



URBAN DESIGN REPORT

466-480 NEW CANTERBURY ROAD DULWICH HILL

2nd September 2019

revisions by :

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ANGUS DEVELOPMENTS

BKA architecture

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EXECUTIVE SUMMARY

This Urban Design Study has been prepared by BKA Architecture on behalf of Angus Developments for a proposed new development at 466-480 New Canterbury Road, Dulwich Hill, here-forth referred to as Dulwich Grove Precinct.

The site is enclosed by New Canterbury Road, Hercules Street, Kintore Street and Dulwich Grove Light Rail Station. The site is enclosed by New Canterbury Road, Hercules Street, Kintore Street and Dulwich Grove Light Rail Station. The site is currently divided into a primary site and a secondary site with the predominantly larger primary site being the subject of this application. The smaller secondary site currently does not form part of this application, however, the smaller secondary site is currently under negotiation for inclusion in the application.

At present the site is occupied by several, low-scale, service and industrial buildings, four 1940's shops, a Greek Orthodox Church, The Church of the Holy Unmercenaries and a face brick 1940's bungalow.

The development site has significantly benefited by the recent establishment of the adjacent Dulwich Grove light rail station which has facilitated the provision of greater residential density in its vicinity in accordance with Statutory Local Planning Policy.

This report includes a site analysis, review of the existing amenity and transport, environmental and other factors which determine the fast link for a future residential use of the site.



1940's bungalow and Greek Orthodox Church the corner of Hercules and Kintore Streets.



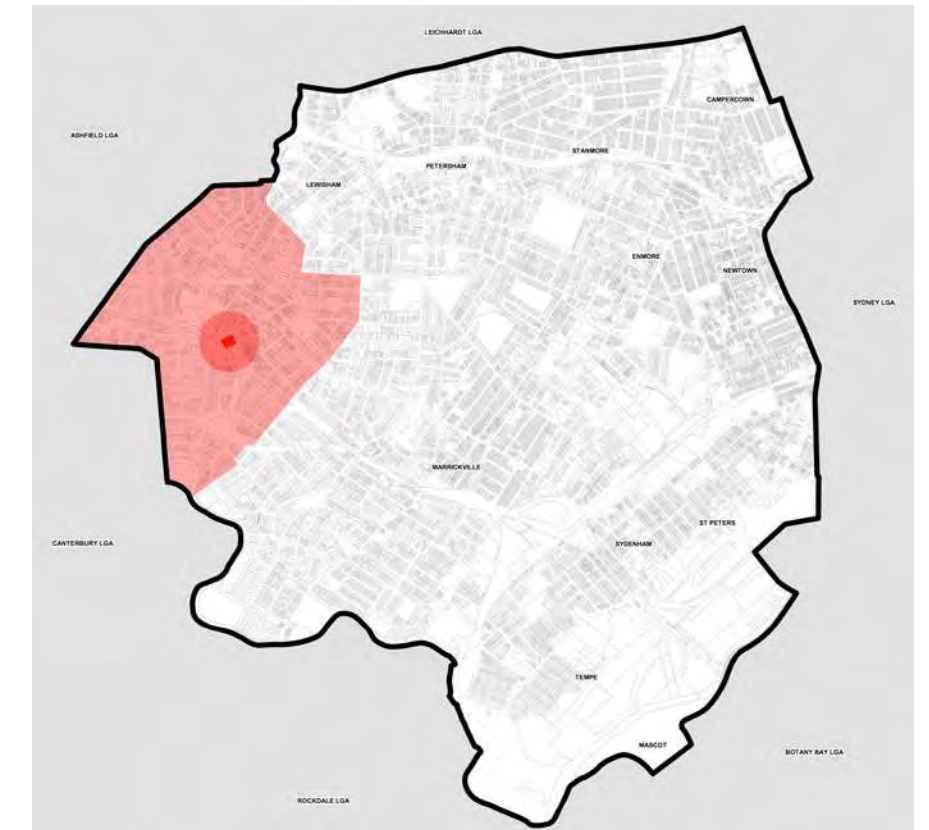
Four shops on the corner of New Canterbury Road and Kintore Street.

THE SITE

METROPOLITAN CONTEXT

The site is located in Sydney's 'Inner West' region, approximately 8 kilometres south west of Sydney CBD. Being located in Dulwich Hill the site falls which falls under the authority of Marrickville Council local government area.

According to Planning NSW, "The predominant household type is lone persons, however the fastest growing household is couples without children, which has a consistent proportion with Greater Sydney." Historically Dulwich Hill is a very culturally diverse and recently has seen a growth in the number of artists, academics and writers in the region.



Marrickville Local Government Area - Dulwich Hill in Red



Dulwich Grove Precinct - Proposed Development Site and Light Rail Stop

Aerial View of Sydney - Port Jackson to the North - Sydney Airport and Botany Bay to the South

PUBLIC TRANSPORT AND PARKING PLAN





TRAINS & LIGHT RAIL

The site is situated adjacent to the Dulwich Grove Light Rail station and is located approximately 500m from Dulwich Hill Train Station. Dulwich Hill station is serviced by the T3 Bankstown Line which provides services from Liverpool to the City while the light rail provides services from Dulwich Hill to Central.

BUSES

Major bus routes in close proximity to the site run along New Canterbury Road. The closest bus stop is approximately 30m from the site. From this stop services running east extend to Bondi Junction, the CBD and Balmain while services running west extend to Burwood, Campsie and Canterbury.

KEY

-  Site
-  Train
-  Lightrail
-  Bus



OPEN SPACE PLAN

There is a substantial amount of public open space within walking distance of the site. The closest significant parks are the Laxton Reserve and Arlington Reserve, which are both 100m north west of the site. The parks provide a range of recreational facilities, sports fields, spaces for gatherings and children's playground.

Approximately 1km away from the site lies the Cooks River and its associated recreational facilities. These facilities include walking and cycling tracks, sporting fields, large green open space, tennis courts, a golf course and places for gatherings.

Currently, the site itself is completely devoid of any vegetated areas and public open space.

KEY



Site



Public Open Space



CENTRE'S PRECINCTS PLAN

There are various established neighbourhoods and precincts surrounding the site. The site is proposed, as a local neighbourhood centre to compliment the larger villages and town centres in the region.

KING STREET, NEWTOWN

King Street, Newtown is a substantial retail precinct, extending south from City Road, at its northern end, to the Princes Highway in St Peters. Newtown is renowned for its high population of artists and students, making it a lively and eclectic urban centre.

ENMORE ROAD, ENMORE

Enmore Road takes off from the centre of Newtown, continuing through to Marrickville. Enmore Road is a thriving retail and cultural precinct. The strip tends to be a home for smaller, independent businesses that have moved away from the bubbling intensity of King Street.

ST PETERS TRIANGLE, ST PETERS

St Peters triangle is a new mixed use precinct to the north east of the subject site. The precinct is bounded by the Princes Highway, Campbell Street and the railway line.

MARRICKVILLE ROAD, MARRICKVILLE

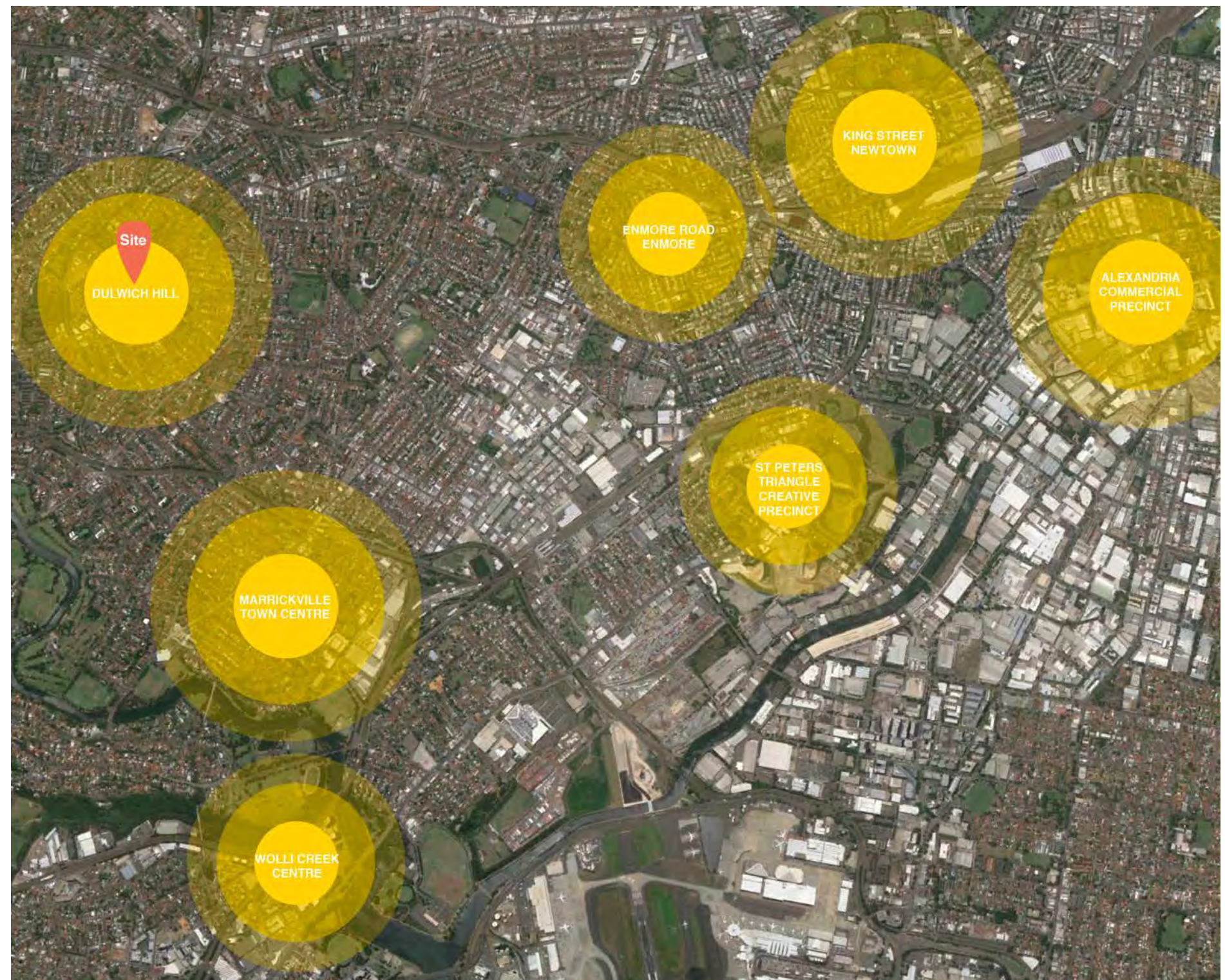
Marrickville Road is a more relaxed neighbourhood centre within the region. With an increasingly diverse mix of international food, cosmopolitan cafes and independent retailers.

WOLLI CREEK CENTRE

Wolli Creek is currently undergoing a vast transformation from an industrial precinct into a high density mixed use environment.

WARDELL ROAD, DULWICH HILL

Dulwich Hill has seen heightened interest since the inception of the new light rail extension which provides 2 new stations to the area. As a result certain areas within proximity of public transport provide opportunities for gentrification.



KEY



Site



Precincts

ROAD NETWORK PLAN

NEW CANTERBURY ROAD

New Canterbury Road is a major artery in the inner west which connects to Canterbury Road providing direct access from Con-dell park through to Petersham. Major bus routes run along new Canterbury road providing services to the west and east. The primary commercial and retail areas are centered along New Canterbury Road and Marrickville road.

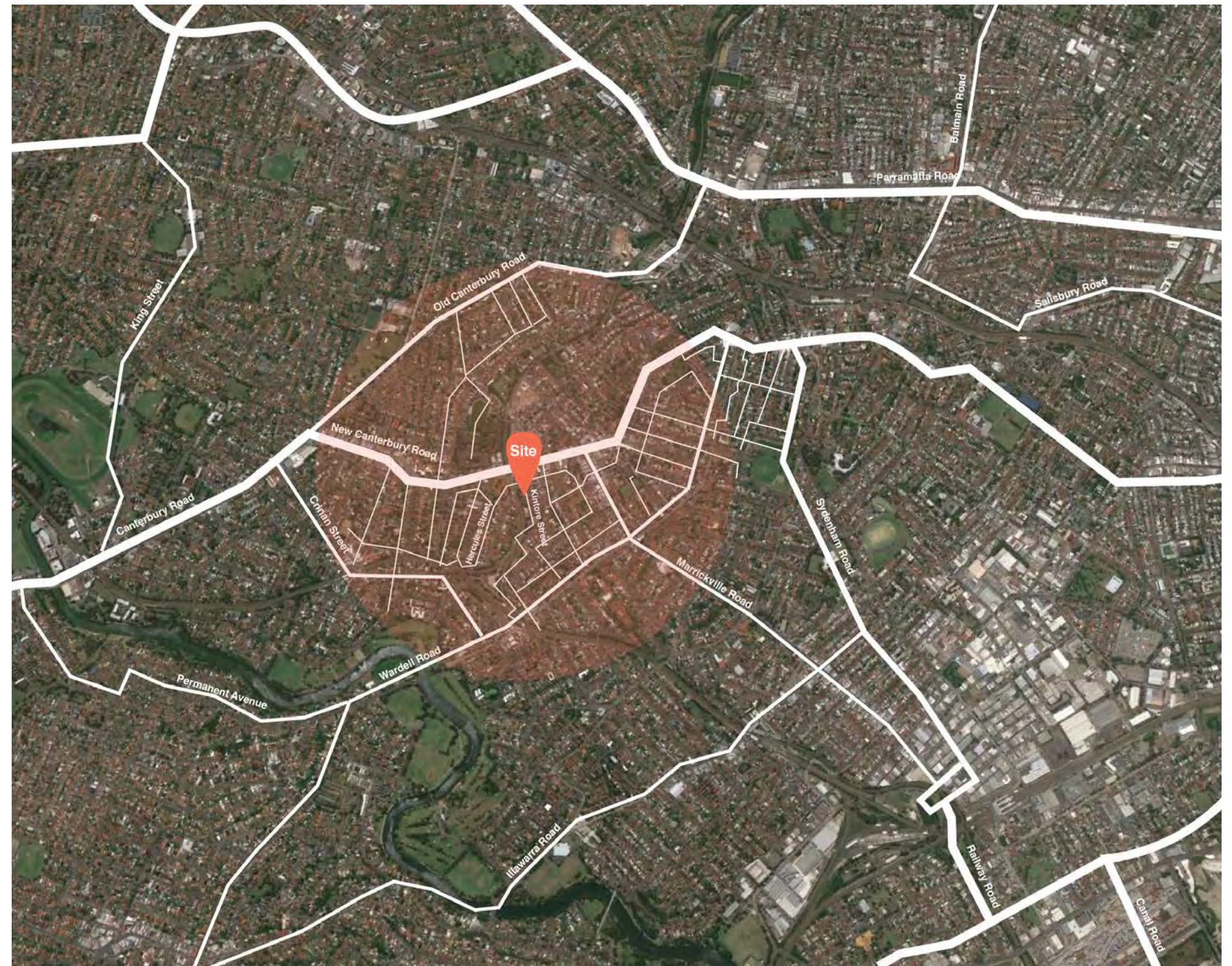
WARDELL STREET

Wardell Road provides a north-south connection through the precinct between Earlwood in the south and Petersham in the north. Dulwich Hill has a relatively compact business zoned centre focussed around Wardell Road on both the northern and southern side of the railway line. The low vehicular speed and relatively narrow carriageway of Wardell Road generally provides a comfortable and attractive public domain for pedestrians.

MARRICKVILLE ROAD

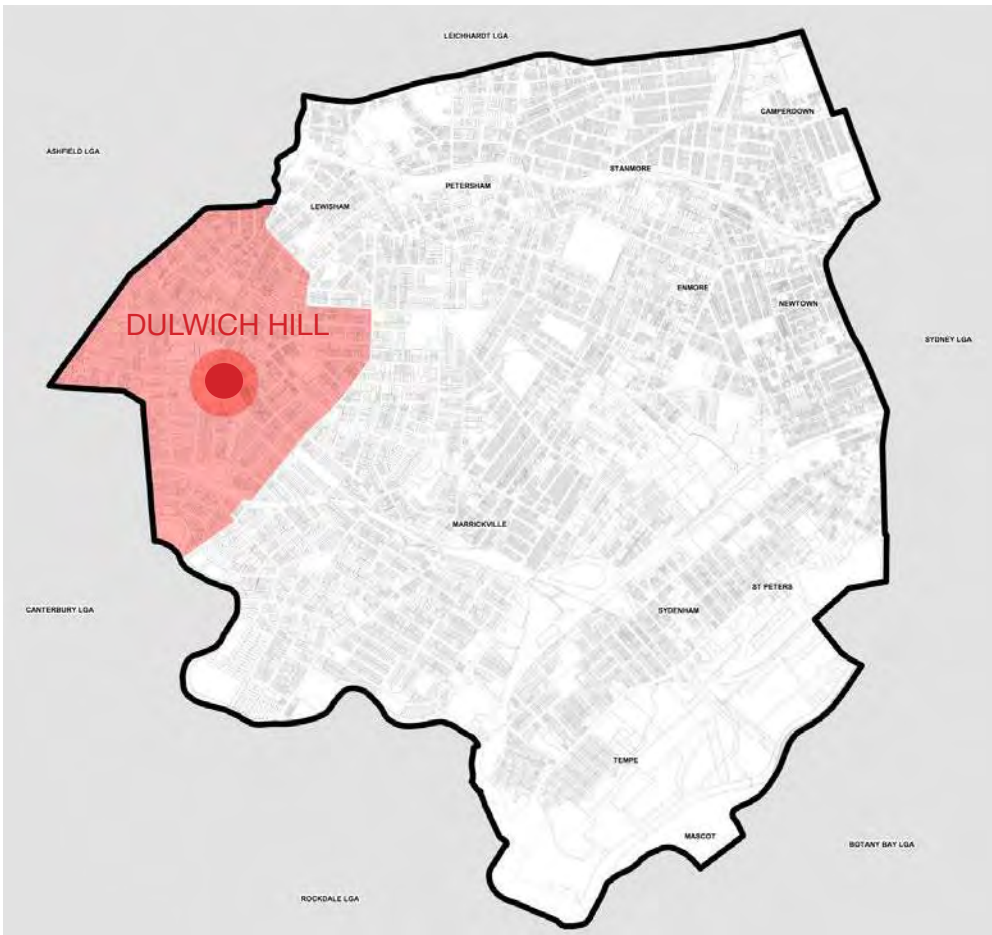
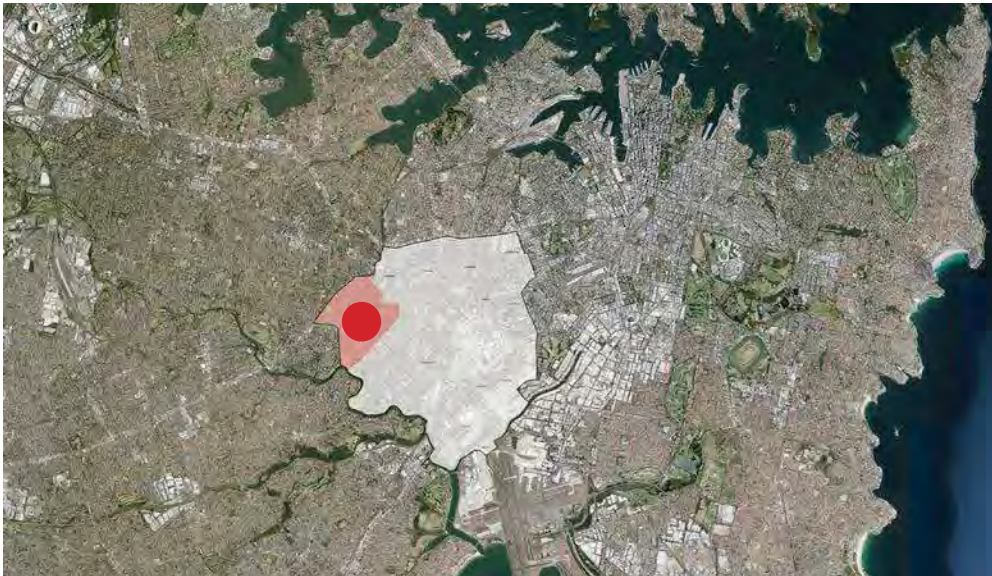
Not only a major destination for business and commercial entities, Marrickville Road provides a link to Victoria Road and hence the Marrickville Metro which provides much of the areas shopping opportunities.

KEY



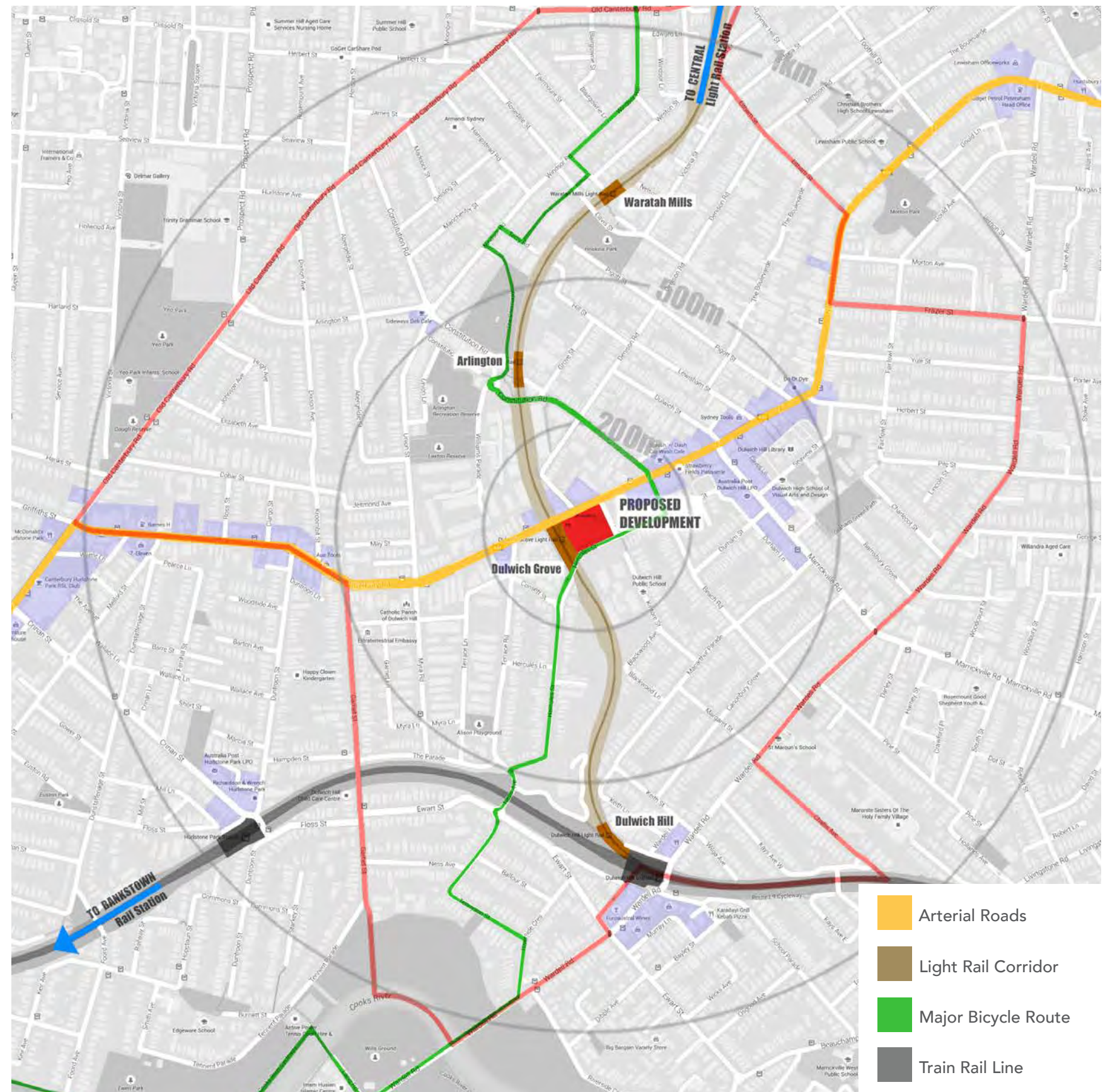
PUBLIC AMENITY IN DULWICH HILL

The site is located in the suburb of Dulwich Hill which focus part of the municipality of Marrickville, located on the fringe of the Sydney City.



DULWICH HILL AMENITY PLAN

PUBLIC TRANSPORT IN DULWICH HILL

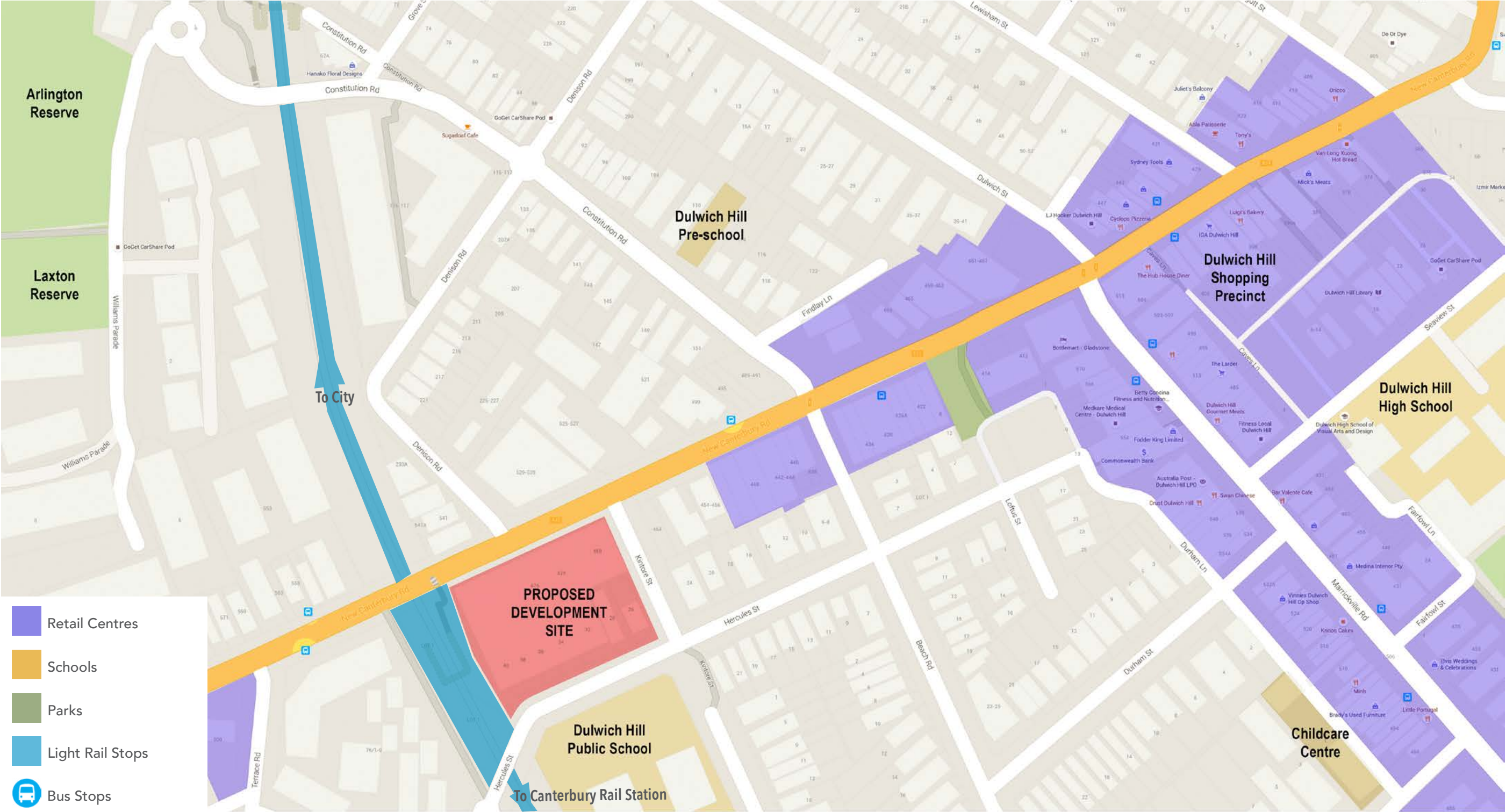


LOCAL AMENITY

The site is well served by public transport with an adjacent bus stop to the City, Canterbury Rail Station and other destinations.

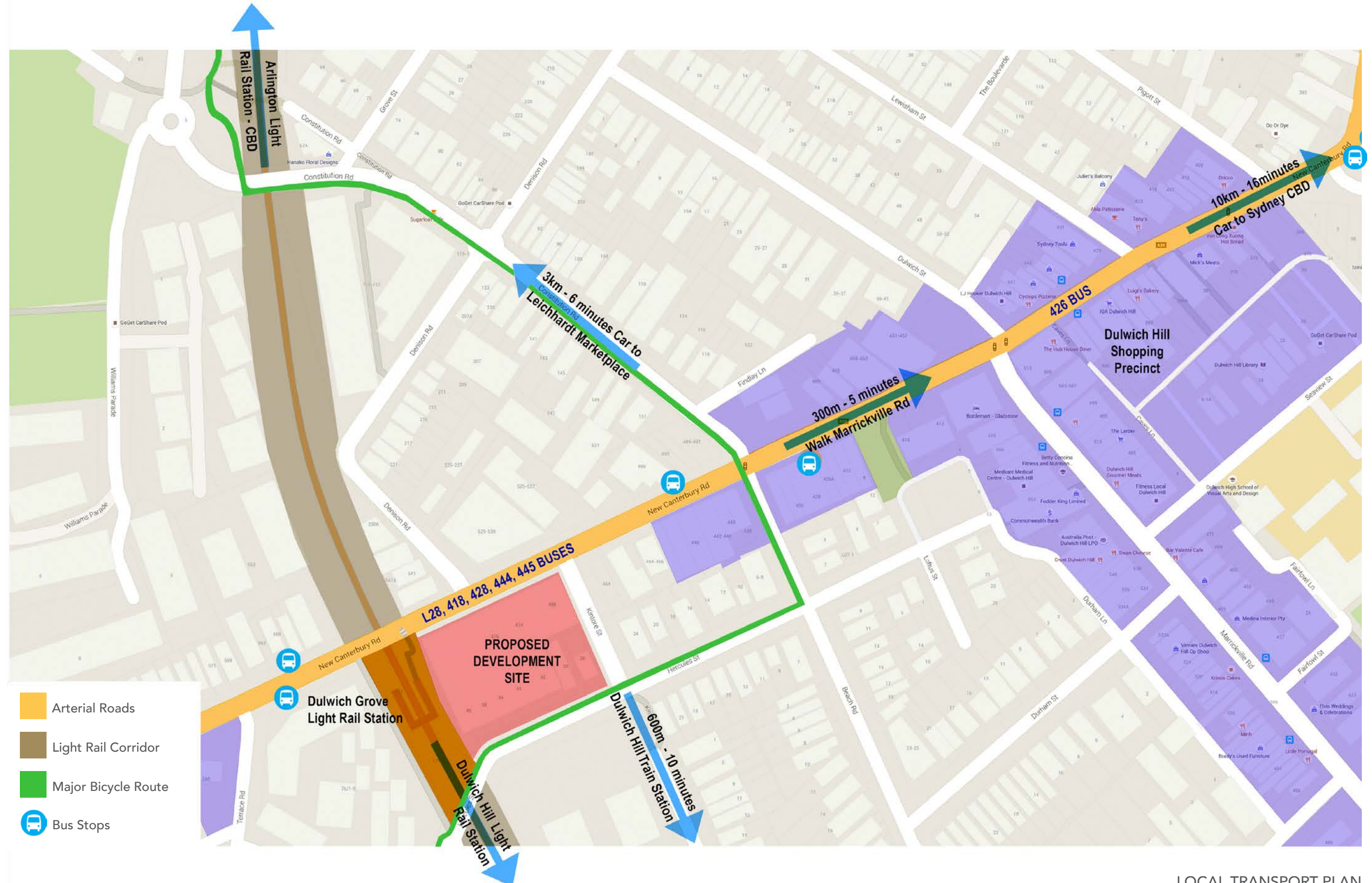
The Dulwich Hill Shopping Centre is a five minute walk.

The newly located light rail stop is adjacent and connects to Dulwich Hill Rail Station in one direction and the city in the other.



LOCAL AMENITY PLAN

LOCAL TRANSPORT

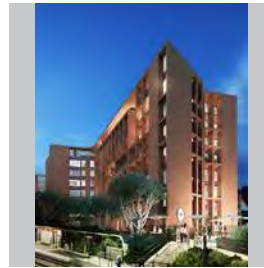


DEVELOPMENT PRECEDENTS IN DULWICH HILL LOCALITY

In recent times there have been several new developments either nearby on New Canterbury Road or at the light rail stops. These developments have been referenced in regard to their floor space ratio and height.

A ARLINGTON GROVE 60-64 CONSTITUTION ROAD & 6-26 GROVE STREET DULWICH HILL

| | |
|----------------|-------------|
| Land Use Zone: | R1 |
| LEP Height: | 29m |
| Actual Height: | 4-9 Storeys |
| LEP FSR: | 1.7:1 |
| Actual FSR: | 2:1 |
| No of Units: | 249 |



B 429-449 NEW CANTERBURY ROAD DULWICH HILL

| | |
|----------------|--------|
| Land Use Zone: | B2 |
| LEP Height: | 17m |
| Actual Height: | 21.25m |
| LEP FSR: | 2.20:1 |
| Actual FSR: | 2.87:1 |
| No of Units: | 70 |



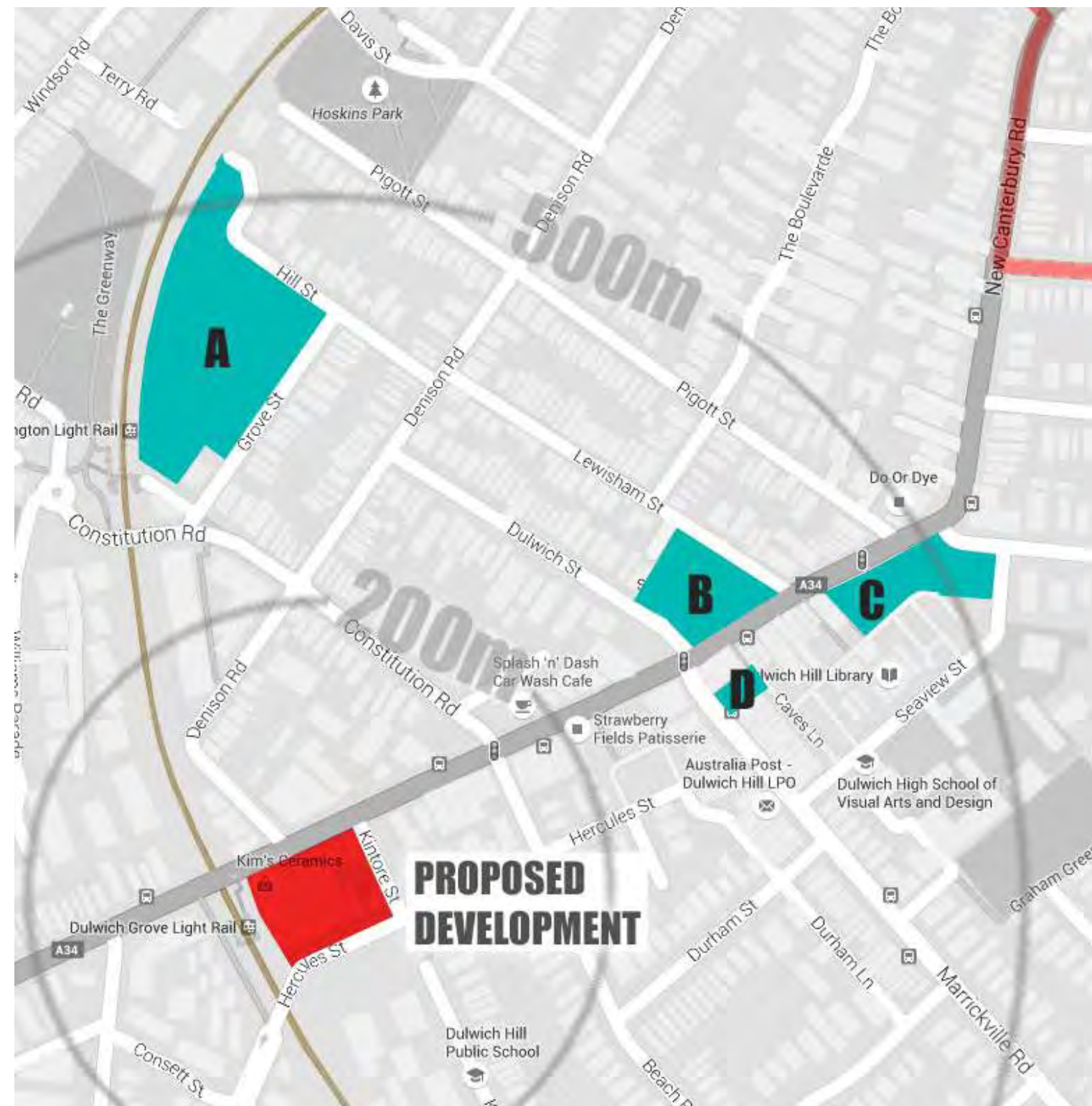
C THE COOPERAGE 368-372 NEW CANTERBURY ROAD DULWICH HILL

| | |
|----------------|-----------|
| Land Use Zone: | B2 |
| LEP Height: | 20m |
| Actual Height: | 6 Storeys |
| LEP FSR: | 2.20:1 |
| Actual FSR: | 2.60:1 |
| No of Units: | 68 |



D 503-507 MARRICKVILLE ROAD DULWICH HILL

| | |
|----------------|-----------|
| Land Use Zone: | B2 |
| LEP Height: | 17m |
| Actual Height: | 4 Storeys |
| LEP FSR: | 2.2:1 |
| Actual FSR: | - |
| No of Units: | 32 |



DEVELOPMENT PRECEDENTS ALONG LIGHT RAIL

1 ALPHA 120A/B OLD CANTERBURY ROAD LEWISHAM

Land Use Zone: B5
LEP Height: 20m
Actual Height: 5-6 Storeys
LEP FSR: 3:1
Actual FSR: 2.96:1
No of Units: 47



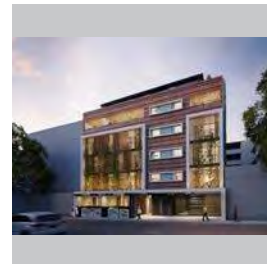
2 LUXE 118 - 120 OLD CANTERBURY ROAD LEWISHAM

Land Use Zone: B5
LEP Height: 20m
Actual Height: 5 Storeys
LEP FSR: 2.1:1
Actual FSR: 2.67:1
No of Units: 28



3 17-21 MCGILL STREET LEWISHAM

Land Use Zone: R4, B5
LEP Height: 20m
Actual Height: 6 Storeys
LEP FSR: 2.1:1
Actual FSR: 2.58:1
No of Units: 39



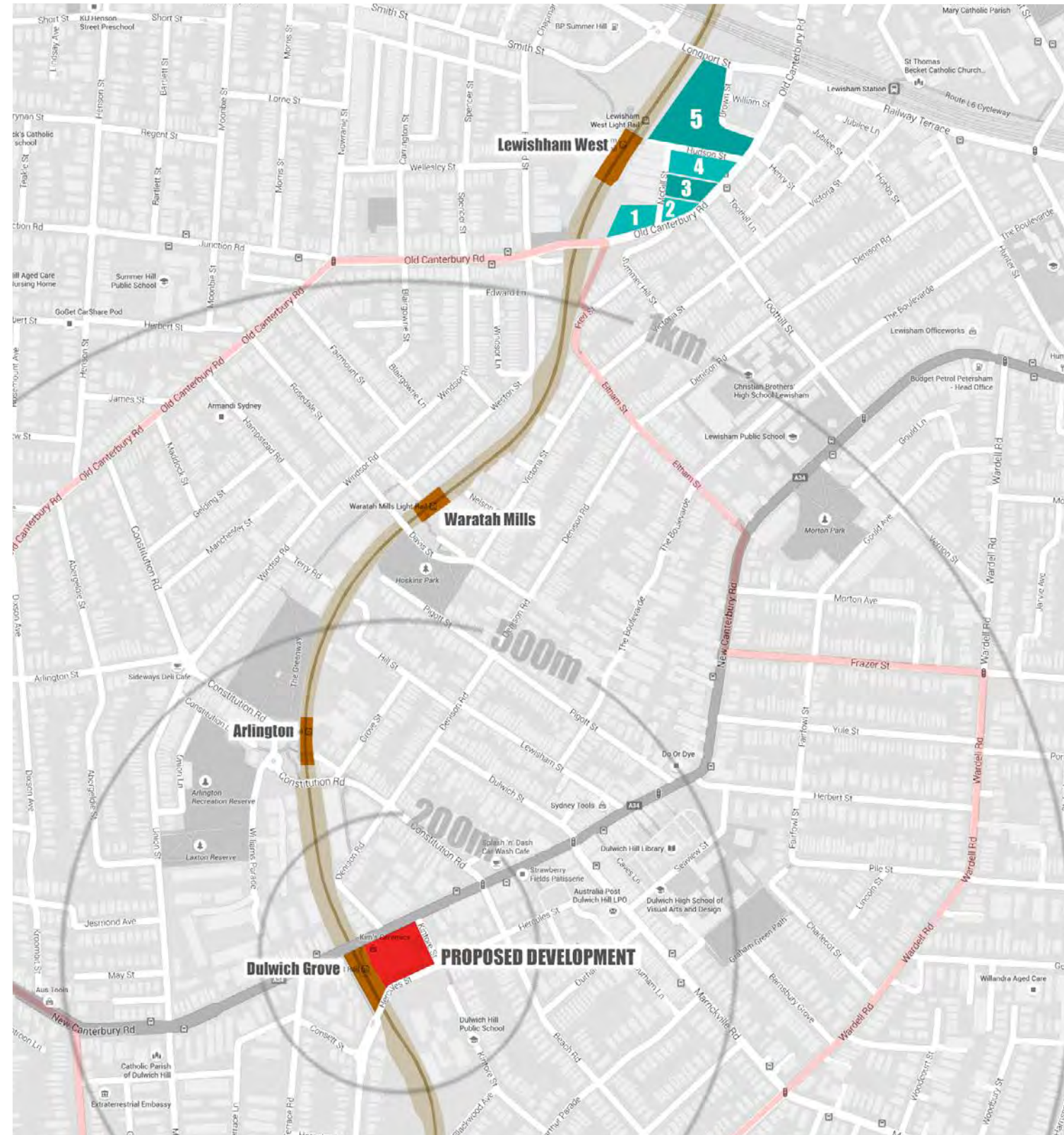
4 102-106 OLD CANTERBURY RD 1 - 7 MCGILL STREET LEWISHAM

Land Use Zone: B4
LEP Height: 17 - 20m
Actual Height: 4-5 Storeys
LEP FSR: 2.1:1
Actual FSR: 2.65:1
No of Units: 54



5 MERITON 78 -90 OLD CANTERBURY RD LEWISHAM

Land Use Zone: B1, B5, R4, IN2
LEP Height: 32m
Actual Height: 4-10 Storeys
LEP FSR: 1.7:1
Actual FSR: 2.05:1
No of Units: 314



EXTENT OF LAND FOR RE-ZONING

The subject site is currently zoned as IN2 'Light Industrial'. Currently the site is made up of 14 different lots, all of which are subject to this proposal.



EXISTING SITE CONDITION

The area of the site is 0.4743 hectares.

STREET FRONTAGES

The site has three substantial street frontages. The frontage onto New Canterbury Road is 78m long. The smallest frontage is along Kintore Street at 60m long while that toward Hercules Street is 75m. The frontage at New Canterbury Road comprises of a mix of retail shops and commercial business. The Kintore Street frontage is the side boundary of a private residence and the retail shops. Along Hercules Street is a private residence, a Greek orthodox church and warehouses.

GROUND PLANE AND TOPOGRAPHY

There is a significant slope across the site. The fall is approximately 4 meters from the north corner of the site to the southern corner of the site. At present the majority of the ground plane is covered with hard, impermeable surfaces that significantly reduce the potential for ground water infiltration.

NEIGHBOURING BUILDINGS

The site surrounded by two storey residential dwellings to the north east, a school to the south east and a mix of a two storey commercial premises and a 4 storey mixed use development to the north west.

PARKING

There is currently a moderate sealed parking area along the north west boundary of the site, which can accommodate approximately 14 cars. On the south eastern boundary a similar condition existing providing a sealed area for approximately 14 cars. Vehicles can currently enter the site from multiple points along New Canterbury Road and Hercules Street with minimal access from Kintore Street.



Aerial Photograph

* currently not forming part of the application, however, it is currently under negotiation for inclusion in the application.

EXISTING SITE PHOTOS

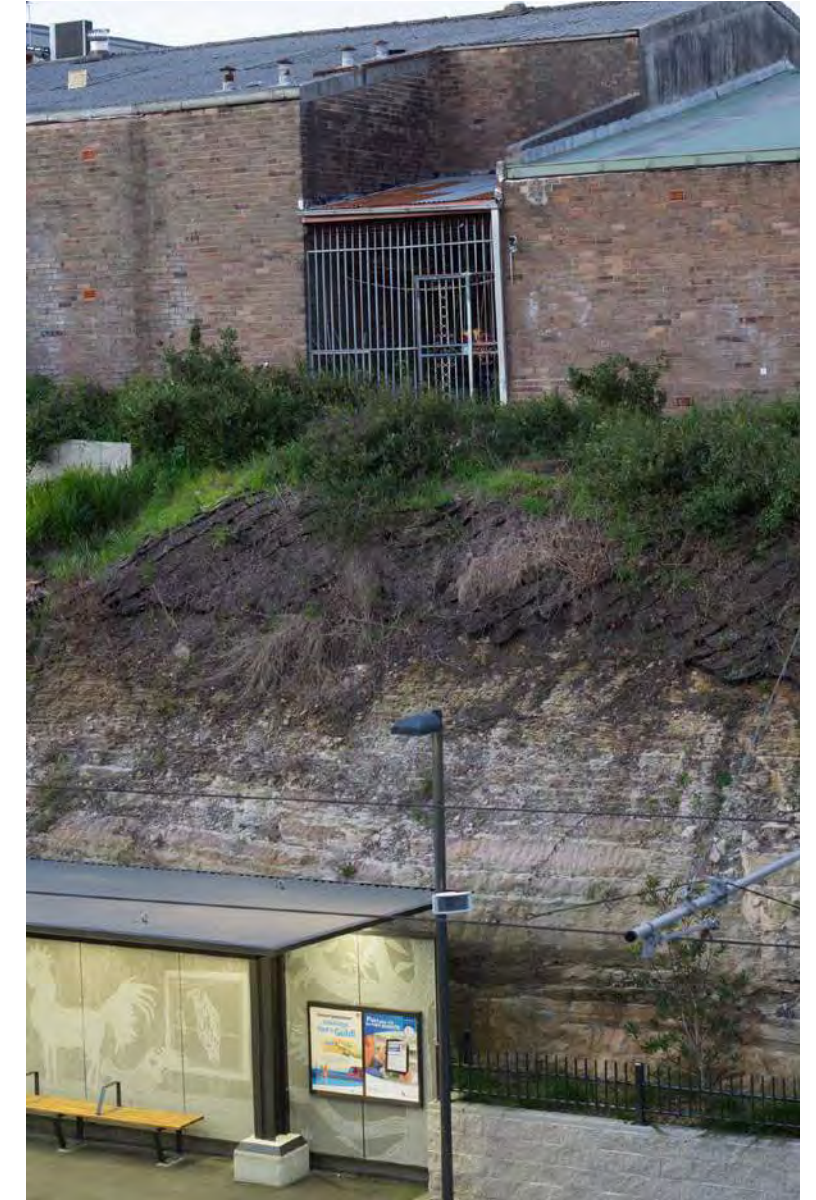
1 & 2 - New Canterbury Road Industrial and Light Rail



View from west across Dulwich Grove Light Rail Station



View from north-west across New Canterbury Road



Embankment adjacent to property boundary



View from north-west across New Canterbury Road



Shop Signage



Dilapidation

EXISTING SITE PHOTOS

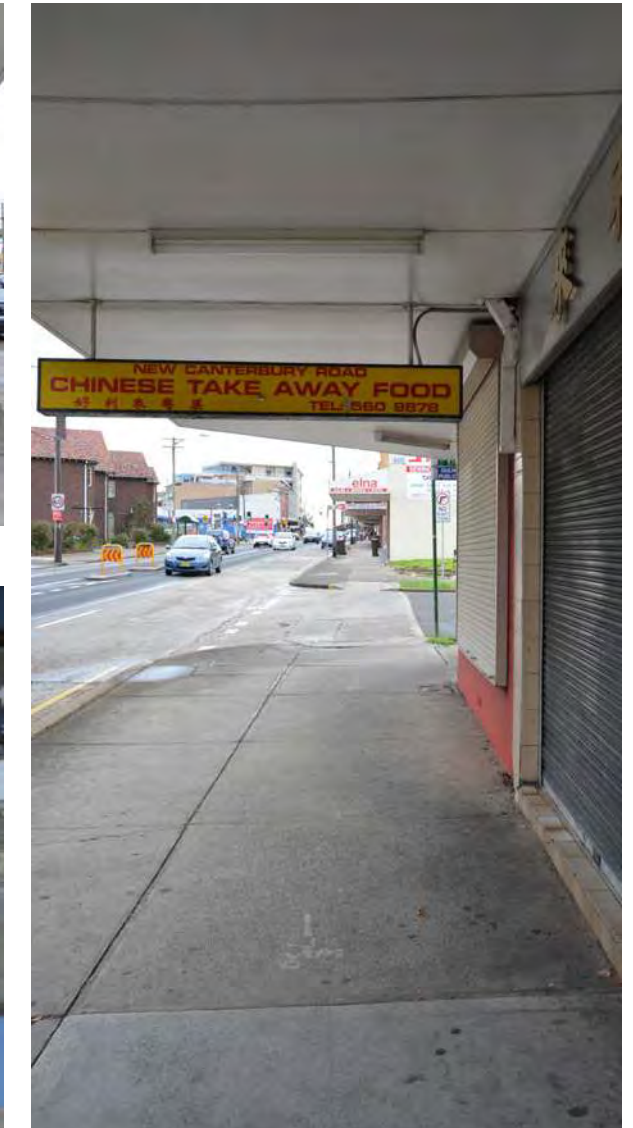
3 – New Canterbury Road Retail



View from the western side of New Canterbury Road towards the retail shops



Shop front at the corner of New Canterbury Road and Hercules Street



Sidewalk in front of retail



Retail facades to be retained



Retail shop front

EXISTING SITE PHOTOS

4 - Church and Curtilage



View from east on Hercules Street to the Church of the Holy Unmercenaries



View from south-east across Hercules Street

EXISTING SITE PHOTOS

5 - Hercules Street Warehouses



View from south across Hercules Street



Services signage



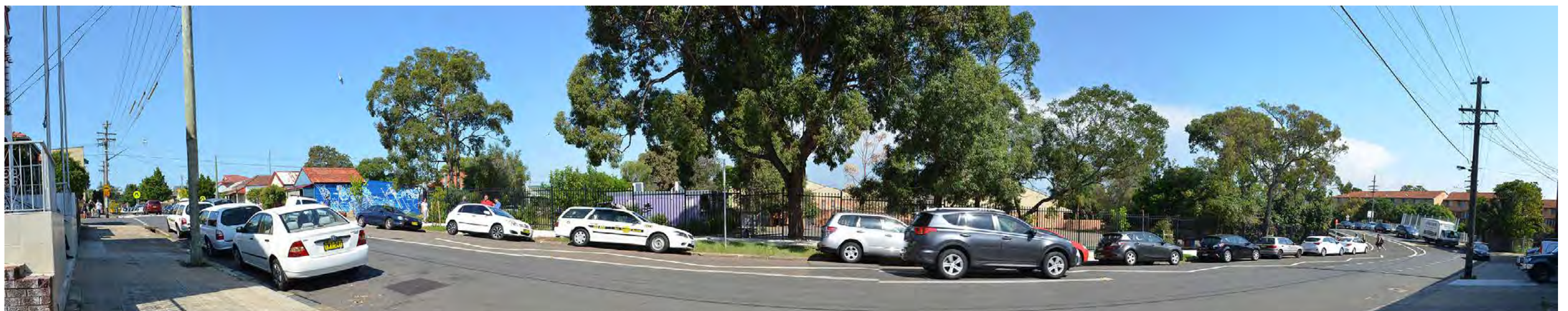
Graffiti



Close view from South



Suburban Grain



View south across Hercules Street to Dulwich Hill Public School

SITE ANALYSIS

Site Constraints

EXISTING SITE

The existing site is comprised of many parts and careful consideration should be given to what is to be demolished and what is to be retained.

TRAFFIC ALONG NEW CANTERBURY ROAD STREET

New Canterbury Road has a high volume of traffic movements. This creates noise pollution problems for the site.

NOISE SOURCES

The two main sources of noise are the adjacent light rail and New Canterbury Road. The light rail is a minor noise source while New Canterbury Road is a major noise source.

SUN DIAGRAM

The sun diagram shows that the main area of shading will be towards Hercules Street.

AIRCRAFT NOISE

The site will receive little to no aircraft noise from aircraft flying in to Sydney airport.

WIND DIAGRAM

The site is subject to varying winds from a variety of angles.

NO PUBLIC OPEN SPACE

High quality open space is non-existent.

INDUSTRIAL SITE SURROUNDED BY LOW DENSITY RESIDENTIAL

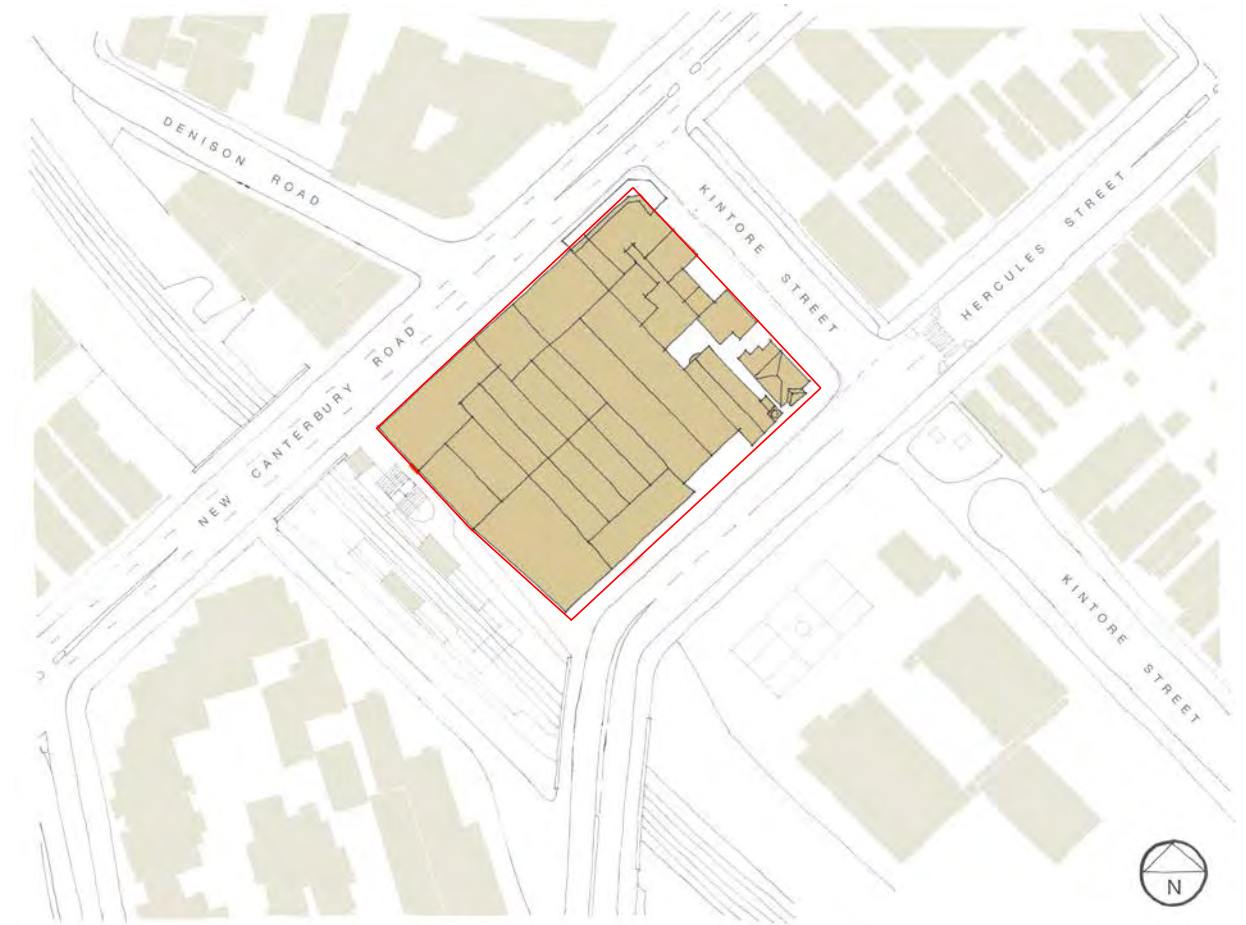
The site is surrounded by small scale residential dwellings, commercial premises and a school. The interface between these uses is currently harsh and unconsidered.

NO LANDSCAPE

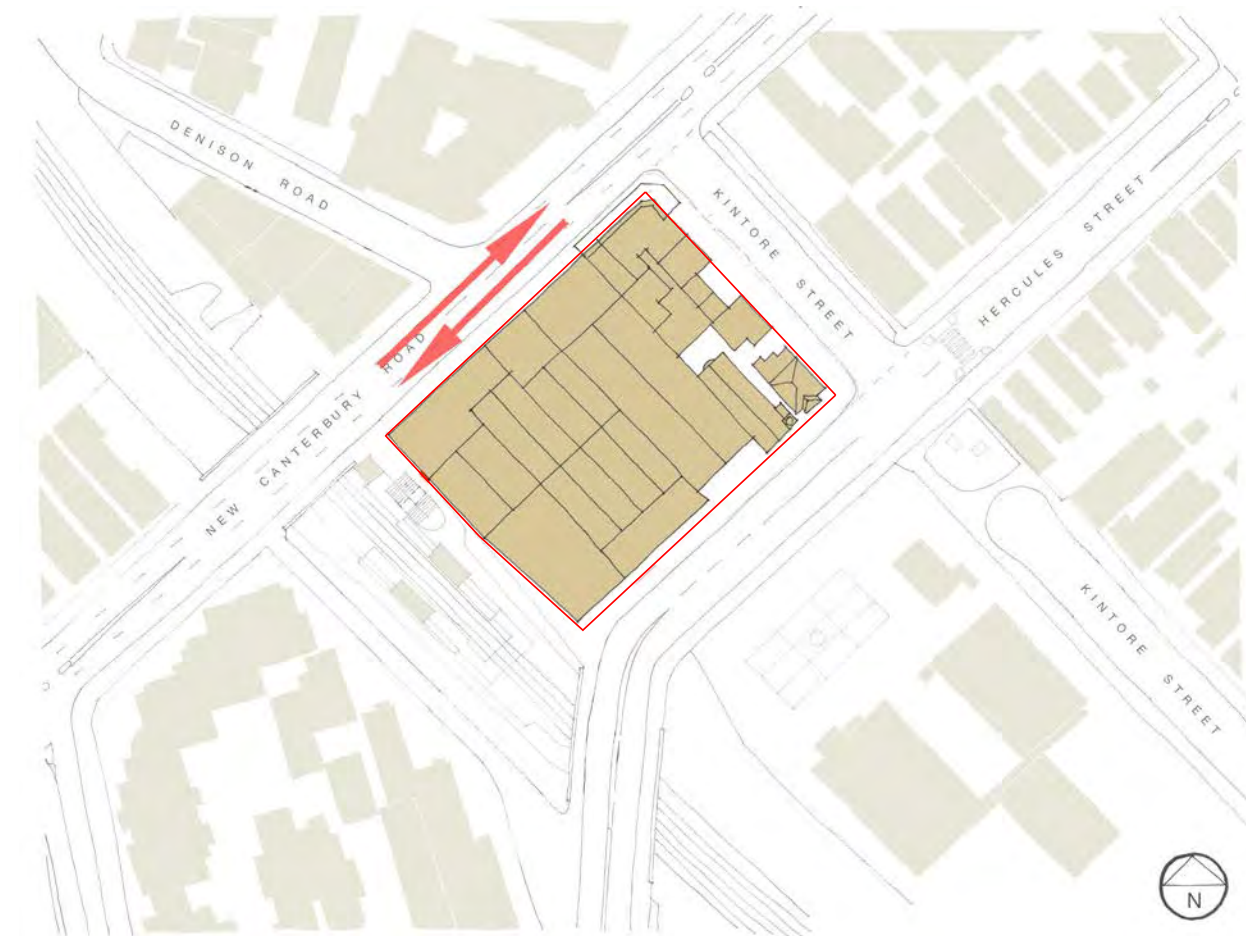
The site is currently barren, completely devoid of any greenery.

SIGNIFICANT SLOPE

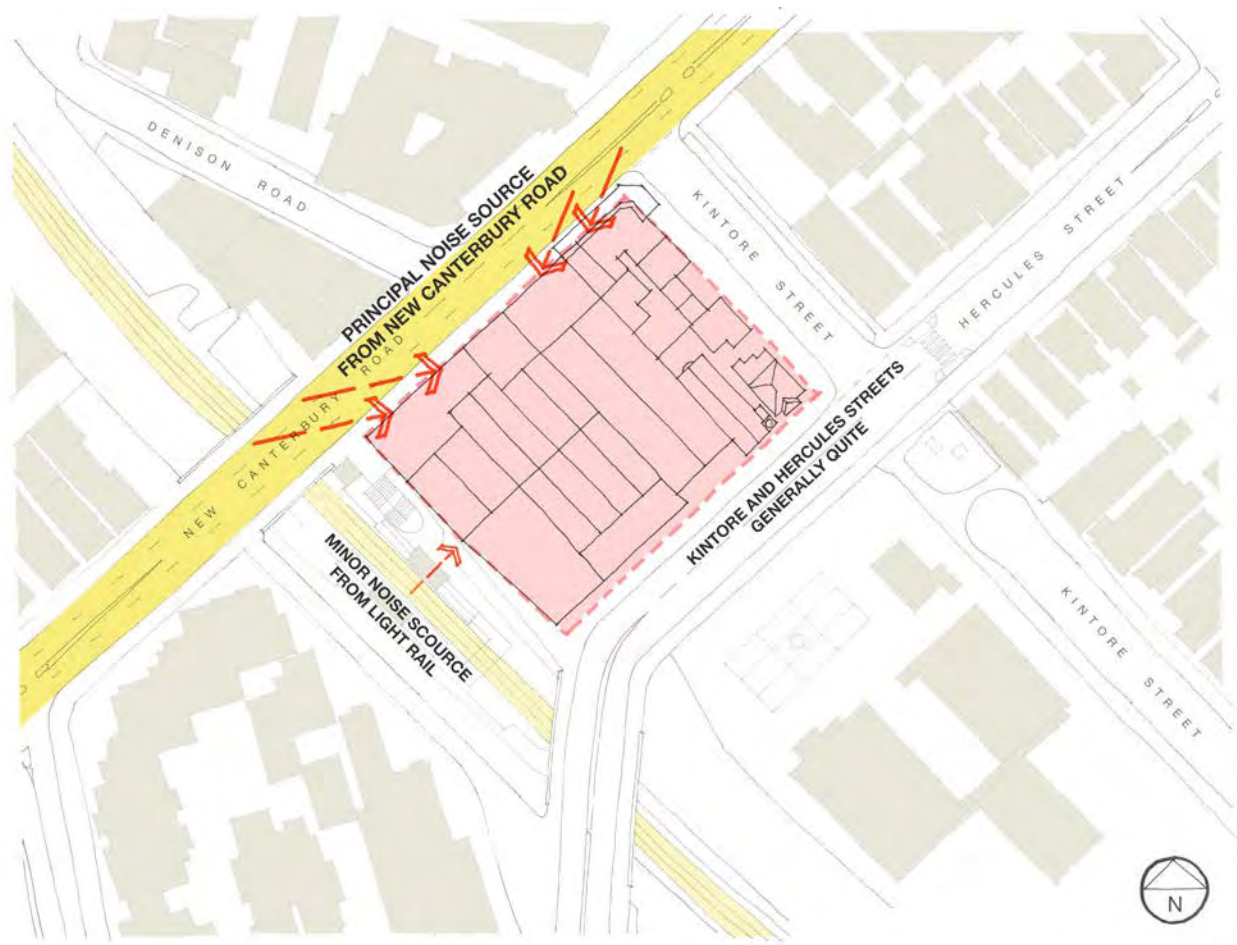
There is approximately 4 meters of fall between the northern corner and the southern corner of the site. As a result the site may not easily accessible for persons with disabilities.



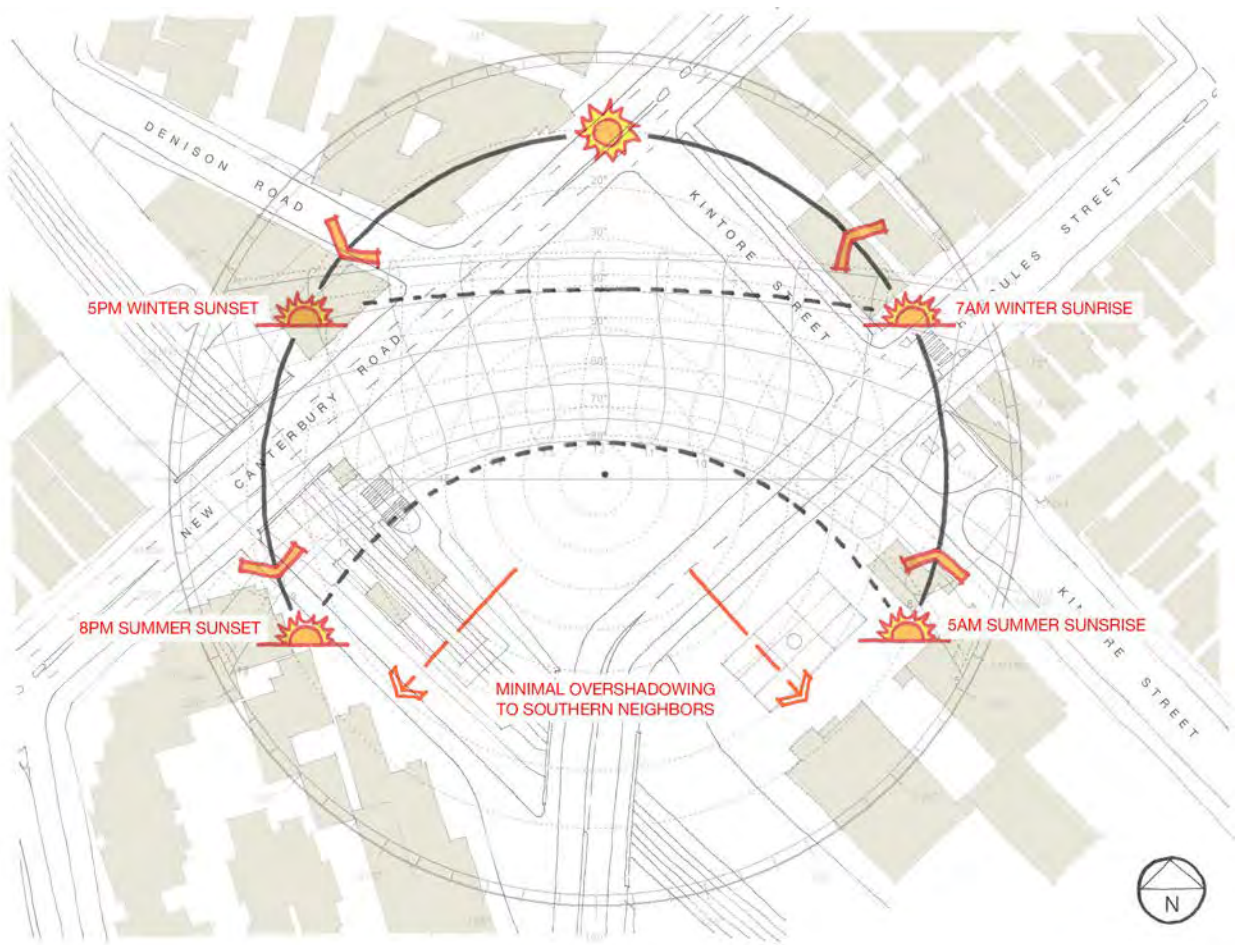
EXISTING SITE



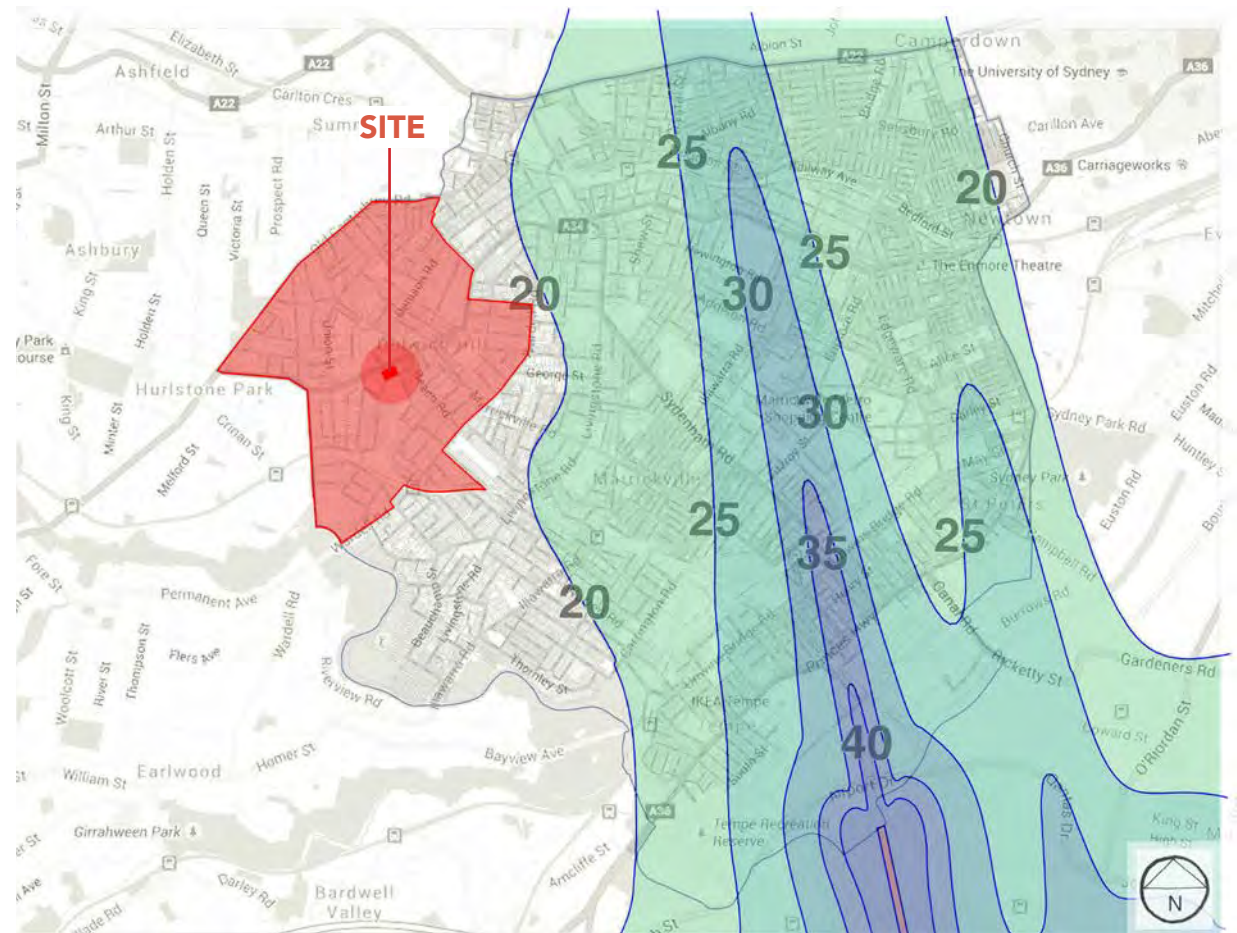
TRAFFIC



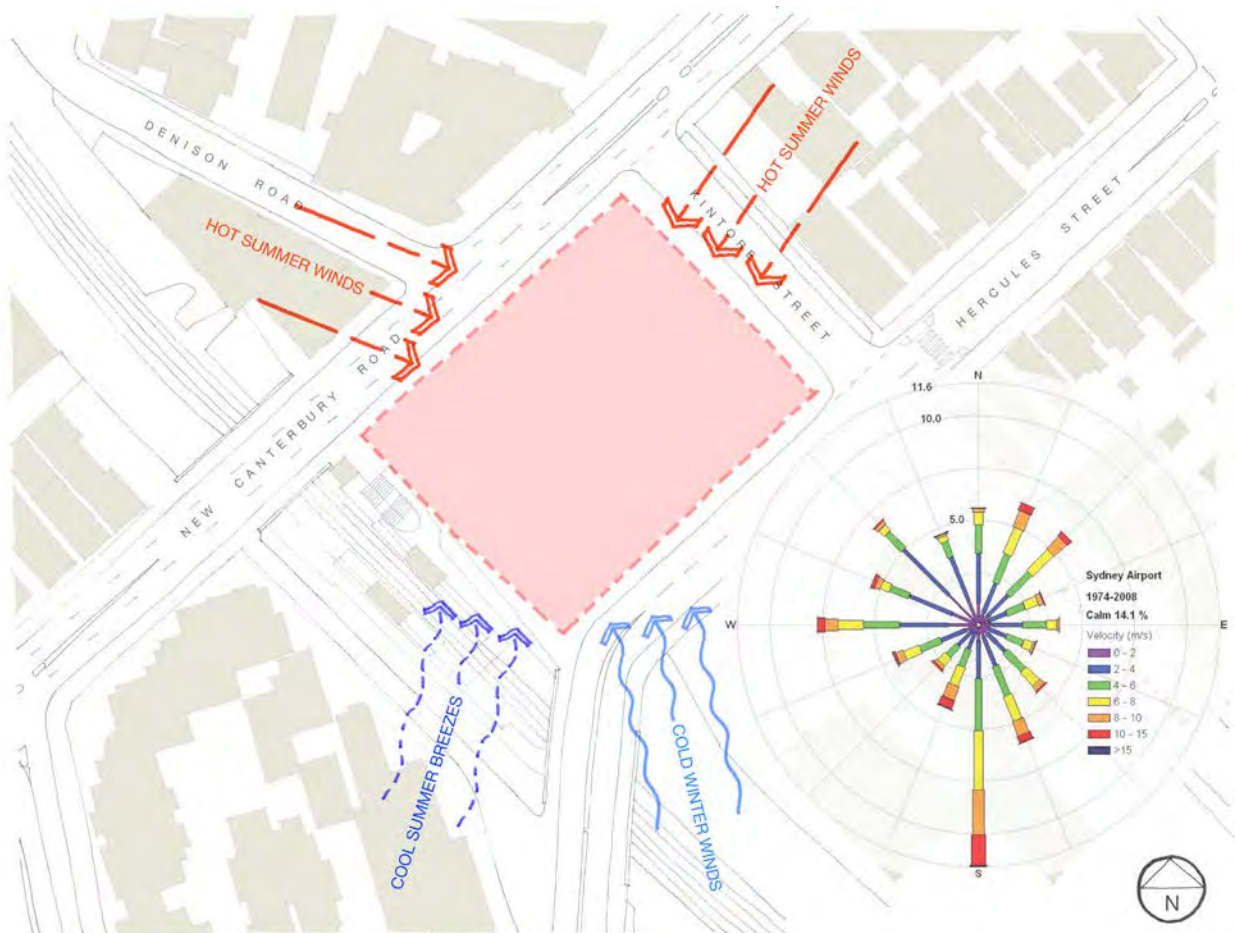
NOISE SOURCES



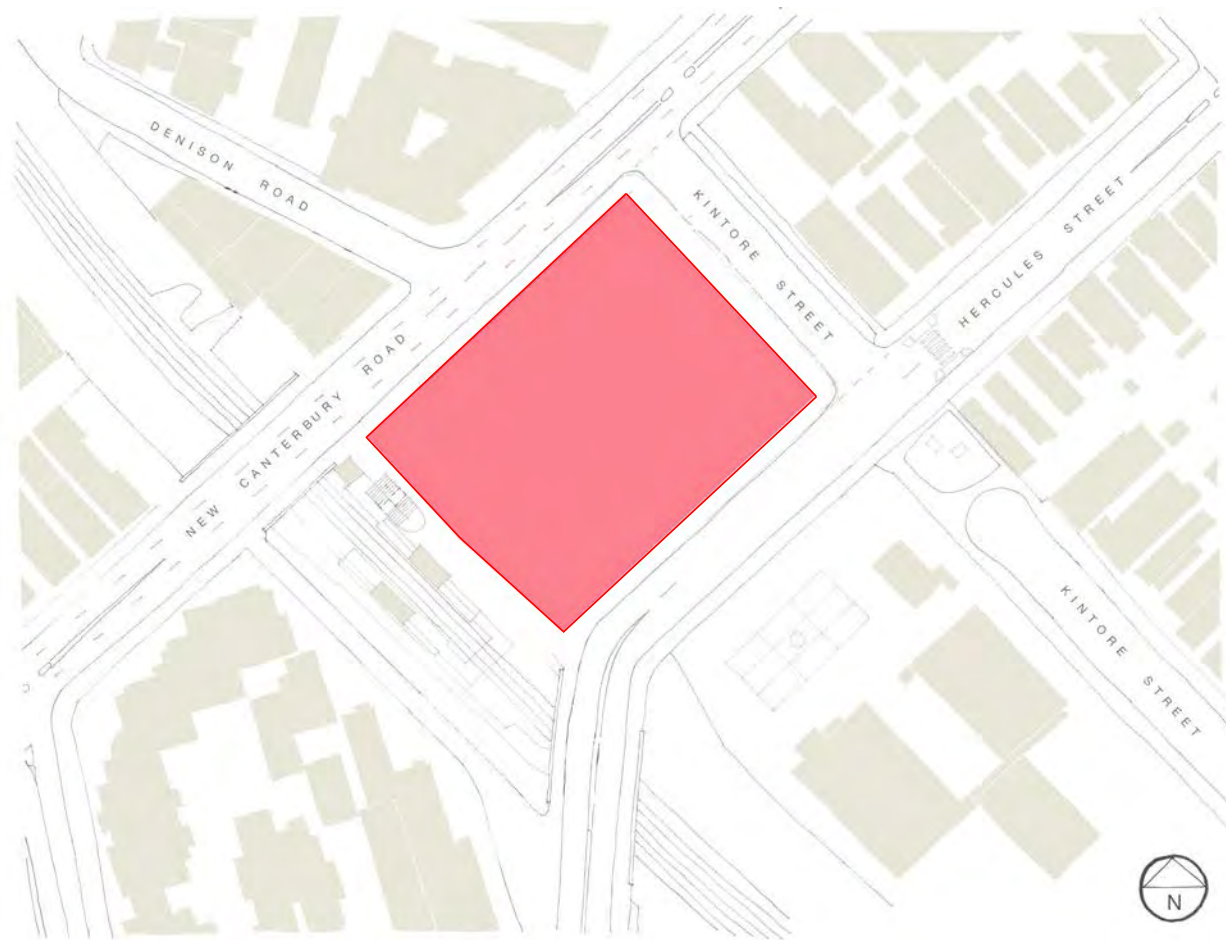
SUN DIAGRAM



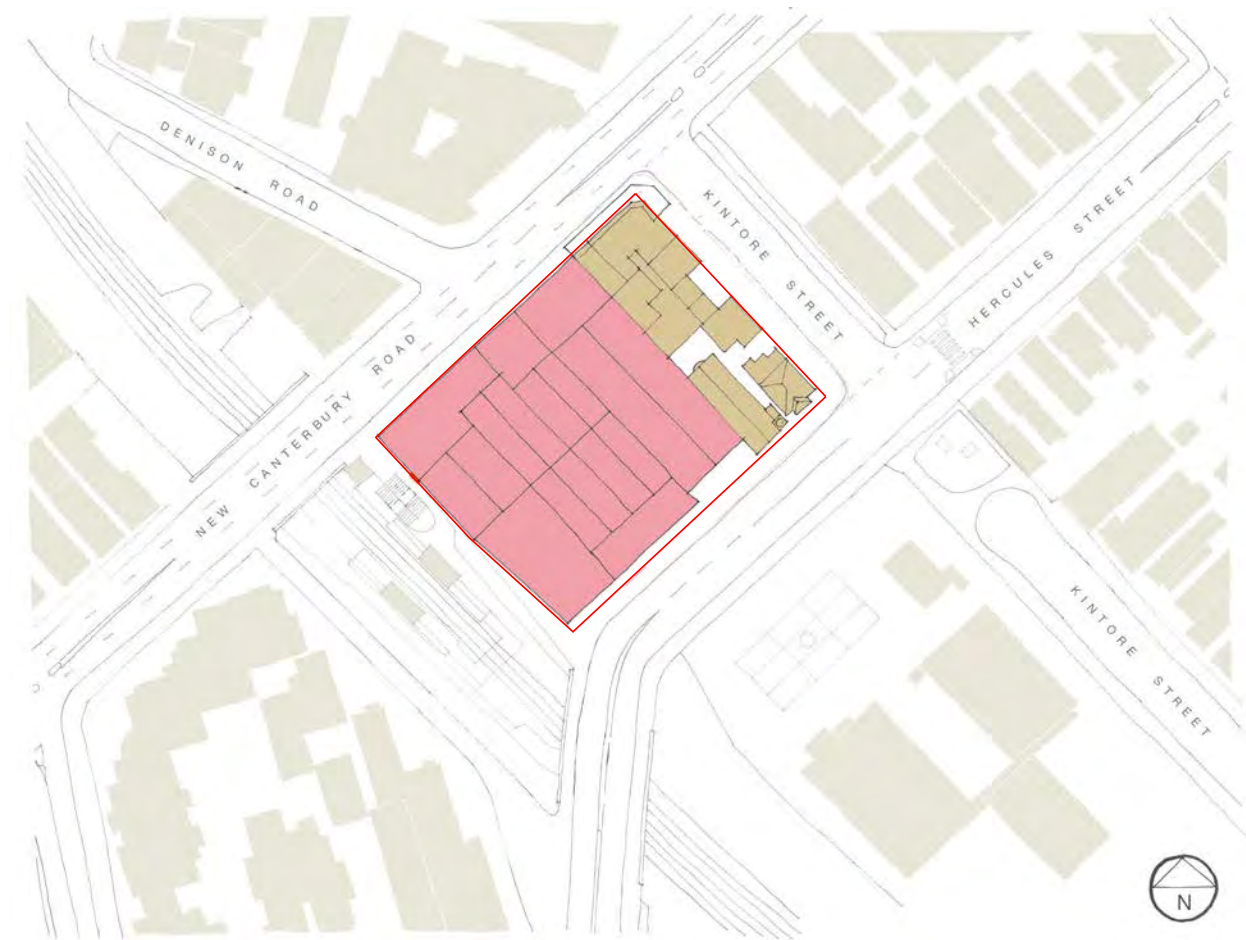
AIRCRAFT NOISE MAP



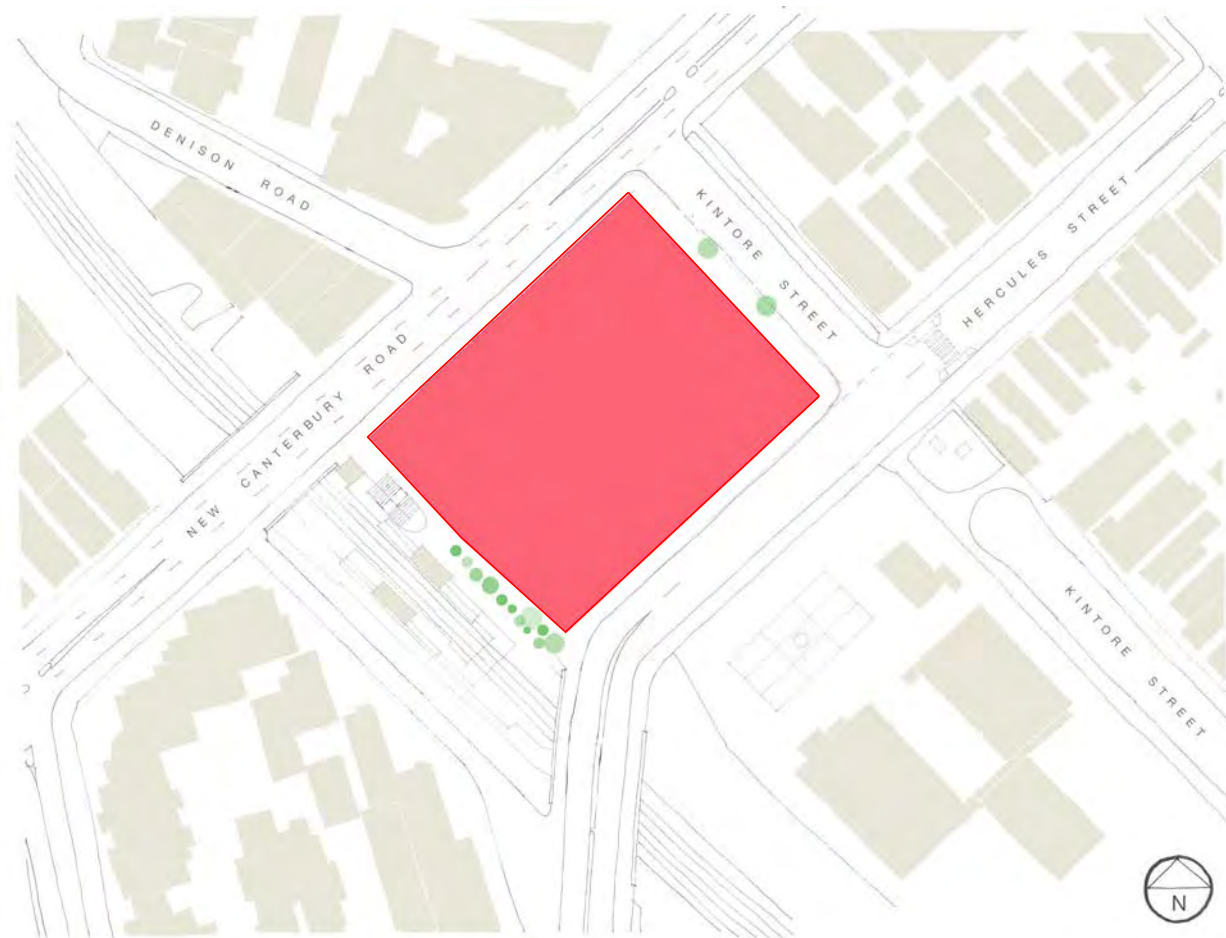
WIND DIAGRAM



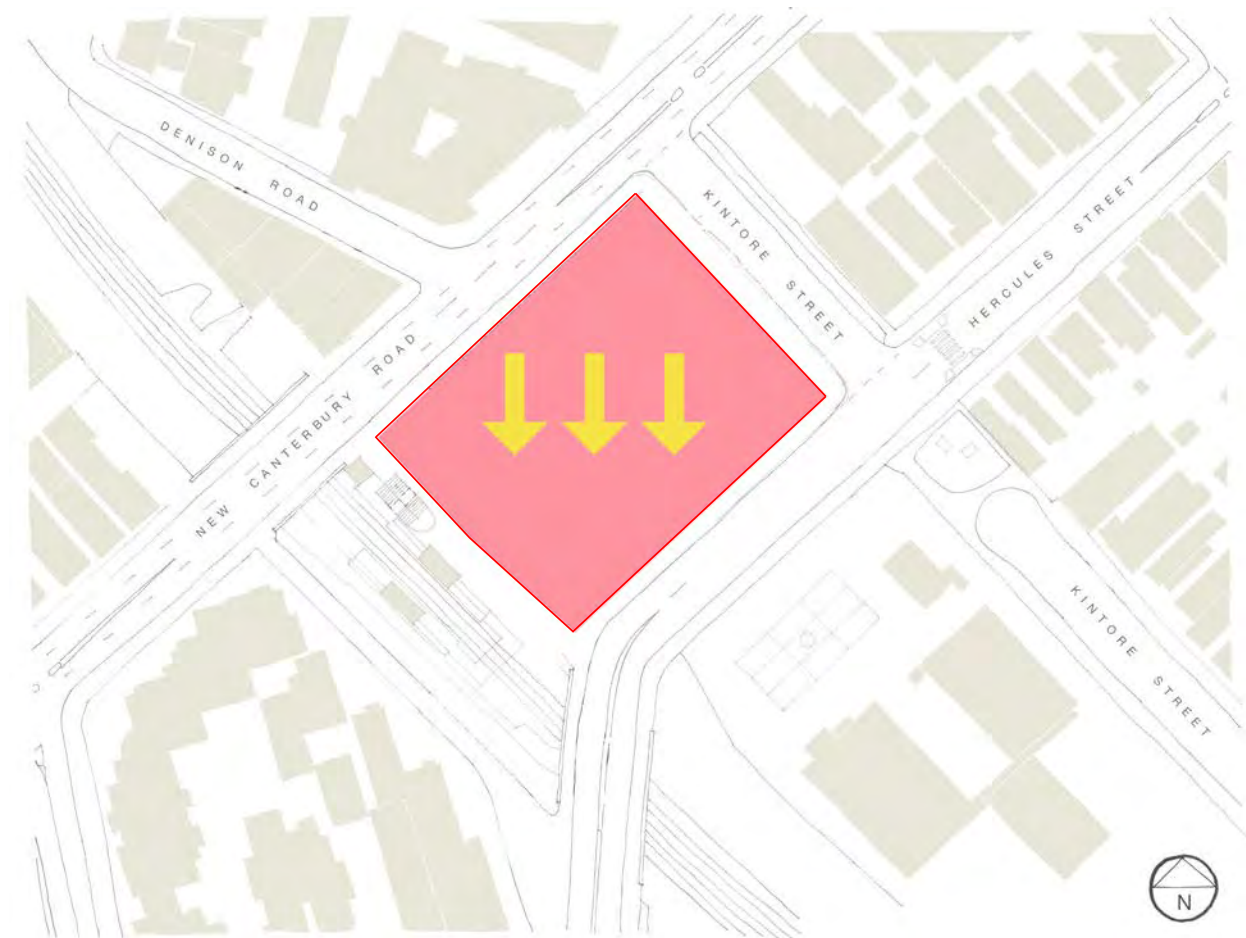
NO PUBLIC OPEN SPACE



INDUSTRIAL SITE SURROUNDED BY LOW DENSITY RESIDENTIAL AND SCHOOL



NO LANDSCAPE



SIGNIFICANT SLOPE ACROSS SITE

SITE ANALYSIS

Site Opportunities

ARCHITECTURAL INTEREST

Adaptive reuse of heritage façade at the corner of New Canterbury Road and Kintore Street. MODernising the area replacing outdated industrial buildings.

LIVE/ WORK

Suitable for small businesses. Low impact and sustainable.

DEMOLITION

Opportunities to increase the quality of the built environment of the site can be achieved by demolishing outdated structures while retaining those of value to the community.

COMMUNITY

Strong sense of place and a visual anchor for the adjacent light rail stop. A meeting place for those within the community.

LANDSCAPE

Increased public open space and landscaping to soften the area.

VIEWS

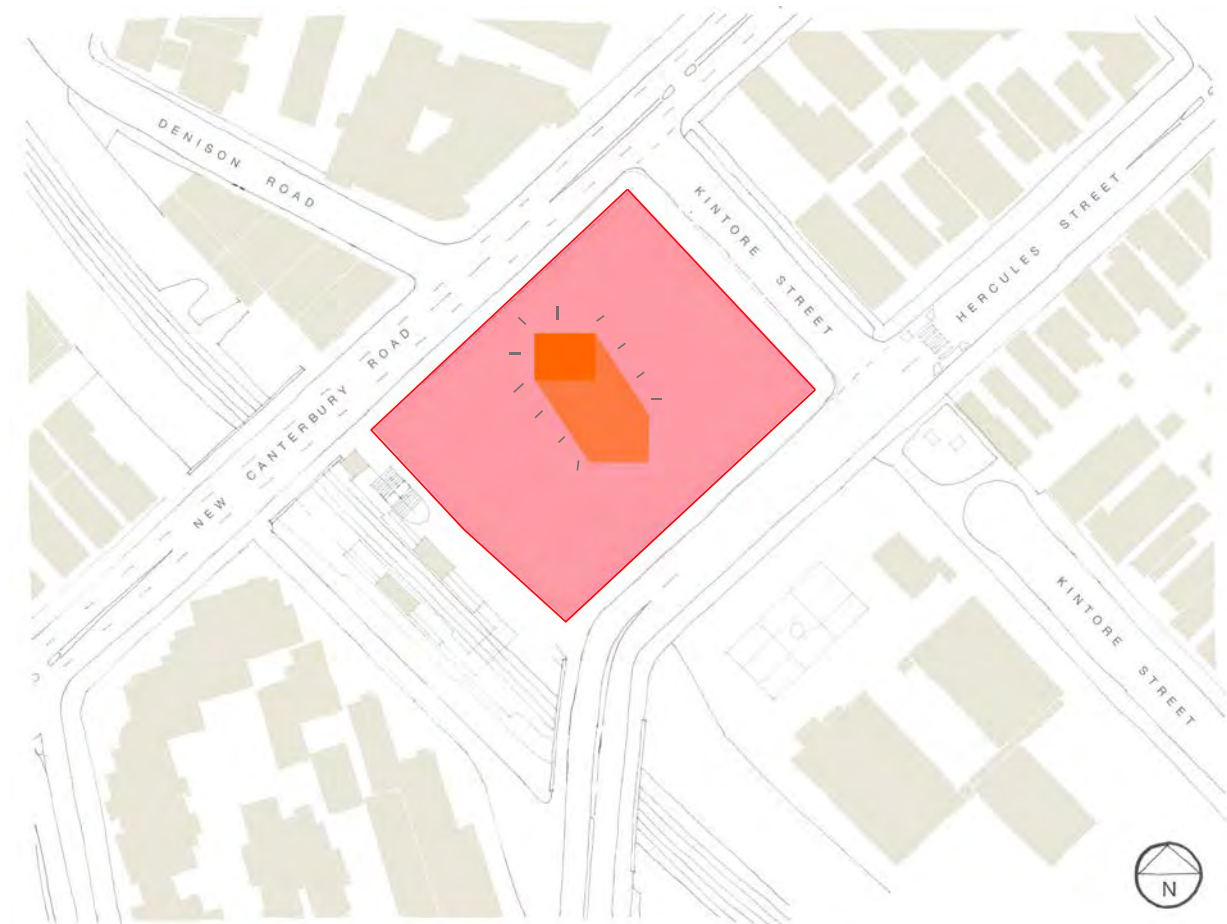
Views of the surrounding area from all corners of the site.

COMMERCIAL OPPERTUNITIES

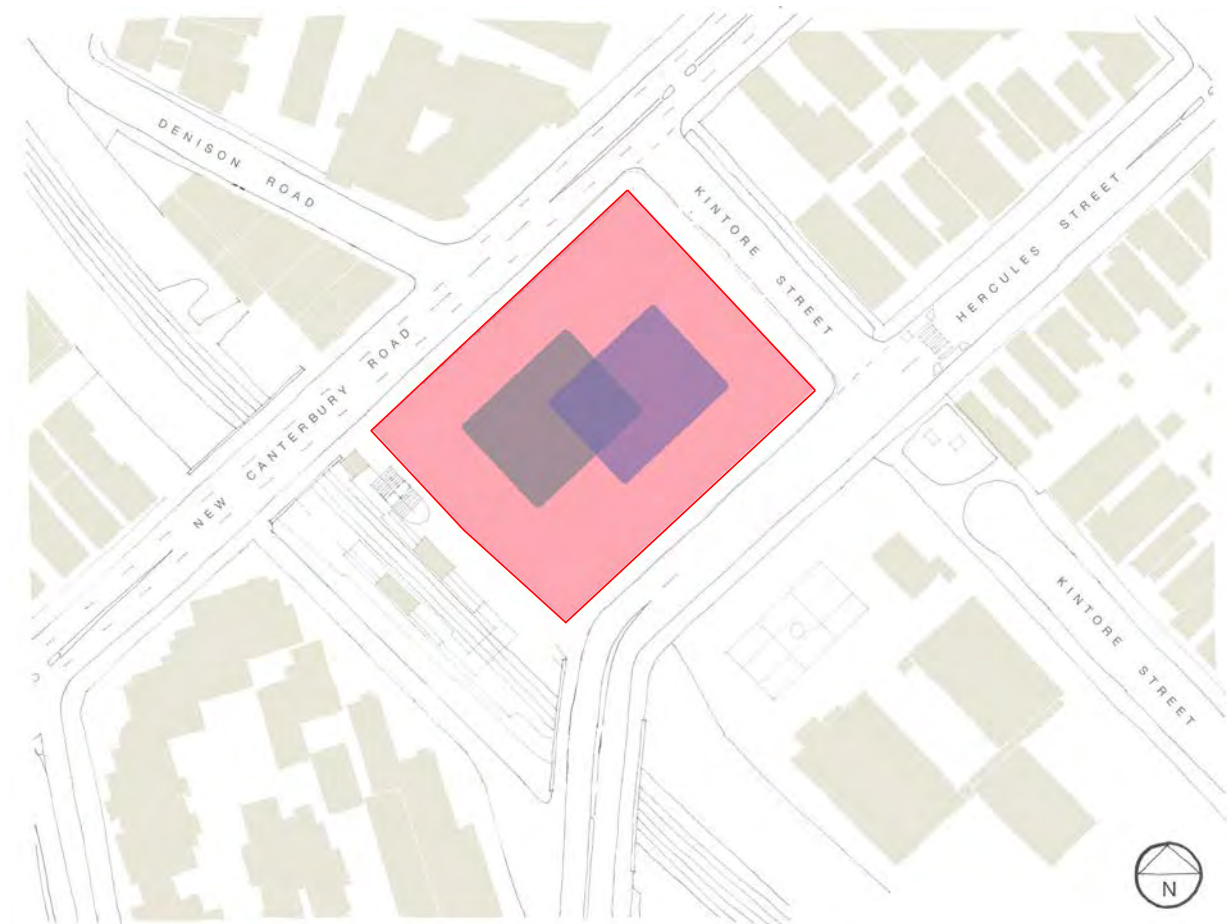
Opportunities for new retail and business outlets to help gentrify the area.

THROUGH SITE LINK

A through site link would provide a shortcut for cyclists and pedestrians looking to access the light rail from the southern end of Hercules street.



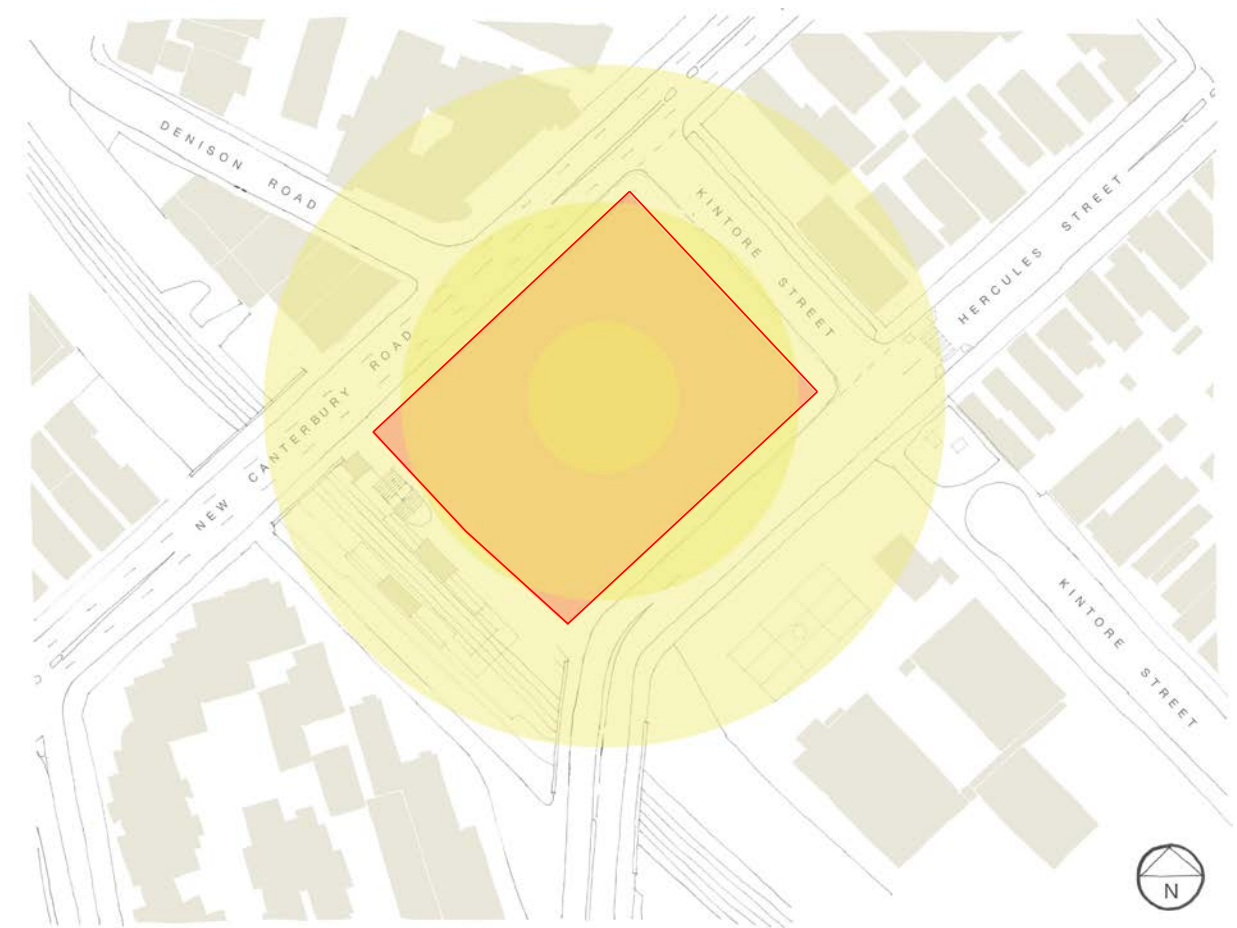
ARCHITECTURAL INTEREST



LIVE WORK



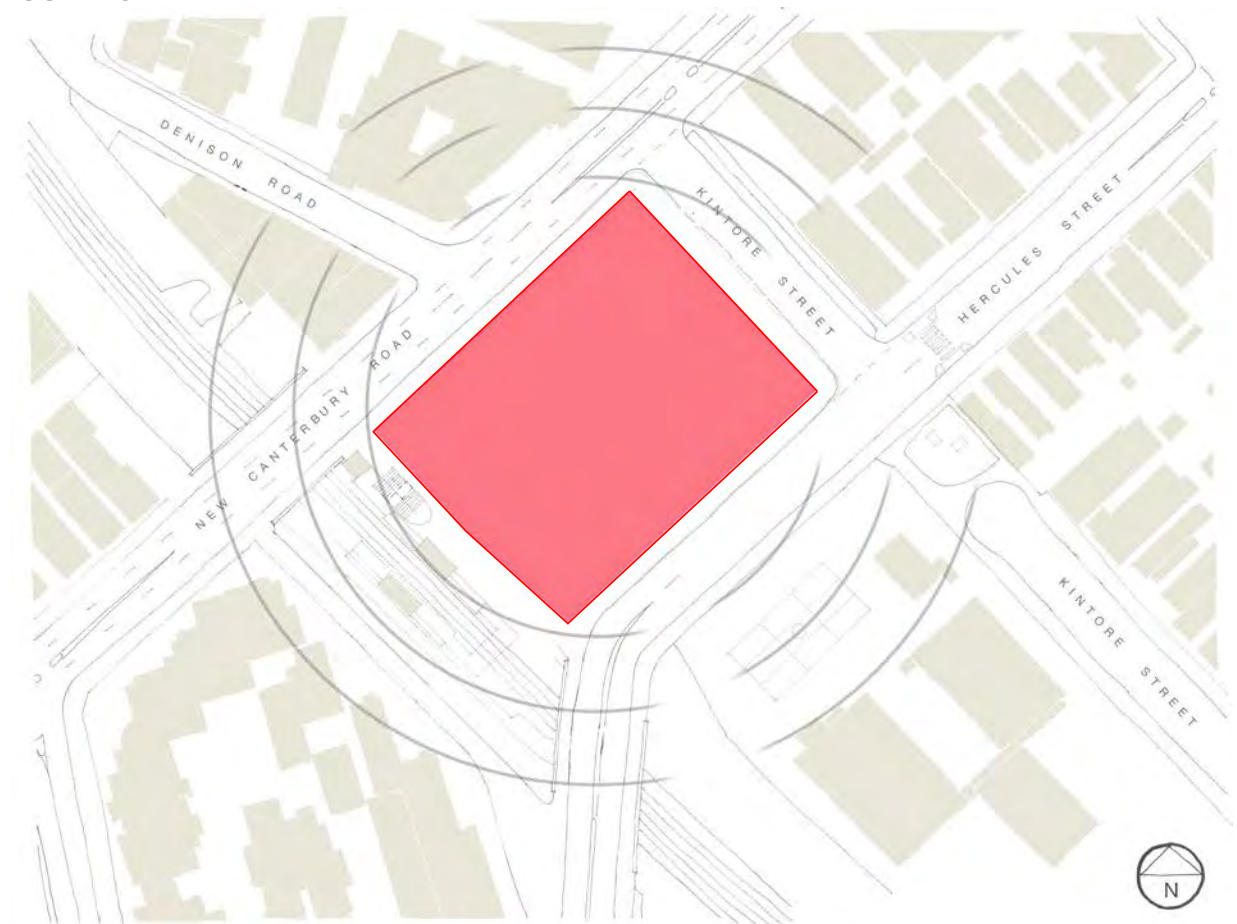
DEMOLITION



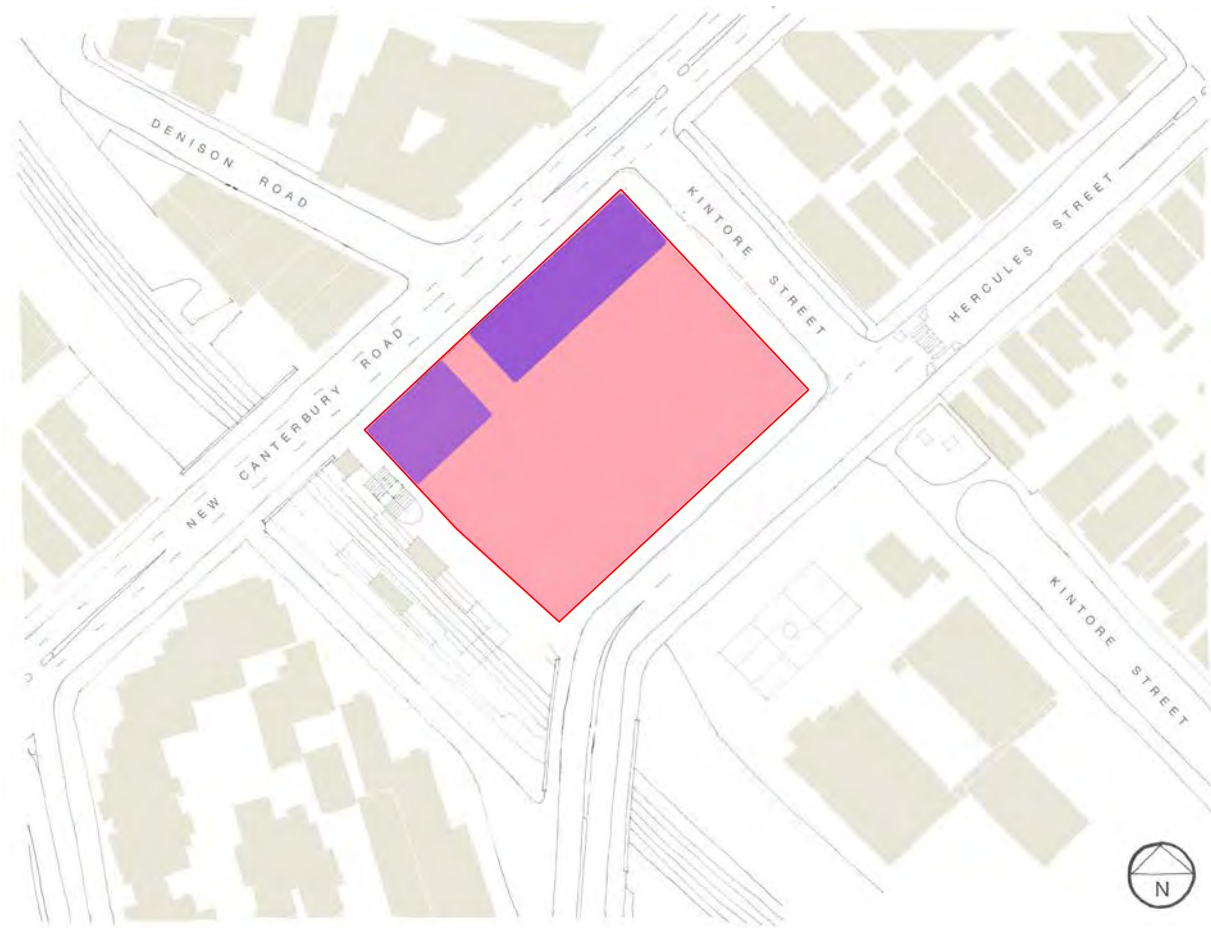
COMMUNITY



LANDSCAPE



VIEWS



COMMERCIAL OPPORTUNITIES



THROUGH SITE LINK

PLANNING FRAMEWORK

PLANNING OVERVIEW

The following section of the report outlines the planning policies relevant to this proposal. The policies assessed within the study range in scale from broad brush statewide strategies to the more immediate local planning context. The plans addressed within this section of the report are as follows:

1. The Greater Sydney Region Plan 2018
2. Eastern City District Plan
3. Sydenham to Bankstown Urban Renewal Corridor Strategy
4. Marrickville Urban Strategy
5. Dulwich Hill Urban Strategy

By comparing the proposal to a comprehensive planning framework, the proposal intends to ensure an integrated urban design approach, which addresses the long term operation of the site in relation to all relevant levels of the planning hierarchy.



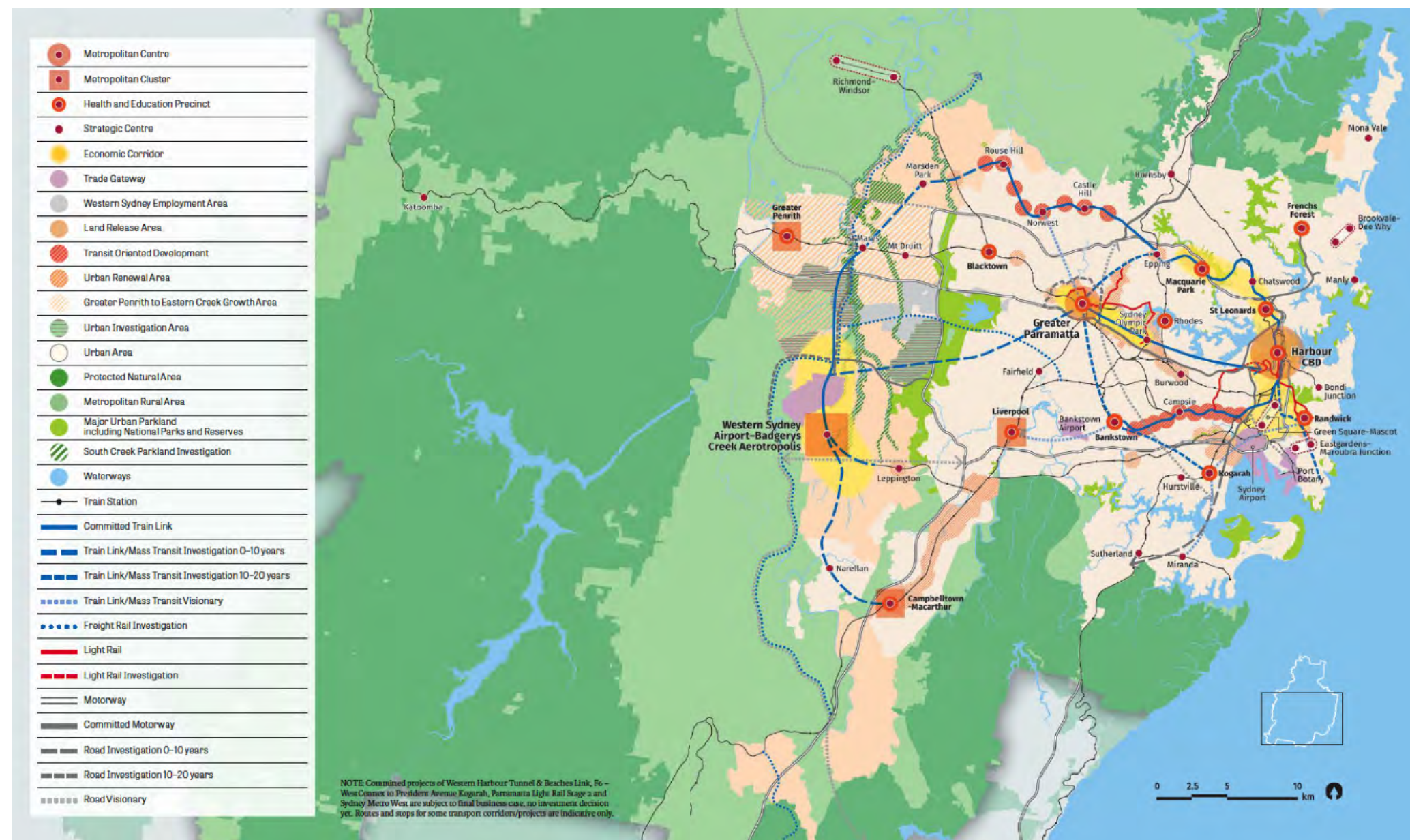
THE GREATER SYDNEY REGIONAL PLAN 2018

A METROPOLIS OF THREE CITIES

"The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in Directions for a Greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance. To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City

The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth. As the population of Greater Sydney is projected to grow to 8 million over the next 40 years, and with almost half of that population residing west of Parramatta, rebalancing economic and social opportunities will leverage that growth and deliver the benefits more equally and equitably across Greater Sydney. Residents will have quick and easy access to jobs and essential services. Housing supply and choice will increase to meet the growing and changing needs of the community. The environment and precious resources will be protected. Importantly, infrastructure will be sequenced to support growth and delivered concurrently with new homes and jobs."

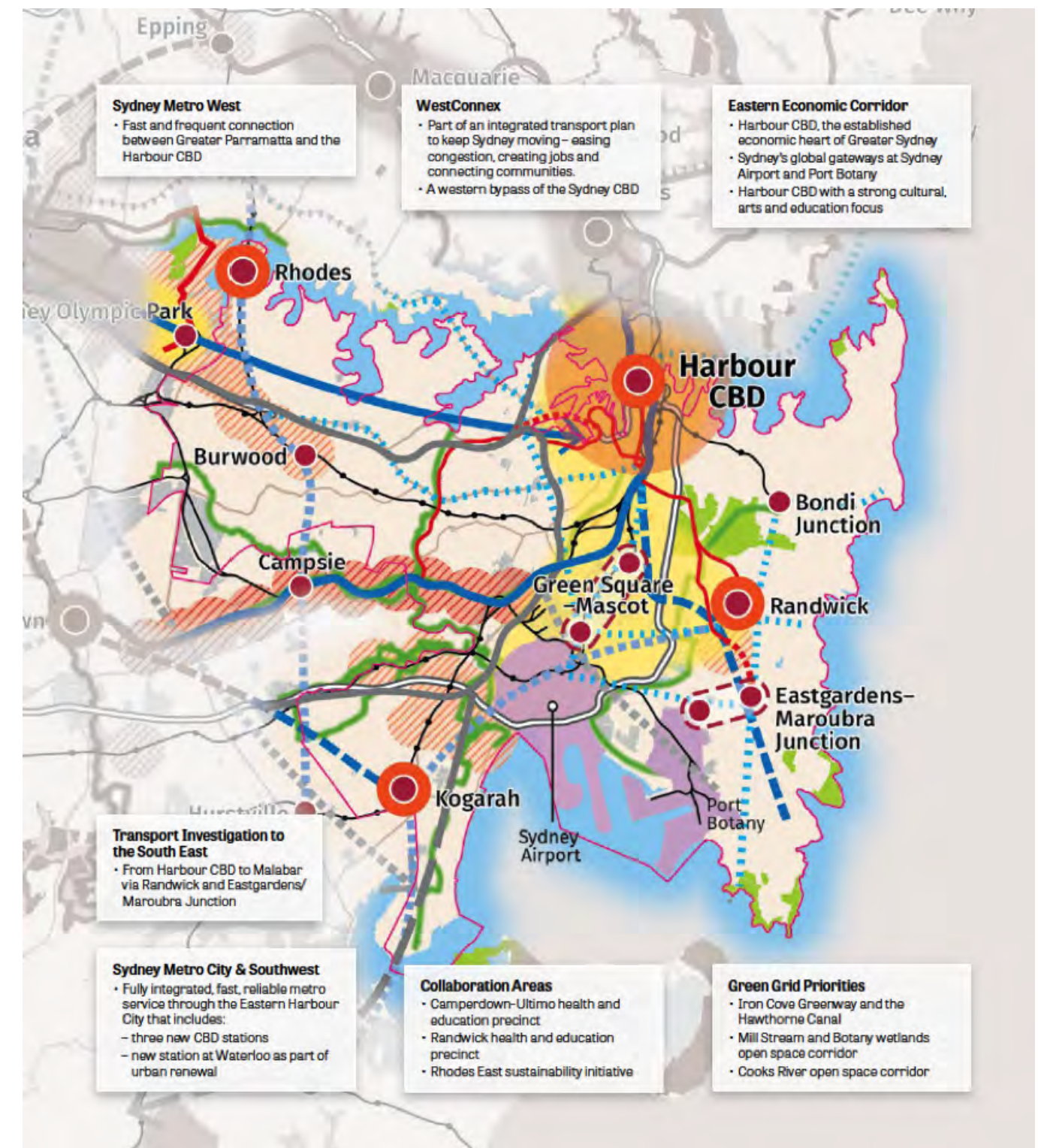


EASTERN CITY DISTRICT PLAN 2018

The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The vision will improve the District's lifestyle and environmental assets.

This will be achieved by:

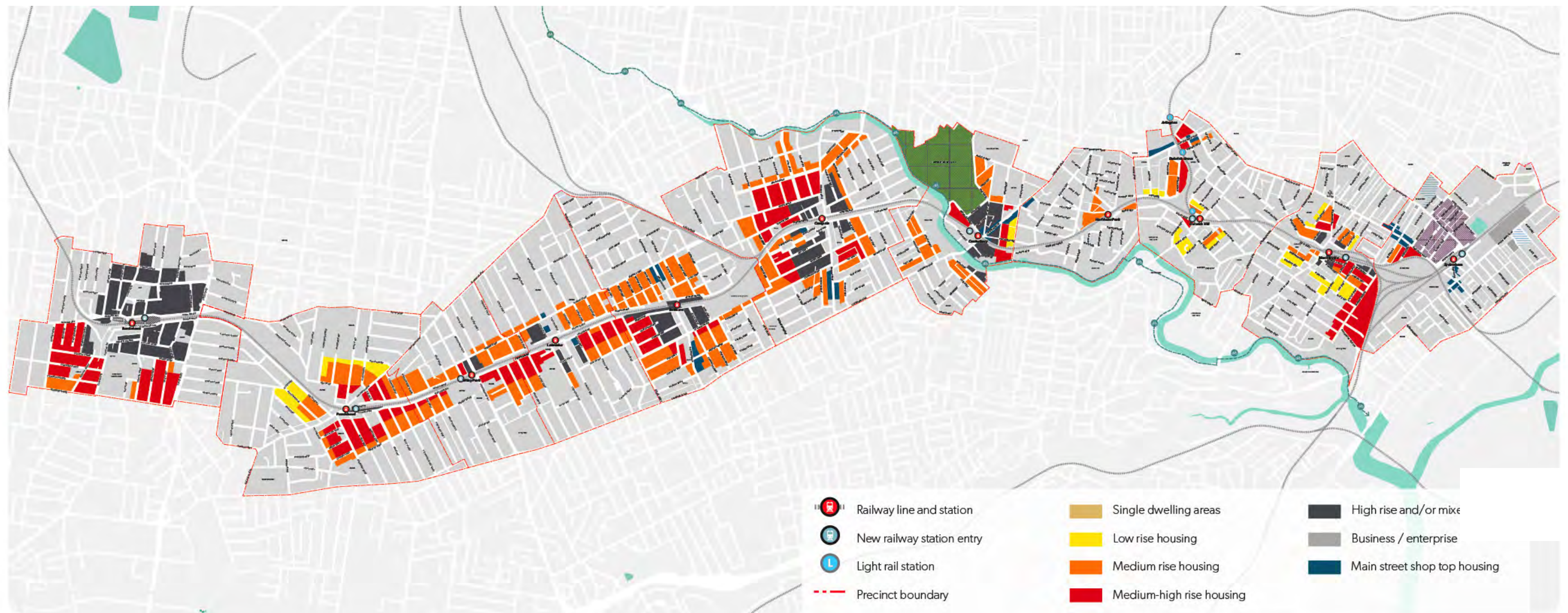
- Strengthening the international competitiveness of the Harbour CBD, supported by the Innovation Corridor, health and education precincts and the District's strategic centres
- Boosting innovation and creative industries alongside knowledge-intensive jobs growth
- Stimulating the night-time economy within a responsive regulatory environment
- Protecting international trade and freight routes
- Retaining industrial and urban services land
- Nurturing quality lifestyles through well-designed housing in neighbourhoods close to transport and other infrastructure
- Sustaining communities through vibrant public places, walking and cycling, and cultural, artistic and tourism assets
- Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions
- Being innovative in providing recreational and open space areas, and increasing urban tree canopy
- Transitioning to a low-carbon, high-efficiency District through precinct-scale initiatives
- Building effective responses to climate change and natural and urban hazards.



SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY

The strategy provides a comprehensive evidence base to support future growth in the Sydenham to Bankstown Urban Renewal Corridor by identifying opportunities for additional homes and jobs close to existing public transport, employment areas and town centres. The strategy includes detailed land use and infrastructure analysis for each of the station precincts along the Bankstown Rail Line and includes Dulwich Hill.

According to the plan, by 2031 there will be an additional 1.3 million people across Sydney metropolitan area, with a requirement for "545,00 new homes and 625,00 new jobs." The strategy outlines the future vision and character for each area, the number of new homes and jobs that could be delivered, and the improvements to community facilities, public spaces, the transport network and other infrastructure needed to support growth.



MARRICKVILLE URBAN STRATEGY

The Marrickville Urban Strategy provides a consolidated planning framework for the Marrickville LGA. The intention of the strategy is to translate the principles of the Sydney Metropolitan Plan within a local planning context. The following are key points within the plan:

1. Focus on residential density in and around centres;
2. Focus on commercial zoned land in centres;
3. Rezone select industrial sites;
4. Develop new centres;
5. Rezone select special uses sites; and
6. Increase density in infill areas

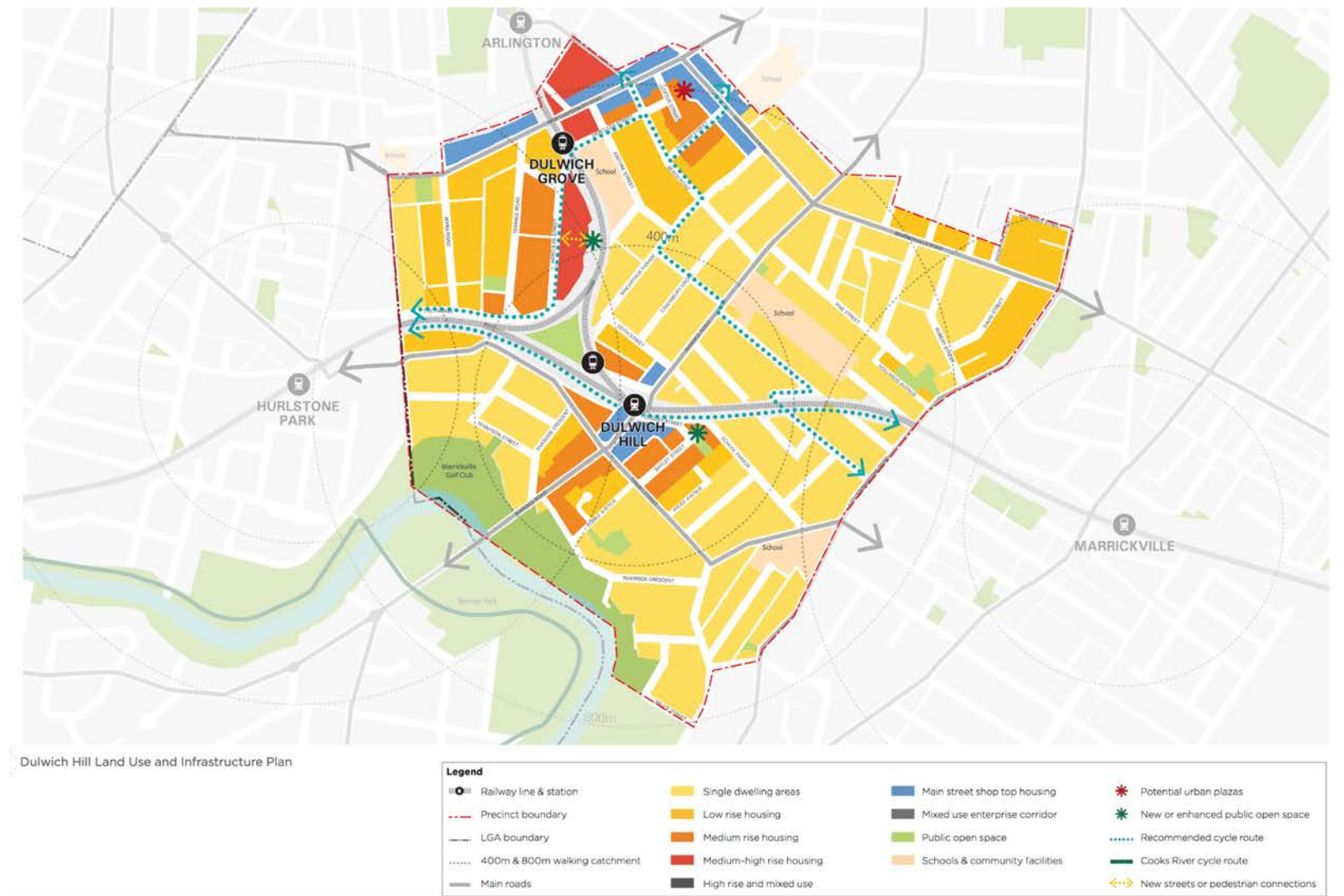
| | |
|---|---|
| <p>Town Centre</p> <p>Town Centres generally have concentrations of retail, health and professional services, mixed with medium density residential in and around the centre. Town Centres also serve surrounding residential areas and provide for public transport interchange. <i>Newtown.</i></p> | <p>Investigation Areas for New Centres</p> <p>These are investigation areas for redevelopment of larger clusters of industrial land into new centres, with improved access to shops, services and transport, while maintaining or increasing total employment. These investigation areas are within or near to the Strategic Employment Lands. <i>St Peters and Carrington Road.</i></p> |
| <p>Village</p> <p>Village centres are generally medium sized concentrations of retail, health and other services integrated with medium density residential. Regional public transport provides connections to Town Centres. <i>Marrickville Road and St Peters (potential Village).</i></p> | <p>Enterprise Corridor</p> <p>Areas immediately around busy roads that connect centres, containing important commercial, retail and light industrial activities. Often providing lower rent locations for start-up enterprises. <i>Parramatta Road and Princes Highway are Enterprise Corridors.</i></p> |
| <p>Small Village</p> <p>Small Village centres are generally small sized concentrations of retail and other local services integrated with medium density residential, with public transport services. <i>Stanmore, Dulwich Hill Shopping Centre, Enmore Road Shops, Marrickville Station and Petersham.</i></p> | <p>Green Corridor (indicative)</p> <p>Important biodiversity and recreational connections. The Cooks River is a priority area for improved river and ecosystem health; future improved links to the Hawthorne Canal and along the Alexandra Canal are being investigated.</p> |
| <p>Neighbourhood</p> <p>Neighbourhoods generally have local shops combined with lower density and medium density residential development. They service the daily needs of residents with basic services within walking distance. They generally have four to 10 shops with access to parks, primary school and child care. Local transport services operate to larger centres. <i>Lewisham, Dulwich Hill Station, Tempe Station, Tempe Shops, Sydenham, Enmore Park Shops and Petersham Station.</i></p> | <p>Airport and Port Related Activities</p> <p>These lands contain important industries that support the major economic gateways of the Port and Airport.</p> |
| <p>Stand Alone Shopping Centre</p> <p>Large managed retail centre, with supermarket, discount department store, specialty food and clothing. <i>Marrickville Metro.</i></p> | <p>Heritage Items</p> <p>Heritage items shown are those identified in MLEP 2001 as heritage items or on the State Heritage Register.</p> |
| <p>Focus for Renewal</p> <p>Focus for new housing and local improvements to access, parks and public domain. <i>Marrickville Road, near Enmore Park, Petersham (Shops and Station), Lewisham, Dulwich Hill Shops, Dulwich Hill Station and Marrickville Station.</i></p> | <p>Open Space</p> <p>Local and regional parks, playgrounds and sportsfields.</p> |
| <p>Station Revitalisation Plans</p> <p>Draft Revitalisation Plans have been prepared for Marrickville and St Peters Railway Stations as Urban Strategy case studies.</p> | <p>Strategic Bus Corridors</p> <p>New direct and frequent State Government bus services linking to Sydney CBD along Parramatta Road and along Illawarra Road, Victoria Road, Enmore Road and King Street.</p> |
| <p>Mixed Used Development Investigation Areas</p> <p>Within the centres, there are opportunities to increase the level of mixed use development. This may be in select industrial sites that are redundant and/or present residential amenity conflicts. Further investigation is required to consider these sites. <i>Petersham Station, Lewisham, Australia Street, Alice Street, Marrickville Road and Meeks Road.</i></p> | <p>Employment Lands</p> <p>Sites for light industry, which are generally small and isolated. These locations provide local production and services.</p> |
| | <p>Strategic Employment Lands</p> <p>Contain various employment activities such as factories, warehouses, transport logistics or major storage operations with some associated offices. These places are vital to the economy and ability to service the city.</p> |
| | <p>Shops, Restaurants and Services</p> <p>An area zoned in council's planning controls for commercial and business activities. The majority are located in centres and are a focal point for transport services.</p> |



DULWICH HILL URBAN STRATEGY

In the Dulwich Hill Precinct land use and infrastructure analysis, a vision is outlined for the precinct. The following points coinciding are key regarding the site:

- Allow taller residential buildings up to 8 storeys between Hercules Street and the light rail and adjacent to Dulwich Grove light rail stop.
- Facilitate a new east-west regional cycle link along the rail corridor that will improve pedestrian and cycle between the town centres and railway stations.
- Utilise railway easements, car parks, verges and vacant lands to create a network of small parks and open spaces along the rail corridor with improved access between the town centres and railway stations.
- Investigate the following public open space opportunities:
 - >New open space adjacent to the light rail corridor with access from Hercules Street.
 - >Provide for more housing opportunities immediately around Dulwich Hill Station, the light rail, and along and behind Canterbury Road, to allow more people to live close to good public transport and amenity.
 - >Encourage local services, retail and convenience shops on Wardell Road in close proximity to Dulwich Hill Station and along Canterbury Road and the Dulwich Hill village shops.

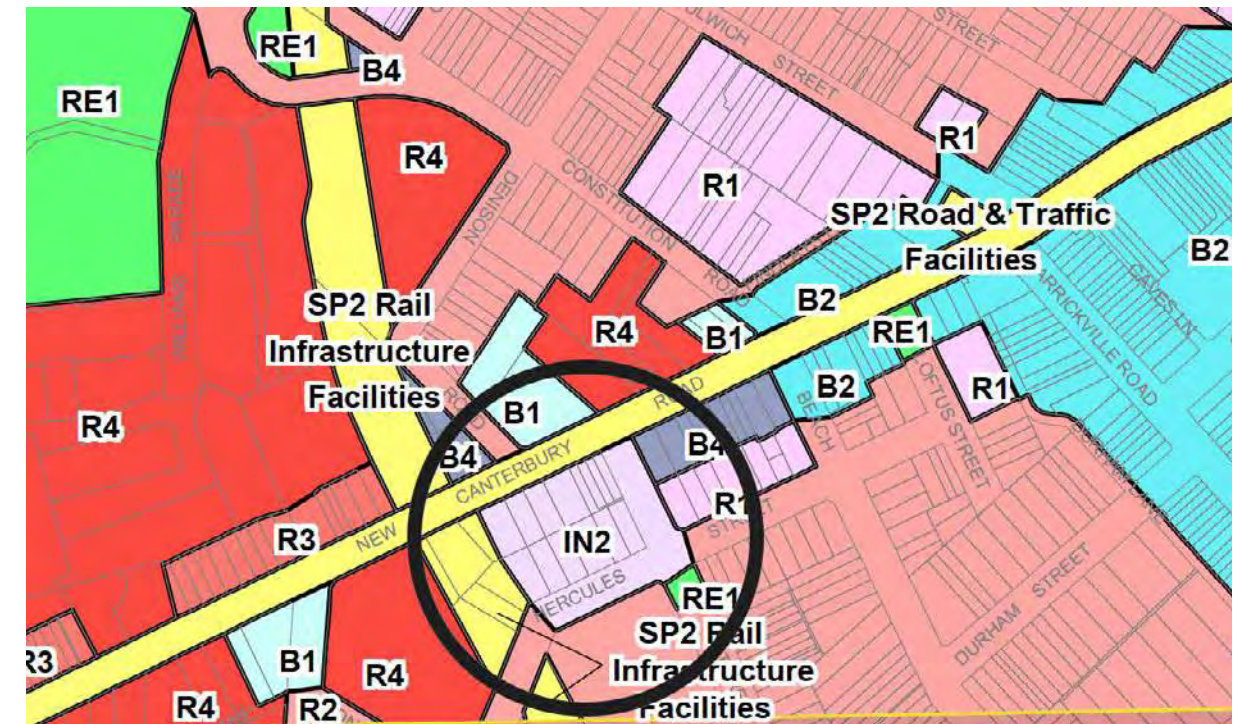


COUNCIL CONTROL MAPS

The site at present is zoned light industrial (IN2). The present zoning is nominated due to the existing buildings and areas now located on the site and do not reflect the surrounding and current factors which influence the zoning.

The sites surrounding the transport modes and Light Rail corridor are predominantly R4. It is considered that this would be an appropriate zone to be applied to the majority of the site.

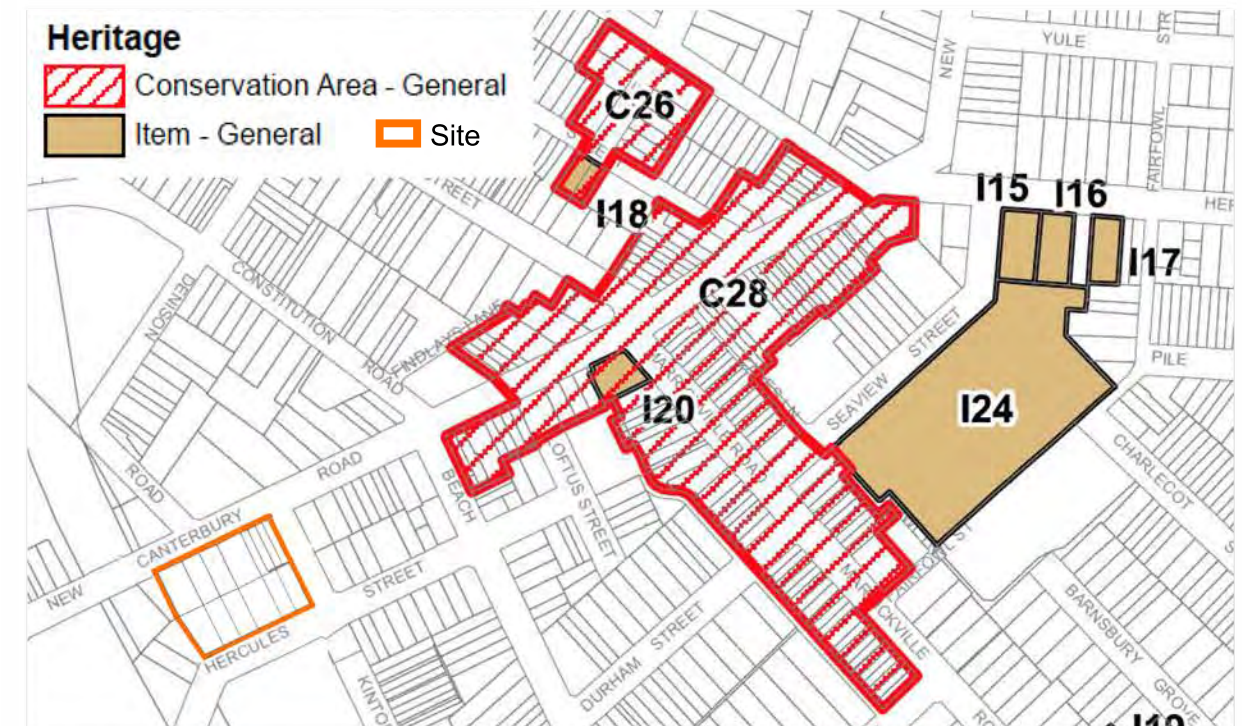
| Zone | |
|----------------------------|-----|
| Neighbourhood Centre | B1 |
| Local Centre | B2 |
| Mixed Use | B4 |
| Business Development | B5 |
| Enterprise Corridor | B6 |
| Business Park | B7 |
| General Industrial | IN1 |
| Light Industrial | IN2 |
| General Residential | R1 |
| Low Density Residential | R2 |
| Medium Density Residential | R3 |
| High Density Residential | R4 |
| Public Recreation | RE1 |
| Private Recreation | RE2 |
| Special Activities | SP1 |
| Infrastructure | SP2 |
| Natural Waterways | W1 |
| Recreational Waterways | W2 |



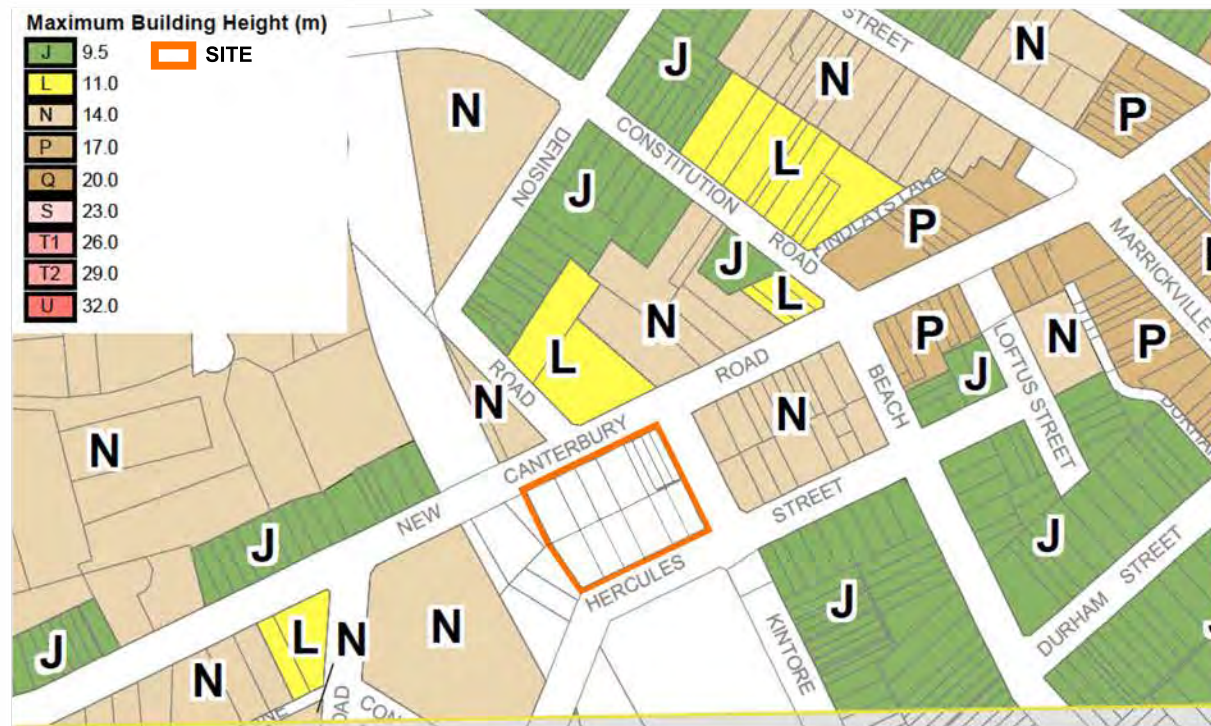
EXISTING ZONING - Light Industrial



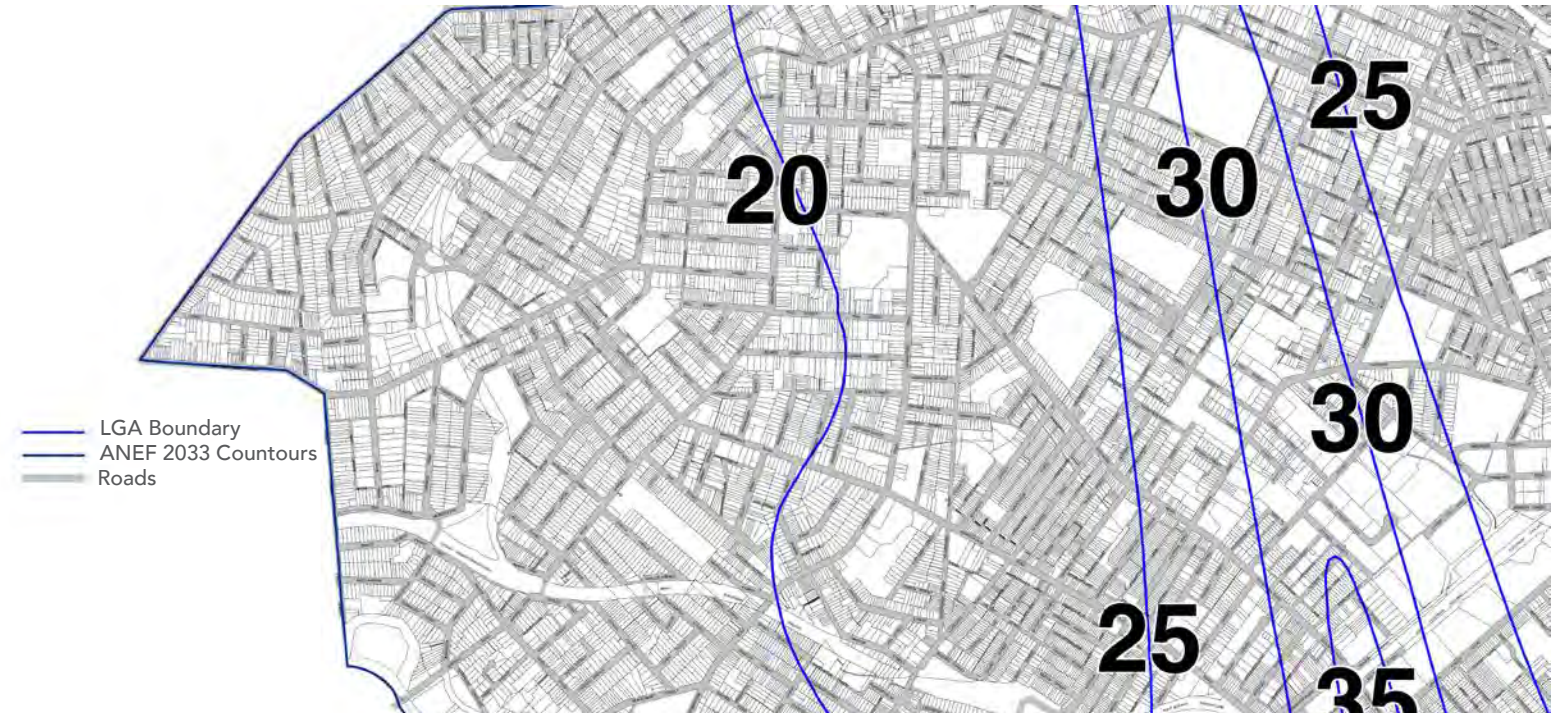
BIODIVERSITY MAP



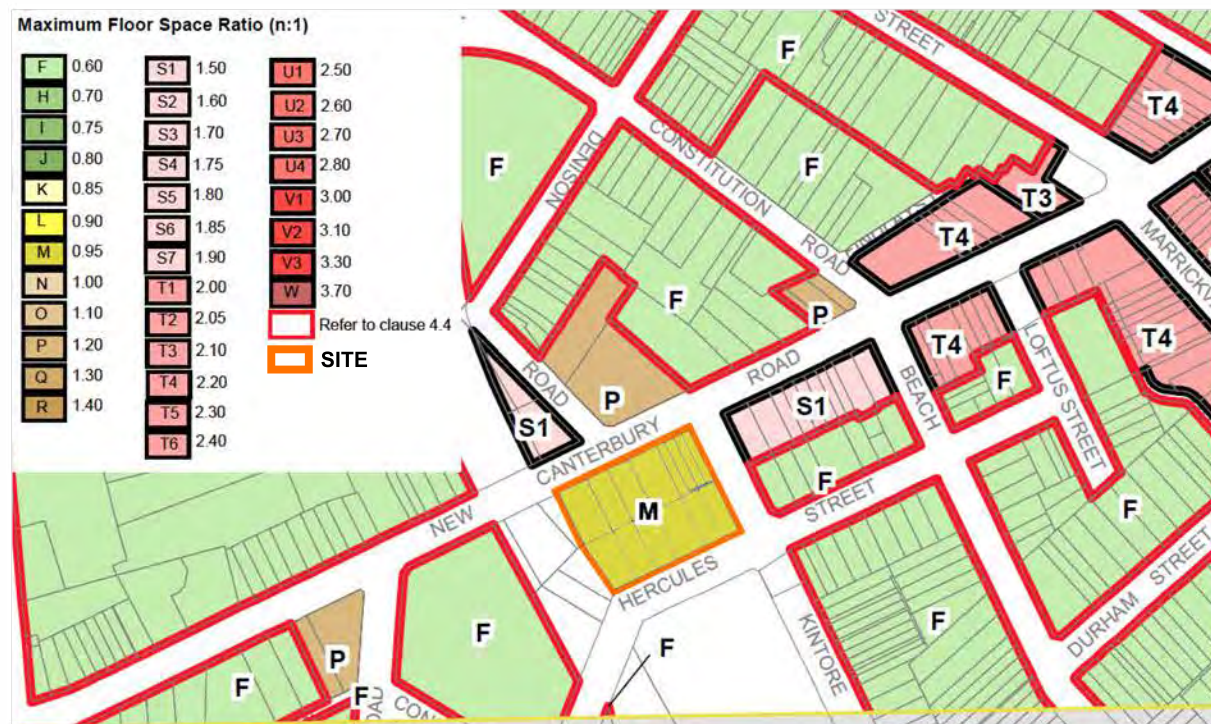
HERITAGE MAP



MAXIMUM HEIGHT MAP



ANEF Contours



MAXIMUM FSR MAP



PRELIMINARY STUDIES

STUDY 1
(DCP OPTION)

- 22m envelope
- 20m Height DCP Form

3 metres setback at the fourth level on New Canterbury Road.

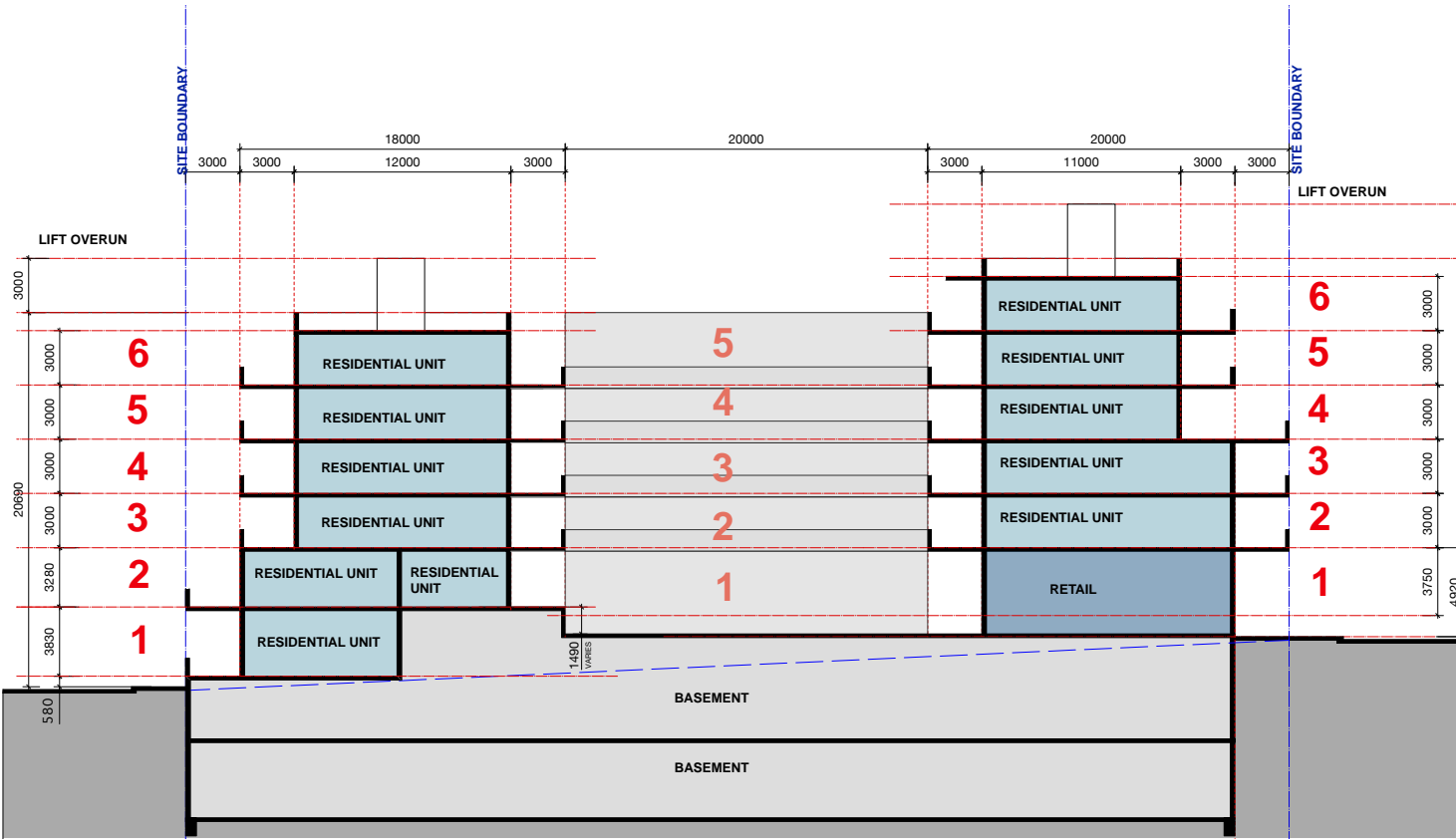
3 metres setback to ground floor on Hercules Street

6 storeys to New Canterbury Road and 5 storeys to the rest of the precinct.

- Proposed development
- Existing Building
- Future Development based on LEP & DCP



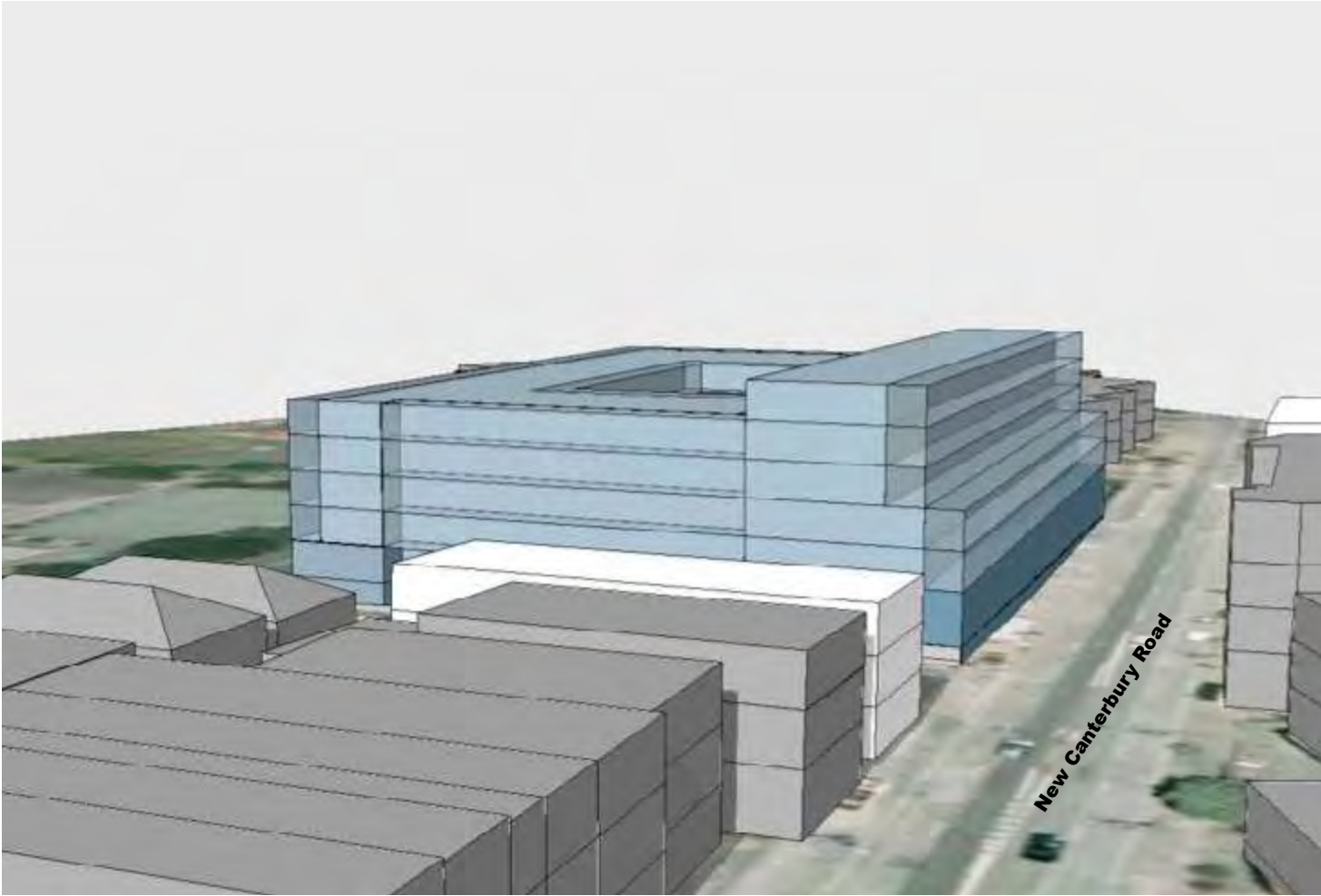
Plan View



North - South Cross Section looking towards the west



Perspective 1



Perspective 2

STUDY 2

- 20m + one storey - open up site to WEST to New Canterbury Road

3 metres setback at the fifth level on New Canterbury Road.

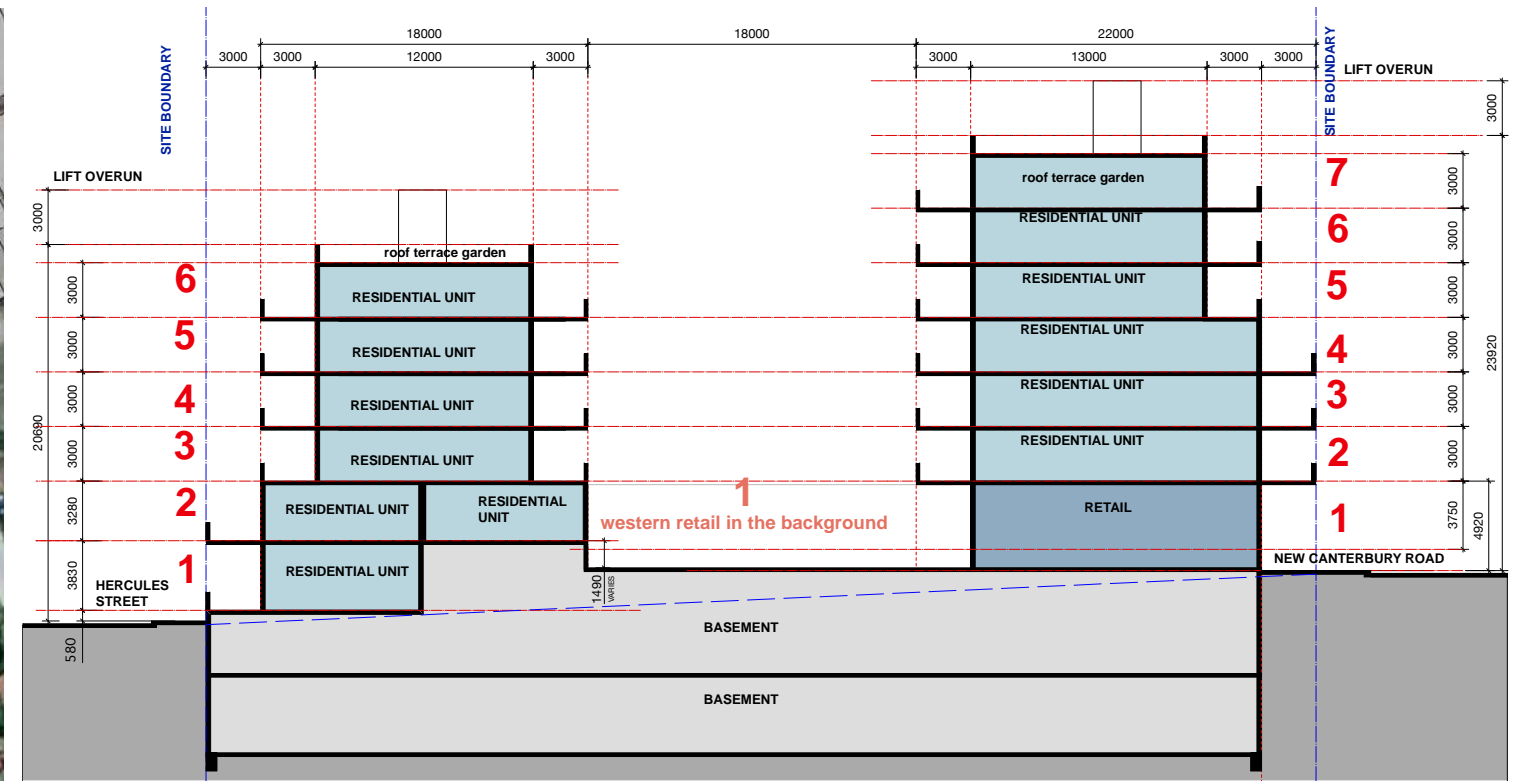
3 metres setback to ground floor on Hercules Street

7 storeys to New Canterbury Road and 6 storeys high on Hercules Street

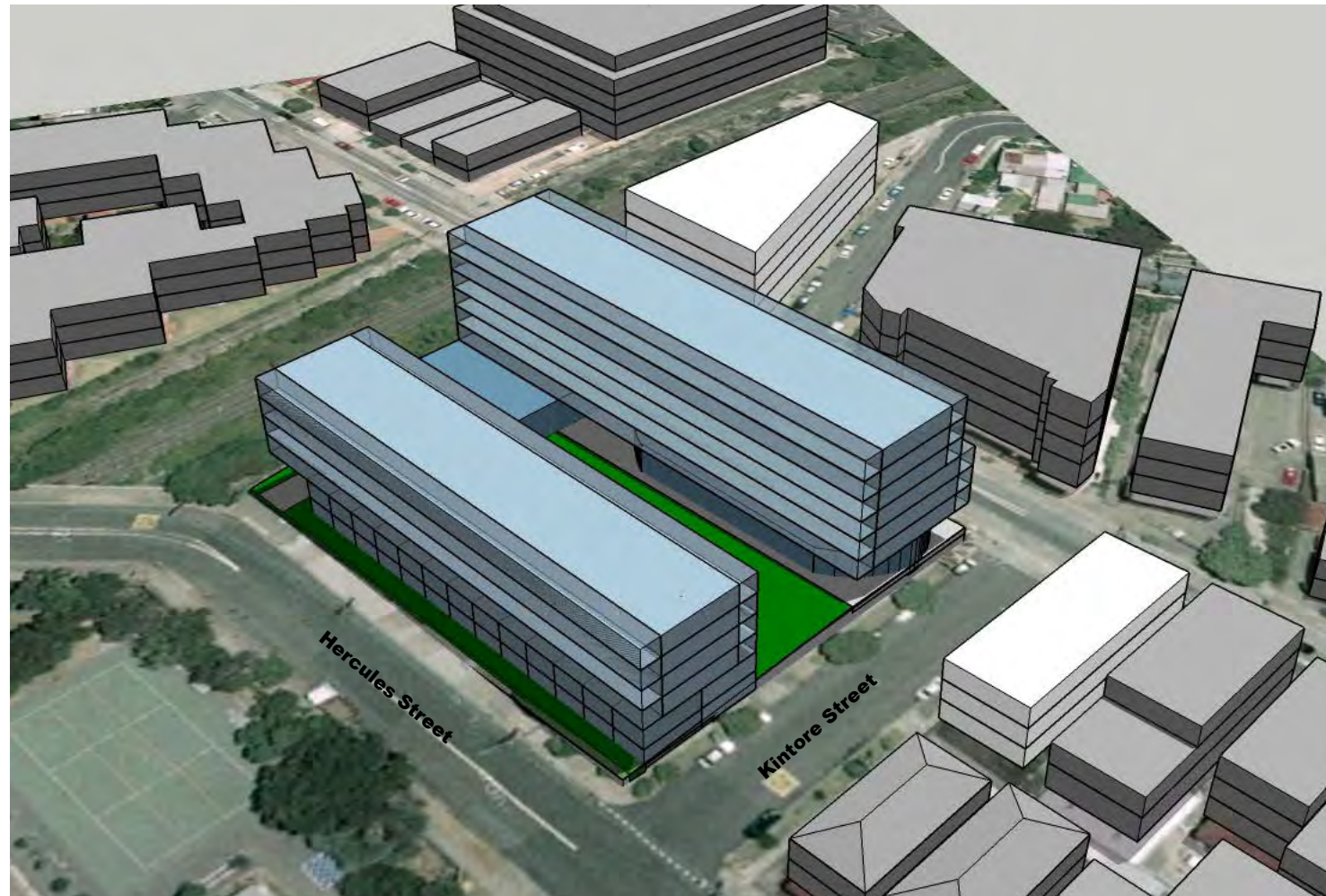
- Proposed development
- Existing Building
- Future Development based on LEP & DCP



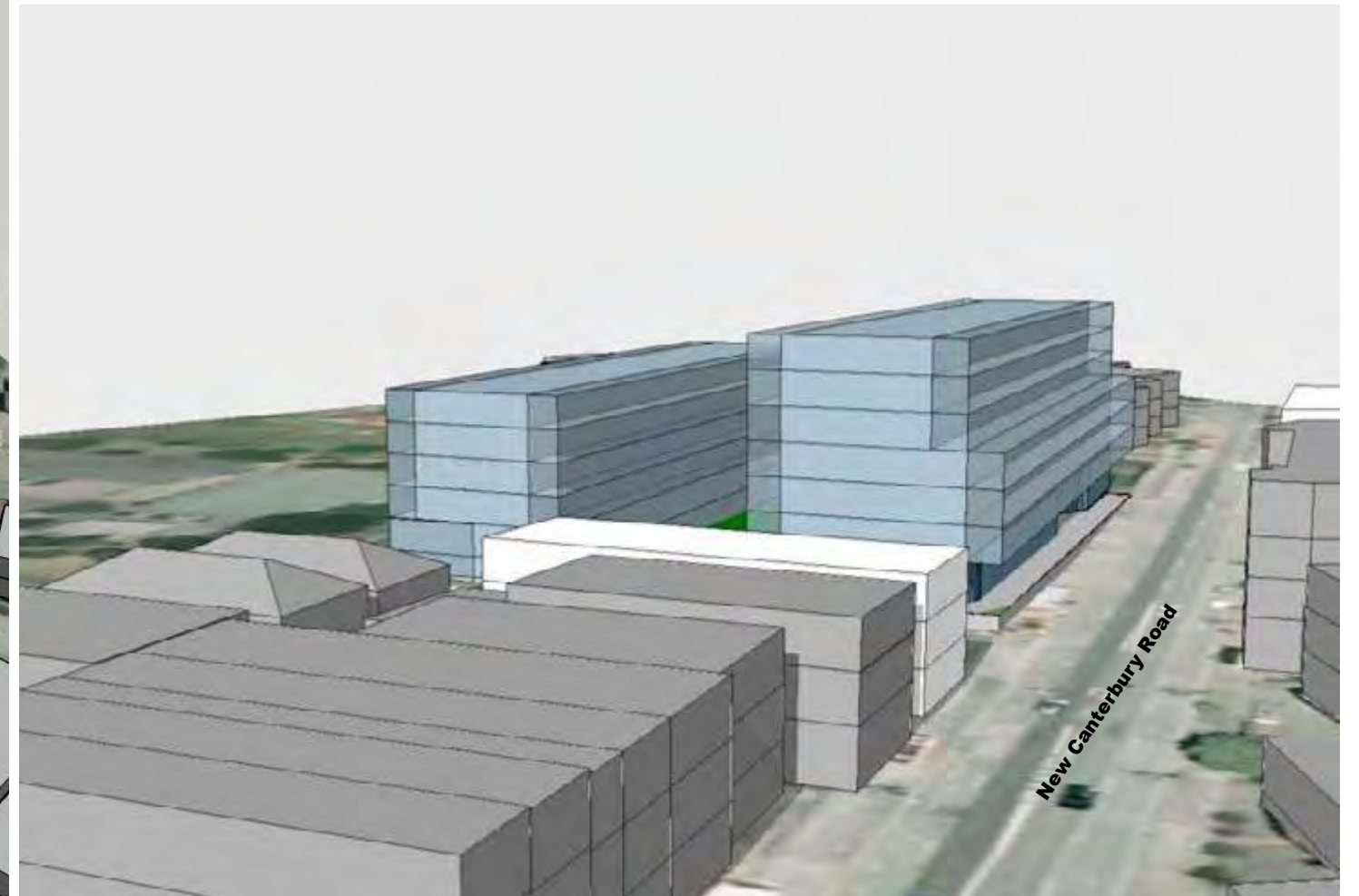
Plan View



North - South Cross Section looking towards the west



Perspective 1



Perspective 2

STUDY 3

- 33m Adjacent Light Rail Stop
- 20m New Canterbury Road
- 17m Hercules Street

3 metres setback at the fifth level on New Canterbury Road.

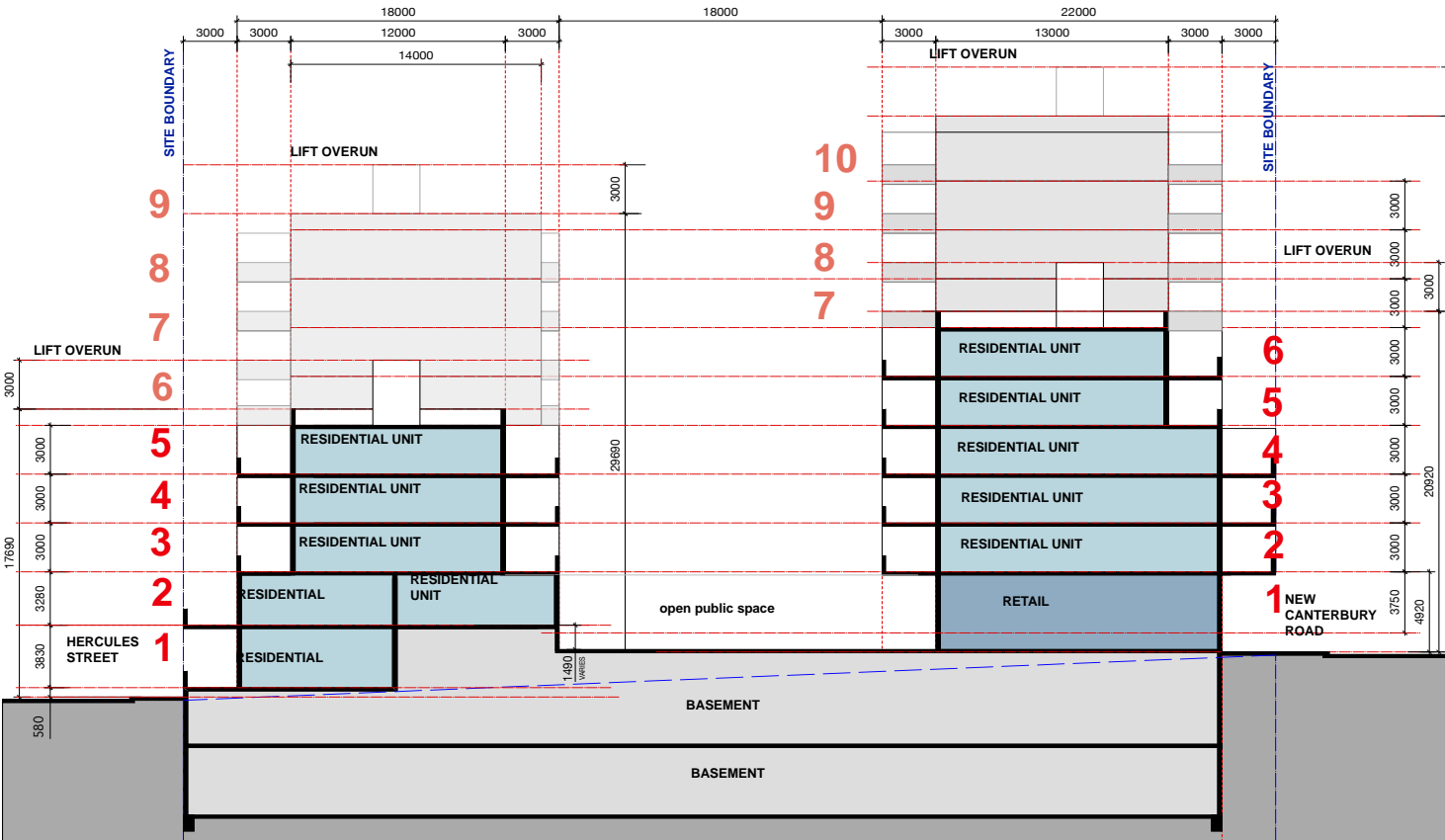
3 metres setback to ground floor on Hercules Street

Western concentration to two strips of development, 10 storeys on New Canterbury Road and 9 storeys on Hercules Street

- Proposed development
- Existing Building
- Future Development based on LEP & DCP



Plan View



North - South Cross Section looking towards the west



Perspective 1



Perspective 2

STUDY 4

- 33m Adjacent Light Rail Stop
- 20m New Canterbury Road
- 17m Hercules Street

3 metres setback at the fifth level on New Canterbury Road.

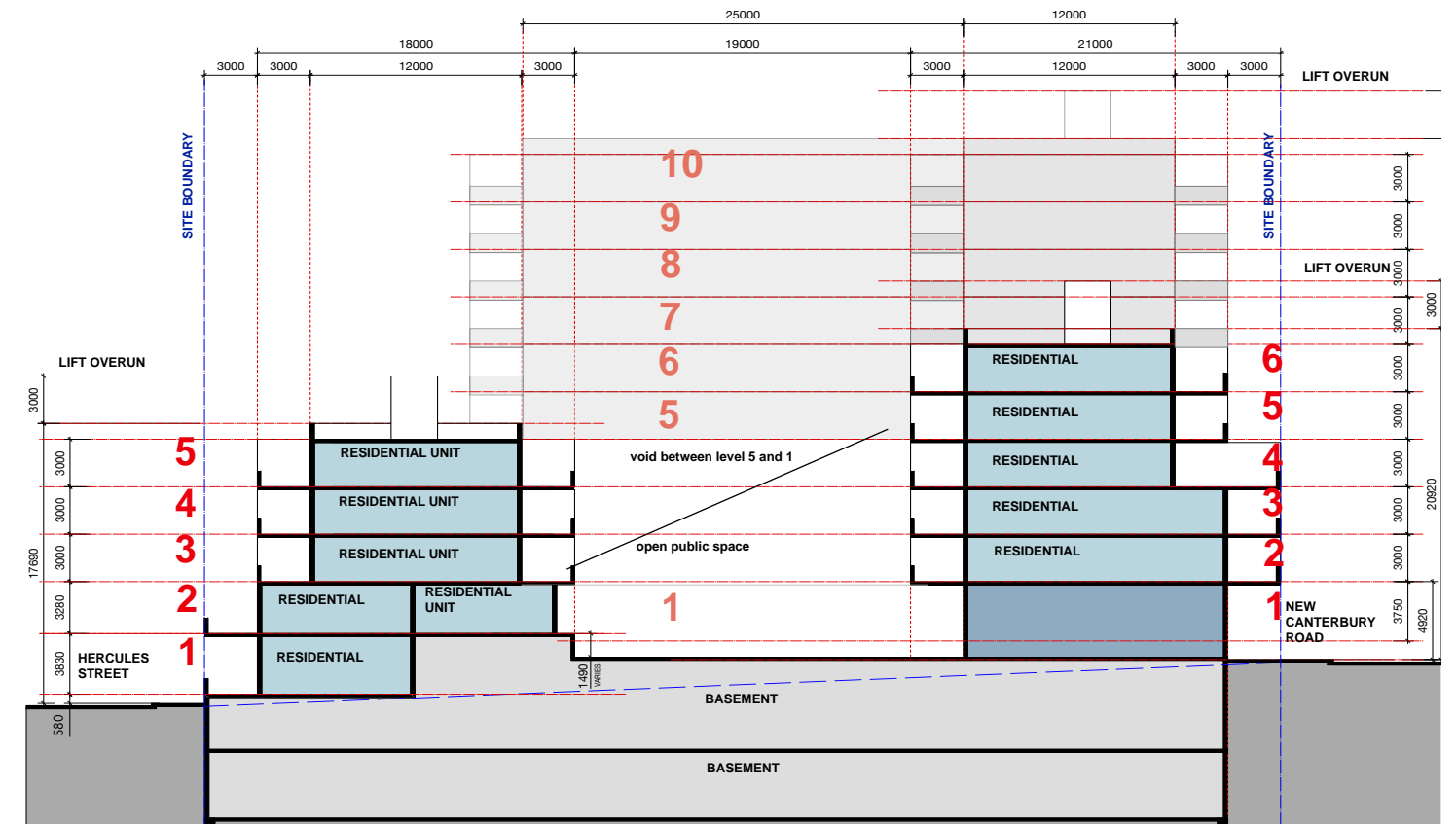
3 metres setback to ground floor on Hercules Street

L shape concentration at the western end with void below tower between retail floor and fifth floor

- Proposed development
- Existing Building
- Future Development based on LEP & DCP



Plan View



North - South Cross Section looking towards the west



Perspective 1



Perspective 2

STUDY 5

- 33m Adjacent Light Rail Stop
- 20m New Canterbury Road
- 17m Hercules Street

3 metres setback at the fourth level on New Canterbury Road.

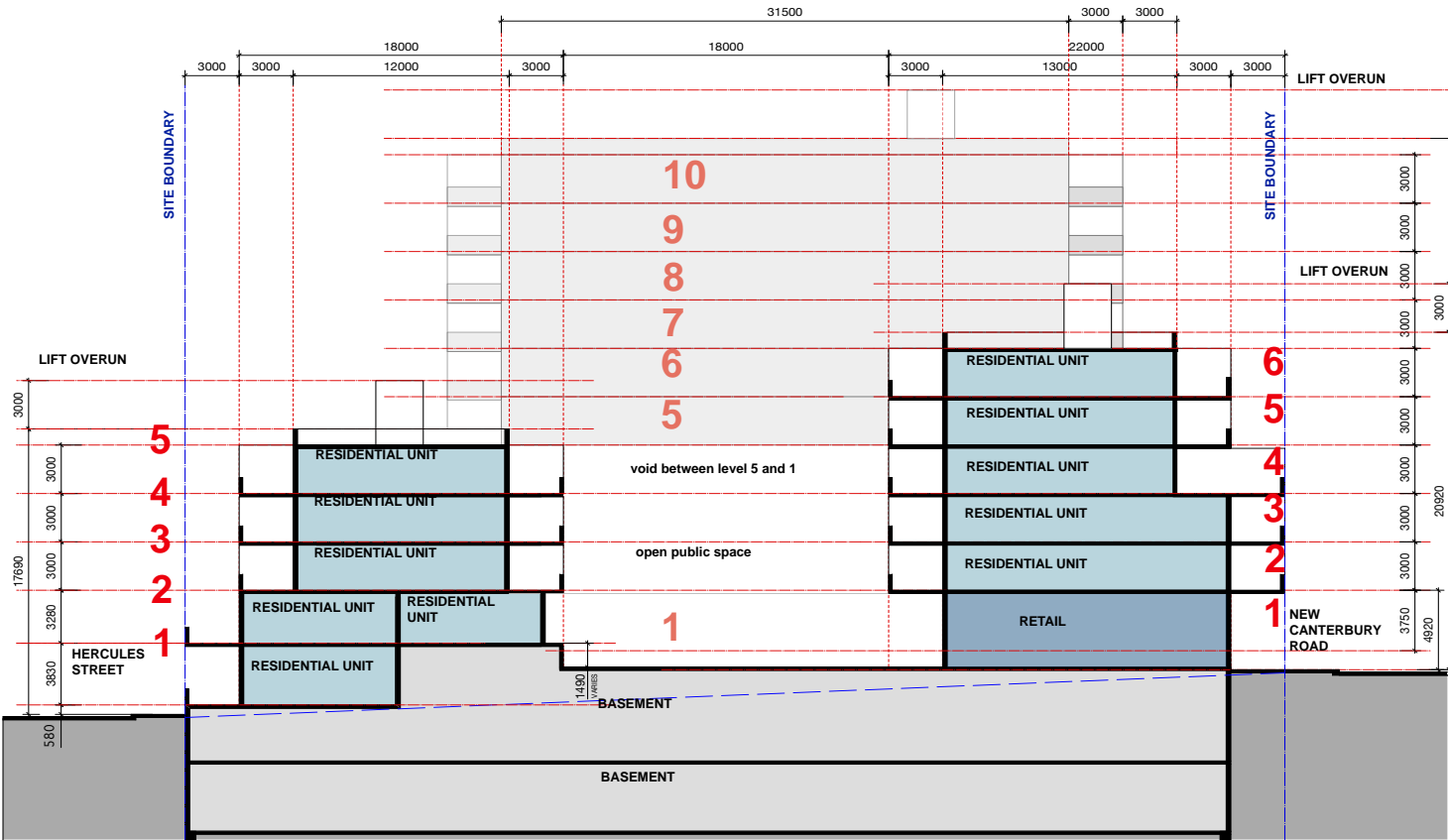
3 metres setback to ground floor on Hercules Street

Concentration at the western end with void below tower between retail floor and fifth floor with 9 metres set back from Canterbury Road

- Proposed development
- Existing Building
- Future Development based on LEP & DCP



Plan View



North - South Cross Section looking towards the west



Perspective 1



Perspective 2

STUDY 6

- 33m Adjacent Light Rail Stop
- 20m New Canterbury Road
- 17m Hercules Street

3 metres setback at the fifth level on New Canterbury Road.

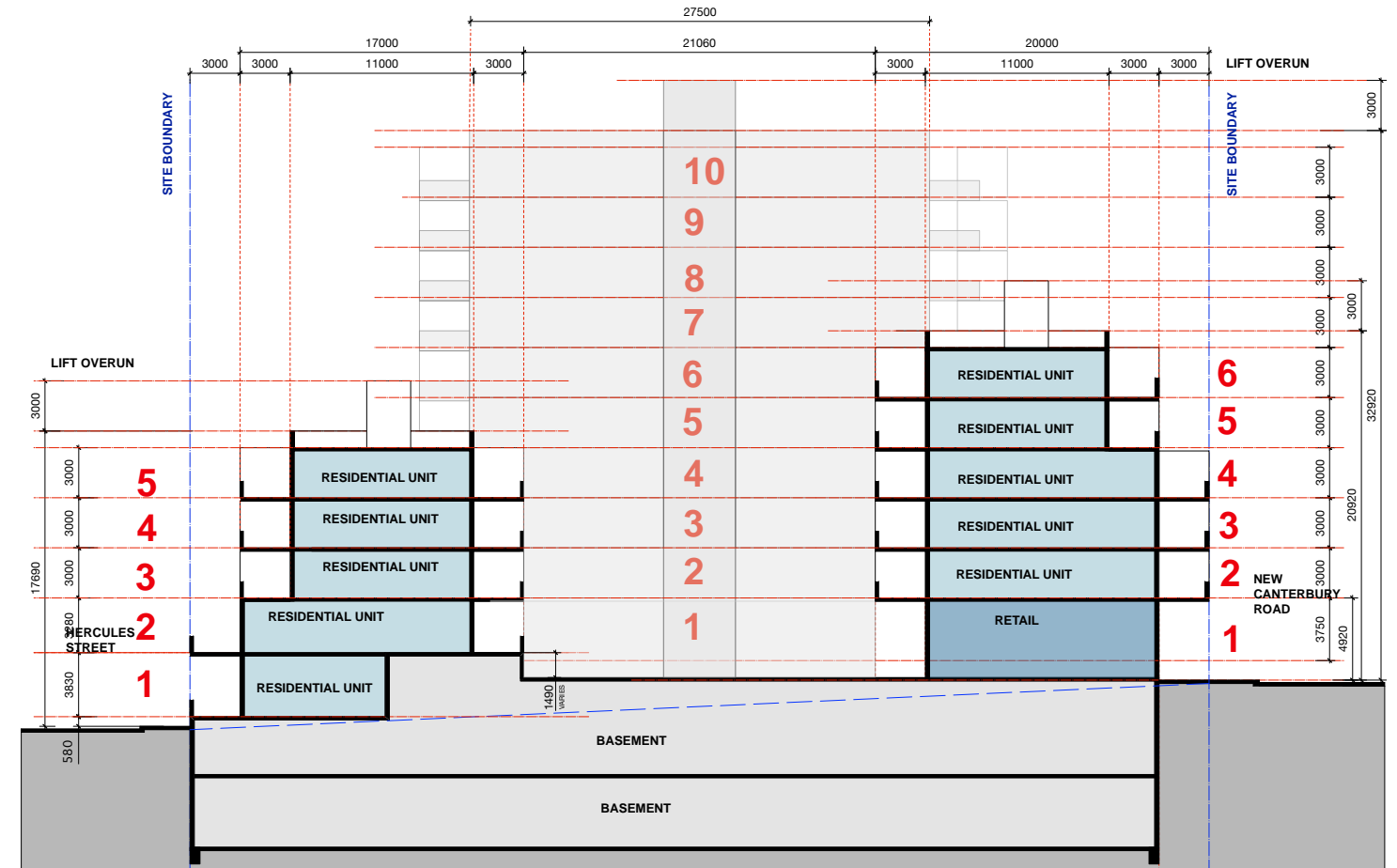
3 metres setback to ground floor on Hercules Street

Concentration of density adjacent Light Rail Station Centre of public space.

- Proposed development
- Existing Building
- Future Development based on LEP & DCP



Plan View



AEP AND COUNCIL RESPONSE

20th October 2015

AEP RESPONSE & COUNCIL RESPONSE

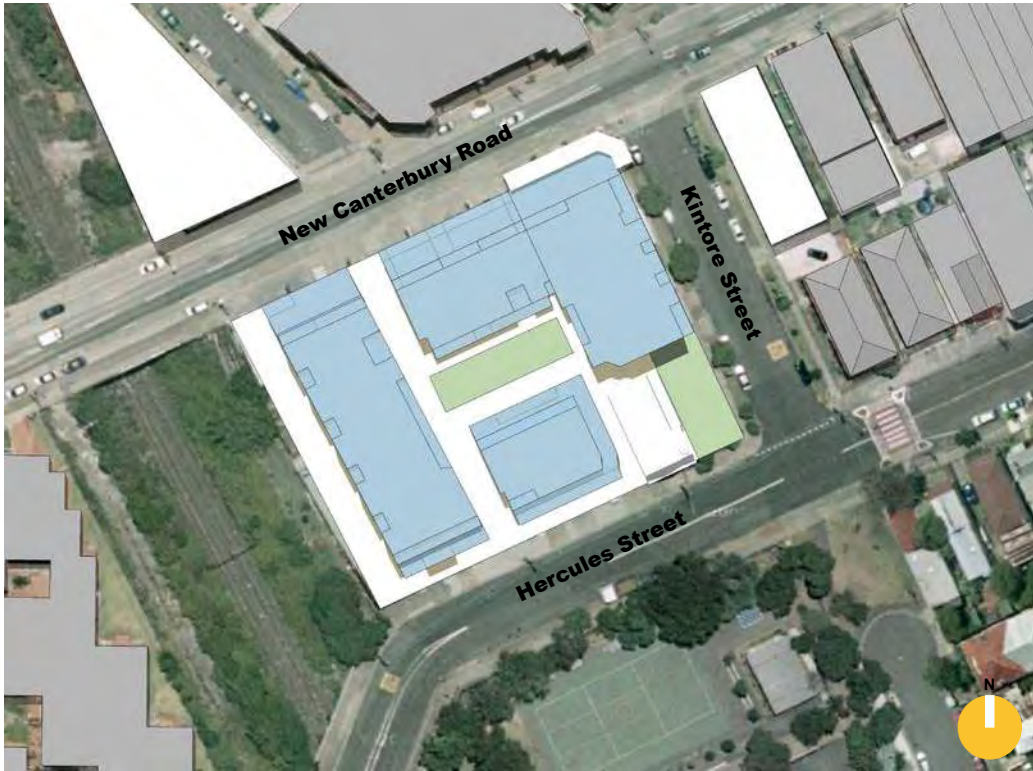
On the 20th of October 2015 Angus Developments and BKA Architecture met with the Architectural Excellence Panel (AEP) on site to discuss the proposal in context. Subsequently Marrickville council and the AEP provided written advice which was received on the 10th of December 2015. This can be viewed in full by referring to Appendix A.



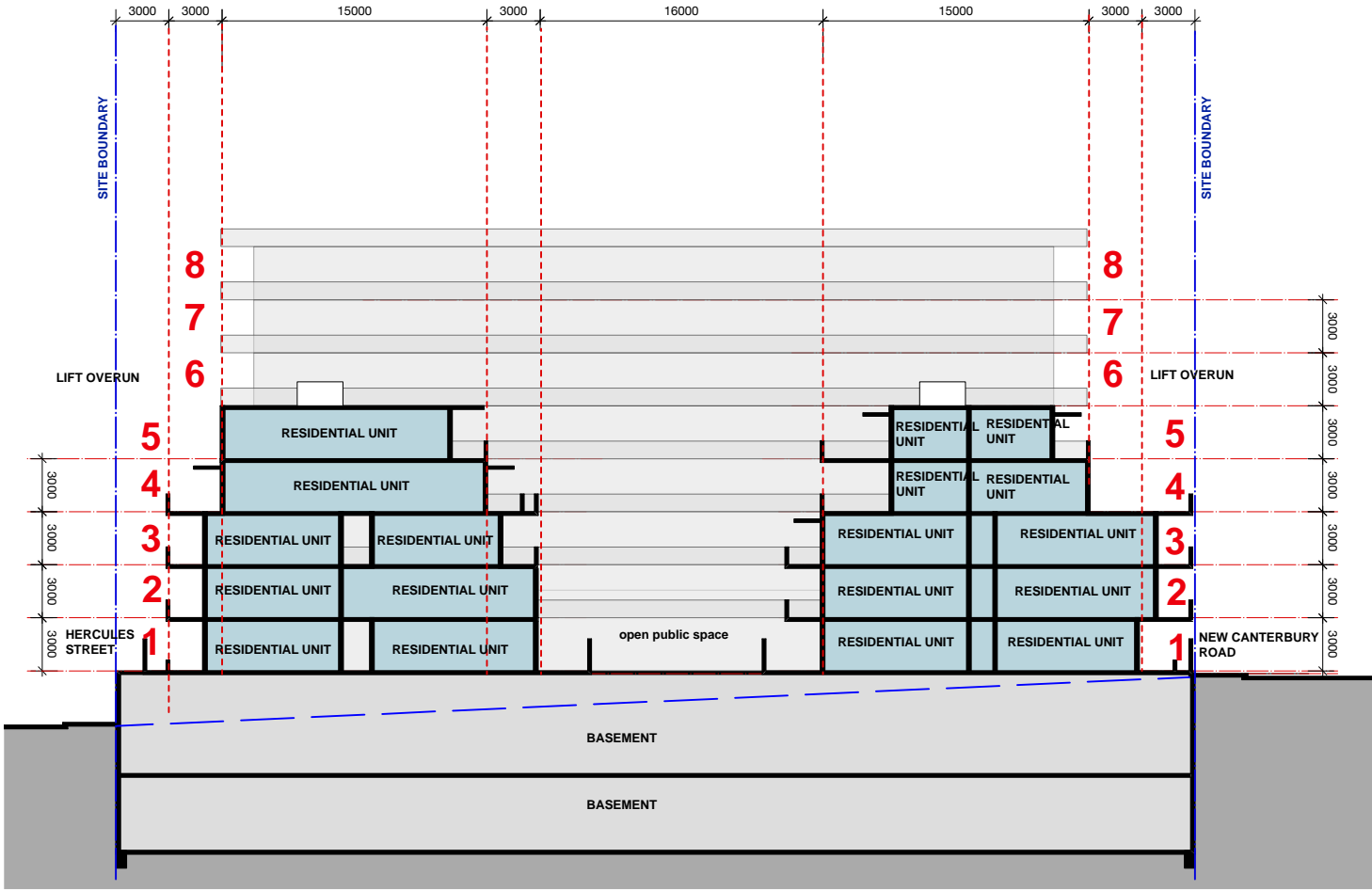
STUDY 7
(Submitted to the AEP- 20th Oct. 2015)

- 27/30m HOB Adjacent Light Rail Stop (inc lift overrun)
- 18m HOB New Canterbury Road (inc lift overrun)
- 18m HOB Hercules Street (inc lift overrun)
- Through site link
- Heritage facades to New Canterbury Road

Proposed development
Existing Building
Future Development based on LEP & DCP



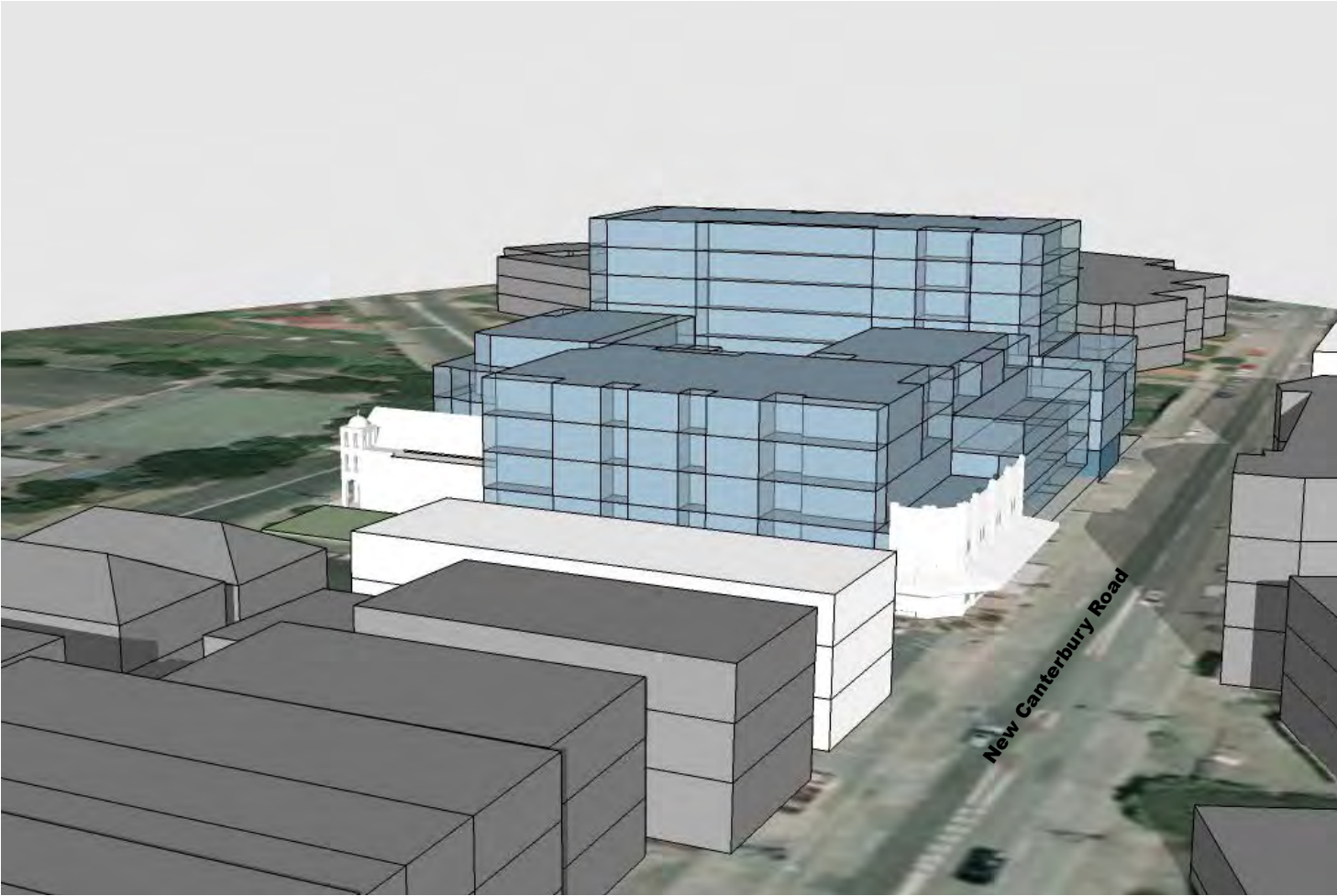
Plan View



North - South Cross Section looking towards the west

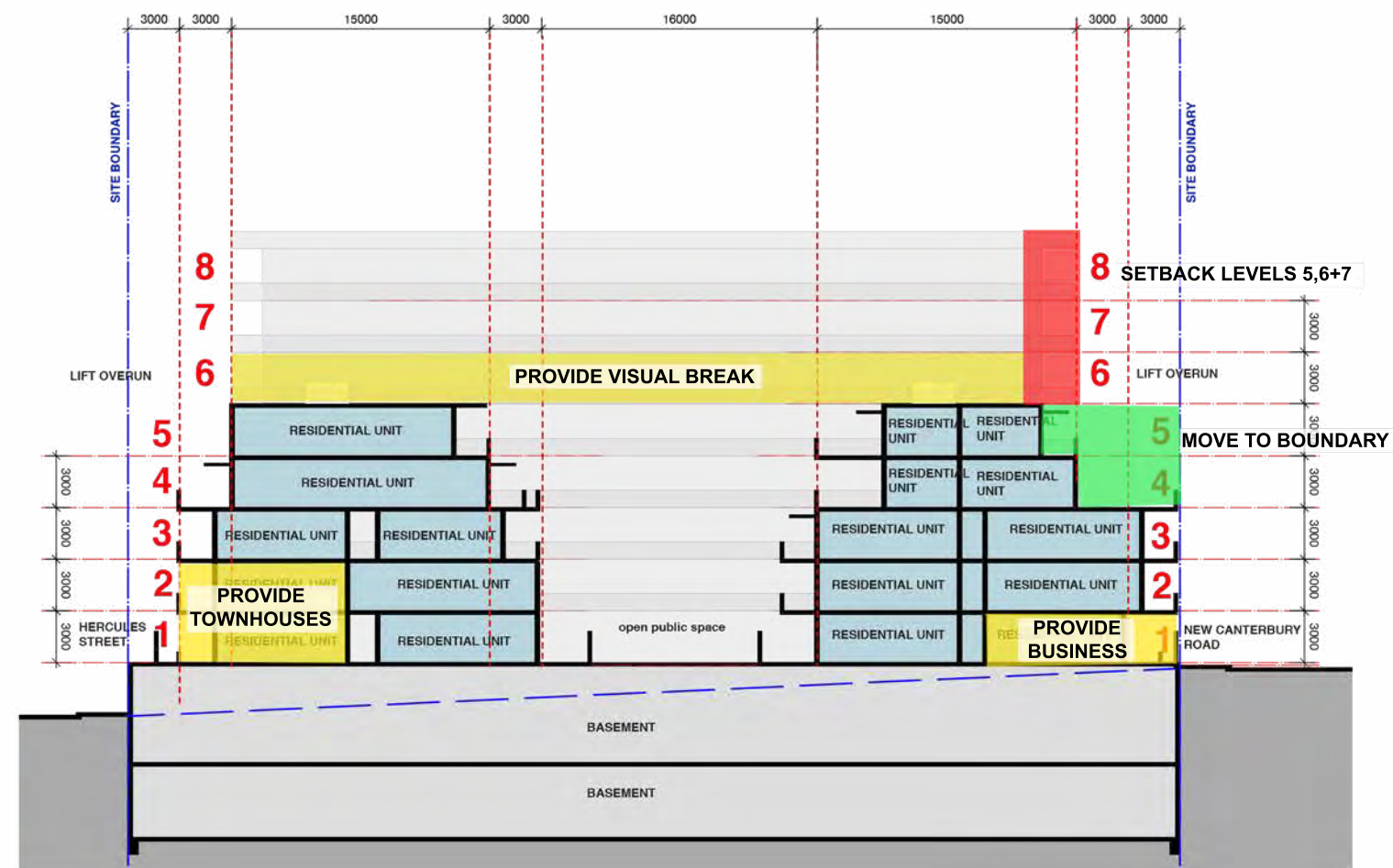


Perspective 1

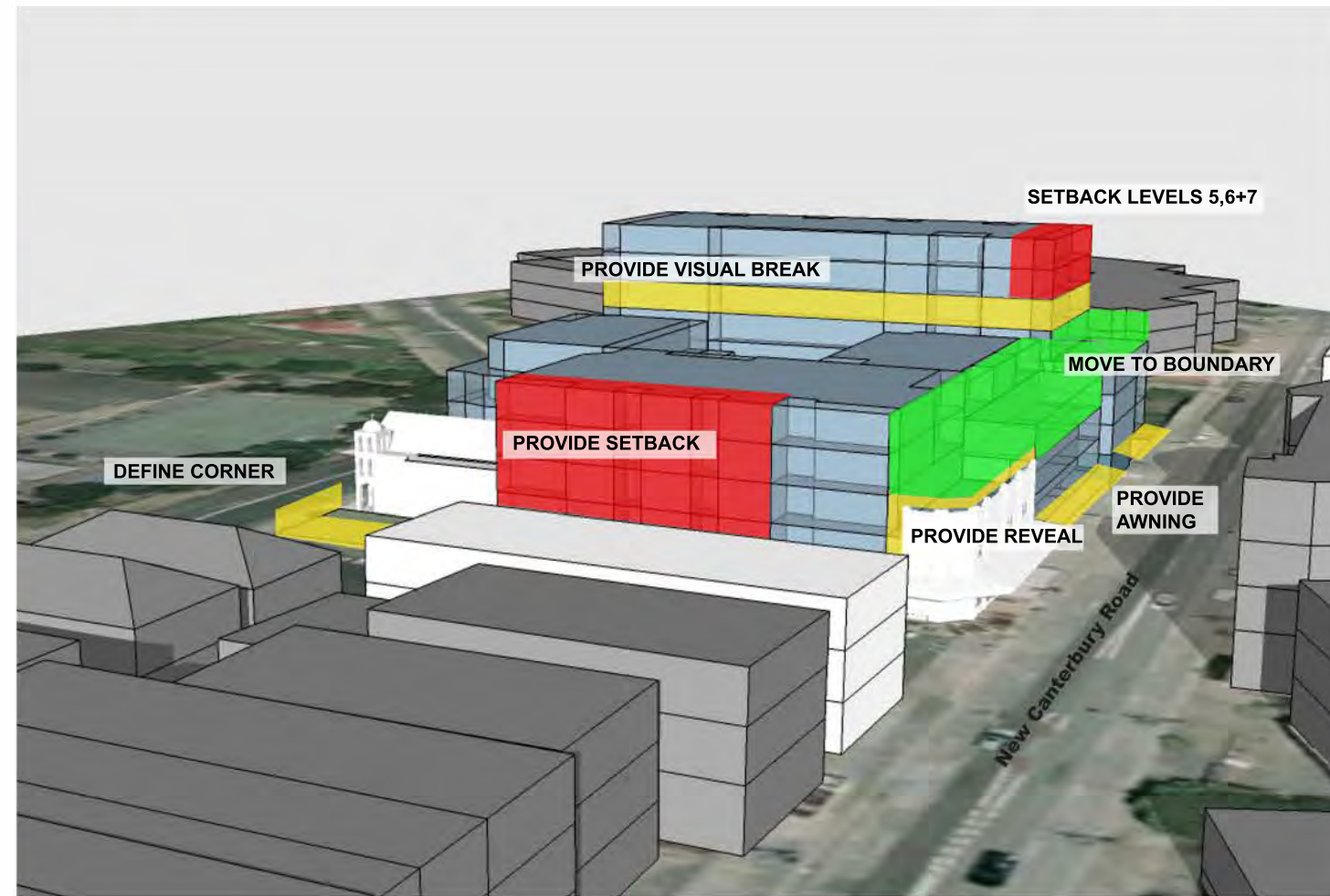
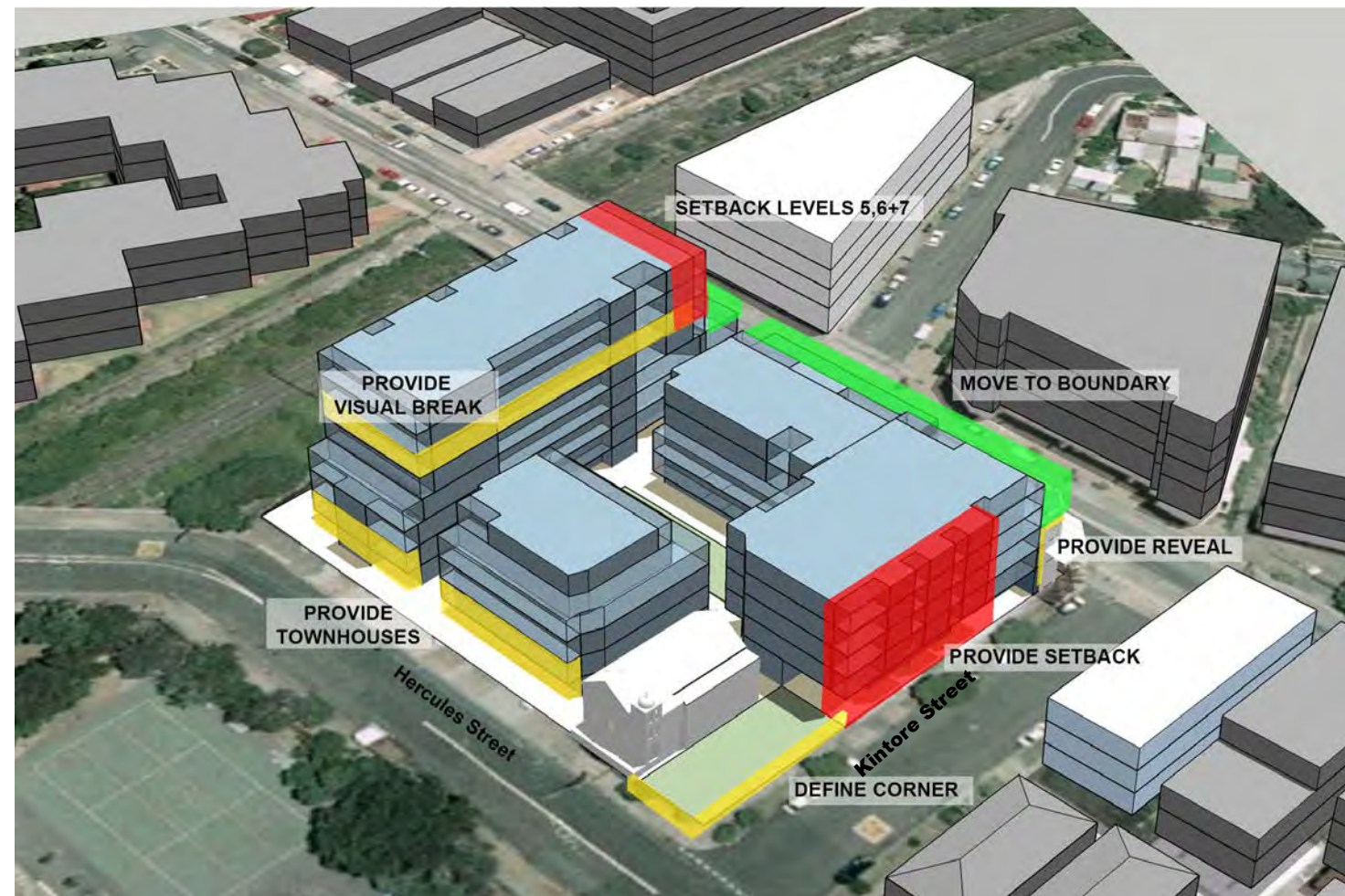


Perspective 2

STUDY 7 (AEP Recommendations)



North - South Cross Section looking towards the west



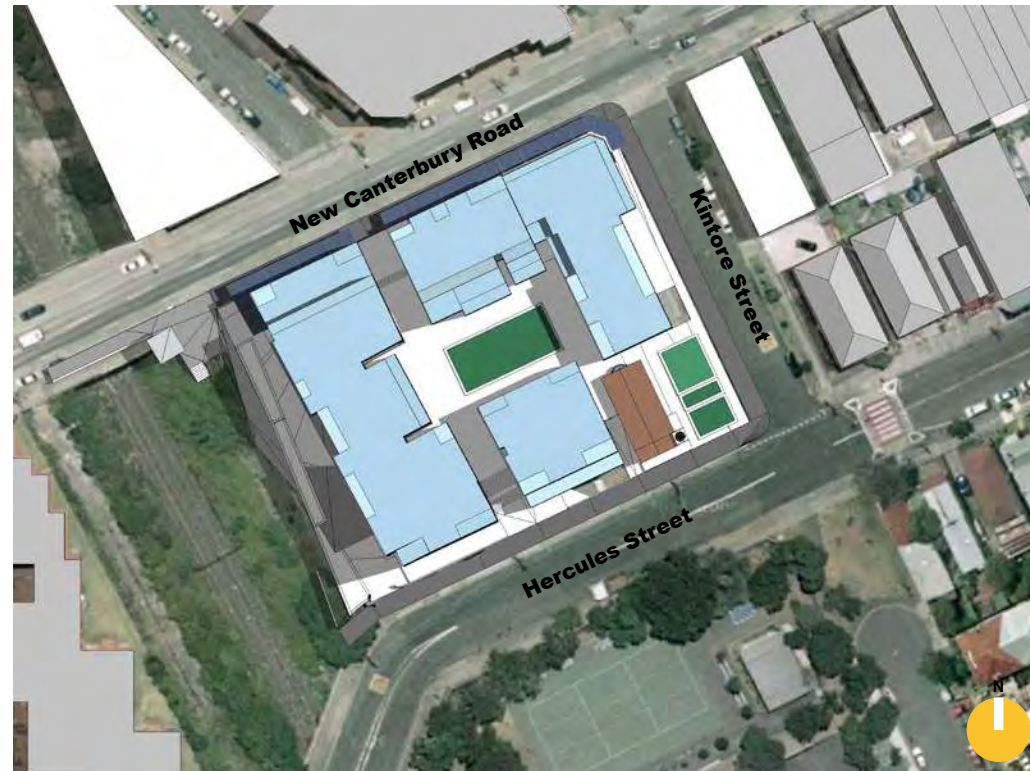
Perspective 2

DESIGN CONCEPT

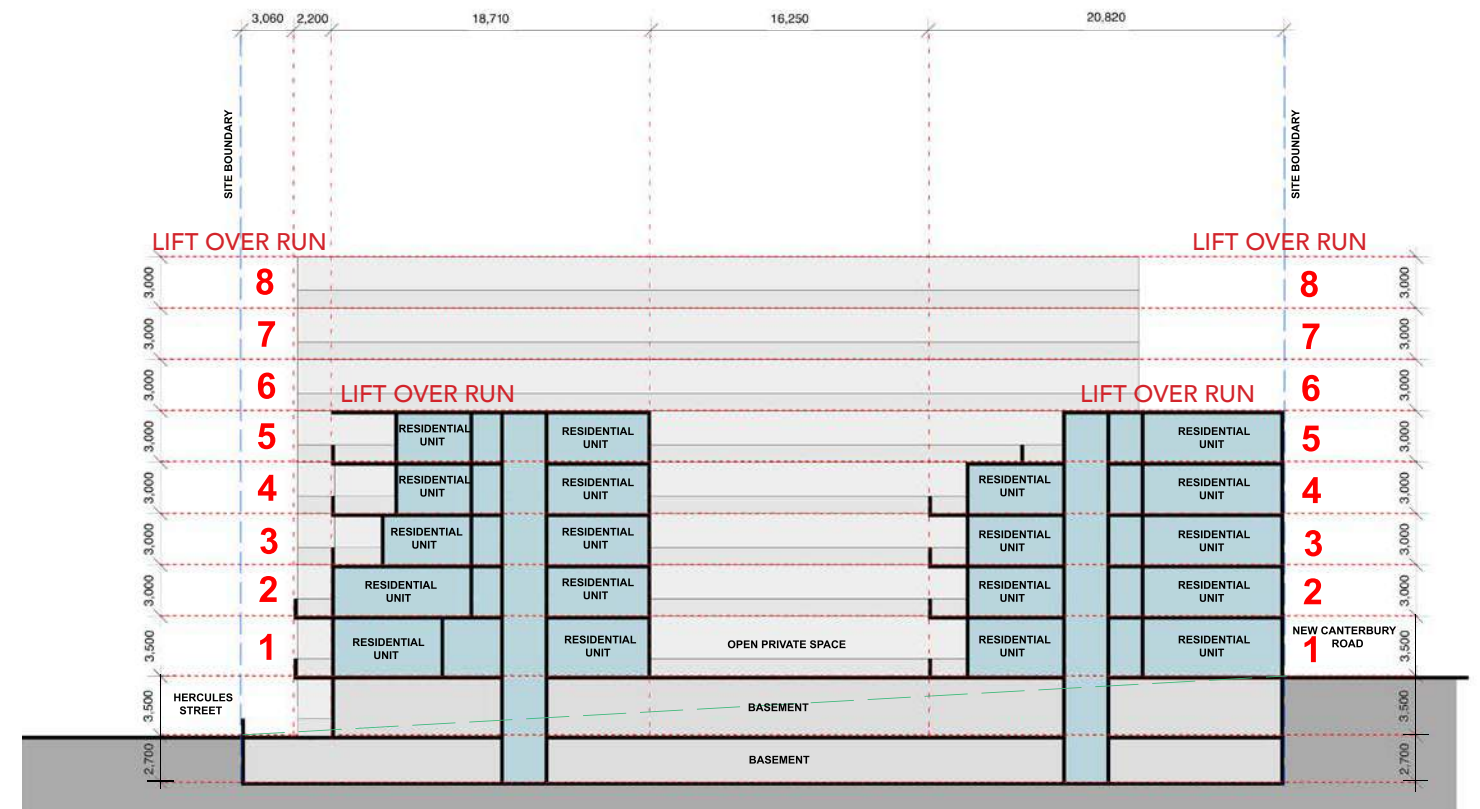
STUDY 8 (PREFERRED CONCEPT)

- 32m HOB Adjacent Light Rail Stop (inc lift over run)
- 20m HOB New Canterbury Road (inc lift over run)
- 23m HOB Hercules Street (inc lift over run)
- Through site link
- Heritage facades to New Canterbury Road
- Retain Church - curtilage + park

- Proposed development
- Existing Building
- Future Development based on LEP & DCP



Plan View



North - South Cross Section looking towards the west

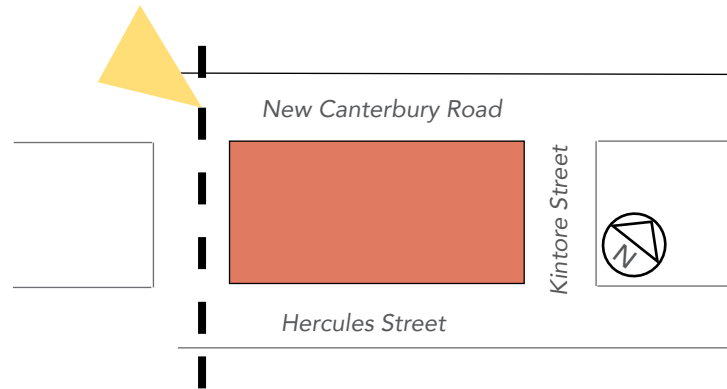


Perspective 1

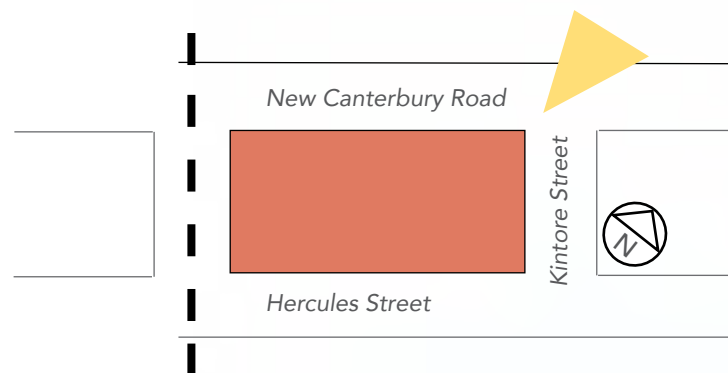


Perspective 2

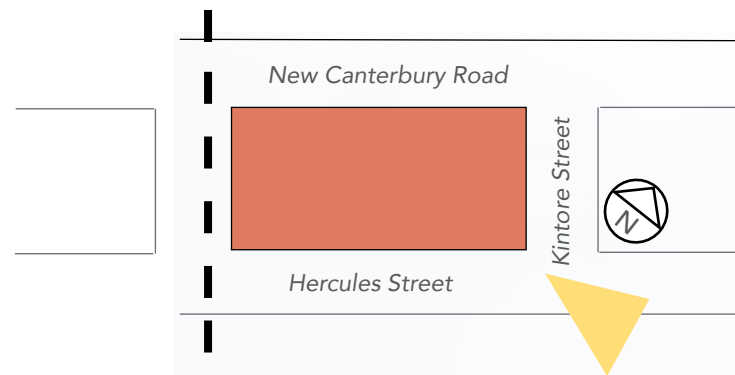
PERSPECTIVE VIEWS



PERSPECTIVE VIEW FROM NORTH ACROSS CANTERBURY ROAD - INDICATIVE ONLY

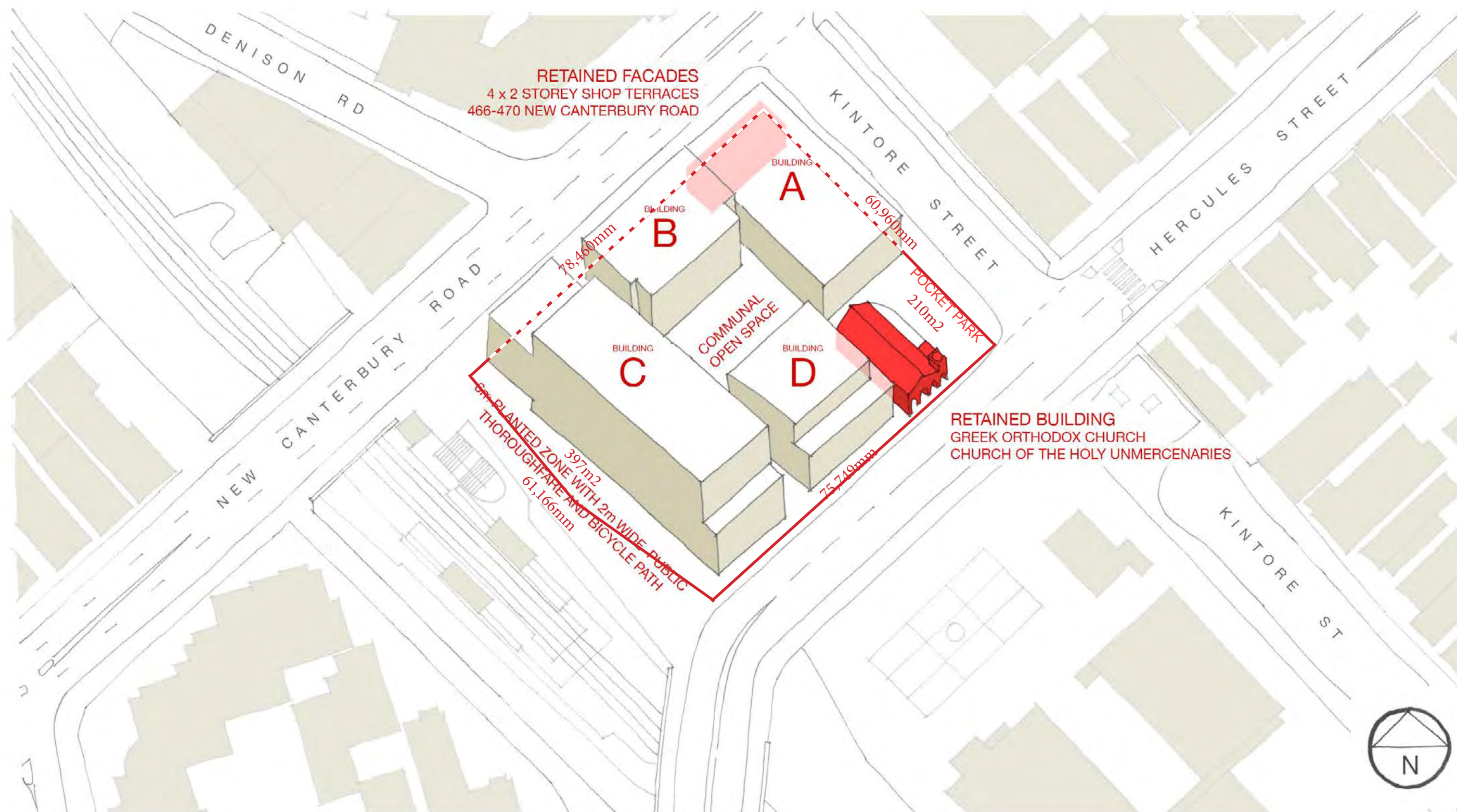


PERSPECTIVE VIEW FROM EAST ACROSS CANTERBURY ROAD - INDICATIVE ONLY



PERSPECTIVE VIEW FROM EAST ACROSS HERCULES STREET - INDICATIVE ONLY

PROPOSED PUBLIC BENEFITS ACCRUING FROM PROPOSAL



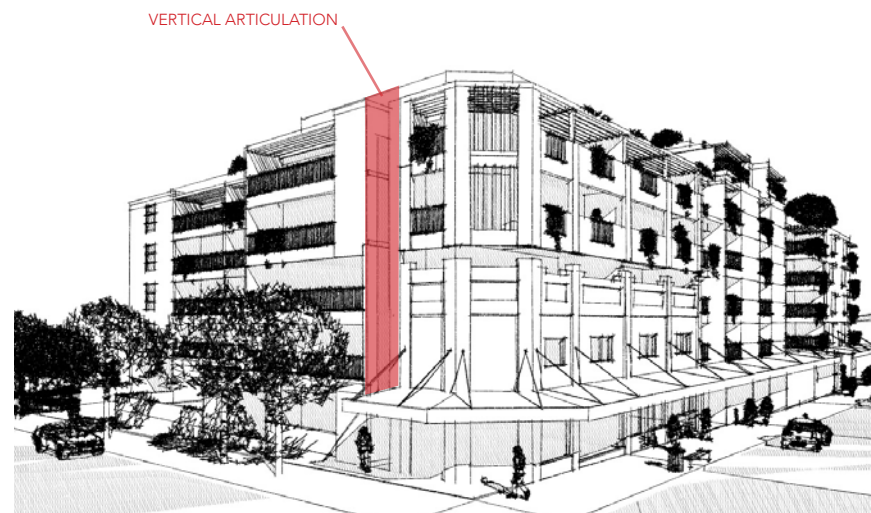
FURTHER COUNCIL & AEP COMMENTS

29th August/ 12th October 2016

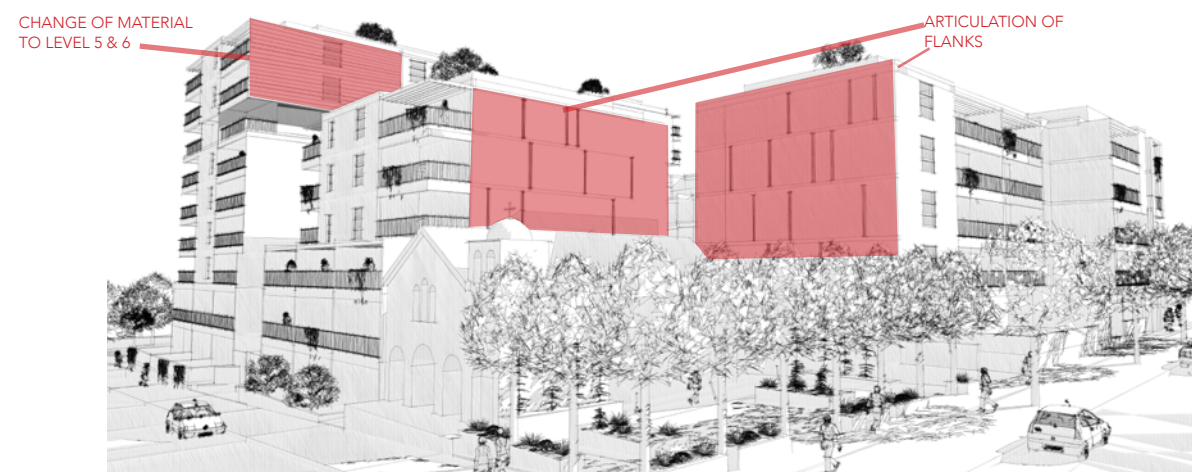
AEP & COUNCIL COMMENTS AND RESPONSE

Angus Developments and BKA Architecture received additional feedback from Inner West Council (29th August 2016) and the Architectural Excellence Panel (AEP) (12th October 2016) which can be viewed in full in Appendix B.

- “The proposed vertical articulation at Ground Level and Levels 1 and 2 between the Side Elevation of the existing shop and the new Building A, at the corner of New Canterbury Road and Kintore Street, should be replicated at Levels 3, 4 and roof plan. Thus, the balcony to the corner units (1bed apartments) at Levels 3 and 4 should be rearranged to maintain the slab edge condition/articulation proposed on the levels below.”



- “The flanks of Buildings A and D will frame and define the backdrop to the church and need to be highly resolved, articulated and detailed to not diminish the presence of the heritage building. Likewise, material change/articulation should be provided to Building C at Levels 6 and 7.
- Flanks of building A & D have been articulated (preliminarily) and material change has occurred at level 5 & 6 of building D following this feedback



- “Clearly demarcated horizontal articulation at Level 5 of Building C (East, South and West Elevations) should be provided. This means that the external walls to the units at Levels 5 should be set back from the main building alignment to create horizontal articulation and architectural interest and provide relief to the mass of the building.”- A further setback of 850mm (approx) has been made following this feedback



- “The internal courtyards/balconies where Buildings A and B turn the corner create dwelling proximity and separation issues that are difficult to resolve and should be reconsidered.”- Balconys have been removed following this feedback





FINAL DESIGN CONCEPT





PLANNING PROPOSAL

PROPOSED CHANGE OF ZONE OF SITE

The subject site is currently zoned as IN2 'Light Industrial'. The proposal seeks to have the subject rezoned as a mix of two classifications.

- 1. B5 'Business Development' for the majority of the site, with an *Additional Use Clause* (below).
- 2. RE1 'Public Recreation' for the through site link
- 3. RE2 'Private Recreation' for the pocket park

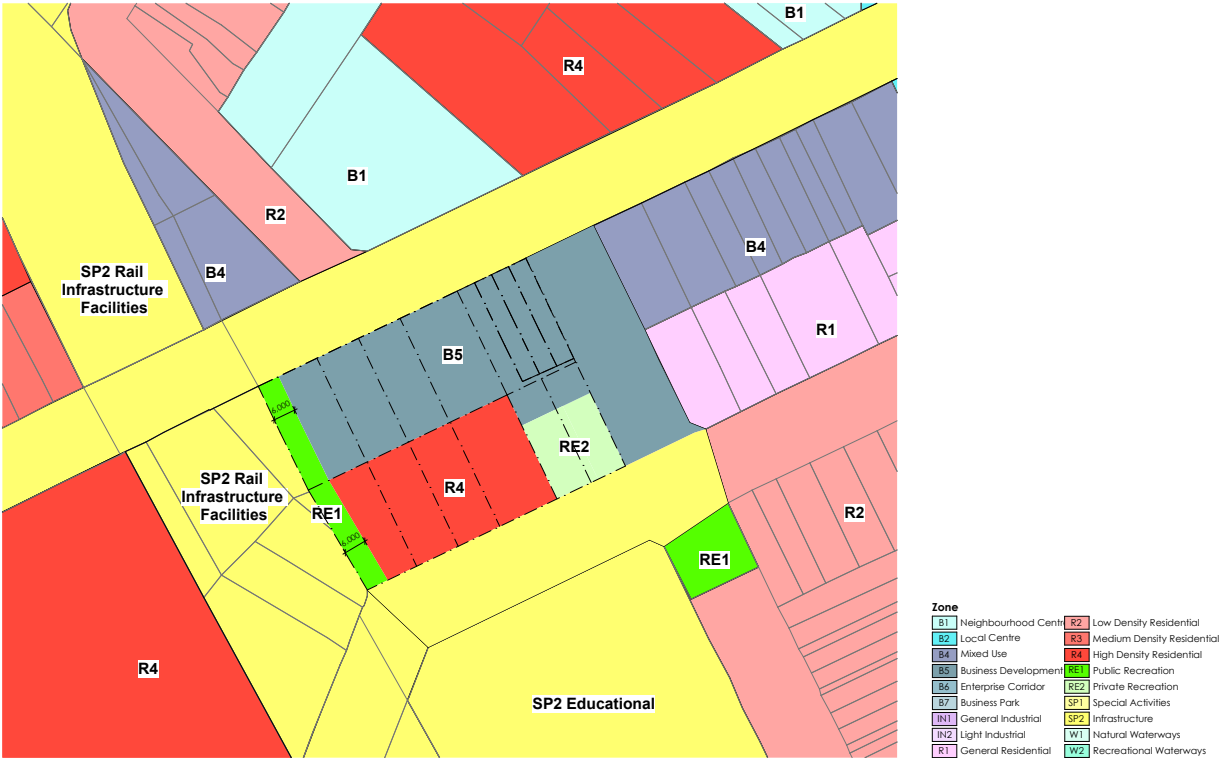
Appropriately, the Height of the building and FSR controls are also proposed to change to accommodate a development more suited to council's vision for the site. At the Council's request the proposed Height and FSR controls are specific to the proposal as amended by the AEP.

Additional Use Clause -

22 Use of certain land at 466 - 480 New Canterbury Road, Dulwich Hill

(1) This clause applies to land at 466 - 480 New Canterbury Road and 26 - 40 Hercules Street, Dulwich Hill, being Lot 1 DP236603; Lot 2 DP236603; Lot 3 DP236603; Lot 5 DP 236603; Lot 6 DP236603; Lot 7 DP236603, Lot 1 DP540366; Lot 2 DP540366; Lot 1 DP542147; Lot 2 DP542147; Lot 3 DP542147; Lot 4 DP542147; Lot 4 DP540366; Lot 14 Section 4 DP932;

- (2) Development for the purpose of a residential flat building is permitted with development consent, as part of a mixed use development, but only if:
- (a) neighbourhood shops are only permitted with 45m of the New Canterbury Road entry on Dulwich Grove Light Rail Station, and
 - (b) any dwelling located on the ground floor will not have frontage to New Canterbury Road.



PROPOSED ZONING - Business Development & Public Recreation



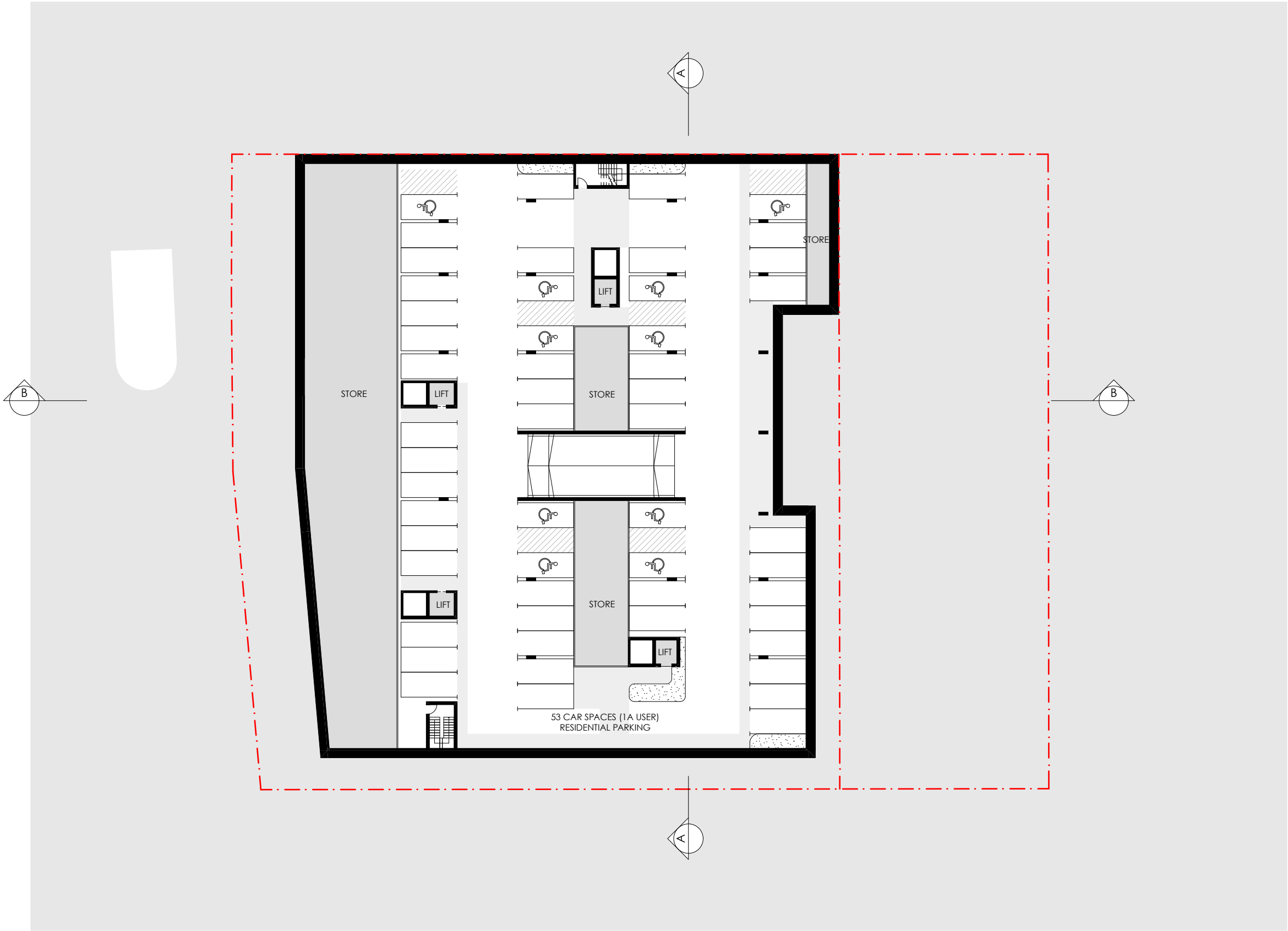
MAXIMUM HEIGHT MAP



MAXIMUM FSR MAP

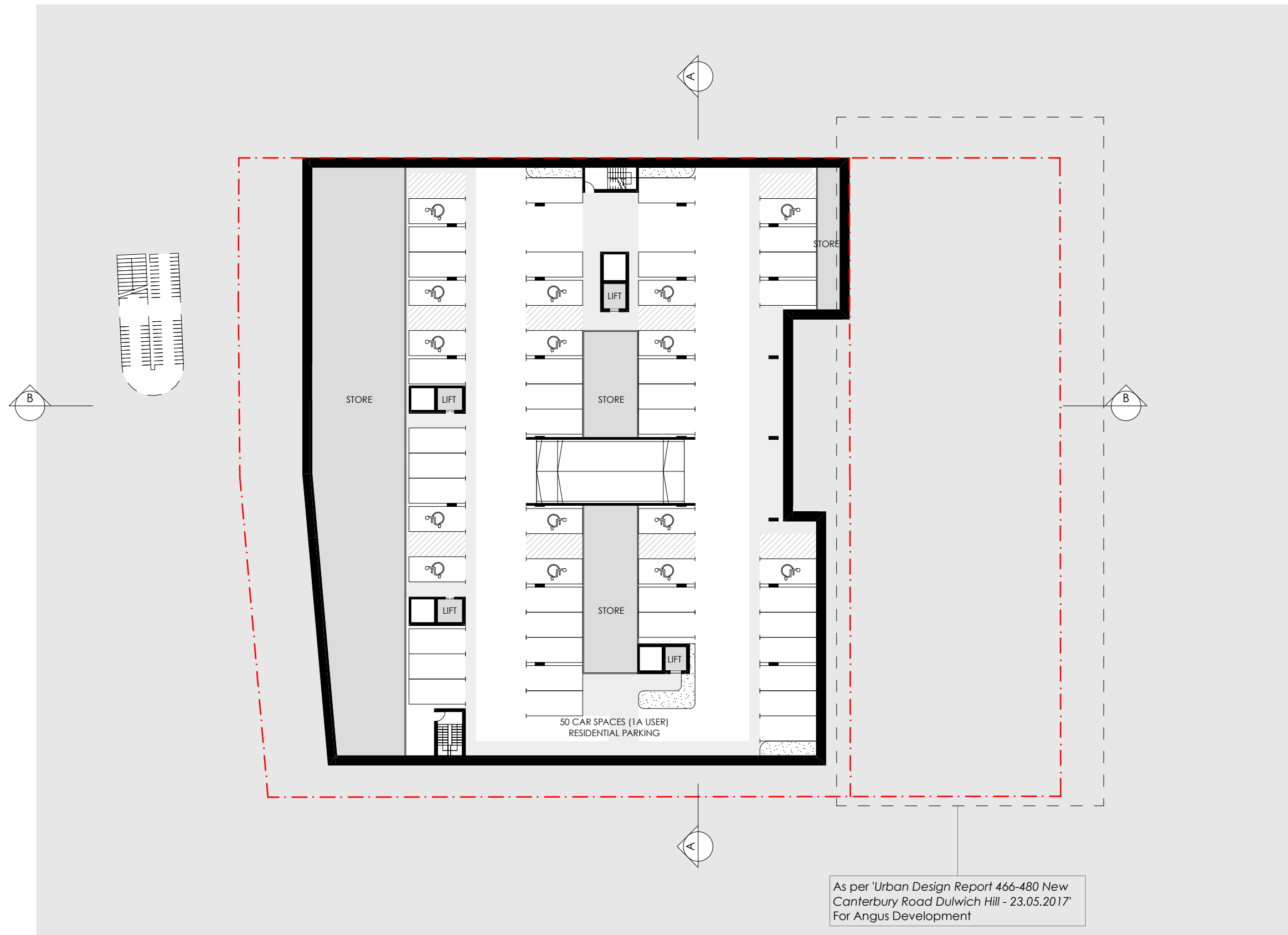


PROOF OF CONCEPT PLANS

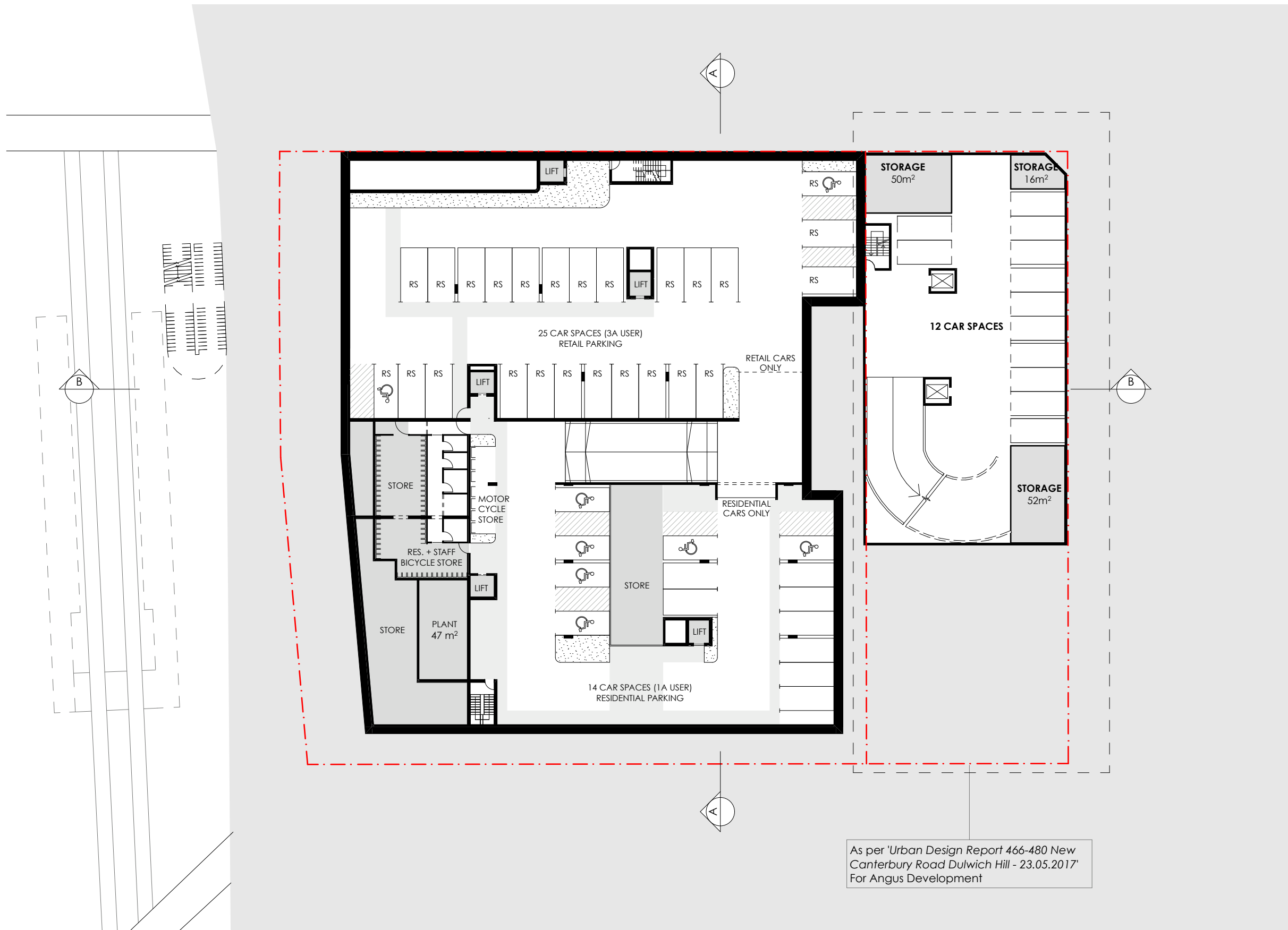


Basement 3
1:400



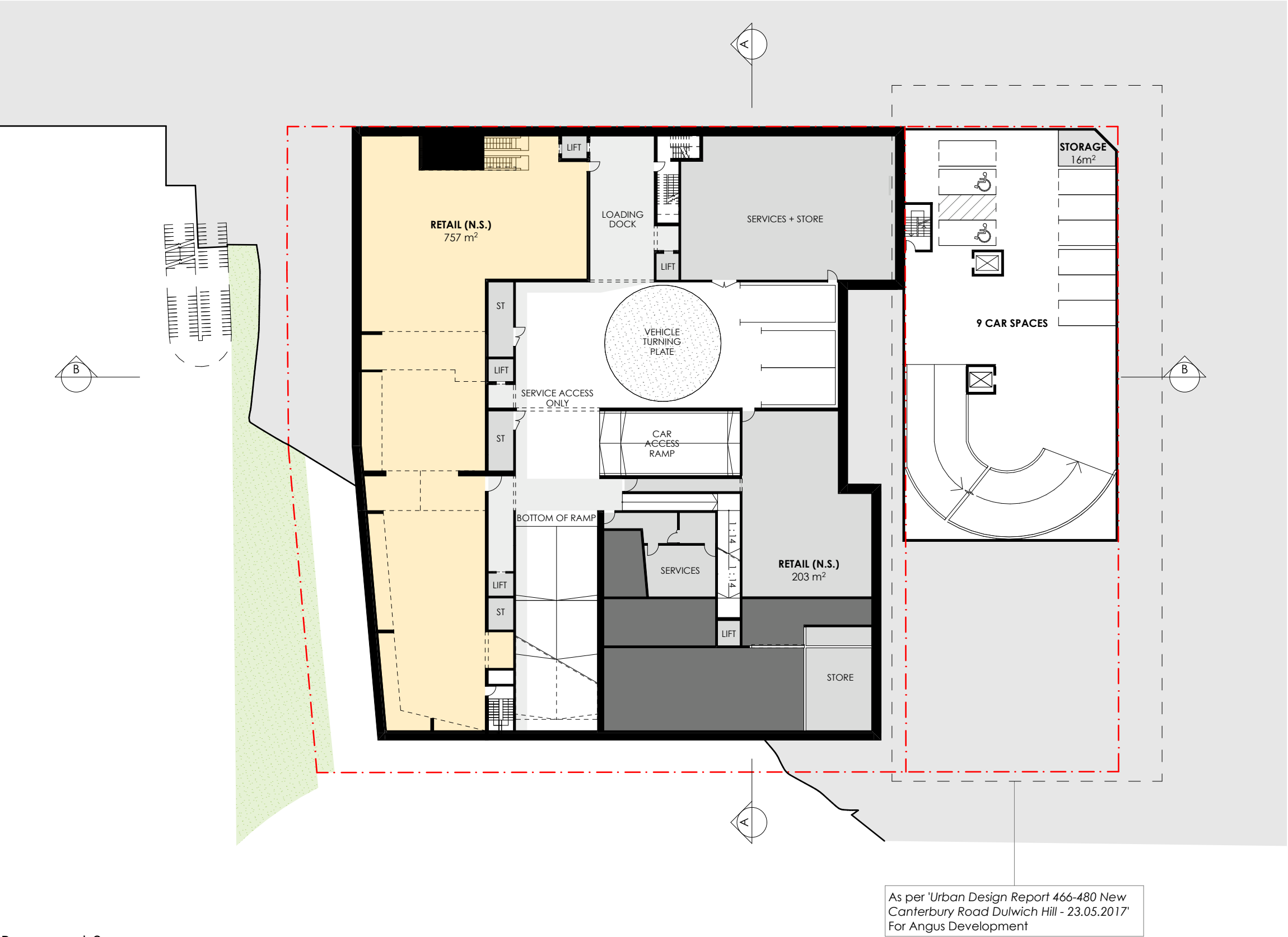


Basement 2
1:400



As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

Basement 1
1:400





Lower Ground
1:400





As per 'Urban Design Report 466-480 New Canterbury Road Dulwich Hill - 23.05.2017' For Angus Development

Level 1
1:400





As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

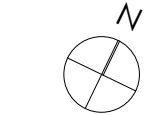
Level 2
1:400





As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

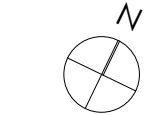
Level 3
1:400





As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

Level 4
1:400





As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

Level 5
1:400



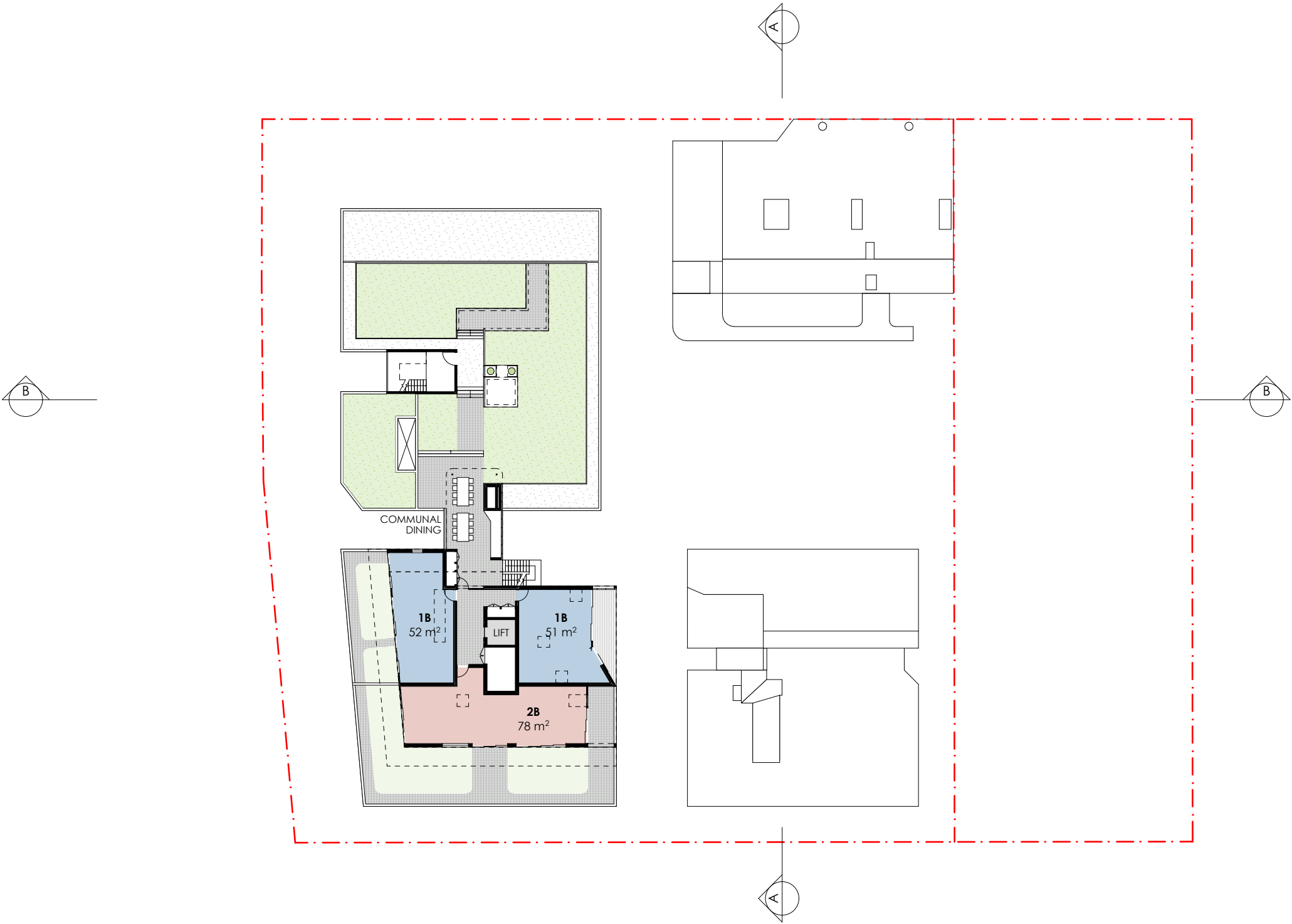
Level 6
1:400



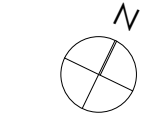


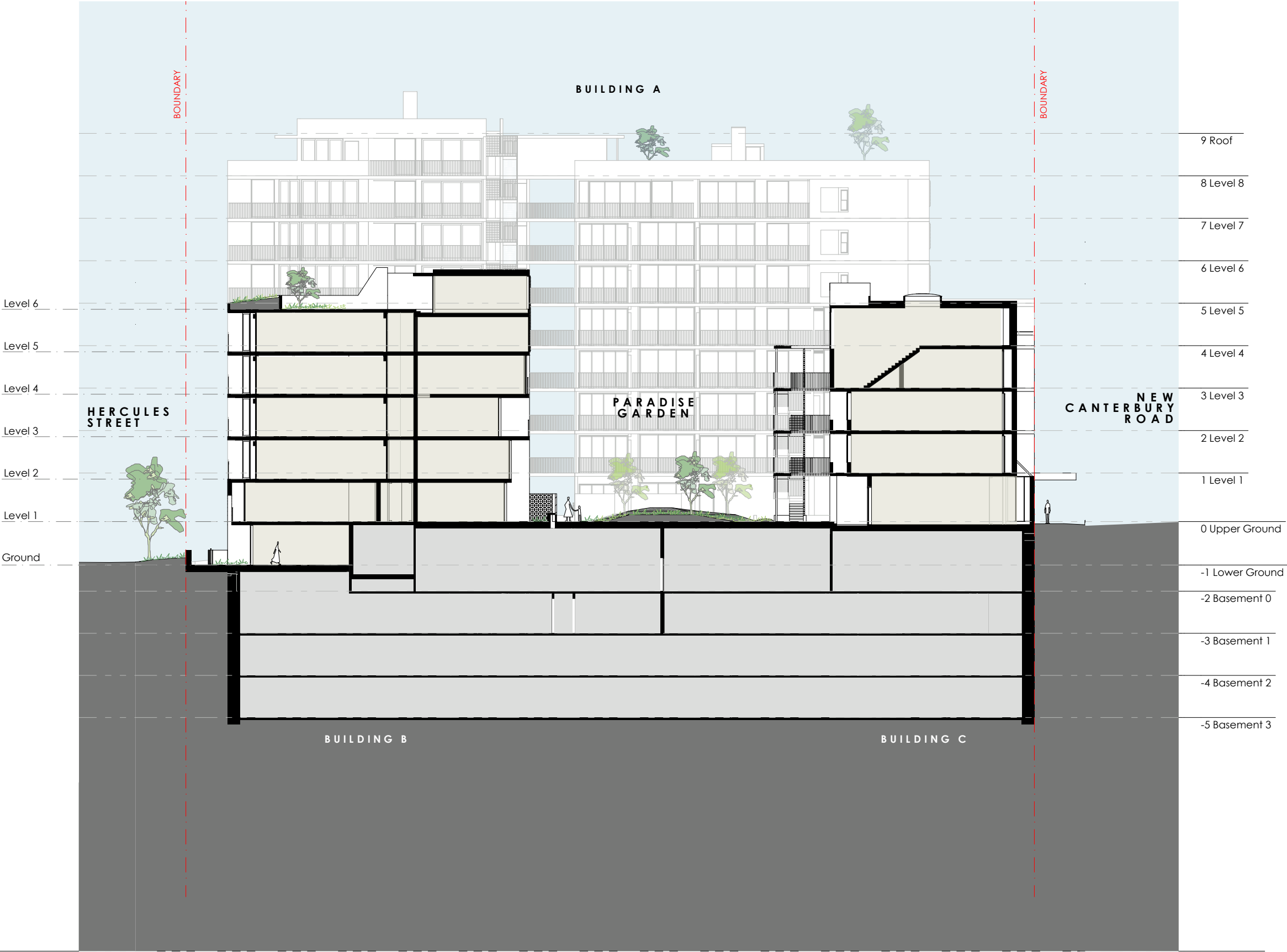
Level 7
1:400



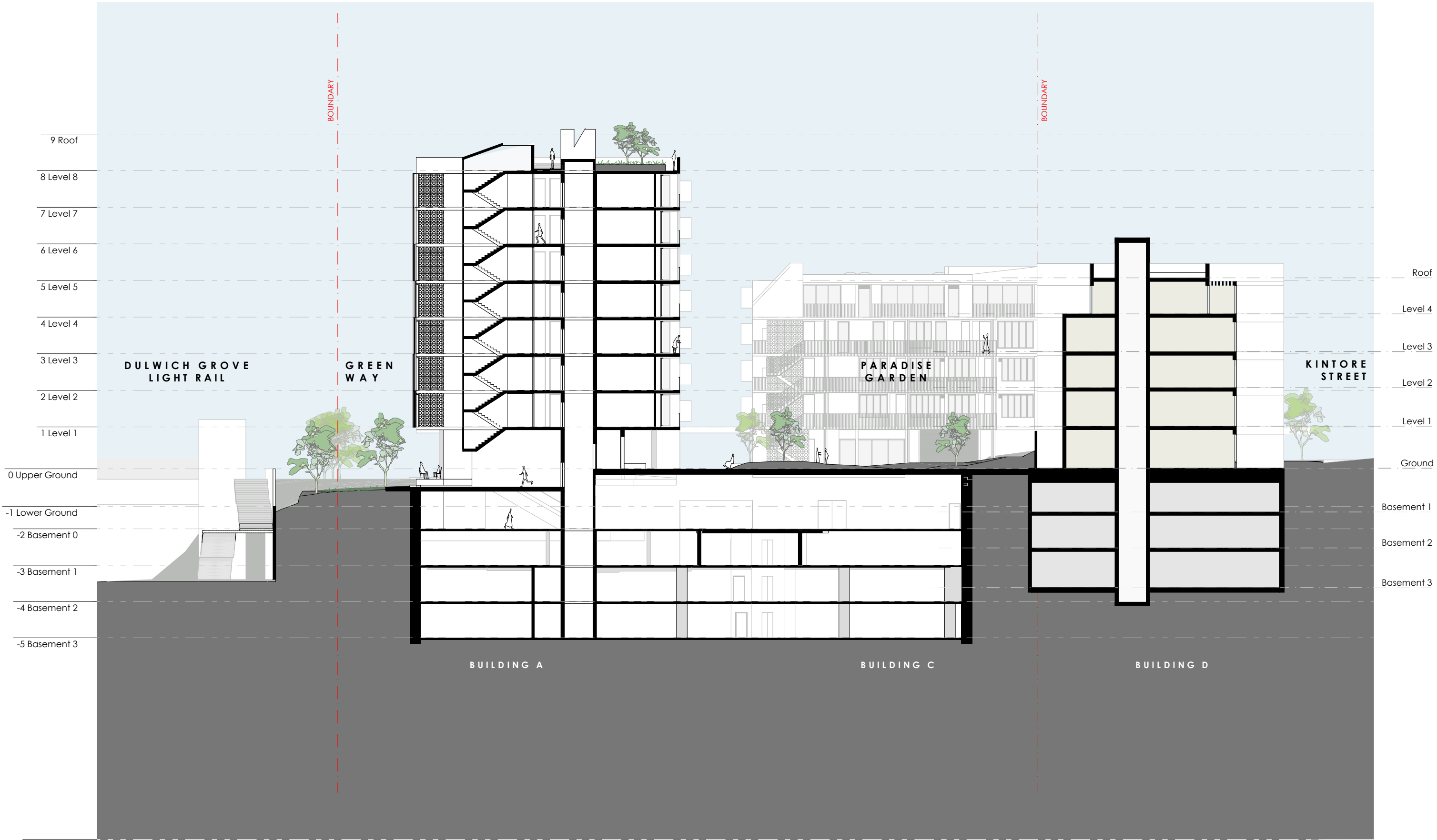


Level 8
1:400



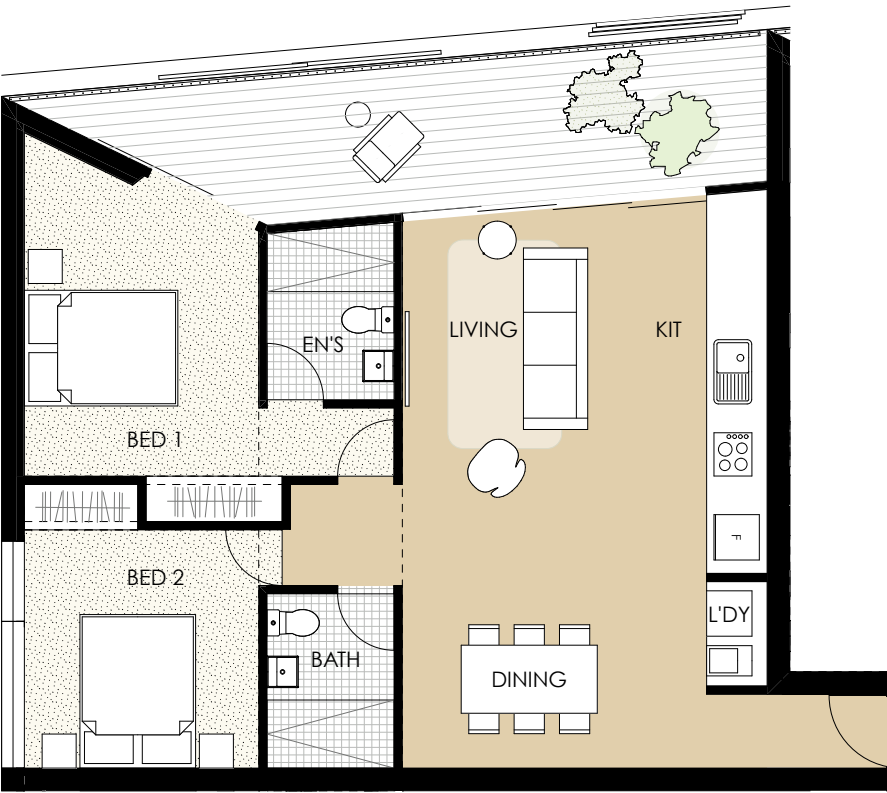


SECTION A
1:300



SECTION B
1:300

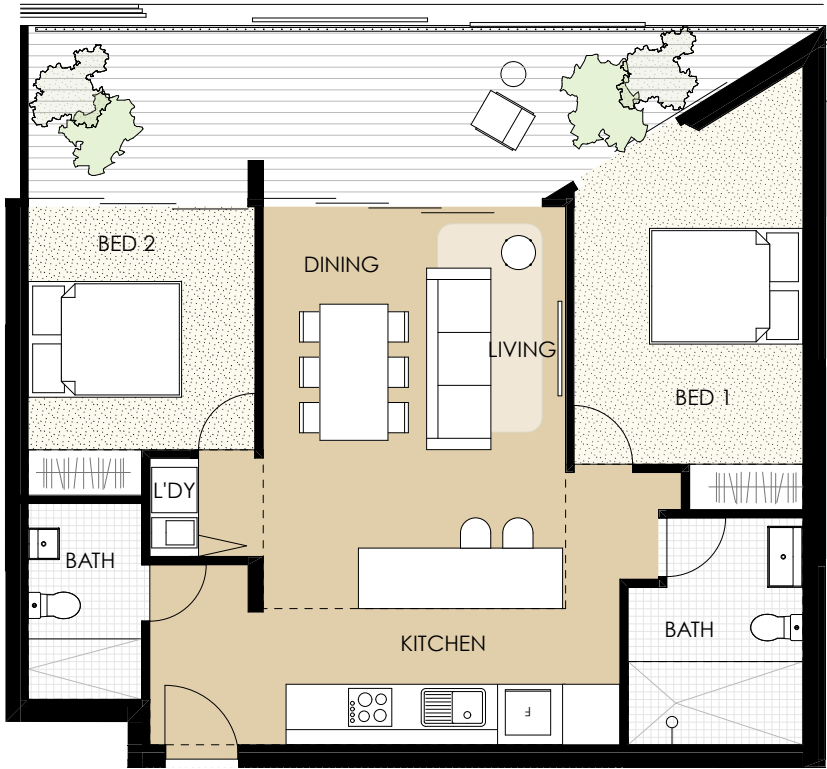




2 Bedroom Apartment - Building A



3 Bedroom Apartment - Building A



2 Bedroom Apartment (adaptable) - Building A

1:100 @ A3 INDICATIVE ONLY

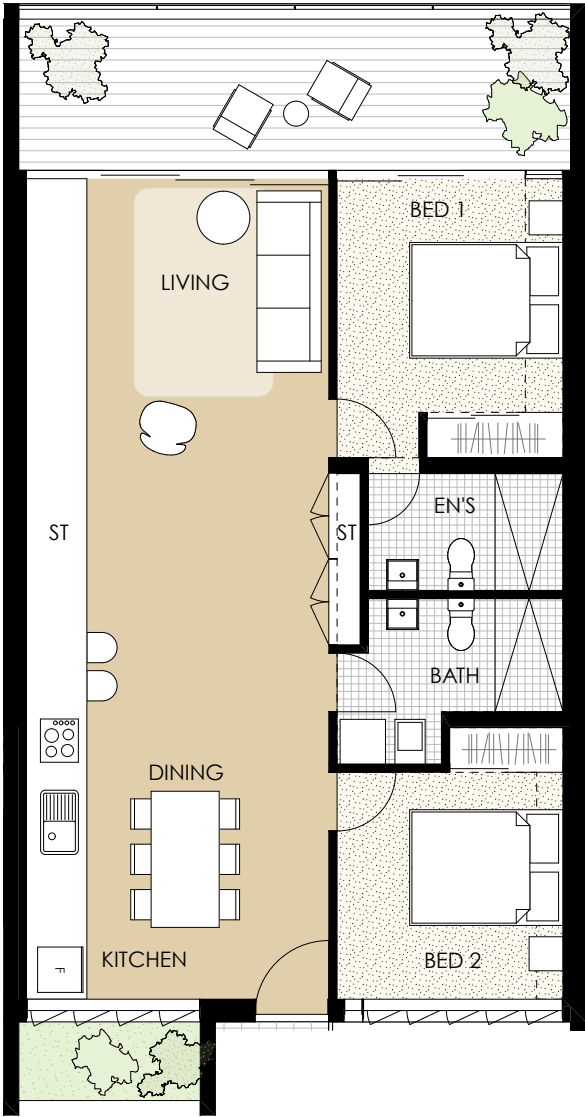


INDICATIVE IMAGE

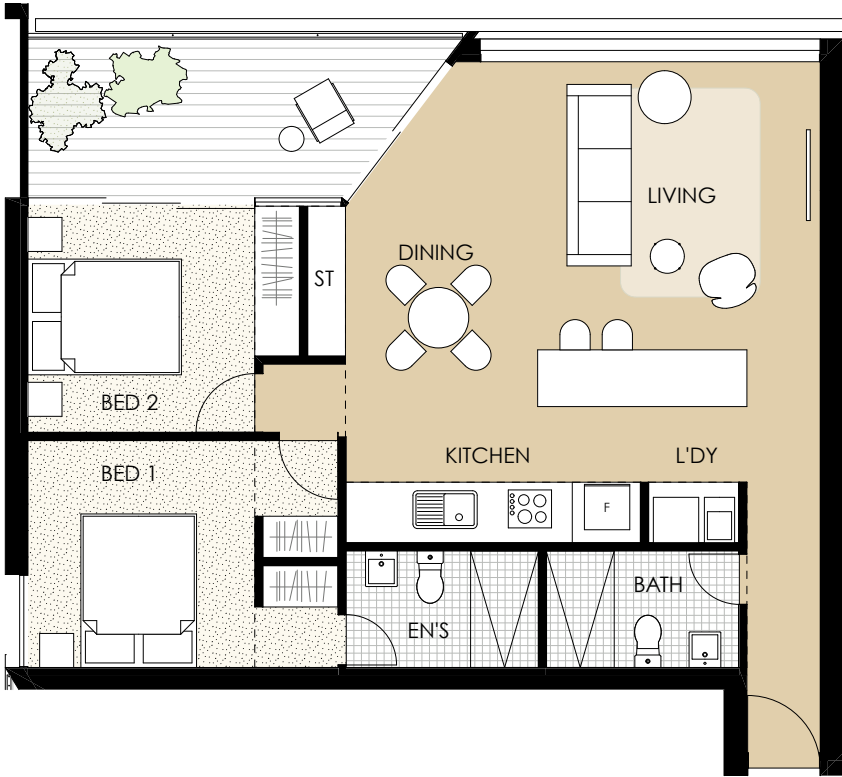


INDICATIVE IMAGE

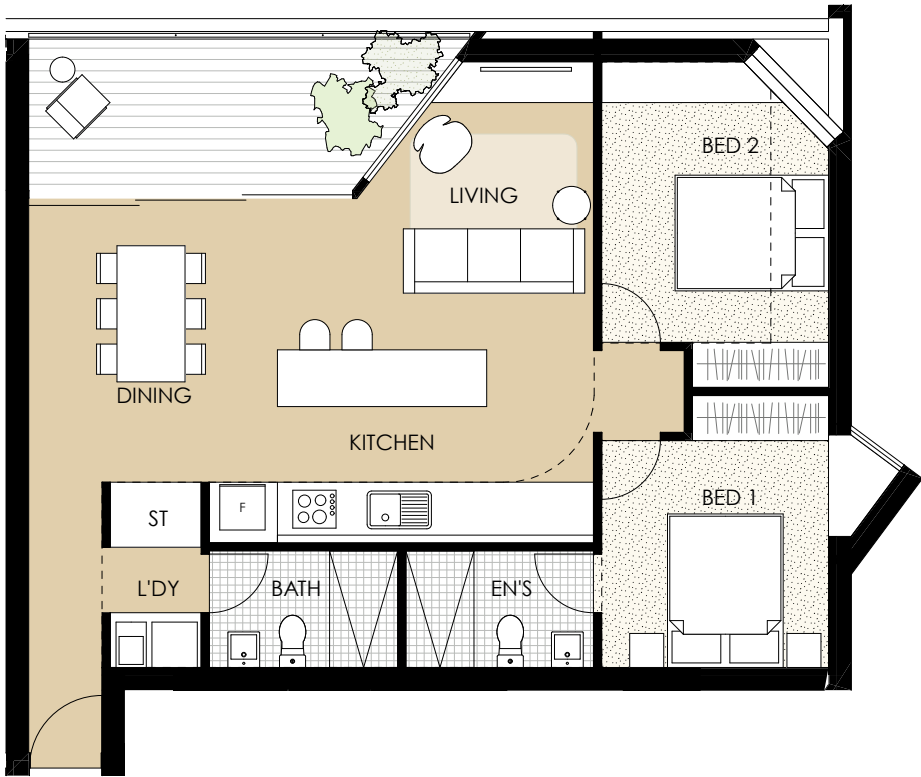
1:100 @ A3 INDICATIVE ONLY



2 Bedroom Apartment - Building C



2 Bedroom Apartment - Building A



2 Bedroom Apartment - Building A



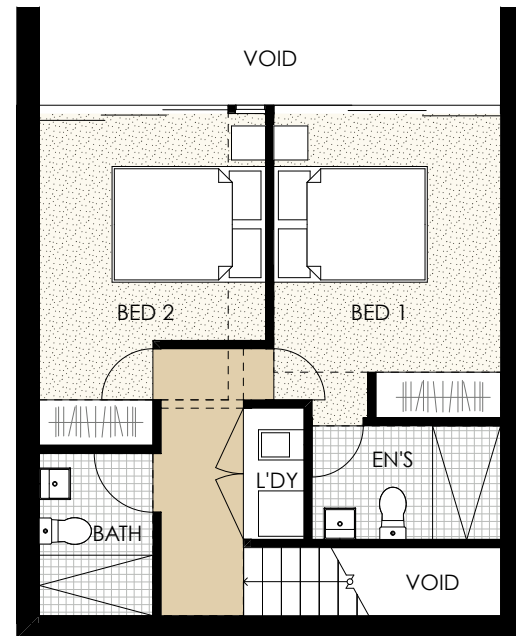
INDICATIVE IMAGE



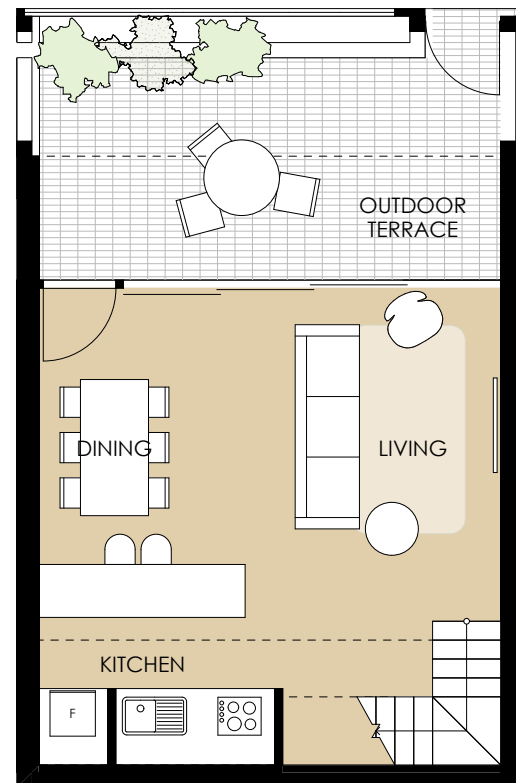
INDICATIVE IMAGE



INDICATIVE IMAGE



UPPER FLOOR



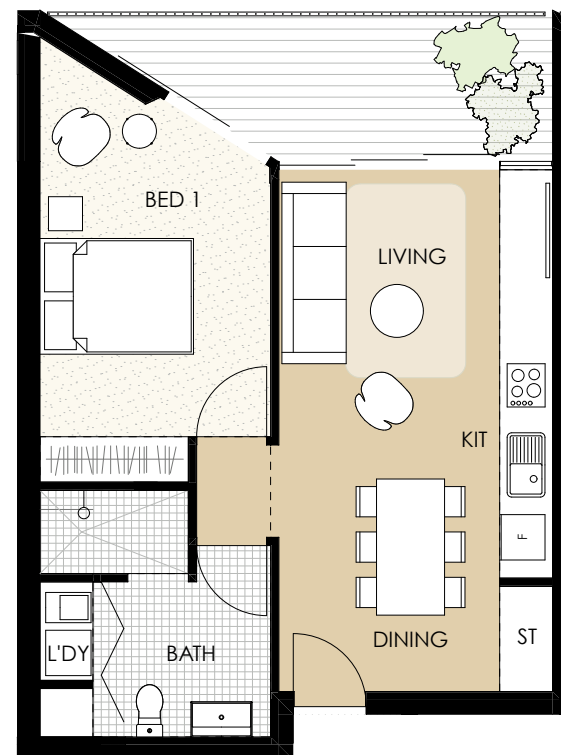
LOWER FLOOR

2 Bedroom Terrace - Building B

1:100 @ A3 INDICATIVE ONLY



1 Bedroom Apartment (adaptable) - Building A



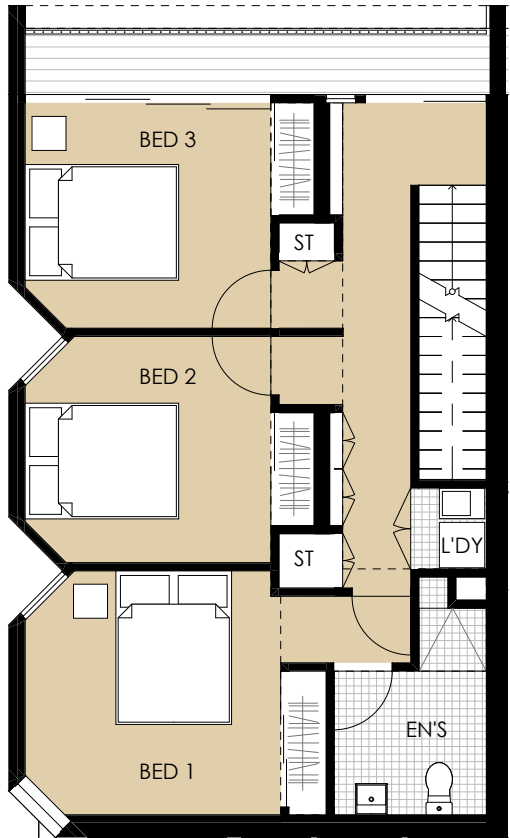
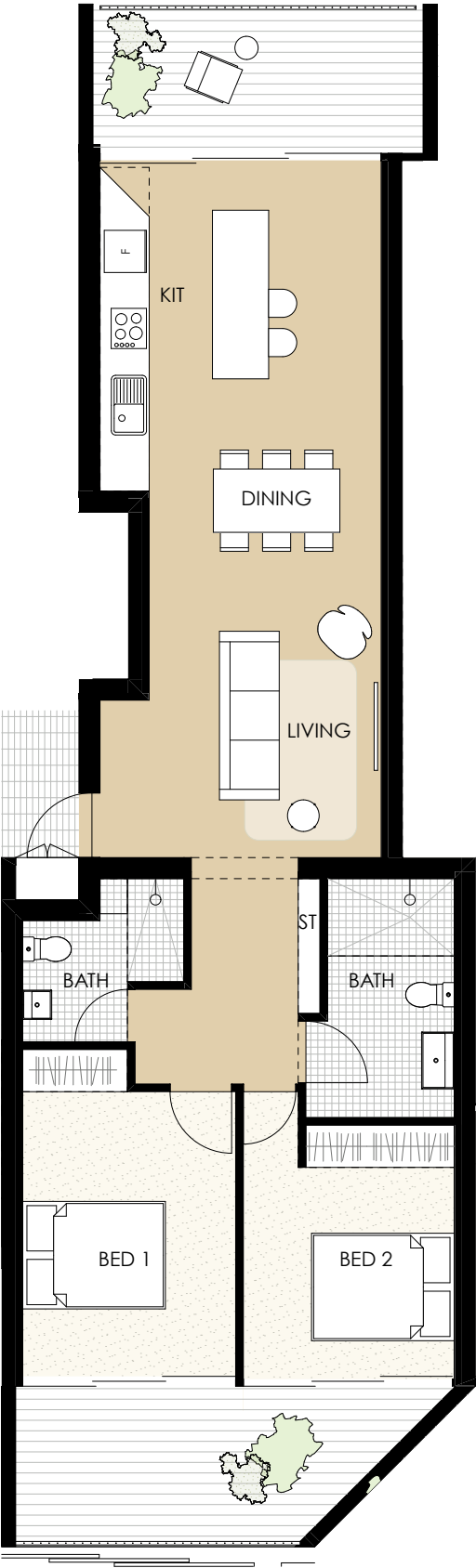
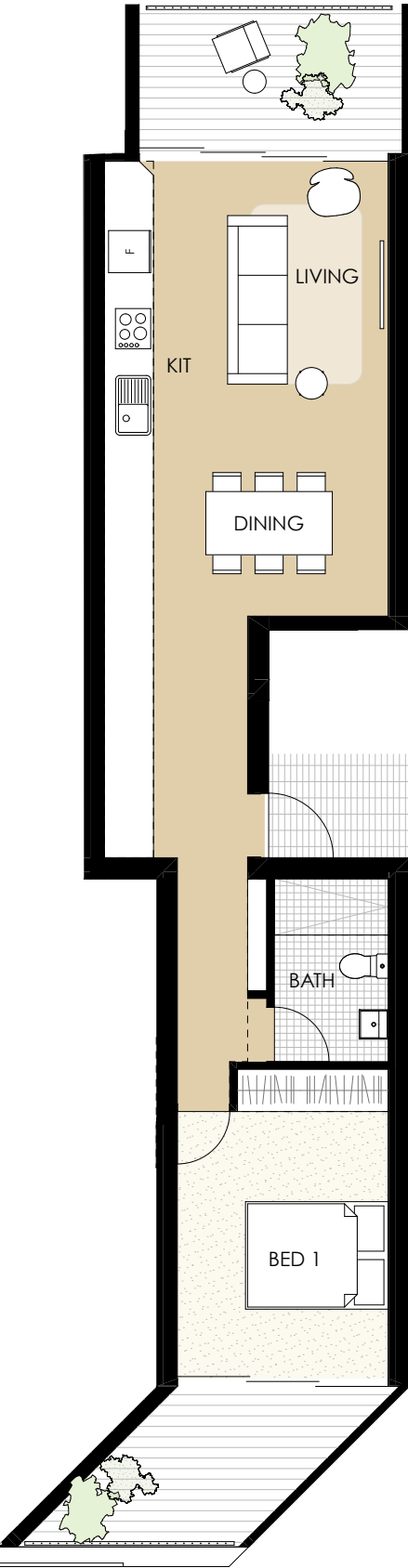
1 Bedroom Apartment (adaptable) - Building A



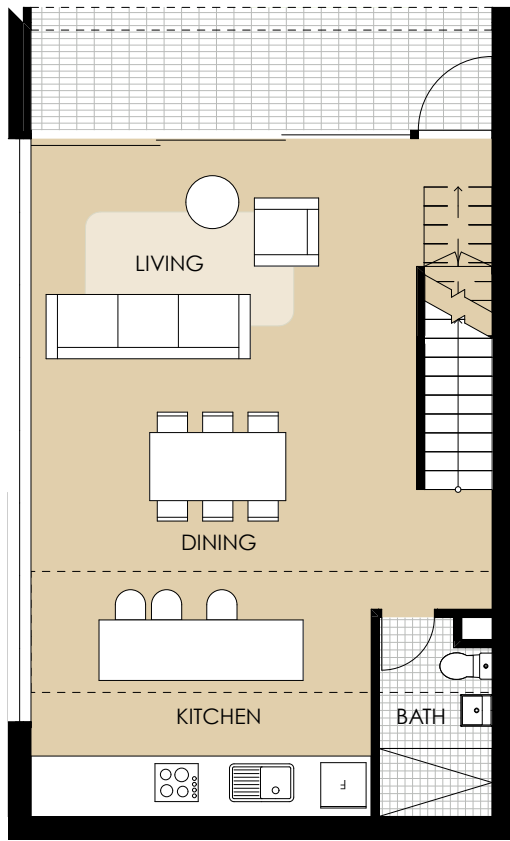
2 Bedroom Apartment - Building C



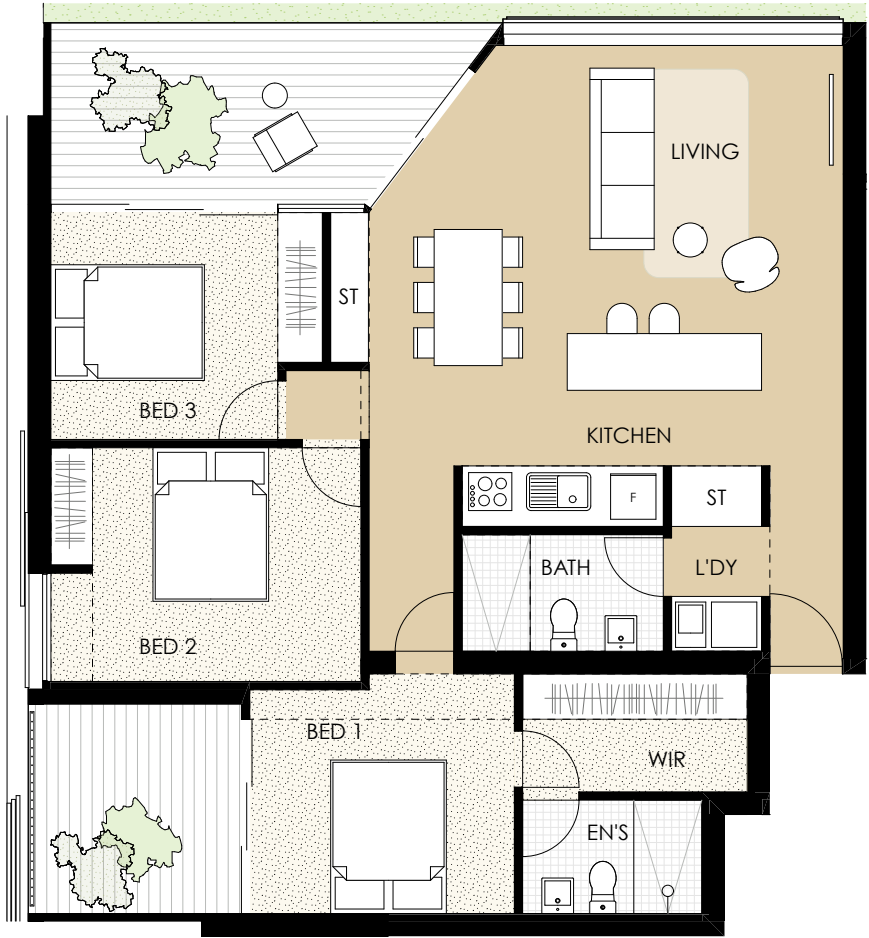
INDICATIVE IMAGE



UPPER FLOOR



LOWER FLOOR



1 Bedroom Terrace - Building A

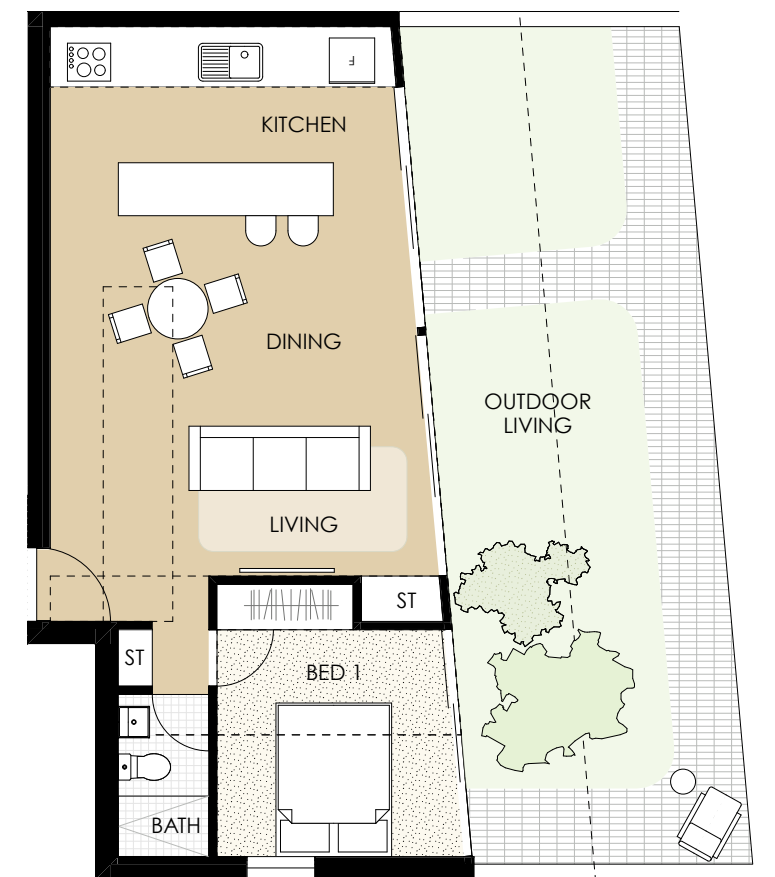
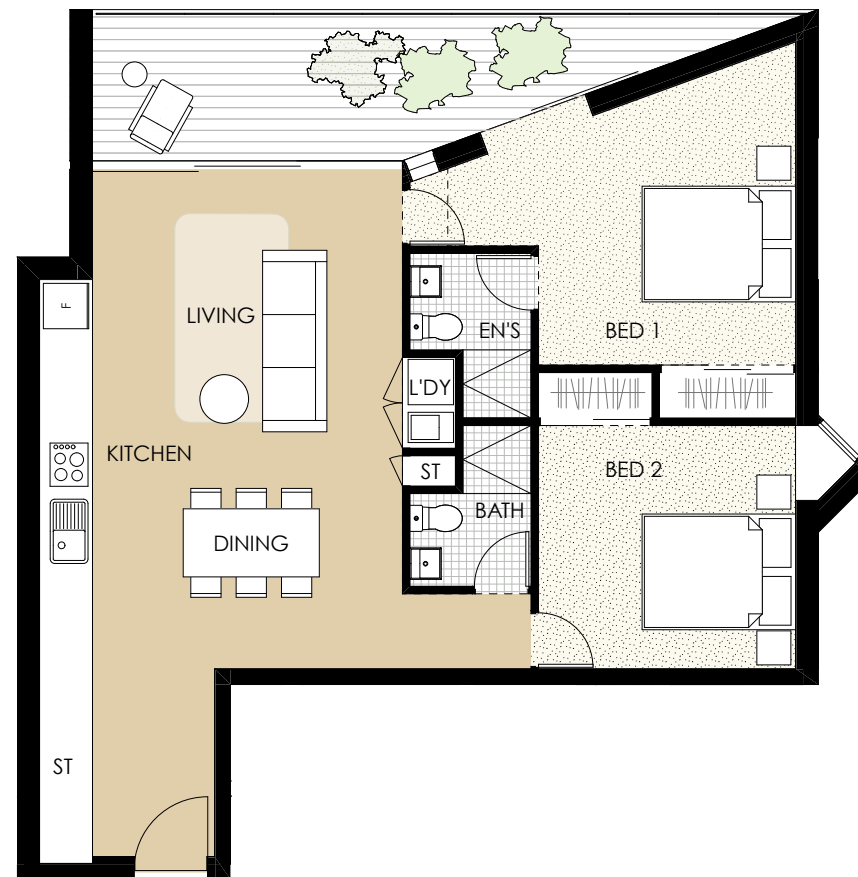
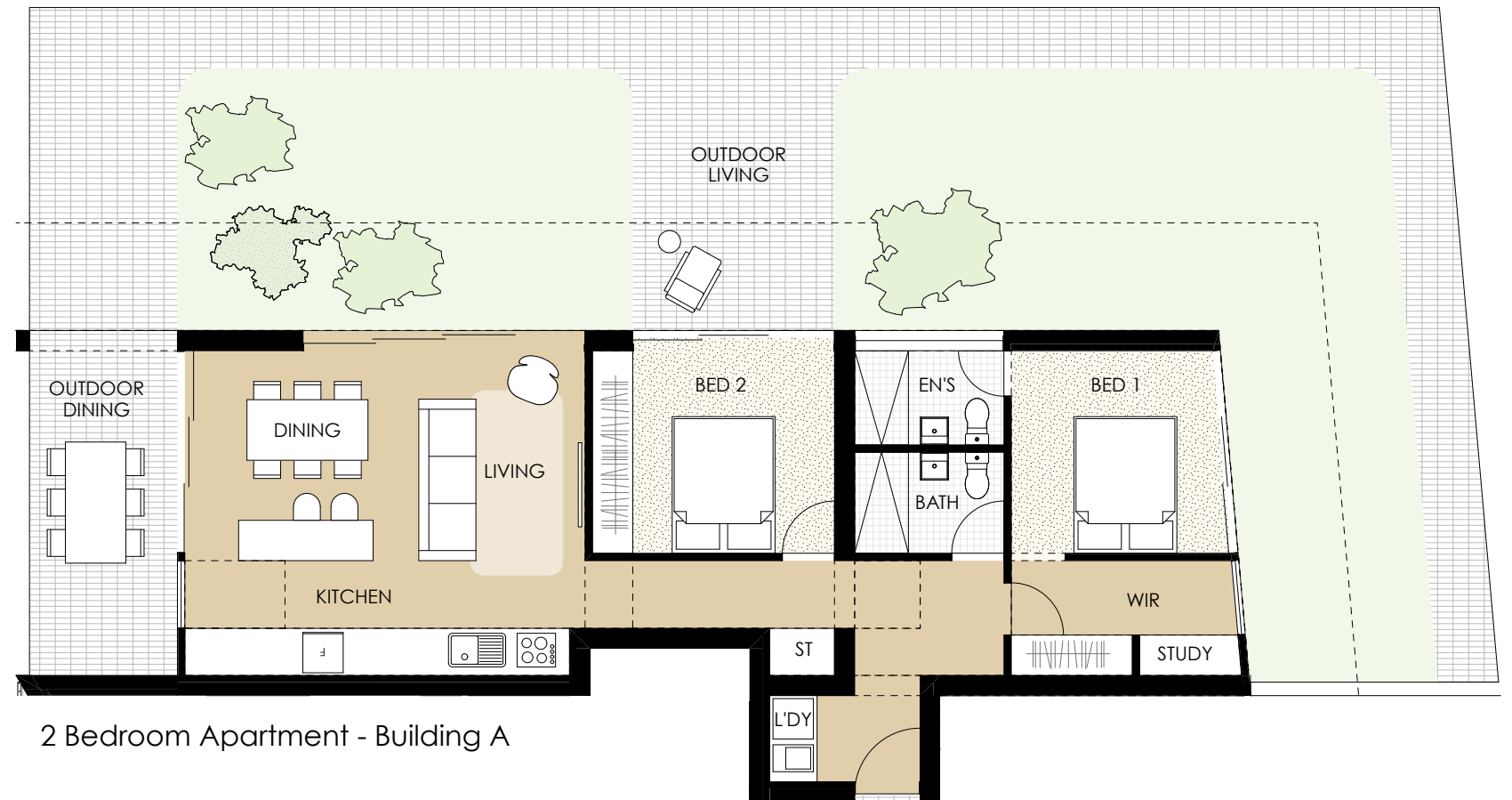
2 Bedroom Terrace (adaptable) - Building A

3 Bedroom Terrace - Building B

3 Bedroom Apartment - Building A

1:100 @ A3 INDICATIVE ONLY





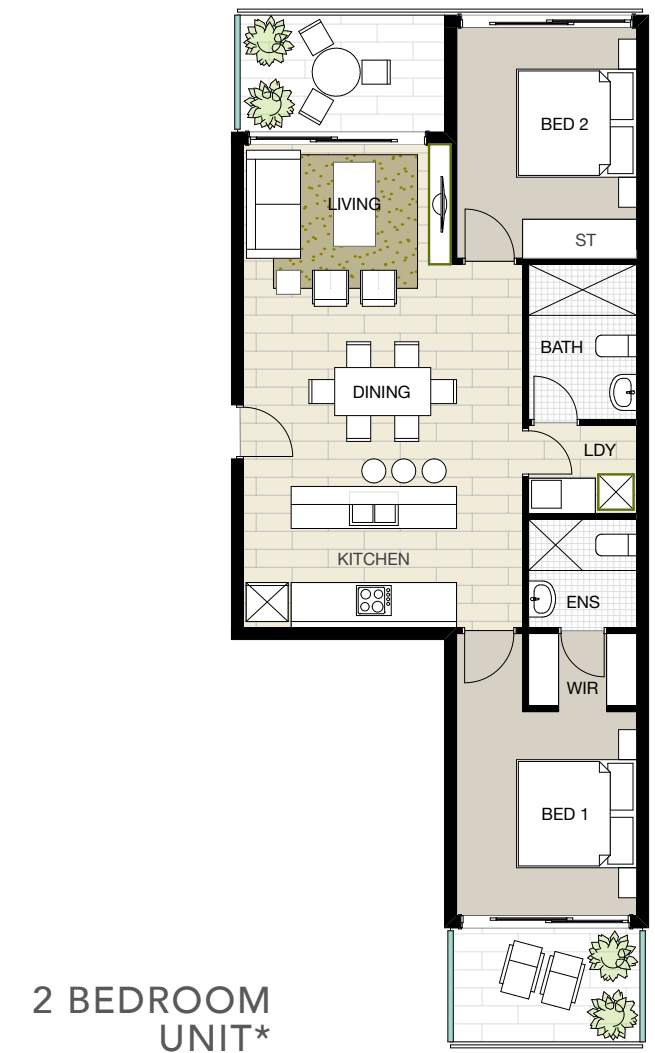
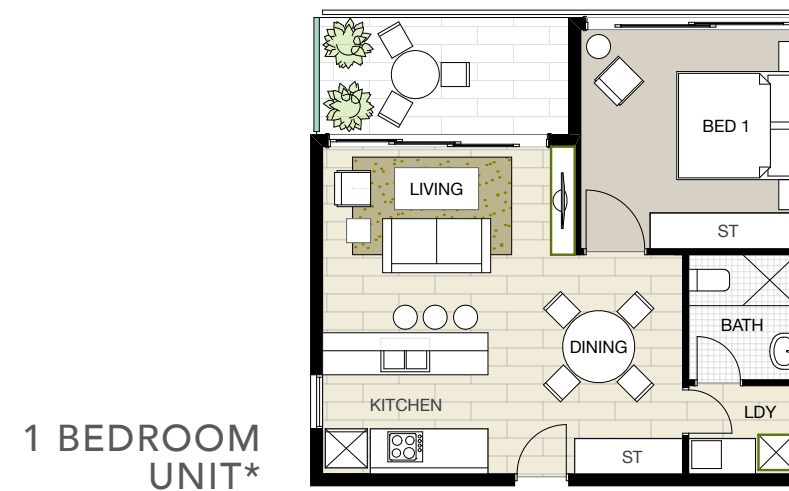
2 Bedroom Apartment - Building B

2 Bedroom Apartment - Building B

1 Bedroom Apartment - Building A

TYPICAL UNIT FLOOR PLANS

As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

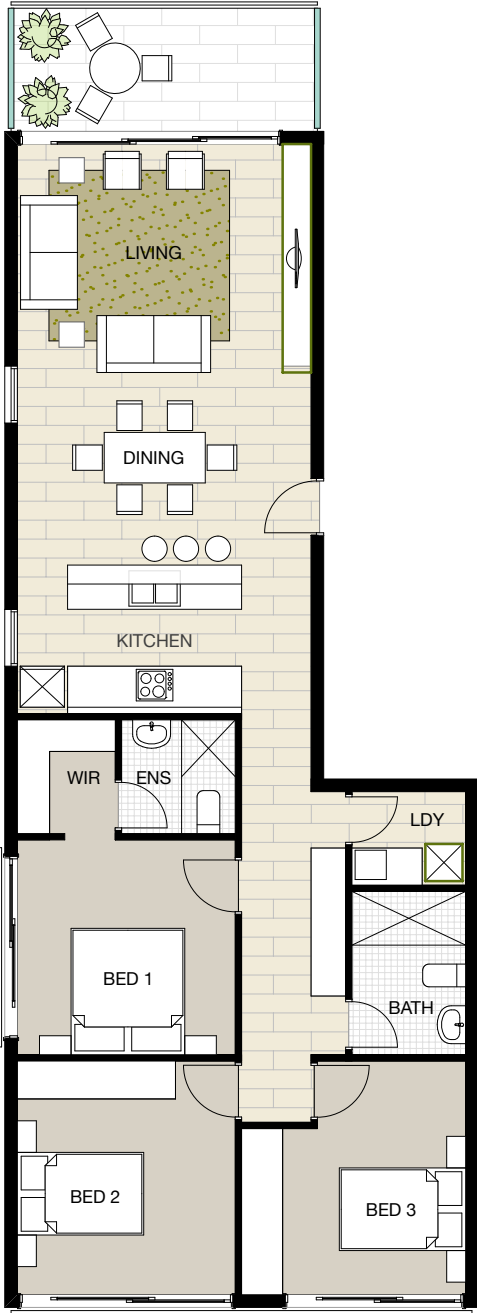


*INDICATIVE ONLY

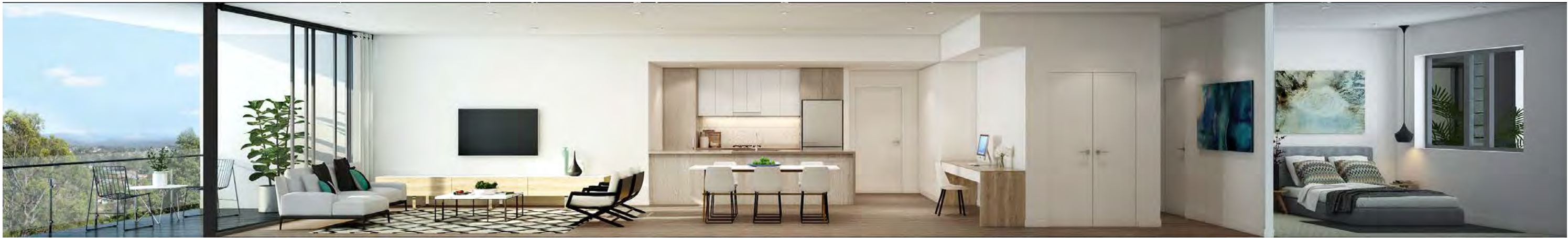
As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development



3 BEDROOM
UNIT*



3 BEDROOM
MAISON-
ETTE*



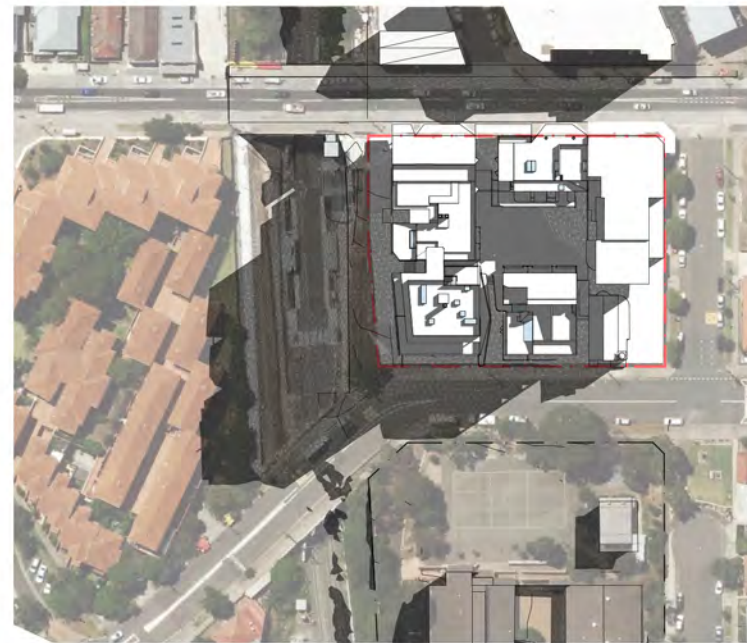
*INDICATIVE ONLY



SHADOW DIAGRAMS



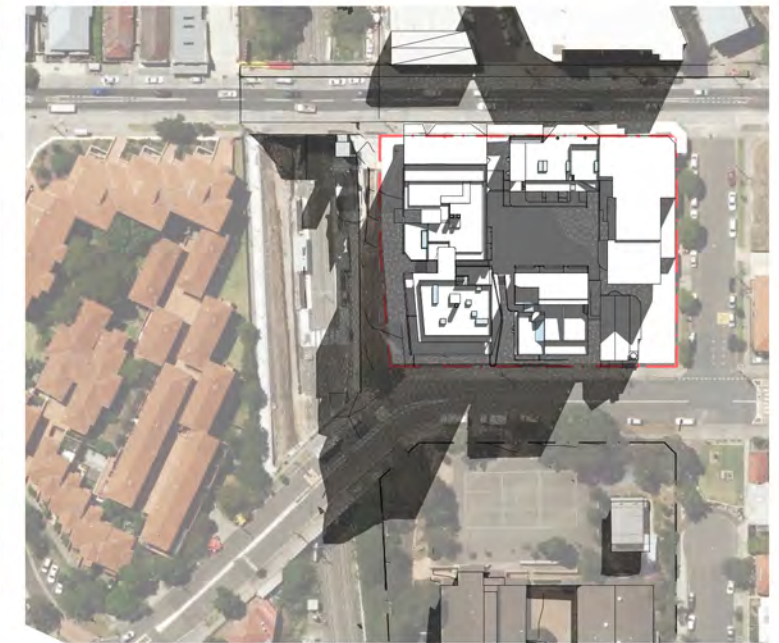
21 June 09:00



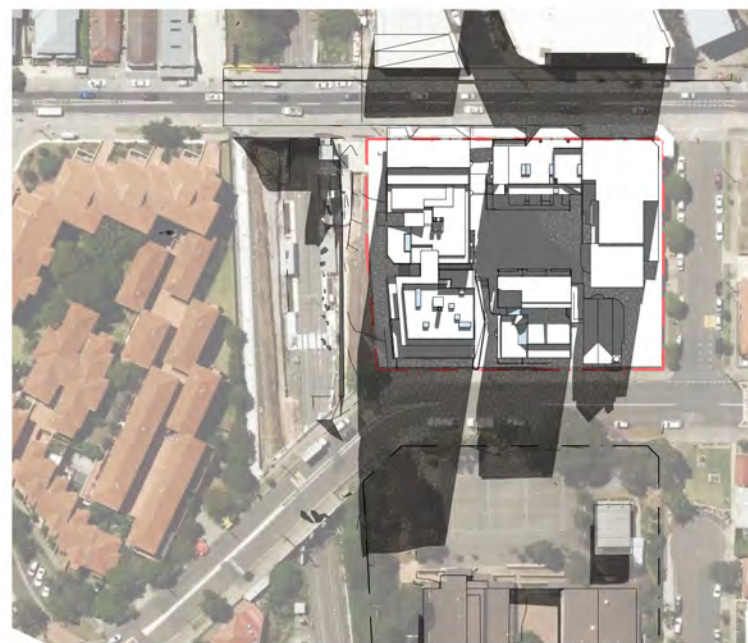
21 June 10:00



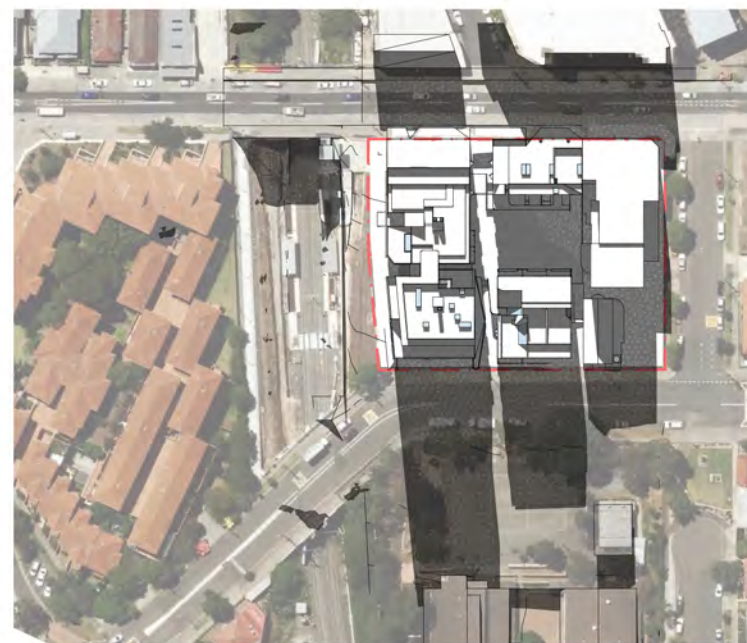
21 June 11:00



21 June 12:00



21 June 13:00



21 June 14:00



21 June 15:00

SHADOW DIAGRAMS

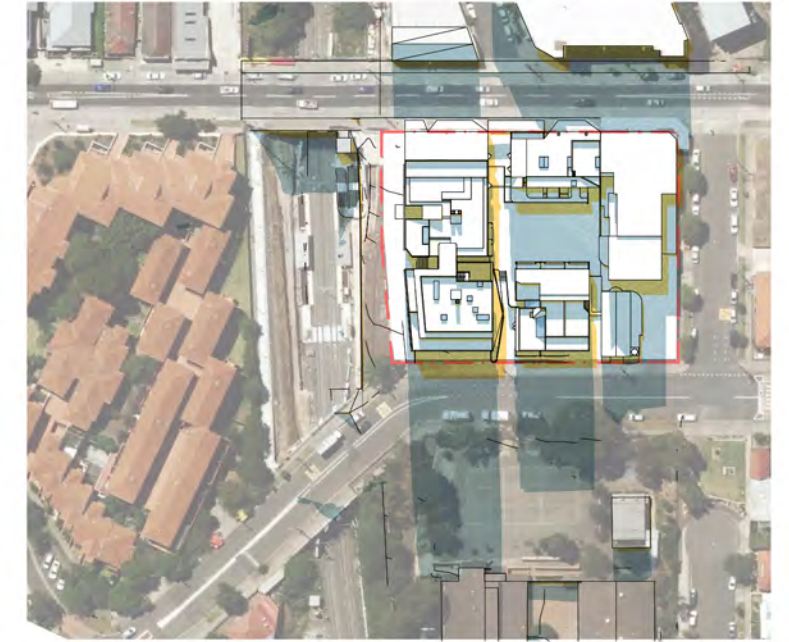
School Specific



21 June 9:15 SCHOOL STARTS
22 December 9:15 SCHOOL STARTS



21 June 11:30 LUNCH STARTS
22 December 11:30 LUNCH STARTS



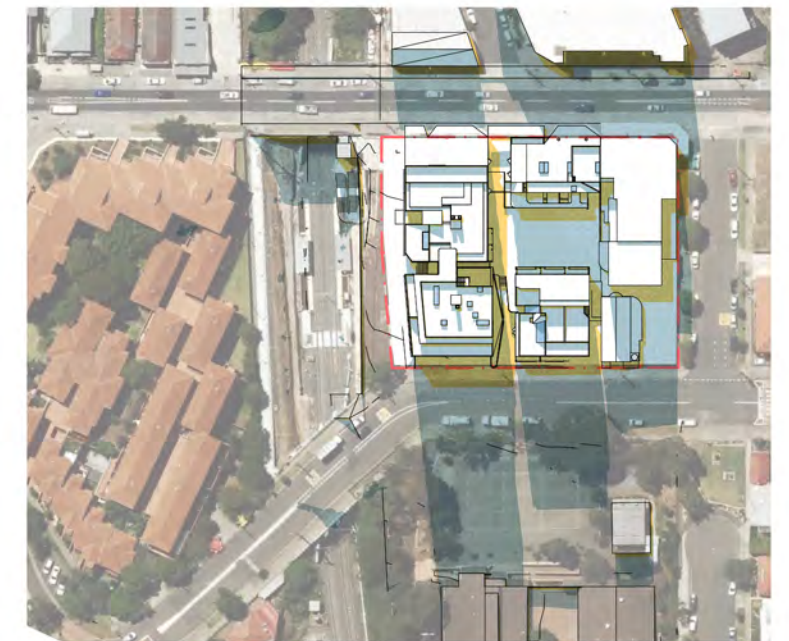
21 June 13:45 RECESS STARTS
22 December 13:45 RECESS STARTS



21 June 15:15 SCHOOL ENDS
22 December 15:15 SCHOOL ENDS



21 June 12:25 LUNCH ENDS
22 December 12:25 LUNCH ENDS



21 June 14:05 RECESS ENDS
22 December 14:05 RECESS ENDS

AREA SCHEDULE

SITE FSR BREAKDOWN

RESIDENTIAL DEVELOPMENT
446 - 482 NEW CANTERBURY ROAD

UNIT NUMBERS (ALL SITES)

| STOREY | Studio | 1 Bed | 2 Bed | 3 Bed | Total Units | Retail / Com | m² | GFA | | | | Church | |
|--------------|--------|-------|-------|-------|-------------|--------------|----|---------|---------|---------|---------|--------|----------|
| | | | | | | | | Block A | Block B | Block C | Block D | | |
| Level 8 | 0 | 2 | 1 | 0 | 3 | 0 | | 205.2 | 0 | 0 | 0 | 0 | 205.2 |
| Level 7 | 0 | 3 | 4 | 2 | 9 | 0 | | 714.9 | 0 | 0 | 0 | 0 | 714.9 |
| Level 6 | 0 | 3 | 4 | 2 | 9 | 0 | | 717.9 | 0 | 0 | 0 | 0 | 717.9 |
| Level 5 | 0 | 3 | 4 | 2 | 9 | 0 | | 717.9 | 96.4 | 0 | 0 | 0 | 814.3 |
| Level 4 | 0 | 8 | 13 | 1 | 22 | 0 | | 849.2 | 339.2 | 231.9 | 428 | 0 | 1848.3 |
| Level 3 | 0 | 7 | 17 | 1 | 25 | 0 | | 849.2 | 312 | 255.1 | 452 | 0 | 1868.3 |
| Level 2 | 0 | 5 | 17 | 2 | 24 | 0 | | 849.2 | 300.7 | 238.7 | 493 | 0 | 1881.6 |
| Level 1 | 0 | 5 | 14 | 1 | 20 | 175 | | 849.2 | 300.8 | 238.7 | 510.63 | 130 | 2029.33 |
| Upper Ground | 1 | 3 | 7 | 0 | 11 | 495.4 | | 411.6 | 298.4 | 246.3 | 447.83 | 140 | 1544.13 |
| Lower Ground | 0 | 0 | 2 | 1 | 3 | 0 | | 0 | 153.7 | 0 | 0 | 0 | 153.7 |
| Basement 0 | 0 | 0 | 0 | 0 | 0 | 757.3 | | 757.2 | 0 | 0 | 0 | 0 | 757.2 |
| Basement 1 | 0 | 0 | 0 | 0 | 0 | 0 | | 24.9 | 0 | 0 | 0 | 0 | |
| | 1 | 39 | 83 | 12 | | | | 6946.4 | 1801.2 | 1210.7 | 2331.46 | 270 | 12534.86 |

MIX 1% 29% 61% 9% 135 1427.7 m²

CARPARKING NUMBERS
(SITES 1+2)

| | Required | Provided |
|--|----------|----------|
| Regular Carparking Spaces | 75 | 75 |
| Retail Carparking Spaces | 24 | 25 |
| Visitor Carparking Spaces (accessible) | 6 | 6 |
| Visitor Carparking Spaces | 9 | 9 |
| Accessible Parking Spaces | 25 | 31 |
| Total Cars | 139 | 146 |
| Motorcycle Parking Spaces | 7 | 7 |
| Total Motorcycles | 7 | 7 |
| Residential Bicycle Storage Spaces | 55 | 59 |
| Retail Bicycle spaces | 6 | 6 |
| Visitor Bicycle Spaces | 11 | 11 |
| Total Bicycles | 72 | 76 |
| Service Vehicles | 3 | 3 |
| Total Service | 3 | 3 |
| Commerical Vehicles | 1 | 1 |
| Total Trucks | 1 | 1 |
| Carspace Parking | 2 | 2 |
| Total C/Share | 2 | 2 |

(SITE 3)

| | Required | Provided |
|--------------------------------------|----------|----------|
| Regular Carparking Spaces | 17 | 17 |
| Retail Carparking Spaces | 4 | 4 |
| Accessible Visitor Carparking Spaces | 1 | 1 |
| Visitor Carparking Spaces | 2 | 2 |
| Accessible Parking Spaces | 5 | 5 |
| Total Cars | 29 | 29 |
| Motorcycle Parking Spaces | 1 | 1 |
| Total Motorcycles | 1 | 1 |
| Residential Bicycle Storage Spaces | 13 | 13 |
| Retail Bicycle | 3 | 3 |
| Visitor Bicycle Spaces | 3 | 3 |
| Total Bicycles | 19 | 19 |
| Service Vehicles | 1 | 1 |
| Total Service | 1 | 1 |
| Commerical Vehicles | 1 | 1 |
| Total Service | 1 | 1 |

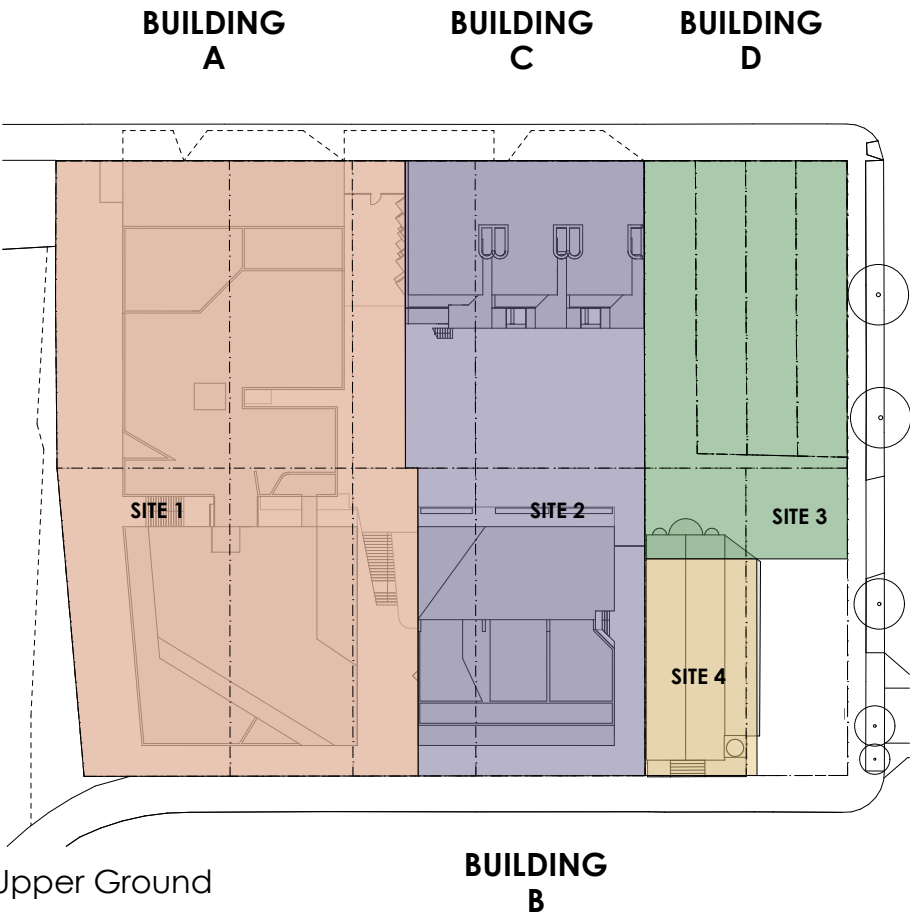
VENTILATED APARTMENT NUMBERS (SITES 1, 2 and 3)

| | APARTMENTS | % |
|----------------|------------|-----|
| VENTILATED | 99 | 73% |
| NON-VENTILATED | 36 | 27% |
| | 135 | |

OVERALL SITE AREA 4743.00 m²
OVERALL FSR 2.64

APARTMENT NUMBERS

| | |
|------------|----|
| Building A | 78 |
| Building B | 20 |
| Building C | 12 |
| Building D | 25 |



SITE 1
SITE AREA : 2108.33 m²
GFA : 6946 m²
FSR: 3.3:1

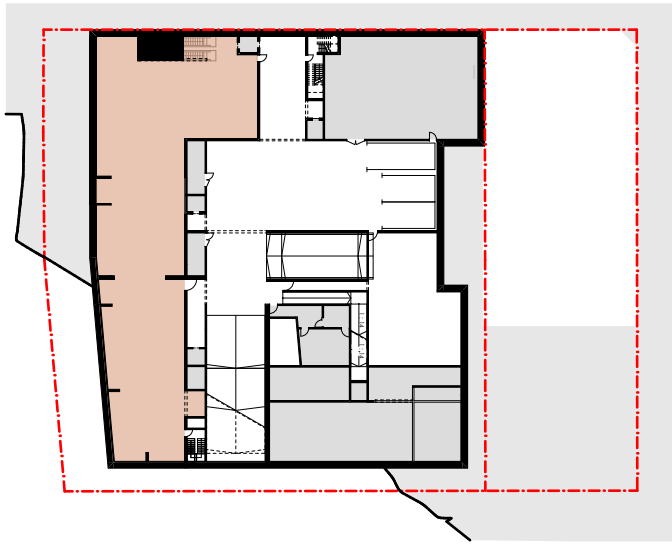
SITE 2
SITE AREA: 1410.74 m²
GFA : 3011 m²
FSR: 2.2:1

SITE 3
SITE AREA: 788 m²
GFA: 2331.4 m²
FSR: 2.95:1

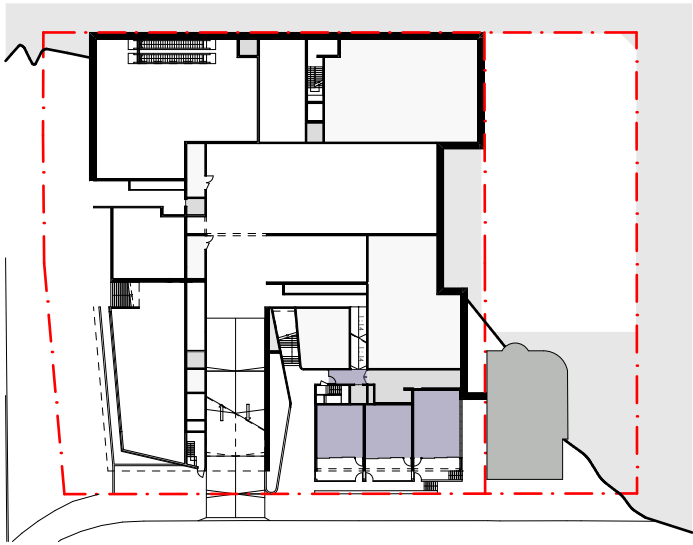
SITE 4
SITE AREA: 238.61 m²
GFA: 270 m²
FSR: 1.13:1

SITE 1 + SITE 2 COMBINED
SITE AREA: 3519m²
GFA: 9957m²
FSR: 2.83:1





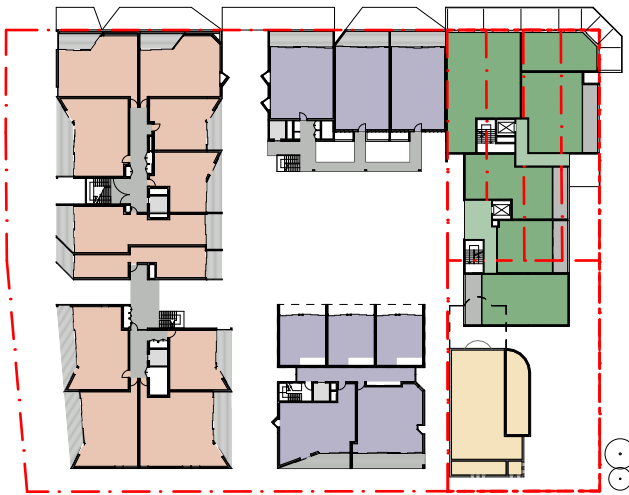
Basement 0



Lower Ground



Upper Ground



Level 1



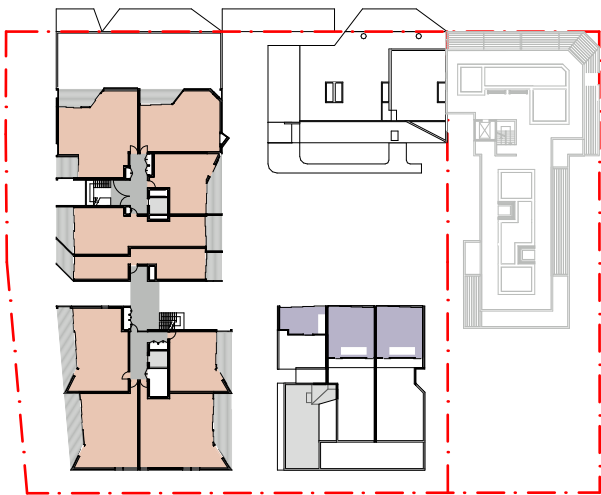
Level 2



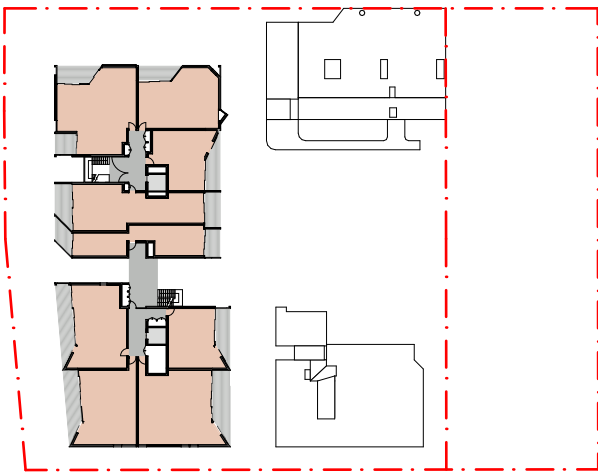
Level 3



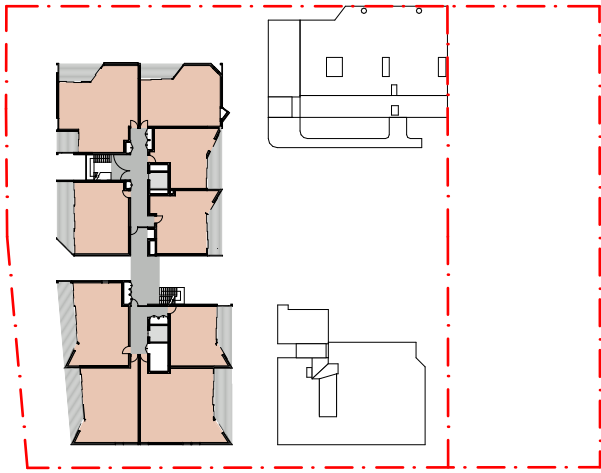
Level 4



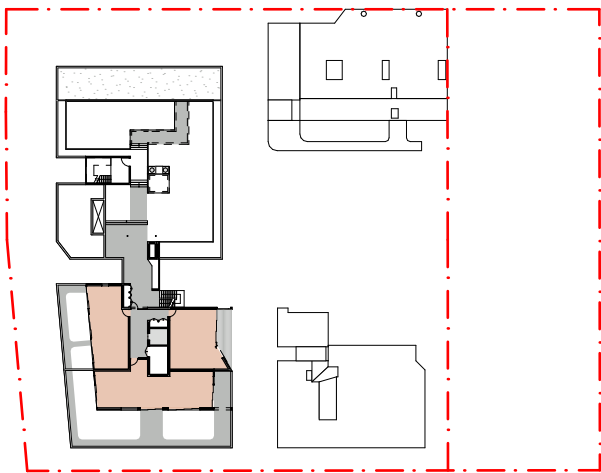
Level 5



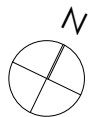
Level 6



Level 7

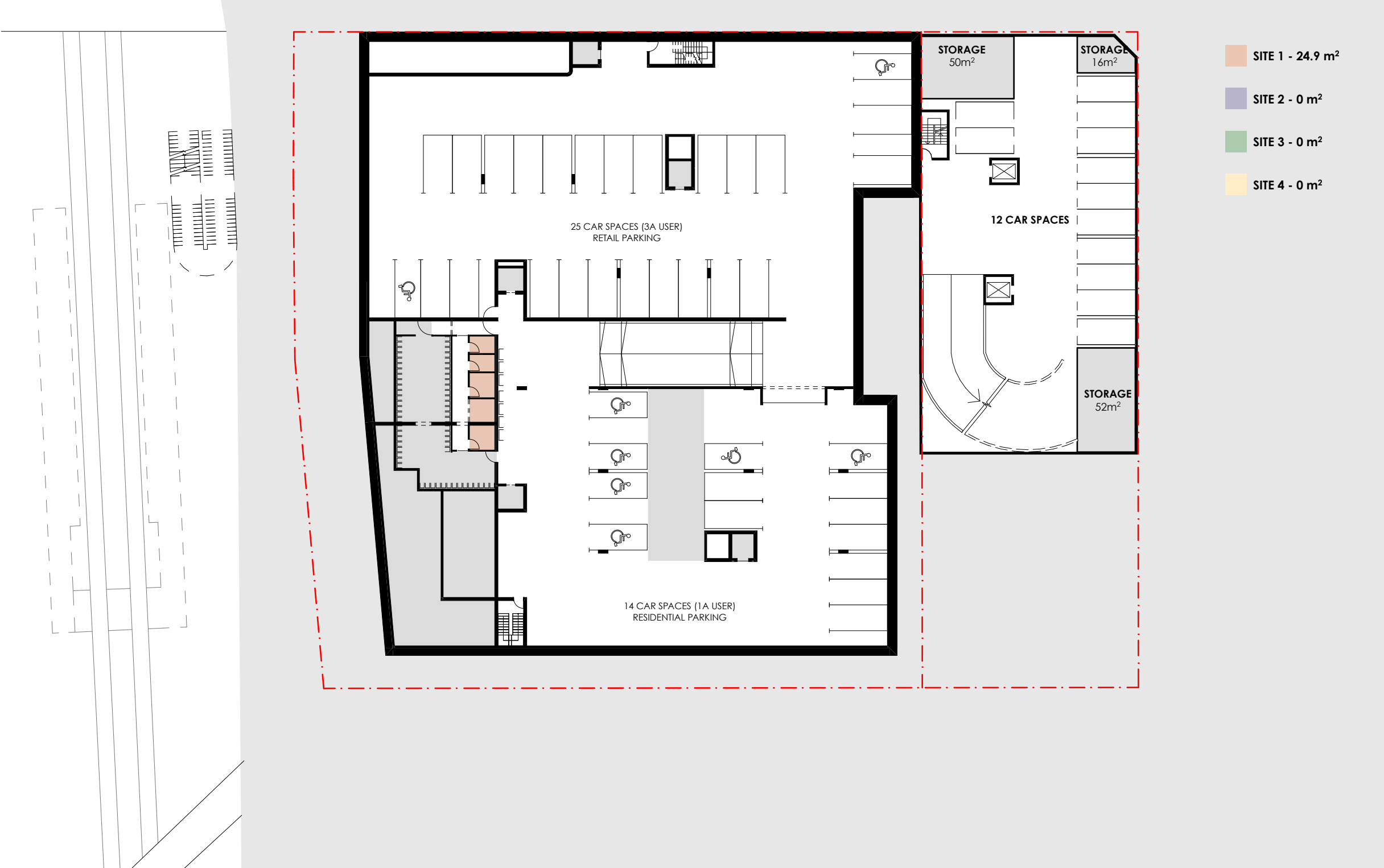


Level 8



GFA SUMMARY

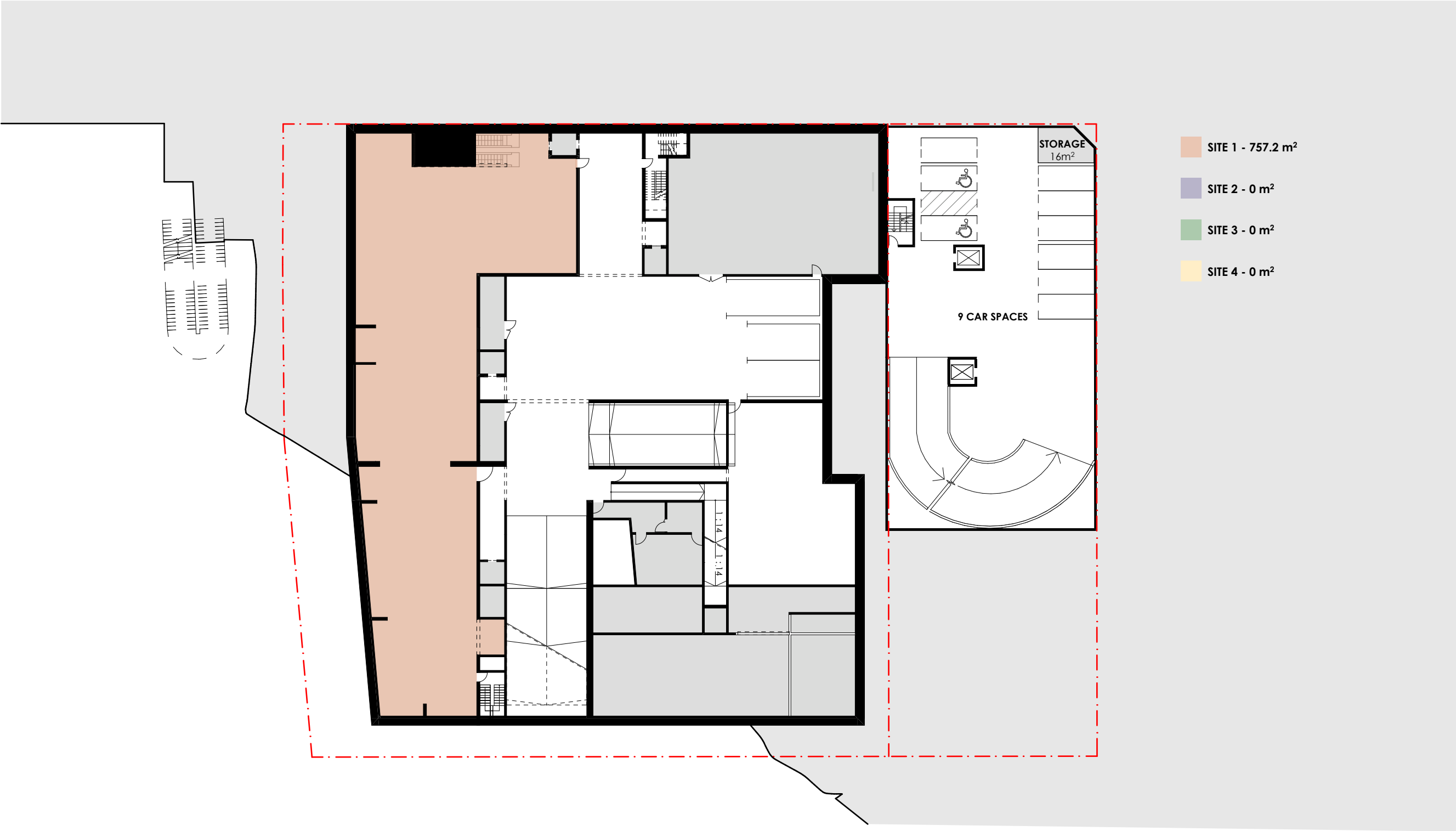




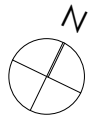
Basement 1
1:400

GFA PLANS



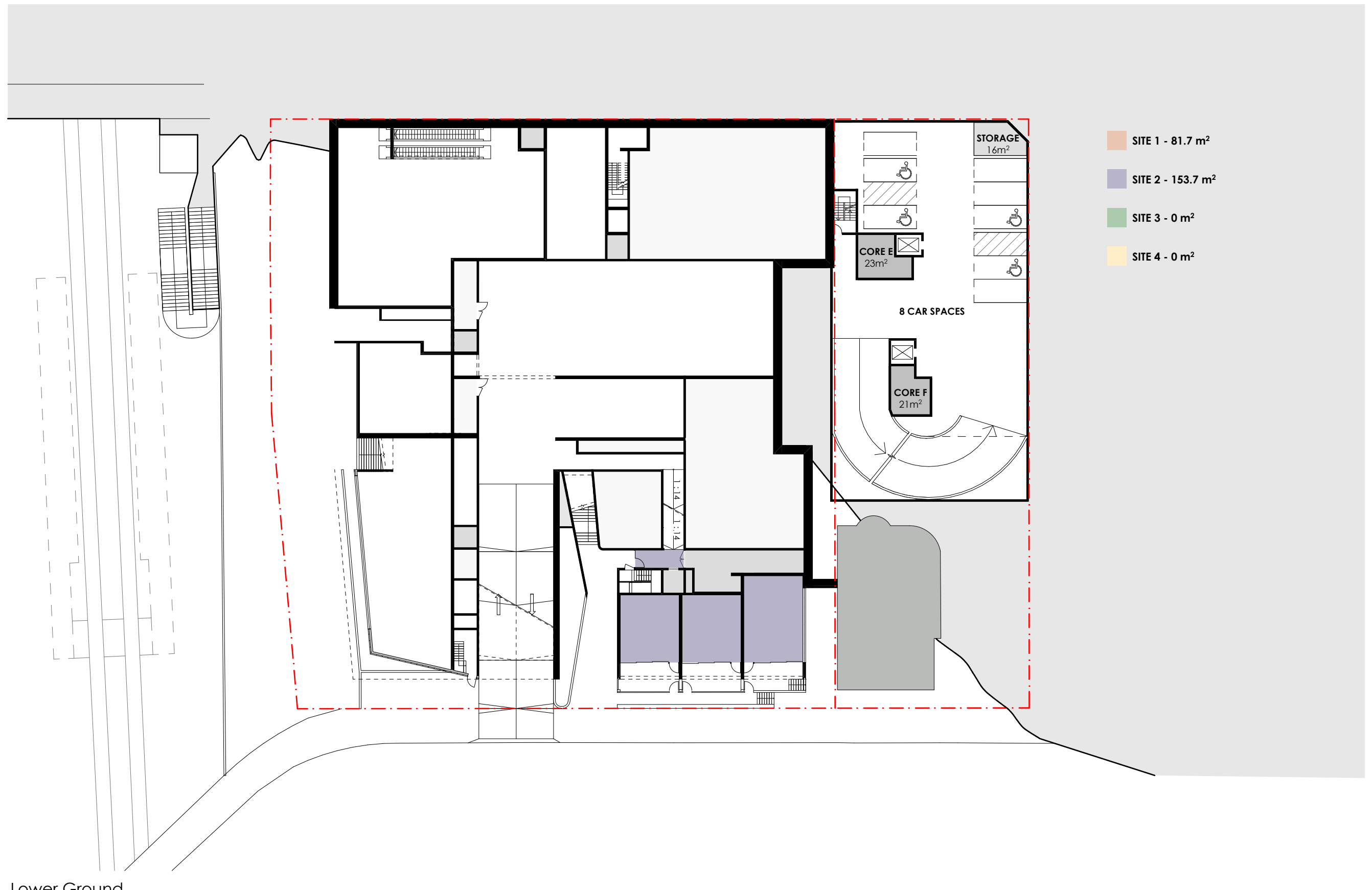


Basement 0
1:400

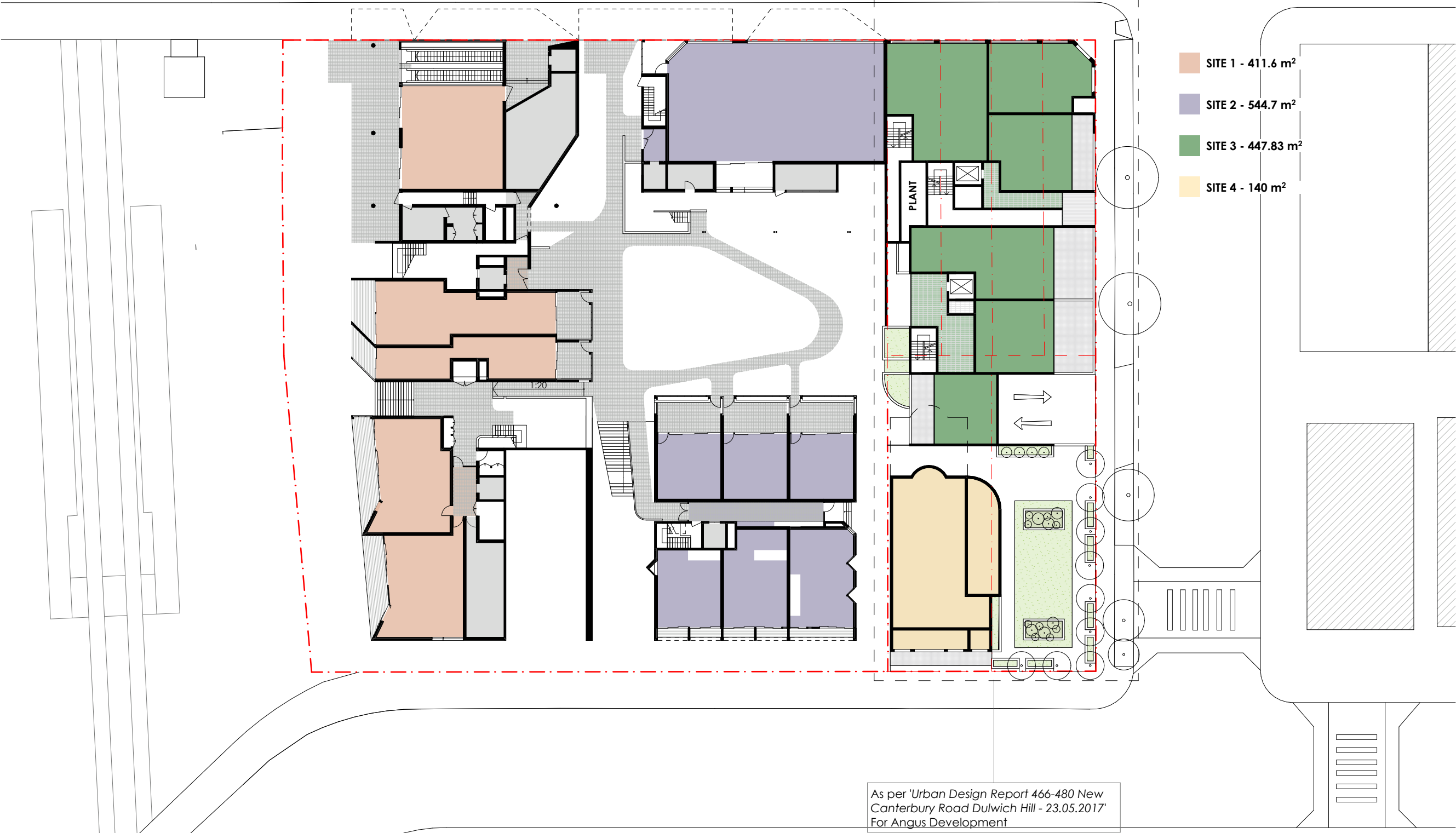


GFA PLANS





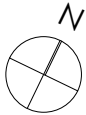
GFA PLANS





As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

Level 1
1:400



GFA PLANS





As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

Level 2
1:400



GFA PLANS



ANGUS DEVELOPMENTS



As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development



Level 3
1:400

GFA PLANS



ANGUS DEVELOPMENTS



As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

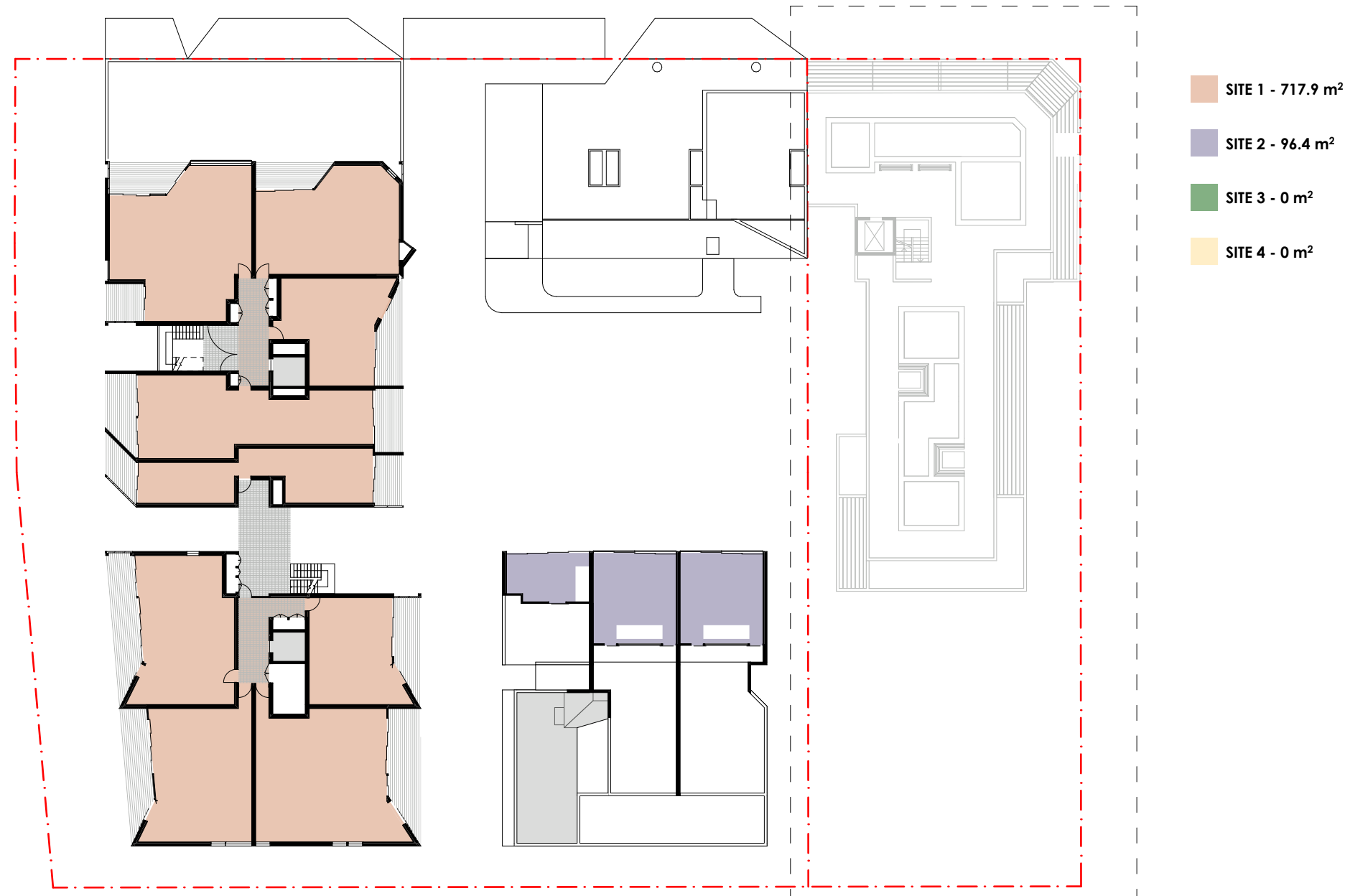


Level 4
1:400

GFA PLANS



ANGUS DEVELOPMENTS



As per 'Urban Design Report 466-480 New
Canterbury Road Dulwich Hill - 23.05.2017'
For Angus Development

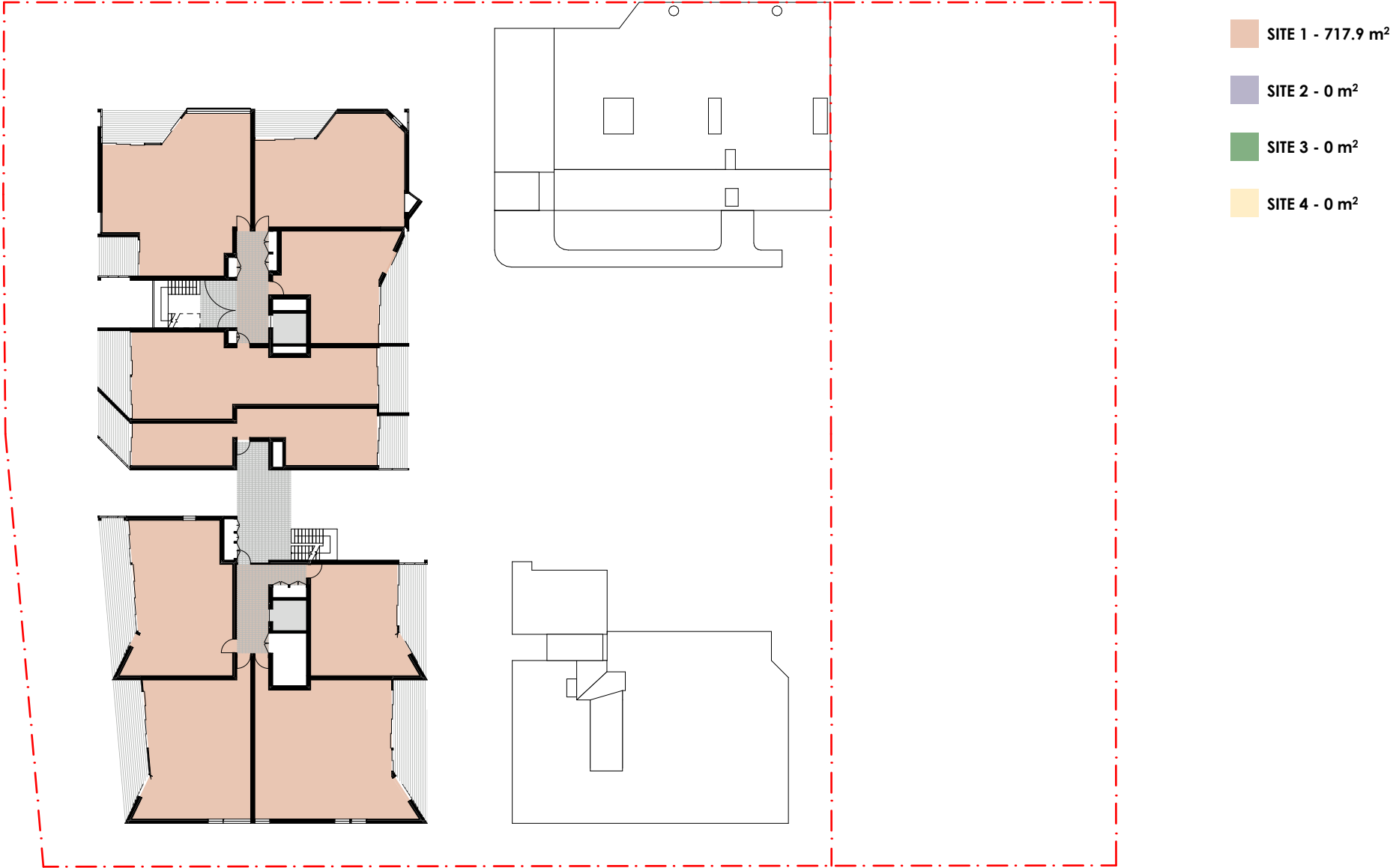
Level 5
1:400



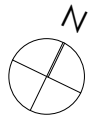
GFA PLANS



ANGUS DEVELOPMENTS

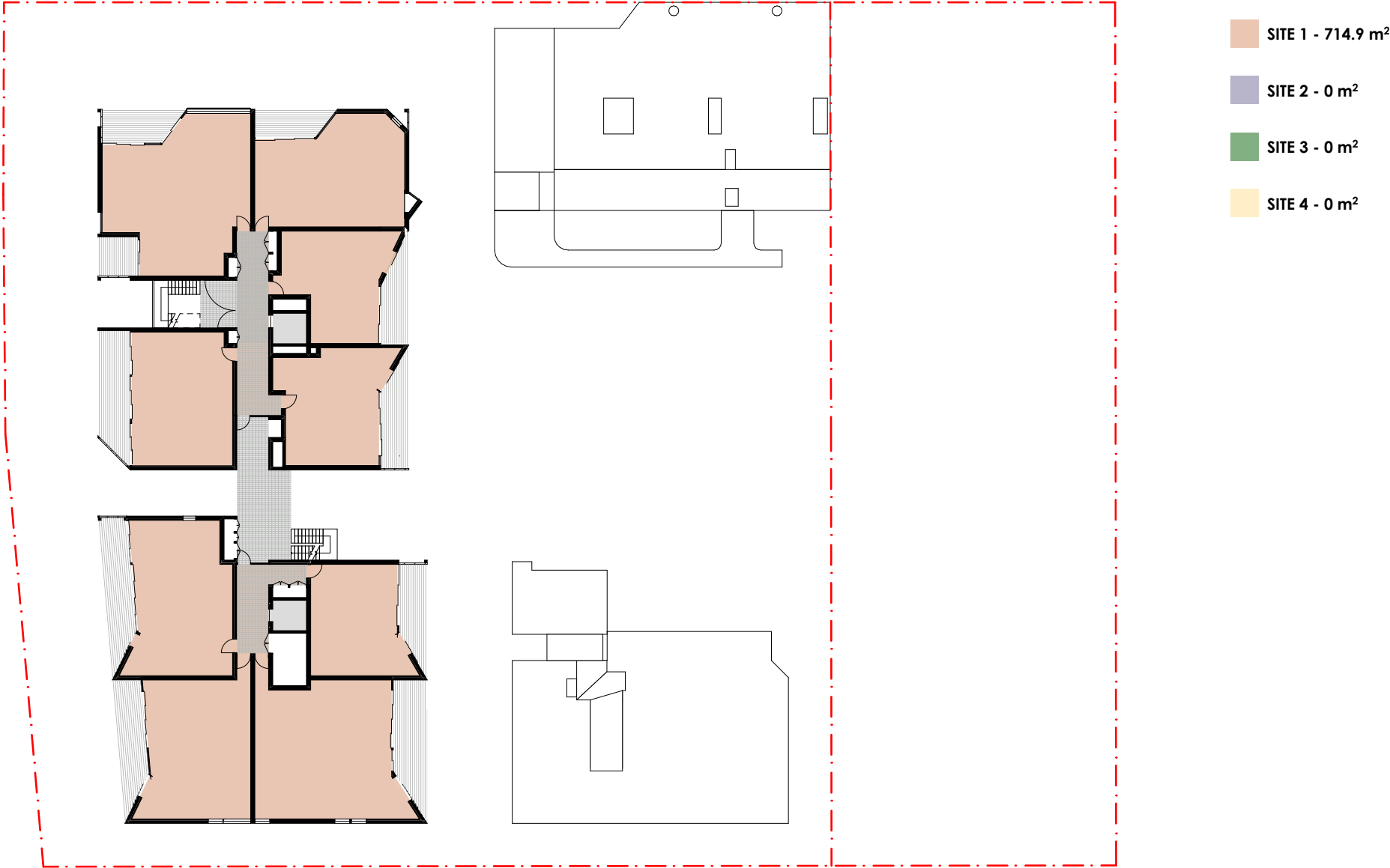


Level 6
1:400

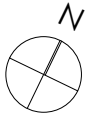


GFA PLANS



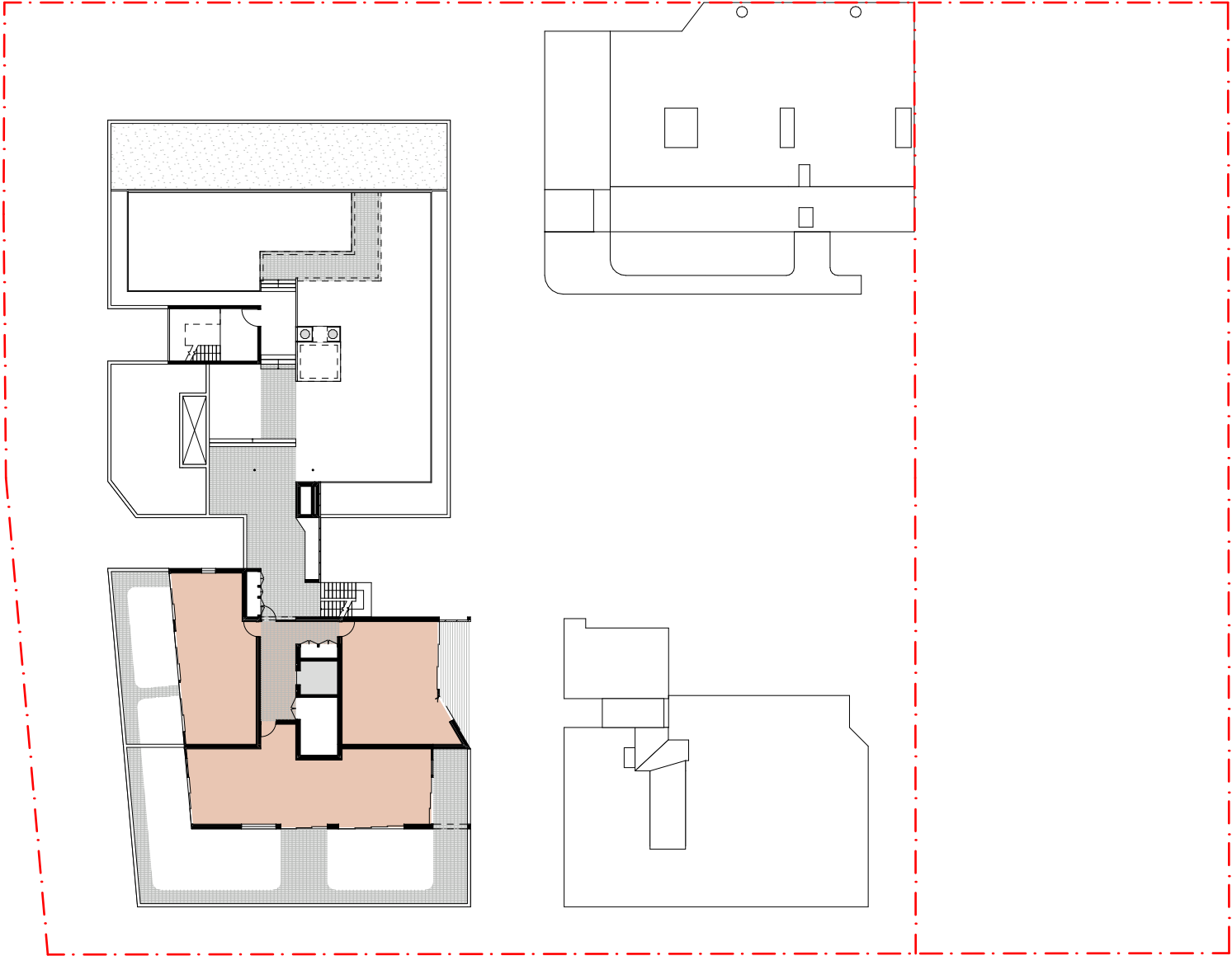


Level 7
1:400



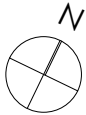
GFA PLANS





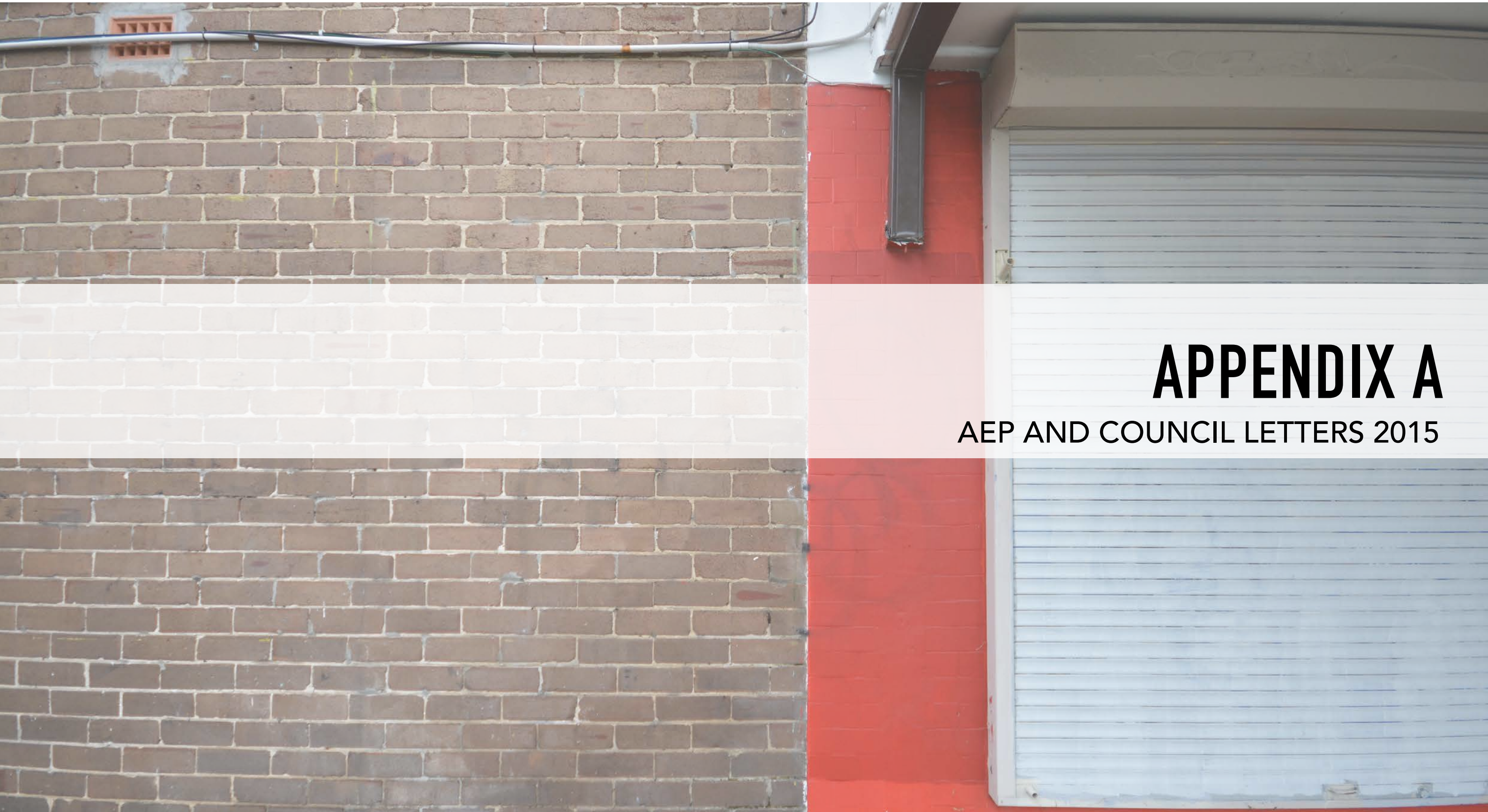
- SITE 1 - 205.2 m²
- SITE 2 - 0 m²
- SITE 3 - 0 m²
- SITE 4 - 0 m²

Level 8
1:400



GFA PLANS





APPENDIX A

AEP AND COUNCIL LETTERS 2015

PDA201500109

10 December 2015

Adam Flohm
Angus Developments
PO Box 950
WOOLLAHRA NSW 1350

Dear Mr Flohm

466-480 NEW CANTERBURY ROAD & 26-38 HERCULES STREET, DULWICH HILL

I refer to your application dated 21 October 2015 for formal pre planning proposal advice in relation to the above mentioned land. This advice relates to land use zoning and other amendments to Marrickville Local Environmental Plan 2011 which are being sought to facilitate a mixed use development on the above site.

Enclosed is Council's advice, including an evaluation from Council's Architectural Excellence Panel (AEP). The attached information supplements the preliminary advice emailed to you on 20 May 2015.

Included with the attached advice is a fee quotation should you intend to proceed with a planning proposal for the land.

I trust this is of assistance and should you have any enquiries, please contact Peter Failes, Urban Design Planner, on 9335 2264.

Yours sincerely



Marcus Rowan
Manager, Planning Services

Encl.

ENGLISH

IMPORTANT

This letter contains important information. If you do not understand it, please ask a relative or friend to translate it or come to Council and discuss the letter with Council's staff using the Telephone Interpreter Service.

GREEK

ΣΗΜΑΝΤΙΚΟ

Αυτή η επιστολή περιέχει σημαντικές πληροφορίες. Αν δεν τις καταλαβαίνετε, παρακαλείστε να ζητήσετε από ένα συγγενή ή φίλο να σας τις μεταφράσει ή να έλθετε στα γραφεία της Δημαρχίας και να συζητήσετε την επιστολή με προσωπικό της Δημαρχίας χρησιμοποιώντας την Τηλεφωνική Υπηρεσία Διερμηνέων.

PORTUGUESE

IMPORTANTE

Este carta contém informação importante. Se não o compreender peça a uma pessoa de família ou a um/a amigo/a para o traduzir ou venha até à Câmara Municipal (Council) para discutir o assunto através do Serviço de Intérpretes pelo Telefone (Telephone Interpreter Service).

ARABIC

هَامَ

تحتوي هذه الرسالة معلومات هامة. فإذا لم تستوعبها يرجى أن تطلبوا من أحد أقربانكم أو أصدقائكم شرحها لكم، أو تفضلوا إلى البلدية واجلبوا الرسالة معكم لكي تناقشوها مع أحد موظفي البلدية من خلال الإستعانة بخدمة الترجمة الهاتفية.

VIETNAMESE

THÔNG TIN QUAN TRỌNG

Nội dung thư này gồm có các thông tin quan trọng. Nếu đọc không hiểu, xin quý vị nhờ thân nhân hay bạn bè dịch giúp hoặc đem đến Hội đồng Thành phố để thảo luận với nhân viên qua trung gian Dịch vụ Thông dịch qua Điện thoại.

MANDARIN

重要资料

本信写有重要资料。如果不明白，请亲友为您翻译，或到市政府来，通过电话传译服务，与市政府工作人员讨论此信。

PRE PLANNING PROPOSAL ADVICE
466-480 NEW CANTERBURY ROAD & 26-38 HERCULES STREET, DULWICH HILL

DECEMBER 2015

Extent of the Planning Proposal

While the urban design study investigates the whole street block, the pre planning proposal application indicates that the planning proposal would only relate to the properties that the proponent has secured (474-480 New Canterbury Road 34-38 Hercules Street). In this regard, it is noted that a developer led planning proposal does not need to be restricted to only land that is secured because the proposal ultimately becomes Council's once it is submitted to the Department of Planning and Environment. Accordingly, the planning proposal area should apply to all land where there is contextual logic and strategic merit. It is considered there is merit for inclusion of the entire block (which this advice considers) and any subsequent planning proposal should relate to this area.

Procedural

The planning proposal is to be prepared in accordance with "A guide to preparing planning proposals". The guide and other information about the Gateway process can be found at <http://d.planning.nsw.gov.au/en-au/planningyourlocalarea/gatewayprocess.aspx>

Policy Framework

An assessment of the planning proposal against the relevant planning policies will be required. Key strategies / policies are:

Rezoning of Industrial Land

The planning proposal will need to include an assessment against the Industrial Lands Strategic Assessment Checklist as required by Action 1.9.2 in A Plan for Growing Sydney, and Ministerial (Section 117) Direction 1.1 Business and Industrial Zones to justify the rezoning of this IN2 Light Industrial site to a zone that would accommodate predominantly residential use. The updated Marrickville Employment Lands Study (MELS) 2014, identifies this site in a land-use audit (page 40) as currently including local light industry and light manufacturing. A specific recommendation about appropriate planning controls is not made. However, Action 4.3 provides as follows and could be applicable to the subject land:

Consider rezoning of select residential interface sites to B4 Mixed Use: Some industrial sites that are peripheral to the main industrial precincts, or are fragmented, but have good public transport accessibility and are not constrained may be appropriate for mixed use zoning. Rezoning to B4 Mixed Use should not compromise existing industrial activity and should not jeopardise the future role and function of industrial precincts and should not risk the ability of the LGA to meet demand employment targets.

A copy of the MELS is available at:

<http://www.marrickville.nsw.gov.au/en/development/planning-controls/planning-proposal-for-the-victoria-road-precinct/>

Accordingly, the planning proposal will need to justify that the site is suited to residential use, in regards to its access to services such as light rail, buses, shops and schools. A key issue

will be the quantum of employment space that should remain (discussed further under Zoning).

Draft Sydenham to Bankstown Urban Renewal Corridor Strategy

The Department of Planning and Environment is currently exhibiting the draft Sydenham to Bankstown Urban Renewal Corridor Strategy (Strategy), which proposes regional strategic direction for the corridor, including for Dulwich Hill. Under the draft Strategy, the subject site is identified for medium-high rise housing, which under the Future Precinct Character page of the Strategy this development density is describes as:

- *Residential apartment buildings, sometimes with cafés or small shops at ground level, typically 8 storeys.*
- *Located in selected core locations generally within 400m of some railway stations.*

The scale of the proposal is consistent with the draft Strategy. As discussed in detail in the AEP report (attached), it is considered the 4-5 storey scale on the majority of the site and an 8 storey scale adjacent to the light rail station is appropriate, but not a uniform 8 storey scale. The scale of development and any other relevant strategic directions from the draft Strategy should be taken into consideration, or be consistent with those from the final Strategy depending on the timing of the planning proposal (as per the draft Strategy which states 'A local planning direction will be implemented when the Strategy is finalised to ensure future planning is consistent with the Strategy').

Note that Council has considered a report on the draft Strategy and made a submission (attached).

Context and Site Analysis

The planning proposal needs to be guided by detailed context and site analysis. This analysis should include objectives related to parameters discussed in this advice and the AEP report, such as land use (for site and immediate surrounds), built scale (Height of Building (HOB) and Floor Space Ratio (FSR)), subdivision patterns, pedestrian desire lines, open space (public/private, soft/hard, passive/active, destination/through), solar access, overlooking, waste, and driveways. The analysis should inform the overall built form proposed and demonstrate how these proposed development can meet the objectives.

Marrickville Local Environmental Plan (MLEP) 2011 changes

Zoning

Appropriate land use zonings for the site would facilitate and ensure a substantial area of business use along the ground floor frontage to New Canterbury Road, but limited retail except opposite the light rail stop, with residential above. Providing a business use built to the front boundary of New Canterbury Road would facilitate some activation at ground-level and avoid amenity issues associated with ground-level residential use on a heavily-trafficked road. A continuous retail frontage is not likely to be supported due to the need to contain the Dulwich Hill shopping strip. If you were to mount a case for continuous retail this would need to be supported by an economic study which measures the likely impacts on the existing retail strip and any precedent this zoning would set for other properties. Therefore, the proposed R4 High Density Residential zone may not be appropriate for the entire site. Instead, what is desired could be achieved by the use of a B5 Business Development zone, which accommodates a range of businesses that would not impact on the retail strip. This includes: business premises, child care centres, health services facilities, hotel or motel

accommodation, light industries, office premises, and a few retail uses - food and drink premises (which includes a restaurant or café; take away food and drink premises; a pub; and a small bar). However, some of these land uses would not be achievable unless adequate vehicle access and loading was provided. Accordingly, the B5 zone would be appropriate for Nos.466-480 New Canterbury Road with a Schedule 1 provision to allow residential accommodation as part of a mixed use development. For 480 New Canterbury Road the Schedule 1 provision should also allow shops to include a larger range of retail land uses, appropriate at the transport hub.

For the remainder of the site an R4 High Density Residential zone would be appropriate, as there would be no traffic noise affecting the amenity of residential development at ground-level. Alternatively, an R1 General Residential zone could be used, if multi dwelling housing (prohibited under the R4 zone) is provided as suggested by the AEP.

Given that the basement will most likely traverse the B5 and R4 zone, an additional Schedule 1 provision would be required to allow vehicular access and parking to be permissible across both zones to avoid permissibility problems (i.e. commercial vehicles requiring to cross or park in the R4 zone).

Regarding the remaining church land (part of 34 Hercules Street) the zoning should be RE2 Private Recreation, which has been applied for all churches under MLEP 2011 to support the ongoing protection of these community servicing land uses.

The open spaces and link adjacent to the light rail line, proposed for dedication to Council, would be zoned RE1 Public Recreation. The form and ownership of the land is a matter that should be discussed as part of a Voluntary Planning Agreement (VPA) for the site, which is addressed below.

Floor Space Ratio and Height of Buildings

The overall density proposed (5 storey on the majority of the site and 8 storey 'landmark' element adjacent to the light rail corridor), and retention of the lower scale church building is generally supported, subject to recommended changes to the massing as outlined in the AEP report.

In order to ensure that the massing of future development applications matches the desired variation of massing across the site, the FSR and HOB needs to be segmented in the planning proposal to reflect the different massing components. This would also provide certainty if separate developments were to occur for different parts of the block. Accordingly, separate FSR / HOB should be calculated for Nos. 466-472 New Canterbury Road and the part of 26-28 Hercules Street being developed; the front part of 474 and 476 New Canterbury Road; 478-480 New Canterbury Road; the rear part of 474 New Canterbury Road and 34 Hercules Street; 36-38 Hercules Street; and the remaining church land.

A lower height and FSR should be provided for the rear part of 474 New Canterbury Road and 34 Hercules Street if multi dwelling housing is intended to be provided as recommended by the AEP to provide variety, which would also reduce shadowing of the school playground in winter.

Regarding the remaining church land (part of 34 Hercules Street) the FSR and HOB should be set to support the ongoing protection of this use - elsewhere in the LEP this has been a nominal 0.6:1 FSR and 9.5m HOB.

For the proposed open space the FSR and HOB is to be blank.

To scale concept architectural plans, (showing key dimensions and heights) and a detailed breakdown of the GFA and resulting FSR of the different components of the site are required to be submitted with the planning proposal to enable Council to confirm that the proposed FSR and HOB will correlate with the desired massing for the site. To assist this process the planning proposal should show in hatching what will be included as GFA on a set of floor plans.

Marrickville Development Control Plan (MDCP) 2011 requirements

The planning proposal needs to address key aspects of MDCP 2011 that relate to the context and site analysis, overall massing and design approach.

Given the significant site area and unique aspects of the proposed development the planning proposal will need to include a master plan covering the whole street block. The final agreed master plan should include suitable control diagrams and text in an appropriate format that can be directly inserted into the precinct specific controls section of MDCP 2011 Precinct 18 – Dulwich Hill Station North, with images submitted at high resolution to enable easy readability.

Part 2.1 – Urban Design of MDCP 2011 sets 12 urban design principles that are fundamental to creating successful development and places and Part 3.5 – Subdivisions and Major Developments Affecting Movement Networks and Public Domain sets specific objectives and controls for such major developments. Your submission should address how the precinct master plan is consistent with these principles, objectives and controls.

Heritage

Although the site is not within a Heritage Conservation area, nor are there any heritage items on the site, a heritage assessment should be undertaken. A key consideration is the how the design resolution of future development would affect and be integrated with the Greek Orthodox Church on Hercules Street. The proposed retention of period shop facades at the corner of New Canterbury Road and Kintore Street is supported to maintain a continuity of the heritage character of the streetscape. As discussed in the AEP report, another key issue is how the future development can successfully integrate new building forms with the retained fabric. In this regard, a variation from the generic DCP controls (which requires 6m setback of upper levels of development above retained building components) is supported. For this site it is recommended to mass the form above and to the front boundary, as detailed in the AEP report. These two issues should be incorporated in the master plan for the site to give specific design guidance for future development.

Flooding and Drainage

The site is adjacent to Council/State Rail stormwater pipes that drain the two low points in the area. One of the low points is located adjacent to 480 New Canterbury Road and the other at the rear adjacent to 38 Hercules Street. An assessment of the capacity of stormwater system at these low points needs to be undertaken. The assessment must investigate if there is any significant ponding and overland flows (during 1 in 100year storm event) at these locations which may result in flooding and impact the development.

Please contact Joe Bertacco, Council's Development Engineer, on 9335 2225 for further information regarding flood planning levels.

Transport and Traffic

In the preparation of the planning proposal the following Marrickville Council documents should be referred to:

- Marrickville Integrated Transport Strategy 2007.
- Marrickville Bicycle Strategy 2007 (Bicycle Strategy)

It is also noted that Council is currently preparing a parking study and a local area traffic management study of Dulwich Hill. Council is also preparing a Public Domain Code. Drafts of these studies will be exhibited shortly and should be referred in the planning proposal, subject to timing.

The proposed provision of through-site pedestrian and bicycle connections are supported, subject to the determination of suitable connections to Hercules Street and the Dulwich Hill Public School directly opposite the site. The link next to the light rail while a duplication of the existing link on the western side of the light rail will generally improve permeability and the provision of trees along the edge gives a shaded alternative. As the pathway is partly on Transport for NSW (TfNSW) land it is suggested that the proponent undertake preliminary discussions with TfNSW to identify if this is feasible and any issues or matters that need to be addressed prior to submission of a planning proposal. The proposed through-site-link provides a slightly shorter and more pleasant link (avoiding New Canterbury Road) when coming from the north-east ie Dulwich Hill shops and is supported if it is appropriately designed to provide for public access and managed to not result in conflicts with residential use.

Notwithstanding the utility of these links, Council's Transport Planner has identified that there would be greater benefits in contributing towards the implementation of the already identified transport infrastructure initiatives around the site – the regionally significant GreenWay corridor and cycle route along Hercules Street. The Missing Links Report prepared by the GreenWay Missing Links Working Group - October 2015 identifies missing link D Arlington between New Canterbury Road and Constitution Road. The Bicycle Strategy identifies cycle route RD04 running along Hercules Street past the site. A contribution from the development towards these is an option that should be considered as part of any VPA negotiation process.

It is noted that the proposal indicates that there is a major bicycle route along Kintore Street, New Canterbury Road and Denison Road (p15), whereas Council's Bicycle Strategy shows proposed cycleways along the GreenWay/light rail corridor (Route RR01), along Hercules Street (Route RR08) and along Beach Road and Constitution Road (Route LR18), not along Kintore Street or Denison Road. While the provision of the pedestrian signal crossing at the light rail stop on New Canterbury Road may have led to some movement along Denison Road, when the GreenWay link is created this will be less relevant. Also the Hercules Street / Beach Road would remain as a separate route. Therefore, there wouldn't be a cycle route changed or a new one created along Denison Road as suggested in the urban design report.

Considering the scale of the development (approximately 170 units) it would be appropriate to provide two car share spaces as part of the development. The implications of this, including the number of car parking space provided and resultant basement volume, should be taken into consideration in the planning proposal. In this regard, you should initiate discussions with a car share provider and confirm this is part of the planning proposal.

Other issues that need to be addressed in relation to traffic/transport would include:

- A traffic report needs to be submitted with the planning proposal;

- Splay Corners should be provided at the intersection of New Canterbury Road & Kintore Street (to match the current building splay) and at the intersection Hercules Street & Kintore Street (3mx3m splay);
- Both driveways should be located so as to provide maximum sight distance to vehicles and pedestrians in accordance with Figures 3.2 and 3.3 of AS2890.1:2004.

Please contact Simon Lowe, Council's Transport Planner, on 9335 2245 for further information regarding transport matters and Joe Bertacco, Council's Development Engineer, on 9335 2225 for further information regarding traffic matters.

Open Space and Public Domain

The provision of an urban space in the north-western corner of the site is supported to provide valuable space and public domain improvements in connection with the light rail stop and local retail space, especially if it was all integrated with the light rail stop forecourt; the proposed north-south public walkway; the covered retail outdoor space (requiring public easement); and Council footpath on New Canterbury Road, are cohesively designed as one urban public square. The space needs to be carefully designed to create an attractive, functional space, with a human scale; maximised deep soil; providing additional large canopy trees for summer shading but allowing winter sun; and providing good amenity (such as seating, planter landscaping, bins, bubblers and bicycle parking).

The proposed open space on the corner of Kintore Street and Hercules Street is small and not ideally configured with it being next to the driveway entry and blank walls on the retained church and apartment building. However, as the local area is deficient in open space, Council supports the space being part of the proposal. Council's Culture and Recreation Services section has provided the following comments in relation to this open space:

- The open space is to be for passive recreation;
- The open space is to allow for large canopy tree planting/s to provide extensive shade and green relief within the urban environment and help reduce the scale of the new buildings;
- The design should ensure the open space is simple with planting, seating, turf decomposed granite, and an access pathway into the site to increase activation;
- Ensure the open space continues to have deep soil for tree plantings;
- Use the blank walls for green walls;
- Maximise the greening by combining with verge extensions for enhanced street trees and landscaping on Kintore Street and Hercules Street and better physical and visual green linkage with the pocket park in the Kintore Street road closure.

For the internal courtyard to function for communal and semi-public open space it needs to be redesigned for adequate amenity and privacy, with adequate width; sunlight; deep soil for substantial shade and privacy trees; seating; and lighting. If public access is to be allowed this needs to be reflected in an easement, however this may need to be restricted to day time use to limit conflict with residents.

The inclusion of public art (that could include robust elements for inform play) and green walls / roofs and as part of the development and open spaces is also encouraged.

Verge upgrade of the surrounding streets would be required, including street trees, especially on Hercules Street which currently has continuous hard paving and driveway crossings. On Hercules Street provision of street trees is constrained by the aerial power

lines. Given the importance of Hercules Street as a pedestrian and cycling connecting street linking over the light rail corridor and connecting between extensive future develop to the south-west and the Dulwich Hill centre, options should be explored to enable provision of substantial shade canopy street trees. This could be options such as undergrounding of power, aerial bundled cables, building/basement setbacks and provision of trees within the site property.

Given the slope along and across the site, care needs to be taken with the basement/ground floor arrangement to ensure an attractive street interface can be achieved and supports provision of street trees and landscaping. On New Canterbury Road the floor level needs to be stepped down to ensure an active business frontage relates to the ground plane. On Hercules Street a large blank podium form along the Hercules (as indicated in the concept plan) needs to be avoided. Given the full level change there is opportunity to sleeve the basement podium with single aspect units addressing Hercules Street and adequate setback to provide larger ground level courtyards and deep soil zone and canopy space for substantial shade canopy street trees and to provide for other landscaping. For development fronting Kintore Street the interface between the footpath and ground level residential units needs to achieve privacy, street surveillance and resident amenity. This could be accomplished by providing a slightly elevated ground floor level (maximum 1m), the development being setback and providing larger ground level courtyards and front landscaping.

Affordable Housing

Given the potential yield from the development, Council would be seeking provision of a quantum of affordable / key worker housing. It is recommended that the planning proposal address this issue having regard to other comparable rezonings.

Developer Contributions

As the development proposed with the planning proposal would create demands on local infrastructure beyond that planned for in Marrickville Section 94 Plan, it is anticipated that a VPA could be used to address potential local infrastructure identified for the area, including: publically-accessible open space; links along the western boundary (adjacent to the light rail corridor) and through the middle of the site; the GreenWay missing link (Route RR01); the cycleway route along Hercules Street (Route RR08); provision of affordable housing (in the form of dwellings or a financial contribution); a community facility such as a meeting venue; public domain improvements surrounding the site; and public art. Any VPA proposed will be progressed concurrently with the planning proposal process and would be managed by Council's General Counsel. It is recommended that you contact Council's General Counsel (Joe Strati on 9335 2021) to discuss the content and extent of any VPA.

Planning Proposal Fee

Under Council's Fees and Charges for 2015/2016 the fee for major rezonings is by quotation. Based on our understanding of the tasks involved in assessment and progression of a planning proposal for the land, we propose a two stage fee as follows:

Stage 1 (Progress to Council determination and/or Gateway determination - \$8330)

Stage 2 (Progress past Gateway determination - \$24,990)

Note: Additional costs and expenses incurred by Council during the assessment process are to be paid at cost.

MARRICKVILLE COUNCIL

ARCHITECTURAL EXCELLENCE PANEL - REPORT

| | |
|-----------------------------------|--|
| Site Address: | 466-480 New Canterbury Road, Dulwich Hill |
| Proposal: | Pre-Planning Proposal for Dulwich Grove Precinct |
| File Reference: | PDA201500109 |
| Planning Officer: | Peter Failes |
| AEP Members in attendance: | Matt Pullinger (Principal, Hassell) Peter Ireland (Principal, AJ+C Architects) Renata Ferreira (Urban Design Advisor, Marrickville Council – Chair); |
| Site Inspection Date: | 20 October 2015 |
| Report Date: | 2 November 2015 |
| TRIM: | 124604.15 |

SITE CONTEXT

The proposed Dulwich Grove Precinct comprises 14 lots located in Dulwich Hill, bounded by New Canterbury Road to the north, Kintore Street to the east, Hercules Street and the Dulwich Hill Public School to the south and the recently built Dulwich Grove light rail station to the west. The sites are occupied by several two-storey light industrial buildings fronting onto New Canterbury Road and Hercules Street; four two-storey shops built in the 1940s located at the corner of New Canterbury Road and Kintore Street; and the Greek Orthodox Church of the Holy Unmercenaries and one 1940s face-brick bungalow located at the corner of Kintore and Hercules Streets. The Dulwich Hill Commercial Precinct is located within a 5min walk to the east of the site. The MLEP 2011 zoning for the sites is IN2 Light Industrial, with a maximum FSR of 0.95:1, and no height restriction.

PROPOSAL DESCRIPTION

The pre-planning proposal by Angus Developments is for a mixed-use development referred to as Dulwich Grove Precinct. The proposal comprises the following:

- Amalgamation of lots 474 to 480 New Canterbury Road and 34 to 38 Hercules Street referred to as ‘the primary site’, which is the subject of this pre-planning application. Potential amalgamation of lots 466 to 472 New Canterbury Road (the 1940s shops) and 26 to 28 Hercules Street (the Church and face-brick bungalow) referred to as ‘the secondary site’, whose future ownership is under negotiations by Angus Developments for potential inclusion in the Planning Proposal;
- Demolition of the two-storey industrial buildings, as well as the 1940s face-brick bungalow and the outbuildings associated with the Greek Orthodox Church;
- Preservation/restoration of the front facades of the four 1940s shops and the primary building of the Church;

- Construction of three 4 to 5-storey buildings fronting onto New Canterbury Road and Hercules Street and one 5 part-8 storey building adjoining the Dulwich Grove light rail station;
- Proposed mixed-use buildings fronting onto new Canterbury Road with retail and residential uses on the Ground Level and residential uses above, and residential flat buildings fronting onto Hercules and Kintore Streets;
- Construction of a new north-south public walkway and cycleway abutting the light rail corridor and a pocket park at the corner of Kintore and Hercules Streets, both to be dedicated to Council; and
- Implementation of one north-south and one east-west semi-public through-site links and a centrally located communal open space (land ownership/management to be discussed with Council).

DISCUSSION

The panellists discussed the pre-planning proposal with Angus Developments, BKA Architecture and Mersonn Town Planners and provide the following comments in relation to study 7 (the proponent's preferred concept):

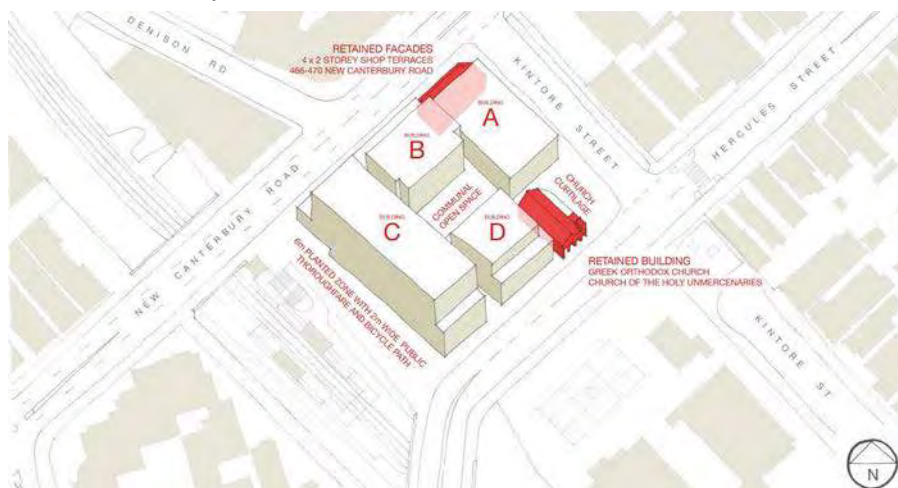
1. Considerable thought has been put into the strategic pre-planning urban design package, demonstrating good understanding of the site and its context and providing a well-considered approach to connectivity, the public domain, heritage preservation and density;
2. The retention of the Church and the façades of the 1940s shops will help to preserve some of the social/historic fabric of the site and is supported;
3. Ground floor retail/commercial uses built to the boundary along New Canterbury Road are supported, but the proposed Ground Floor residential units that are set back 3.0m from the front boundary are not supported. Rather, the Panel encourages the continuation of commercial or retail uses at the street level and to the site boundary;
4. The 4 to 5-storey scale along New Canterbury Road, Kintore Street and Hercules Street (Buildings A, B and D), as well as the 8-storey scale adjoining the light rail station (Building C) are generally supported, but refinements in setbacks, both at Ground Level and above ground levels, are required to improve the quality of the built form and the streetscape, as well as solar amenity to the central communal open space;
5. Likewise, a more deliberate separation between the new building associated with the retained shopfront facades and the new building facing Kintore Street (Building A) is required to achieve more prominent built form at the corner, whilst creating a sympathetic and well-integrated addition to the retained heritage facades. The proposed blank wall set back 6.0m from the heritage walls (as illustrated on page 44 of BKA's report) is not supported and needs to be reconsidered;
6. The proposed demolition of the bungalow and the provision of a pocket park at the corner of Hercules and Kintore Street will reveal and celebrate the Greek Orthodox Church and provide an additional green/open space that could be associated with the services of the Church. There is a risk, however, that this could result in a weak corner defined by the side elevation of the Church, which was never designed to be seen, and the proposed car park basement ramp;
7. Although the idea of through-site links and Ground Level communal open space is supported, there is some ambiguity in relation to the public/semi-public/private nature of these links/spaces that needs further clarification;

8. None of the residential lobbies achieve natural light and ventilation. This is contrary to the Design Guidance under the Apartment Design Guide (ADG) and should be reconsidered;
9. There is a slight discrepancy between the proposed height in metres (15m) and height in storeys (5 storeys) on page 38 of BKA's report, Study 7 (preferred concept), that needs clarification. A 5-storey building would require a 17m height control limit;
10. The option to provide some diversity in built form typology, such as the provision of a small number of townhouses facing Hercules Street, opposite to the school, was discussed and encouraged. Angus Developments confirmed their intent to provide some variety in the built form, stating BKA Architecture is currently investigating a few design alternatives;
11. The preliminary vertical and horizontal articulation of the building facing Kintore Street is supported in principle, but the articulation of the buildings facing the light rail corridor, Hercules Street and New Canterbury Road needs further refinement;
12. The package does not clearly illustrate how the proposed FSR has been calculated. It appears the proposal achieves a net FSR of 2.73:1. The applicant confirmed that the Planning Proposal will determine different height and FSR controls as per the built forms proposed in the urban design study.

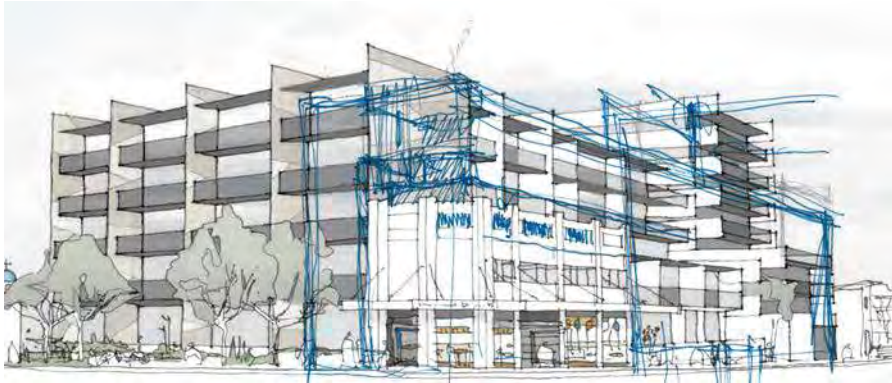
RECOMMENDATIONS

The panellists discussed a few alternatives with Angus Developments and BKA Architecture, who welcomed the recommendations, as listed below:

1. The Ground Level residential units fronting onto New Canterbury Road (Building B) should be replaced by commercial/business uses and located on the site boundary.
2. The street frontage wall along New Canterbury Road (Buildings A, B and C) should be 5-storey in height, and be built to the front boundary, rather than the proposed 3-storey podium with a 6m front setback at Levels 4 and 5. The same street wall height should apply to the proposed new addition to the retained shopfronts (Building A), however, a setback on level 3 should be considered, whilst bringing Levels 4 and 5 to the front boundary alignment of the retained shops. A 4 part-5 storey building (having the lower component to the south-east) or a 4-storey street frontage wall could be considered on Building B in order to improve solar access to the central communal open space. The 2-storey alignment of the retained shopfronts could be expressed on Building B through architectural elements/façade treatment rather than the proposed setback. A 5-storey street wall height along New Canterbury Road would provide greater prominence to the corners and a better scale in relation to the width of the road, whilst maintaining a human scale to the streetscape. The introduction of prominent vertical architectural features that emulate the rhythm of the retained shopfronts is required to help to scale the 5-storey form within the context of the site.

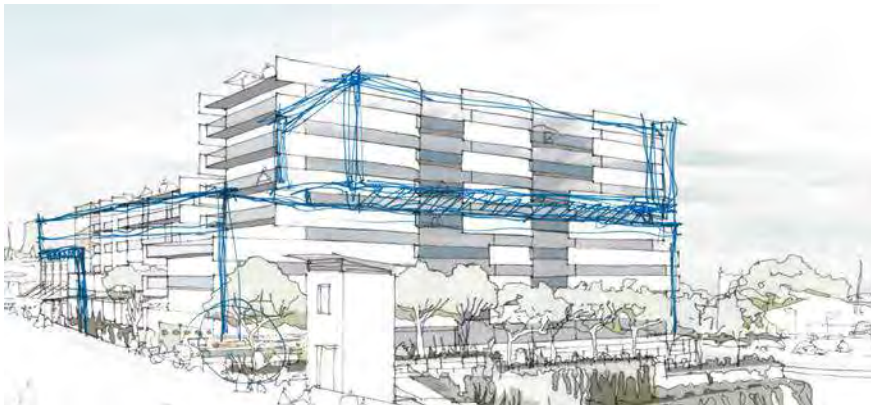


Building envelope proposed by BKA Architecture



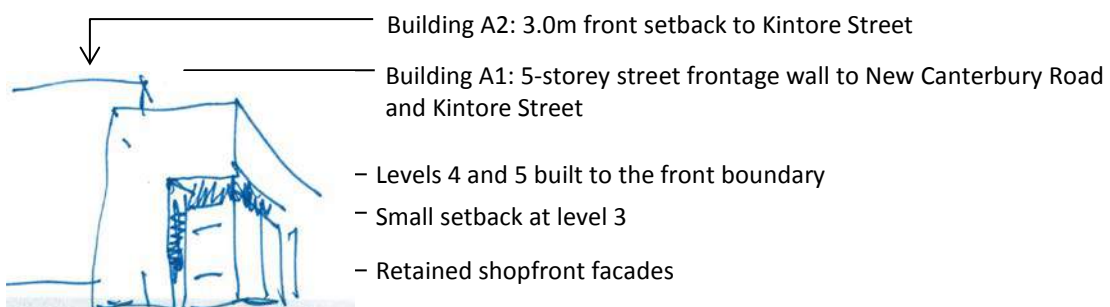
Alternative solution to be considered: 5-storey street frontage wall to New Canterbury Road
(Sketch by Peter Ireland)

3. Whilst the 8-storey scale for Building C (adjoining the light rail corridor) is supported, the higher component that presents to New Canterbury Road should be set back further than the 6m proposed, and arguably closer towards Hercules Street. This will help to reinforce the 5-storey podium height along New Canterbury Road and will improve solar amenity to the central communal open space. The 5-storey podium height could be expressed on the south-west (light rail elevation) and south-east (Hercules Street elevation) facades of Building C via architectural elements/façade treatment. The façade articulation along the light rail corridor should be broken down into stronger vertical elements.



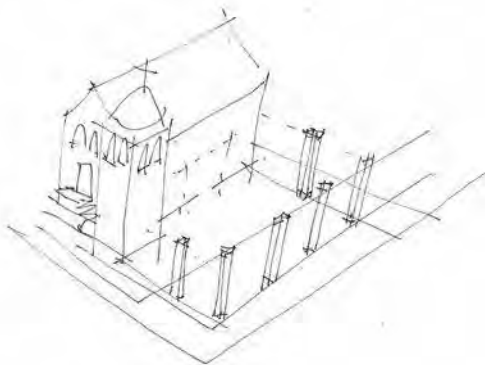
Alternative solution to be considered: 8-storey component to be set back further away from New Canterbury Road. 5-storey podium expressed through architectural elements/façade treatment
(Sketch by Peter Ireland)

4. Building A should be separated into two distinct built forms: [1] a 5-storey building associated with the retained shopfront facades to be kept/built to the street boundary alignment of New Canterbury Road and Kintore Street; and [2] a 5-storey building fronting onto Kintore Street, set back 3.0m from the front boundary (with courtyards/balconies encroaching onto the front setback).



Alternative solution to be considered: Building A to be separated into two distinct built forms
(Sketch by Peter Ireland)

5. The proposed overhang to the coffee shop facing the light rail corridor is supported, but requires a higher floor-to-ceiling height to improve its scale and prominence at the corner.
6. A different built form typology could be investigated for Building D, facing Hercules Street and the school, such as 3-storey townhouses to provide some variety in housing types.
7. Continuous awning should be provided to the buildings along New Canterbury Road to provide shelter for pedestrians walking to the light rail station.
8. The applicant explained that the north-south pedestrian/cycleway abutting the light rail corridor will be publicly accessible, delivered by the Developer and dedicated to and maintained by Marrickville Council/RailCorp. On the other hand, the applicant stated that the ownership and management of the other through-site links and central communal open space are subject to negotiations with Council. Therefore, further thought needs to be given to the ways in which the through-site links and Ground Level communal open spaces will be managed, whether they will be public or semi-public, and, if they are semi-public, where the gates and security lines will be located. If gates are proposed, it is recommended that the spaces are opened during the day and closed off at night for security purpose. Additional communal open space could be provided as rooftop gardens, particularly on Building C, maximising solar access and district views and creating opportunities for green roofs. The breakdown of the amount of public and semi-public open spaces and deep soil planting to be delivered, including drawings illustrating the proposed public domain improvements, should be provided at the Planning Proposal stage.
9. The site at the corner of Kintore and Hercules Street is a valuable space. Thus, the treatment/appearance of the Church's side wall, the hard and soft landscaping of the proposed pocket park, the relocation of the carpark basement ramp and the definition of the edges of the open space require further consideration to celebrate the corner. An alternative that may be considered is to provide some definition to the street edge along the lines of the sketch below.

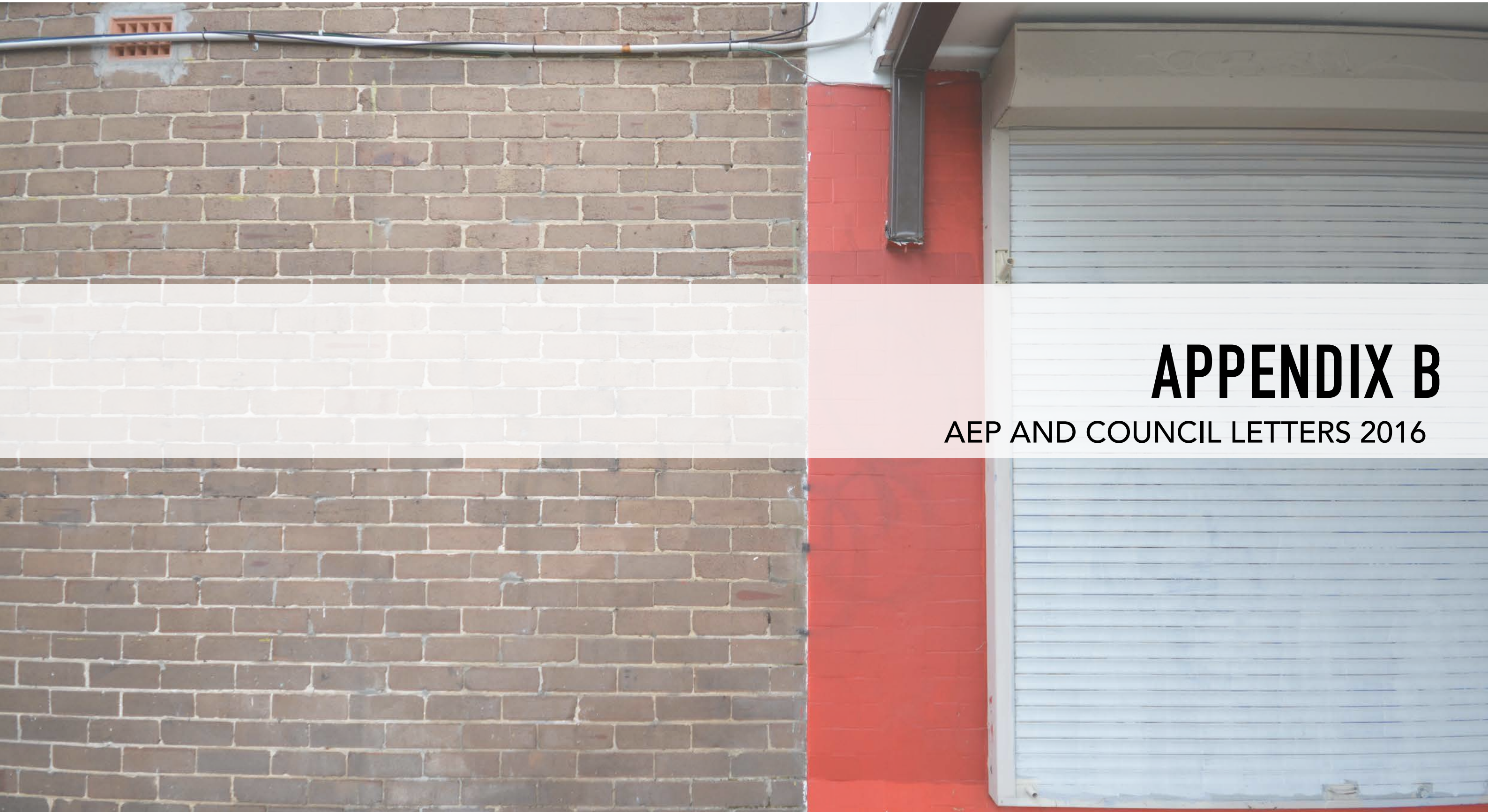


Alternative solution to be considered: Definition of the street edge at the corner of Kintore and Hercules Streets (Sketch by Peter Ireland)

10. All the proposed residential/mixed-use buildings should conform to the objectives and Design Criteria of the ADG, including the provision of naturally lit and ventilated lobbies. A statement of consistency with the objectives and Design Criteria of the ADG should be provided at Planning Proposal stage.
11. It is important that clarity around ownership arrangements of the lots 466 to 472 New Canterbury Road (the 1940s shops) and 26 to 28 Hercules Street (the Church and face-brick bungalow) and the inclusion of these lots in the Dulwich Grove Precinct occur in order to realise some of the public benefits proposed by Angus Developments.
12. The Planning Proposal should provide detailed calculations for GFA on the site and drawings illustrating how the proposal achieves the indicated FSR. It should also provide a plan with the breakdown of the proposed height and FSR across the site.

SUMMARY

Considerable thought has been put into the strategic Pre-Planning urban design package and, overall, the panellists are supportive of the Pre-Planning Proposal. This report provided a few recommendations for design refinements to be considered by the applicant in terms of street frontage wall, setbacks, land uses and building typology. Clarification in relation to the breakdown and management of the proposed public domain benefits, proposed FSR and height controls, and site amalgamations will also be required at Planning Proposal stage.



APPENDIX B

AEP AND COUNCIL LETTERS 2016



INNER WEST COUNCIL

DA201600376

29 August 2016

Adam Flohm
Angus Developments P/L
PO Box 950
Woollahra NSW 2025

Dear Mr Flohm,

**PLANNING PROPOSAL APPLICATION NUMBER DA201600376
474-480 NEW CANTERBURY RD & 34-38 HERCULES ST, DULWICH HILL**

Your planning proposal application has been received by Council and has been forwarded to Council's Planning Services to the officer referred to below for assessment.

The planning proposal will be assessed and reported to Council at a future meeting date. The application may be referred to Council's Architectural Excellence Panel (AEP) and specialist advice may be sought on various matters including, but not limited to, planning, urban design, heritage, engineering, traffic and transport, and infrastructure.

From a preliminary assessment of the application the following additional information is required to be submitted to enable a complete assessment:

1. Clarification on the identity of the land to which the planning proposal applies. While the Pre-Planning Proposal Advice letter, dated 10 December 2015, recommended the planning proposal should relate to the entire block bounded by New Canterbury Road, Kintore Street, Hercules Street and the Light Rail / GreenWay corridor, the application form appears to only relate to 474-480 New Canterbury Rd and 34-38 Hercules St, Dulwich Hill (note under Council's land database this area does not include No. 40). However, contrary to this the planning report on page 6 does identify the whole block as the site the subject of the planning proposal.
2. Show large scale planning proposal maps overlaid on top of to-scale cadastre and concept plan, showing dimensions if not aligning with cadastre lines, to enable appreciation how they correlate with conceptual building massing and land use (Land Zoning, Height of Building and Floor Space Ratio each on a separate page).
3. Provide justification for planning proposal maps, which differs from the advice given in the Pre-Planning Proposal Advice letter. The planning proposal report does not outline the proposed differences nor give reasons for the proposed differences in the planning proposal maps. In the regards to the zoning for the church it is noted that a place of public worship is actually prohibited in the RE1 zone.
4. Detailed site contamination investigation report covering the full block bounded by New Canterbury Road, Kintore Street, Hercules Street and the Light Rail / GreenWay corridor. This will enable Council to undertake a planning proposal for the full block.

Customer Service Centres

Petersham | P (02) 9335 2222 | E council@marrickville.nsw.gov.au | 2-14 Fisher Street, Petersham NSW 2049

Leichhardt | P (02) 9367 9222 | E leichhardt@lmc.nsw.gov.au | 7-15 Wetherill Street Leichhardt NSW 2040

Ashfield | P (02) 9716 1800 | E info@ashfield.nsw.gov.au | 260 Liverpool Road Ashfield NSW 2131

5. The Urban Design Report to address how the planning proposal and concept design is consistent with the urban design principles, objectives and controls of Part 2.1 – Urban Design of MDCP 2011 and Part 3.5 – Subdivisions and Major Developments Affecting Movement Networks and Public Domain.
6. Demonstrate on Concept Plans how on-site collection of recycling waste bins can occur either directly from on-site recycling/waste storage rooms or from on-site temporary bin/container holding areas, in accordance with Section 2.21 Site Facilities and Waste Management of Development Control Plan 2011. It is noted that under Section 2.21 Appendix 4 collection must be directly via wide external doors with direct line of sight of bins; for 240L or less bins be via maximum 1:14 grade and maximum 10m wheeling distance; and for greater than 240L bins be via maximum 1:50 grade and maximum 5m wheeling distance. The provision of the required on-site waste room/temporary storage area adjacent to footpath would be likely to require removal of GFA changing the FSR for the site.
7. Demonstrate on Concept Plans how retail and business spaces can have access to waste, loading and sanitary facilities, which may also affect GFA/FSR.
8. Further breakdown of GFA into Site 1, 2 and 3 showing total GFA in each divided by each site area to demonstrate accurate FSR for each site.
9. Provide GFA plans on accurate to-scale sheets with 1 floor per page to enable easy checking of GFA/FSR.
10. Confirm any preliminary discussions undertaken with TfNSW in regards to upgrading of railway land providing landscaping in association with the proposed through-site-link and an integrated urban square connected with the light rail stop forecourt.

Pursuant to Clause 6.6 Airspace operations of Marrickville LEP 2011, it is also advised that it appears that the planning proposal would allow a building height that would penetrate the Prescribed Airspace for Sydney Airport Obstacle Limitation Surface. This is a trigger requiring referral to the relevant Commonwealth body responsible for development approvals for development that penetrates the Limitations or Operations Surface for the Kingsford Smith Airport. Accordingly, it is recommended that you commence liaison with the relevant Commonwealth body, regarding this matter. Details regarding this can be found on the following Sydney Airport web page:

<http://www.sydneyairport.com.au/corporate/community-environment-and-planning/planning/airspace-protection.aspx>

Yours faithfully



Jamie Erken
Acting Manager Planning Services, Marrickville

Enquiries: **Peter Failes, 9335 2264, peter.failes@marrickville.nsw.gov.au**

INNER WEST COUNCIL ARCHITECTURAL EXCELLENCE PANEL (FORMER MARRICKVILLE LGA) - REPORT

| | |
|-----------------------------------|---|
| Site Address: | 466-480 New Canterbury Road & 26 to 28 Hercules Street, Dulwich Hill |
| Proposal: | Planning Proposal for Dulwich Grove Precinct |
| File Reference: | DA201600376 |
| Planning Officer: | Peter Fails |
| AEP Members in attendance: | Matt Pullinger (Principal, Hassell) Peter Ireland (Principal, AJ+C Architects) Renata Ferreira (Urban Design Advisor, Inner West Council – Chair); |
| Site Inspection Date: | N/A |
| Report Date: | 12 October 2016 |
| TRIM: | 116331.16 |

SITE CONTEXT & PROPOSAL DESCRIPTION

Please refer to AEP report dated 2nd November 2015 for Pre-Planning Proposal.

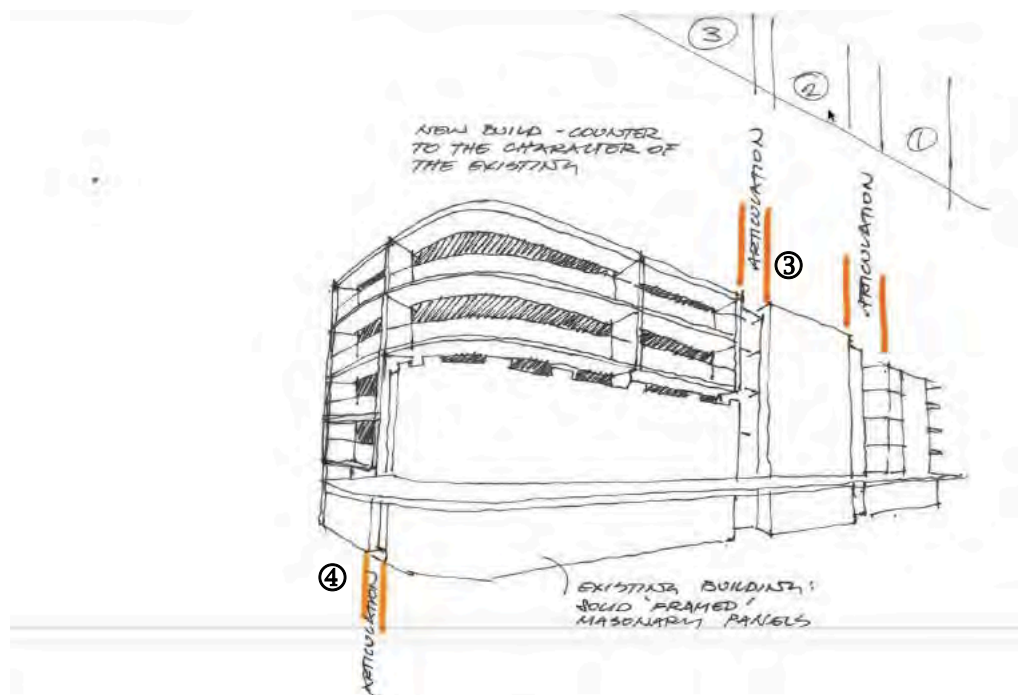
DISCUSSION

The Planning Proposal has incorporated all of AEP's recommendations at Pre-Planning Proposal. The proposal is generally supported provided that the following additional comments are considered (please also refer to sketches below):

1. The Panel understands that the properties at 466 to 472 New Canterbury Road (the 1940s shops) and 26 to 28 Hercules Street (the Church and face-brick bungalow) – described by the proponent as secondary site - are not within the ownership of Angus Developments (the proponent). Although the Planning Proposal takes a holistic and strategic view, identifying a range of public benefits beyond the subject site, the proposal could be regarded a spot rezoning unless Council expands the proposed rezoning to the properties on the secondary site. This raises the questions as to whether the proponent has engaged the adjoining owners during the Planning Proposal stage and if these owners support the scheme including the stated delivery of public benefits. The Panel will not view favourably the option for spot rezoning, if several of the stated public benefits (such as improvements to the church, dedication and implementation of the pocket park at the corner of Kintore and Hercules Streets and restoration of the heritage facades) are associated with the secondary site, and if ownership matters are not resolved prior to the Planning Proposal approval. If the rezoning were to proceed in isolation, these public benefits are unlikely to be realised by the proponent. Worse, the burden of the same public benefits may make the adjacent sites unviable for future redevelopment. Therefore, it is important that the proponent's ownership of the lots 466 to 472 New Canterbury and 26 to 28 Hercules Street and the inclusion of these lots in the Dulwich Grove Precinct occur. Staging is

also an important consideration and an indicative staging plan should be provided. The delivery of public benefits should, in principle, occur earlier rather than later. The precise timing of the delivery of public benefits could be negotiated at DA stage.

2. The internal courtyards/balconies where Buildings A and B turn the corner create dwelling proximity and separation issues that are difficult to resolve and should be reconsidered.
3. Clearly demarcated vertical articulation between Buildings A and B (New Canterbury Road Elevation) should be provided at all levels. This means that the proposed front setback to the balconies of the 2bed units at Level 1 of Building B should be replicated at Levels 2, 3, 4 and roof plan.
4. The proposed vertical articulation at Ground Level and Levels 1 and 2 between the Side Elevation of the existing shop and the new Building A, at the corner of New Canterbury Road and Kintore Street, should be replicated at Levels 3, 4 and roof plan. Thus, the balcony to the corner units (1bed apartments) at Levels 3 and 4 should be rearranged to maintain the slab edge condition/articulation proposed on the levels below.
5. Clearly demarcated horizontal articulation at Level 5 of Building C (East, South and West Elevations) should be provided. This means that the external walls to the units at Levels 5 should be set back from the main building alignment to create horizontal articulation and architectural interest and provide relief to the mass of the building.
6. The flanks of Buildings A and D will frame and define the backdrop to the church and need to be highly resolved, articulated and detailed to not diminish the presence of the heritage building. Likewise, material change/articulation should be provided to Building C at Levels 6 and 7.
7. Improvements to the existing facades to be retained should be negotiated at DA stage.



LEVEL 3 FLOOR PLAN



[illegible]

SUMMARY

The Planning Proposal is generally supported conditional on resolving the ownership/ public benefits issues and addressing the recommendations provided above.