



MIDDLETON GRANGE

Urban Design Report - 26th November 2015

Prepared For: Manta Group Pty Ltd

Prepared by:



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1.0 INTRODUCTION

1.1 Purpose

Urbis has been engaged by Manta Group Pty Ltd to undertake an urban design study for the Middleton Grange Town Centre, 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.

This report assesses the rezoning and development potential of the site in relation to the site's surrounding context. It has been prepared to support an amendment to the Liverpool LEP to rezone the 7.9 hectare parcel of land

This report will assess the site with a view to developing appropriate planning and urban design principles for the following:

- Consolidation and rezoning for a mix of R1 General Residential and B4 Mixed-Use development;
- Establishing an appropriate height control and built form outcome;

In addition, this report will reaffirm the most appropriate built form based on urban design best practices for Town Centre development. Redevelopment opportunities on the site, facilitated by the proposal, will ensure Middleton Grange succeeds as a centre comprising a mix of uses, vibrancy, with great access to amenities, services and employment.

1.2 Site Identification

The subject site is located to the west of the Westlink M7 (700m) and Cowpasture Road (500m), in the suburb of Middleton Grange. The site addresses Southern Cross Avenue to its north and Flynn Avenue immediately south of the subject site.

The site is situated in an area nominated as a town centre that has been identified to support future retail, commercial, residential and other employment. The town centre is to provide a sense of community, identity, orientation and civic address for the surrounding residential area.

Underpinning the vision for the town centre, it is envisaged that a variety of built forms, open spaces, and lifestyle options will shape the redevelopment. Urban design principles must also recognise the ecological implications across the site in a future redevelopment scheme.

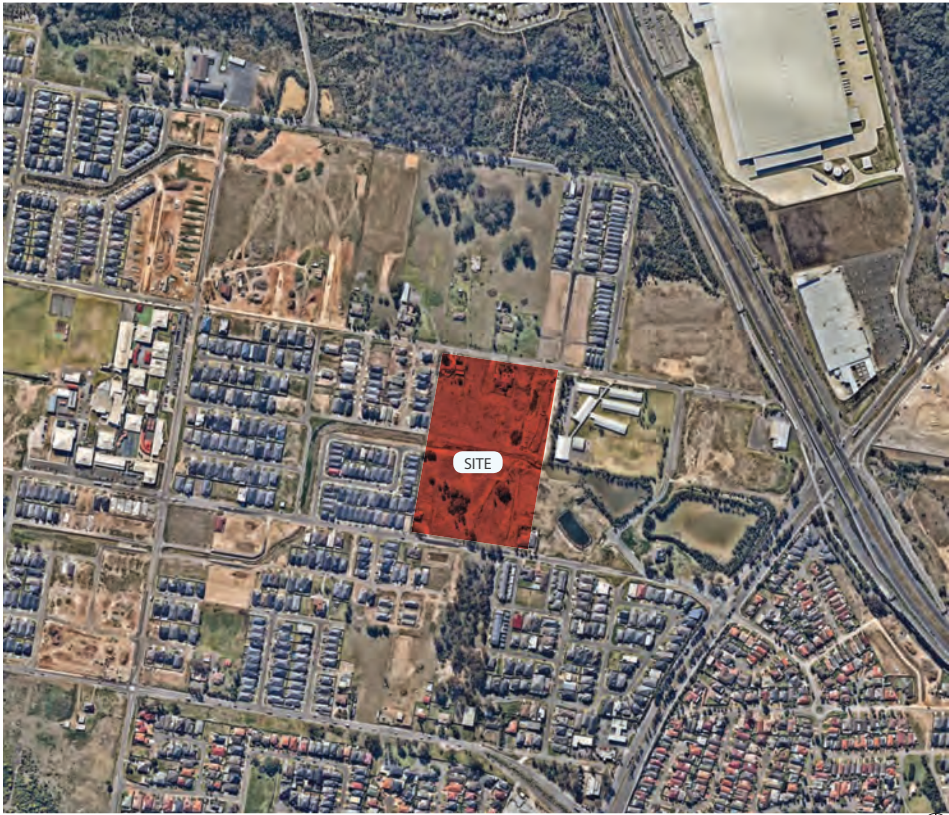


Figure 1: Aerial photo of the subject site (source: Nearmaps)

2.0 ANALYSIS

2.1 Liverpool Local Environmental Plan 2008

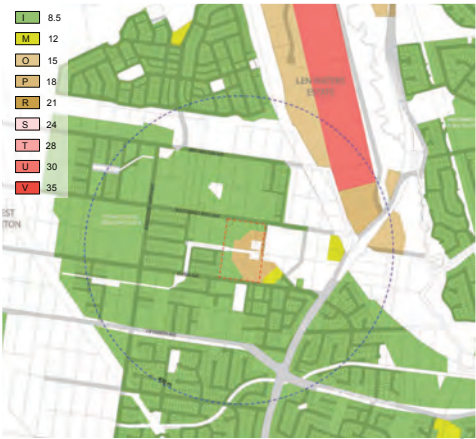


Figure 2: Height of Building Map (source: Department of Planning and Environment)

2.1.1 HEIGHT OF BUILDINGS MAP

As illustrated in Figure 4, the height of building for the subject site is partially 8.5 and 18 metres. The objectives of this height of buildings clause are as follows:

- To minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties.
- To ensure development is consistent with the landform.
- To provide appropriate scales and intensities of development through height controls.



Figure 3: Floor Space Ratio Map (source: Department of Planning and Environment)

2.1.2 FLOOR SPACE RATIO

As illustrated in Figure 5, the current Floor Space Ratio for the subject site has been designated to be I - 0.75:1 and S1 - 1.5:1.

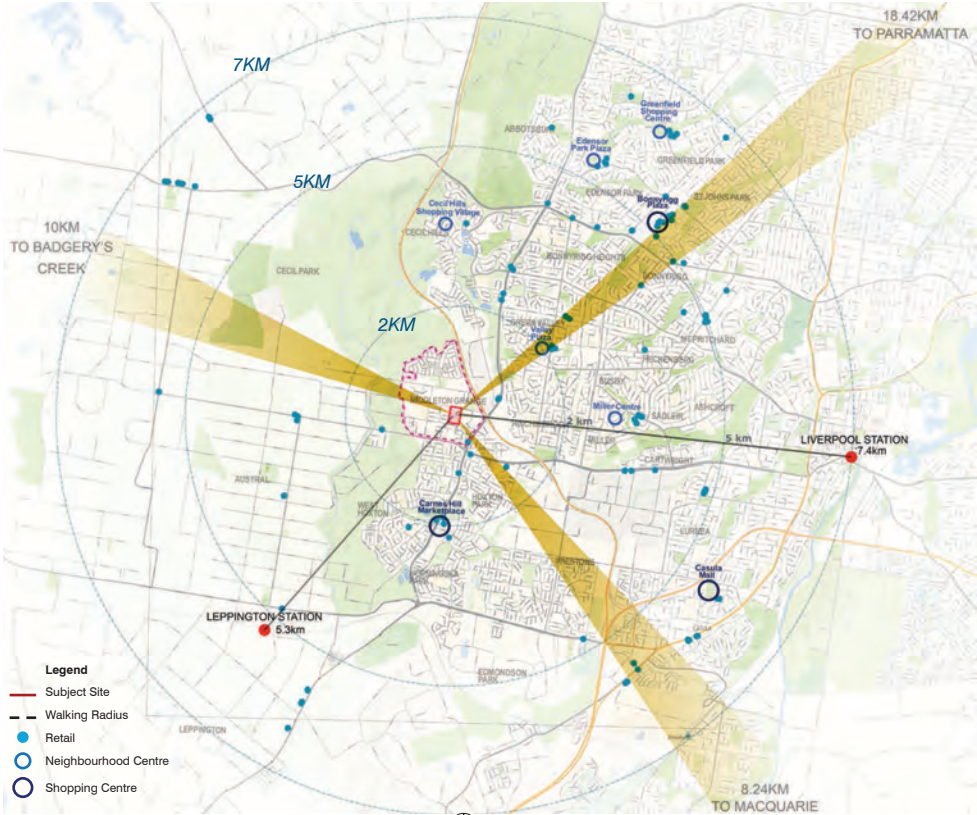
2.2 Regional Context

Located in the suburb of Middleton Grange, the site is proximate to regional road links being the Westlink M7 (700m west) and Cowpasture Road (500m south-west). The site has been nominated as a town centre that will support future retail, commercial, residential and other employment.

Leppington Railway Station, is approximately 5.3 kilometres south west running on the South West Rail Link. Train travel times to Sydney CBD run approximately 54 minutes and is also connected by the Interline Bus Services - 855, 856, and 858. Immediate to the site run two bus routes, the 855 and 853 providing service to both Liverpool, and Leppington train stations.

The subject site is strategically placed within the Western Sydney growth corridor, and is fast developing residential subdivision and medium density housing. It includes a number of important educational facilities such as Middleton Grange Primary School and Thomas Hassall Anglican College, both within easy walking distance of the site. The Hoxton Park Technical College along with the Liverpool College of higher education are within 2 kilometres of the site. Within a 2km radius of the site, there are two shopping centres, Carnes Hill Market Place to the south and Valley Plaza to the north.

Middleton Grange's future growth will accommodate for the delivery of NSW's latent housing supply. As both Liverpool and Parramatta CBD continues to grow and expand, the strategic location of Middleton Grange will become more important to support the vitality and livability of the region.



2.3 Local Context

Within the 400m walking catchment area, the subject site is close to two educational facilities, Middleton Grange Primary School and Thomas Hassall Anglican College. The site is also within walking distance to a number of commercial sites, primarily offering being food and beverage retail and a home improvement warehouse.

The site is also in close proximity to a number of open space amenities such as Cirillo Reserve which is within its 400m catchment area.

The site is located west of the M7 and Cowpasture Road, and is connected via Flynn and Ffifteenth Avenue. Ffifteenth Avenue eventually becomes Hoxton Park Road.



Figure 5: Surrounding Local Context



2.4 Access

The subject site I located west of the M7 and Cowpasture Road. Access to the M7 is via Flynn and Fifteenth Avenue. The site has access to two dedicated bus routes:

- The 853 Carnes Hill to Liverpool via Middleton Grange and Hoxton Park;
- and the 855 Austral to Liverpool via Preston and Churchill Gardens.

The site is approximately 5kms from Leppington train station (10 minutes drive) and 18 minutes drive from Liverpool Station. It is 7.37km west of Liverpool CBD; and approximately 11.42km south west of Parramatta CBD.



Figure 6: Site Access

3.0 SUBJECT SITE'S BUILDING ENVELOPE

3.1 Proposed Building Height and Impact to Public Domain

3.1.1 HEIGHT

The proposed building is a mix of heights/storeys; with the highest building located at the central-northern portion of the site being approximately 35 metres high (11 storeys, which includes the ground floor retail and two levels of basement car parking). The lower buildings being 14 metres (4 storeys including ground floor retail and underground car parking) will be located west of the site as the site boundary adjoins the existing low density residential dwellings, providing an appropriate transition to the town centre.

The proposed increase in height will not have an adverse impact on the public domain nor will it greatly impact the surrounding existing residential land uses as the vast majority of the overshadowing occurs within the site (refer to the shadow diagrams on page 14).

3.1.2 PROPOSED BUILDING BULK AND MASS

The bulk and mass of the proposed building and its potential impact to the public realm has been mitigated through a number of measures. First, a weather protective awning has been provided at the ground floor level. Second, the upper levels are modulated to reduce the perceived bulk of the proposed buildings. And finally, the proposed fenestration and articulation of the building facade in combination with the proposed materials and finishes provide for an appropriate level of scale, proportion, and architectural detailing.

3.1.3 OVERSHADOWING

As can be seen in the winter solstice shadow study on page 14, the shadow length of the proposed buildings is not significant as the areas surrounding the subject site will still capture more than the minimum 3 hour requirement of solar access between 9am and 3pm.

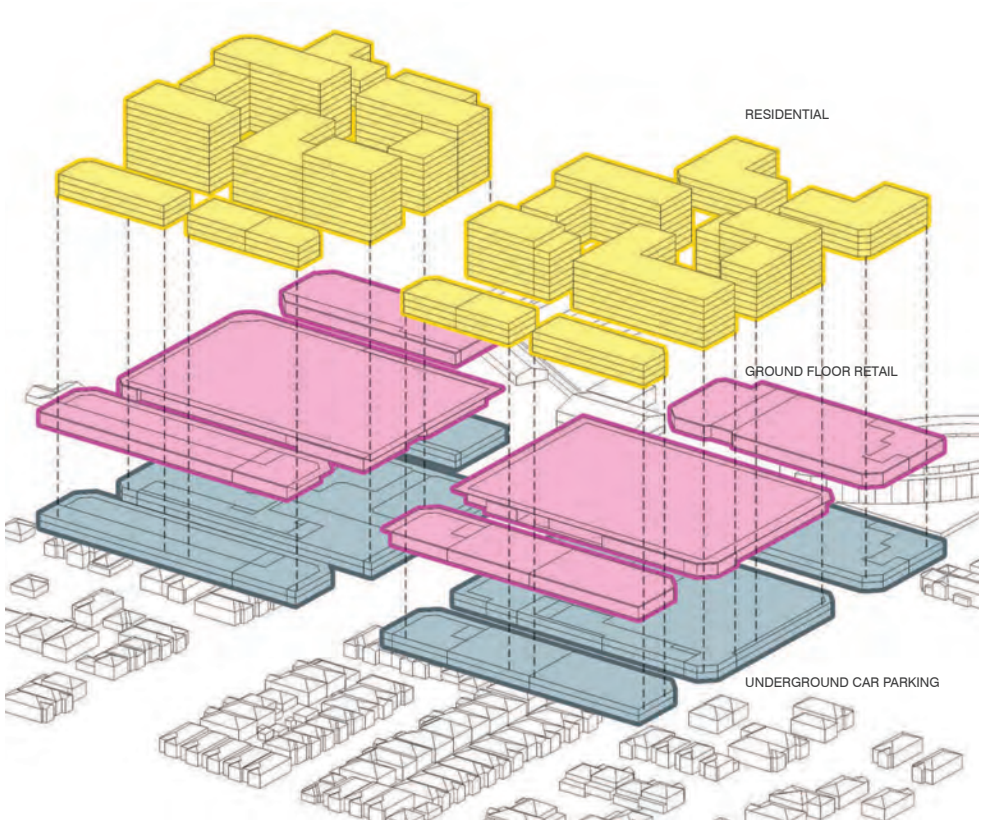


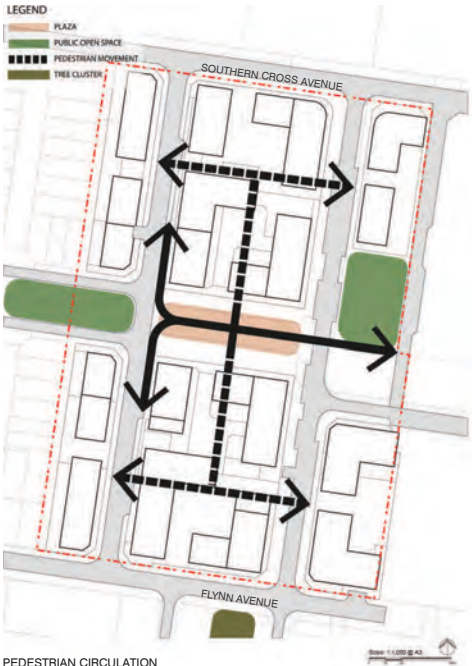
Figure 7: Proposed Built Hierarchy

4.0 DESIGN PRINCIPLES



SITE ACCESS + VEHICULAR CIRCULATION

- Providing two north south links through the site to improve the site's connectivity and access between parcels and connecting Southern Cross and Flynn Avenue.



PEDESTRIAN CIRCULATION

- Promote walking and ensure that key paths, or movement routes for walking, provide easy access to destinations.
- Providing a east-west pedestrian link and encourage an improved pedestrian environment at intersections.
- Maintain or improve pedestrian permeability through the precinct with through site links.
- Investigate opportunities to upgrade the pedestrian street amenity and wayfinding (paving, lighting, signage, seating, landscape, etc.)



ACTIVE STREET EDGE

- Providing an active interface along the predominant edges of the subject site to improve the site's public realm by incorporating active ground floor retail, along with building entries.



- Utilise vegetation for storm water filtering purposes
- Utilise rainwater tanks to harvest rain and reduce stormwater runoff volumes
- Provide a hard scape plaza for pedestrian through link on the site.
- Providing separate public and private open spaces.



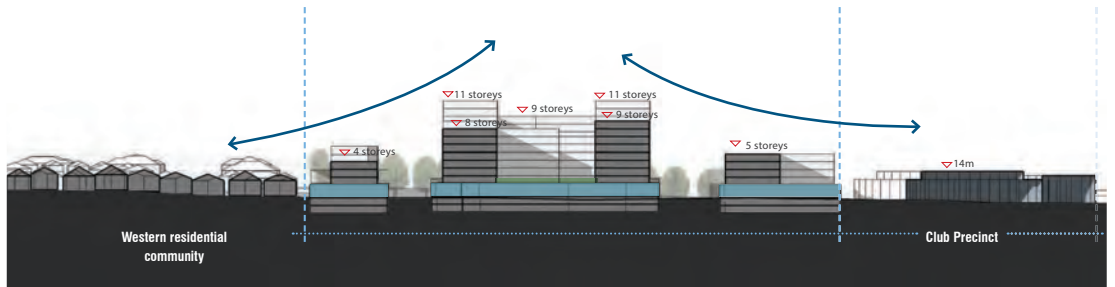
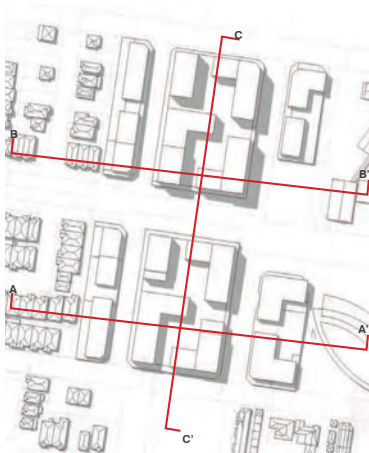
- Maximising solar access and minimising overshadowing within and around the subject site by incorporating modulated design with north south orientated envelopes to the north of the subject site.



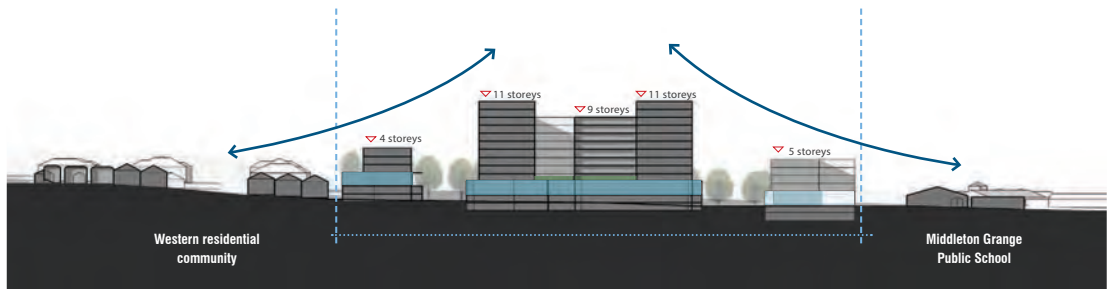
- Orient north south and separate higher building forms to maximise solar access and minimise overshadowing.
- Utilising lower building forms for east west orientation to the south of the site along Flynn Avenue to minimise overshadowing.
- Utilise taller building forms to the west of the site along to protect overshadowing along the proposed park.



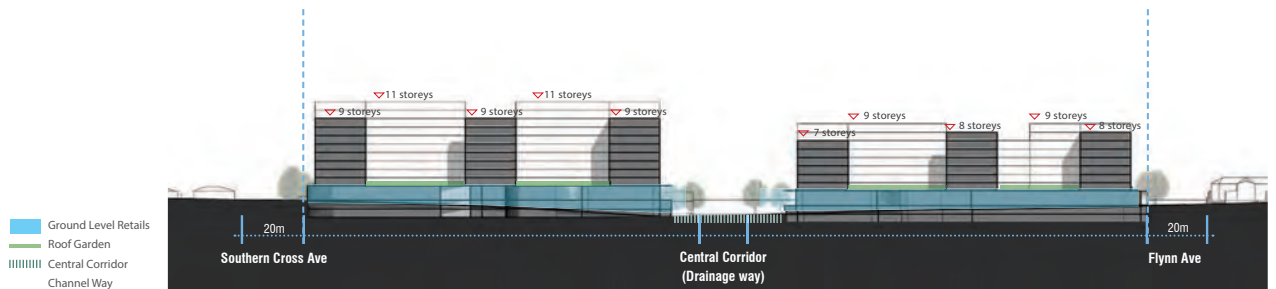
Figure 7: Proposed Masterplan



Section A-A'



Section B-B'



Section C-C'

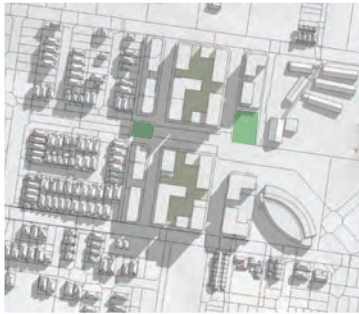
4.1 Winter Solstice Sun/Shadow Analysis

The north-south / northeast-southwest building height, mass and orientation maximises solar access to the existing surrounding residences, the future residences and the public domain and open spaces.

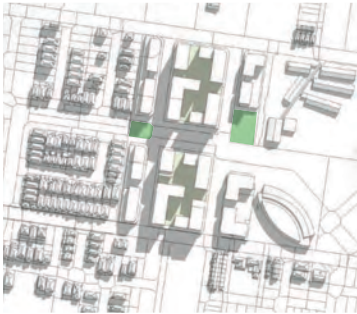
Legend

Public Open Space

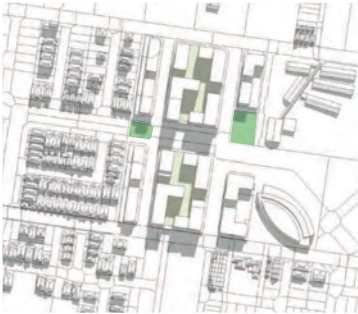
Communal Open Space



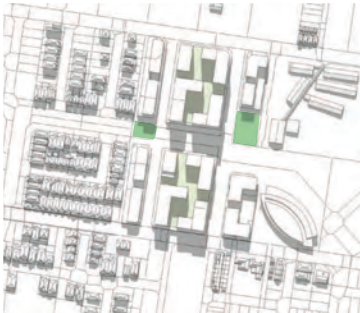
Winter Solstice - 9:00am



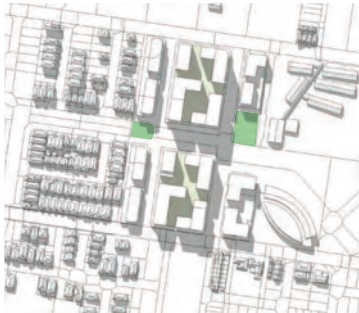
Winter Solstice - 10:00am



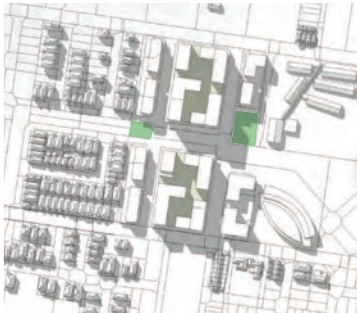
Winter Solstice - 11:00am



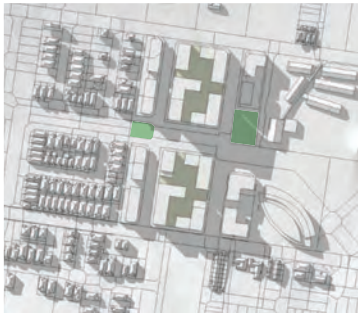
Winter Solstice - 12:00pm



Winter Solstice - 1:00pm



Winter Solstice - 2:00pm

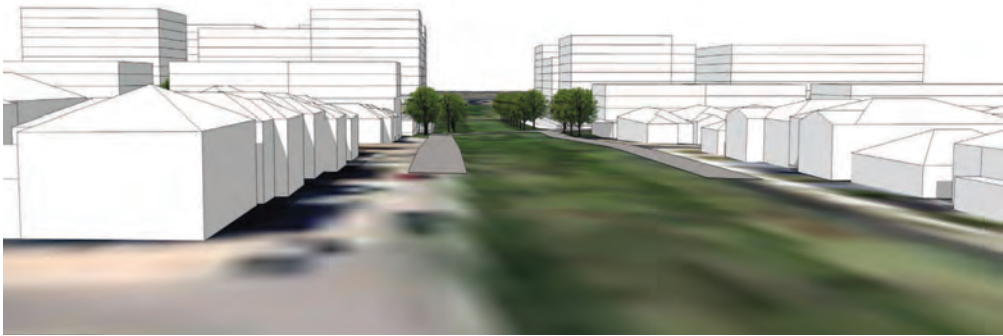


Winter Solstice - 3:00pm

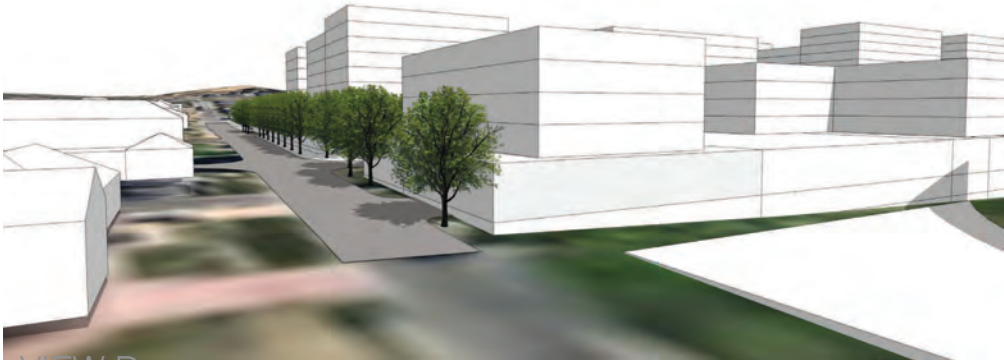
VIEW A



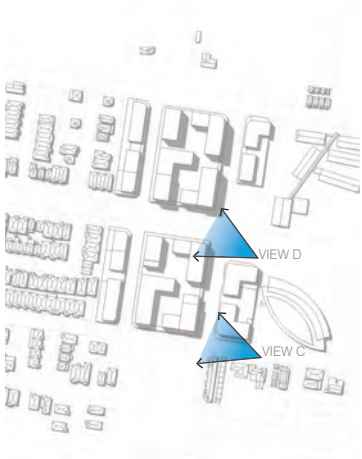
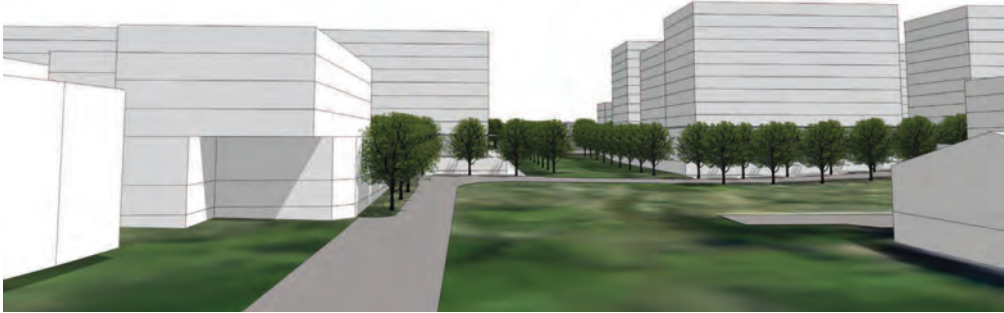
VIEW B



VIEW C



VIEW D



5.0 CONCLUSION

5.1 Conclusion

This report provides:

- An analysis of the subject site and the immediate surrounding area within centre of Middleton Grange;
- Urban design principles that informed the development of a concept plan for the subject site and the immediate surrounding area; and
- The proposed building envelope and distribution of heights illustrating the indicative concept for the town centre.

5.1.1 URBAN DESIGN BENEFITS OF THE PROPOSAL

The proposal will transform the existing site and provides a new town centre with retail on the ground floor and residential dwellings above. It provides active street frontages and residential living to support local business activity.

The concept proposes a height distribution strategy that falls between 4 storeys (14m) and 10 storeys (35m) within a height range that meets the community expectation of a town centre, medium-density residential redevelopment and as such, the town centre will provide a identifiable, community centred built form outcome. Markers in the future urban landscape will include taller building heights (distributed in appropriate locations such as fronting corners) within the town centre to provide a clear delineation between 'town' and the surrounding residential neighbourhoods.

The increase in density will provide an uplift of new dwelling supply in the area and an increase in the potential residential population which will result in creating an active town centre that promotes a sense of place that is safe, vibrant and attractive.



3D North East View of the Concept Plan



3D South West View of the Concept Plan



3D South View of the Concept Plan



3D East View of the Concept Plan

