

CAVILL AVENUE, ASHFIELD

PROOF OF CONCEPT

DESIGN REPORT

DECEMBER 2016

BATESSMART™



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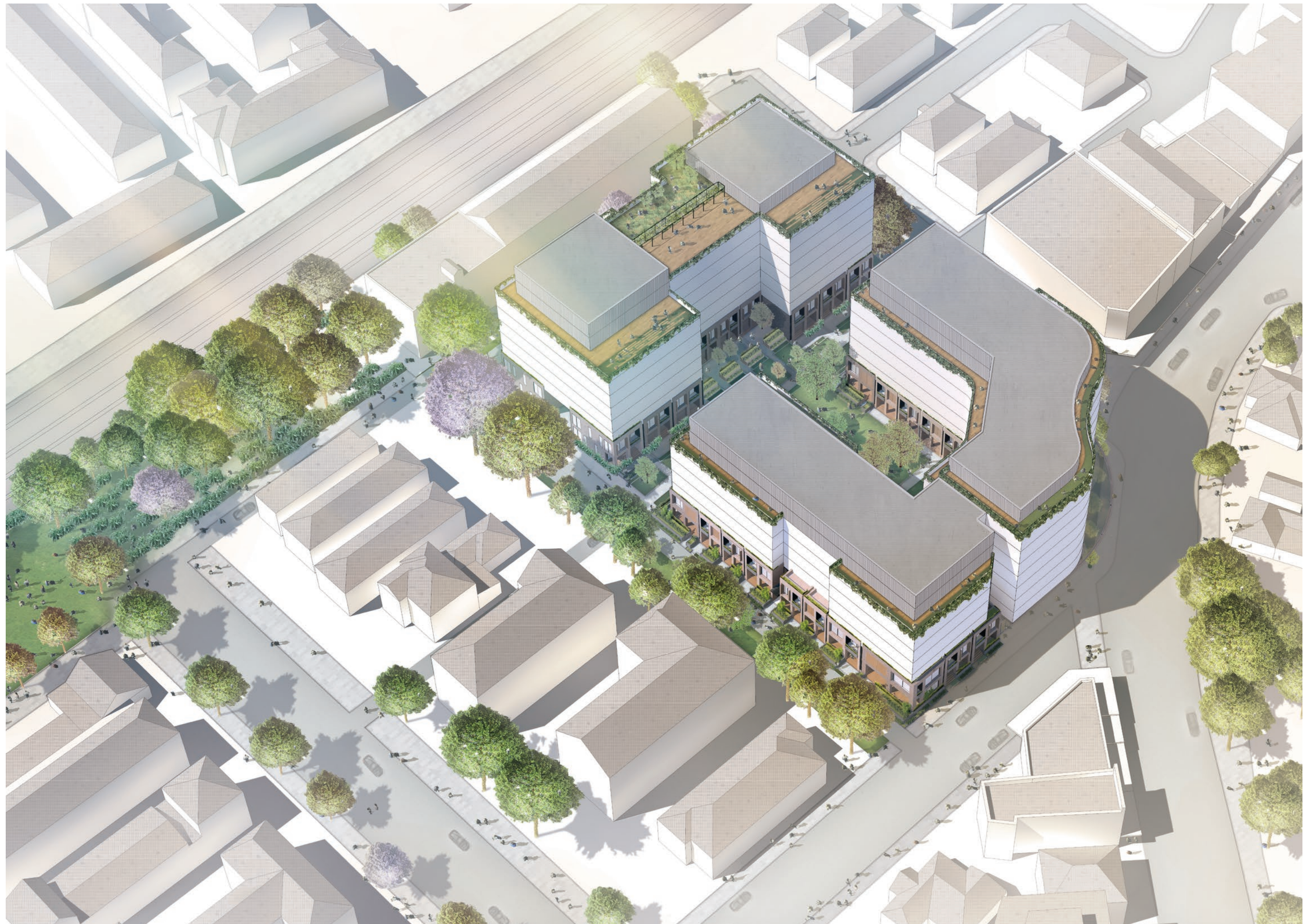
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1.0 INTRODUCTION

DEVELOPMENT SUMMARY

This proof of concept design report has been prepared on behalf of Barana Properties for the site at 2-6 Cavill Avenue, Ashfield, NSW. It describes the design and planning considerations of a 6 to 9 storey residential and commercial development over two levels of basement car parking.

The proposed development consists of approximately 285 new apartments and c.1,130 m² of flexible commercial space in an key location on Liverpool Road within Ashfield Town Centre.

The design concept gives careful consideration to the objectives of the LEP and the complexities of the local conditions, and aims to maximise the quality and residential amenity of the apartments. The buildings' also address the form and scale of the surrounding built form and acknowledging the 1-4 storey residential buildings to the west and the 4 storey apartment building to the north.

The proposals improve public amenity by providing a number of through-site links which connect to existing pedestrian paths and improve neighbourhood connectivity.

Total Floor Space

Site Area	8,421 sqm
Total GEA	33,645 sqm
Total GBA	30,712 sqm
Total GFA	25,263 sqm
Total NSA	23,386 sqm
FSR	3.00 : 1

Commercial Floor Space

Total GFA	1,086 sqm
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Residential Mix

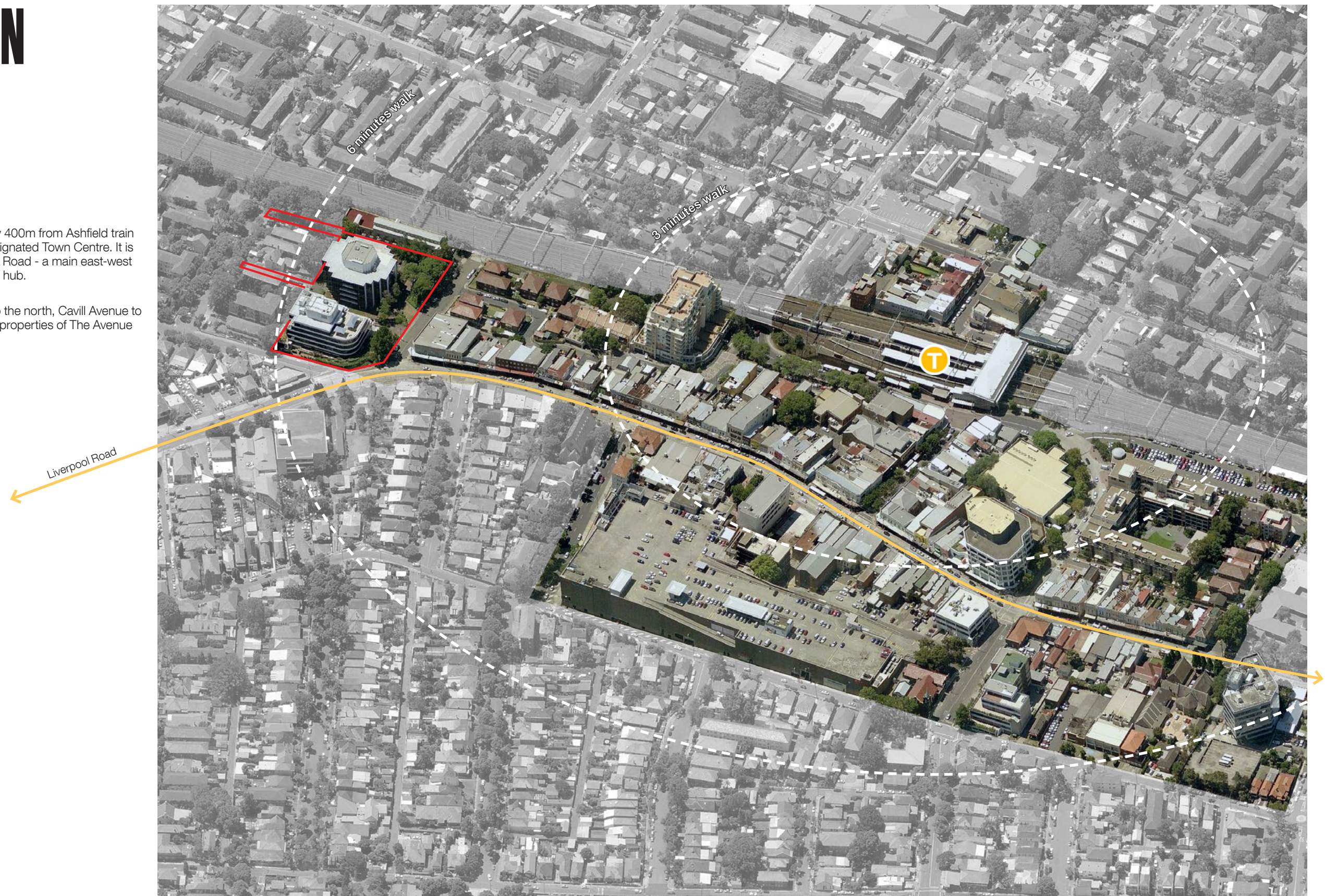
Dwellings	285 units
comprising	2 studio apartments
	113 one bedroom apartments
	136 two bedroom apartments
	2 three bedroom apartments
	32 townhouses



2.0 SITE LOCATION

2 - 6 Cavill Avenue is situated approximately 400m from Ashfield train station, on the western boundary of the designated Town Centre. It is positioned on the northern side of Liverpool Road - a main east-west arterial thoroughfare and commercial / retail hub.

The site is bound by railway infrastructure to the north, Cavill Avenue to the east and low to medium-rise residential properties of The Avenue to the west.



3.0 PLANNING CONTEXT

Located in a key western gateway position within Ashfield Town Centre, the development will form a key component in the continuing revitalisation of 'the Town Centre's public spaces to make Ashfield a safer, more attractive, pedestrian friendly and lively destination to visit and do business.' (Ashfield Council, 2015).



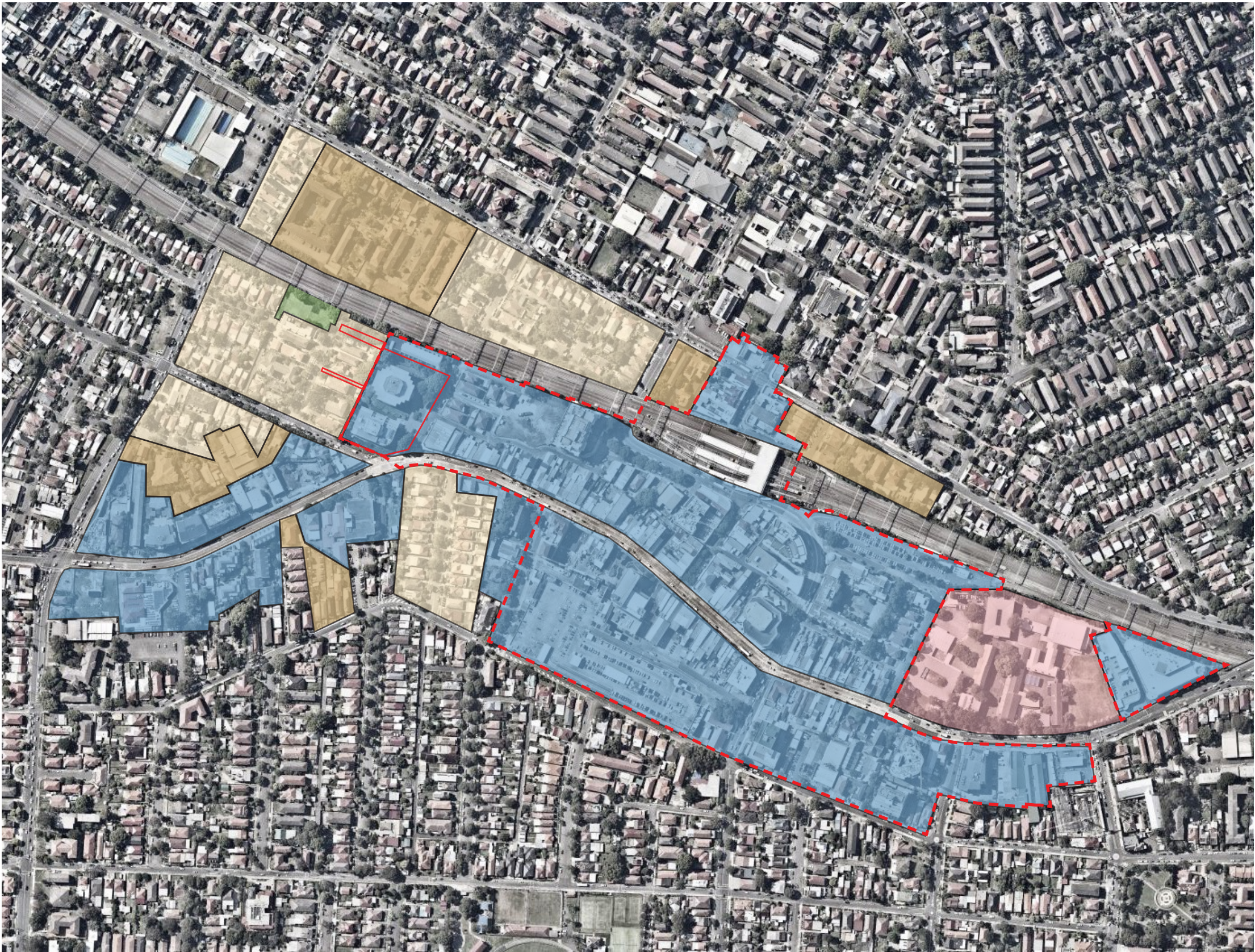
- Ashfield Town Centre Boundary
- T Ashfield Train Station
- Site

LAND ZONING

The site is predominately located on B4 'Mixed Use' designated land, with two existing access roads connecting to The Avenue through 'Low Density Residential' land. Cavill Avenue is positioned at a point of transition between Ashfield Town Centre and the residential communities to the west.

The site currently comprises two six storey 1980s commercial buildings and therefore is currently single use in nature.

- Infrastructure
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Park (Bill Peters Reserve) / RE1



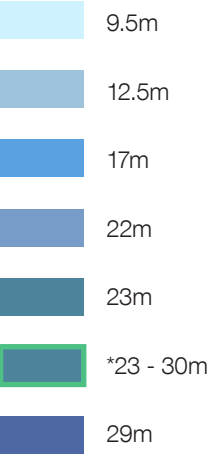
HEIGHT LIMITS

The Ashfield Local Development plans sets the current height limit for development on the site to 23 metres - approximately seven storeys.

* Sites demarked with a green border refer to Clause 4.3A (2) & (3) of Ashfield's Local Environmental Plan 2013 where 'development consent may be granted to development to which this clause applies that exceeds the maximum height shown for the land on the Height of Buildings Map (the maximum height) by no more than 7 metres if:

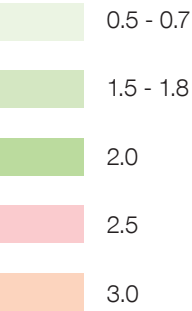
(a) the development will contain at least 1 dwelling used for the purpose of affordable rental housing, and

(b) at least 25% of the additional floor space area resulting from the part of the building that exceeds the maximum height will be used for the purpose of affordable rental housing.' (Ashfield LEP 2013)



FLOOR SPACE RATIO

The Ashfield LEP also sets a FSR development limit of 2.0 : 1 on (the majority of) the site yet similar sites fronting Liverpool Road within Ashfield's Town Centre have a higher limit of 3.0 : 1.



TRANSPORT LINKS

The site is well positioned for public transport access - being in close walking distance to the railway station and also being served by a number of bus routes.

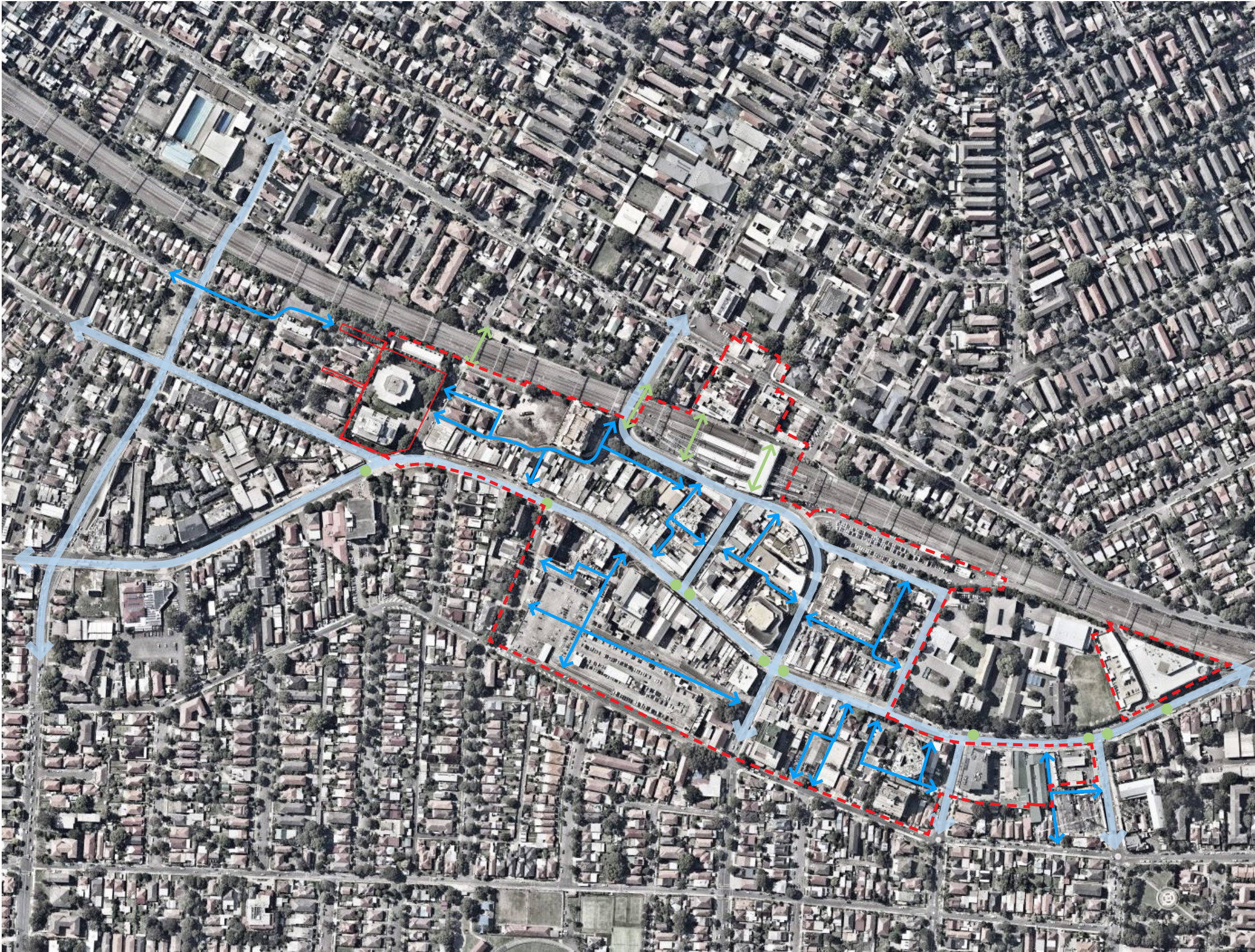
- Railway Corridor (Southern and Inner West rail lines)
- Primary Vehicle Corridor
- Bus Routes
- On Road Cycle Route (High Traffic)



PEDESTRIAN CONNECTIONS

The proposals will seek to promote pedestrian access to the station through the Laneways in a manner that is not compromised by vehicular movements. The connection to Bill Peters Reserve will also be strengthened - improving the access to public amenity of the development.

- Primary Public Street
- Laneway
- Street Crossing
- Railway Crossing



RECENT LOCAL DEVELOPMENTS

The surrounding context has a number of recent (and future) developments of 6 - 9 storeys - all on relatively small development plots. 2 - 6 Cavill Avenue, at over 8,400 sq.m, is a reasonably large site and therefore capable of accommodating significant built mass.

- Built
- Under Construction
- DA Approved





01 2-6 Thomas Street
6 Storeys
DA Approved



02 371-377 Liverpool Road
6 storeys
Under Construction



03 7-9 Cavill Avenue
9 storeys
Under Construction



04 17-20 The Esplanade
9 storeys
Built



05 270 Liverpool Road
8 storeys
Under Construction



06 11-13 Hercules Street
8 storeys
Under Construction



08 244-256 Liverpool Road
8 storeys
Under Construction



09 2A Brown Street
8 storeys
Built



10 251 Liverpool Road
6 storeys
Built



11 1 Brown Street
8 storeys
Built



12 164-174 Liverpool Road
9 storeys
Under Construction



13 1 Victoria Street
9 storeys
Under Construction

No Images found

07 15-17 Hercules Street
8 storeys
DA Approved

PROPOSED PUBLIC DOMAIN OPPORTUNITIES

Ashfield Town Centre Renewal
December 2014

Proposed by CM+ for council

'The masterplan illustrates a comprehensive program of public domain improvements and associated planning initiatives, with the potential to transform our experience of Ashfield Town Centre. New green spaces, street tree planting, cycle connections, footpath and crossing upgrades are proposed, along with improvements to Ashfield Station and parking facilities. A number of Investigation Sites and projects are identified that will require more detailed technical study and one-to-one consultation with key stakeholders. The retail opportunities and proposed new mid-block pedestrian links will need to be considered as part of future Town Centre LEP and DCP planning reviews, or negotiated as part of the Development Application (DA) process.'

- Unimproved footpaths and paved areas
- Potential green space
- Potential street tree planting
- Pop-up bar, cafe or food truck locations
- Retail opportunity
- Proposed laneway and threshold upgrade
- Investigation site



APPROVED PUBLIC DOMAIN UPGRADES

'The implementation of the Public Domain Masterplan will prioritise five public domain upgrade areas:

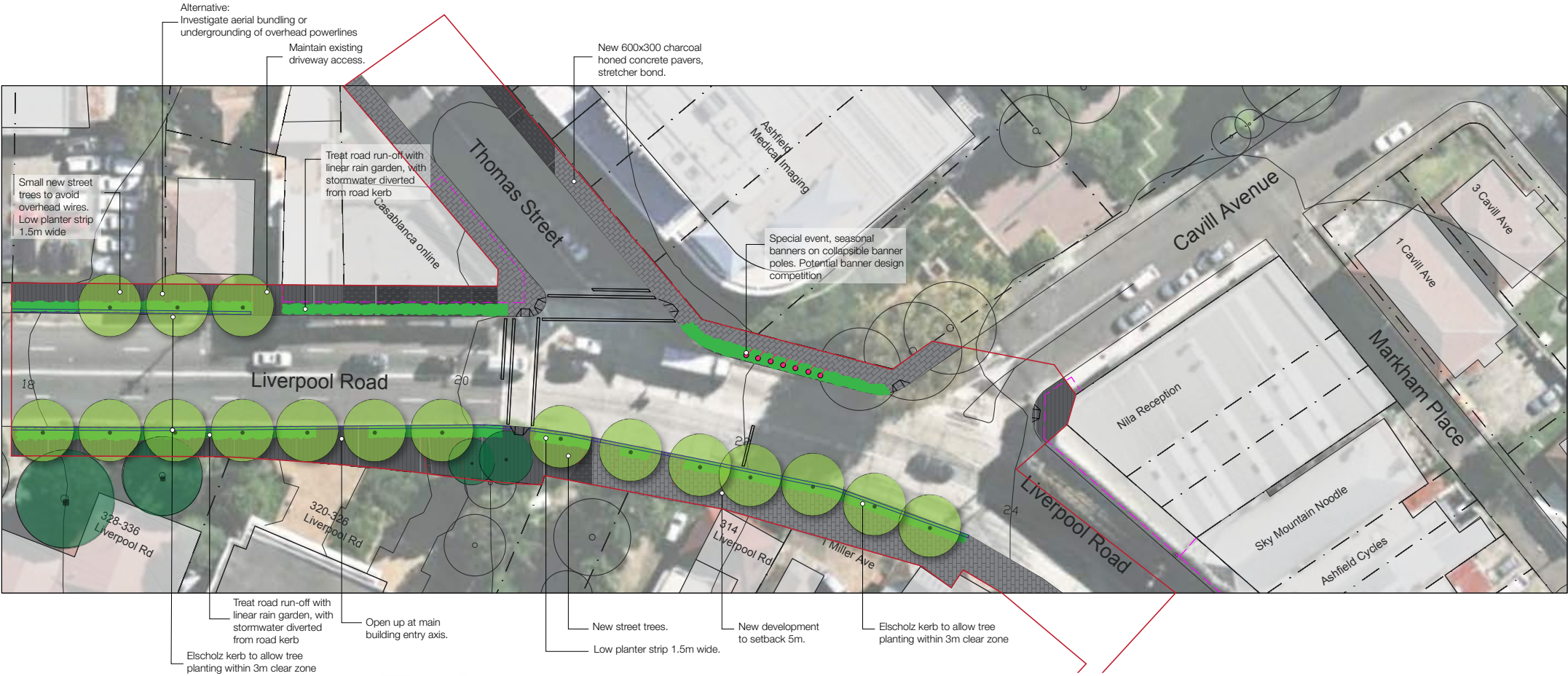
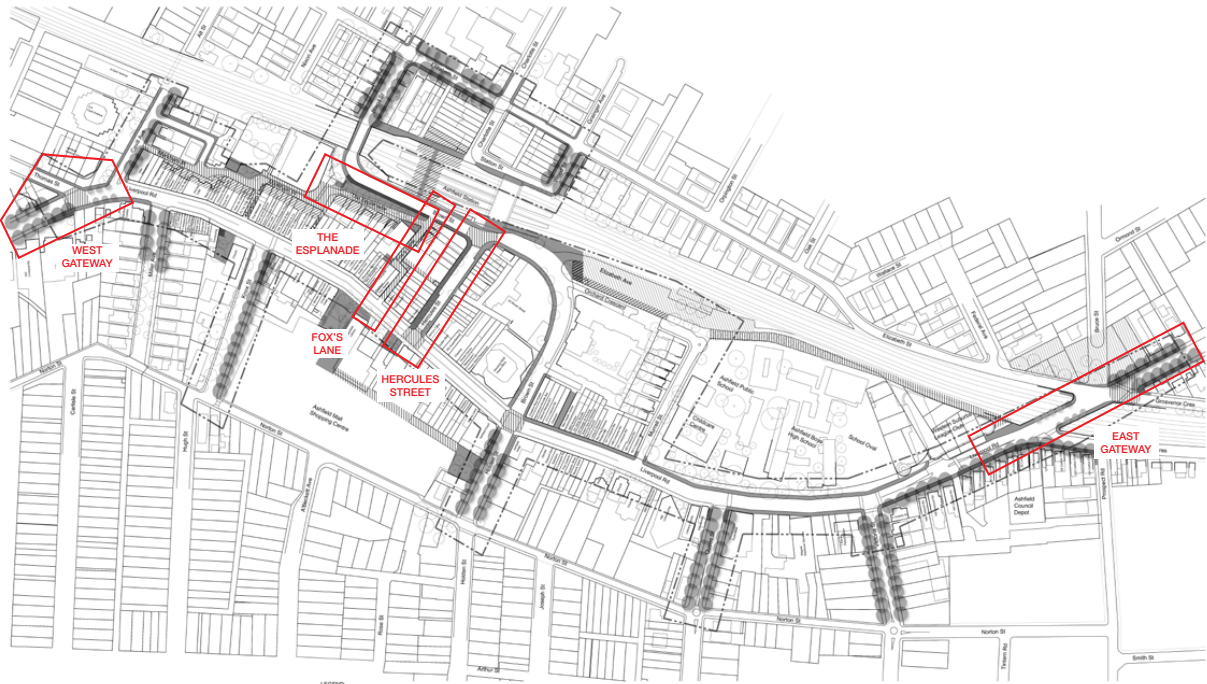
- West Gateway
- The Esplanade
- Fox's Lane
- Hercules Street
- East Gateway

The urban and landscape upgrade of the West and East 'Gateways' to Ashfield Town Centre will better define the urban extents of the town centre, and provide a more attractive first impression on arrival along Liverpool Road.

The western approach to Ashfield Town Centre is currently dominated by traffic, hard paved surfaces and overhead power lines. There is an opportunity to improve the appearance and pedestrian amenity on arrival to the town centre, including new street tree planting and kerb side planter beds to 'green' the streetscape and to mask overhead wires and poles, and new footpath paving. Colourful banners are proposed to advertise upcoming community events or simply to celebrate the changing seasons.'

The proposed development carefully considers the prior CM+ concept design for the western gateway site and integrates it further into a more coherent and coordinated proposal across a wider area.

- Existing Trees
- Proposed Trees
- Tree to be removed
- Proposed Understorey Planting
- Proposed Planter Boxes
- Heritage Buildings



4.0
CONTEXT
PHOTOGRAPHS





01 Lane way (entry only) looking east towards site
The Avenue



02 Laneway (exit only) looking east towards site
The Avenue



03 Looking east towards site
The Avenue



04 North east view towards site
Corner of Thomas Street and Liverpool Road



05 Cavill Avenue looking north
Corner of Liverpool Road



06 Markham Lane looking north
Liverpool Road



07 Markham Place looking east
Cavill Avenue



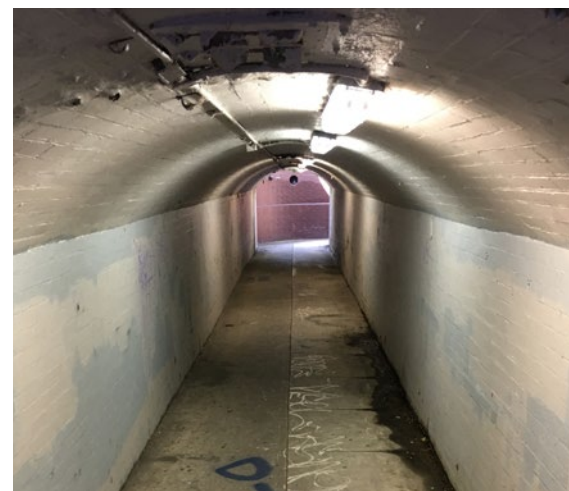
08 Liverpool Road looking east
Corner of Cavill Avenue



09 Site looking west
Cavill Avenue



10 Neighbouring property to the north of site
Cavill Avenue



11 Pedestrian Link under railway
Cavill Avenue



12 Towards historic zone
Miller Avenue



13 Ashfield Presbyterian Church
Liverpool Road

5.0
SITE PHOTOGRAPHS



01



02



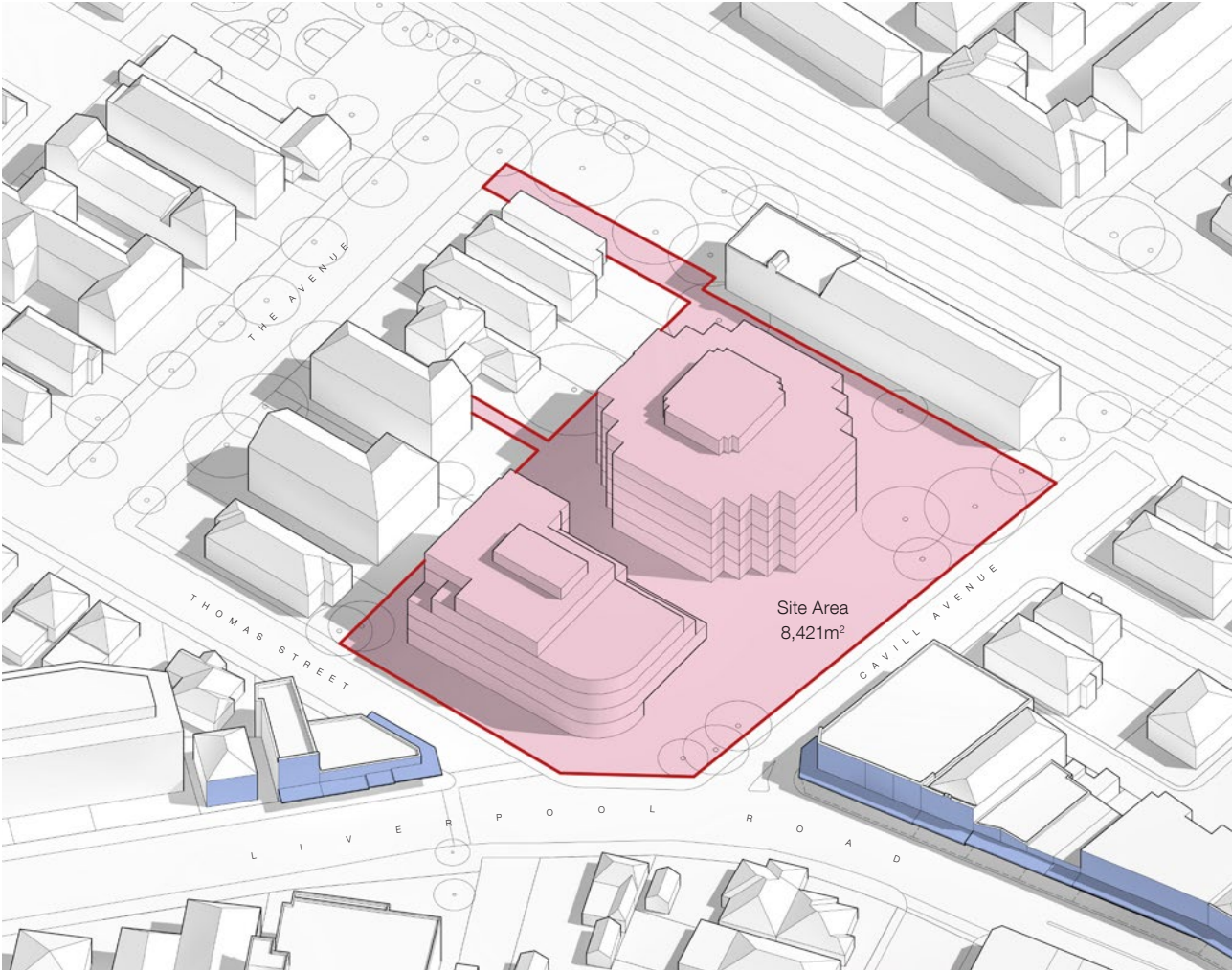
03



04

6.0

CONTEXT ANALYSIS



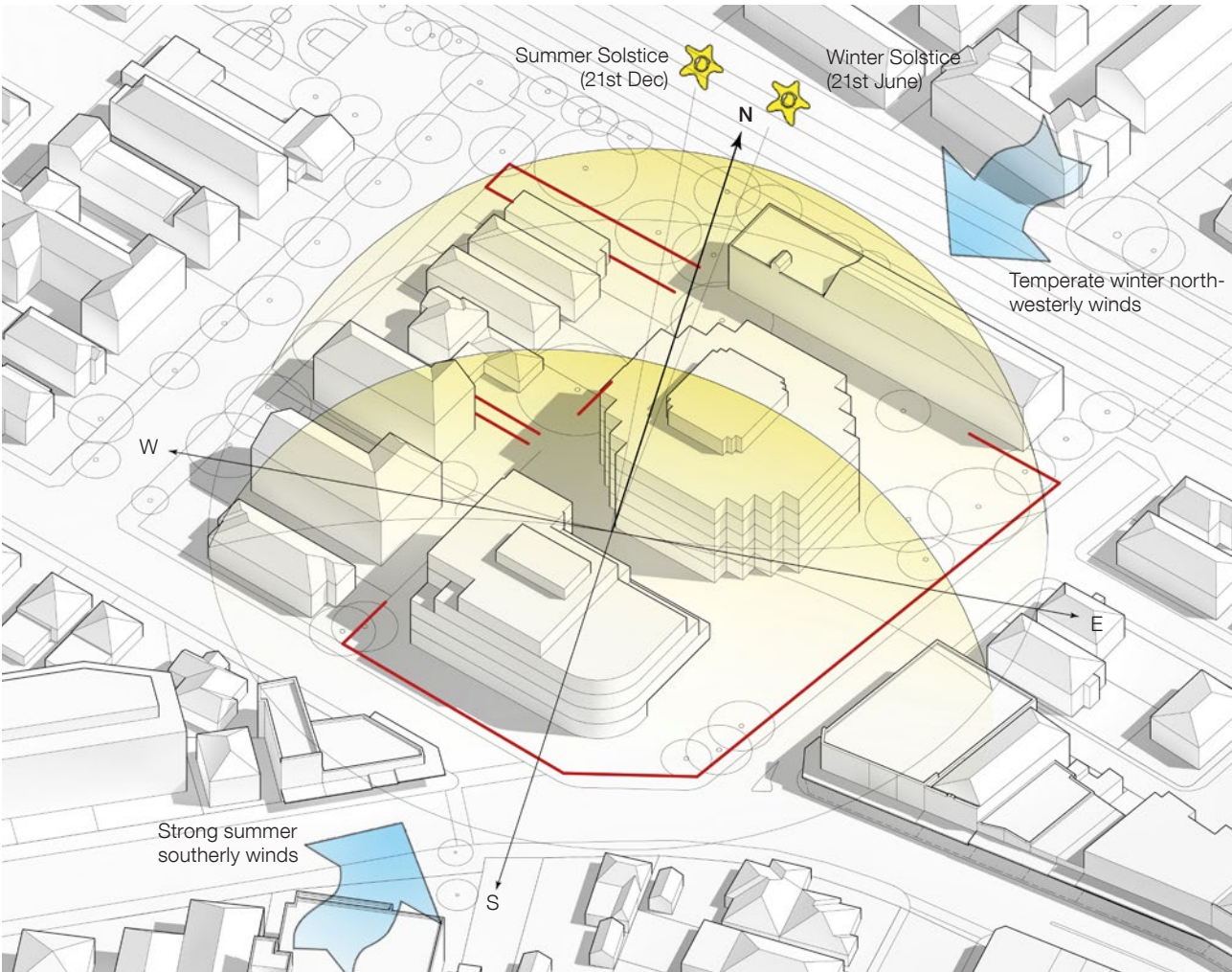
SITE CONTEXT

The site is currently occupied by two 1980s commercial buildings which are approximately six storeys in height and of a similar material palette and architectural character to one another. Situated within Ashfield’s designated town centre, 2 Cavill Avenue (closest to Liverpool Road) is set back from the main road and offers little active frontage to the public realm at this key road intersection.

The remainder of the site comprises areas of soft and hard landscaping as well as basement car park access (via The Avenue to the west).

The immediate environs predominately feature low - mid rise residential buildings (of varying architectural styles) and a variety of single storey commercial units along Liverpool Road.

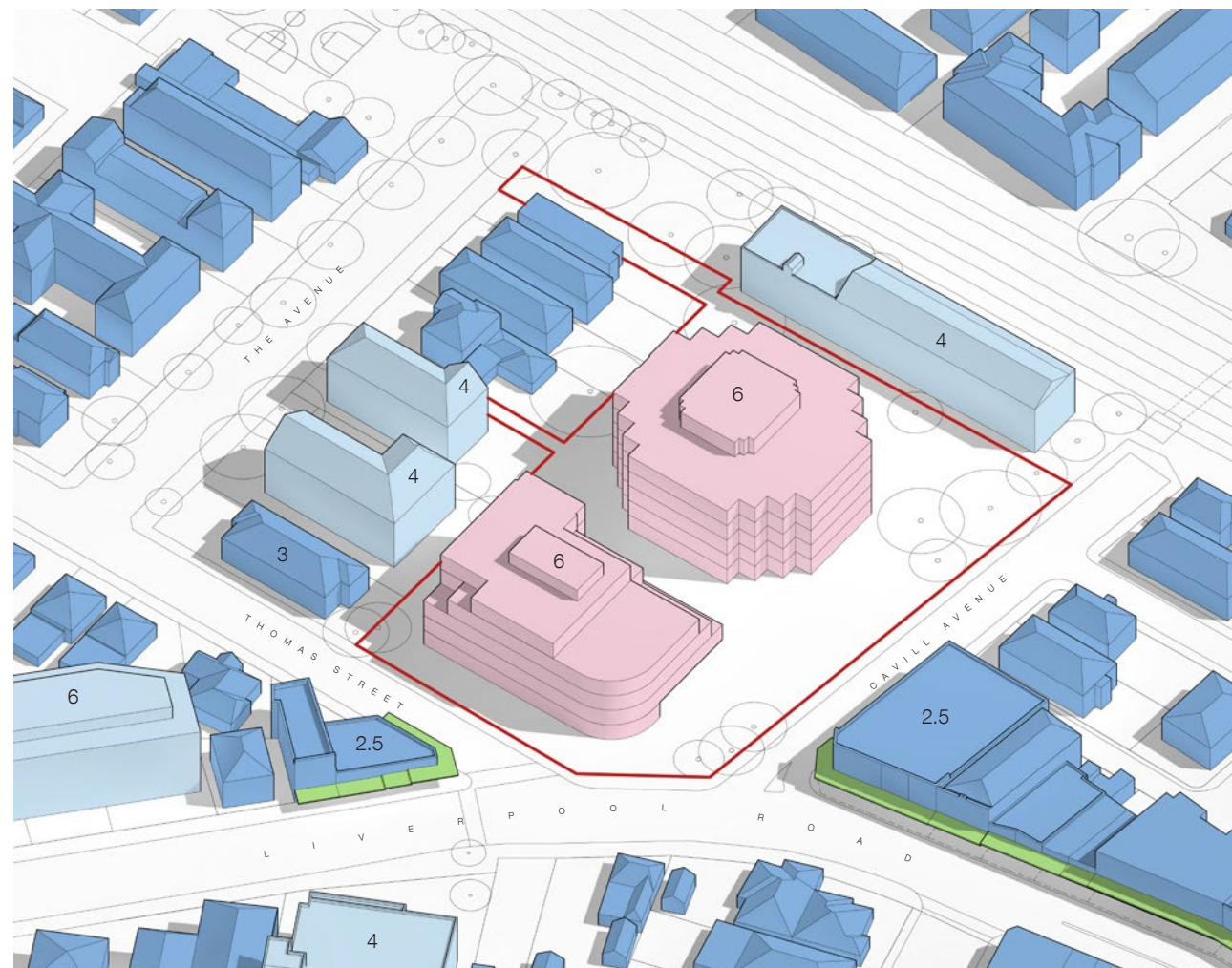
The site is situated in a prominent corner position which is highly visible from both east and westbound directions of Liverpool Road / Hume Highway. It is also in a key bridging location between the currently disjointed retail premises to the east and west on Liverpool Road.



ENVIRONMENTAL CONTEXT

The site provides good opportunities for solar access across the site with only minor overshadowing from the existing apartment buildings located to the north. Adjacent built form in all directions permits excellent solar access.

- 1 - 1.5 storey retail canopy
- Buildings of 4+ storeys
- Buildings of 1-3 storeys



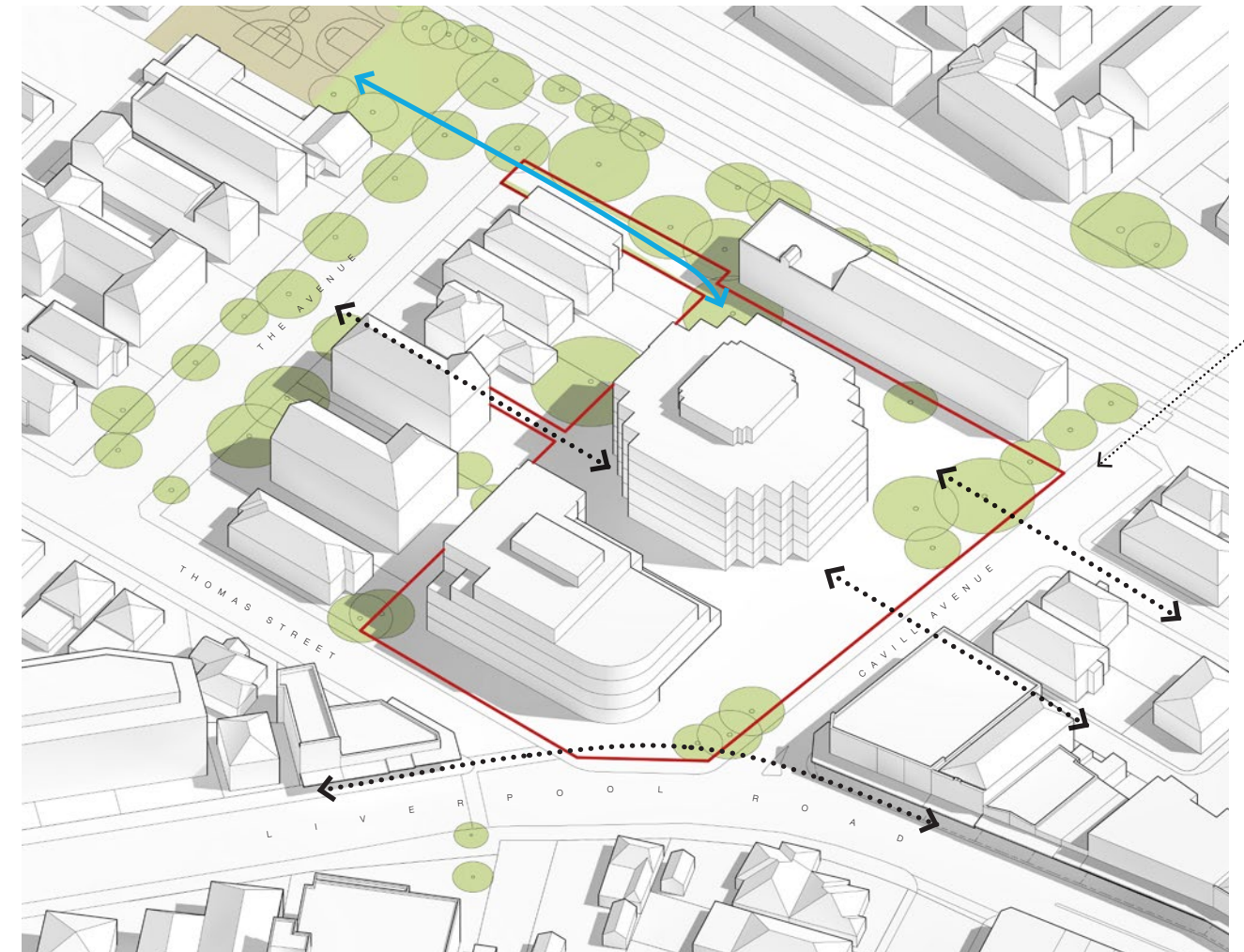
EXISTING BUILDING HEIGHTS

The site represents a key bridging location between the disjointed retail / commercial premises on the northern side of Liverpool Road. The site is of significant size and is capable of accommodating medium rise buildings that can also appropriately respond to the existing adjacent low rise commercial and residential properties of the surrounding area.

The eastern side of The Avenue (to the west) comprises predominantly 2 to 4 storey residential buildings of varied architectural styles and typologies. The eastern boundary is bound by Cavill Avenue, which features a collection of 2 storey residential buildings set back from the road.

Along Liverpool Road, the commercial premises have varied building heights but provide a largely consistent canopy creating a prominent single storey datum above the retail units.

- Existing connection to local park / designated RE1 zone (Bill Peters Reserve)
- Sight and desire lines to local connections

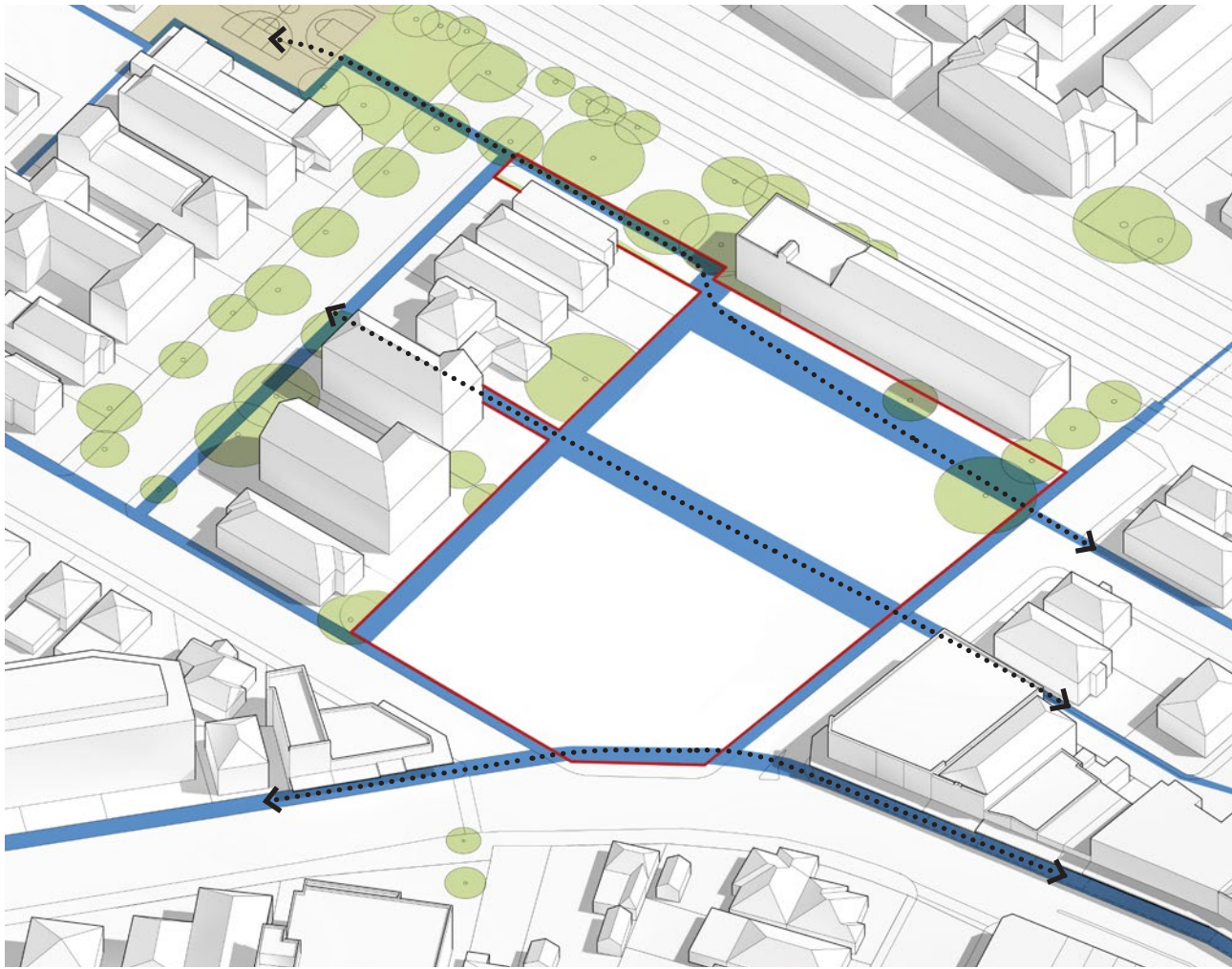


PEDESTRIAN CONNECTIONS

Located at the western gateway to Ashfield Town Centre, the area is of significant importance to the local commercial offer. The site has excellent frontage onto Liverpool Road and therefore any commercial units placed on this southern periphery of the site will benefit from high levels of footfall. There are also key east-west laneway connections providing vehicular and pedestrian links parallel to the railway line - predominately towards the railway station itself.

The northern most western connection also offers convenient access to the designated RE1 zone / local park (Bill Peters Reserve) which should carefully be considered as a positive community asset.

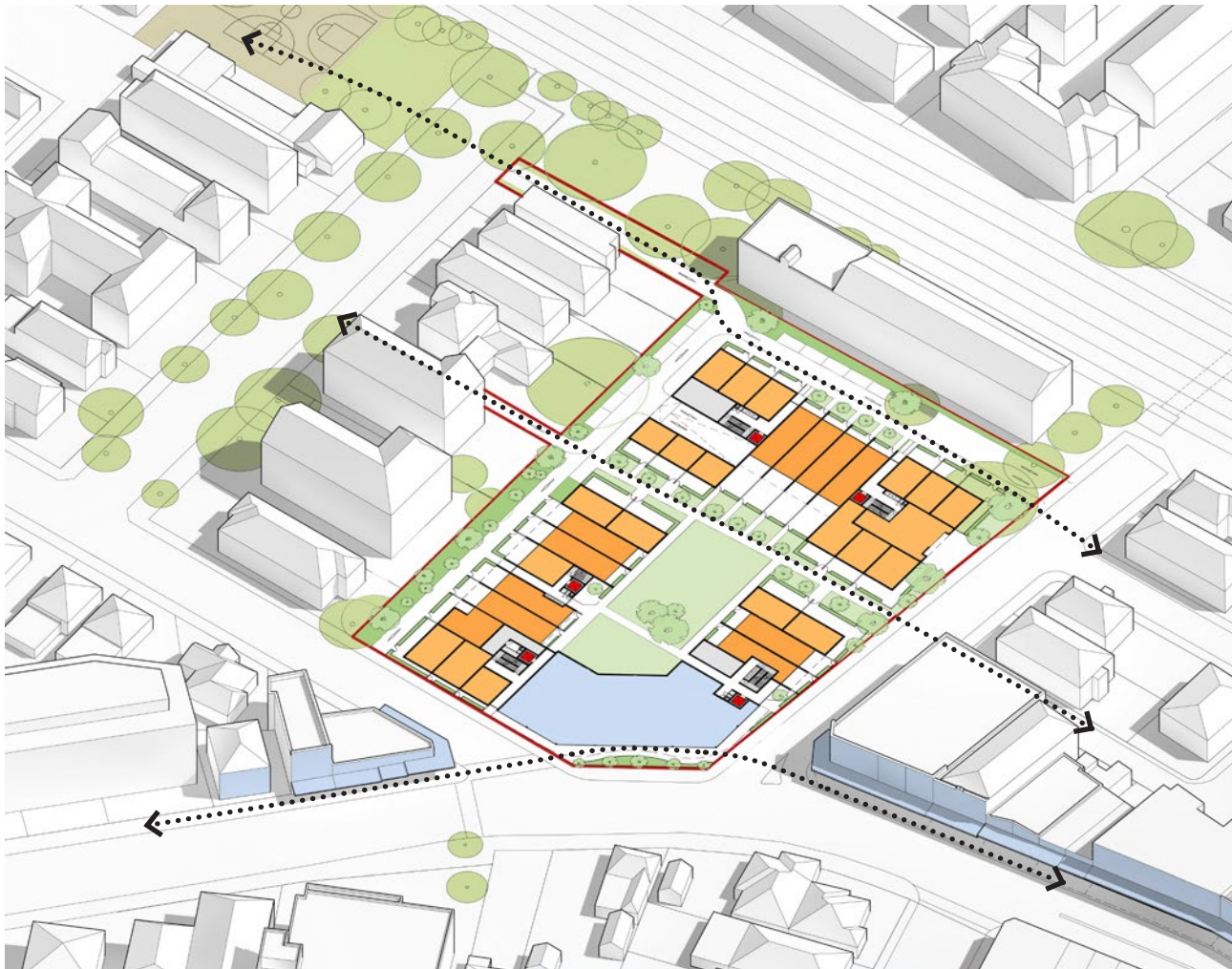
7.0 DESIGN CONCEPT OVERVIEW



SITE ACCESS

The general proposed arrangement of the site integrates with the existing connections of the local context by providing pedestrian links to the laneways heading east towards Ashfield Station and to the RE1 zone / Reserve to the west. The arrangement is such to avoid as much conflict as possible with vehicular movement.

A separate Traffic and Parking Impact Assessment has been produced and should be read in parallel to this document.



GROUND PLANE

The ground plane is carefully considered to provide high level of interconnections, allowing for intelligible movement within the site and beyond. Two storey town houses are proposed throughout the scheme which will create a variety of meaningful private and public spaces; allowing for effortless encounters and exchanges at ground level.

The proposals will also create new retail space along the disjointed Liverpool Road - working to strengthen the Western Gateway arrival experience of the Town Centre.

8.0 BUILT FORM



The massing of the proposal is defined by a number of key factors including the low - medium scale built form of the surrounding context as well as the potential of the site given its strategically significant Town Centre location.

Block A - The building's massing is greatest in its most prominent location on the "corner" of Liverpool Road which allows for significant retail frontage and residential units above in a curvaceous form that responds to the natural curvature of the road. The top most storey is inset to reduce the height of the street wall and provide external amenity space to the top floor apartments. There is also a two storey townhouse "base" that helps to sculpt the perceivable ground plane and public realm.

The "wings" of Block A (addressing Cavill Avenue and Thomas Street) offer a larger two storey setback at the top of the building which will reduce the visual prominence of the façades significantly. The 8 storey component addressing Thomas Street / the existing properties on The Avenue is a storey lower (stepping in at 6 storeys) to reduce the visual impact on the neighbouring properties.

Block B - This building is of similar massing with a two storey plinth of townhouses being set below residential apartments, and 1 - 2 storey setbacks at the upper levels - helping to reduce overshadowing of the public realm and Building A. It will also feature a communal garden at roof level.

SECTION DIAGRAM - VIEW & MASSING ANALYSIS

The proposal generates a diminishing built form from the (max.) 9 storey building on Liverpool Road to the 6 - 8 storey set back building addressing the residential properties on The Avenue.

