

MIDDLETON GRANGE TOWN CENTRE

URBAN DESIGN REPORT – June 2018

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1.0 INTRODUCTION

1.1 Subject Site

The subject site is located in the suburb of Middleton Grange to the west of the Westlink M7 (700m) and Cowpasture Road (500m). It is bounded by Southern Cross Avenue to the north, Middleton Grange Public School to the east, Fifteenth Avenue to the south and Kingsford Smith Avenue to the west. The site has been identified as the future town centre for the Middleton Grange suburb. The town centre will provide a mix of retail and commercial uses supported by residential and other employment generating uses.



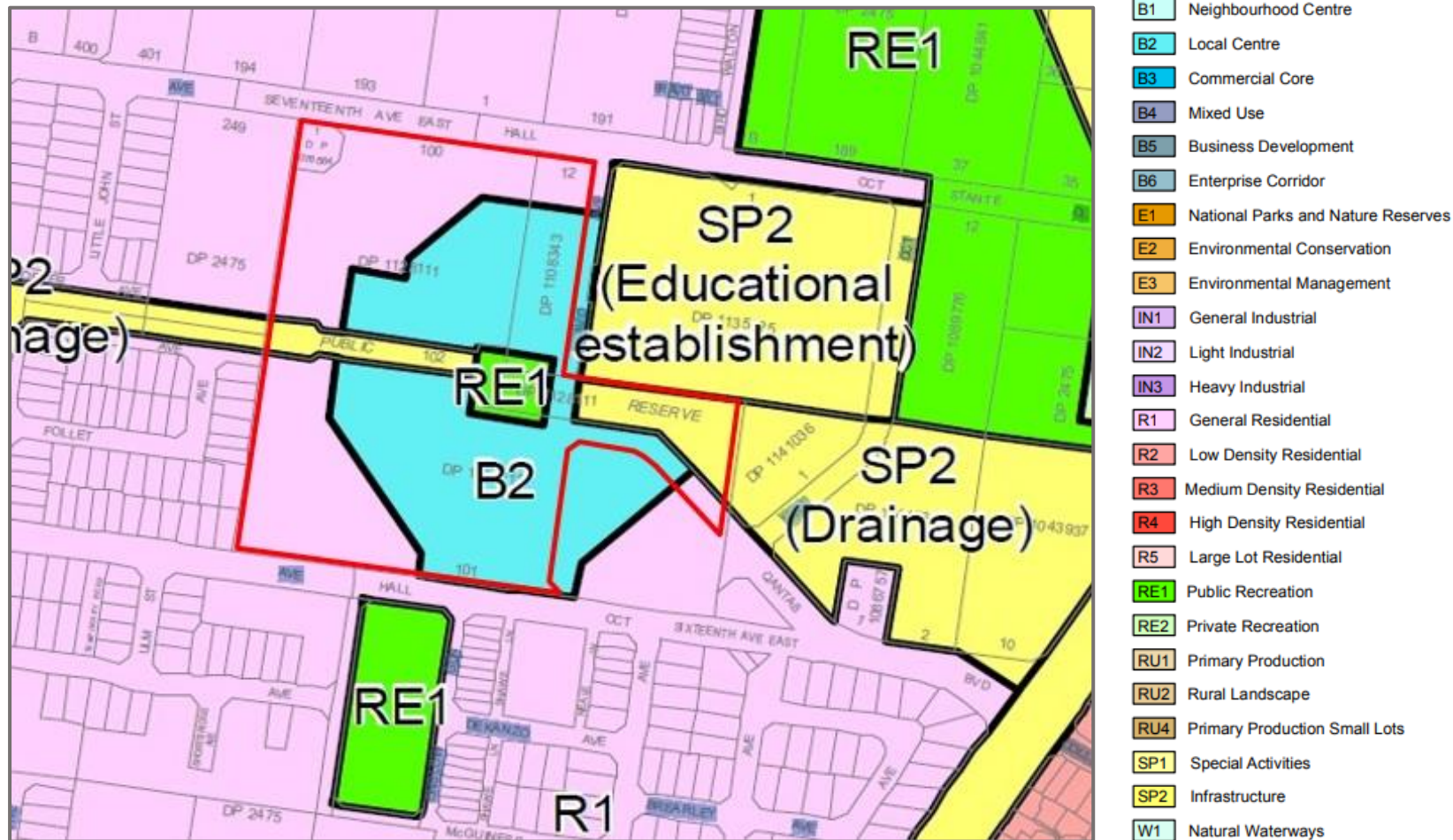
Subject Site

2.0 PLANNING FRAMEWORK

2.1 Liverpool LEP 2008

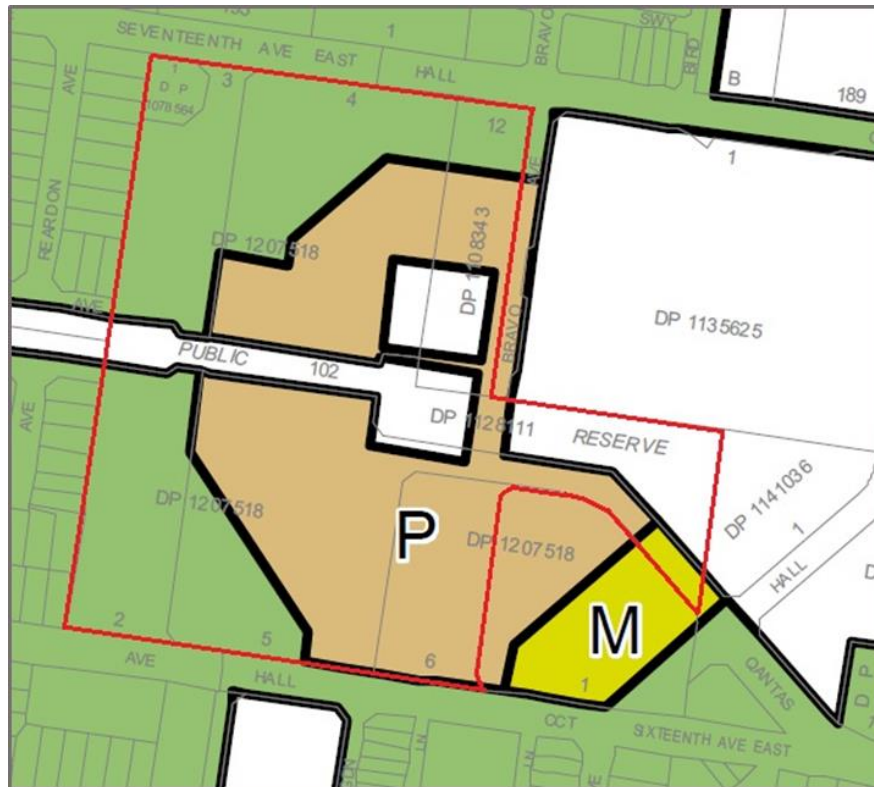
The Primary planning instrument applicable to the subject land is the Liverpool Local Environmental Plan 2008.

2.1.1 Land Zoning



The subject site is zoned part B2 Local Centre; R1 General Residential; RE1 Public Recreation and SP2 Drainage, as illustrated above.

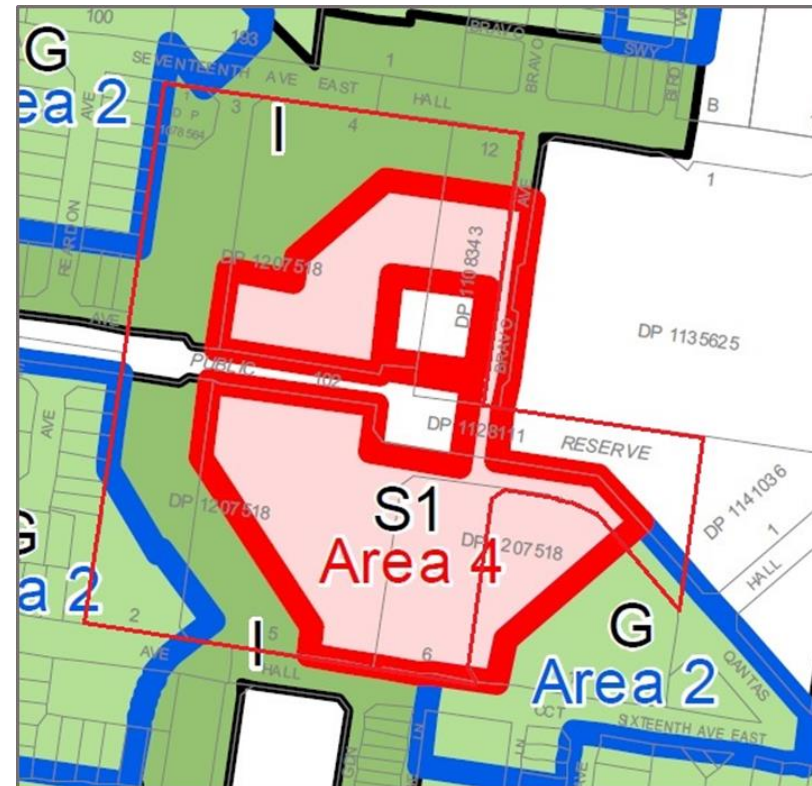
2.1.2 Height of Buildings



I	8.5
M	12
O	15
P	18

As illustrated above, the maximum height of buildings for the subject site is part 8.5 metres and part 18 metres.

2.1.3 Floor Space Ratio



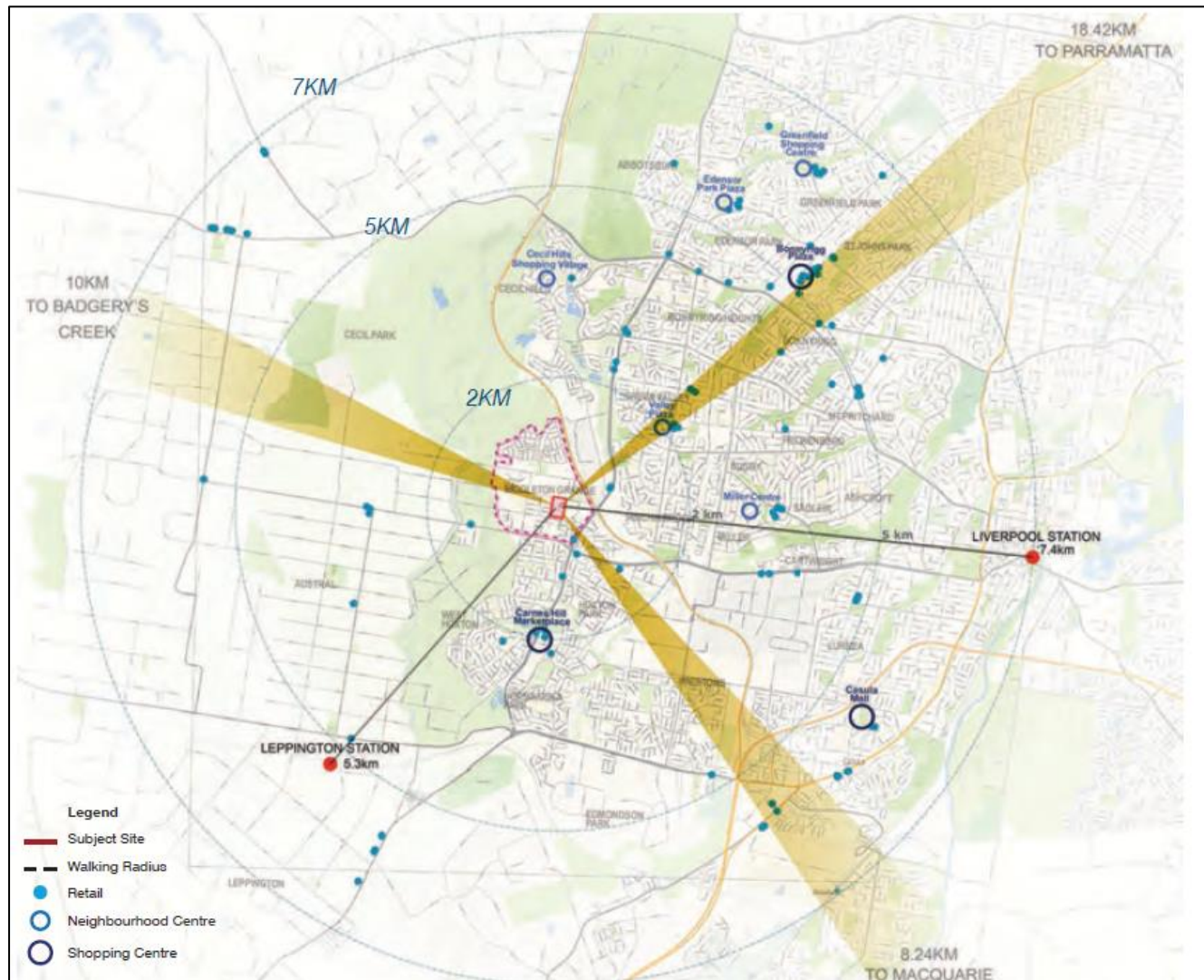
F	0.6
G	0.65
I	0.75
N	1.0
P	1.2
S1	1.5

As illustrated above, the maximum floor space ratio for the subject site is part 0.75:1 and part 1.5:1.

Part of the site is also subject to Clause 7.29 (Area 4) which stipulates that no more than 25% of the gross floor area of all buildings may be used for the purposes of business premises.

3.0 SITE ANALYSIS

3.1 Regional Context



Source: Middleton Grange Urban Design Report, 26 November 2015, Urbis

The subject site is at the heart of the suburb of Middleton Grange and will serve as the town centre for this growing and evolving new community.

The suburb is well serviced by public and private transport opportunities. Leppington train Station, is approximately 5.3 kilometres south west, while Liverpool train station and CBD is 7.4km to the east. Meanwhile the regional road links are extremely close with the Westlink M7 being approximately 700 metres to the west and Cowpasture Road being approximately 500m south-west.

The subject site is strategically located within the Western Sydney Growth Area and includes a number of social and educational facilities in close proximity, including Middleton Grange Primary School, Thomas Hassall Anglican College, The Hoxton Park Technical College and the Liverpool College of higher education.

3.2 Local Context



Source: Middleton Grange Urban Design Report, 26 November 2015, Urbis

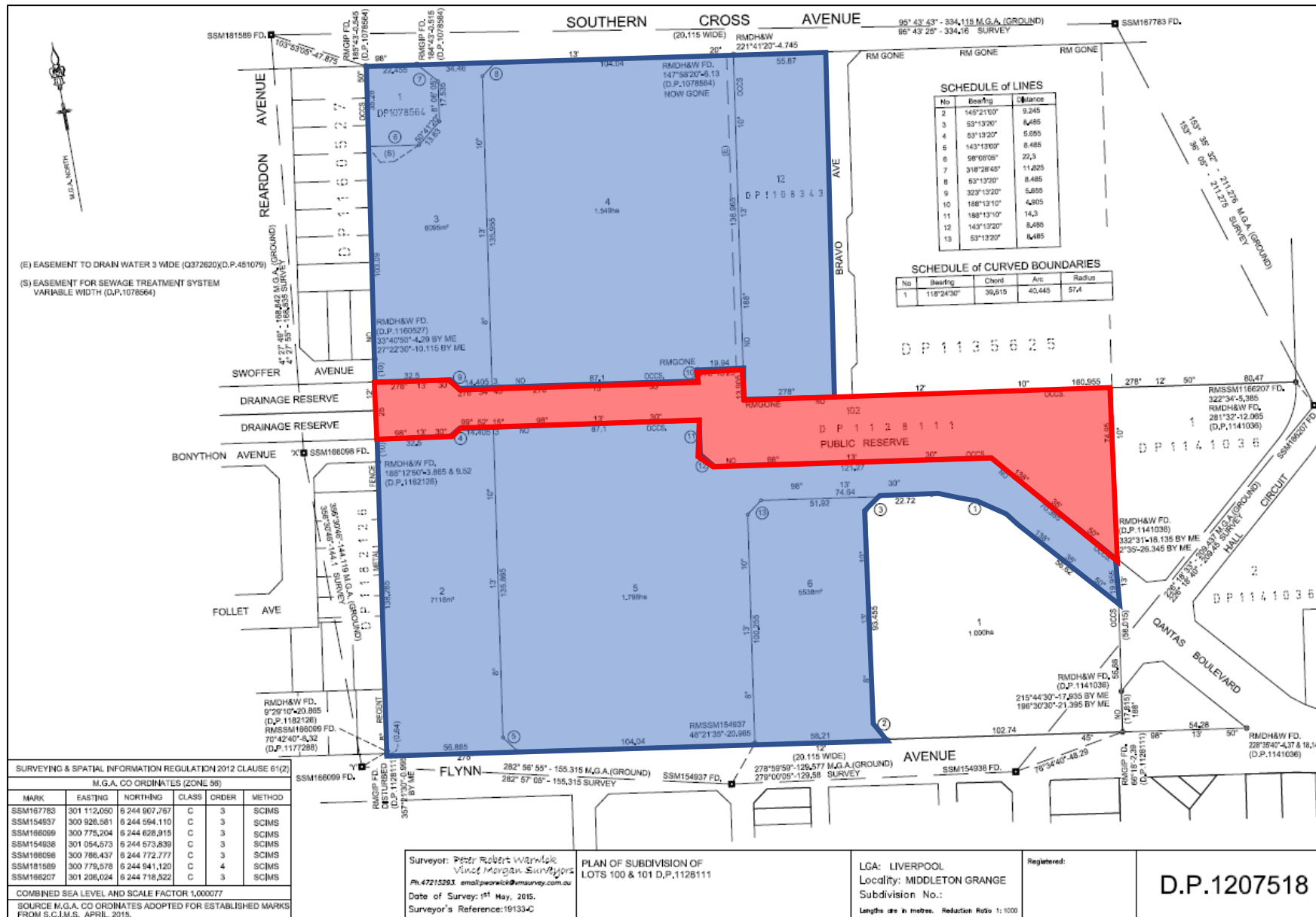
The site is 600 metres from the on/off ramps to the Westlink M7 via Flynn Avenue and Cowpasture Road.

The site is very close to existing educational facilities as discussed earlier, and is adjoined to the east by the Middleton Grange public school.

While the Planning Proposal seeks to facilitate a small open space within the development, there are also a number of recreational and open space within close proximity to the site, directly to the south (opposite) of the site and to the east and north.

The site will serve as the future town centre bringing people together from the community and providing further jobs, employment, recreation and social opportunities.

3.3 Site Survey



4.0 BACKGROUND

The Planning Proposal was originally lodged with Liverpool City Council in June 2015. The matter was considered by Council at its meeting of 16 December 2015, where Council in supporting the progression of the Planning Proposal to the next stage in the Part 3 Plan Making process, resolved to:

1. *Endorse, in principle, the Planning Proposal to rezone land at 60-80 Southern Cross Avenue and 45-65 Hall Circuit, Middleton Grange.*
2. *Delegate to the CEO to negotiate with the proponent regarding increased open space to support the increased residential density, including the completion of a comprehensive Social Impact Assessment.*
3. *3. Delegate to the CEO the authority to approve the final Planning Proposal to administer this rezoning, for submission to the Department of Planning and Environment for Gateway.*

A Gateway determination was issued by the delegate of the Greater Sydney Commission on 15 August 2016. The Gateway in supporting the progression of the Planning Proposal included a number of conditions that would need to be addressed and approved prior to the progression of the proposal to consultation and exhibition. This included to *provide additional information regarding transition of proposed heights to existing neighbouring zones and overshadowing impacts.*

Specifically, the Planning Proposal sought to:



Draft maximum floor space ratio map (2015)

increase the maximum height of buildings from part 8.5 metres and part 18 metres to part 14 metres, 18 metres, 28 metres and 35 metres



Draft maximum height of buildings map (2015)

to increase the maximum floor space ratio from part 1.5:1 and 0.75:1 to 2.5:1

5.0 REVISED BUILDING CONCEPT

5.1 Concept Plan

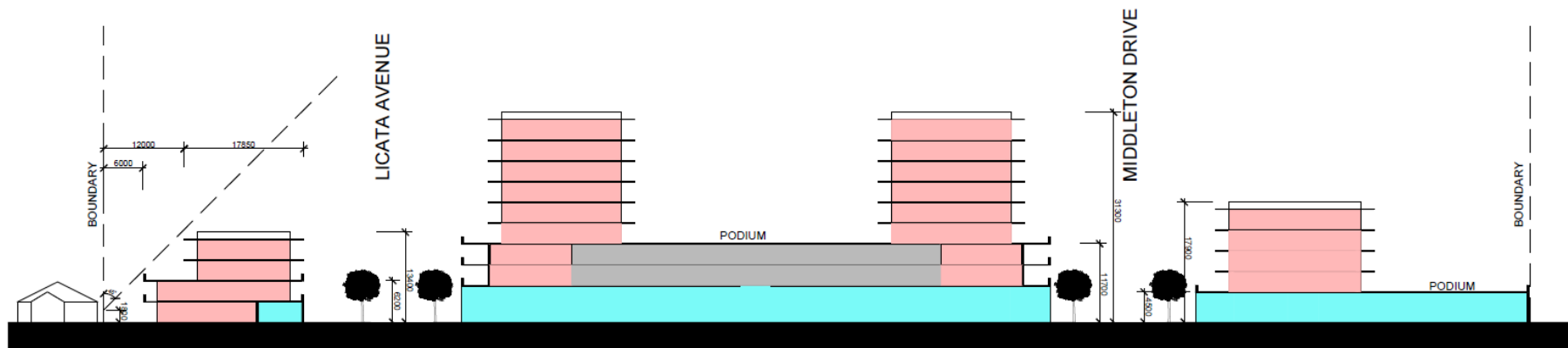


Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

Following the issuing of the Gateway determination, the development concept has been refined to address the issue of height transition to neighbouring zones. This has included:

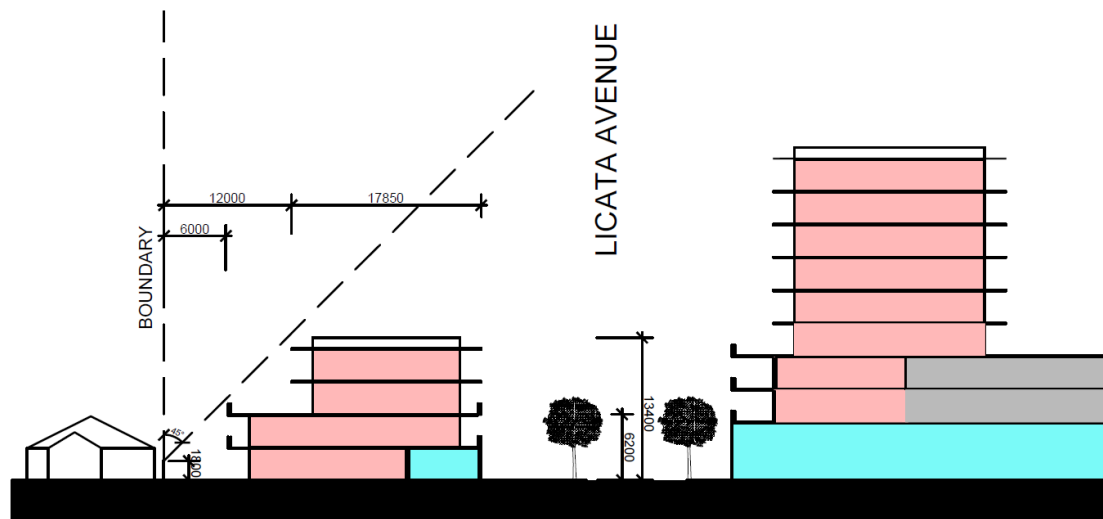
- A split height across the western Lots 2 and 3 allows an appropriate transition from 8.5 metres on neighbouring land to 9.5 metres (2 storeys) immediately adjoining, and up to 14 metres (4 storeys) along the frontage to Licata Avenue. This provides a transition across the block towards the central heights within Lots 4 and 5 which rise to 32 and 35 metres. This provides a consistent street address, creates an active frontage and ensures vibrancy and vitality within the town centre.
- A maximum height of 35 metres has been retained for Lot 4, however, a maximum 20 metres is introduced for the northern and southern edges. This introduces a less intimidated height increase from Southern Cross Avenue to the north and also allows extra sunlight in to the central open space corridor running through the middle of the site (Rene Avenue).
- The height of Lot 5 is increased to a maximum of 32 metres, with 20 metres to the southern portion. This height reduction is intended to reduce solar access impacts to neighbouring land to the south, in this case being primarily community open space.

5.2 CROSS SECTION



INDICATIVE CROSS-SECTION

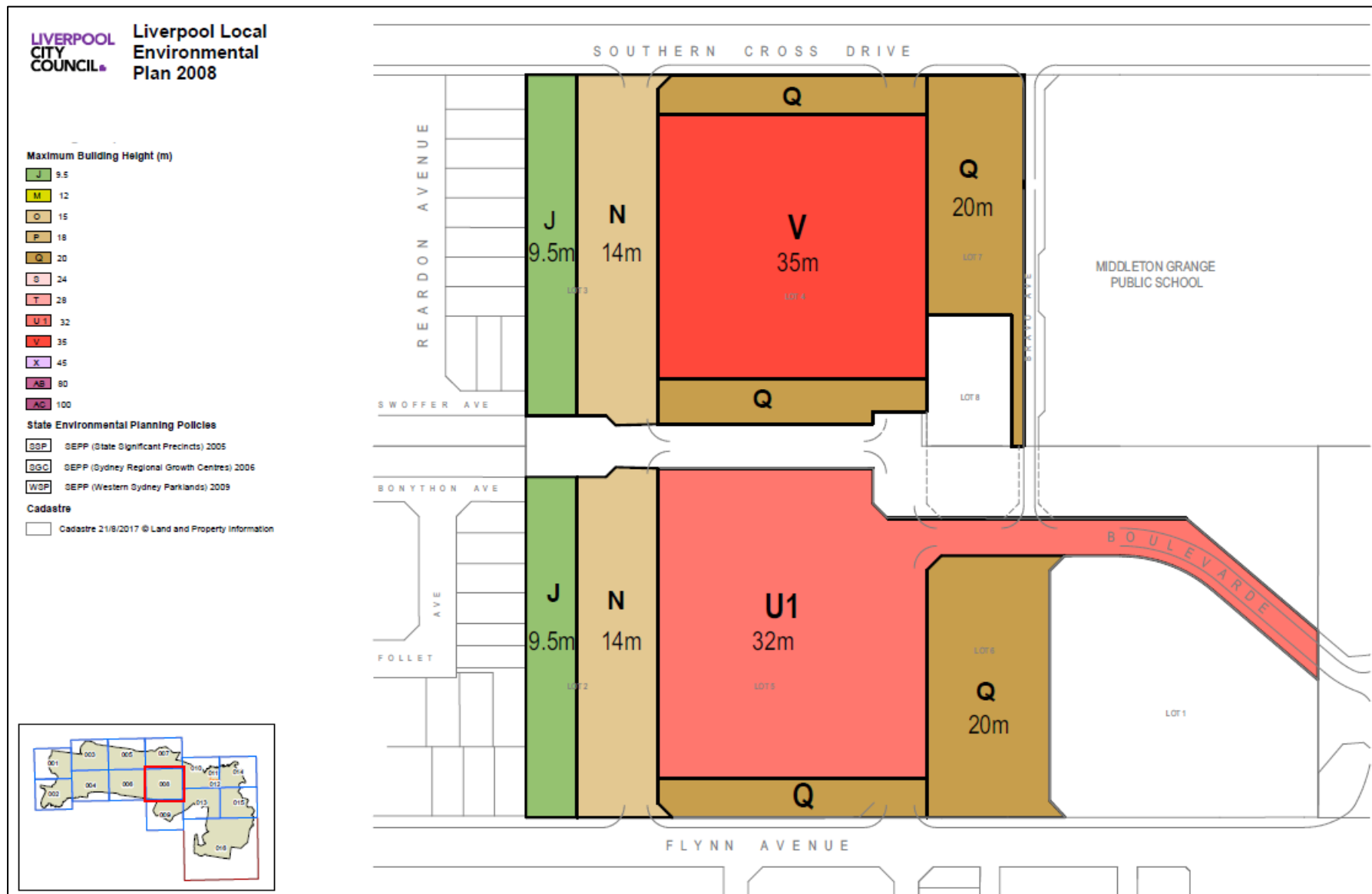
Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

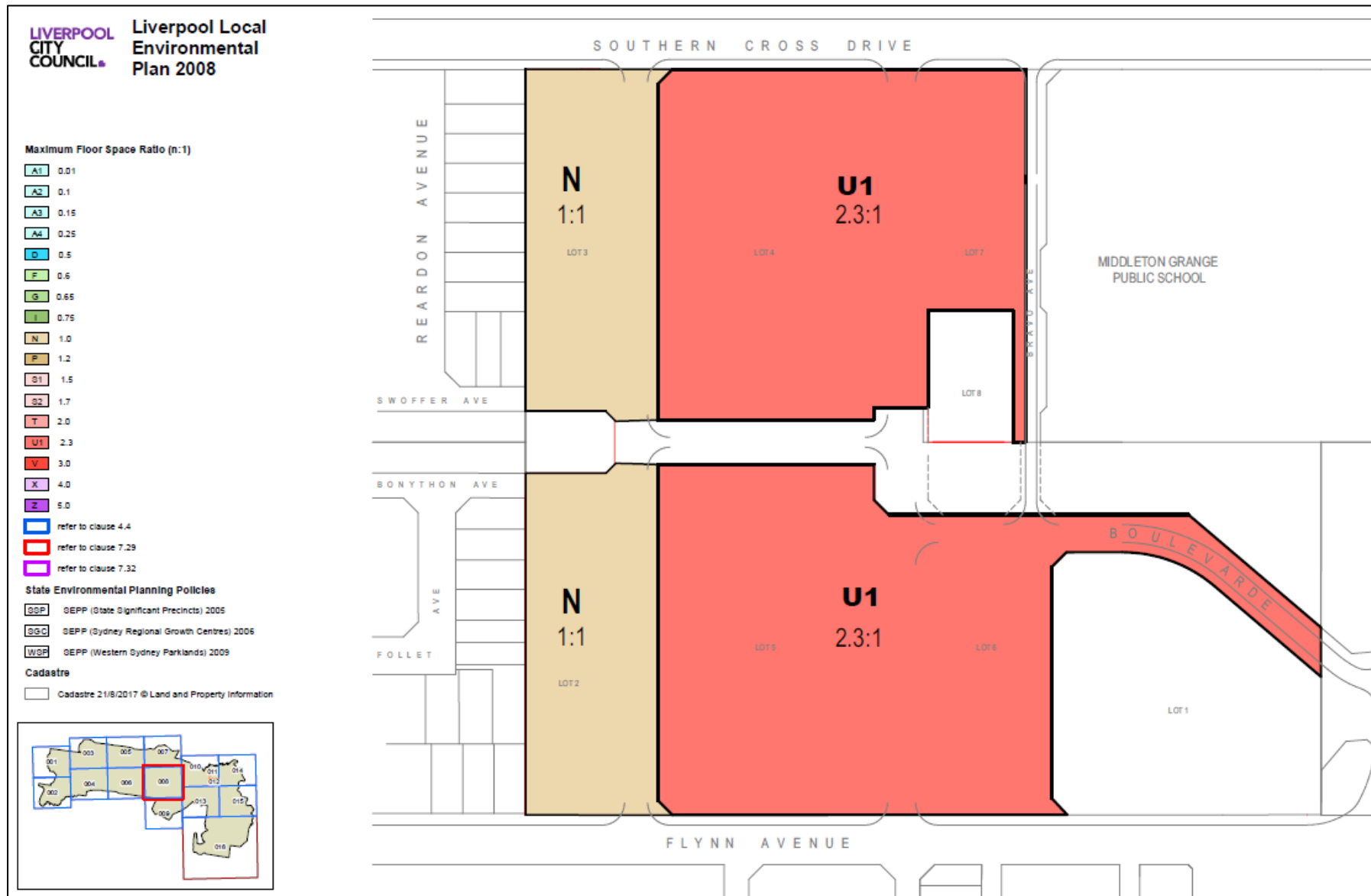


The cross section diagrams illustrate a transition from 8.5 metres on neighbouring land to the west, to 9.5 metres at the direct interface with the development and then up to 14 metres to Licata Avenue. This in turn provides a better transition from the west of the street to the east of the street where heights range from 20 metres up to 32 metres and 35 metres. The issue of transition in height has been thought through across the development to adjoining zones, rather than just at the interface. The transition in heights also retains the urban design outcomes sought to allow sunlight to open spaces and streets and create active frontages to facilitate a vibrant and welcoming town centre.

6.0 DRAFT LEP MAPS

Draft Liverpool LEP 2008 Maximum Building Height Map





7.0 SHADOW DIAGRAMS



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 0900 ON 21 June



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 1000 ON 21 June



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 1100 ON 21 June



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 1200 ON 21 June



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 1300 ON 21 June



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 1400 ON 21 June



Source: Proposed Concept Plans, Christiansen O'Brien Architects Pty Ltd

SOLAR DIAGRAM – 1500 ON 21 June

7.1 SOLAR ANALYSIS

The shadow diagrams above illustrate the solar access impacts on 21st June. They demonstrate:

- 1 Minimal impact to residential properties to the west, and no impact after 10.00am (+5hrs clear solar access between 9.00am and 3.00pm).
- 2 Minimal impact to properties south of Flynn Avenue. (Basically no shadow impact to existing residential properties to the south between 10.00am and 2.00pm - +4hrs clear solar access between 9.00am and 3.00pm).
- 3 Minimal impact to town park. (No significant shadows cast before 1.00pm +4hrs clear solar access between 9.00am and 1.00pm).
- 4 Minimal impact to school. (No significant shadows cast before 2.00pm +5hrs clear solar access between 9.00am and 2.00pm).
- 5 Good solar access to private open space (on Podium between 10.00am-1.00pm – 3hrs)
- 6 Good solar access to ground floor active uses along Licata Avenue and Middleton Drive at various parts of the day encouraging cafes and alfresco uses to activate the street edge.

8.0 CONCLUSION

This Urban Design Report has been prepared by Pacific Planning Pty Ltd on behalf of Manta Group Pty Ltd to specifically address the matter of transition in height of buildings and inform the principle development controls for the subject site.

This Report supports the revised Planning Proposal, which has been amended in accordance with the requirements of the Gateway determination issued on 15 August 2016.

Specifically, the Planning Proposal seeks to:

- increase the maximum height of buildings from part 8.5 metres and part 18 metres to part 9.5 metres, 14 metres, 20 metres, 32 metres and 35 metres; and
- increase the maximum floor space ratio from part 1.5:1 and 0.75:1 to part 1:1 and 2.2:1.

The proposed transition sought creates a transition from 8.5 metres on the adjoining land to the west to 9.5 metre along that interface. The block then increases to 14 metres along the frontage to Licata Avenue, allowing for commercial/retail along the ground floor to activate a main street in the town centre. The transition across the street to 32 metres and 35 metres in the centre of the site is also more appropriate in defining the main street.

This maintains a transition in height across the development site from neighbouring 8.5 metre high dwellings to the centre of the town centre core. The treatment of the interface and detailed built form transition will be further refined at the development application stage.

A 20 metre height limit to the south and east ensures an appropriate transition to neighbouring sites including the school. The benefits of the reduction in these locations is supported by the overshadowing analysis. The school is not impacted on the shortest day of the year until after 2pm.

The proposed density of 1:1 and 2.2:1 across the site is easily supported within the development footprints and provides the flexibility required to allow future development to accommodate market demand. The density is well distributed across the site and responsive to adjoining densities.

The amendment to the principle development controls will facilitate a vibrant and sustainable town centre for the community, which includes residential accommodation that supports housing choice, diversity and affordability in Middleton Grange, jobs and employment, services, recreation and entertainment. The town centre will become a focal point for the community that also fosters a sense of place and pride.