



Urban Design Report **Lebanese Muslim Association** **Lakemba RACF**

1 August 2019

At the request of Impact Group on behalf of Lebanese Muslim Association (LMA) as the owner, this Urban Design Review has been prepared to substantiate the case for the indicated height of 22m required for the proposed Residential Aged Care Facility (RACF). This is supplementary material submitted to Canterbury Bankstown Council in support of the Schedule 1 Additional Permitted Use within the Industrial IN2 Zone and for which Gateway Determination has been given under a Planning Proposal.

This Urban Design review now considers the built form and environmental impact issues within the surrounding precinct **related specifically to the maximum building height of the proposed facility** and identifies areas that must be further addressed in the refinement of the design for preparation of a DA for the proposal.

The material relied upon for this assessment and report includes:

- Concept plans and elevations by Thompson Adsett Architects (TAA)
- Sketchup 3D model and street views (TAA)
- Planning Proposal report by Willana Associates (WA)
- Appendix B to Planning Proposal by WA
- Correspondence from WA to IHAP – 051217
- Outcome of teleconference between WA and CBC on 24 July 2019
- Site survey by Project Surveyors



Site location (Source: LMA and Sixmaps)

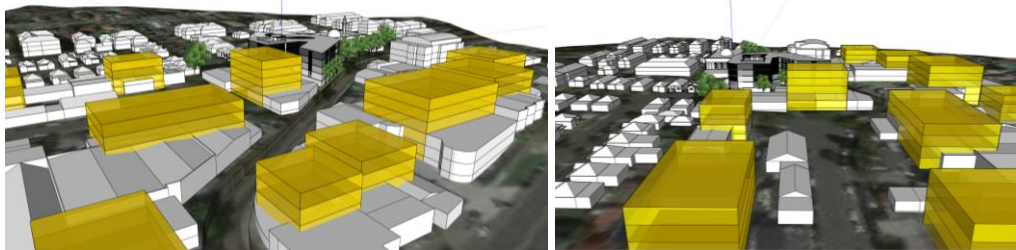
Background

The proposed RACF will be community facility adjacent to the existing Lakemba Mosque and Lebanese Muslim Association offices, buildings with significant cultural, social and religious presence that constitute a 'campus' precinct located within the existing Industrial IN2 Zone that adjoins a residential R4 High Density Residential zone.

It is understood that the proposed FSR of 2:1 has already been given consideration in the Gateway Determination, and that it is only an increase in height to 22m that requires justification for the proposed five storey RACF building to ensure that it is not seen as being out of scale or contrary in character with the precinct.

Context Overview

As noted in the Planning Proposal prepared by Willana Associates, the site is located within a precinct that has significant association to other Muslim cultural, social and religious uses in a what should be regarded as a 'campus' of buildings.



Aerial 3D model views of the proposal with indicative potential future development massing (Source: TAA)

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While the adjacent R4 Zone High Density Residential has a height limit of 8.5m, the context of the surrounding precinct should consider existing buildings as well as potential future change in the urban form that can result from commercial and/or industrial buildings within the IN2 Zone. The IN2 zone has an FSR of 1:1 but does not have a height limit, so the potential urban form modelling for this area has been based on an indicative 22m.

Light industrial buildings are often large volumes as factories or warehouse structures, and they occupy a large footprint with the equivalent of several storeys in height. As such these buildings would comply with the 1:1 FSR without extra storeys within their bulky built form, while a building like the proposed RACF could have several floors to achieve a similar scale.

The 22m height is determined by the potential uses for industrial or warehouse type buildings to require the equivalent of 4-5 storeys plus roof to accommodate the likes of internal clearance for machinery, several mezzanines and/or vertical storage. On a site of say 2,000sq.m (50m x 40m) that has a built form on 50% of the area, the 1:1 FSR could result in a ground floor of 1,000sq.m and 4 mezzanines above of say 25m x 10m leaving open height for the remaining 750sq.m.

Assessment of possible environmental impacts from the proposed additional height and associated bulk is therefore undertaken in that context, and as can be seen

below the RACF will also have a close correlation with the height of the Lebanese Muslim Association building and the Lakemba Mosque.



Views of Lakemba Mosque and LMA on Wangee Road (Source: Google Maps)



Aerial view of site within projected urban form modelling (Source: TAA)

With a quality landscaped perimeter within setbacks to the site, the integration of the built form within the proposed 22m height limit into a verdant and pleasant outlook can be achieved, creating a visually acceptable transition at the interface of the R4 and IN2 zones.

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Site Plan context (Source: LMA)



Proposed Ground Floor layout (Source: TAA)

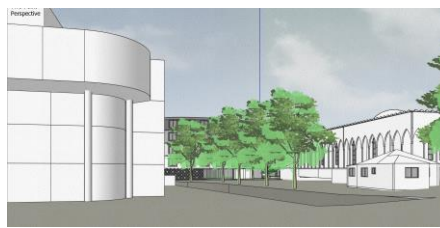
Justification of Height and Built Form Impacts

As stated by Willana Associates in the correspondence with the IHAP, this facility is intended to *'turn its back'* on the adjacent industrial sites, and *'feature a high level of architectural design and incorporate appropriate treatments to minimise the visual bulk and scale of the building'*.

From the following visual analysis, it is concluded that the height limit of 22m being sought will not result in a visually adverse outcome when viewed in the context of the projected future urban form from nearby streets. The visual impact assessment below shows the scale of the proposed 22m high RACF built form as seen from surrounding properties at ground level, and with other possible building envelopes indicated to demonstrate how a correlation in scale would appear.



Wangee Rd 1 existing



proposed



Wangee Rd 2 existing



proposed



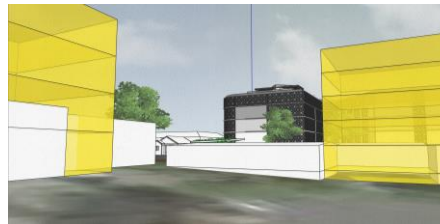
Cnr Boorea Ave + Merrick Ave existing



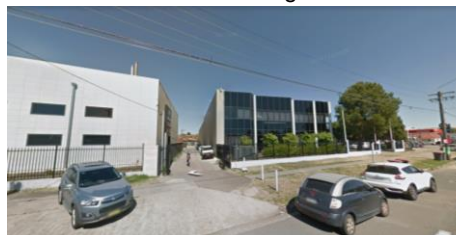
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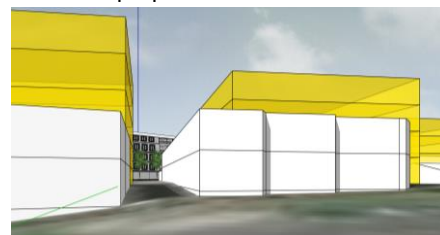
Frazer St existing



proposed



Punchbowl Rd existing

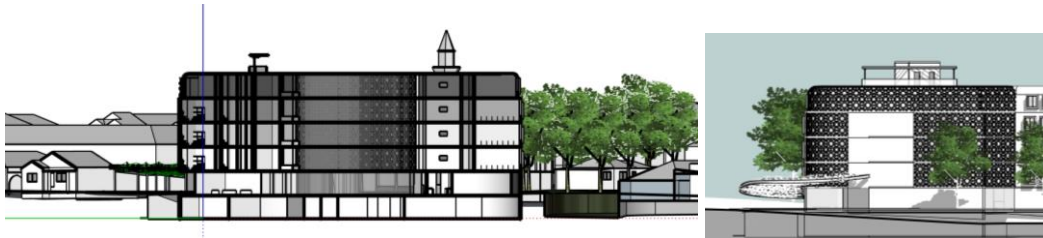


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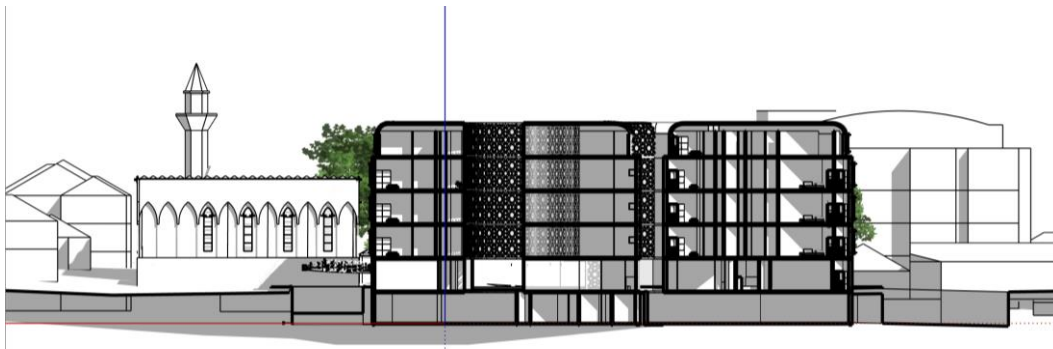
Visual Impact assessment (Sources: TAA and Google Maps)

In developing the design approach to this RACF proposal there has been a necessary appraisal of the yield for rooms required to enable an economically feasible project, and this has generated the built form envelope required. While the visual analysis does indicate this built form insertion with the proposed height can be successfully managed, efforts have been made to minimise the impacts.

It is acknowledged that the most significant transition in scale occurs along the boundary between the IN2 and R4 zones at the end of the Boorea Ave cul-de-sac. A setback of 10m for vehicular and service access to the basement is proposed along that site boundary adjacent to 18 Boorea Avenue and will include a pergola structure with landscape treatment extending from a porte-cochere canopy over the main entry. This will help moderate the change of scale along this side of the RACF and mitigate the impact of the proposed height change.



RACF section and part elevation (Source: TAA)



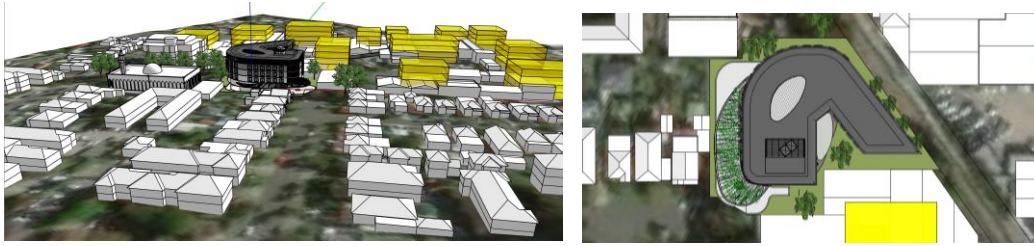
Section through RACF looking west with Lakemba Mosque and LMA in background. (Source: TAA)

Urban Design Principles

In the establishment of any planning precedent there is a need to clarify the basis on which variances are justifiable, and criteria on which assessment can be made within a relevant context.

Key urban design principles for added height and associated development value on this site should include:

- recognition of the 'site specific' nature of the location as a transition in scale
- clarification and detail consideration of the boundary interface impacts
- articulation and modelling of the building envelope to help offset the bulk
- interface mitigation of potential conflicts with residential uses
- design excellence potential of built form and from surrounding public domain.



Aerial view from corner of Boorea Ave and Site Plan (Source: TAA)

Conclusion

There is potential for this site-specific RACF facility to create a complementary built form insertion as a transition between the R4 and IN2 zones, and this review concludes that the interface between these zones can be successfully managed to optimise the proposed development outcome.

While the proposed concept does have a form and elements that will require a higher level of consideration, with the appropriate setbacks and detail design configuration the RACF development is capable of an urban design outcome that can result in a high-quality building with design excellence.

The manner in which this is achieved should also include some clarification that this approach is due to the 'site-specific' requirements of the RACF, so as to avoid setting any precedent that might be sought for other exceptions within the IN2 Zone.

END

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