



URBAN DESIGN REPORT IN SUPPORT OF A PLANNING PROPOSAL FOR 187 SLADE ROAD BEXLEY NORTH

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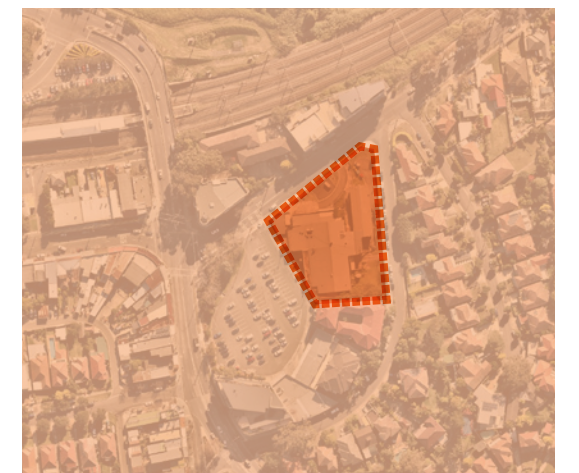
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1.INTRODUCTION



1.1 INTRODUCTION

GM Urban Design and Architecture (GMU) has been appointed by the owners of the site located at 187 Slade Road, Bexley (the site), to prepare an urban design study to inform the appropriate built form strategy for the subject site.

The preferred built form proposal in this report has been prepared in response to detailed urban design analysis of the site's immediate and broader context, the existing and future character of Bexley North as well as the potential opportunities provided by the existing council owned carpark adjacent to the site.

This Urban Design Report summarises the key urban design parameters informing the built form strategy for the subject site and its immediate context. It provides a potential performance framework in key areas relative to Council's current controls. It also sets a holistic vision for the site as a formal part of the local centre rather than individual isolated developments.

In preparing this study and the suggested strategy for the site, GMU have worked with the following consultant team:

- Town Planners - Planning Ingenuity
- Traffic Consultant - TRAFFIX
- Flood Consultants - GRC Hydro
- Landscape architects - SITEDESIGN Studios

1.2 METHODOLOGY

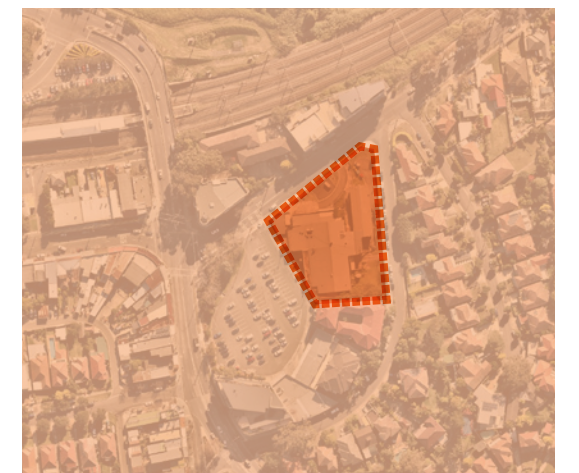
GMU has conducted a review of applicable State and Local Government strategies/controls as well as a comprehensive contextual analysis of the site and its immediate surroundings. GMU has also reviewed the history of the site, its current and previous uses. We have reviewed the impact and opportunities of recent infrastructure upgrades to the M5 corridor to develop an understanding of the strategic role and the likely changing future character of the centre and area.

GMU have reviewed advice provided by consultants regarding traffic and flooding impacts. We have reviewed correspondence between Council and the Applicant regarding Council's requirements for the site. Our analysis has informed the opportunities and constraints diagrams for the site which in turn have informed the proposed strategy for the commercial and residential components for the site.

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

1. Visited the site and its immediate and broader context.
2. Reviewed the A Metropolis of Three Cities (GSC).
3. Reviewed the East District Plan (GSC).
4. Reviewed the recently published Bayside Local Strategic Planning Statement.
5. Reviewed the Rockdale LEP 2011 and Rockdale DCP 2011 for the subject site and the context in general.
6. Reviewed Planning Proposals and recent approvals or DAs under assessment or approved in the vicinity of the subject site.
7. Analysed local controls in relation to the area, the site and the desired future character of the area.
8. Reviewed Flood information available on Council's website (Bayside Council)
9. Reviewed planning advice prepared by Planning Ingenuity.
10. Reviewed survey information prepared by C-Side Surveyors (June 2017).
11. Reviewed Traffic Impact Assessment prepared by TRAFFIX (v01 October 2019)
12. Reviewed Flood Advice by GRC Hydro November 2018 and October 2019
13. Reviewed Preliminary Geotechnical advice prepared by JK Geotechnics (September 2019)
14. Considered the current and potential role of the site relative to the existing town centre and other similar centres.
15. Tested potential overshadowing to adjoining residential properties and potential visual impacts of the proposed built form strategy.
16. Met with Council's staff for a pre-lodgement meeting (28 August 2018) to understand their views, issues and opinions and to seek their preliminary feedback on the Planning Proposal.

2. STRATEGIC CONTEXT



2.1 STRATEGIC CONTEXT

The subject site is located in Bexley North, approximately 12 km southwest of Sydney's CBD, 4 km to the west of Botany Bay and 2.5 km west of Rockdale . Employment centres near the subject site include Bankstown, Kogarah, Hurstville, the Airport, Port Botany, Green Square-Mascot and Sydney's CBD.



Aerial showing Narrabeen in context.

GREATER SYDNEY REGIONAL PLAN “A METROPOLIS OF THREE CITIES”
This publication by the Greater Sydney Commission nominates the site as being located within the Eastern Harbour City, which promotes liveability and sustainability. The plan promotes the connectivity as well as easy access to jobs. The plan envisions a well connected Eastern Harbour City which provides a 30-minute access to a metropolitan centre or cluster via public transport.

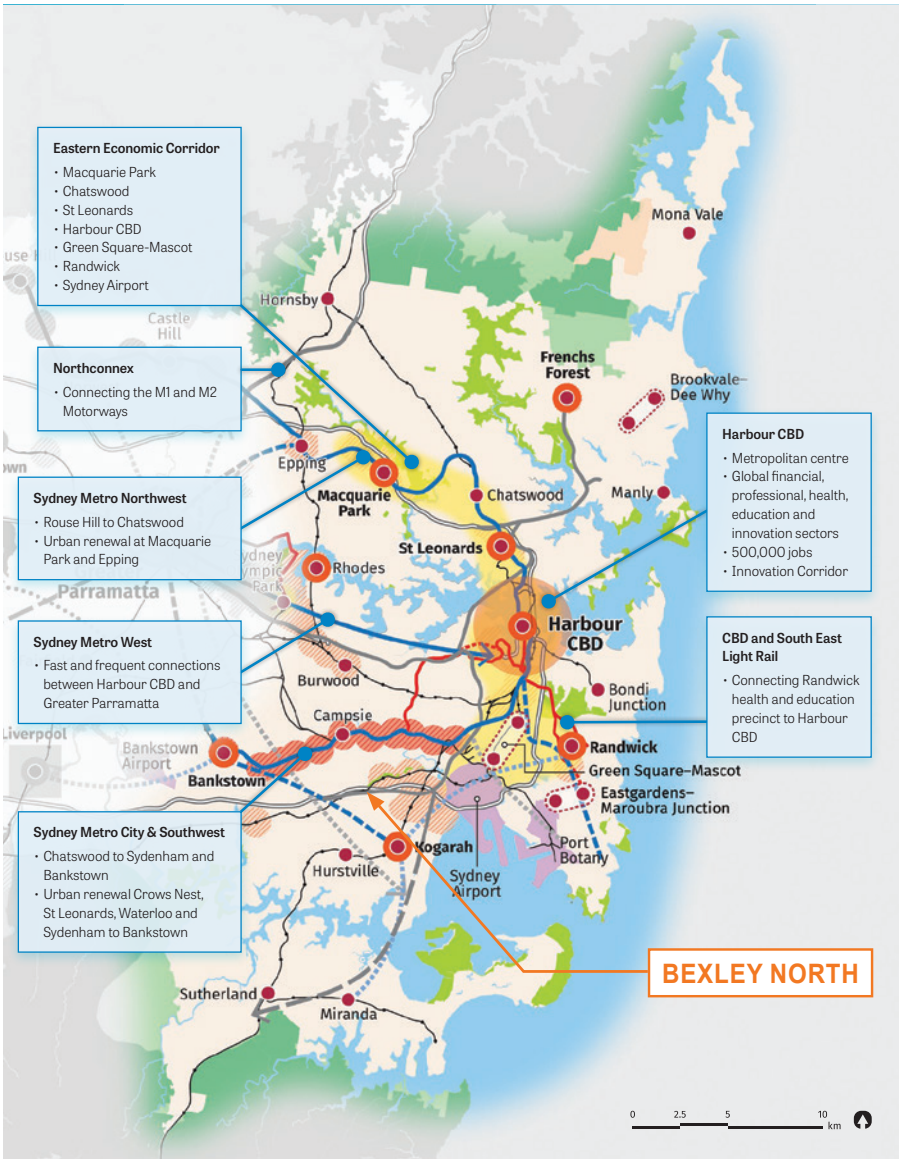
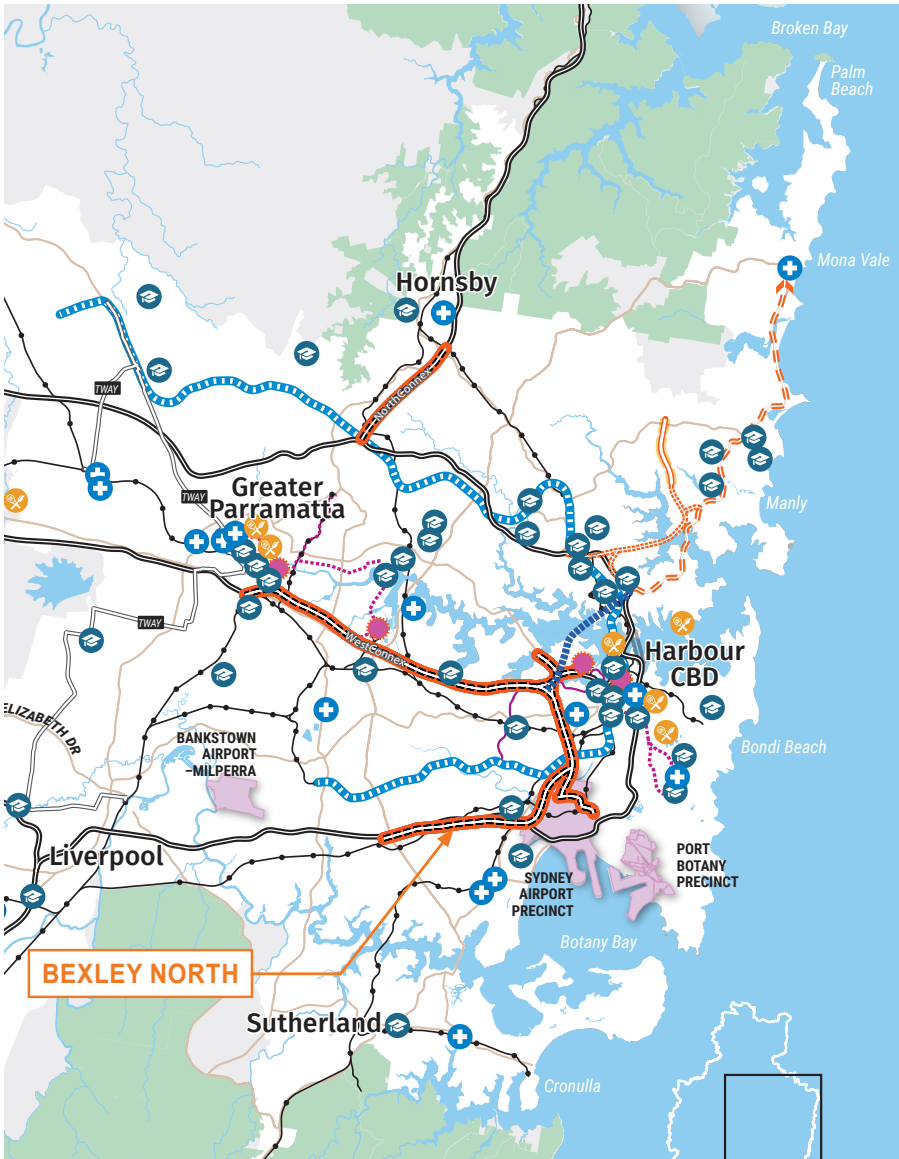


Diagram adapted from A Metropolis of Three Cities (Page 21).

KEY			
Metropolitan Centre	Industrial Land	Major Urban Parkland including National Parks and Reserves	Train Link/Mass Transit Visionary
Health and Education Precinct	Land Release Area	Waterways	B-Line
Strategic Centre	Transit Oriented Development	Green Grid Priority Corridor	City Serving Transport Corridor
Local Centre	Urban Renewal Area	Train Station	Centre Serving Transport Investigation Corridor
Economic Corridor	Urban Area	Committed Train Link	Motorway
Trade Gateway	Protected Natural Area	Train Link/Mass Transit Investigation 10-20 years	Committed Motorway

The site is located along the T8 line, East Hills via Airport connecting the site to the airport and the city in a very short period of time. Furthermore, the site is near the M5 exit providing great connectivity towards the city and western Sydney via the motorway. These two major infrastructure connections provide excellent connectivity to the site and the necessary support for future growth aligned with the metropolitan design principle of encouraging growth close to infrastructures.



Existing infrastructure investment in Greater Sydney adapted from A Metropolis of Three Cities (Page 38).

KEY		
Sydney Metro	Road Upgrade	Cultural investment
B-Line Northern Beaches	NorthConnex/WestConnex	Trade Gateway
Train Station	Sydney Metro West Station	Beaches Link Tunnel
Light Rail	Education investments	Western Harbour Tunnel
Light Rail Committed	Health investments	

EASTERN CITY DISTRICT PLAN

Bexley is located within the Bayside Council Local Government Area (LGA) which forms part of the Eastern City District within the Eastern Harbour City and is nominated as a Local Centre according to the Eastern City District Plan (GSC 2018). Kogarah, is the nearest Major Strategic Centre and is located approximated 3.5 km to the southeast of Bexley North. Other Strategic Centres close to the site are Hurstville and Campsie, both less than 4 km from the site. The Eastern City District Plan (ECDP) constitutes the key strategic instrument for the district, nominating a vision and overarching priorities for the area, informing the development of local strategic planning over the coming 40 years.

The future of this district include:

- Nurturing quality lifestyles through well-designed housing in neighbourhoods close to transport and other infrastructure
- Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions
- Sustaining communities through vibrant public places, walking and cycling, and cultural, artistic and tourism assets
- Building effective responses to climate change and natural and urban hazards.

Overarching key priorities for this district including:

- Planning for a city supported by infrastructure
- Providing services and social infrastructure to meet people's changing needs
- Providing housing supply, choice and affordability with access to jobs, services and public transport
- Creating and renewing great places and local centres, and respecting the District's heritage
- Delivering integrated land use and transport planning and a 30-minute city

A number of key opportunities are nominated for the Northern District including:

- Urban Renewal areas associated with new planned infrastructure such as the Sydenham to Bankstown corridor, West Connex and the Light Rail
- Consolidation and strengthening of major Health and Education Precincts like Randwick and Kogarah.
- Innovation corridor on the western edge of the CBD
- Urban growth focused on well-connected walkable places that build on local strengths and deliver quality places

INFRASTRUCTURE

As identified in the Eastern City District Plan, infrastructure is to be planned to support orderly growth, change and adaptability and is to be delivered and used efficiently.

The Planning Priority E1 aims to plan for a city supported by infrastructure. It also promotes aligning future growth with infrastructure.

LIVABILITY

The Livability Framework (ECDP Part 3) nominates directions for the East City District which include:

- Providing services and social infrastructure to people
- Providing housing supply, choice and affordability
- Creating and renewing great places and local centres

An additional 157,500 homes will be required in the Eastern City District by 2036 due to the anticipated population growth of around 325,000 ECDP (by GSC). To address housing supply, housing strategies are to be developed by councils to :

- Align projected growth with existing and proposed local infrastructure improvements
- Coordinate the planning and delivery of local and State infrastructure

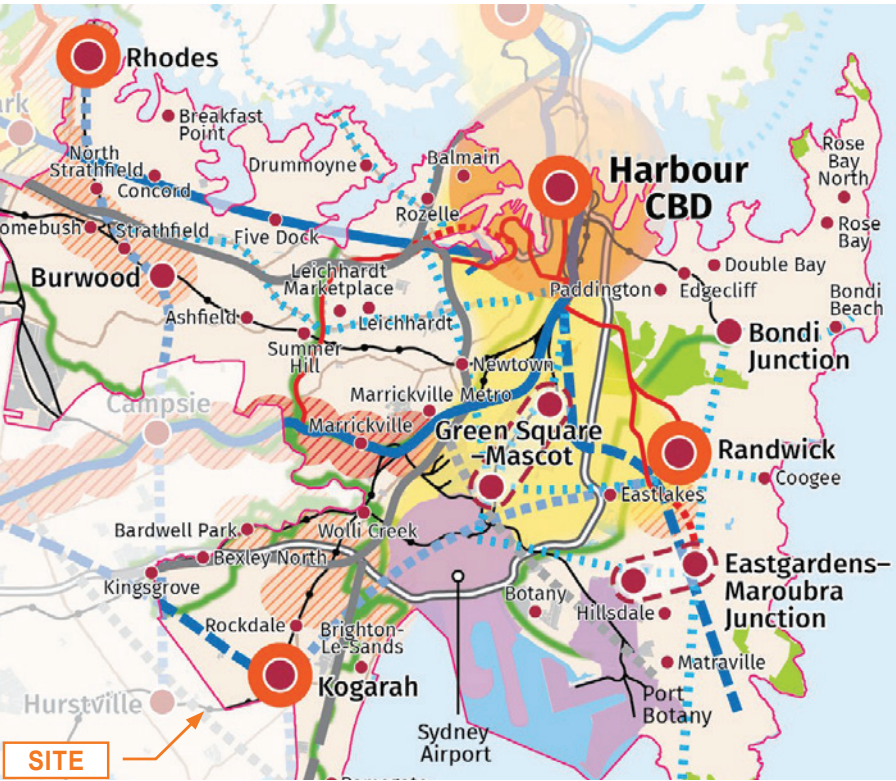
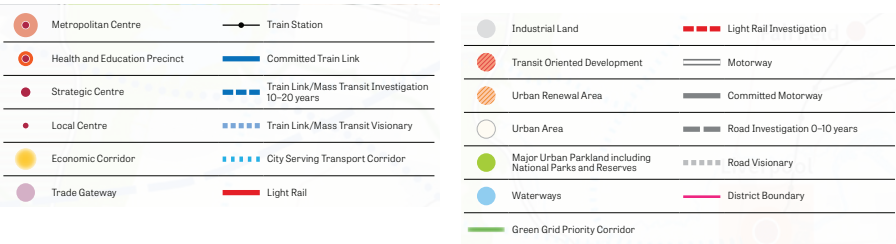


Diagram adapted from Eastern City District Plan (GSC Page 11)

KEY



Key adapted from Eastern City District Plan (GSC Page 10)

The Eastern City District Plan nominates five-year housing targets of 10,150 dwellings for the Bayside LGA (ECDP Part 3). Housing diversity and choice are highly valued to meet demand for different housing types, tenure, price points, preferred locations and design to accommodate the expected changes in household and age structures across Sydney. The Eastern City District Plan envisions a balanced mix of multi-unit dwellings and low to medium density homes for the district which provides a diverse mix of housing choices for the changing needs.

PRODUCTIVITY

The Eastern City District Plan seeks improvement to the connectivity of the district to further improve the access to local jobs and services. The Productivity Priority No 10 nominates the direction for the Eastern City District to:

- Deliver integrated land use and transport planning and a 30-minute city

Bexley North, being located at the edge of one of the Urban Renewal Areas benefits from the T8 train line and the M5 Motorway which provide improved and close access for the Bexley North's community to major employment centres, health, education, commercial and retail destinations, making it an ideal place to support growth.

SUSTAINABILITY

A key element of the Eastern City District Plan is the delivery of sustainable, smart, clean and efficient urban solutions that will create a more sustainable and pleasant urban environment.

It is a priority of the plan to deliver high quality public open space and reduce the use of transport and the energy used per capita.

Denser environments close to transport nodes and local infrastructure are favoured as they contribute to a more local and walkable lifestyle.

Planning ahead to adapt and deal with the impacts of urban and natural hazards and climate change is also a priority of the plan to ensure that new development is resilient and future proof.

LOCAL STRATEGIC PLANNING STATEMENT (LSPS)

The Bayside LSPS was released recently and provides a strategic vision for Bayside LGA. The Bayside Planning Priorities have been grouped under the same four themes identified in the Eastern City District Plan and A Metropolis of Three Cities.

The Bayside LSPS is divided into the following three parts:

- Part 1 - Future of Bayside: Bayside Land Use Vision 2036, the Bayside Structure Plan 2036;
- Part 2 - Our Place: Area characteristics;
- Part 3 - Planning Priorities: Planning priorities.

2.2 COMPARATIVE ANALYSIS - OTHER CENTRES OF SAME HIERARCHY

To understand the redevelopment potential of Bexley North Town Centre (including the subject site), GMU has reviewed and analysed Council's applicable controls and plans, strategic policies including the East City District Plan. Furthermore, GMU has undertaken an urban design analysis of the local context.

Bexley North Centre has been identified as a local centre similar to Riverwood, Kingsgrove, Rockdale and Wolli Creek (as per the newly released South District Plan). These centres are encouraged to provide additional dwellings within an 800m walking catchment around train stations to create walkable local centres, in line with transit-oriented development policies.

GMU has prepared a comparative analysis of local centres along the main railway corridors (closer to the subject centre), as per the following diagram) below to understand the existing scale and height/density potential of other centres of a similar form. The analysis demonstrates that the current scale of Bexley North Centre is lower than other local centres (with the same hierarchy) or neighbourhood centres with a lower centre hierarchy. Given the location of the centre at the edge of an urban renewal corridor, current strategic policies to increase centre density and current exhibited planning proposals in close proximity requesting a significant height variation, GMU believes that there is an opportunity for the Bexley North centre to seek to revitalise through variation to the current controls to deliver a strong urban design concept to create a unique sense of place and focal point for the centre.

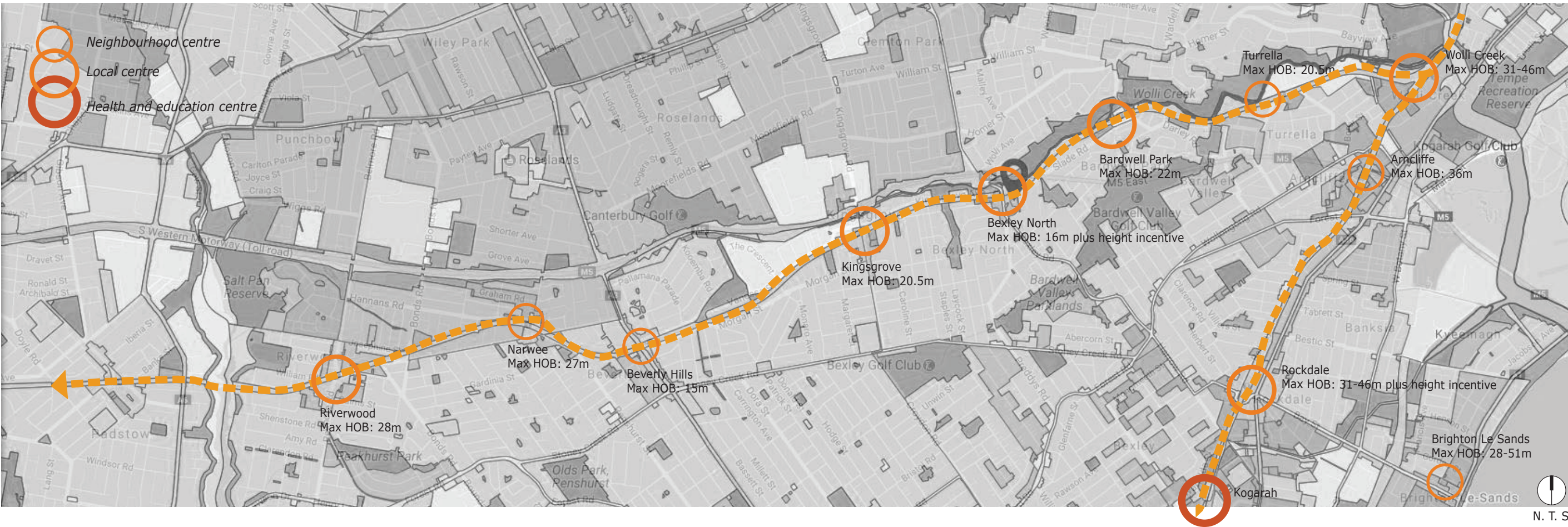
In reviewing other such centres, we consider that the appropriate height precedents are set by Kingsgrove, Riverwood, Narwee and Arncliffe. Wolli Creek and Rockdale are not relevant as they do not exhibit an appropriate urban grain.

It can be seen that Kingsgrove has a maximum height of 20.5m and FSR's of 2:1. Riverwood is 28m and FSR's of 3:1. Narwee is 27m and no FSR limit. Arncliffe is 36m and FSR's of 4:1. By comparison, Bexley North is only 16m and FSR's of 2:1, which is the lowest controls of all of them. Bexley North is located closer to Sydney's CBD with good connectivity, which would indicate capacity for greater density.

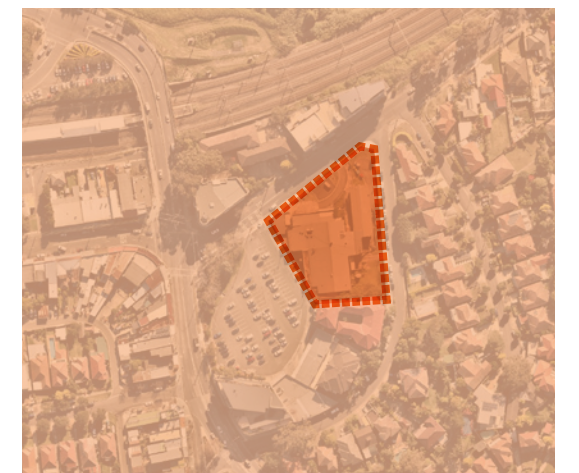
In this context, it is GMU's opinion that a planning proposal for the site that encourages ideas and opportunities for the centre as a whole could seek to increase height up to approximately 30-35m (9-10 storeys) for key sites with scale transitions similar to these other centres within the District.

We have analysed the desired built form character of the centre including its potential footprint and height distribution and considered the development opportunities for Council's carpark site. This is discussed in the next section, which shows that the subject site can contribute significantly to a new sense of place as part of seeking increased height and density.

Due to the location of the subject site within the B4 zone and the centre itself, its size and proximity to the railway station, the site has potential characteristics to mark both the entry and the focal node for the centre. The presence of low-density dwelling precinct to the east of the subject site will require a sensitive density transition however.



3. LOCAL CONTEXT



3.1 CURRENT PLANNING CONTROLS

The site is located within the Bayside Council area. The following local planning instruments apply to the subject site:

- Rockdale LEP 2011
- Rockdale DCP 2011

The following key LEP controls currently apply to the site:

- The site is zoned B4 Mixed Use.
- The adjacent area to the east of the site is zoned R2 low density residential
- Maximum permissible building height for the subject site is 22m (HOB 16 metres plus 6 metres incentive due to the site being over 1,200 sqm in area).
- The allowable FSR for the subject site is 2.5 :1 (FSR of 2:1 plus 0.5:1 incentive due to the site being over 1,200 sqm in area)
- Though the site is not within the Flood Planning Area, the lots immediately to the south are within this area.
- There is an area allocated as local road within the site at the southern boundary

The following key areas of the Rockdale DCP 2011 must be considered:

- Part 4. General principles for development.
In particular Part 4.2 Streetscape and Context, Part 4.3 Landscape Planning and Design, Part 4.5 Social Equity, and Part 4.6 Car parking, access and moving.
- Part 5. Building types
In particular Part 5.2 Residential Flat Buildings and Part 5.3 Mixed Use must be considered.

Below there are some of the most relevant DCP controls for the proposed site :

Parking requirements (Source: Traffic Impact Assessment by Traffix)

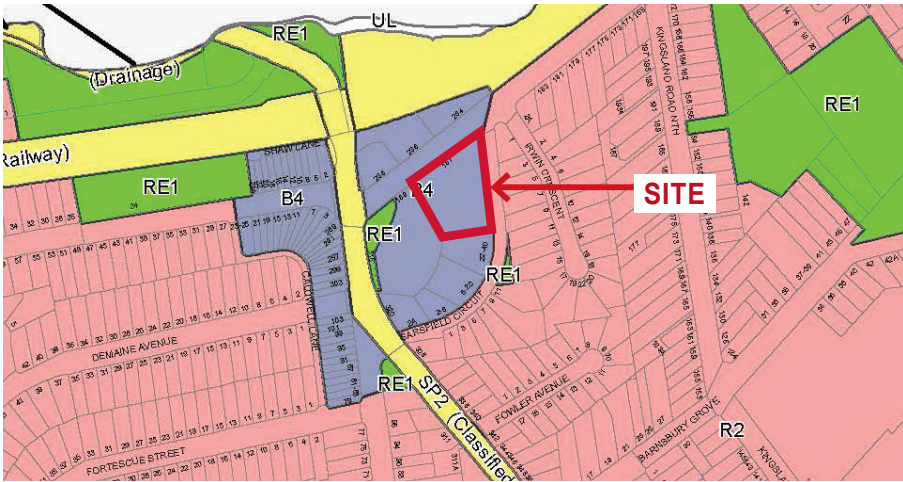
- For the retail component 1 car space per 40 sqm of GFA
- For the pub component 1 car space per 26 sqm GFA
- For the residential component 1 car space per 1 or 2 bedroom unit, 2 car spaces per 3 bedroom unit and 1 visitor space per 5 dwellings

Setbacks

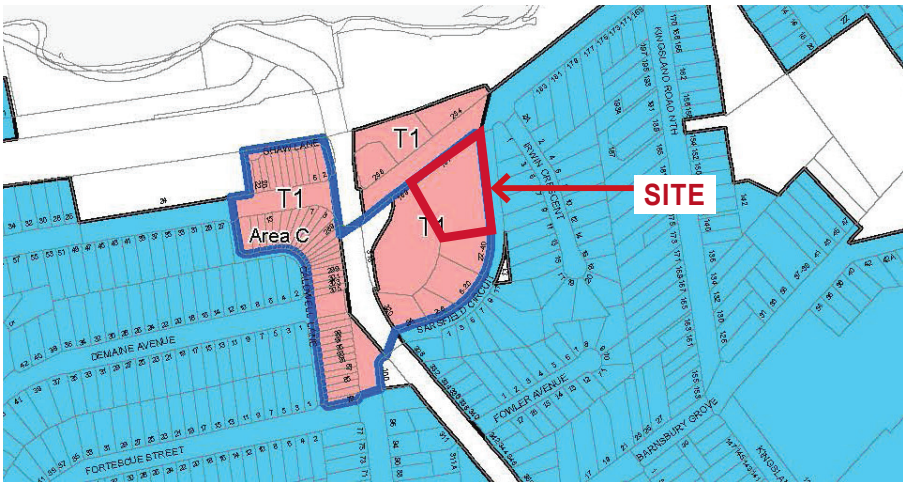
- Buildings are to be built with zero setback to the main frontage. Floors above Level 3 might be setback to reduce the bulk and the impact of the buildings.
- Side setbacks are to be 3 metres for the first 3 levels and 4.5 m above
- Rear setbacks are to be 12 metres, or 15% of the site whichever is greater

Landscape

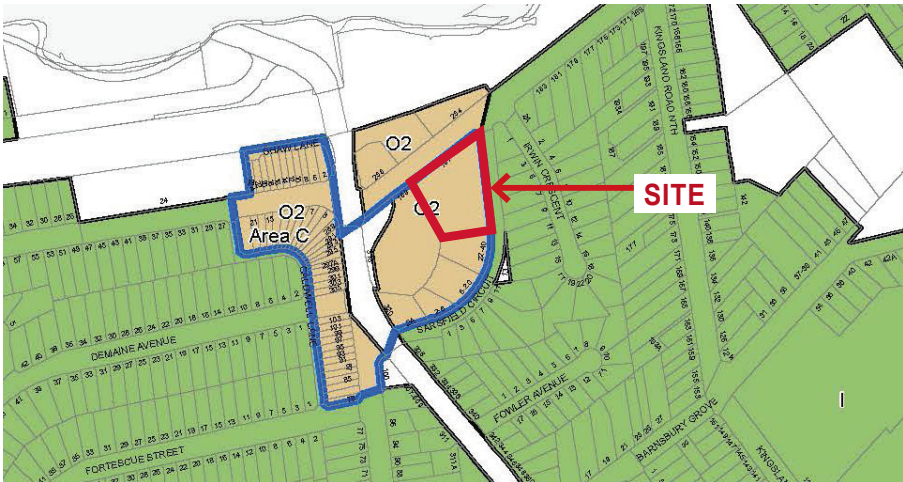
- The minimum landscaped area for Mixed Use developments is 10%
- At least 20% of the front setback area of a residential development is to be provided as landscaped area
- The communal open space must have a minimum area of 40% that has sunlight at 1pm on 21 June



Rockdale LEP 2011, zoning map.



Rockdale LEP 2011, FSR map.



Rockdale LEP 2011, height of buildings map.



Rockdale LEP 2011, land reservation acquisition map.

The Rockdale LEP 2011 allocates a Land Reservation Acquisition area on the southern side of the site for a future public link / road



Land Zoning Map - Sheet LZN_001

Zone	
B4	Mixed Use
R2	Low Density Residential
RE1	Public Recreation
SP2	Infrastructure
UL	Unzoned Land

Floor Space Ratio Map - Sheet FSR_001

Maximum Floor Space Ratio (n:1)	
D	0.5
T1	2
	Refer to Clause 4.4

Height of Buildings Map - Sheet HOB_001

Maximum Building Height (m)	
I	8.5
O2	16
	Refer to Clause 4.3

Rockdale LEP 2011, KEY

3.2 WIDER CONTEXT

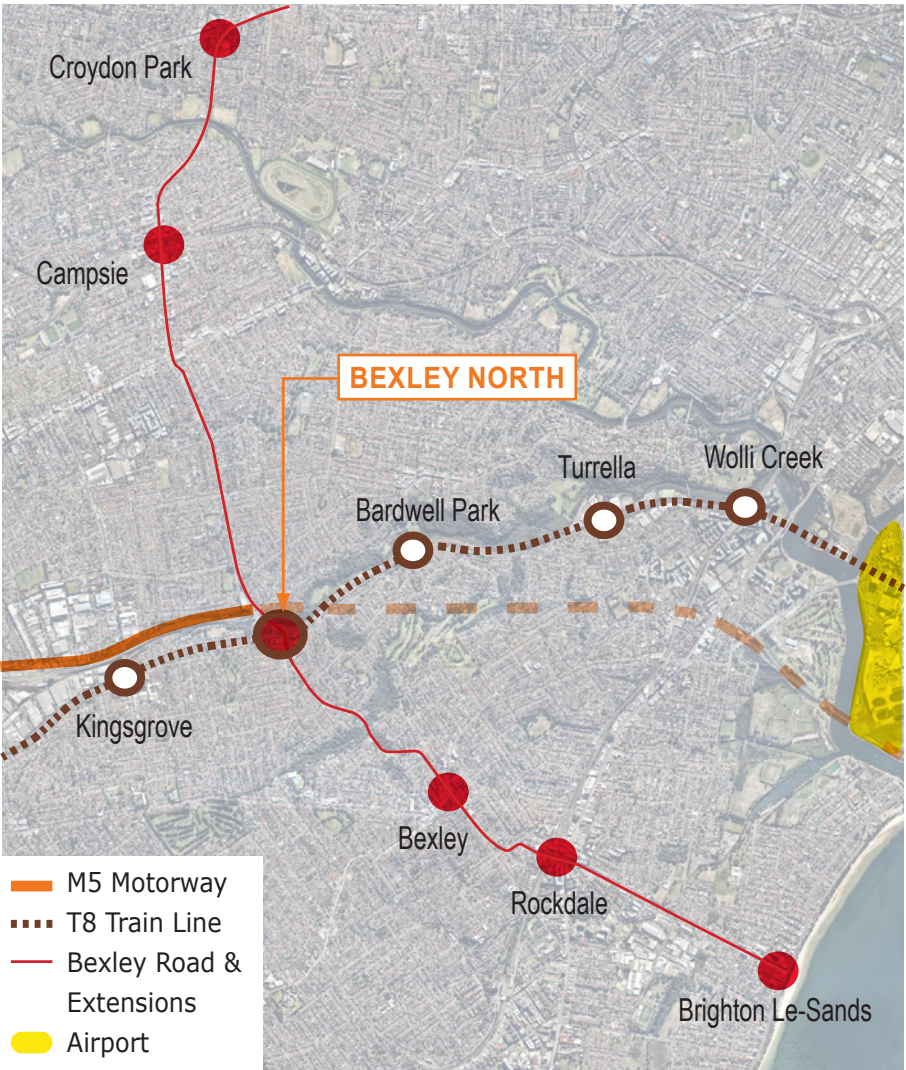


Diagram showing Bexley North within surrounding infrastructure and adjacent town centres.

This chapter discusses the role of the site in its local context including connectivity, existing heights, views, streetscape, heritage and relevant environmental constraints.

CONNECTIVITY

The site is located 200 m from Bexley North train station, 250 m from the M5 motorway and approximately 12 km southwest of Sydney’s CBD. This provides excellent connectivity both by train and car.

The Train connects Bexley North to the airport, Mascot, Green Square and the CBD in 25 minutes. It also provides a westward connection to Revesby, East Hills and other major industrial employment areas. The M5 motorway provides a quick link towards Liverpool and the future airport to the West and access to the airport and the city in less than 30 mins to the northeast. The site is adjacent to Bexley Road, which is part of an arterial connection linking several inner west town centres from Brighton-Le Sands and Rockdale, through Bexley, Bexley North, Campsie, to Croydon Park and Ashfield.



Diagram showing the location of the subject site within the town centre.

URBAN SETTING

Bexley North is one of several smaller town centres on the western/southwestern part of Sydney. They are currently characterised by a commercial strip with two to three storey buildings with retail premises, local supermarkets, a pub and some minor civic facilities and pocket parks and green spaces.

The character and demographics of these centres are gradually changing with the development of new higher mixed use developments with active ground floor retail uses, that can accommodate an increased residential density that reflects the general population growth and the renewed desirability of these areas. Bexley North’s location, connectivity, existing public transport links and surroundings give the area a great growth potential moving forward.

3.3 TOPOGRAPHY

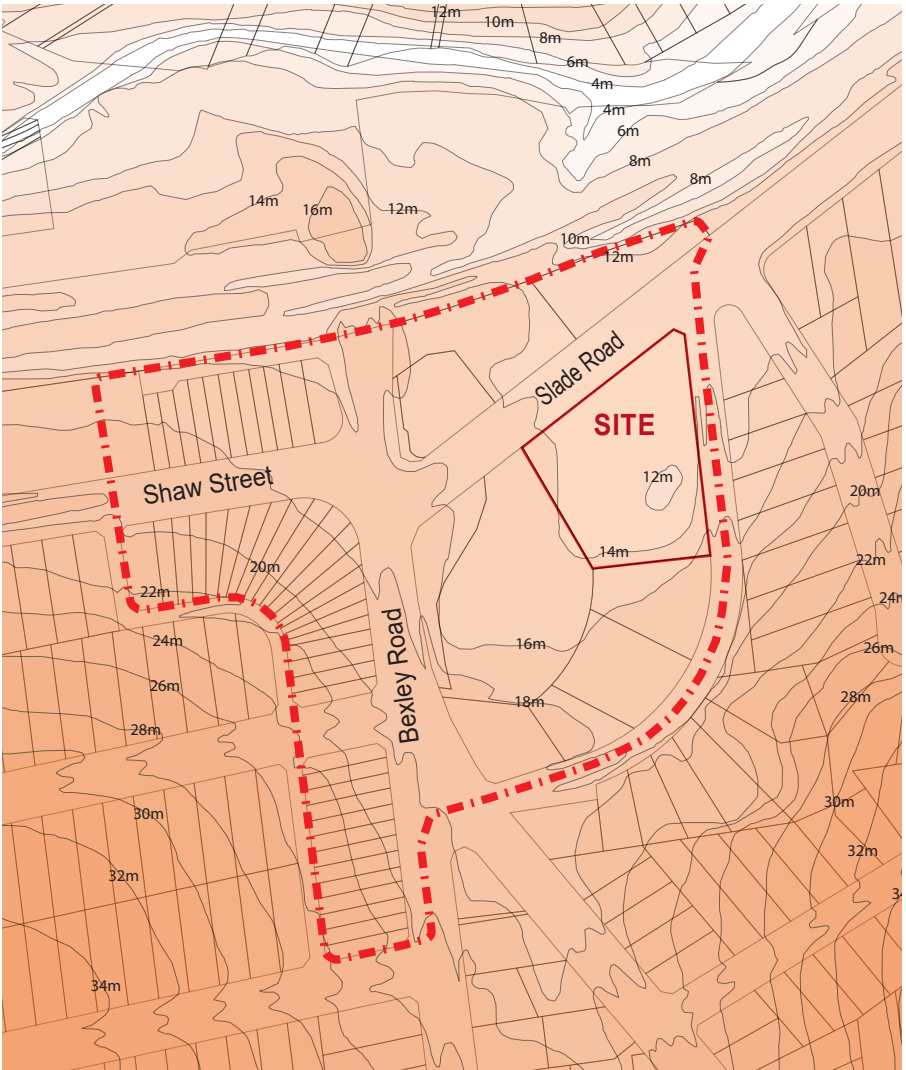


Diagram showing topography

TOPOGRAPHY

The site is located near Wolli Creek, which runs parallel to the train line, near the bottom of the valley within the creek’s catchment. This location presents potential flooding issues which can be mitigated through design solutions but must be considered when analysing the development potential of the site.

The site’s topography falls from the towards the north, with a height difference of almost 4 metres from the southeast corner to the northeast corner.

The adjacent council carpark to the west has a slight slope falling down towards the subject site, creating a low point along the boundary.

3.4 LOCAL CONTEXT

BEXLEY NORTH

Bexley North is a neighbourhood nested along Wolli Creek that sits at the intersection of Bexley Road, New Illawarra Road, the M5 Motorway and the T8 train line. It is a relatively recent suburb as it expanded following the opening of the East Hills Line in 1931.

Today, due to the confluence of all the different main roads and transport infrastructure elements, the main town centre does not have a strong urban design character and its setting is dominated by traffic and by the existing Council carpark that sits at the corner of Bexley Road and Slade Road.

The intersection between Slade Road, Bexley Road and Shaw Street is the main focal point of the town centre as it is the entry to the centre from the train station.

It is a busy intersection with heavy traffic as there is an entry to the M5 just across the tracks, making it the exit and entry point to the motorway for many people living in the St. George area.

It is this clash between the town centre and motorway traffic that is one of the main issues to resolve in Bexley North.

The suburb sits between Wolli Creek and the train line to the North and Bardwell Creek to the South and presents several parks and open spaces generous in size, giving it a leafy aspect overall. This is in contrast with the town centre where there are no real public open spaces or sense of place.

The site is located on the corner of Slade Road and Sarsfield Circuit on the northern end of the town centre and has frontage to the Council Carpark.

EXISTING USES

The site is currently occupied by the Bexley North Hotel, a family friendly pub with beer garden that also includes hotel accommodation and has a liquor store. The hotel terminates a row of commercial premises that front the carpark.

They include a TAB facility, a Woolworths Metro, and a German Cafe & Butchery Deli among other stores. All these premises open to the carpark with rear access from Sarsfield Circuit. Sarsfield Circuit is currently fronted by a mix of rear service entries and residential premises.

Across Bexley Road, a row of one and two storey commercial premises that include a pharmacy, several restaurants, a hardware store and a real estate agent, complete the town centre, offering a variety of facilities to the local residents.

However, the quality of the retail offerings and the public domain pathways to the council carpark does not enhance the centre or encourage visitation. The landscape character is sparse apart from the tree pocket at the intersection. Various development applications have been lodged over the years within the subject block, but there is little evidence of recent redevelopment to revitalise the centre. This also points to the planning controls providing insufficient encouragement to achieve viable quality development for the centre.



Bexley North in 1943 with the subject site shown in orange. (Source. SIX Maps)



Existing on grade Council carpark with the site at the back shown in orange.



Corner of Bexley Road and Shaw Street. The site sits on the left edge behind the trees



Bexley Road looking south with the council carpark to the left.



Bexley Road shops.



Shaw Street looking west.



Landscaped buffer between Bexley Road and Council carpark

3.5 THE SITE

The subject site is legally known as Lot 30 DP 122252 and is located at No. 187 Slade Road, Bexley North (the site). It is located at the corner of Slade Road and Sarsfield Circuit with frontages to Slade Road (74.7 m), Sarsfield Circuit (86.9 m) and to the existing council carpark to the west (54.9 m) which is its primary facade.

According to the survey information provided (Clement & Reid, Project Surveyors), the site area by title is approximately 4,234m² and consists of 1 lot.

The survey provided also shows an existing drainage easement, 3.05 metres wide (DP 31941) crossing diagonally the northwestern part of the site from councils carpark to a manhole on the footpath on Slade Road.

The site presents a slope from the South to the North, with a level difference of almost 4 metres on the eastern side. It is worth noting that currently the site has been flattened to accommodate undercroft parking on the eastern side and the ground level sits below the street level.

Built in 1959, and renovated several time, the Bexley North Hotel currently sits on the property. It is a part one, part two storey building with areas for the pub, gaming room, back of the house facilities(kitchen, laundry, cool room, storage), bottle shop and hotel rooms, plus undercroft parking,

outdoor beer garden and miscellaneous landscape. The pub does not currently activate its site frontage and its presentation is dated. It does not contribute to the amenity of this part of the town centre and needs to be revitalised.

To inform the built form study, GMU has reviewed and analysed the existing context, the neighbouring properties, and the desired future character of the area. Potential impacts and constraints presented by any heritage items in the vicinity, the existing vegetation and the natural environment has also been considered. GMU has also received advice from town planning, transport and flooding specialists.

HERITAGE

There are no significant heritage items in the vicinity of the subject site, the closest two being the Scotts Reserve, 250 metres to the east of the site and the site of the Glendalough McIlveen Museum and Research Centre, 300 metres from the site, currently used by Booth College, Burrows College and The Salvation Army College. There is no direct visual connection between the subject site and the heritage listed items

VEGETATION

There is no significant vegetation currently on site.

TRAFFIC

Traffic advice has been provided by Traffix to inform the proposal based on the potential traffic impacts associated with redevelopment of the site and to inform the location of vehicular entries to the site. The traffic advice seeks to minimise adverse impacts to local road networks and to the intersection of Slade Road/Bexley Road.

Based on the traffic advice provided, vehicular entry off Slade Road is not considered appropriate. Instead a consolidated vehicular entry to the basement car parking is provided off Sarsfield Circuit, close to the intersection of Slade Road, minimising impacts to local residents along Sarsfield Circuit.

FLOODING

GRC Hydro has prepared flood modelling for the subject site, informing the massing strategies explored as well as the preferred option. Their latest study is based on an improved Council modelling tool used for the site analysis. The study shows that the site is flood liable, albeit only to overland flows (stormwater). This flood liability is primarily affected by the redistribution of overland flow resulted from a 2010 development approved at the corner of Sarsfield Circuit and Slade Road.

The flood constraints can be managed successfully by compliance with the current DCP controls, the provision of appropriate site storage and the inclusion of pipes along Sarsfield Circuit and Slade Road.



Location of the subject site (Source. nearmap)



Rear gardens and fences of two storey dwellings across Sarsfield Circuit



5-Storey building on the corner of Slade Road and Bexley Road



5-Storey residential building on Slade Road



4-Storey residential building adjacent to the subject site to the south

3.6 SITE PHOTOGRAPHS



Current entry to Bexley North Hotel facing council's carpark



Hotel accommodation wing on Sarsfield Circuit with bottleshop in the background



Rear of the subject site with adjacent residential building to the south



Current entry to Bexley North Hotel facing council's carpark



Hotel accommodation wing facing Sarsfield Circuit. The building sits below the street



Bottle shop facing Slade Road with hotel wing to the left and pub courtyard to the right (dark fence)



Bottle Shop and Drove through entry from Slade Road



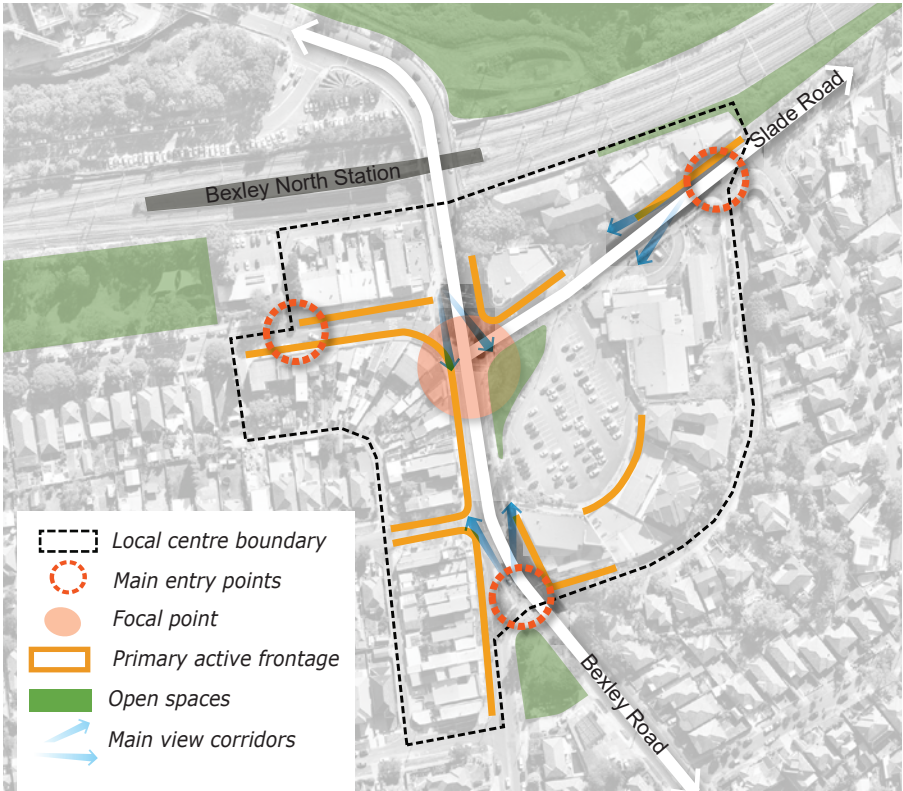
Panoramic view of the existing facade to the council's carpark with the subject site on the left side

4. BUILT FORM STRATEGY



4.1 OPPORTUNITIES AND CONSTRAINTS - BEXLEY NORTH CENTRE

EXISTING STRUCTURE

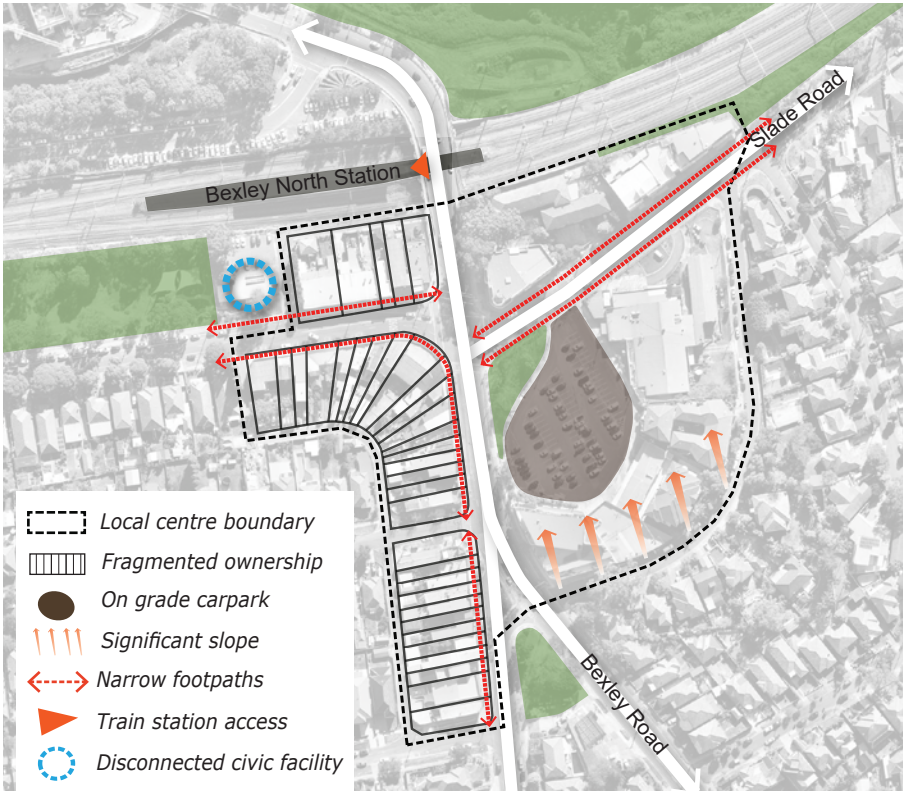


Bexley North Town Centre existing structure

GMU has analysed the main characteristics of Bexley North Centre and identified the current centre structure as follows:

- Oriented along the main access road of Bexley Road connecting the southern and northern half of the neighbourhood and the rail line
- Expands to the east along Slade Road
- Comprises 5 blocks, with the primary blocks being the two blocks to the west and the subject block which adopts a crescent form around the existing council carpark
- Main entry sequence to the centre is from the north, south and east including the subject site
- Southern gateway created by a landscape pocket at the corner of Bexley Road/New Illawarra Road
- Northern gateway created by the rail line and two blocks each side of Bexley Road
- Eastern gateway created by subject site and block to the north along the rail line
- Core of the centre is created by the tree stand at the intersection of Slade Road and Bexley Road and the council car park.
- Centre lacks quality retail selections and many retail tenancies are struggling
- There is poor pedestrian permeability from the eastern residential areas to the centre
- Currently there is no positive urban space for use by pedestrians when in the centre

CONSTRAINTS

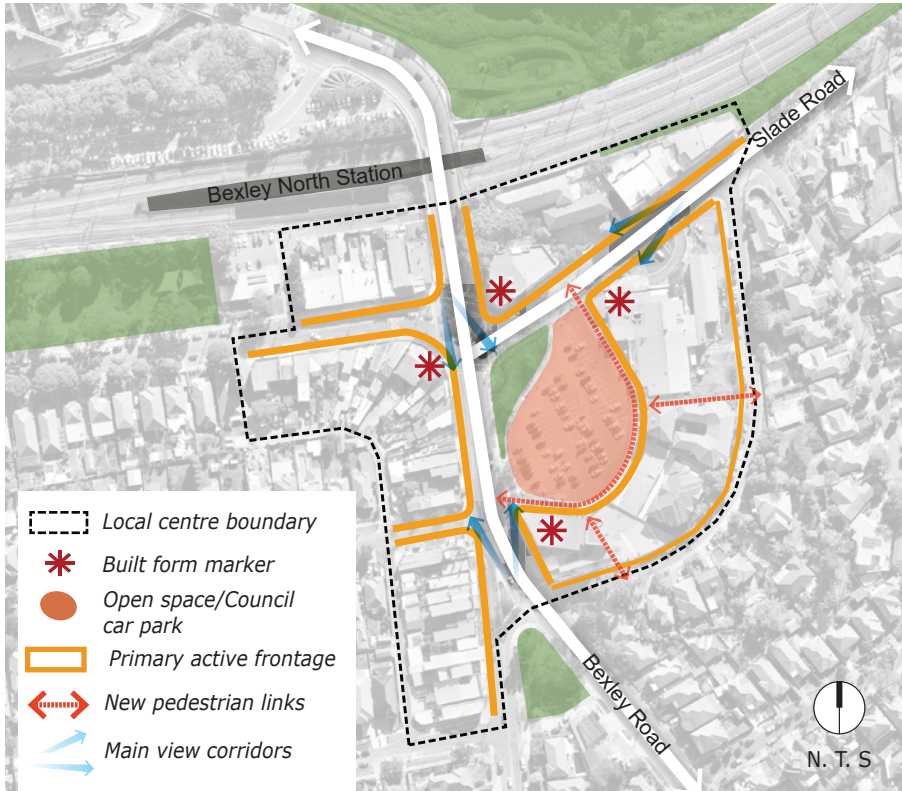


Bexley North Town Centre constraints

The main constraints of Bexley North Town Centre are:

- Extent of traffic movements along Bexley Road to access the M5 motorway and WestConnex
- Dominance of the core by the on-grade council car park
- Lack of sense of place and quality urban public spaces
- Poor activation to some of the town centre frontages
- Impacts of flooding in heavy rain events
- Library and green spaces along Shaw Street disconnected from the town centre
- Existing footpaths are narrow and exposed to traffic impacts
- No drop off areas associated with the rail station
- Fine grain lot pattern to the west makes amalgamation for revitalisation complex
- Insufficient density at the centre to encourage and achieve revitalisation with high quality outcomes

OPPORTUNITIES



Bexley North Town Centre opportunities

The main opportunities for Bexley North Town Centre are to:

- Revitalise the centre through creation of a strong sense of place and increased density on appropriate sites
- Consider opportunities for new urban public space and increased landscape
- Improve connectivity to the eastern residential areas
- Celebrate arrival into the centre
- Encourage redevelopment with setbacks to improve footpath width and landscape opportunities where appropriate
- Consider opportunities for the Council car park to contribute to the landscape quality of the centre
- Encourage redevelopment of the large centre sites including the crescent block in which the site is located
- Require increased activation and permeability within these blocks

4.2 VISION FOR BEXLEY NORTH CENTRE

The existing urban structure and Council land ownership in this town centre offer enormous opportunities to revitalise this area and support the existing rail service. Bexley North will be a vibrant, active centre with a range of quality retail offerings as well as food and drink opportunities.

The sense of place will be enhanced by new development that provides additional publicly accessible open space areas, working with Council to maximise the opportunities of the crescent shaped block edged by Bexley Road, Slade Road and Sarsfield Circuit.

Redevelopment of the western side of the centre will retain the fine grain low scale street wall character and provide additional setbacks at street level to widen footpaths and provide additional street tree planting with opportunities for outdoor dining.

The crescent shaped block to the east will be revitalised with a strong street wall character of 6 storeys and active ground level uses. Celebration of the eastern arrival point will be acknowledged by increased localised height to announce arrival to the centre and provide the opportunity for increased public space at ground level in this block.

Additional landscape will be provided on Sarsfield Crescent, Slade Road and to the property boundary areas fronting onto the Council car park with external areas for outdoor seating and increased pedestrian activity.

New buildings will offer a high quality contemporary and sustainable architecture that improves the visual amenity of the centre and contributes to its identity.



Artist Impression of the development from the eastern side of Slade Road. Image by Tim Throsby

4.3 DESIGN PRINCIPLES

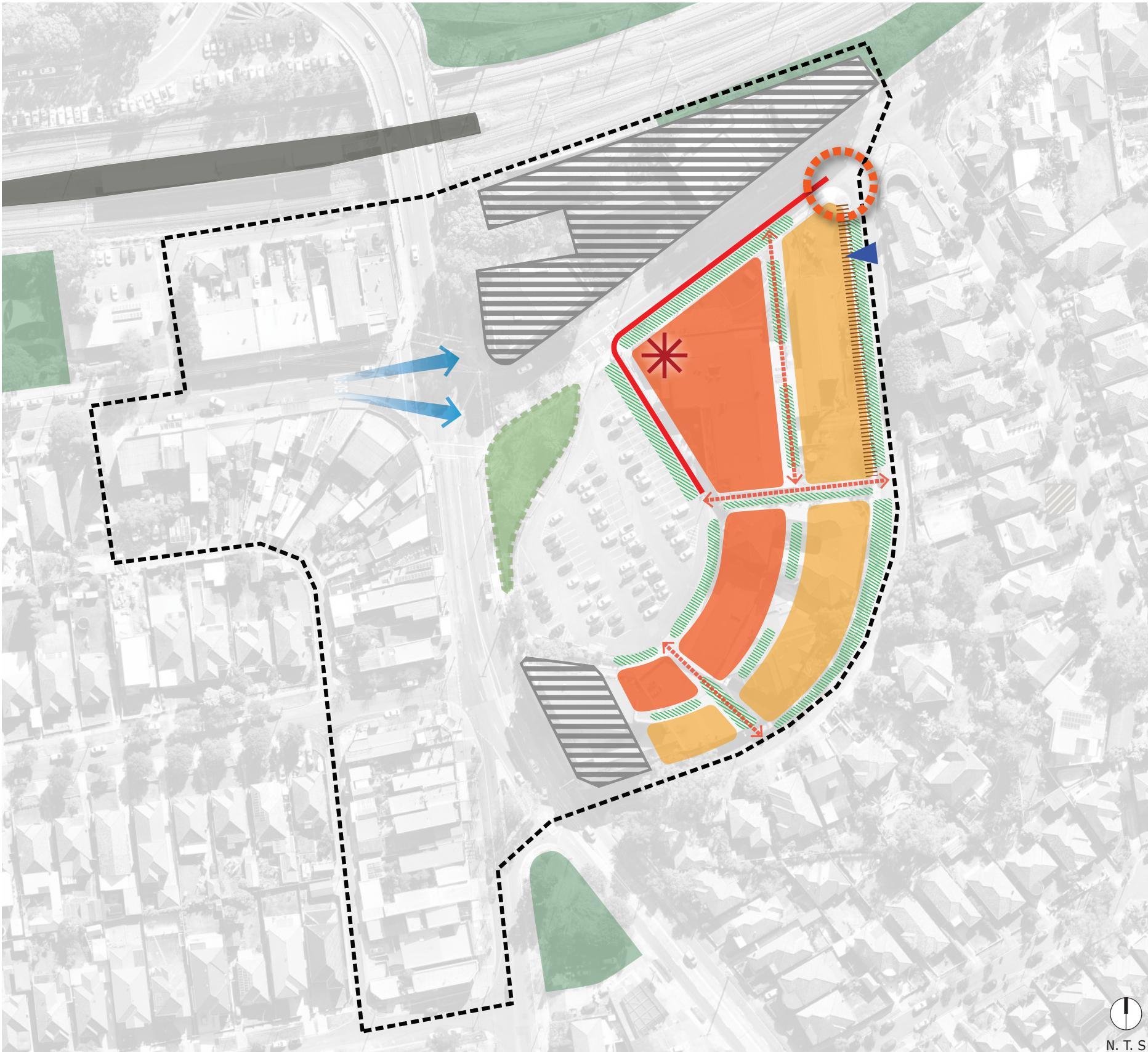
Considering the analysis of the existing town centre structure and the opportunities it presents, GMU has developed key design principles to guide the future development of the subject block and site:

DESIGN PRINCIPLES

- Provide a high-quality contemporary mixed use development that achieves design excellence.
- Enhance the activation, public domain character and architectural quality of Bexley North Town Centre.
- Provide an urban marker on the northwestern corner of the site signalling the entry to the town centre and providing stronger sense of enclosure to the existing carpark.
- Provide a lower streetwall to Sarsfield Circuit in response to the lower density residential character opposite the street.
- Respond to topography and natural features of the site and mitigate flood impacts.
- Investigate opportunities for new publicly accessible space - piazza or laneways - to create vibrant, protected urban spaces for outdoor dining and visitor use as a place maker and focal point.
- Provide active frontages and uses to Slade Road, carpark edge and new links / public spaces.
- Create an east-west link within the site.
- Provide improved landscape character throughout.

KEY

	Town Centre boundary		Built form marker Higher element
	Existing cluster of trees		Residential / SOHO Interface
	Existing mid-rise development. 4-6 storeys		Vehicular Entry
	Landscape treatment/ public domain improvements		Potential Developable area Lower transition element
	Active frontage		Potential Developable area Higher urban element
	Main Urban View		Inner block connections
			Public domain improvement opportunity



Design Principles for future development on the site

4.4 ROLE OF SUBJECT BLOCK

In order to develop a considered and thoughtful proposal for the subject site, GMU has analysed the entire block in which the site is located, to understand the potential built form and urban structure opportunities to ensure the development contributes to the character of the Bexley North Town Centre.

We see an opportunity for this block to create a true focus for the town centre by exploring the creation of new public open space. In addition new mixed use development could also be sleeved with residential only or SOHO developments to Sarsfield Circuit to create a better interface. The block presents opportunities to provide links to the Circuit to improve pedestrian movement and also to create new retail edges that could start to change the perception of Bexley North to a place to dwell and enjoy.

Whilst not within the remit of this study, there are opportunities in the future for the Council to consider how their existing carpark might be improved in terms of landscape quality and improvements to the general public domain areas.

Option 1 - The Amphitheatre

This strategy seeks to:

- Consider options to introduce additional landscaping into the Council carpark in junctions between car spaces and provide increased setbacks to the boundary line of the private sites to the carpark to deliver wider verges and outdoor seating opportunities.
- Formalise links through the block to improve permeability to Sarsfield Circuit and create active retail edges to improve amenity and opportunities for public space away from vehicle traffic.
- Provide a new pedestrian link, or alternatively a laneway within the block to take traffic away from Sarsfield Circuit.
- Provide 4-5 storey townhouses or SOHO apartments to Sarsfield Circuit to transition to the residential uses on the other side of the street.
- Consider setbacks to the property boundaries and adjustments to Council's carpark layout to provide 4m wide paved footpaths to support outdoor dining and mature trees to line the car park edges.
- Introduce new trees in the diamond of space between car spaces in the Council carpark to improve the landscape character.
- Provide street tree opportunities to Sarsfield Circuit and Slade Road.
- Respond to the existing development with a 6 storey streetwall to the Council carpark.
- Celebrate the eastern gateway by increased mass to the corner at Slade Road where it will not impact adjacent residential dwelling lots and improve walkability of the piazza. Note this would be the long term vision, our site would be the catalyst.
- Increase the density of the site and rest of block up to 4-10 storeys to create an appropriate enclosure for the plaza.
- Create a 6 storey street wall height with additional storeys on specific sites as built form markers.



Examples of urban amphitheatres



Option 1. Mud-map



- KEY
- Existing 2 storey developments along Bexley Road
 - Potential higher density developments along Bexley Road
 - Subject site
 - Retail frontage
 - Commercial frontage
 - Pedestrian link (to meet ADG requirements)
 - Pedestrian arcade
 - Open space/ pocket park
 - Potential additional Pedestrian link within the block

Option 2 - The Lanes

This strategy seeks to:

- Create a strong sense of place for Bexley North by providing a strong and vibrant public space link through the private sites via a series of linked 'Lanes'.
- Activate the 'lanes' with retail and commercial uses as well as residential entry points with widths sufficient to provide outdoor dining opportunities, landscape and pedestrian movement.
- Supplement the 'lanes' with cross block links to the Council carpark and Sarsfield Circuit to encourage permeability.
- Consider lower scale to Sarsfield Circuit through SOHO or Townhouse type development with a 4 storey streetwall and setback 5th floor.
- Provide active uses along the interface with Council's carpark and improve the footpath with trees and quality paving.
- Celebrate the eastern gateway to the centre by increased massing on the corner.
- Provide a 6 storey streetwall to respond to existing development and create a sense of appropriate enclosure to the large Council car park area.
- Consider additional landscape to Council carpark by inserting trees into the diamonds of space between existing car spaces for shade and colour.



Option 2. Mud-map showing overall massing strategy



Examples of urban lanes

- KEY**
- Existing 2 storey developments along Bexley Road
 - Potential higher density developments along Bexley Road
 - Subject site
 - Retail frontage
 - Commercial frontage
 - Pedestrian link (to meet ADG requirements)
 - Pedestrian arcade
 - Open space/ pocket park

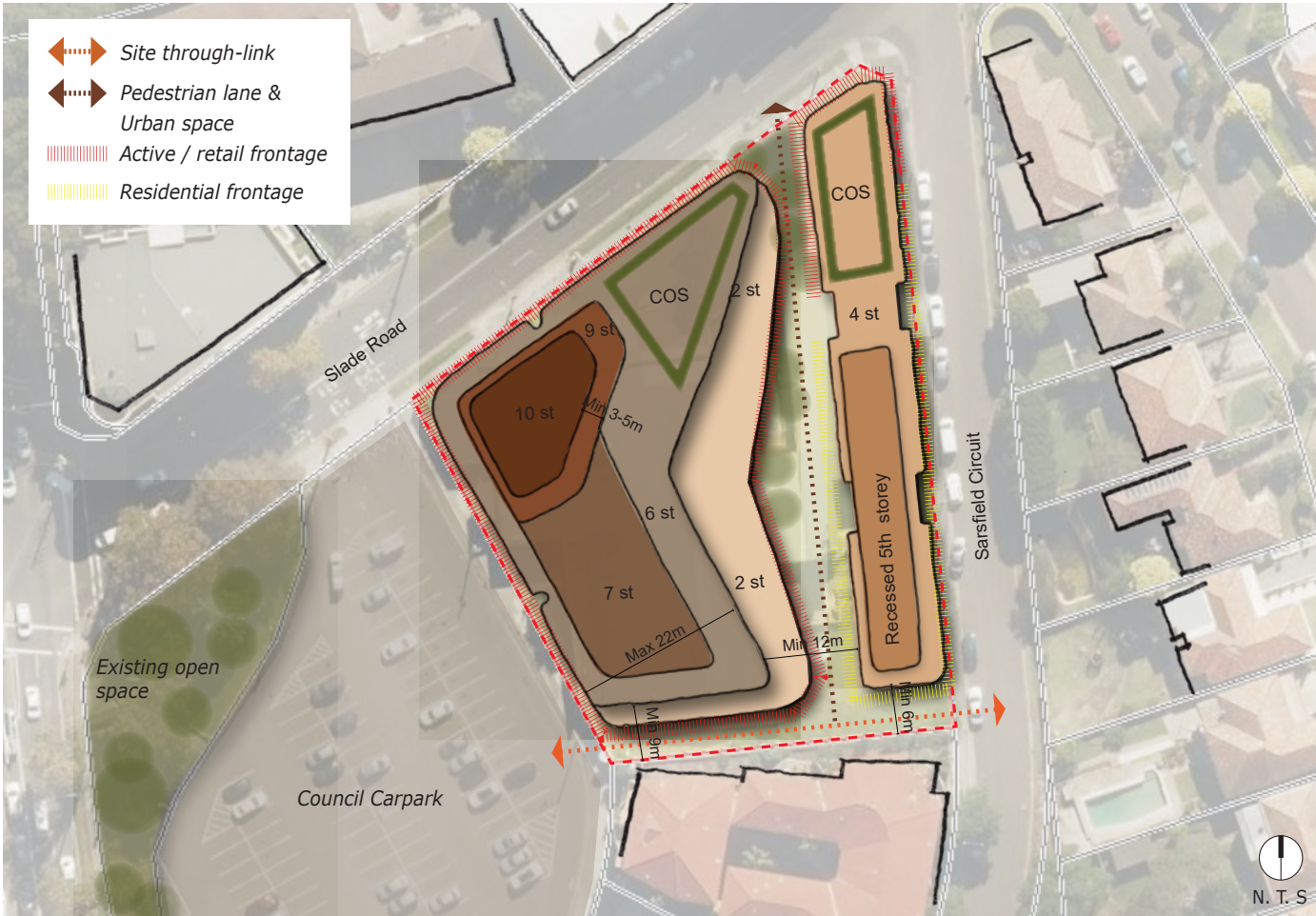
4.5 PRELIMINARY BUILT FORM STUDIES FOR THE SITE



OPTION 01

- Create a block of ‘fine grain’ built form to the east of the subject site including commercial facilities (or SOHO) on the ground level to activate the public domain as per the DCP. In this option, both built forms are connected over 2 levels.
- Create a minimum 6m wide link to the south (as would be requested by Council) to improve permeability.
- Create a maximum height of 9 storeys including a 6 storey street wall height to the west and north.
- Create a maximum of 22m building depth for the residential developments.
- Create a central communal open space on Level 2 edged by residential / hotel uses.
- Create a northern pocket park/publicly accessible open space on the ground level.
- Provide retail/club facilities on the ground and first floor levels to the west of the subject site to activate the pocket park and Council's carpark.

Estimated FSR: 3.5:1



OPTION 02

- Create a separate block of ‘fine grain’ built form to the east of the subject site including residential uses at the ground level to respond to the residential character of Sarsfield Circuit
- Create a minimum 6m wide link to the south (as would be requested by Council) to improve permeability.
- Create a ground level north-south pedestrianised urban space and link to break the form and create a ‘town square and pedestrian way’ for Bexley.
- Create a maximum height of 10 storeys with 9 storey streetwall to celebrate the eastern centre entry and create a sense of enclosure to the large area of the council carpark and create a 6 storey street wall height to the remainder of the western site edge and to the north to provide an appropriate street wall.
- Create a maximum 22m building depth for the residential development.
- Create central communal open space on upper level for both future buildings.
- Include retail/club facilities at the ground and first floor levels in the western building of the subject site to activate the central space.

Estimated FSR: 3.45:1

4.6 THE PREFERRED MASTERPLAN

Based on the Option 2 massing strategy, GMU have developed a preferred master plan. Option 1 activates the Council carparking and provides a through site link but the location of the proposed plaza space is not ideal as it is considered too isolated and does not encourage public space provision in other sites edging the car park. Option 2 delivers 2 distinct building forms with the residential building buffering Sarsfield Circuit from the more active uses of the retail areas.

The preferred option delivers a new publicly accessible urban space via the north south laneway/plaza that will offer a sunny and protected pedestrianised outdoor space lined with active uses that will create a true destination for Bexley North and encourage continuation of this laneway character through the other sites to the south when they redevelop. It also ensures a pleasant rear facade of the development to Sarsfield Circuit with residential uses rather than a service dominated environment.

This preferred masterplan is the outcome of all the previous analysis and principles. It is aligned with the strategic direction for the area and follows the design principles outlined in Section 4.3 of this report. The masterplan also considers potential staging of the site to enable continued operation of the existing hotel.

The preferred masterplan seeks to relocated the anticipated built form mass away from the more sensitive Sarsfield Circuit interface. The built form on the eastern side of the site is lower in scale in response to the low density residential across the street. The built form on the western side of the site (facing the current Council's carpark) creates an urban marker for the eastern gateway.

The masterplan provides active frontages to the council carpark, the new plaza/ laneway and through site links. Vehicular entry is provided from Sarsfield Circuit. The car entry is located to minimise impacts to adjoining properties and is contained within the indicative built form to minimise visual exposure. Basement car parking is provided in Stage 1 (subject to DA), relying on loading from the existing pub loading area.

In the preferred masterplan, the proposed building footprints are as follows:

Built form A

- Located on the eastern side of the site fronting Sarsfield Circuit. This massing relates to the lower density, 1 and 2 storey area opposite the street.
- Provides a 4 storey streetwall with a recessed partial 5th floor with very limited visibility from the street.
- Provides a 3 metre setback on the ground floor with landscaping and a residential character.
- Provides retail/cafe opportunities along the north south connection and Slade Road

Built forms B and C

The proposed built forms B and C occupy the western part of the site and face Slade Road to the north and council's carpark to the west. Though they form a consolidated massing, they are likely to be two different elements as they would be staged and built separately. Built form B occupies the southern half of the site and would be built first, whilst Built Form C occupies the northern half where the existing pub is located.

Built form B

- Southern half of the western built form
- 6 storey streetwall defining the carpark with a recessed 7th storey
- 2 storey podium to internal plaza with potential retail / commercial uses
- Assumes residential uses above podium
- Provides for a Rooftop Communal Open Space at Level 5 (6th storey) & Level 6 (7th storey)
- Provides 6 and 9 metres separation to the southern boundary to achieve ADG separation requirements
- Provides a nil setback to the public domain edge of the carpark for the ground floor active uses

Built form C

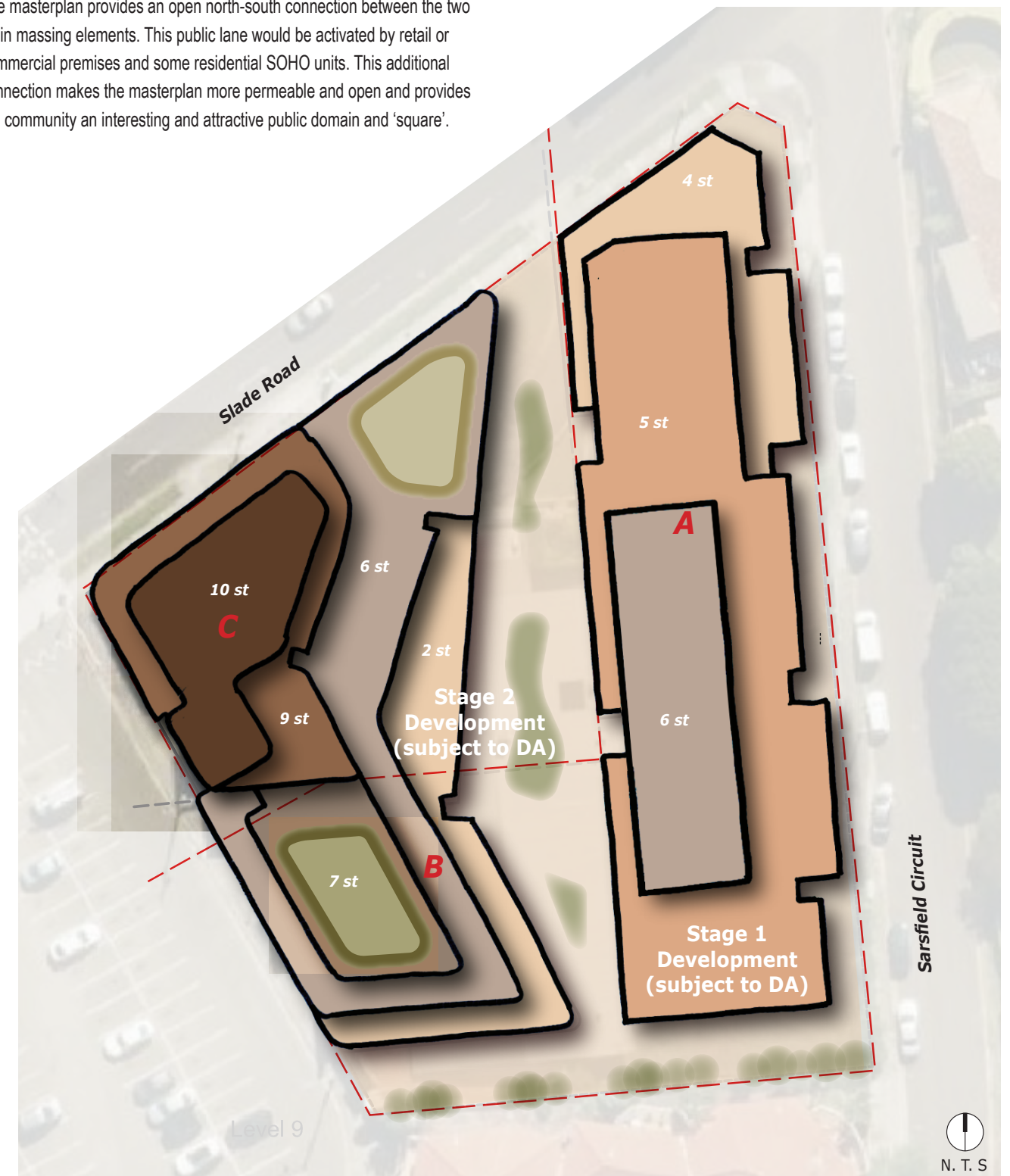
- Northern half of the western built form
- 6 storey streetwall defining the carpark with a maximum 10-storey corner element to celebrate entry to the centre and anchor the corner
- 2 storey podium with potential retail / commercial uses facing the Plaza
- Provides a footprint capable of accommodating hotel uses within the podium
- Provides for residential uses on Level 6 (7th storey) and above
- Provides for potential hotel uses in the taller form
- Provides a Rooftop Communal Open Space at Level 6 (7th storey)
- Provides a nil setback to the public domain edge for the ground floor and streetwall

All proposed built forms comply with the relevant DCP setback requirements. The proposal complies with ADG separation to the south and also within the site between the two buildings, subject to unit layout.

PEDESTRIAN LANE AND THROUGH SITE LINK

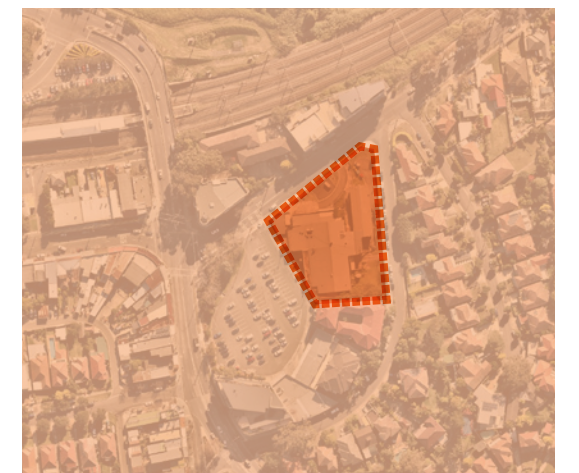
The masterplan includes an east-west through site link that is part of Council's planning framework for the area. The location of this link is at the southern end of the site. This is the best location for the link as it provides a more balanced and equitable access to the town centre to the properties on Sarsfield Circuit. A more northern link would be too close to Slade Road.

The masterplan provides an open north-south connection between the two main massing elements. This public lane would be activated by retail or commercial premises and some residential SOHO units. This additional connection makes the masterplan more permeable and open and provides the community an interesting and attractive public domain and 'square'.

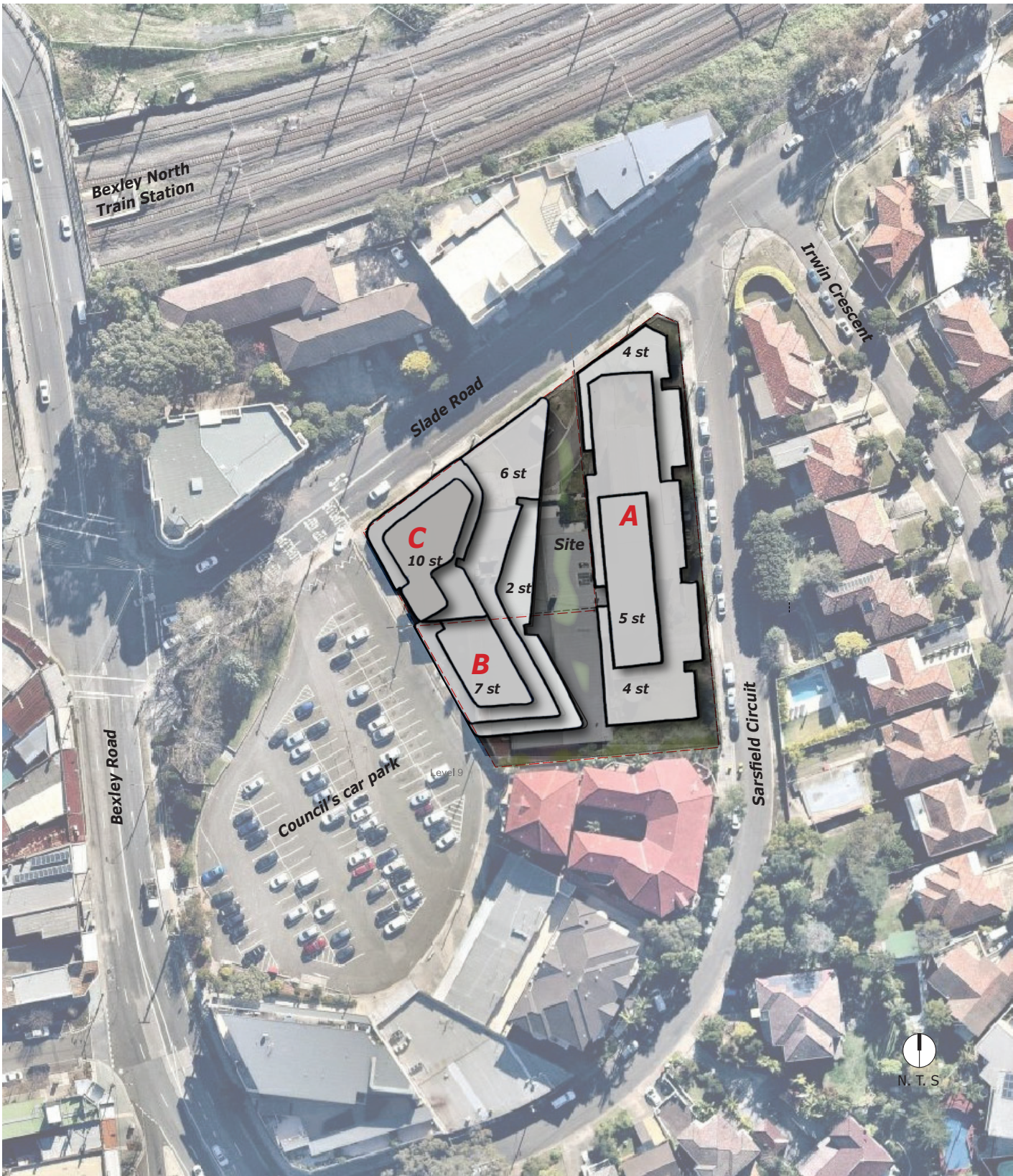


Preferred Option Masterplan for the site

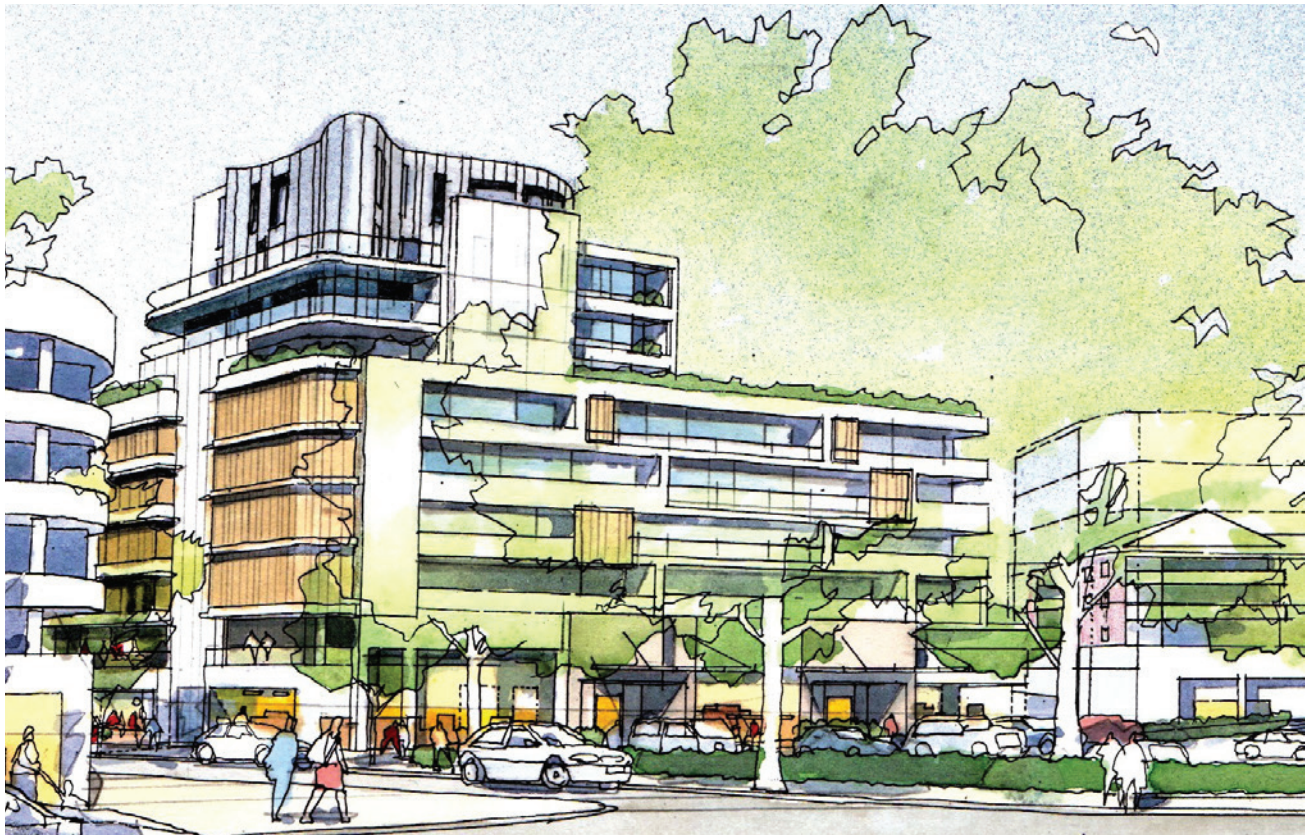
5. ILLUSTRATIVE SKETCH DESIGN



5.1 OVERVIEW



Site Plan (Indicative scheme)



Artist Impression of the development from the corner of Shaw Street and Bexley Road. Image by Tim Throsby

The preferred masterplan has been tested in an indicative scheme to ensure flooding, vehicle access and servicing, unit layouts, parking, etc. can be accommodated and satisfy council's requirements and the ADG.

The southern end of the site is proposed to become a 6-metre wide link (subject to acquisition by Council), open to the public, connecting Sarsfield Circuit to the town centre and providing some separation to the residential building to the south.

The proposed masterplan allows for active frontages to Slade Road and towards the current council carpark facing the town centre.

The eastern interface fronting Sarsfield Circuit provides the opportunity for a residential character aligned with the transitional nature of the street, towards the lower density residential neighbourhood to the east.

The proposed heights also transition from 10 storeys on the northwest corner of the site that serves as an urban marker for the town centre, to a 4-storey street wall to Sarsfield Circuit

Vehicular entry is likely to be provided from Sarsfield Circuit, located to minimise impacts to adjoining properties and contained within the indicative built form to minimise visual exposure. Basement car parking would be provided.

Due to the ongoing operation of the existing pub, it is envisioned that any future development will be built in 2 or possibly 3 stages.

The first stage would be likely to comprise the eastern part of the site fronting Sarsfield Circuit and potentially the southwestern part of the side, leaving the current pub operational. Similarly, the basement would be built in stages subject to DA approval. Loading to the Pub premises would occur from the current location.

The second stage would consist of the northwestern corner of the site and would develop the higher element fronting the corner.

Indicative floor plans follow showing one potential approved to the massing.

5.2 INDICATIVE CONCEPT LAYOUTS



GROUND LEVEL



LEVEL 01



LEVELS 02 - 03

KEY

Site boundary	Substation access	Hotel rooms	Substation
Staging outline	1 Bedroom Unit	Pub	Green roof - non trafficable
Landscape buffer	2 Bedroom Unit	Retail	
Vehicle access	3 Bedroom Unit	Gym	
Commercial access	Residential Entry Lobby	Services	
Residential access	Hotel Entry Lobby		

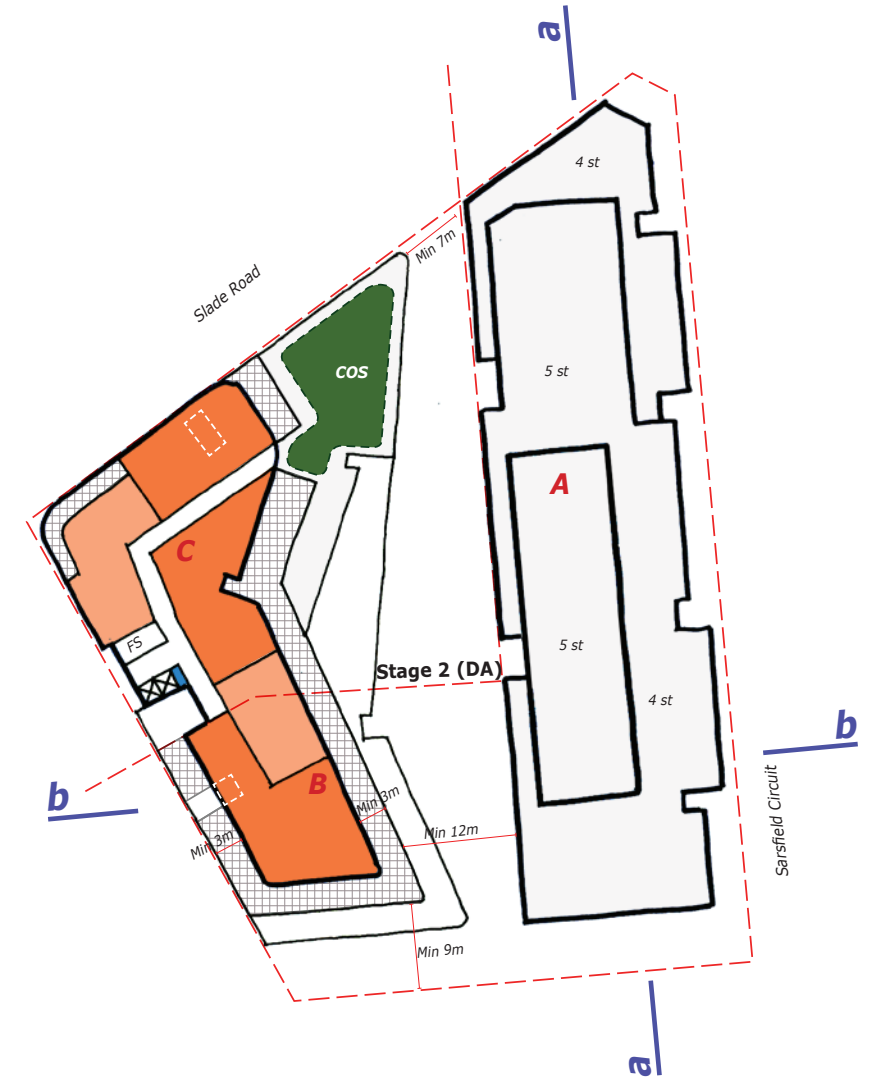




LEVEL 04



LEVEL 05

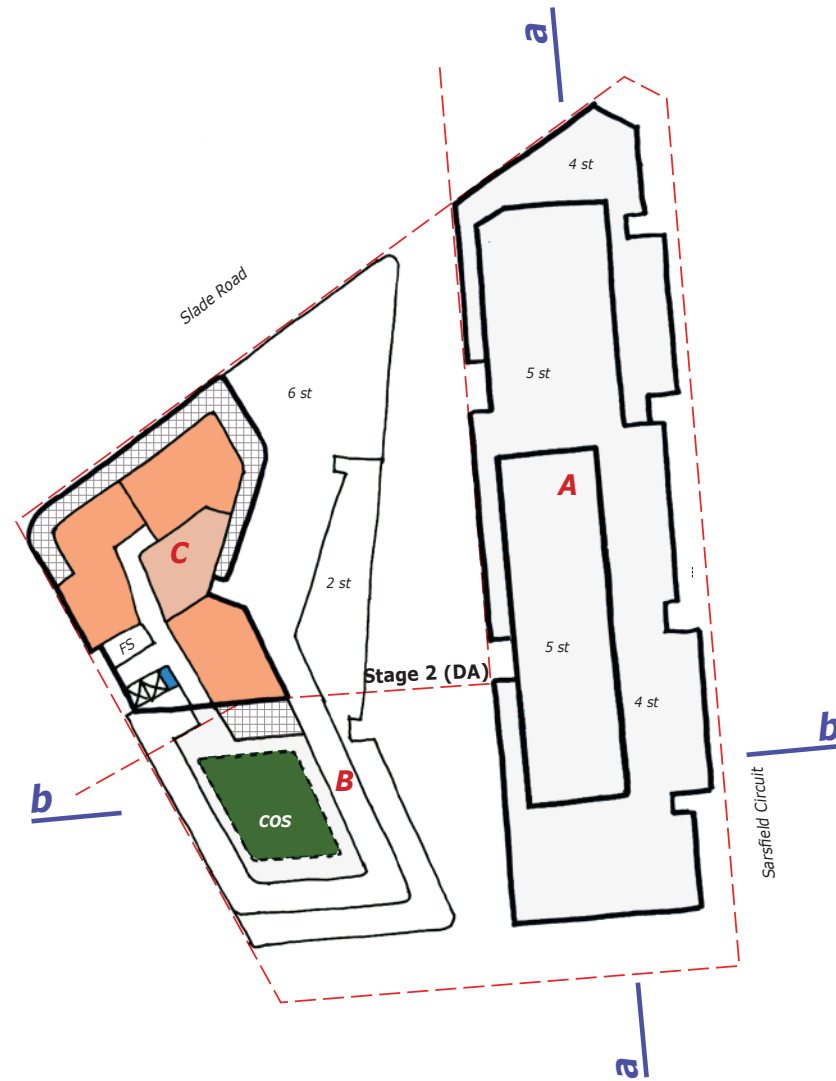


LEVELS 06

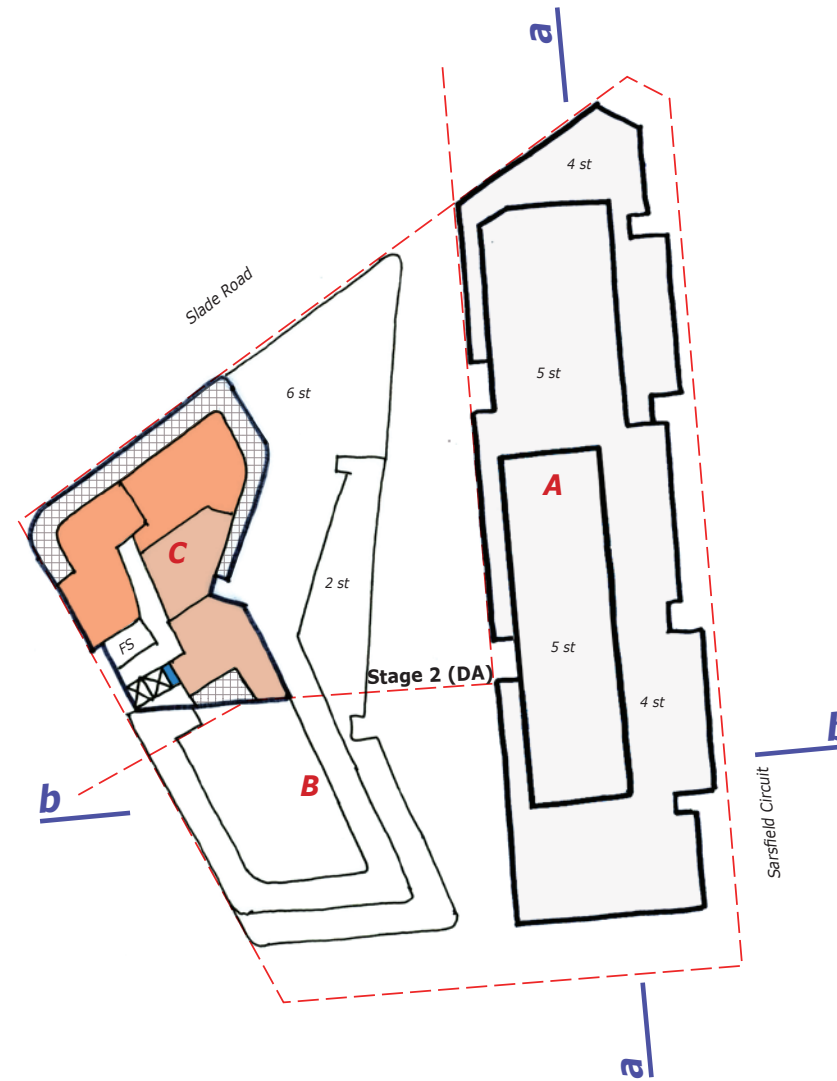
KEY

- Site boundary
- Staging outline
- 1 Bedroom Unit
- 2 Bedroom Unit
- 3 Bedroom Unit
- Hotel rooms
- Services
- Green roof - non trafficable
- Terraces
- Rooftop COS

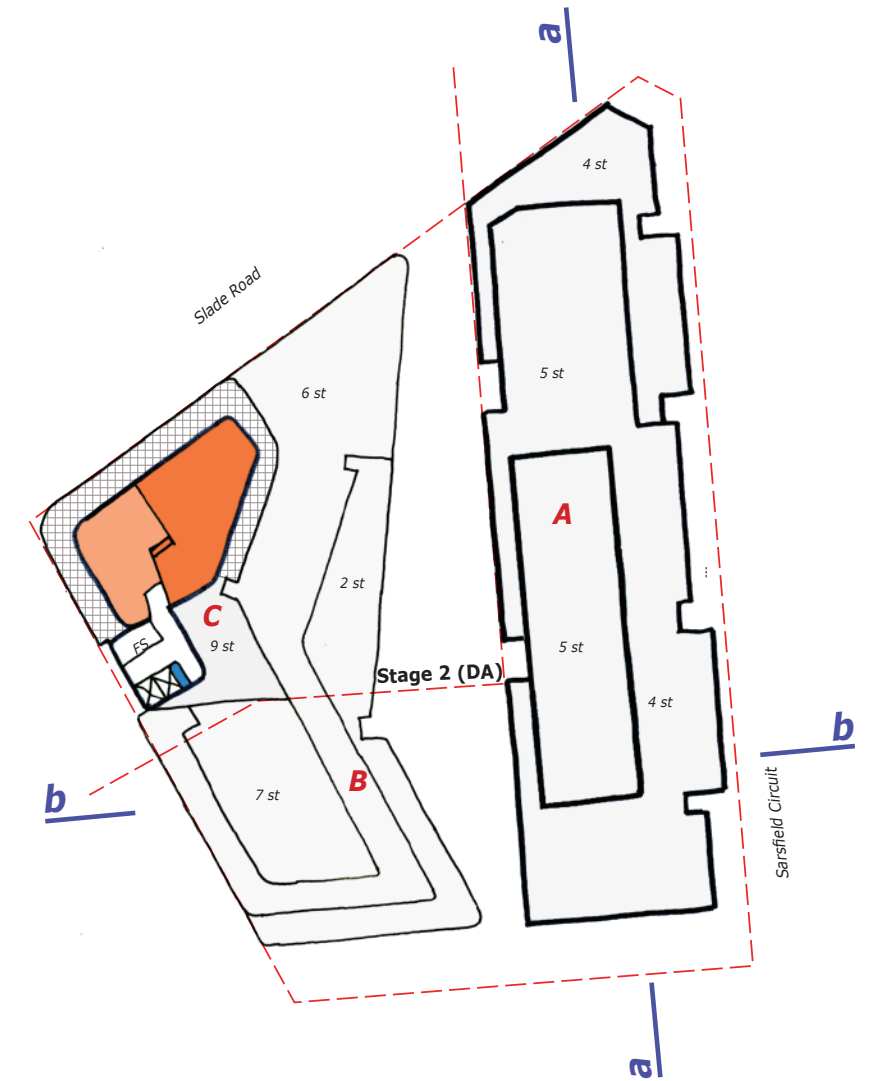




LEVEL 07



LEVEL 08



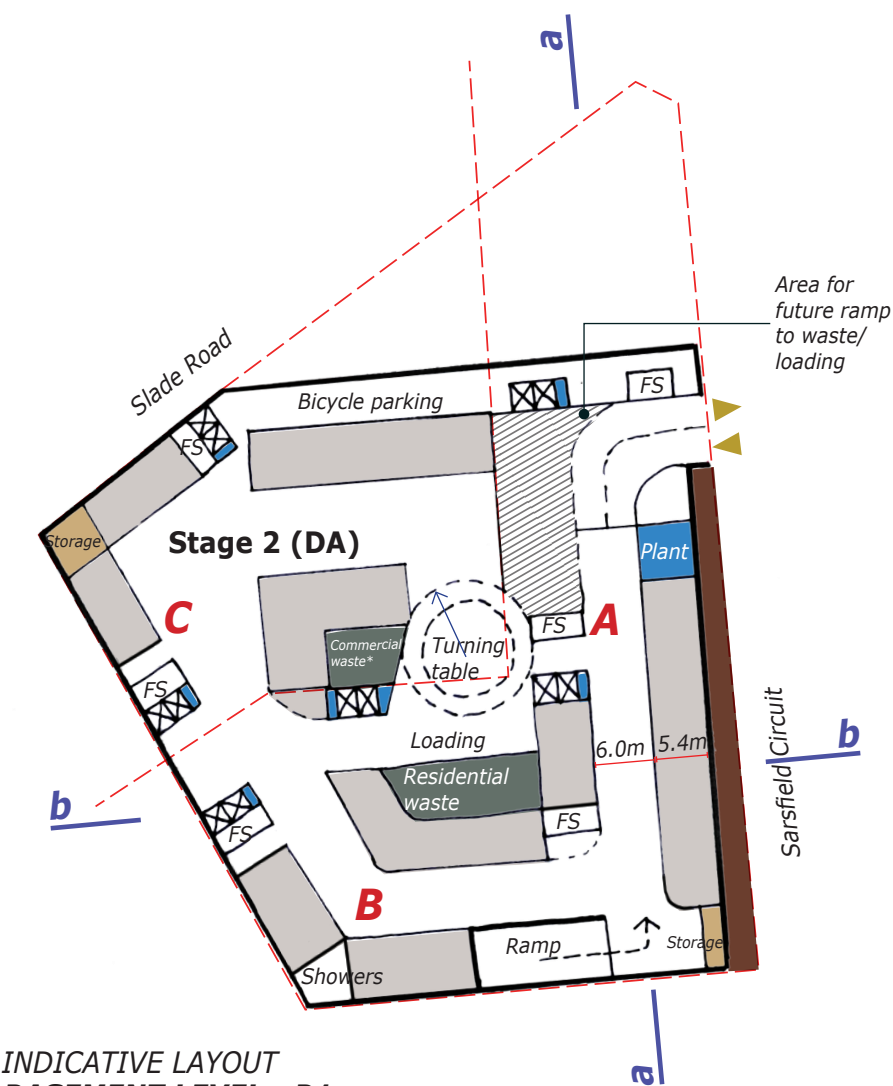
LEVELS 09

KEY

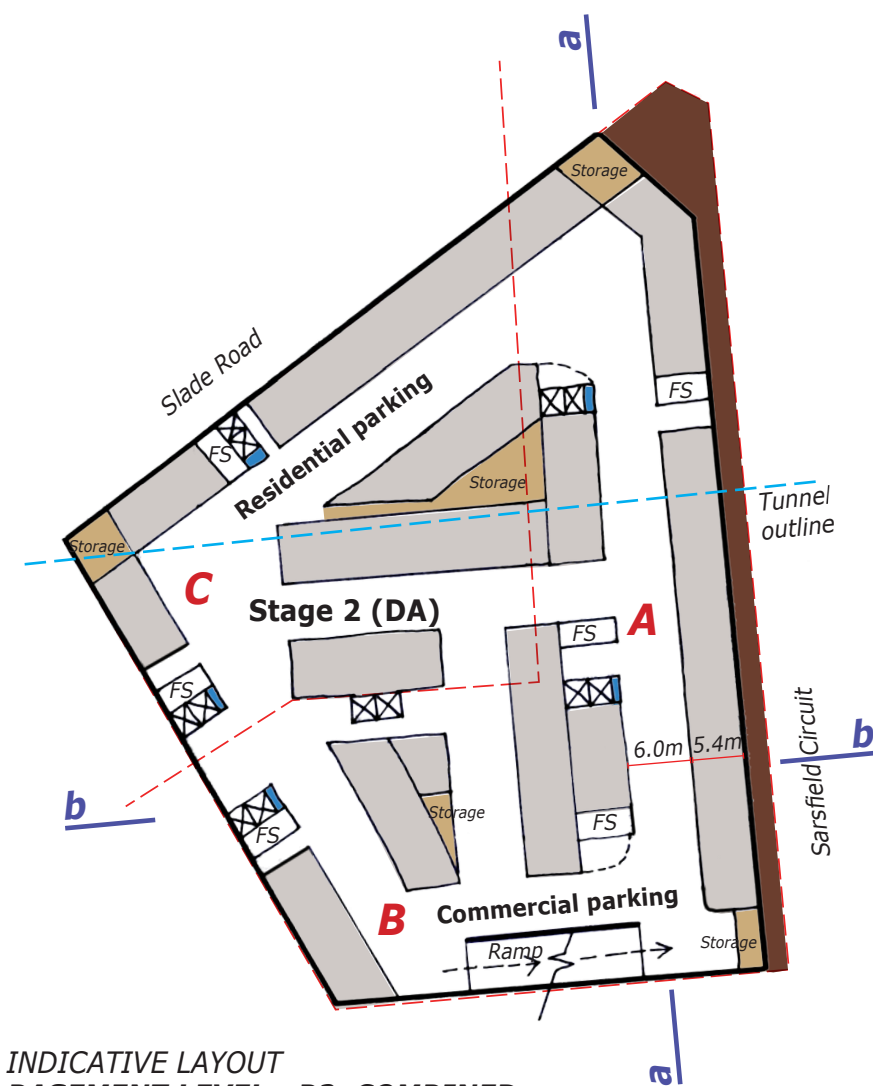
- Site boundary
- Staging outline
- 1 Bedroom Unit
- 2 Bedroom Unit
- 3 Bedroom Unit
- Services
- Terraces
- Rooftop COS

The In order to determine the capacity of the indicative scheme to meet key ADG guidelines and deliver appropriate amenity outcomes, GMU have tested typical layout configurations. We have reviewed the performance of the potential unit layouts in terms of solar access to units and communal areas, cross ventilation and overshadowing. Our findings are summarised in Appendix 1.

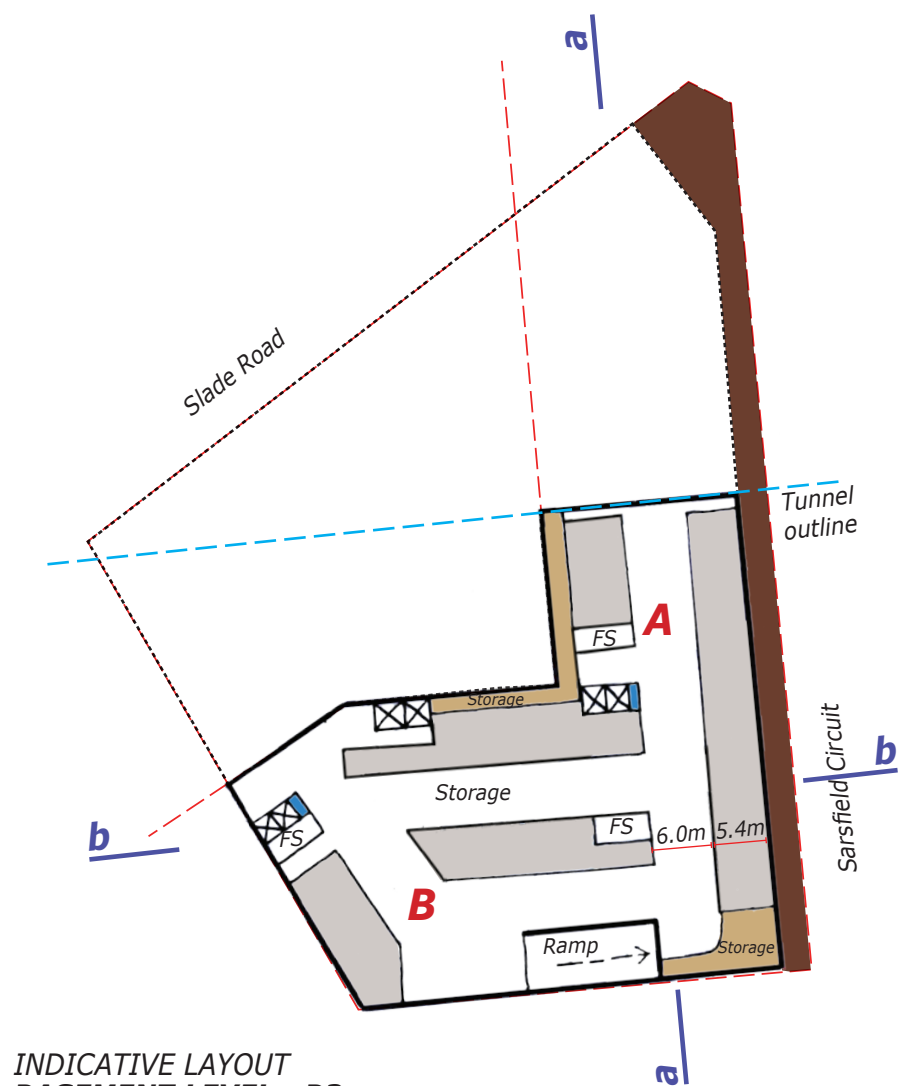
5.3 INDICATIVE BASEMENTS AND CARPARKING



INDICATIVE LAYOUT
BASEMENT LEVEL - B1
COMMERCIAL PARKING
Approximately: 68 CARS



INDICATIVE LAYOUT
BASEMENT LEVEL - B2 COMBINED
RESIDENTIAL & COMMERCIAL PARKING
Approximately: 110 CARS



INDICATIVE LAYOUT
BASEMENT LEVEL - B3
RESIDENTIAL PARKING
Approximately: 42 CARS

* Loading and commercial waste layouts to be accommodated in the existing location for Stage 1.
Please note adjustments to layout may be required subject to potential acquisition by Council

Minimum parking rate (Source: Traffic Impact Assessment, Traffic)		
Residential rates		Hospitality, retail and commercial rates.
- 0.6 car space per 1 bedroom units		- Hotel: 1 car space per 4 rooms
- 0.9 car space per 2 bedroom units		- Pub: 1 space per 26sqm GFA
- 0.9 car spaces per 3 bedroom units		- Retail: 1 space per 40sqm GFA
- 1 visitor car space per 5 dwellings		- Gym: 4.5 spaces per 100sqm GFA
		- Cafe: 1 space per 40sqm GFA
		Total car spaces required = 214
		Range of car spaces provided = 214-220

KEY

Site boundary

Indicative staging outline subject to future DA

Vehicle access

Parking

Storage areas

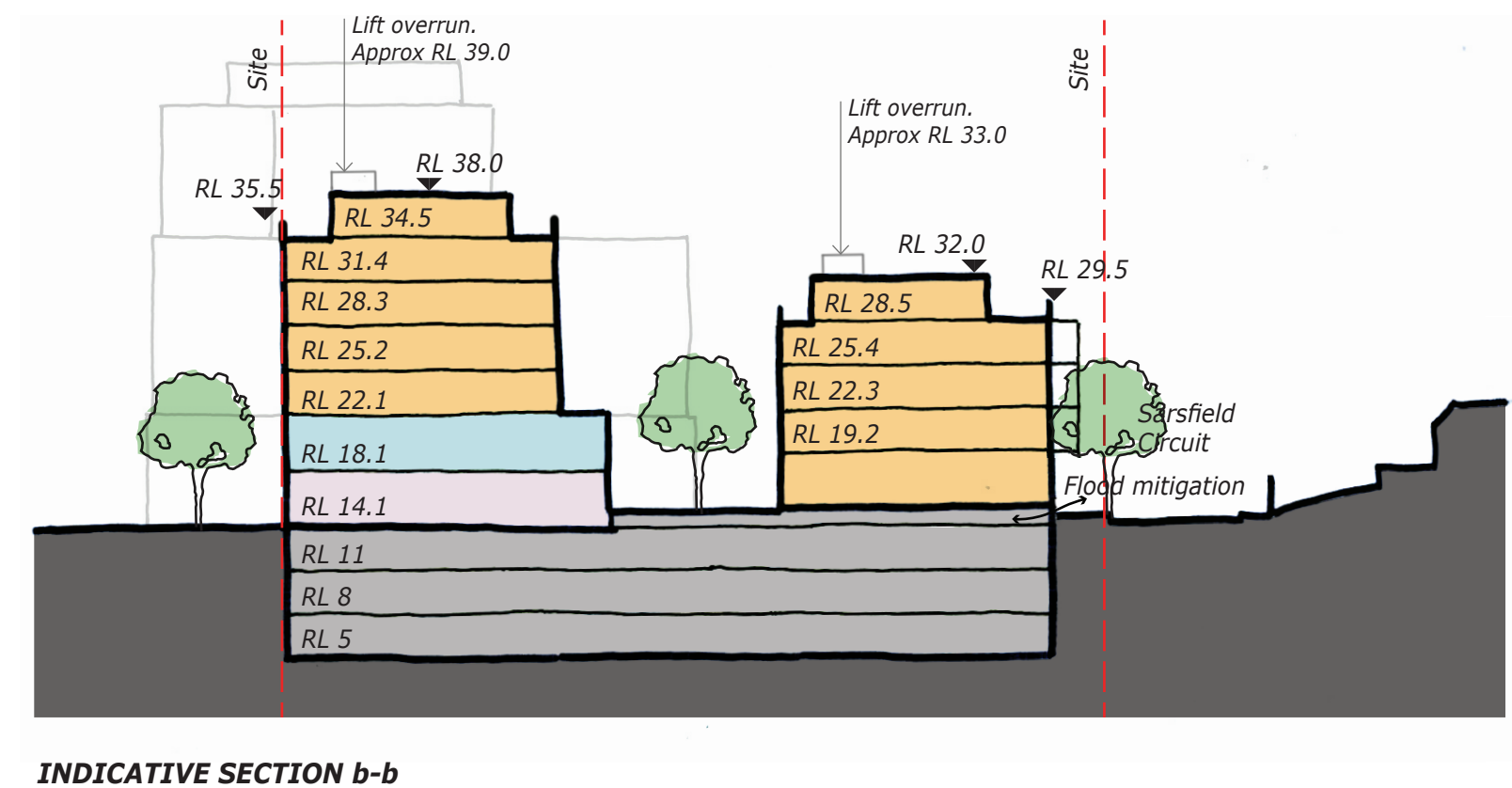
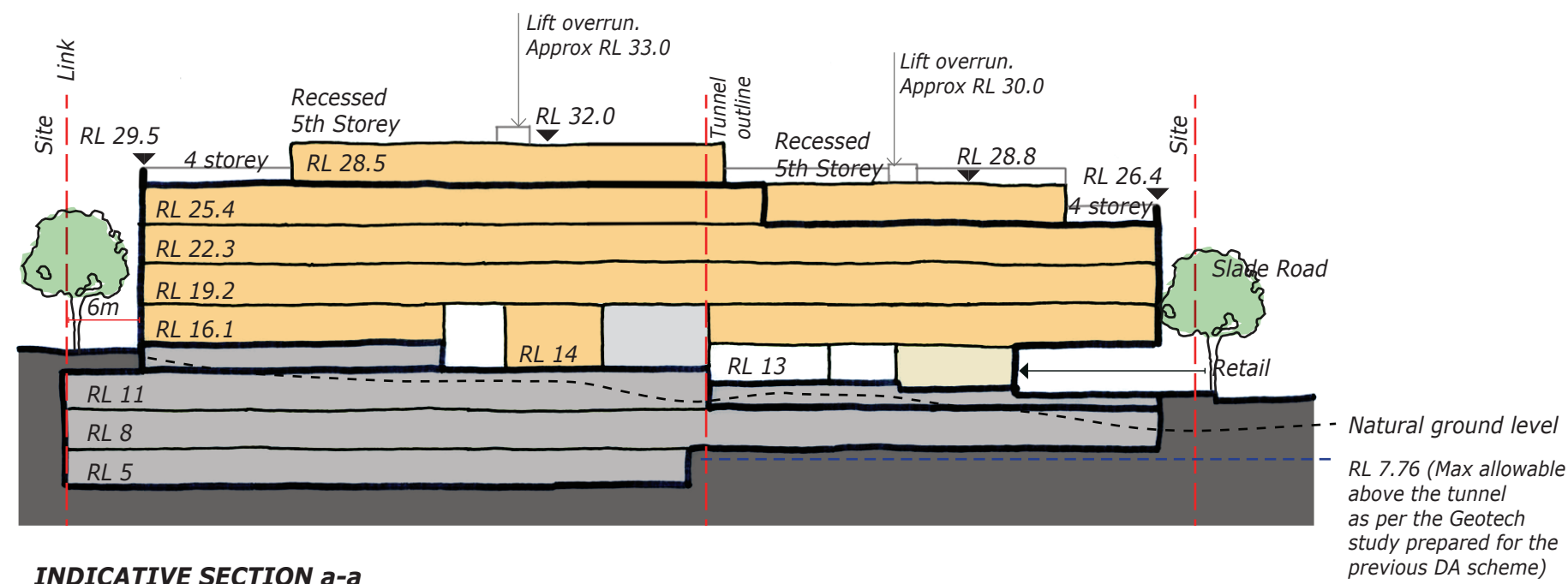
Waste rooms

Deep Soil

Services



5.4 INDICATIVE SECTIONAL STUDIES



- KEY**
- ↔ Flood mitigation
 - Residential
 - Gym
 - Pub
 - Cafe
 - Substation
 - Basement

5.5 INDICATIVE YIELD ESTIMATION



Artist Impression of the proposed laneway. Image by Tim Throsby

APPROXIMATE AREAS AND YIELD ESTIMATION

Site Area: 4,234 sqm (by survey)
Estimated Site GFA: 14,360 sqm
Estimated FSR : 3.4:1

Eastern Built Form (A)

- Commercial GFA 494 sqm
- Residential GFA 5,361 sqm
- **Estimated Total GFA 5,855 sqm**

Western Built Form (B+C)

- Commercial GFA 5,494 sqm
- Residential GFA 3,012 sqm
- **Estimated Total GFA 8,507 sqm**

Number of Units: 83

Unit breakdown.

- 1 Bedroom Units 24 (28.90%)
- 2 Bedroom Units 38 (45.80%)
- 3 Bedroom Units 21 (25.30%)

Cross Ventilation: 50 out of 83 units are cross ventilated. (60%)

Solar Access: 66 out of 83 units receive at least 2 hours of direct sunlight to the living areas in mid winter (79%)

Detailed cross ventilation, solar access and shadow diagrams are provided in Appendix 1. Compliance Analysis

5.6 ILLUSTRATIVE PERSPECTIVES



Artist Impression of the development from the eastern side of Slade Road. Image by Tim Throsby



Artist Impression of the development from the corner of Shaw Street and Bexley Road. Image by Tim Throsby



Artist Impression of the proposed laneway. Image by Tim Throsby

5.7 URBAN DESIGN GUIDELINES

To guide the future development of the site, GMU has developed the following site specific design principles and guidelines which could be adopted by Council, if desired.

MAXIMUM BUILDING HEIGHT

Objectives:

- Mark the eastern gateway and the Bexley North Town Centre.
- Achieve transition to adjoining residential dwellings and sensitive interfaces.
- Respond to the natural topography and characteristics of the site.
- Achieve an appropriate sense of enclosure and streetwall height to the area of the Council car park.
- Minimise visual impacts to adjoining properties and Sarsfield Circuit and ensure that the built form scale does not visually dominate the streetscape.

Proposed controls:

- Provide a maximum height control of 20m to the eastern half of the site.
- Provide a maximum height control of 35m to the western half of the site.
- Provide a maximum 4 storey streetwall height to Sarsfield Circuit.
- Provide a predominantly 2 storey streetwall height to the western built form facing the laneway to the west.
- Provide a 4 storey streetwall to the eastern side of the laneway.
- Provide a 6 storey streetwall to the Council carpark.

BUILDING SETBACKS AND SEPARATION

Objectives:

- Complement the existing and future character of the area with appropriate setbacks
- Provide separation to adjoining properties.
- Reinforce the street corner and transition to adjacent developments to both streets.
-

Proposed controls:

- Setbacks and separation distances should generally be consistent with the Urban Design Guidelines diagram shown on this page.
- Habitable spaces are to be located where separation distances are appropriate.
- Provide nil streetwall setback to the northern and western boundaries (Slade Road and Council's car park).
- Provide 3m setback to Sarsfield Circuit at Ground floor level. Encroachments into the 3m setback to Sarsfield Circuit are permissible above Ground floor level for maximum 50% of the building length. However, minimum 1m setback should be provided to the eastern boundary (Sarsfield Circuit).
- Provide secondary setback to upper levels above streetwall height.

ACCESS

Objectives:

- Consolidate vehicular entries and improve the pedestrian environment where possible.
- Minimise impacts to dwellings on Sarsfield Circuit.
- Enhance permeability through the site and use entries to activate links and streets.

Proposed controls:

- Locate vehicular entries on Sarsfield Circuit as close to Slade Road as possible.
- Design pedestrian entries to complement the streetscape and minimise impacts to adjoining properties.

ACTIVE FRONTAGES

Objectives:

- Maintain a residential interface on Sarsfield Circuit.
- Create a high-quality and attractive streetscape response to improve the amenity to public domain interfaces.

Proposed controls:

- Maximise active frontage areas along the western and northern site boundaries, to the western side of the laneway and northern side of the link in response to the desired future character of the area.
- Provide improvements to the pedestrian environment where possible.
- Provide active uses generally consistent with Urban Design Guidelines diagram shown on this page.

LINKS

Objectives:

- Enhance sense of place.
- Provide a vibrant public space in the form of a pedestrianised laneway.
- Provide retail opportunities to activate the laneway.
- Improve site permeability and passive surveillance.

Proposed controls:

- A public link and plaza area should be provided between Sarsfield Circuit and the existing Council carpark, linking to Slade Road.
- The link should be located on the southern edge of the site.
- The centralised plaza should have a maximim up to 15m, tapering to minimum 7m at Slade Road, in accordance with the Urban Design Guidelines Diagram.
- The link along the southern boundary should be minimum 6m in width.

LANDSCAPING

Objectives:

- Complement the built forms.
- Contribute to a sense of place with vibrant landscape treatment to the central plaza and to the southern through-site link.
- Provide landscape treatment to site edges where possible,improving the public domain interface.
- Ensure high levels of amenity and quality through landscaping.
- Incorporate innovative and sustainable landscape solutions.

Proposed controls:

- Ensure adequate soil depth above structure to accommodate small to medium sized trees in planters to the central plaza/laneway.
- Provide landscape treatment to private open spaces, where possible.
- Provide landscaping to site edge facing Sarsfield Circuit. Landscape treatment to be compatible with flood mitigation measures.
- Primary communal open spaces to provide BBQ facilities, seating and shading in accordance with ADG guidelines.

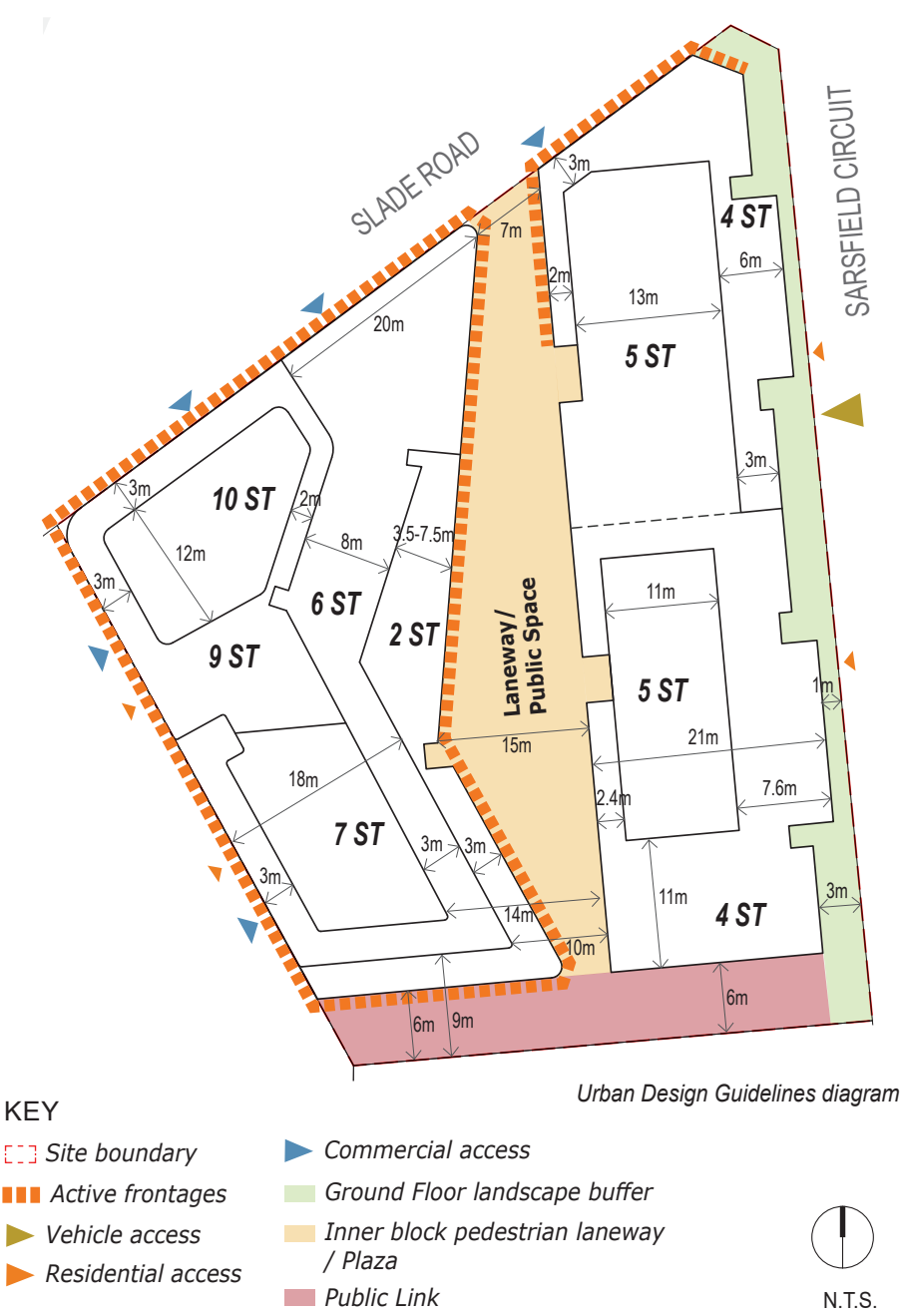
ARTICULATION & ARCHITECTURAL CHARACTER

Objectives:

- Provide design excellence through high-quality architectural outcomes to improve the built form character of the area and the site.
- Articulate built forms to minimise visual bulk and enhance the pedestrian environment.

Proposed controls:

- Provide adequate built form articulation to ensure slender building proportions.
- Provide elegant and harmonious compositions to building elevations.
- Minimise visual bulk to upper levels.
- Provide high-quality, durable building materials to ensure design excellence.



6. RECOMMENDATIONS



6.1 RECOMMENDED LEP AMENDMENTS

Based on the urban design analysis and the masterplan for the subject site, it is GMU and the project team’s opinion that the subject site is capable of achieving greater density compared the current applicable controls.

The increased in density will not have adverse impacts in the surrounding areas, on the contrary, it will help regenerate and revisalisation of the town centre and begin to set the desired future character of the town centre that Bexley North should have.

In order to achieve this greater density, it is proposed to increase the maximum building height and the maximum FSR allowed on the site. Other statutory controls including Land Zoning do not require amendment.

The new FSR and Height controls will help achieve a positive urban design outcome for the town centre, one that is more in character with the aims and objectives of the Eastern City District Plan and the area as a whole.

The recommended height and FSR for the subject site are as follows:

Height of Buildings

The site is currently subject to a height control of 16 m with the potential of having a maximum height control of 22 metres if the site is over 1,200 sqm, which the subject site is.

The proposal seeks an amendment to the maximum height as per Map 4 to allow a maximum height of buildings of 35m for the western part and 20m for the eastern part of the subject site.

FSR

Currently the FSR for the subject site is 2:1, with the potential of having a maximum FSR of 2.5: if the site area is over 1,200 sqm, which the subject site is.

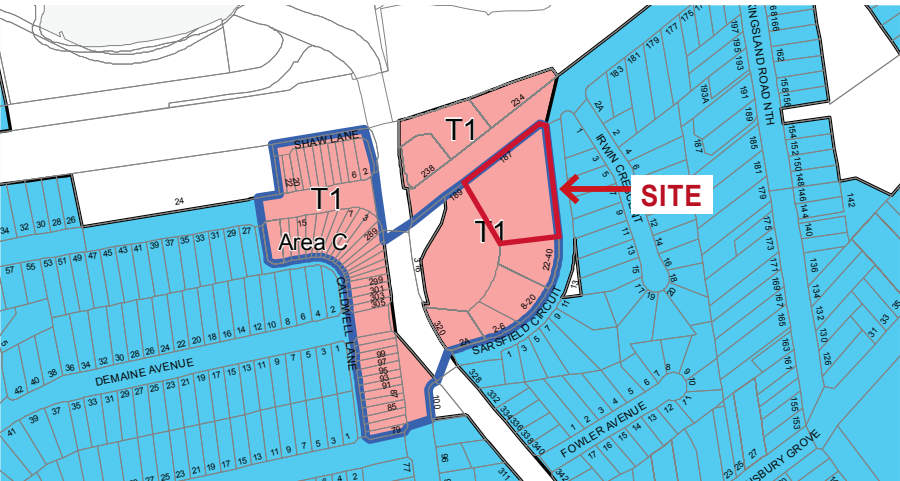
The proposal seeks an amendment to the maximum FSR allowed as per Map 3 to allow a maximum FSR of 3.6:1 for the western part and 3.2:1 for the eastern part of the subject site.

Area C

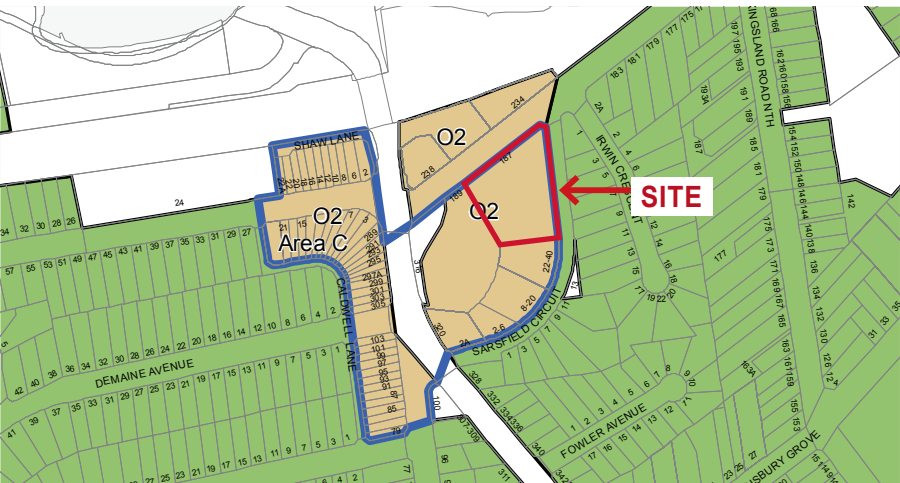
Currently the area is included in ‘Area C’ in Rockdale LEP 2011.

The proposal seeks an amendment to exclude the site from ‘Area C’ as per Maps 3 & 4.

EXISTING PLANNING CONTROLS



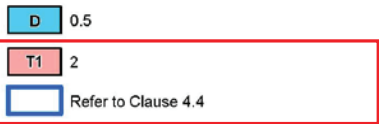
Map 1. CURRENT Rockdale LEP 2011, FSR map.



Map 2. CURRENT Rockdale LEP 2011, height of buildings map.

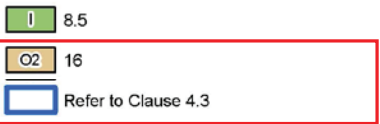
Floor Space Ratio Map
- Sheet FSR_001

Maximum Floor Space Ratio (n:1)

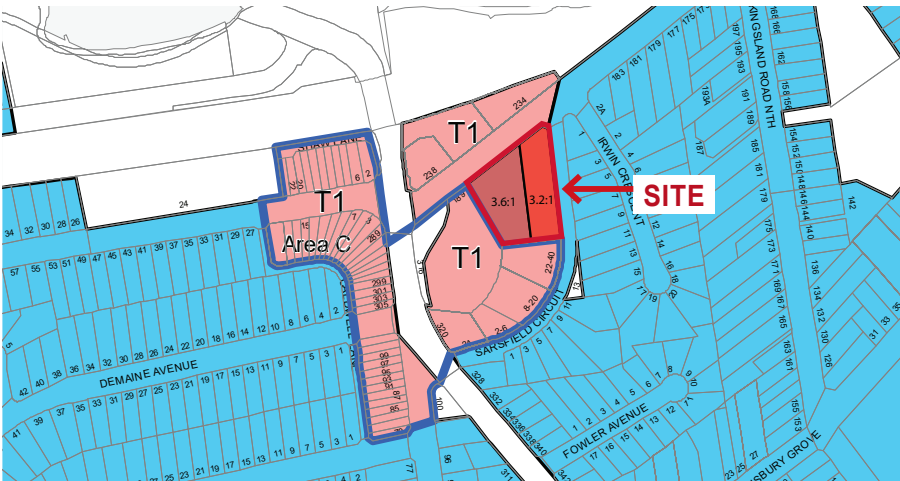


Height of Buildings Map
- Sheet HOB_001

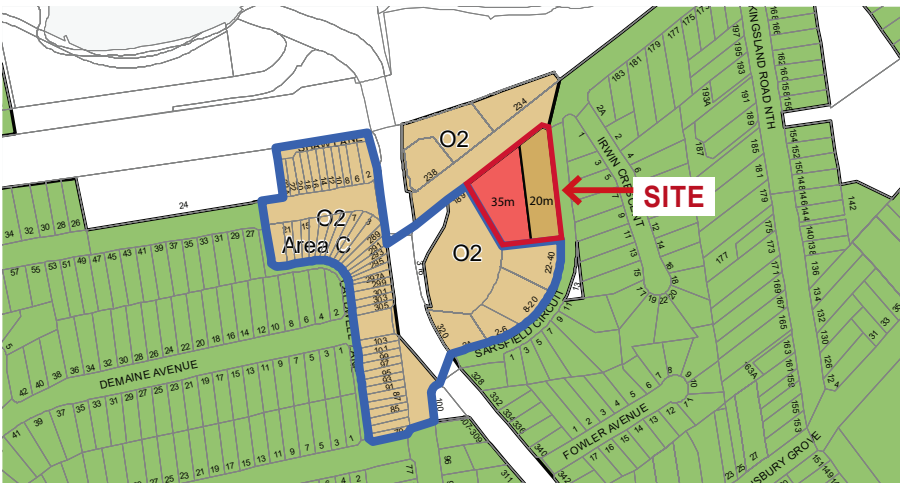
Maximum Building Height (m)



PROPOSED PLANNING CONTROLS



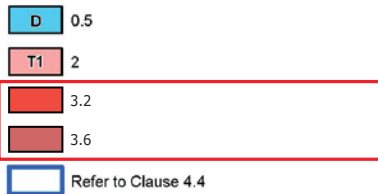
Map 3. PROPOSED FSR map.



Map 4. PROPOSED height of buildings map.

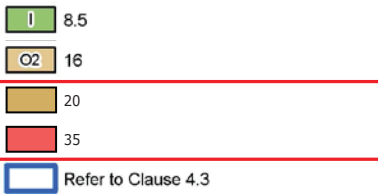
Floor Space Ratio Map
- Sheet FSR_001

Maximum Floor Space Ratio (n:1)



Height of Buildings Map
- Sheet HOB_001

Maximum Building Height (m)



6.2 CONCLUSIONS

GMU and the project team have undertaken extensive analysis of the site and the context and it's potential future role in support of the growth of the area. We have developed a masterplan for the site through comprehensive evidence based analysis to ensure an built form outcome for the site.

GMU consider it appropriate to provide a built form scale on the site that consolidates and provides an enclosure to the council carpark and creates an urban marker for the eastern gateway. We consider that the proposed built form should acknowledge the lower density area to the east and provide a transition in scale on the Sarsfield Circuit.

The proposed amendments to the LEP and the site specific design guidelines offer an opportunity to begin the revitalisation of the town centre and spatially frame the carpark allowing future public benefit visions for this area.

The proposal will improve public domain interfaces and will strengthen the area's connectivity with the addition of a through site link whilst also providing a more pleasant vibrant new laneway / public domain area for local residents and visitors.

Though the site is flood affected, this can be successfully managed within the development and appropriate solutions can be adopted provisions have informed by advice from GRC Hydro hydraulic engineers.

Traffic impacts have been carefully considered and the Traffic Impact Assessment has demonstrated that the traffic impacts generated by the proposal are acceptable and can be managed by appropriate design solutions.

Overall, the proposal provides for an attractive urban environment that fits within the context and that improves and enhances the town centre. It provides for vibrant, activated, public open spaces. It improves the connectivity within the town centre, it creates an eastern gateway marker and frames the council carpark area, setting the framework for potential future redevelopment of that area.

Based on the opportunities available within the site and its relationship to surrounding context, it is reasonable and appropriate to consider higher density and height on the subject site, in alignment with a greater vision for the future of Bexley North Town Centre.

We encourage Council to support this planning proposal and recommend it for 'gateway' approval.



Artist Impression of the development from the corner of Shaw Street and Bexley Road. Image by Tim Throsby

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APPENDIX I. COMPLIANCE ANALYSIS



A - AMENITY REQUIREMENTS - SOLAR ACCESS

In order to determine the capacity of the indicative scheme to meet key ADG guidelines and deliver appropriate amenity outcomes, GMU have tested typical layout configurations. We have reviewed the performance of the potential unit layouts in terms of solar access to units and communal areas, cross ventilation and overshadowing. Our findings are summarised in the following pages.

SOLAR ACCESS SUMMARY

66 out of 83 units receive at least 2 hours of direct sunlight to the living areas in mid winter (79%) in accordance with ADG guidelines. Only 1 (one) of 83 units receives less than 15 minutes sunlight.

The indicative layout testing demonstrates that minimum 2 hours solar access in mid-winter can be achieved to at least 50% of the principle usable communal open space in accordance with the ADG.



GROUND LEVEL
No residential apartments



LEVEL 01
9 out 13 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



LEVEL 02
14 out 17 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



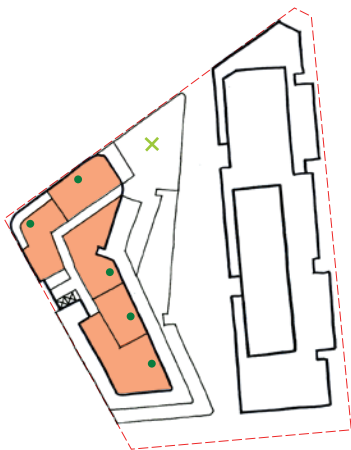
LEVEL 03
14 out 17 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



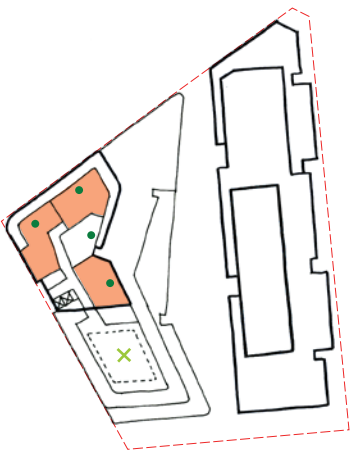
LEVEL 04
10 out 14 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



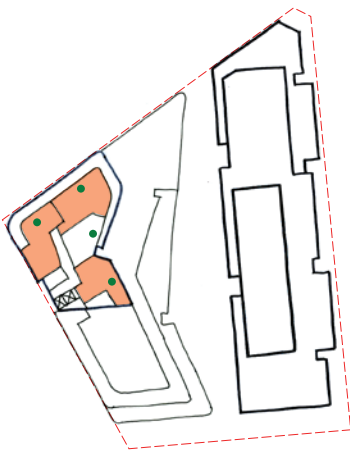
LEVEL 05
6 out 7 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



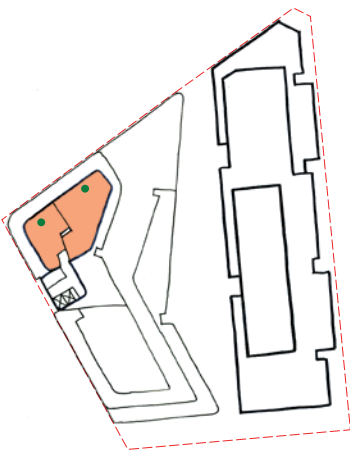
LEVEL 06
5 out 5 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



LEVEL 07
3 out 4 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



LEVEL 08
3 out of 4 apartments receive 2hrs of direct sunlight to their living areas in mid-winter



LEVEL 09
2 out 2 apartments receive 2hrs of direct sunlight to their living areas in mid-winter

KEY

Apartment receiving minimum 2hrs solar access

Private open space (indicative)

Communal open space (indicative)

B - AMENITY REQUIREMENTS - CROSS VENTILATION



GROUND LEVEL
No residential apartments



LEVEL 01
7 out 13 apartments are naturally cross ventilated



LEVEL 02
9 out 17 apartments are naturally cross ventilated



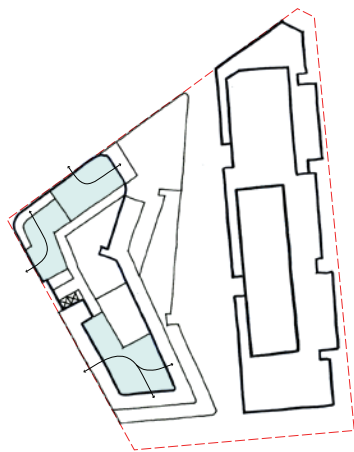
LEVEL 03
9 out 17 apartments are naturally cross ventilated



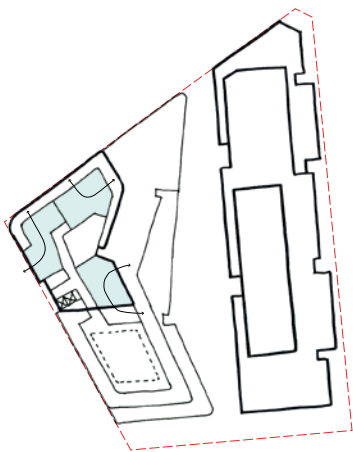
LEVEL 04
9 out 13 apartments are naturally cross ventilated



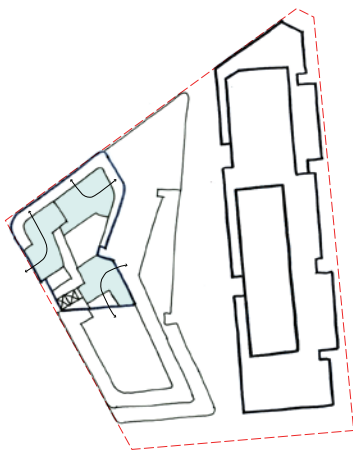
LEVEL 05
5 out 7 apartments are naturally cross ventilated



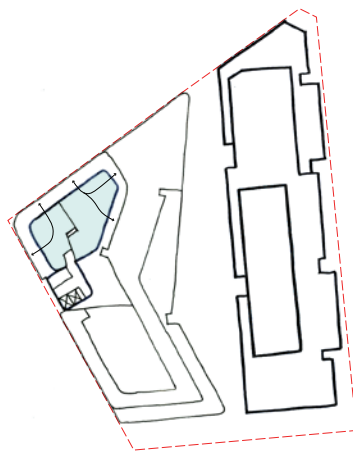
LEVEL 06
3 out 5 apartments are naturally cross ventilated



LEVEL 07
3 out 4 apartments are naturally cross ventilated



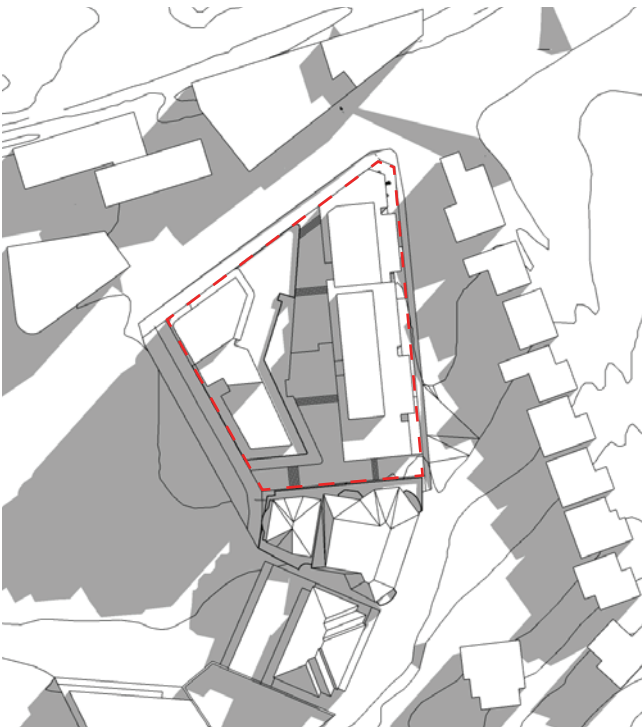
LEVEL 08
3 out of 4 apartments are naturally cross ventilated



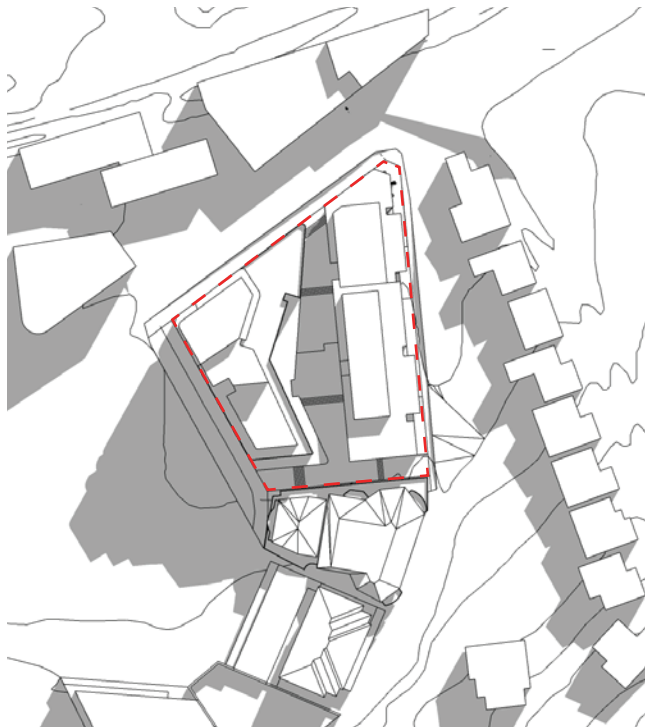
LEVEL 09
2 out 2 apartments are naturally cross ventilated

SOLAR ACCESS
50 out of 83 units are cross ventilated (60%) in accordance with the ADG

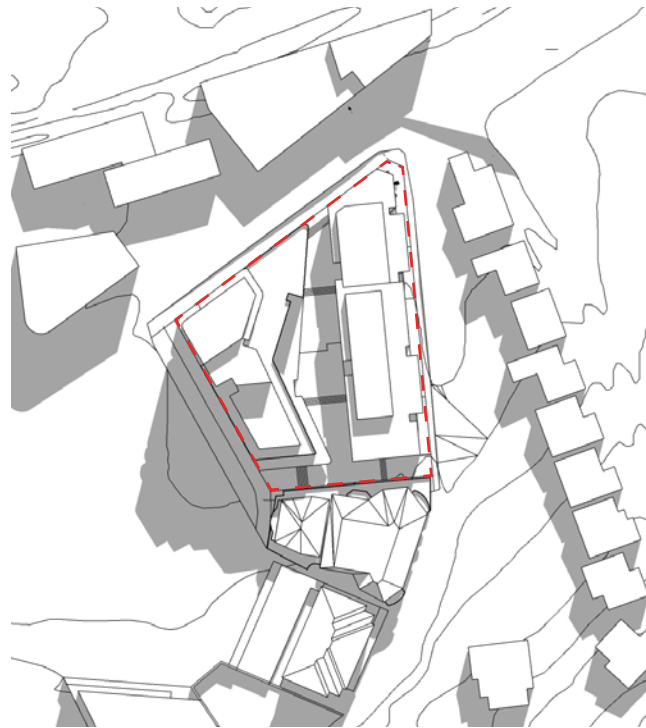
C - SHADOW DIAGRAMS



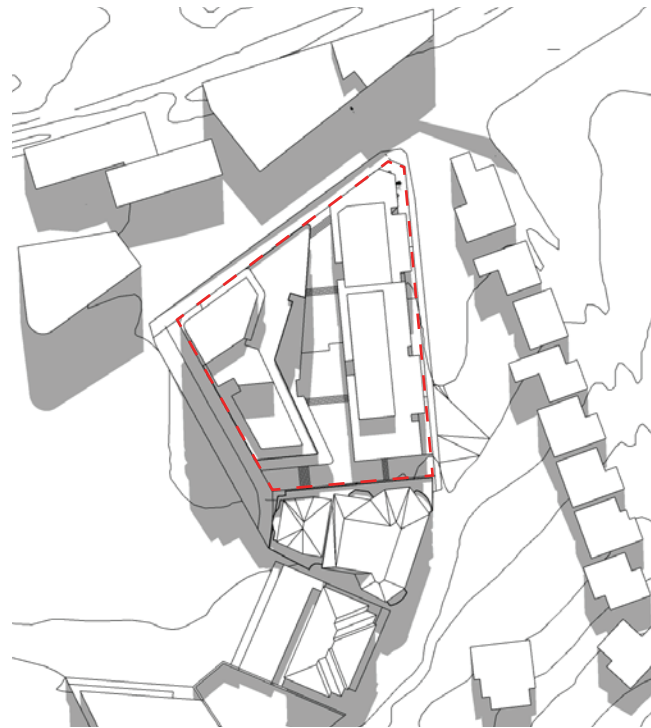
9.00 AM



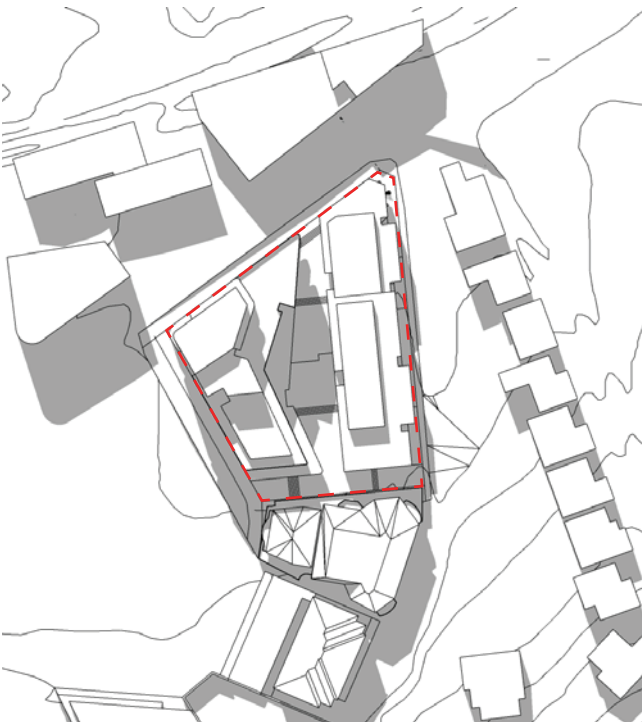
10.00 AM



11.00 AM



12.00 PM



1.00 PM



2.00 PM



3.00 PM

AMENITY IMPACTS - OVERSHADOWING

The proposed development would result in additional overshadowing of the Council carpark but only to a small part during the morning hours. Overall, the current carpark would still receive sunlight to more than 50% of its area from 11:00 hrs onwards.

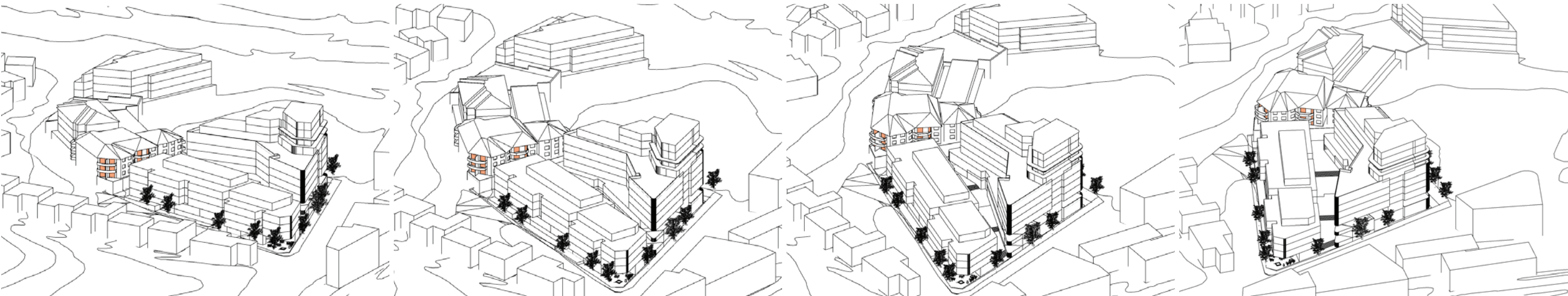
The adjacent development to the south at 22-40 Sarsfield Circuit would receive additional overshadowing throughout the day, however as demonstrated on the sun-eye diagrams over the next page, most of the current balconies and living area windows of this development would still receive two hours of direct sunlight in mid-winter.

The proposed development would not cast any shadows to the residences on the eastern side of Sarsfield Circuit between 9:00 and 15:00 hours, with the rear gardens of only 6 residences being overshadowed between 14:00 and 15:00 hrs.

WINTER SOLSTICE | 21ST JUNE



D- “SUN-EYE” DIAGRAMS



9.00 AM

10.00 AM

11.00 AM

12.00 PM



1.00 PM

2.00 PM

3.00 PM

AMENITY IMPACTS - SOLAR ACCESS

These “sun-eye” diagrams demonstrate that most of the balconies and living areas (11 out of 12) of the development south of the site at 22-40 Sarsfield Circuit would still receive two hours of direct sunlight in mid-winter. This is thanks to the proposed development having a lower massing facing Sarsfield Circuit (with a height lower than the maximum permissible height by the existing controls) and thanks also to the fact that the massing is split in two with a central lane.

The 6 balconies/openings facing Sarsfield Circuit receive sun from 9:00 am to 11:00 am. The 2 upper balconies/openings at the centre of the building facing north receive light from 9:40am to 2:20 pm, while the third and bottom balcony receives light from 12:25 pm to 2:10 pm (1.75hrs). The 3 units facing the carpark receive light to the balconies between 1:00 pm and 3:00 pm, though the facade is overshadowed by the existing balconies until 1:20 pm.

Note.
It is worth noting that the neighbouring development has balconies and windows only 2 metres away from the side boundary as it was approved before the current planning framework was in place. If the site were to be redeveloped and were to provide the required ADG separation, it would be able to receive 2hrs of sunlight to the majority of the facade facing the subject site.

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Urban Design & Architecture

Project PP - Bexley North - 187 Slade Road
Job number 18054
Date issued 18 December, 2019

