

URBAN DESIGN REPORT

Nos. 7-23 AND 25-33 WATER STREET, STRATHFIELD SOUTH

10 March 2016



CONTENTS

1. INTRODUCTION	I
1.1 INTRODUCTION	2
1.2 METHODOLOGY	2
2. STRATEGIC CONTEXT	3
2.1 STRATEGIC CONTEXT	4
2.2 REGIONAL CONTEXT	5
2.3 CURRENT PLANNING CONTROLS	6
3. SITE AND ITS LOCAL CONTEXT	7
3.1 LOCAL CONTEXT	8
3.2 CONSTRAINTS AND OPPORTUNITIES	10
3.3 RELEVANT SUCCESSFUL URBAN RENEWAL PROJECTS	11
4. PRELIMINARY PRINCIPLES & CONCEPT DESIGN	13
4.1 PRECINCT ANALYSIS AND DESIGN PRINCIPLES	14
4.2 CONCEPT FOR THE SITE	15
4.3 3D PERSPECTIVES OF THE CONCEPT	16
4.4 VISUAL IMPACT ANALYSIS	17
4.5 DESIGN GUIDELINES	18
4.6 FINAL RECOMMENDATIONS	21



Prepared by GM URBAN DESIGN & ARCHITECTURE PTY LTD
Studio 803, Level 8
75 Miller Street
North Sydney NSW 2060

Email gmorrish@gmu.com.au
Tel (02) 8920 8388
Fax (02) 8920 9333

Prepared for RJ Green & Lloyd Pty Limited and Westport Pty Ltd
Job number 15244
Date created 18 / 01 / 2016

GMU implements and maintains an internal quality assurance system.

Issue	Date	Status	Prepared by	Reviewed by
A	18 / 02 / 2016	Draft for review	MKW/MH/LZ	KC
B	09 / 03 / 2016	Final	MKW/LZ	KC/MK

I. INTRODUCTION

I.1 INTRODUCTION

GM Urban Design and Architecture (GMU) have been appointed by RJ Green & Lloyd Pty Limited and Westport Pty Ltd to undertake an urban design study of the industrial lands comprising Nos. 7-23 and 25-33 Water Street, South Strathfield.

The purpose of this study is to inform the proposal of the potential rezoning of this land to a residential use and to suggest appropriate built form heights and FSR based on a comprehensive urban design analysis of the site and precinct.

This study has considered the broader planning framework for the surrounding area and the intent of the applicable controls in relation to the general and immediate context. This urban design report will form part of the supporting documentation included as part of a planning proposal application for the site.

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

- Visited the site and its immediate and broader context;
- Reviewed the Sydney metropolitan strategy, 'A Plan for Growing Sydney - Dec 2014';
- Reviewed the current controls for the subject site, subject block and Strathfield in general;
- Reviewed Planning Proposals and recent approvals or DAs under assessment in the vicinity of the subject site; and
- Considered the site and block from various vantage points on approach by car and by foot as well as its visibility from the northern (along Homebush Road and Water Street) and the southern approach (along Water Street).

I.2 METHODOLOGY

In undertaking this study, GMU has conducted a desk top review of applicable and draft controls as well as a comprehensive site visit and photographic documentation of the site and its immediate surroundings. Our desk top and site analysis has provided us with an in-depth understanding of opportunities and constraints for the site, which in turn have informed the proposed strategy for the residential component for the site.

GMU conducted analysis of the existing and allowable heights in the Strathfield South and the Strathfield municipality as well as surrounding local centres and the, 'Sydenham to Bankstown Urban Renewal Corridor Draft Strategy' to understand the potential future context of the site.

We have looked at other development precedents, which have informed the principles of our concept design.

The site is at the eastern end of a larger industrial area. As part of the planning for the site, we have provided an overall design concept structure for the entirety of the industrial land. The concept for the site has been tested in more detail to establish

appropriate SEPP 65 response and contextual fit, as well as to establish the potential density for the site.

GMU also conducted 3D testing of potential built form options for the residential component of the proposal to achieve an outcome that is contextual and achieves good solar access.

The analysis stage and testing of built form options for the site have informed the formulation of design principles for the site and the general conclusions and recommendations presented in the later chapters of this report.

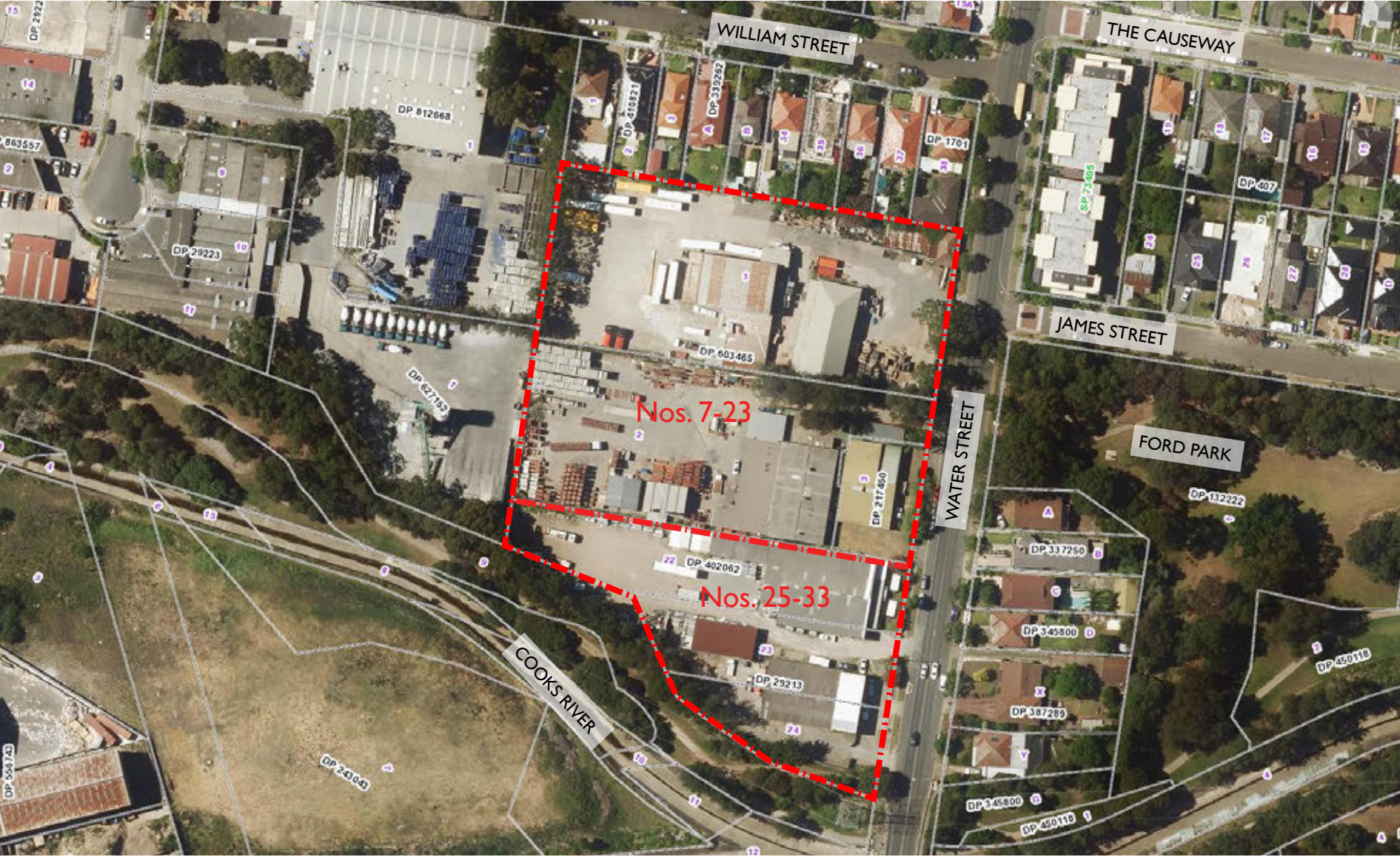


Figure 1. Aerial photo of the subject site

2. STRATEGIC CONTEXT



2.1 STRATEGIC CONTEXT

The subject site located at Nos. 7-23 and 25-33 Water Street, Strathfield South. It is approximately 14.5km south-west of the Sydney CBD, 4km to Burwood and 6km north-east of Bankstown. Hume Highway/Liverpool Road to the north of the site, running in a west-east direction, is identified as a strategic bus corridor servicing the area.

Located along the Cooks River, the site is well connected by the local road network and Cooks River Cycleway (Bay to Bay Walk) stretching from Sydney Olympic Park to Sydney Airport, providing a number of ready access routes to several major employment hubs in close proximity, including the Enfield Intermodel Logistics Centre, Chullora Intermodel Terminal, Homebush and Lidcombe Business Parks, and Strategic Centres such as Burwood and Bankstown. The site also enjoys a relatively easy access to the Inner West and Western train lines (see Figure 2) through connecting bus routes.

As identified in the Metropolitan Strategy “A Plan for Growing Sydney”, there are a number of Urban Renewal Corridors or Urban Renewal Investigation areas passing closely to the site, including Sydenham to Bankstown Urban Renewal Corridor (south), Burwood to Hurstville (east) and Sydney Olympic Park to Hurstville (west). The Draft Sydenham to Bankstown Urban Renewal Corridor Strategy prepared by the State Government in 2015 reveals the potential uplift in height and density along the corridor and the envisaged population growth and job opportunities. This proposal will bring urban regeneration opportunities for the suburbs and adjoining areas. Thus, the site located within the circle of the 3 corridors will be benefited by the undergoing transformation of the area, more employment opportunities and renewed infrastructure closer to the site.

The site is currently zoned as an industrial use and it hasn’t been identified as a strategically important industrial land in the Metropolitan Strategy (see Figure 3). It sits within a pure residential context facing the Cooks River to its immediate south providing great amenity for the residents. These aspects make the site an ideal place for people to live and visit. The proposed rezoning of the site as a residential precinct is a desirable outcome in line with the State’s over-arching vision of providing opportunity for people to live closer to employment and amenities. It will also help to contribute to the revitalisation of the existing suburb and the Cooks River foreshore as well as complementing the State Investment on the Rapid Transit Corridor located nearby.

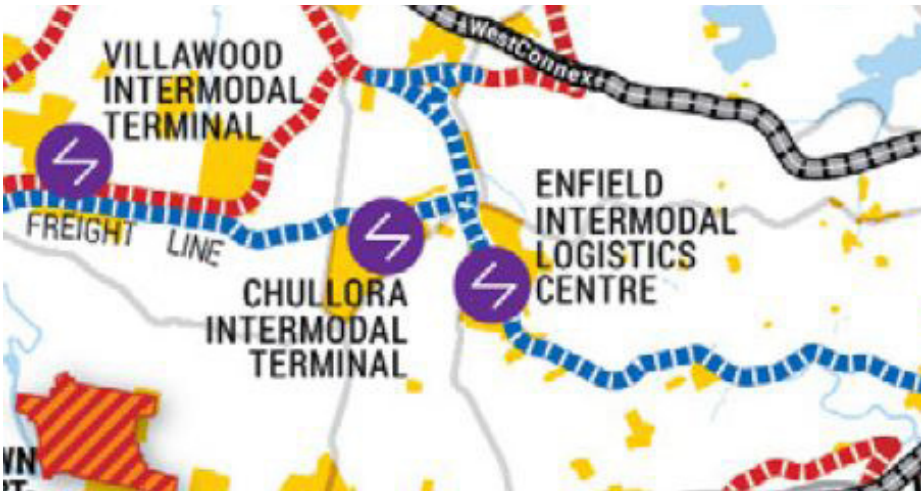


Figure 3. Freight Transport Network and Industrial Land Zone (extracted from A Plan for Growing Sydney)

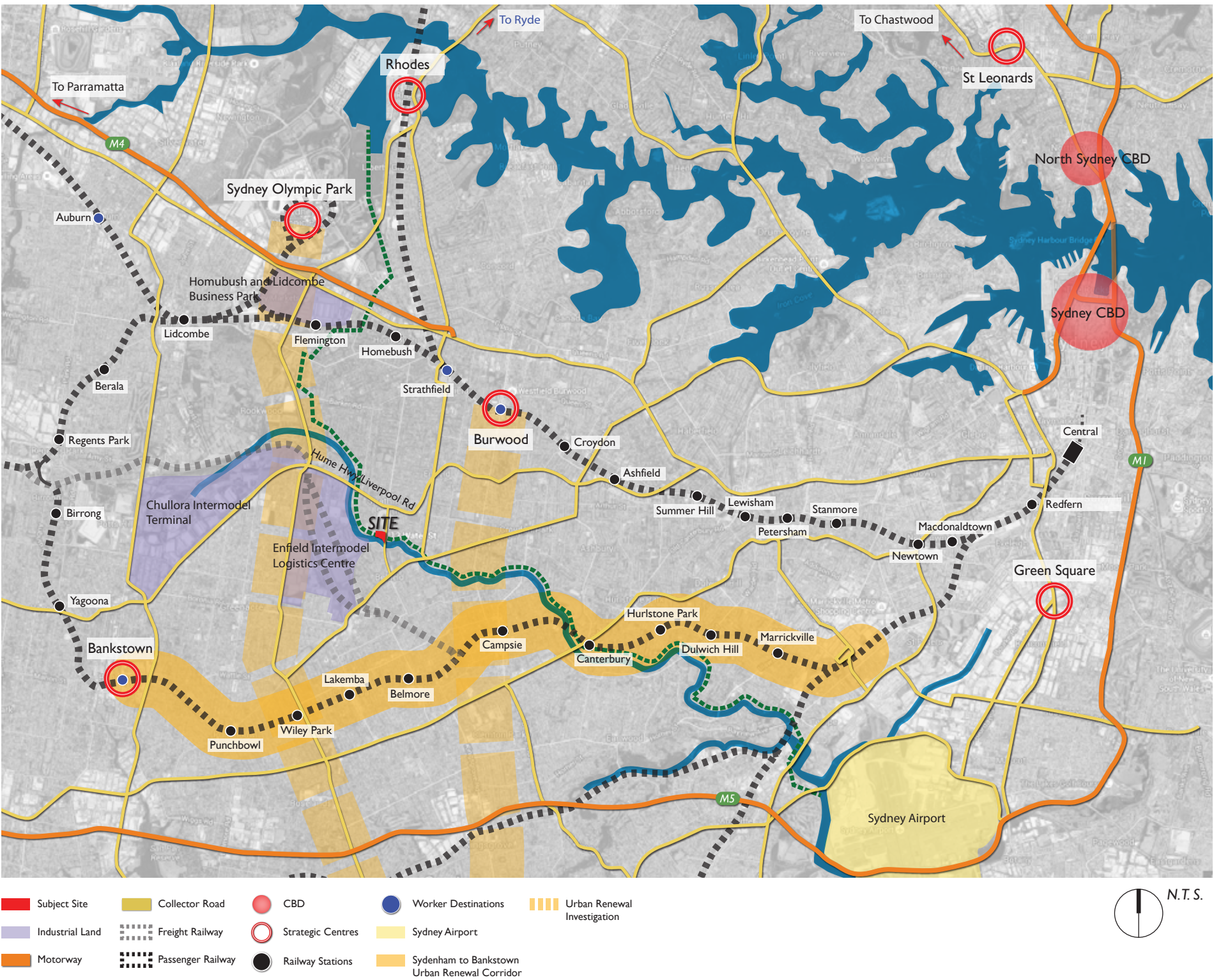


Figure 2. The site in the metropolitan context

2.2 REGIONAL CONTEXT

The subject site is located in the Central Subregion of the Metropolitan Sydney. It is adjacent to the north of Cooks River associated with a series of public open spaces for passive and recreational uses. Strathfield South and Belfield Village Centres are within 5-10 minutes walking distance from the site.

The subject site is highly accessible via the local road network and the Cooks River Cycleway. Water Street/Homebush Road to its eastern side boundary connects it directly to Stranthfield and Homebush to the north and the Sydenham to Bankstown Urban Renewal Corridor to the south.

As identified in the Metropolitan Strategy, the Sydenham to Bankstown Urban Renewal Corridor will be one of the major urban renewal and transport corridors to support the increasing demand of housing and jobs for future growth as well as capitalising on the improved and integrated public transport services. According to the Draft Corridor Strategy, these centres close to the site (see Figure 4) will have a general uplift in height of up to 8 storeys and 9+ storeys.

When comparing the permissible height and density in the village centres around the site, Strathfield South and Belfield have an allowable height of up to 22m which is equivalent to 7 storeys, followed by Enfield West 20m (6 storeys) and Croydon Park 15m (4-5 storeys). This presents a secondary development corridor from Stathfield through Strathfield South and Belfield to the Sydenham to Bankstown Urban Renewal Corridor. One of the main principles for the urban renewal corridor strategy is to enable the improvement of the quality of the public domain and intensification of uses to foster future growth. The site's location in close proximity to quality public amenity (Cooks River and the parks as well as nearby centres) is an opportunity for a medium - high density development.

The subject site and the adjoining industrial lands are isolated from the other major industrial zoned land to the south of Cooks River. It is surrounded by residential neighbourhoods. Cooks River Sustainability Initiative - Strathfield South Subcatchment Management Plan prepared by Strathfield Council aims to improve the health of the local waterways providing a sustainable living environment for the community. Hence, it is considered appropriate to change the land use of the site from industrial to residential to keep with the existing and desired future character as well as Council's strategy for the Cooks River.

Furthermore, the potential uplift on the site can include upgrades to the Cooks River foreshore and improve amenity for the new, but also for the current residents and visitors.

The site is located in a valley with the topography rising up towards the Hume Highway ridge (north) and Punchbowl Road (south). The topographical location provides the site a greater potential to absorb additional heights but with lesser visual impacts to the local vantage points, if designed appropriately.

It is GMU's opinion that the potential change of zoning from industrial to residential use would benefit the area. Additionally, the site has capacity to allow for significant density with skillful design and correct positioning of the built forms on the site. The redevelopment can potentially make beneficial changes to the surrounding open space and pedestrian/cycle network, which will benefit the whole community.

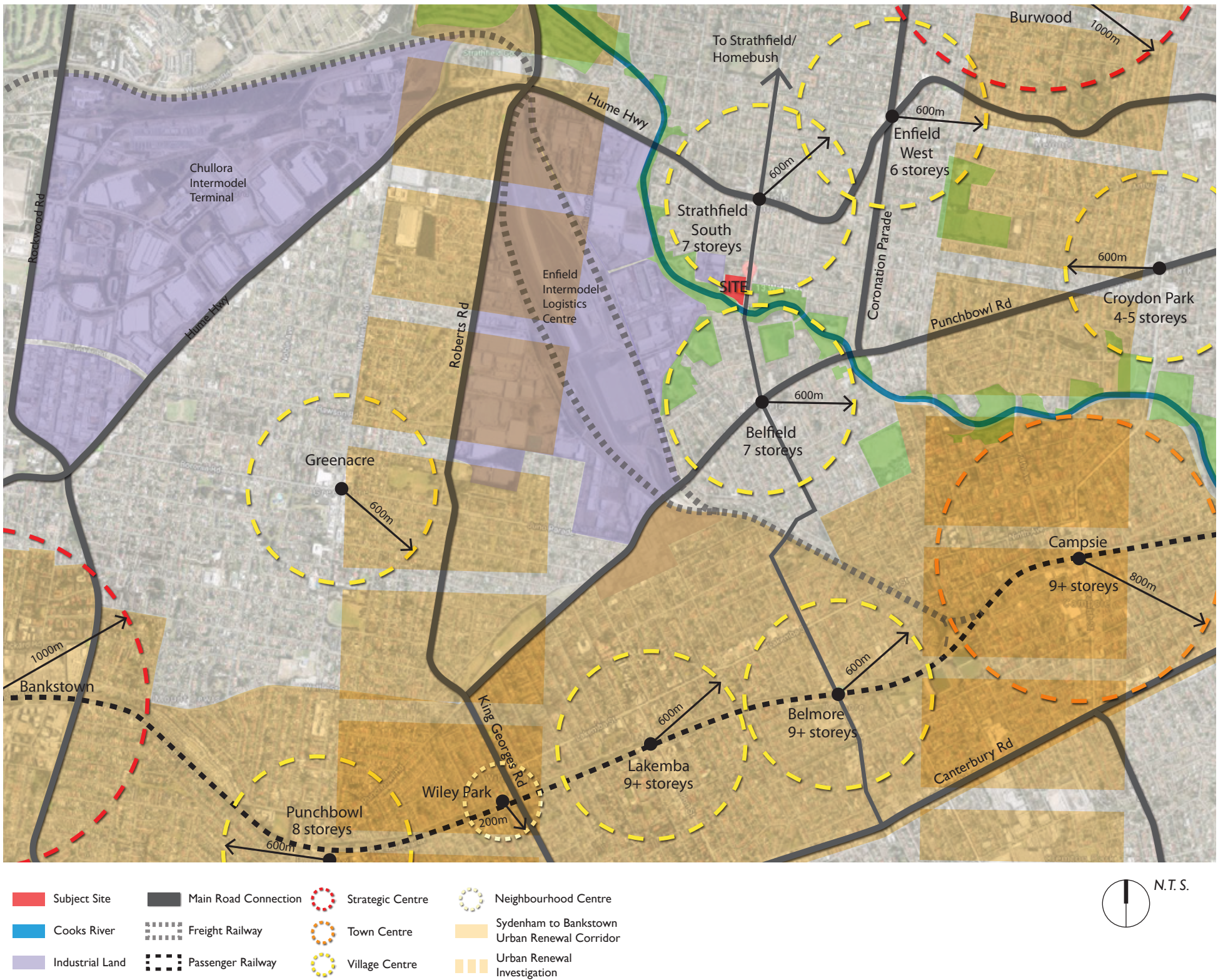


Figure 4. The site in the regional context

2.3 CURRENT PLANNING CONTROLS

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

Zoning

- The subject site is currently zoned IN1-General Industrial (see Figure 7. Zoning);
- The adjoining lands to the west and lands across the Cooks River to the south-west are in General Industrial (IN1) uses;
- R2-Low Density Residential and RE1-Public Recreation zones are generally applied to the north, east and south of the site;
- A number of small lots to the north-east of the site around the Water Street area are zoned R3-Medium Density Residential; and
- The Cooks River is associated with a series of public open spaces (RE1). These are located to the south of the site.

Height of Building

- The subject site has a permissible height of 12m (approximately 4 storeys);
- The industrial lands to its immediate west have allowable height of 12m;
- The general allowable height control to the north, east and south of the site is 9.5m; and
- The lot to its north-east across Water Street has a height of up to 11m.

FSR

- The current applicable FSR control on the subject site is 1:1; and
- The new development site across the street has an FSR control of 1.2:1.

Heritage

- There are no heritage items found on the site; and
- There are no conservation areas or heritage items in close proximity.

In summary, GMU's overview of the planning instruments shows that the subject site is quite isolated from the Strathfield South Industrial lands to the south-west and its current use as an industrial land does not fit into the surrounding context. It is GMU's opinion that the existing controls should be revised to facilitate the future development of the area.

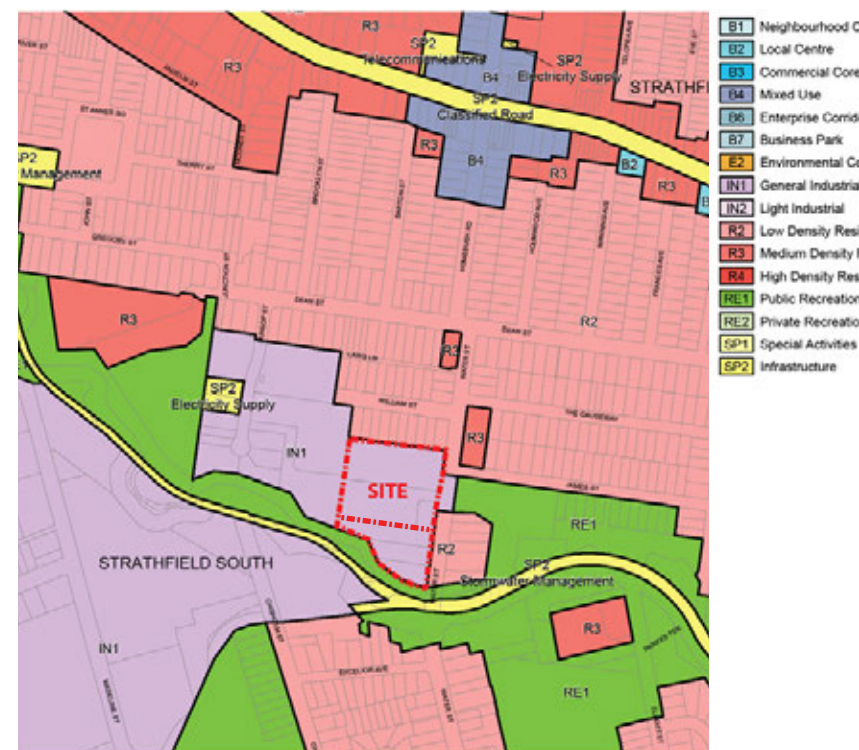


Figure 5. Zoning Map (source: extracted from Strathfield Local Environmental Plan 2012)

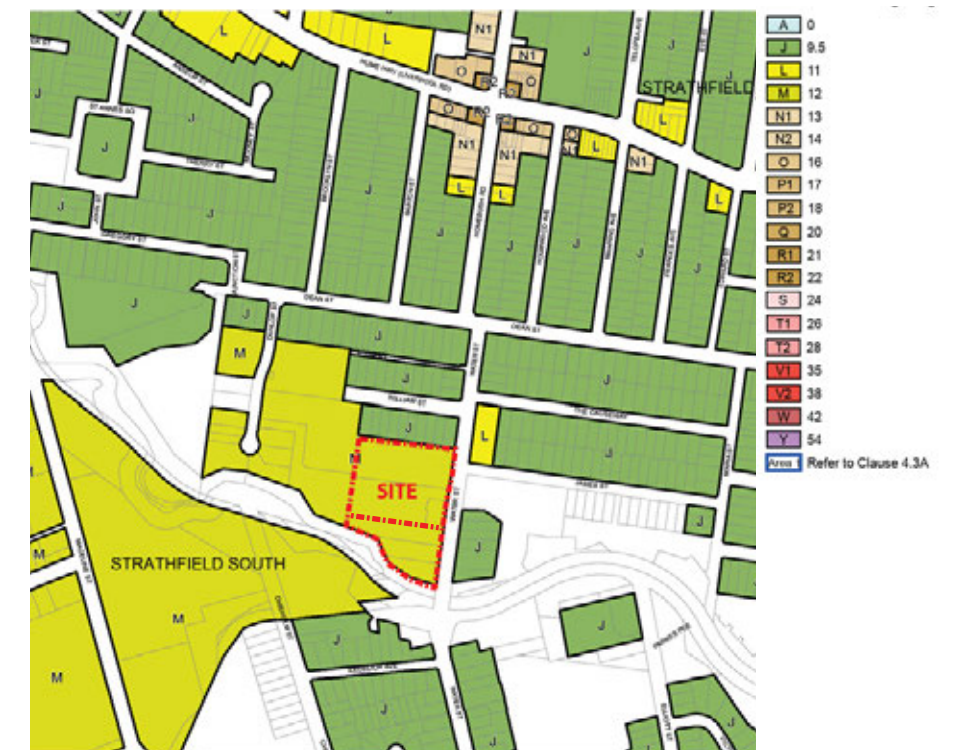


Figure 6. Height of building Map (source: extracted from Strathfield Local Environmental Plan 2012)

DCP - Strathfield Consolidated Development Control Plan

The following controls apply to multi-unit housing developments within the Strathfield LGA:

- Min. 9m street front setback for all new developments; however the setback may be less than 9m where the predominant setback in the street block is less than 9m or there is no conflict with the existing streetscape.
- Min. 4m side setback, subject to the building envelope design and compliance with solar access and privacy requirements.
- Building envelope within a 45 degree height plane projected over the site from a height of 3.5 above natural ground level along the boundary.
- Min. unit sizes for 1 bedroom apartment is 70sqm, 85sqm for 2 bedroom apartments, 100sqm for 3 bedroom and 110sqm for apartments with more than 3 bedrooms
- The ground floor units with immediate access to street level shall be not more than 1.2m above the natural ground level.



Figure 7. FSR Map (source: extracted from Strathfield Local Environmental Plan 2012)

3. SITE AND ITS LOCAL CONTEXT

3.1 LOCAL CONTEXT

Location of the site:

The subject site is located within an industrial pocket of land adjacent to and north of The Cooks River. Strathfield South Village and Belfield Village are the two closest local centres within an 800m walking catchment of the site (equivalent to a 10-minute walk), linked by Water Street and Homebush Road.

Uses:

The site itself is zoned industrial lands and it currently operates with light industrial uses such as warehousing and storage. The land directly to the west is also industrial; however, the surrounding area is mainly residential, characterised by low scale single lot dwellings and some medium scale apartment buildings.

The larger industrial lands (Enfield Intermodal Logistics Centre) on the southern side of the Cooks River are an important part of the area’s employment generating uses. The subject site and the small pocket of industrial land next to it do not relate to the other larger industrial lands due to the wide separation by the river and the open space and a lack of road connectivity. The site and its industrial precinct are, an intrusive use in the existing residential context and therefore a potential redevelopment of that precinct as a residential use would have a better contextual fit.

Topography:

The subject site is located at a low point within the overall setting. To the immediate north, the land rises steeply to a ridge line along the Hume Highway. District views over the area with the Cooks River as the lowest point are obtainable from descending streets towards the subject site. The landscape rises again to the south of the site towards Belfield along Water Street up to Punchbowl Road.

The location of the site on the lower land brings opportunity for some increase in height; however, careful consideration has to be given to avoid unreasonable obstruction of district views on approach from Strathfield South Village.

Open Space and recreational facilities:

The site benefits from a direct link to the Cooks River and to a series of public spaces along the river connected by a walking and cycling path. Cooks River Cycle Network is a 23km waterway which links into a greater regional cycle network extending from Homebush Bay through to Botany Bay, known as the Bay to Bay Cycle and Walkway. This walkway is immediately adjacent the subject site and links several large local parks and green spaces providing easy access to popular recreational activities. Within a 10-minute walking distance of the site there is also a Tennis Centre, 2 Bowling Clubs and several larger playing fields.

Other amenities:

There are four local primary schools within the 800m radius and a number of local High Schools with easy access from the site. In addition, the Australian Catholic University has a Campus in Strathfield and Sydney University has a Campus in nearby Lidcombe, therefore the site is well located in terms of education facilities.

The site is well serviced by public transport with frequent services to the major centres of Strathfield and Burwood; which are the predominant employment and shopping hubs in the local area.

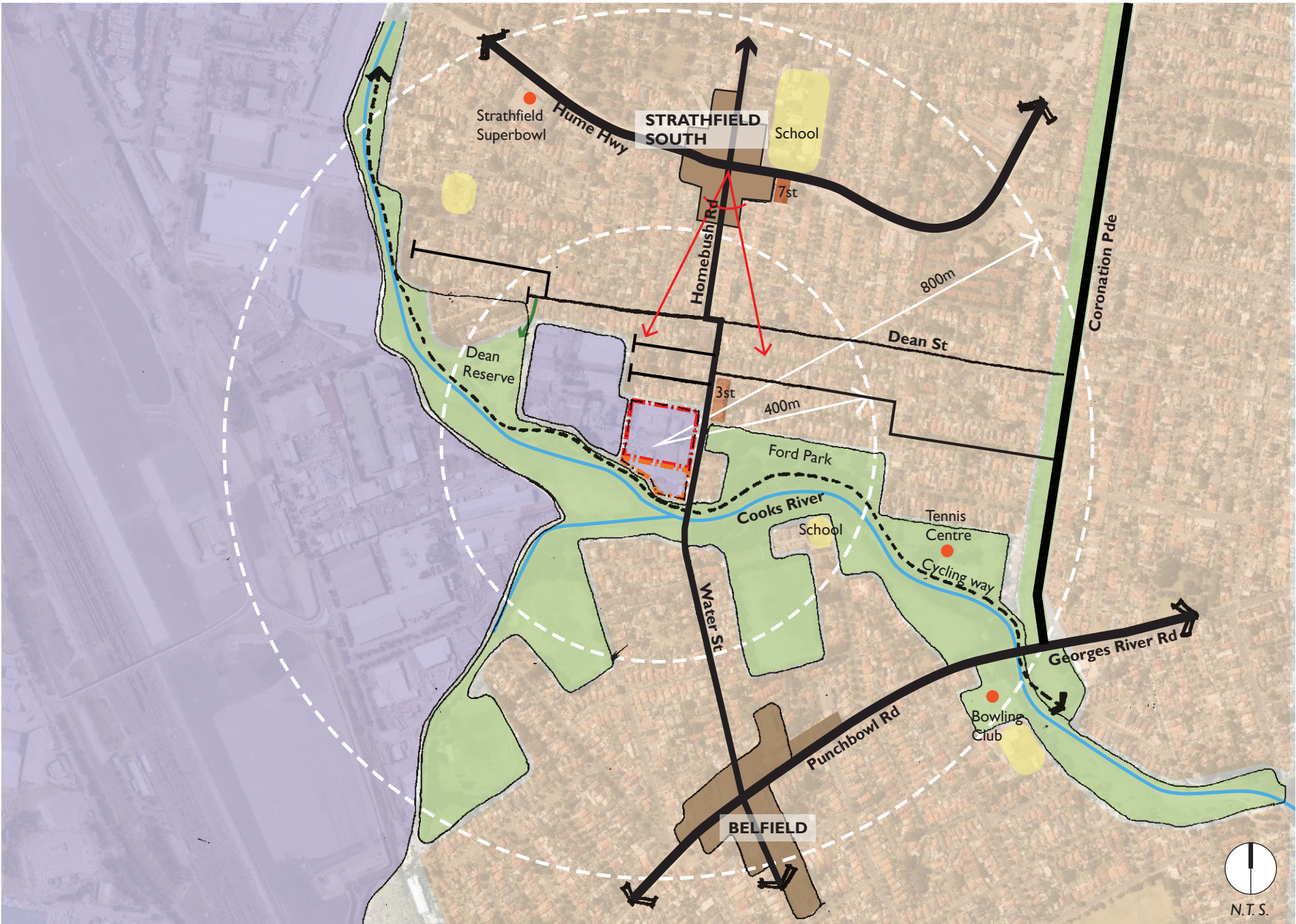


Figure 8. Local Context source: GMU , background Dept of Lands

Transition to high-medium scale:

The local centres of South Strathfield and Belfield are undergoing a transition to a higher density development with new residential flat buildings recently built or under construction, including a 7+ storey developments being constructed along Hume Highway - the prominent ridge line.

Transition to a medium density housing model is also evident on Water Street and the nearby locality as recent residential flat buildings and multi unit dwellings have been constructed changing the nature of the fine grain, low scale neighbourhood.



Figure 9. View on approach from the Hume Highway via Homebush Road



Figure 10. Site (RHS) eastern frontage to Water Street facing south



Figure 17. Approach to site from Belfield



Figure 11. Site (RHS) southern frontage to Water Street



Figure 12. Interface to northern boundary



Figure 13. Site (RHS) eastern frontage to Water Street facing north



Figure 14. Residential flat development on Water Street diagonally opposite the site



Figure 15. New shop top housing in Belfield local centre



Figure 16. Residential flat development, Hume Highway, Strathfield South local centre

3.2 CONSTRAINTS AND OPPORTUNITIES

GMU have analysed the site and its context in terms of the constraints and opportunities, which may influence the potential development on the site.

The Constraints and Opportunities are listed below:

Constraints

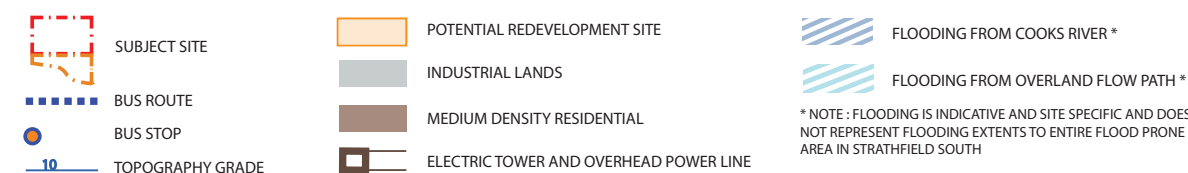
- Low rise small lot fine grain housing immediately adjacent the site to the north.
- Isolated industrial lands surrounded by low rise small lot residential dwellings.
- Access to major transport routes for haulage is via local road network which has a limited capacity for expansion.
- Site and the industrial precinct are subject to flash flooding mainly due to overland flow from the north and east.
- Potential contamination from existing and former industrial uses.
- A large above ground high pressure gas pipeline runs adjacent to the site.
- A large electric tower and overhead power lines are adjacent to the site to the south.
- View corridors from the Hume Highway ridge line could be impacted by future proposed building development bulk and form.

Opportunities

- Opportunity to positively contribute to the emerging higher density character development providing a diversity of housing opportunities.
- Opportunity to capitalise on the well established public transport route with bus stops nearby providing regular and peak services to major centres and train stations.
- Opportunity for a medium to high density development on site to intensify the uses of quality public amenities including local parks such as Ford Park and Dean Park, Cooks River and Bay to Bay Cycle and Walkway in close proximity.
- Opportunity to incorporate the site as part of a large industrial lot enabling a holistic approach to the redevelopment of the existing precinct. It has the potential to be the Billboard to the precinct and the entry point.
- Opportunity for the low lying site in the valley to have greater heights against the backdrop of the northern ridge line potentially mitigating perceived bulk and scale, subject to skillful massing distribution.
- Potential to provide improved urban landscape amenity to the Cooks River and the frontage of the Cooks River.
- Potential for increased and improved permeability of the area and access to the open space network along Cooks River.
- Potential to lead the future redevelopment in the area. Low rise housing to the immediate north can have future potential for redevelopment as medium density residential.



Figure 18. Site Characteristics



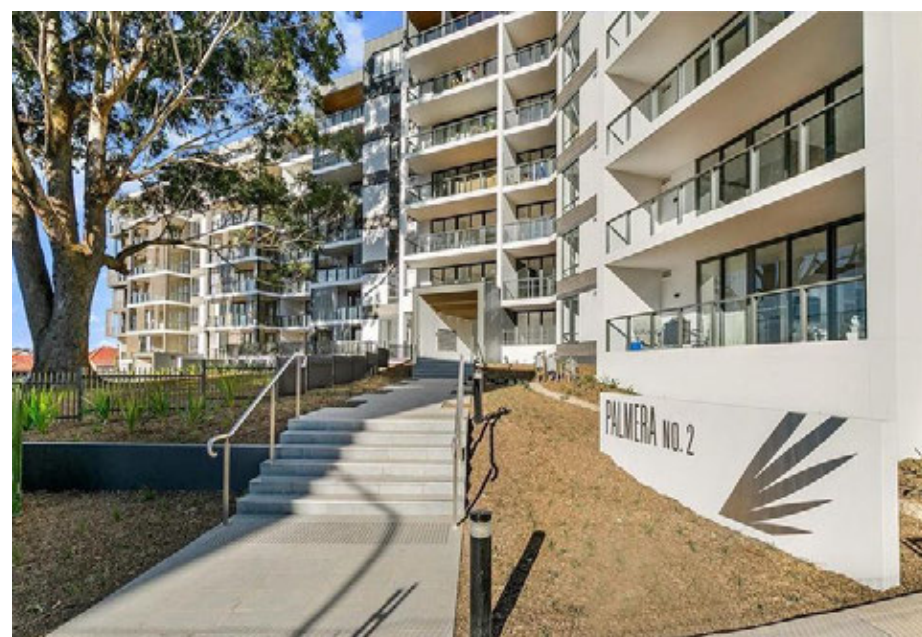
3.3 RELEVANT SUCCESSFUL URBAN RENEWAL PROJECTS

As part of the analysis of the site, GMU have also researched similar sites that have recently undergone a redevelopment to a high amenity residential precinct. The two examples (shown in the images below and described to the right) of Putney Hill and Shepherds Bay are well established and successful recent developments that have achieved a positive integration with the existing context based on good urban design principles. Similar principles can be applied to the subject site. These generally included:

- Locating lower scale to respond to the surrounding lower scale areas, locating greater scale away from local streets and site boundaries;
- Marking open space with greater scale built form;
- Enhancing existing open space to ensure better integration with the existing suburb by creating permeability and new green spaces for communal use.



Aerial of Putney Hill, Ryde (source: adapted from NearMap)



8 storey residential flat building along Victoria Road - Putney Hill

Putney Hill Residential Development, Ryde

The Putney Hill Residential Development is located in Ryde beside the Lardelli Park. It presents a well-mixed development of contemporary houses/terraces and residential flat buildings ranging from 2 to 8 storeys. In recognition of the ample green open space, the development provides well-integrated parklands and the surrounding area through a series of footpaths and cycling routes, quality landscape design and transition in scale to achieve a positive contextual fit. Houses with views and entries facing the park provide passive surveillance to activate the park.



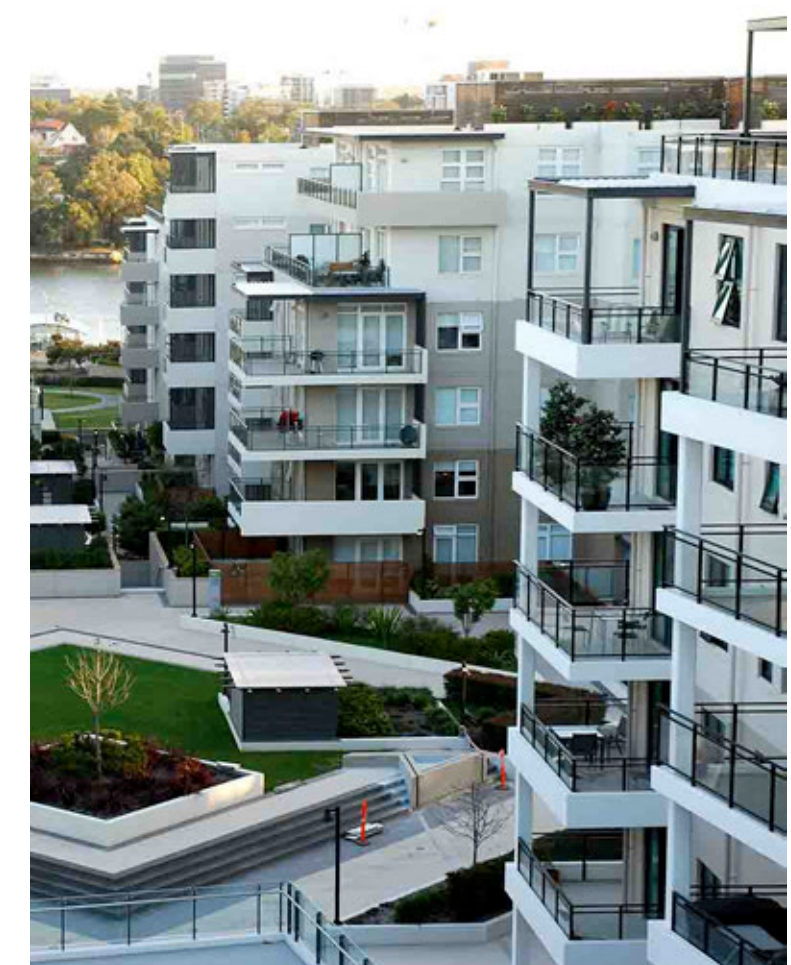
Terrace houses with views and accesses to the park, activating the park edge and providing passive surveillance - Putney Hill



Terrace houses with private gardens along the street - Putney Hill

Shepherds Bay, Meadowbank

Shepherds Bay Precinct Development on the Meadowbank Foreshore is a landmark urban rejuvenation project that is transforming dilapidated and neglected industrial land on the Parramatta River into a vibrant waterfront community. It is a large development comprising of a number of stages. The general principles for the precinct were to respond to the context by locating lower scale buildings towards the streets and integrating the new development with the surroundings by a pedestrian and open space network. To reduce the visual impacts the taller built form faces the internal open spaces away from the surrounding lower context.



Internal green corridor connected with the surrounding open space and defined by the higher scale buildings with private gardens at ground level



Proposed development with lower scale buildings along the street and higher scale building facing the internal open space, mitigating the visual impacts to the street

PAGE INTENTIONALLY LEFT BLANK

4. PRELIMINARY PRINCIPLES & CONCEPT DESIGN

4.1 PRECINCT ANALYSIS AND DESIGN PRINCIPLES

In preparation of the concept plan for the subject site, we are providing overall built form principles and concept for the whole of the industrial precinct.

This over-arching concept and guidelines will ensure a cohesive development outcome for the precinct with the subject site as the first phase of the potential rezoning.

Concept for the precinct:

The concept for the rezoning of the industrial precinct is based on a principle increased permeability through the precinct towards the existing and established open space along the Cooks River. The potential change of zone and uplift of the precinct can bring a much needed upgrade of the open space and especially the river foreshore.

The scale of the proposed built form within the precinct needs to be carefully designed to allow transition to the existing lower scale, but also allowing containment and demarcation of new open space areas and links.

The context of the site is beginning to transition to a medium and higher density precinct. However, it is GMU's opinion that any new built form on the industrial sites should respond to the current scale of some of the existing fine grain and lower scale houses, especially along the northern boundary. Therefore, lower scale is being proposed towards the north. These buildings should also be of a 'fine grain' through articulation or orientation of buildings.

The redevelopment of the precinct can become a new benchmark along the Cooks River Bicycle Way. The proposed greater heights along the public links and new public spaces are located to the south to avoid overshadowing and oriented to allow for view sharing from internal spaces.

The vision:

The current industrial precinct will be a vital element in the future of South Strathfield as it will create an opportunity to revitalise the Cooks River foreshore and enhance permeability of the area by providing new links between open spaces as well as creating new focal points for public gathering.

The potential built form will respect the existing context, but also mark the potential for a future transition in scale. The taller built form will mark the new enhanced foreshore and the parks on a journey along the river connecting different suburbs. It will establish a new character for Strathfield South as a modern suburb providing quality spaces and amenity for future and existing residents.

Design Principles for the precinct are to:

- Provide lower scale buildings along the northern boundary in response to the existing context with medium scale towards Water Street and the existing parks;
- Allow for small increase in street wall height on the corners to mark the entries to the precinct from the outside;
- Create a series of communal open spaces integrated with the new pedestrian and cycle network;
- Create new road connections and shared areas allowing access for the wider community from the north and east; and
- Concentrate taller built forms towards the river and marking the main links.

The proposed structure for the industrial precinct including all elements discussed above is shown in Figure 19 to the right.



4.2 CONCEPT FOR THE SITE

Based on the analysis of the area and potential uplift for the industrial precinct, GMU has arrived at the following concept design for the subject site:

The concept plan, shown in Figure 20 is an example of how the built form massing could be distributed on the site in order to meet the principles for the development of the precinct, discussed on the previous page as follows:

- The height facing the northern properties, which are currently 1-2 storeys to comprise of 3 storey podium with the fourth level setback and a potential for a small 'pop-up' to ensure transition in height to the existing lower scale development.
- The proposed street wall height along Water Street to be also 3 storey as a response to lower scale development across the street and to the north. The corner towards the river is marked with a higher podium.
- A maximum height of 7-8 storeys to be located away from the street and the existing low scale properties and oriented in the north-south direction in order to avoid overshadowing to the communal open spaces. Additionally, the upper levels of the tallest buildings to include setbacks to minimise the perceived bulk and scale.
- The orientation of buildings to provide as much permeability from the site towards the river and the open spaces.
- The potential view impact from the higher points of the terrain (on the approach from Strathfield South along Homebush Road) to be considered in orienting and locating the higher elements in the concept design.
- The street setback to follow the existing predominant setbacks along Water Street. The setback along Water Street currently varies between 3-6m.
- The setbacks along the side boundaries are to be a minimum of 50% of the required separation as per the SEPP 65 requirements and the proposed built form to provide compliant separations to avoid visual privacy issues and to ensure good solar access.
- The setbacks along the river foreshore will allow for increased landscape area and appropriate distance to differentiate between public and private spaces with the use of landscape rather than high fences.
- The street to have passive surveillance through the provision of private gardens along the footpath. Other buildings will also include private gardens accessed from ground level apartments, wherever possible.
- This concept also includes a suggestion for a public link through the site and allowance for semi-public spaces connected with each other through a network of pedestrian links and marked by landscape, following feature trees or other elements to enhance way-finding and create a stronger 'sense of place'.

In addition, to the preliminary masterplan shown in Figure 20, GMU has included a set of 3d model views of the proposed envelopes and preliminary visual impact analysis based on the available information. These are shown on the following pages.

This preliminary masterplan is an example of how the over-arching principles for the precinct could be delivered, subject to skillful design. To assist with that, GMU have prepared a set of design guidelines that could apply to the site in order to achieve the best design outcome and the appropriate massing distribution. The guidelines are included in chapter 4.5.



Figure 20. Preliminary masterplan for the industrial precinct

4.3 3D PERSPECTIVES OF THE CONCEPT



Figure 21. Perspective view from Homebush Road towards the proposed massing for the site.



Figure 24. Perspective view towards the proposed concept massing along the Cooks River - facing East.



Figure 22. Perspective view along Water Street looking south towards the proposed massing on the site.



Figure 25. Perspective view towards the proposed concept massing along from the southern bank of the Cooks River along Water Street.

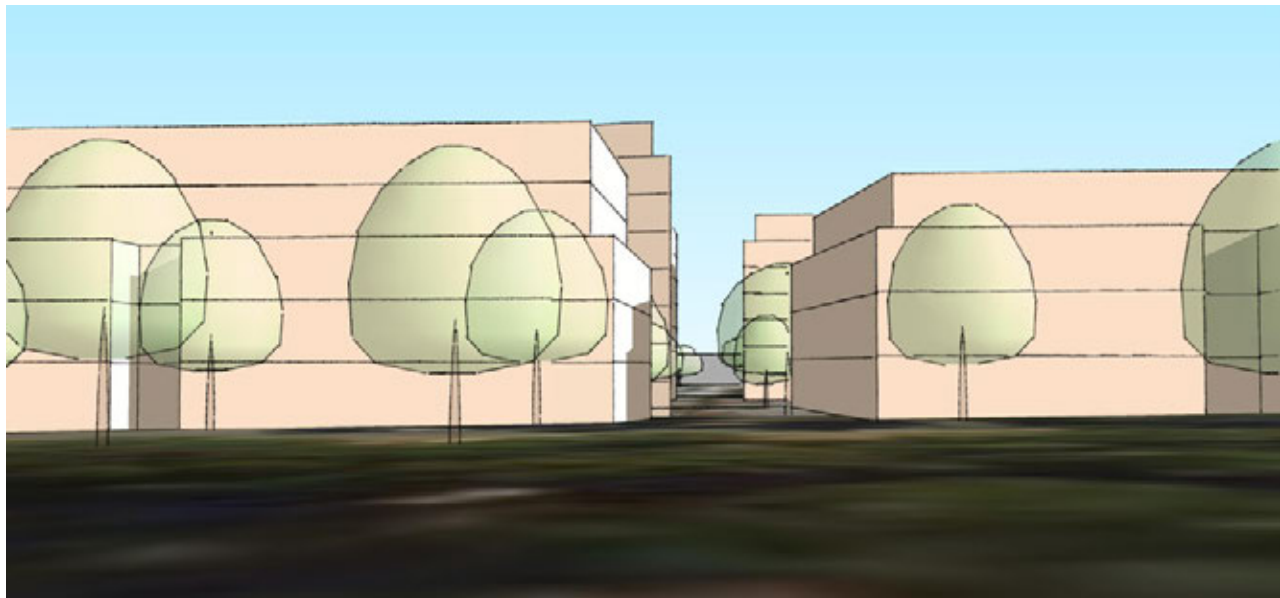


Figure 23. Perspective view along potential link from Water Street to the west of the industrial precinct.

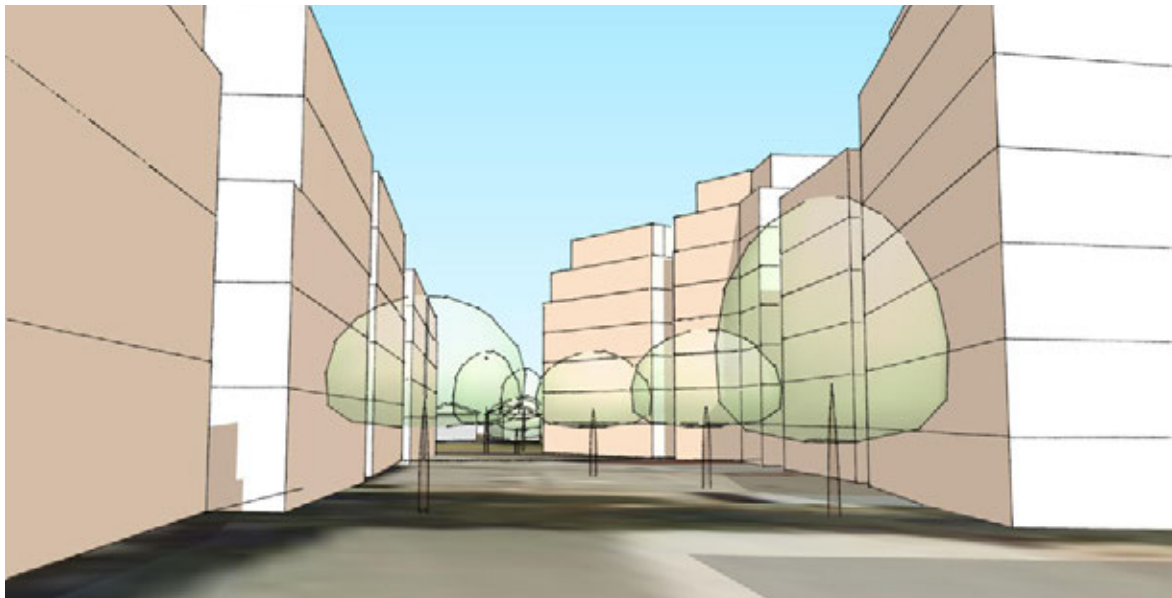


Figure 26. Perspective view towards the river from the internal space within the proposed massing on the site.

- LEGEND:
- Suggested Massing
 - Existing Buildings

4.4 VISUAL IMPACT ANALYSIS

As part of establishing a good design outcome for the subject site, GMU have undertaken preliminary visual impact analysis based on the view on approach from Strathfield South along Homebush Road (Figure 27) and from the southern bank of Cooks River along Water Street looking north (Figure 28).

These views show how the proposed height markers are located away from the main view lines and appear lower than the horizon line fitting into the context and the district views without unreasonable impacts.



Figure 27. Photo taken from Homebush Road showing district views towards the site with the proposed massing superimposed showing minimal visual impact from this vantage point.



Figure 28. Photo taken from Water Street showing the scale relationship of the proposed massing in the existing context. The proposed massing has been superimposed onto a photograph taken during a site visit.

4.5 DESIGN GUIDELINES

To guide the future development of the subject site, GMU has prepared the following site specific development guidelines to ensure the desired design outcomes and design excellence.

Maximum building heights

Refer to Figure 29.

Objectives

- To achieve an appropriate height transition responding to the existing and future desired context within the area;
- To concentrate height to the south-west corner of the site and minimise any adverse visual impacts to the surrounding context; and
- To ensure the orientation of the buildings allowing maximum solar access to the communal open spaces within the site.

Guidelines

- A general streetwall height of 3 storeys to Water Street and the northern boundary;
- Ground level can be raised up to 1.2m for increased overlooking of the public domain and mitigation of potential flooding issues, with a landscaped edge, where possible.
- A maximum streetwall height of up to 4 storeys to the corner of Water Street and Cooks River;
- A maximum building height of up to 5 storeys set back along Water Street and the northern boundary;
- A maximum building height of up to 8 storeys along the Cooks River, as a marker and focal point for the pedestrian and open space network;
- Set back upper levels for the tallest forms; and
- Create variety of heights within the site,

Building setbacks and separations

Refer to Figure 30.

Objectives

- To achieve desirable setbacks to contribute to the prevailing streetscape and existing and future character of the area; and
- To achieve appropriate separation distances between built forms ensuring high levels of amenity for the future residents and adjoining residential properties.

Guidelines

- Min. 4.5m front setback to Water Street;
- Additional 3m for the levels above streetwall height along Water Street and to the north boundary;
- Min. 9m setback to the southern boundary with the Cooks River, providing an extension of the public parkland;
- Min. 9m setback to the northern and western boundaries, providing a deep soil zone;
- Min. 9m between the low scale buildings along Water Street;
- Min. 12m between the low scale buildings along the northern side boundary;
- Min. 18m between the main taller building and buildings along the northern and the western boundaries.



Figure 29. Proposed height distribution



Figure 30. Proposed setbacks and separations

Open space

Refer to Figure 31.

Objectives

- To provide a network of generous communal open spaces to cater for passive and active recreation opportunities for future residents;
- To enhance connectivity with the Cooks River and associated open spaces;
- To contribute to the improvements to the riverfront open space; and
- To provide sufficient deep soil zone for the healthy growth of mature trees on site allowing water filtration and the reduction of stormwater run-off.

Guidelines

- Provide community or bicycle storage facilities on the ground level where the site is affected by flooding;
- Provide a series of communal open spaces between the proposed built forms with good solar access of no less than 2 hours between 9am and 3pm in midwinter;
- Provide pocket parks as connections from the communal open spaces to the Cooks River and its riverfront open space;
- Min. 6m for deep soil zone along northern, boundaries to ensure landscape setting to the context;
- Min. 3m for deep soil zone along the eastern boundary fronting Water Street; and
- Provide landscape design that includes feature, flowering trees or other landscape features to enhance way-finding, contribute to the landscape character of the site and promote a stronger 'sense of place and community'.



Figure 31. Open space distribution

Access

Refer to Figure 32.

Objectives

- To improve the site's accessibility and strengthen its connection to surrounding open space networks; and
- To provide a number of residential access points to activate Water Street and communal open spaces.

Guidelines

- Maximum 2 vehicular access points along Water Street to be located no closer than 6m from the pedestrian network;
- Provide street access directly to ground floor units along Water Street; and
- Provide an internal pedestrian network connecting the site to Cooks River and surrounding parks and to the potential new network on the adjacent industrial land.

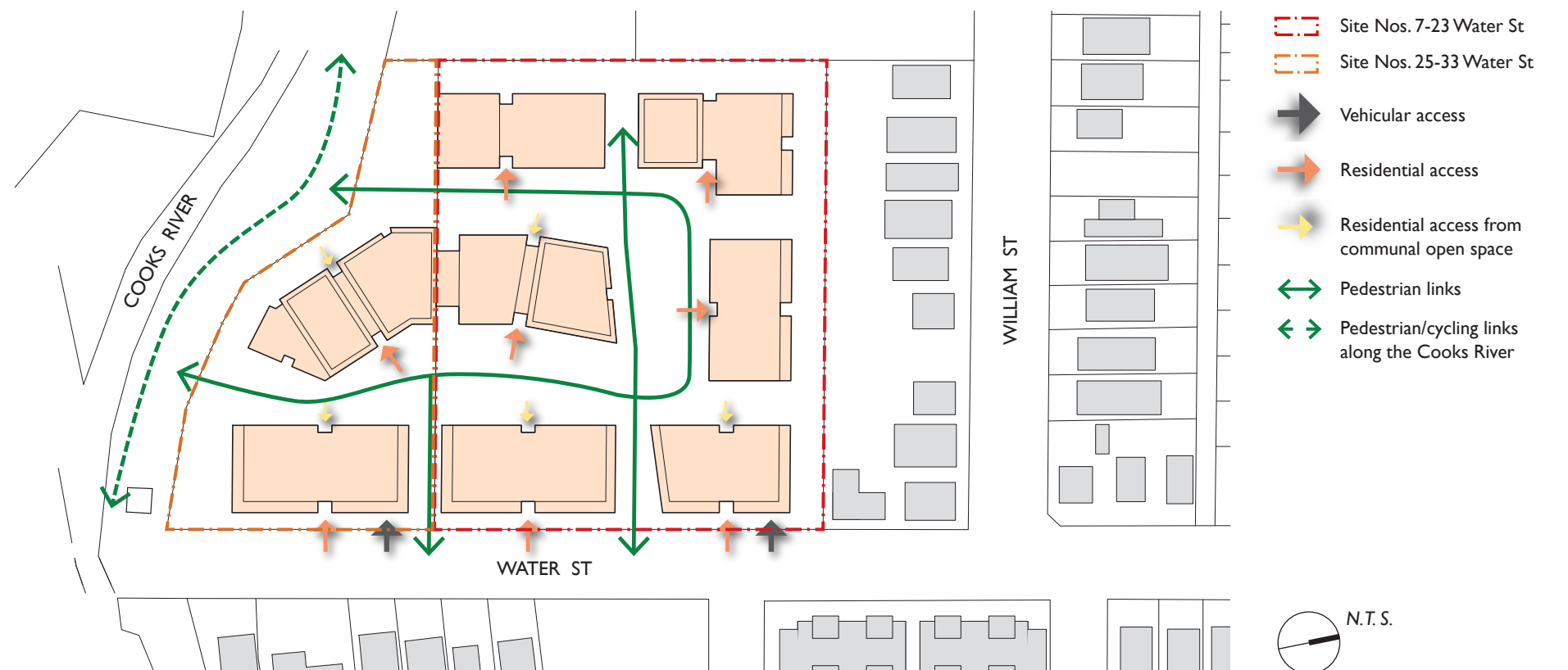


Figure 32. Vehicular and pedestrian access

Shadow impacts

Refer to Figure 33.

Objectives

- To minimise overshadowing impacts to surrounding public open spaces in midwinter;
- To ensure SEPP 65 compliance with solar and daylight access to the proposed units; and
- To provide high levels of solar access to the communal open spaces within the site.

Guidelines

- Sculpt the proposed built form to create fast moving shadows to the Cooks River foreshore and Dean Reserve;
- Provide a minimum of 2 hours of solar access between the hours of 9am and 3pm in mid-winter to at least 50% of the communal open space.

Design Excellence

The proposal is required to achieve design excellence through the following guidelines:

- Design concepts are to achieve an appropriate articulation of the buildings with insets that divide the volume vertically and setbacks which divide volumes horizontally to create appropriate proportions of building elements and minimise the appearance of building bulk and scale to the surrounding open space.
- High quality materials including a variety of natural materials are to be used for all buildings, the public domain and the private domain.



Figure 33. Shadow extent by the proposed massing.

4.6 FINAL RECOMMENDATIONS

GMU's analysis of the subject site, consisting of both lots (Nos. 7-23 and 25-33 Water Street) has provided the basis for the proposed change of zone from industrial to a residential development. The proposed master plan can enhance the character of the surrounding context and precinct and provide much needed upgrades to the river bank through a potential VPA (Voluntary Planning Agreement). The potential change in zoning on the sites will also have a better contextual fit with the surrounding residential lands.

A potential increase in height and density, if delivered in a skillful way can improve legibility and permeability of the area towards the existing community assets such as open spaces and the Cooks River cycle way to the south.

The described massing for the site can deliver a positive built form outcome for the area and set a good precedent for the future transformation of the existing industrial precinct from lower scale to medium-high scale residential.

The proposed massing translates to a Floor Space Ratio between 1.75-1.8:1 depending on the internal design of the residential units. However, as this density is higher than the surrounding context, it is important to take into account all design principles and guidelines discussed and listed in chapters 4.1-4.5 in order to achieve an appropriate built form that fits within the context and is able to deliver design excellence over and above SEPP 65 minimum standards.

Based on the findings of this study, GMU recommends this site for rezoning as a residential use with an FSR of up to 1.8:1 for both sites (Nos. 7-23 and Nos. 25-33 Water Street). It is also recommended to increase the height based on Figure 29 in chapter 4.5 in this report, which shows up to 8 storeys in the middle of each lot with transition towards the site edges to lower scale.

For more details on the proposed changes to the LEP controls please refer to the planning proposal application report prepared by Urbis.

Project	7-33 WATER STREET
Prepared for	CROWN GROUP
Job number	15244
Date issued	10 March, 2016