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Urban Context Report

Westfield Eastgardens

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Executive Summary

The Westfield Eastgardens vision is to transform into a vibrant, mixed use town centre accommodating an improved arrival experience, enhanced retail, leisure, and new commercial office towers integrated into an active civic plaza, and connected to an enhanced bus terminus. There is the opportunity to improve accessibility, connect better with the community, create jobs and strengthen the economic role of the centre, in line with its recognition as a strategic centre.



Prepared on behalf of Scentre Group who operate, manage and co-own the Westfield Eastgardens Shopping Centre with Terrace Tower Group, this Urban Context Report seeks to update the Planning Proposal which was initially lodged with Bayside Council in March 2018, and amended in March 2019. It responds to the comments made by the independent consultants whom the Council commissioned to review the Planning Proposal.

This document identifies the opportunities and constraints of the site, outlines the project vision and urban design principles, presents a merit based and cohesive master plan and describes and assesses the revised master plan for visual impact and overshadowing impacts.

Proposed amendments to the original Master Plan

- Retain the landscape buffer around the centre;
- Lower the height of the proposed commercial tower and move it away from the street, onto the retail podium to reduce it’s visual and overshadowing impacts and improve the transition to the neighbourhood;
- Make a focal point to the entry with a new public plaza integrated with the bus terminus;
- Continue the street wall established by the Meriton site to the north with an appropriate building height transition to the proposed commercial buildings;
- Establish a datum for higher buildings that relates to heights on the Meriton site;
- Reconsider the orientation of the future stage development along Bunnerong Road to fit within the established street wall and podium tower typology and to improve the amenity of the future buildings.

The revised master plan proposes a number of key amendments from the initial lodgement in March 2018

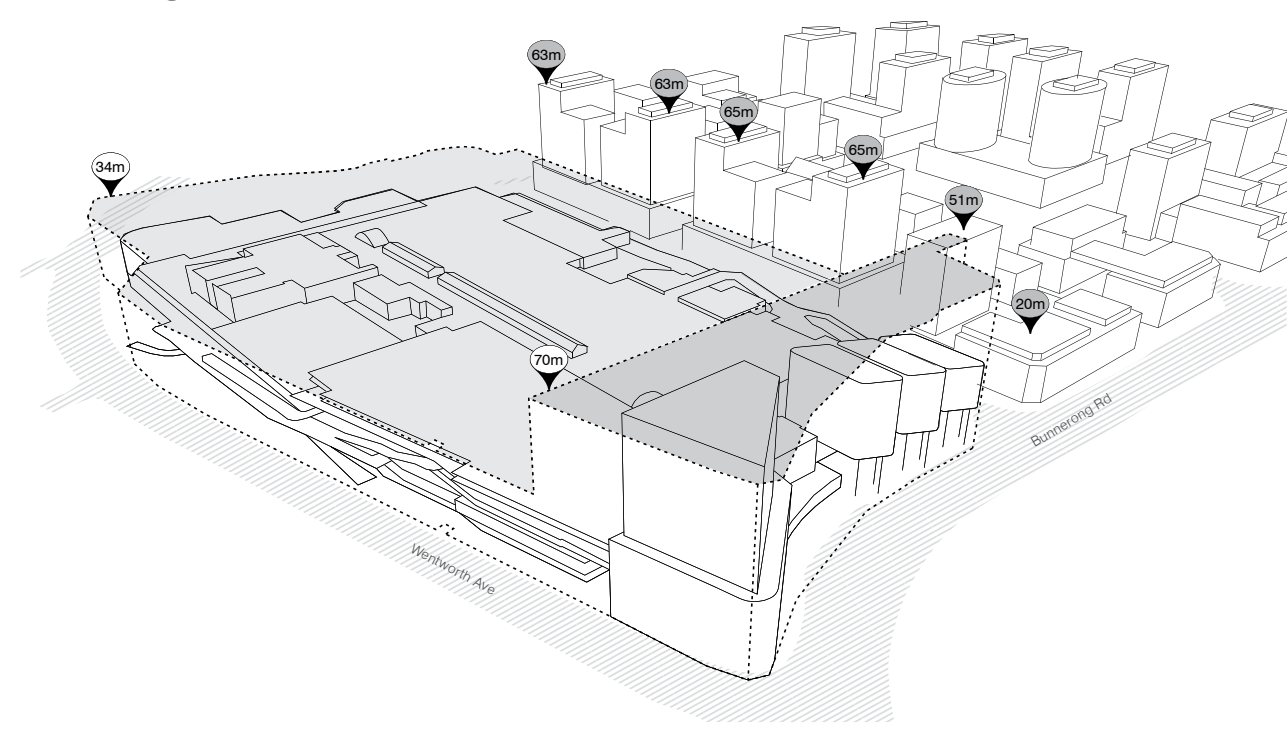
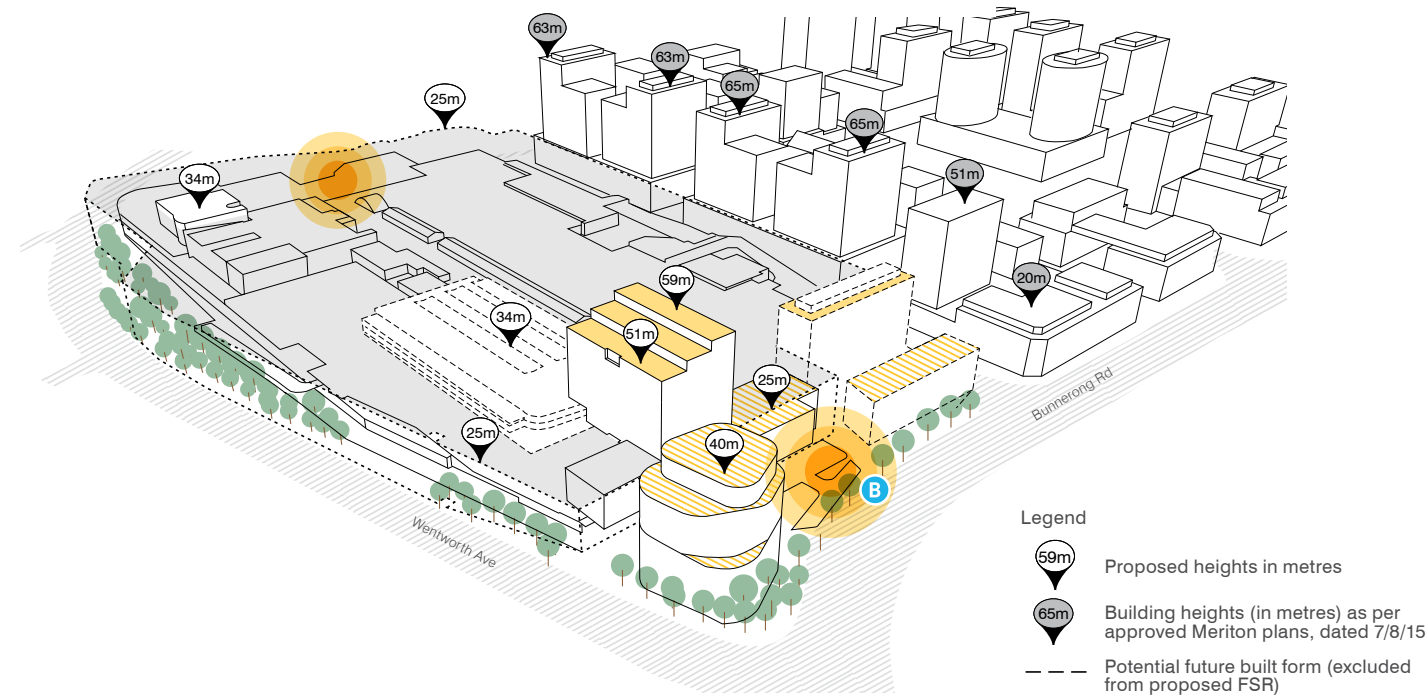


Diagram above adapted from Previous Planning Proposal by Terrace Tower Group, Scentre Group and Woods Bagot



Proposed amendment to Planning Proposal

Amendments sought in previous Planning Proposal lodged March 2018:

FSR - 1.7:1
Height - Part 34m / Part 70m
Zoning - no change

Amendments sought in the revised Planning Proposal:

FSR - 1.8:1
Height - Part 34m / Part 40m / Part 59m / Remainder: no change at 25m
Zoning - no change

Key features of the revised Master Plan

- A new commercial building up to a height of 59 metres, relocated and modified to reduce the visual impact and bulk;
- A new publicly accessible plaza fronting Bunnerong Road which is defined by active ground floor uses and provides direct vertical connections to a bus interchange split over two levels;
- The previously proposed 20 storey (70 metre) building on the corner of Wentworth Avenue and Bunnerong Road is replaced with an iconic lower 8-10 storey commercial building (40 metre maximum height);
- Provides for future mixed use development in the north-eastern corner of the site, as part of a master plan for future development;
- Retains the previous proposal for the expansion of the retail area and new rooftop garden within the level 2 carpark footprint and western end of the centre fronting Banks Avenue.
- Provides a strategy for improving pedestrian connectivity from the neighbouring Pagewood Green development by Meriton.



Westfield

1 Introduction

This section establishes the background, purpose and objectives of the Urban Context Report as it supports the Planning Proposal

1.1 Project Background

Overview

Prepared on behalf of Scentre Group who operate, manage and co-own the Westfield Eastgardens Shopping Centre with Terrace Tower Group, this Urban Context Report seeks to update the Planning Proposal which was lodged with Bayside Council in March 2018, and amended in March 2019. It presents a cohesive and integrated scheme that responds to the comments made by the independent consultants whom the Council commissioned to review the March 2018 and March 2019 submissions. Scentre Group has worked collaboratively with Council in amending and updating the planning proposal to ensure that the proposal responds to the previous comments, and that the master plan is aligned with Council’s vision for the site and expectations of the community.

The site is located at 152 Bunnerong Road, Eastgardens, NSW 2036, approximately 8km south of the Sydney CBD. It is situated between Sydney Airport at Mascot, and the coastal areas of South Coogee, Maroubra and Malabar.

The legal description of the site is Lot 1 DP1058663 and the site has a total site area of approximately 9.3ha. The shopping centre was officially opened in October 1987 and extended and refurbished in 2002. It is a fully enclosed, multi-level major regional shopping centre anchored by Myer, Big W, Coles, Target, Woolworths, Kmart and features over 250 specialty stores.

No significant upgrade works have been undertaken at the centre since 2002 which is well outside the typical 10 year redevelopment cycle of shopping centres to remain relevant to their communities. In 2018 Scentre Group became a co-owner of the centre by purchasing 50% from Terrace Tower Group.

The Applicant seeks to initiate the preparation of an amendment to the Botany Bay Local Environmental Plan 2013 (BBLEP) as it applies to the Site. This Report is intended to assist Bayside Council (the “Council”) in preparing a Planning Proposal to amend the planning controls at the Site in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This Planning Proposal focuses on improving the arrival experience and public offer at each end of the existing centre. It proposes new mixed-use commercial development at the eastern end of the centre, and a food, beverage and entertainment precinct at the western end. An expansion to the retail floorspace and car parking numbers is also proposed.

The proposal also sets out a strategy for improving the pedestrian flow along Westfield Drive between the site and the neighbouring Pagewood Green development being constructed by Meriton.

In addition, this Planning Proposal illustrates an indicative built form response to the north-eastern corner at the Bunnerong Road frontage to help guide Council’s LEP review process. It is proposed that this development will be fully developed within a future stage of works, allowing additional land uses to add vibrancy to the centre such as student accommodation.



1.2 Key Objectives

Proposed Vision and Objectives

The Westfield Eastgardens vision is to transform into a vibrant, mixed use town centre accommodating an improved arrival experience, enhanced retail and leisure, and new commercial office towers integrated into an active, civic plaza connected to an enhanced bus terminus.

There is the opportunity to improve accessibility, connect better with the community, create jobs and strengthen the economic role of the centre, in line with its recognition as a strategic centre under the Eastern City District Plan.

With the addition of commercial office and future mixed use, the site will transcend its role in the community from a traditional shopping centre to a become a 'Living Centre' - a morning to evening activity hub where the community can fulfil its daily needs and be inspired by new opportunities and experiences.

Scentre Group uses the description of a Living Centre because its retail destinations are transitioning to places where the community come to gather and socialise, be entertained, dine, access services and experiences and shop.

The retail expansion will be a response to the changing customer expectations and lifestyle needs. The growth in consuming experiences versus goods sees the opportunity for new dining, entertainment, leisure, fitness and services retail. Further, the leakage of fashion sales to online and the Sydney CBD demonstrates an existing product gap in the fashion retail offer that can be filled for the growing population in South East Sydney.

Centred above a civic plaza, a commercial employment hub will be a new destination for local businesses and residents to establish a workplace that enjoys the amenity of retail and dining with the accessibility of 12 bus routes, convenient ride share and end-of-trip facilities. Westfield Eastgardens will play a leading role in delivering the Strategic Centre actions in the East District Plan.

To complete the vision, two future development buildings have been shown as part of a cohesive plan for the Bunnerong Road street address. It is Scentre Group's intention that these will form part of a future planning scheme that will explore additional land use for the site in the form of student accommodation or hotel development that further diversify the site and support the growth of the Randwick Health and Education precinct.

Key elements of the Vision include:

- To expand and modernise the retail offer, including:
 - Create a next generation fresh food market;
 - Reconfigure the existing food court to an external orientation with views to the golf course;
 - Develop a new rooftop dining, entertainment, and leisure precinct;
 - Expand the existing cinema;
 - Develop a new international mini-major fashion mall;
 - Retain the existing mall axis; and
 - Provide new uses to meet the needs of the local community such as a gym, childcare and potential medical services.
- To provide a new A-grade commercial building to accommodate a range of office uses, which will assist future employment growth and job creation at the centre;
- To provide a new multi-use commercial building containing flexible floorspace to accommodate potential office, health and wellbeing practices, and civic service uses;
- To enhance the bus terminus and passenger experience;
- To improve pedestrian accessibility, amenity, safety and permeability;
- To create a better civic entry from the east by rearranging bus and taxi access, along with enhancing the public domain;
- To improve the external interfaces and quality of the streetscape around the centre including accessibility to the centre from the neighbouring Pagewood Green development by Meriton; and
- To retain existing car parking provision and provide additional parking appropriate for the expansion of the centre.

This proposed expansion of the centre responds to a range of factors, which include:

- The densification and gentrification of the trade area;
- The popularity of the existing fresh food offer;
- The demand for fashion retail by residents in the trade area that is currently being fulfilled at shopping destinations outside the trade area;
- To leverage off the existing strategic bus route links via the bus interchange and terminus at the site;
- To satisfy the shopping centre renewal cycle, in a situation where there have been no upgrades to the centre in over fifteen years, whilst other competitors are reinvesting in their shopping centres;
- To provide opportunity for a greater level of commercial floor space in close proximity to the bus interchange, given the identification of Eastgardens-Maroubra Junction as a 'Strategic Centre' within the draft Eastern City District Plan.
- To facilitate a modern precinct which can accommodate future growth, including the potential for student accommodation or a hotel to support the investment in the Randwick Health and Education collaboration area.

1.3 Options Tested

Master plan testing

A number of options were tested before arriving at the preferred option. The model images below illustrate the various options tested and a summary of the key opportunities and constraints they present.



Previously submitted option

Key Features

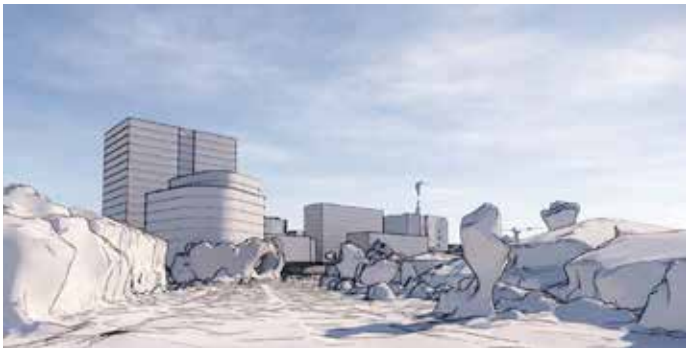
- Maximum height: 70m.
- Incremental commercial GFA: 34,800sqm.
- Setback from street boundary (varies 13-20m).

Opportunities

- Proposed commercial floorspace is viable and meets market desire for ~1,200 sqm regular floorplates.
- The commercial precinct has good street presence and good view prospects.

Constraints

- Overshadowing impacts to 5 dwellings on the southern side of Wentworth Avenue (244-252) was considered to be unacceptable, and as such the scheme was redesigned to improve overshadowing impacts to the 5 dwellings in focus.



Reduced option 1

Key Features

- Tower location retained, height reduced.
- Maximum height: 51m.
- Incremental commercial GFA: 25,000sqm.
- Setback from street boundary (varies 13-20m).

Opportunities

- No additional overshadowing to primary private open space of rear yards of the 5 houses on Wentworth Avenue in focus (i.e., DCP compliant).
- Overshadowing to the frontyards of the 5 houses in focus on Wentworth Avenue is substantially reduced.

Constraints

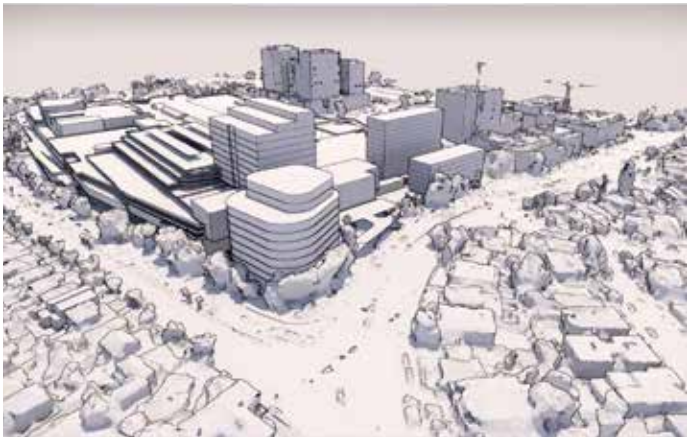
- Tiered floorplates are inefficient and present a challenge for location of lift core to subdivide a floor into multiple tenancies.
- Loss of 9,800sqm GFA (-28%) makes this option not viable.
- Does not visually signal the commercial precinct.





Reduced option 2

- Key Features**
- Tower location rotated 90 degrees, height reduced
 - Maximum height: 33m.
 - Incremental commercial GFA: 12,500sqm.
 - Setback from street boundary (varies - minimum 35m).
- Opportunities**
- Zero overshadowing to front yards of the 5 houses on Wentworth Avenue in focus.
 - Greater setback off street reduces visual impact.
- Constraints**
- Loss of 22,300sqm GFA (-64%) makes this option not viable.
 - Wasted opportunity to deliver the objectives of the District Plan for a key commercial zoned site.



Preferred Option

- Key Features**
- Tower location rotated 90 degrees, height reduced
 - Maximum height: 59m.
 - Incremental commercial GFA: 27,300sqm.
 - Setback from street boundary (varies - minimum 35m).
- Opportunities**
- Overshadowing to the frontyards of the 5 houses in question on Wentworth Avenue is substantially reduced.
 - Loss of 7,500sqm GFA (-22%) impacts feasibility but is considered reasonable in order to achieve no additional overshadowing to the rear yards of the 5 buildings in focus on Wentworth Avenue.
 - Sufficient height to create variety of form on the corner and visually signal the commercial precinct.
 - Greater setback off street reduces visual impact.
 - Generally maintains target floorplate of 1,200sqm and ability to subdivide floors.





2 Planning Context

This section outlines the strategic context and aspirations for the site within the Greater Sydney Region Plan and as part of the Eastgardens-Maroubra Junction Strategic Centre under the Eastern City District Plan.

2.1 Strategic Context

A Metropolis of Three Cities - The Greater Sydney Region Plan

Released in March 2018, the final version of the Region Plan ensures land use and transport opportunities develop more equitably across Greater Sydney.

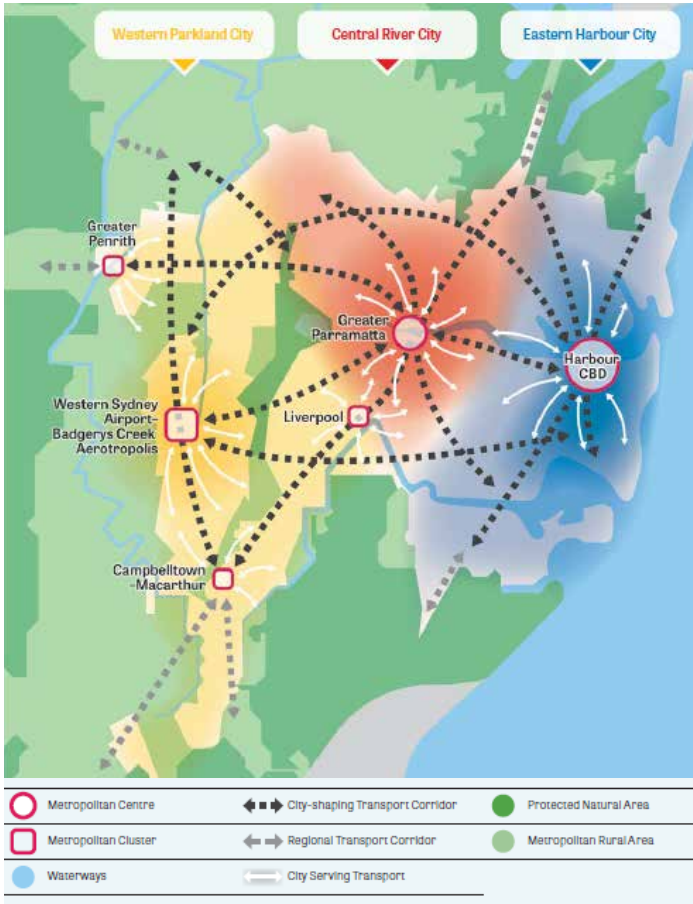
The Region Plan conceptualises Greater Sydney as a metropolis of three ‘30-minute’ cities and is presented with the District Plans to reflect the most contemporary thinking about Greater Sydney’s future. The site is located within the broader ‘Eastern Harbour City’, as identified in ‘The Greater Sydney Region Plan’ to the right.

The Region Plan sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. For the first time, the Plan has been prepared in conjunction with the NSW Government’s Future Transport 2056 Strategy and informs Infrastructure NSW’s State Infrastructure Strategy providing full integration of land use, transport and infrastructure planning.

The Region Plan is underpinned by four key pillars which outline specific objectives to be achieved. The four pillars include:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability

An assessment of the Planning Proposal against the relevant objectives of the Region Plan is provided within the Planning Report prepared by Urbis.



A Metropolis of Three Cities - The Greater Sydney Region Plan



Eastern City District Plan

Eastern City District Plan

Released in March 2018, the final version of the District Plan is a 20-year vision that provides strategic guidance on the economic, social and environmental growth in the Eastern City District of Greater Sydney. The District Plans have been prepared to align the Region Plan and the detailed planning controls for local areas.

The District Plan sets out priorities and actions for the development of the Eastern City District, which includes the LGAs of Bayside, Burwood, Canada Bay, Inner West, Randwick, Strathfield, the City of Sydney, Waverley and Woollahra.

This plan indicates that the site is proposed to be within the Eastgardens-Maroubra Junction Strategic Centre. Within Planning Priority E11, it states that the

centre has a large retail catchment and opportunities to link the two centres along a corridor of activity should be investigated.

Priorities for the Eastern City District

- Growing investment, business opportunities and jobs in strategic centres;
- Providing services and social infrastructure to meet people's changing needs;
- Fostering healthy, creative culturally rich and socially connected communities;
- Growing investment in health and education precincts and the Innovation Corridor; and
- Providing housing supply, choice and affordability, with access to jobs and services.

As required by the EP&A Act, the District Plan:

- Provides the basis for strategic planning in the District, having regard to economic, social and environmental matters;
- Establishes planning priorities that are consistent with the objectives, strategies and actions of the Region Plan; and
- Identifies actions required to achieve the planning priorities.

The ‘Actions No.48’ for the centre are identified as the following:

- “Strengthen Eastgardens-Maroubra Junction through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. extend and investigate additional economic activities to connect Eastgardens and Maroubra Junction and complement the existing activities
 - c. leverage future public transport connections in the south east and west of the District
 - d. encourage provision of affordable housing to support the nearby health and education facilities and employment lands
 - e. promote place making initiatives to improve the quality and supply of public spaces, promote walking and cycling connections and integrate with the Green Grid
 - f. improve public transport connections, and walking and cycling between Eastgardens-Maroubra Junction and Randwick.”

It is clear from the above actions that significant growth is expected within the centre over the plan period and given its new status as a ‘Strategic Centre’.

The Plan outlines the jobs targets for the various centres including Eastgardens-Maroubra Junction as illustrated in the table to the right titled ‘Central District Job Target.’

Central District Job Target

Centre	2016 Estimate	2036 Baseline Target	2036 Higher Target
Eastgardens Maroubra	6,900	8,000	9,000

These job targets are intended to provide guidance to Councils and government agencies as to the likely scale of employment growth, whilst also helping to inform land use and infrastructure planning. The reason a range is provided is to account for varying economic conditions, and the higher growth scenario would reflect further investment in the centres.

The expansion of Westfield Eastgardens is proposed to provide approximately 64,800 sqm additional GFA (total 164,200 sqm GFA) and will assist in meeting these higher growth scenario job targets identified by GSC.

The Economic Impact Assessments that accompany this Planning Proposal identify that the proposal will generate an estimated additional 900 - 1,100 jobs (full-time and part-time) within the retail expansion and some 950 - 1,200 jobs as part of the new commercial buildings. This will significantly contribute to meeting the job targets set out in the District Plan.

Allied to the proposed jobs target within the Eastern City District Plan, are the five-year housing targets which are based upon the District’s dwelling need and are said to provide an opportunity to deliver supply. This is broken down into Local Government Areas (LGAs). The table below sets out this housing target:

Five Year Housing Target

Area	2016-2021 Housing Target
Bayside LGA	10,150
Eastern City District Total	46,550

- The Bayside Council LGA has the second highest housing target of the LGAs in the Eastern City District after the City of Sydney, and represents almost a quarter of the new dwelling target for the District. This demonstrates that the Greater Sydney Commission views Bayside LGA as a location which can accommodate significant population growth, the consequence of which is that other services and facilities would need to be expanded to support this growth. This includes the provision of adequate retail floor space and offer to meet the needs of local residents and new office space to support employment growth.
- Furthermore, the former BATA site adjacent to Westfield Eastgardens will contribute to this increase in residential population within the local area. The site is being developed by Meriton and is being marketed as ‘Pagewood Green’. The site extends to approximately 16ha, with the first 10ha already benefiting from consent for some 2,200+ dwellings, which are now being delivered. The completed site is expected to yield approximately 3,800 dwellings. This will create a new resident population immediately adjacent to the shopping centre.

Other Land Uses

The master plan proposes future stage development that will add additional uses to the centre to enhance vibrancy and diversity. Two of these potential land uses that are appropriate for the site include:

Student Accommodation

There is an absence of a specific direction for Student Accommodation in the strategic plans, however, Action 48 of the District Plan encourages provisions of affordable housing in strategic centres to support the nearby health and education facilities and employment lands. Although not explicit, affordable housing could allude to “student housing” as student housing is defined as a boarding house under SEPP (Affordable Rental Housing) 2009. The District Plan also highlights the need for a diversity of housing supply.

- About 9% of the Hillsdale-Eastgardens population are tertiary students
- About 9.4% of the Bayside LGA population are tertiary students
- The site is in close proximity to UNSW with frequent bus connections.

Hotel Accommodation

There is an aspiration to double the overnight visitor expenditure to NSW by 2020 (Visitor Economy Taskforce, 2012) to be located close to tourist destinations, business facilities and transport gateways.

For Eastgardens, the proximity to hospital, University, port and airport present multiple sources of demand for overnight accommodation. Also, a business case is currently being prepared for a new cruise ship terminal that would be in close proximity to any future hotel accommodation at Eastgardens.

Future Public Transport Improvements

A key basis of development intensification for strategic centres are to leverage existing and proposed transport infrastructure.

- Westfield Eastgardens benefits from accommodating an existing major bus terminus which provides over 12 different bus routes that connect with Sydney Airport and other metropolitan/strategic centres including Sydney CBD, Randwick, Green Square, Mascot, Bondi Junction and Burwood. A cornerstone of the proposal is locating new commercial office development with an enhanced bus terminus.
- Eastgardens and Maroubra Junction are located along a future “city shaping corridor” – a high capacity, high frequency public transport route providing access to Sydney CBD by 2056.
- Rapid bus has been earmarked for investigation in the 0-10 year time period, while light rail extension to Maroubra Junction / Metro train link to the south east is set for a 10-20 year time period.
- It is noted that as Maroubra Junction is largely already developed, there is greater potential for Eastgardens to capitalise on this south-east transport corridor and provide higher densities as part of transport-oriented urban renewal.





3 Analysis & Findings

This section provides a succinct analysis of the site conditions and outlines the opportunities and constraints that the site presents.

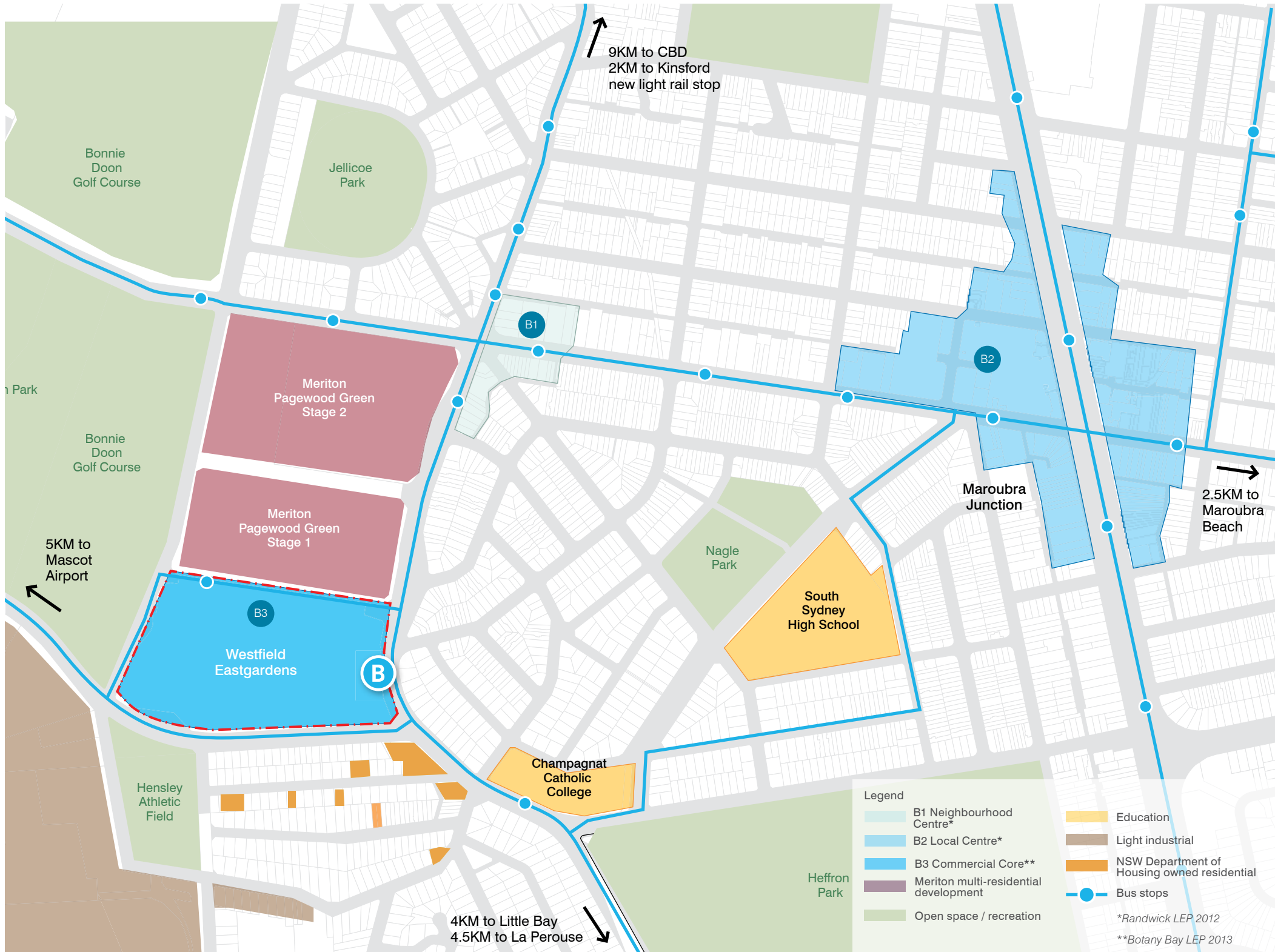
3.1 Site Analysis

Westfield Eastgardens is dedicated as the commercial core within the local planning context. The site has an important role to play in meeting the objectives of this land use, ensuring a wide range of retail, business, office, entertainment, community and other suitable land uses are provided to meet the needs of the local community.

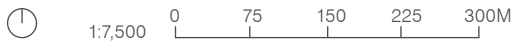
The site is bound by busy roads to the south and east and well served by public transport with an existing bus terminus and lay-over area on site. Bus routes run along Bunnerong Road to the east and Westfield Drive to the north and connect with Maroubra Junction, Bondi Junction, UNSW and the City.

There are a variety of land uses surrounding the shopping centre, including industrial, residential and open space. Sydney airport is located only a short distance to the south-west of the site while the heavy industrial areas of Port Botany and the Botany Industrial Precinct are located to the south and west of the site.

In terms of the immediate surroundings, to the north of the site is a former industrial area comprising the former British American Tobacco (BATA) site which is now owned by Meriton who has planning consent for new high density residential apartments. These new apartments are currently under construction with Stage 1 well underway and Stage 2 having received Gateway approval and recently exhibited. To the south of the site beyond Wentworth Avenue is the Hensley Athletic Field and an area of 1-2 storey detached dwelling houses accessed from Denison Street. Bonnie Doon Golf Course is situated to the west of the site, whilst further low density residential areas are located to the east between the site and Maroubra Junction. Other uses in the general area include the University of New South Wales and a large hospital precinct, including the Sydney Children’s Hospital, the Prince of Wales Hospital and the Royal Hospital for Women, in Randwick.



The site is the only area zoned B3 Commercial Core within the strategic centre



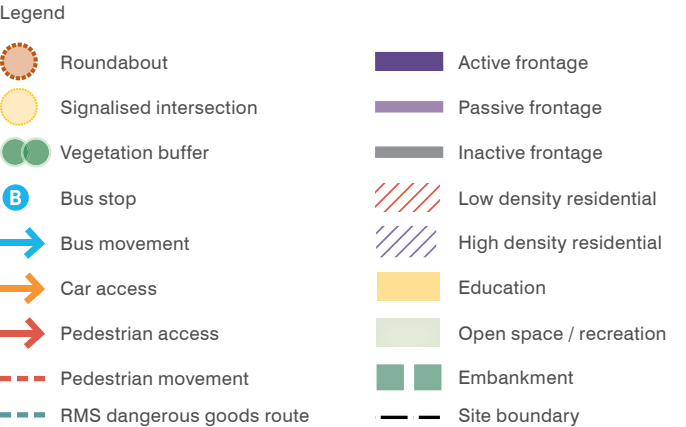
Site Analysis

While the external interfaces of the shopping centre are largely inactive with little pedestrian amenity, opportunities exist at each end of the east-west mall axis to enhance the arrival experience and provide hubs of activity, while improving the amenity and safety along the other edges.

The Westfield Eastgardens shopping centre occupies a site which is bounded by Wentworth Avenue to the south, Bunnerong Road to the east, Westfield Drive to the north and Banks Avenue to the west. The centre provides some 84,400sqm of Gross Leasable Area (GLA) which accommodates approximately 70,500sqm of retail floor space (excluding cinemas, banks and travel agents etc.), along with some 5,000sqm of office floor space and a 723-seat cinema complex, supported by over 3,100 car parking spaces.

The total consented Gross Floor Area (GFA) for the site is currently 100,926sqm (following DA14/123), although the full extent of this floor space has not yet been developed.

The adjacent diagram highlights existing vehicular and pedestrian movement into and around the site, as well as the character of streetscapes and significant building entries which contribute to pedestrian amenity and access.



The typology of the centre generates distinct pedestrian entries at either end, while north and south elevations are dominated by vehicles



Bunnerong Road

- Primary role -
- Major arterial road connecting Anzac Pde at Kingsford to La Perouse in the south with bus stop and pedestrian entry to shopping centre
- Key characteristics -
- 3 lanes of traffic in both directions
 - 1-2 storey detached residential on eastern side opposite shopping centre, high density residential on western side, north of the site.
 - Bus stop for routes 391 to Railway Square, 392, and X92 to City, and 400 to Bondi Junction
 - Primary pedestrian entry to shopping centre at bus stop



Wentworth Avenue

- Primary role -
- Major arterial road including heavy vehicle route (RMS dangerous goods transit route) and car park access to shopping centre
- Key characteristics -
- 3 lanes of traffic in both directions
 - Planted median strip and vegetated verges makes significant contribution to streetscape quality.
 - Existing vegetation buffer provides visual screening and mitigates scale of shopping centre
 - 1-2 storey detached residential on southern side, multi-level car-park on northern side
 - Narrow footpaths and conflict with car-park and bus driveways impacts on pedestrian amenity



Banks Avenue

- Primary role -
- Local road running parallel to Bunnerong Road on western side of shopping centre with popular car-park access point at roundabout due to convenient access to ground level fresh food retail.
- Key characteristics -
- Secondary pedestrian entry to shopping centre
 - Edged by golf course on west
 - Major vehicle entry point facilitated by heavily used roundabout
 - Loading dock entry point



Westfield Drive

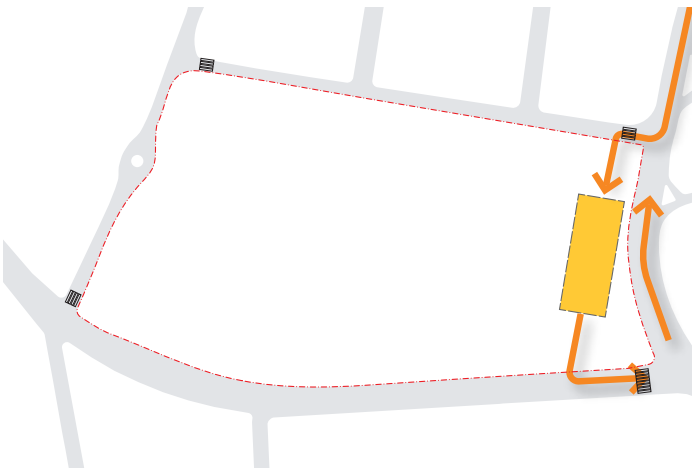
- Primary role -
- Service road / loading for shopping centre.
 - Connecting pedestrians to the centre from the new Meriton multi-residential development.
- Key characteristics -
- Interfaces with new Meriton multi-residential development to the north
 - Loading docks and inactive façades along northern edge of shopping centre, and screened podium car-parking of Meriton development
 - Bus stop for routes 301-310
 - Some pedestrian use, particularly at the eastern and western ends, away from the loading area in the centre.
 - Low private vehicle use, some cycle use.
 - Issues with some private vehicles using road as 'rat-run'
 - Limited solar access due to Meriton towers to the north.



3.2 Opportunities and Constraints

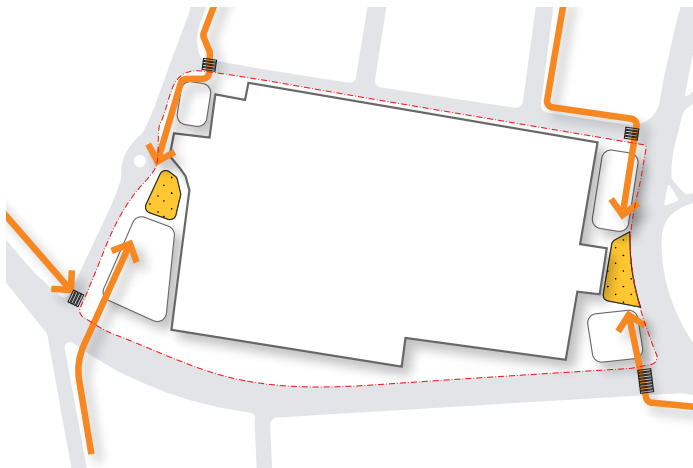
Opportunities and Constraints

In understanding the site characteristics and issues, the following opportunities and constraints were identified for the site.



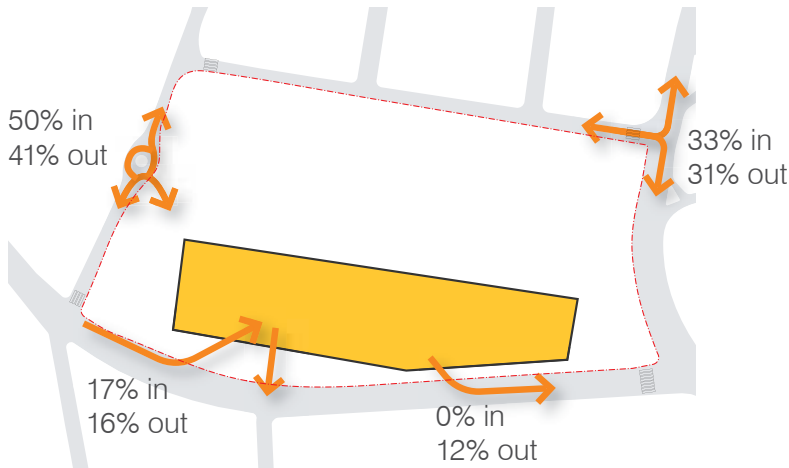
Public transport

- Opportunity to upgrade bus terminus experience and promote public transport usage.
- There is a logical node for future public transport connections at the eastern end of the site (potential rapid bus, light rail, or Metro).



Pedestrian movement

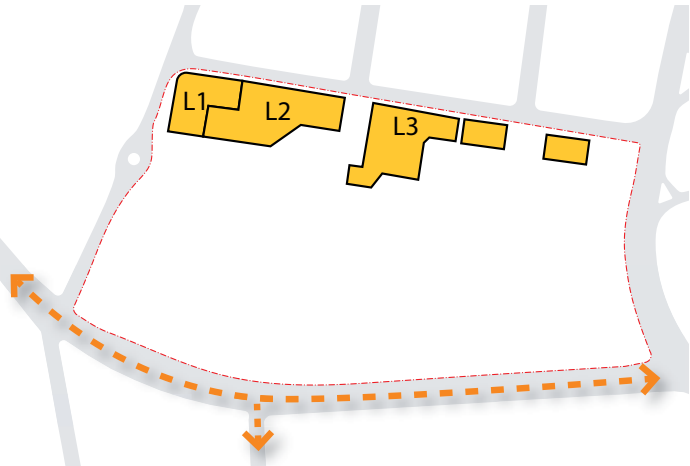
- Opportunity to introduce an active pedestrian focused plaza at the eastern entry integrated with bus terminus.
- Opportunity to improve the pedestrian experience at the western end of the site.
- Opportunity to improve the amenity of footpaths leading to entry points to the centre.



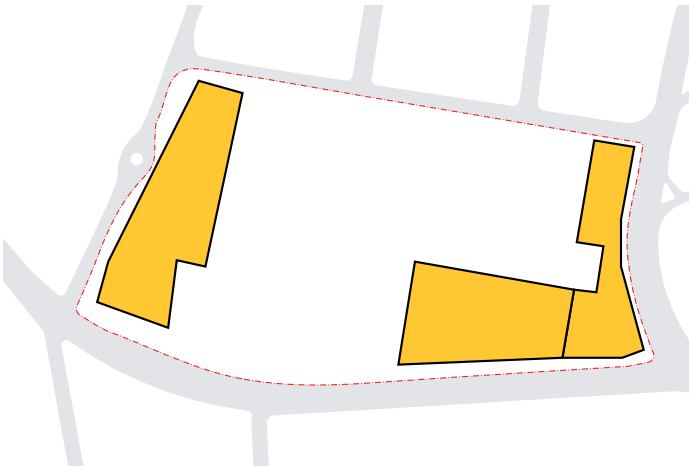
Vehicle access and parking

- Ramps to existing above ground parking are required to be maintained, particularly on the north side, where they serve the predominately north-east catchment to the centre.
- However, there is improvement to traffic flow with the introduction of controlled parking to improve efficiency of traffic flow at entries and exits and to better manage legibility of car space vacancies (introduced December 2018).
- Improve car-park circulation and use dynamic signage of available spaces to prioritise entries that are located away from pedestrian areas.
- Opportunity to screen new vehicular ramping.
- It is essential that appropriate ramp access to the carpark on levels 3 and 4 of the centre is maintained as this area provides 45% of current car parking spaces and this percentage will increase as the proposed roof mezzanine levels are added.
- The design will include improvements to facilities and accessibility with a view to minimising dependence on private vehicles and car parking. Whilst car parking will be increased, the final provision will be resolved at DA stage based on occupancy modelling of the existing car park and a development overlay.

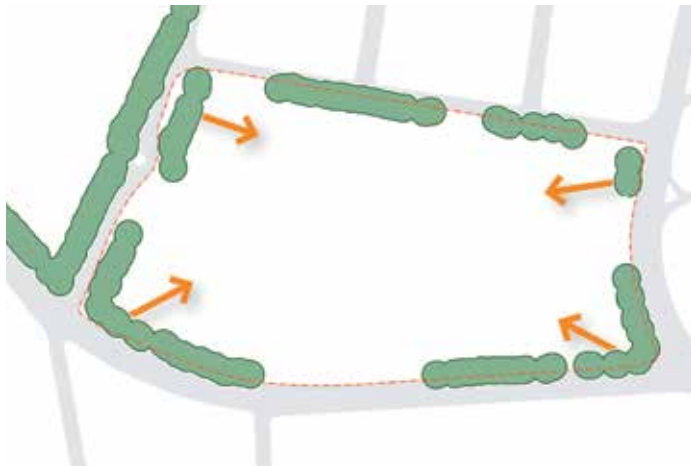
Opportunities and Constraints



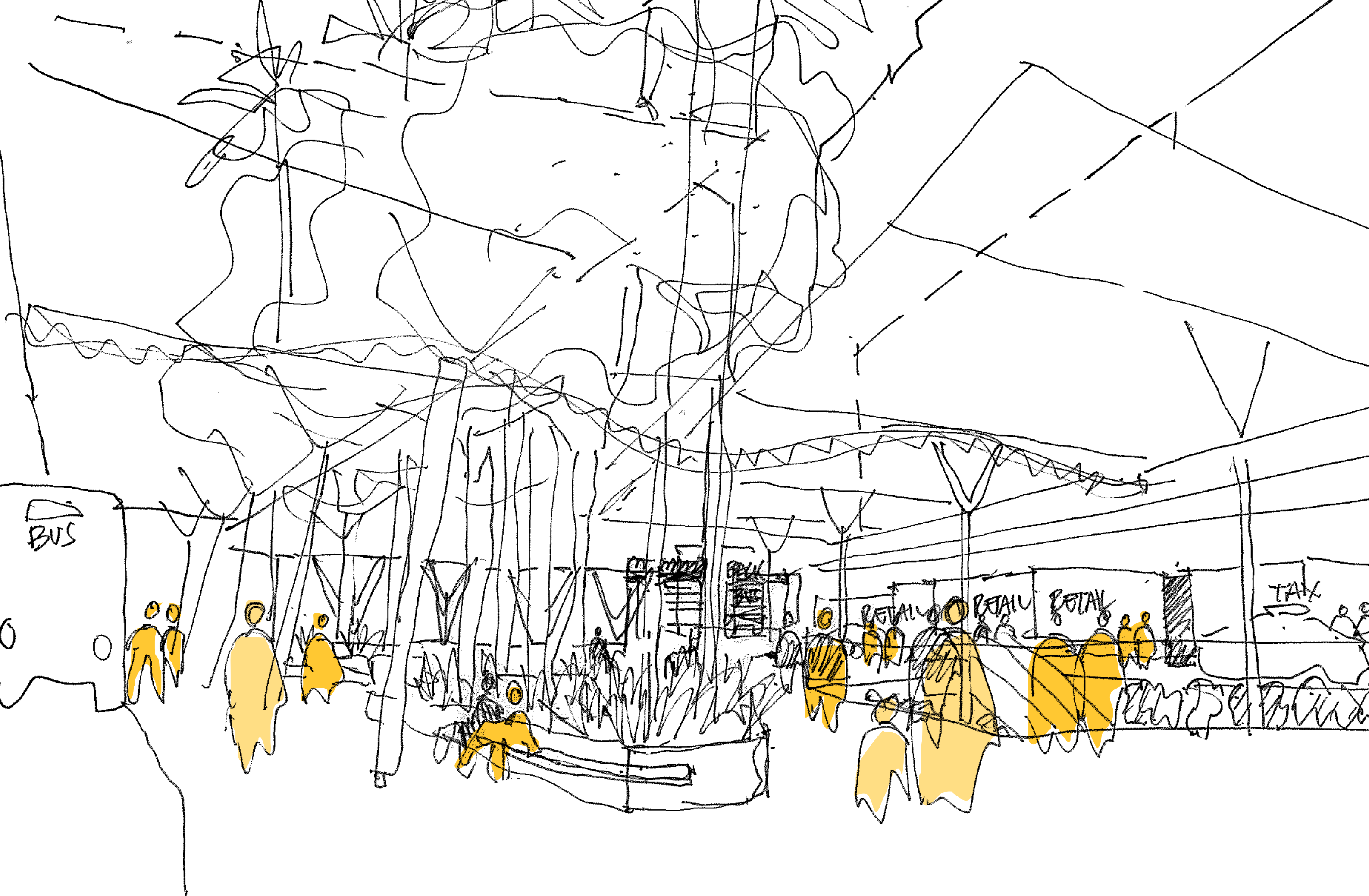
- Loading and RMS dangerous goods route**
- Established loading docks are consolidated along Westfield Drive. These support the supermarkets and department stores located on the northern side of the centre, and specialty shop loading throughout the centre, and cannot be removed or relocated.
 - The RMS dangerous goods transit route runs along Wentworth Avenue and down Denison Street to the Botany Industrial Precinct. The facade to the Wentworth and Denison intersection is recommended to be solid core to protect from a dangerous goods incident.

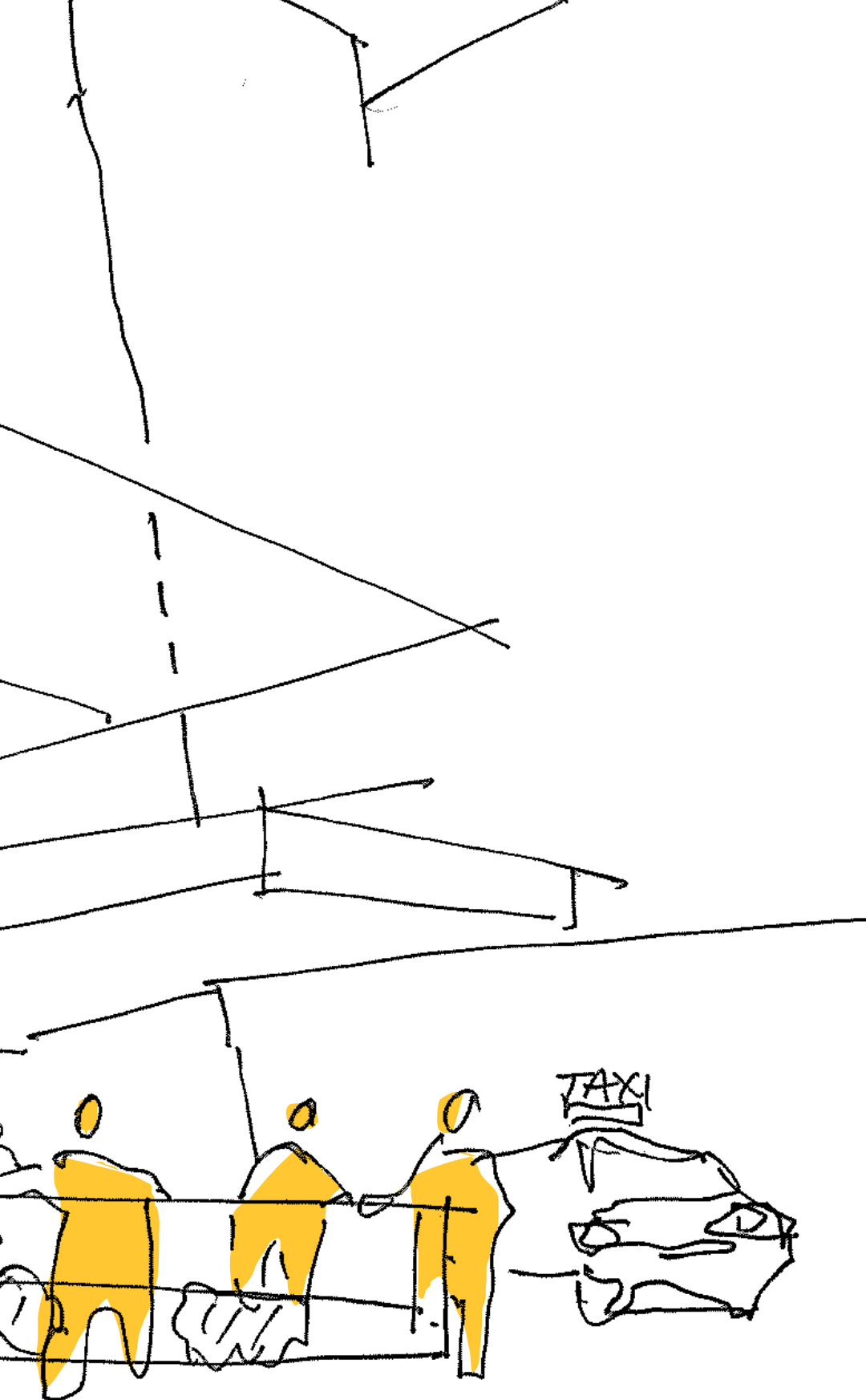


- Developable land**
- There is an opportunity to utilise land around the perimeter of the existing centre for new development and activation. Areas without development or parking areas that can be demolished are opportunity sites for new podiums and towers.
 - Portions of the site occupied by existing development are constrained from accommodating new development as they do not have structural or logistical potential to accommodate new built form on top of existing structures.
 - There is the opportunity for new built form to interface with the street and create an improved address and pedestrian experience.



- Green Buffer**
- The existing green buffer provides significant visual and ecological amenity to the site.
 - There is an opportunity to extend and enhance the landscape experience in and around the centre, building on the original vision of Eastgardens as a garden-focused place.





4

Developing the Master Plan

In developing the master plan, we established a specific set of principles and a project vision which have guided the development of a robust master plan approach



4.1 Master Plan Vision

Creating a *Living Centre*

Eastgardens is thinking beyond retail. With the addition of commercial and future mixed use, it will transcend its role as a traditional shopping centre and become a living centre – a morning to evening community hub where people can fulfil more of their daily needs. And with over 12 different bus routes and convenient ride share facilities, Eastgardens is accessible to the local community.



An Arrival

A reimagined front door at both the eastern and western ends of the centre will reconnect the centre with its local context and growing community.



A Place to Connect

A 'third place' between work and home with day and night activation. A town-centre providing opportunities for impromptu meeting and socialising as well as a setting for special occasions against the backdrop of a landscaped urban oasis with district views.



A Place to Work

A new workplace offer will provide A-grade commercial office and innovative co-working start-up space, located above the upgraded bus terminus and civic plaza. The precinct will create jobs close to homes and strengthen the diversity and economic role of the centre.



Convenient, Walkable and Connected

Located on a highly connected transport hub, the centre presents a renewed accessible and walkable focus for Eastgardens-Maroubra Junction.

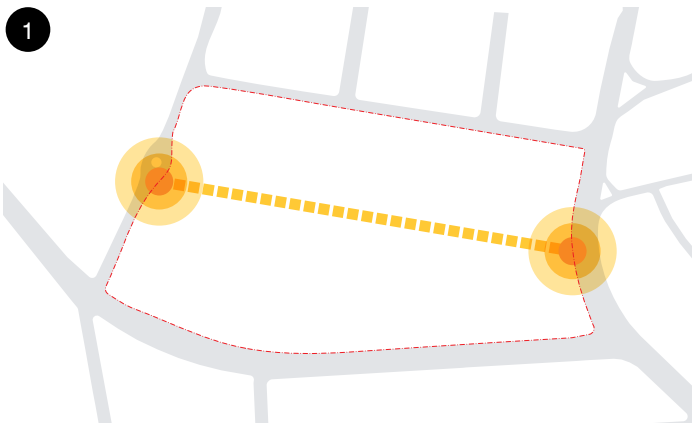


A Place to Live and Learn

As part of the mixed use vision, a future education and accommodation component will support the evolving Randwick Health and Education Super Precinct, and enrich the community around Eastgardens. Services catering to the everyday needs of students will add depth to the retail and entertainment offer.

4.2 Urban Design Principles

A number of urban design principles have been developed which respond to the key issues and concerns raised through engagement with Bayside Council and those identified within the independent review of the previous planning proposal.



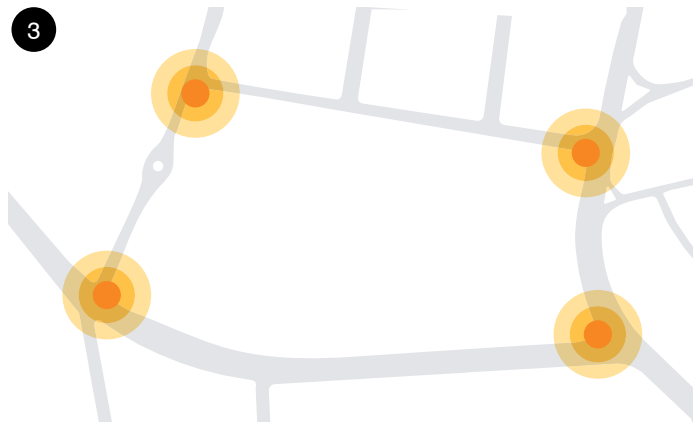
1. Destination hubs at each end linked by a central spine

- Street facing buildings and active frontages to create a new presence for the centre.
- New address points to enhance the arrival experience and outward presence of the centre.
- A new plaza at the eastern end of the existing spine to create an attractive focal point connecting lobbies, shop-fronts and community uses with a strengthened transport node.
- A fresh food retail, dining and entertainment hub at the western end which enjoys views out over adjacent green space and city skyline beyond.



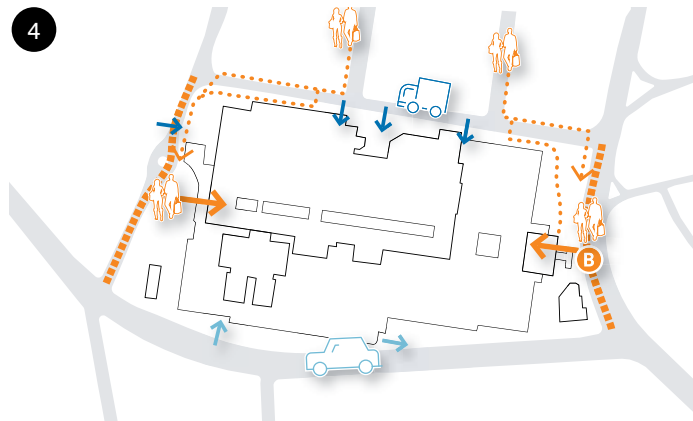
2. Entries

- Ensure that all new buildings have entries at ground level from the public domain.
- Ensure that building lobbies are clearly visible and accessible from the public domain.



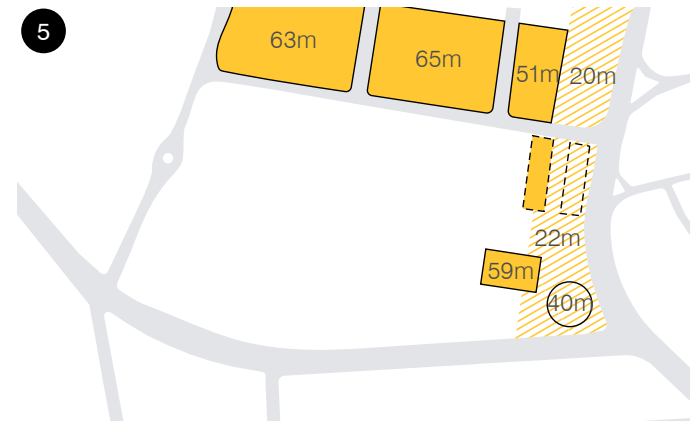
3. Activate corners

- Improve the centre presence with externalised functions and a greater public interface with the street on the corners of the site.
- Engage with the neighbouring context through improved interfaces and pedestrian access.
- Conceal new servicing, blank walls, car-parking etc. with active corners.



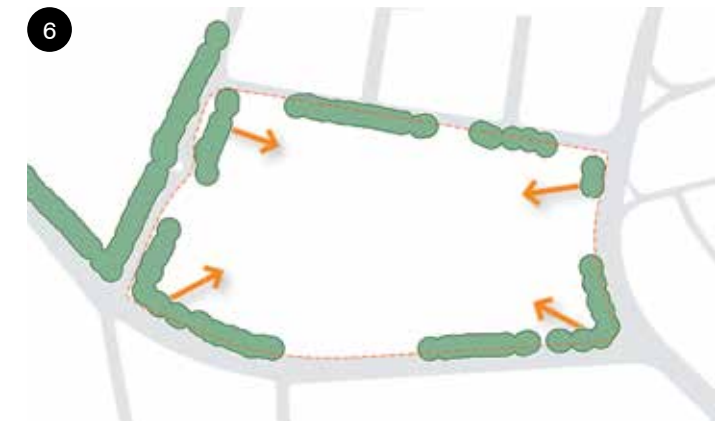
4. Defined street functions

- Westfield Drive to continue essential loading function. Direct pedestrians to the eastern and western corners of the site.
- Wentworth Avenue to have a focus on parking access and egress: maintain vehicular entries, exits and external ramping and landscape buffer.
- Bunnerong Road to be the main public transport and pedestrian interface with a sunken bus interchange for south-bound buses, a pull-in bay for northbound buses, and a shared-way for shared mobility drop-off (Uber, taxi, kiss&ride) focused around a pedestrian plaza.
- Banks Avenue to have a pedestrian and landscape focus, de-prioritise car park movements in favour of pedestrian access and shared mobility drop-off, with a visual connection to the golf-course.



5. Heights to relate to adjacent context

- Low level street wall fronting Bunnerong Road to make an appropriate transition to the adjacent residential neighbourhood.
- Taller built form (up to 59 metres) set back behind the street wall.
- Iconic commercial building (up to 40 metres) marking the corner of Bunnerong Road with Wentworth Avenue.

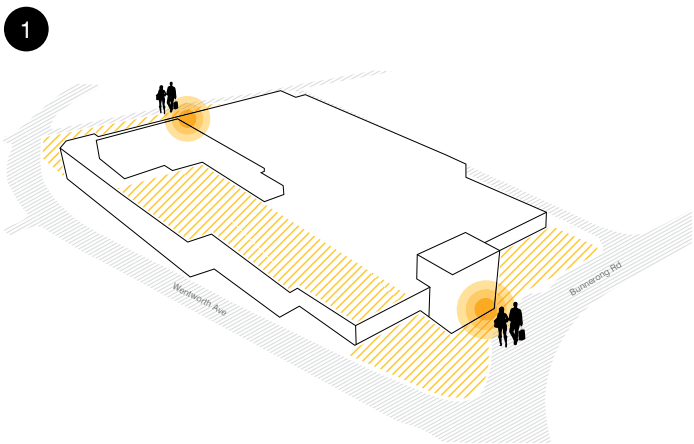


6. Strengthen green buffer

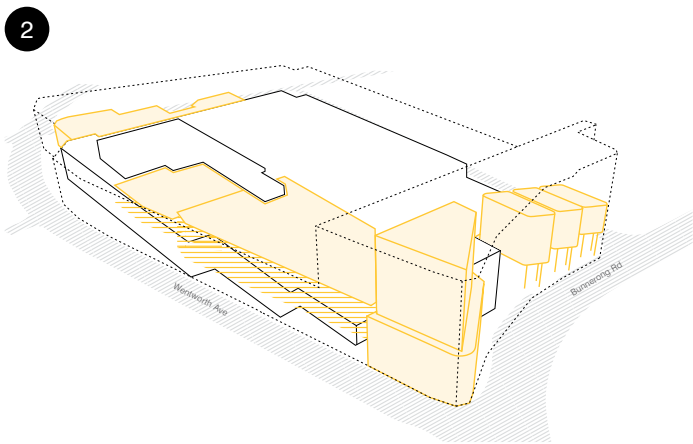
- The existing green buffer aligns with the original vision for Westfield Eastgardens.
- Retain and strengthen green buffer along Wentworth Avenue, Bunnerong Road corner and Westfield Drive.
- Extend the landscape experience inside the centre.

4.3 Evolution of Design

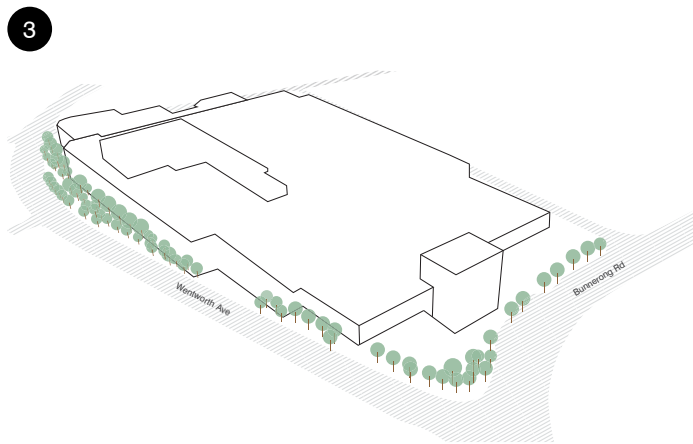
Key Design moves developed following engagement with Bayside Council



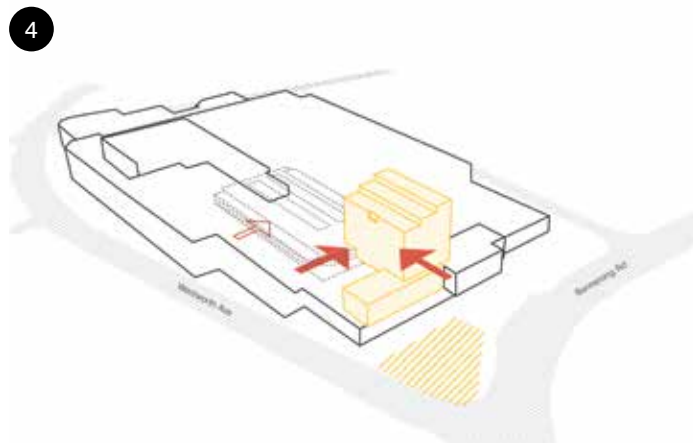
Revitalise Each End
Expand the centre at the eastern and western ends and within the southern car park where the external interface with the surrounding context can be improved and impact to existing retail tenancies can be avoided.



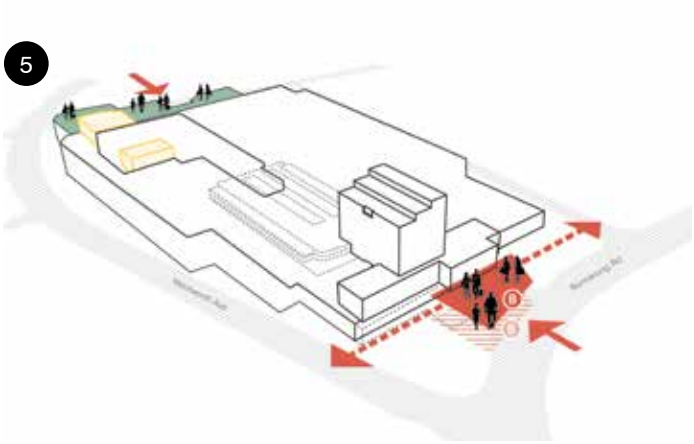
Reconsider Previous Planning Proposal
The previous planning proposal lodged in March 2018 sought approval for new development up to 70m for the full frontage of Bunnerong Road, and new development fronting Banks Avenue and along Wentworth Avenue with a 34m maximum height provision.



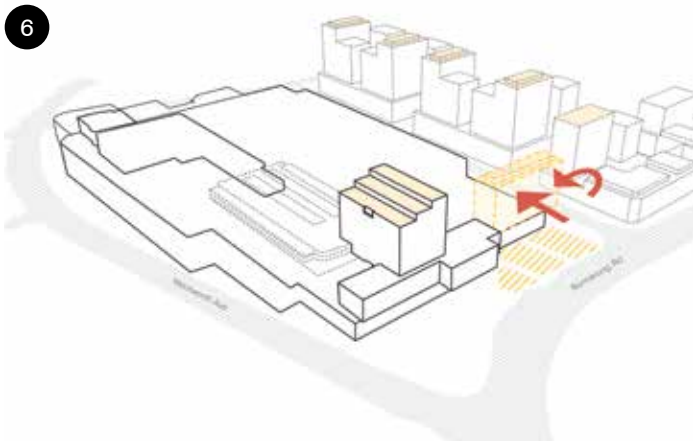
Retain Vegetation Buffer
Ensure that new development implements appropriate front and side setbacks to retain the existing green vegetation buffer which is highly significant in providing visual and ecological amenity to the site.



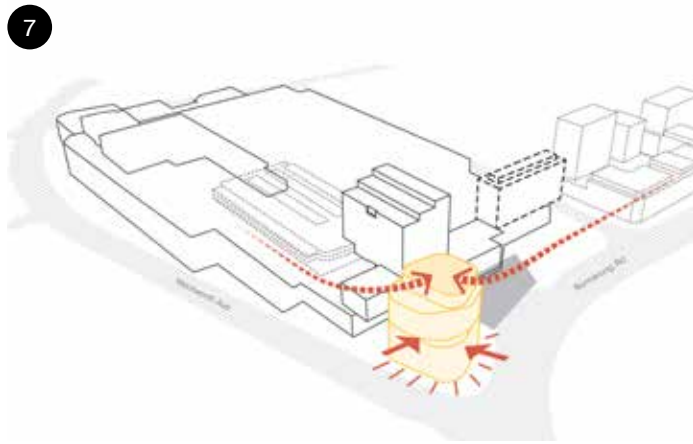
Minimise Impact of Tower and Car Park
Push the proposed commercial tower further back onto podium with greater setbacks and a slimmer east-west footprint to minimise its visual and overshadowing impacts. Provide provision for potential future multi-level car parking on top of the existing car parking, setback from the existing building edge.



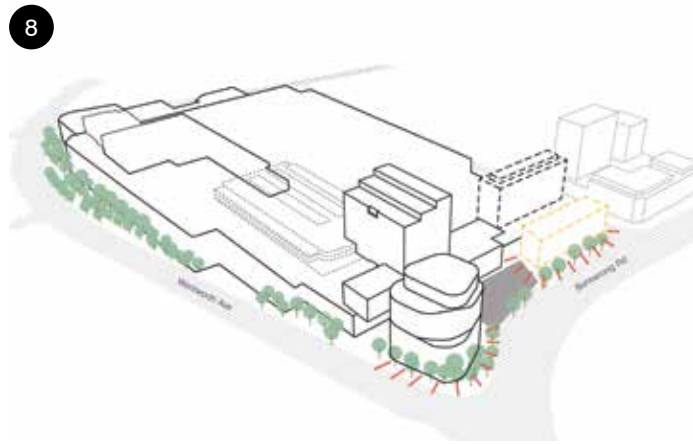
Create Active Arrival Hubs
Revitalise the eastern front door entry with externalised retail, an active new plaza, and improved integration with the bus terminus and taxis over two levels. The western front door is also proposed to be revitalised with an expanded entertainment and leisure precinct complete with an accessible rooftop.



A Defined Front Edge
Rotate proposed built form (future stage) and push further back onto the podium to complete the urban block and create a more viable east-west oriented footprint. Align heights to relate in context to the strategy adopted by the adjacent Meriton development.

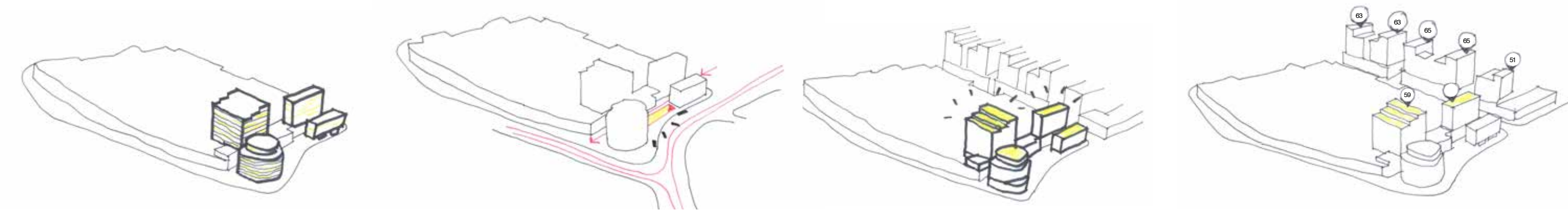


Activate the Corner
Define the street with an iconic new corner building that transitions in height from the adjacent Meriton residential neighbourhood and supports commercial and/or medical and civic uses and active ground floor uses fronting the public space.



Complete the Street Wall Condition
Future development at the north-eastern corner of the site (future stage) would complete the street block, relate in height to the adjacent Meriton residential neighbourhood and provide further activation and definition of the public space.

Built form justification_ Why height is proposed for Westfield Eastgardens



1 A strategic centre should maximise employment and services for a growing population in appropriate locations

- A variety of employment opportunities ensure jobs growth for the centre, particularly in office jobs.
- The role of the Eastgardens-Maroubra Junction as outlined within the Eastern City District Plan is to protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre; leverage future public transport connections; and promote place making initiatives.
- Job targets for the Eastgardens-Maroubra Junction strategic centre = 1,100 to 2,100 additional new jobs by 2036.
- Limited opportunity for commercial office redevelopment within the Maroubra Junction local centre under the current controls and block sizes, and given previous residential development that makes redevelopment not feasible.
- If approved, this planning proposal has the potential to generate an additional 900-1,100 new retail jobs (full-time and part-time) and 950-1,200 new commercial office jobs.

Central District Job Target

Centre	2016 Estimate	2036 Baseline Target	2036 Higher Target
Eastgardens-Maroubra	6,900	8,000	9,000

2 Height is focused around a transport interchange

- The cluster of height at the eastern end is served by multiple bus routes, and an interchange accommodated within the proposal.
- Bus routes run along Bunnerong Road to the east and Westfield Drive to the north and connect with Maroubra Junction, Bondi Junction, UNSW and the City.
- Discussion and preliminary feasibility studies have been undertaken for the CBD to South-East light rail route to be extended with a stop at Bunnerong Road, although nothing has been confirmed. Any future extension will have the potential to provide further transport options at this interchange.
- Within the Strategic Plans, the Eastgardens and Maroubra Junction are located along a future “city shaping corridor” – a high capacity, high frequency public transport route providing access to Sydney CBD by 2056. Rapid bus has been earmarked for investigation in the 0-10 year time period, while light rail extension to Maroubra Junction and a Metro train link to the south east is identified for a 10-20 year time period.

3 The site will read as distinct from the Meriton Pagewood Green development

- A variety of building types, uses and scales will distinguish the proposal at Westfield Eastgardens as a clear mixed use town centre, distinct from the Meriton residential precinct.
- The area is changing. The Meriton high density residential precinct (currently under construction) is developing new residential towers up to 20 storeys in height (about 68 metres above ground level). The proposed development on the Westfield site will relate in scale to the adjacent development, and sit below the taller Meriton towers (the proposal for Westfield Eastgardens has a maximum height of 59 metres above ground level).
- A clear focal point for the town centre is created on the Bunnerong Road frontage of the Westfield site by the variety of proposed land uses and active pedestrian plaza above the improved bus interchange.

4 The proposed height looks acceptable

- Proposed building heights are in context with those approved on the Meriton site, and look acceptable in the context of the strategic centre.
- The maximum tower height proposed at Westfield Eastgardens (59 metres) is below the maximum height being delivered at the Meriton site (68 metres).
- The proposed tower is setback a minimum 35 metres from the street boundary which mitigates the visual impact from the edges.
- The edge buildings proposed along Bunnerong Road step down in height to relate to the mid-scale street wall height being delivered at the neighbouring Meriton development. The proposed buildings along the Bunnerong Road and Wentworth Avenue frontage step up in height to 40 metres to mark the prominent corner.
- The wide road reserve dimensions of Bunnerong Road and Wentworth Avenue creates an appropriate buffer / separation to the low scale residential neighbourhood across the road.
- The upper levels of the proposed tower step down to the south to ensure overshadowing impacts to adjacent dwellings is reasonable.

Evolution of Design

Built form justification_ Why height is in the locations proposed

1 To mark the corner and create a prominent street address

- Highest form located on top of the existing centre on the corner but set back above the podium to minimise impact to its neighbours. Proposed for commercial offices, this prime location will create an appropriate commercial address with good exposure and a dedicated address / entrance at ground level.
- Lower scale iconic circular building proposed to further mark this important corner. The proposed building transitions in height from the adjacent Meriton site and supports commercial and/or medical and civic uses and active ground floor uses fronting the public space.



Proposed view from south-east

2 To activate the plaza with retail and lobbies addressing the public domain

- Retail and lobbies will form a cluster of activity along the proposed new plaza and internal street.
- The proposed new buildings have all been positioned to allow their lobbies to have a clear and legible street address off the internal street.
- Any further tower setback from the podium facing the plaza (than what is currently proposed) would have no address point and pose issues for wayfinding within the precinct with its access landing in the retail shops or car park.
- The entrance to the shopping centre sits at the midpoint of this new street.
- In between each of these entry points, fine grain retail and specialty retail is proposed to further activate the internal street and new plaza area.
- Proposed new non-retail uses to Westfield Eastgardens are to be accessible outside of centre opening hours. Locating the non-retail uses at the edges of the site ensures that this is possible and creates out-of-hours activation.

3 To integrate with retail planning

- The proposed tower is difficult to accommodate above the existing retail majors, or along the primary circulation spine around which the centre has evolved and which its whole movement network is structured along.

- The proposed location of the 59 metre tall commercial tower is also positioned to allow the base of it to be sleeved by specialty retail with lobby access off the publicly accessible plaza.

4 To ensure generous setbacks to mitigate visual and overshadowing impacts

- The proposed taller commercial tower will be set back a minimum of 35 metres from the southern boundary. This is to reduce visual impacts and ensure that existing residential properties along Wentworth Avenue still achieve a minimum of 1 hour solar access to at least 50% of their frontyards in mid winter between the times of 9am to 3pm. This is in excess of current DCP requirements.
- The circular corner building is proposed to have upper level setbacks to also reduce the overshadowing impact.
- The proposed building setbacks are effective in ensuring that any visual impacts from the surrounding streets are mitigated.



Proposed Level 1 plan (bus interchange below plaza)



Proposed Level 2 plan (plaza level at Bunnerong Road)

Evolution of Design

Key changes to planning proposal

- In developing the revised Master Plan proposal, key attention was given to:
- the quality of the public domain at ground level and opportunities to provide street level activation;
 - opportunities to externalise some of the retail functions and improve the interface with the surroundings;
 - investigation of appropriate locations for commercial floorspace in tower form;
 - creation of an active street wall condition along Bunnerong Road;
 - ensuring appropriate built form setbacks to maintain a comfortable relationship to the adjacent context and an adequate vegetation buffer;
 - improved pedestrian entry points integrated with a safer and more legible connection to the bus and taxi drop-off/pick-up;
 - future development potential at the north-eastern corner of the site.

The revised Master Plan:

- retains the proposal for the expansion of retail area and new rooftop garden at the western end of the centre fronting Banks Avenue;
- retains the proposal for the future provision of adequate car parking on site and expansion of retail area along the southern half of the centre;
- retains the proposal for a new commercial building up to a reduced height of 59 metres, and modifies the proposed massing to reduce the perception of building bulk and relocates it to a more suitable location deeper into the site;
- proposes a new publicly accessible plaza fronting Bunnerong Road which is defined by active ground floor uses and provides direct vertical connections to the bus interchange split over two levels;
- replaces the previously proposed 20 storey (70 metre) building on the corner of Wentworth Avenue and Bunnerong Road with a new lower iconic 8-10 storey commercial building (40 metre) marking the corner;
- retains provision for future development in the north-eastern corner of the site, but rotates the previously proposed massing to a more viable east-west facing orientation (this forms part of a future stage of development).

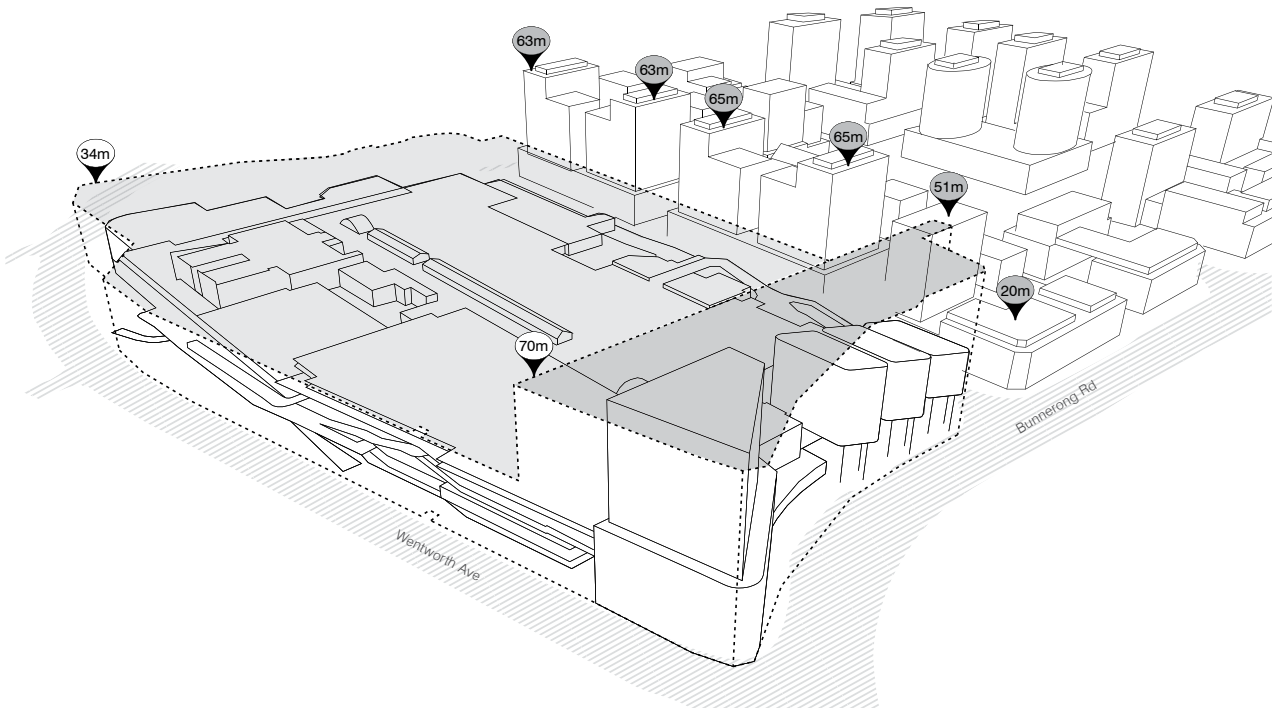
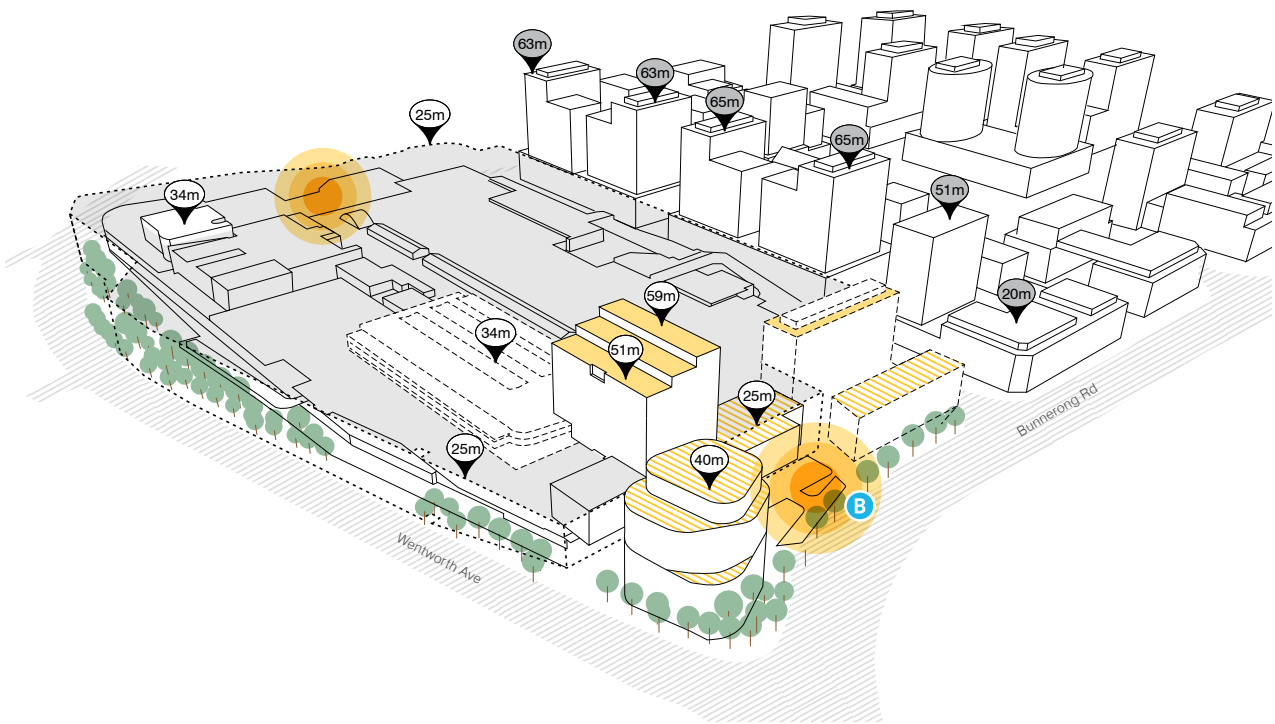


Diagram adapted from Previous Planning Proposal by Terrace Tower Group, Scentre Group and Woods Bagot



Proposed amendment to Planning Proposal

Amendments sought in previous Planning Proposal lodged March 2018

- FSR - 1.7:1
- Height - Part 34m / Part 70m
- Zoning - no change

Amendments sought in the revised Planning Proposal

- FSR - 1.8:1
- Height - Part 34m / Part 40m / Part 59m / Remainder: no change at 25m
- Zoning - no change

Legend

- 59m Proposed heights in metres
- 65m Building heights (in metres) as per approved Meriton plans, dated 7/8/15
- Potential future built form (excluded from proposed FSR)





5 Proposed Master Plan

Based on the vision and principles established for the site, we have developed a staged master plan, with a focus on the renewal of the eastern end of the centre and the interface with the Bunnerong Road address.

A new front door to Westfield Eastgardens

The master plan delivers:



+64,800sqm of new commercial core GFA including retail, A-grade office, innovative co-working space, gym, childcare, & medical services.



An upgraded bus terminus with additional capacity and improved experience for the 12 bus routes servicing the site.



Expanded retail and an upgraded entertainment and lifestyle offer with a rooftop garden.



950 – 1,200 commercial jobs
900 – 1,100 retail jobs.



A new front door to Bunnerong Road and Banks Avenue, each with their own purpose and character.



A response to the wide range of mixed use amenities and services desired by the growing community beyond the 9-5 workday.



Externalised retail interfaces to a new civic plaza and evolving neighbourhood.



Future development opportunity for student accommodation and services to promote vibrancy, innovation and support the Randwick collaboration area.





An urban oasis

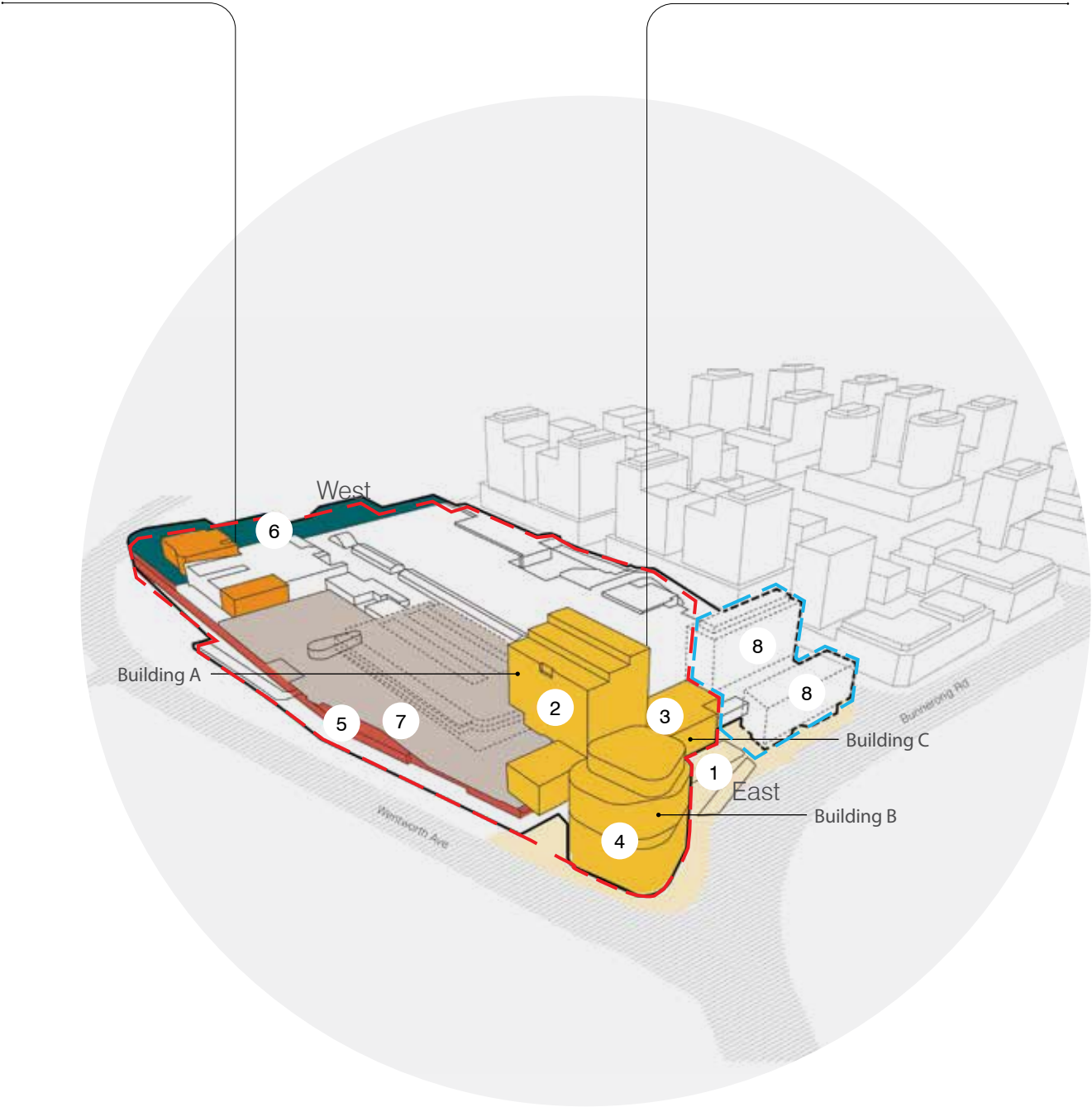
Western address

The western end will be a retail, dining and entertainment destination.

- The existing fresh food offer will be recreated as a vibrant marketplace
- A series of vertically landscaped terraces will offer new restaurants and eateries rising up through the building to an expanded cinema complex that will anchor additional entertainment options. Stairs and escalators from street level will promote a vibrant destination that can trade into the evening for the local community.
- Landscape will be a focus of the precinct, visually connecting with the golf course and providing a variety of interactive green spaces from ground to roof-top for shoppers, diners and movie goers to enjoy.
- The applicant has held an international expression of interest for experienced operators to run an urban farm on the rooftop, and this will be explored in more detail as the design and planning progresses.

Legend

Current Planning Proposal

Future Planning Proposal Stage

Live, work & play

Eastern address

The focus of the eastern end of the centre is a new commercial office precinct with active streetscape and public domain interfacing with the public transport interchange on Bunnerong Road.

- Fine grain frontages including retail and food and beverage tenancies and building lobbies will transform the centre's address from internalised to an active street frontage which continues the street wall established on the Meriton Pagewood Green development.
- A publicly accessible plaza will be the focus of the eastern entry. Landscaping will provide a buffer from Bunnerong Road traffic, and trees will provide amenity and shade to the space. It will be a vibrant space activated on the edges by food and beverage tenancies, outdoor seating and kiosks which will provide an improved public transport experience.
- The bus interchange is arranged over two levels. North-bound buses will be accessed via a kerb-side stop on Bunnerong Road, while south-bound buses are located below the plaza on L1. Escalators located in landscaped lightwells will provide a visual and physical connection between levels and drop daylight down to the lower level.
- In addition to ground level retail, building uses proposed in this precinct include mixed use commercial, community, health and wellness, and future stage buildings with potential for education, student accommodation or hotel use.

The Master Plan



Civic Plaza & Bus Interchange
The new plaza at the eastern entry will be an active landscaped space with externalised retail and seating areas. Landscaped lightwells provide access down to the level 1 bus concourse.



Commercial- A-grade office
A new commercial tower is set back from the street above the retail podium and will provide approximately 11,630sqm of large floorplate commercial space (GLA), and an employment focus for the centre.



Commercial- Flexible workspace
Flexible shared workspace/serviced offices will be accommodated in the refurbished and expanded existing commercial tower. The enlarged floorplates of approximately 1,600sqm (GLA) will add 2,840sqm to this building (GLA).



Commercial and Civic
An iconic building will be located on the corner of Bunnerong Road and Wentworth Avenue and will provide approximately 9,530sqm (GLA) of mixed commercial, medical and civic floorspace that provides services to the local community.



Retail Expansion
By expanding into the L2 car park, a new 'loop' mall will be anchored by international fast fashion brands and new fashion, beauty and accessories specialty retail that is currently missing in the trade area.



Entertainment and Lifestyle Food Precinct
A series of landscaped platforms accessible from the ground plane will deliver a vertically connected edge for fresh food, casual dining, restaurants and entertainment. The focus will be on the connections with the outdoors and rooftop dining that overlooks the golf course and enjoys sight lines to the Sydney CBD skyline.



New Carpark Deck
New parking will be provided for the increased GLA developed on the site in the form of new mezzanine parking levels. Photovoltaic cells are proposed on car parking shelters to provide shade and to offset part of the site's energy requirements.



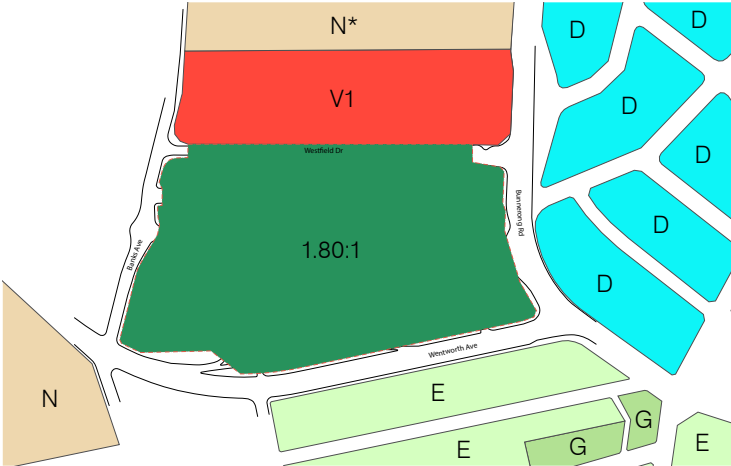
Future Development Stage
Future buildings will complete the Eastern end master plan with an active edge along Bunnerong Road continuing the street wall established on the Meriton site and a new building above the retail podium activating the new internal shared way along the eastern frontage. Target uses are student accommodation, build-to-rent and hotel.

The Master Plan

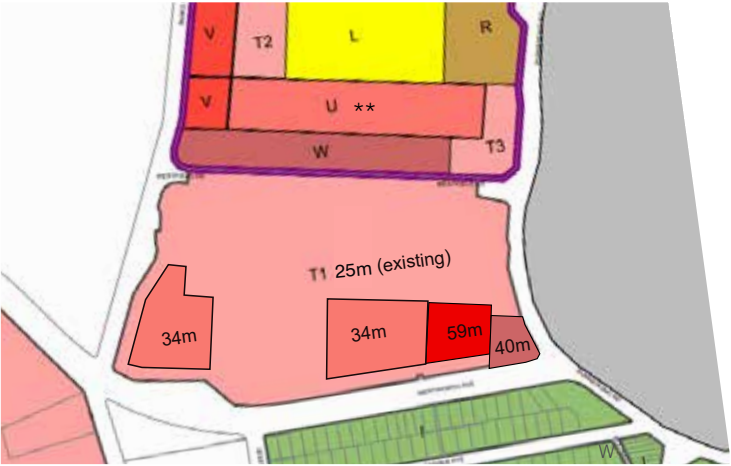
Indicative Area Schedule

Description	Tower	Floorplate (GLA)	Incremental GFA (sqm)	Efficiency	Incremental GLA (sqm)
Retail					
Incremental retail	n/a	n/a	37,500	n/a	27,500
Commercial					
9 + 1 x part commercial storeys above retail mall (+ 1 x plant storey)	Tower A	~1,220sqm	13,000	89%	11,630
8 + 2 x part commercial storeys above basement	Tower B	~1,000sqm	11,000	87%	9,530
Enlarged floorplate of existing 4 commercial storeys above retail mall	Tower C	~1,600sqm	3,300	86%	2,840
Sub-total incremental commercial			27,300		24,000
Total incremental reference scheme			64,800		51,500
FSR calculation					
Existing GFA			99,400		
Incremental GFA			64,800		
Completion GFA			164,200		
Site area			92,900		
Completion reference scheme FSR			1.77:1		
Requested FSR			1.80:1		

Proposed LEP amendments



Proposed FSR		Maximum Floor Space Ratio (n:1)	
D	0.5	N	1
E	0.55	V1	3
G	0.65		



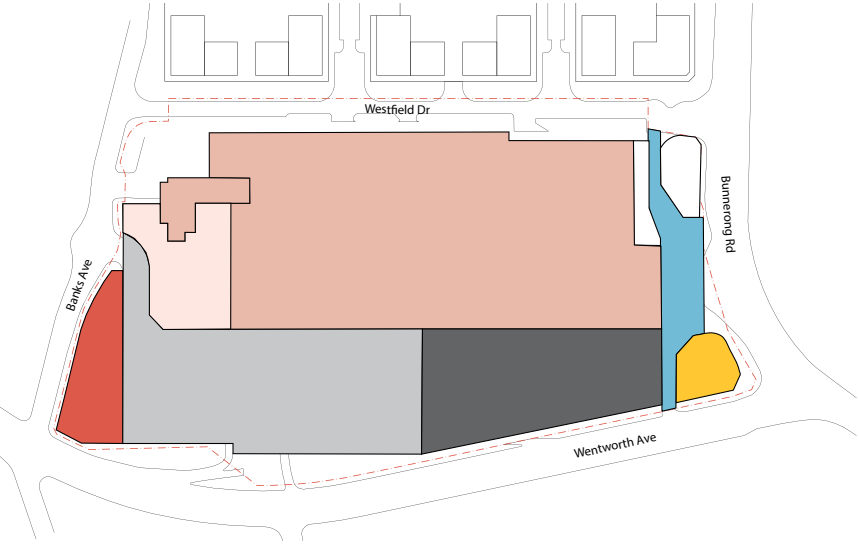
Proposed Height of Buildings		Maximum Building Height (m)	
I	8.5	V	39
J2	9.5	W	44
L	11	34m	34
T1	25	40m	40
T2	28	59m	59
U	32		

Note:

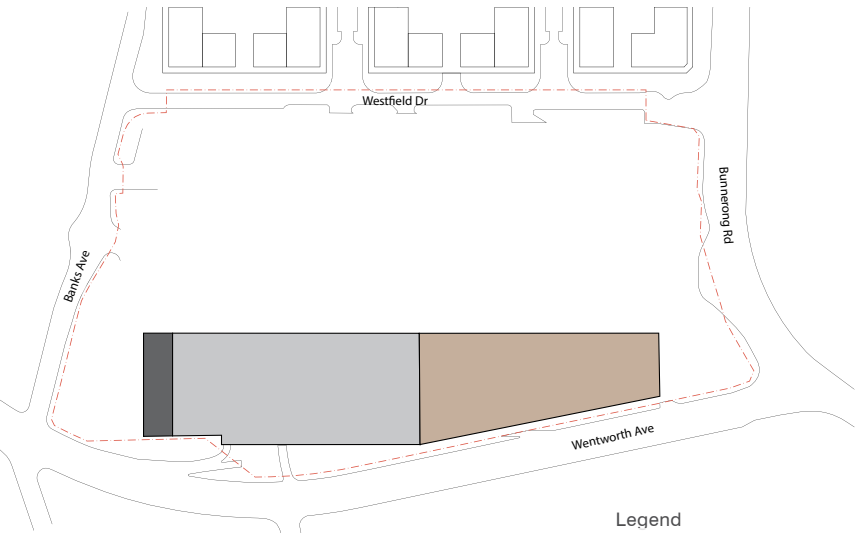
*FSR for Stage 2 Meriton site redevelopment has now been approved through Council to be 2:1 (awaiting gazettal)

**LEP maximum building heights for the Stage 1 Meriton site are less than the approved building heights as per the NSW Land and Environment Court Proceedings No. 20730/14, Dated 7/8/15 (refer to Appendix B)

Proposed Block Diagrams



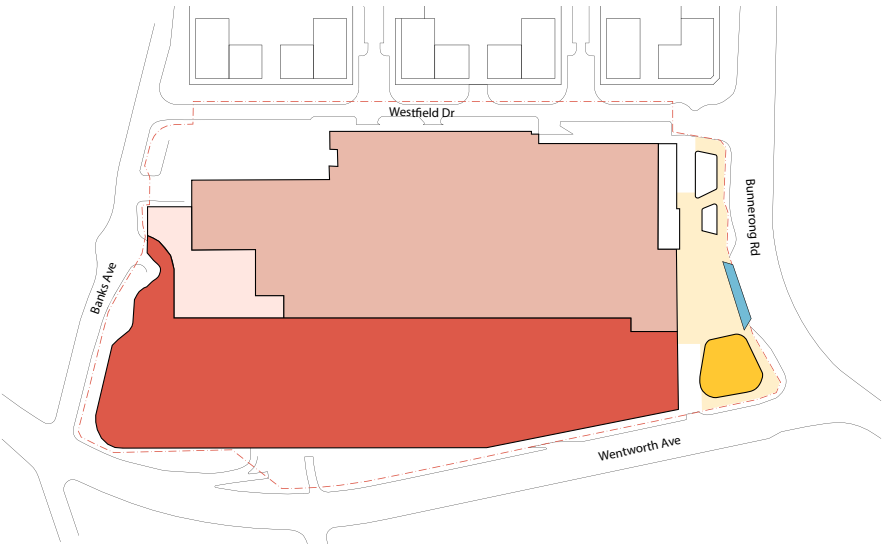
Level 1 Block Diagram



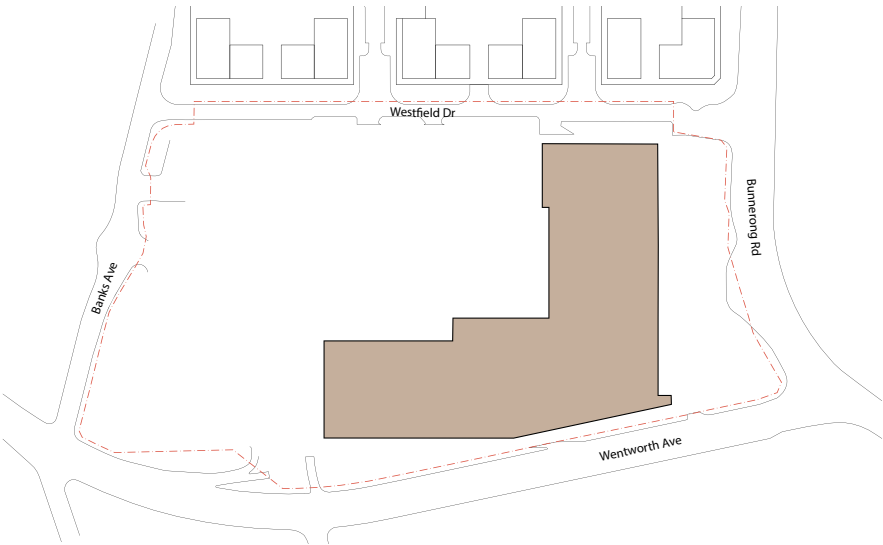
Level 1M Block Diagram

Legend	
	Existing retail
	Reconfigured retail
	New retail
	Existing carpark
	Existing carpark reconfigured
	New carpark
	New commercial
	Reconfigured commercial
	Proposed rooftop garden/urban farm
	Bus terminus
	Publicly accessible landscaped area
	Provision for RTA 2002 ratio parking
	Future built form area (within site)

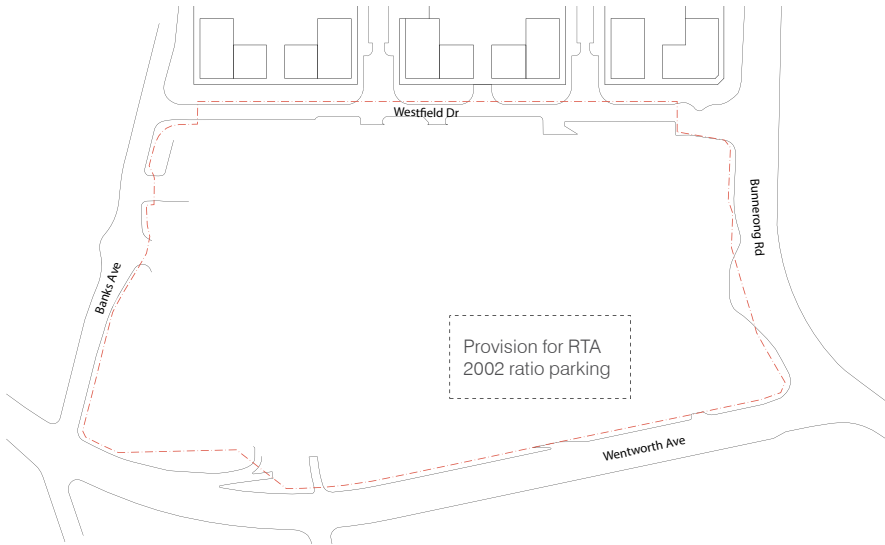
The Master Plan



Level 2 Block Diagram



Level 3M Block Diagram



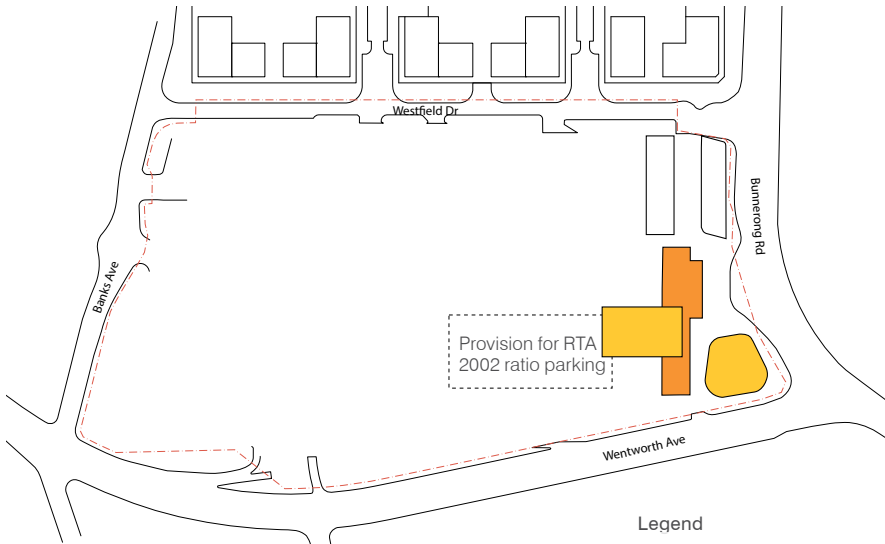
Level 4M Block Diagram



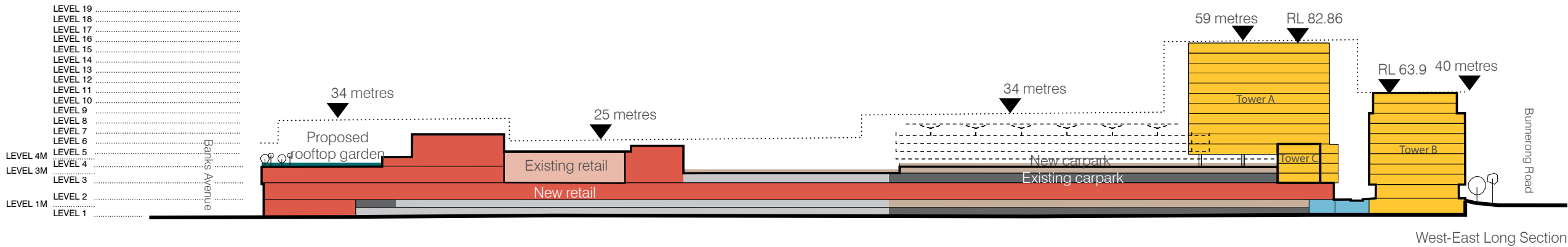
Level 3 Block Diagram



Level 4 Block Diagram



Level 5 Block Diagram



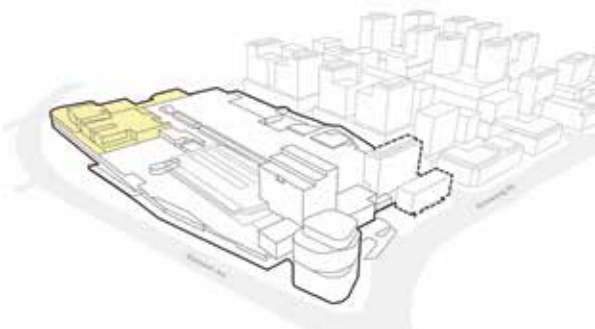
Legend

- Existing retail
- Reconfigured retail
- New retail
- Existing carpark
- Existing carpark reconfigured
- New carpark
- New commercial
- Reconfigured commercial
- Proposed rooftop garden/urban farm
- Bus terminus
- Publicly accessible landscaped area
- Provision for RTA 2002 ratio parking
- Future built form area (within site)

5.2 The Master Plan - West Precinct

Western end

The master plan envisages a new fresh food, dining and entertainment precinct along the western edge. With views over the golf course and to the city beyond, this series of landscaped indoor-outdoor spaces will become a place for the community to gather and enjoy.



Terraced Landscaping
The dining and entertainment precinct will be connected to the ground plane via a series of landscaped terraces linked by vertical circulation, and with opportunities for indoor-outdoor spaces overlooking the golf course.



Dining and Entertainment Precinct
Casual and formal dining will be the focus of the western end of the centre. The precinct will be a major attractor for the community offering a wide variety of dining options at a variety of price-points. Restaurants and food courts will capitalise on the landscaped terraces to provide a relaxed, green, recreational space.



Terrace and Roof-top Restaurants
A mix of indoor & outdoor space creates a viable destination for casual meals or special occasions contributing to evening activation for the centre, and provides an opportunity for the community to enjoy vistas of the golf course and city skyline beyond.



Cinema Expansion
The existing cinema is an activity hub of the centre and an expansion will allow for a new offering such as Lux premium seats and tailored kids seating. Cinemas remain important anchors for night time vibrancy and additional entertainment options.



Urban Farm
The roof-top provides the opportunity for an urban farm operator to produce food locally for a farm-table experience within the centre. It also has the opportunity to provide educational and recreational farming activities for the local community and schools.

Car Parking

Additional parking is proposed at levels 3M and 4, at the south and east of the site. Future car parking in addition to this- the extent of which will be determined through consultation at DA stage- could be located above this and set back from the podium edge to reduce visual impact.

- Additional car parking will be provided to compensate for the spaces lost for the Level 2 retail expansion and to support the additional retail and office GLA. The final provision will be resolved at DA stage based on occupancy modelling of the existing car park and a development overlay. Much of the new retail will be experience-based offers (verse goods) that are more viable for non-car transport options.
- An extra envelope has been included for four additional mezzanine parking levels if the Applicant is required to provide parking based on the 2002 RTA guidelines. The RMS now consider these ratios out-of-date given the progress in car park data collection and modelling. The Applicant expects that this additional parking will not be required once reliable data is available for modelling since the introduction of ticketless parking (launched December 2018).

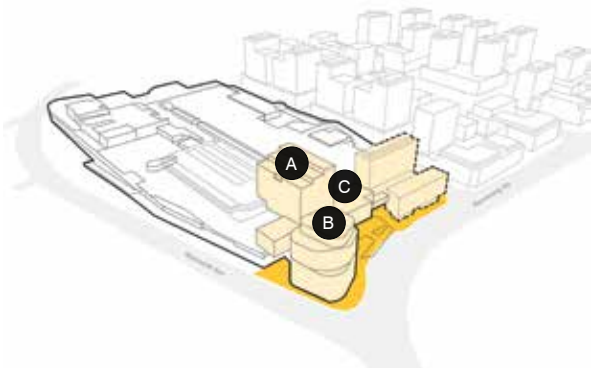


Future car parking
Car park walls will be naturally ventilated and clad in high quality materials such as timber battens, or painted with large-scale public art murals

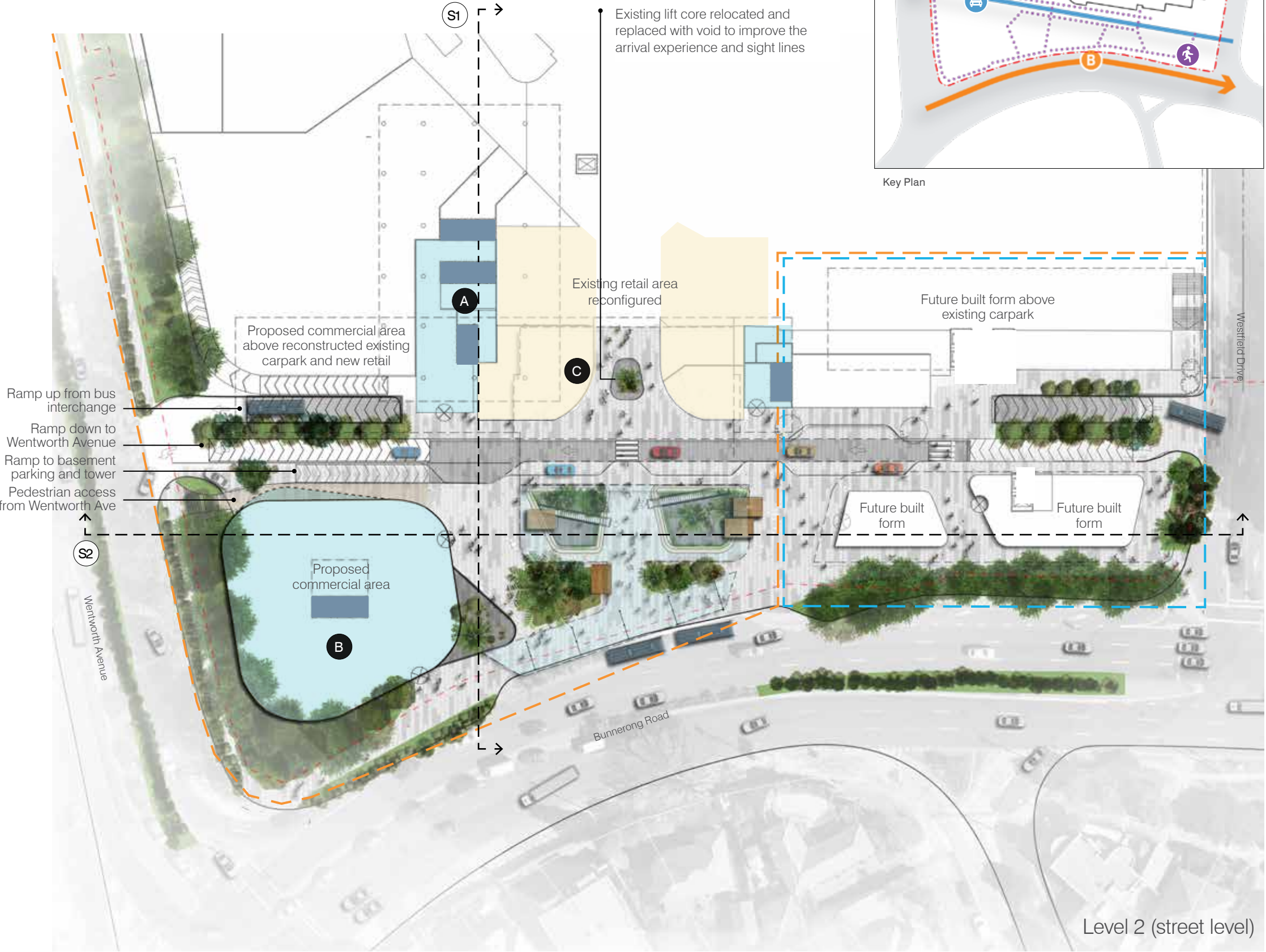
5.3 The Master Plan - East Precinct

Eastern end

The master plan provides a re-imagined address fronting Bunnerong Road, centred on an active publicly accessible civic plaza. This plaza will be open to the sky with high quality landscaping, and be integrated with a new shared street and upgraded bus terminus providing improved access to the centre.



- Legend
- Current Planning Proposal
 - Future Planning Stage
 - Existing trees retained
 - Proposed feature tree planting
 - Shrub and ground cover
 - Feature plaza paving
 - Shared zone / vehicle drop off / pick up

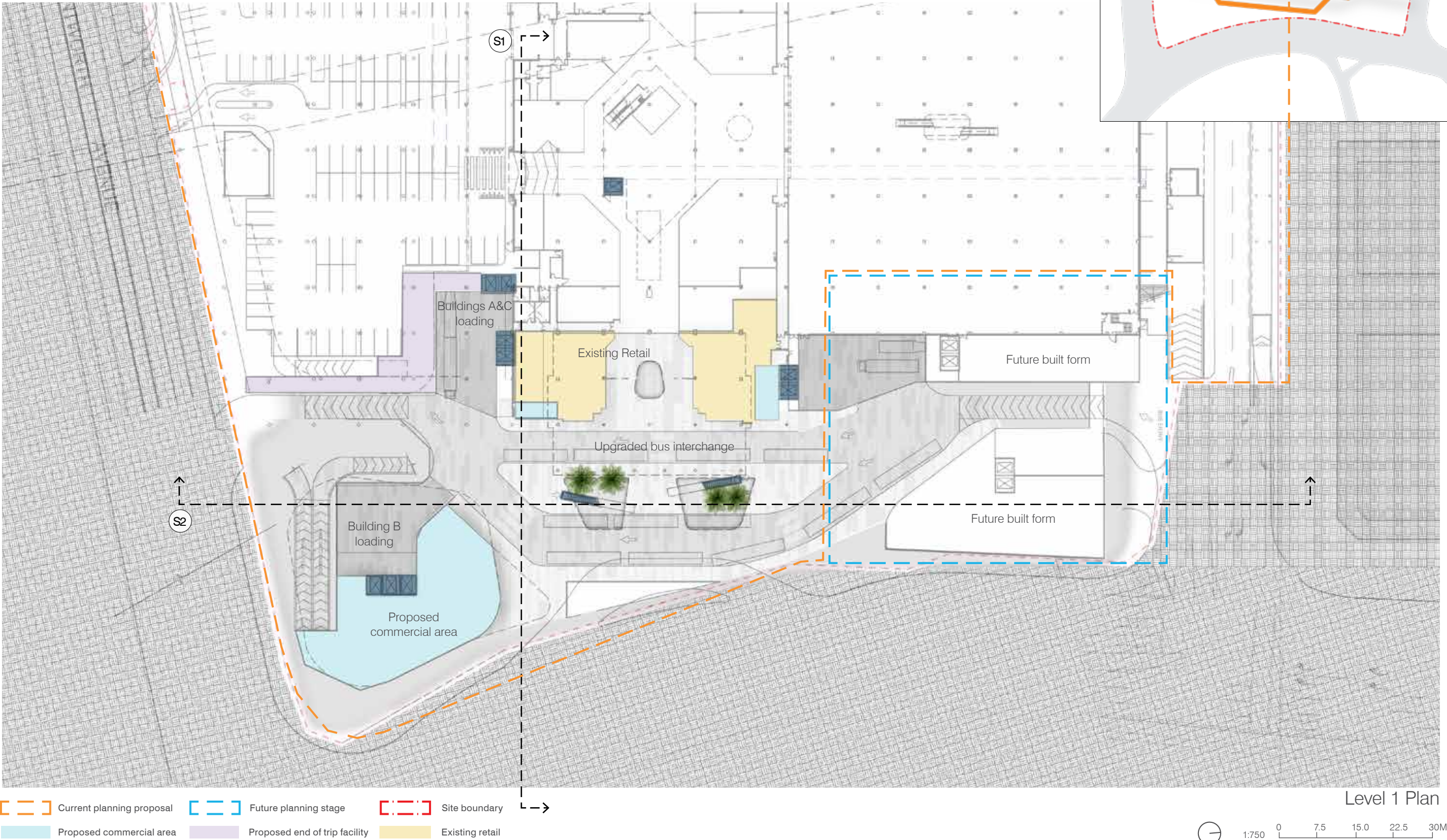


The Master Plan - East Precinct

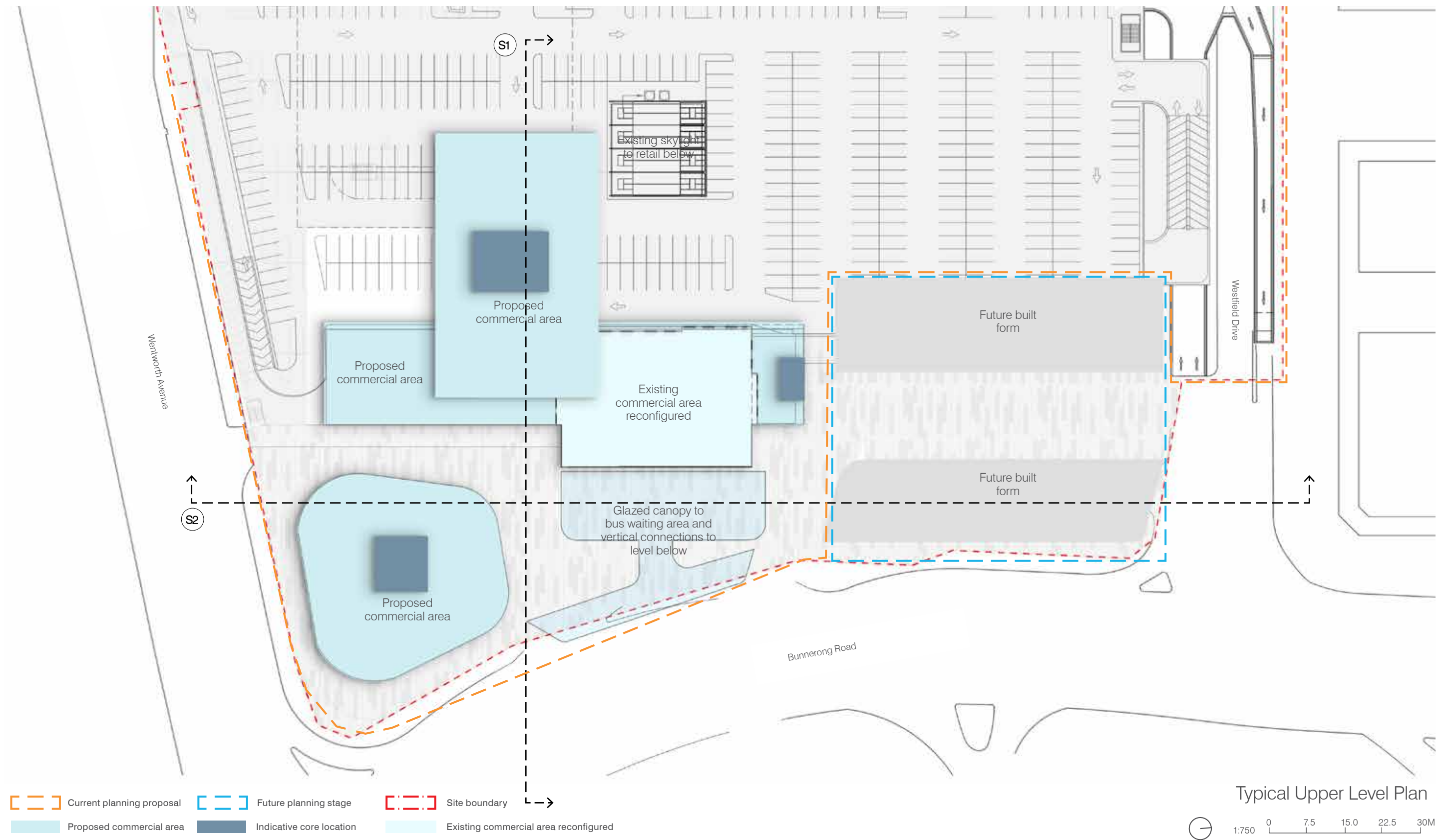
- 1 Publicly accessible plaza at front door activated by a mix of retail, services and lobby entrances
- 2 Improved vertical connections provide public access to the bus terminus over two levels
- 3 Each building has an address with lobby access directly off the plaza
- 4 Shared way through plaza allowing flexible pick-up/drop off (uber, taxi, valet)
- 5 Low level street wall relates to adjacent Meriton development, and provides appropriate transition from commercial core to neighbouring residential
- 6 Maximum height of Tower A capped at 59 metres to relate to maximum height of adjacent Meriton development
- 7 Towers setback behind street wall and into the site to decrease sense of apparent scale



Indicative Floorplans



The Master Plan - East Precinct

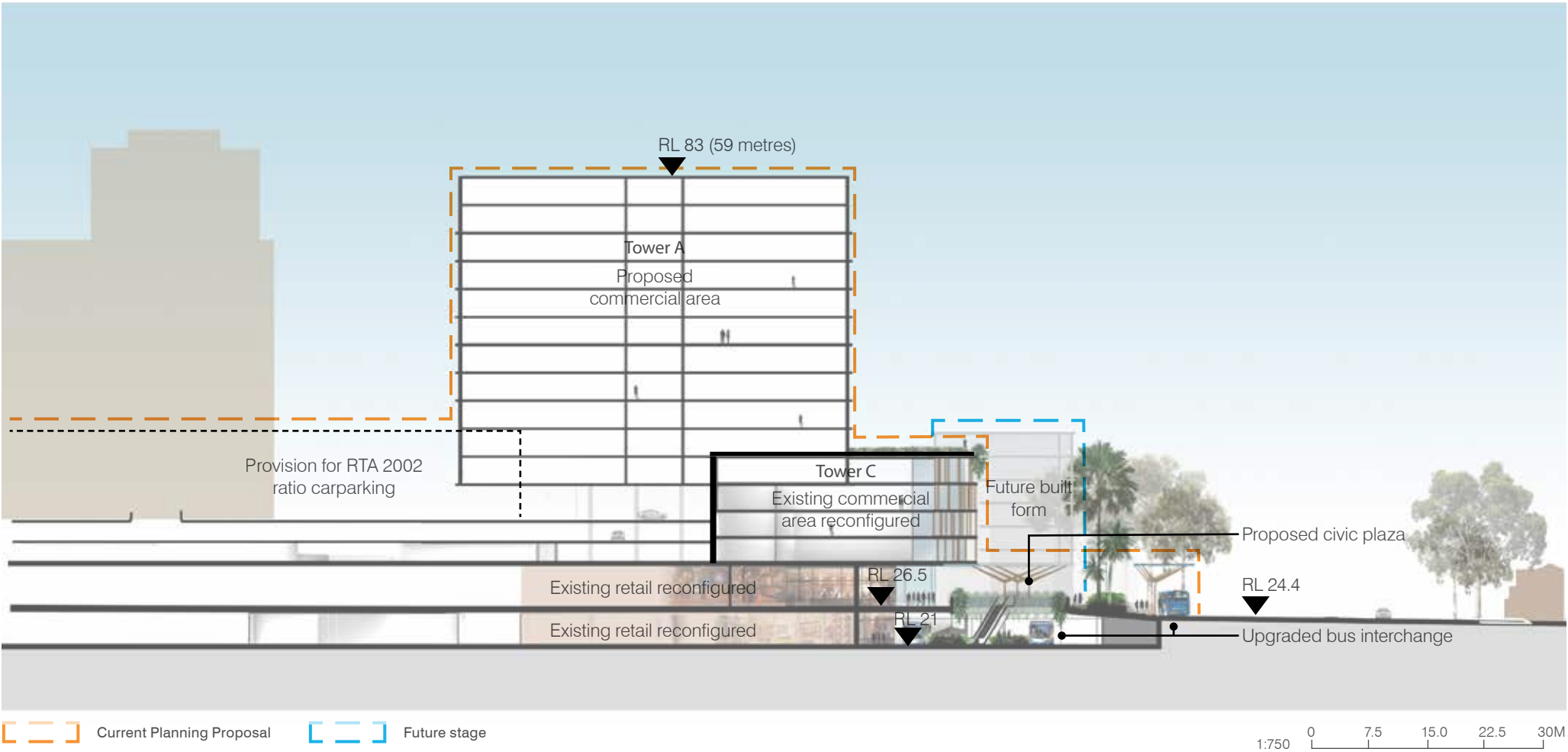


The Master Plan - East Precinct

Indicative Sections
Section 1



Vertical transportation provided between Levels 1 and 2 will link the two levels of the bus terminus, and retains operating efficiency for both north and south bound buses. Landscaped light-wells drop daylight into the lower level.

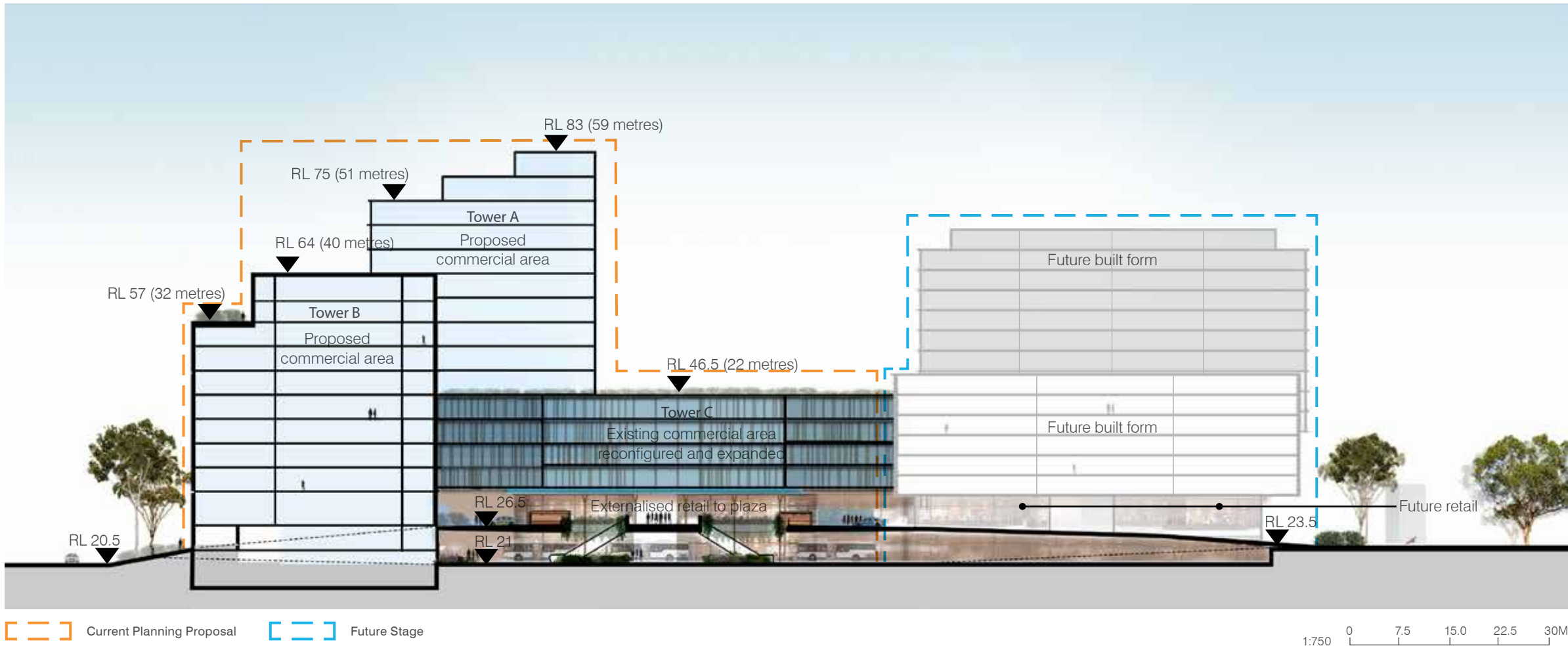


The Master Plan - East Precinct

Indicative Sections
Section 2



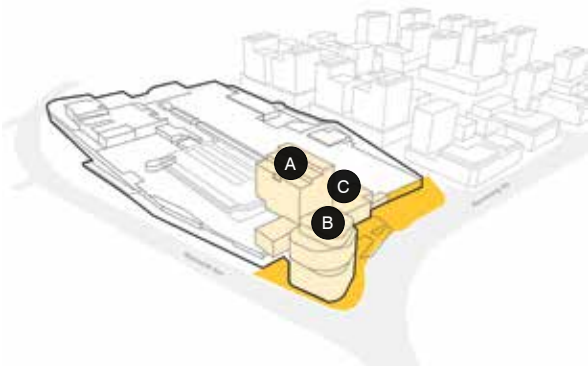
Vertical transportation provided between Levels 1 and 2 link the two levels of the bus terminus and plaza



The Master Plan - East Precinct

Current Planning Proposal

The master plan provides flexibility to allow the current planning proposal to be realised prior to the future planning stage. The existing driveway access off Westfield Drive for buses and taxis can be retained at Level 1, with new escalators and lifts providing direct pedestrian access up to the proposed publicly accessible civic plaza at Bunnerong Road.



- Legend
- Current Planning Proposal

Zone of future planning stage - existing condition retained in Stage 1

Existing trees retained

Proposed feature tree planting

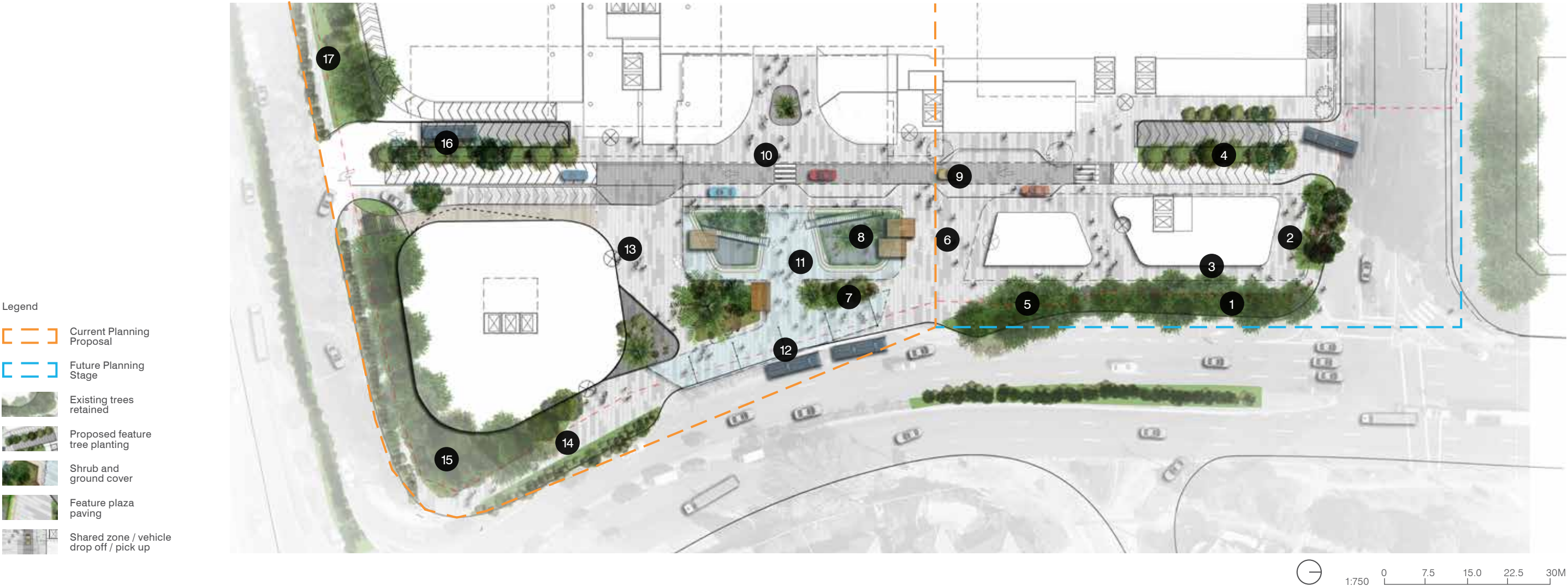
Shrub and ground cover

Feature plaza paving

Shared zone / vehicle drop off / pick up
-
- 50
- Urban Context Report | Westfield Eastgardens | Architectus



5.4 Landscape Strategy



Landscape Design Statement

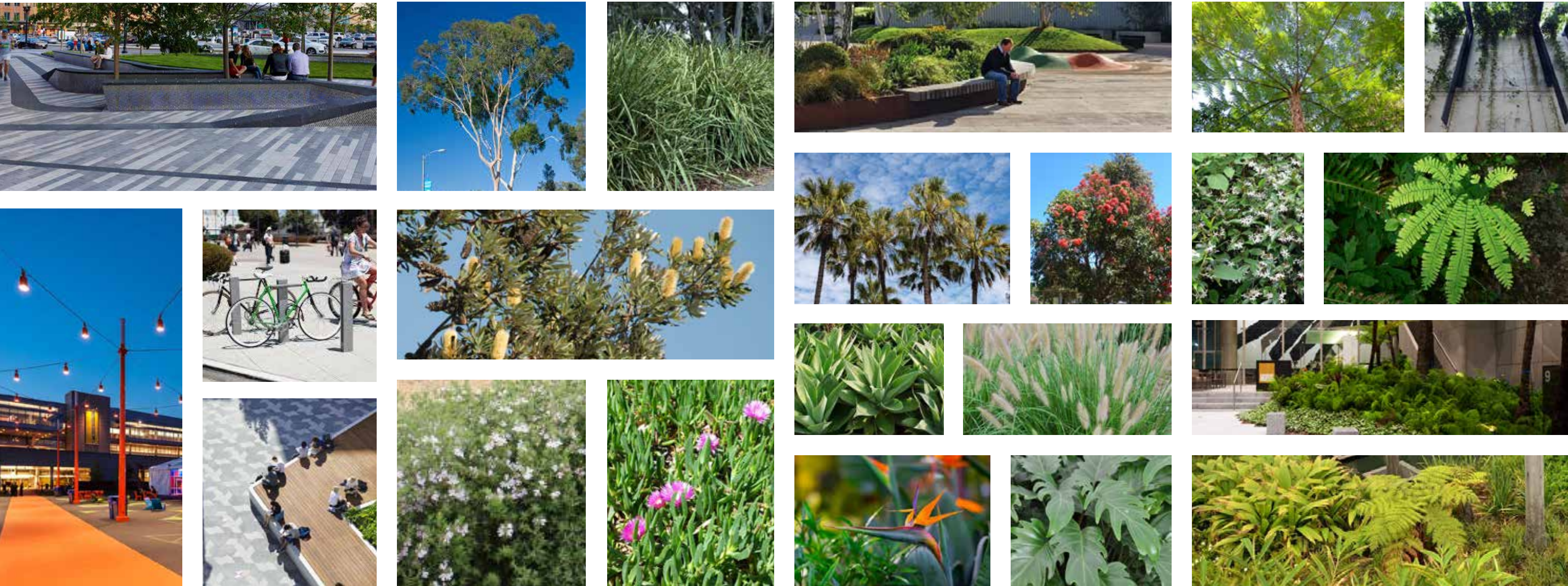
The proposed plaza and bus terminus at the Bunnerong Road frontage of Westfield Eastgardens will provide a new high quality street address for the centre. By re-organising the existing bus terminus and eastern end of the shopping mall the proposal creates a significant pedestrian focussed space set back from the busy road.

High quality paving, planting, street furniture, lighting and public art will combine to create an attractive and green environment for people to arrive, depart, meet, shop and dine. A key aspect of the proposal will be the retention of existing mature trees along Bunnerong Road and Wentworth Avenue within generous landscaped verges that offer visual amenity, protection and separation for pedestrians.

Key Features:

- 1 Existing mature trees along Bunnerong Road retained with new planting to provide an attractive landscape buffer between pedestrians and traffic.
- 2 Ground floor retail with space for outdoor seating to activate the corner of Westfield Drive and Bunnerong Road.
- 3 Pedestrian footpath set back from Bunnerong Road behind landscape buffer (minimum 2 metres) with weather protection from above.
- 4 Tree planting in raised planters to soften basement and vehicle ramp access.
- 5 Feature native tree and shrub planting along Bunnerong Road frontage.
- 6 Paved plaza space with ground floor retail and cafe spill-out spaces.
- 7 Raised planter beds with sculptural seat edges and native feature tree and shrub planting.
- 8 Voids to lower level bus terminus to be landscaped with hanging ground-covers/climbers and lower level shade tolerant gardens.
- 9 Shared zone paving emphasises pedestrian priority whilst allowing for taxi/ride-share pick-up/drop-off.
- 10 Pedestrian crossing on key desire line into the shopping centre.
- 11 Feature glazed canopy provides shelter, lighting and an opportunity for public art.
- 12 Northbound bus bay.
- 13 Plaza area with ground floor activation and spill-out from lobby cafe.
- 14 Improved pedestrian footpath and verge planting.
- 15 Existing mature trees to the boundary of Bunnerong Road and Wentworth Avenue retained with additional native tree and shrub planting.
- 16 Tree planting in raised planters to soften basement and vehicle ramp access.
- 17 Existing mature tree planting retained along Wentworth Avenue to maintain landscape buffer

Landscape Strategy



Materials and Furniture

High quality hard landscape materials will be selected to create a tactile and pedestrian focussed plaza space. Unit paving will extend over vehicle surfaces to indicate a slow speed environment for drop-off and pick-up movements.

Multiple seating opportunities will be created using sculptural benches and seat walls along planter beds as well as flexible furniture that can accommodate cafe spill out and ‘alfresco’ dining.

Street furniture such as bins, bollards, signage and lighting will be designed to minimise clutter and leave spaces free for pedestrian movement and activity.

Planting Strategy

The soft landscape has been designed to make the most of existing mature vegetation supplementing this to create a lush green space that provides sanctuary from the busy surrounding road environments.

3 planting typologies are proposed including:

1. Native Coastal Landscape Buffers

These include the existing mature trees along Bunnerong Road and Wentworth Avenue. The trees will be retained within generous verges that will be planted with hardy native tree and shrub species.

2. Feature Raised Planters

Sitting within the plaza the planters serve to break up the space with attractive, dense and green textured layers of foliage and flowering plants. The raised edges allow for sculptural seat walls where people can rest, meet or wait for transport.

3. Temperate Rainforest Light Wells

These spaces allow light and pedestrian access to the bus terminus and south bound buses below. Ground covers will fall down from planter boxes at the plaza level while lush gardens will spring from the level below reaching back up towards the light.

5.5 Architectural Character, Materials and Finishes

Proposed Materials

High quality materials and finishes will be selected for buildings and structures surrounding the eastern entry plaza.



Tower A: A-grade commercial building
A high quality A-grade office tower with floor plates of approximately 1,220 sqm (GLA) and a curtain glass facade. The building is setback a minimum 35 metres from the southern boundary to minimise shadow impacts.



Tower B: Mixed use cultural, community and commercial building
Occupying a significant position on the corner of Wentworth Avenue and Bunnerong Road, the mixed use building will be an iconic statement that marks the corner. The ground floor will have a reverse level setback to increase the public domain around the entrance and civic plaza, and to increase pedestrian permeability around the whole perimeter. It will be constructed of a palette of high quality materials including a curtain glass facade.



Building C: Enlarged existing commercial
The existing commercial floorplate will be enlarged to approximately 1,600sqm (GLA) and clad with external blades to soften the materiality of the existing building and respond to the human scale at its low height.



Canopy
A sculptural glazed canopy is proposed to provide shelter over parts of the plaza, particularly between the bus stop and the entry to the centre, as well as over the escalator voids to the bus terminus below. Whilst it is shown as clear glass for clarity in the indicative computer generated images (CGI's), there will be sun-shading built in to the detailed design.



Kiosks
Kiosks in the plaza will provide retail opportunities activating the space. They are proposed to be single storey flexible, operable timber clad structures located below the glass canopy.



Public Art
There is an opportunity to commission public art for the plaza that draws on the indigenous heritage, the coastal location and the industrial uses of the port precinct.



5.6 Westfield Drive interface / activation strategy

Role of Westfield Drive

Westfield Drive has performed a critical role in loading and servicing the centre since its original construction in 1987, and also assisted in loading of the previous BATA industrial site. In the last three years the redevelopment of the former industrial BATA site to a high density residential neighbourhood has resulted in an emerging use of Westfield Drive for pedestrian access to the bus interchange and retail services. This was not contemplated in the original design and construction, nor was it considered or addressed as part of approving the Meriton residential development. This dual function now presents some changing community expectations and pedestrian conflicts that the Westfield applicant is being requested to address.

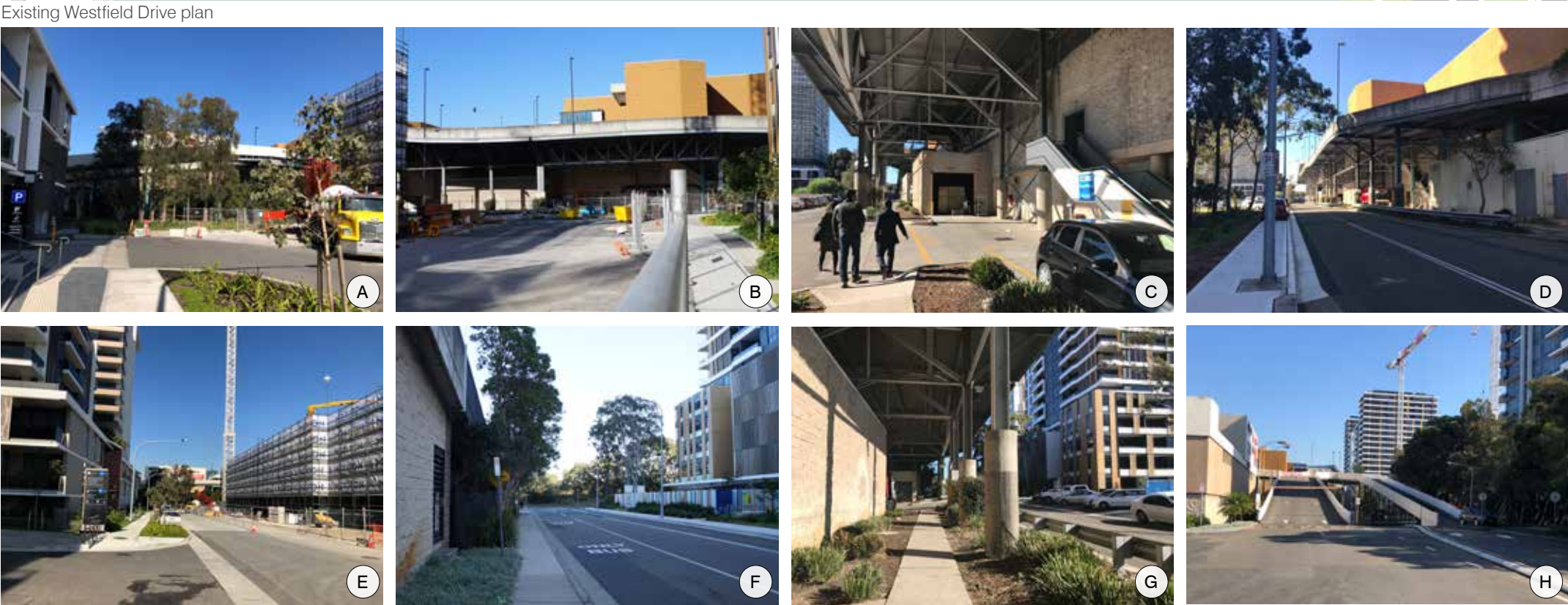
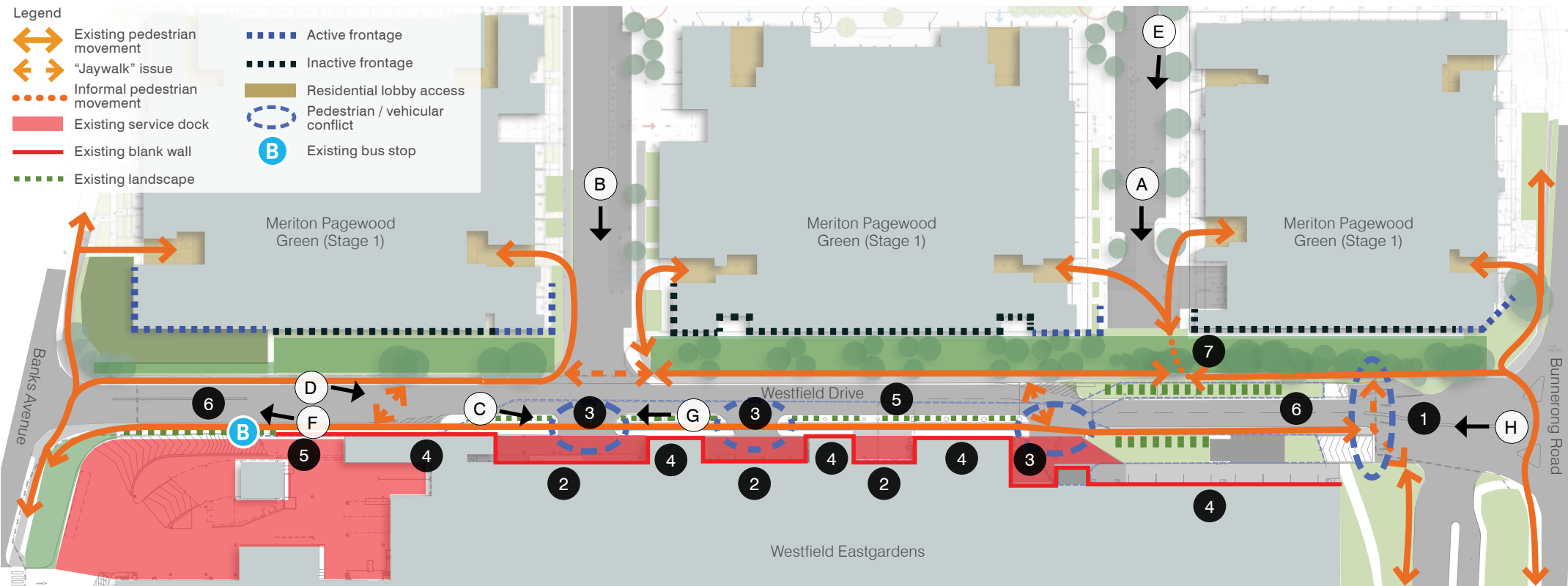
Existing conditions and observations

While vehicle traffic is low, vehicles tend to move at high speeds. In addition, pedestrian amenity is low with few opportunities to cross Westfield Drive and circulate north-south. While the existing loading docks are essential to the operation of the shopping centre, they present a blank interface to the street and create potential conflicts between truck and pedestrian movements. It is important that the pedestrian amenity and safety of Westfield Drive is improved.

The existing condition along Westfield Drive is illustrated in the adjacent photographs.

Key issues

- 1 Existing footpath layout influences pedestrians to cross Westfield Drive towards the bus interchange at the bottom of carpark ramps presenting safety issues.
- 2 Loading dock area visible from public domain.
- 3 Potential for pedestrian and loading truck conflict at loading dock entry.
- 4 Blank walls present a hard interface to the pedestrian footpath.
- 5 Existing landscaping is sparse along footpath.
- 6 Traffic often travels at high speed along Westfield Drive.
- 7 Lack of path from the Meriton internal street to the footpath results in an 'ant trail' through the landscaped verge of the Meriton site.



Westfield Drive Photographic Elevation Part 1

Westfield Drive Photographic Elevation Part 2

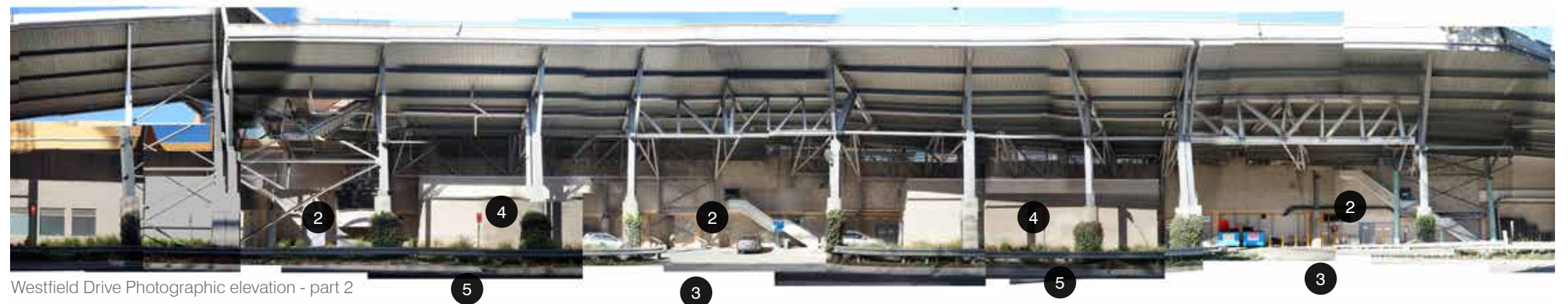
Westfield Drive Photographic Elevation Part 3



Westfield Drive - Overall photographic elevation



Westfield Drive Photographic elevation - part 1



Westfield Drive Photographic elevation - part 2



Westfield Drive Photographic elevation - part 3

Key issues

- 1 Existing footpath layout influences pedestrians to cross Westfield Drive at the bottom of carpark ramps presenting safety issues, particularly across the 'down' ramp.
- 2 Loading dock area visible from public domain.
- 3 Potential for pedestrian and truck conflict at loading dock entry.
- 4 Blank walls present a hard interface to the pedestrian footpath.
- 5 Existing landscaping is sparse along footpath.

Proposed Westfield Drive Improvement Strategy

The Westfield Drive improvement strategy aims to clearly delineate pedestrian and vehicle movement. The strategy is to improve pedestrian connections with the Meriton Pagewood Green circulation network at either end of Westfield Drive, and direct pedestrians away from the main dock entries in the centre of Westfield Drive.

There are a number of proposed improvements which will assist in achieving this, including:

Separating pedestrians from loading areas

- The generous landscaped setback to the Meriton buildings to the north of Westfield Drive acts as a natural incentive to use the northern footpath for pedestrian travel.
- Improvement works will add crossings to the south of Westfield Drive at locations either side of the central loading area. This will encourage pedestrians to cross to the southern side once they are beyond the dock area, to the eastern and western ends of the street.

Traffic calming

- Raised crossings are proposed near the intersection of the new Meriton site streets. These are intended to provide clear points of pedestrian crossing, as well as to slow traffic and deter 'rat-running' through Westfield Drive.
- 'Chicane' style traffic calming is not recommended as this cannot be navigated by buses and loading vehicles that use the street.

Pedestrian priority

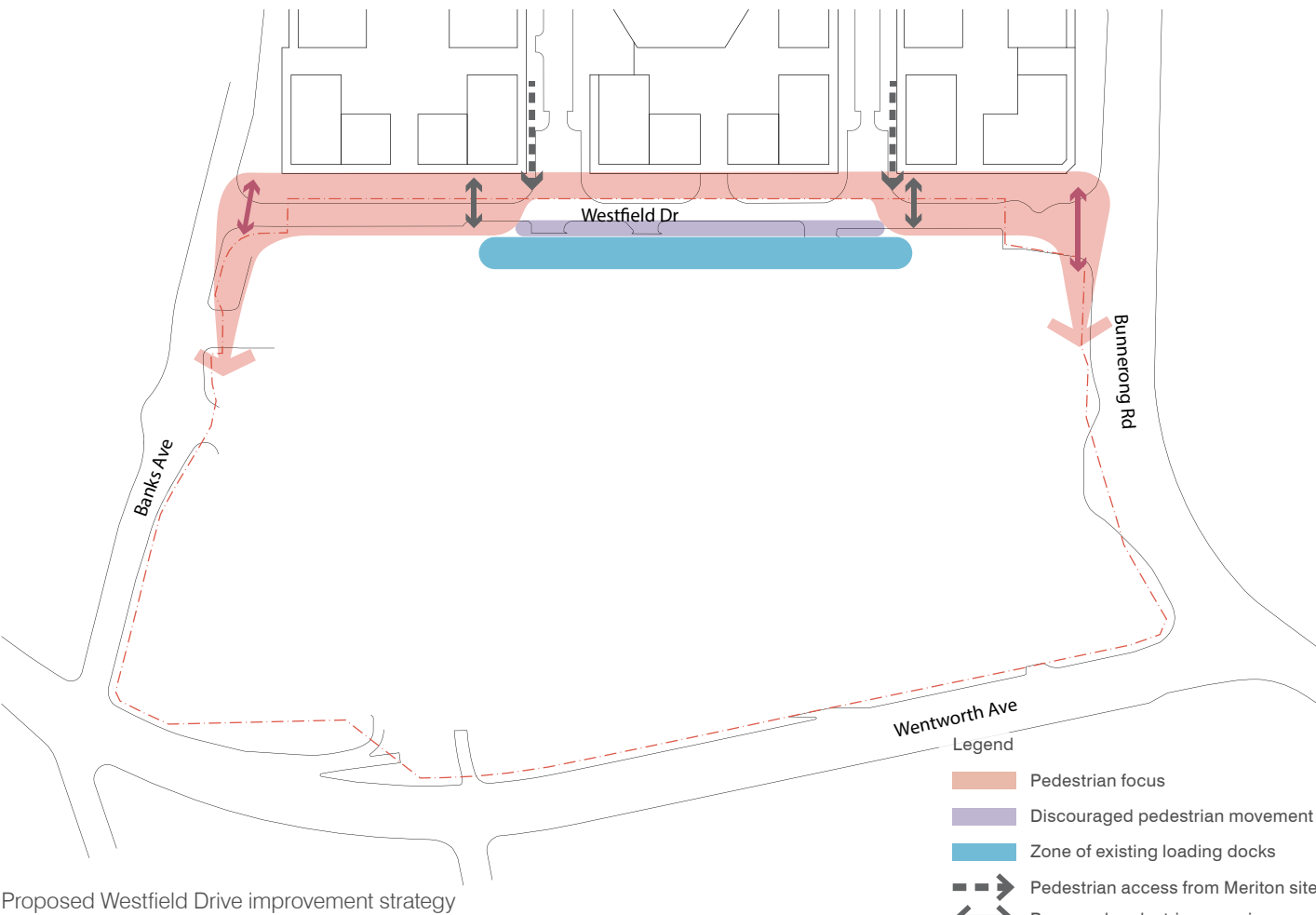
- The raised crossings slow traffic, prioritise pedestrians and increase the visibility of pedestrians crossing.
- A variety of options for circulating are proposed to suit individual pedestrian needs and offer best practice urban design connectivity.
- A pedestrian barrier in the centre of the road was discussed with Council, but is not proposed as it is felt that it would prioritise vehicular movement, encourage increased speed from vehicles, and result in a hostile pedestrian environment.

Improved amenity

- New landscaping is proposed to improve the amenity and comfort of the street and provide a buffer against the loading docks. It is proposed to use a mixture of low planting to enable visibility and ensure pedestrian safety, as well as some taller planting to provide a canopy and shade.

Safety and security

- The safety of the pedestrian path between the substation and the shopping centre has been discussed with Council. It was determined that in Stage 1, it will be important to retain this connection in order to offer sufficient choice for pedestrians, and that the short length of obscured path can be managed with CCTV. In Stage 2, the public domain will rise to the Bunnerong Plaza level after the electricity substation to provide improved visibility and surveillance of the space.



Proposed Westfield Drive improvement strategy



Raised crossing slows traffic and improves pedestrian safety and visibility



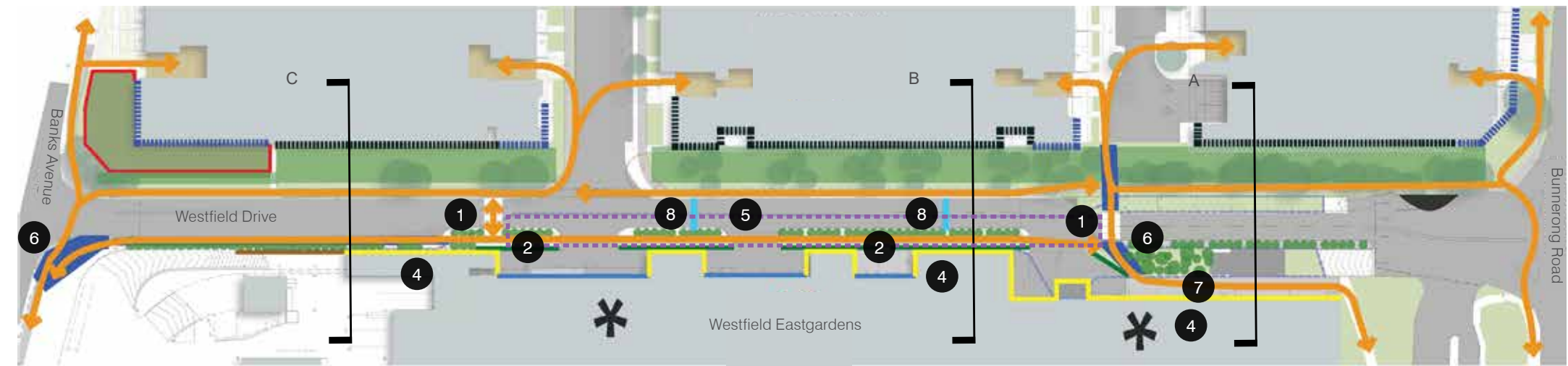
A barrier in the centre of the road can be frustrating for pedestrian choice, and prioritises vehicular movement

Westfield Drive interface / activation strategy

Proposed improvements

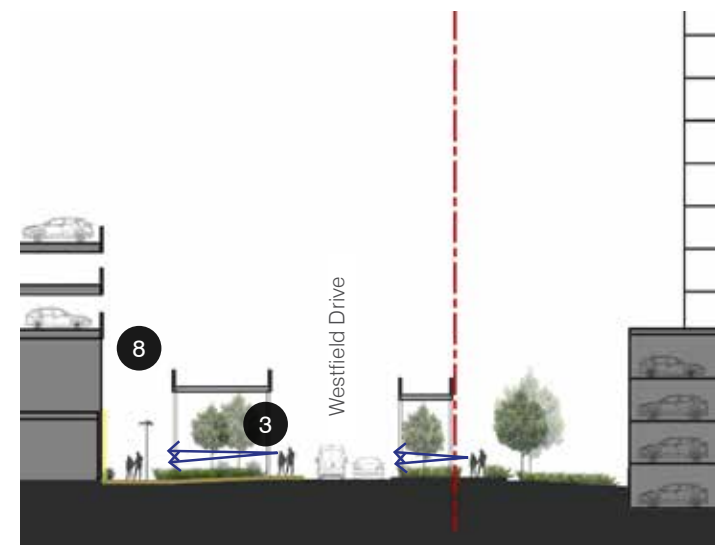
It is proposed to slow traffic, prioritise pedestrians and improve amenity on Westfield Drive with the following interventions:

- 1 Provide dedicated crossing points for pedestrians with a raised 'Wombat' crossing, to improve pedestrian safety and slow traffic.
- 2 Plant a landscape buffer to minimise sight lines into loading docks, while maintaining passing surveillance.
- 3 Enhance tree planting along footpath with clear stems up to 2m to ensure good surveillance, and improve lighting.
- 4 Introduce public art on blank facades appropriate to the context.
- 5 Introduce up-lighting to the structure to highlight the character of the place.
- 6 Widen the footpath to improve pedestrian amenity, particularly at corners.
- 7 Upgrade laneway with public art, graphic wayfinding and lighting
- 8 Introduce speed humps to slow traffic

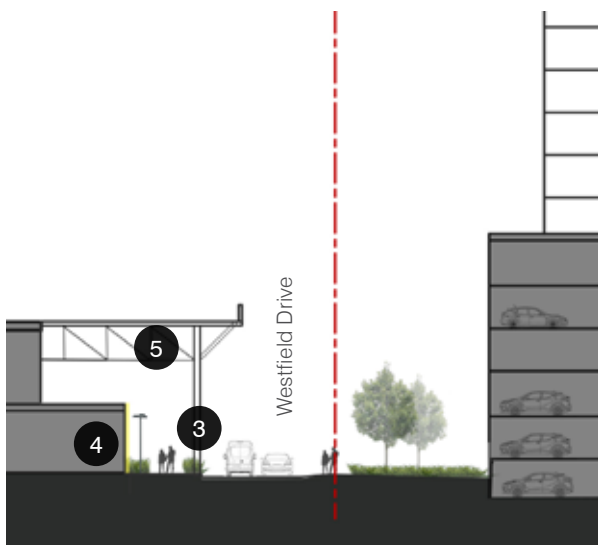


Proposed Westfield Drive improvement strategy

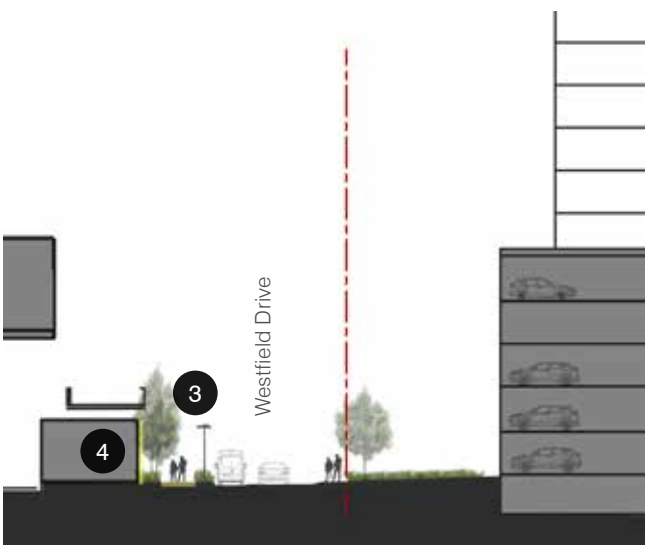
- Legend
- Existing pedestrian movement
 - Existing landscape
 - Active frontage
 - Inactive frontage
 - Existing fenceline
 - Residential entry lobby
 - Improved landscape (southern edge)
 - Treatment to blank wall
 - Public art
 - Screening
 - Landscape hedge to 1,200mm height
 - Improvement to underside of slab above
 - New footpath extension
 - Visual treatment important due to terminating viewline, potential to incorporate with unobtrusive retail signage
 - New speed hump



Section AA



Section BB



Section CC

Westfield Drive interface / activation strategy

Public domain inspirations



Low level landscaping in London by Townshend Landscape Architects



Evenglide Showroom, Blackburn, Victoria



Westfield Tea Tree



Example uplighting



Example wayfinding signage from King Abdul Aziz City for Science and Technology, Saudi Arabia



Metal exterior screening with climbing vine, by Michael Hennessey Architecture

Westfield Drive interface / activation strategy

Public art activation inspiration
Examples from recent Scentre Group developments



Westfield Chermside



Westfield Coomera



Westfield Northlakes



Westfield Plenty Valley



Westfield Plenty Valley



Westfield Tea Tree



Westfield Carousel

6 Testing and Assessment

This section provides detailed analysis of the view and overshadowing impacts of the proposal on the surrounding context.

6.1 View Impact Assessment

View Impact Assessment

The assessment and categorisation of visual impacts is based on the New South Wales Land and Environment Court Planning Principles and a qualitative assessment is set out under the following headings:

- Importance of the view;
- Visual impact; and
- Visual absorption capacity.

A visual simulation (photo-montage) of the proposed development has been prepared for each view that was nominated with Council for detailed visual impact assessment. The photo-montage was then used to determine the visual impact of the proposed development.

The photo-montages shown demonstrate the building form only; they do not show detailed articulation or material selection.

The importance of the view is defined differently for public domain and private views with weighting applied which is consistent with the New South Wales Land and Environment Court Planning Principles. The criteria are defined as follows.

An understanding of the field of view of photographs and photomontages is important in understanding impacts represented on a page. One standard typically adopted in NSW is the use of a 35mm FX format camera at 50mm focal length (or equivalent) to represent a view on a page similar to how it would be perceived by the human eye at the location.

However, for this project, a 50mm focal length would not provide a clear understanding of the breadth of the view and/or the size of the proposal. Therefore, throughout our view impact assessment a wider-angle view has been used.

All photos were captured on a Nikon D3100 which has an APS-C sized sensor (roughly 24mm), this results in a crop factor when compared to a 35mm FX (full frame) sensor. As such, although all photos were taken at 18mm, their equivalent 35mm focal length is 27mm.

LIDAR Model
To assist in the positioning of the camera, a 3D model was purchased from Near Map. This was generated from a LIDAR survey of the site and its surrounds. After matching focal length and positioning the camera, this allowed each view to be made as accurate as possible.

Importance of the public domain view

It includes consideration of the following factors:

The context of the viewer (including whether the view is static or dynamic, obtained from standing or sitting positions);

Elements within the view (including whether iconic elements are present, the existing composition of the view, and any existing obstructions to the view);

- The number of viewers;
- The distance to the proposal; and
- The likely period of view.

The features are described for each view and a final categorisation of view importance has been produced as a summary. The following table provides a definition of example use cases for each categorisation of the importance of the view:

	Definition
High	Unobstructed views of highly valuable or iconic elements from highly important locations in the public domain.
Moderate-High	Generally unobstructed views including important visual elements from well-used locations. The view attracts regular use of this location by the public.
Moderate	Views including elements of moderate importance with little obstruction which are obtained from moderately-well used locations. The view may assist in attracting the public to this location.
Low-Moderate	Views with some important elements which may be partially obstructed or from a less well used location. The view may be a feature of the location however is unlikely to attract the public to it.
Low	Views from spaces or streets with little pedestrian use or obstructed views or views with few important elements. Obtaining views is not a focus of using the space.

Importance of nearby private views

The importance of nearby private views is considered where there are private views facing the site from a location which is near to the photograph from the public domain. The table below provides a definition of the categories used.

	Definition
High	Uninterrupted views of highly important or iconic elements from standing positions in location from front or rear boundaries.
Moderate	Views of some important elements which may have some lower expectation of retention, such as those across side boundaries, seated views or partial views from bedrooms and service areas.
Low	Views with few important elements, highly obstructed views or views where there can be little expectation of retention.

Likely visibility

Likely visibility provides an estimation of how visible the proposal will be in the view. The table below provides a definition of the categories used.

	Definition
High	The proposal will dominate the field of view.
Moderate	The proposal will form part of the overall composition of the view.
Low	The proposal will be noticeable as a minor part of the field of view.
Negligible	The proposal will not be noticeable.

View Impact Assessment

Visual absorption capacity

The visual absorption capacity is an estimation of the capacity of the landscape and built environment to absorb development without creating significant visual change that would result in a reduction of scenic or visual quality. This is usually dependent on vegetation cover, landform and existing built form and is influenced by the level of visual contrast between the proposed development and the existing elements within the physical environment.

The degree of contrast between the various elements of the development and the physical environment/ landscape setting in which they are located determine the level of visual absorption. Factors such as scale, shape, colour, texture and reflectivity of the development compared to the visual context define the degree of contrast. For the purpose of this study, the rating outlined in the table below has been used in the assessment of visual absorption capacity.

This rating concentrates on the bulk of the proposal in relation to screening factors and contextual development.

Rating	Definition
High	Existing landscape and built environment able to absorb development. Low degree of visual contrast will result from building envelopes.
Moderate	Existing landscape able to absorb some development. Some visual contrast will result from building envelopes.
Low	Existing landscape unable to absorb development. High degree of visual contrast will result from building envelopes.

Some elements which form part of the consideration of view importance can be quantitatively estimated. The table below shows the criteria used in evaluating the relative number of viewers and period of view.

Relative number of viewers	Definition
High	> 1000 people per day
Moderate	100 - 1000 people per day
Low	< 100 people per day
Period of view	Definition
High (long-term)	>60minutes
Moderate	1-60 minutes
Low (short-term)	<1 minute

Conclusion

The study considers the view impacts from a variety of points in the nearby vicinity and further away from the site.

The visual impacts on the wider context are low to negligible as there is little local change in topography and no high points of note, so proposed buildings are generally either not visible from beyond the immediate vicinity or are viewed within the context of other similarly scaled development.

The visual impacts on views in the immediate vicinity as a result of the proposal can be categorised into three broad categories:

Firstly, from south of the site in the residential streets with single detached dwelling typology views have a higher visibility and lower visual absorption capacity, due to the towers being seen in the context of single storey houses in the foreground, and without the backdrop of the Meriton site development which is further away and therefore less visible. Views from the residential areas to the south are generally moderate, but are deemed acceptable given the emerging urbanised context and the role that the commercial core must play in the strategic centre.

Secondly, as seen in views from the north and east in the vicinity of Bunnerong Road and the Meriton site, the proposal is highly visible, but also has a high visual absorption capacity due to being seen in context with the new development on the Meriton site and the busy roads. The view of the proposal from the new public open space on the Meriton site (view 13) preserves the view of sky at the end of the street block. Therefore, from the north and east, view impacts are considered to be low, and in keeping with the context.

Thirdly, in views of the proposal from the west from Banks Avenue, from the approach along Wentworth Avenue and from Mutch Park it its evident that the visibility of the proposal is moderate to low. From Mutch Park, the proposal is only slightly visible, unless seen from a rarely frequented high point near the fence (view 11). From the Banks Avenue and Wentworth Avenue approach the proposal is visible but does not dramatically change the context of the existing view. From the west, the view impacts are therefore considered to be low and acceptable.

View Impact Assessment

Views
Fourteen views have been chosen in collaboration with Bayside Council to analyse view impacts generated by the proposed design included in the Planning Proposal.

All views are in the immediate vicinity of Westfield Eastgardens except for View 9, which is from Maroubra Junction, location illustrated in the map on the facing page.





1 Hinkler Street



Description of view	This view looks west down Hinkler Street and across Bunnerong Road toward the proposal. Meriton's stage one development can be seen to the right of the image.
Context of viewer	Primarily from cars travelling toward Bunnerong Road
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	High
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Low



2 Bunnerong Rd



Description of view	This view looks south down Bunnerong Rd, with low-scale residential housing on the left and recently constructed high density residential on the right. The existing Westfield Eastgardens entrance can be seen. With the future stage development, greater built form relationship with and transition to the neighbouring Meriton site will be achieved.
Context of viewer	Primarily from cars travelling south along Bunnerong Road, also from cars waiting at the intersection and lights.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	High
Likely period of view	Moderate
Relative number of viewers	High

Visual absorption capacity



3 Hensley Athletic Field



Description of view	This view looks north over Hensley Athletic Field, proposed Westfield development forms a low band over the trees with multiple towers from the Meriton development to be visible behind this. The proposal on the eastern edge.
Context of viewer	Primarily users of the athletic field (not publicly accessible), small amount of pedestrian foot traffic
Importance of the public domain view	Medium
Importance of nearby private views	N/A
Likely visibility	Moderate
Likely period of view	Moderate
Relative number of viewers	Low
Visual absorption capacity	Medium



4 Wentworth Ave + Corish Cir



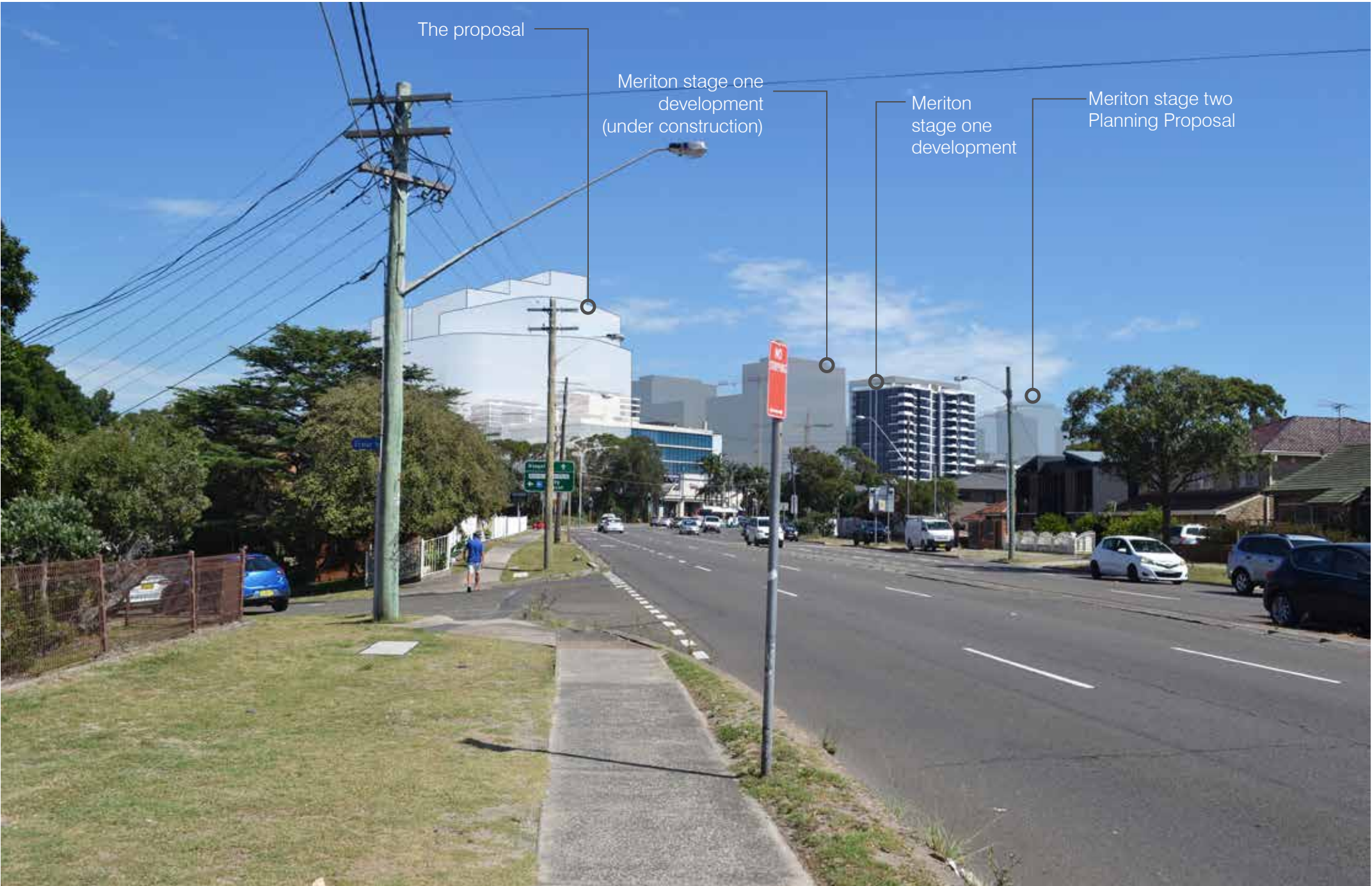
Description of view	This view looks west towards Westfield Eastgardens at a major intersection. The proposal is obscured by existing buildings, and will not be visible when the proposed entertainment and leisure precinct is complete.
Context of viewer	Eastbound traffic, waiting at the lights. Light pedestrian activity.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Low
Likely period of view	Moderate
Relative number of viewers	High
Visual absorption capacity	High



5 Bunnerong Rd + Fraser Ave



Description of view	This view looks north towards the site down Bunnerong road. Built and proposed form aligns at a consistent height.
Context of viewer	Primarily motorists traveling north. Medium pedestrian traffic due to bus stops along Bunnerong road.
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	High
Likely period of view	Moderate
Relative number of viewers	High
Visual absorption capacity	Medium



6 Boonah Avenue



Description of view	This view looks north over low scale residential properties. It is taken near the crest in the road.
Context of viewer	Primarily from private residences, low number of pedestrians.
Importance of the public domain view	Low
Importance of nearby private views	Moderate
Likely visibility	High
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Low



7 Banks Ave + Westfield Dr



Description of view	This view looks south down Banks avenue, Meriton stage one sits just off camera to the left, the existing Westfield Eastgardens can be seen through the trees, with the proposed entertainment and leisure precinct in the distance. The proposal is not visible from this location.
Context of viewer	Primarily motorists traveling south, waiting at the lights.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Negligible
Likely period of view	N/A
Relative number of viewers	N/A
Visual absorption capacity	N/A



8 Wentworth Ave



Description of view	This view looks west from Wentworth Ave, over Bonnie Doon Golf Club. Foliage and fencing heavily obstruct the view.
Context of viewer	Primarily from traffic traveling east.
Importance of the public domain view	Low
Importance of nearby private views	Moderate
Likely visibility	Low
Likely period of view	Low
Relative number of viewers	Moderate
Visual absorption capacity	High



9 Maroubra Junction



Description of view	This view looks south west over Anzac parade, from Maroubra Junction. Due to the distance and the existing height of built form at Maroubra Junction, the proposal is not visible from this location.
Context of viewer	High levels of both vehicular and pedestrian traffic.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Negligible
Likely period of view	N/A
Relative number of viewers	N/A
Visual absorption capacity	N/A



10 Mutch Park Nth



Description of view	This view looks south east over Mutch Park, development from Meriton's stage one is most prominent. Due to the distance, topography and foliage, the proposal is mostly hidden from view
Context of viewer	Primarily from people using the park recreationally
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Low
Likely period of view	Moderate
Relative number of viewers	Low
Visual absorption capacity	High



11 Mutch Park Sth (crest)



Description of view	This view looks south west over Bonnie Doon Golf Club, from the top of the hill in Mutch Park.
Context of viewer	Very low foot traffic, as it is a crest at the edge of the park.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Moderate
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Moderate



12 Smith St



Description of view	This view looks north over low-scale residential development. Meriton stage one is only visible between houses. The tower of the proposal breaks the profile of the roofs.
Context of viewer	Light foot and vehicular traffic.
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	Moderate
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Moderate



13 Meriton Site



Description of view	This view looks south through the Meriton site development from the future open space the existing Westfield Eastgardens is visible in the distance, with the proposal in line with the Meriton built form.
Context of viewer	High pedestrian and vehicular traffic once the Meriton site is completed.
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	Low
Likely period of view	Moderate
Relative number of viewers	Moderate
Visual absorption capacity	High



14 Wentworth Ave + Denison St



Description of view	This view looks east down Wentworth avenue, the corner of Denison Street, a major intersection which is one of the main entries to the Westfield Eastgardens carpark.
Context of viewer	Heavy vehicular traffic and moderate pedestrian traffic. Waiting at lights increases period of view.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Moderate
Likely period of view	Moderate
Relative number of viewers	High
Visual absorption capacity	Moderate



6.2 Overshadowing Assessment

Overshadowing Assessment

This section analyses the overshadowing impacts cast by the proposal on the local area. Shadows were assessed during the winter solstice, as well as on the spring and autumn equinox, between the hours of 9am and 3pm, against the following DCP controls as quoted in the adjacent table:

- Botany Bay DCP 2013 Policy 4A Dwelling Houses,
- 4.3 Solar Access, Controls C1, C3 and C5; and
- 4.4 Private Open Space, Controls C4 and C5.

The dwelling houses DCP was used in the absence of any pre-existing DCP for a commercial centre, and because it represents a more conservative standard in response to the neighbouring dwelling houses.

The study indicates that during the winter solstice the proposed towers cast long shadows that are relatively fast moving and affect the surrounding residential areas for relatively short periods of time. The greatest impact on residential dwellings is seen in the area immediately to the south of Wentworth Avenue. There are 5 houses on Wentworth Avenue (Numbers 244, 246, 248, 250, 252) that have been tested in more detail on the following pages as they are not currently able to comply with Clause C1 and C3 due to self-shadowing.

The detailed study for the 5 dwellings is broadly divided into 3 categories:

1. An analysis of existing and proposed overshadowing to primary private open space to the rear of dwellings
2. A desktop analysis to identify the likely location of living rooms in the 5 dwellings that are impacted by the proposal
3. An analysis of existing and proposed overshadowing to the front yards of the 5 dwellings that are impacted by the proposal.

Shadow impacts were further tested at the equinox, to test compliance with Section 4A.4.3, Clause C5 (refer to the end of this chapter).

Summary of findings

Outcomes of the shadow studies are seen on the following pages, and are summarised as follows:

- The proposed massing creates additional overshadowing impacts to some of the southern properties fronting Wentworth Avenue. While most of the impacts are minor, and do not impact on the minimum solar access requirements specified within the DCP, there are 5 dwellings that required more detailed overshadowing analysis (due to the self-shadowing of their own private open space).
- There is no additional overshadowing to primary private open space at the rear of the 5 properties as per Section 4A.4.3, Clause C3.
- A desktop study has revealed that it can be reasonably assumed that the living areas of the 5 houses in question are located at the rear/ southern side of each property and so do not require the minimum 2 hours of solar access on 21 June to their front façades. (per 4A, 4.3, clause C1)
- Not withstanding the location of living areas for the 5 dwellings and primary areas of open space, the proposal ensures a minimum of 1 hour solar access to the front building façades and a minimum of 1 hour solar access to at least 50% of the front-yards in mid winter between the times of 9am to 3pm which is considered reasonable in the context of this location, and objectives of the strategic centre.
- It was found that between the equinox times (from the 21st September to 21st March), the proposed development does not create any additional overshadowing impact to the adjacent properties (and beyond the equinox times from approximately the 3rd August to the 10th May, all properties achieve a minimum of 2 hours solar access to 100% of the front yards and northern facade of the 5 properties in question).

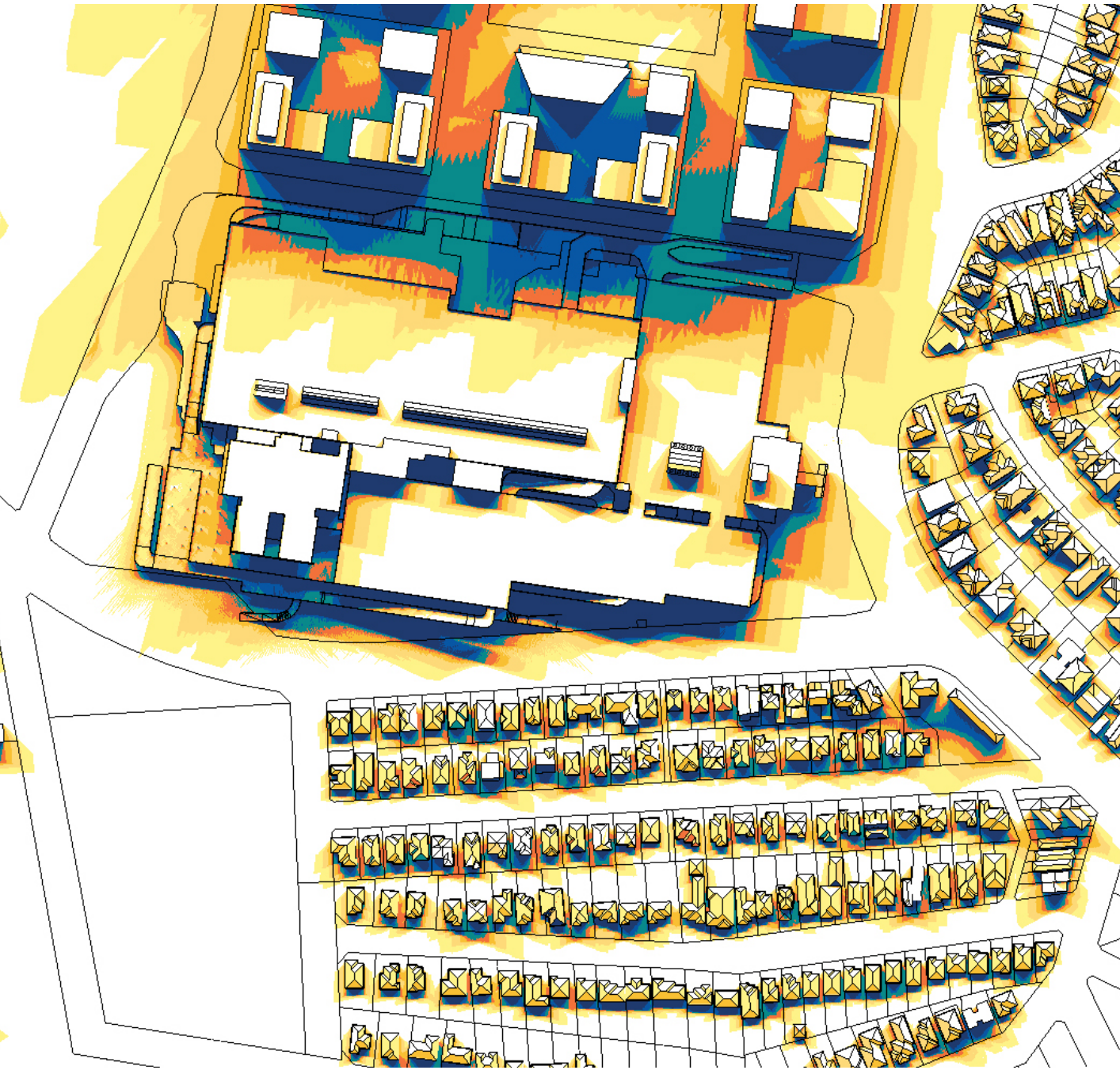
The proposed massing has been designed and amended to minimise overshadowing impacts on the dwellings to the south, however some small impacts as outlined above are considered reasonable at this interface between a strategic centre with B3 Commercial Core zoning and a relatively low-density residential area that has the potential for enhanced development over time.

Policy	The Botany Bay DCP 2013, Policy 4A Dwelling Houses
4A, 4.3 Solar Access Section C1	<i>Buildings (including alterations/additions/extensions) are to be designed and sited to maintain approximately 2 hours of solar access between 9am and 3pm on 21 June to windows in living areas (family rooms, rumpus, lounge and kitchens) and to 50% of the primary private open space areas of both the subject site and adjoining properties.</i>
4A, 4.3 Solar Access Section C3	<i>Where the primary private open space of an adjoining development currently receives less than the required amount of sunlight on 21 June (50% coverage for a minimum of 2 hours), the proposed development must not further reduce the amount of solar access to the private open space of the adjoining development.</i>
4A, 4.3 Solar Access Section C5	<i>Where a neighbouring development currently receives less than the required amount of sunlight (on 21 June) the amount of sunlight available on the 21 March or the 21 September will be assessed and form a merit based assessment of the Development Application.</i>
4A.4.4 Private Open Space C4	<i>Areas within setbacks are not to be included as private open space unless they have a minimum width of 3 metres.</i>
4A.4.4 Private Open Space C5	<i>The primary private open space area is to be located at the rear of the property.</i>

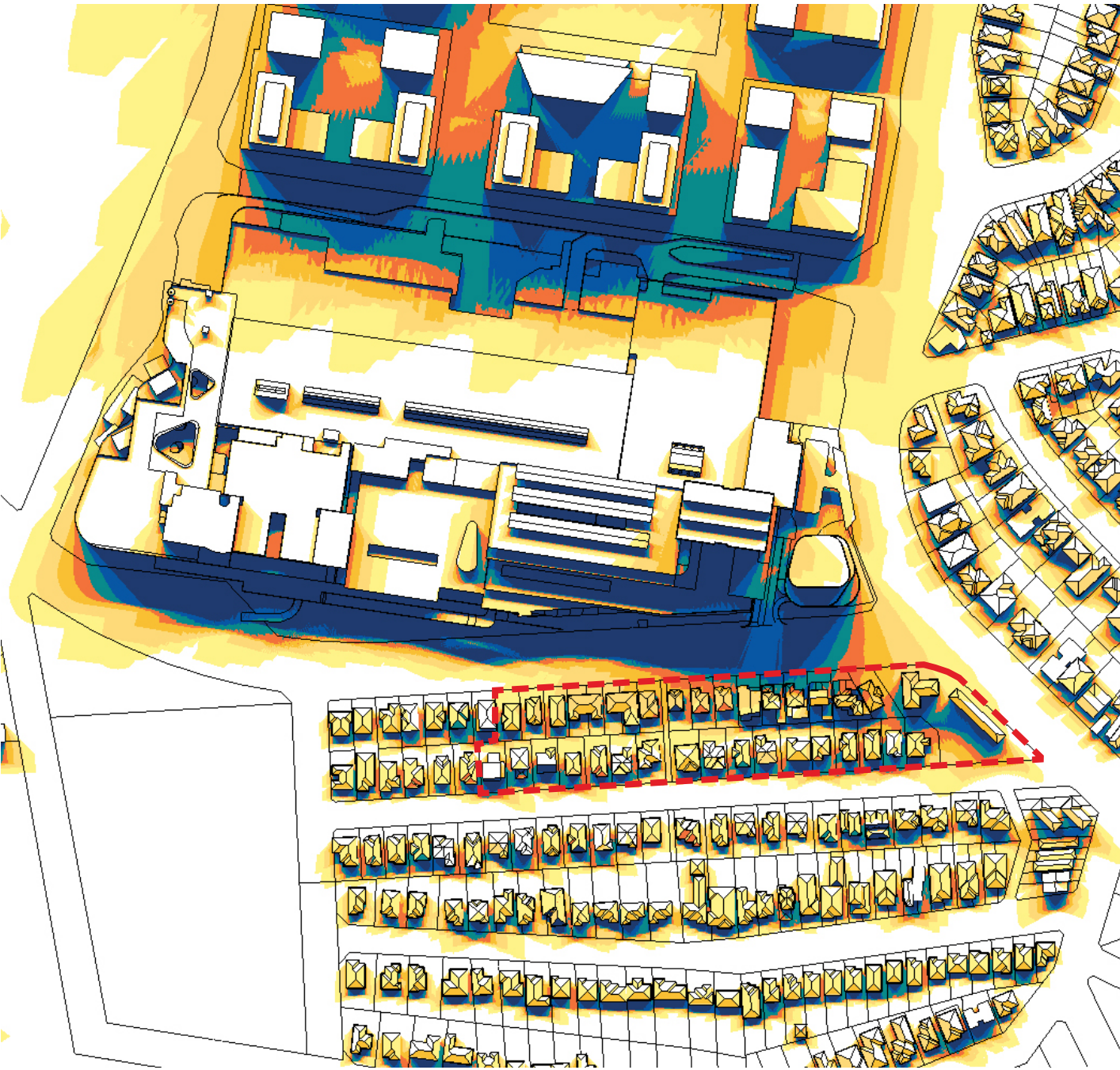
*3D model

Note the 3D model used for the shadow studies was adapted by Architectus from a 3D model purchased from Near Map. The Near Map model was generated from a LIDAR survey of the site and its surrounds. The format of the model includes elements such trees and cars in the 3D geometry, which are not able to be isolated and as such it was necessary to create a new simple built form model with which to test the overshadowing impacts of the proposal. While every care was taken to ensure accuracy, Architectus can not take responsibility for the accuracy of the 3D model used for the shadow assessment.

Overshadowing Assessment



Existing buildings_Shadow analysis from 9am to 3pm
(21 June)



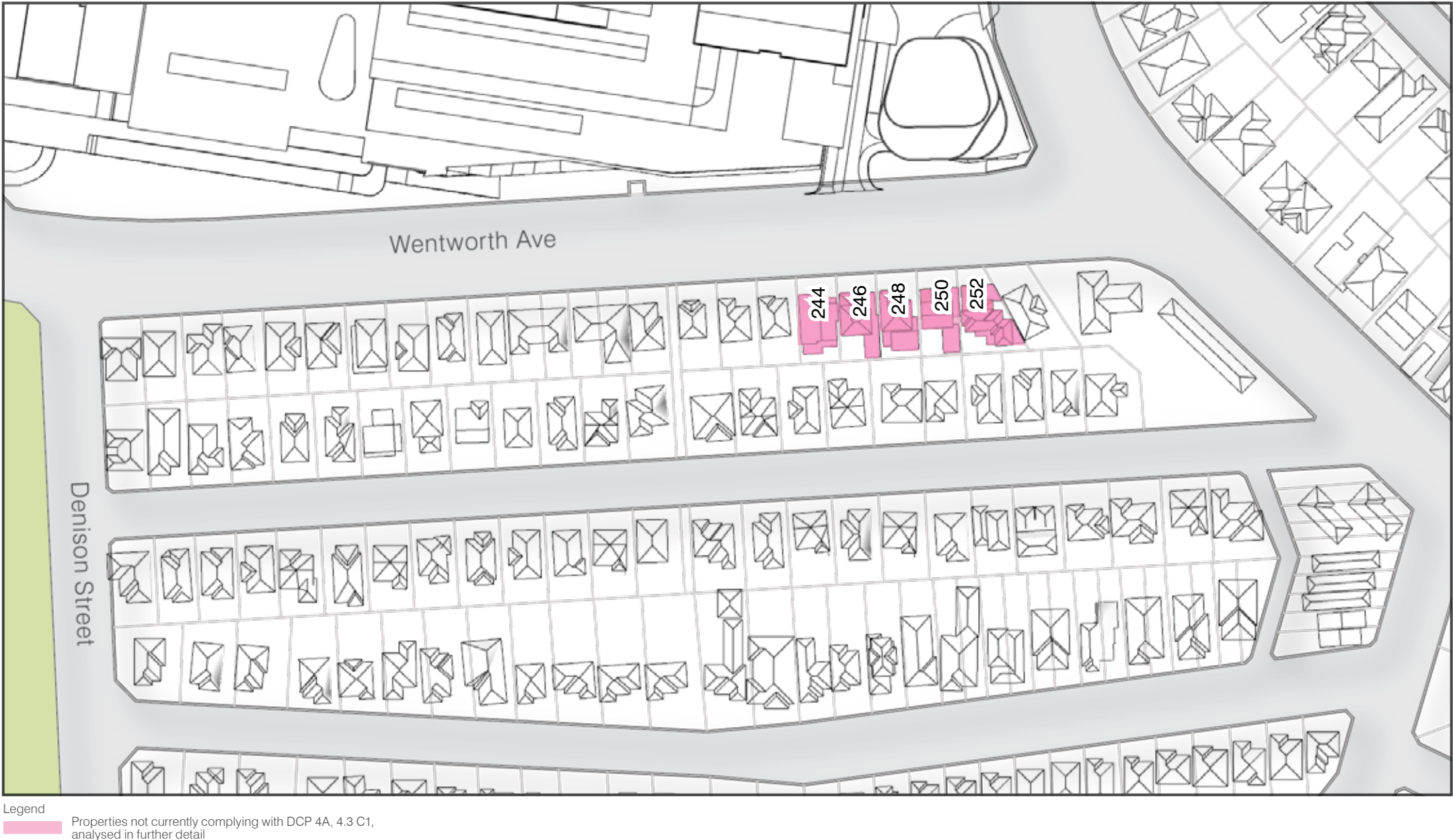
Proposed scheme_Shadow analysis from 9am to 3pm (21 June)

Above: The proposed massing creates additional overshadowing impacts to the properties outlined in red. While most of the impacts are minor, and do not impact on the minimum solar access requirements specified within the DCP, there are 5 houses on Wentworth Avenue (numbers 244, 246,

248, 250, and 252) that have been tested in more detail to demonstrate that the proposed impact to the frontyards is reasonable (considering the self-shading that they already create to the areas of primary open space at the rear of their properties).

Overshadowing Assessment

Dwellings identified in the adjacent diagram (which do not currently comply with Section 4A.4.3, Clause C1 due to self-shadowing) were analysed in further detail, using views from the sun, and detailed shadow diagrams, as illustrated on the following pages.



Overshadowing Assessment



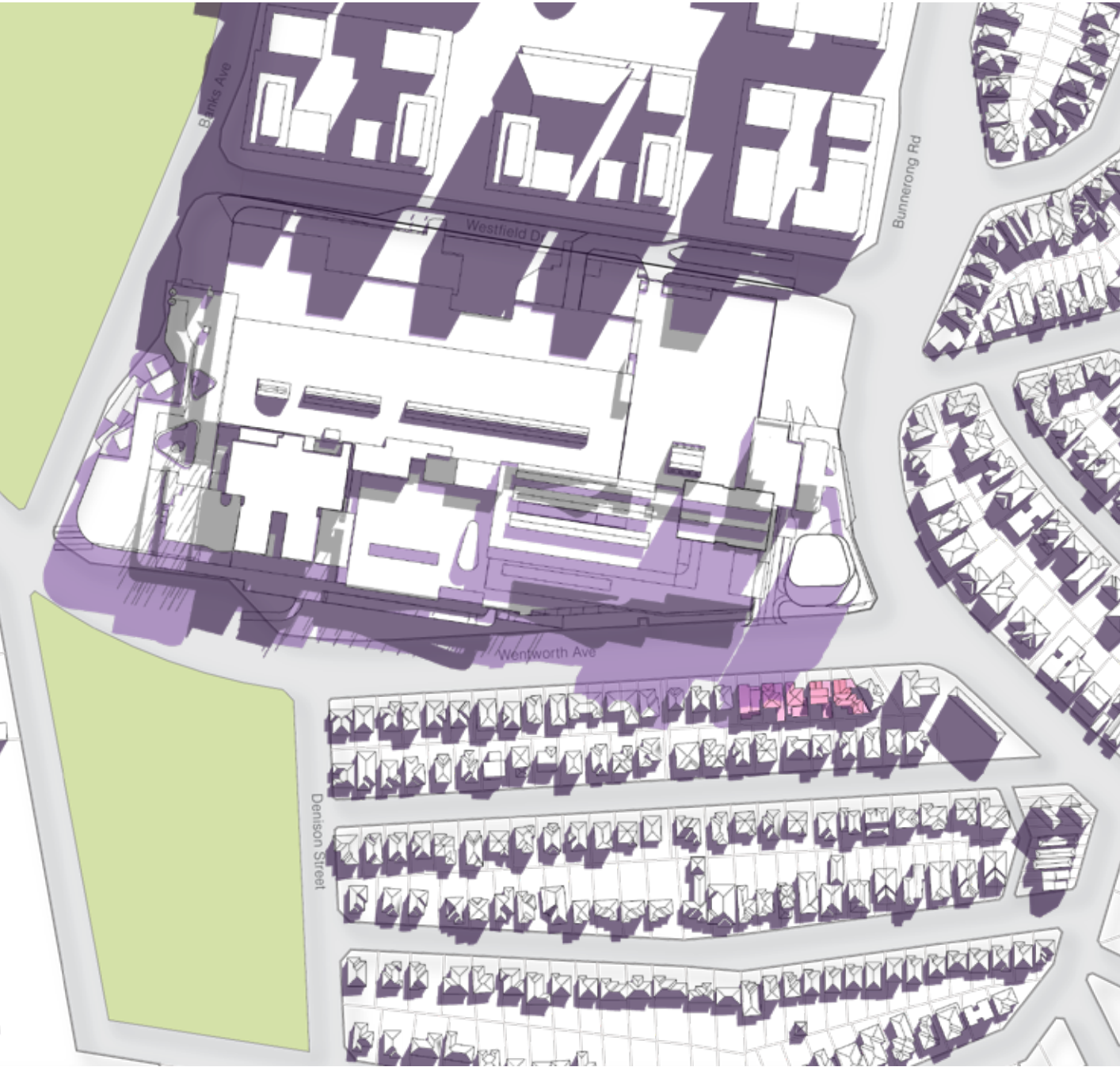
Shadow plan at 9am (21 June)



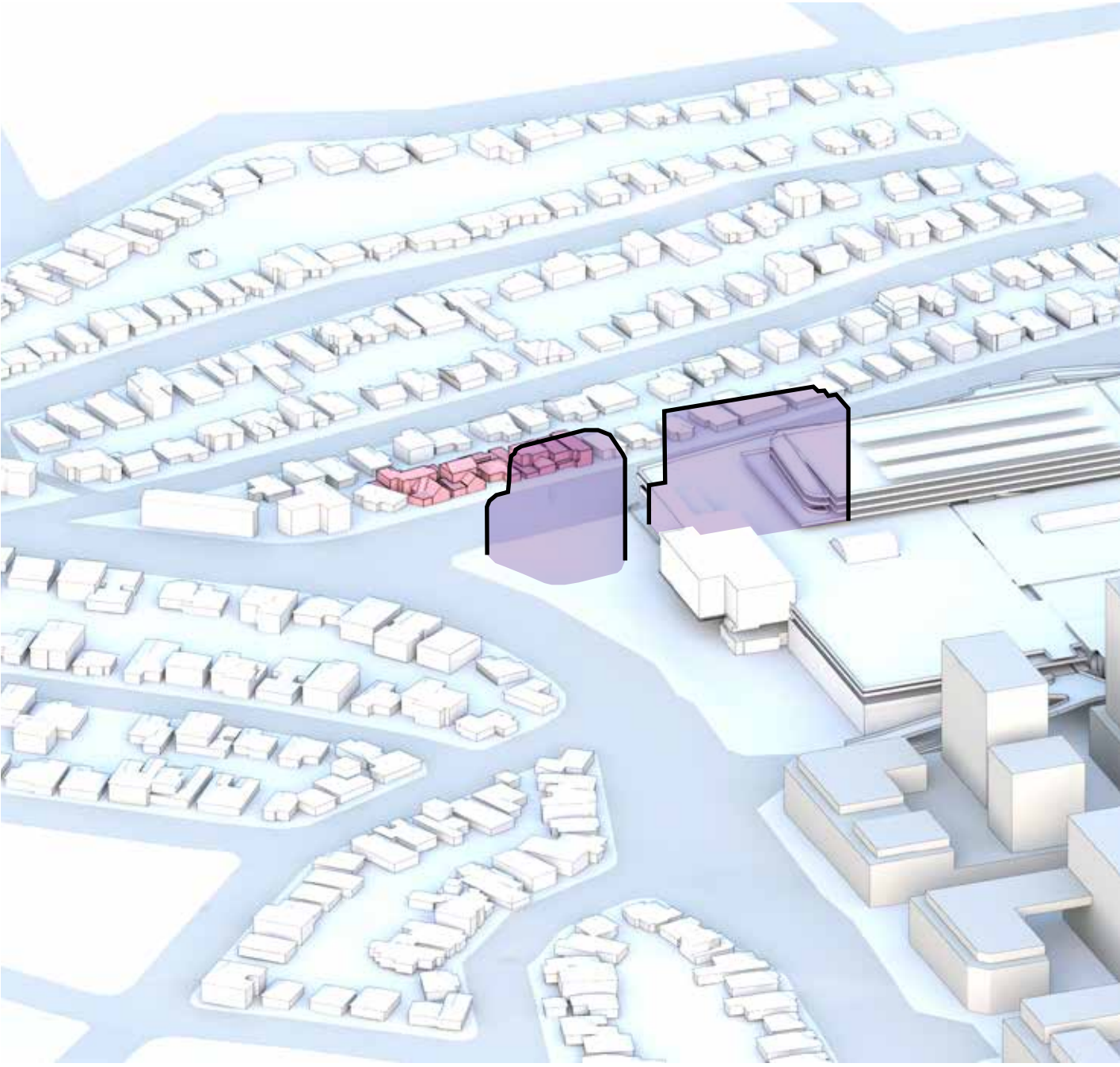
View from sun at 9am (21 June)

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment



Shadow plan at 10am (21 June)



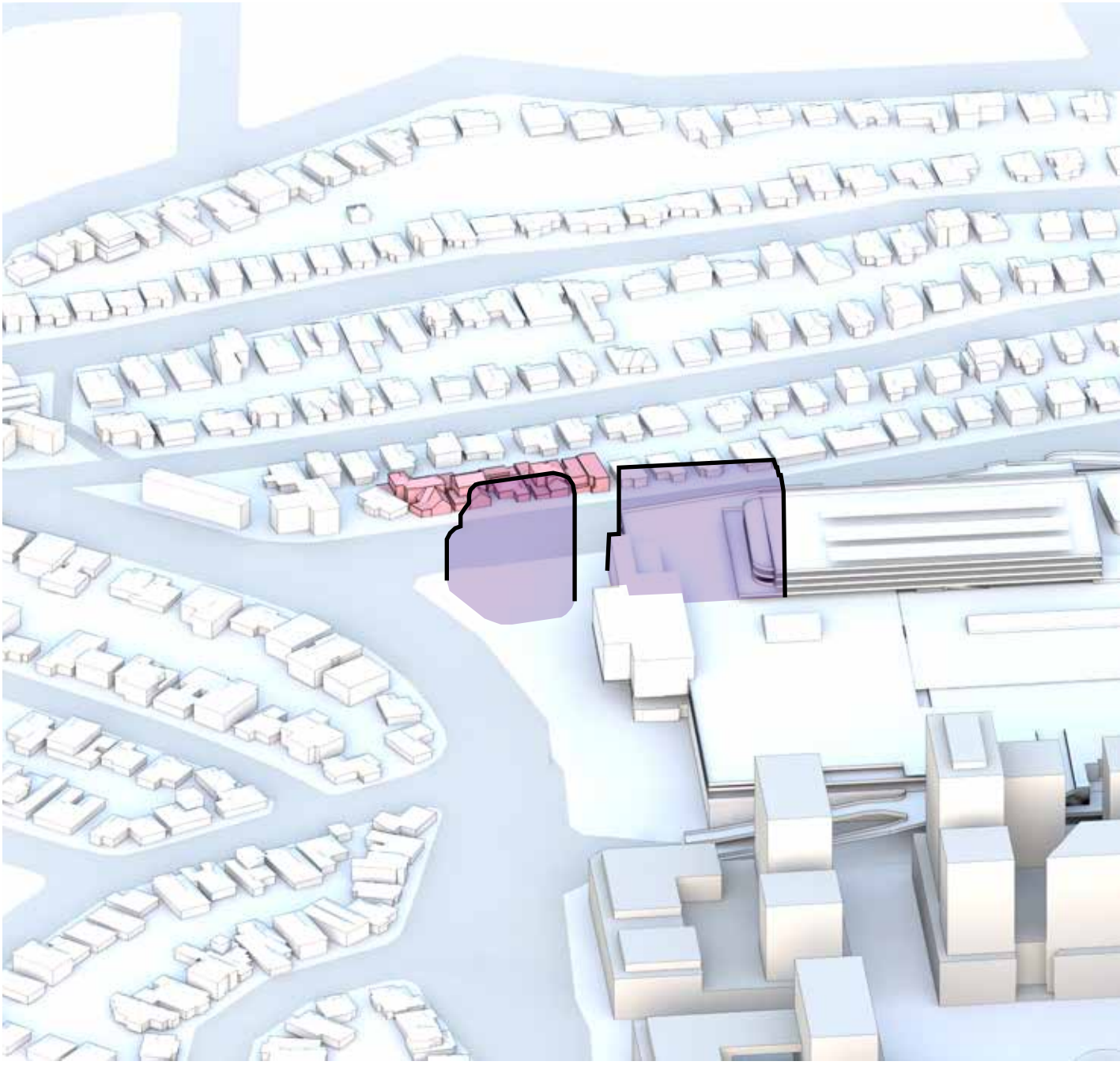
View from sun at 10am (21 June)

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment



Shadow plan at 11am (21 June)



View from sun at 11am (21 June)

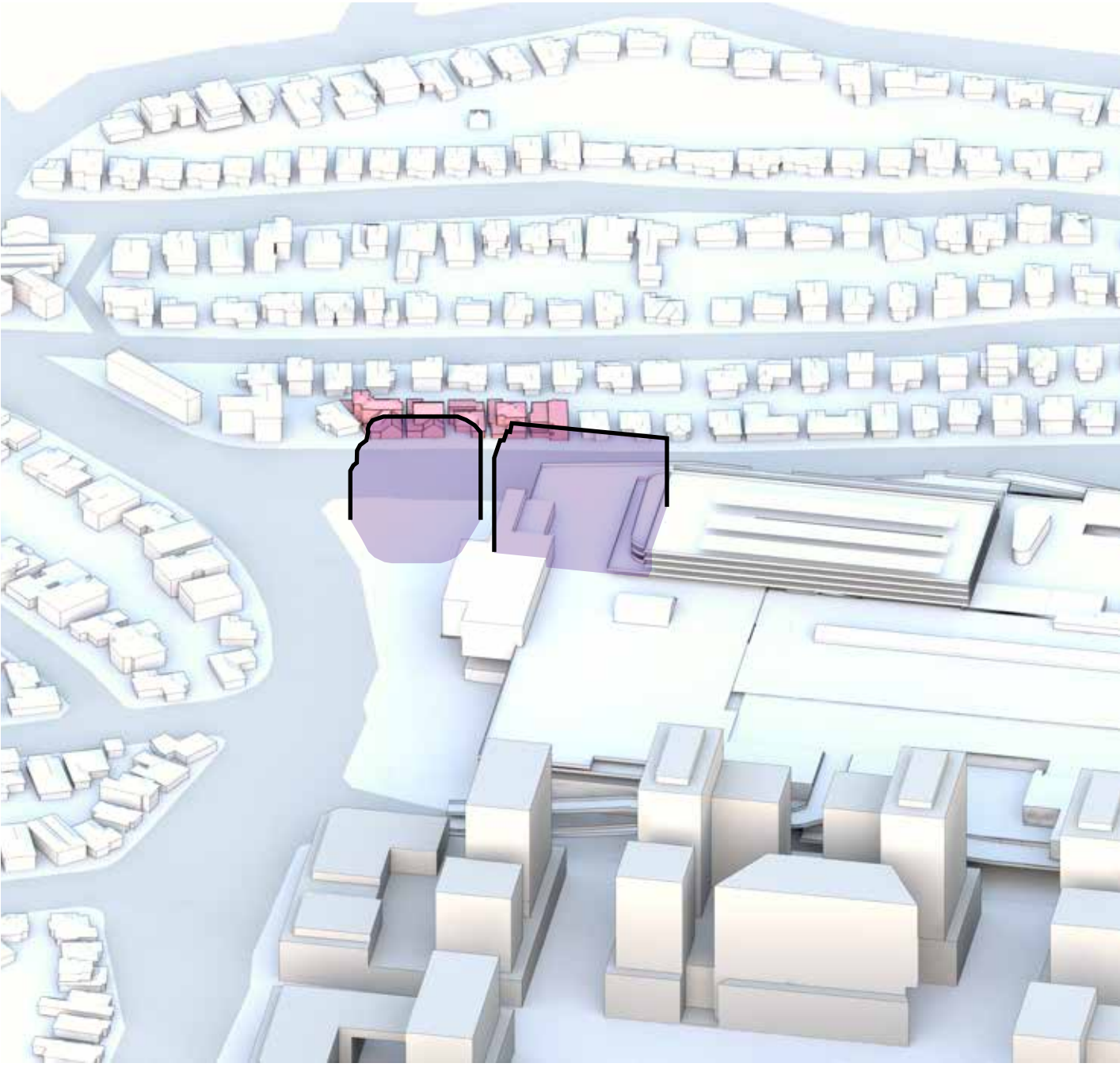
- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment



Shadow plan at 12pm (21 June)

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

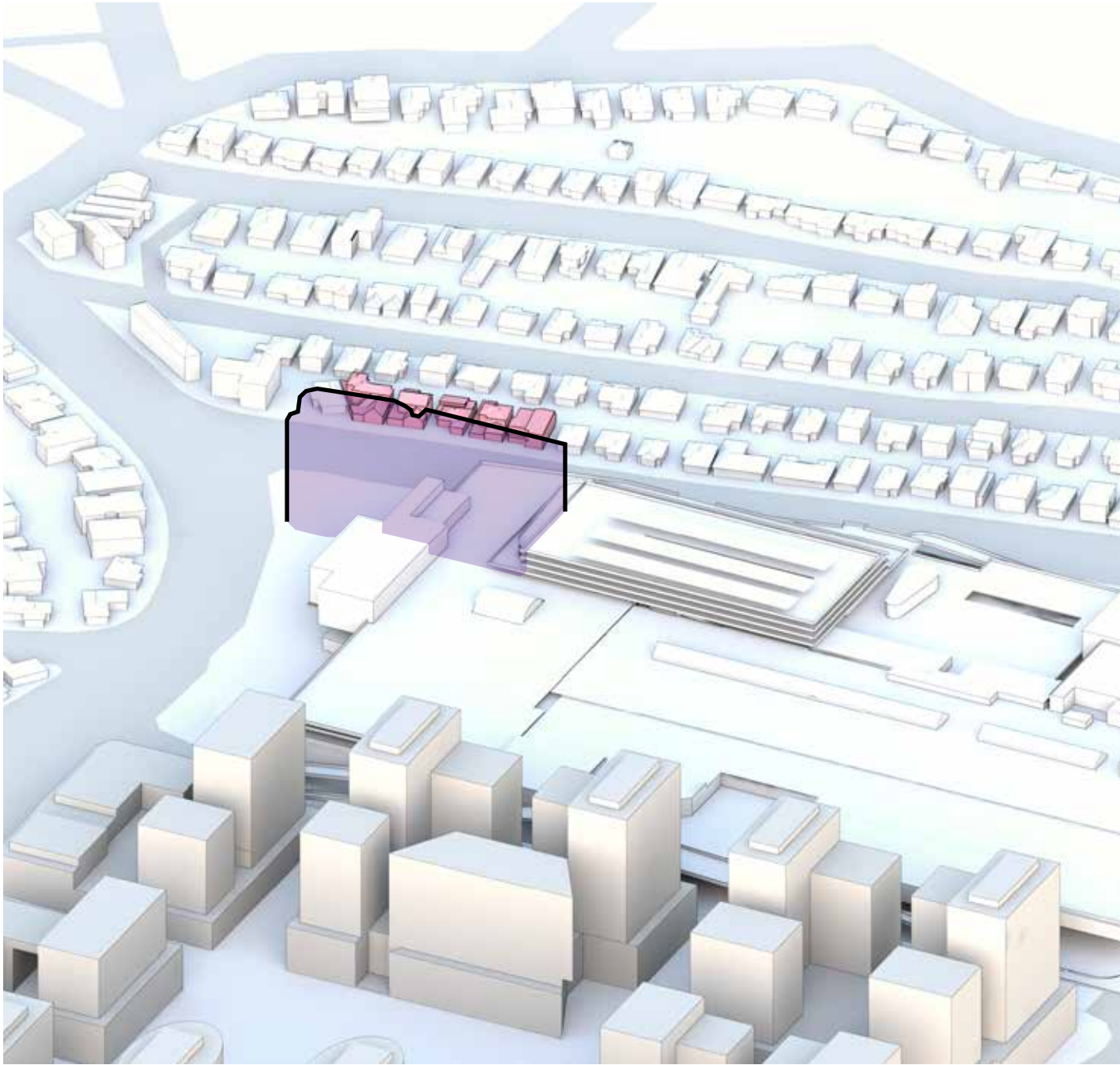


View from sun at 12pm (21 June)

Overshadowing Assessment



Shadow plan at 1pm (21 June)



View from sun at 1pm (21 June)

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment



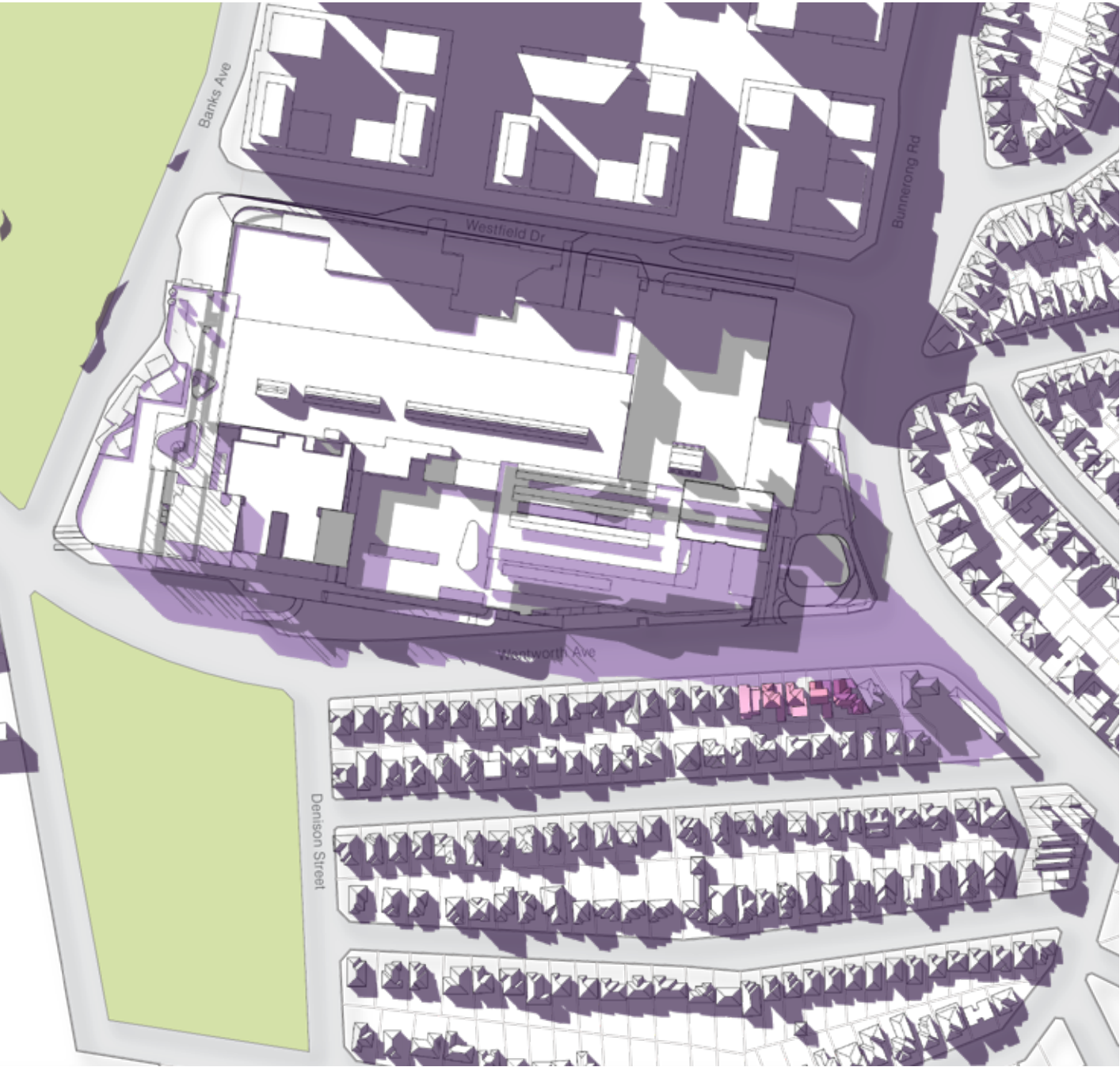
Shadow plan at 2pm (21 June)



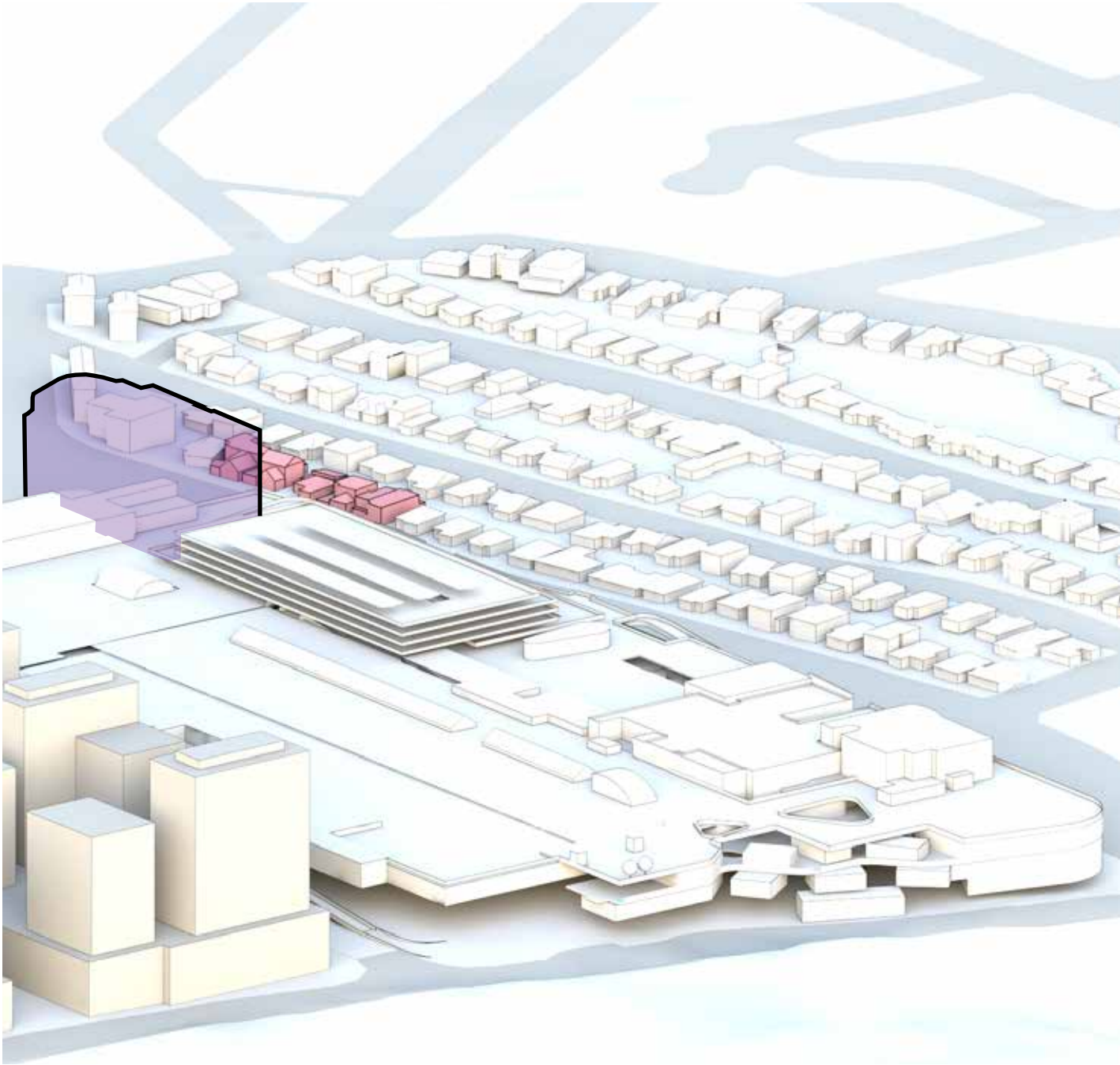
View from sun at 2pm (21 June)

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment



Shadow plan at 3pm (21 June)



View from sun at 3pm (21 June)

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment

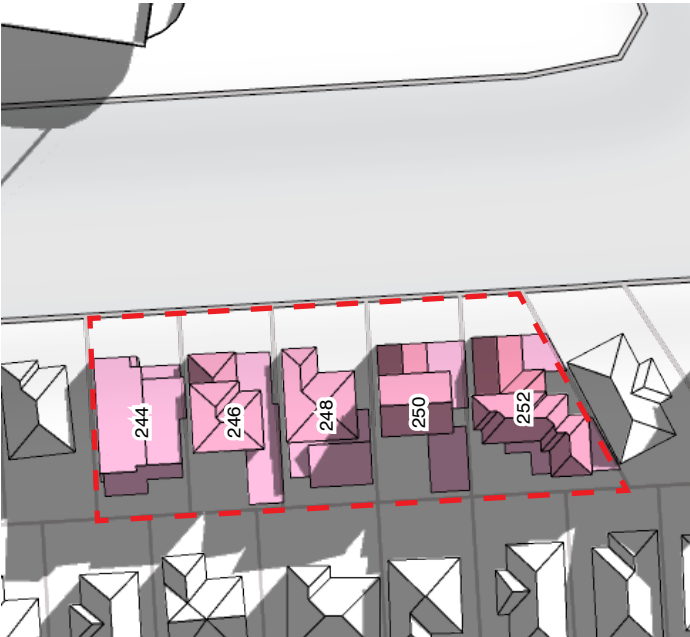
1. Analysis of overshadowing to primary private open space to the rear of dwellings

The five houses which have been analysed in more detail have been selected because of their existing self-shadows to private open space on 21 June do not allow them to comply with DCP 4A, 4.3 C1: *...maintain approximately 2 hours of solar access between 9am and 3pm on 21 June to windows in living areas (family rooms, rumpus, lounge and kitchens) and to 50% of the primary private open space*

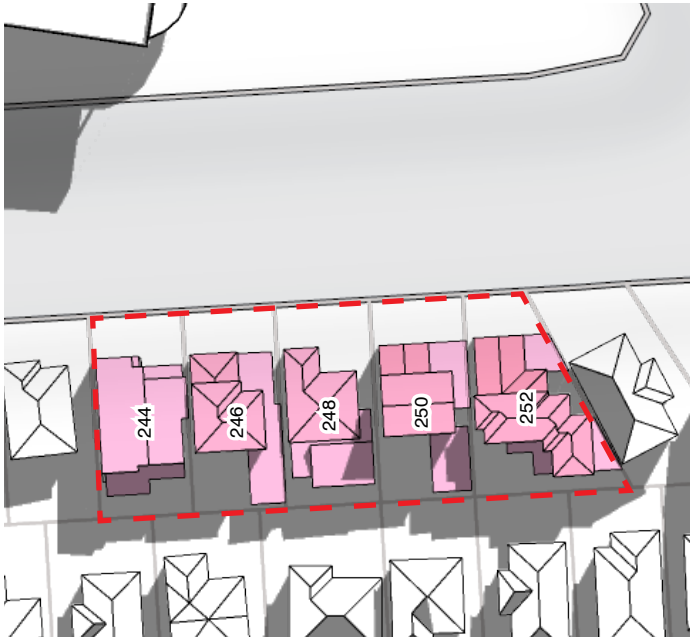
Therefore the impact of the proposal has been tested against DCP 4A, 4.3 C3: *Where the primary private open space of an adjoining development currently receives less than the required amount of sunlight on 21 June (50% coverage for a minimum of 2 hours), the proposed development must not further reduce the amount of solar access to the private open space of the adjoining development.*

Conclusion

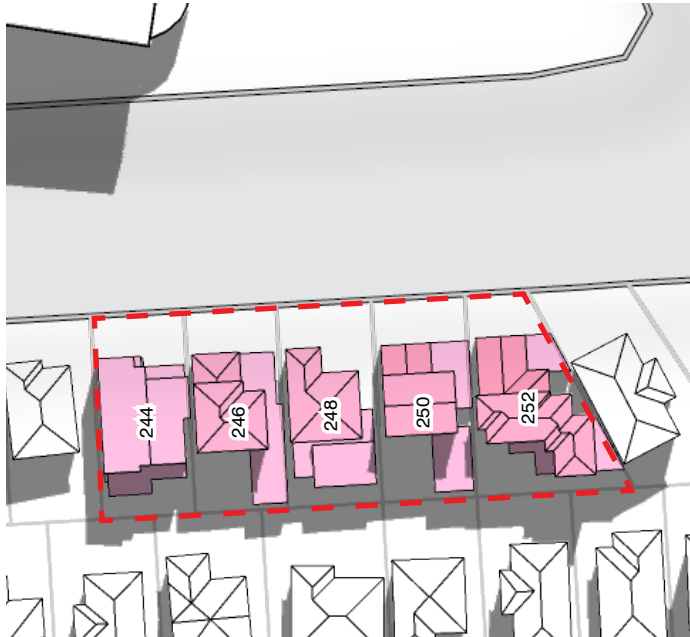
It can be seen from the adjacent diagrams that there is no additional overshadowing impact from the proposal to the primary private open space of any of the 5 dwellings in question which is consistent with Section 4A.4.3, Clause C3 of the DCP.



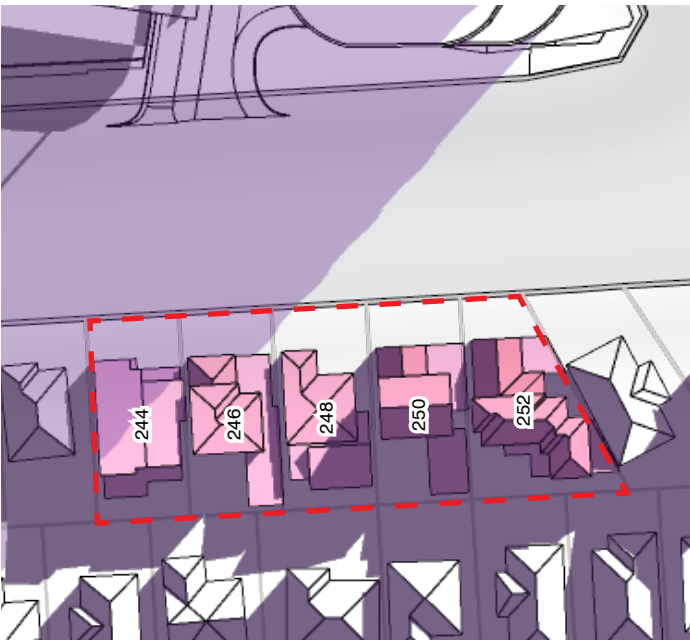
Existing
9am (21st June)



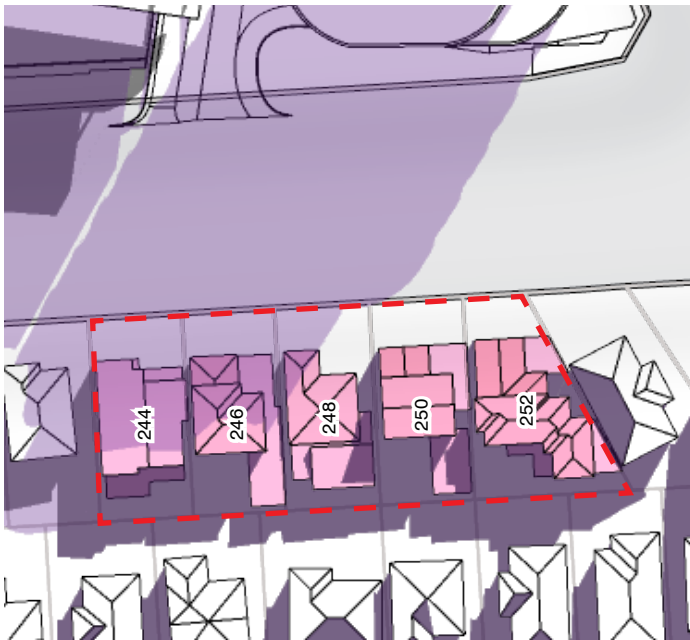
Existing
10am (21st June)



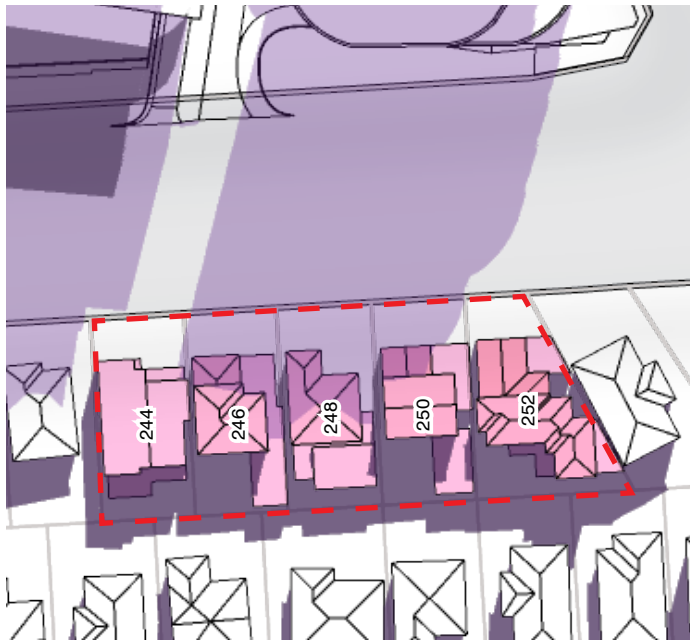
Existing
11am (21st June)



Proposed scheme shadow plan at 9am (21st June)
No additional impact to primary private open space.



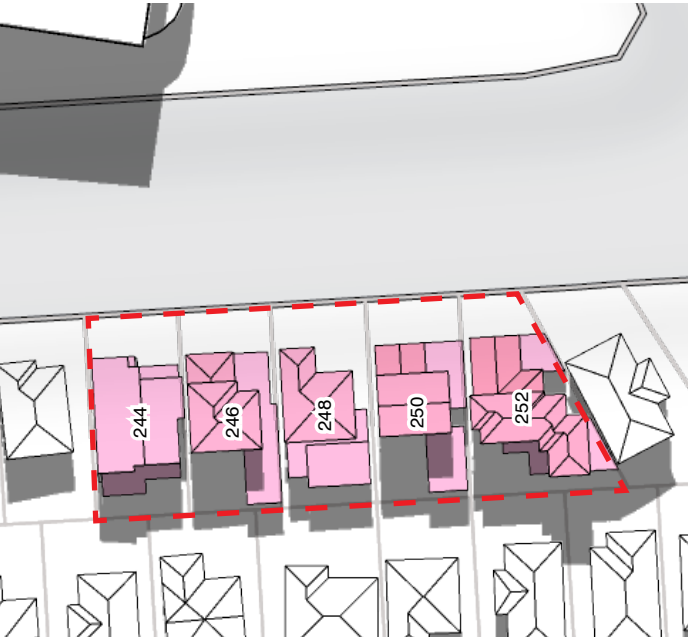
Proposed scheme shadow plan at 10am (21st June)
No additional impact to primary private open space.



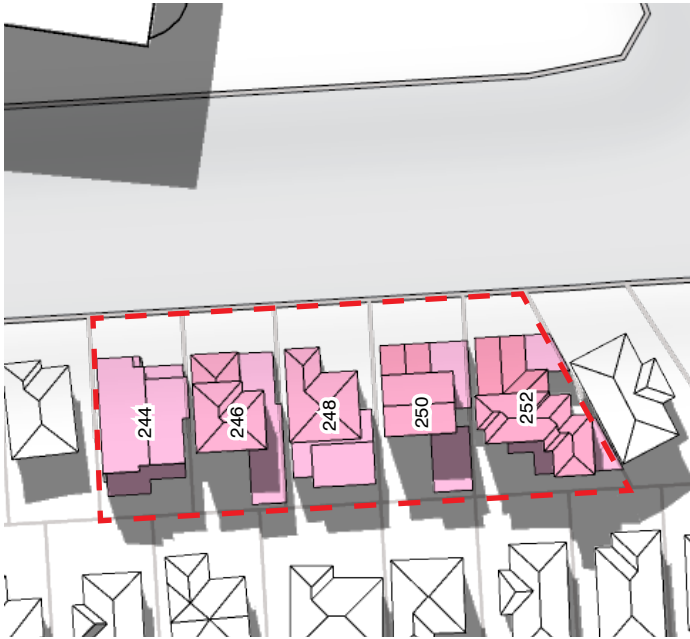
Proposed scheme shadow plan at 11am (21st June)
No additional impact to or primary private open space.

- Legend
- Shadow cast by existing buildings only
 - Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

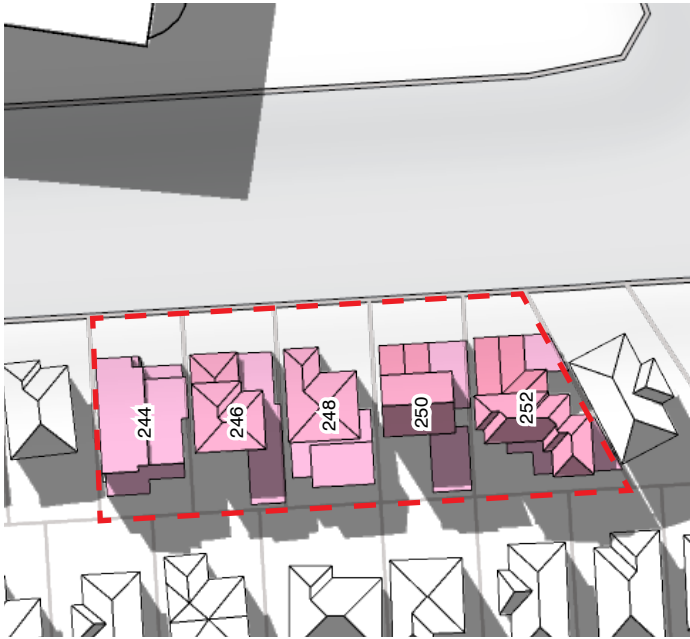
Overshadowing Assessment



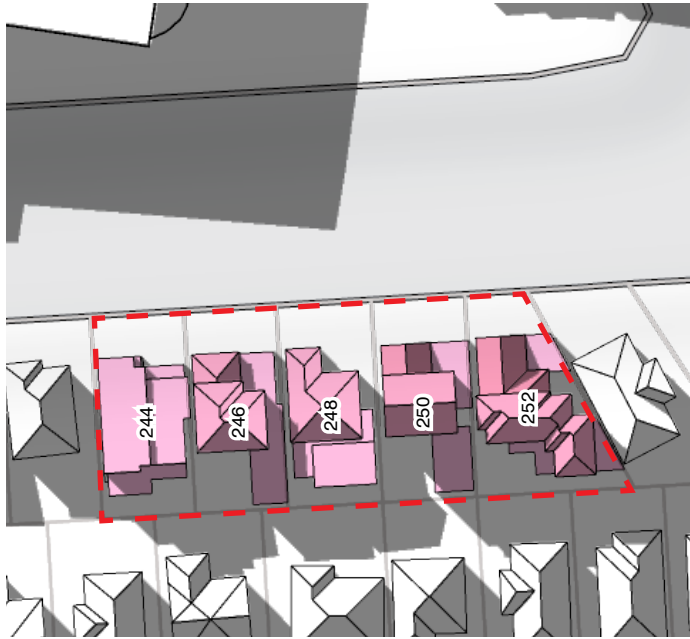
Existing
12pm (21st June)



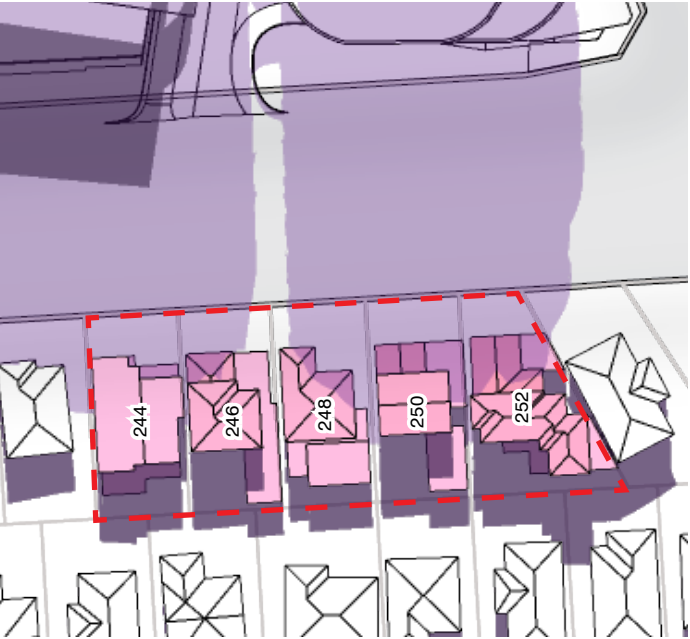
Existing
1pm (21st June)



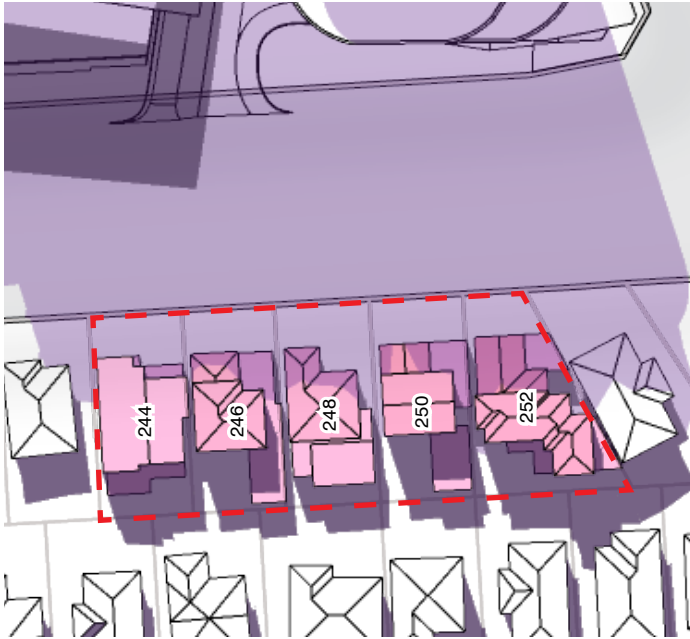
Existing
2pm (21st June)



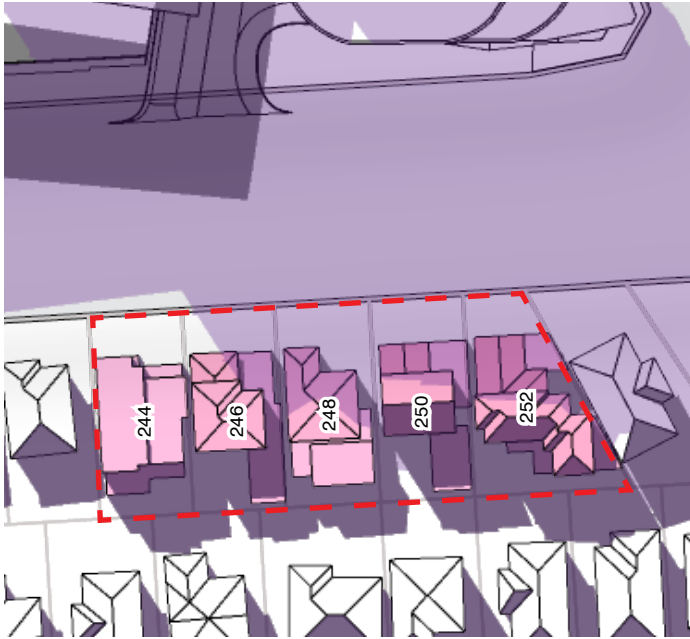
Existing
3pm (21st June)



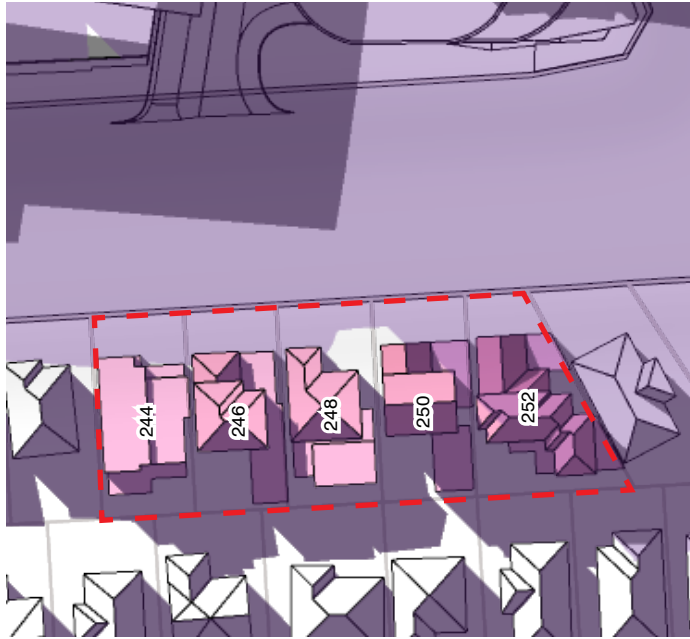
Proposed scheme shadow plan at 12pm (21st June)
No additional impact to primary private open space.



Proposed scheme shadow plan at 1pm (21st June)
No additional impact to primary private open space.



Proposed scheme shadow plan at 2pm (21st June)
No additional impact to primary private open space.



Proposed scheme shadow plan at 3pm (21st June)
No additional impact to primary private open space.

Overshadowing Assessment

2. North elevations: location of living areas and overshadowing impacts

Likely location of living areas for 5 properties in question
A desktop analysis of each of the 5 affected properties was undertaken to identify the location of living rooms in these properties, to comply with Clause 4A, 4.3 Solar Access Section C1. The study revealed that the living areas appear to be located on the southern sides of each dwelling (except for No. 250 Wentworth Ave - where the location of the living room is unknown).

No 244 Wentworth Ave



North elevation

No 246 Wentworth Ave

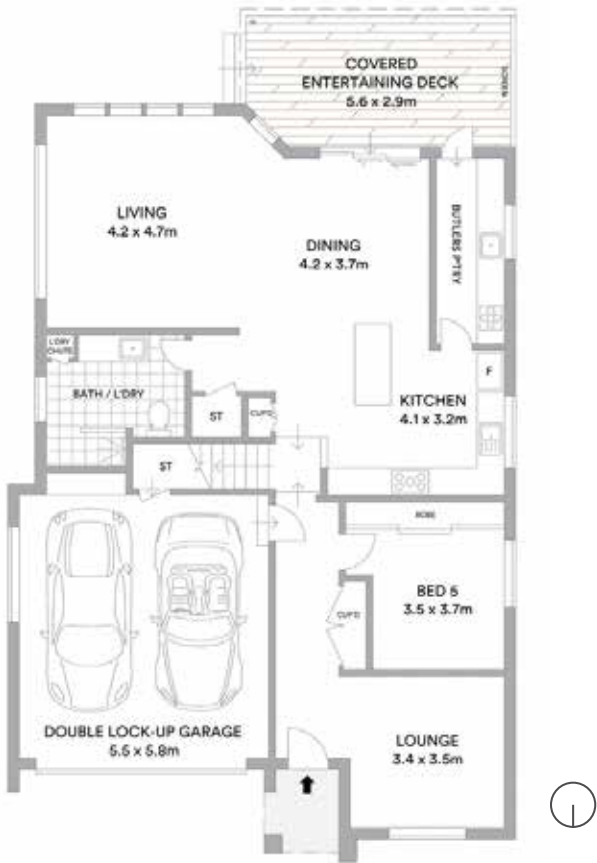


North elevation (source: domain.com.au)

No 248 Wentworth Ave



North elevation



Plan (source- Domain.com.au)

With the exception of a small lounge area at the front/ north of the dwelling, the main living areas are on the southern side.



Living room (source: domain.com.au)

Although no plan of the dwelling is available, it can be seen in the photograph above that the main living areas and their windows open to the rear fence on the southern side of the property.



Living room (source: domain.com.au)



Sitting room (source: domain.com.au)

Although no plan of the dwelling is available, it can be deduced from the photograph above that there is a small sitting room on the northern side, adjacent to the front door, and larger living areas to the rear on the southern side of the property.

Overshadowing Assessment

No 250 Wentworth Ave



North elevation

There are no floor plans or internal photographs of the dwelling available. However, looking at the north elevation it can be observed that the car port and front door occupy approximately 2/3 of the width of the dwelling. It can be reasonably assumed that the remaining 1/3 wide room at the front would be too narrow to be the main living area. It is therefore assumed that a main living area is located at the rear of the property.

No 252 Wentworth Ave



Living area (Source: domain.com.au)



Main living area (Source: domain.com.au)

There are no floor plans of the dwelling available. However, looking at the internal photographs it can be assumed that the living areas are located on the southern side of the dwelling. The left photo shows a hallway leading from the front door to a living area, and the top photo shows the living area opening to the rear garden.

Overshadowing Assessment

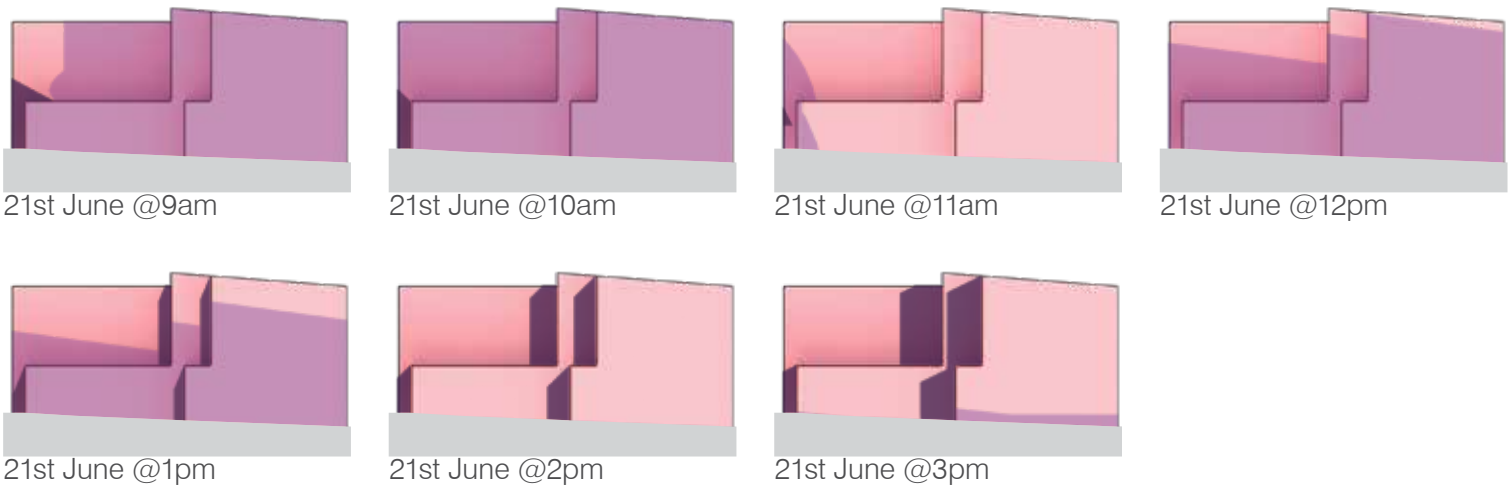
Analysis of overshadowing impacts to north elevations
In consultation with Council, it was requested that the north elevations of the five houses in question be tested for solar access against Clause 4A below:

4A, 4.3 Solar Access Section C1 Buildings (including alterations/additions/extensions) are to be designed and sited to maintain approximately 2 hours of solar access between 9am and 3pm on 21 June to windows in living areas (family rooms, rumpus, lounge and kitchens) and to 50% of the primary private open space areas of both the subject site and adjoining properties. (The Botany Bay DCP 2013, Policy 4A Dwelling Houses)

Regardless of the desktop analysis which revealed that the main living rooms are most likely located to the rear/south side of the properties, the proposal has been designed to ensure that there is appropriate solar access to the front elevations of the five houses in question.

Conclusion

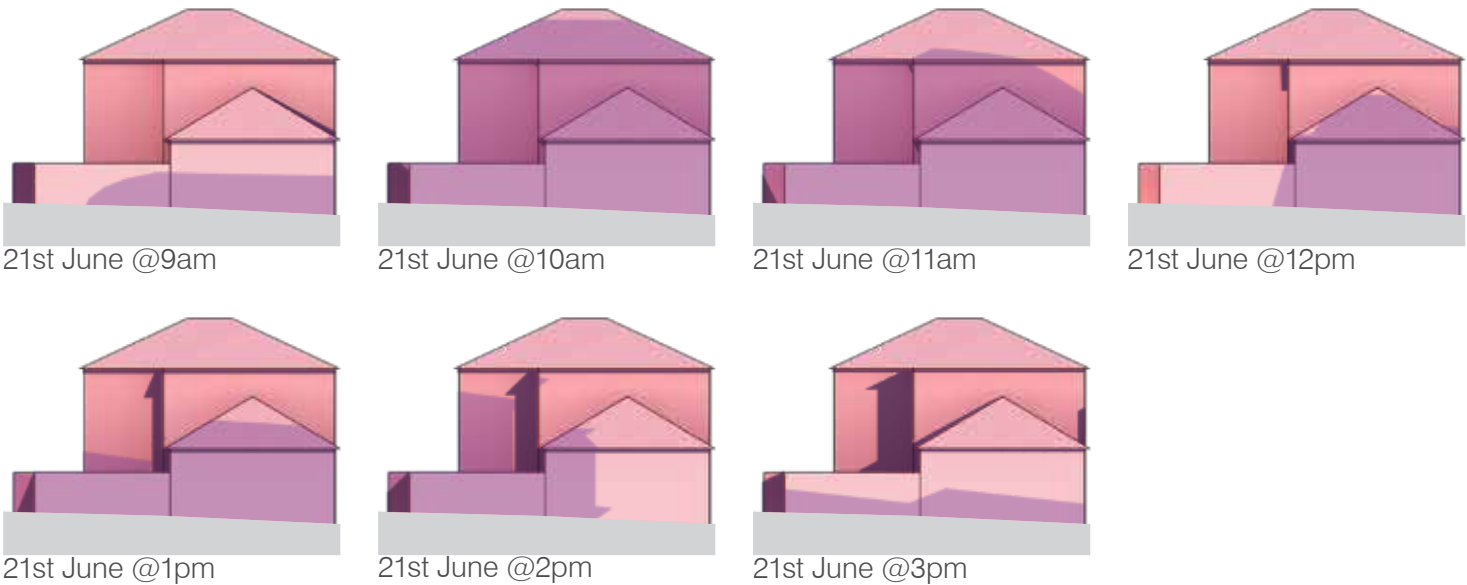
- The northern elevations receive a minimum of 1 hour of solar access in midwinter between the hours of 9am to 3pm. It is recommended that any future development maintain a minimum of 1 hour solar access to the front/ northern windows along Wentworth Avenue.
- (Note that the study is based on the 3D model built by Architectus adapted from the a 3D model purchased from NearMap, but there has not been a detailed survey undertaken to identify specific window locations.)



244 Wentworth Avenue:
Solar access to north elevation.

The elevation is in full sun at 11am and again between 2pm and 3pm.

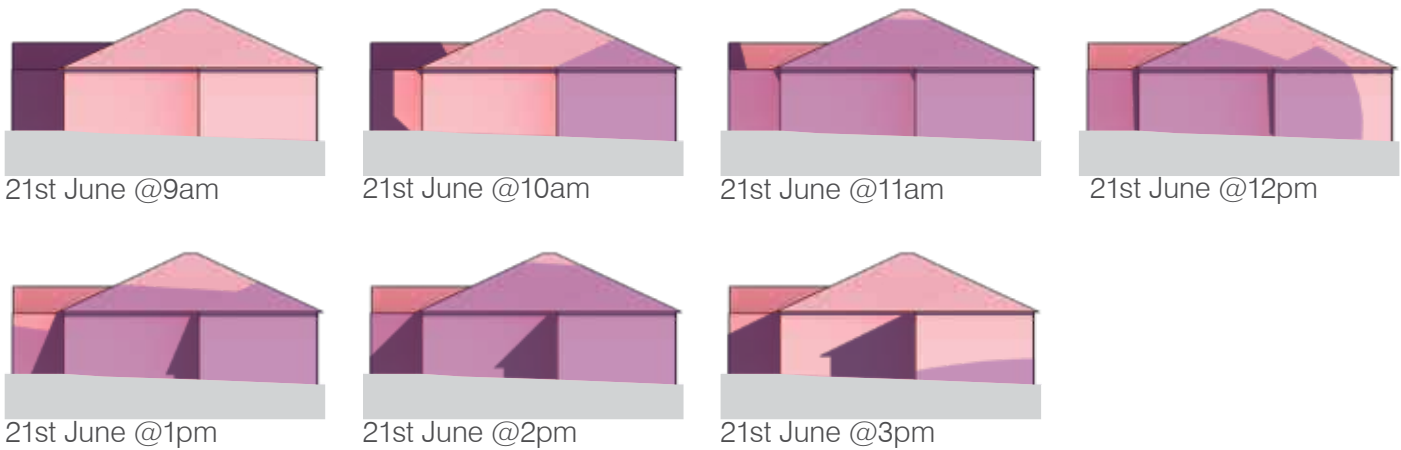
It can therefore be demonstrated that the northern windows receive a minimum of 1hr 30min of sun between 9am and 3pm.



246 Wentworth Avenue:
Solar access to north elevation.

The elevation is in sun between 9am and 9.15am, again from 2.15pm to 3pm.

It can therefore be demonstrated that the northern windows receive approximately 1hr of sun between 9am and 3pm.



248 Wentworth Avenue:
Solar access to north elevation.

The elevation is in full sun between 9am and 9.45am, and again from 2.40pm to 3pm.

It can therefore be demonstrated that the northern windows receive approximately 65mins of sun between 9am and 3pm.

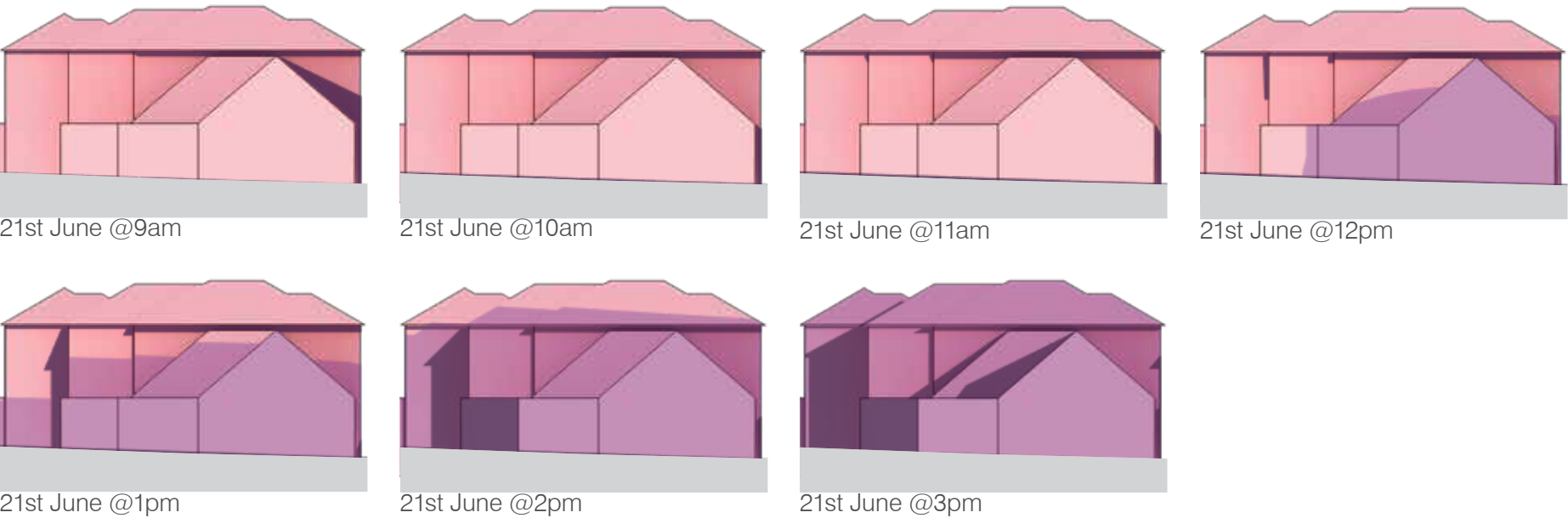
Overshadowing Assessment



250 Wentworth Avenue:
Solar access to north elevation.

The elevation is in full sun between 9am and 10.30am.

It can therefore be demonstrated that the northern windows receive a minimum of 1hr 30min of sun between 9am and 3pm.



252 Wentworth Avenue:
Solar access to north elevation.

The elevation is in full sun between 9am and 11am.

It can therefore be demonstrated that the northern windows receive a minimum of 2hrs of sun between 9am and 3pm.

- Legend
- Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

3. Analysis of overshadowing impacts to front yards

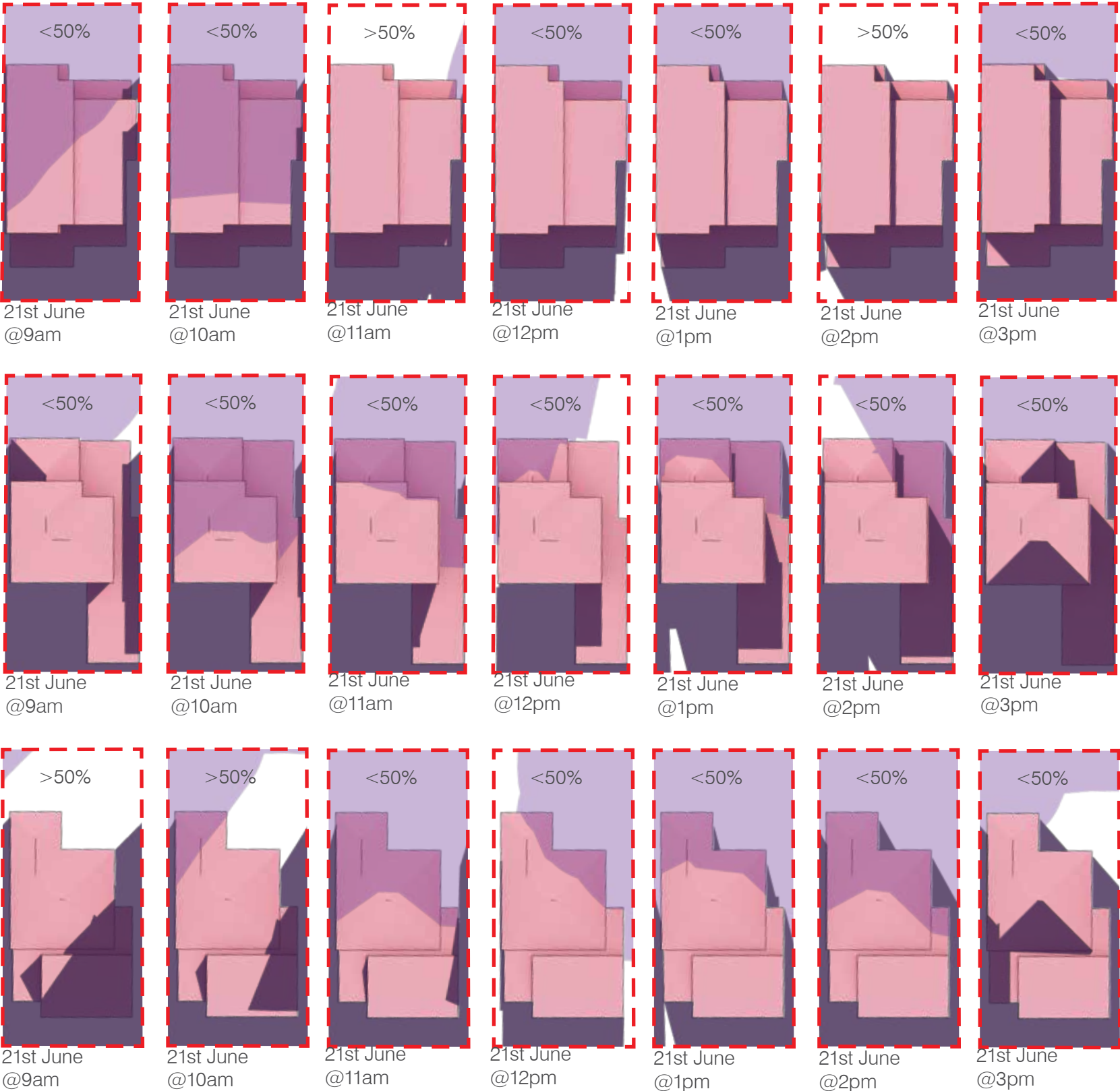
Regardless of living areas and primary private open space being located to the rear of the properties, the proposal was also tested for solar access to the front yards of each property.

Conclusion

It is considered reasonable that the proposal should achieve a minimum of 1 hour of sunlight to 50% of each front yard where the primary private open space at the rear is not achieving the minimum 50% coverage for a minimum of 2 hours on the 21 June.

The detailed overshadowing study of front yards is adjacent and demonstrates that this is achieved.

Note: the adjacent overshadowing study does not include the additional overshadowing created by the existing front fences of properties 246, 250 and 252 Wentworth Avenue (which due to the properties' location on a major arterial road, are solid walls to a height of approximately 2 metres to provide acoustic buffering and enhanced privacy).



244 Wentworth Avenue
Solar access >50% in front garden

10:40am - 11:27am
1:34pm - 2:42pm
(115mins in total)

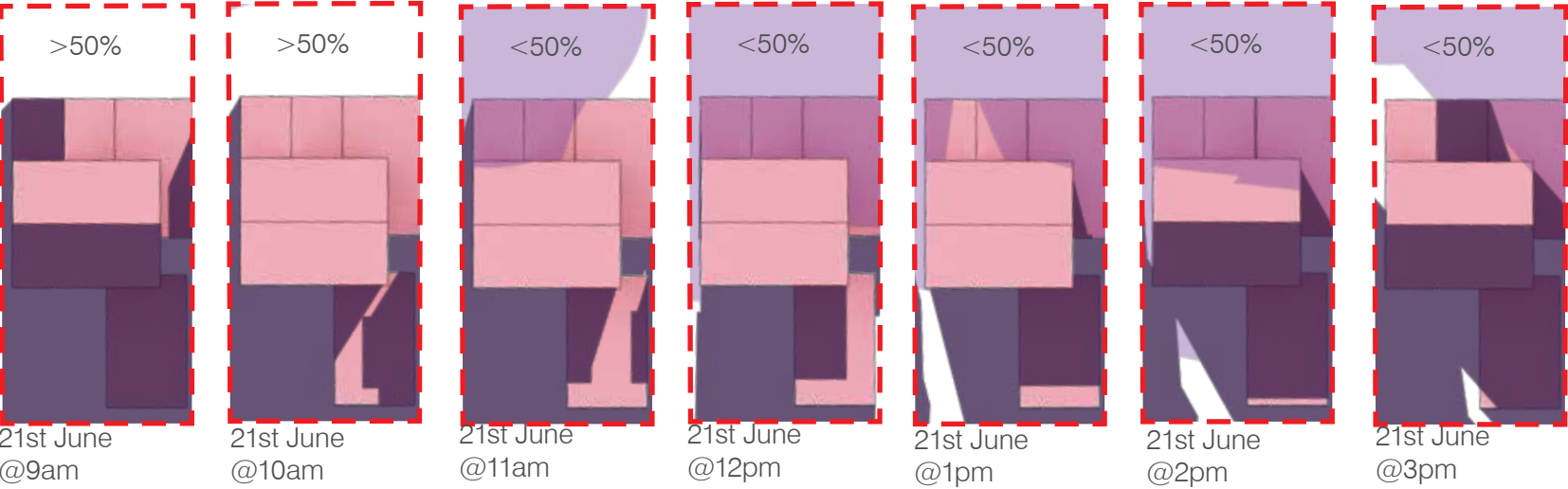
246 Wentworth Avenue
Solar access >50% in front garden

11:25am - 11:53am
2:07pm - 2:42pm
(63mins in total)

248 Wentworth Avenue
Solar access >50% in front garden

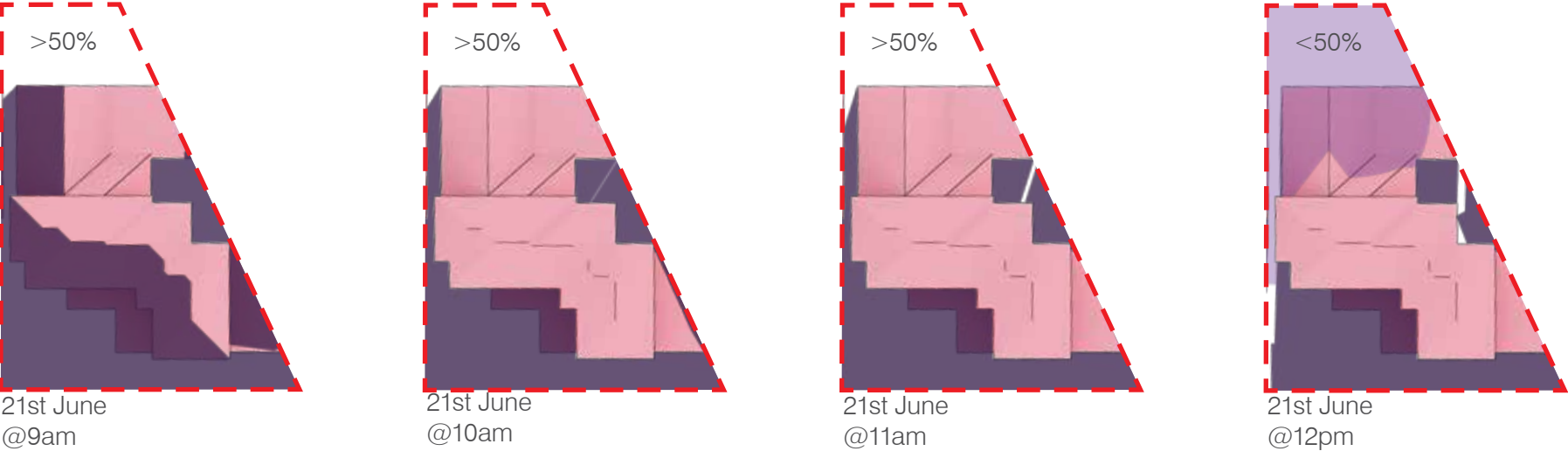
9:00am - 10:00am
2:40pm - 2:55pm
(75mins in total)

Overshadowing Assessment



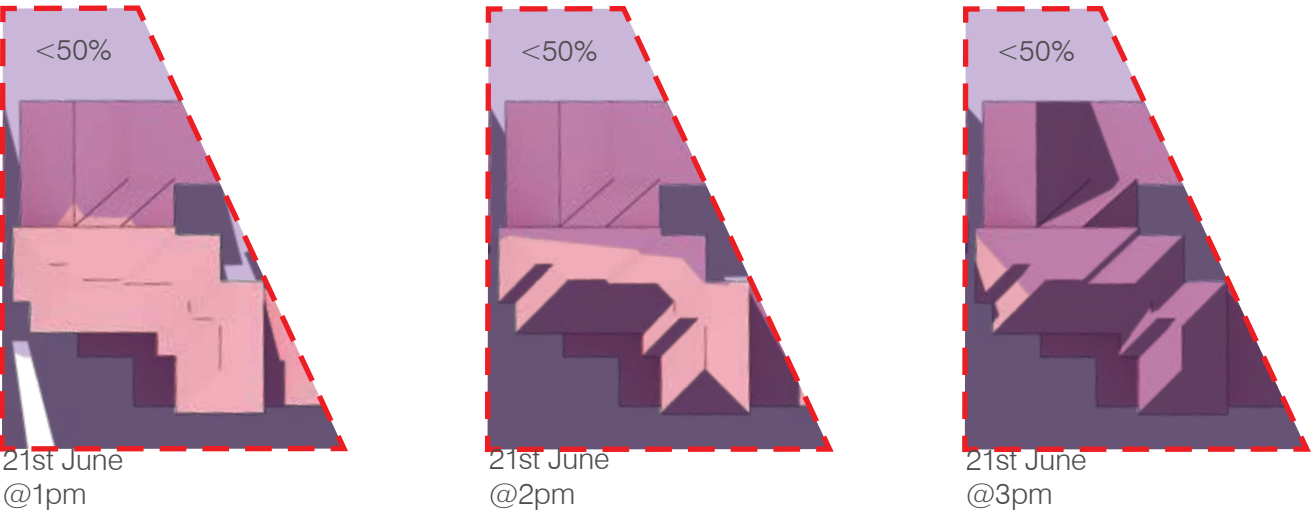
250 Wentworth Avenue
Solar access >50% in front garden

9:00am - 10:40am
(100mins in total)



252 Wentworth Avenue
Solar access >50% in front garden

9:00am - 11:25am
(145mins in total)



Legend

- Additional shadow area of the proposal
- Shadow cast by both existing buildings and new proposal
- Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail



Overshadowing Assessment

Spring Equinox shadows (21 September)

Equinox shadows have been assessed under the Botany Bay DCP 2013, Policy 4A.4.3 Solar Access, which states:

Control C5: *Where a neighbouring development currently receives less than the required amount of sunlight (on 21 June) the amount of sunlight available on the 21 March or the 21 September will be assessed and form a merit based assessment of the Development Application*

The shadow diagrams adjacent analyse overshadowing impacts on the 21st of September and conclude that the proposed development does not create any additional overshadowing impact to the adjacent properties at this time. On this basis the proposal would comply positively on a merit based assessment.



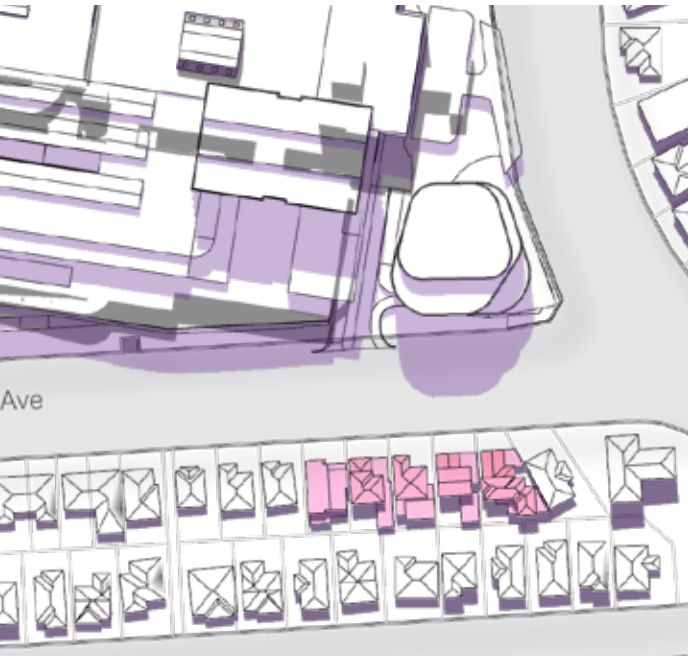
Shadow plan at 9am (21 September)



Shadow plan at 10am (21 September)



Shadow plan at 11am (21 September)



Shadow plan at 12pm (21 September)



Shadow plan at 1pm (21 September)



Shadow plan at 2pm (21 September)

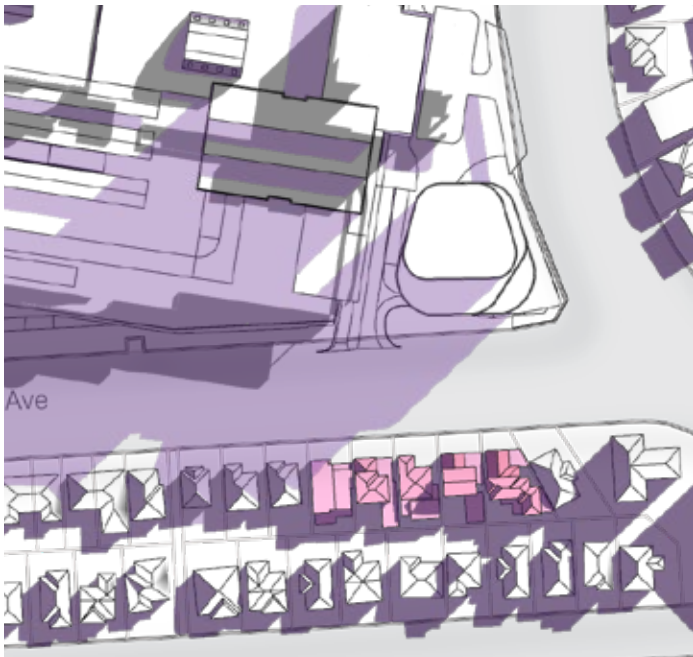


Shadow plan at 3pm (21 September)

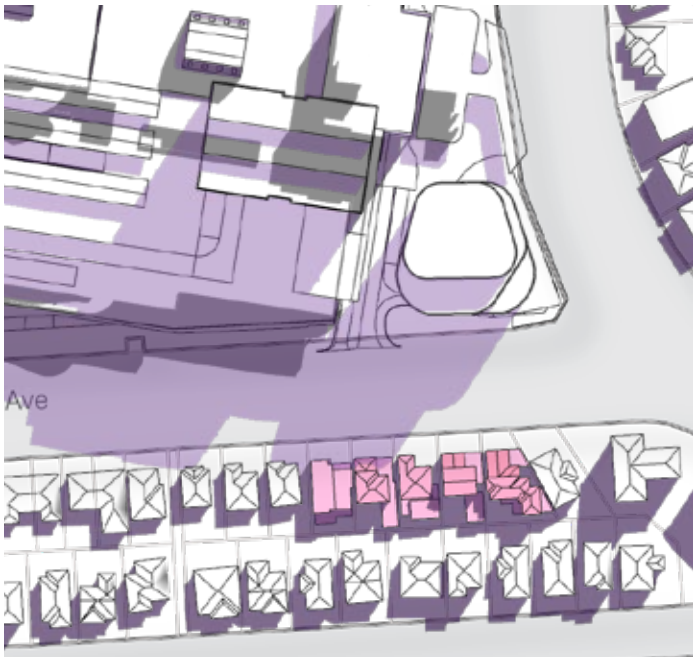
- Legend
- Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment

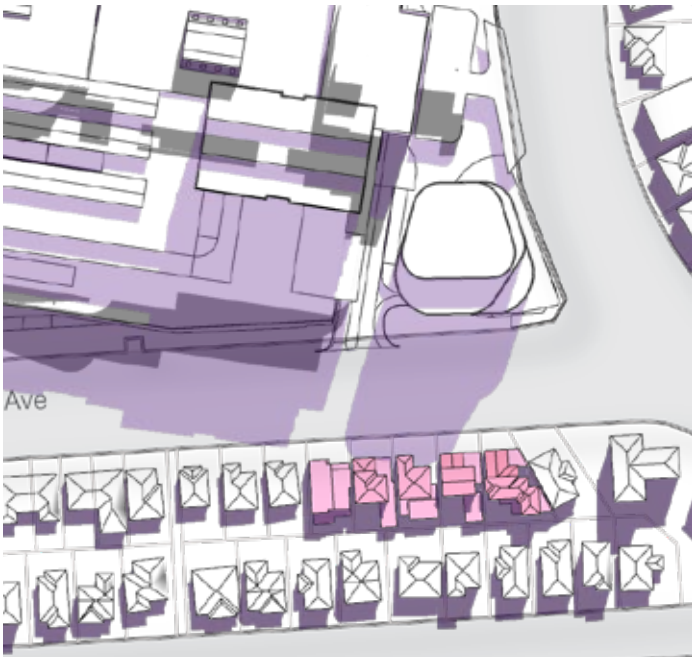
Further analysis undertaken beyond the equinox times demonstrates that all properties can achieve a minimum of 2 hours solar access to 100% of the front yards and northern facade of the 5 properties in question from approximately the 3rd of August to the 10th of May. Outside of this period, the overshadowing impact is still reasonable with at least 1 hour of solar access to 50% of the front yards as demonstrated in the overshadowing studies on the previous pages.



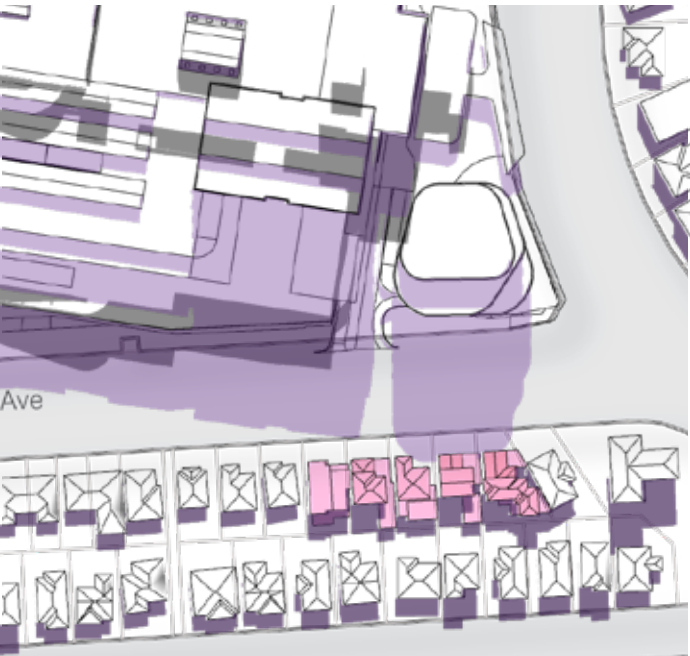
Shadow plan at 9am (03 August)



Shadow plan at 10am (03 August)



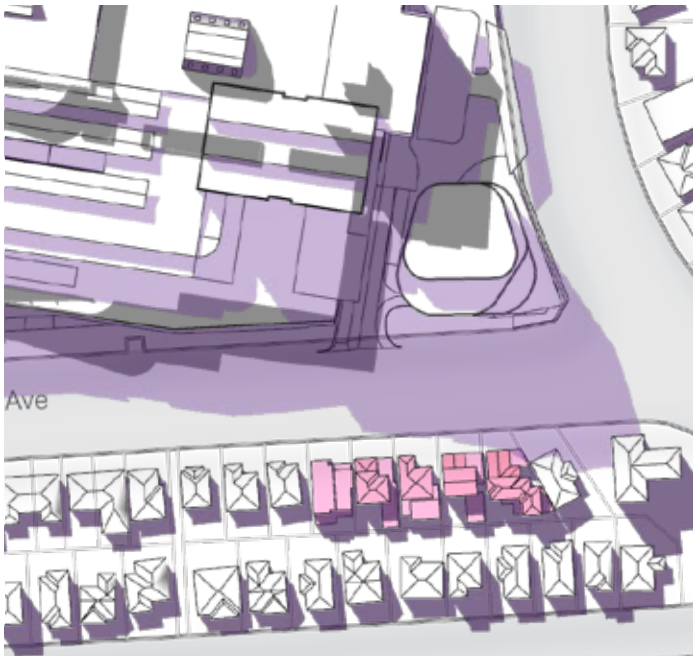
Shadow plan at 11am (03 August)



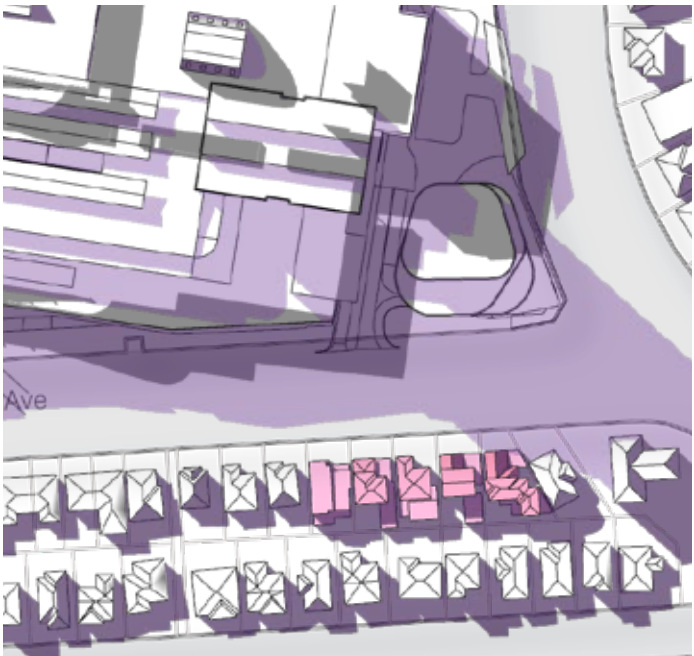
Shadow plan at 12pm (03 August)



Shadow plan at 1pm (03 August)



Shadow plan at 2pm (03 August)



Shadow plan at 3pm (03 August)

- Legend
- Additional shadow area of the proposal
 - Shadow cast by both existing buildings and new proposal
 - Properties not currently complying with DCP 4A, 4.3 C1, analysed in further detail

Overshadowing Assessment

Summary of overshadowing assessment

Due to the detailed and thorough nature of the overshadowing assessment, this section of the report is quite long. A summary of key findings is therefore provided below and in the table adjacent.

The study indicates that during the winter solstice the proposed towers cast long shadows that are relatively fast moving and affect the surrounding residential areas for relatively short periods of time. The greatest impact on residential dwellings is seen in the area immediately to the south of Wentworth Avenue. There are 5 houses on Wentworth Avenue (Numbers 244, 246, 248, 250, 252). More detailed analysis of these 5 dwellings found that:

- There is no additional overshadowing to primary private open space at the rear of the 5 properties. (per Section 4A.4.3, Clause C3.)
- A desktop study revealed that it can be reasonably assumed that the living areas of the 5 houses in question are located at the rear/ southern side of each property and so do not require the minimum 2 hours of solar access on 21 June to their front façades. (per 4A, 4.3, clause C1)
- Notwithstanding the location of living areas for the 5 dwellings, the proposal ensures a minimum of 1 hour solar access to at least 50% of the front-yards in mid winter between the times of 9am to 3pm.
- The proposal also ensures a minimum of 1 hour solar access to the front building façades.
- Between the equinox times (from the 21st September to 21st March), the proposed development does not create any additional overshadowing impact
- Before and after the equinox, from approximately the 3rd August to the 10th May, all 5 properties achieve a minimum of 2 hours solar access to 100% of the front yards and northern facade.

Overshadowing Assessment

	Control	244 Wentworth Ave	246 Wentworth Ave	248 Wentworth Ave	250 Wentworth Ave	252 Wentworth Ave	Compliance
Existing solar access to living areas and primary Private Open Space	4A, 4.3 Solar Access Section C1 ..2 hours of solar access between 9am and 3pm on 21 June to windows in living areas.. and to 50% of the primary private open space areas.	Less than two hours existing sunlight to living areas and primary private open space, therefore refer to 4A,4.3,C3.					Self-shadowed under existing conditions
Primary Private Open Space	4A, 4.3 Solar Access Section C3 Where the primary private open space ...currently receives less than the required amount of sunlight on 21 June, the proposed development must not further reduce the amount of solar access to the private open space.	No additional overshadowing					Complies
Front yards- minimum sunlight achieved	Additional testing and control proposed by the proponent. Min. 1hr sunlight to 50% of front yard on 21 June	1hr, 55min	1hr, 3min	1hr, 15min	1hr, 40min	2hrs, 25min	Complies with proposed control
North elevation- minimum sunlight achieved	Additional testing and control proposed by the proponent Min. 1hr sunlight to north elevation on 21 June	1hr, 30min	1hr approx.	1hr, 5min	1hr, 30min	2hrs	Complies with proposed control
Spring Equinox (similar at Autumn)	4A, 4.3 Solar Access Section C5 Where a neighbouring development currently receives less than the required amount of sunlight (on 21 June) the amount of sunlight available on the 21 March or the 21 September will be assessed and form a merit based assessment of the Development Application.	No additional overshadowing to properties					Satisfies merit based assessment
Between 03 August and 10-May	Additional merit based testing undertaken by the proponent	Minimum 2hrs to 100% of front yards and north elevations achieved					Satisfies merit based assessment





7 Conclusion & Recommendations

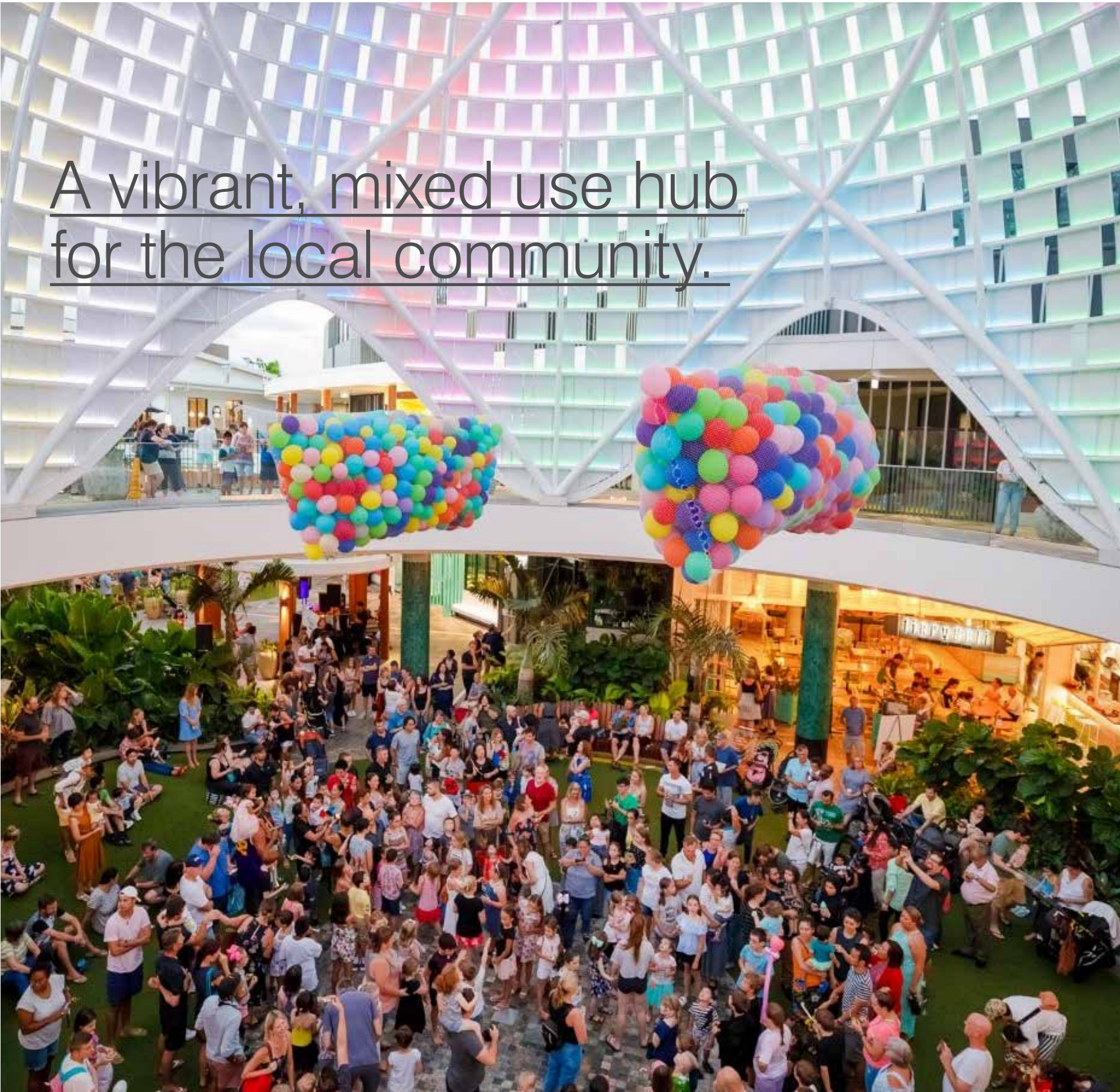
7.1 Conclusion

Identified as a Strategic Centre within the Eastern City District Plan, the opportunity exists to directly contribute to the priorities set out in the Plan by expanding the offer provided at Westfield Eastgardens beyond a traditional internalised retail mall, to a vibrant, mixed use hub for the local community.

With an improved arrival experience, and better connections to various modes of travel including bus, taxi, ride-share and pedestrian links, the centre will be more easily accessible to the local community for all demographics and ages.

With the potential to provide an additional 900 – 1,100 new retail jobs (full-time and part-time) and some 980-1,225 new commercial office jobs, the redevelopment of Westfield Eastgardens will play a significant role in strengthening the local economy and meeting the higher jobs target of 9000 for the Eastgardens-Maroubra Junction Strategic Centre.









The master plan illustrated within this updated planning proposal presents a re-imagined scheme that directly responds to the comments from consultation with Bayside Council and Council’s independent urban design assessment.



The community gathering under “the urchin” at Westfield Chermiside

Conclusion

Key benefits of the revised scheme include:

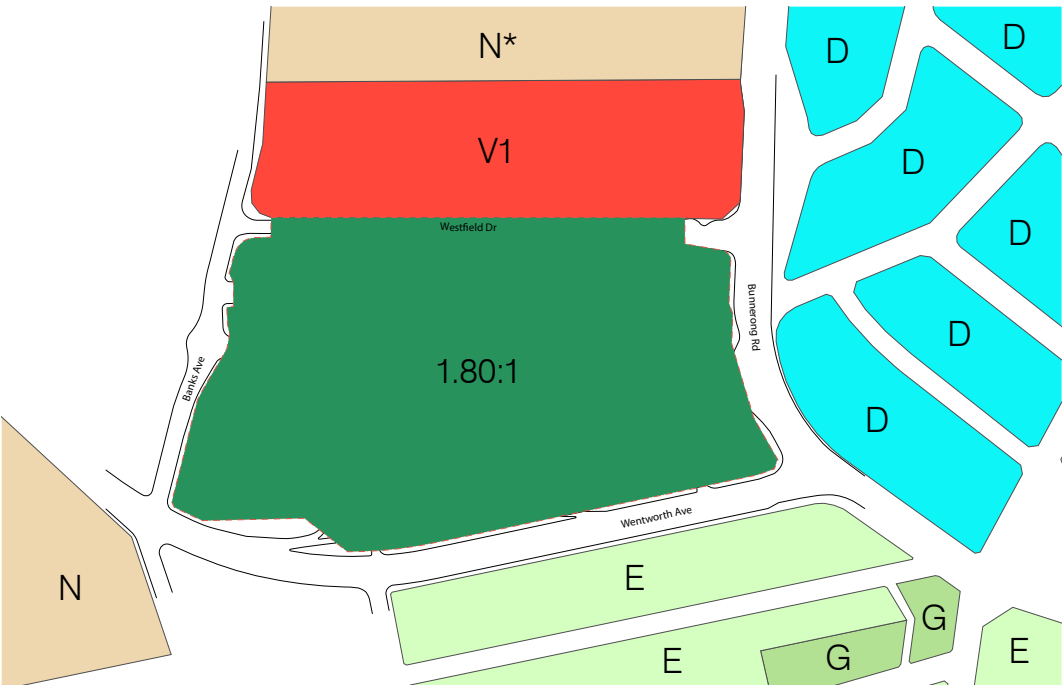
-  01
Exciting new publicly accessible civic plaza at the front door to the centre, defined by active edges and integrated with an upgraded bus terminus
-  02
Achievement of a comfortable scaled street wall height along Bunnerong Road with taller built form set back off the street onto the existing retail podium
-  03
Greater connections and interface with the community, through an enhanced arrival experience and externalisation of the retail offer at each end
-  04
Expansion of the offer beyond retail to include new commercial, entertainment, education, medical, and services for the community
-  05
Adequately sized A-grade commercial floorplates that will be unique in the strategic centre and respond to market demands
-  06
Defined location and shape of the proposed 59m commercial tower to significantly reduce overshadowing and visual impacts
-  07
Enhanced identity and presence through the addition of an iconic, landmark mixed-use building at the corner of Bunnerong Road and Wentworth Avenue, together with an integrated landscape experience throughout the whole centre, inside and out
-  08
Provision for future mixed use development in the north-eastern corner of the site that contributes to the realisation of the holistic master plan vision for the whole centre.

7.2 Recommendations

It is recommended that the FSR and height controls applicable to the site be revised as outlined in the adjacent diagrams.

For detailed controls including built form, open space setbacks, refer to the draft site specific DCP for the site.

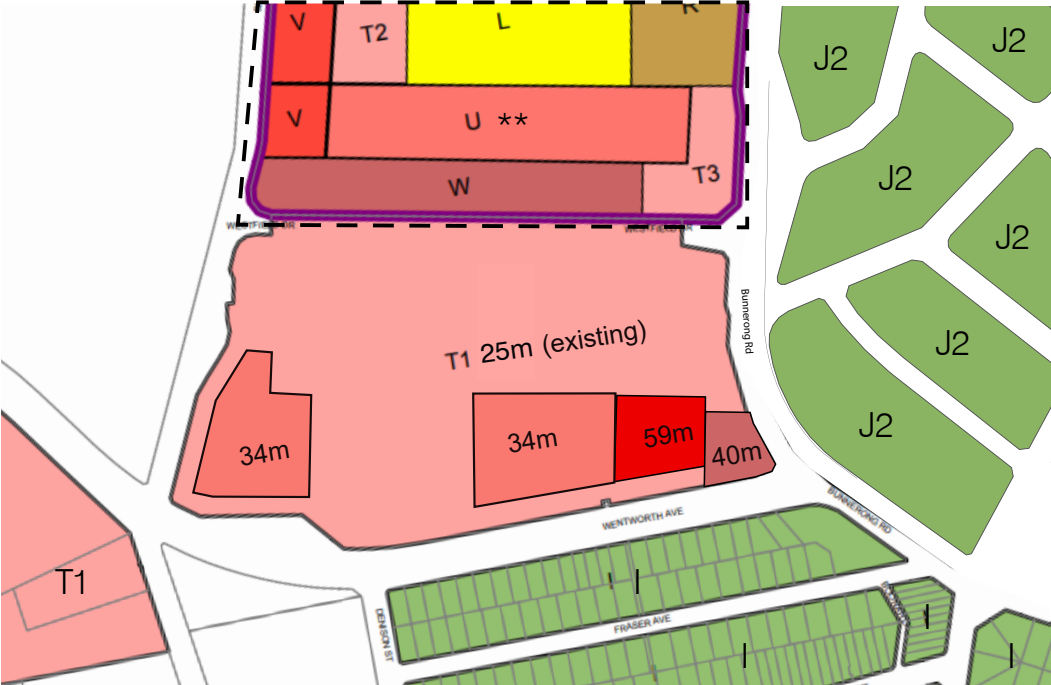
Proposed LEP amendments



Proposed FSR

Maximum Floor Space Ratio (n:1)

D	0.5
E	0.55
G	0.65
N	1
1.80:1	
V1	3



Proposed Height of Buildings

Maximum Building Height (m)

I	8.5	V	39
J2	9.5	W	44
L	11	34m	34
T1	25	40m	40
T2	28	59	59
U	32		

[-] Refer to Appendix B for the amended approved heights

For the maximum floorplate area within the 59m height zone refer to draft DCP

Note:

*FSR for Stage 2 Meriton site redevelopment has now been approved through Council to be 2:1 (awaiting gazettal)

**LEP maximum building heights for the Stage 1 Meriton site are less than the approved building heights as per the NSW Land and Environment Court Proceedings No. 20730/14, Dated 7/8/15 (refer to Appendix B)

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A Appendix

Assessment of revised proposal against
Bayside Council's independent review of
previous planning proposal

Assessment against key opportunities raised in independent review

The proposed revised master plan has successfully addressed the issues identified in the independent review commissioned by Council with a well considered proposal that contributes to the local amenity and the economy of the strategic centre.

The adjacent table summarises the points of concern raised in the independent review and how they have been responded to in the revised proposal.

Assessment of Master Plan against independent review

Key issue	Independent review comment	Master Plan response	Document reference
Planning Justification			
– Justification for additional height and FSR	– The scale of the towers is driven by the additional FSR sought and insufficient planning justification is provided to explain the need for this additional yield.	– The proposal meets the strategic priorities set out in the Eastern City District Plan by maximising employment and services for a growing population within the Eastgardens-Maroubra Junction Strategic Centre. – Proposed height and increased FSR is focused around a transport interchange. – Relates to the future built form scale of the Meriton residential development, while distinguishing the proposal at Westfield Eastgardens as a clear mixed use town centre with a variety of building types, uses and scales, distinct from the Meriton site.	– Section 2.1 Strategic Context – Section 4.3 Evolution of Design
– Justification for location of proposed tower	– Analysis not provided that determines that the location of the 70 metre tower is appropriate. – The developable areas nominated in the Urban Context Report appear to be based on structural and logistical feasibility considerations rather than driven by improvements to existing built form or streetscape outcomes, contextual relationships and associated amenity impacts. – No investigation of lower built forms distributed around the site (as an alternative to a taller tower) have been provided to improve overshadowing or streetscape improvements.	– Locations needs to be linked to the Bunerrong Road activity corridor and an active ground plane; have direct access to public transport; meet the ground at a logical location to provide both a separate address point and prominent commercial address for each building from street level; work with existing retail planning and the established east-west mall axis and skylights; and utilise available undeveloped land where possible. The Eastern plaza is a suitable location to best meet the above requirements. – Located at this eastern front door, careful placement of the proposed tower ensures generous setbacks from the street boundary are achieved to mitigate visual and overshadowing impacts. – Distributing towers around the site would result in cores penetrating multideck parking or retail shops, would reduce the critical mass required for a commercial precinct, and would be commercially unfeasible due to the disruption to tenancies within the operational centre, and construction cost of multiple lift cores and plants for several smaller towers.	– Section 4.3 Evolution of Design – Chapter 6, Testing and Assessment

Key issue	Independent review comment	Master Plan response	Document reference
Interface responses and connectivity			
<ul style="list-style-type: none">Active street frontages and quality of streetscapes	<ul style="list-style-type: none">Provision of a transport hub has not resulted in investigation of a street-based design outcome to the centre other than to Bunnerong Road.Corner activation nominated but this is dislocated from the mall entries.Street activation limited to east and west only.	<ul style="list-style-type: none">An active publicly accessible pedestrian plaza and upgraded transport interchange at the eastern end, together with the revitalisation of the western end of the centre, provides the opportunity to re-focus activity from a central internalised mall to active hubs at each end.Corner activation purposely separated to create an activated public plaza, and to give a separate identity to the office building that is distinct from the retail mall. The tower will not feel dislocated from retail, but will be an important part of activating the public plaza.While the current functions of Westfield Drive and Wentworth Ave are operationally important and need to be retained, the quality of both streetscapes will be improved (including new public art, lighting, landscaping, pedestrian paths and traffic calming measures along Westfield Drive and strengthened landscape buffering and improved pedestrian crossings along Wentworth Avenue).The extensive perimeter of the site, and existing centre layout cannot support a continuous active pedestrian edge. It is therefore preferable to focus activity around the eastern and western ends with urban, walkable precincts with street-based interfaces.	<ul style="list-style-type: none">Section 4.2 Urban Design PrinciplesSection 5.6 Westfield Drive interface / activation strategy
<ul style="list-style-type: none">Internalised	<ul style="list-style-type: none">The indicative scheme does not adopt town centre principles of externalising areas of activation around the site or of increased walkability or genuine site permeability.	<ul style="list-style-type: none">Proposal for western facade to externalise tenancies via outdoor terraces and for eastern entry to be centred around a new external plaza and active retail frontages. These proposed upgrades will re-focus activity from a central internalised mall to active hubs at each end.Proposed new buildings have entries and active frontages to Bunnerong Road.	<ul style="list-style-type: none">Section 5.2 The Master Plan - West PrecinctSection 5.3 The Master Plan - East Precinct

Key issue	Independent review comment	Master Plan response	Document reference
<ul style="list-style-type: none">– Car oriented design	<ul style="list-style-type: none">– The increase in internalised retail is likely to increase car use and discourage street based revitalisation.– An expansion of carparking is also proposed, contrary to the contemporary direction of new centres across NSW and District Plans, promoting walkability to reduce car dependencies.	<ul style="list-style-type: none">– New pedestrian focused plaza at the eastern end incorporates a re-developed bus terminus, which will add more capacity for public transport and significantly improve the passenger experience. New opportunities introduced for on-demand transport (ride-share, taxi), and defined pathways for pedestrian access.– New east and west address points for pedestrian access.– Upgrades to the Westfield Drive public domain will facilitate and promote walking connections with the Meriton site to the north.– New car parking is mainly to replace existing parking that is relocated for the retail development. Actual parking provision will be modelled at DA stage for assessment by Council.	<ul style="list-style-type: none">– Section 5.2 The Master Plan - West Precinct– Section 5.3 The Master Plan - East Precinct
<ul style="list-style-type: none">– Loss of vegetation buffer	<ul style="list-style-type: none">– Concerned that the proposal does not sufficiently secure tree retention and there seems to be some inconsistencies in the landscaped setbacks nominated for the north eastern part of the site.– Lack of landscape strategies for the northern and western edges of the site.	<ul style="list-style-type: none">– Vegetation buffer retained and expanded along Bunnerong Road and Wentworth Avenue into the new pedestrian plaza.– Vision for western end of the site is to create an “Urban Oasis” where landscape will be the focus of the precinct with vertically landscaped terraces and interactive green spaces from ground to roof-top.– New landscaping proposed along Westfield Drive to improve the amenity and comfort of the street while providing a buffer against the loading docks.	<ul style="list-style-type: none">– Section 4.2 Urban Design Principles– Section 5.1 The Master Plan– Section 5.6 Westfield Drive interface / activation strategy
<ul style="list-style-type: none">– Pedestrian connection from Meriton site to the north	<ul style="list-style-type: none">– The proposal delivers no substantial improvements to the northern interface which will continue to be dominated by vehicular access ramps and loading, providing a poor outcome to the residential areas to the north and directing pedestrian movement out only to the main road.	<ul style="list-style-type: none">– Proposed that pedestrian movements be separated from loading areas.– A variety of options for circulating are proposed to suit individual pedestrian needs.– Traffic calming strategies to improve safety for pedestrians.– New landscaping, public art and lighting is proposed to improve the amenity of the street.	<ul style="list-style-type: none">– Section 5.6 Westfield Drive interface / activation strategy

Key issue	Independent review comment	Master Plan response	Document reference
Height of Buildings			
<ul style="list-style-type: none">Relationship to surrounding context	<ul style="list-style-type: none">70 metre height not clearly justified.Lack of scale transition between proposed tower and adjacent context.Against Meriton height strategy - the maximum building height proposed for the indicative scheme appears to exceed the height of the approved developments to the north.	<ul style="list-style-type: none">The previously proposed 70m tall commercial tower has been reduced in height to 59m (less than the maximum height approved for the Meriton residential development) and is set back from the street edge above the retail podium, deeper into the site.The master plan broadly adopts the Meriton height strategy with a lower street wall fronting Bunnerong Road with a proposed height of 22m transitioning up 40m storeys at the south-east corner. Taller built form is set back to align with the taller built form under construction on the Meriton site. The proposed low-scale street wall along Bunnerong Road improves the interface with and transition to surrounding low density residential.	<ul style="list-style-type: none">Section 4.3 Evolution of Design
<ul style="list-style-type: none">Lack of justification for “Gateway” location	<ul style="list-style-type: none">Concern for location of previous proposed (March 2018 planning proposal) for 70m tower at “gateway” location on corner of Bunnerong Road and Wentworth Avenue.	<ul style="list-style-type: none">The previously proposed 70m tall commercial tower has been reduced in height to 59m and is now set back from the street deeper into the site. In its place a 40m tall commercial building is proposed for the prominent corner of Bunnerong Road and Wentworth Avenue. It is envisaged that this building would be a landmark sculptural building, set within the existing landscape buffer.	<ul style="list-style-type: none">Section 4.3 Evolution of Design
<ul style="list-style-type: none">Urban form options	<ul style="list-style-type: none">The maximum building height and massing distribution should be generated from a detailed study of the urban form outcomes across the elongated centre and ensuring minimal overshadowing.	<ul style="list-style-type: none">A number of options were tested that considered overshadowing and view impacts, site planning and commercial feasibility.The preferred option that is the subject of this planning proposal has a maximum height that meets DCP compliance by: 1) achieves a minimum of 2 hours of solar access between 9am and 3pm on 21 June to 50% of the primary private open areas of adjoining properties; 2) where this is not currently achieved, creates no additional overshadowing to the primary private open space of these properties; 3) achieves minimum 1 hour to >50% of the front yards on 21 June between 9am and 3pm to those properties that currently receives less than the required amount of sunlight to primary private open space.	<ul style="list-style-type: none">Section 1.3 Options TestedChapter 6, Testing and Assessment

Key issue	Independent review comment	Master Plan response	Document reference
<ul style="list-style-type: none">– Lack of GFA distribution breakdown	<ul style="list-style-type: none">– The applicant should provide a detailed breakdown of the expected GFA distribution across the site to allow Council to determine whether the indicative massing scheme is consistent with the capacity of the proposed uplift.	<ul style="list-style-type: none">– The revised planning proposal proposes no change in zoning from the current B3 Commercial Core land zoning. The increased FSR is anticipated to be allocated as 27,300sqm commercial and 37,500sqm of retail. The design and land-use will be developed as the project progresses, and in response to market demand. A future stage development will include flexible buildings which may accommodate commercial, hotel, build-to-rent and/or student accommodation uses in order to complete the master plan for the eastern end of the site.– A proposed GFA breakdown based on the reference scheme is provided in Appendix C.	<ul style="list-style-type: none">– Section 5.1 The Master Plan– Appendix C - GFA breakdown
<ul style="list-style-type: none">– Inappropriate primary and secondary setbacks	<ul style="list-style-type: none">– Upper level setbacks are insufficient and should be increased to Bunnerong Road to provide a more balanced streetscape and a human scale environment.	<ul style="list-style-type: none">– Setbacks have been revised from the previous planning proposal. An 8 storey street wall height at the corner of Bunnerong Road and Wentworth Avenue provides a transition with surrounding streetscapes and the 59m tower is set back behind the street wall and from the podium edge (with a minimum 35m setback from the southern boundary)	<ul style="list-style-type: none">– Section 5.1 The Master Plan– Section 5.5 Architectural Character, Materials and Finishes
<ul style="list-style-type: none">– Future planning stage	<ul style="list-style-type: none">– The intention for the “Future Planning Stage” is unclear as it is also nominated for building height increase to 34 metres.	<ul style="list-style-type: none">– The future planning stage in the north-east corner of the site is not subject to a request for additional height as part of this planning proposal. Indicative future built form for this location has been included in order to illustrate the complete master plan vision for the precinct and help guide Council’s LEP review process.– The intention is for these indicative built form envelopes to form part of a future planning scheme that will explore additional land use options for the site that further diversify the mixed use centre offering and support the strategic priorities of the precinct.– A Stage 1 plan of Level 2 is provided on page 50 of this report to illustrate how the proposed master plan can be staged and allow for the future development to be realised at a later stage.	<ul style="list-style-type: none">– Section 1.1 Project Background– Section 1.2 Key Objectives– Section 5.3 The Master Plan - East Precinct

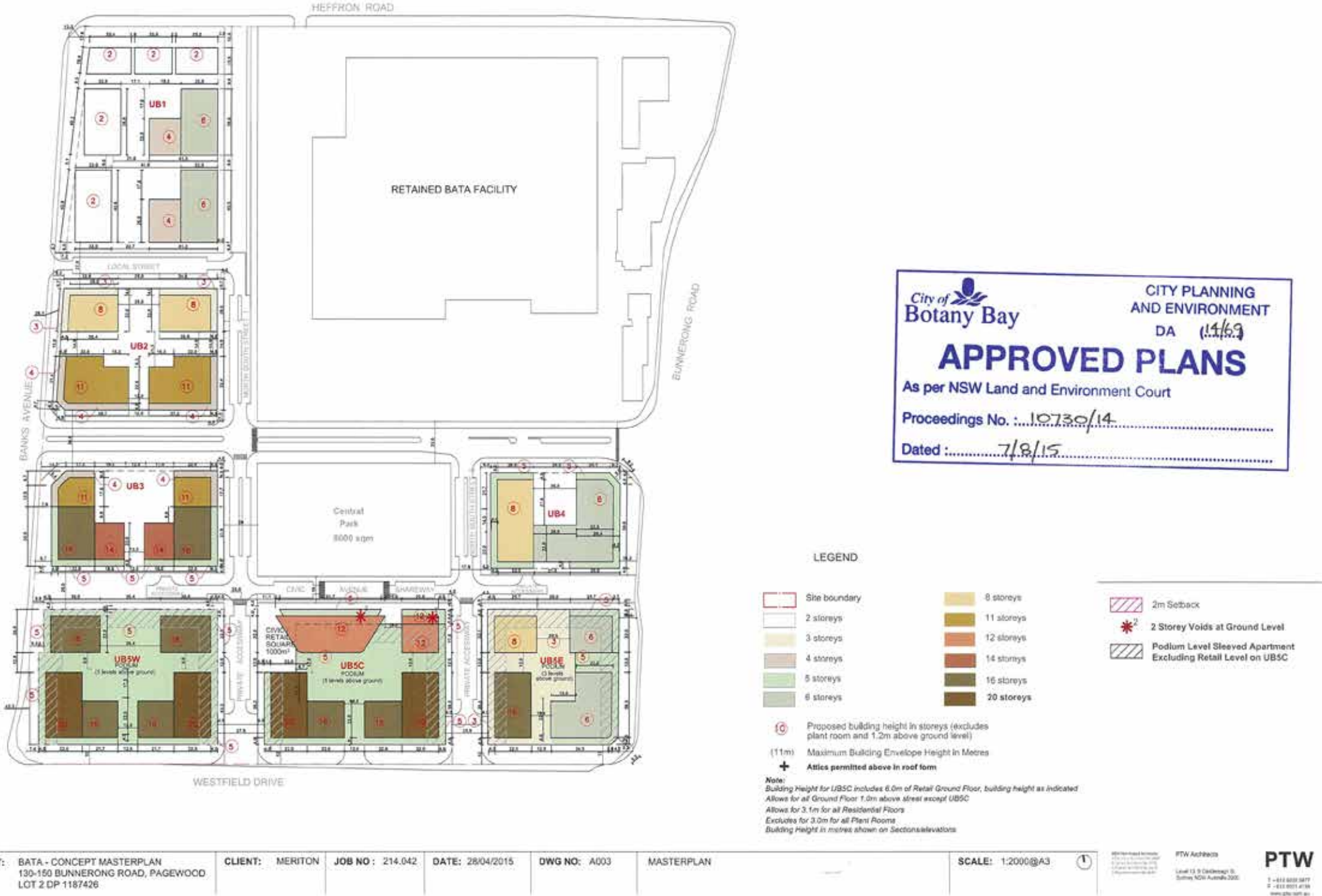
Key issue	Independent review comment	Master Plan response	Document reference
Amenity			
– Potential view impacts	– Potential view impacts (in particular precinct vistas) was raised as a concern for the previously submitted planning proposal (submitted March 2018).	– It is considered that the proposed built form will form part of a cluster related to the adjacent Meriton site. The skyline will highlight a hub of density around the mixed use and transport nodes, with a transition to a lower street wall height along the perimeter street interfaces.	– Chapter 6, Testing and Assessment
– Overshadowing impacts	– Overshadowing of the low density residential areas to the south by the 70 metre tower is considered unacceptable.	<div>– The height has been reduced and the tower placement amended so that the proposal can comply with the Dwelling Houses DCP for overshadowing impacts, such that a minimum of 50% of the primary private open space of adjoining properties receive a minimum of 2 hours of solar access between 9am and 3pm, except for dwellings that already self-shadow. For these dwellings, the development does not create additional overshadowing to the area of primary private open space.</div> <div>– Additional overshadowing controls, beyond those required by the DCP have been proposed in the supporting DCP to ensure reasonable solar access to front yards and northern elevations of dwellings to the south of Wentworth Avenue. Recommendations for these controls are discussed in the overshadowing section in Chapter 6.</div> <div>– This change to height and overshadowing impact is now considered reasonable and acceptable in the context of a strategic centre.</div>	– Chapter 6, Testing and Assessment
Accuracy of Documentation			
	– Detailed sections not provided showing accurate topography	– Additional ground level RLs have been added to the section drawings.	– Section 5.3 The Master Plan - East Precinct
	– Inaccuracies in the view analysis (various)	– The view analysis and model used has been checked and inaccuracies fixed for built form in the Stage 1 approved Meriton residential development site.	– Chapter 6, Testing and Assessment
	– Heights shown in the 3D indicative massing are not consistent with the approved BATA Masterplan. Some buildings appear to be shown 4 storeys higher than the approved Masterplan.	– The Stage 1 approved Meriton residential development site in the Architectus model has been amended to match the approved master plan included in Appendix B of this report.	– Chapter 6, Testing and Assessment

B Appendix

Council Approved Concept Master Plan for 130-150 Bunnerong Road, Pagewood

Appendix B

Council Approved Concept Master Plan for 130-150 Bunnerong Road, Pagewood



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C Appendix

Indicative GFA distribution breakdown
as per the concept reference scheme

Concept reference scheme indicative
GFA distribution breakdown per level

Note: Areas provided are indicative only, based on concept reference scheme and subject to change through the detailed design phase and commercial requirements.

Description			Incremental GFA	Efficiency	Incremental GLA
Retail					
Incremental retail			37,500	n/a	27,500
Commercial					
Tower A					
Level 16 - plant level			-	n/a	-
Level 15 - tiered part level			760	86%	650
Level 14			1,360	90%	1,220
Level 13			1,360	90%	1,220
Level 12			1,360	90%	1,220
Level 11			1,360	90%	1,220
Level 10			1,360	90%	1,220
Level 9			1,360	90%	1,220
Level 8			1,360	90%	1,220
Level 7			1,360	90%	1,220
Level 6 - connected to Level 6 of existing Tower C			1,360	90%	1,220
Sub-total Tower A			13,000	89%	11,630
Tower B					
Level 10 - setback part level			800	84%	675
Level 9 - setback part level			800	84%	675
Level 8			1,050	88%	920
Level 7			1,050	88%	920
Level 6			1,050	88%	920
Level 5			1,050	88%	920
Level 4			1,150	87%	1,000
Level 3			1,150	87%	1,000
Level 2			1,150	87%	1,000
Level 1			1,100	86%	950
Basement			650	85%	550
Sub-total Tower B			11,000	87%	9,530
Tower C					
Enlargement of existing Level 6 (plus connection to Tower A shown separately)			540	90%	485
Enlargement of existing Level 5			920	85%	785
Enlargement of existing Level 4			920	85%	785
Enlargement of existing Level 3			920	85%	785
Sub-total Tower C			3,300	86%	2,840
Incremental Commerical			27,300	88%	24,000
Incremental retail and commercial reference scheme			64,800	80%	51,500

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