

6.3.1 Site Layout - Option 03

There are elements of the third design concept that reflect those presented in the other two options. They include the two north-south orientated connector roads, terraces to Richmond Avenue, a minimum 10m setback to the site boundary, publicly accessible open spaces along Artarmon Road and the considerations of long views, overshadowing and pedestrian connections.

The layout of the eastern precinct is copied directly from Option 02, while the layout of the terraces and the configuration of the two taller blocks (both 16-storeys) feature in both Options 01 and 02.

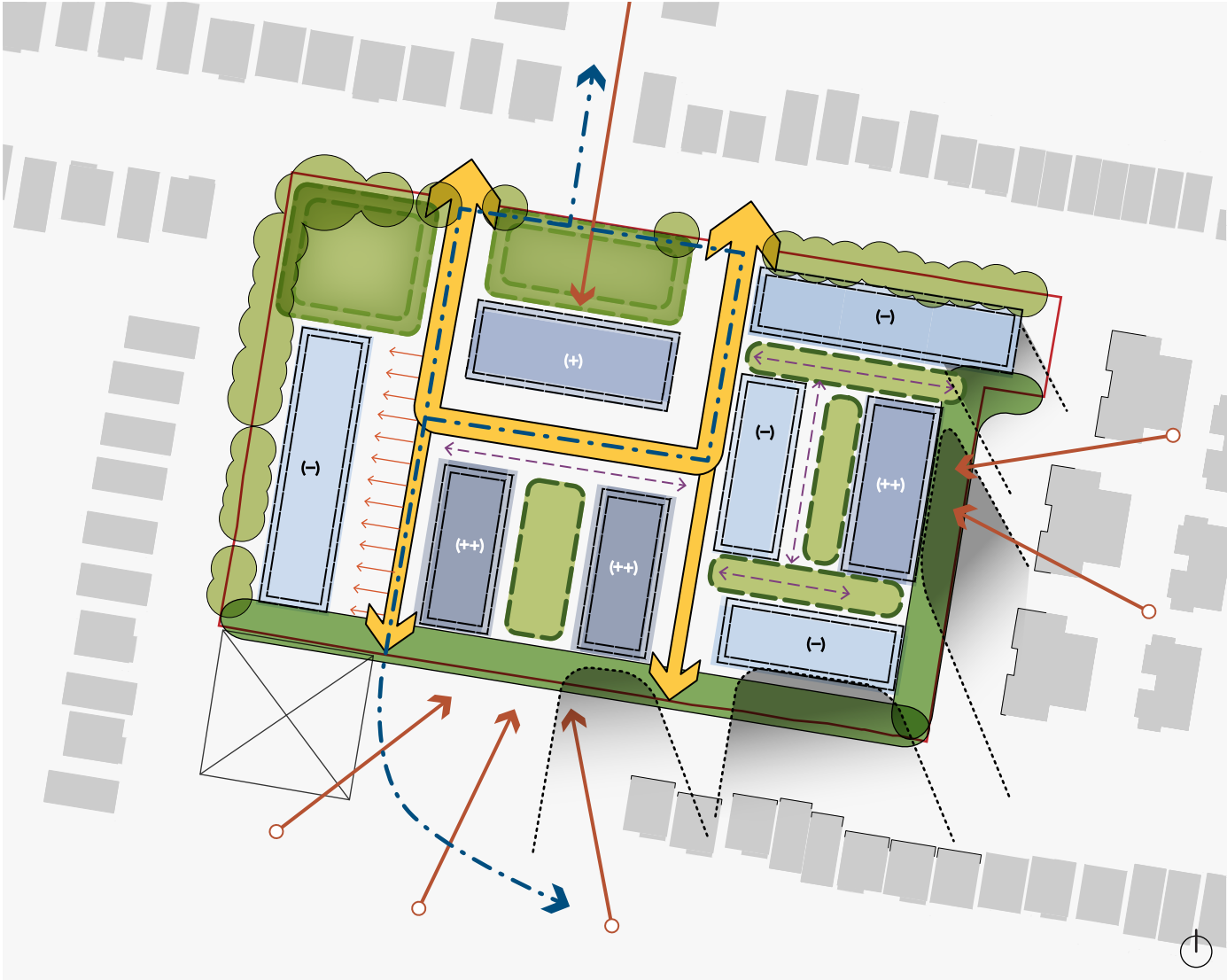
The key difference is the layout of the site's access and the resultant splitting of the public open space at Artarmon Road. The 'L'-shaped access road has been replaced with a 'U'-shaped configuration. This arrangement results in the isolation of the public open space and the 8-storey building along its southern edge.

Access to Richmond Avenue is limited to pedestrians and cyclists with vehicles entering and exiting the site from two access points, located either side of the junction with Edward Street.

The design concept for the linear park on Artarmon Road is based around the separation of passive and active uses by a pedestrianised shared zone that connects the site to Artarmon Road and Edward Street. This layout represents that same separation with a physical break between the proposed active and passive spaces.

This layout also reinforces the north-south connections through the site by continuing the internal roads from Artarmon Road down towards the southern boundary. The physical connection is supplemented by the visual link between the north and south.

- The design intent includes the following key features:
1. Reduce the impact of over-shadowing on the neighbouring properties, particularly those located to the south of the site on Walter Street.
 2. Orientate taller buildings so the short-edge faces long view from Naremburn, reducing their visual impact and allowing views past the buildings.
 3. Reduce visual impact of buildings when viewed along Edward Street
 4. Lower scaled residential development along Richmond Avenue, responding to the existing character of the streetscape
 5. Minimise the traffic access and egress points at Artarmon Road by allowing an additional access point at the northern end of Richmond Avenue
 6. Provide a publicly accessible pedestrian link through the site to connect Artarmon Road to the Council Reserve and Walter Street
 7. Create new publicly accessible open spaces along Artarmon Road to provides a range of active and passive uses
 8. Reduce the height of buildings and increase the setback at the south-eastern corner, to minimise any over-shadowing impact on Walter Street properties
 9. Building frontage in internal connector roads, which run north-south between Artarmon Road and the Council Reserve
 10. Ensure taller buildings (existing and proposed) have the appropriate separations to satisfy SEPP 65 requirements

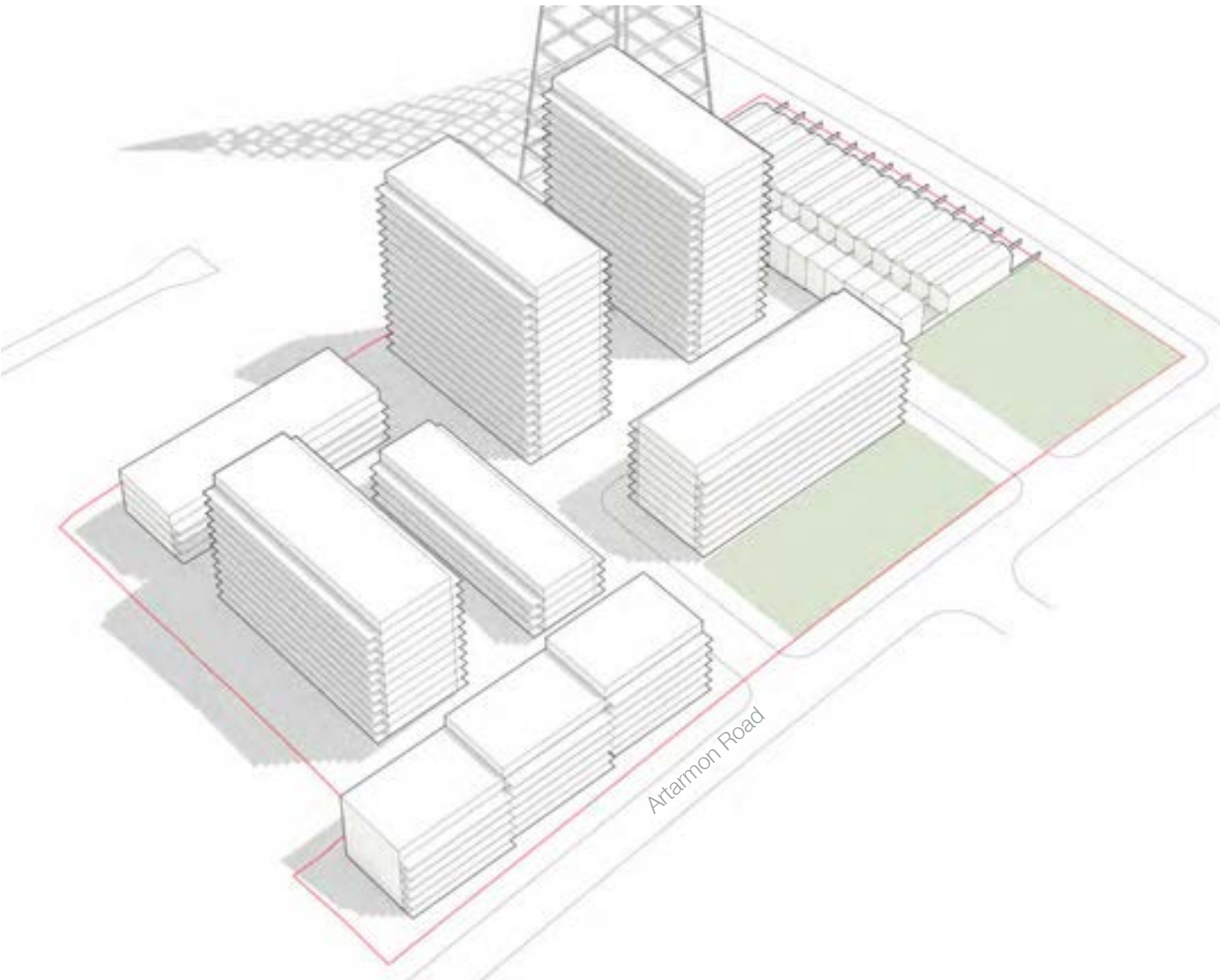


Option 03 Design Concept

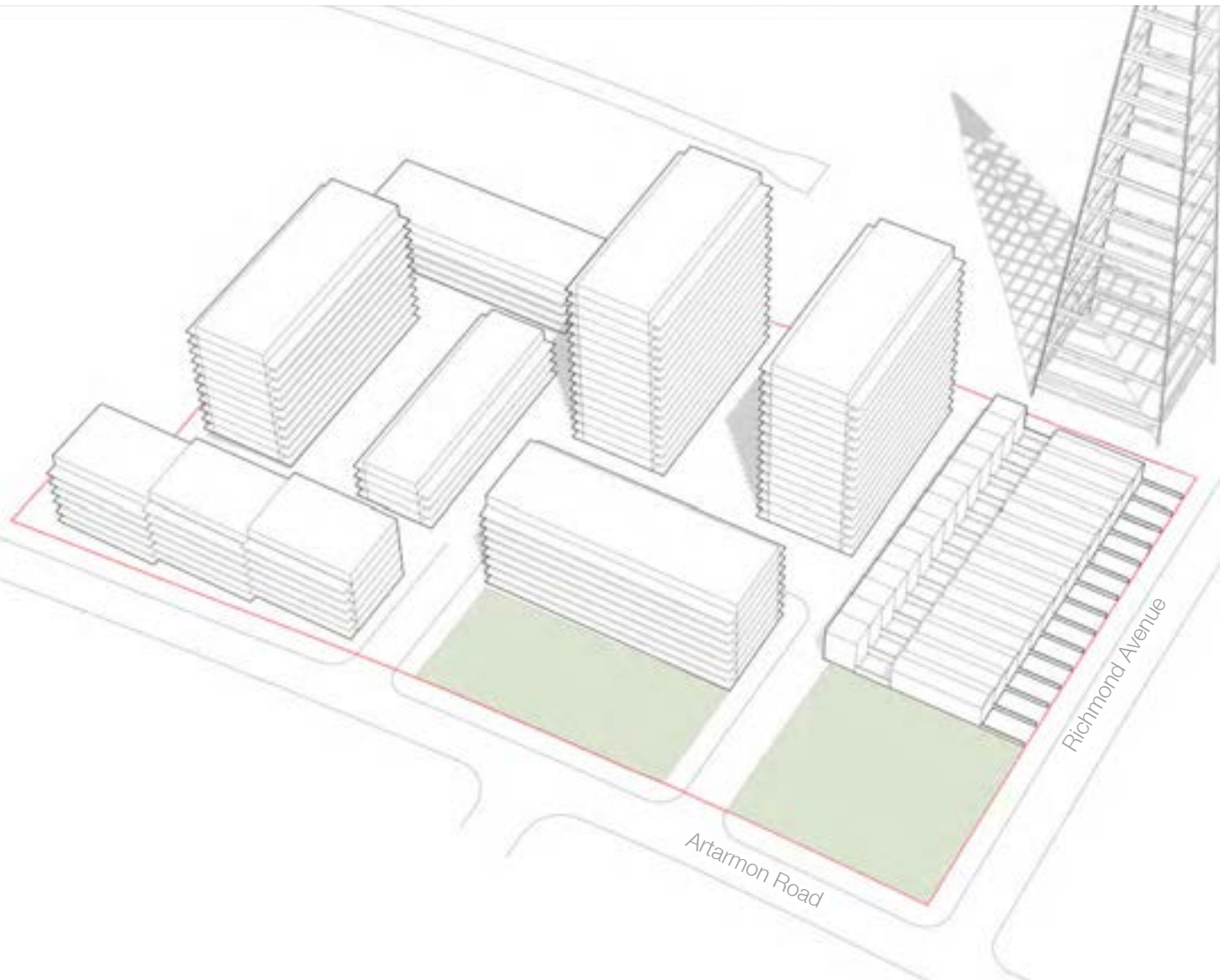


Option 03 Site Layout

6.3.3 Massing Study

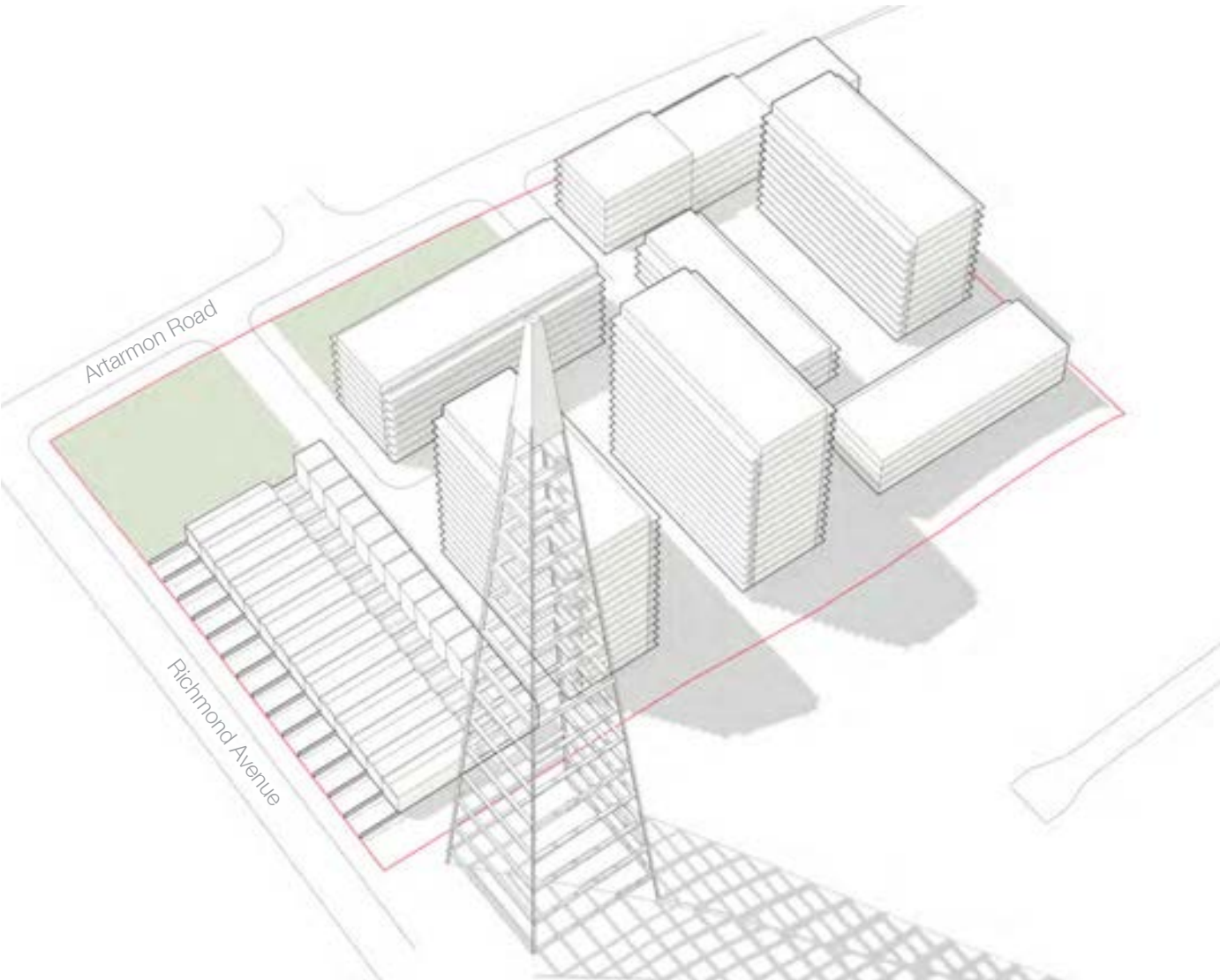


01 Massing Model view to south-west

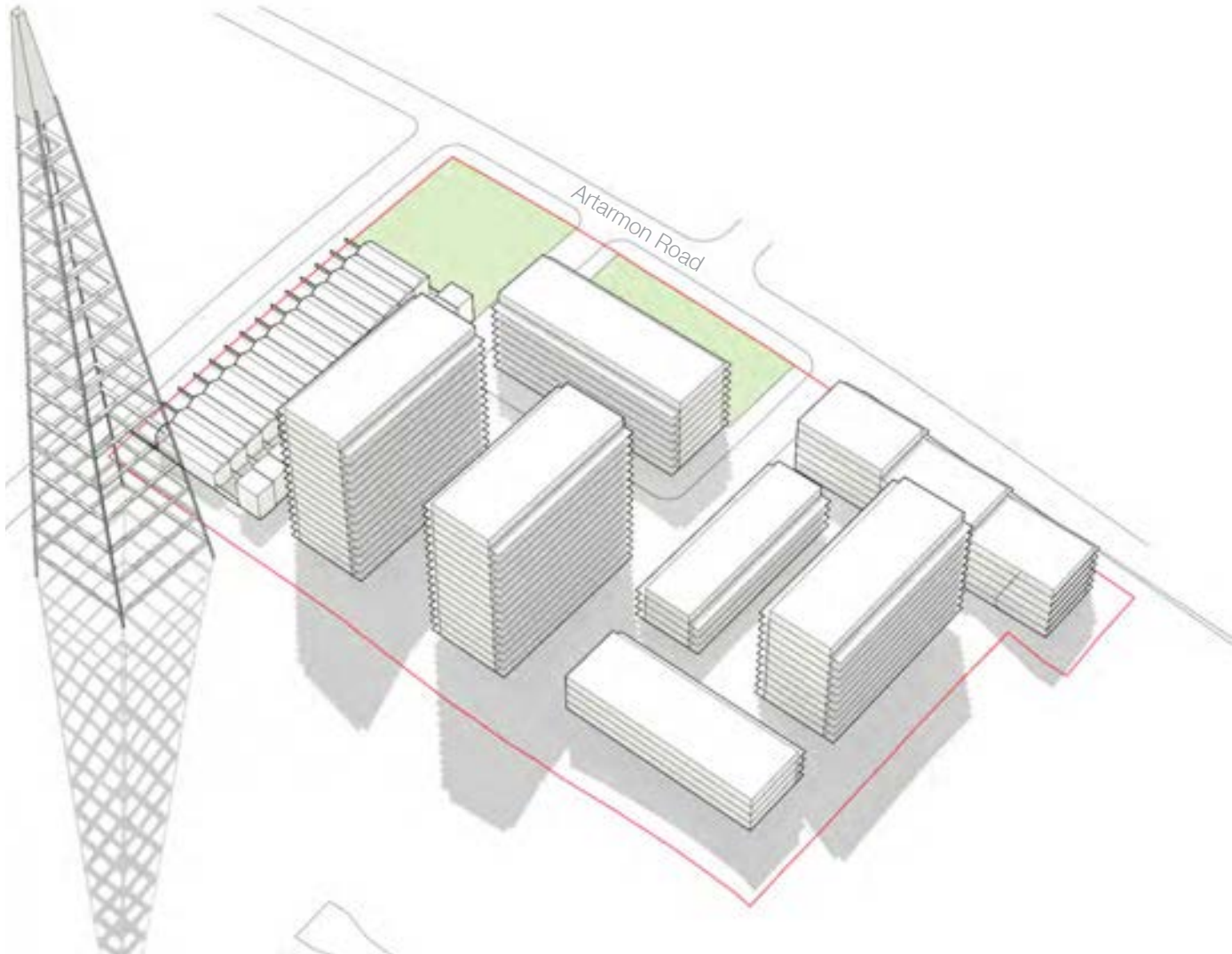


02 Massing Model view to south-east

6.3.3 Massing Study



03 Massing Model view to north-east

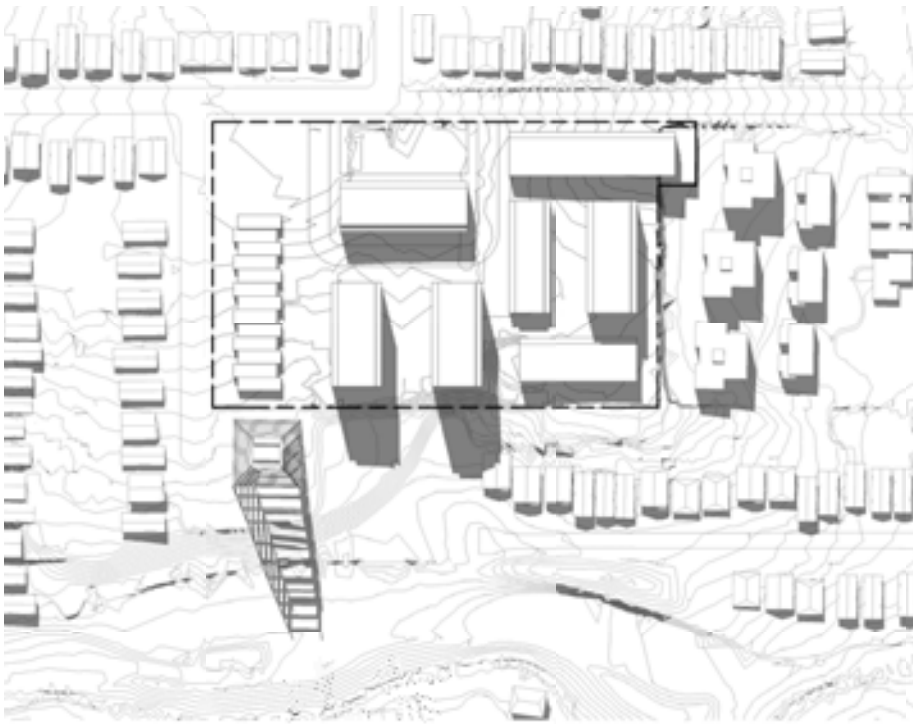


04 Massing Model view to north-west

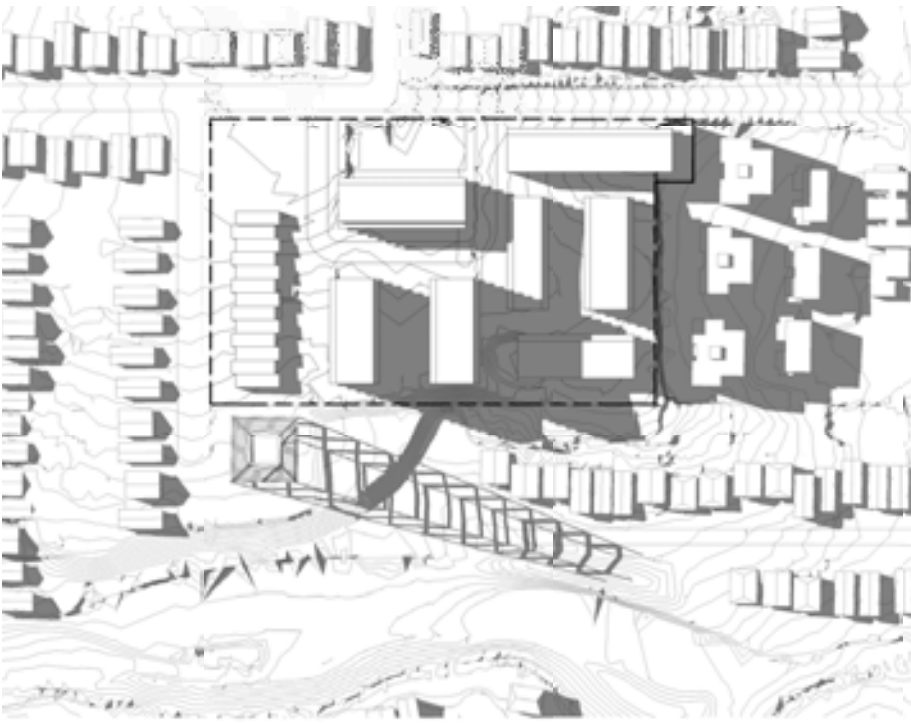
6.3.4 Shadow Study



01 Equinox (22 September 2012) 9am



02 Equinox (22 September 2012) 12pm



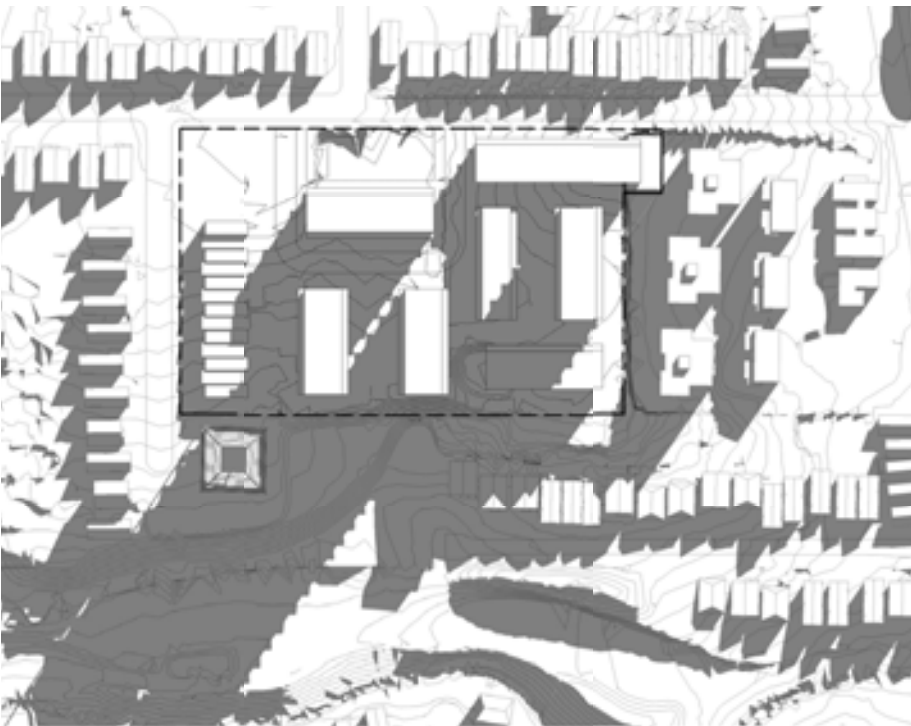
03 Equinox (22 September 2012) 3pm

Equinox Shadow Analysis -

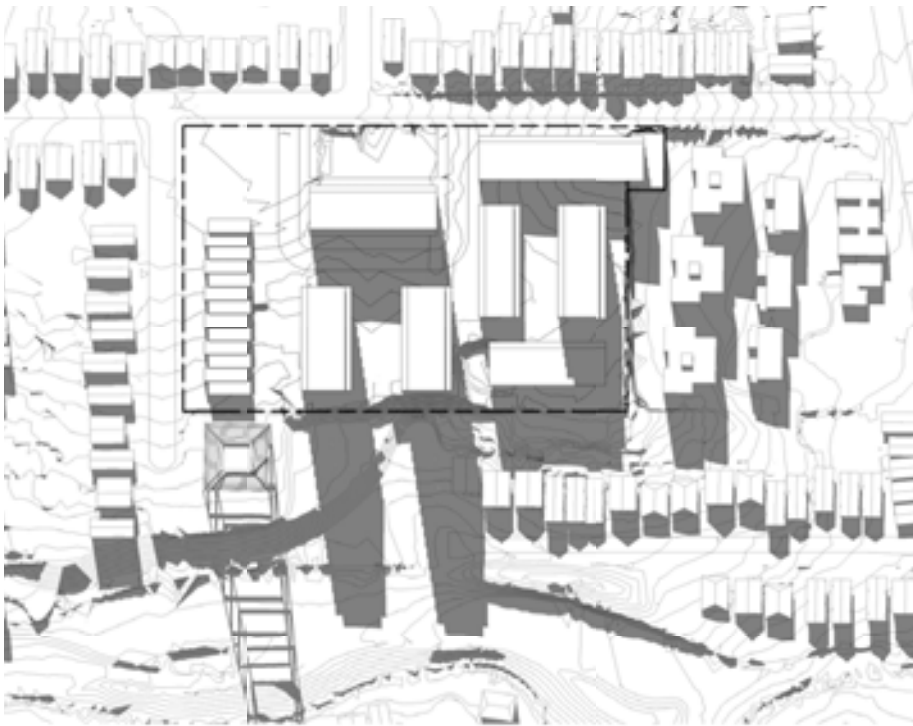
Minimal impact on neighbouring properties with some over-shadowing of the Walter Street rear gardens from midday.

Over-shadowing by the taller buildings falls over the Council Reserve and telecommunications tower to the south of the site.

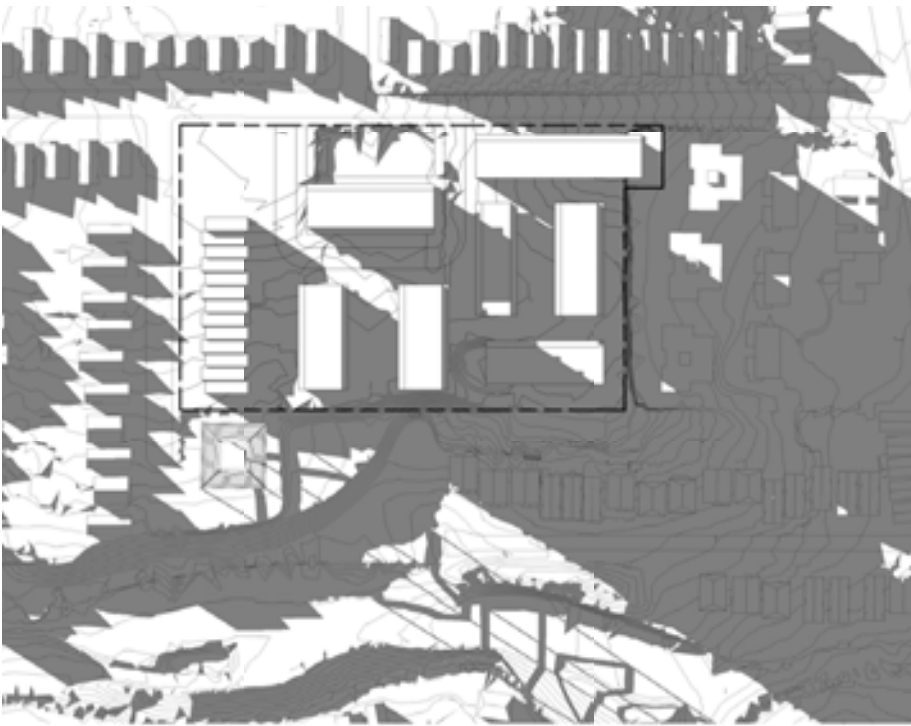
6.3.4 Shadow Study



04 Mid-Winter (21 June 2012) 9am



05 Mid-Winter (21 June 2012) 12pm



06 Mid-Winter (21 June 2012) 3pm

Mid-Winter Shadow Analysis -

Any development on the site will cast a shadow during the morning (9am to 10am) and afternoon (2pm-3pm) in mid-winter.

The most sensitive period is during the middle of the day. The setbacks from the southern boundary ensure the Walter Street properties aren't impacted. The longest shadows fall over the Council Reserve and the Gore Hill Freeway.

6.3.5 View Analysis - Option 03



01 View across the Gore Hill Freeway from Naremburn



03 View From Richmond Avenue



02 View across the Gore Hill Freeway from Naremburn



04 View From Richmond Avenue

6.3.5 View Analysis - Option 03



01 View from Edward Street



03 View from the corner of Richmond Avenue & Artarmon Road



02 View from Edward Street



04 View from the corner of Richmond Avenue & Artarmon Road

6.3.5 View Analysis - Option 03



01 View from the corner of Artarmon Road and Scott Street



03 View from Walter Street



02 View from the corner of Artarmon Road and Scott Street



04 View from Walter Street

6.3.5 View Analysis - Option 03



01 View from the corner of Small Street and Willoughby Road



03 View from Willoughby Incinerator



02 View from the corner of Small Street and Willoughby Road



04 View from Willoughby Incinerator

6.3.5 View Analysis - Option 03



01 View from Artarmon Reserve



03 View between no. 14 & 16 Salisbury Road



02 View from Artarmon Reserve



04 View between no. 14 & 16 Salisbury Road

6.3.5 View Analysis - Option 03

Due to the number of design features shared between the three options the variation in the visual impact from this scheme is negligible.

Where there is a noticeable increase in the site's visibility is View 03, where the 8-storey block to the south of the public open space is more prominent. The reconfiguration of the site has pulled that development parcel north towards Artarmon Road.

The two 16-storey buildings at the southern edge of the site have a greater impact on views 01, 03, and 06. This could be addressed by reducing the height of a building to express that transition in height.



01 View across the Gore Hill Freeway from Naremburn



03 View From Richmond Avenue



03 View from Edward Street



04 View from the corner of Richmond Avenue & Artarmon Road



05 View from the corner of Artarmon Road and Scott Street



06 View from Walter Street



07 View from the corner of Small Street and Willoughby Road



08 View from Willoughby Incinerator



09 View from Artarmon Reserve



10 View between no. 14 and 16 Salisbury Road

6.3.6 Design Appraisal

1. Spaces

The design will incorporate the creation of significant open space on site that is for the residents and the general public alike. This space will provide amenity through landscape design that promotes healthy and active lifestyles, improve amenity for existing and proposed dwellings, visual privacy and the opportunity for recreational and social engagement.

Design Response

- Two public open spaces along the Artarmon Road frontage, with both serving a separate function for active and passive recreation
- Front and rear gardens provided for the terraces along Richmond Avenue
- Improve the site permeability and connectivity with surrounding areas by encouraging pedestrian movements through the site
- Ground floors apartments have access to private open spaces (courtyards)
- All other dwellings have access to a range of private open spaces within their developments - design of these spaces to meet needs of the property owners (site by site appraisal at DA stage)

Recommendations

- Determine the value in two open space parcels along Artarmon Road. Maybe better served with a single space and continuing development along Richmond Avenue
- Further characterisation of the site's various spaces, including the setback zones around the site's edges

2. Access

Access to the site will be gained through a number of spaces and routes, for a range of modes, and in a manner that allows safe movement patterns. The layout of the site should encourage residents and neighbours to walk and cycle, instead of relying on the private vehicle to access services or commute to work and school.

Design Response

- No access gained from Richmond Avenue, other than pedestrians and cyclists
- Two access points from Artarmon Road, located either side of the junction with Edward Street
- Scott Street closed and developed as part of this option.
- No access to basement level parking from Artarmon Road - internalised

Recommendations

- Define the turn-in and turn-out arrangements for the Artarmon Road access
- Test the requirements for the Scott Street basement parking entrance - whether this can be provided within the site
- Refer to accompanying traffic report by Aecom

3. Circulation

The circulation arrangement will provide permeability through the site for both residents and the wider community, unlocking a previously contained and secure site. For ease of navigation, sense of place and safety, the site will feature streets and spaces fronted by buildings. All streets and routes will be owned and managed by the strata, though they'll remain accessible to the public.

Design Response

- Two north-south connector roads provide access between Artarmon Road and the park in the north of the site, to the site's southern boundary and Walter Street, via the Council Reserve
- All routes are publicly accessible and feature pedestrian and cycle paths
- Site's access road loops behind the eastern park and the 8-storey building positioned along its southern edge
- Western connector road provides access to the terrace's rear garages and granny flats, which ensures access from Richmond Avenue is retained for pedestrians only

Recommendations

- Provide an east-west publicly accessible pedestrian connection through the central site, between the eastern and western connector roads
- Investigate the type and form of pedestrian connection between the site and Walter Street through the Council Reserve

4. Transition

The proposed development will respond to the existing character and grain of the neighbourhood, and will also relate to the future desired character that Council has proposed for the Willoughby Road Corridor. Redevelopment of the site will respond to the varying conditions by transitioning height and mass from the neighbouring properties to the internal 'void' zones deep within the site's boundaries.

Design Response

- 4-storey building at south-eastern corner facilitates transition between Walter Street to the south and the site's taller buildings to the north (12) and north-west (16 & 12 storeys)
- The heights and footprints of buildings steps down towards the more sensitive streetscape, particularly Richmond Avenue and the western end of the Artarmon Road frontage.
- 12-storey block at the site's eastern boundary seeks to transition to the 7-storeys at Castle Vale - see recommendations

Recommendations

- Too much height at the eastern boundary, as the 12-storey block will appear overbearing when compared to the existing 7-storey development. A relationship that is compounded by the change in levels
- Greater change in building heights between the taller buildings (centre) and the site's eastern boundary, and the northern edge to the public park

