



67-75 Lords Road Masterplan

Urban Design Report

Prepared for
Platino

Issued
10 January 2024

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We create amazing places



At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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SJB would like to acknowledge the traditional custodians of the land on which we live and practice and pay our respects to elders, past, present and future. In particular, we would like to acknowledge the 60,000+ years of continuous engagement of this land by Aboriginal and Torres Strait culture.

The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated.

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Certified Management Systems

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



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Introduction

1.1 Connecting to Country

Australia’s First Nations peoples have lived and shaped this country for thousands of years. SJB adopts the maxim of the NSW Government Architect that ‘if we care for Country, it will care for us.’ We are committed to fulfilling our obligations under the NSW EP&A Act 1979 which requires development to promote the sustainable management of built and cultural heritage, including Aboriginal cultural heritage.

We believe that identifying the value of First Nations leadership and knowledge necessitates a shared responsibility between designers, planners, government, our clients, stakeholder groups and the communities we serve, to build the trust, friendships and relationships that lead to more considered outcomes.

Our approach is guided by the NSW Government Architect’s Connecting with Country draft framework for understanding

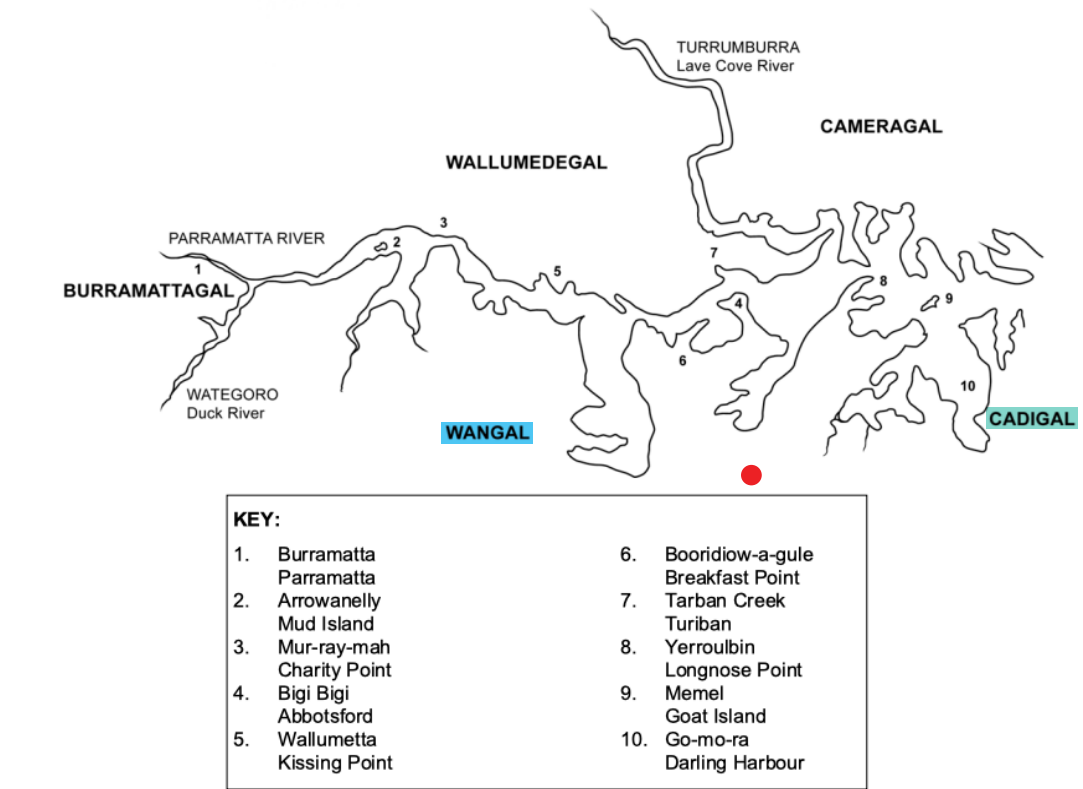
the value of Aboriginal knowledge in the design and planning of places. Its successful implementation will result from a collaborative mindset and therefore we seek to foster partnerships that work towards the common goal of delivering a built environment that contributes to the wellbeing of Country, and which respects the oldest living culture.

The Sydney basin is the Country of the Eora Nation and its twenty nine Clans. The map below illustrates recorded fragments of language, clan and other named groups in Sydney which have emerged over thousands of years of interaction with Country. This overlooked and deep connection between indigenous people and the Country of Sydney continues today and should help shape its future.

The project team acknowledge this site at **Leichhardt** is on **Gadigal** and **Wangal** Country.

Clan name	Historical spelling(s)	Name or description of Country
Gadigal	Cadigal Cadigàl Càd-i-gal Cadi-gal	Cadi was on the south side of Port Jackson, extending from South Head to Long Cove (Darling Harbour) (King in Hunter 1793). Càdi, the bay of Cadi, is probably ‘Kutti’ which is the Aboriginal place name for Watsons Bay.
Wangal	Wangal Wanngal Won-gal	Wann (Phillip 1790). Wanne (King in Hunter 1793) extended along the south side of the harbour from Long Cove (Darling Harbour) to Rose Hill, which the local inhabitants called Parramatta.

Clan name chart
Source: Australian Museum



1788 Clans along the Parramatta River
Source: Wallumedegal: An Aboriginal History of Ryde, Keith Vincent Smith, 2005

Introduction

1.2 Executive Summary

This urban design report has been prepared to support a planning proposal for the site at 67-75 Lords Road, Leichhardt. The proposal seeks to align the Local Environmental Plan (LEP) with the recommended controls in the Parramatta Road Corridor Urban Transformation Scheme (PRCUTS). A Floor Space Ratio of 2.4:1, a Height of Building of 30m, and Land Zoning of R3 Medium Density Residential is proposed.

The project has been a collaborative engagement between SJB, Platino Properties, FDP, Matthew Pullinger Architect, and multiple additional specialist consultants.

The urban design proposal results from an extensive process of peer review of previous design work, reports and feedback received from Inner West Council and the community, a thorough analysis of the site and its context and consideration of the prevailing strategic planning framework.

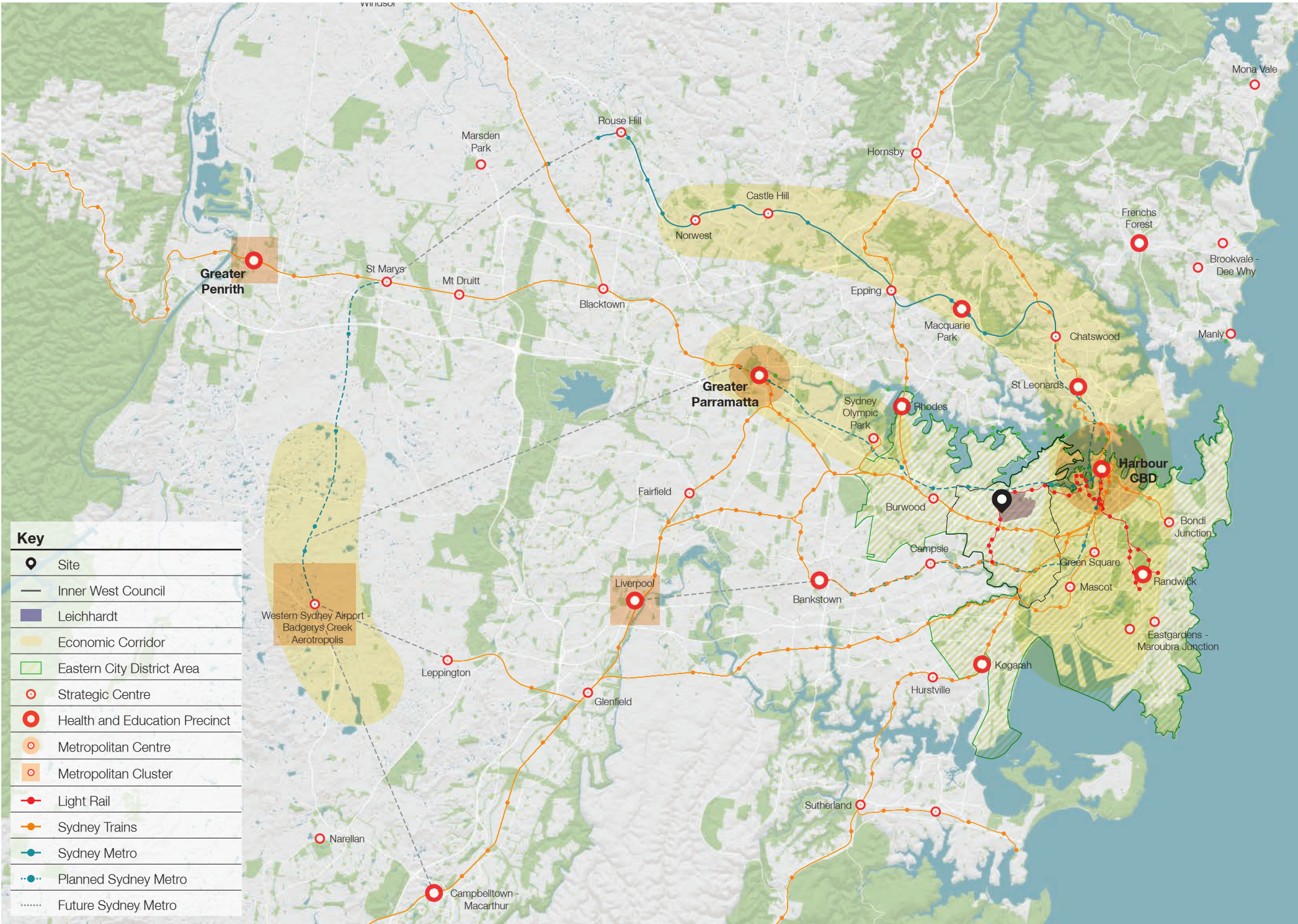
The outcome is a series of proposed controls, a massing envelope and a set of robust design principles that guide the future built form. An indicative reference scheme has been developed to demonstrate how future development on the site can be achieved in compliance with the proposal as well as being compliant with the relevant ADG provisions to ensure high quality design.

Strategic Context

The site is within the suburb of Leichhardt which is part of the Inner West Council Local Government Area. Within the Greater Sydney Region Plan - A Metropolis of Three Cities, it is part of the Eastern City District that covers areas south of the Parramatta River and east of Sydney Olympic Park.

Multiple strategic centres, as defined within the district plan, surround Leichhardt including Burwood, Campsie, Green Square and Sydney CBD. Leichhardt is also west of a major economic corridor that stretches from Sydney Airport to Sydney, North Sydney, Macquarie Park and culminating in Norwest.

The site is along the L1 Light Rail line that connects from Dulwich Hill to Central traversing through Lilyfield, Glebe, Pyrmont and Haymarket.



Introduction





Local Context


The site is located west of Leichhardt and Marion Street Town Centres and north of Parramatta Road, adjacent the L1 Light Rail line, with two stations servicing the site, and The Greenway, green infrastructure corridor, providing ample green connections. The site is serviced by additional key amenities such as Kegworth Public School and Leichhardt Marketplace Shopping Centre.

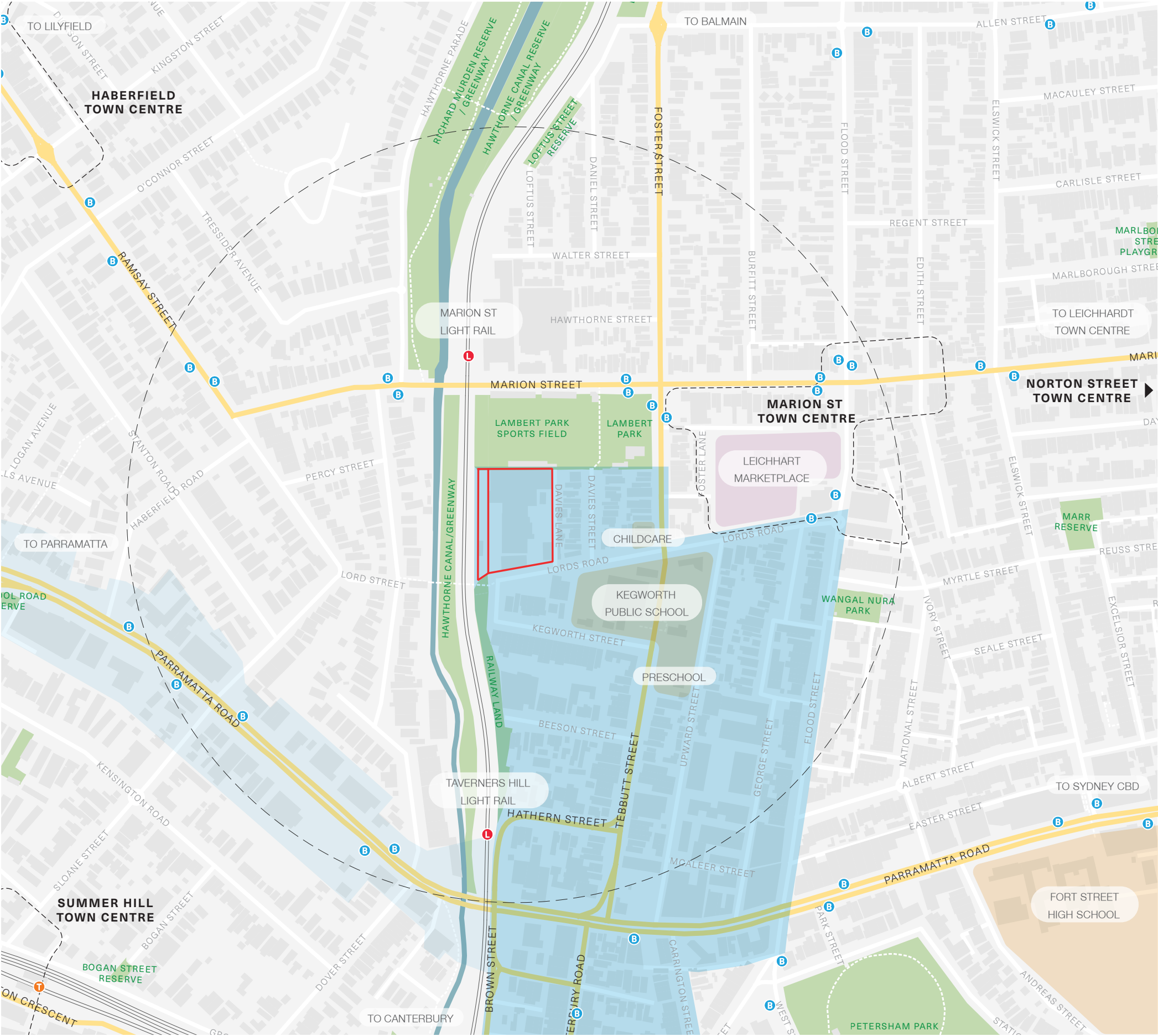
Parramatta Road is a key east-west connection between Sydney CBD and Parramatta whilst additional primary roads service the site north and south.

The site is also within the PRCUTS Taverners Hill precinct core area which has recommended changes to height of building, land zoning and floor space ratio. It also has recommendations about existing local character and appropriate development outcomes within the area.

Key Places Within 400m

	1 School + 2 Child Care - 100m
	1 Town Centre incl. 1 Shopping Centre - 250m
	2 Light Rail Stops + Multiple Bus Stops - 300m
	5 Open Spaces - 50m

KEY	
	Site Boundary
	400m Buffer
	Primary Road
	Canal
	Open Space
	Taverners Hill PRCUTS Frame Area
	Taverners Hill PRCUTS Core Area



Introduction

The Site

The site has an area of 10,607sqm and currently zoned (and used) for general industrial. The existing buildings are a mix of styles and qualities. There is a large amount of hardstand used for parking and loading along both the eastern and western interfaces. The site is accessed in two location, both along Lords Road. There are few trees within the site boundary, primarily along the eastern edge and south-eastern corner.

The site is adjacent to Davies Lane which is primarily used for parking and rear lane access for properties with an address to Davies Street. These properties and those to the south are predominantly low-density residential townhouses and terraces of diverse quality and character.

Lambert Park Sportfields to the north is mostly used by APIA (Leichhardt Football Club) throughout the day and night. There is no immediate access to the park from the site, with access only from Davies Street or Marion Street. Access to the Greenway is adjacent the site, with a tunnel running under the light rail corridor exiting along the sites south-west corner. The Greenway provides a 5.8km north-south active transport link from Cooks River to Iron Cove.

The site is split between two parcels, 67-73 Lords Road (DP940543) and 75 Lords Road (DP550608). The latter is to be provided as RE1 open space as per the PRCUTS recommendations.

Key Figures

	52% Site Coverage
	<5% Deep Soil
	5,500sqm Non-Residential
	<10% Tree Canopy Cover
	0sqm Publicly Accessible Open Space

KEY	
	Site Boundary
	Land for RE1 Open Space



Aerial Image: Source - MetroMap 2022

Introduction



1. The Greenway



2. North-western corner looking south



3. Western facade and forecourt



4. Lords Road looking south from site



5. Eastern entrance from Lords Road



6. Eastern Facade and forecourt



7. Davies Lane looking south



8. Davies Lane looking north

Introduction

Process

The design process has been developed based on the unification of three separate streams into a singular design response. Drawing on three separate streams has enabled the proposed urban design scheme to be more reflective of the current strategic and spatial requirements of the site.

1. Strategic Policy

Developing an understanding of the current strategic thinking towards the broader and local context of the site. This includes reviewing state and local policy and appropriate guide and approaches to design excellence. The outcome of this is a series of Strategic Priorities that the urban design response is to respond to.

2. Contextual Analysis

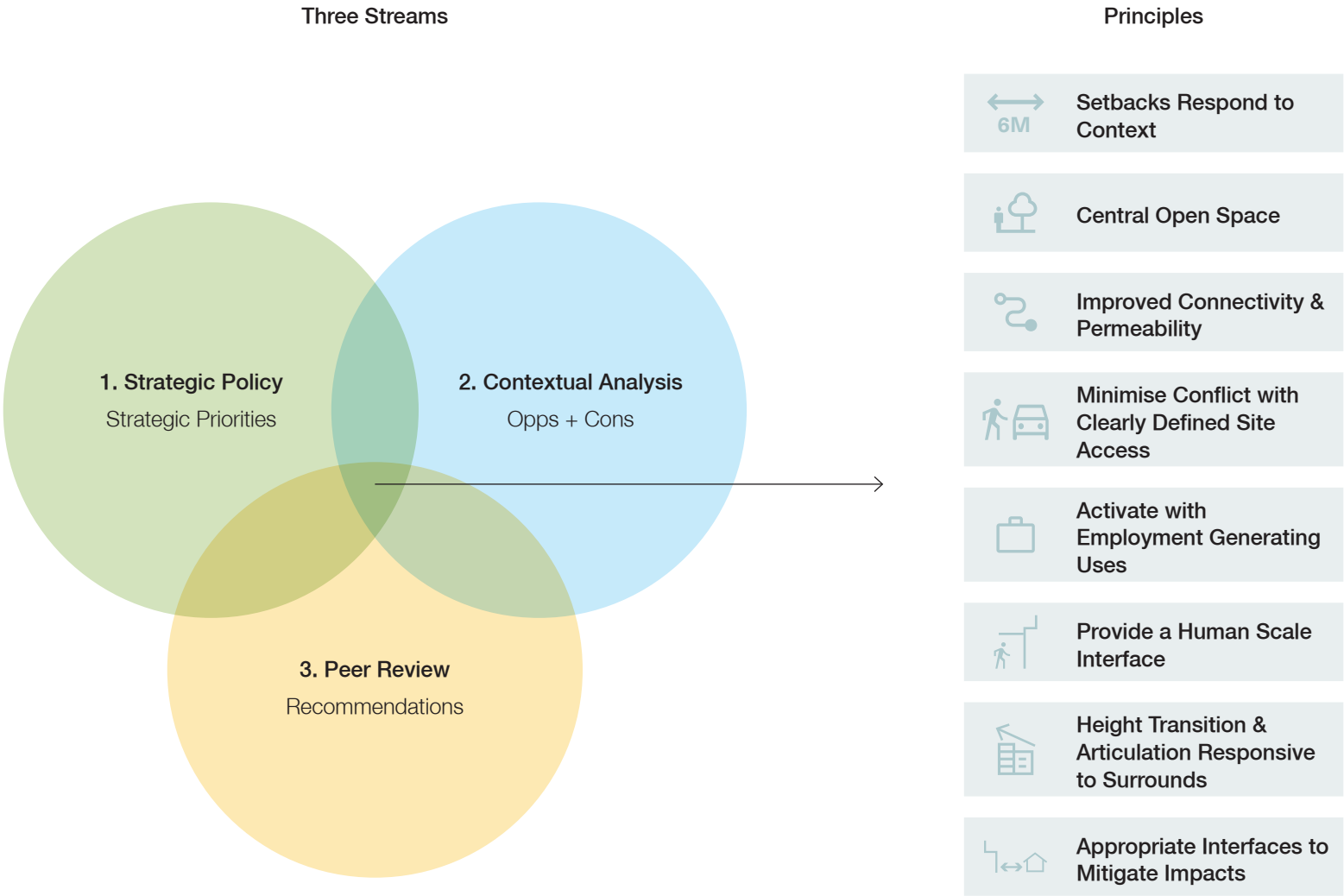
Mapping the current spatial requirements of the site including open space, built form and land use, along with consultant recommendations regarding meeting minimum criteria of assessment. The result of this is a number of opportunities and constraints which will be reflected on in the urban design scheme.

3. Peer Review

The previous PP was peer reviewed and a series of recommendations were made. Understanding the position of the peer review and the Planning Panel will be key to creating a new urban design scheme that aligns with the desires for the site. The result is a list of recommendations that will be used as a checklist for the urban design scheme.

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.



Introduction

Vision

Envisioned as a mixed-use intergenerational precinct, the proposal would generate vitality and activation for the site and to Lords Road and demonstrates Platino’s commitment to the local community. It features improved pedestrian connectivity, permeability, streetscape, presence, open space and non-residential floorspace.

The ground floor would be activated by approximately 1,700sqm of non-residential floor space, providing for the local economy and encouraging movement within and through the site. Large non-residential spaces with high ceiling heights will be able to accommodate a diversity of uses to renew employment opportunities on the site. Activation could come from potential uses such as workshops, cafes, co-working spaces, creative outlets, wellness centres and boutique offices.

Approximately 210 dwellings will help generate long-term activation and help establish a strong community. An intergenerational approach has been envisioned that allows individuals, families, empty nesters, and key workers to coexist within the site. Co-working spaces will allow residents to work from home, whilst common areas, cafes and a playground will encourage socialisation and activity for young and old.

A publicly accessibly central courtyard supports the ground floor activation and residents. Fronting Lords Road, the courtyard aims to draw movement into the site and create a meeting place for the community. The courtyard is connected to the surrounding context via a series of public through-site links with the intent to connect to the Greenway, Davies Lane, a new RE1 public recreation open space along the western interface. This new open space could provide a potential future connection to Marion Street Light Rail via Lambert Park Sports Field to the north.

The design represents a holistic vision for the site that has been grounded in its response to strategic, local and place-specific requirements. A reference scheme has been prepared that demonstrates alignment with the proposed outcomes, controls and vision.



Key Features	
<ul style="list-style-type: none">• Approx. 1,700sqm non-residential floor space primarily directed towards Lords Road• Approx. 210 dwellings with a strong diversity of typology and dwelling mix• 1,500sqm RE1 public recreation open space provided adjacent to Light Rail• Approx. 700sqm public open space at the centre of the site• Approx. 1,400sqm private communal open space for residents• Minimum 15% deep soil (+10% on existing)• Minimum 22% tree canopy coverage overall (+12% on existing) with min. 15% on R3 zone• Height transition and above podium setbacks to create human scale interface• Low street wall in internal courtyard to create fine grain interface with public open space• No use of Davies Lane for vehicle servicing/movement related to site	
Existing Permissible Height	-
Existing Permissible FSR	1:1 (LEP)
Existing Permissible Land Zoning	E4 General Industrial (LEP)
Proposed Height	30m (8st) (PRCUTs - 67-73 Lords Rd only)
Proposed FSR	2.4:1 (PRCUTs - 67-73 Lords Rd only)
Proposed Land Zone	R3 Medium Density Resi. & RE1 Public Rec. (PRCUTs)
Potential Dwelling Yield	Approx. 210
Potential Deep Soil	Min. 15%

Introduction

Scheme Comparison

An urban design framework based on the previous planning proposal was prepared by Stewart Hollenstein and Matthew Pullinger Architect in 2018. This planning proposal was not progressed, however many of the key guiding principles and built form approaches remain relevant and have been carried through to the proposed scheme.

This comparison shows the proposed controls and key metrics of each scheme along with key elements that define their built form outcomes.

KEY

<div></div>	Residential
<div></div>	Non-Residential
<div></div>	Service/Parking/VT

Planning Proposal 2018

Site Area	10,607sqm
Developable Site Area	10,607sqm
Total GFA	25,457sqm
FSR	2.4:1
Height	RL 35m - 9st
Land Zone	R3 Medium Density Residential
Dwelling Yield	235
Non-Residential	min. 3,000sqm

Key Elements

- Open space centrally located within the site
- One-way shared road enters the site from Lords Road and then exits along Davies Lane
- Two-storey non-residential building along the northern boundary to deal with interface with Lambert Sportsfield
- Stepped height transition from 6 storeys (east) to 9storeys (west)
- Zero metre setback to corner of Lords Road and Davies Lane
- Double height spaces for non-residential at ground
- No residential at ground except for lobby and VT access

Proposed Scheme

Site Area	10,607sqm
Developable Site Area	9,018sqm
Total GFA	21,643sqm
FSR	2.4:1
Height	30m - 8st
Land Zone	R3 Medium Density Residential and RE1 Public Recreation
Dwelling Yield	Approx. 210
Non-Residential	Approx. 1,700sqm

Key Elements

- Central courtyard located towards Lords Road with full visibility
- RE1 open space along western interface with Light Rail
- Shared road enters and exits from Lords Road
- Northern interface is used as a private connection for residents and space for private terraces for ground floor dwellings
- Stepped height transition from 6 storeys (east) to 8 storeys (west) with max. 4 storeys street wall along the eastern boundary
- 6m setback to the corner of Lords Road and for the full extent of Davies Lane. A setback above 4 storeys for the western interface with Lords Road
- Mixed residential and non-residential at ground with non-residential fronting Lords Road and residential provided at the rear of the site

Strategic Policy Review

2

2.1 Policies, Guides & Plans



Key Takeaways

Four key themes to the vision are Infrastructure and Collaboration, Liveability, Productivity, and Sustainability

Key objectives include housing choice, designing places for people, developing a more accessible and walkable city, valuing green spaces and landscape plus more

The plan is to help identify pathways to building the future of city that responds to the housing needs of its population

Greater Sydney Region Plan
Greater Sydney Commission 2018

In March 2018, the Greater Sydney Commission (GSC) released the Greater Sydney Region Plan, A Metropolis of Three Cities ('the Plan'). The Plan is built on a vision of three cities where most residents live within 30 minutes of their place of work, education, health facilities and services. This vision seeks to bring together land use and transport planning to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.



Key Takeaways

Reflects the same four key themes and vision objectives as the Greater Sydney Region Plan

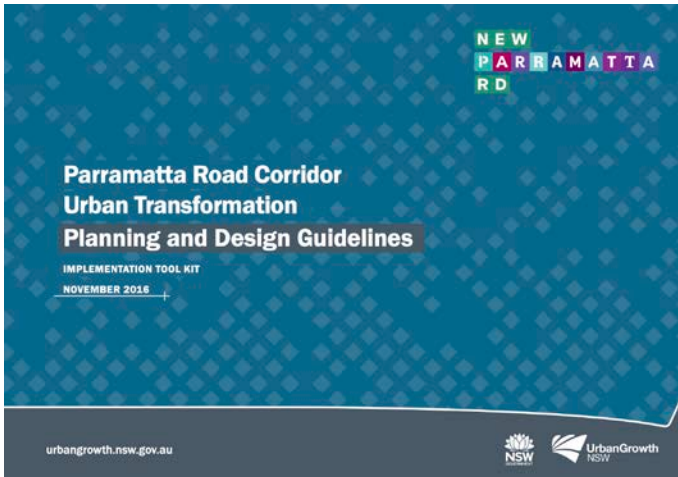
Leichhardt Marketplace is highlighted as a local centre alongside Leichhardt

The Greenway is highlighted as a priority green grid corridor and recommended for improvements

Leichhardt is mentioned as being a highly diverse neighbourhood through identity and distinctive character

Eastern Harbour City District Plan
Greater Sydney Commission 2018

The Eastern City District Plan was approved in March 2018 and guides the transition of the District within the context of greater Sydney's Three Cities. Its objective is to improve the District's social, economic and environmental assets. The District Plan identifies that growth in the Eastern City will be supported by previously unparalleled levels of city-scale infrastructure investment including transport, public realm and sporting and cultural institutions, which will attract and retain new and existing businesses in the Harbour City.



Key Takeaways

Site proposed as Residential (R3) + Open Space (RE1)

Site proposed as 30m max HOB

Site proposed as 2.4:1 FSR

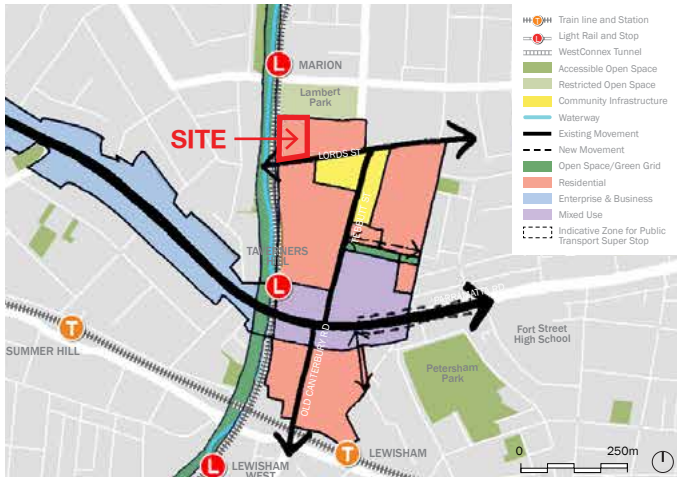
Lords Road is a 'Local Street' that should be pedestrian prioritised

Character objectives state opportunity for development to step up in height towards the Greenway

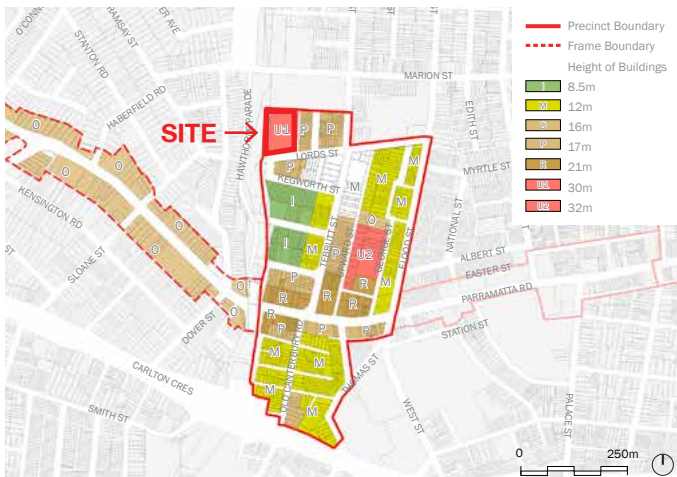
PRCUTS
UrbanGrowth NSW 2016 (updated 2021)

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is made up of several documents that aim to provide direction for future development along Parramatta Road. It was initially developed in 2016 by the now disbanded UrbanGrowth NSW.

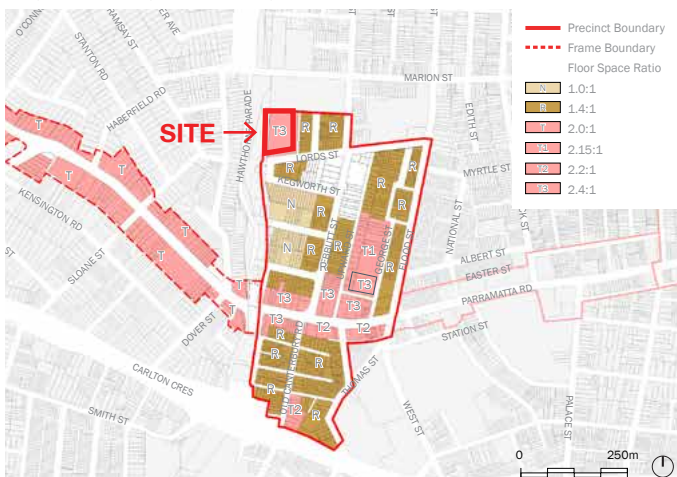
An implementation update to PRCUTS was issued by DPIE July 2021. This update supplemented PRCUTS with additional actions and reflects the changes to the strategic context of the Parramatta Road corridor since PRCUTS was released in 2016. The update encourages the progression of planning proposals, notwithstanding the state of precinct-wide traffic studies.



Structure Plan showing site as Residential



Height of Building Plan showing site as 30m



Floor Space Ratio Plan showing site as 2.4:1



Key Takeaways

The site identified as ‘Key Employment Lands’ and ‘Urban Services’ land in the plans

Objectives relating to employment lands are drawn from the Employment and Retail Lands Strategy

States it is important to retain employment space that can be adapted and re-purposed in the future

Councils position is to retain all currently zoned industrial lands including that identified for rezoning in PRCUTS

Analysis shows housing growth in line with PRCUTS can be managed without rezoning industrial lands

LSPS
Inner West Council 2020

The Local Strategic Planning Statement (LSPS) is Council’s approach to the future structure of the Inner West and includes principles and objectives that align to broader strategic frameworks such as the Greater Sydney Region Plan.

It is noted that Council’s policy on retention of all employment lands within the Parramatta road Corridor is inconsistent with the Greater Sydney Region Plan, the North District Plan and PRCUTS.



Key Takeaways

Lords Road is specifically noted as being considered previously for residential however is to be retained industrial as valuable local urban services

Key action to prepare a place-based study for the Marion Street Precinct

Reiterates desire to retain industrial lands in the Taverners Hill Precinct of PRCUTS as residential targets can be met without them

Local Housing Strategy
Elton for Inner West Council 2020

The Local Housing Strategy is another supporting document to the LSPS that aims to provide guidance on where housing supply can be met across the LGA and the principles surrounding future development. It includes provisions for the supply of affordable housing and breaks down potential dwelling yield per precinct. The Strategy has been adopted by Council.

It is noted that the Local Housing Strategy has been endorsed by DPIE subject to amendments that would align with PRCUTS.



Key Takeaways

Urban services land is to be retained to accommodate affordable and diverse opportunities for business

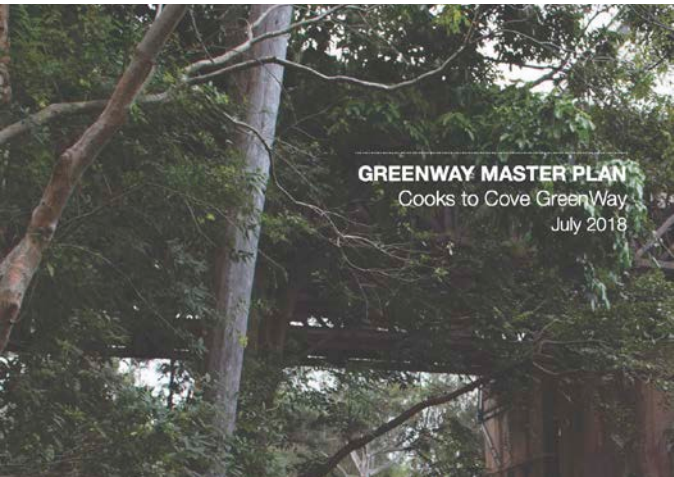
States there is a loss of urban service land at a subregional level placing pressure on availability of space and hence affordability

More or less reflects the same sentiment as the LSPS

Employment and Retail Lands Strategy
Inner West Council 2020

The strategy is Councils position on their current employment lands and how they manage them into the future to accommodate local business floor space that is diverse and affordable. It includes four (4) principles regarding industrial and urban services lands that all revolve around the same premise that employment lands are to be retained. The Strategy has been adopted by Council.

It is noted, as per other previous comments, that the strategy is inconsistent with other state policy.



Key Takeaways

Plans for the Greenway show no impact on the site

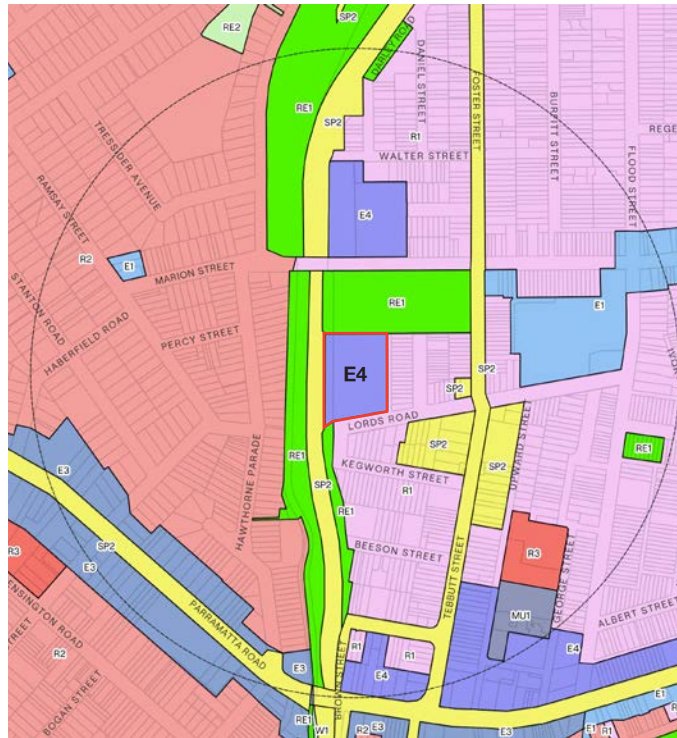
Plans for the Greenway also show no change to the existing conditions of the current connections immediately adjacent the site

Lords Road (and the underpass) is considered a good connection from the Greenway to the east

The Greenway
Inner West Council 2018

The Greenway is a masterplan for a long stretch of connected green infrastructure that aims to fill missing links and create a continuous active transport route from Cooks River to Iron Cove. The subject site is immediately adjacent to the Greenway which includes a connection under the light-rail from Lords Road to the Greenway.

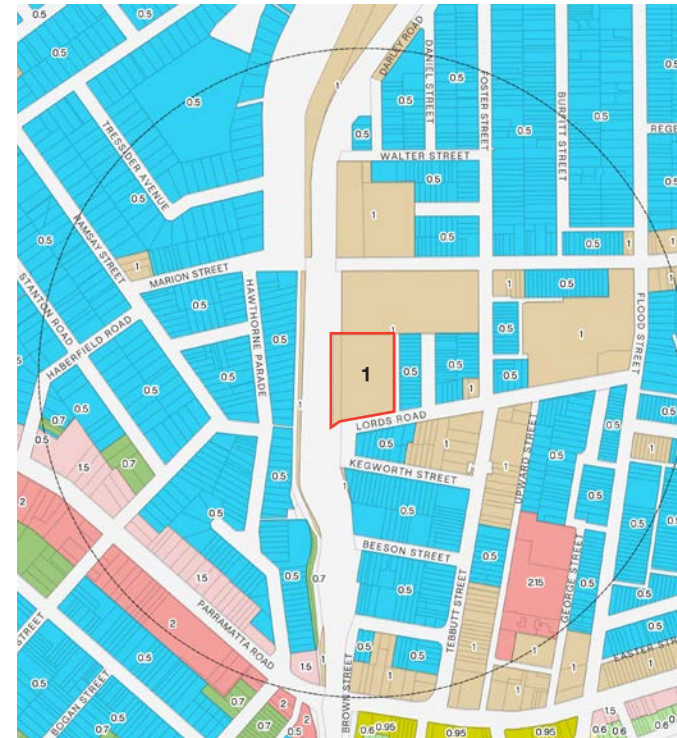
2.2 Existing Planning Framework (IWC LEP 2022)



Land Zoning

E4 General Industrial

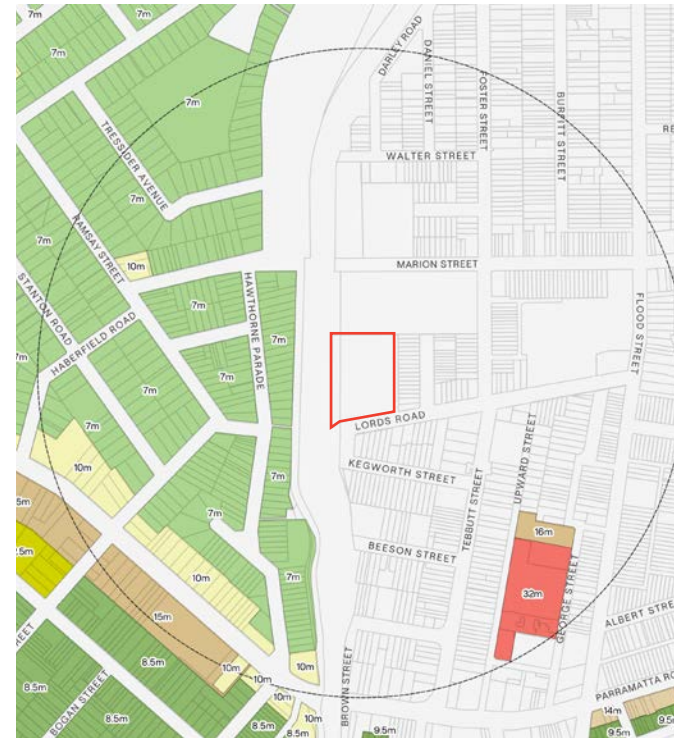
Lambert Park to the north is RE1 Public Recreation, residential areas to the east and south are R1 General Residential and the Light Rail line to the west is SP2 Infrastructure Railway.



Floor Space Ratio

1:1

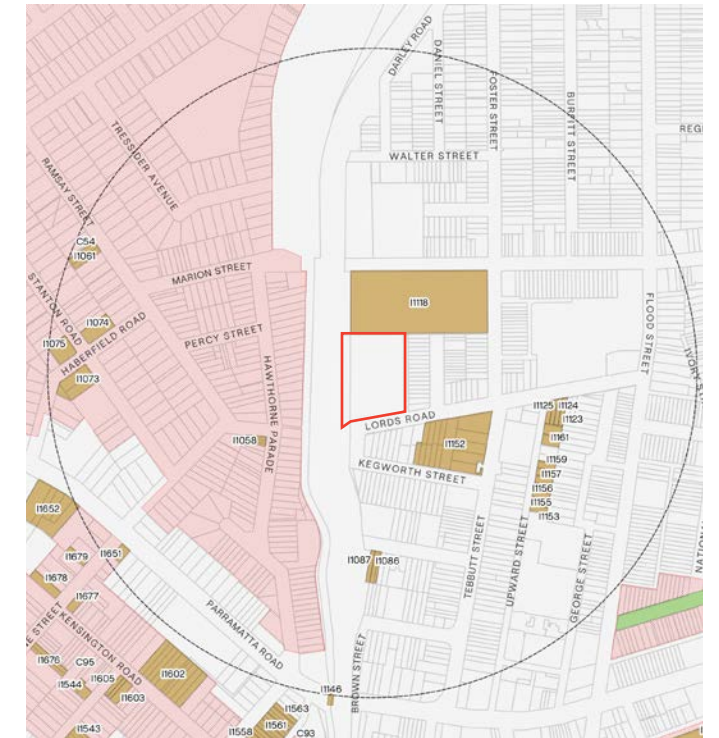
Residential areas surrounding the site are labelled as 0.5:1 while other areas such as Kegworth Public School and Leichhardt Marketplace are 1:1.



Height of Building

N/A

The site and the majority of areas within Leichhardt do not have a Height of Building classification.



Heritage

N/A

The site has no heritage items and is not in a conservation area. Lambert Park to the north and Kegworth Public School to the south-east are both labelled as heritage items. The Haberfield Conservation Area is located approximately 80m to the west, beyond the light rail embankment.

KEY

 Site Boundary

2.3 Design Excellence

The policies referenced below have been prepared by Government Architect NSW (GANSW) to guide and improve the design process from the outset. Both the overriding intent and the specific principles within them have been considered for the proposal for the site.



Better Placed is the overarching policy by GANSW. It establishes seven criteria which define a ‘good built environment’;



Implementing Good Design is the complementary policy to Better Placed and outlines the approach for measuring places and spaces to assess whether they meet the expectations and requirements of GANSW policy.



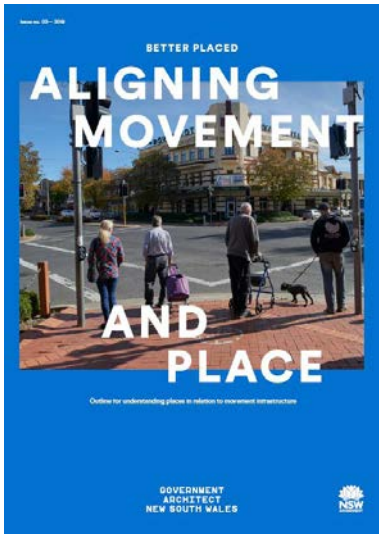
The draft Greener Places policy outlines the importance of green spaces in towns and cities and the approach to integrating them into broader connected networks which support recreation for people and biodiversity in the urban environment.



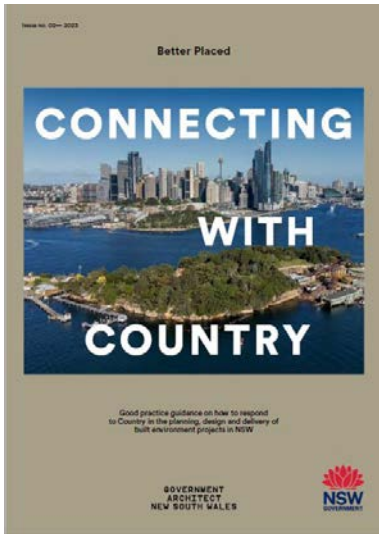
The Design Guide for Heritage is a guideline for preserving, restoring and integrating heritage into spaces, buildings and precincts. Formulated in collaboration with the Heritage Council of NSW it defines heritage places and thematically unpacks key practical considerations for design.










The Good Urban Design Guidance note builds on the Draft Urban Design Guide which is currently being updated. It builds on the objectives in Better Placed and focuses on the strategic scale and design process for running masterplanning projects.



Aligning Movement and Place seeks to outlay the functional, aesthetic and communal importance of roads and streets. It has been produced in collaboration with Transport for NSW and provides advice and a toolkit for approaching transit oriented development at many scales.









The Connecting with Country framework provides a guidance on creating a culturally sensitive foundation for urban design. Embracing indigenous ways of designing fosters a harmonious integration of cultural values, environmental sustainability, and community engagement, ensuring that projects resonate authentically with the rich tapestry of local and cultural heritage.

-  Better fit
-  Better performance
-  Better for community
-  Better for people
-  Better working
-  Better value
-  Better look and feel

2.4 Strategic Priorities

The following priorities summarise the key findings of the policy review. These priorities have been used to guide the proposal and visioning for the site to develop a solution that is balances strategic opportunities across all levels.

 Supporting local businesses with employment uses	 Prioritise diverse residential development in transit-oriented locations	 Build on and enhance local character through integrated development
<p>The ability to support local economies through employment generating uses is a key part of Councils local strategies. Preserving jobs and ensuring local businesses can operate successfully enables strong place-making practice and communicates keen interest in supporting communities.</p>	<p>State policy highly advocates for transit-oriented development as it allows density to increase in areas of high accessibility, thereby removing need from other areas to meet housing targets. It also advocates for a diverse mix of dwelling typologies to cater to multiple occupiers such as families, individuals or seniors.</p>	<p>Local character is a big part of state and local policy. Understanding the current local character allows places to utilise that as a target to maintain for future developments. It also allows a more refined approach to urbanism where you can change or enhance certain qualities through good urban design</p>
Things to consider: <ul style="list-style-type: none">• Job potential of the site• Alternative forms of employment uses• Place-making opportunities	Things to consider: <ul style="list-style-type: none">• Leveraging sites access to Light Rail• Flexibility to create diverse dwellings• Future development on neighbouring sites	Things to consider: <ul style="list-style-type: none">• Appropriate scale and bulk• Edge interfaces with existing residential• Materiality and architectural expression
 Access to open space and embracing existing natural assets	 Connect communities with public amenity and activation	 Improve walkability and active transport connections
<p>Providing good access to open spaces for more people helps reduce health issues experienced by the community and creates safer and more active places to live. Embracing these places and enhancing existing assets such as tree canopy create more comfortable spaces that are more resilient to urban heat island effects</p>	<p>Strong public amenity such as shops, retail, schools, child care, and open spaces facilitate regions with greater populations and help drive growth whilst building on local character. Creating connections between these places helps build a community and supports local businesses with economic stability</p>	<p>Walkability is a key factor of creating a good place that people want to live. With good walkability and access to active transport opportunities such as walking trails and cycleways, places often see a reduction in car use, thus reducing pollution and creating safer and more welcoming environments</p>
Things to consider: <ul style="list-style-type: none">• Increasing connectivity to existing open space• Provision of a new local open space• Preservation of existing trees and enhances landscaping, canopy cove and street trees	Things to consider: <ul style="list-style-type: none">• Providing the right kind of amenity on site• Not detracting from nearby shops• Need for community infrastructure	Things to consider: <ul style="list-style-type: none">• Leverage existing active transport links• Encourage walkability and healthy lifestyles• Pedestrian prioritisation and reduced car use

Contextual Analysis

3

Contextual Analysis

3.1 Amenity & Land Use

The site is serviced by a high level amenity including schools, childcare, town centres, shopping villages and public transport options (including two light rail stops).

Leichhardt Marketplace within the Marion Street Town Centre provides multiple shops and supermarkets. The town centre also provides additional amenity including boutique shops, cafés and restaurants.

Kegworth Public School and Preschool is on Lords Road and supports students from kindergarten to year 6. Fort Street High School located on Parramatta Road to the south-east is a 20 min. walk from the site.

The site is north of Parramatta Road and it's associated adjacent land uses. This area is subject to the PRCUTS framework which also includes this site. This land is predominantly industrial and business related uses with some hotels/motels and shop-top housing.

There is also multiple open spaces including the Hawthorne Canal section of the Greenway corridor, Lambert Park (and sports field) and Haberfield Tennis Courts. Details of the sports field have been provided on the following page.

Constraints

- Sports field to north may impact amenity (see next page)

Opportunities

- Walking distance to shops/shopping centre
- Walking distance to local school and childcare
- Close to multiple additional town centres
- Close to two light rail stops

KEY	
	Site Boundary
	400m Buffer
	Open Space
	Town Centre
	Corridor
	Education
	Community & Services

