



Urban Design Advice

The Palms Hotel – 167 Hume Highway, Greenacre

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This report is considered a draft unless signed by a Director

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Michael Harrison, Director Urban Design and Planning

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1. Introduction

1.1 Preliminary

Architectus has been commissioned by Canterbury-Bankstown City Council (Council) to undertake an urban design review of the planning proposal of the site known as 167 Hume Highway, Greenacre (The Palms Hotel) and an indicative concept plan prepared to support the proposal. Following a review of the current proposal, Architectus is further engaged to undertake testing on the site towards providing recommendations for both LEP and DCP controls, of which this report provides LEP recommendations.

1.2 Structure of this report

This report provides a discussion of the site, its surroundings, planning guidelines and policies and an assessment of whether the planning proposal appropriately responds to this context. The report also discusses the planning proposal with respect to the principles of State Environmental Planning Policy 65 (SEPP65) and provides recommendations on the scale and yield that are considered to be appropriate for the subject site as a potential alternative to the proposal. Following this, Architectus' own testing of the site is presented, concluding in recommendations for controls for the site.

1.3 The Planning Proposal

The Planning Proposal, prepared by Mecone Pty Ltd, seeks to amend the land use maximum building heights and floor space ratio for the land known as 167 Hume Highway, Greenacre to facilitate the redevelopment of the existing ageing hotel into a mixed-use development including new residential, serviced apartment and commercial uses.

The Planning Proposal seeks to amend the Bankstown LEP 2015 (BLEP) as follows:

- *Land use zoning*: No change. The site is proposed to retain the existing B6 Enterprise Corridor Zoning.
- *Height of buildings*: from 11m (approximately three to four storeys) to 17m (five storeys);
- *Floor space ratio*: from 1:1 to 1.5:1.



Figure 1 Location map

The subject site is located at 167 Hume Highway, Greenacre (outlined in red)

Source: Nearmaps with Architectus edits

1.4 Documents reviewed

The following documents were reviewed in preparation of this advice:

- Preliminary Planning Proposal, prepared by Mecone Pty Ltd
- Urban Design Report including Concept Plan, prepared by Squilace
- Traffic and Parking Impact Assessment, prepared by McLaren Traffic Engineering & Road Safety Consultants
- Bankstown Local Environmental Plan 2015 (Bankstown LEP 2015)
- Bankstown Development Control Plan 2015 (Bankstown DCP 2015)
- NSW Apartment Design Guide 2015
- Better Placed – An integrated design policy for the built environment of New South Wales 2017
- North East Local Area Plan, 2016
- Bankstown FSR Review, 2016.

A site visit was undertaken by the Architectus project team on Tuesday 25th of September, 2018.

2. Site and context analysis

This section provides information about the urban context, site details and description of the site's opportunities and constraints for development.

2.1 Local context

The site is located within the Canterbury-Bankstown Local Government Area (LGA) located in the suburb of Greenacre within 2 kilometres of Greenacre local centre.

The site is accessible by bus, serviced by Route 925 providing connections through East Hills to Lidcombe via Bankstown. The closest bus stop is located along the Hume Highway, within a 90m walking distance of the site. The closest station to the site is Yagoona Station, located 3.8km west of the site.

The site has excellent road access provided by the Hume Highway, however is restricted to left in/left out access only, with all outbound vehicles travelling through the signalised intersection of Muir Road/Hume Highway.

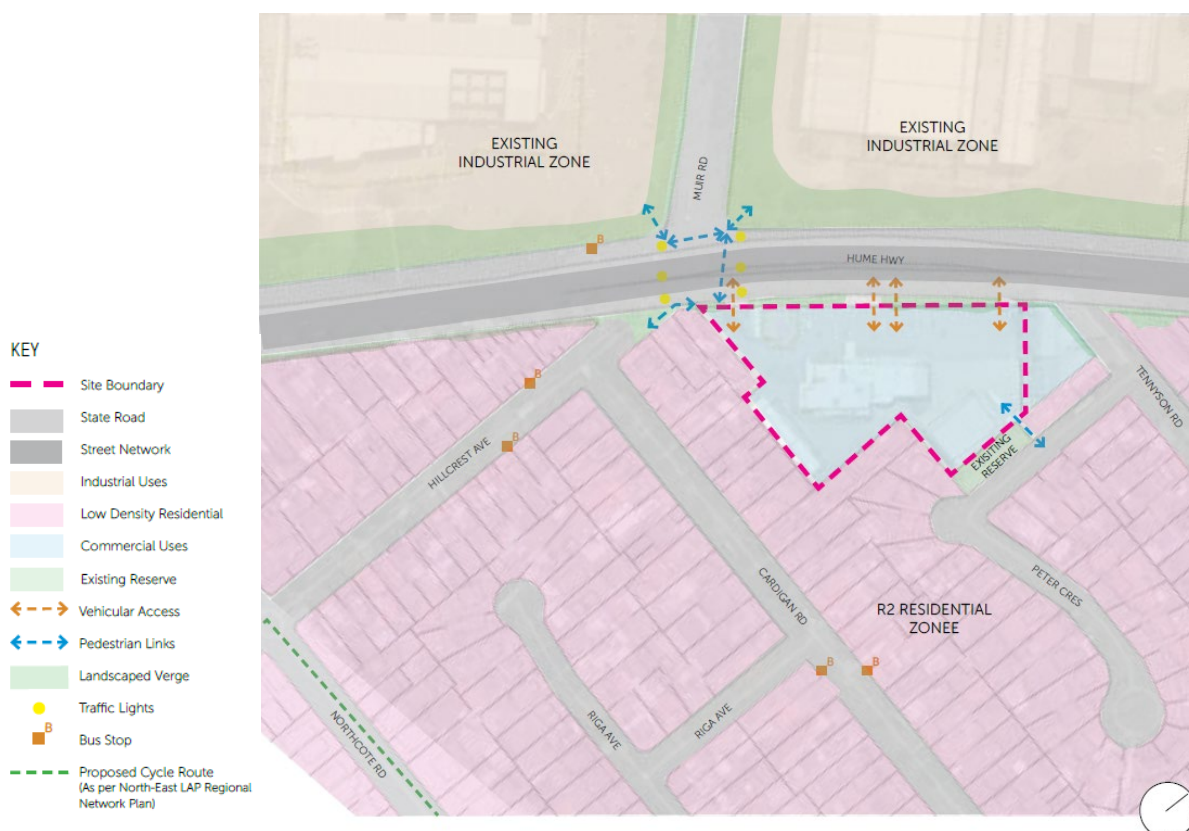


Figure 2 Local context map

The subject site is located along the Hume Highway Corridor, positioned between low density residential to the south-east and industrial land to the north-west.

Source: Extract from Urban Design Report (Squillace, 2018)

2.2 Site context

The site known as 167-183 Hume Highway, Greenacre is situated towards the northern part of Greenacre, south of the Hume Highway. The site is bound by the Hume Highway to the north, an Automotive Repairs shop to the north-east and low density residential to the south-east and south west.

The land contains a 5m cross fall from north-west to south-east, down towards the existing Peter Crescent Reserve. To the south-west of the site is a street of low density residential houses (zoned R2 Low Density Residential), which face onto Peter Crescent and Cardigan Road. It is the backyards of these properties which are adjacent to the site.

The site is constrained by noise due to its interface to the Hume Highway (zoned SP2 Special Infrastructure). To the west of the Hume Highway is the Chullora Industrial Precinct (zoned IN1 General Industrial) containing a range of large bulky goods, warehouses and industrial uses.



Figure 3 Looking south at subject site with the Palms Hotel to the east and Chinese restaurant to the south



Figure 4 Existing vehicular access from the site to the Hume Highway, looking west.



Figure 5 View looking north-west toward Hume Highway with landscaped setback and footpath between Hume Highway and site



Figure 6 View looking north showing landscaped setback from the Hume Highway and existing car park at subject site



Figure 7 View looking north-east, taken from rear of subject site showing existing hotel accommodation.



Figure 8 View looking south-west from subject site looking at adjoining low residential properties

3. The Proposal

3.1 Introduction

The Planning Proposal seeks to amend the Bankstown LEP 2015 (BLEP 2015) as follows:

- *Land use zoning*: No change. The site is proposed to retain the existing B6 Enterprise Corridor Zoning.
- *Height of buildings*: from 11m (approximately three to four storeys) to 17m (five storeys);
- *Floor space ratio*: from 1:1 to 1.5:1.

3.2 Summary of Planning Proposal

The Planning Proposal seeks to rezone the site known as 167-183 Hume Highway, comprising an area of approximately 11,744sqm.

We note the original intention of the applicant was to achieve redevelopment of the site through Council's Local Area Plan process. Whilst this plan is now adopted by Council (as of May 2016), implementation of the rezoning has not progressed and is uncertain. As such, the proponent has opted to move ahead with a site-specific planning proposal.

The Planning Proposal is supported by an Urban Design Study and supporting concept plan, prepared by Architecture Squilace, 2018, which demonstrates how the site could be developed under the proposed planning controls.

3.3 Summary of the Concept Plan

The Palms Hotel Urban Design Report presents a concept design for a mixed-use development including residential, serviced apartments and hotel accommodation. The concept plan proposes four buildings distributed across the site ranging between 3 and 5 storeys. The two rear buildings (Building D and C) incorporate two L-shape residential flat buildings up to 4 storeys. The tallest building (5 storeys) is concentrated at the front of the site (Building B) in the north-east corner of the site, along the Hume Highway. Building A is the only proposed mixed-use building and is made up of a double height ground floor containing a hotel (assumed to be a replacement of the existing Palms Hotel) with two levels of short-stay accommodation above.

A landscape strategy is also provided for the site which includes a 5-7m public landscape buffer along the Hume Highway (plus 3m for residential courtyards to the north), with screen planting. The landscape strategy shows provision of principal areas of consolidated communal open space, located in the centre of the site and containing raised garden beds and sheltered BBQ and picnic facilities.

In total the proposed concept plan achieves a total of 149 residential apartments and 18 hotel rooms. Overall the site achieves a proposed FSR of 1.5:1, which based on Architectus' interpretation of the plans, is divided into approximately:

- 13,602sqm of residential GFA
- 4,046sqm of commercial including hotel and serviced apartment accommodation GFA

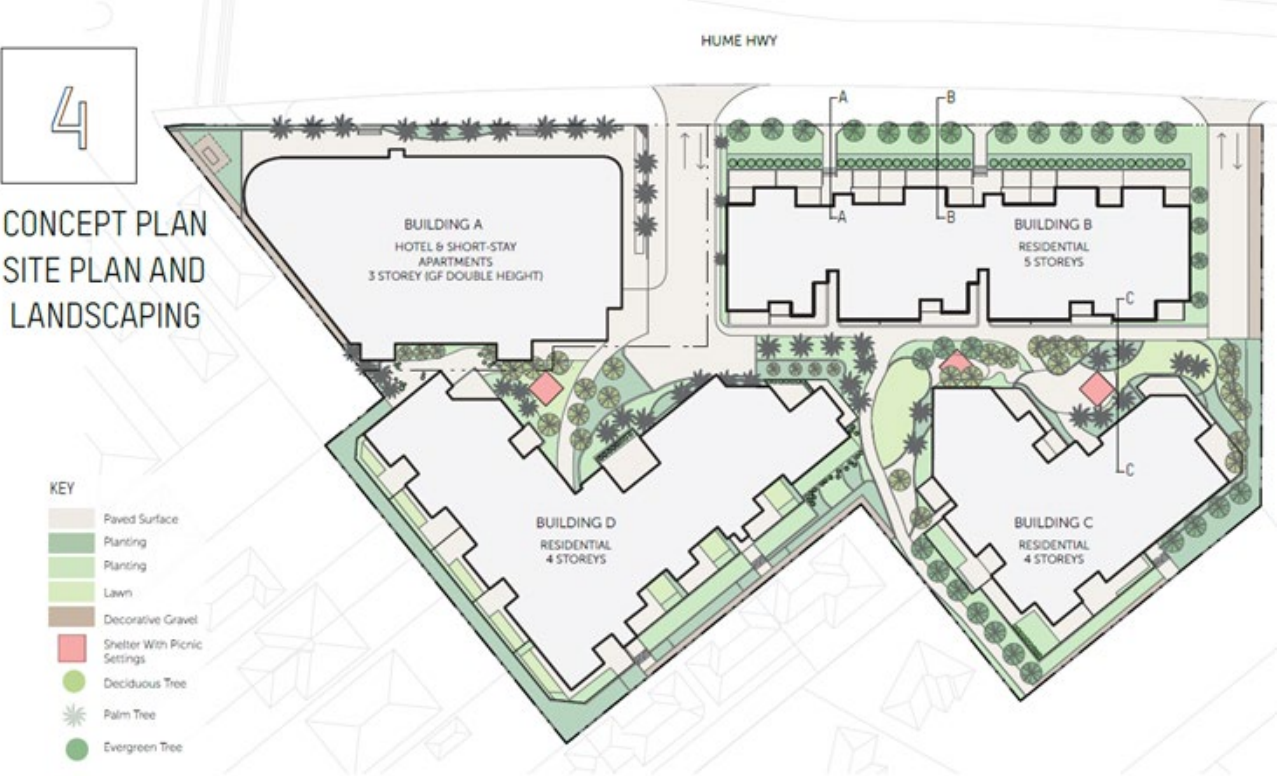


Figure 9 Proposed Concept Plan

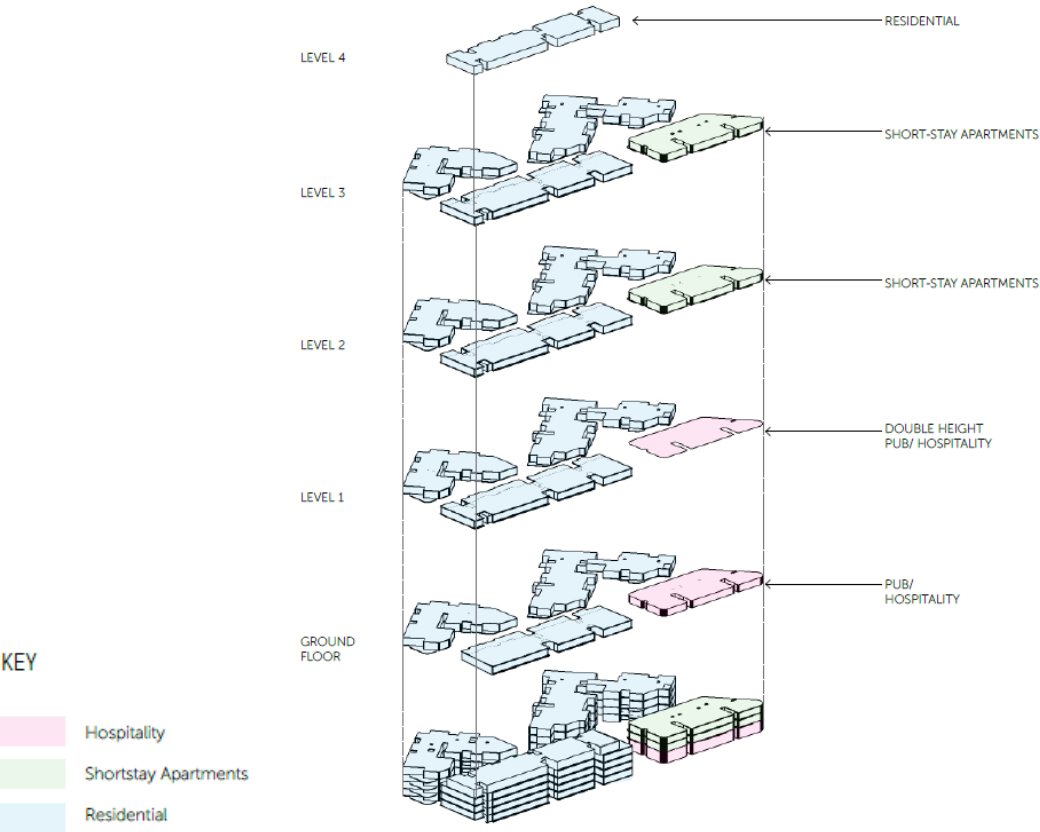


Figure 10 Proposed land uses

3.4 Existing and proposed controls

The existing and proposed controls are summarised below.

Table 1	Existing and proposed controls	
	Existing	Proposed
Site area	11,744sqm	NA
Land use zoning	B6 Enterprise Corridor	No change. B6 Enterprise Corridor
Maximum height of buildings control	Part 11m and 14m	Part 11m, 14m and 17m
Maximum floor space ratio control	1:1	1.5:1

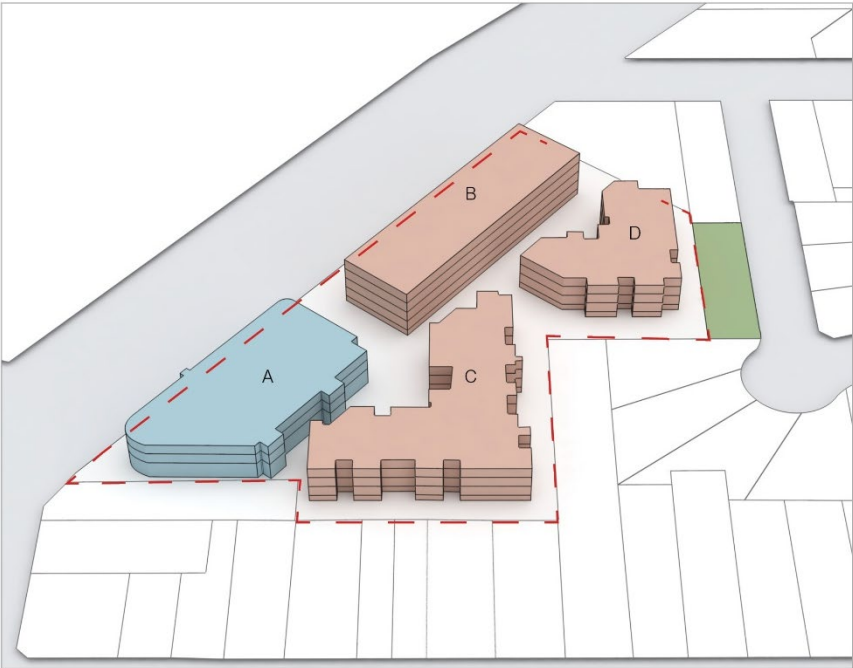


Figure 11 3D view of proposal (modelled by Architectus)

4. Assessment of proposal

A detailed assessment of the proposal against SEPP65 design principles and Council's controls is provided in **Appendix A** of this document. The following points set out and summarise Architectus' response to the key issues of the proposal:

- Architectus understands and supports the broader strategic aim to better utilise sites such as this.
- However, there is a significant concern as to the proposal not meeting the objectives of the zone which focus on maximising commercial use whilst the proposal is predominantly residential.
- Of particular concern is the proposal's relationship to the Hume Highway with a residential frontage with a significantly reduced setback than Council's controls. Architectus may be satisfied to revisit some of the existing controls regarding this interface; however the residential frontage facing a main road at ground level this provides a poor interface (likely to be a high fence with night time safety concerns), as well as occupying land that true commercial uses may prefer.
- The proposal is also built very close to its lower density residential neighbours and as shown creates unacceptable visual privacy and shadow impacts.
- There is no consideration of the sloping ground plane or topography across the site in the documentation provided.
- The communal open space shown includes a considerable amount of unusable space and the pedestrian movement network through the site is unnecessarily complex and raises safety concerns.
- As there is no basement plan shown, the deep soil provision on site cannot be understood.

5. Built form testing

In response to our views on the Planning Proposal documentation provided,

Architectus has provided built form testing which is included as **Appendix B** of this document. This includes two scenarios:

- Scenario A – Compliant – Based on a built form that would comply with all key LEP and DCP controls (except for consideration of whether a primarily residential land use is appropriate for the objectives of the zone).
- Scenario B – A preferred layout showing a maximised commercial component. This includes a deep-floorplate showroom use at ground floor (such as a furniture or building use, or potentially bulky goods).

Both scenarios are based on a preferred structure including:

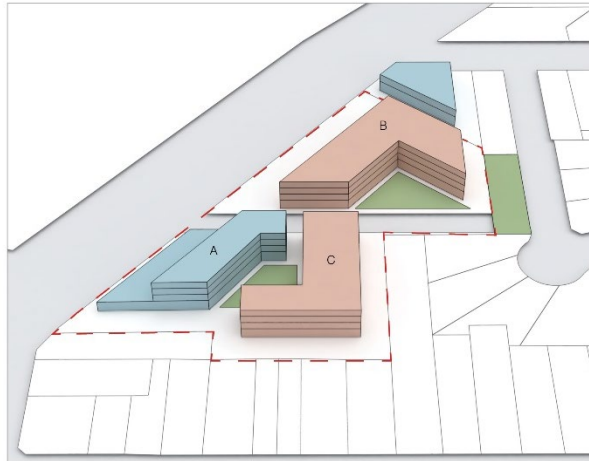
- A central access spine through the site that provides a clear a legible structure for both vehicular and pedestrian access (note: see also further comments below on this spine); and
- Buildings that seek to provide a clear block structure, providing a clear differentiation of the public link from communal open spaces, and seeking to minimize overshadowing and visual prominence from sites to the south.

Scenario B includes a reduced setback to the Hume Highway from the 20m shown in the controls, which Architectus considers appropriate subject to good urban design outcomes that can be further developed through DCP controls, including that residential not be present at ground floor on this interface.

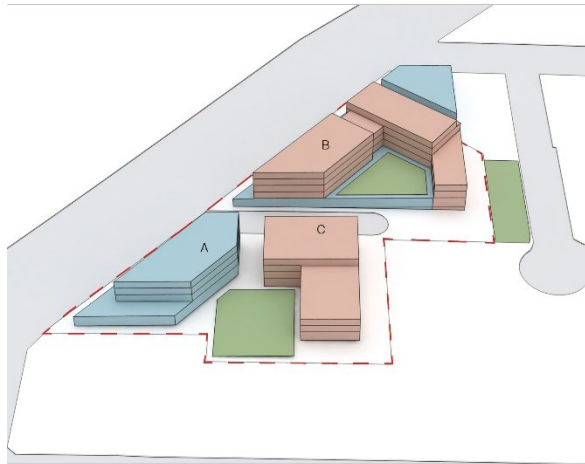
Scenario A achieves an FSR of 1:1 and Scenario B achieves an FSR of 1.25:1

Solar testing for Scenario B demonstrates that all residential properties surrounding the site will be able to achieve SEPP65 compliant sun access (subject to some detailed design resolution).

Based on the preferred layout in Scenario B, Architectus has also provided, for Council's benefit some alternatives for vehicular access (Figure 2 below) that could be achieved, including access through the Park. These are provided for discussion and Council may consider whether any of these provide a preferred traffic outcome. All can provide good urban design outcomes on site.

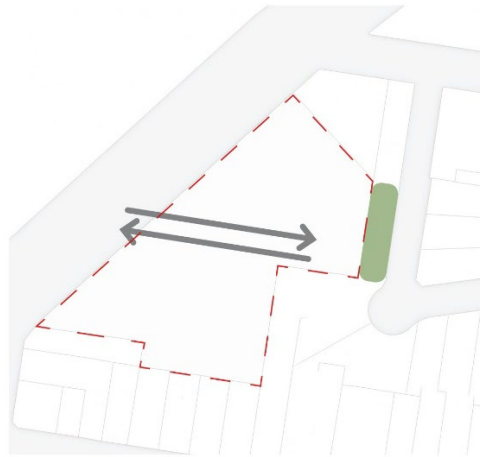


Scenario A - Compliant

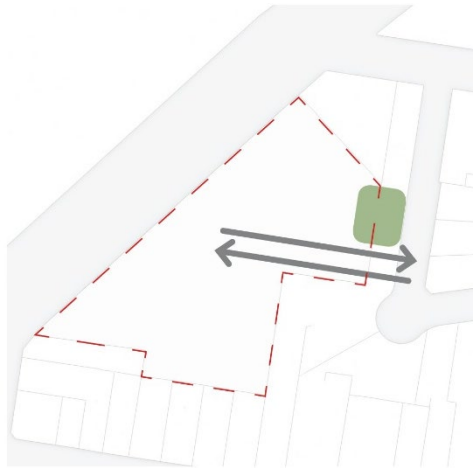


Scenario B (modelled on existing topography)

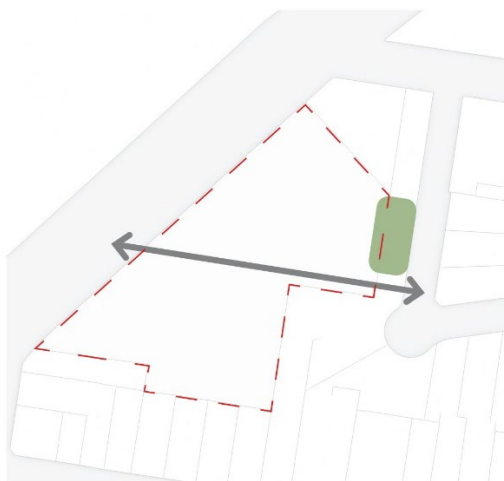
Figure 1 3D view of built form testing



Option 1 – Vehicular entry/exit from Hume Highway



Option 2 – Vehicular entry/exit from Peter Crescent and reconfigured public open space



Option 3 – One way vehicular traffic from either Hume Highway or Peter Crescent and reconfigured public open space

Figure 2 - Alternatives for vehicular access

Note: Options 2 and 3 require some reconfiguration of the existing park (assuming 1sqm on site is dedicated for every 1sqm taken by road).

Potential alternative for Peter Reserve

As part of the design investigations into this site, an alternative design solution has been considered which includes the provision of a new public open space by the development to the east adjacent to Peter Reserve (Figure 3 below). Together with the existing Peter Reserve this could form a combined open space of approximately 1,500sqm in total.

This new space would need to be publicly dedicated to Council to form a coherent and rational space with the existing Peter Reserve. It was not pursued as a design option as we understand it is inconsistent with Council's open space needs; it takes away from the potential to provide good communal open space on site; and it may be seen as the private development extending into and taking ownership of the existing Peter Reserve.



Figure 3: Alternative design solution including enlarged Peter Reserve

6. Recommendations for controls

Based on the testing described in Chapter 5 of this document, Architectus' preliminary recommendations for key LEP controls are as follows:

- **1.25:1 FSR total** is achievable on site. This is the same as the 1.25:1 provided on the similar block to the north, however as described below is based on a significant commercial component being provided and restrictions to residential capacity. On this basis, we consider that a five-storey scheme (the same height as the 'Eden' development to the south) can be provided that allows for good amenity outcomes to neighbours. The overall FSR is also consistent with the Toyota site to the north.
- **0.75:1 maximum residential FSR** on site. This could be described as an 'area' on the FSR map or alternatively on the Special Provisions Map. This responds to the following key considerations:
 - To ensure as far as possible that a commercial component is delivered to be consistent with the zone objectives.
 - To accord with Scenario B tested by Architectus.
 - By separating the FSR of different land uses, there is clear expectation set for development as to the needs for both.
 - A maximum residential FSR provides greater clarity than a minimum commercial FSR in the case that a developer believes commercial use is not viable (for instance, if a hotel is no longer proposed).

A maximum building height of 17m (five storeys) to the north of the site, with 14m (four storeys) in the centre of the site, and 11m* (three storeys) along the southern boundary and a narrowed (12m) strip along the Hume Hwy. Varying heights throughout the site ensure an appropriate transition to and reduced height impacts on, neighbouring low scale residential sites.

*Note: 11m height to the south is a reduction from the existing control of 14m, as such this is for discussion with Council. Two heights of 11m and 14m are shown below as options for the recommended heights map at this stage.

Our proposed height control is based on a number slightly above the following which we consider minimums for best practice:

- 3.5m ground floor (or 4.5m for large format retail)
- 3.1m x 4 for L1-L4

It is understood that lift over run (approx. 1.6m) can be in addition to the maximum building height as architectural roof features (Clause 5.6 in the LEP).

Preliminary recommendations for LEP maps are shown below.

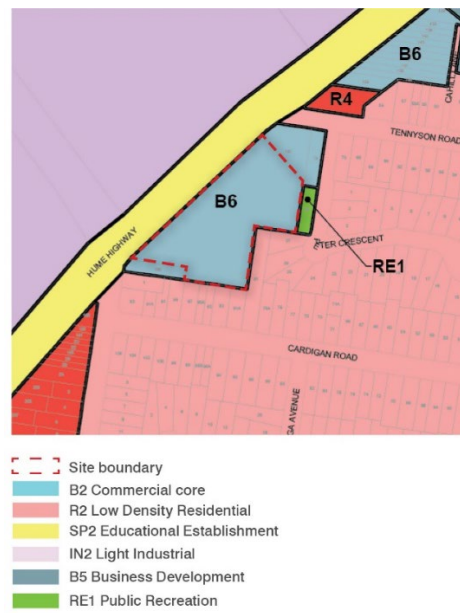


Figure 11 Proposed land use zoning
 Site outlined in red
Adapted from Bankstown LEP 2015, Sheet LZN_004



Figure 12 Proposed maximum height – Option 1 (with reduced height to south)
 Site outlined in red
Adapted from Bankstown LEP 2015, Sheet HOB_004



Figure 14 Proposed maximum height – Option 2 (with height retained to south)
 Site outlined in red
 Adapted from Bankstown LEP 2015, Sheet HOB_004



Area X - max residential FSR of 0.75:1

Figure 15 Proposed floor space ratio
 Site outlined in red
 Adapted from Bankstown LEP 2015, Sheet FSR_004

7. Appendix A – Assessment of proposal

This section provides an assessment of the proposal against the principles of SEPP65 Design Quality of Residential Flat Buildings and the Apartment Design Guide; principles of Better Placed, and the relevant design and development controls under Bankstown LEP 2015 and the Bankstown DCP 2015.

7.1 SEPP65 Design Quality of Residential Apartments

The proposal has been assessed against the nine Design Quality Principles of SEPP65, being context, built form and scale, density, sustainability, landscape, amenity, safety, housing diversity and social interaction, and aesthetics. The following section provides commentary on the proposal's performance against the principles and makes recommendations to improve the built form outcome.

Principle 1. Context

The site is located along the Hume Highway, which presents contrasting conditions in comparison to low density development to the south comprising a range of single detached dwellings, townhouses and villas. A small pocket park 'Peter Street Reserve' adjoins the site to the east, with a frontage to Peter Crescent. At present, there is no connection from the park or Peter Crescent through to the site. Instead, pedestrian and vehicle movement are directed from Peter Crescent, onto the Hume Highway and into the site via left-in and left-out driveway.

With a frontage to the Hume Highway, the site is constrained by traffic noise. To reduce the impact of noise, Council requires a minimum 20 metre setback from the Hume Highway boundary to the allotment, except for commercial development which can be setback a minimum of 5 metres from the Hume Highway boundary of the allotment. Commercial development within 20 metres of the Hume Highway must not exceed 2 storeys.

The proposal's context analysis is informative on a site-specific level but is incomplete. It therefore struggles to describe the site's:

- Relationship to the Hume Highway
- Interface to surrounding low density residential development and open space to the north-east
- Departure from Council's setback and height (in storeys) controls set out in Bankstown DCP 2015

The proposed concept plan does not align with the objectives of the B6 Enterprise Corridor Zone, which are to promote businesses along main roads, encouraging a range of employment uses and to allow residential uses, but only as part of a mixed-use development.

Architectus does not support the proposed residential uses along the Hume Highway. It raises questions about security and interface conditions for residential apartments located along the ground floor of Building B, increasing the potential for a poor development outcome on this site.

Architectus recommend where possible that other types of uses that benefit from a highway location, such as showrooms, be considered where possible, both to meet the objectives of the zone through providing a predominantly commercial development, and through buffering residential uses from a direct interface with the highway.

The closest centre to the site is Greenacre, located around 1.5km south-west of the site. The Greenacre local centre is made up of a 2-3 storey shopping strip along Waterloo Road, which is earmarked for up to 6-storeys in the North East Local Area Plan. Refer to Figure 15.

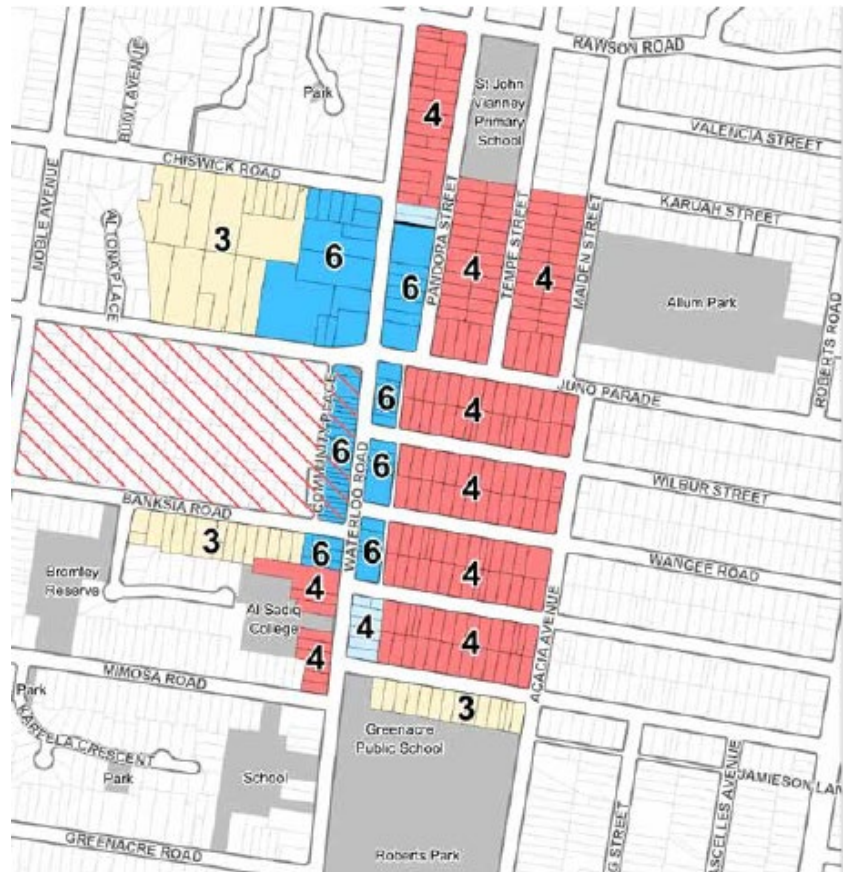


Figure 13 Greenacre Small Village Centre - Indicative Height Plan

Source: Extract from Councils North East Local Area Plan

In preparation of the North-East Local Area Plan, Council identified a number of 'opportunity sites' which capable of increased density and height.

The 'Toyota Site' one block to the north, presents a similar case to the planning proposal site. While it incorporates a car automotive sales centre and showroom, the site is similarly zoned B6 Enterprise Corridor, with a maximum building height which ranges between 9m and 17m and a FSR between 1-1.25:1.



Figure 14 North-West Elevation Plan of approved development at 135 Hume Highway, Greenacre (the 'Toyota Site')

On the other hand, the 'Eden site' to the south has been approved for buildings that range in height from 2 to 5 storeys and a FSR of 1:1. Refer to Figure 6 and 7.



Figure 15 Artistic Impression of approved development at 225-241 Hume Highway, Greenacre



Figure 16 South-east elevation plan of approved development at 225-241 Hume Highway, Greenacre

With the site's strong visual presence fronting the Hume Highway and the advent of recent development approvals on nearby and similar sized opportunity sites, this provides an opportunity for the subject proposal to align its scale and massing to achieve a similar outcome.

Parts of the proposal are well suited to the site. High quality residential apartments will increase housing mix, choice and diversity and enhance the quality and availability of short-term accommodation in the area.

The documentation provided, however, does not address the topographical and built form constraints of the site. The ground plane appears to be significantly raised from properties to the south which is particularly a concern for overlooking. The proposal also raises significant overshadowing impacts to the properties and the rear yards to the south.

With a more thorough examination of context, it does appear that the built form proposed requires further consideration, to demonstrate that it not only responds sensitively to properties to the south, but that it also responds appropriately to the Hume Highway streetscape.

Principle 2. Built form and scale

The proposed built form comprises four similarly scaled three (double height) to four storey buildings including:

- Two, 4-storey L-shape buildings located towards the rear of the site (Building C and D)
- A 3-storey building (Building A) located in the south-west portion of the site, along the Hume Highway. Building A is the only proposed mixed-use building and is made up of a double height ground floor containing a hotel (what is assumed to be a replacement of the existing Palms Hotel) with two levels of short-stay accommodation above.
- A 5-storey residential flat building (Building B), concentrated in the north-east corner of the site, also fronting the Hume Highway.

A four-storey street wall height with setback upper level has been proposed along the Hume Highway (Building B). This building is proposed to be set back 10m from the Hume Highway, which is inconsistent with the required 20m setback as stipulated in Council's DCP 2015. It would be preferable for a larger commercial floorplate use (such as a showroom/sales centre) to be introduced along the Hume Highway to not only address the concern around safety and noise, but also activate the street and reduce the scale of proposed development.

Conversely, a four-storey building with no setback upper levels has been proposed for Buildings C and D. In consideration of the single and two storey dwellings to the immediate south. This seems inappropriate. It is recommended the existing 10m rear setback is maintained as well as introducing an upper level setback to the fourth-floor. This will also help address overshadowing impacts to the south.

Principle 3. Density

The density proposed is 3-5 storey massing, distributed across four buildings. Whilst the sites size (>5,000sqm) may encourage density across the site, the sites interface to the Hume Highway, Chullora Industrial Park and surrounding edge conditions favour a commercial floorspace.

It is therefore recommended that some modifications to the built form are required from that shown in the concept proposal. While this may reduce the density of the residential component, there are strategies – such as replacing the ground floor of Building B with a larger commercial floorplate to increase the commercial floorspace on the site.

Principle 4. Sustainability

The proposed layout indicates that due to orientation and massing, the proposal will be able to facilitate an acceptable level of natural ventilation and solar compliance. However, it still needs to be demonstrated that solar compliance is possible given the site's topography and ability to affect neighbours to the south.

It is unclear to determine provision of deep soil as the proposal does not incorporate indicative basement plans.

While no detailed sustainability measures, such as water harvesting and reuse, solar panels are identified, Architectus are satisfied that an appropriate level of sustainability measures can be achieved in future development and design stages on the site.

Principle 5. Landscape

The 5-7m landscaped setback presented along the Hume is not supported for residential development from a noise and privacy perspective. As mentioned above, it would be preferable to introduce a larger commercial floorplate along the front of the site to better manage this interface condition to the Hume

Highway. A potential front setback control might be 6m from the Hume Highway to commercial development, plus an additional 3m (with balcony) upper level setback to residential/serviced apartment/hotel accommodation above.

The layout of the landscape concept plan is supported, particularly the footpath connection along the western side of Building C connecting through Peter Crescent Reserve.

Whilst the concept plan refers to the provision of basement car parking, accessed via the Hume Highway, the indicative basement layout is unclear. It is recommended the applicant provide this detail to further understand access and provision of deep soil.

The concept plan achieves a total of 3,000sqm (or 29% of site area) of communal open space. It is unclear if the quantum of communal open space also includes 'landscaped area' which would otherwise be considered unusable as well as functional open space.

Principle 6. Amenity

As described above in Built Form and Scale, the Hume Highway streetscape would be improved if the proposal were to incorporate more non-residential floorspace, ideally a larger commercial floor plate to accommodate a showroom type facility. It would then seem appropriate to encroach on the required 20m front setback (as per BDCP 2015), allowing for a 6m setback to commercial development on the ground floor, and an additional 3m upper storey setback to residential development above. The increase in commercial FSR and upper level setback would help control the scale of the proposal and better align the proposal with its immediate and local context.

As described above in Sustainability, the proposal will facilitate good levels of natural ventilation and solar compliance. However, its solar compliance to adjoining properties to the south, including their backyards are affected.

Principle 7. Safety

The proposal raises questions of safety and security with its proposed residential uses, particularly at ground floor along the Hume Highway. How will the proposal stop people visitors to the hotel and short-stay accommodation from accessing the residential apartment component of the site?

The proposal faintly illustrates a footpath connection along the south-eastern boundary of the site (along Building C). It is unclear where this footpath is connecting to. It also raises security and privacy concerns for apartments along this edge with opportunity for potential concealment.

The relationship to the park (Peter Street Reserve) is a separate issue. Council may wish to further explore this issue where an alternative connection could be made from the park through the site and back onto the Hume Highway. This would allow for a more defined and permeable connection, allowing for a clear line of sight. This of course would require reconfiguration of the existing park (presumably owned by Council). In this case, it would be appropriate for the applicant to deliver a portion of public open space on site, as a potential 'trade off'.

Principle 8. Housing diversity and social interaction

A range of one, two and three-bedroom dwellings are provided. Architectus is satisfied that an appropriate apartment mix can be achieved in future development and design stages on the site. Provision is made for communal open space and generous landscape setbacks for residents to interact.

Principle 9. Aesthetics

A streetscape proportion of a 5-storey residential building (Building B), with a setback of 10m is not considered appropriate. More attention should be given to

the incorporation of commercial floor space at the street frontage to mediate the relationship of the site to the Hume Highway.

A reversed L-shape building would better integrate the proposal to the adjoining car yard site (insert address) which although has not been considered as part of the Planning Proposal, may decide to redevelop sometime in the future.

The built form proposed for Building C and D has not been well conceived and needs to be set back to better integrate with its single and two storey neighbours.

7.2 Bankstown Local Environmental Plan 2015 (BLEP 2015)

The planning proposal has been assessed against the provisions of the BLEP 2015.

Land use zoning

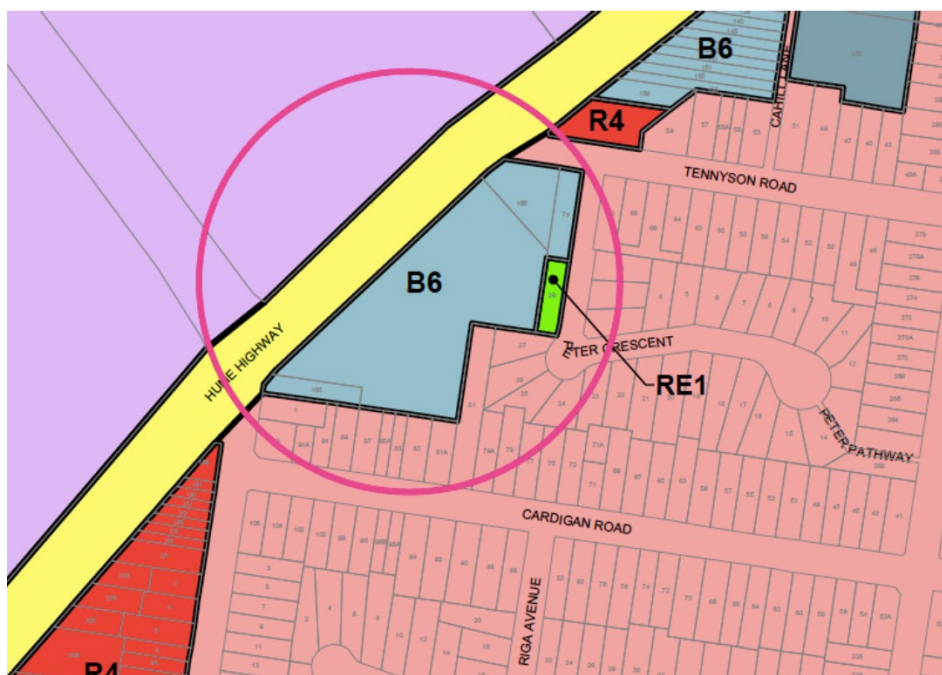


Figure 17 Land zoning map
Source: Bankstown LEP 2015

The site is currently zoned B6 Enterprise Corridor. Residential flat buildings are permissible with consent within the B6 Enterprise Corridor zone, along with business premises, hotel or motel accommodation, office premises and vehicle sales or hire premises. The objectives of the zone are to promote businesses along main roads and a range of compatible and employment uses including residential uses, but only as part of a mixed-use development.

The land uses surrounding the site include R2 Low Density Residential land to the south and south-east, with the Hume Highway zoned SP2 Infrastructure to the north and north-west. A small pocket of RE1 Public Recreation land adjoins the site to the south-east which incorporates a small pocket park and playground (Peter Reserve Playground). Land to the north of the Hume Highway is zoned IN1 General Industrial which incorporates the Chullora Industrial Park.

The planning proposal seeks to enable development shown in the concept plan, including residential flat buildings, hotel and motel accommodation and food and drink premises which are permissible uses (with consent) in the B6 Enterprise Corridor. As such, the planning proposal does not seek to alter the existing B6 Enterprise Corridor land use zoning.

Floor space ratio

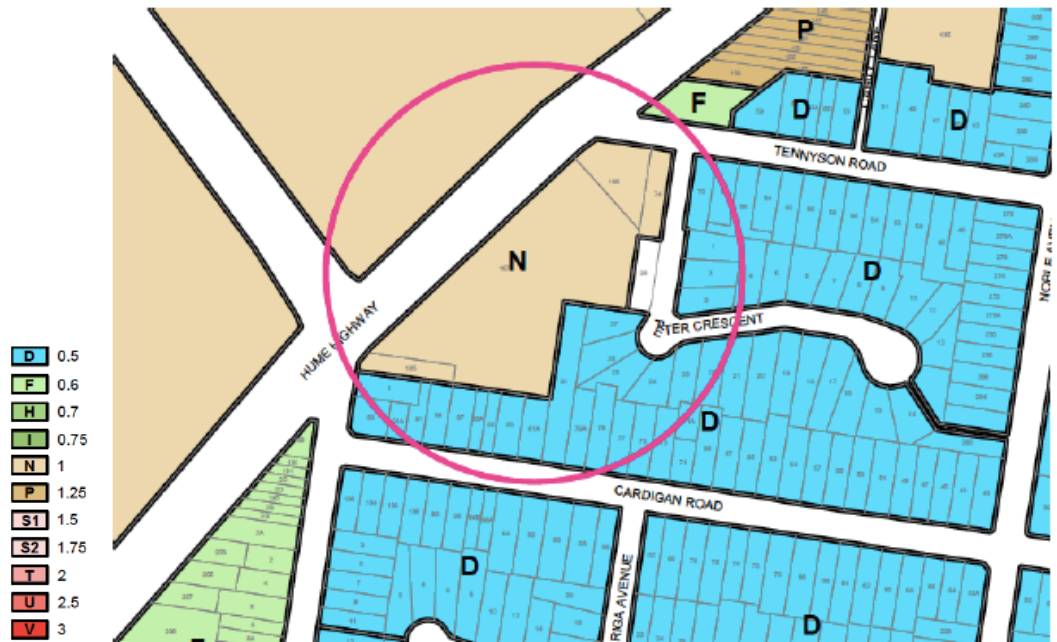


Figure 18 Floor space ratio
Source: Bankstown LEP 2015

The subject site has a maximum floor space ratio of 0.9:1. Sites to the south and south-east have a maximum floor space ratio of 0.5:1. The block to the north-east, zoned R4 High Density Residential has a maximum floor space ratio of 0.6:1, whilst the adjoining site to the north, zoned B6 Enterprise Corridor has a maximum FSR of 1.25:1

The Planning Proposal seeks to achieve an FSR of 1.5:1.

Height of buildings



Figure 19 Height of Buildings
Source: Bankstown LEP 2015

The subject site has a maximum building height of part 11m and part 14m. The block to the north-east, zoned B6 Enterprise Corridor allows a maximum building height of up to 17m.

The Planning Proposal seeks to allow for a range up to 17m in the north-east portion of the site, setback from an 11m height buffer from the Hume Highway. This is consistent with maximum height limits applicable to a similar sized site located a block to the north (the 'Toyota' site).

Heritage

The site is not a heritage item or within a conservation area.

Lot size

The land is not subject to a minimum lot size requirement under Clause 4.1.

The land is subject to a minimum lot size requirement for Multi dwelling housing, boarding houses, residential flat buildings and serviced apartments under Clause 4.1B

The minimum lot size for residential flat buildings and serviced apartments in the in the B6 Enterprise Corridor zone is 5,000 square metres.

7.3 Bankstown Development Control Plan 2006 (BDCP 2015)

The BDCP 2015 applies to the site. The BDCP 2015 establishes a vision for the locality as part of the Hume Highway Corridor Strategy. The controls for the site however are included mostly in the site specific DCP under Part A2 – Corridors, Section 6.5 Site specific provisions: Nos. 165-185 Hume Highway and 74 Tennyson Road in Greenacre.

The planning proposal highlights a number of non-compliance issues and amendments that would be required to the BDCP 2015 to enable the master plan.

The following table provides a review of the proposal against the relevant sections of the BDCP 2015 where the proposal has not demonstrated consistency or would be unable to achieve consistency.

Table 2 BDCP 2015 Compliance Review

Control	Comment
<p>6.5 - Council may apply the storey limit (not including basements) shown in Figure 35 to the allotments at Nos. 165–185 Hume Highway and 74 Tennyson Road in Greenacre only if it is satisfied that:</p> <ul style="list-style-type: none"> a) development will consolidate all the allotments into a single allotment; and b) development within 20 metres of the Hume Highway boundary of the allotment does not exceed 2 storeys; and c) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics. <p>If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.</p>	<p>The site on the corner has been excluded from the Planning Proposal.</p> <p>The concept plan exceeds the height in storeys within the 20 metre setback buffer proposing commercial development up to 3-storeys and residential up to 5-storeys.</p>
<p>6.6 - Development must comply with the minimum setbacks shown in Figure 35 and must ensure:</p> <ul style="list-style-type: none"> a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway; 	<p>The proposal does not comply with the 20metre setback requirement and instead is proposing 10m for residential development.</p> <p>Whilst the proposal complies with the 5m setback for commercial development, it does not comply with the maximum height in storeys within the nominated setback zone.</p>

- b) commercial development is setback a minimum 5 metres from the Hume Highway boundary of the allotment; and
- c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the allotment.

6.7 - Development must provide a minimum 5-meter-wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

The landscaping strategy shows a minimum 5m public landscape buffer between the site and the Hume Highway, with 7m to the north around the residential uses (plus 3m of private courtyards).

6.8 - Vehicle access to the allotment may be permitted from Tennyson Road and the Hume Highway.

The intended vehicle access from Tennyson Road in this case has not been achieved as the consolidation of relevant properties was not realised

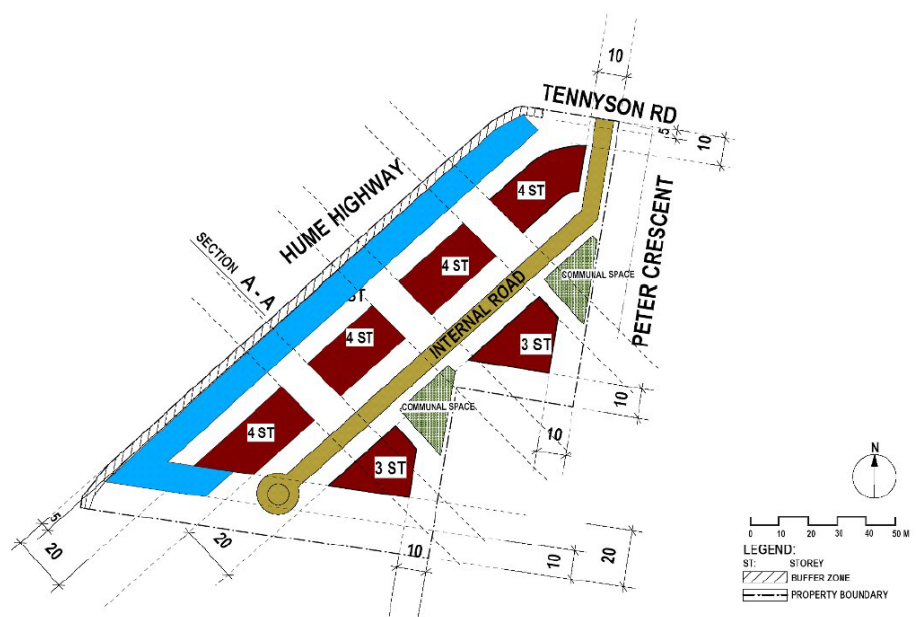


Figure 20 – Plan showing Figure 36 extracted from BDCP 2015.
Plan showing proposed storey limit for development on the consolidated allotment

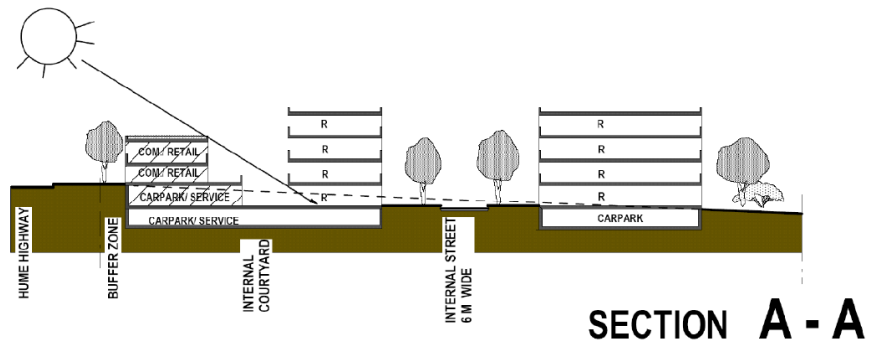


Figure 21 – Plan showing Section Diagram from BDCP 2015

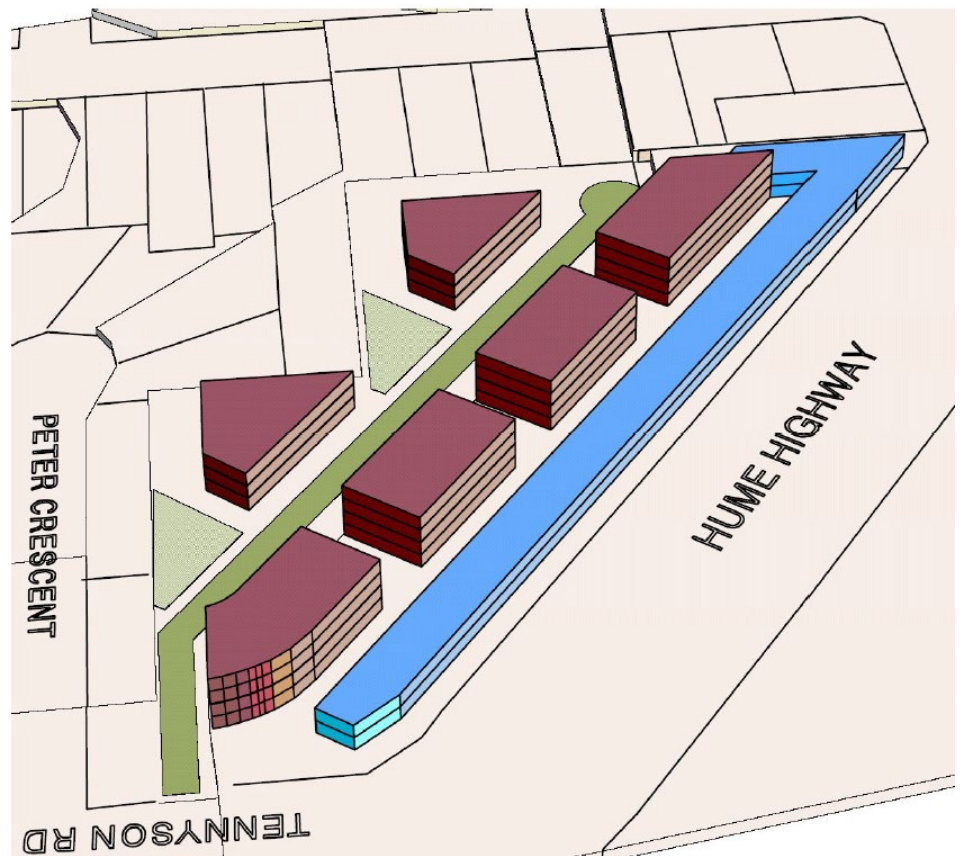


Figure 22 – 3D View showing Figure 37 extracted from BDCP 2015

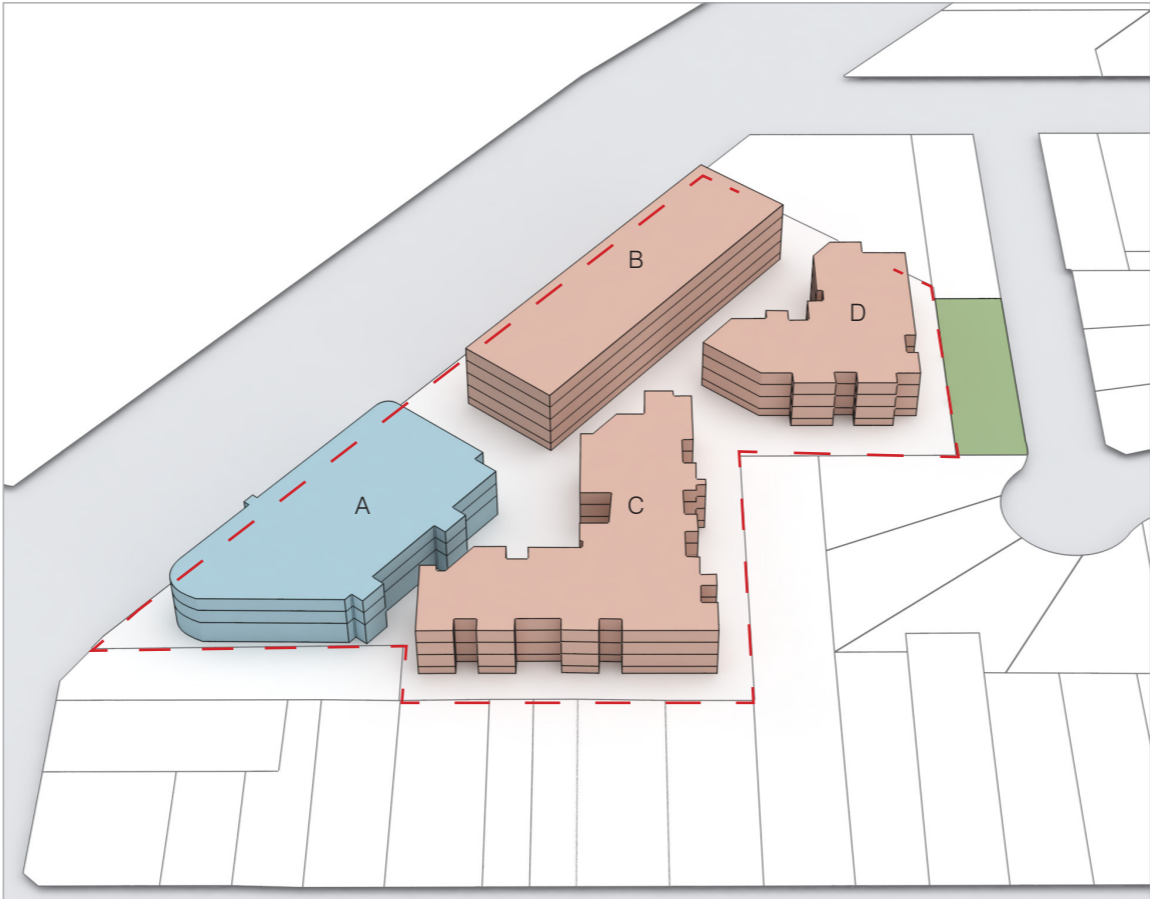
Plan showing proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

8. Appendix B – Scenario testing

Appendix B

Existing Proposal

This shows the existing proposal from the applicant (modelled by Architectus)



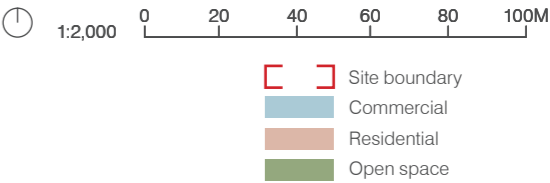
3D view

Site area		GBA	Storeys	Total GFA	Total FSR
11,569	Total			17,648	1.53
Hotel/ Building A	Typical	1,587	3	4,046	
Building B	Typical	1,528	5	5,730	
Building C	Typical	1,023	4	3,069	
Building D	Typical	1,601	4	4,803	

Schedule



Plan view



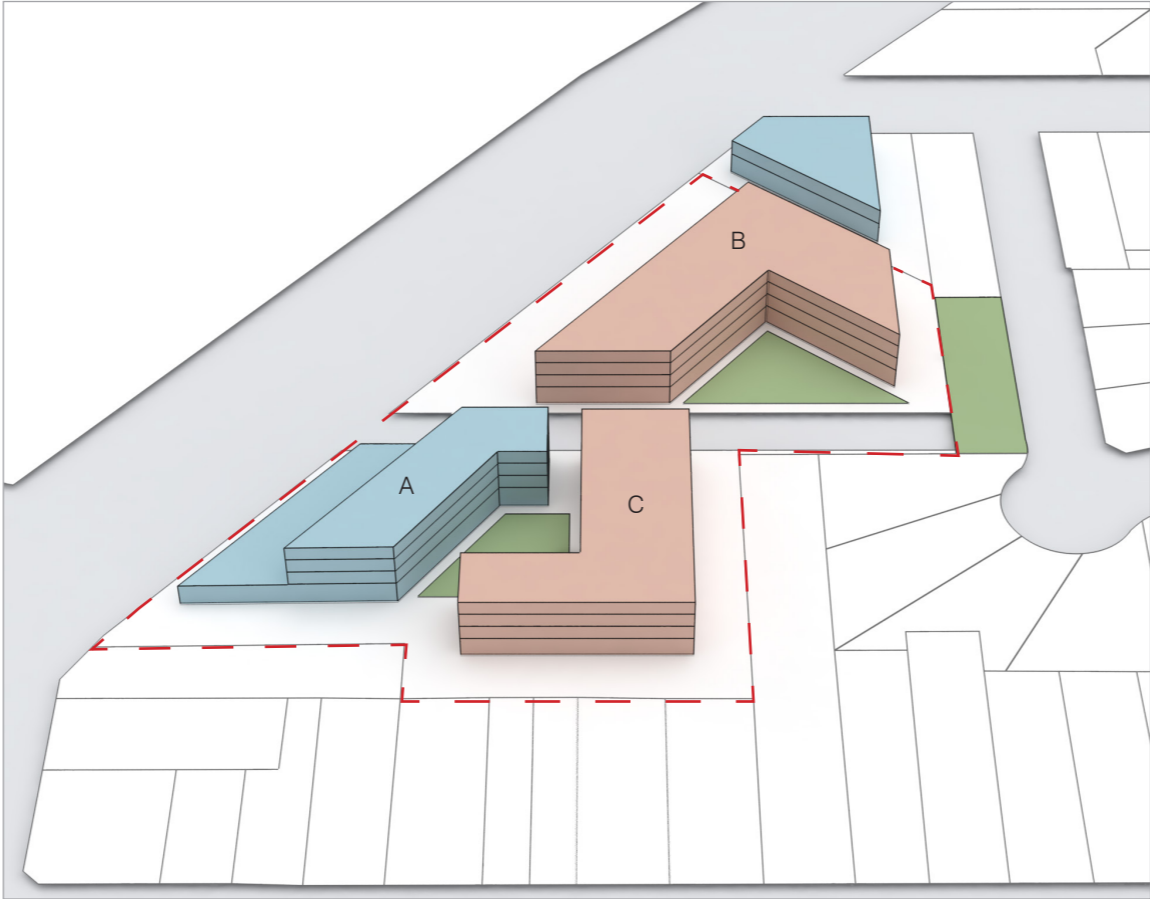
Scenario A - Compliant

This scenario is based on hotel uses similar to those proposed by the applicant fully compliant with existing LEP and DCP controls for the site. It includes Architectus' preferred layout for the site (also used in Scenario B.

- It includes:
- Building A - Hotel
 - Building B and C - Residential with communal open space at ground
 - Vehicular access from Hume highway
 - Continuous east-west through site link

- Existing controls:
- Height: 4 storeys
 - FSR: 1:1
 - Setbacks: 5m front setback for commercial and 20m front setback for residential

Scenario 1 achieves an FSR of 1:1 with a maximum height of 4 storeys.



3D view

Site area		GBA	Storeys	Total GFA	Total FSR	Height
11,569	Total		4	11,531	1.00	14.0
A	Ground	1,394	1	1,185	0.25	
	Upper	687	3	1,751		
B	Ground	1,634	2	2,451		
	Upper	1,634	2	2,451		
C	Ground	1,231	2	1,847	0.74	
	Upper	1,231	2	1,847		

Schedule



Plan view

1:2,000 0 20 40 60 80 100M

- Site boundary
- Commercial
- Residential
- Open space

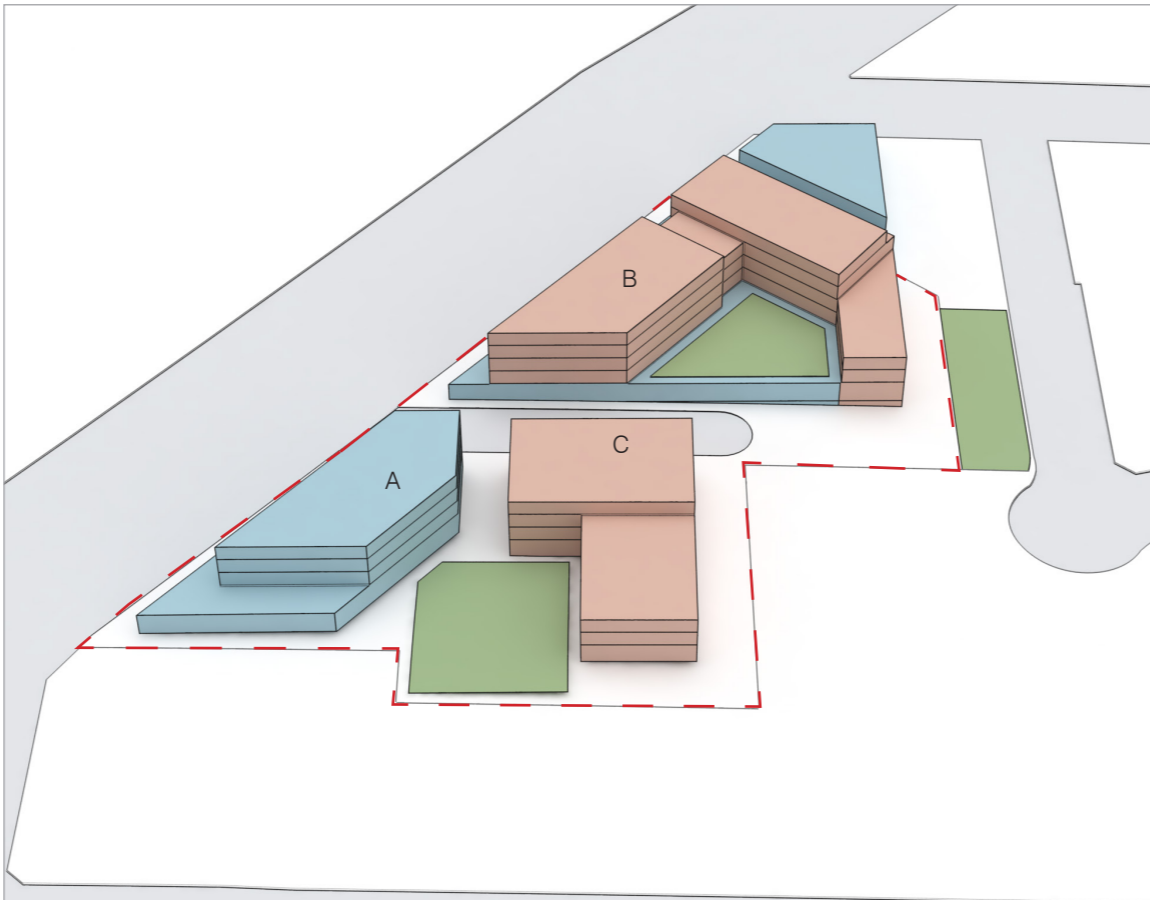
Scenario B

This scenario provides alternate controls for the site (setbacks and heights).

- It includes:
- Building A - Hotel
 - Building B - Large format showroom at ground level (such as a furniture of building use, or potentially bulky goods) and sleeved residential facing existing open space. Residential above with a raised communal open space.
 - Building C - Residential with communal open space at ground.
 - Vehicular access from Hume highway
 - Continuous east-west through site link

- Alternate controls:
- Commercial only uses fronting Hume Highway
 - Height: 5 storeys
 - Reduced setbacks: 6m front setback for commercial and 12m front setback for residential

Scenario B achieves an FSR of 1.25:1 with a maximum height of 5 storeys.



3D view



Plan view

Site area		GBA	Storeys	Total GFA	Total FSR	Height
11,569	Total		5	14,360	1.24	16.9
A	Ground	1,292	1	1,098		
	Upper	785	3	2,002		
B	Ground	3,082	1	2,312		
		394	1	296		
	Mid	1,992	2	2,988		
	Upper	1,693	1	1,270		
C	Ground	1,430	1	1,073		
	Upper	1,236	3	2,780		
	Upper	723	1	543		
Commercial total				3,410	0.29	
Hotel total				2,002	0.17	
Residential total				8,949	0.75	

Schedule

- Site boundary
- Commercial
- Residential
- Open space

Solar testing (Scenario B)



9am 21 June



10am 21 June



11am 21 June



12pm 21 June



1pm 21 June



2pm 21 June



3pm 21 June