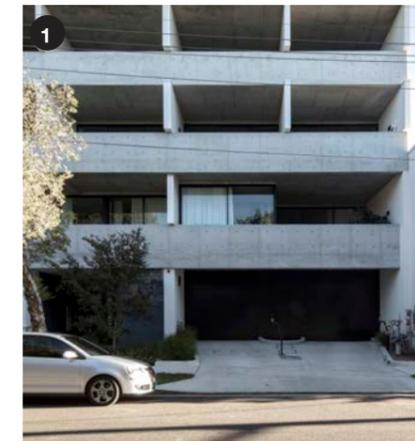
1. A singular carpark entry on Lords Road with clear height for servicing in a single level of below-ground basement parking. This provides for both residential move in day and for non-residential services, negating the need to use Davies Lane for servicing entirely. The entrance would be concealed, setback and activated on either side and the crossing would be a shared path to reduce impacts on pedestrian movement
2. A shared zone enters the central open space from Lords Road and terminates in a turning bay and few short-term parking spaces. This provides an address to the rear dwellings and provides space for pick-up/drop-off that is closer than Lords Road. The shared zone will be fully accessible and prioritised for pedestrians to create a safe and welcoming environment.
3. Residential lobbies are accentuated to provide clear legibility. These are located towards the east and west providing residents with dual access.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1	1	1
2	2	2	2
3	3 ✓	3	3 ✓
4	4	4 ✓	4
5 ✓	5 ✓	5	5
6 ✓			



Examples



KEY

	Site Boundary
	Vehicular Movement
	Footprint Zone
	Residential Entrance
	Active Edge

Design Principles

Principle

Activate with Employment Generating Uses

The central open space should be activated through the establishment of employment generating uses. These will provide strong public activation of that space, drawing people in and supporting local businesses. These non-residential units will be connected around the open space to create a community. The rear of the site should be maintained for residential uses to provide alternate activation at ground floor and limit depth of non-residential uses.

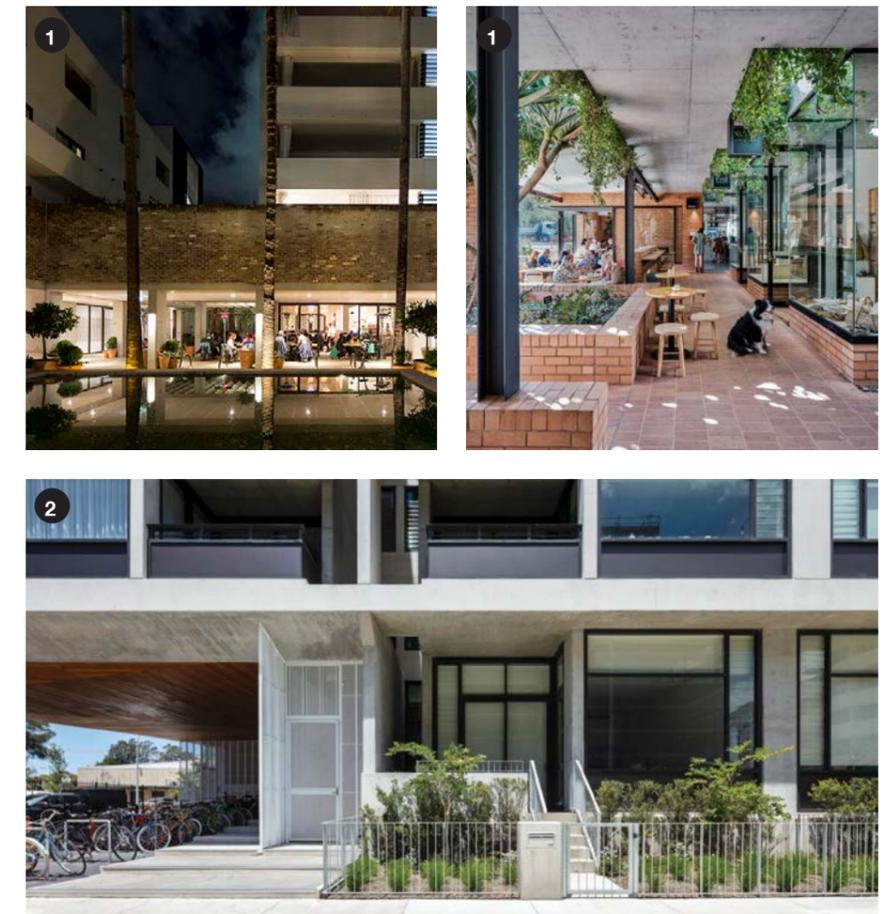
Design Response

1. Non-residential uses are provided towards Lords Road and surrounding the courtyard. These uses would activate the central open space and RE1 Public Recreation area, and provide employment generating uses that support local business. Active frontages to these uses ensure that they are appropriately perceived as non-residential and create movement within the site. These non-residential tenancies will be designed as fully adaptable and flexible to accommodate a wide range of potential future uses.
2. Residential uses are maintained at the rear of the site, circulating the communal open space. These ground floor units have larger private terrace open spaces that provide articulation and scale to the buildings. They help activate the through-site links towards the outside of the site particularly at night, creating a safer environment.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1  ✓	1 	1 	1 
2 	2 	2 	2 
3  ✓	3 	3 	3 
4  ✓	4 	4  ✓	4  ✓
5  ✓	5  ✓	5 	5 
6 			

Examples



KEY

	Site Boundary
	Non-Residential
	Residential
	Non-Resi Active Edge

Design Principles

Principle



Provide a Human Scale Interface

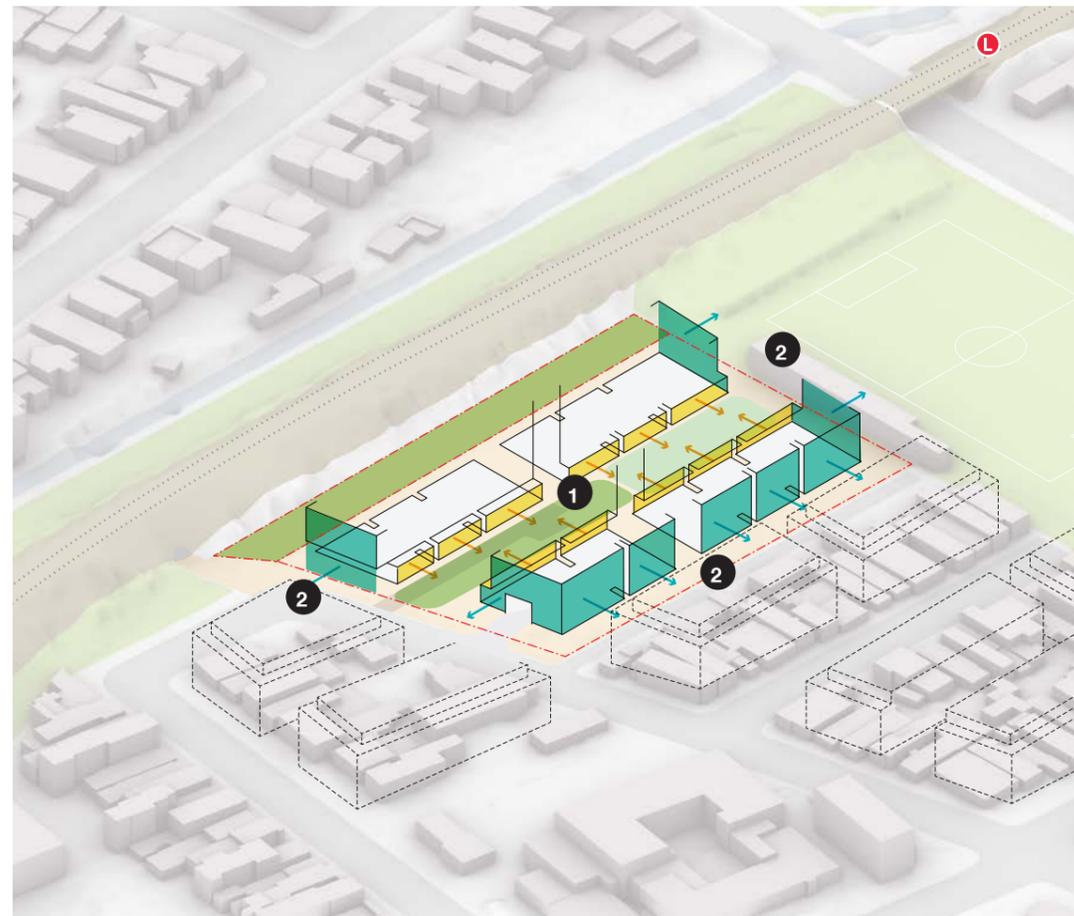
Making the site more pedestrian friendly means creating a human scale interface to any built form. Centrally, the built form should have a very low scale facing the courtyard to increase sky view and openness. Outward facing edges should respond to the street scale and aim to reduce bulk through upper level setbacks that respond to neighbouring areas that are existing and also any future potential developments.

Design Response

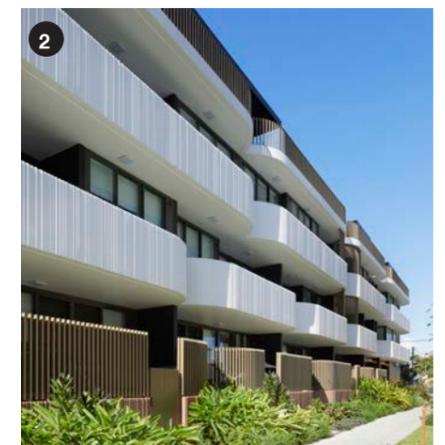
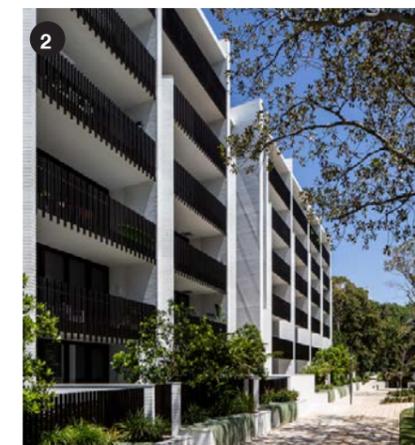
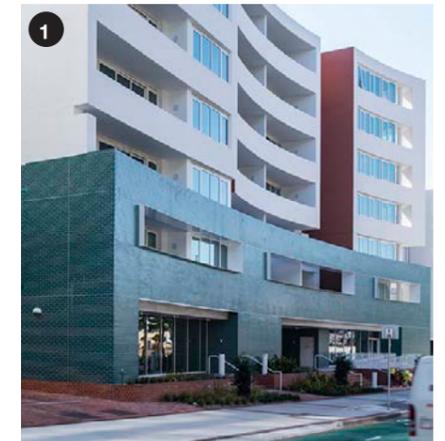
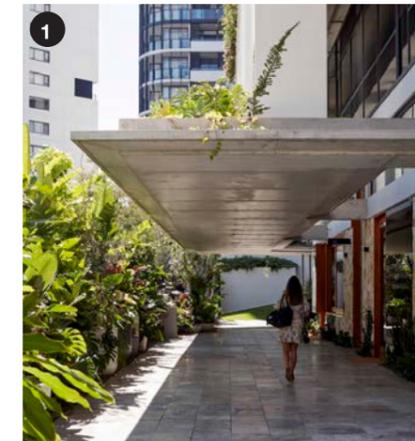
1. A 1-2 storey street wall that faces internally towards the open space provides a finer-grain human scale at ground floor. This would be facilitated through a 2-3m above ground setback that provides deeper residential terraces for further activation. The use of street canopies at ground will also aid in reducing scale whilst providing shade and reducing wind down wash, creating a more comfortable environment.
2. A 4 storey street wall for externally facing façades will be used to reduce street scale and bulk. An upper level setback of 3-6m along these edges will further reduce scale. This also helps to reduce visual impact and provide adequate articulation to satisfy ADG requirements.

Responds to:

Strategic Priorities	Constraints	Opportunities	Recommendations
1	1 ✓	1	1
2	2	2	2 ✓
3	3	3	3 ✓
4	4	4 ✓	4 ✓
5 ✓	5 ✓	5 ✓	5
6			



Examples



KEY

- Site Boundary
- 1-2 storey street wall
- 4 storey street wall