

URBAN DESIGN REPORT

BONDS SITE 190-192 DUNMORE STREET PENDLE HILL
PREPARED FOR J.S.T. (NSW) PTY LTD MAY 2014



RobertsDay
planning.design.place

RobertsDay

planning.design.place

Title:Urban Design Report: Bond Site 190-192 Dunmore St
Pendle Hills

Prepared for:J.S.T. (NSW) Pty Ltd

Reference:DYL BON

Date:May 2014

Prepared by:Stephen Moore

Approved by:Stephen Moore

Contents:Bonds Cotton Bale Rooms - to be retained in situ.

Back cover:The old Dance Hall

DISCLAIMER & COPYRIGHT

This document was prepared for the exclusive use of J.S.T. (NSW) Pty Ltd. Roberts Day acts in all professional matters as a faithful advisor to its clients and exercises all reasonable skill and care in the provision of its professional services. The information presented herein has been compiled from a number of sources using a variety of methods. Roberts Day does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Roberts Day by third parties. Roberts Day makes no warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, validity or comprehensiveness of this document, or the misapplication or misinterpretation by third parties of its contents. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise, does not necessarily constitute or imply its endorsement, recommendation, or favouring by Roberts Day. This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of Roberts Day.

© Roberts Day Pty Ltd, 2014

Roberts Day
Level 4, 17 Randle Street Surry Hills NSW 2010
T: +612 8202 8000 www.robertsday.com.au
ABN 53 667 373 703 ACN 008 892 135

CONTENTS

Concept Evolution	1
Introduction	7
Strategic Context	9
Liveability	11
Site Analysis	13
Interface to Surrounding Area	15
Accessibility	17
Open Space	19
Landform and Views	21
Vegetation and Buildings	23
Heritage	25
Vision	27
Concept Master Plan	28
Concept Development	
Existing Site	29
Heritage Retention	30
Landscape Retention	31
Open Space	32
Accessibility	33
Parking	34
Building Form	35
Land Use	36
Visual Analysis	37
Concept Form	39
SEPP 65	46
Solar Analysis	49
Conclusion	53

CONCEPT EVOLUTION

Preliminary Concept Master Plan - Evolution

In June 2013, RobertsDay was engaged by J.S.T. (NSW) Pty Ltd to prepare a vision and preliminary concept master plan to support a Planning Proposal to rezone The Bond's Site, Pendle Hills.

An analysis of the strategic context revealed the site benefits from all of the major elements desirable for urban renewal being:-

1. An easy walk (approx. 10 minutes) of two train stations;
2. A short commute of major employment centres, including Parramatta CBD;
3. A locality defined by ageing building stock and likely to undergo urban renewal;
4. Site features, including heritage items that could bring a broader public benefit.

These strategic attributes in conjunction with a detailed analysis of the site's local context informed the preliminary concept master plan prepared by RobertsDay in June 2013.

Underpinned by best practice urban design principles, key features of the original preliminary concept plan included:-

- **Yield:** A diversity of affordable housing types providing 1800 to 2000 urban dwelling types;
- **Commercial:** A mix of daily-needs retail; retail adaptively re-using heritage items; community infrastructure (e.g. child care) and business incubation providing 8,000m² of commercial floor space.
- **Heritage:** The retention, celebration and adaptive reuse of four (4) heritage items identified in Council's LEP. In addition, the concept established the principle of a view-shed to respect existing views from Dunmore House to the north.
- **Open Space:** Transform a currently private, gated site into a publicly accessible urban precinct with 38% of the site dedicated to new, high quality public domain including streets, plazas,

retained landscape a Central Park. With an area of 0.81 ha, the proposed Central Park is comparable in area to urban parks in award winning urban renewal projects, such as Victoria Park, Green Square.

- **Height & Massing:** A height pyramid across the site where building heights with the principle of taller buildings transitioning to lower buildings around the site's edges. The majority of buildings were low-to-mid rise buildings (i.e. below 9 stories) with a taller signature building element proposed towards the site's centre.

- **SEPP 65:** A SEPP 65 complying concept, as well as a detailed analysis of external impacts on views and solar access which demonstrated little to no adverse impact on adjoining amenity.

Following a review of the concept plan and supporting suite of reports by other consultants, Holroyd City Council recommended that prior to the Planning Proposal being supported by Council the applicant undertake additional work. The proposed work included further heritage analysis, increasing the quantity of open space, reducing the quantity of commercial floor space to 6,000m², and reviewing the proposed height and massing of the proposal.

Whilst a number of these detailed refinements would typically be undertaken post-Gateway and holistically through the DGR requirements and stakeholders and agency engagement process, the applicant instructed RobertsDay to refine the preliminary concept master plan. As part of this process, heritage consultants GML Heritage were engaged to provide a peer review of existing work and input into the process.

Through this design process, we respectfully submit all of Council's requests have been addressed with key features of the refined master plan being:-

- **Yield:** Whilst still providing a diversity of affordable dwelling types, the yield has been reduced to approximately 1,600 dwellings;

- **Commercial:** Whilst still providing a mix of daily-needs retail; retail adaptively re-using heritage items; community infrastructure (e.g. child care) and business incubation providing 6,000m² of commercial floor space.

- **Heritage:** Beyond retaining all identified items, the revised concept also allows for the potential retention of the existing Dance Hall. In addition, the principle of the view-shed from Dunmore House has been significantly strengthened by widening the view-shed and reducing building height within this view.

- **Open Space:** Publicly accessible open space has been significantly increased with the enlargement of the central park to 1.11 ha and the creation of a linear park land adjacent to Dunmore House. The total area of open space is now 3.86 ha for a total of 48% of the site.

- **Height & Massing:** The height and massing of the proposal has been revised in response to the detailed heritage analysis and associated influences. In particular, buildings have been reduced in height around the northern part of the heritage precinct. Further, a preliminary visual analysis has been prepared demonstrating the proposed heights can co-exist with the existing neighbourhood, whilst also creating opportunities for a more urban character in the site's centre.

- **SEPP 65:** The proposal continues to comply with SEPP 65.

Given the significant evolution of the preliminary concept master plan at this stage of the rezoning process, the following introductory sheets provide a record of the original preliminary concept plan compared against the revised preliminary concept plan. Following, is the updated Urban Design Report reflecting the revised preliminary concept plan.

Concept - Evolution



ORIGINAL PRELIMINARY CONCEPT MASTER PLAN



REVISED PRELIMINARY CONCEPT MASTER PLAN

Concept Evolution

Following feedback from Holroyd City Council and additional analysis, the concept master plan has reduced yield and building height whilst increasing new parks and the number of retained heritage items.

Key revisions include:-

Yield: 12% reduction in total number of dwellings by reducing building height

Commercial: 25% reduction in retail floor space

Open Space: 10% increase in additional public parks;

Heritage: Retention of additional historic building – Dance Hall (subject to feasibility)

Building Height - Evolution

Preliminary Concept Master Plan

- A height pyramid across the site where building heights with the principle of taller buildings transitioning to lower buildings around the site's edges. The majority of buildings were low-to-mid rise buildings (i.e. below 9 stories) with a taller signature building element proposed towards the site's centre.

Revised Concept Master Plan

- The height and massing of the proposal has been revised in response to the detailed heritage analysis and associated influences. In particular, buildings have been reduced in height around the northern part of the heritage precinct. Further, a preliminary visual analysis has been prepared demonstrating the proposed heights can co-exist with the existing neighbourhood, without creating undue visual impact, overshadowing or overlooking, whilst also creating opportunities for a more urban character in the site's centre.



ORIGINAL CONCEPT - HEIGHT PLAN



REVISED CONCEPT - HEIGHT PLAN

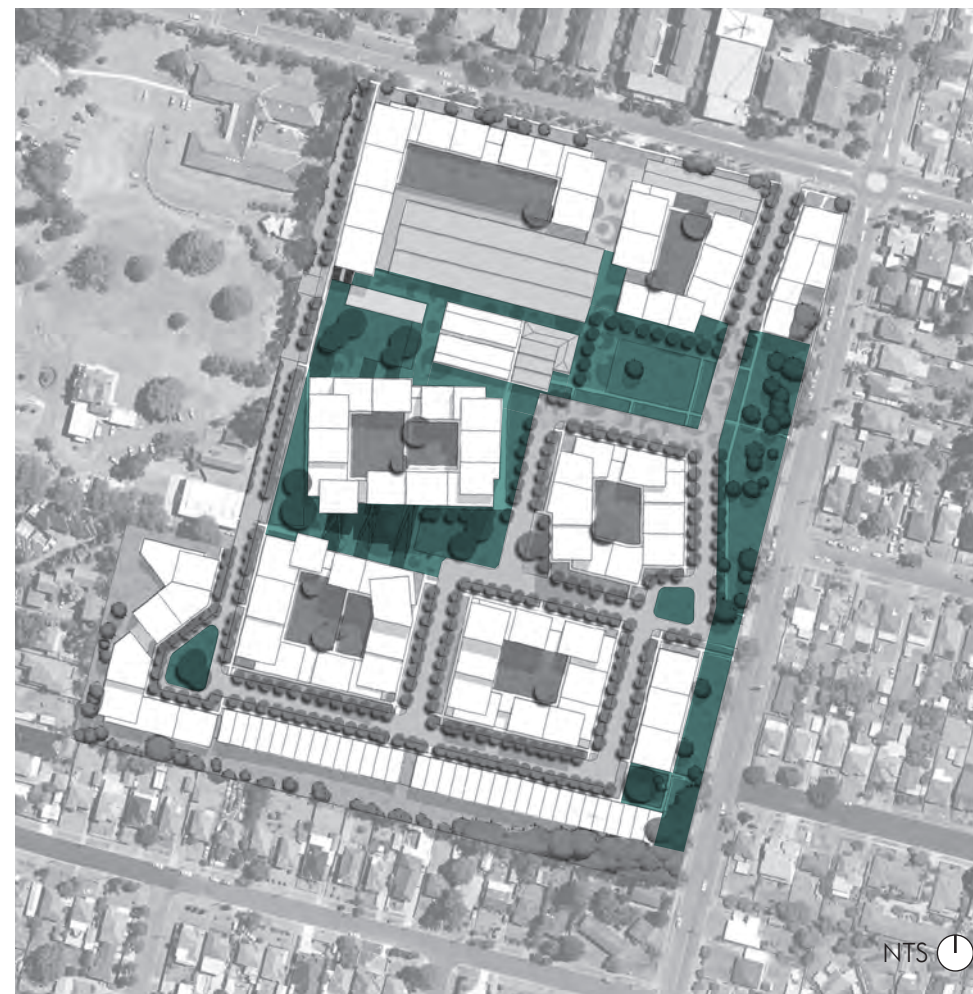
Open Space - Evolution

Preliminary Concept Master Plan

- Transform a currently private, gated site into a publicly accessible urban precinct with 38% of the site dedicated to new, high quality public domain including streets, plazas, retained landscape a Central Park. With an area of 0.81 ha, the proposed Central Park is comparable in area to urban parks in award winning urban renewal projects, such as Victoria Park, Green Square.

Revised Concept Master Plan

- Publicly accessible open space has been significantly increased by 27%, with the enlargement of the central park to 1.11 ha and the creation of a linear park land adjacent to Dunmore House. The total area of open space is now 3.86 ha for a total of 48% of the site.



ORIGINAL CONCEPT - OPEN SPACE



REVISED CONCEPT - OPEN SPACE

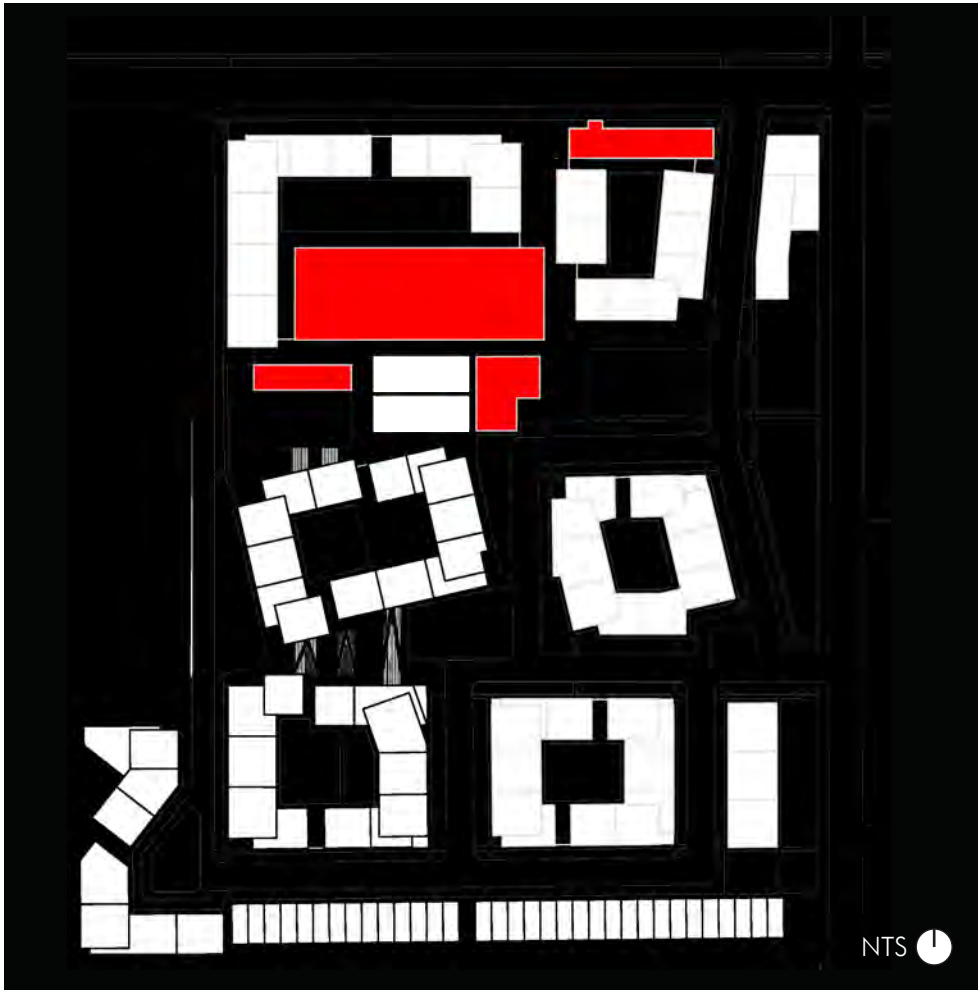
Heritage - Evolution

Preliminary Concept Master Plan

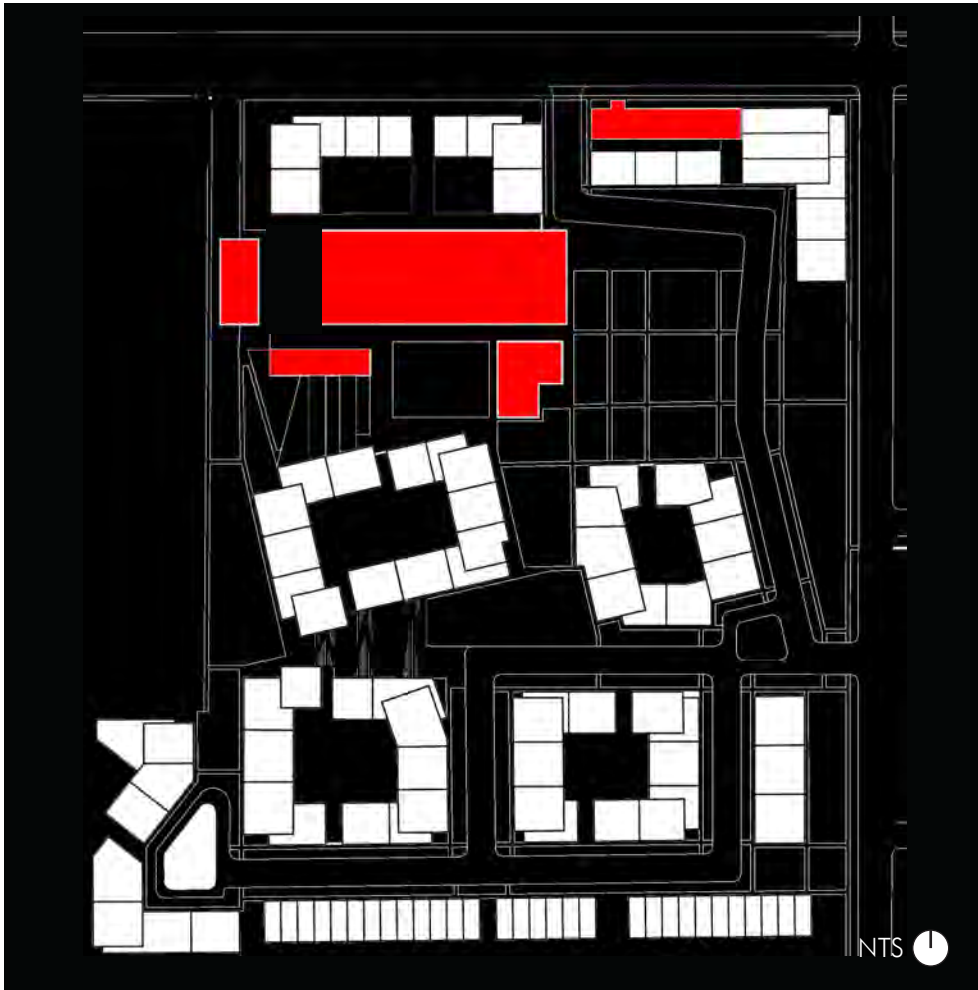
- The retention, celebration and adaptive reuse of four (4) heritage items identified in Council’s LEP. In addition, the concept established the principle of a view-shed to respect existing views from Dunmore House to the north

Revised Concept Master Plan

- Beyond retaining all identified items, the revised concept also allows for the potential retention of the existing Dance Hall. In addition, the principle of the view-shed from Dunmore House has been significantly strengthened by widening the view-shed and reducing building height within this view to all buildings in the northern part of the site.



ORIGINAL CONCEPT - HERITAGE



REVISED CONCEPT - HERITAGE

Heritage: Dunmore House - Evolution

Preliminary Concept Master Plan

- Respect and celebrate the view corridor from Dunmore House towards Sydney City by creating a view corridor connecting the visual journey from Dunmore House through the proposed sequence of public spaces connecting the upper and lower levels of the project. Within this view-shed buildings typically ranged in height from three to five stories

Revised Concept Master Plan

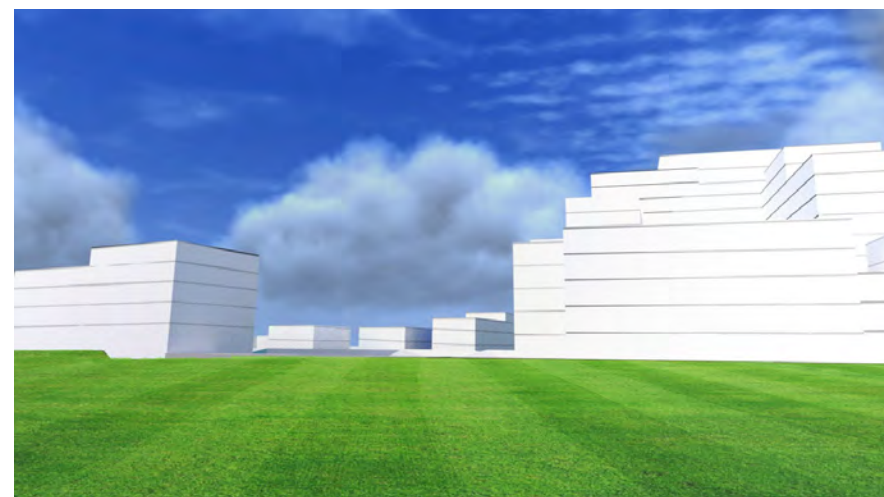
- Based on further analysis by GML, the revised concept master plan has significantly widened the view corridor or arc to connect around to Dunmore Street. Further, the height of the majority of buildings within this view corridor has been reduced to three stories.



ORIGINAL CONCEPT - DUNMORE HOUSE VIEW



DUNMORE HOUSE VIEW SHED - WITH TREES



DUNMORE HOUSE VIEW SHED - WITHOUT TREES

REVISED CONCEPT - DUNMORE HOUSE VIEW



DUNMORE HOUSE VIEW SHED - WITH TREES



DUNMORE HOUSE VIEW SHED - WITHOUT TREES

INTRODUCTION

Roberts Day has been commissioned by J.S.T. (NSW) Pty Ltd to prepare an Urban Design Report and Concept Master Plan for the Pacific Brands site at Pendle Hill, commonly referred to as 'the Bonds site'.

The subject site is located at 190-192 Dunmore Street, Pendle Hill and comprises 7.996ha. The property title description is Lot 1, Deposited Plan 735207.

The site has a rich heritage dating back to 1923 when it was established as the first cotton spinning operation in the southern hemisphere, becoming the manufacturing hub for the iconic Bonds underwear and the catalyst for the Pendle Hill railway station. With the shift to off-shore manufacturing and the termination of industrial uses, the site is now being considered for alternative uses that are more complementary to the surrounding residential neighbourhood.

This Urban Design Report provides a broad analysis of the site and establishes the overall vision, principles, concept master plan and indicative metrics to support the Planning Proposal to rezone the site via the Gateway process. Further detailed design will occur through the subsequent phases of the planning process, which may include a Development Control Plan (DCP) and/or a Staged Development Application (DA).





STRATEGIC CONTEXT

Parramatta is Western Sydney’s primary city centre and with significant growth planned it will play an increasingly important role servicing the greater metropolitan area for commercial uses, community and recreational facilities and employment opportunities. Pendle Hill is only 3 train stations from Parramatta, or a 20 minute bike ride, and is considered an ‘inner suburb’ of Parramatta. The location also offers convenient access to the Great Western Highway and M4 motorway.

Within the Holroyd LGA an additional 30,000 residents are forecast by 2031, representing a 30% increase (source: Living Holroyd Community Strategic Plan). The make up of the population is characterised by a high proportion of migrants: 43% of the population were born overseas and 51% speak other languages than English at home. The median personal and household income is nearly 20% lower than the Sydney median, while rents are only marginally lower, suggesting greater susceptibility to housing stress (source: ABS 2011 Census data).

Proximity to Parramatta and existing transport infrastructure

+

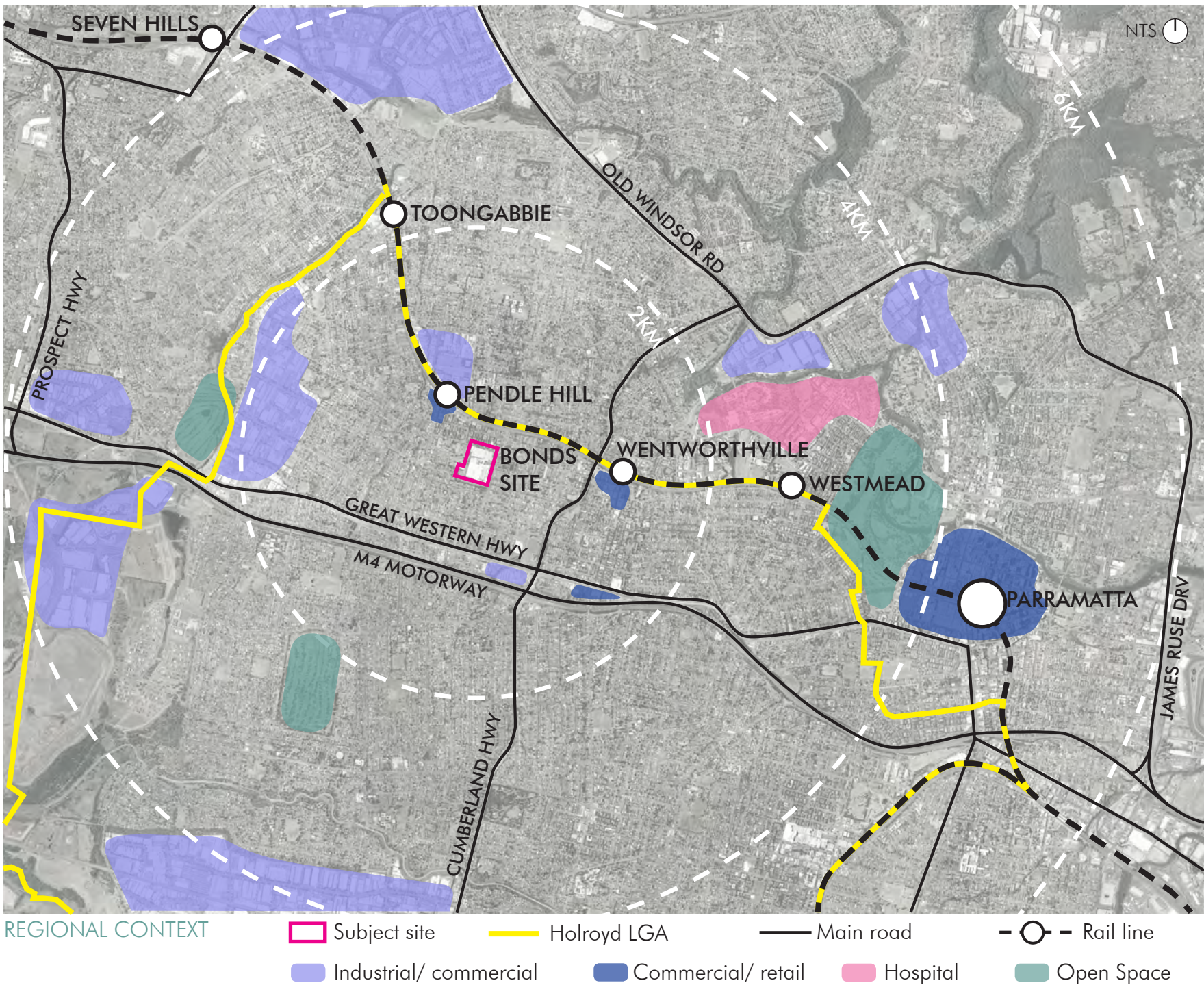
High growth forecasts

+

Need for more affordable housing

=

Strategically appropriate location for higher density residential development.



At a local scale the Bonds site is located approximately 7 minutes walking distance from Pendle Hill train station (and 15 minutes from Wentworthville station). The station serves the locality well with 25% of Pendle Hill residents taking the train to work, compared to 15% for Holroyd LGA and 11% for Sydney.

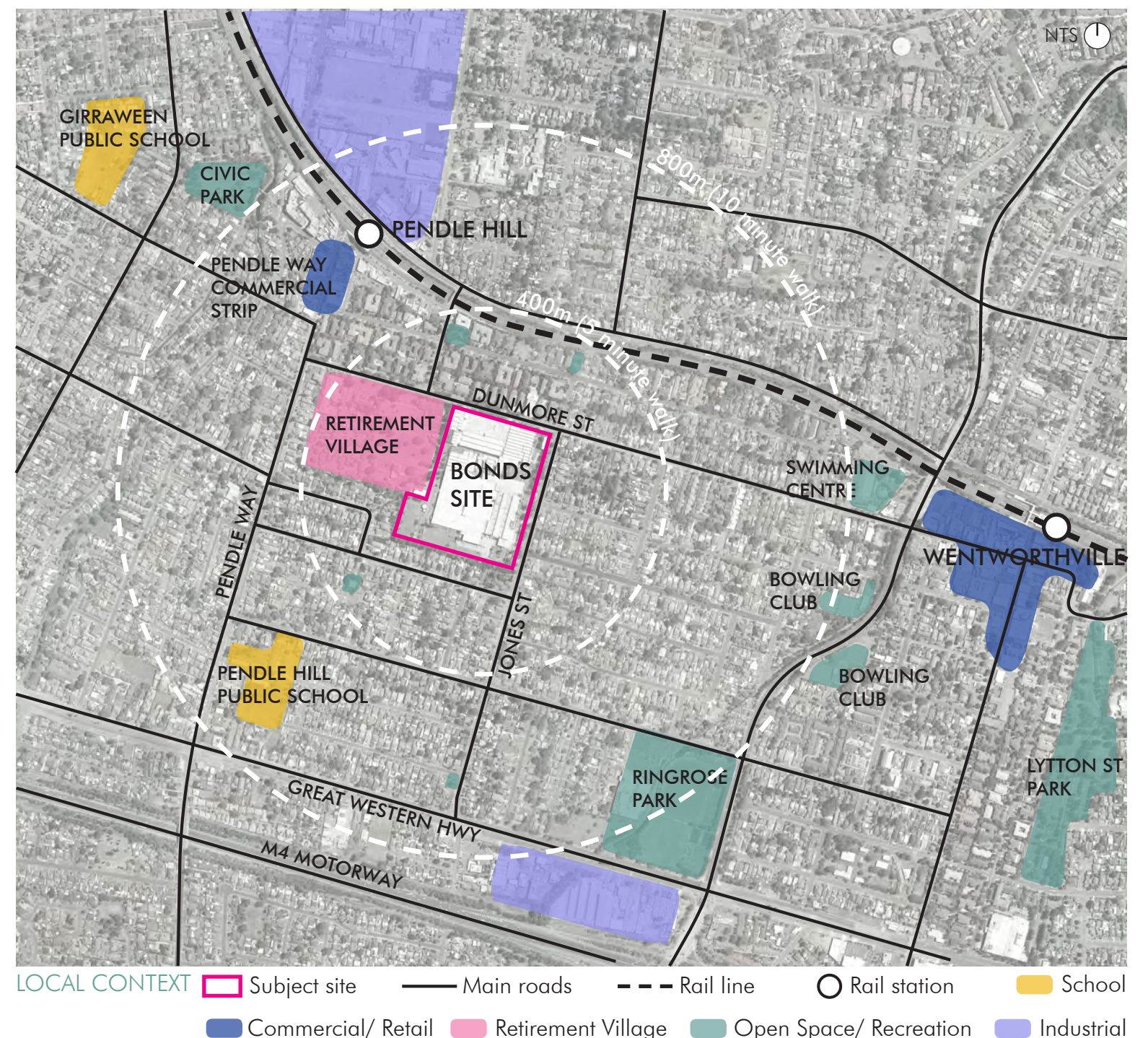
Adjoining the station and within a 5 minute walk of the site is the Pendle Way commercial strip which comprises typical main street uses including supermarket, medical centre, restaurants and takeaway food outlets newsagency, hairdressers and the like.

Pendle Hill and Girraween Public Schools are a 10-12 minute walk from the site (800m and 1km respectively) and four high schools within a 10 minute bike ride of the site (2.4km).

There are number of local and district open spaces located within walking distance of the site as discussed further in the Open Space section, as well as two bowling clubs and a swimming centre.

The area is characterised by a mixture of apartments, terraces and separate houses ranging 1 - 4 storeys. The site adjoins a retirement village with significant open space and the heritage listed Dunmore House.

Proximity to the train station, commercial, civic and recreational amenities
+
Surrounding residential fabric
=
Appropriate for change of use to residential, commercial and retail in the next evolution of the site's development.



LIVEABILITY

Living Holroyd Community Strategic Plan

We believe that ultimately the measure of success of a settlement is its liveability. From design through to delivery we consider how all aspects of liveability will be addressed and Holroyd Council's Living Holroyd Community Strategic Plan provides a wholistic framework to use as the basis. This development proposal addresses many of the strategies for each of the five pillars of the framework:

1. Active Holroyd

A place that is inclusive, healthy and safe.

- Provides new parks and facilities to meet lifestyle priorities and specific user group needs including larger areas for active recreation, smaller local parks for passive use and urban pedestrian spaces ideally compatible with commercial, retail and civic uses;
- Integrates safety-by-design by orientating apartments to look onto parks and pedestrian passages;
- Celebrates diversity in culture, backgrounds and age by offering a diversity of living arrangements and price points as well as civic buildings for cultural activities.

2. Growing Holroyd

A place that is focused on effective urban planning and economic development.

- Enhances the atmosphere of local centres and business areas by increasing the population within the walkable catchment of existing local businesses;
- Enhances accessibility to all public spaces by replacing a large inaccessible industrial site with a new neighbourhood with high quality publicly accessible spaces;
- Maintains City heritage and culture through the adaptive re-use of heritage listed buildings as focal points in the new neighbourhood;
- Encourages the growth and sustainability of existing and new business by increasing the population within the walkable catchment of existing businesses and creating additional commercial floorspace for new businesses to establish;

- Encourages development of affordable housing stock close to services, amenities and transport hubs by offering a range of apartment sizes not currently available in the area.

3. Balanced Holroyd

A place that values its environment, open space and sustainable development.

- Preserves and enhances the natural assets of the city through the retention of existing trees;
- Provides access to open spaces and maintains the biodiversity of the city through the creation of new publicly accessible open spaces in the neighbourhood;
- Will embed environmentally sustainable design and development requirements in subsequent planning controls relating to the built environment;
- Enhances the atmosphere and appearance of local centres and neighbourhoods with new buildings and parks and refurbished heritage buildings;
- Ensures new development enhances key streetscape infrastructure by incorporating active street-level interfaces.

4. Connected Holroyd

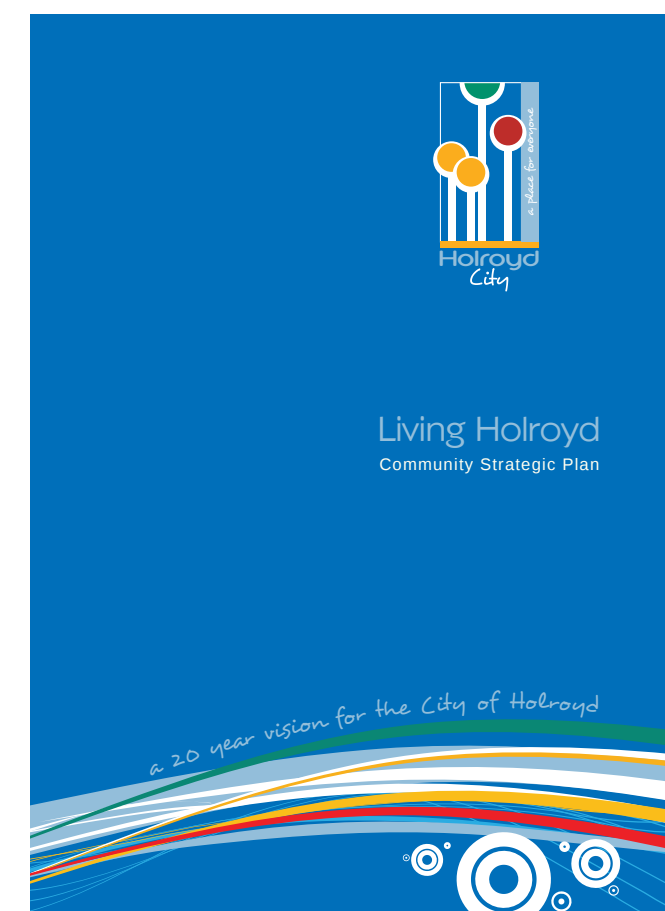
A place that is open and accessible for all.

- Delivers an integrated approach to road and pedestrian safety through the use of shared spaces;
- Ensures road planning is responsive to urban design and controls through the use of integrated built form and street design standards in the subsequent planning controls;
- Supports sustainable transport options by increasing the population located within walking distance of commercial areas and the train station.

5. Dynamic Holroyd

A place that is engaged and innovative.

- Invites community involvement in decision making through a coordinated engagement structure, including formal exhibition and potentially additional community open days;



Indicators

Complementing Holroyd Council's framework, Roberts Day uses 8 key indicators as a guide for liveability which stemmed from research of global indicators such as the Mercer Index and EU Audit as well as practical experience on projects. Using these indicators we have identified a number of opportunities which have been integrated into the Bonds site redevelopment proposal:



Place

Retain and celebrate heritage, local character and landscape aspects that are valued by the community.

- Retain items with high heritage value as core features and ensure new buildings complement and integrate.
- Reflect heritage and cultural diversity through landscaping, art, street and park names and neighbourhood branding.
- Retain the existing trees and topography of the site.
- Retain and capitalise on views to the Sydney CBD and Blue Mountains and improve public accessibility to these views.



Community

Create a village atmosphere that fosters social interaction and offers appropriate community facilities.

- Create well defined, interesting, connected and high quality publicly accessible spaces as the focus for life in the village.
- Create a civic heart that becomes part of residents daily routines.
- Provide community facilities appropriate for the specific needs of the culturally diverse local community.
- Apply principles of crime prevention through environmental design.



Health

Promote the positive physical and mental health of the residents.

- Create a walking and cycle friendly community for more active daily lifestyles through density, quality urban design and location of amenities.
- Support active recreation through the provision of parks and facilities within the site and access to playing fields in close proximity to the site.
- Support fresh food consumption and social interaction with the establishment of a community garden.



Housing

Meet the growth forecasts and respond to the diverse social, cultural and affordability needs of the community.

- Provide medium to high density housing close to services, amenities and transport infrastructure to cater for high growth forecasts.
- Provide a range of housing types including townhouses; terraces; 1, 2 and 3 bedroom apartments and live-work studios to cater for diverse community;
- The increased supply and smaller accommodation types will offer affordable, high amenity housing stock



Access

Provide a legible network that promotes public transport, walking and cycling and reduces daily vehicle trips.

- Maximise the number of residents within walking distance of train station with higher density development.
- Maximise convenience and aesthetic quality for pedestrians and cyclists over vehicles with traffic-calmed human-scaled streets, shared spaces, extensive path network, bicycle racks and potential cycle path.
- Minimise parking provision in the commercial and residential areas by setting a maximum rate and no minimum.
- Integrate linkages within site to the surrounding area.



Ecology

Ensure ecological values are conserved, climate change impacts are mitigated and resource use is sustainable.

- Retain existing dense vegetation on perimeter of site.
- Natural stormwater treatment with urban stream and bioswales, harvest roof runoff, re-use grey water.
- Promotion of non-vehicular transport to minimise carbon footprint.
- Re-use of heritage buildings to capitalise embodied energy.
- New buildings Green Star Rated to maximise environmental performance.
- Use existing site levels to minimise cut and fill.



Economy

Ensure that development contributes to thriving local businesses.

- Significant additional rail patronage will increase passing trade to existing businesses on Pendle Way.
- Scale and quality of proposed development will lift the profile of suburb and attract further investment into the area.
- Significant new residential population will support the establishment of new local businesses and increased commercial GFA.



Governance

A transparent process and effective delivery framework that keeps true to the vision and fulfils the sustainability outcomes for the project.

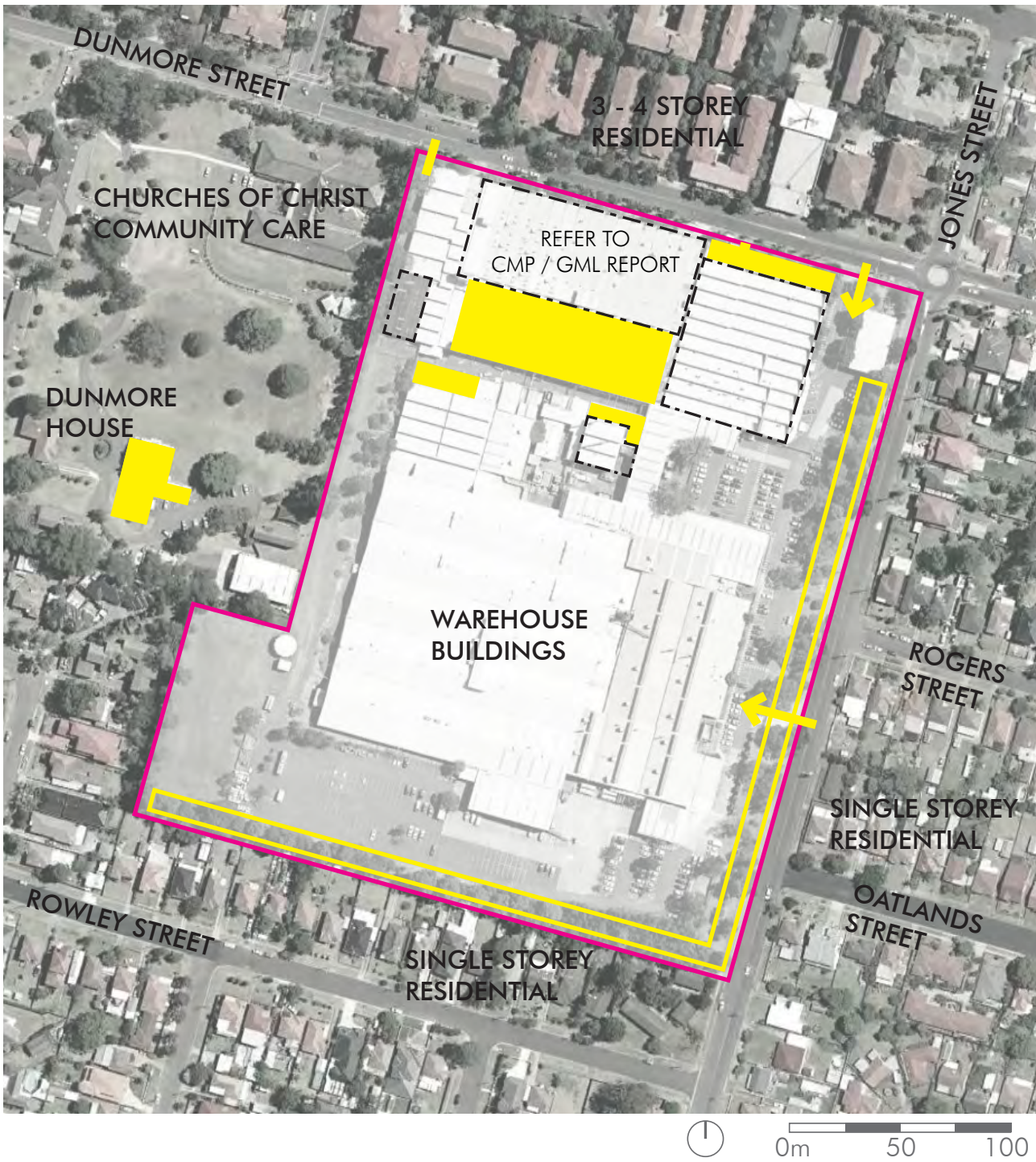
- Establish a vision for the future through the Urban Design Report.
- Establish partnerships with local and state government to work through issues and refine proposal.
- Empower citizens to participate through an open consultation process.
- Prepare an effective delivery framework through the LEP and DCP.

SITE ANALYSIS

The subject site is located at 190-192 Dunmore Street, Pendle Hill and comprises 7.996ha. The site contains a number of warehouse buildings built at various stages over the last 90 years, some of which are heritage listed, and most of which are vacant today. The site also has significant vegetation on the southern and eastern boundaries.

The locality is predominantly a low to medium density residential neighbourhood, therefore the ongoing use of the site for industry is not ideal. The size of the lot also contrasts the block size of the surrounding fabric and creates a barrier in the broader movement network.

- ← Main entries
- Fire access
- Heritage listed items (Holroyd LEP)
- ⋮ Heritage significance
- ▭ Existing landscape





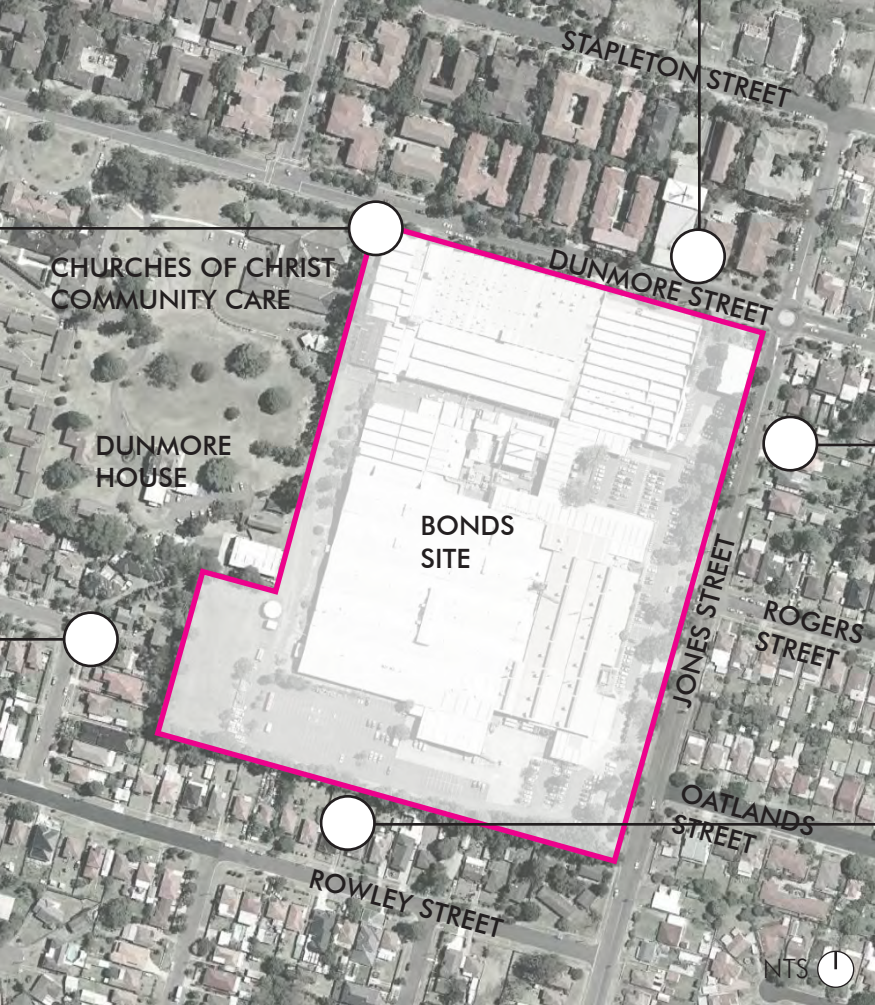
Interface to Surrounding Area

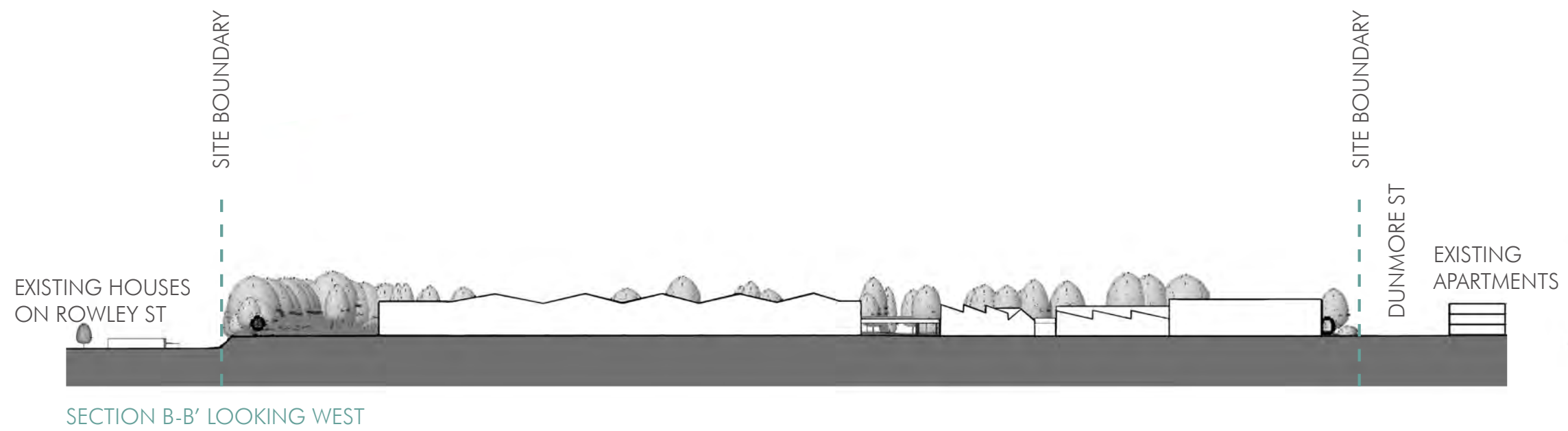
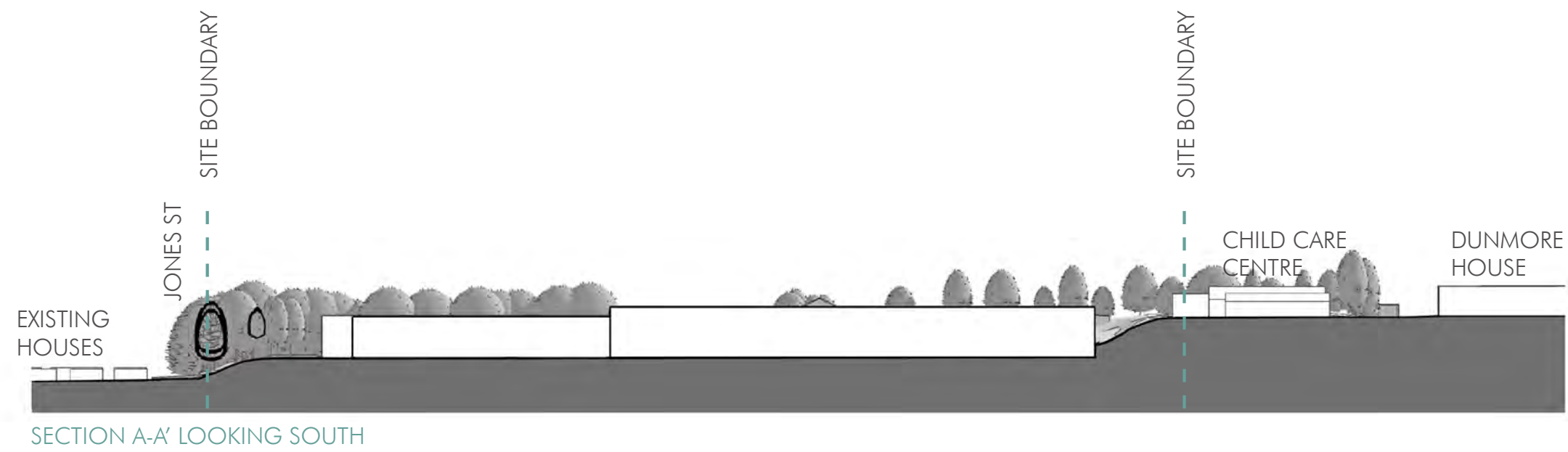
Adjacent to the west of the site is Churches of Christ Retirement Village, which includes the heritage listed Dunmore House. On this edge the site slopes down steeply several metres such that the roofline of the warehouse buildings is close the ground level of the retirement village buildings including Dunmore House.

To the south and east of the site are 1940's era single houses. On these edges the site is elevated several meters above the neighbouring sites as illustrated in the cross sections. Thick

vegetation and mature trees on the sloping embankments screens the warehouse buildings from the houses located on the lower level.

To the north of the site are three to four storey 'walk-up' apartments. Along this edge (Dunmore St) the warehouse buildings are built up to the property line providing a continuous built frontage to the street.





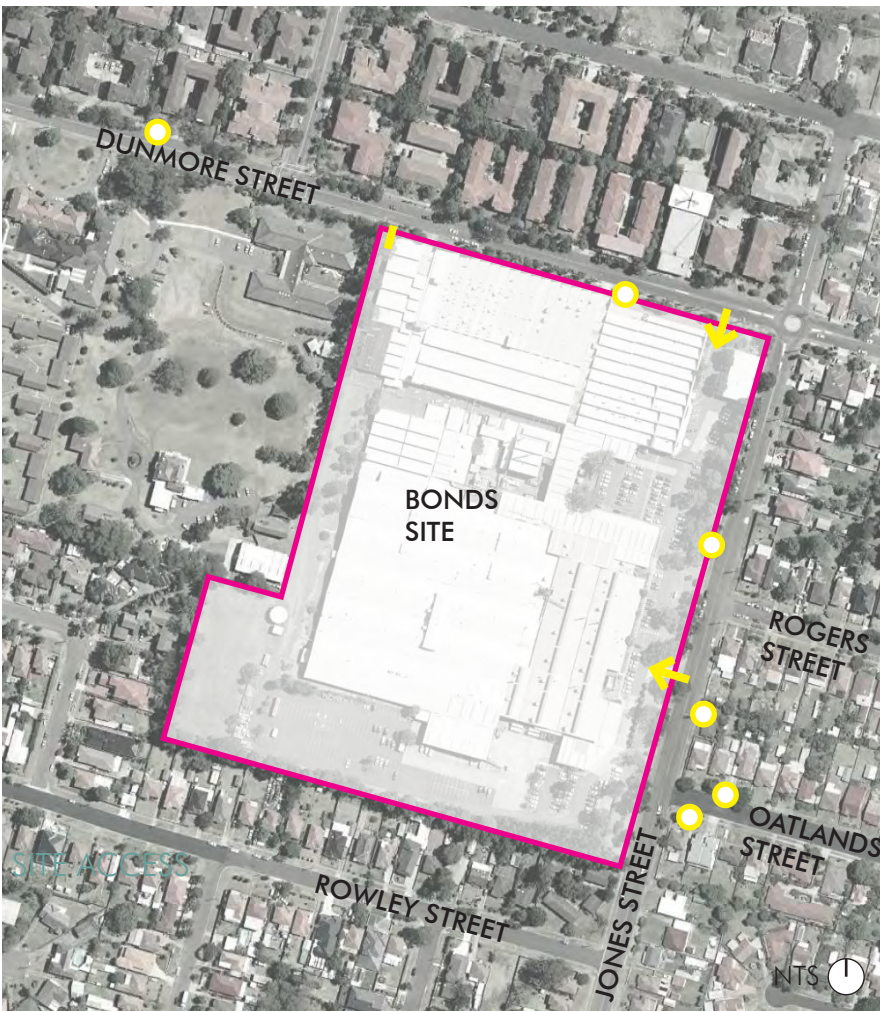
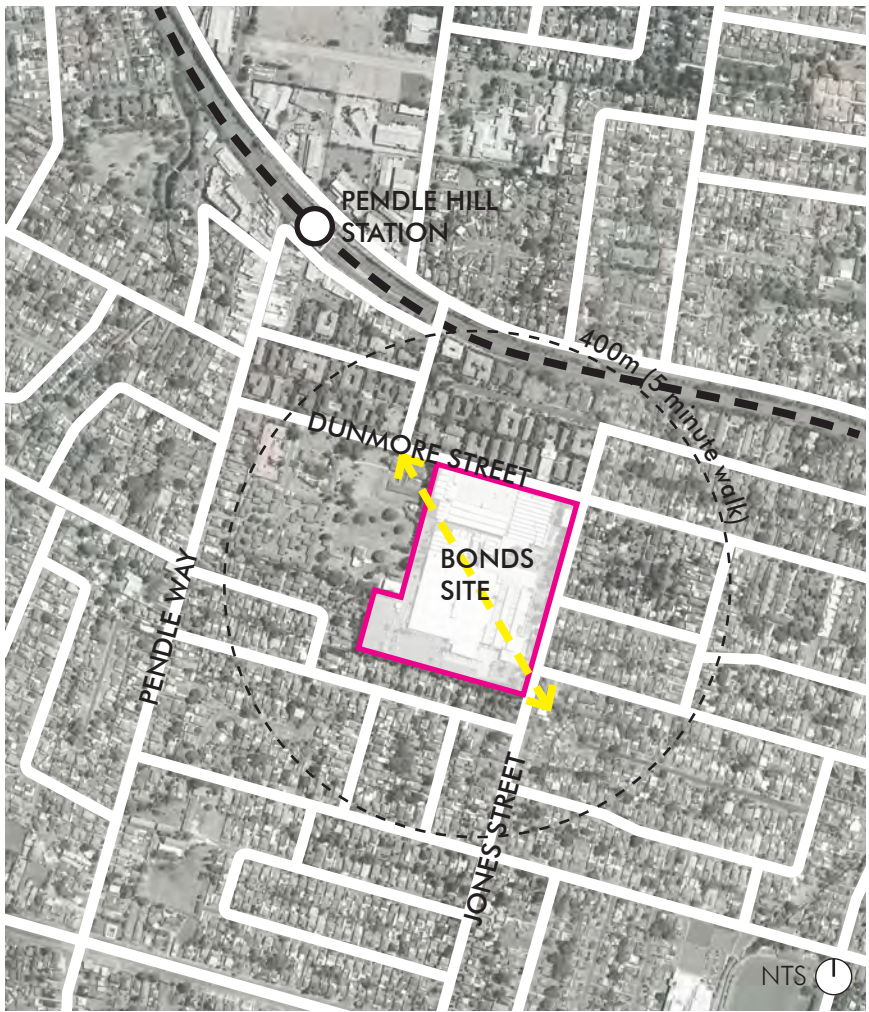
Accessibility

The site is within an 800m walk of the Pendle Hill and Wentworthville Railway Stations which are well serviced by the Western Line (Emu Plains/ Richmond to Chatswood via Parramatta and Central) and the Cumberland Line (Campbelltown to Blacktown via Parramatta).

Hillsbus runs a service past the site (No. 708) with bus stops in front of the site on both Dunmore Street and Jones Street which offers one morning service to Parramatta and one afternoon service from Parramatta.

The site offers convenient vehicular access to regional destinations: Jones Street provides access to Great Western Highway which feeds directly to Parramatta (4.5km from the site), and also the Cumberland Hwy access to the M4 Motorway (1.2km from the site).

The site currently has street frontage to the north and eastern boundaries. Dunmore Street provides the main visitor arrival via a security gate. A second carpark access is located on Jones Street. There are two loading dock access points on Dunmore Street which are no longer in operation, and also a fire access point to the western boundary on Dunmore Street.

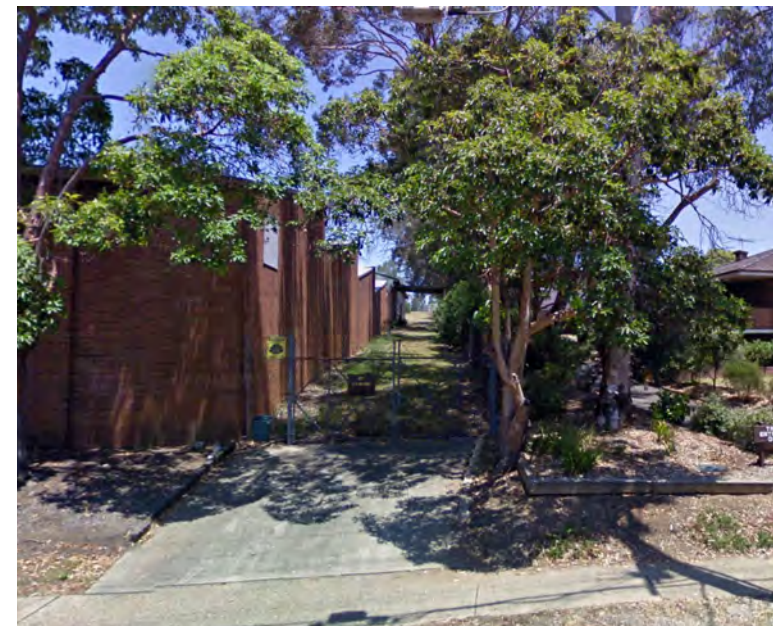




DUNMORE STREET ENTRY



DUNMORE STREET FRONTAGE



DUNMORE STREET FIRE ACCESS



JONES STREET ENTRY



JONES STREET FRONTAGE

Open Space

The Department of Planning and Infrastructure’s Recreation and Open Space Planning Guidelines for Local Government (2010) provides default standards for the provision of public open space as a reference point, which then needs to be calibrated to the specifics needs of the local community. A preliminary overview is provided below, demonstrating compliance with the default standards.

Local parks (0.5ha-2ha) - within 400 metres of most dwellings

There are currently 2 local parks within 400m of the site with children’s play equipment: Stapleton Street Park and Yulunga Reserve. A third local park (Frederick St Park) is located 500m from the site. Boyne Avenue Park is also within close proximity but is more than a 10 minute walk from the site due to the poor permeability of the cul-de-sac street design.

Local Linear and Linkage (up to 1km in length) - distance from dwellings not stated

Lytton Street Park (600m long/ 5.5ha) is located 1.3km from the site and offers walking and cycling paths along the creek, as well as picnic facilities, playground, community garden, tennis courts and 1/3 basketball court.

Local Outdoor Sports (5ha) - within 1km of most dwellings

Ringrose Park (3.9ha) is located 800m from the site and contains 2 full sized fields, 2 netball courts, a children’s playground and cricket practice nets.

The Department’s guidelines note that primary schools may be considered as an alternative to local outdoor sports fields. Two schools are within 1km of the site: Pendle Hill Public School (800m) and Girraween Public School (1km), both with sports fields.

Three additional local outdoor sports fields are located near the site: CV Kelly Park (3.4ha, 1.9km), Pendle Hill Park (2.1ha, 2km), Harold Reid Park (2.1ha, 2km), each of which offers a full sized sports field, children’s playground and amenities.

It is also worth noting the Wentworthville RSL Memorial Bowling Club, Wentworthville Leagues Bowling Club and Wentworthville Memorial Swimming Centre are located within a 10 minute walk (800m) from the site.

District parks (2ha-5ha) - within 2km of most dwellings

Two district parks are within 2km of the site: Civic Park (2.7ha) is located 800m from the site and includes playgrounds, 1/3 basketball court, tennis courts, cricket pitch, grass open space and picnic facilities. Carolyn Street Park (2ha) is 1.8km from the site and offers grass open spaces, shade trees and seating.

District Linear and Linkage (1km-5km in length) - distance from dwellings not specified

No District Linear and Linkages exist within proximity to the site. However the Department’s guidelines note that secondary schools may be considered as an alternative. Four secondary schools are located near the site: Girraween High School (1.5km), Pendle Hill High School (1.6km), St Paul’s Catholic College (2.1km) and Greystanes High School (2.5km), all with sporting ovals.

District Outdoor Sports (5ha-10ha) - within 2km of most dwellings

Two district outdoor sports areas are located just over 2km from the site. Binalong Park (5.6ha) is located 2.3km from the site and offers 3 sporting fields, 2 tennis courts, 3 netball courts, 2 cricket nets and a playground. Darling Street Park (7.6ha) is located 2.3km from the site and offers 3 sports fields with amenities.

Two additional district outdoor sports fields are located near the site: Daniel Street Park (4.1ha, 3km) and Bathurst Street Park (5.5ha, 3km), both containing 2 sports fields, children’s playgrounds and netball courts.

Regional Parks (5+ha) - within 5-10km of most dwellings

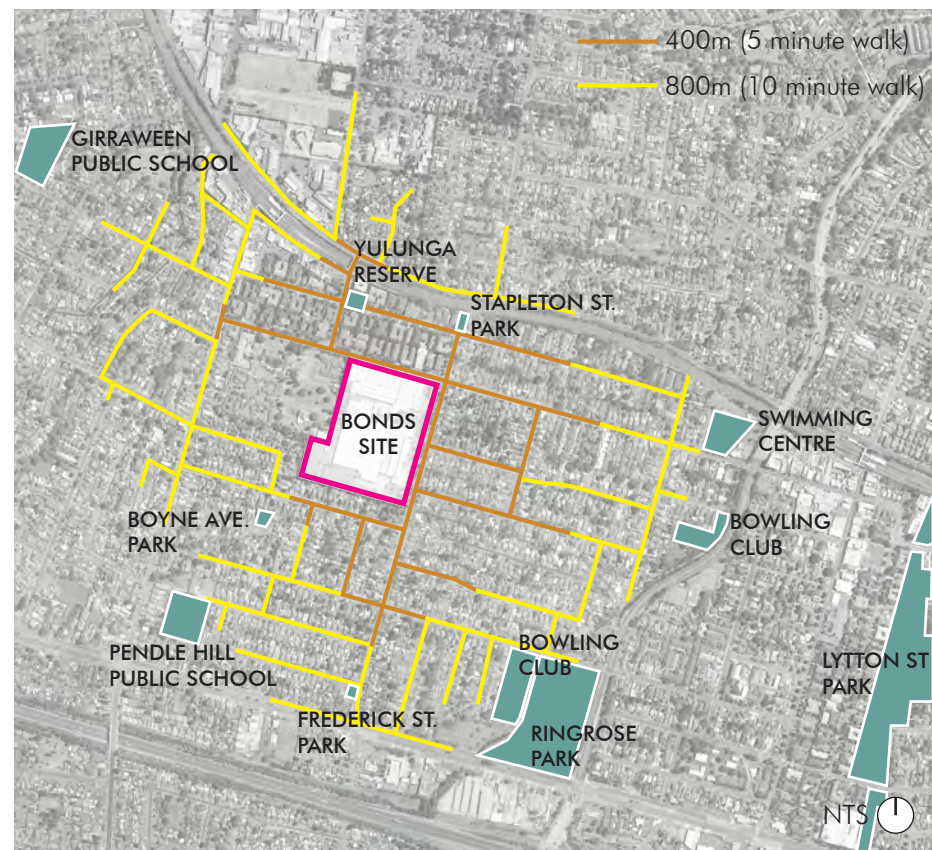
The western edge of Parramatta Park is located 3.2km from the site and offers extensive grass open spaces. Western Sydney Parklands is located approximately 10km from the site.

Regional Linear and Linkage (5+km length) - within 5-10km of most dwellings

Parramatta River is located 3.5km from the site, offering extensive walking and cycling paths along the river.

Regional Outdoor Sports (10+ha) - within 5-10km of most dwellings

The eastern side of Parramatta Park is located 5.6km from the site an offers a stadium, aquatic centre and major sports oval.



LOCAL OPEN SPACE



DISTRICT OPEN SPACE



REGIONAL OPEN SPACE

Landform and Views

The site slopes down from west to east, however has been largely levelled for the construction of large format buildings, resulting in significant cutting into the slope on the western side and steep elevated embankments along the southern and eastern boundaries. The greatest level change occurs in the southern area of the site which ranges from RL 67.4m at the western edge to RL 45.5m at the eastern edge on Jones Street, whereas the northern area fronting Dunmore Street is flat at approximately RL 53m.

The high point in the south western area of the site is part of a prominent knoll on which Dunmore House is located and offers long views to the Parramatta and Sydney CBD skylines over a suburban landscape.

A stormwater detention basin is located near the low point in the south eastern corner of the site, its future will be considered as part of an overall stormwater drainage strategy.



VIEWS AND TOPOGRAPHY



Vegetation

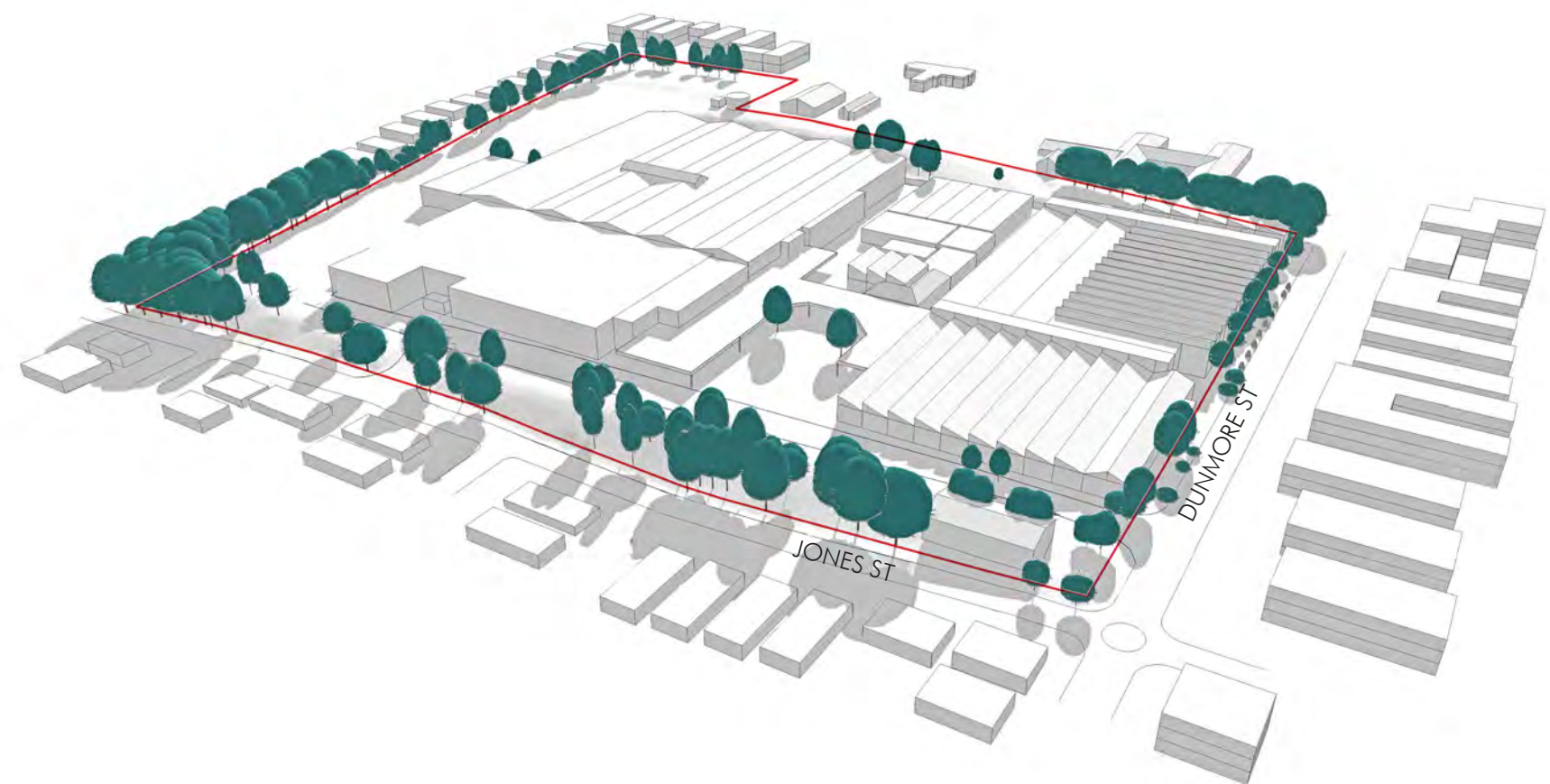
Soft landscape surfaces comprise 24% of the site, mostly concentrated on the eastern and southern boundaries which are steeply sloping. The steep banks are densely planted with mature and semi-mature trees (Casuarina, spotted gum, brush box, lemon scented gum, iron bark and silver wattle) which provide effective screening of the existing buildings from outside the site to the south and east. These appear in good condition and are recommended to be retained.

A mixture of species line Dunmore Street including bottlebrush and palms, which are low hanging and do not provide effective shading to the footpath, contrasting the rows of large ironbark on the opposite side of the street. It is considered larger canopy species would be more appropriate to line this street.

Buildings

The site contains a range of warehouse buildings associated with the Bonds manufacturing operations totalling some 47,000sqm of floorspace and occupying 55% of the site.

The warehouses were built at different stages throughout the last 90 years: the oldest buildings have saw tooth roofs with east and south facing windows whereas the newer buildings on the south of the site are larger with wide span, low pitch roof forms. Most buildings are single storey with high ceilings of 6 – 7m.



EXISTING BUILDINGS AND VEGETATION



EXISTING LANDSCAPE ON JONES ST FRONTAGE LOOKING SOUTH



EXISTING LANDSCAPE ON JONES ST FRONTAGE LOOKING SOUTH



EXISTING LANDSCAPE ON JONES ST FRONTAGE LOOKING NORTH



EXISTING LANDSCAPE ON WESTERN BOUNDARY TO RETIREMENT VILLAGE

Heritage

The site has a rich heritage dating back to 1923 when George Bond established cotton spinning operations to manufacture lisle stockings, complementing the smaller manufacturing operations in Camperdown. In 1924 the Pendle Hill Railway Station was opened, largely driven by the need to service the Bonds employee base. By 1927 Bonds was the largest hosiery manufacturer in the British Empire and employed some 2,600 people. Surviving the depressions from two World Wars, operations on the site were expanded in the 50's and 60's and dyehouse operations and further expansions occurred in the 80's and 90's.

In more recent years Pacific Brands shifted all manufacturing operations off-shore resulting in a significant proportion of the buildings on-site becoming vacant. The site remains the national headquarters for the Bonds and Berlei product range, however the number of employees has reduced from 2000 in the peak of manufacturing to some 80 staff today predominantly involved in design, administration and storage/ distribution roles. As the site moves into its next phase of evolution there are a number of buildings with high heritage value which are proposed to be retained to recognise the site's rich history.

The following information and recommendations are sourced from the Draft Conservation Management Plan prepared by MUSEcape (May 2013).

Heritage listed items:

1. Cutting Room: a functioning example of 1920s factory construction notable for its hardwood framework, it is the only example of its kind in the Municipality. Recommendations:

- Retain the whole or a substantial representative sample of the original former cutting room, conserving original hardwood posts and roof timbers, concrete walls and timber framed windows. Conserve retained section, removing paint

from windows and repairing concrete walls. Where possible remove later steel members from roof structure.

- Adapt sympathetically to new use, displaying timber structure as much as possible.
- Retain the visual qualities of the large open space and avoid physical subdivision and partitioning.

2. Cotton Bale Room: These small structures were designed as fire-proof stores for cotton bales. Recommendations:

- Retain former cotton bale stores in situ.
- Retain and conserve sliding steel doors and counterweights.
- Conserve the best preserved example for interpretation
- Adapt other stores sympathetically for new use e.g. storage of waste bins, maintenance equipment.
- Conserve the original setting for the cotton bale stores, originally set apart from other buildings because of the risk of explosion or fire.

3. Administrative Building: part of the original operations and the brick façade presents an important architectural element to Dunmore Street. Recommendations:

- Retain the whole of the first bay of the building along Dunmore Street including original formal entry, brick walls and tiled roof. Remove recent door and window openings and fabric, and reconstruct original windows according to documentary and physical evidence.
- Retain 'Bonds Industries Limited' signage.
- Reuse original entry to provide access to any new development from Dunmore Street.

4. John Austin Centre (former Storage Building): part of the original operations and an important alternative design to the predominant saw tooth factory buildings in the complex. The building has been adapted to a function/ training space relatively recently and at considerable cost. Recommendations:

- Retain for sympathetic new use.
- Manage the place so as to retain and interpret surviving original fabric.

Non-listed items with heritage significance:

5. The Dance Hall: Constructed as a dance hall for employees and subsequently becoming a canteen, it is considerably dilapidated. Recommendations:

- Interpret former uses as part of an integrated Interpretation Plan for the site.

6. Landscaping: comprising the eastern embankment and two lemon scented gums within the site. Recommendations:

- Retain perimeter landscaping where possible and enhance as visual buffer to any new development on the site.
- Retain lemon-scented gums if possible, manage in accordance with best arboricultural practice, and incorporate into landscaping plan for the site.

Off-site heritage listed items:

7. Dunmore House: Adjacent the west of the subject site, it was built in 1887 and is one of the few remaining examples in Holroyd of the large 'boom style' houses built in the prosperous years of the late 19th century.

8. Bobbin Mill: On the north of the site on Dunmore Street the brick façade has been retained and incorporated into an apartment development.

Both of the above items have been respected in the redevelopment proposal.



1. CUTTING ROOM (1992)



2. COTTON BALE ROOM (2012)



3. ADMINISTRATIVE BUILDING (2012)



4. JOHN AUSTIN CENTRE (FORMER STORAGE BUILDING) (1992)



HERITAGE LISTED ITEM

ITEM OF HERITAGE SIGNIFICANCE

THE VISION

The Bonds Project will offer, on a strategic site in single ownership and easy walk to Pendle Hills Train Station, a sustainable and livable urban neighbourhood providing a mix of housing, retail, culture and leisure opportunities within a walkable, friendly human scaled environment.

After 90 years of being closed to public access to run the iconic Bonds business, the public is invited into the site through a network of new parks and plazas. At the heart of the neighbourhood is a large central park which will become the focus of daily life and is large enough to provide a range of passive and active recreating opportunities. The central park is the front door to the heritage listed Cutting Room and John Austin Centre and provides a broader east-west terraced link from 'Bonds Green', through the market place down to the lower levels of the site.

Adjoining the park is Market Place, a pedestrian-only space weaving through the heritage buildings which are planned to be re-used for a variety of uses including supermarket, specialty retail, childcare, civic uses and new businesses. These businesses will provide locals with local amenities as well as employment opportunities. New low-scale buildings will also be developed on Market Place offering live-work opportunities.

Whilst still accommodating the motor vehicle, the project is orientated towards a healthy lifestyle promoting walking, cycling and public transport. The daily loop connects the new parks, plazas and site features into an interesting, safe and attractive 20 minute walk people can enjoy daily. A public art trail will be integrated with the loop providing delight and informing people of the site's history.

The fabric of fine grain publicly accessible spaces has generated the pattern of new private blocks and buildings. Responding to the adjoining neighbours, new buildings are lower around the site's edges and taller towards the site's centre. The overall composition creates the effect of a small hill that is an extension of the area's natural landform. This profile also maximizes uninterrupted views east and west towards the Sydney Harbor Bridge and the Blue Mountains.

Courtyard apartment buildings and free-standing apartments have been optimised to create human scale streetscapes, economical parking solutions, community courtyards and to comply with the 'rules of thumb' for residential flat design. There will be a variety of apartment types with different price points available for the market.

Following the rezoning and upon completion, the Bonds redevelopment will provide approximately 1,600 dwellings in close proximity to public transport and employment, generate its own local employment opportunities by providing approximately 6,000sqm of retail/ commercial floor space, will celebrate the site's history and create new publicly accessible parks and other public benefits.

The urban structure utilises existing vehicle access and other infrastructure, enhances the existing landscape island effect, exploits the topography for economic and place-making benefits, celebrates heritage buildings and tapers heights to create unique plan clearly linked to the past whilst having a viable future.

CONCEPT MASTER PLAN



Proposed development:

1. New Apartments
2. Terraces

Publicly Accessible Spaces:

4. Grand Stairs
5. Bond Court
6. Entry Green
7. Dunmore Green (building under)
8. Central Park
9. Closes
10. Market Place

Adaptive re-use of heritage buildings:

11. Cutting Room (retail)
12. Cotton Bale Rooms (commercial/ civic)
13. Administration Building (residential)
14. John Austin Centre (civic)
15. The Dance Hall (commercial/ civic)

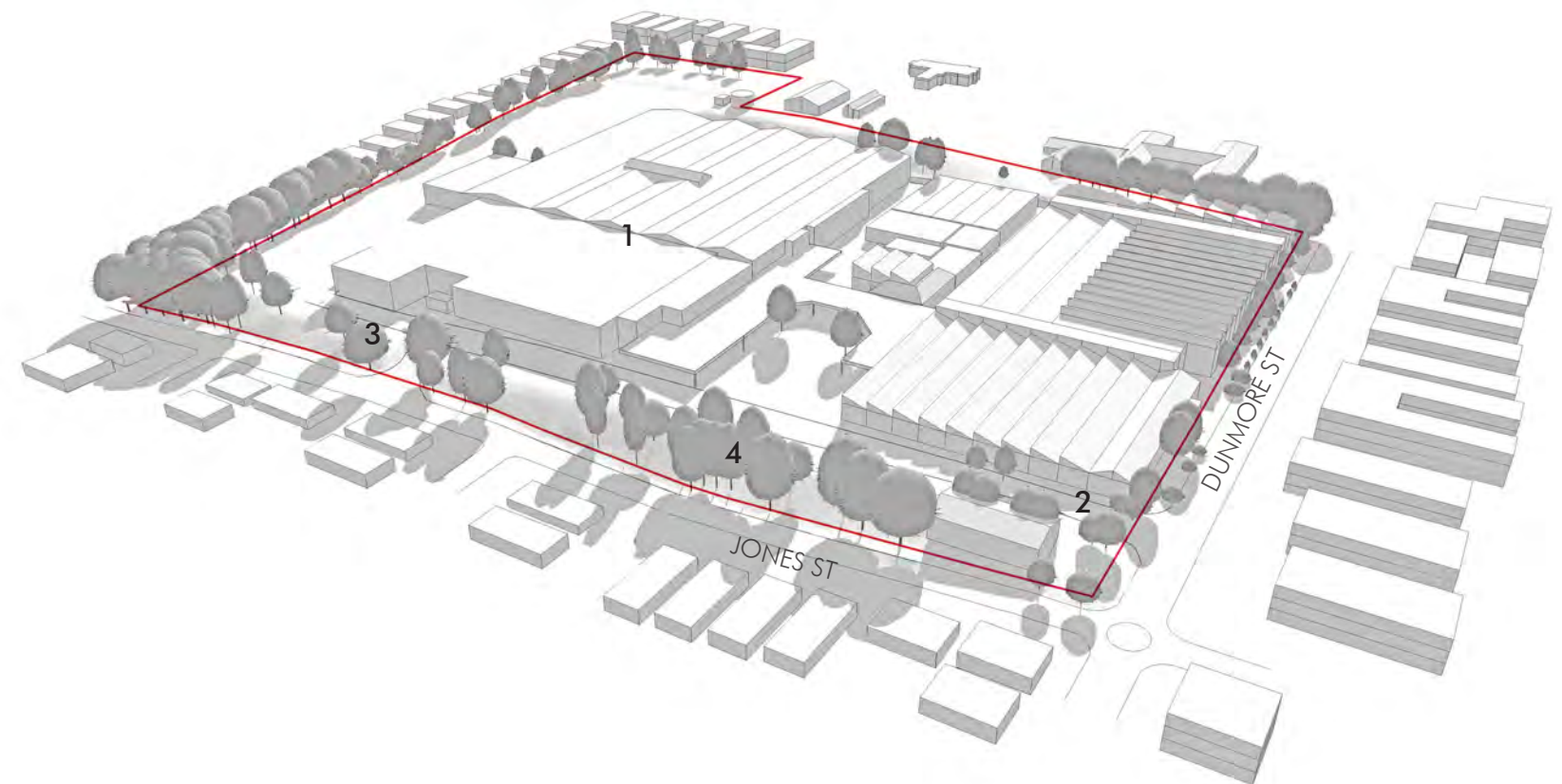


CONCEPT DEVELOPMENT

Existing Site

The Bonds site today is one private super lot, the site provides no public through-access and the industrial use of the site is anomalous to the predominant residential land use in the locality. It is proposed that the site be redeveloped into a residential neighbourhood consistent with the character of the area.

1. Warehouses;
2. Driveway access to Dunmore St;
3. Driveway access to Jones St;
4. Mature trees around the boundary;

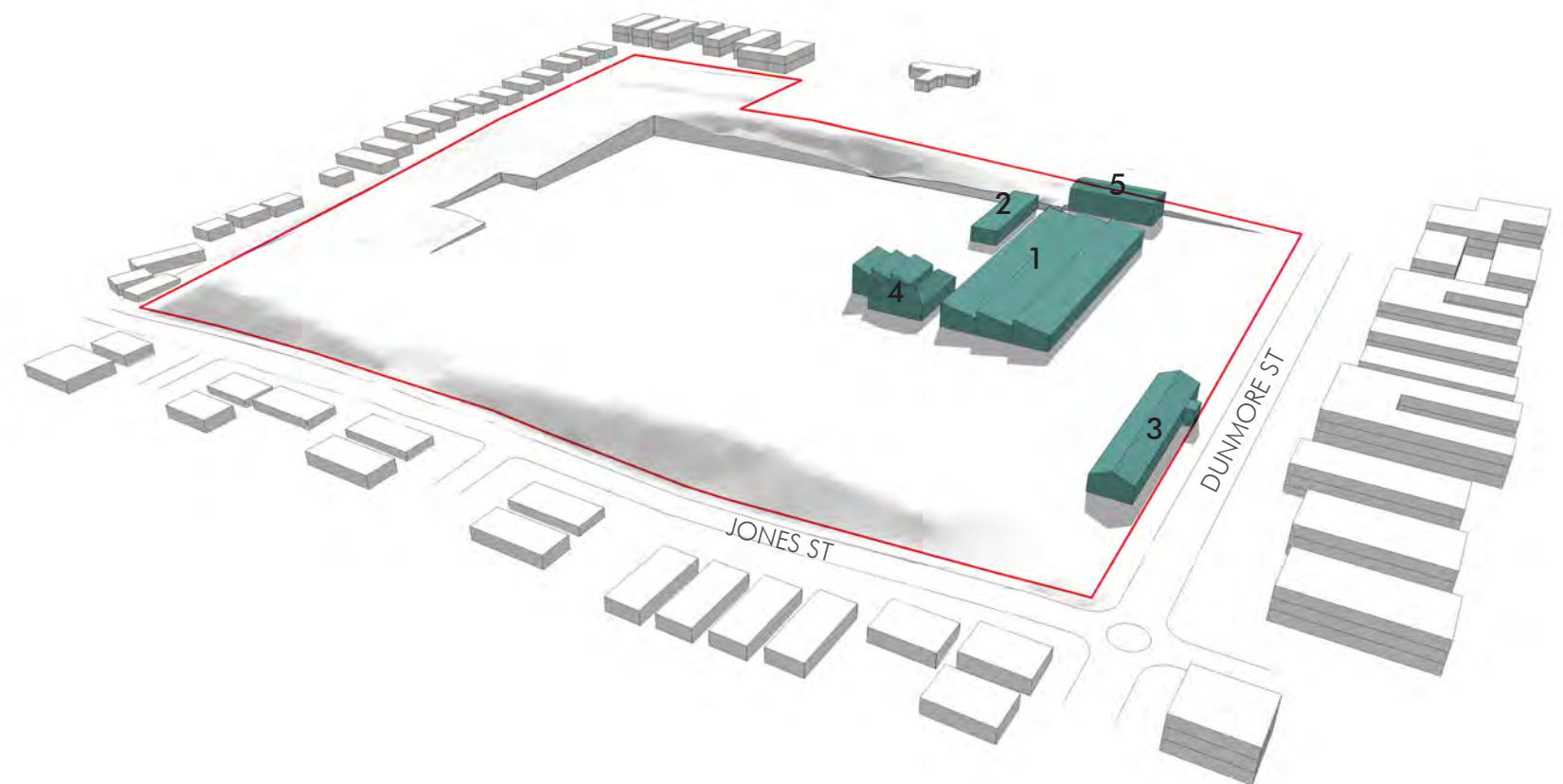


Heritage Retention

All heritage listed buildings as well as additional buildings identified by the proponents heritage consultants as being of significance are proposed to be retained:

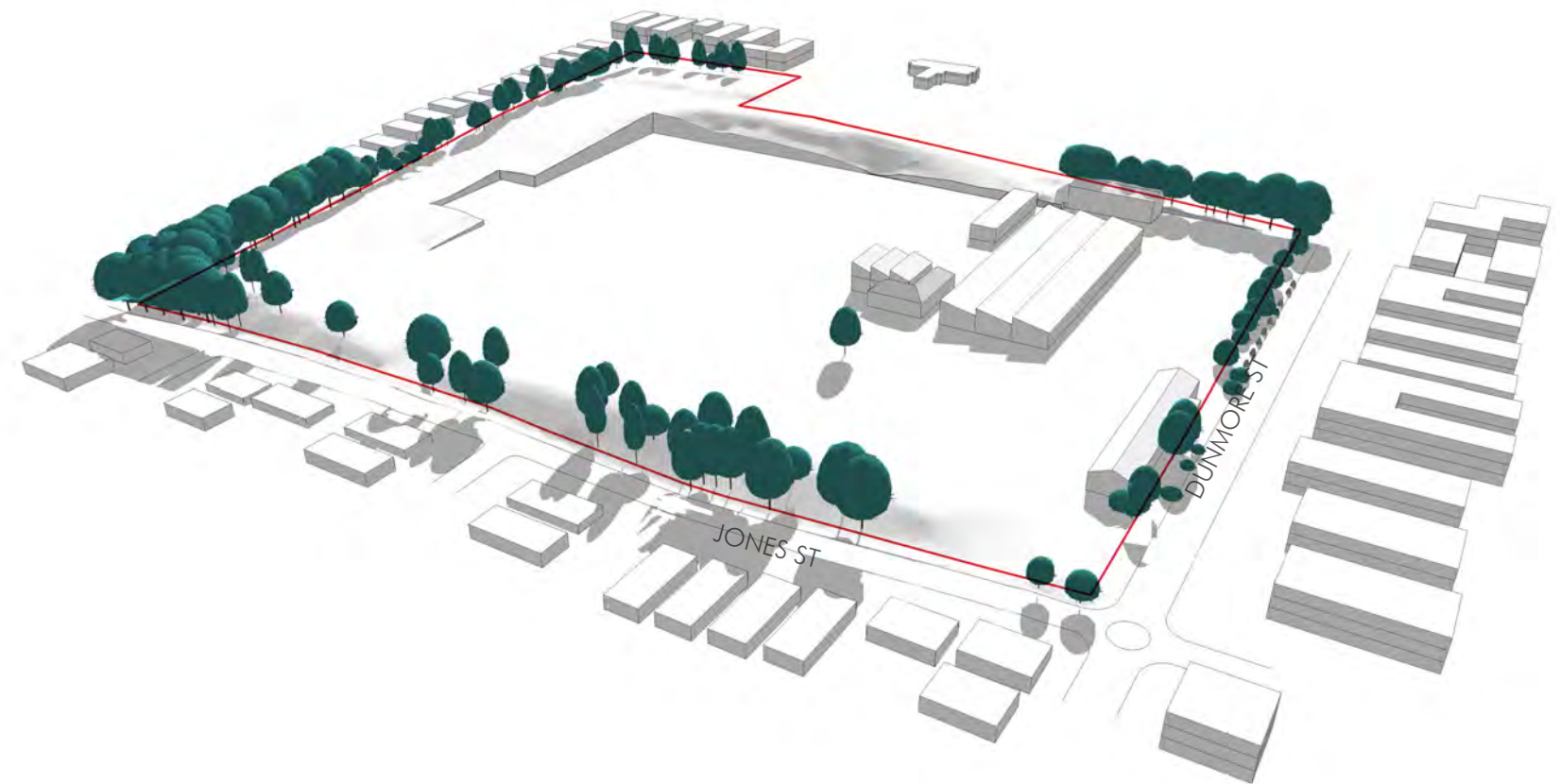
1. Cutting Room;
2. Cotton Bale Room;
3. Administration Building;
4. John Austin Centre (former Storage Building);
5. The Dance Hall;

The majority of the heritage buildings are located around a central parkland to create a new community focus and opportunities for adaptive re-use.



Landscape Retention

The majority of existing trees are proposed to be retained to provide amenity, shade and landscape screening. Additional trees will be planted around the site's perimeter to enhance the landscape island effect. New trees and landscaping along the western boundary will reflect the cultural landscape character of Dunmore House. In addition, the evolved concept master plan has increased the landscape setting of Dunmore House by removing the proposed road, but retaining pedestrian access. Based on our collaboration with GML, this refinement to the master plan enhances the heritage response of the plan.



Open Space

A series of new publicly accessible spaces will be created for the community to meet a range of lifestyles and specific needs including a large Central Park for active recreation, five smaller local parks for passive use and two urban pedestrian spaces ideally compatible with commercial, retail and civic uses.

1. Grand Stairs (3012sqm)
2. Bonds Court (1217sqm)
3. Entry Green (257sqm)
4. Dunmore Green (building under) (2435sqm)
5. Market Place pedestrian lanes (4600sqm)
6. Central Park (11075sqm)
 - 6A (7648sqm)
 - 6B (3427sqm)
7. Closes (440sqm + 1687sqm)

Courtyard spaces are provided within each perimeter block of apartments on the podium level above parking spaces:

8. 1284sqm
9. 562sqm (rooftop)
10. 688sqm
11. 1314sqm
12. 1176sqm
13. 753sqm
14. 674sqm (rooftop)
15. 784sqm (rooftop)

In addition a range of rooftop gardens are proposed to offer more outdoor spaces for residents with views to the CBD and Blue Mountains.

Site area: 7.996ha

- Publicly Accessible Open Space / Places: 24,723sqm (30% of site)
- Private Open Space: 7,235sqm (min 20% of each development block)
- Deep soil planting: 32,675sqm (40% of site)
- Publicly Accessible Streets: 13,887sqm (17% of site)



Accessibility

New roads will use the existing driveway location along Jones Street and a centrally located driveway along Dunmore Street to provide clear circulation and public access through the site. These access points are connected into an efficient and logical street network that will evenly distribute local traffic in a slow speed environment and provide access to parking. Beyond these key access points, additional pedestrian connections are provided to improve the site's permeability and facilitate greater connectivity with the broader neighbourhood and thru-site links to the rail station.

- New roads using two driveway locations to provide access through the site.
- Shared access to commercial/ retail parking and loading areas.
- Pedestrian-only passages will provide high amenity commercial access and civic spaces.



Parking

A combination of basement parking and above ground parking in the internal areas of development blocks will cater for new residents and visitors. Decked parking structures will be sleeved by active building frontages to create attractive and safe streets. Retail parking will be provided in a covered parking structure in close proximity to shops, as well as on-street parking.

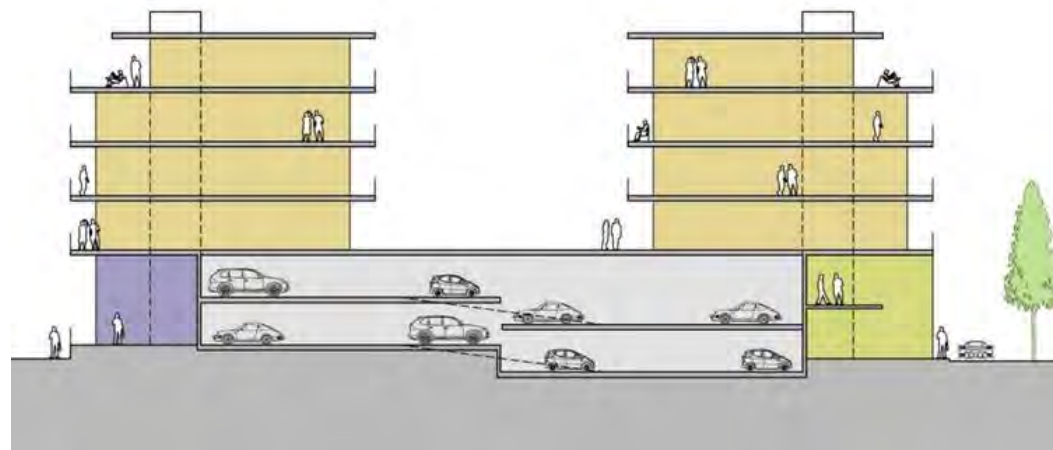
Shared parking and parking discounts will be pursued to recognise the benefits of a mixed-use environment which promotes public transport use and to assist making housing more affordable.

The concept master plan provides the following parking:

Retail parking: 136 car bays (1 bay per 44sqm GFA)
(4,092sqm @ 1 bay per 30sqm)

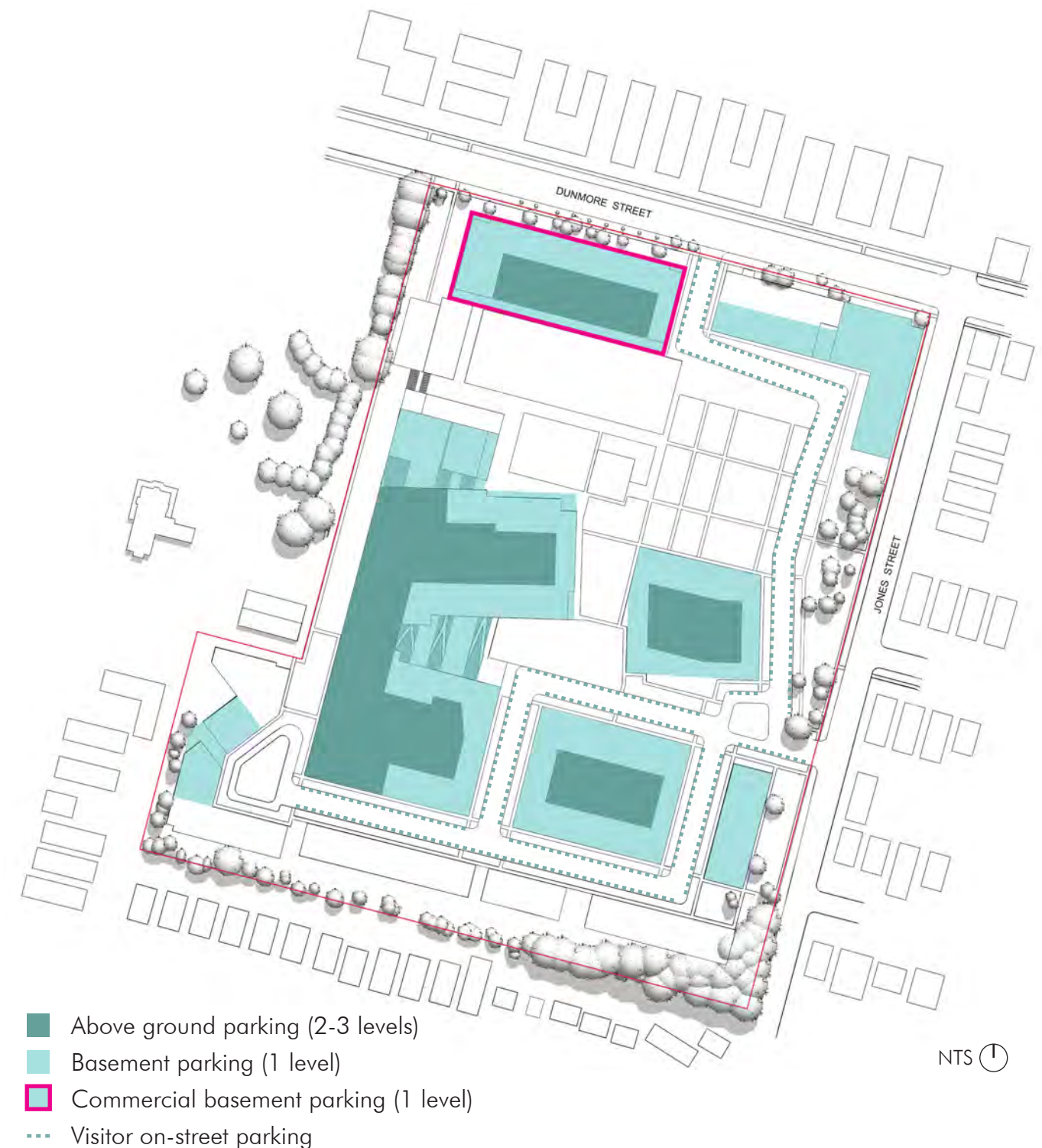
Residential parking: 1,600 car bays (1.00 per dwelling)
(45,232sqm @ 1 bay per 30sqm)

Visitor parking: 336 car bay (1 bay per 5 dwellings)
(includes 220 on-street parking)



EXAMPLE OF DECKED PARKING SLEEVED BY ACTIVE BUILDING FRONTAGES AT STREET LEVEL, AND WITH COMMUNAL COURTYARD FOR APARTMENTS ABOVE.

Source: Residential Flat Code



Building Form

The redevelopment proposal is based on the basic principle of providing smaller scale buildings at the edges to respect the scale of the adjoining buildings, and medium/ tall development in the centre to maximise the population density within walking distance of the train station. Active building frontages will be provided to all streets with parking set behind and under buildings. During detail design, building form and mass will be carefully articulated to create a human scale environment for pedestrians with an enjoyable micro-climate.

Total site area = 7.996ha
 Residential floor space= 141,678sqm
 Commercial/ retail floor space= 5,964sqm

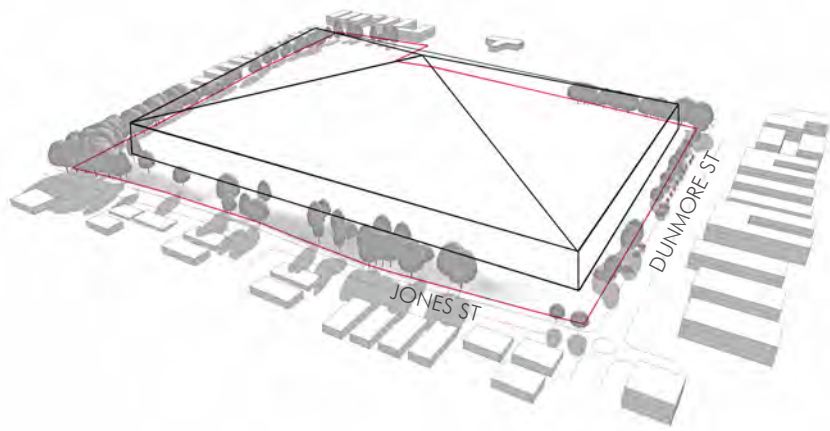
Overall floor space ratio (FSR)= 1.85
 The FSR and heights are varied according to precincts across the site, as per the LEP mapping provided as part of this proposal.

Total dwelling yield = 1,610dw
 (assumes 85% efficiency and 20% 1 bedroom 62.5sqm, 50% 2 bedroom 75sqm, 20% Dual key 80sqm, 10% 3 bedroom 100sqm)

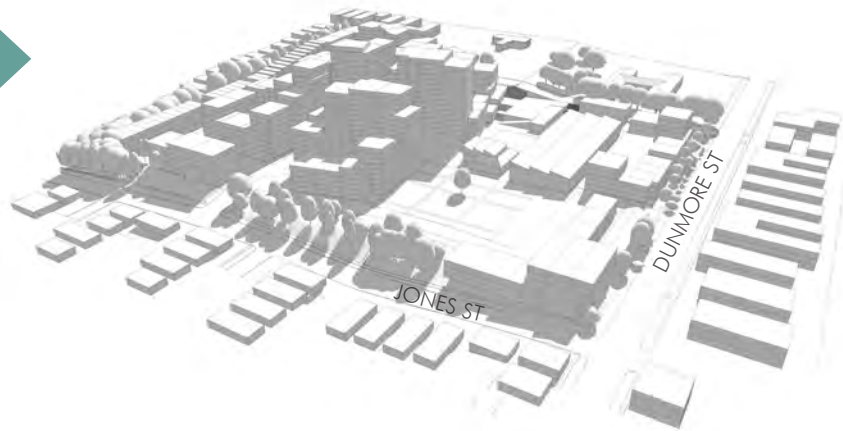
Note: all areas are indicative only and subject to refinement through detailed design

1. Height: 5st/ 17.8m FSR= 1.34
2. Height: 3st/ 11.8m FSR= 1.69
3. Height: 5st/17.8m FSR= 4.05
4. Height: 17st/ 53.8m FSR= 6.71
5. Height: 15st/ 47.8m FSR= 7.19
6. Height: 6st/20.8m FSR= 2.18
7. Height: 14st/44.8m FSR= 5.17
8. Height: 14st/44.8m FSR= 6.12
9. Height: 6st/20.8m FSR= 5.67
10. Height: 4st/14.8m FSR= 1.56

* Figures assume a height of 4m for Ground Floor, 3m for all Upper Floors, and an additional 1.8m for mechanical space.



HEIGHT DISTRIBUTION



CONCEPTUAL MASSING



INDICATIVE HEIGHTS AND FSR

NTS ①

Land Use

The majority of the new development comprises residential apartments and terraces, consistent with the surrounding land use and the objectives for population growth in Holroyd located strategically in proximity of public transport, amenities and services.

Provision has also been made for up to 6000sqm of commercial/ retail floorspace, predominantly through the adaptive re-use of the heritage buildings on the site. These are located in the centre of the project and front onto the central park and pedestrian lanes, providing a heart to the new neighbourhood.



EXAMPLE OF ADAPTIVE RE-USE OF HERITAGE BUILDING INTO SUPERMARKET

Source: Mirvac

VISUAL ANALYSIS

Preliminary Visual Analysis

As part of the further development and refinement of the revised concept master plan, a preliminary visual analysis has been prepared demonstrating the proposed heights can co-exist with the existing neighbourhood, whilst also creating opportunities for a more urban character in the site's centre.





1 DUNMORE STREET LOOKING WEST



2 ROGERS STREET LOOKING WEST



3 OATLANDS STREET LOOKING WEST



4 JONES STREET LOOKING NORTH



5 LEVY STREET LOOKING NORTH



6 DUNMORE HOUSE VIEW LOOKING NE



7 DUNMORE STREET LOOKING EAST

CONCEPT FORM



VIEW LOOKING WEST

- | | | | |
|---------------------------------------|-----------------|---|--|
| 1. Existing Jones St entry | 5. Bonds Court | 9. Retained landscape | 13. Cotton Bale Room (heritage listed) |
| 2. Proposed Dunmore St entry | 6. Grand Stairs | 10. Cutting Room (heritage listed) | 14. Dunmore House (heritage listed) |
| 3. Entry Green | 7. Market Place | 11. John Austin Centre (heritage listed) | 15. Lower buildings at edges |
| 4. Central Park for active recreation | 8. Closes | 12. Administration Building (heritage listed) | 16. Taller buildings at centre |



VIEW LOOKING SOUTH

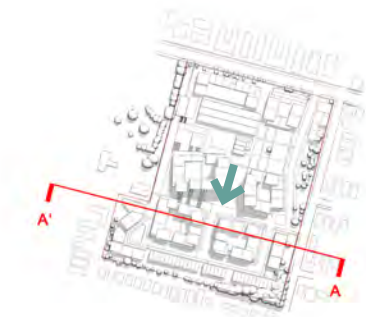
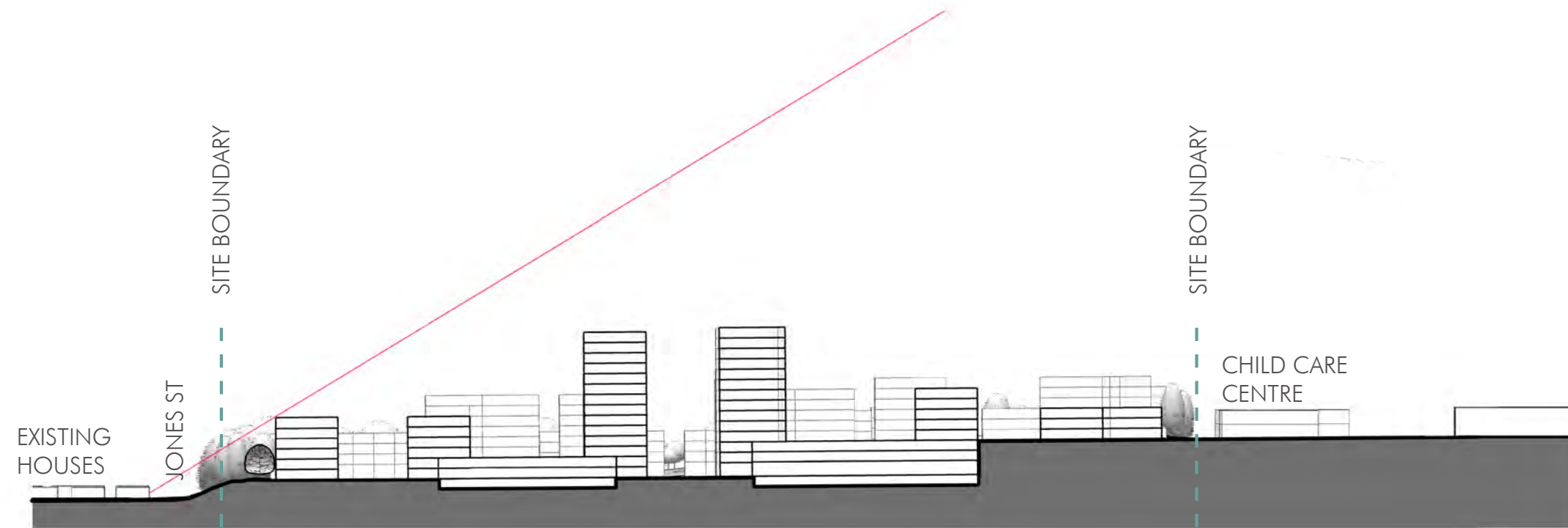
- | | | | |
|-------------------------------|---------------------------------------|---|-------------------------------------|
| 1. Existing Jones St entry | 5. Central Park for active recreation | 9. Cutting Room (heritage listed) | 13. Dunmore House (heritage listed) |
| 2. Existing Dunmore St entry | 6. Dunmore Green | 10. John Austin Centre (heritage listed) | 14. Lower buildings at edges |
| 3. Proposed Dunmore St. entry | 7. Market Place | 11. Administration Building (heritage listed) | 15. Taller buildings at centre |
| 4. Entry Green | 8. Retained landscape | 12. Cotton Bale Room (heritage listed) | 16. Green roofs |



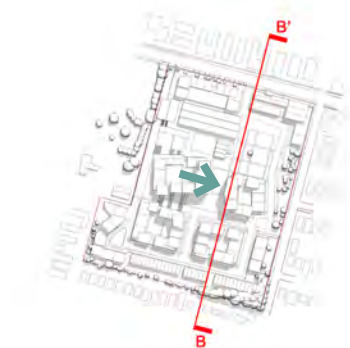
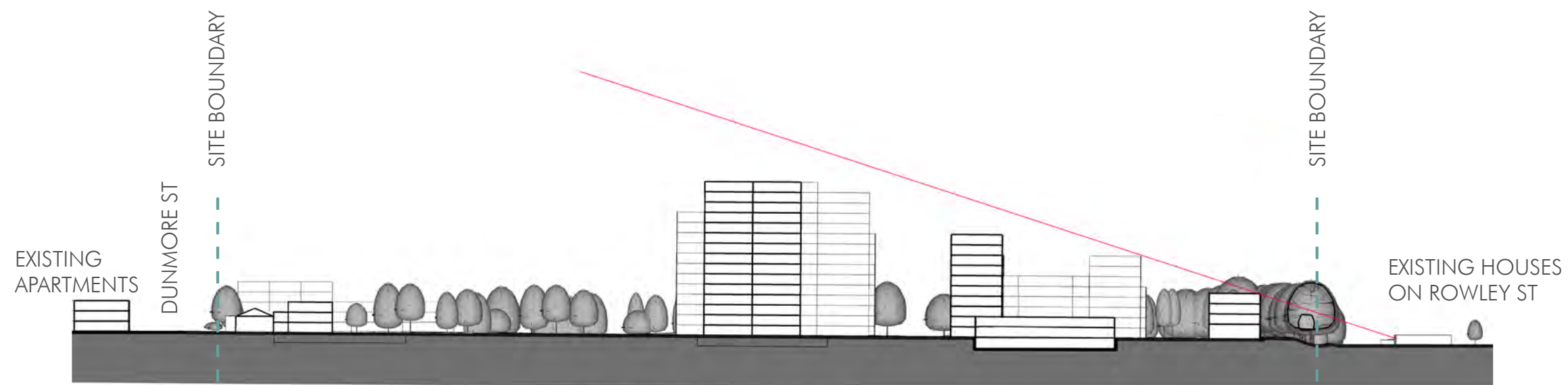
VIEW LOOKING NORTH TO CENTRAL PARK



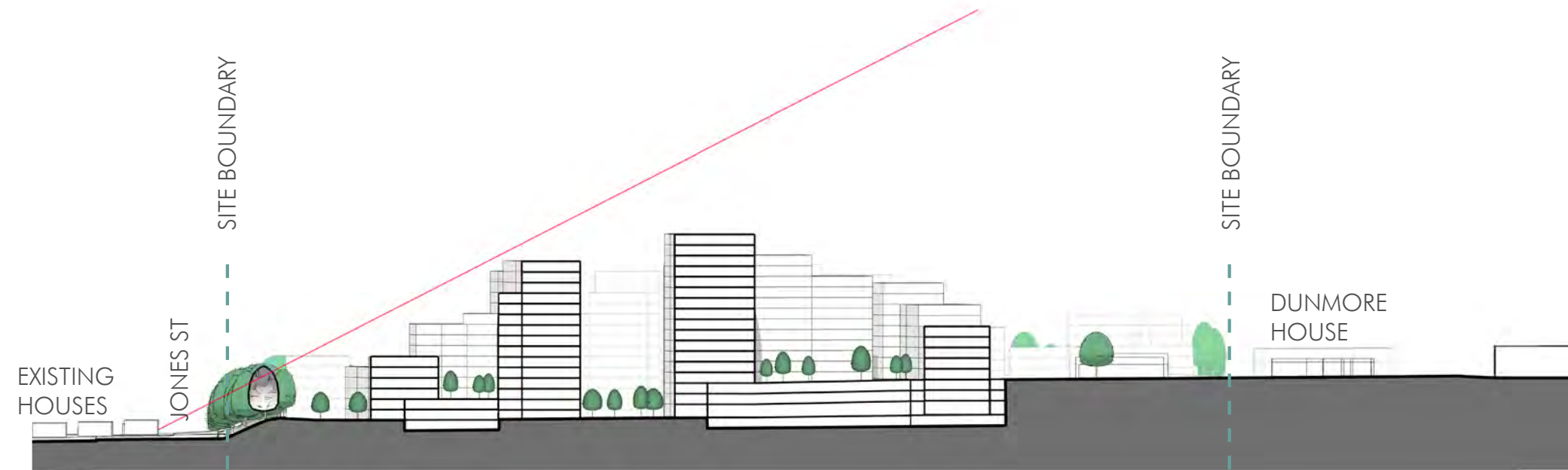
VIEW LOOKING EAST TO HERITAGE PRECINCT & FUTURE COMMERCIAL SPACES



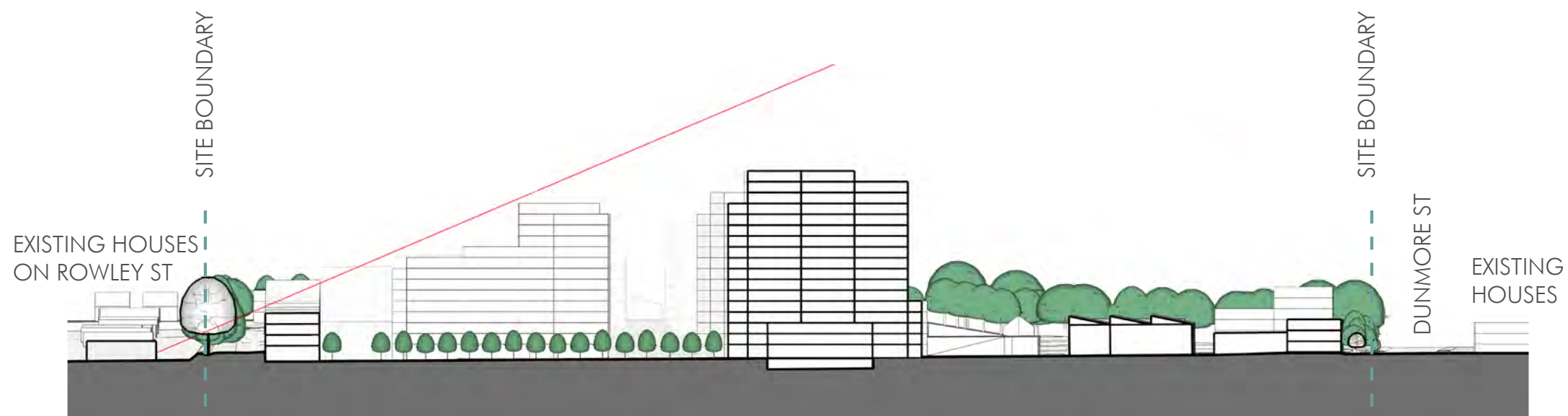
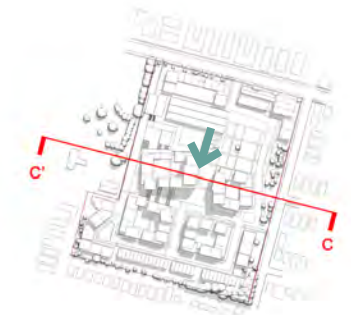
SECTION A-A' LOOKING SOUTH



SECTION B-B' LOOKING EAST



SECTION C-C' LOOKING SOUTH



SECTION D-D' LOOKING WEST





RESIDENTIAL FLAT DESIGN AND SEPP 65

The project team is committed to delivering a diversity of apartment types at a range of price points that achieve the design quality principles as set in Part 2 of the State Environmental Planning Policy No. 65.

SEPP 65 identifies 10 principles that must be addressed at the development application stage of a project and are the basis for the evaluation of the merit of proposed designs of residential flat buildings. In order to demonstrate the potential for the proposed rezoning to satisfy these requirements in due course, a preliminary assessment of the principles has been undertaken. The proposal is consistent with these principles and represents best practice in urban and architectural design.

Principle One: Context

The site is within an easy walk to public transport and significant employment opportunities. A range of open space, community and retail opportunities also exist close to the site. Further, the site is located within an evolving urban context where the housing stock is likely to change over the short to medium term. The proposed urban form is consistent with state and local government policies on the location of denser, urban infill projects within this context. In addition, the proposal provides for additional open space, community and retail opportunities to benefit future residents and the surrounding area.

Principle Two: Scale

The proposal has carefully considered the scale of the surrounding area, as well as the likelihood the proposal itself will be a catalyst for change of some surrounding building stock. In terms of scale, the proposal locates new building mass to respond to the adjoining neighbours, heritage items, site context and topography. An overall height pyramid creates a framework for stepping taller buildings down to lower buildings around the site edges providing an appropriate transition. Taller buildings

are located towards the centre of the site to create a unique, vibrant and attractive urban experience that does not adversely impact on the surrounding area.

Principle Three: Built Form

The proposed built form establishes a coherent, legible and attractive public domain by defining new streets, parks, plazas and other public spaces. In particular, the built form creates a central height plane through the site in response to the site's topography to create a built form that elegantly transitions down towards the site edges. In addition, the built form has been carefully located to optimise views and solar access.

Principle Four: Density

The proposal provides for approximately 2000 dwellings on a large site in close proximity to public transport and other amenities. The proposed density is appropriate for a transit-orientated development (TND) and will assist Council deliver its housing targets.

Principle Five: Resource, Energy and Water Efficiency

The proposal will reuse existing heritage buildings on site, as well recycle other materials during the construction process. In addition, during detail design the proposal will demonstrate a commitment to market responsive environmental features.

Principle Six: Landscape

The proposal retains the majority of existing trees on the site, particularly edge trees that have a screening function. In addition, new street trees and features trees will create a green public domain with a micro climate that encourages walking and urban habitat.

Principle Seven: Amenity

The proposal provides a high level of amenity. New, human scaled streets and public spaces provide opportunities for leisure, relaxing and connecting with people. In particular, a central park provides a focus for the new community and surrounding residents and is large enough for a range of active and passive recreation opportunities. The adaptive re-use of heritage buildings will contribute to a unique experience and help to embed the site's history into its next phase of evolution. Beyond the public domain, the proposed dwellings will have a high level of amenity with solar access and views optimised.

Principle Eight: Safety and Security

The proposal is consistent with Crime Prevention Through Environmental Design (CPTED) and optimises the safety of the public domain. Streets and public spaces are activated by a range of uses and passive surveillance from apartments.

Principle Nine: Social Dimensions

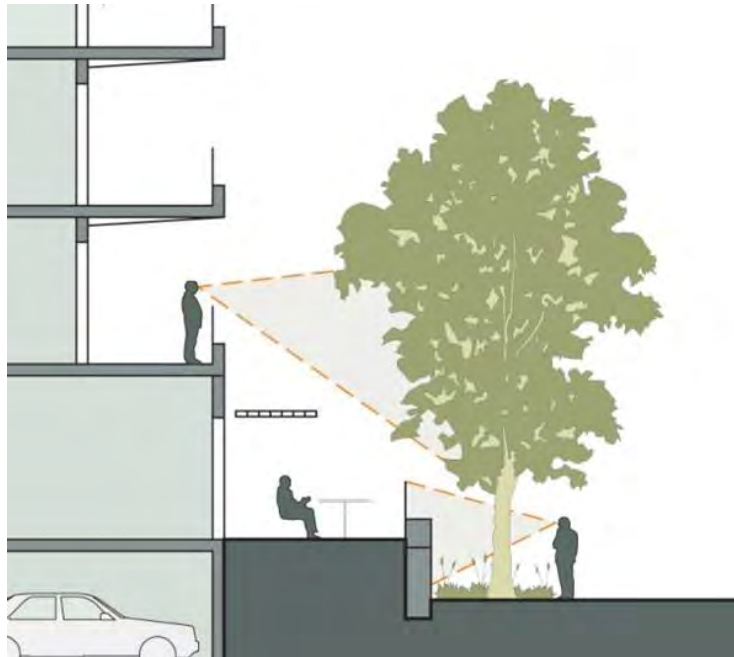
The proposal provides for a wide range of dwelling types that will encourage a diverse community of different ages and income. This diversity is the basis for an inclusive community. In addition, the proposal promotes social contact and connections through a range of public spaces and other facilities, such as a child care centre.

Principle Ten: Aesthetics

The proposal provides the basis for an aesthetic that reflects the history of the site and expectations of future users. A simple, robust palette of materials consistent with Council's guidelines will be prepared at the next stage of the project.

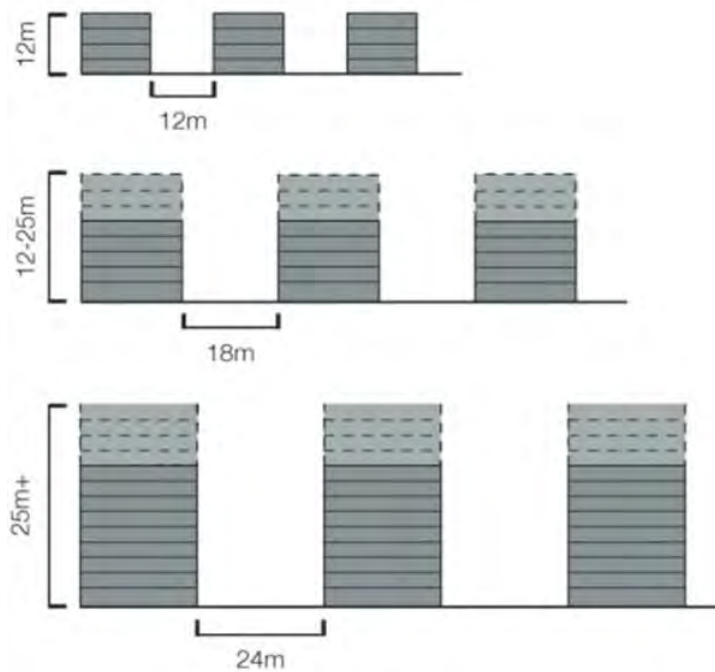
At this early stage of the process a preliminary assessment of the concept master plan has been undertaken against SEPP 65 that demonstrates consistency with the principles of SEPP 65 and compliance with the Residential Flat Design Code 'Rules of Thumb' Assessment. The SEPP 65 performance of the apartments will be optimised during the subsequent more detailed design process following rezoning.

Requirement	Comment	Compliant
BUILDING SETBACKS Maintains existing street setbacks.	Along the Dunmore St frontage the existing buildings have zero setbacks. Approximately half the length of this frontage is being retained (Administration Building), and the section of new street frontage will use the same nil setback. On the Jones St frontage, buildings are proposed to be setback 16m, on top of the sloping embankment which contains mature vegetation. On the opposite side of the street buildings are set back approximately 6m. Therefore the setbacks to both street frontages will either be maintained or increased, fulfilling the requirement of the Code.	Yes
BUILDING DEPTH In general apartment buildings are to have a depth between 10-18 meters.	The building footprints in the concept master plan have been designed as 10m for single loaded and 18m for double loaded, which is consistent with the requirements of the Code.	Yes
VISUAL PRIVACY Up to 4 storeys: 12m between habitable rooms/balconies 5 to 8 storeys/ up to 25m: 18m between habitable rooms/balconies 9 storeys/ 25m and above: 24m between habitable rooms/balconies	The plan opposite demonstrates that all separation distances between habitable rooms/ balconies complies with the requirements of the Code for the corresponding building heights. As the detailed design is progressed all building separation and visual privacy requirements of the Code will be achieved.	Yes
OPEN SPACE Deep soil zones minimum 25% of the site area. Communal open space 25 - 30% of the site area.	The concept plan provides deep soil zones comprising 40% of the site area, enabling retention of mature vegetation and providing the opportunity for additional tree planting in streets and spaces to create a green, shaded and high amenity neighbourhood. Communal open space comprises at least 30% of the site area and offers a large central park for active recreation as well as smaller local parks and urban pedestrian spaces. Each perimeter apartment block contains at least 20% private open space in a central podium above the parking area as well as rooftop gardens with views to Parramatta and Sydney CBD. Overall the plan offers a neighbourhood focussed on a high quality public realm, and is consistent with the objectives of the Code.	Yes
DAYLIGHT ACCESS 70% of apartments in development should receive minimum 3 hours direct sunlight between 9am and 3pm in mid winter. Limit number of single –aspect apartments with a SW-SE orientation to maximum of 10% of the total units	The concept plan shows 49% of the apartment floorspace north facing, 24% east facing, 21% west facing and 6% south facing. With these favourable solar orientations, together with ample building separation, we will be able to ensure that over 70% of apartments receive at least 3 hours direct sunlight between 9am and 3pm in mid winter in accordance with the Code.	Yes
PARKING Determine appropriate car parking spaces in relation to proximity to public transport, the density of the development. There is a general preference to underground car parking.	A mix of basement and podium parking is proposed, and any above ground parking will be sleeved with active building frontages to create a safe and attractive streetscape. The total area of parking achieves 1.00 bay per dwelling and 1 bay per 44sqm commercial/ retail floorspace. The proposed design of the parking complies with the Code.	Yes
APARTMENT SIZE AND MIX Provide a variety of unit types. - 1 bedroom: 50sqm - 2 bedroom: 70sqm - 3 bedroom: 95sqm	The concept plan assumes roughly the following mix and sizes: - 20% 1 bedroom apartments average size 60 - 65sqm - 50% 2 bedroom apartments average size 75sqm - 20% Dual key apartments average size 80sqm - 10% 3 bedroom apartments average size 100sqm The apartment size and mix is consistent with the Code.	Yes
APARTMENT DESIGN - Single aspect apartments maximum depth 8 meters from a window; - 60% of all units to be naturally cross ventilated, 25% of all kitchens to have access to natural ventilation; - Balconies minimum 2m deep; - Ceiling heights minimum 2.7m; - Provide barrier free access to at least 20% of dwellings; - Facade and roof quality.	At this stage only general building envelopes have been proposed which comply with the basic spatial requirements and rule of thumbs of the Code. We are confident from the initial testing and review that the concept design provides a robust framework from which to progress detailed apartment design in accordance with the requirements of the SEPP 65.	To be addressed in subsequent detailed design stage



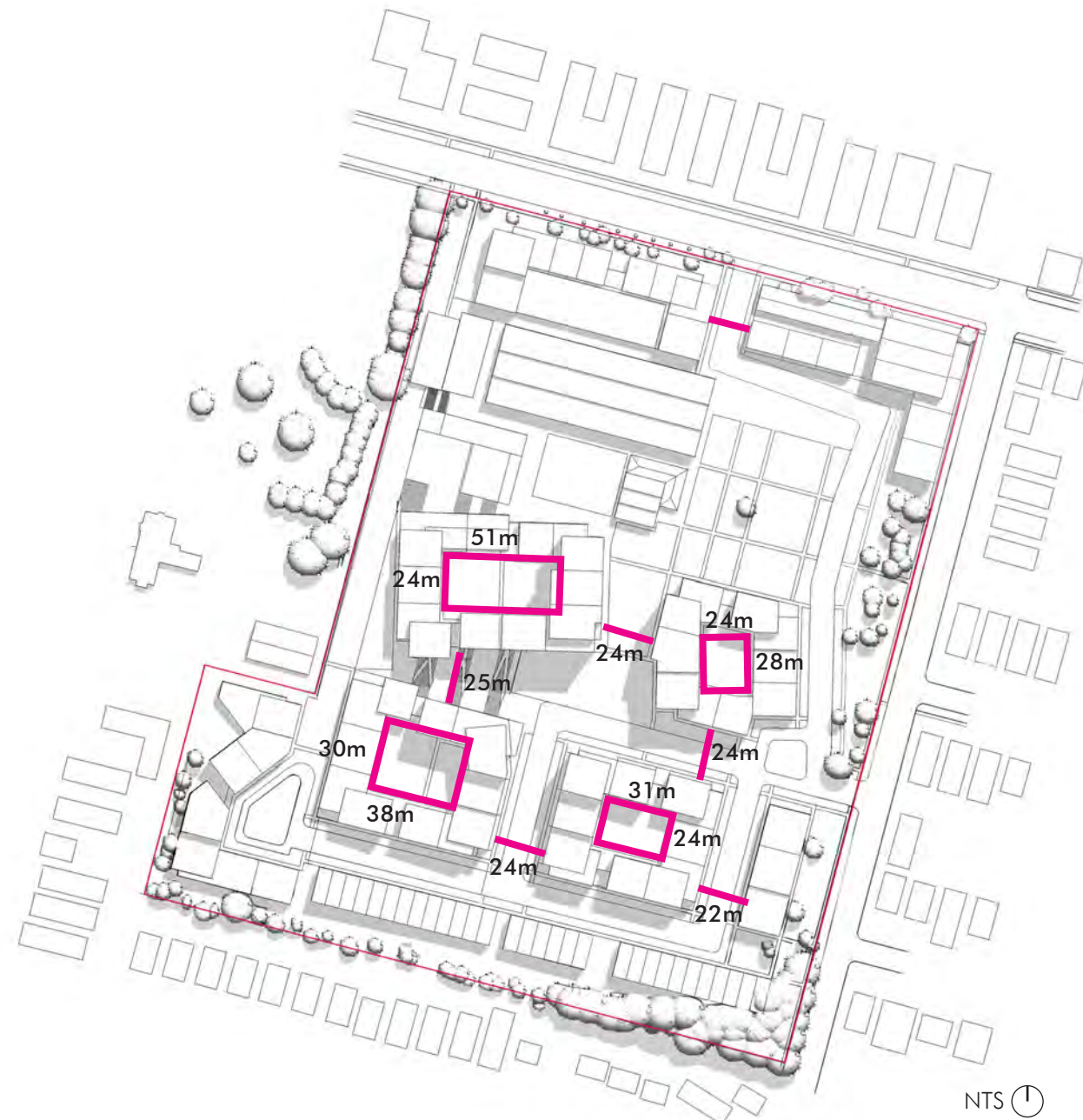
PRIVACY AND SURVEILLANCE

Source: Residential Flat Code



BUILDING SEPARATION REQUIREMENTS

Source: Residential Flat Code



BUILDING SEPARATION DISTANCE BETWEEN HABITABLE ROOMS

SOLAR ANALYSIS

Solar Shadow Studies - Summer Solstice

9:00 AM - 21ST DECEMBER

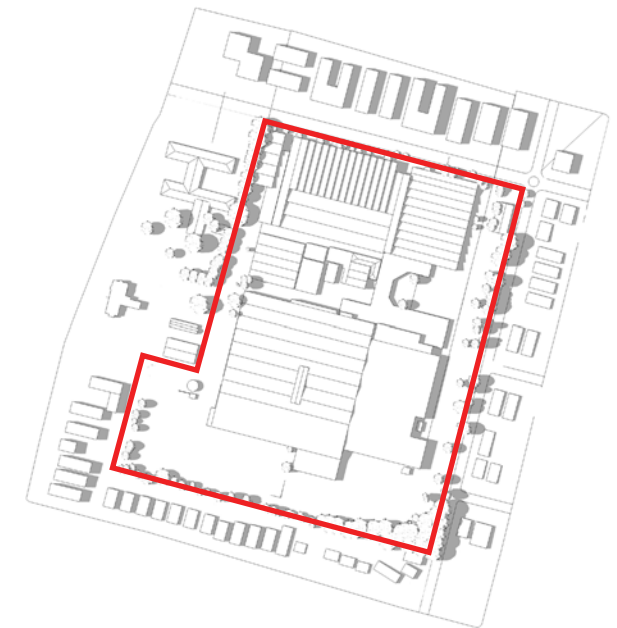
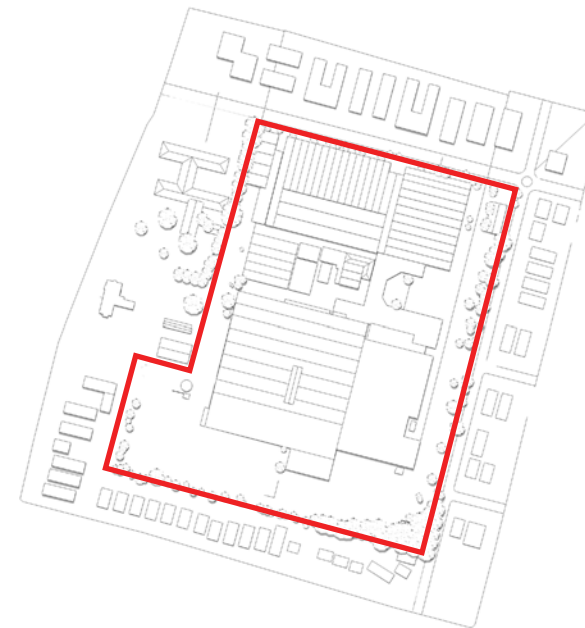
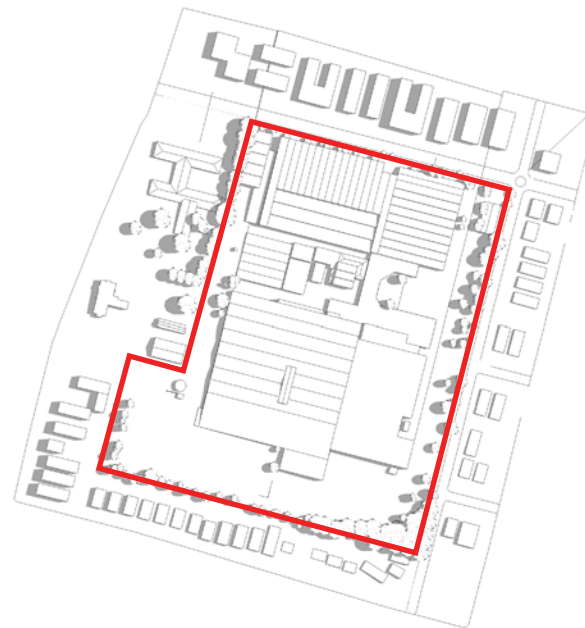
12:00 PM - 21ST DECEMBER

3:00 PM - 21ST DECEMBER

1. Existing Site

Summer Solstice - December 21st

- The top row of solar studies depicts the shadow impact that the existing building massing has on the site, as well as, depicting the relationship to the adjoining properties and adjacent streets.



2. Proposed Site

Summer Solstice - December 21st

- The bottom row of solar studies depicts the shadow impact that the proposed scheme will have within the site, as well as, depicting the relationship to the adjoining properties and adjacent streets.



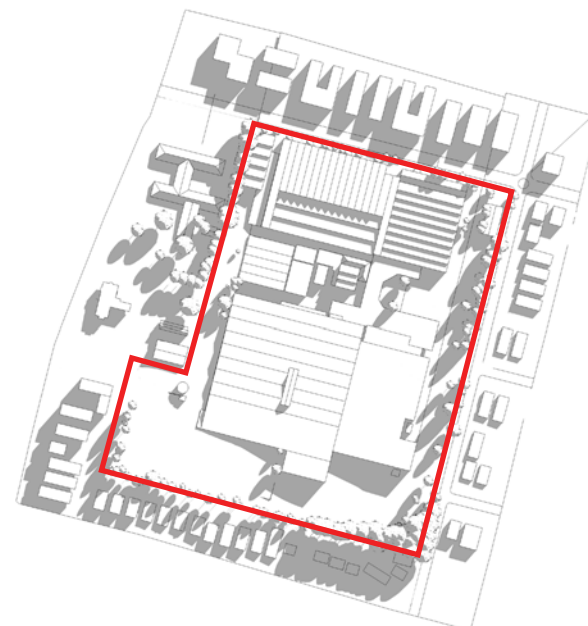
Solar Shadow Studies - Winter Solstice

1. Existing Site

Winter Solstice - June 21st

- The top row of solar studies depicts the shadow impact that the existing building massing has on the site, as well as, depicting the relationship to the adjoining properties and adjacent streets.

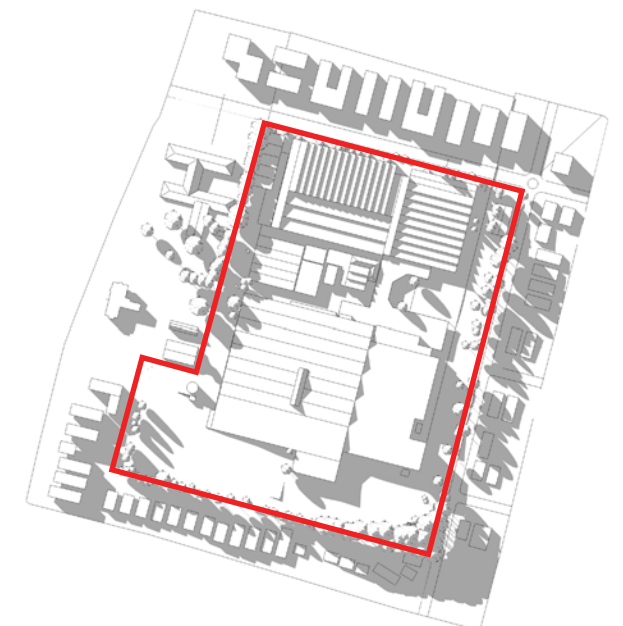
9:00 AM - 21ST JUNE



12:00 PM - 21ST JUNE



3:00 PM - 21ST JUNE



2. Proposed Site

Winter Solstice - June 21st

- The bottom row of solar studies depicts the shadow impact that the proposed scheme will have within the site, as well as, depicting the relationship to the adjoining properties and adjacent streets.



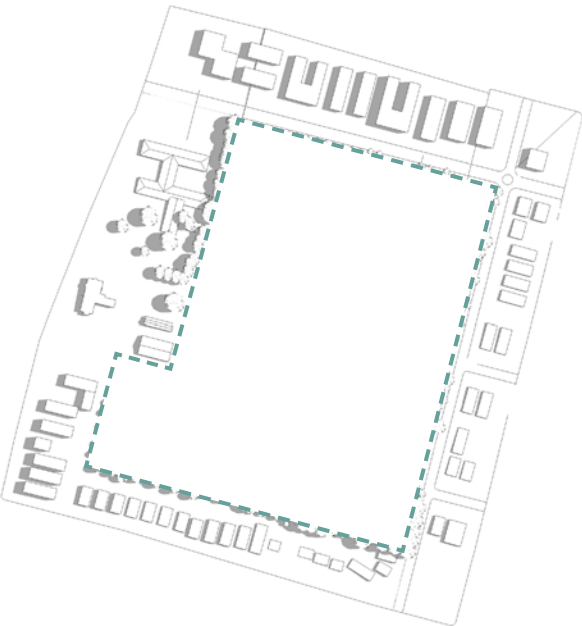
External Impact - Summer Solstice

1. Existing Site

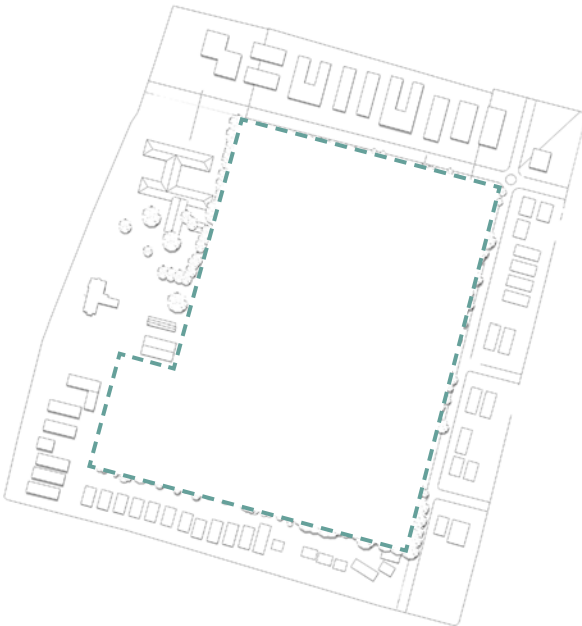
Summer Solstice - December 21st

- The top row of solar studies depicts the shadow impact that the existing site has on the adjoining properties and adjacent streets.

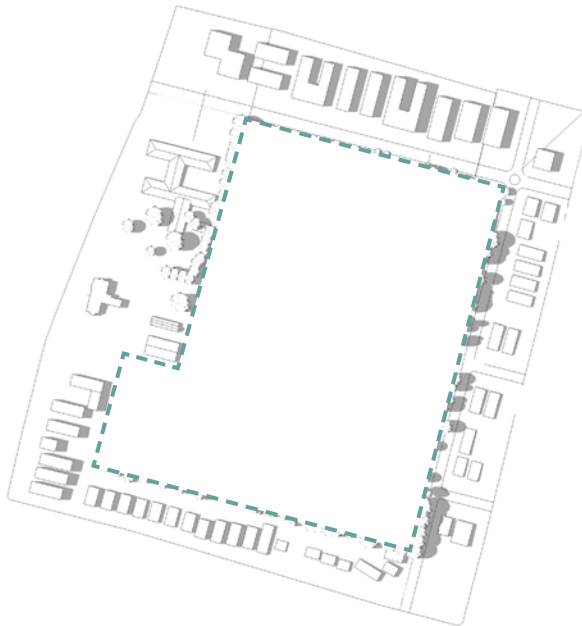
9:00 AM - 21ST DECEMBER



12:00 PM - 21ST DECEMBER



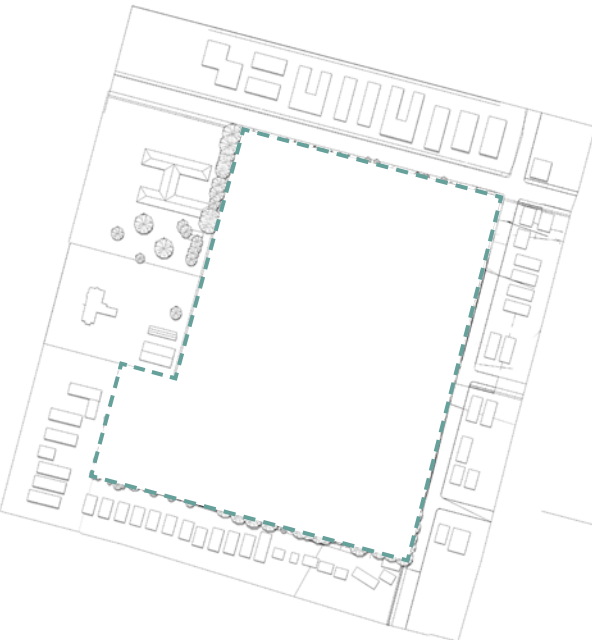
3:00 PM - 21ST DECEMBER



Proposed Site

Summer Solstice - December 21st

- The bottom row of solar studies depicts the shadow impact that the proposed scheme will have on the adjoining properties and adjacent streets.



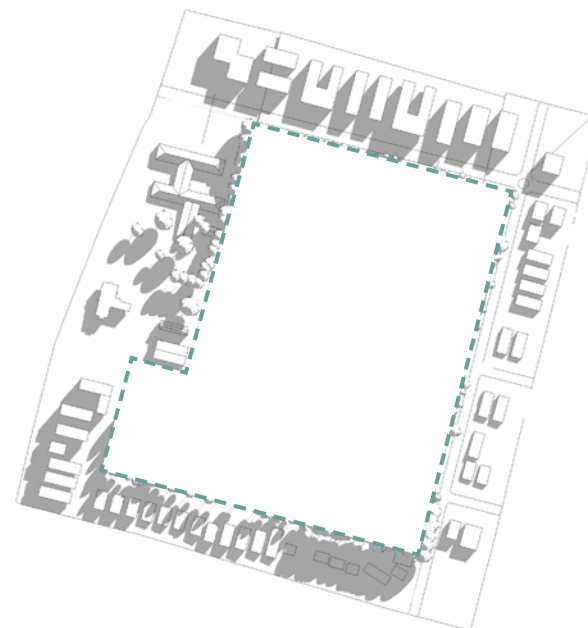
External Impact - Winter Solstice

1. Existing Site

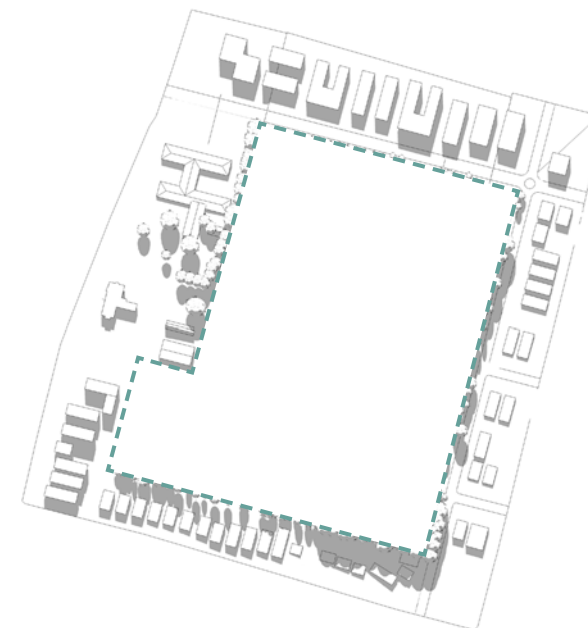
Winter Solstice - June 21st

- The top row of solar studies depicts the shadow impact that the existing site has on the adjoining properties and adjacent streets.

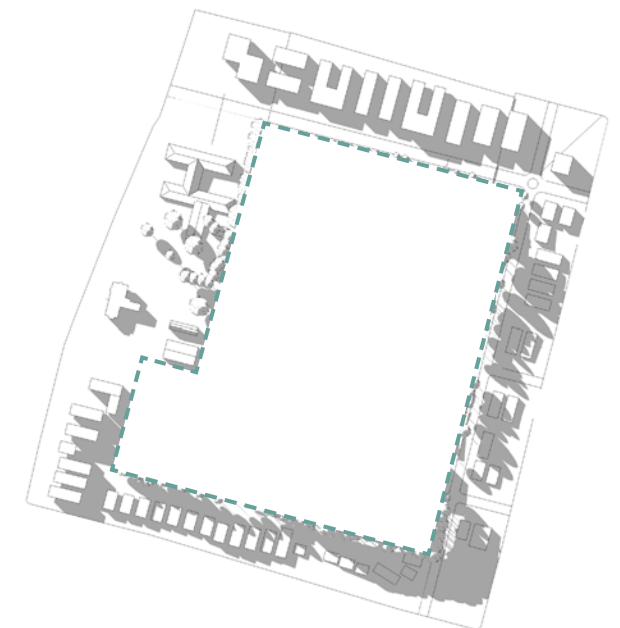
9:00 AM - 21ST JUNE



12:00 PM - 21ST JUNE



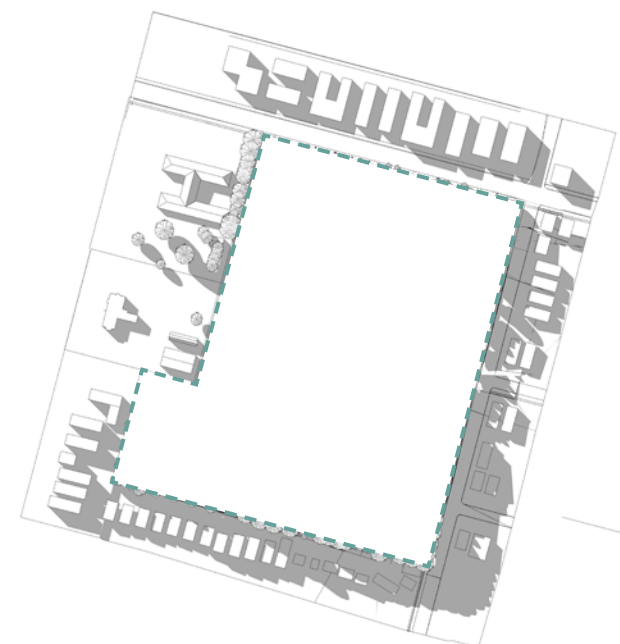
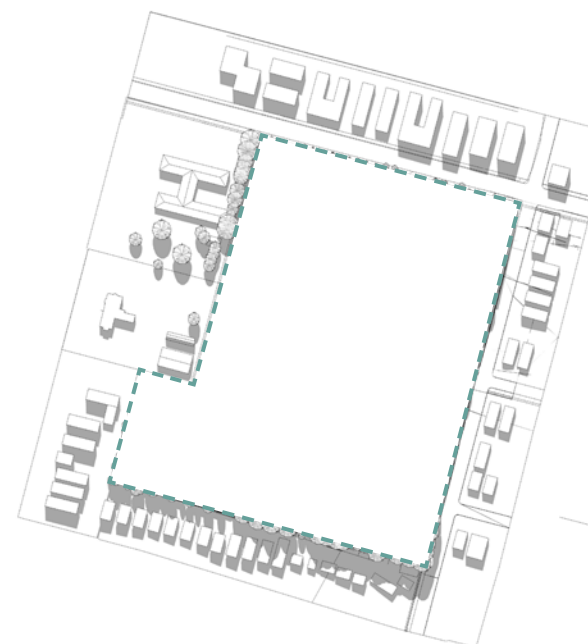
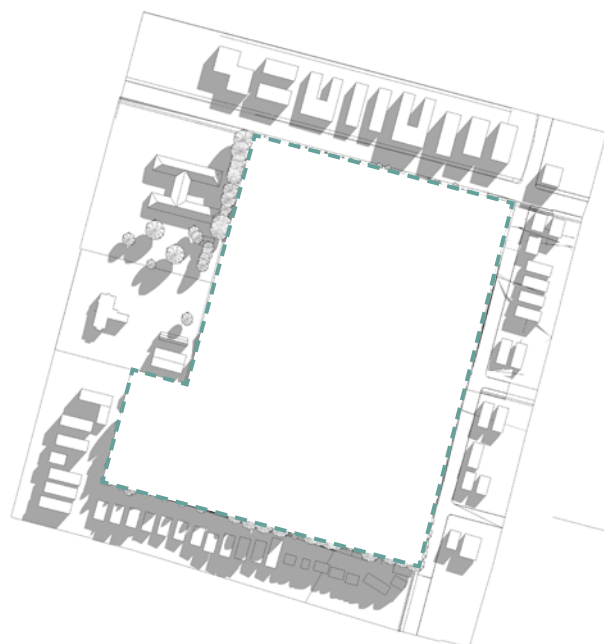
3:00 PM - 21ST JUNE



2. Proposed Site

Winter Solstice - June 21st

- The bottom row of solar studies depicts the shadow impact that the proposed scheme will have on the adjoining properties and adjacent streets.



CONCLUSION

In summary, the proposed redevelopment of the Bonds Site will:

- Respond to the current and future character of the area with residential infill development that respects and enhances local residential amenity;
- Provide new urban parks and plazas that meet the lifestyle aspirations of people within an evolving urban setting. This includes a large Central Park for active recreation, smaller local parks for passive use and urban pedestrian spaces;
- Facilitate safe and efficient environments by providing a population density which will activate the public realm and incorporate CPTED principles;
- Support sustainable transport by providing increased population density within walking proximity to the train station and providing high quality pedestrian paths and cycling infrastructure;
- Provide a mix of dwelling types to cater for different age and income groups in Holroyd including students, couples, families and the elderly;
- Recognise and celebrate the site's heritage value by retaining key buildings set within new public domain and exploring opportunities for adaptive re-use of these buildings;
- Provide a mix of uses that will largely satisfy the demand generated by the on-site population for daily conveniences within walking distance;
- Create local employment opportunities with this mix of uses as well as live/ work opportunities;
- Create buildings that transition in height from the centre towards the site's edges and are of high architectural quality;
- Provide a more appropriate interface to the surrounds than currently exists in terms of land use, access, amenity, scale and screening;
- Provide new public through links through the existing super lot, providing more convenient access to the Pendle Way Station and shops;
- Retain existing vegetation which contributes the streetscapes as well as buffer screening;
- Re-deploy a large strategic site under single ownership with defunct uses with much higher value uses that will contribute to the vitality of the area.



RobertsDay
planning.design.place

