ACTIVE EDGES TO HIGHWAY IN THE RETAIL CORE

NEW COMMUNITY FACILITY NEXT TO GAZZARD PARK

INCREASED SAFE PARKING IN THE RETAIL CORE
4.4.2 Creation of a New Retail Street

The new retail “street” will extend from Church Street east to the rail line. A new platform will then extend the street to Cooper Street and the new community precinct. As noted previously the enlarged supermarket site creates a new “anchor” for the precinct.

The street creates connections to the north, south, east, and west to maximize access to the surrounding areas.

The cross sections indicate a low scale to the street edges with higher development set back. A series of louver screens are indicated to create scale and interest as well as solar control.

The street is setback from the Highway with a relatively low building to the immediate north. This will create a quiet sunny series of places conducive to outdoor dining and other activities.
4.4.3 Creation of a Community Precinct

The masterplan proposes the consolidation of disparate community facilities such as childcare, senior citizens facilities, kindergarten into one place adjacent to Gazzard Park. Again, Council can initiate development as owners of the site.

There are then 2 key precincts, retail and community connected by the new street and the rail station.

The community precinct can also take advantage of the amenity of Gazzard Park. A new “green” connection is also made from the Highway to this precinct further opening up new connections.

The masterplan proposes streets around the community precinct to create a safer environment and more opportunities for effective surveillance.
4.4.4 Residential Precincts

The renewal of the Yagoona town centre will be complimented by the provision of new and diverse housing opportunities within and on the fringe of the commercial core and represented as a range of apartments and townhouses.

These new housing opportunities have the potential to add life and activity to the town centre through day and evening periods and may provide additional stimuli to the commercial precinct as well as enhancing public safety through increased passive surveillance of that location.

They will also add to the viability of future retail development and promote use of the public transport systems, including rail and bus services that currently operate within and are planned to serve the town centre.

It is proposed that new housing typologies would be provided instead of the existing ‘gunbarel’ type villas that have emerged in the surrounding suburbs in recent years and will therefore allow the conservation of the prevailing suburban character of those areas.

The proposed spatial distribution of these new housing typologies is represented in the figure provided at page 59.

The rationale underpinning this distribution is as follows:
- Provide new dwellings within walkable catchments of the town centre rail area
- Provide highest density housing opportunities along public transport routes and nodes to promote use of public transport systems
- Maximise use of quality urban assets such as Gazzard Park
- Dwelling height and scale to reduce on fringes of town centre to allow more sympathetic residential development that seamlessly integrates with the scale of exiting development

The following section describes the built form of housing in each of the precincts.

1. Town Centre Apartments

I. Objectives and Description

Higher density apartments are proposed in the core of the Town Centre. They are generally setback from the highway and have non residential uses at ground level to reinforce an “active” street edge within the core.

Town Centre apartments will comply with the requirements of SEPP65 (Design Excellence Provisions) as well as BASIX. Highway frontage apartments are also to comply with relevant acoustic requirements.

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>OBJECTIVE</th>
<th>GUIDELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEIGHT</td>
<td>Create an appropriate scale to the street.</td>
<td>Maximum 8 storeys. Provide either a 3m minimum setback after 2 storeys or articulate the base levels from the levels above.</td>
</tr>
<tr>
<td>FSR / SITE COVER</td>
<td>Recognise the site's central location and need for sufficient density while providing sufficient pedestrian density.</td>
<td>1.5 - 2.5:1 FSR 100% (Podium)</td>
</tr>
<tr>
<td>SETBACKS</td>
<td>Admit sufficient daylight to public streets and places as well as maintaining residential amenity</td>
<td>Setbacks generally 5 metres to the street can be reduced to 3m over retail/commercial that is on the street alignment. Refer SEPP 65 for building setback.</td>
</tr>
<tr>
<td>OPEN SPACE &amp; LANDSCAPE</td>
<td>Public Amenity and Residential</td>
<td>Refer SEPP 65</td>
</tr>
<tr>
<td>SOLAR ACCESS</td>
<td>Public Amenity and Residential</td>
<td>Refer SEPP 65</td>
</tr>
<tr>
<td>CAR PARKING</td>
<td>Encourage public transport while encouraging patronage of retail and community facilities</td>
<td>1carspace per apartment Retail 1SP/40m² Comm 1SP/40m²</td>
</tr>
<tr>
<td>ARCHITECTURAL EXPRESSION AND MATERIALS</td>
<td>Create a higher quality public domain</td>
<td>A contemporary architectural response is required. Note that historical imitation is not appropriate. The icy design buildings are: 'Active' open glazed ground level. Avoid black areas of wall. High quality commercial grade facade systems. Articulate with sunshading elements, variety of wall finishes. Brickwork can be used in a panelised manner. Avoid pseudo residential scale openings and detailing on commercial buildings.</td>
</tr>
</tbody>
</table>
Highway Frontage Apartments respect Heritage, maintain Scale and provide high residential Amenity

Create sunny Open Space
Activate Ground Level

Large Sides require Master Planning
2. Low Rise Apartments

I. Objectives and Description
Low rise apartment sites are nominated outside the inner core of the Town Centre and within 400 metres of the Rail Station.

These apartments should appeal to a broad range of residents including families. These apartments are also to comply with provisions of SEPP65 and BASIX.

II. Guidelines

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>OBJECTIVE</th>
<th>GUIDELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEIGHT</td>
<td>Create an appropriate scale to the street.</td>
<td>4 storeys</td>
</tr>
<tr>
<td>FSR / SITE COVER</td>
<td>Recognise the site’s central location and need for sufficient density while providing sufficient pedestrian density.</td>
<td>1-1.5 : 1</td>
</tr>
<tr>
<td>SETBACKS</td>
<td>Admit sufficient daylight to the apartments and common areas</td>
<td>Setbacks generally 5-7 metres to the street can be reduced to 3m over retail/commercial that is on the street alignment. Refer SEPP 65 for building separation.</td>
</tr>
<tr>
<td>OPEN SPACE &amp; LANDSCAPE</td>
<td>Residential Amenity</td>
<td>Refer SEPP 65</td>
</tr>
<tr>
<td>SOLAR ACCESS</td>
<td>Residential Amenity</td>
<td>Refer SEPP 65</td>
</tr>
</tbody>
</table>

CARPARKING
Encourage public transport while encouraging patronage of retail and community facilities

Development should:
- Incorporate a variety of architectural features to minimise the apparent scale and mass of buildings
- Utilise roof forms that punctuate and provide visual interest to the skyline
- Utilise contemporary building forms utilising a variety of complimentary materials and external finishes
- Facades should incorporate shadow casting elements such as verandas and awnings
- Fenestration detail should complement the contemporary design of the building and may include the use of fixed or operable louvres

Provide clear and legible pedestrian entry points highlighted by architectural features

ARCHITECTURAL EXPRESSION AND MATERIALS
Create a higher quality public domain

A contemporary architectural response is required. Note that historical imitation is not appropriate.
The icy design buildings are:
- ‘Active’ open glazed ground level. Avoid black areas of wall.
- High quality commercial grade facade systems.
- Articulate with sun-shading elements, variety of wall finishes.
- Brickwork can be used in a ‘panelised’ manner. Avoid pseudo residential scale openings and detailing on commercial buildings.
III. Infill Sites

Infill sites provide an opportunity to redevelop existing areas in a way that is compatible with the character of that area, yet use the site more efficiently.

A number of examples are included to demonstrate the principle of good infill site design.

Note that poor quality infill projects degrade. The existing environment and provide a low quality living environment.

A number of principles underpin the requirements of acceptable infill site design:

- Address the street. Infill developments should properly address the street. Long gun barrel developments that do not address the street are not acceptable.
- Create appropriate edges to adjoining sites. Infill developments must not unreasonably overshadow adjoining sites or diminish privacy.
- All dwellings are to have a clear and legible entry.

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>OBJECTIVE</th>
<th>GUIDELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEIGHT</td>
<td>Create an appropriate scale to the street.</td>
<td>2-3 storeys</td>
</tr>
<tr>
<td>FSR / SITE COVER</td>
<td>Recognise the site's central location and need for sufficient density while providing sufficient pedestrian density.</td>
<td>1-1.5 : 1</td>
</tr>
<tr>
<td>SETBACKS</td>
<td>Admit sufficient daylight to the apartments and common areas</td>
<td>Compatible with local Character</td>
</tr>
<tr>
<td>OPEN SPACE &amp; LANDSCAPE</td>
<td>Residential Amenity</td>
<td>Refer SEPP 65</td>
</tr>
<tr>
<td>SOLAR ACCESS</td>
<td>Residential Amenity</td>
<td>Refer SEPP 65</td>
</tr>
<tr>
<td>CARPARKING</td>
<td>Encourage public transport while encouraging patronage of retail and community facilities</td>
<td>1-2 spaces / dwelling</td>
</tr>
<tr>
<td>ARCHITECTURAL EXPRESSION AND MATERIALS</td>
<td>Create a higher quality public domain</td>
<td>A contemporary architectural response is required. Note that historical imitation is not appropriate. The icy design buildings are: - ‘Active’ open glazed ground level. Avoid black areas of wall. - High quality commercial grade facade systems. - Articulate with sunshading elements, variety of wall finishes. - Brickwork can be used in a ‘pan-elised’ manner. Avoid psuedo residential scale openings and detailing on commercial buildings.</td>
</tr>
</tbody>
</table>
Infill Sites

24 METRES x 70 METRES = SITE AREA 1680m²
6 TOWN HOUSES @ 180m²
FSR ~ 0.85 : 1
BASEMENT PARKING (13 BAYS)

24 METRES x 60 METRES = SITE AREA 1440m²
6 TOWN HOUSES @ 180m²
FSR ~ 0.65 : 1
BASEMENT PARKING (13 BAYS)

24 METRES x 60 METRES = SITE AREA 1440m²
10 TOWN HOUSES AND GARDEN APARTMENTS @ 155m²
FSR ~ 1.10 : 1
BASEMENT PARKING (17 BAYS)

Low Rise Apartments

24 METRES x 60 METRES = SITE AREA 1440m²
8 TOWN HOUSES @ 160m²
FSR ~ 0.85 : 1
BASEMENT PARKING (13 BAYS)
24 METRES x 45 METRES = SITE AREA 1080m²
4 TOWN HOUSES @ 175m²
FSR ~ 0.65 : 1
ON GRADE PARKING

24 METRES x 60 METRES = SITE AREA 1440m²
5 TOWN HOUSES @ 185m²
FSR ~ 0.65 : 1
ON GRADE PARKING
Well Defined Park Edge

Harmonius Streetscape
4.4.5 Long and Short Term Parking

Convenient and obvious parking is fundamental to the viability of the Yagoona Town Centre.

Carparking has been identified by local business as important element in attracting business. Carparking must be:

- Easy to see from the Highway it should either be indirect view or effectively signposted from the highway.
- It must be convenient to retail. This includes the new retail core and businesses on the Highway.
4.4.6 School Site

The school site is currently an eyesore and provides poor amenity near the highway, and is an unsafe edge with poor sur

It is proposed that options be explored to better use the school land and adjoining land surveillance by disparate community uses and state rail. A new built edge is proposed to the highway as well as better and safer street access and a new pedestrian bridge link.
School Site
State Rail Land - Investigate incorporation into School Site
New Pedestrian Bridge
New Vehicular Access
Improve Cooper Street Vista
The full realisation of Yagoona’s future potential, as identified in the outcomes and project objectives identified in previous sections of this report, will only be achieved if they are vigorously pursued as part of coordinated and committed strategy that has a strong implementation focus.

The key strategic themes for achievement of these outcomes are as follows:

1. Initiate the renewal process
2. Confirm the metropolitan role of Yagoona
3. Develop key Council sites
4. Promote Yagoona to development industry
5. Pursue longer term infrastructure improvements
6. Establish ongoing management framework

The following section outlines the underlying aims of those strategic themes together with actions, financial implications and outcomes that they will deliver for a renewed Yagoona.

5.1 INITIATE THE RENEWAL PROCESS

5.1.1 STRATEGIC AIM

Whilst the renewal process represents a long term process, often the most difficult element in that long term process is ‘getting started’. The aim of this strategic element is therefore to initiate the renewal process by undertaking a range of urban improvements that will clearly signal a commencement of Yagoona’s renewal.

The scope of works identified as part of that initial renewal phase have been chosen because they will deliver both aesthetic and functional improvements to Yagoona and are therefore considered to be the most effective means of initiating that renewal.

The scope of works includes:

- Highway Streetscape Improvements
- Refurbish Gazzard Park
- Improve rail station pedestrian links
- Pedestrian Bridge
- Variations to traffic signal phasing at the intersection of the Highway and Highland Ave to benefit pedestrian movements