

# TALLAWONG STATION **PRECINCT SOUTH**

## ADDENDUM URBAN DESIGN REPORT

Rev. C\_08.05.2020

# 1.0

## AMENDMENTS TO BUILDING ENVELOPES FOOTPRINT & STOREYS

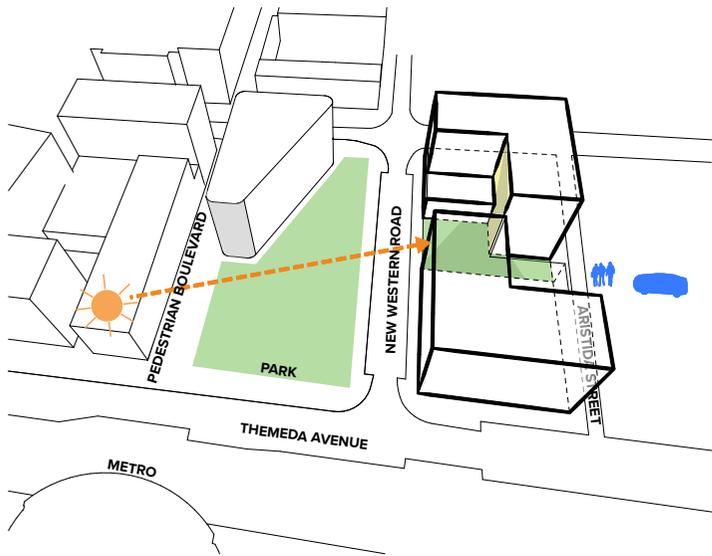
A review of the concept approval has been undertaken to explore opportunities for improved public domain amenity and interface, with a series of refinements proposed.



# SITE 1A REFINEMENTS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN

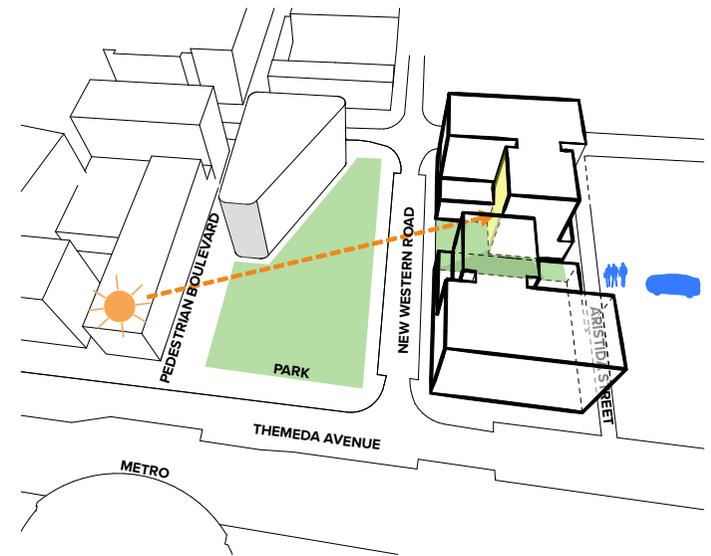


SSDA APPROVED SCHEME



## IMPROVEMENTS

- ✓ Locally shift the built form to maximise solar access to the plaza and building facade
- ✓ Step the built form down to the park and commuter carpark to create a retail podium and provide opportunities for extended outdoor areas above



AMENDED PROPOSAL



# SITE 1A VIEW ANALYSIS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



SSDA APPROVED SCHEME



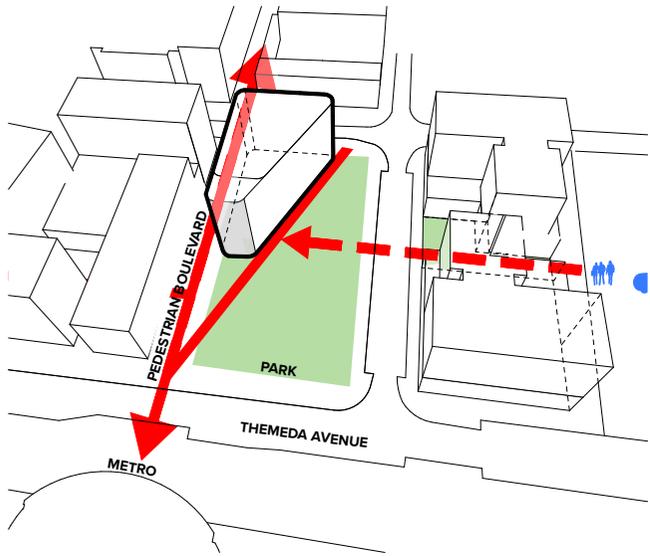
AMENDED PROPOSAL



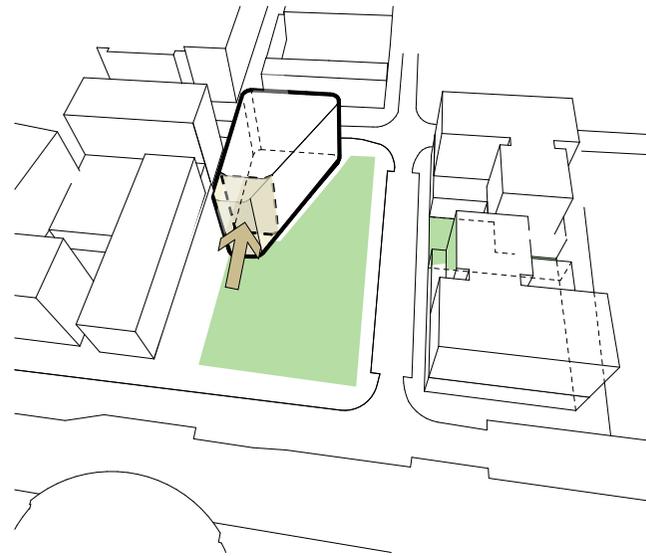
# SITE 1B REFINEMENTS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN

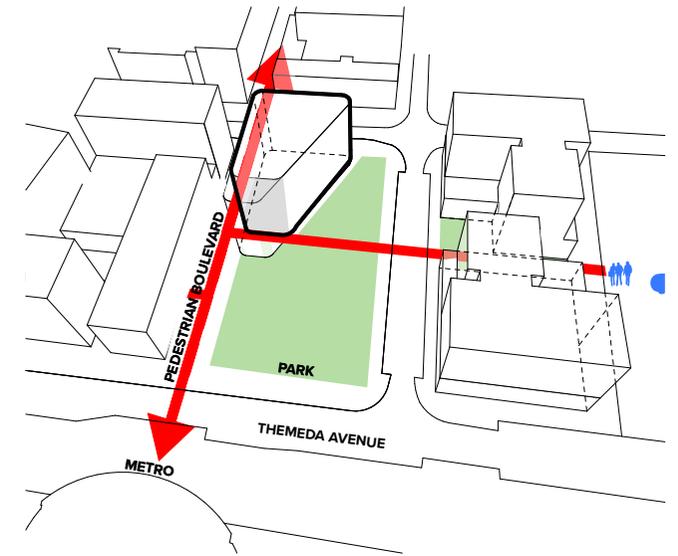


SSDA APPROVED SCHEME

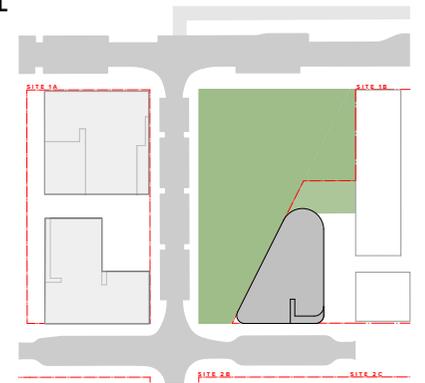
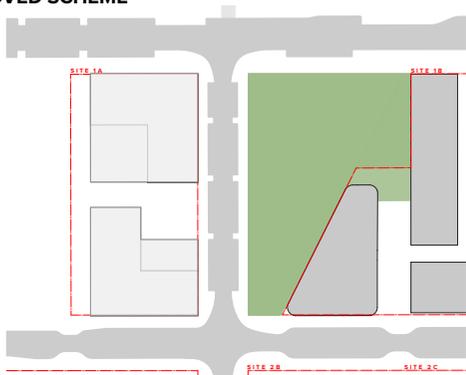


IMPROVEMENTS

- ✓ Reduce building footprint to object building to provide a direct visual and physical connection to the pedestrian boulevard from commuter carpark, increasing the size of the public park



AMENDED PROPOSAL



# SITE 1B VIEW ANALYSIS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



SSDA APPROVED SCHEME



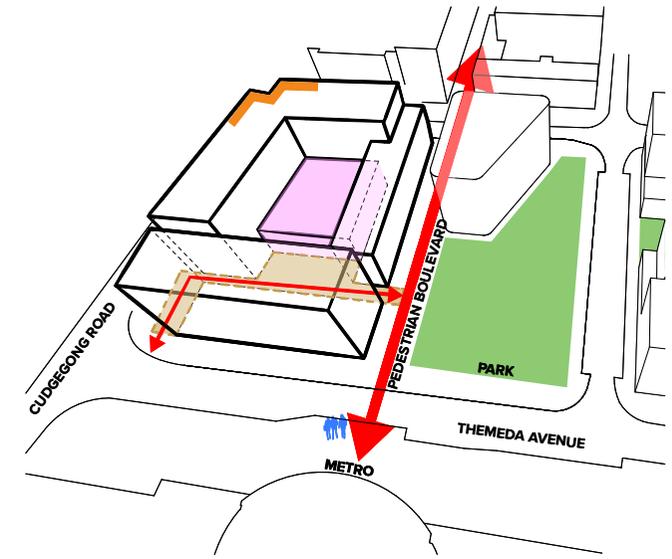
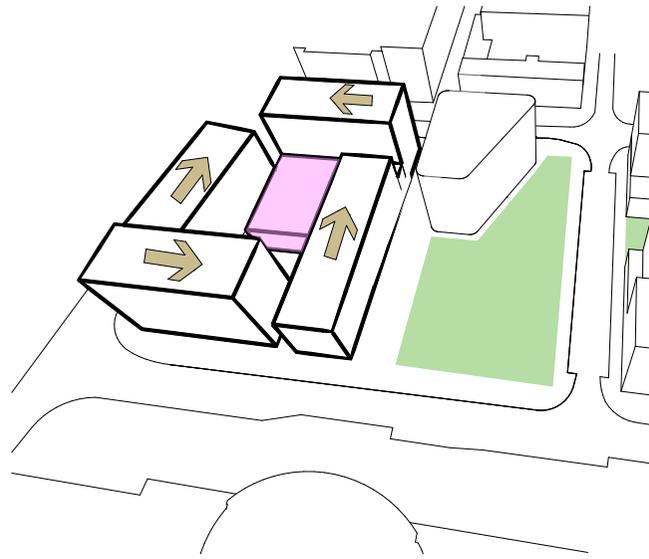
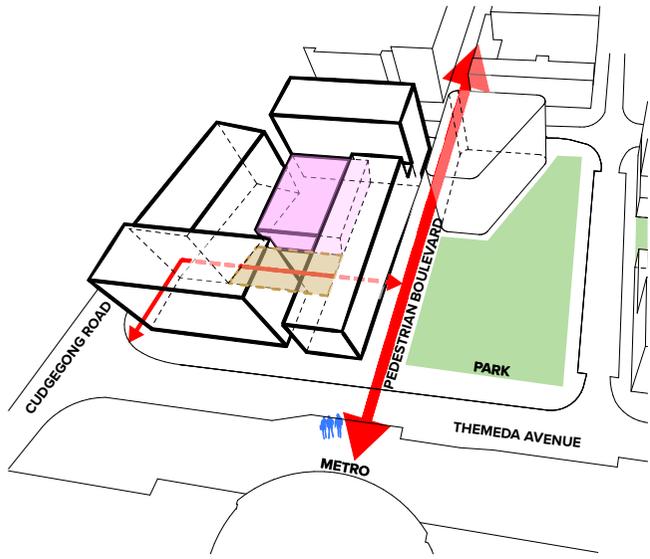
AMENDED PROPOSAL



# SITE 1B REFINEMENTS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



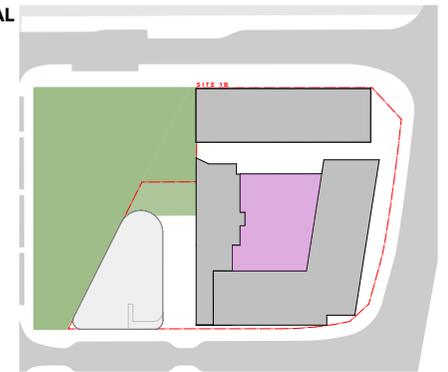
SSDA APPROVED SCHEME



IMPROVEMENTS

- ✓ Shift building forms to respond to new through site link
- ✓ Reconfigure the built form to define the corner of Cudgong Road and Conferta Avenue, creating a gateway to the residential precinct

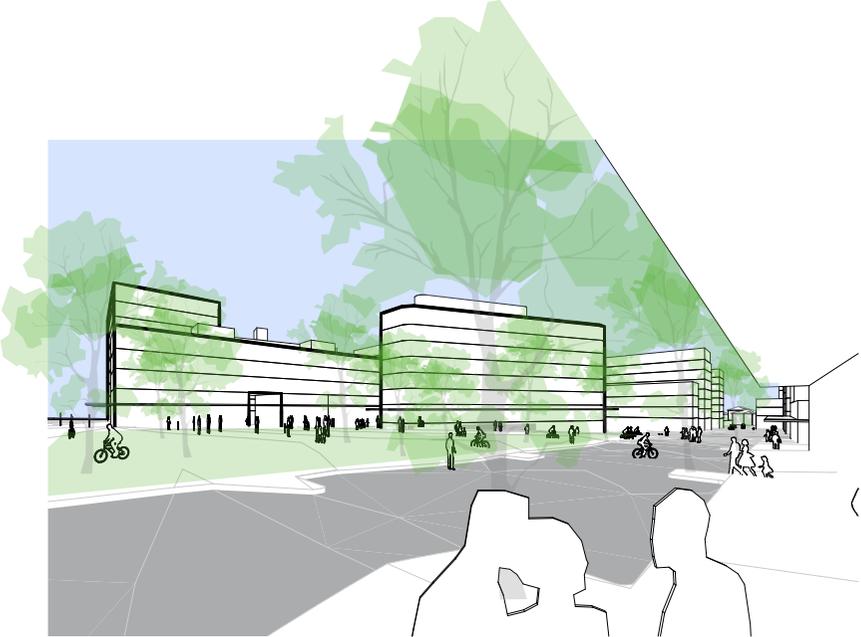
AMENDED PROPOSAL



# SITE 1B VIEW ANALYSIS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



SSDA APPROVED SCHEME



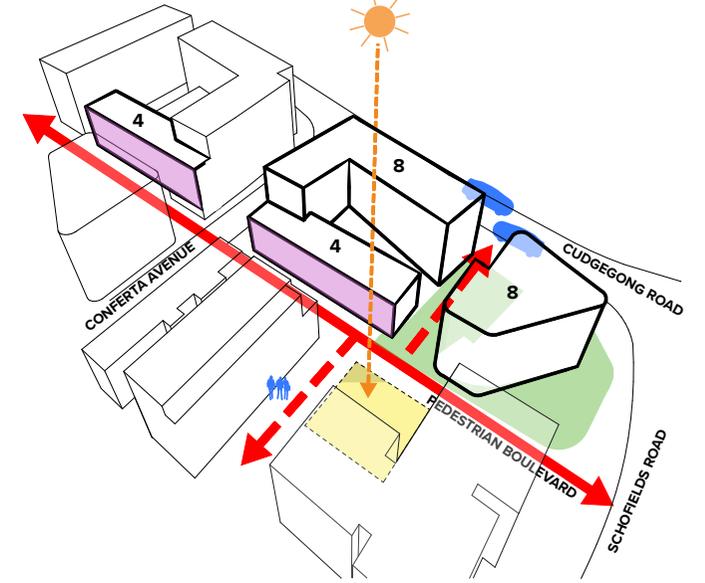
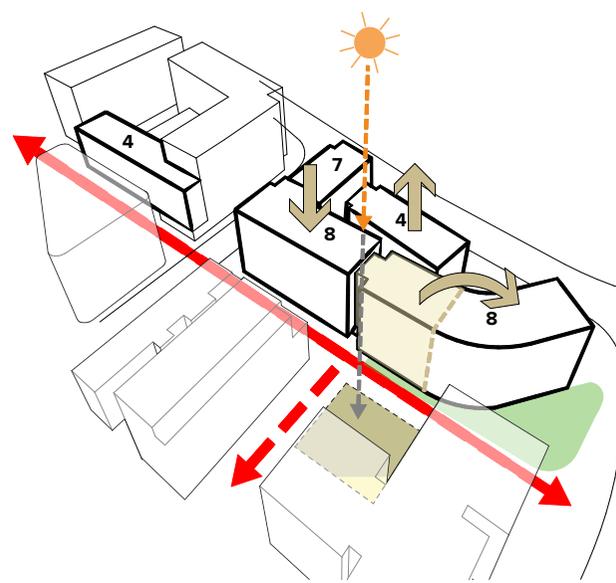
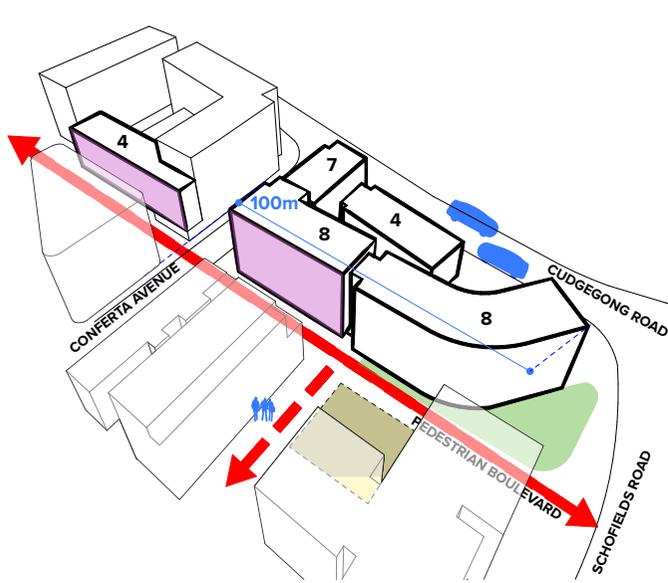
AMENDED PROPOSAL



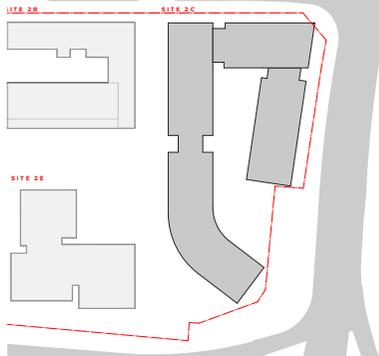
# SITE 2C REFINEMENTS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



SSDA APPROVED SCHEME



## IMPROVEMENTS

- ✓ Redistribute built form to maximise solar access to shareway/plaza
- ✓ Reduce building lengths to increase visual and physical permeability through the site
- ✓ Redistribute heights to provide a lower scale building interface along the length of the pedestrian boulevard

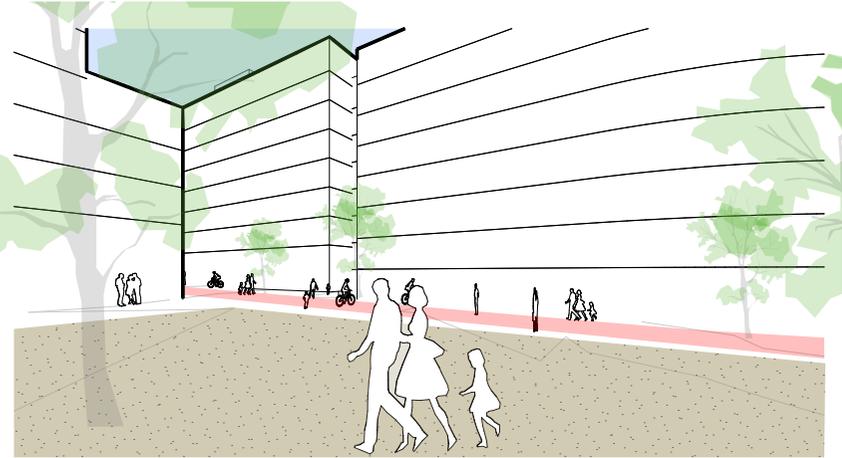
AMENDED PROPOSAL



# SITE 2C VIEW ANALYSIS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



SSDA APPROVED SCHEME



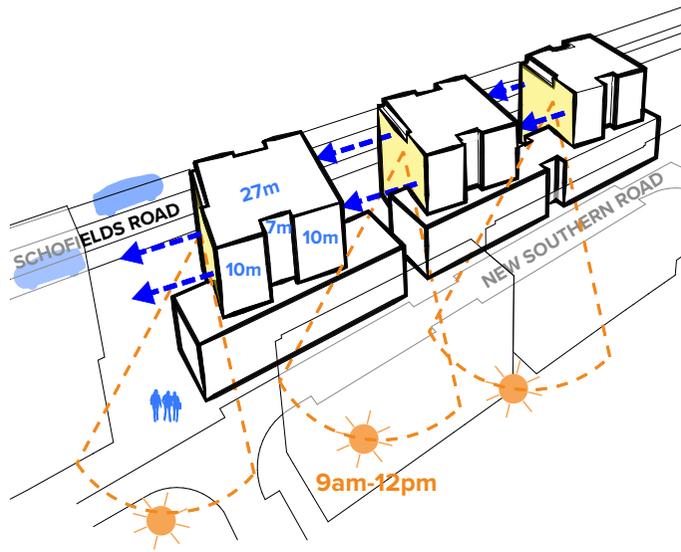
AMENDED PROPOSAL



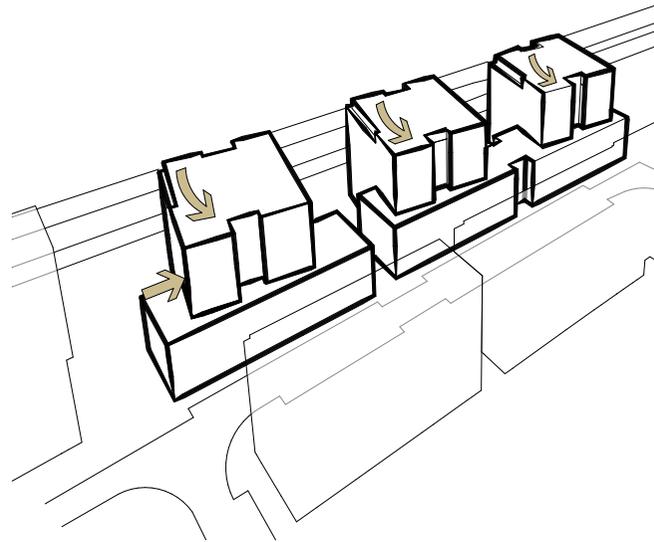
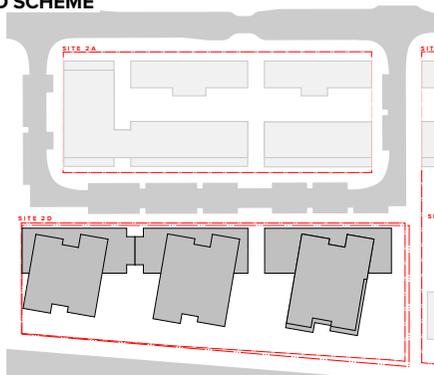
# SITE 2D REFINEMENTS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN

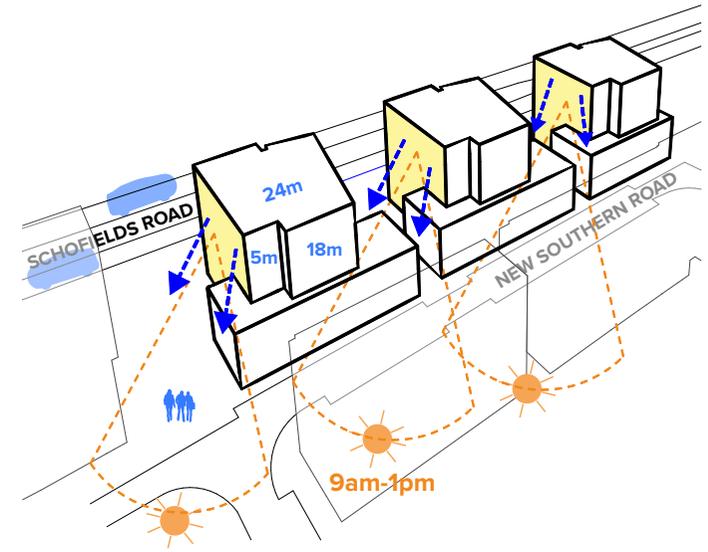


SSDA APPROVED SCHEME

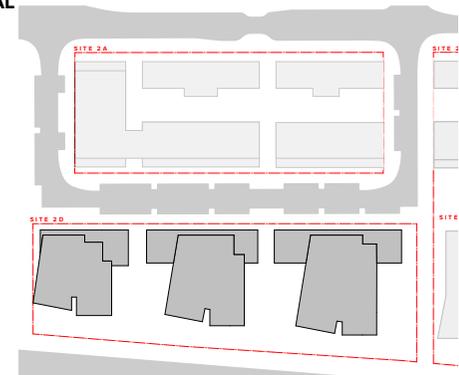


IMPROVEMENTS

- ✓ Realign facade to orientate outlook north in response to solar access site building alignments
- ✓ Reduce upper building widths to the New Southern Road, increasing separation and outlook from the public domain



AMENDED PROPOSAL



# SITE 2D VIEW ANALYSIS

ADDENDUM URBAN DESIGN REPORT

KEY PLAN



SSDA APPROVED SCHEME



AMENDED PROPOSAL

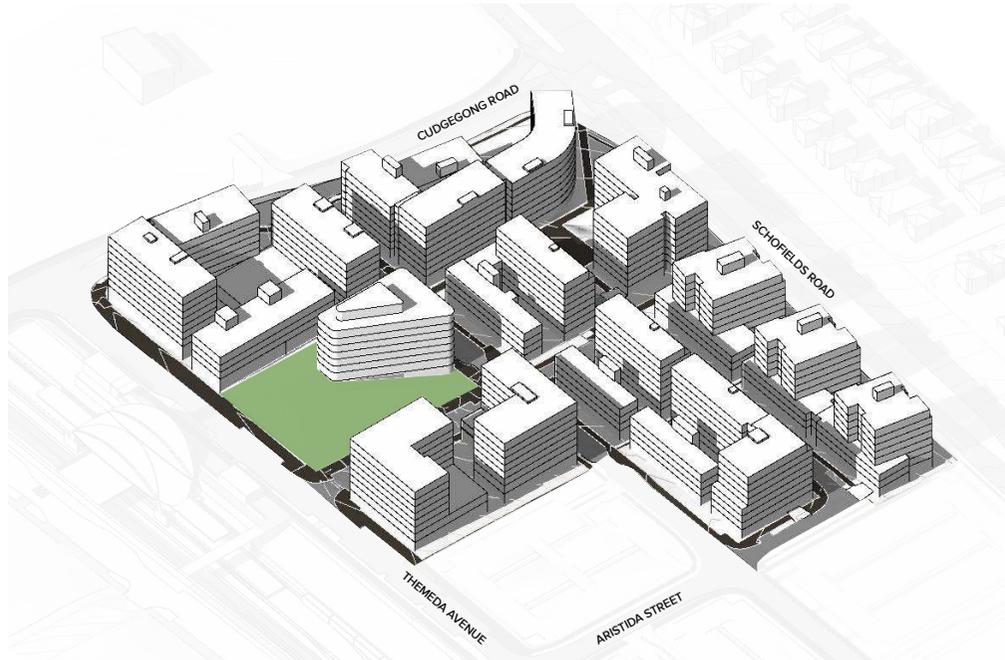


# MASSING COMPARISON

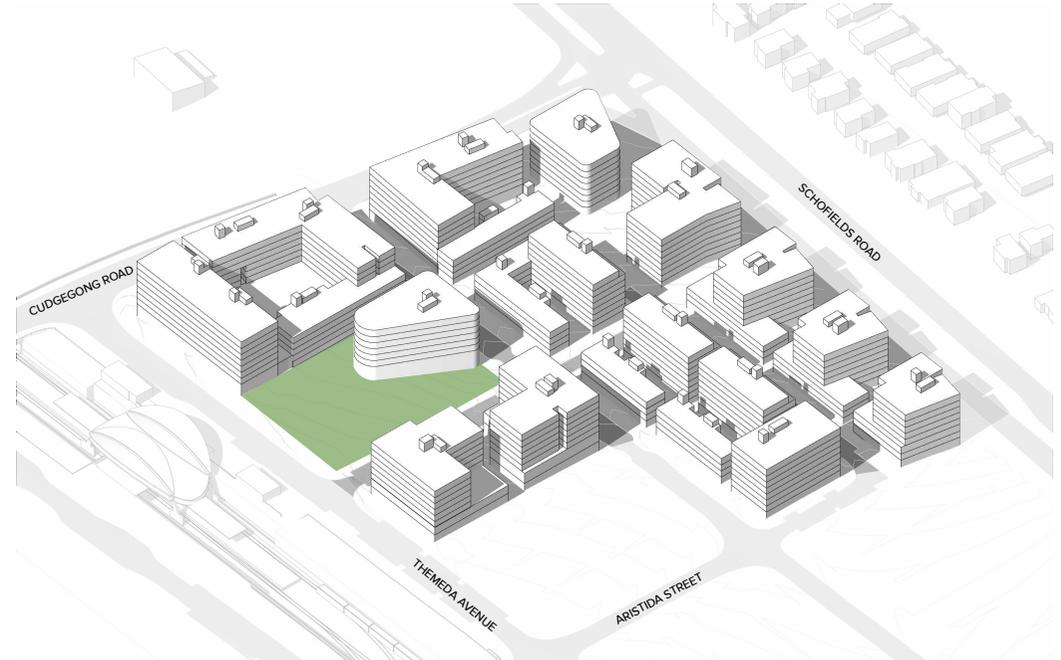
## ADDENDUM URBAN DESIGN REPORT

The massing of the Amended Proposal is comparable to the approved SSDA concept scheme.

KEY PLAN

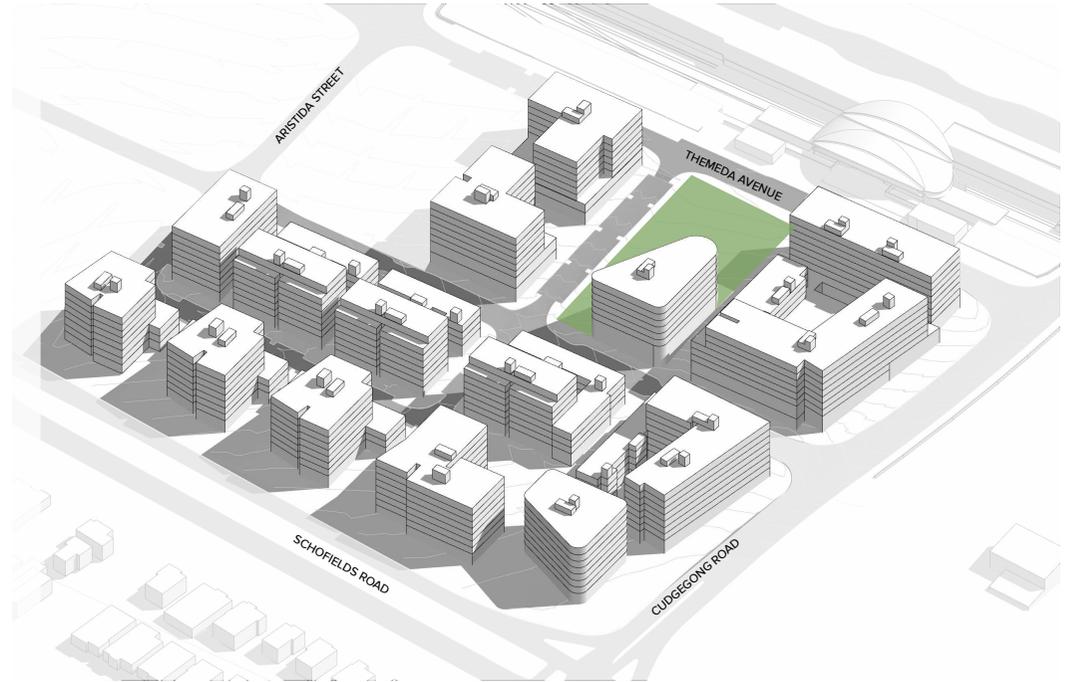
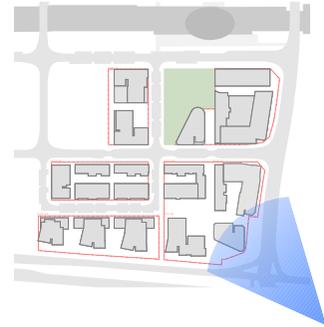


SSDA APPROVED SCHEME



AMENDED PROPOSAL

KEY PLAN



SSDA APPROVED SCHEME

AMENDED PROPOSAL

# VARIATION IN HEIGHT, BULK AND SCALE

## ADDENDUM URBAN DESIGN REPORT

The variation in height, bulk and scale found within the approved SSDA concept scheme has been maintained.

Building forms have been refined to improve amenity and performance for both the public domain and residences as detailed in the preceding studies.



**LEGEND**

<span style="color: purple;">■</span>	8 storeys
<span style="color: blue;">■</span>	4 storeys
<span style="color: lightblue;">■</span>	3 storeys
<span style="color: grey;">■</span>	1-2 storeys

## 2.0

# AMENDMENTS TO BUILDING ENVELOPE HEIGHTS

An analysis of the approved heights of the building envelopes has identified that the approved heights for the northern Site 1 are insufficient to provide the necessary floor to ceiling heights for the retail component of the development.

Conversely excessive height has been provided for the ground level floor to ceiling height for the residential component on Site 2.

Accordingly, it is proposed to amend the approved heights with a minor reduction in the approved height in Site 2 and minor increase to the approved heights in Site 1. There is no change to the number of storeys.

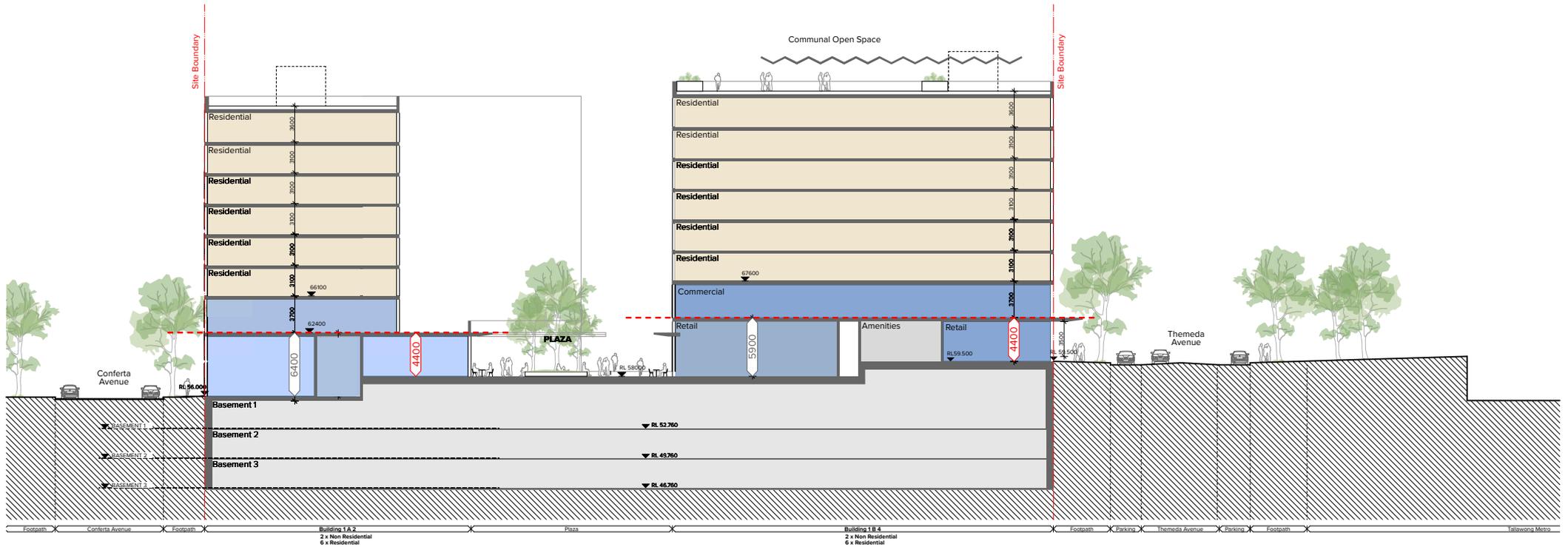
# SITE 1A BUILDING HEIGHTS

## ADDENDUM URBAN DESIGN REPORT

The site falls significantly from north to south. The ground floor of the retail/commercial tenancies on Site 1A has been split to step down the site, while allowing for consolidation of larger plates.

The springing point of the Level 1 slab is taken from the highest point of Site 1A, being the interface to Themeda Avenue for Building A and the plaza for Building B, with these areas are afforded the minimum 4.4m floor to floor height nominated in the SSDA approval.

As the tenancies step down the site the this height increases, providing increased ceiling (and overall building) height as the building steps down the site.



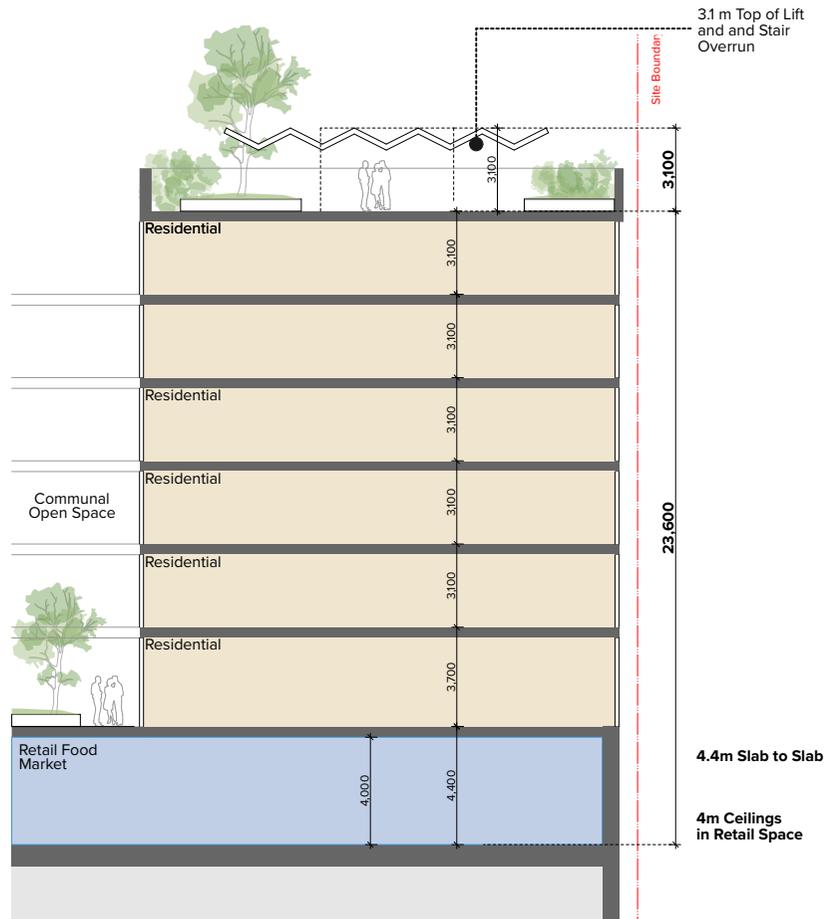
# SITE 1B BUILDING HEIGHTS

## ADDENDUM URBAN DESIGN REPORT

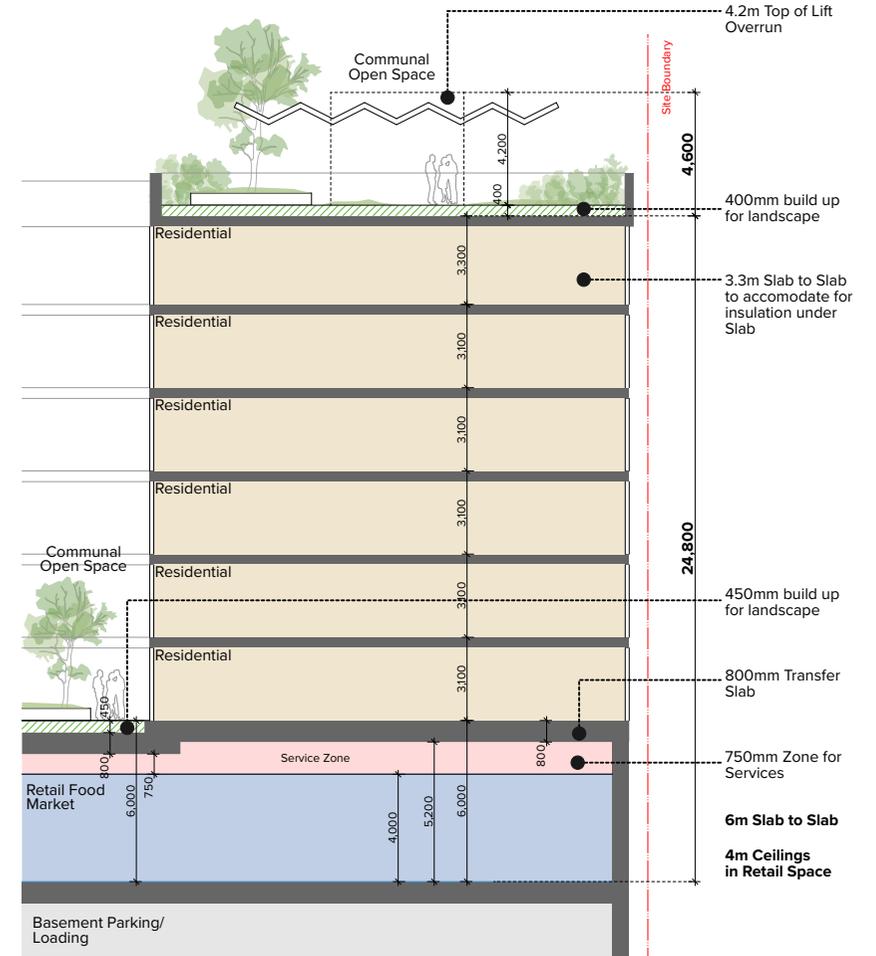
The approved SSDA scheme nominated a 4.0m ceiling height within a 4.4 metre floor to floor height. To accommodate adequate services zones and transfer depths, a floor to floor height of 6.0m is required to achieve a 4.0m ceiling height. This allows for a flexible retail provision that is adaptable to accommodate a number of alternate users over it's life.

Similarly the lift overrun has been assumed at 3.1m above the last level served as opposed to 4.2m which is the average requirement for most lift manufacturers.

These modifications to allow sufficient servicing, circulation and activation of the building marginally increases the heights of the buildings on the primary retail Site 2B.



APPROVED SSDA SCHEME



AMENDED PROPOSAL

# SITE 2 BUILDING HEIGHTS

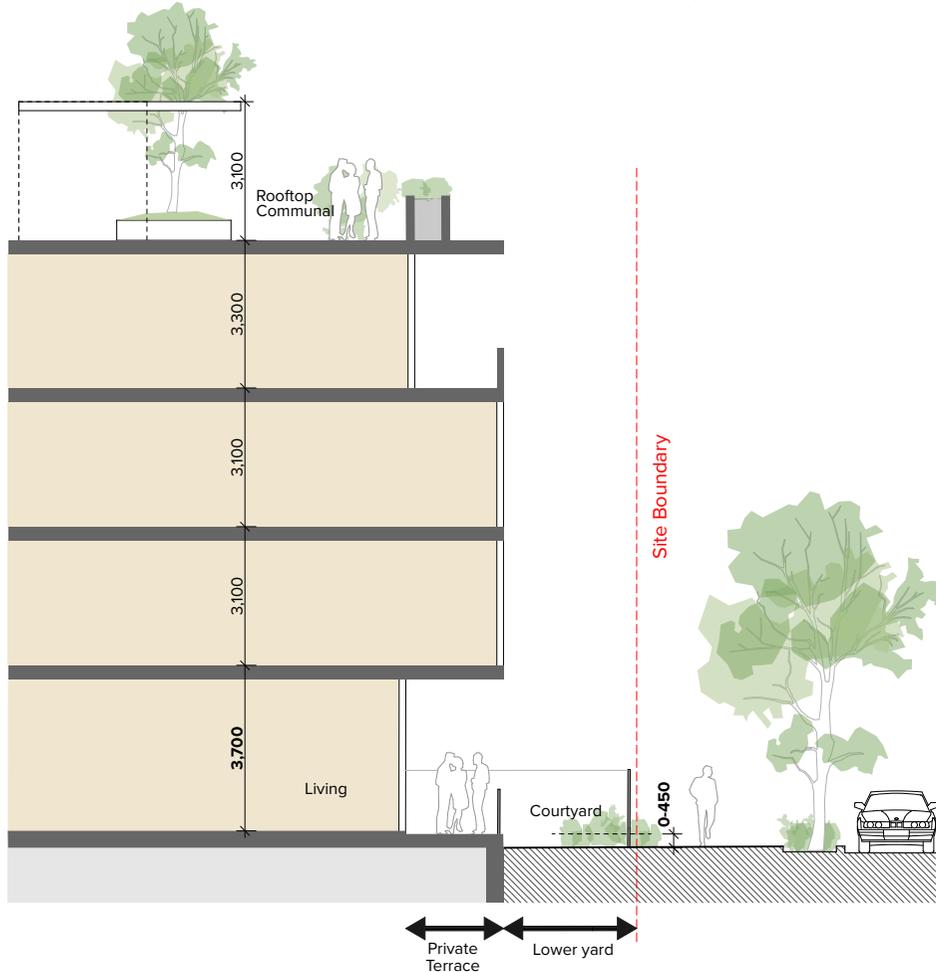
## ADDENDUM URBAN DESIGN REPORT

The Approved SSDA allowed for a 3.7m high ground level (floor to floor) to provide an "adaptable residential" level. Given the large provision of non-residential uses (9,000sqm GFA) within Site 1 "Town Centre" it is not considered necessary to provide for future adaptive re-use within the Site 2 "Residential neighbourhood".

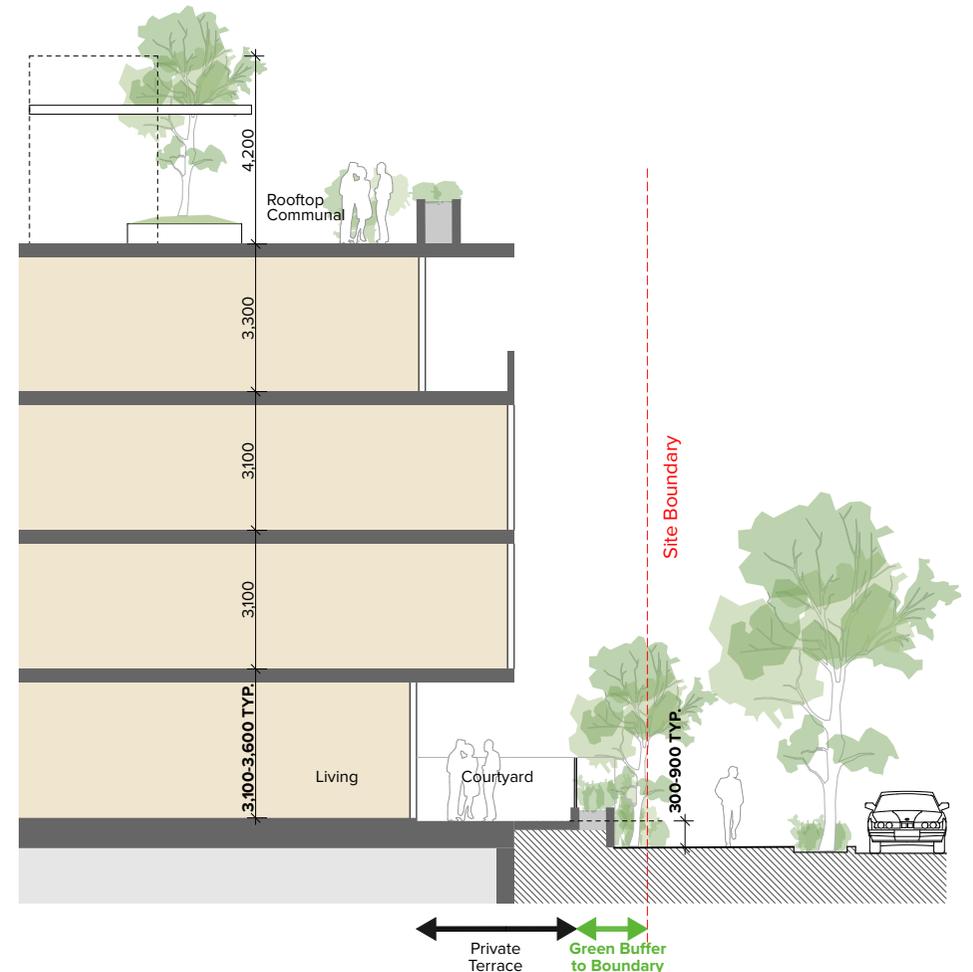
Notwithstanding the above, the natural fall of the land allows for a range of heights within the ground plane from 3.1m to 3.6m (floor to floor).

The ground level apartments are proposed to have their floor level set at 300-900mm above the footpath level (typically). The courtyard is proposed to be elevated to provide a consolidated open space, as opposed to the split scenario proposed in the SSDA. This allows for amenity and privacy for residents while maintaining passive surveillance and an active public domain.

The overall height of the building is slightly lower than the SSDA, though the height of the lift overrun has been increased to reflect manufacturers requirements.



SSDA APPROVED SCHEME



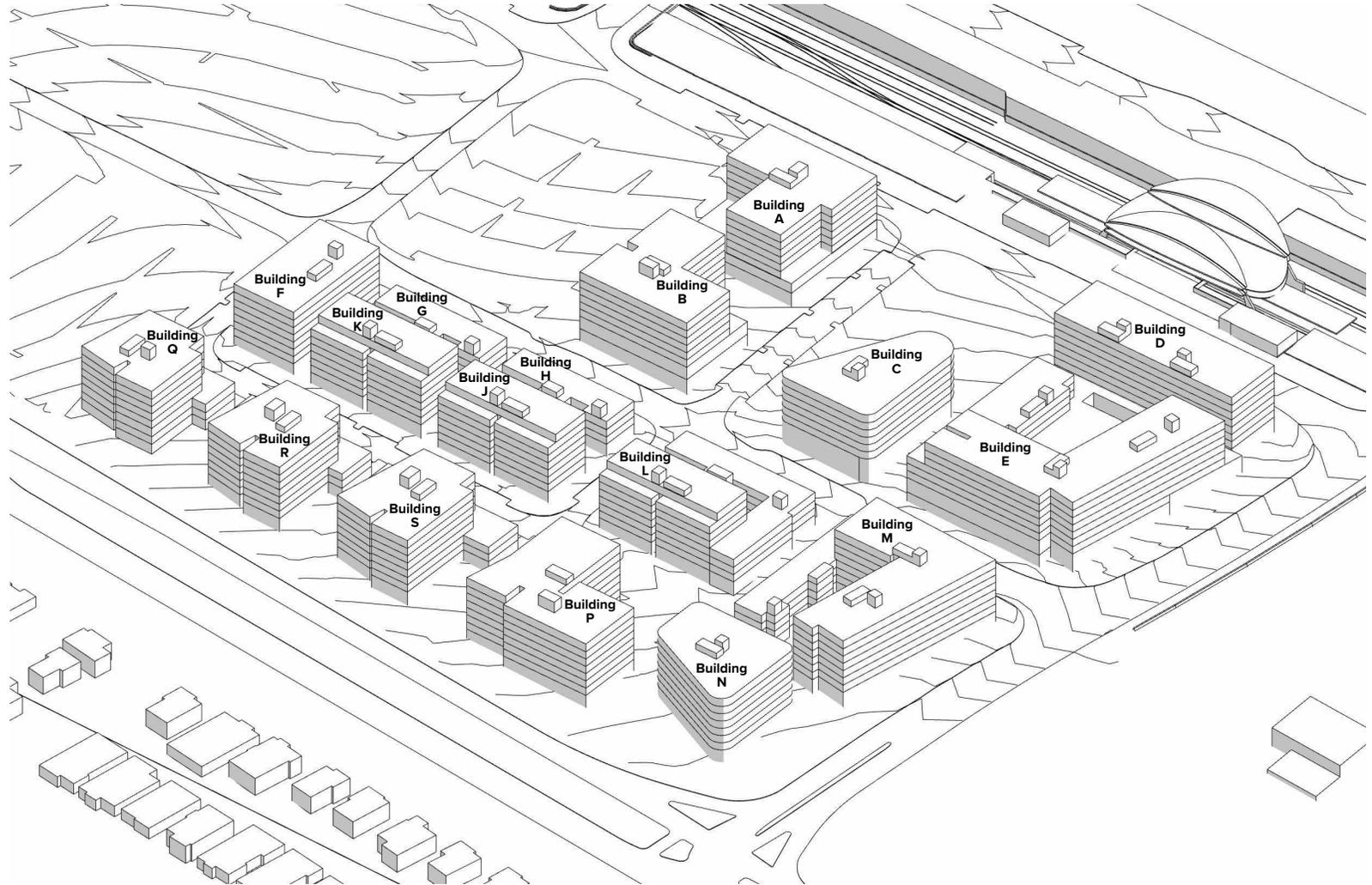
AMENDED PROPOSAL

# BUILDING HEIGHTS

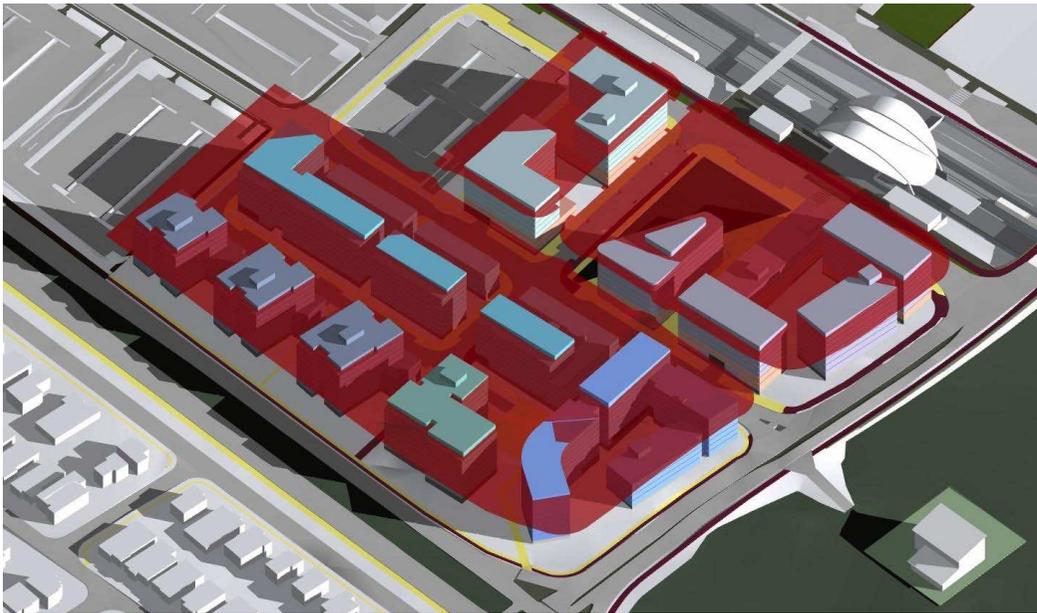
## ADDENDUM URBAN DESIGN REPORT

The proposed modifications detailed in the preceding studies result in the following heights across the precinct.

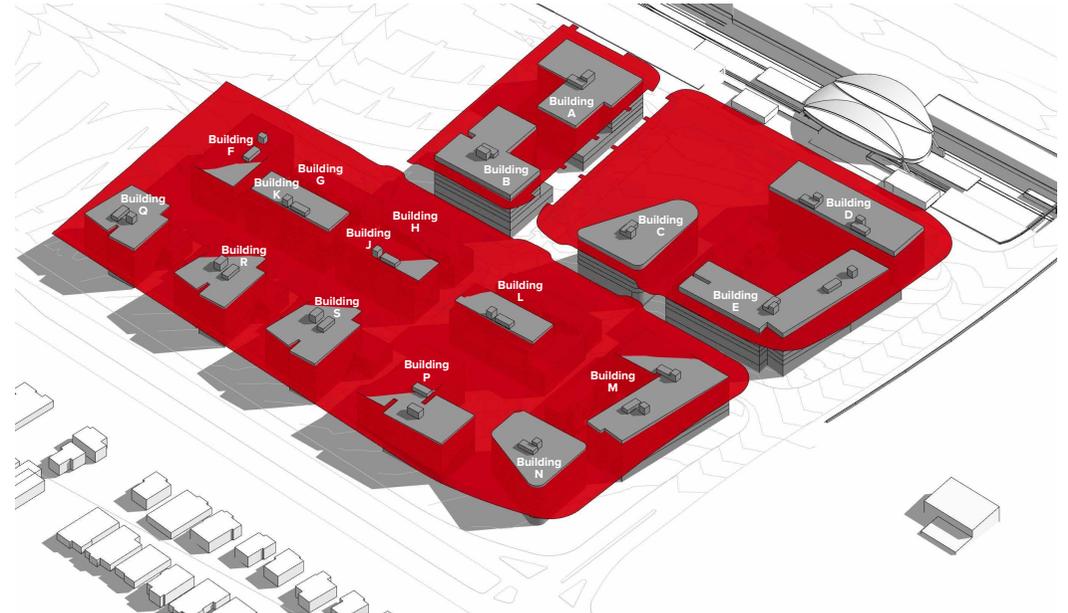
Building	Max parapet height	Max lift overrun height
A	28.49 metres	32.36 metres
B	29.15 metres	32.98 metres
C	27.46 metres	31.05 metres
D	30.10 metres	33.35 metres
E	31.06 metres	34.69 metres
F	26.62 metres	30.50 metres
G	13.90 metres	18.79 metres
H	14.30 metres	19.19 metres
J	26.6 metres	28.37 metres
K	26.4 metres	28.22 metres
L	26.6 metres	28.42 metres
M	28.53 metres	31.83 metres
N	27.57 metres	31.77 metres
P	28.50 metres	31.60 metres
Q	26.33 metres	30.50 metres
R	27.54 metres	31.25 metres
S	27.51 metres	31.20 metres



A comparison of the SSDA Approved Scheme and the Amended Proposal shows a minor increase in height to the north of the precinct in Site 1 (to accommodate flexible retail provision), while the buildings to the south of the precinct in Site 2 have a minor reduction in height.



SSDA APPROVED SCHEME



AMENDED PROPOSAL

LEGEND

 26m LEP HEIGHT PLANE



# 3.0

## AMENDMENTS TO DEEP SOIL AND BASEMENT FOOTPRINT

The approved Concept Plan anticipated that the public park within the development and the adjacent street to the west of the park would both be dedicated to Blacktown City Council.

However, in principle Council have resolved that they do not wish to take ownership of the park or the western adjacent street which is proposed to be designed as a private street. Accordingly, it is proposed that the park will be retained in private ownership and that public access of the park will be secured on title.

This provides the opportunity to extend the basement below the park which achieves a significant streetscape improvement as it facilitates the minimisation of the vehicle access points into Site 1A. In order to ensure that the park is still capable of supporting mature and generous trees and vegetation, a large soil 'vault' is proposed above the basement level with a minimum depth of 1.5 metres per detailed specialist consultant advice.



# AMENDED DEEP SOIL AND BASEMENT DIAGRAM

## ADDENDUM URBAN DESIGN REPORT

The private ownership of the park and new road provides the following opportunities:

- The capacity for more flexibility in relation to the design of the park and a more bespoke design for the park beyond Council's standard public domain finishes and fixtures;
- A more frequent maintenance regime;
- The design of the new road to be better integrated with the park and public domain;
- The ability to locate consolidated, efficient, basement parking provision underneath the park.

The consolidated basement parking achieves the following benefits:

- Consolidated entry and exit points to the basement, providing clearer legibility and way-finding across the town centre
- Increased active frontage to the street through reduced/dedicated carpark entry widths
- Improved connectivity between the parking and the retail and commercial tenancies across Site 1
- A less complicated retail visitor parking strategy consolidated across bigger plates on fewer levels
- Clearer distinction/separation between retail and residential vehicular movements and parking areas
- A reduction in the depth of excavation required across the site
- No reduction in amenity, quality or function of the park and public domain.



### Total Deep Soil Areas (excludes Deep Soil over structure)

Sites	Deep Soil Area	
Site 1A ( 3904 sqm )	290 m <sup>2</sup>	7.2 %
Site 1B ( 7,364sqm )	531 m <sup>2</sup>	7.2 %
Site 2A ( 4,764 sqm )	346 m <sup>2</sup>	7.2 %
Site 2B, 2C & 2E ( 11,570 sqm )	1,465 m <sup>2</sup>	12.6 %
Site 2D ( 6,237 sqm )	1,626 m <sup>2</sup>	26.0 %
<b>Total ( 33,869 sqm )</b>	<b>4,258 m<sup>2</sup></b>	<b>12.5 %</b>

### LEGEND

- Deep Soil
- Deep Soil over structure to public domain (1.5m min. soil depth)
- Extent of basement



# DEEP SOIL ON STRUCTURE TO PUBLIC DOMAIN

## ADDENDUM URBAN DESIGN REPORT

Notwithstanding the benefits of locating basement levels under the park previously detailed, there shall be no reduction in the quality, amenity or function of the park and public domain.

A soil structure analysis has been prepared by SESL Australia in support of the detailed development application to ensure there is sufficient soil depth and volume, as well as drainage and irrigation, to achieve a landscaped outcome which is not compromised.

This report concluded that an optimal depth of soil for plant and tree growth is 1.5 metres overall depth from the top of structure to the finished ground level.

Accordingly, the basement levels are to be located to achieve a soil 'vault' for the park with a minimum depth of 1.5 metres.



SECTION 1\_PARK AND PLAY AREA



SECTION 2\_PRIVATE ROAD



# 4.0

## AMENDMENTS TO NORTH-SOUTH ROAD DESIGN

### STAGE 1

The opportunities afforded by the private ownership of the new north-south road have been explored throughout the development of the design.

These include:

- Redesigning the road to better integrate with the park curtilage;
- An improved public domain through the introduction of high-quality finishes within the roadway and footpaths
- Reduction of the speed limit to reinforce a pedestrian priority.



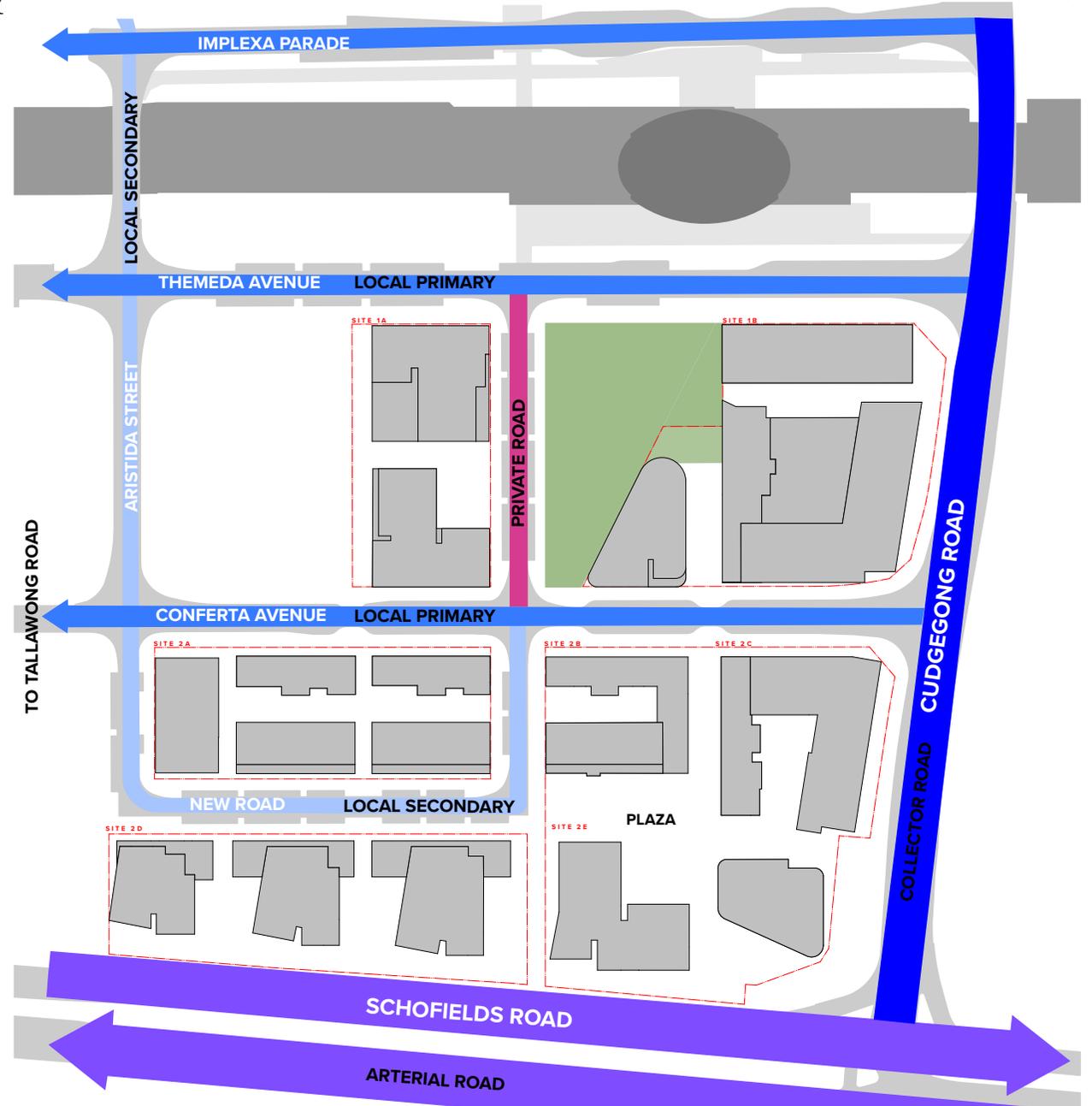
# STREET NETWORK AND HIERARCHY

## ADDENDUM URBAN DESIGN REPORT

The Approved SSDA Scheme identifies a new north-south road in Site 1 to the west of the park, which connects Themeda Avenue with Conferta Avenue, which was intended to be constructed and dedicated to Blacktown City Council.

However, after discussions with Council, it is proposed that this road will be retained in private ownership with public access of the road secured on title.

This affords the opportunity to redesign the road to better integrate with the park and public domain, while reinforcing a pedestrian priority.



**LEGEND**

- Private Road
- Local Secondary Road
- Local Primary Road
- Collector Road
- Arterial Road

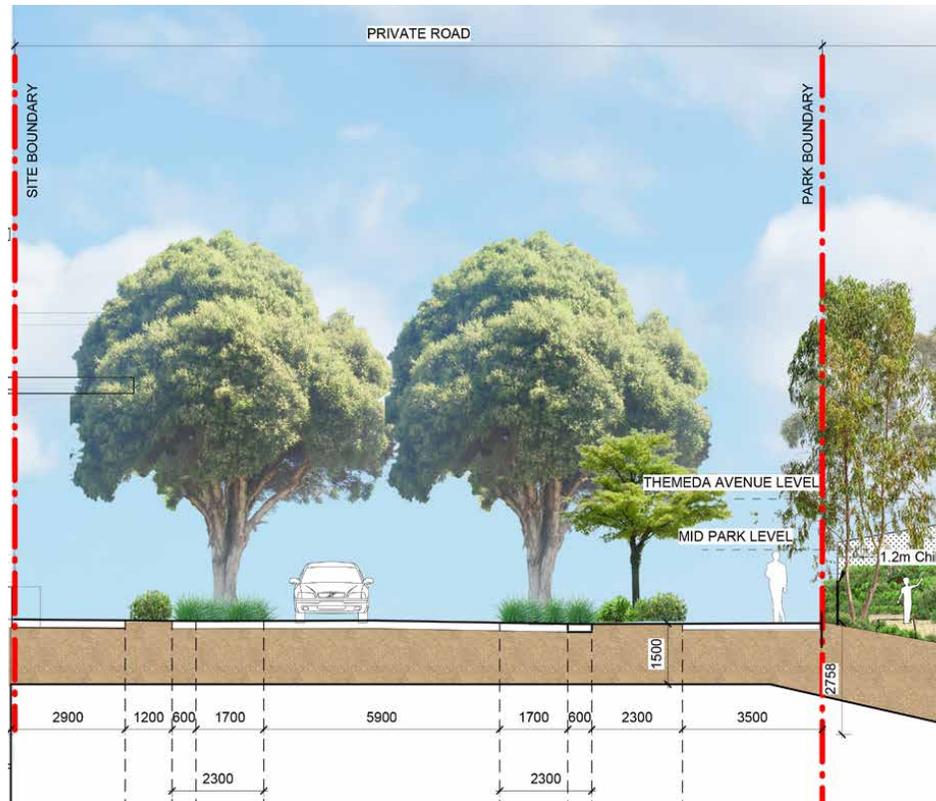


# PRIVATE ROAD DESIGN

## ADDENDUM URBAN DESIGN REPORT

The north-south road has been redesigned with a raised threshold to match the adjacent footpath level, a paved surface treatment with differentiation and delineation of parking bays, and reduced speed limit.

This achieves a significantly improved public domain outcome which prioritises pedestrian primacy, achieves an improved relationship between the eastern and western sides of Site 1, and visually extends the perceived size of the park.

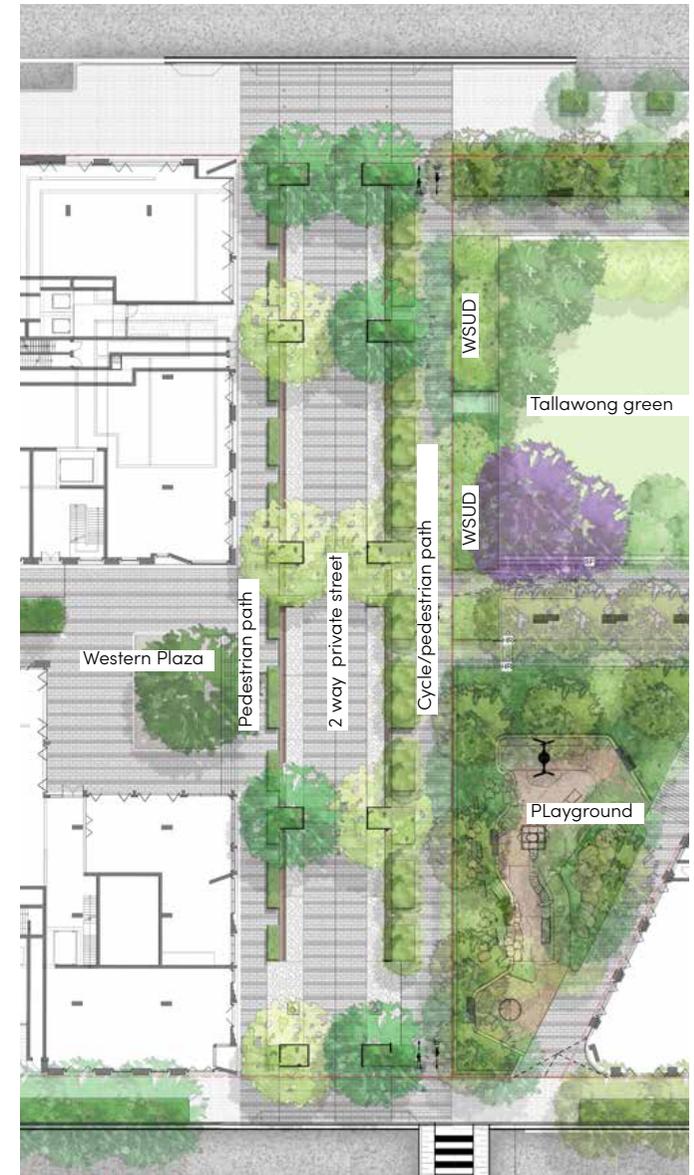


KEY PLAN



KEY

- P1a Concrete unit paving type 1
- P5 90x90x90 Granite Cobble Sets
- B1 Bollards
- Planting
- Trees refer to tree schedule to species



# 5.0

## AMENDMENTS TO THE OWNERSHIP DIAGRAM

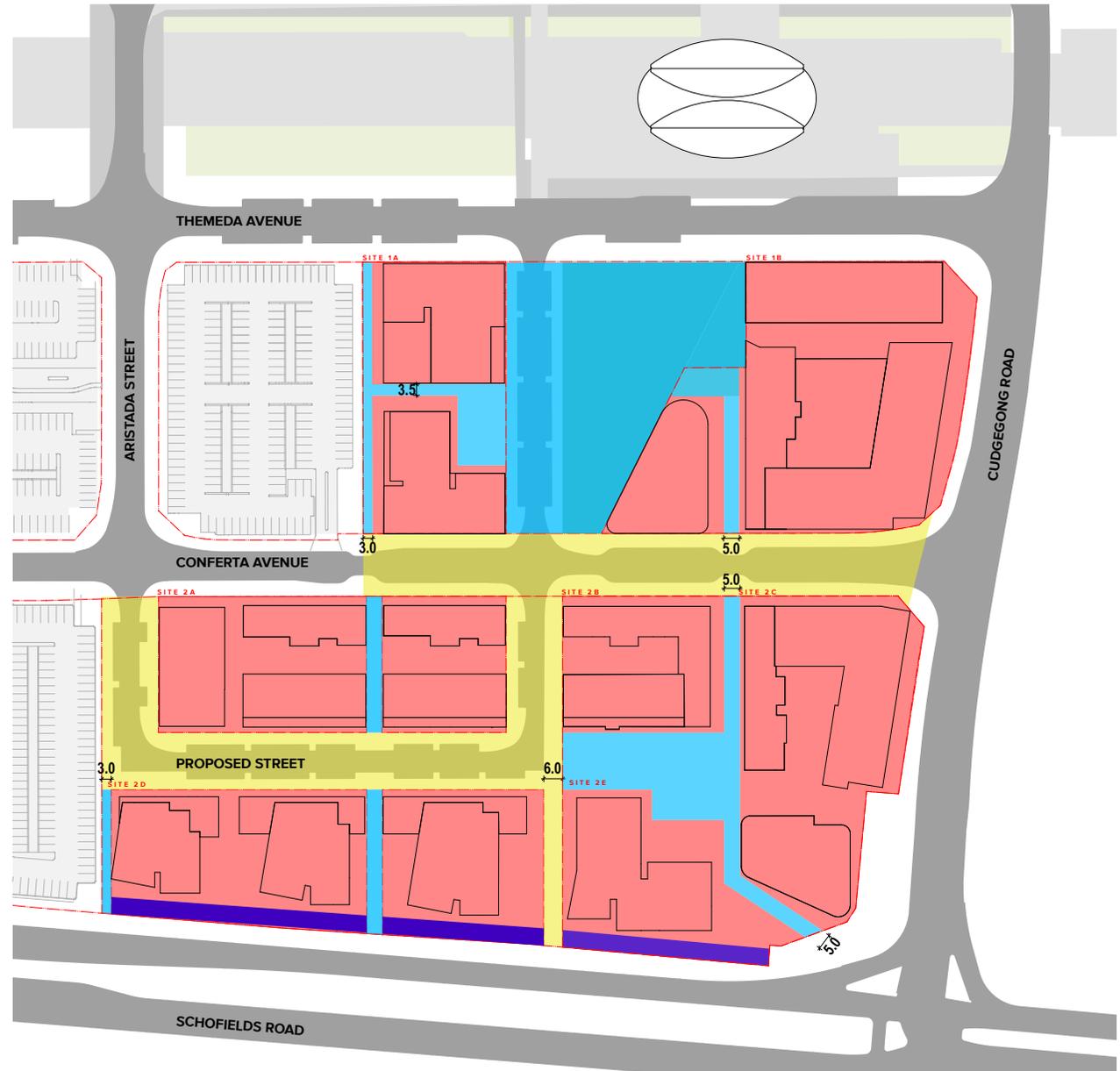
Following on from the amendments detailed in the preceding chapters, it is proposed to amend the approved 'ownership' diagram to reflect the private ownership of the park and new road.

# AMENDED OWNERSHIP DIAGRAM

## ADDENDUM URBAN DESIGN REPORT

The ownership structure identified in the approved SSDA scheme has been refined in the proposed scheme in response to the opportunities afforded through the private delivery of the park and new road.

1. The park will function as a public park, with inclusion within the retail stratum enabling the provision of ongoing high-quality maintenance, to ensure the long-term character, quality and amenity of this space
2. The public plaza adjoining sites 2B,C,E has been turned over to pedestrian priority, with no servicing or loading conducted within this space. This allows for a simplification of the proposed street at this corner, in turn providing a continuous shared path at raised level from Schofields through to Themeda Avenue



**LEGEND**

Public
Private with public easement
Private with drainage easement
Private