

Appendix D

**Urban Design Report
prepared by
GM Urban Design and Architecture**

Artist impression courtesy of John Haycraft



URBAN DESIGN REPORT

DUNMORE STREET, PENDLE HILL

MARCH 2020

GMU
Urban Design & Architecture



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CONTENTS

1.INTRODUCTION	4	3.MASTERPLAN	23
1.1 EXECUTIVE SUMMARY	4	3.1 VISION	24
1.2 THE BRIEF	5	3.2 DESIGN PRINCIPLES	25
1.3 METHODOLOGY	5	3.3 MASTERPLAN, OPEN SPACE AND ROAD NETWORK - OPTIONS EXPLORED	26
1.4 PENDLE HILL - METROPOLITAN STRATEGY	6	3.4 MASTERPLAN	27
1.5 THE CURRENT HOLROYD LEP 2013 AND DCP CONTROLS	8	3.5 BUILDING HEIGHTS AND USES	29
1.6 DRAFT CUMBERLAND LSPS	10	3.6 SITE SPECIFIC URBAN DESIGN GUIDELINES	32
1.7 REVIEW OF STRATEGIES IN RELATION TO THE SUBJECT SITE	10		
2.SITE AND ITS CONTEXT	11	4.FINAL RECOMMENDATIONS	37
2.1 LOCAL CONTEXT	12	4.1 PROPOSED STATUTORY CONTROLS	38
2.2 IMMEDIATE CONTEXT	14	4.2 FINAL CONCLUSION	39
2.3 EXISTING BUILDING HEIGHTS	15		
2.4 HEIGHT OPPORTUNITY	16		
2.5 SITE CHARACTERISTICS	18		
2.6 SITE CONSTRAINTS AND OPPORTUNITIES	20		

CONTENTS



1. INTRODUCTION

1.1 EXECUTIVE SUMMARY

GM Urban Design and Architecture (GMU) has been engaged to provide urban design advice for the site located at Dunmore Street, Pendle Hill.

The site is owned by the Churches of Christ and currently operates as an aged care provider by their subsidiary, Fresh Hope Care. As per the projected population increase in the over 65 age group in the Central City District Plan, the provision of aged care facilities on the subject site will assist in providing services as well as employment opportunities to the local community, which is a positive outcome.

GMU together with the project team have developed the proposed masterplan. As part of the process, feedback from a peer reviewer has also been incorporated to achieve a more cohesive masterplan. Consultations with Council have also assisted in understanding the desired outcomes for this subject site.

The proposed densities and heights as part of this Planning Proposal respond to the surrounding existing context and intended to achieve a built form transition from the heights on the Bonds Spinning Mills site. The Planning Proposal provides for an appropriate transition in building heights and density from the adjoining Bonds Spinning Mills site.

The indicative Masterplan shows the potential to accommodate up to 16 buildings that would be distributed primarily within the central and western portions of the site totalling approximately 7.3 hectares. The tallest height of the proposal at approximately 8 storeys is concentrated to the centre of the subject site which assists in minimising overshadowing as well as view impacts to the surrounding buildings. It achieves a well-considered outcome for the streetscape by maintaining the 3-4 storey street wall height as envisioned by the current controls. The specific location and design of all buildings will be determined in accordance with a future site-specific Development Control Plan and subject to future Development Applications (DAs).

The buildings are set within a landscaped setting whilst maintaining the identified heritage curtilage. An approximate of 5.1 hectares of open space/landscaped areas have been provided which are intended to be used as ornamental gardens, children's playgrounds and community facilities etc.

The Planning Proposal seeks amendments to the Holroyd Local Environmental Plan 2013 (HLEP) as follows:

- Rezone the site to R4 (High Density Residential) and RE2 (Private Recreation)
- Amend the maximum height of buildings to range from 12.5 metres to 32 metres
- Amend the FSR controls to range from 0.85:1 to 1.5:1
- Introduce a Schedule 1 amendment to permit 'food and drink premises' and 'medical centre' uses in the proposed R4 High Density Residential zone

In conclusion, the future development of the subject site will be a well-integrated solution responsive to the unique characteristics of the context.



Artist impression courtesy of John Haycraft

Figure 1. View from Dunmore street looking at Ashwood House

1.2 THE BRIEF

GM Urban Design and Architecture (GMU) has been appointed by Fresh Hope Care to undertake an urban design study of the potential development for the site located at Dunmore Street, Pendle Hill.

The purpose of this study was to analyse the potential heights, density and built form massing configuration that provides a well thought out outcome based on a comprehensive urban design analysis of the site, its immediate context and an understanding of the evolving changes in the area.

The study has also considered the broader planning framework for the Pendle Hill centre and the intent of the applicable controls in relation to its context. This urban design report sets a vision for the site and forms part of the supporting documentation included as part of the Planning Proposal.



Figure 2. Aerial photo of the subject site (Source : Nearmap)

N.T.S

1.3 METHODOLOGY

As part of the urban design analysis that led to the findings presented in this report, GMU has conducted a review of the applicable State and Local Government strategies and controls as well as a comprehensive analysis of the subject site and its surrounding context.

An extensive analysis of the existing and future desired character of Pendle Hill and the surrounding centres has provided us with an in-depth understanding of the opportunities and constraints of the subject site and its immediate context. GMU has also reviewed the history of the site including its current and previous uses.

GMU in collaboration with the project team conducted a built form analysis and testing of the potential built form options in response to the existing natural topography of the subject site as well as the existing and future character of the surrounding context which informed the height strategy.

GMU has also reviewed the advice provided by the various consultants. As part of the design process, a peer reviewer reviewed the proposed masterplan. The feedback and recommendations received are reflected in the proposed masterplan.

The analysis, review and testing has informed the proposed design principles and general conclusions and recommendations presented in the later chapters of this report.

In formulating the views expressed in this report, GMU has:

- Visited the site and its immediate and broader context
- Reviewed the Greater Sydney Region Plan - 'A Metropolis of Three Cities' (GSC)
- Reviewed the Central City District Plan(GSC)
- Reviewed a number of Council and State Government strategies in relation to Pendle Hill, such as:
 - Draft Cumberland Local Strategic Planning Statement (LSPS)
 - Cumberland Community Strategic Plan 2017-27
 - Draft Cumberland Open Space and Recreation Strategy 2019-29
 - Cumberland Employment and Innovation Lands Strategy 2019
- Reviewed and analysed the current planning controls for the subject site and Pendle Hill in general
- Reviewed Planning Proposals and recent approvals or Development Applications (DAs) under assessment or approved in the vicinity of the subject site
- Developed the Masterplan together with the project Architects (Thomson Adsett) and reviewed the following reports:
 - Heritage Report and Conservation Management Plan by Weir Phillips Heritage
 - Landscape Report by Taylor Brammer
 - Planning Report by Keylan Consulting
 - Preliminary tree assessment by Eco Logical Australia

- Ecological constraints assessment by Eco Logical Australia
- Peer review by Architectus
- Traffic report by GTA
- Survey information by Vince Morgan
- Considered the subject site and block from various vantage points and its visibility from the surrounding area
- Tested potential overshadowing, view impacts and built form transition to the adjoining properties
- Met with Council staff for pre-lodgement meetings to understand their views, issues and opinions as well as to seek their preliminary feedback on the Planning Proposal
- Worked collaboratively with other consultants to provide a comprehensive and well thought out scheme for the subject site

CENTRAL CITY DISTRICT PLAN

Pendle Hill is located within the Cumberland Local Government Area (LGA) and is identified as a Local Centre as per the plan. It is located along the train line with an 800m walking catchment and good connectivity. The train station lies on the Cumberland line as well as the North Shore, Northern and Western lines. The centre is located in proximity (approximately 5 km) to Greater Parramatta which is identified as a Metropolitan Centre inclusive of a health, education, innovation and research precincts.

Central City District Plan constitutes the key strategic instrument for the district, nominating a vision and overarching priorities for the area that will inform its future development.

The future of the district includes:

- Developing the economy with jobs and skills growth
- Supporting cohesive and socially dynamic communities
- Establishing transport connections
- Transforming Westmead health and education precinct to an innovation district

- Retaining industrial and urban services land
- Linking and enhancing parks, bushland, playgrounds and waterways

The key priorities of the district include:

- Planning for a city supported by infrastructure
- Providing services and social infrastructure to meet people’s changing needs
- Providing housing supply, choice and affordability with access to jobs, services and public transport
- Creating and renewing great places and local centres, and respecting the District’s heritage
- Delivering higher quality open space

The plan states that the Cumberland Council suburbs will grow to provide a diversity of housing and jobs for the community. “A 183 per cent proportional increase in people aged 85 and over, and a 95 per cent increase in the 65–84 age group, is expected by 2036.” The plan also suggests that there should be a diverse housing choice provided for this demographic with additional healthcare services.

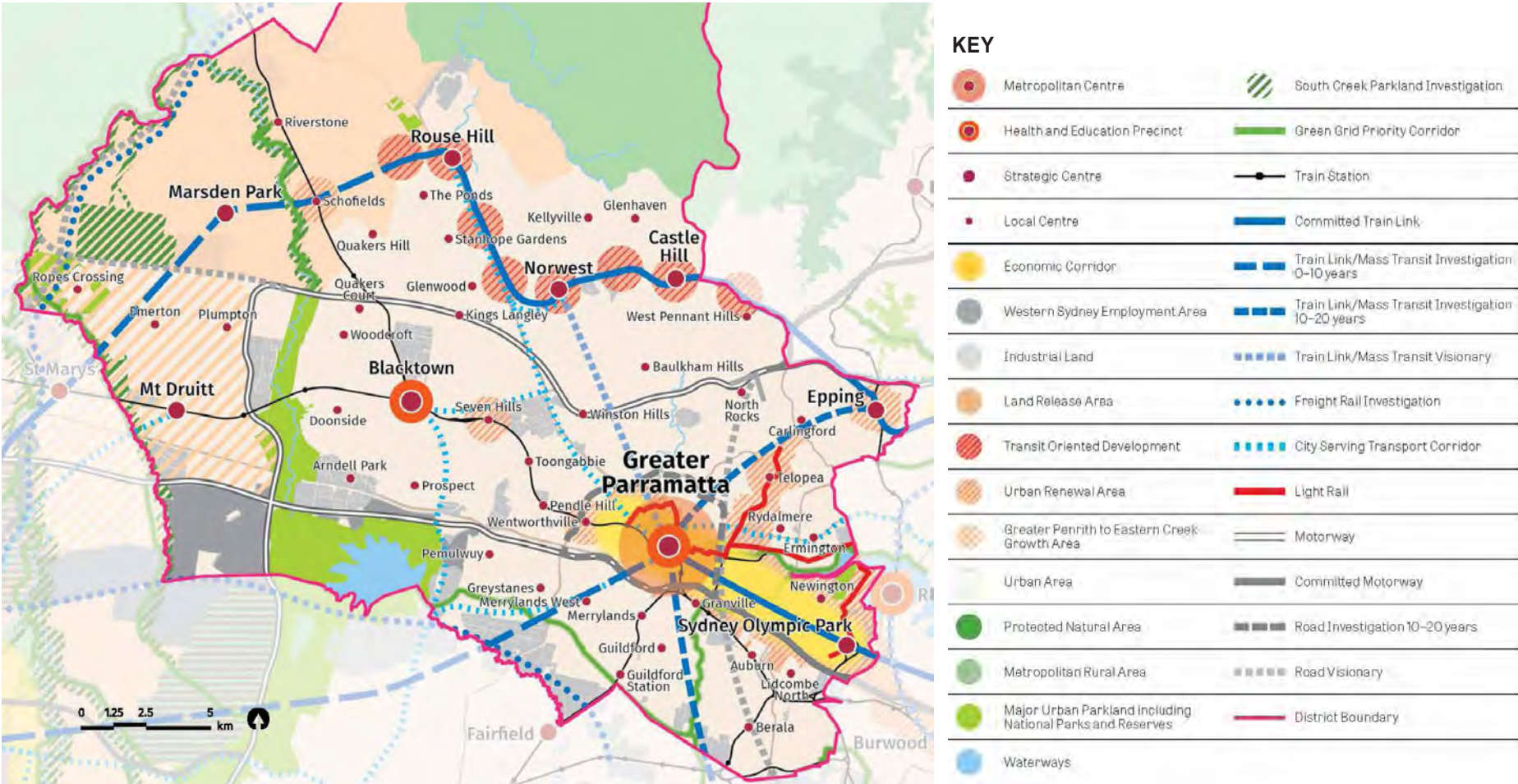


Figure 7. Structure plan for the Central City District (Source : Central City District Plan)

CENTRES HIERARCHY

Other comparable centres within the LGA and of the same hierarchy as Pendle Hill include: Toongabbie, Seven Hills and Wentworthville having a maximum height of building that ranges from 20m to 25m excluding Wentworthville that has a maximum height of building of 62m as it has been identified as one of the Urban Renewal Areas within the plan. All of these centres also lie on the train line.

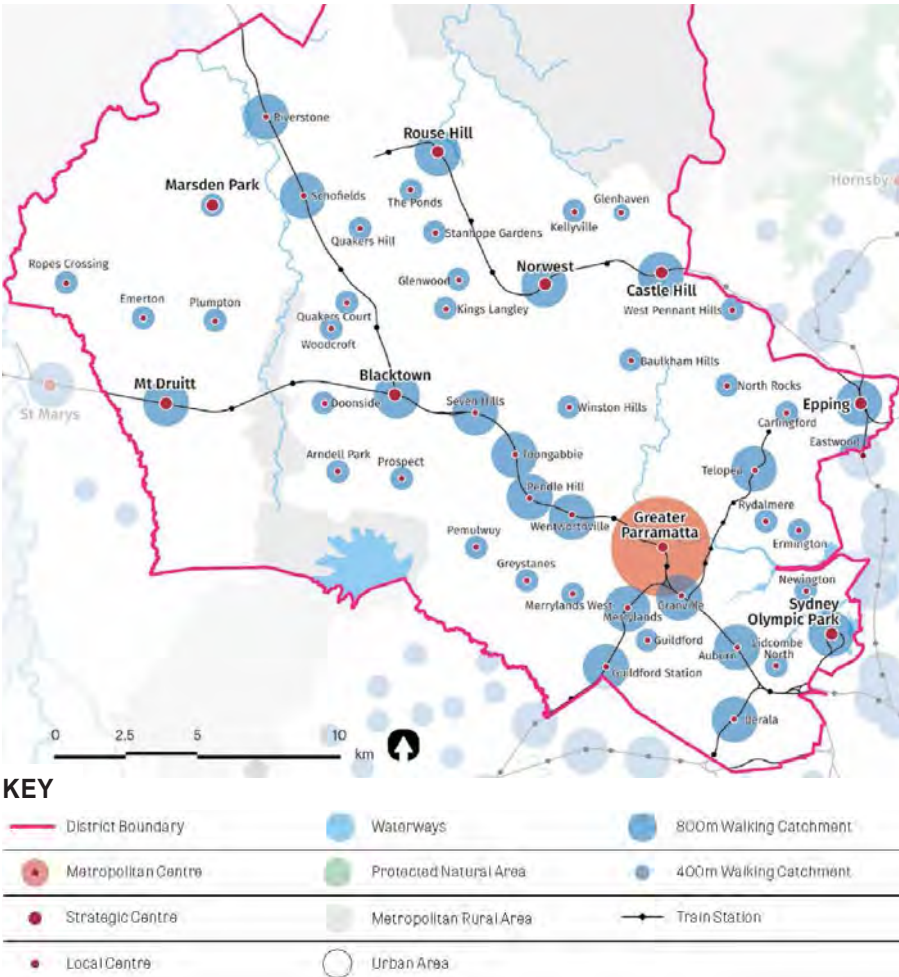


Figure 8. Central City District - centres (Source : Central City District Plan)

1.5 THE CURRENT HOLROYD LEP 2013 AND DCP CONTROLS

GMU has reviewed the current applicable controls for the subject site and its surrounding context to understand its current development potential. The permissible controls including zoning, height of building, FSR and heritage are discussed below.

HOLROYD LEP 2013

ZONING

- The subject site is currently zoned as R2 (Low Density Residential), R3 (Medium Density Residential) and R4 (High Density Residential)
- The lands immediately around are also zoned as R4 (High Density Residential) with an R2 zoning (Low Density Residential) along the southern boundary
- The Bonds Spinning Mills site to the east of the subject site has been rezoned to include B2 (Local Centre) and RE1 (Public Recreation)
- The B2 (Local Centre) zone of Pendle Hill is located to the north-west of the subject site around the train station

HEIGHT OF BUILDING (HOB)

- The subject site has a permissible height of building of 9m for the majority of the land, including 11m along the western boundary
- The height to the north of the subject site is 15m
- The heights to the east of the subject site have been amended to include heights varying from 14m up to 39m, which leads to an uneven distribution with most sites on the western side of the centre having only a 9m allowance
- A significant concentration of height is located away from the identified local centre around the train station and within reasonable distance to the subject site

FLOOR SPACE RATIO (FSR)

- The applicable FSRs for the subject site include 0.5:1, 0.7:1 and 0.85:1
- The sites to the north have an FSR of 1.2:1 and the site to the east of the subject site has amended FSRs which range from 0.7:1 up to 2.2:1

HERITAGE

- There are 2 heritage items that are identified within the subject site
 - I94 - Dunmore, Victorian Italianate residence and garden setting
 - I95 - Ashwood House, Inter-war Georgian Revival residence
- There are no conservation areas identified in the immediate context
- The site to the east of the subject site is identified as an archaeological site and includes a heritage item

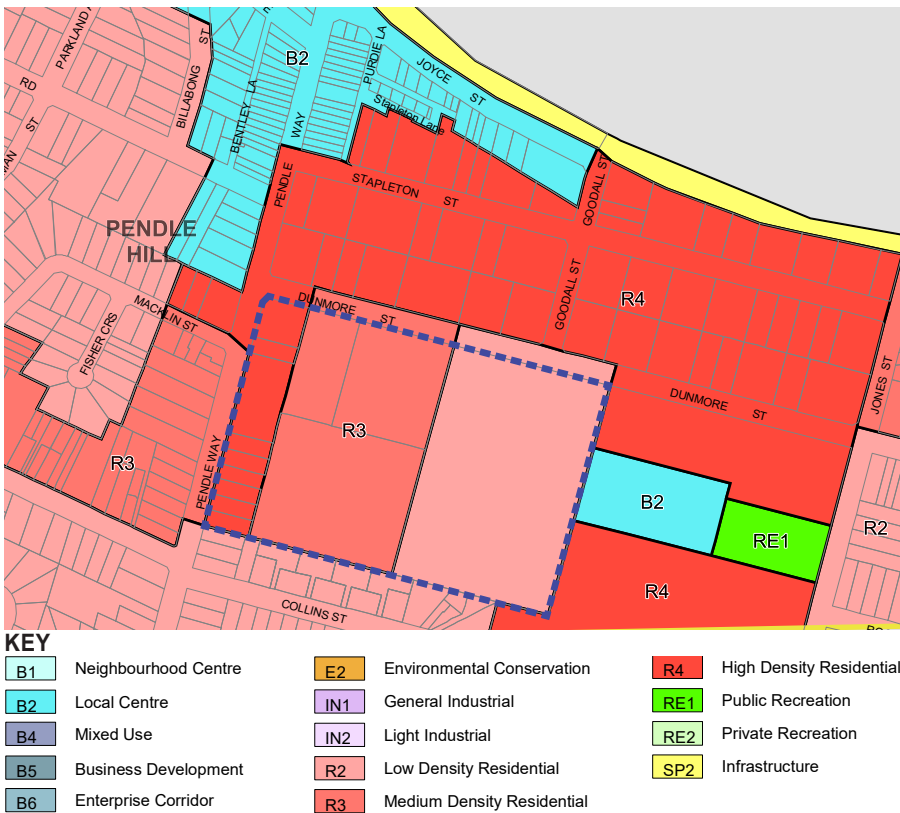


Figure 9. Zoning map (Source : Holroyd LEP 2013)

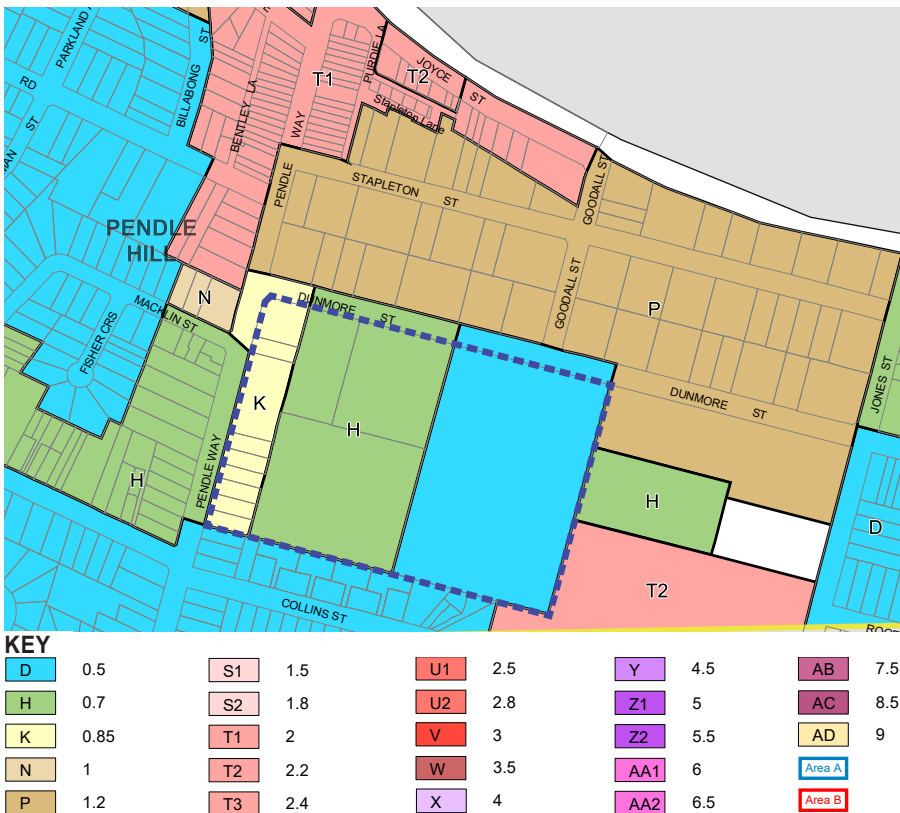


Figure 11. Floor Space Ratio (FSR) map (Source : Holroyd LEP 2013)

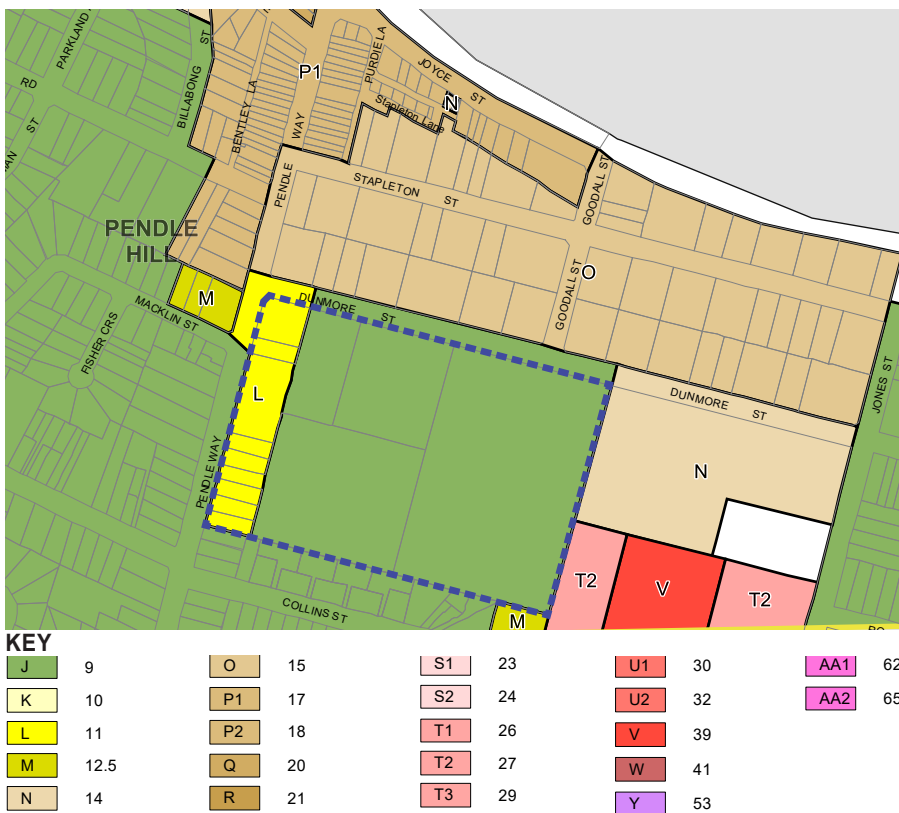


Figure 10. Height of building (HOB) map (Source : Holroyd LEP 2013)

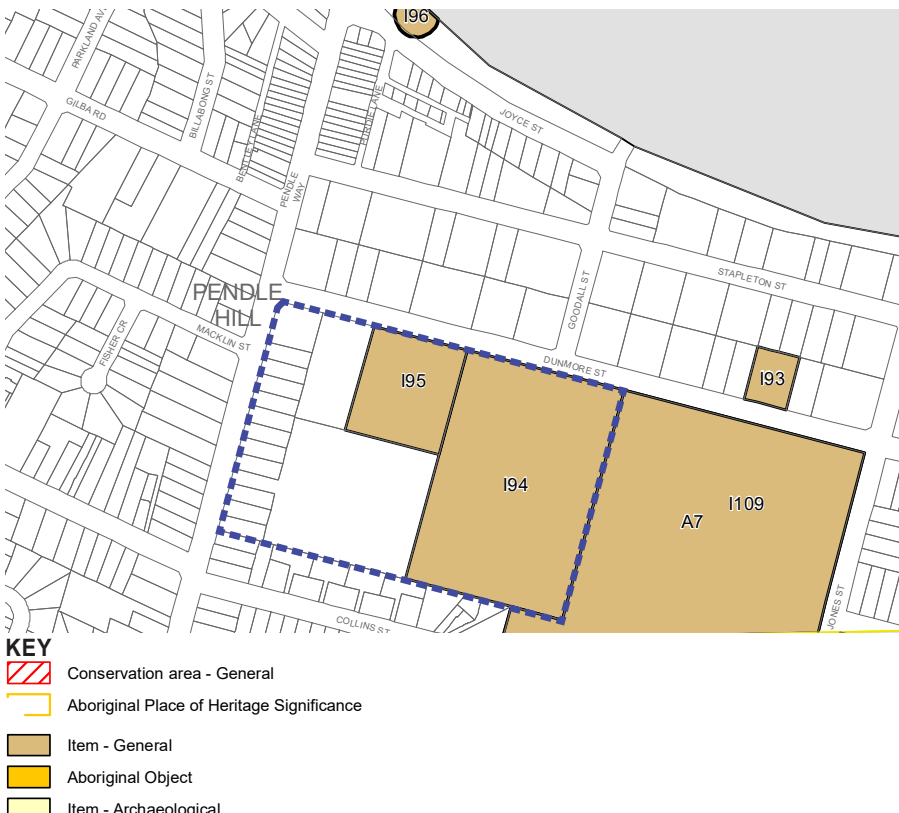


Figure 12. Heritage map (Source : Holroyd LEP 2013)

HOLROYD DCP 2013

The following controls apply to the residential flat buildings within the Cumberland LGA:

SETBACKS AND SEPARATION

- *The minimum setback for residential flat buildings from the principal street frontage shall correspond to the existing prevalent building setback, but be no less than 6 metres*
- *The minimum rear setback for a residential flat building shall be:*
 - *up to four storeys- 20% the length of the site, or 6 metres, whichever is greater*
 - *five storeys or more - 30% the length of the site*
- *Separation between any adjoining buildings, between portions of the same building or where there is more than one building on an allotment shall be: For residential up to 4 storeys:*
 - *12 metres between habitable rooms and balconies*
 - *9 metres between habitable rooms and balconies and non-habitable rooms*
 - *6 metres between non-habitable rooms**For residential between 5- 8 storeys*
 - *18 metres between habitable rooms and balconies*
 - *13 metres between habitable rooms and balconies and non-habitable rooms*
 - *9 Metres between non-habitable rooms*
- *An minimum upper storey setback of 3m is required for all floors above 4 storeys*

HEIGHT AND DEPTH

- *The minimum floor to ceiling heights shall be:*
 - *2.7 metres for habitable rooms*
 - *2.4 metres for non habitable rooms*
- *Council may consider internal plan depths deeper than 18 metres for some forms of residential flat development, where it can be demonstrated that satisfactory solar access and ventilation is achieved through higher floor to ceiling heights or wider frontages*

OPEN SPACE

- *Communal open space should be located adjacent to surrounding public open spaces such as reserves and public through site links where appropriate*
- *Communal open space shall be integrated with the site and designed with uses such as circulation, BBQ or play areas or passive amenity*

BUILDING APPEARANCE

- *Facades are to be composed with an appropriate scale, rhythm and proportion, which responds to the building's use and desired contextual character*
- *Buildings located on corner sites are to be articulated to address each street frontage and shall define prominent corners*
- *Express important corners by giving visual prominence to parts of the facade, for example, a change in building articulation, material, colour or roof expression*
- *Roofs may be articulated, or broken down its massing on large buildings, in order to minimise the apparent bulk or to relate to a context of smaller building forms*

ACCESS AND PARKING

- *Separate and clearly distinguish between pedestrian and vehicular access ways through landscaping and detailing*
- *Only basement carparking will be permitted for residential flat buildings*
- *Vehicle access points shall be limited to a minimum*

Modifications to the applicable LEP controls will be discussed in Chapter 4 of this report. Please note that this report also provides site specific urban design guidelines to ensure that the vision and objectives put forward as part of this report are achieved.

2. SITE AND ITS CONTEXT



2.1 LOCAL CONTEXT

LOCAL CHARACTERISTICS

Area characteristics

The existing local centre of Pendle Hill comprises of both commercial as well as retail activities and is concentrated mainly to the south of the train station. These buildings range between 1-2 storeys in height along Pendle Way with 4 storey buildings along Civic Street.

Located to the north of the station is an industrial area (shown in light purple), characterised by warehouse style buildings ranging between 1-2 storeys in height. 3-4 storey residential developments are located to the immediate south of the main retail strip, surrounding the subject site.

Low and medium density residential development is the predominant land use in proximity to the subject site with 1-2 storey low density detached dwellings along the southern boundary. A recently approved residential and mixed use development with higher density and height is located to the east of the subject site at 190-220 Dunmore Street (Bonds Spinning Mills site).

Site location and connectivity

The subject site is within a 300m radius from the Pendle Hill train station to the south east. It is served by:

- The Hillsbus service (routes 700,705 and 708) with fairly frequent buses that run between Blacktown and Parramatta.

There is a general absence of dedicated cycle routes within the LGA.

Amenities

The retail as well as commercial uses to the south of the train station, service the local community. It should be noted that the proposal for the Bonds Spinning Mills site also includes a local centre which could in turn be accessed by the surrounding community including future residents of the subject site. Other facilities include:

- The Pendle Hill Public School is located within a 10 minutes walking distance to the south of the subject site.
- There are a number of parks and reserves also located within a 10 minute walking distance including Civic Park, Yulunga Reserve and Stapleton St Park .
- The Melrose retirement village is located to the north of the train line and is approximately a 9 minutes walk from the subject site.

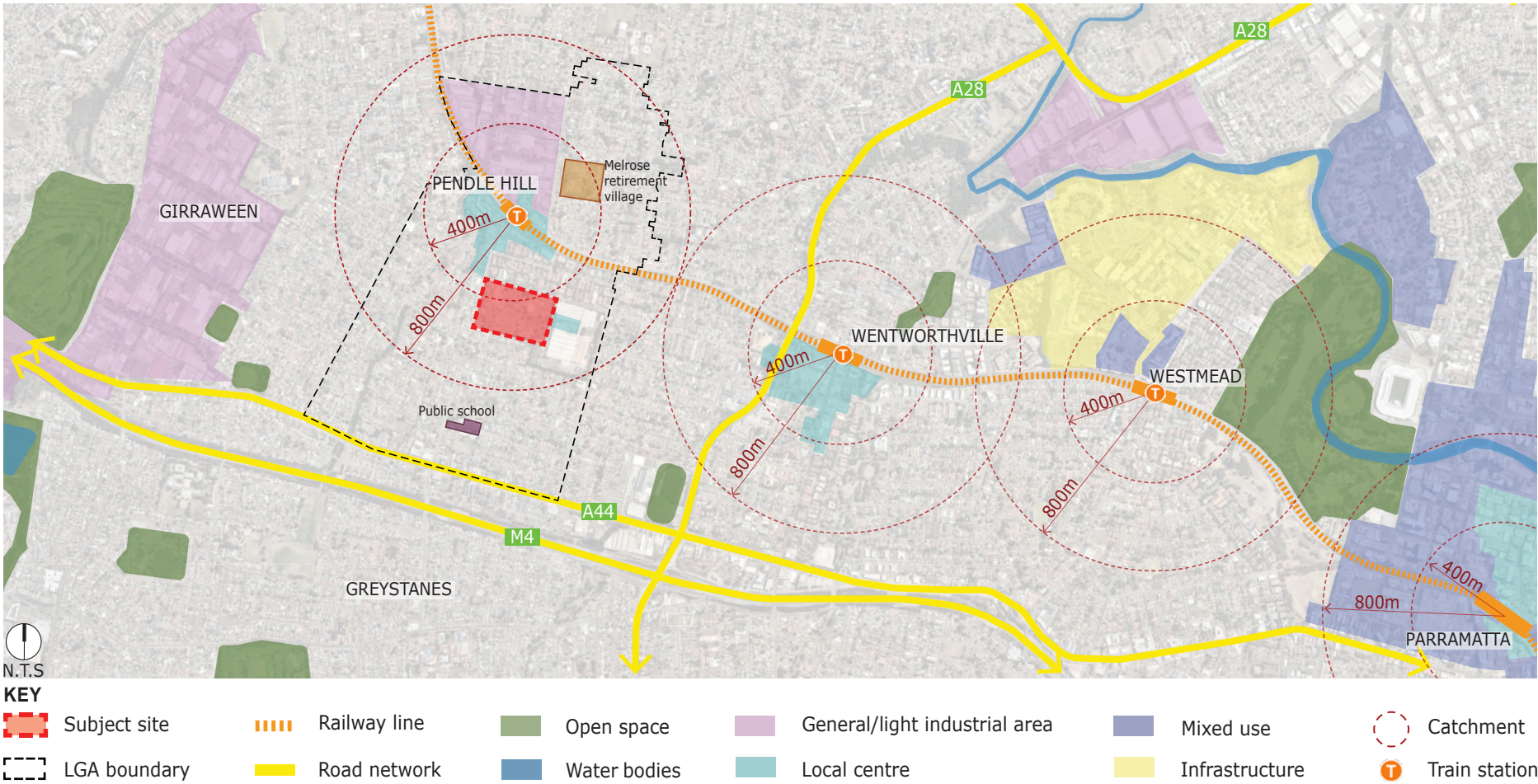


Figure 15. Context map

Existing uses on site

The functions available on site include a church (Pathways Community Church), seniors housing and retirement aged care facilities under the management of Fresh Hope Care, who have managed the site for over 82 years.

Pendle Hill to the south of the railway line could be characterised as an origin/dormitory precinct, which means that residents leave from and return to it everyday after work. It also has a small provision of jobs to the north of the railway line within the industrial area.



Figure 16. Local context of the centre

PHOTOGRAPHIC ILLUSTRATION OF LOCAL CONTEXT



Figure 17. Key map



Figure 18. Retail and commercial shops at the local centre



Figure 19. Industrial buildings to the north of the station



Figure 20. Pendle Hill train station



Figure 21. Existing detached dwellings along Pendle Way



Figure 22. Existing residential flat buildings along Dunmore Street



Figure 23. Bonds Spinning Mills site

2.2 IMMEDIATE CONTEXT

GMU has analysed the immediate context in the vicinity of the subject site. The following are the main characteristics of the area:

- The main street (Pendle Way) connecting the train station and main retail strip with the subject site is Pendle Way.
- Dunmore Street which is the main access street to the subject site connects the site to Wentworthville.
- Views into the subject site from Dunmore Street and vistas from Goodall Street.
- Bus stops are located along Dunmore Street as well as Pendle Way increasing connectivity to centres like Parramatta and Blacktown.
- Low/medium density developments are located to the north, west and south of the subject site.
- Glimpses, among existing vegetation, of the subject site can be seen from Collins Street in between the existing low density detached dwellings.
- The surrounding area is characterised by a 'fine-grain' pattern of small lot configurations with a variety of buildings ranging from 1 to 4 storeys.
- There are a number of dispersed trees located along the boundaries of the subject site:
 - Groupings of highly significant mature trees along the northern boundary/ Dunmore Street interspersed with the existing driveways
 - Continuous strip of trees along the eastern boundary
 - To the rear of Dunmore House along the southern boundary, there are groupings of mature trees whilst the pattern of trees approaching the western boundary are sporadic
 - The western boundary is devoid of any trees
- To the east of the subject site, Nos. 190-220 Dunmore Street (Former Bonds Spinning Mills site) currently in disuse has large industrial buildings unsuitable for its future intended use. There is an approved planning proposal for the site to redevelop as a new residential neighbourhood site with a mixed use precinct.
 - The proposal has a maximum allowable height of 39m and an FSR of 2.2:1. The proposal anticipates a change in character in terms of density and height away from the traditional town centre core.
- There is a significant slope from east to west with land within the subject site located at a higher topography elevation than the adjoining Bonds Spinning Mills site. Views to the Parramatta CBD are visible along Jones Street.

Our analysis shows that given that the subject site is one large consolidated parcels of land located to the south of the railway line and adjacent to the recently approved planning proposal for the Bonds Spinning Mills site, the subject site has redevelopment potential to support the evolving character of the precinct.

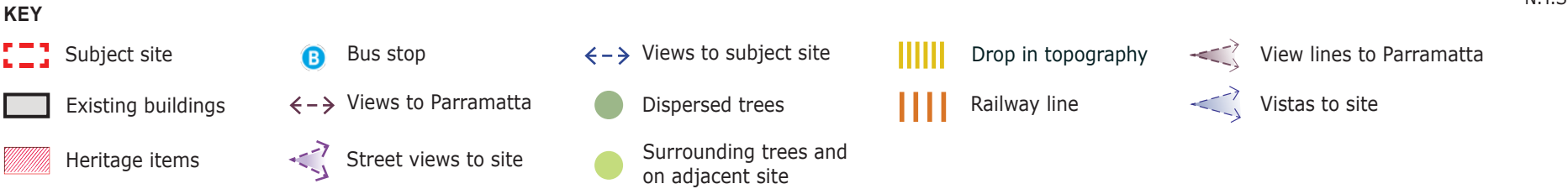
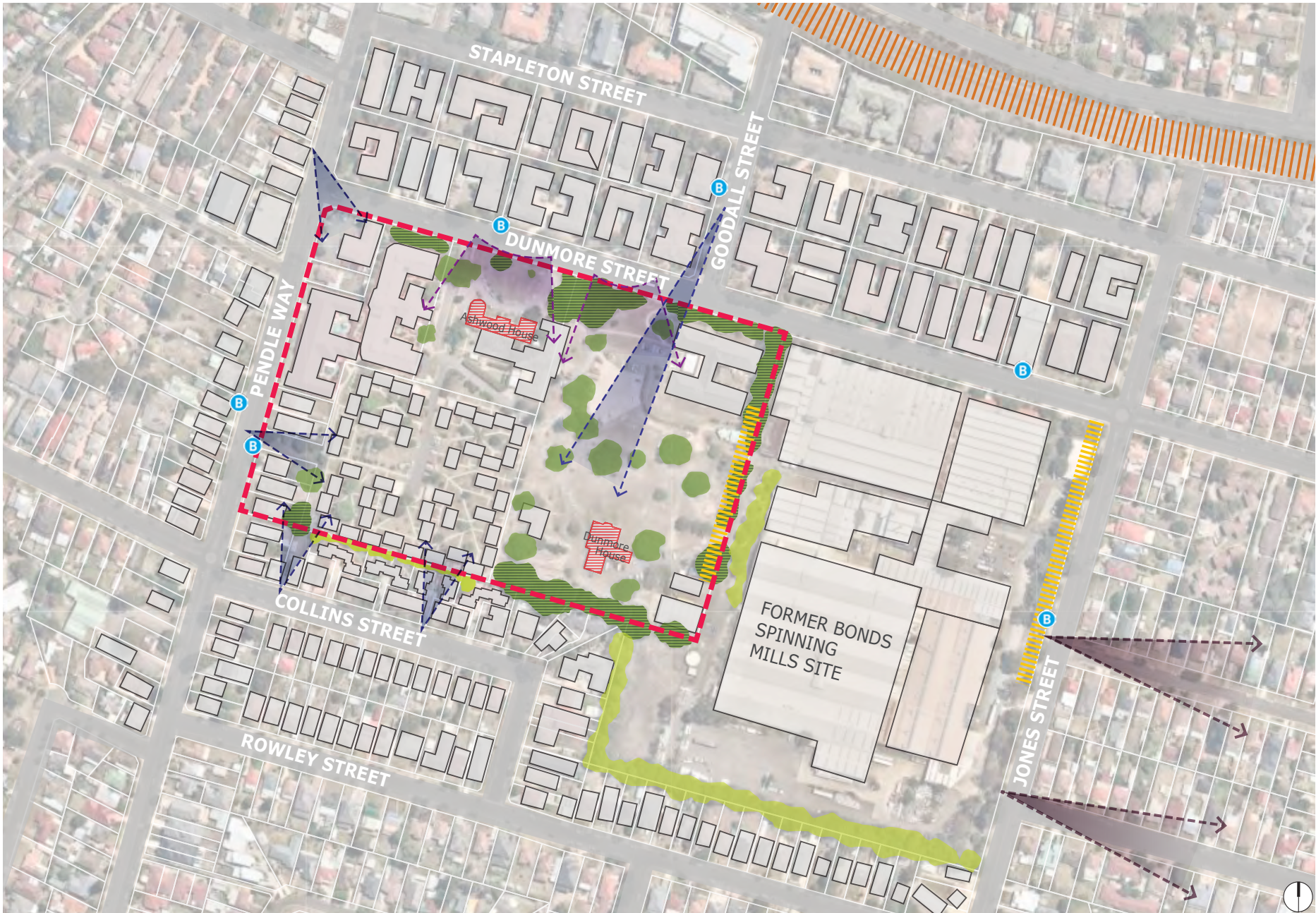


Figure 24. Immediate context

2.3 EXISTING BUILDING HEIGHTS

GMU’s analysis shows that Pendle Hill at present is characterised by 1-2 storey low scale detached residential dwellings with 3-4 storey residential flat buildings mainly concentrated to the south of the Railway line and to the north of Dunmore Street. The heights of the existing buildings in the immediate context are as follows:

- 3-4 storey walk-ups located to the north of the subject site.
- 1-2 storey detached dwellings located along Pendle Way.
- Collins Street to the south of the subject site is also characterised by 1-2 storey detached dwellings.
- There is a new approved and built development at the corner of Pendle Way and Macklin Street that is approximately 3 storeys.
- The Bonds Spinning Mills site currently has large industrial buildings that are 1-2 storeys high. However, the approval on the site allows for the buildings to be built up to 12 storeys (39m). This would be the tallest built form of the precinct once developed.

The existing and approved heights show a diversity in terms of density and height for the centre and its surrounds.

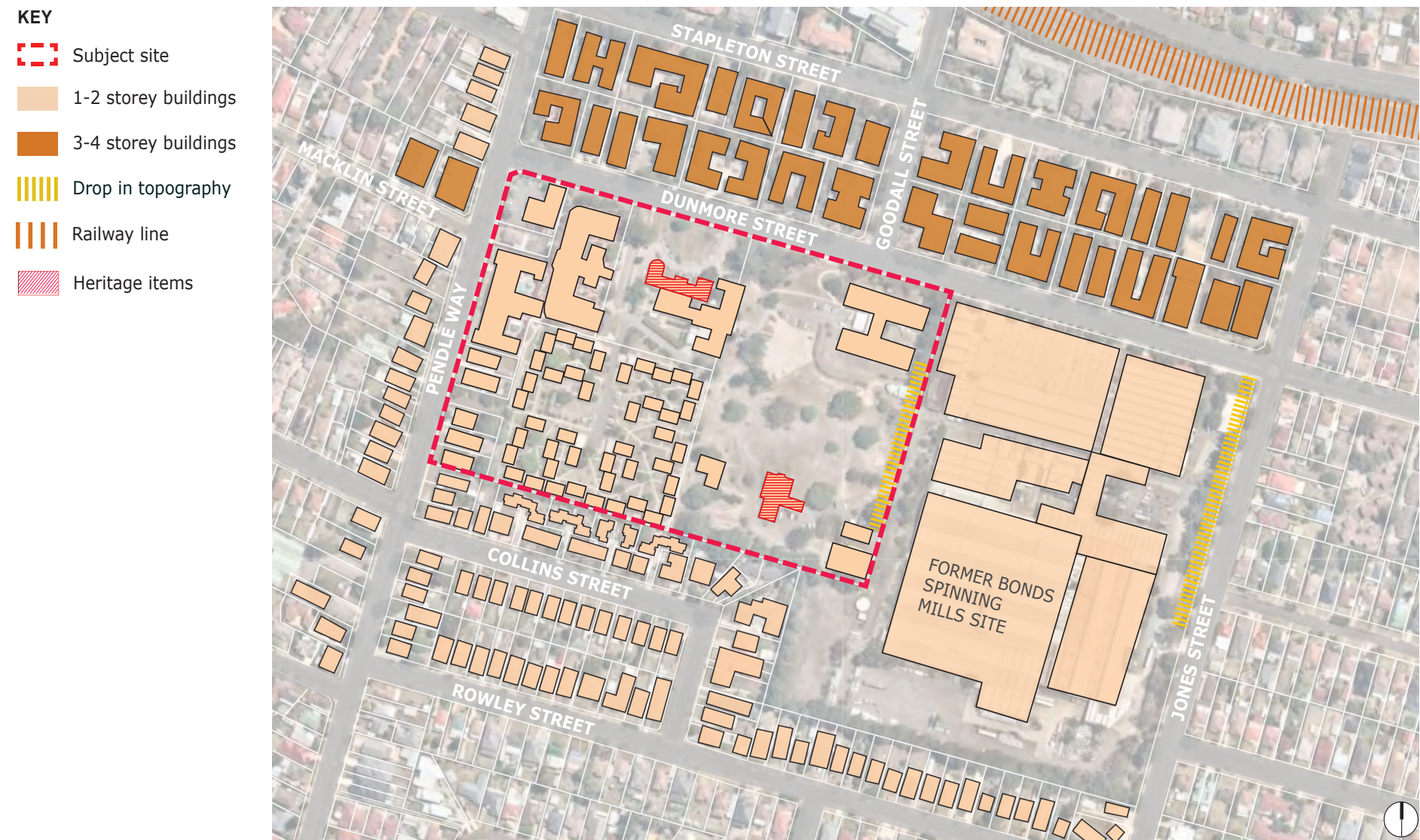


Figure 25. Existing building heights



Figure 26. Walk-ups along Dunmore Street



Figure 27. Detached dwellings along Collins Street



Figure 28. Recent developments along Pendle Way

2.4 HEIGHT OPPORTUNITY

As shown in the sections below, there is an opportunity for increase in scale on the subject site in order to transition down from the approved scale on the adjacent site (Bonds Spinning Mills site). The approved planning proposal at 12 storeys (39m) will be the tallest point in contrast with the existing developments around.

As seen in Figures 31 and 33, the 12 storeys within the existing context will be the apex of an evolving 'bell curve' for the centre. A 'bell curve' creates focal points for visual references and orientation and offers coherent gradation in height profile from high density to low density areas [1]. It is a good urban design principle to balance the height across the precinct such that there is a smooth transition in the built form to avoid sharp transitions and the predominance of the apex and the surrounding development.

Given that the predominant building height to the north of Dunmore Street is 3-4 storeys, an ideal street wall height on the subject site to compliment the existing character would be 4 storeys as seen in Figure 31. As seen in Figures 31 and 33, a height that ensures a gradual transition from the approved heights at the Bonds Spinning Mills site to the surroundings is a height generally between 4-8 storeys. The subject site has the opportunity to act as a transitional site in terms of scale and density between the approval on the Bonds Spinning Mills site and the existing 2-4 storey surrounding development.

- KEY
- Subject site
- 1-2 storey buildings
- 3-4 storey buildings
- 6 storeys
- 8 storeys
- 10 storeys
- 12 storeys
- Drop in topography
- Railway line
- Heritage items
- Proposed built form



Figure 29. Map showing existing and approved heights

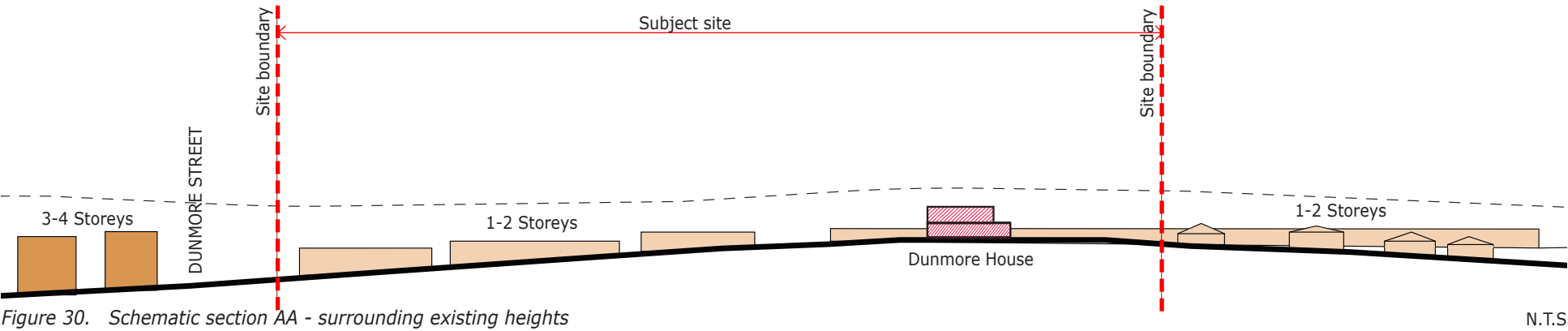


Figure 30. Schematic section AA - surrounding existing heights

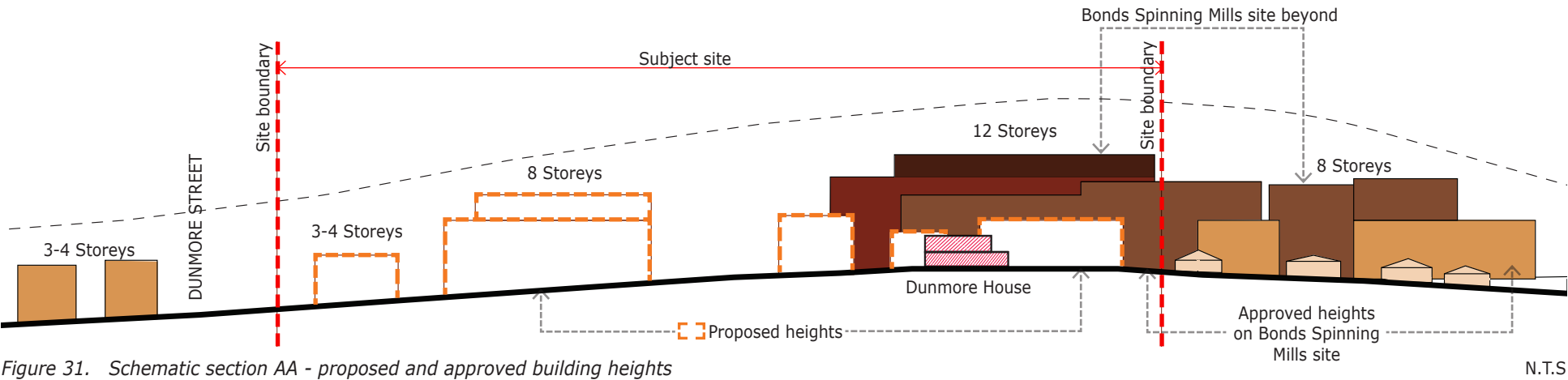


Figure 31. Schematic section AA - proposed and approved building heights

[1] - K.Al-Kodmany and M.M Ali, 2013, The future of the City - Tall Buildings and Urban Design, WIT Press, Southampton

Based on the evolving character of the centre discussed in chapters 2.1-2.3, the subject site has the potential for the orderly redevelopment of the subject site. Considering the change and density that is occurring to the south of the train line mainly to the west of Pendle Way and the Bonds Spinning Mills site, it is appropriate to reconsider the height strategy of the subject site especially along Pendle Way and Dunmore Street.

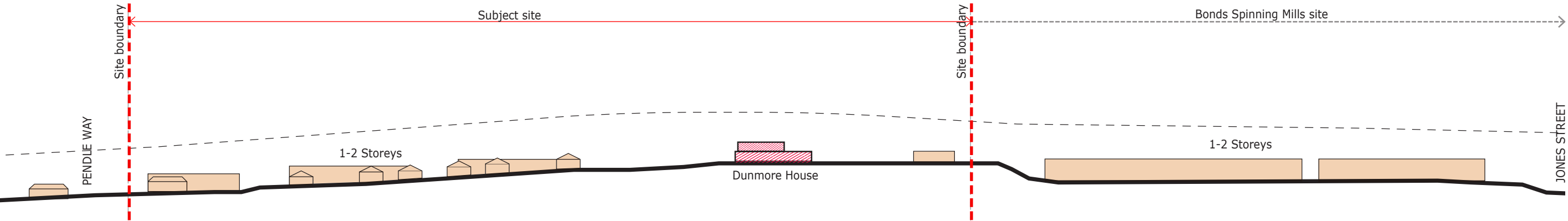


Figure 32. Schematic section BB - surrounding existing heights

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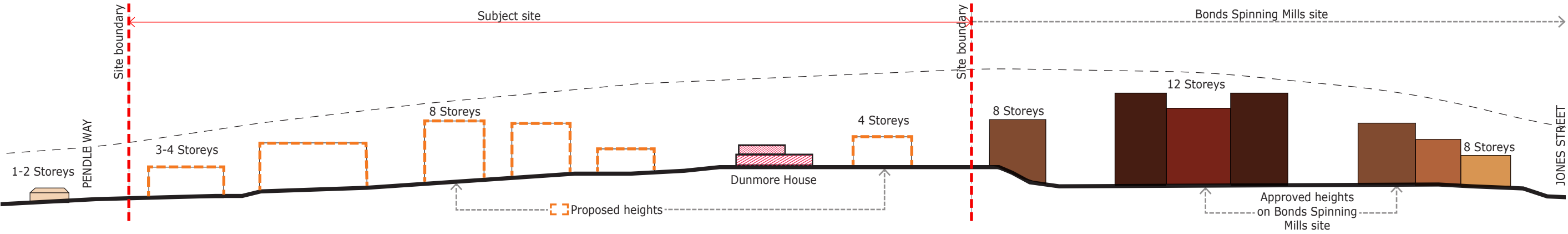


Figure 33. Schematic section BB - proposed and approved building heights

N.T.S

2.5 SITE CHARACTERISTICS

The subject site is a large consolidated site with a total area of 73,142 sqm (7.3 ha). It is located to the south east of the local main street (Pendle Way) and has direct access to the Pendle Hill local centre and Pendle Hill train station. It has frontages to both Dunmore Street as well as Pendle Way with the provision of footpaths along both these roads.

The subject site currently operates as an aged care provider and has 4 Residential Aged Care Facilities (RACFs), two along Pendle Way and two along Dunmore Street to the east as well as a cluster of Independent Living Units (ILUs), south of Ashwood House. Located at the corner of Pendle Way and Dunmore Street is the Pathways Community Church.

There are two heritage items that are located on the subject site, namely Ashwood House (I95) (currently operates as a RACF) and Dunmore House (I94). The setting of Dunmore House is such that it sits within the identified heritage curtilage and has access via a heritage driveway.

Set within a strong landscape setting, the subject site also includes a number of identified significant trees. The northern, southern and eastern boundaries are lined with trees which form part of the 'green' outlook and character of the subject site. The existing streetscape is characterised by low to medium density buildings along Pendle Way but with the proposal on the Bonds Spinning Mills site, the streetscape especially along Dunmore Street will be transformed significantly. Similarly there are changes in the character along Pendle Way and Macklin Street where single storey detached dwellings are being redeveloped as 3 storey apartment buildings. The landscape character which complements the heritage items should be retained wherever possible in order to strengthen the heritage items for the benefit of the existing community.

The subject site has a drop of approximately 11.5m to the east along the north south axis with the highest topographical point being at Dunmore House and the lowest point being at the corner of Dunmore Street and Pendle Way. The variation in the topography opens opportunities to cascade the proposed heights with the sloping terrain. The proposal must however also respond to the surrounding context. There is also a drop to the Bonds Spinning Mills site.

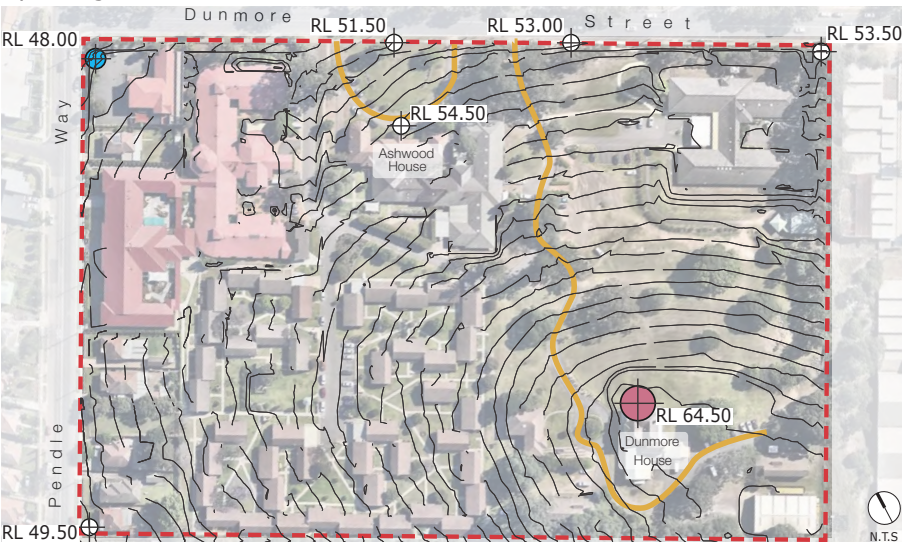


Figure 35. Site topography (courtesy of Taylor Brammer)



KEY

Subject site	Existing RACFs	Existing heritage items	Identified significant trees	Drop in topography
Existing ILUs	Identified heritage curtilage	Surrounding buildings	Identified heritage driveway	

Figure 34. Site characteristics

PHOTOGRAPHIC ILLUSTRATION THE SUBJECT SITE

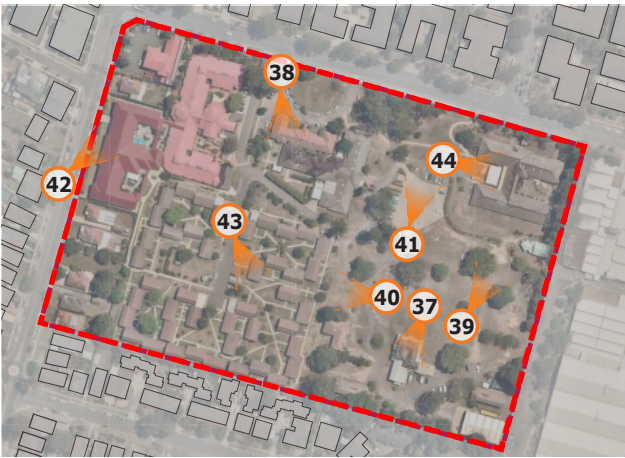


Figure 36. Key map



Figure 37. Dunmore House



Figure 38. Ashwood House



Figure 39. Existing vegetation



Figure 40. Existing heritage driveway



Figure 41. View towards Dunmore Street from Dunmore House



Figure 42. View of existing RACF from Pendle Way



Figure 43. Existing ILU



Figure 44. Existing RACF (Shaw House)

2.6 SITE CONSTRAINTS AND OPPORTUNITIES

CONSTRAINTS

GMU has analysed the subject site and its immediate context in terms of existing constraints which have informed the potential future development of the subject site in terms of built form distribution, open space and transition of scale. This page discusses and illustrates the constraints found on the subject site.

The **heritage listed items** within the subject site (Ashwood House and Dunmore House) contribute to the character of the site; however, they restrict the area of the development to outside their curtilage and require transition in scale and visual consideration of their location on site. The identified **heritage curtilage** along with the existing heritage driveway is an area which approximately covers 19,520 sqm and has an irregular shape. This **restricts the development** area as it contains significant vistas and vegetation that need to be protected.



Figure 45. Heritage items within the identified heritage curtilage

The **main vistas** are from the verandah and front garden of Dunmore House to the walkups located to the north of Dunmore Street. There are **minor views** across the site mainly from the surrounding streets and these views and vistas are part of the character of the site and add to the **visual permeability** of the site.

The **topography raises** from RL 48.00 to RL 64.50 as shown in Figure 47. This is approximately 11.5m of difference and presents **challenges** in the siting of the buildings and the provision of **universal access** through the subject site.

The **Bonds Spinning Mills** site located to the east has a perceptible drop in topography as perceived from the subject site. The approved proposal comprises of a local centre with open space located in line with the existing open space of the subject site. Therefore it is important to maintain the established **view lines** as well as the landscape connections. However, given the drop in topography, it will be challenging to achieve a universally accessible pedestrian connection.



Figure 46. Constraints

There are 35 identified **significant trees** within the subject site mainly located within the heritage curtilage. The significant trees with root protection zones along with the existing vegetation need to be **preserved** as they add to the character and setting of the subject site.

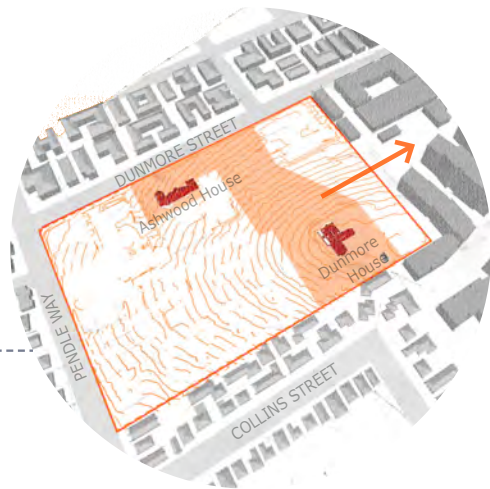


Figure 47. Topography and visual/landscape connection to the Bonds Spinning Mills site

The **low density** detached dwellings are located along the southern boundary, to the north of Collins Street. They vary from 1-2 storeys + pitched roofs and are located approximately 3m from the boundary of the subject site. Due to the close proximity of these dwellings, the proposed built form requires careful consideration in order to reduce any potential **overshadowing** and **privacy** issues.



Figure 48. Low density detached dwellings along the southern boundary

The above constraints led to the formulation of design principles along with the opportunities of the subject site discussed in the next section of this report.

OPPORTUNITIES

GMU has analysed the subject site and its immediate context in terms of existing opportunities which have informed the potential future development of the subject site in terms of built form distribution, open space and transition of scale. This page discusses and illustrates the opportunities found on the subject site.

The **strategic location** within 300m from the Pendle Hill train station will assist in improving accessibility and connectivity of the subject site with other strategic centres like Parramatta and Blacktown. Additionally, proximity to the **main retail strip** will provide **amenities and convenience** for the future residents.

The subject site is a large **consolidated** site with frontage to both Dunmore Street as well as Pendle Way. There are **large areas** of land spread across the subject site, excluding the heritage curtilage, that are available for major built form **redevelopment** as well as open space **improvements**.



Figure 49. Large areas of land available within the subject site

There is potential to retain and **adaptively reuse** the existing **heritage items** with community facilities at Dunmore House and allied health services as well as a cafe within Ashwood House. The heritage **curtilage** also has the potential to be upgraded to have greater **community benefits** and include facilities such as children’s playground and ornamental gardens. The existing mature **trees and vegetation** will contribute to **good quality** communal open **spaces** by providing shade as well as softening of the edges.

The **approved** heights and density on the **Bonds Spinning Mills** will set a **taller skyline profile** for the precinct. The subject site needs to act as a **transitional** site such that the proposed heights and density strike a balance between the main retail strip, the Bonds Spinning Mills site and the surrounding context. The existing **visual link** to the Bonds Spinning Mills site also needs to be maintained and enhanced in order to assist with **way-finding** for the future residents.



Figure 50. Opportunities

The provision of **seniors housing, aged care facilities** and **affordable key worker housing** on the subject site will provide an opportunity for **ageing in place**, intergenerational living, allied health services and also provide **employment** opportunities for the community.

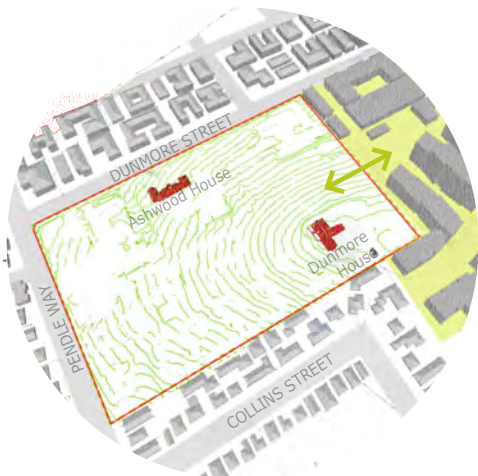


Figure 51. Approved development, topography and visual link to the Bonds Spinning Mills site

The change and **slope** of the existing topography, creates a **visual hierarchy** within the subject site when viewed from Dunmore Street. It also assists in creating visual interest in terms of **open vistas** to the surrounding which need to be **preserved** as part of the existing character.



Figure 52. Vistas from Dunmore Street

The above opportunities along with the constraints discussed previously led to the formulation of the design principles that are elaborated in the next chapter.

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3. MASTERPLAN



3.1 VISION

The proposed development on the existing site (owned and operated by the aged care provider Fresh Hope Care) located at Dunmore Street, Pendle Hill will play an important role in contributing to the additional supply of seniors housing, aged care facilities and affordable key worker housing. It is strategically located with access to public transport, social infrastructure and goods and services within the Pendle Hill local centre. The Planning Proposal also provides an appropriate transition in building height and density from the Bonds Spinning Mills site to the surrounding low density residential development.

The proposed development will take advantage of the high amenity landscaped setting, which will be enhanced by a series of public as well as private open spaces connecting to the generous, open and publicly accessible heritage curtilage.

The proposal will concentrate taller heights to the centre, transitioning down to the edges of the site. The height distribution will minimise overshadowing and visual impacts to the surrounding developments and the public domain. The heights along the boundaries will present a 'human-scaled' streetscape of 4 storeys responding to the existing character whilst maintaining a 'green' outlook and enhancing the street landscape character. Careful consideration has been given to the transition in scale to the 1-2 storey detached dwellings facing Collins Street along the southern boundary.

Future development on the site near the corner of Dunmore Street and Pendle Way is envisaged to become a built form marker when approaching the site from Pendle Hill train station. The two existing heritage items (Ashwood and Dunmore House) will be retained and adaptively reused.

The development will also increase and enhance the pedestrian experience as well as the connectivity to the surrounding public domain along both Pendle Way and Dunmore Street. A number of through site links will strengthen the connection between the train station/main street (Pendle Way) and the Bonds Spinning Mills site. A series of communal open spaces at the ground level interconnected with the public open space will provide additional amenity for the future residents with a pedestrian link enhancing the site's accessibility and connection to the future local centre at the Bonds Spinning Mills site. All links will have high quality landscape features and the landscape design will assist in demarcating the private from the publicly accessible areas. Provision of roof terraces on some of the future buildings such as the proposed RACF and selected ILUs will further complement the overall landscape strategy.

Given the proximity to the main street (Pendle Way) and its likely future development, the proposal will deliver a well considered built form with ample open space, amenities which will make a positive contribution to the community and the evolving neighbourhood character.



Artist impression courtesy of John Haycraft

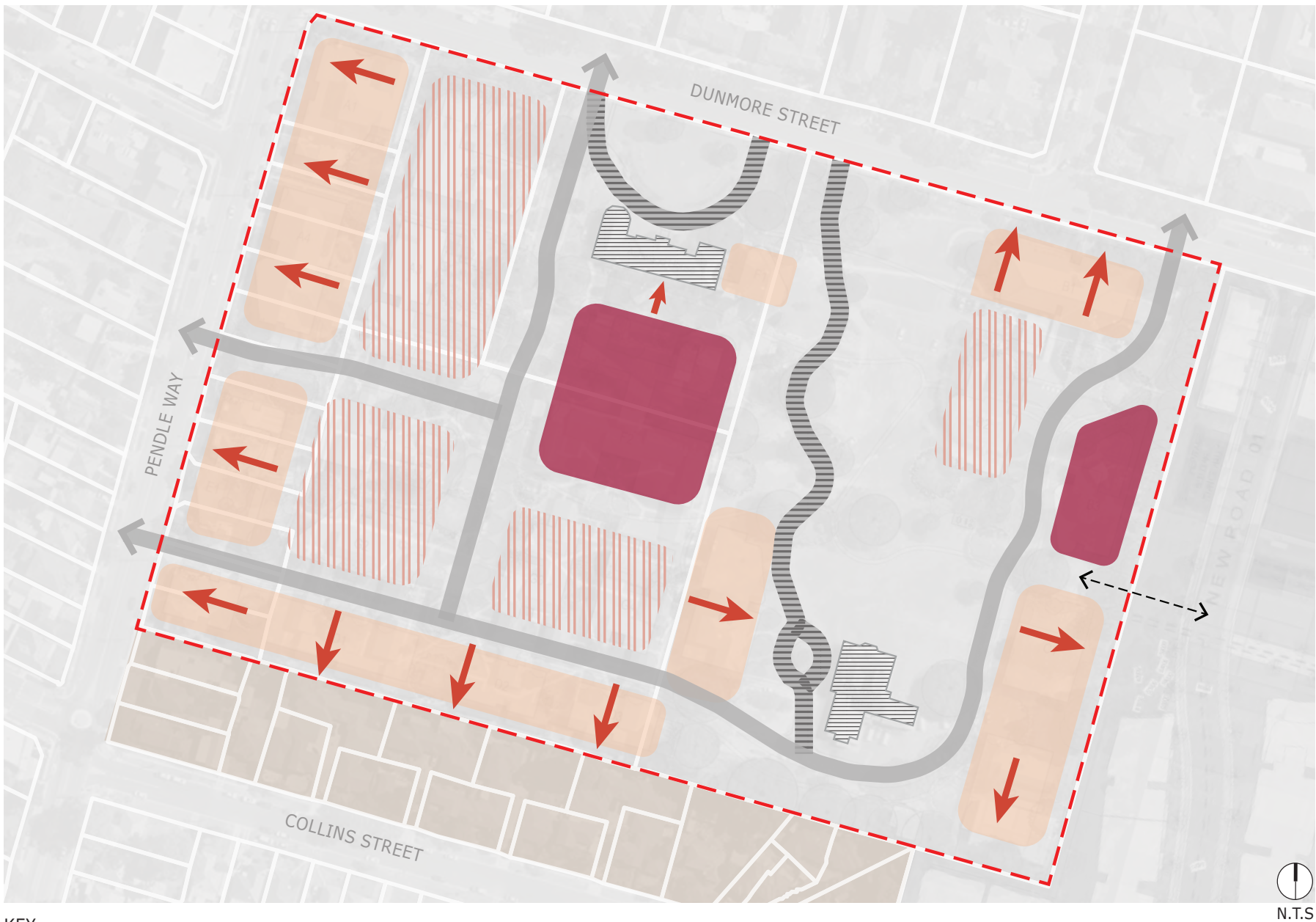
Figure 53. View looking at Dunmore House from the heritage curtilage

3.2 DESIGN PRINCIPLES

Based on the analysis undertaken in chapter 2, GMU formulated a series of design principles for the site. The future development on the subject site, should aim to:

- Respond to the contributory natural and man-made elements of the surrounding character and existing orthogonal street grid, heritage and the existing and evolving built form scale of the area.
- Enhance the existing view lines to and from Dunmore Street.
- Celebrate and give precedent to the heritage component of the site whilst maintaining the curtilage around Dunmore House. The beautiful setting of Dunmore House should act as the organising principle and hierarchy for the rest of the site.
- Respond and take into consideration the approved heights and scale of the Bonds Spinning Mills site and the adjoining low density residential development.
- Create a gradual transition in scale to the immediate existing 'fine-grain' character of the area.
- Preserve the existing mature vegetation of the site and improve and complement the landscape setting with lush understorey planting of native species and aesthetically pleasing landscape in-between buildings.
- Create groupings/clusters of buildings that in turn create inter-spaces for congregation as well as enhance both the active and passive recreational uses for future residents and the local community.
- Minimise visual impacts and respond to the existing heritage on site.
- Achieve design excellence through architectural expression and character. Suggest innovation as well as respond to the heritage setting.
- Create a simple and straightforward access network that incorporates the existing heritage driveway and gives a street address to all proposed building clusters. The internal street network has been designed to ensure servicing of all future buildings is achievable.
- Imbue sustainability through quality of spaces and internal amenity whilst responding to the character of the site.

The above principles led to the investigation of conceptual strategies for the placement of built form and open space on the subject site. These are discussed in the next section of this report.












KEY			
	Site boundary		Medium scale buildings
	Height concentration		Transition to lower density scale
	Heritage items		Proposed road network
			Visual and landscape link
			Heritage driveway
			Low density dwellings

Figure 54. Parti diagram illustrating the design principles

3.3 MASTERPLAN, OPEN SPACE AND ROAD NETWORK - OPTIONS EXPLORED

GMU explored a number of strategy options for the subject site. Out of the many strategies options A, B and C had a greater number of positive elements in their response to the various opportunities and constraints found in the subject site and were investigated in more detail as follows:

OPTION A

Pros

- ‘Fine-grain’ orthogonal distribution of built form across the subject site
- Allied health addition/ extension behind Ashwood House to the south
- Higher scale concentrated to the centre of the site transitioning down to the edges, responding to the existing character
- Retention of majority of significant trees

Cons

- Lack of a built form marker at the intersection of Dunmore Street and Pendle Way
- Taller height located in close proximity to Ashwood House
- Lack of vegetative buffer behind Ashwood House
- 7 vehicular access points along Dunmore Street (including the heritage driveway)
- No vehicular access along Pendle Way
- Dependency on the existing heritage driveway as a carriageway
- Road 1 deliverable only after the demolition of the existing RACFs
- Road 3 in conflict with the traffic light at the intersection of Dunmore Street and Goodall Street

OPTION B

Pros

- ‘Fine-grain’ orthogonal distribution of built form across the subject site
- Addition/ Extension to Ashwood House to the south and east
- Higher scale concentrated to the centre of the site transitioning down to the edges
- The proposed road network forms a simple and practical loop
- Boulevard provision deliverable with or without demolition of RACFs
- Retention of majority of significant trees

Cons

- 5 vehicular access points along Dunmore Street including heritage driveway
- No vehicular access along Pendle Way
- Lack of a built form marker at the intersection of Dunmore Street and Pendle Way
- Taller height immediately behind Ashwood House with no green buffer
- Addition/ Extension to larger facilities especially to the east of Ashwood House, thereby reducing the open space between the buildings
- Lack of internal road access to the building at the corner of Pendle Way and Dunmore Street
- Convoluted internal road network and road encroachment into the curtilage

OPTION C

Pros

- ‘Fine-grain’ orthogonal distribution of built form across the subject site
- Proposed built form marker at the corner of Dunmore Street and Pendle Way to assist with wayfinding
- Split RACF height sufficiently set back from Ashwood House
- Addition/ Extension to Ashwood House to the east with landscape buffer behind
- Higher scale concentrated to the centre of the site transitioning down to the edges, responding to the existing character
- 3 vehicular access points along Dunmore Street and 2 from Pendle Way ensuring connectivity and street address to all the buildings
- Evenly fragmented buildings along Pendle Way to respond to the context
- Retention of majority of significant trees

Cons

- Access to the building at the corner of Pendle Way and Dunmore Street from the boulevard through connecting basements

Based on the number of pros outweighing the constraints, Option C was chosen as the preferred built form strategy for the site. The masterplan is discussed in the next section of this report.



Figure 55. Option A



Figure 56. Option B



Figure 57. Option C

3.4 MASTERPLAN



The proposed masterplan is an evolution of the various options explored (refer to chapter 3.3). The concepts were further developed after envelope testing by the project architects (Thomson Adsett), to ensure appropriate articulation of envelopes and siting of the buildings against the topography. Taylor Brammer, landscape architects, further developed the open space strategy. The internal road network was developed in collaboration with Taylor Brammer and GTA.

The proposed development is well integrated with the surrounding context through its contribution to the open space network, pedestrian connectivity and a balanced built form massing within a lush landscape setting.

As part of the design process, Architectus was appointed as a peer reviewer to provide an independent review on the proposed masterplan. Architectus' feedback and comments assisted in further developing the masterplan (refer to Figure 59).

The masterplan includes the following attributes:

- The proposed built form is distributed around the site following a clear and orthogonal grid with an even distribution of open spaces
- Pavilion style buildings (average length of 45m) interspersed with communal open spaces
- Greater height at the centre away from the edges and the heritage items and the north east boundary, transitioning to lower built form ranging from 2-4 storeys towards the other boundaries
- A large north south open space with pedestrian access and good landscape amenity in alignment with Dunmore House
- An entry boulevard located to the west of Ashwood House lined with mature trees for a greater sense of arrival
- High quality private as well as public open spaces. The communal open spaces at the ground level are interconnected improving the site's accessibility and permeability
- Rooftops of a number of proposed buildings to be used as additional communal open space with excellent solar and residential amenities
- Retention and enhancement of the existing vegetation and landscape character. Approximately 95% of the identified high significant trees have been retained
- Improvements to the streetscape along both Pendle Way as well as Dunmore Street
- Adaptive reuse of Dunmore House and Ashwood House
- Provision of affordable key worker housing as a 2 + recessed roof form along the southern boundary

The proposed distribution of heights and uses are discussed in the next section of this report.



Figure 59. Proposed masterplan (courtesy of Taylor Brammer)

3.5 BUILDING HEIGHTS AND USES

The proposed heights are distributed such that the tallest heights are concentrated at the centre of the site gradually transitioning down towards the site edges. The height distribution on the proposed masterplan is as follows:

- 4 storeys to the west of the entry point to proposed road 1 and 2 storeys adjoining Ashwood House fronting Dunmore Street to complement the existing character across the street as well as the proposed development on the Bonds Spinning Mills site
- 4 storeys to the west of proposed road 2 along Dunmore Street which is consistent with the Bonds Spinning Mills site
- 5 storeys at the corner of Pendle Way and Dunmore Street as a built form marker
- 4 storeys along Pendle Way with a well articulated 3 storey streetwall height to respond to the surrounding context
- 2-storey building plus a partial third storey along the southern boundary to respond to the lower density detected dwellings facing Collins Street. See Figure 60 for artist impression



Artist impression courtesy of John Haycraft
Figure 60. Interface at the southern boundary

- 3-5 storeys medium density buildings around Dunmore House to preserve the heritage item
- 6 and 8 storey RACF mainly concentrated towards the centre to minimise overshadowing and visual impacts
- 8 storey building (B3) to the east of proposed road 2 stepping with the slope
- Buildings generally stepped with the topography e.g. buildings G3 and G5 step down by 3 storeys, A3 steps down from 7 to 6 storeys. s

Primarily functioning as a seniors housing and aged care provider the proposed uses on the site include Independent Living Units (ILUs), Residential Age Care Facilities (RACFs), affordable key working housing, community facilities and allied health services. The uses on the proposed masterplan are as follows:

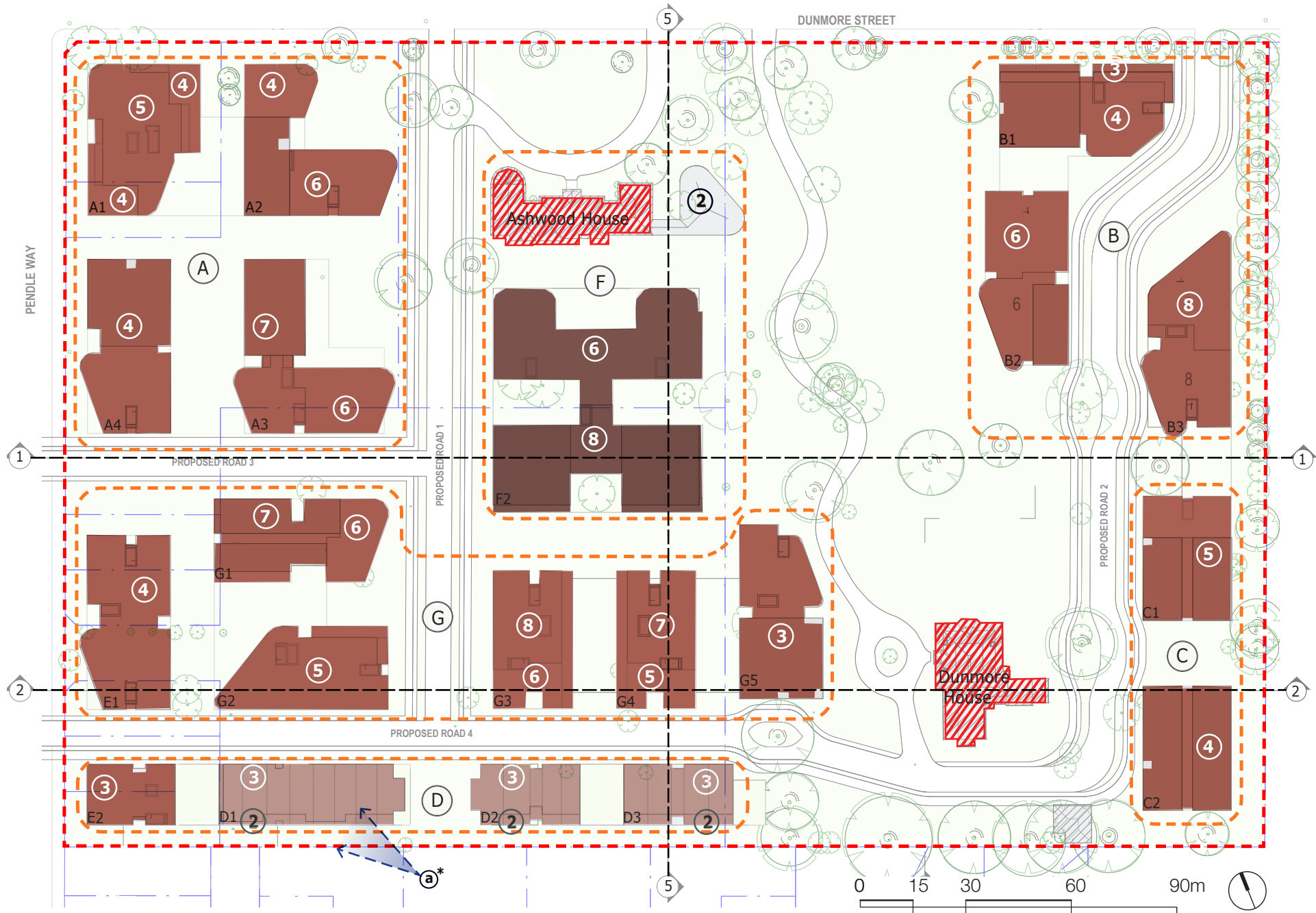


Figure 61. Proposed building heights and uses (image adapted from Thomson Adsett)

- The ILUs are distributed among 16 buildings divided into a number of clusters (namely A, B, C and G)
- The RACF is located to the immediate south of Ashwood House. Ashwood House along with the allied health extension will function as a health hub. However, it should be noted that in building F2, the RACF is intended for the first 6 levels with ILUs on the top 2 levels, to the south
- Cluster D houses the affordable component with the building along Pendle Way intended to be used as an ILU

Please refer to the site sections overleaf.

KEY

- Site boundary
- Proposed RACF
- Proposed ILUs
- Proposed affordable key worker housing
- Heritage item
- Proposed clusters
- Proposed admin/ allied health hub

*Indicative location of the artist impression

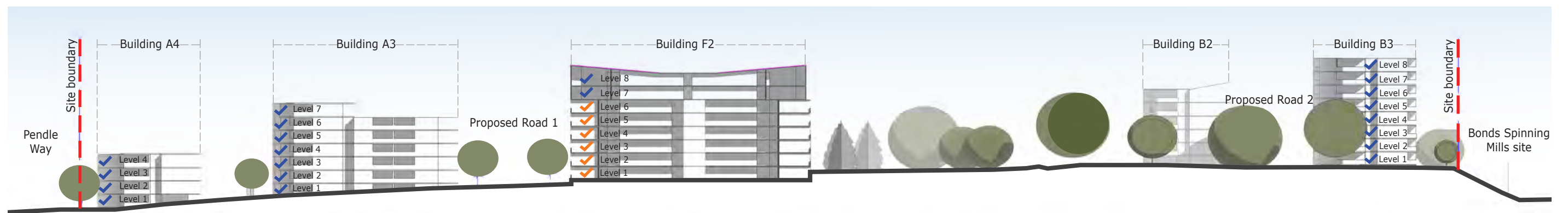


Figure 62. Section 1 (image adapted from Thomson Adsett)

N.T.S

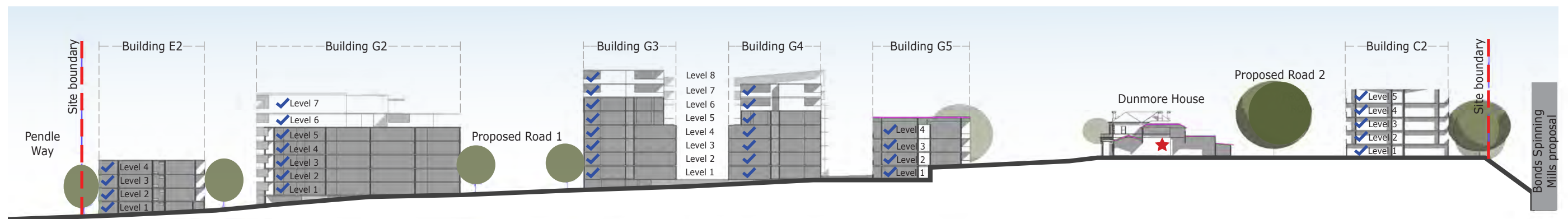


Figure 63. Section 2 (image adapted from Thomson Adsett)

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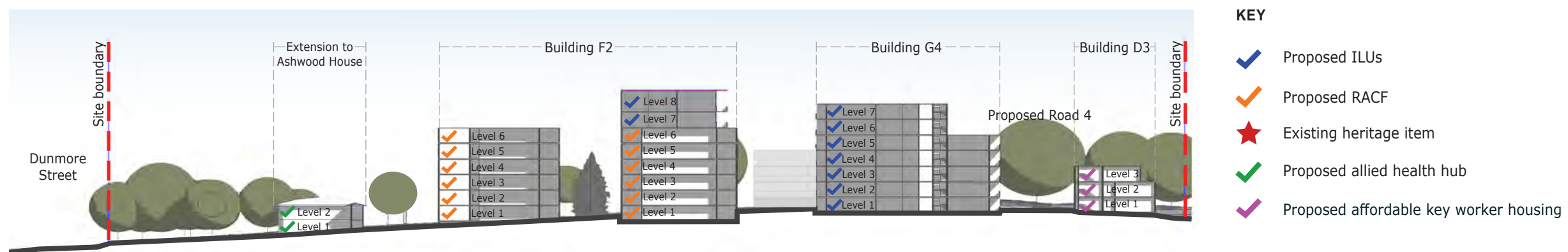


Figure 64. Section 5 (image adapted from Thomson Adsett)

N.T.S



Artist impression courtesy of John Haycraft

Figure 65. View of the proposal from Dunmore Street

3.6 SITE SPECIFIC URBAN DESIGN GUIDELINES

To guide the future development of the subject site GMU and the project team formulated high levels of site specific design guidelines. Their aim is to achieve an appropriate built form and high levels of design excellence throughout all stages of the development process.

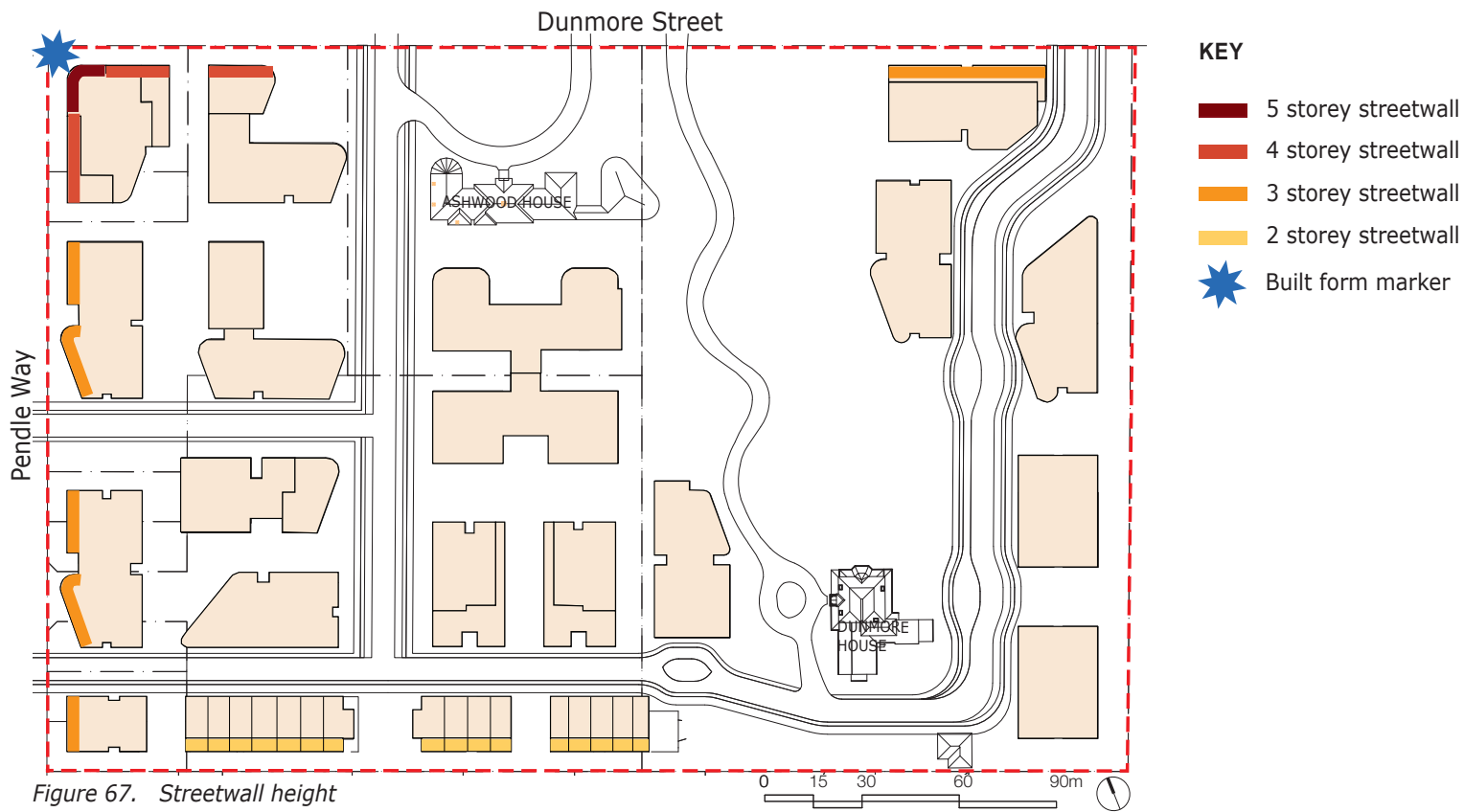
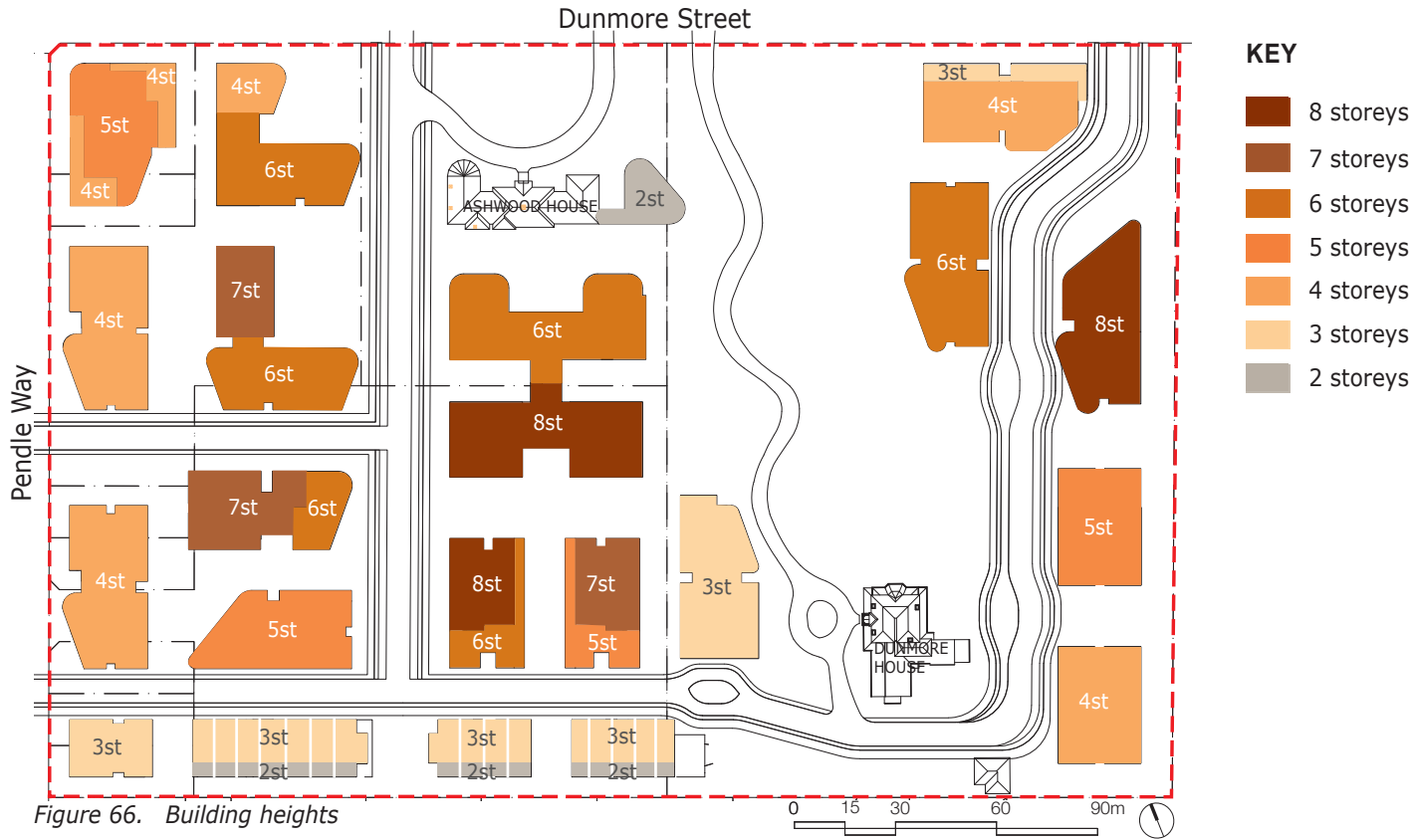
Building Heights and Streetwall Response

Objectives

- To provide increased opportunities for height and density to support the future provision of seniors housing and aged care services on site
- To achieve an appropriate height transition in response to the existing and future desired context within the area
- To concentrate height in the right places, minimising any adverse visual impact to the surrounding context
- To minimise any adverse shadow impacts to the public open spaces within and around the site
- Maintain 'fine-grain' proportions along the southern boundary to complement what is currently permissible across the southern boundary (2-storey+roof form)

Controls

- Maximum building height of up to 8 storeys (centre and east) with height transition down to 7 , 6, 5 and 4 storeys to the edges
- Maximum building height of up to 8 storeys (centre) with height transition down to 3 and 2 storeys along the southern boundary
- Maximum building height of up to 4 storeys along Pendle Way transitioning down 3 storeys at the south west corner
- Maximum building height of up to 4 storeys along Dunmore Street
- Maximum building height of up to 5 storeys at the corner of Pendle Way and Dunmore Street, to emphasise the corner
- Proposed building heights and street response should generally comply with Figures 67 and 68



Building Setbacks and Separation

Objectives

- To achieve appropriate separation distances between built forms, ensuring the amenity for the future residents
- To achieve desirable setbacks to contribute to the prevailing streetscape and existing and future character of the area
- To achieve appropriate scale along the streets and pedestrian links to enhance the human scale for pedestrians
- To preserve privacy and improve acoustic privacy to the surrounding developments
- To maintain high levels of visual and acoustic privacy to the lower density detached dwellings across the southern boundary

Controls

- Minimum 6m setback to Pendle Way
- Minimum 6m setback to Dunmore Street
- Minimum 6m setback to the southern boundary
- Minimum 10m setback to the eastern boundary
- Minimum 12m primary separation distance between all the buildings proposed on site
- Minimum 12m separation distance between Ashwood House and the proposed RACF (F2) to the immediate south. Additional separation up to 23m towards the centre of the building
- Minimum 18m separation distance between the buildings along the eastern boundary
- Minimum 16m separation distance between the proposed RACF (F2) and the buildings to the immediate south (G3 and G4)
- Minimum 18m separation distance between the buildings either side of proposed road 3
- Minimum 15m separation distance between the buildings either side of proposed road 4
- For the buildings above 4 storeys, the proposed secondary setback will be in accordance with the required setbacks as per the Apartment Design Guidelines (ADG)
- Provide horizontal shelving along all balconies and windows facing the southern boundary approximately at the top of the balustrade and sill height as shown in Figures 69 and 70
- Building street setbacks and separations are to conform generally to the dimensions shown in Figure 68

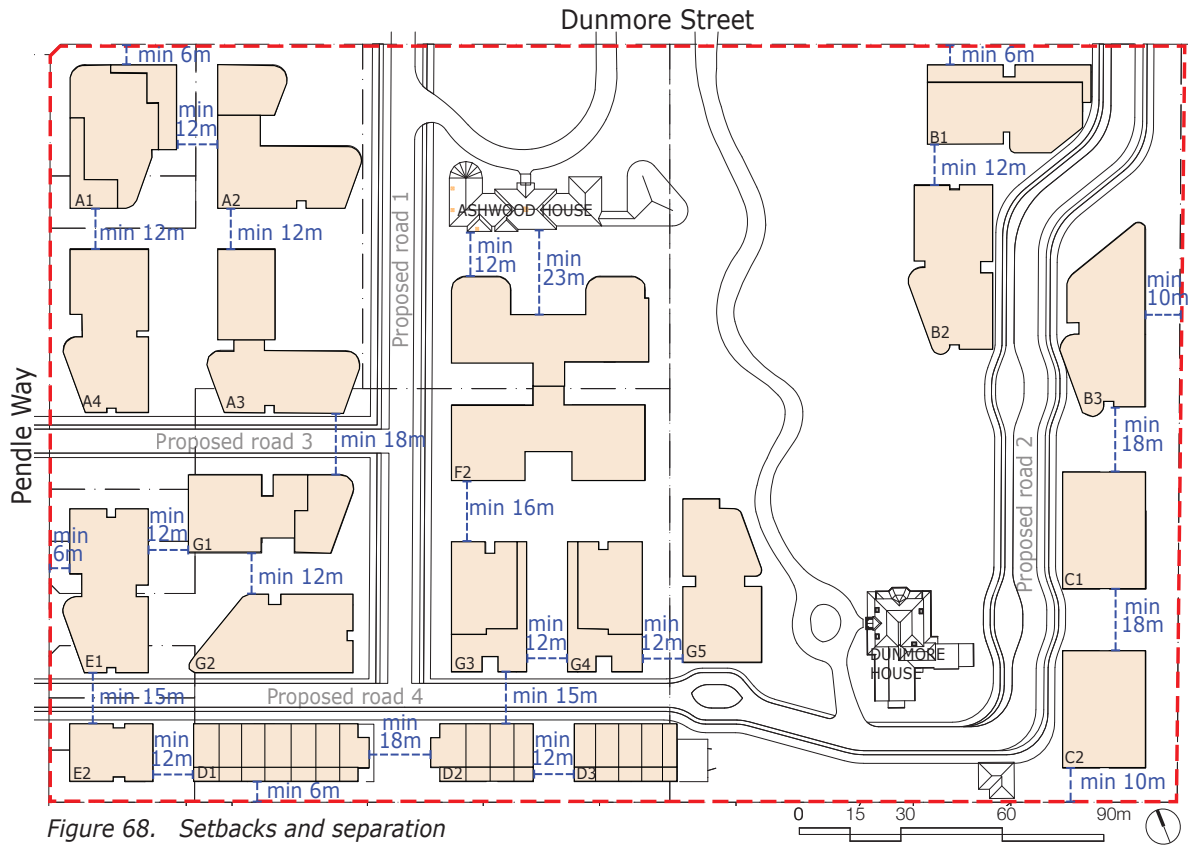
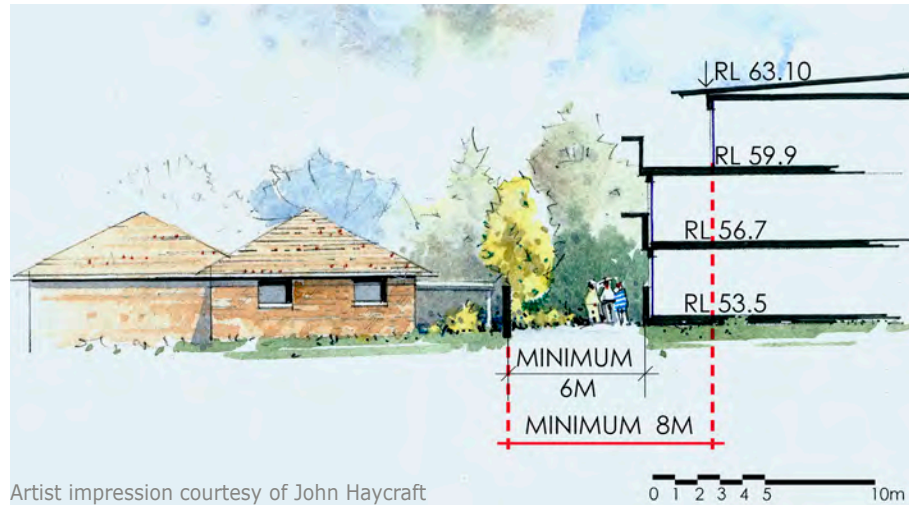


Figure 68. Setbacks and separation



Figure 69. Horizontal shelves



Artist impression courtesy of John Haycraft

Figure 70. Indicative section along the southern boundary



Artist impression courtesy of John Haycraft

Figure 71. Interface along the southern boundary

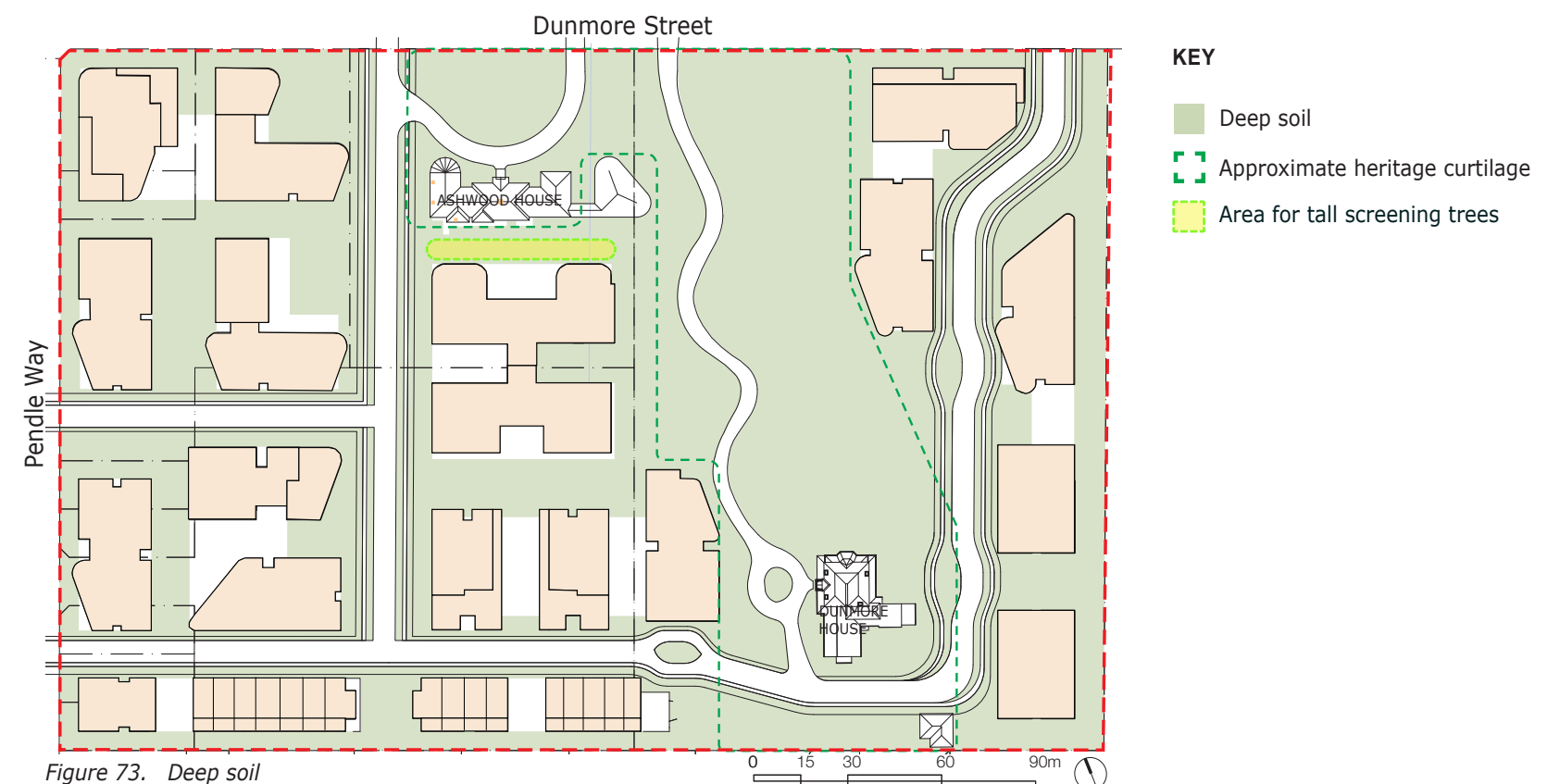
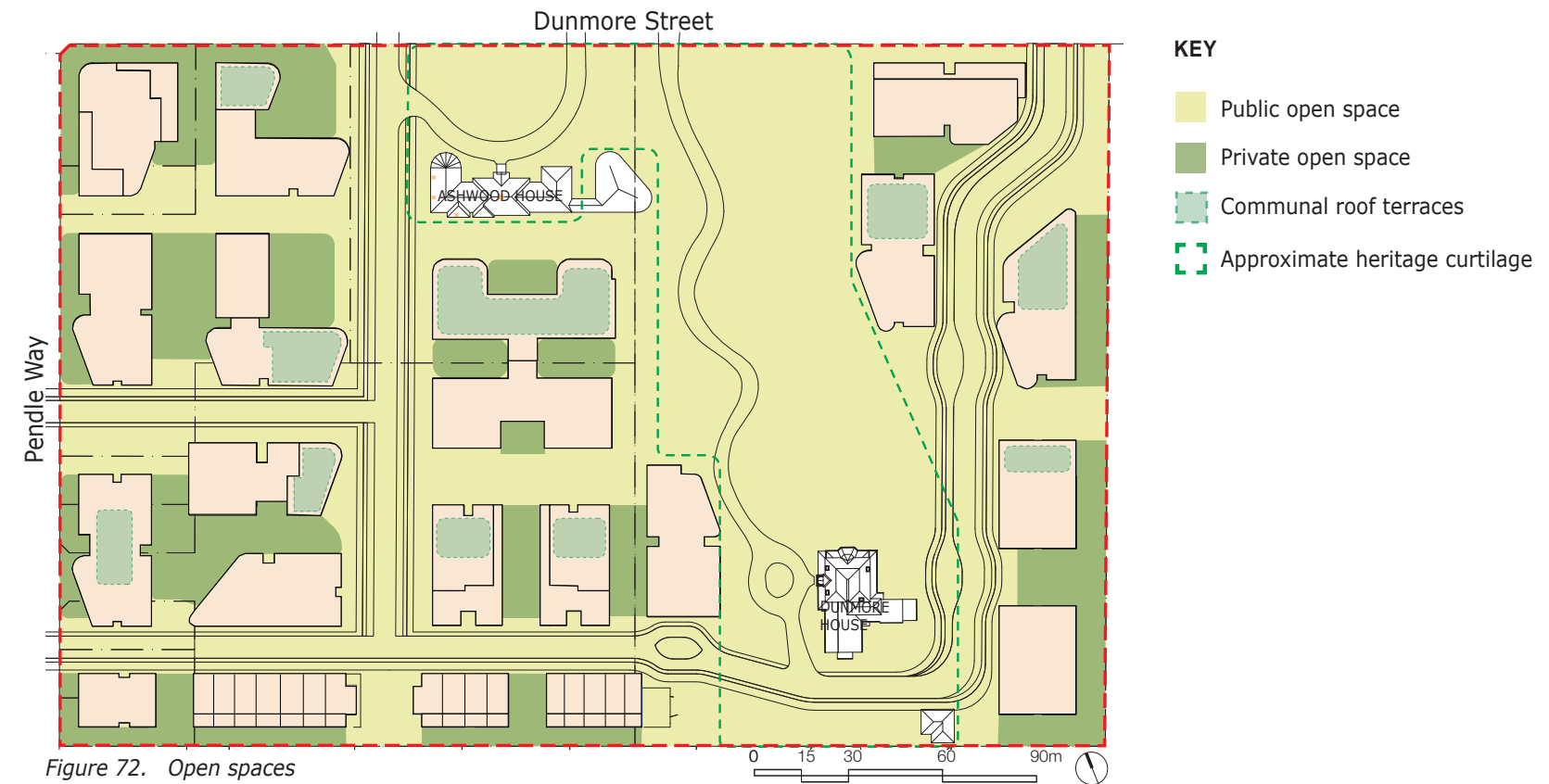
Open Space and Deep Soil Zone

Objectives

- To provide a series of generous public open spaces for recreational uses, improving the quality of the public domain and connectivity with surrounding open spaces
- To provide sufficient communal open space and rooftop gardens to cater for passive and active recreation opportunities for future residents
- To provide adequate deep soil zones for the healthy growth of mature trees on site and allowing water filtration and the reduction of stormwater run-off
- To provide high quality street landscaping around the perimeter of the site to enhance the quality of the built environment
- To mitigate any visual impacts behind Ashwood House

Controls

- Provide a north-south landscaped public open space to enhance the identified heritage curtilage as per Figure 70, contributing to public amenity and enhancing the area's connectivity
- Provide pocket parks with varied landscape features within the clusters of buildings connecting to the publicly accessible open space
- Provide communal open spaces at the ground level and rooftop areas with a variety of facilities including seating, BBQ facilities, shelters, etc
- Ground level courtyards to all ground level ILUs as per the Apartment Design Guidelines (ADG)
- Minimum 6m for deep soil zone along Pendle Way, Dunmore Street and along the southern boundary
- Minimum 10m for deep soil zone along the eastern boundary
- Provide high quality evergreen trees and screening along the eastern and southern boundary
- Retain and enhance the landscape setting of both Ashwood House and Dunmore House
- Provide a landscaped buffer zone (south of Ashwood House) of at least 6-8m in width for the provision of tall screening trees
- Open space and deep soil zone should generally be provided in line with Figures 72 and 73



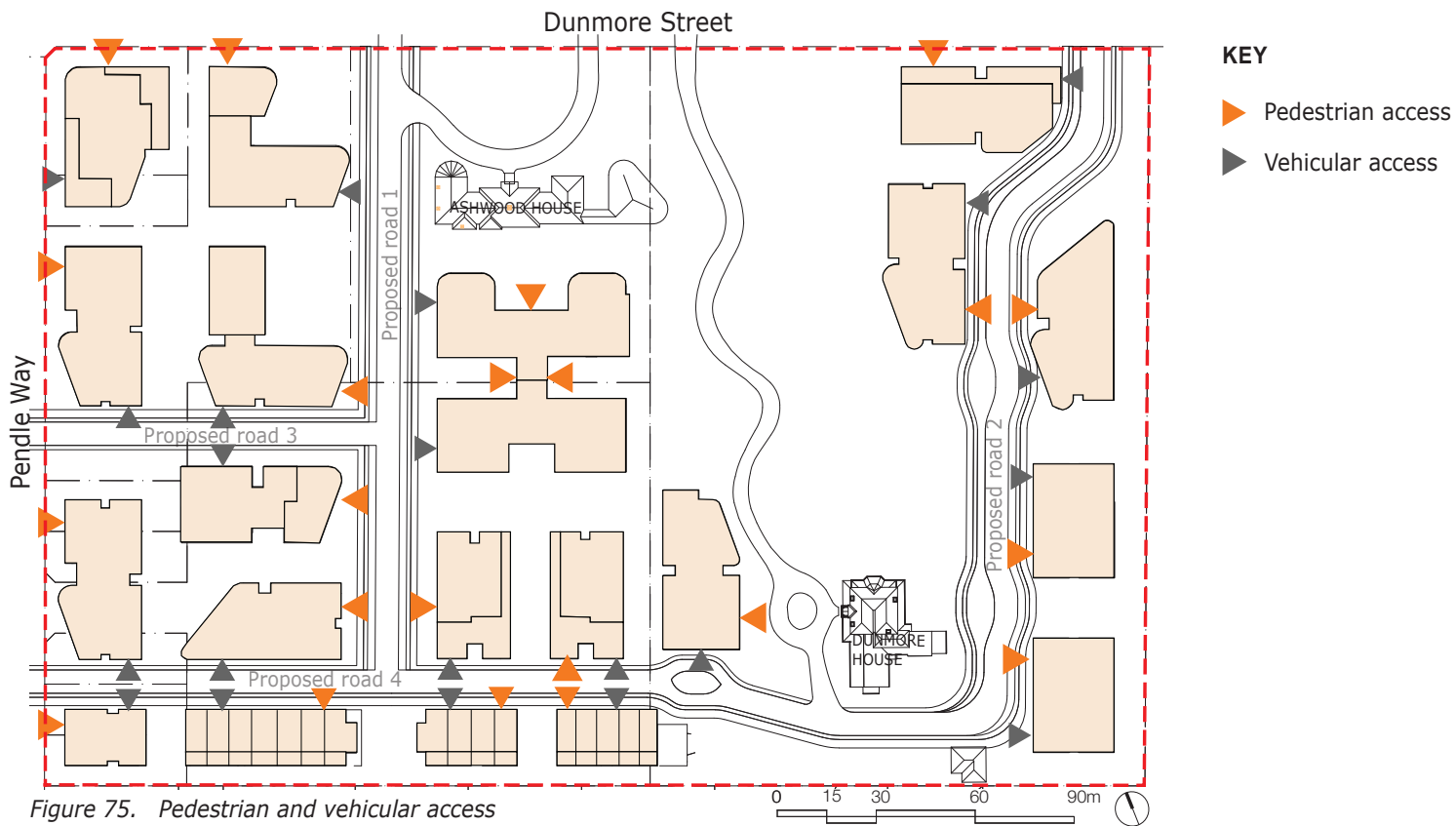
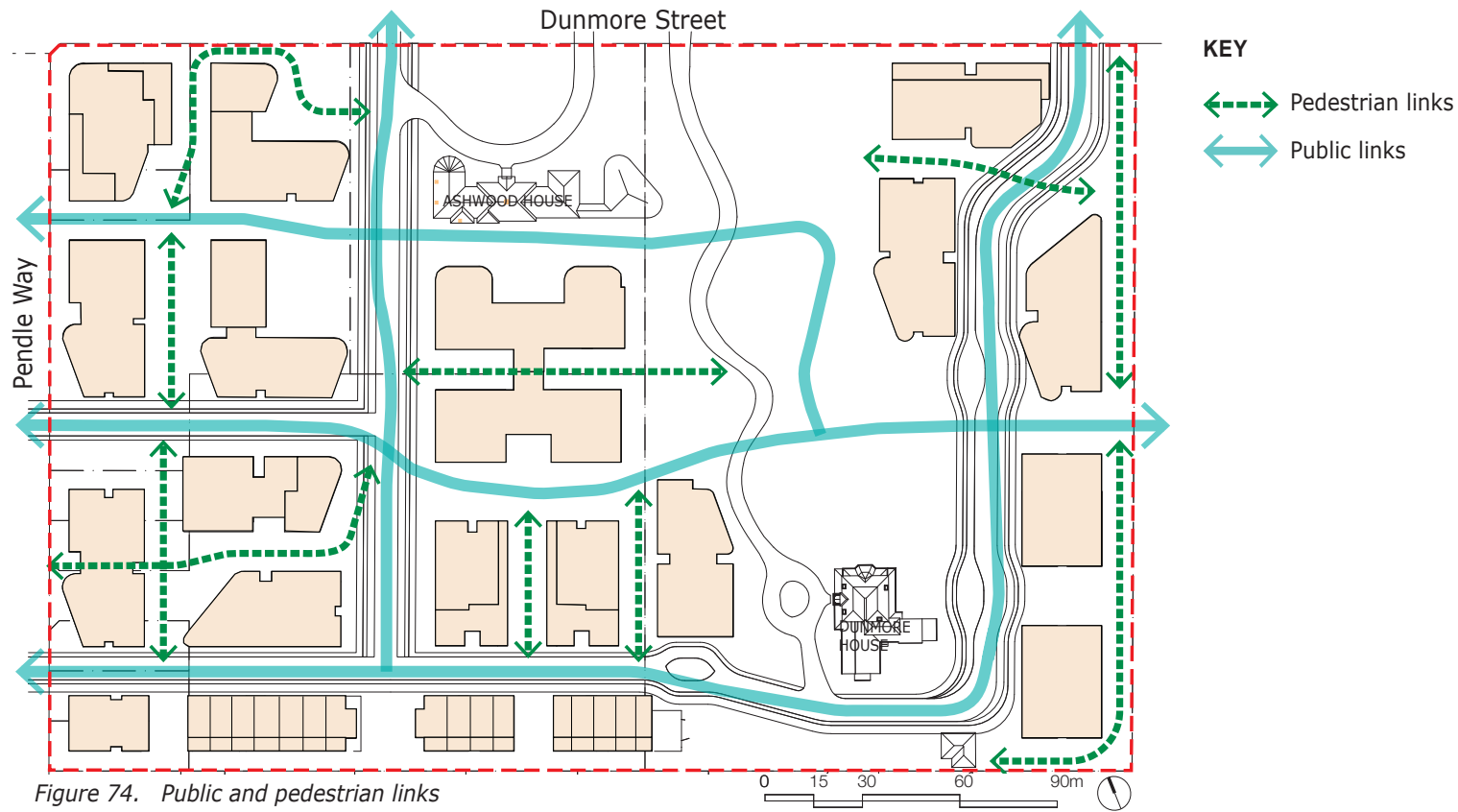
Vehicular/Residential Access and Public/Pedestrian Links

Objectives

- To improve the site’s accessibility and strengthen the connection to surrounding destinations
- To provide a number of residential access points to activate street frontages and internal open spaces, providing passive surveillance to the public
- To reduce the traffic impact to Pendle Way and Dunmore Street and improve the public domain for pedestrians

Controls

- Restrict vehicular access directly to buildings fronting Pendle Way
- Vehicular access points should be encapsulated within the building footprints. If access is not within the building, high quality landscape and driveway design should be incorporated to ensure a landscaped streetscape and to mitigate the visual and acoustic privacy issues for the residents
- Majority of the vehicular access points to be incorporated within the subject site
- Pedestrian footpath should be separated from the vehicular access with a planting strip - minimum 1.8m wide
- Provide resident/pedestrian access points along both Pendle Way and Dunmore Street
- Provide at least 4 new public through-site links connecting the subject site with the main retail strip and the Bonds Spinning Mills site
- Provide a private pedestrian links interconnected with the new public links
- Vehicular/residential access and public/pedestrian links should generally comply with Figures 74 and 75



Solar Access and Overshadowing

Objectives

- To minimise overshadowing impacts to surrounding public domain and private developments
- To provide reasonable amount of solar access to new public open spaces within the site

Controls

- Sculpt the proposed built form to create fast moving shadows to surrounding residential development between 9am and 3pm in mid-winter
- Provide a minimum of 2 hours of solar access to the main private open spaces of the surrounding residential properties and to the public open space between 9am and 3pm in mid-winter

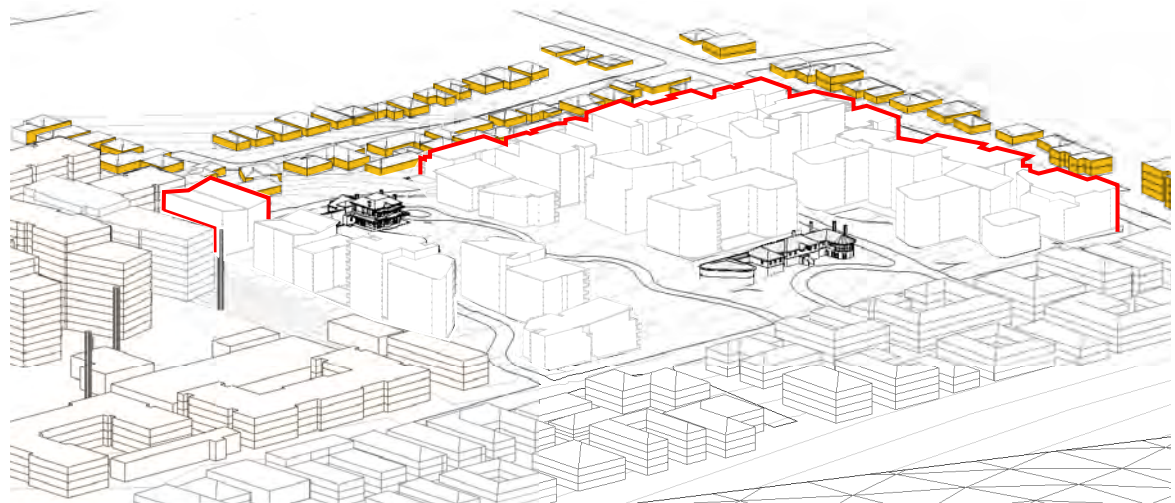


Figure 76. Sun eye diagram -22 June 9am (image adapted from Thomson Adsett)

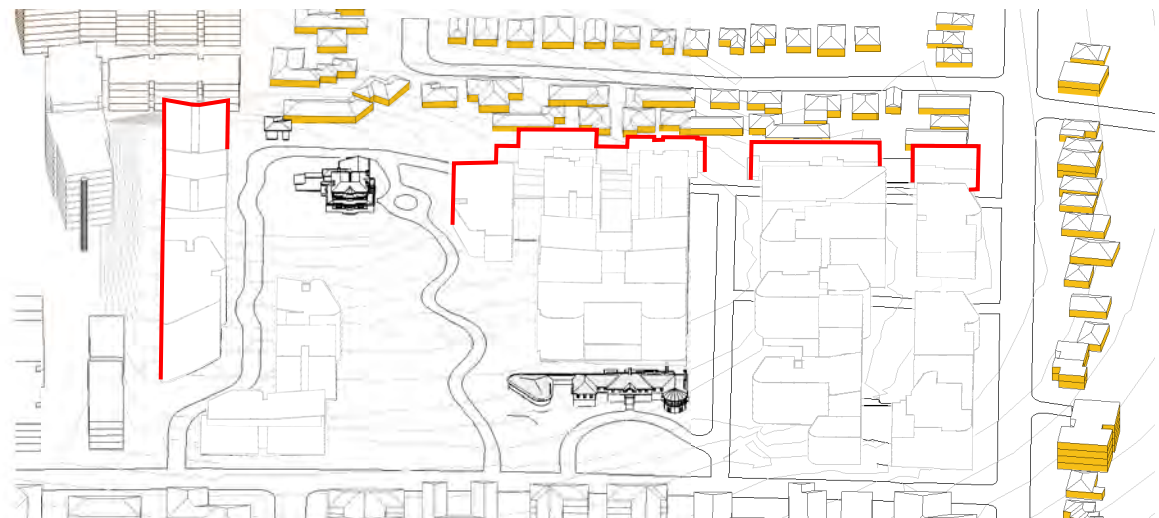


Figure 77. Sun eye diagram -22 June 12pm (image adapted from Thomson Adsett)

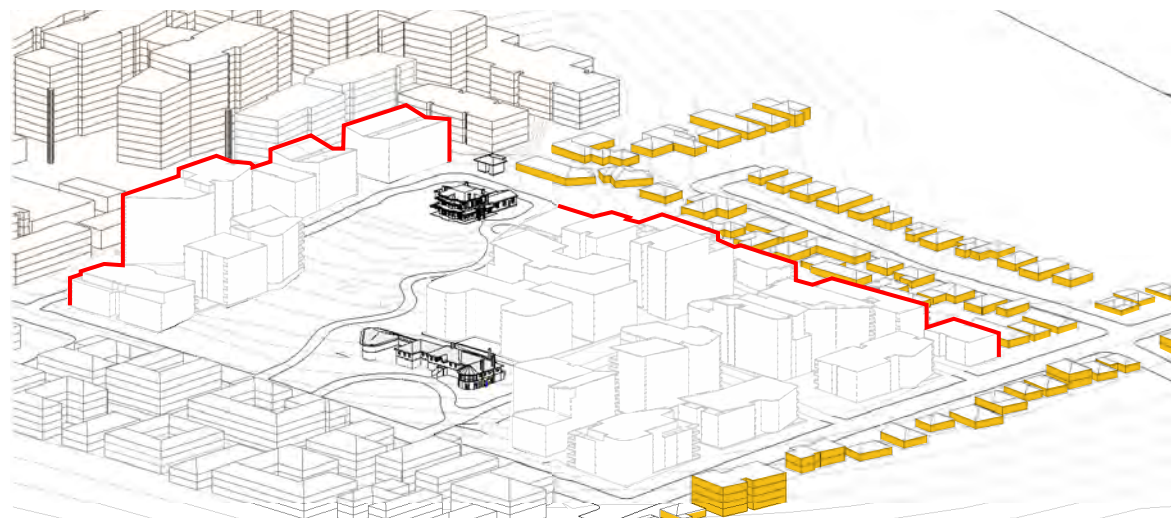


Figure 78. Sun eye diagram -22 June 3pm (image adapted from Thomson Adsett)

KEY

- Dwellings where an average of 2-3 hours of sunlight between 9am and 3pm during winter should be provided
- Proposed building outline

4. FINAL RECOMMENDATIONS



4.1 PROPOSED STATUTORY CONTROLS

Below are the outcomes of the proposed massing translated into the controls to be included within the Holroyd Local Environmental Plan (HLEP) 2013. For details regarding the changes to the LEP, please refer to the main Planning Proposal report prepared by Keylan Consulting.

ZONING

The subject site is currently zoned as R2 (Low Density Residential), R3 (Medium Density Residential) and R4 (High Density Residential) under the HLEP 2013. Based on the analysis and studies undertaken in this report, the proposal seeks an amendment to RE2 (Private Recreation) to the identified heritage curtilage and R4 (High Density Residential) for the rest of the subject site as per the map in Figure 79.

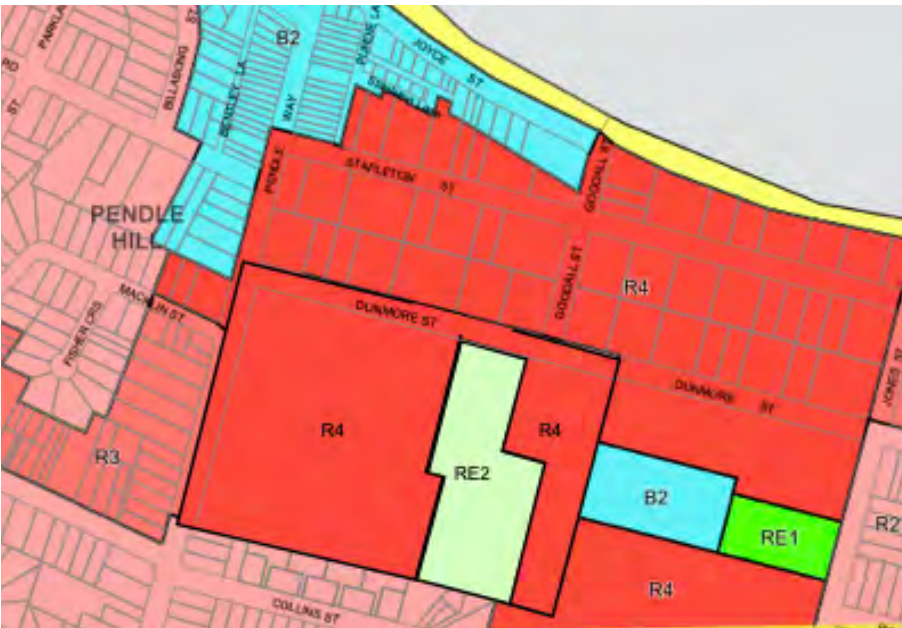


Figure 79. Proposed zoning map (courtesy of Keylan Consulting)

HEIGHT OF BUILDING (HOB)

The subject site has a permissible height of building of 9m for the majority of the land, including 11m along the western boundary. The proposal seeks an amendment to the maximum heights as per Figure 80, with 32m for the majority of the site, no specified height limit for the identified heritage curtilage and 12.5m along the southern boundary.

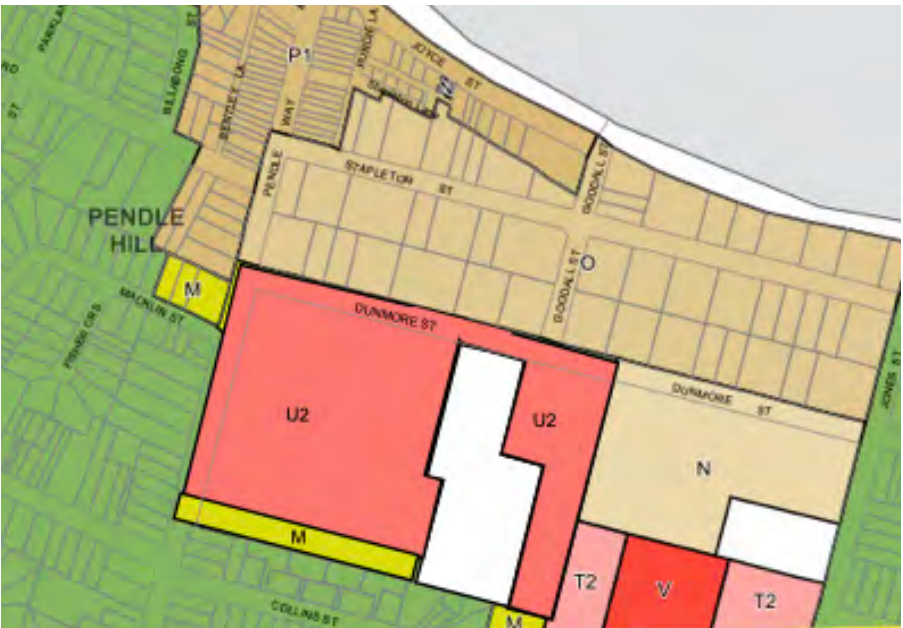


Figure 80. Proposed height of building map (courtesy of Keylan Consulting)

FLOOR SPACE RATIO (FSR)

The applicable FSRs for the subject site include 0.5:1, 0.7:1 and 0.85:1. The proposal seeks to provide an FSR of 1.5:1 for the majority of the site, no specified FSR for the identified heritage curtilage and 0.85:1 along the southern boundary. The proposed FSR changes are as per Figure 81.

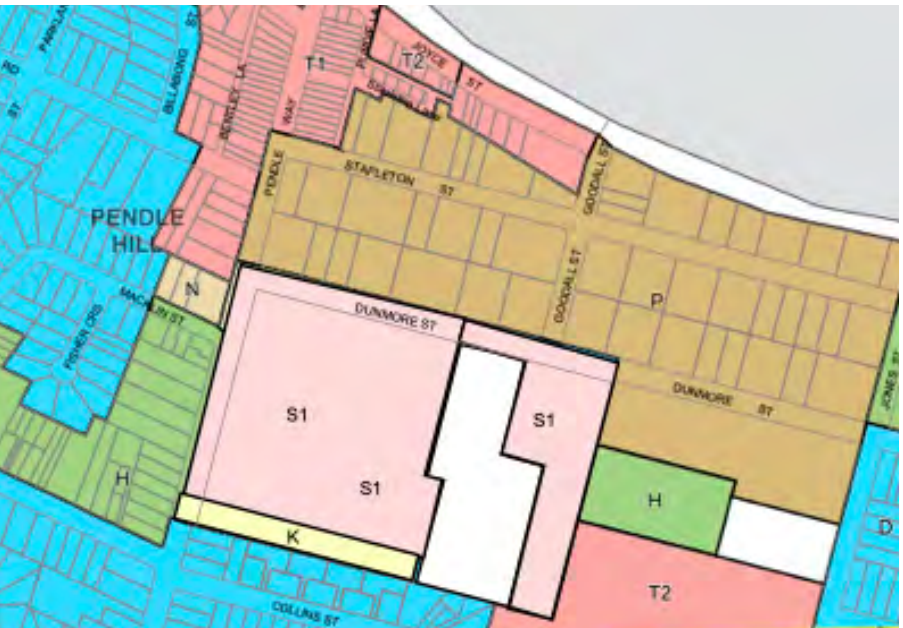


Figure 81. Proposed floor space ratio map (courtesy of Keylan Consulting)

4.2 FINAL CONCLUSION

GMU together with the project team have undertaken extensive analysis of the future of Pendle Hill and of the potential role the subject site could play in the future growth of the centre. We have developed a masterplan through comprehensive evidence based analysis to ensure an appropriate built form outcome for the subject site.

In light of GMU's analysis, the report has concluded that the proposed redevelopment can contribute to the continuing revitalisation and transformation of Pendle Hill. The Planning Proposal will play an important role in contributing to the additional supply of seniors housing, aged care facilities and affordable key worker housing with access to public transport, social infrastructure and goods and services. It will also provide an appropriate transition in building height and density from the adjoining Bonds Spinning Mills site to the surrounding low density residential development whilst reinforcing the site's 'green' character through the proposed open spaces and improvements to the publicly accessible open space network within and around the subject site.

The subject site with frontages to both Pendle Way and Dunmore Street presents a great opportunity to provide a holistic development that will ensure the continuing delivery of high quality aged care facilities and seniors housing within a high-quality landscape setting. It also responds to the surrounding existing and future context in terms of built form, amenity and streetscape character.

The report has arrived at the proposed built form after careful consideration of a number of options through a thorough urban design analysis of any potential visual and overshadowing impacts to the surrounding areas and the amenity of the future residents. This process has also undergone a rigorous design process with the project team, a peer review process and consultation with Council staff and Councillors.

Based on the above, GMU encourage Council to support the Planning Proposal and the suggested amendments including LEP zoning, height of building and FSR as per Chapter 4.1 including the potential site specific guidelines suggested in Chapter 3.7 of this report.



Artist impression courtesy of John Haycraft

Figure 82. View of open space and built form distribution from Dunmore Street

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