
Appendix A

Georges Cove Village concept design and architectural statement

Planning Proposal

Georges Cove Village

146 Newbridge Rd, Moorebank

April 2023



Project Contact

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Principal

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Client
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Chipping Norton, NSW

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Surry Hills, NSW, 2010

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Suite 1202, Level 12, 220 George Street
Sydney, NSW, 2000

Town Planning
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NSW, 2065

1.0 Architectural Statement / 1.01 Project Summary

Project Details

3 Storey Mixed Use Development comprising a total of 10 387.4m² of GFA

Project uses include:

- Light Industrial: 4903.0m² NLA
- Retail: 5326.7m² NLA including 3800m² Supermarket
- Associated carparking and driveway circulation spaces

The Site

146 Newbridge Road, Moorebank, NSW

The Opportunity

Create the Village Centre for the New Georges Cove Precinct. Located at the north end of the precinct, the development proposes a mixed use retail development to provide the services and retail required for the new community, equipped with a diversity of light industrial options to accompany the low density Mirvac estate.

The Proposed Development

The Georges Cove Village development comprises large format supermarket, and supporting specialty retail, along with commercial office space suitable for medical and other uses.

Above the retail level is proposed as Light industrial Units to provide a diverse arrangement of employment based uses suitable for the surrounding precinct.

Taking advantage of the sloping land towards Newbridge Road, the carparking and loading dock are located on the Newbridge Road level.

The design proposal seeks to amend the permitted uses to include provision for a Supermarket development, in order to serve the needs of the new residents in the precinct, and the broader Moorebank area.



The site is located on Newbridge Road, Moorebank, at the north end of the New Georges Cove residential area.

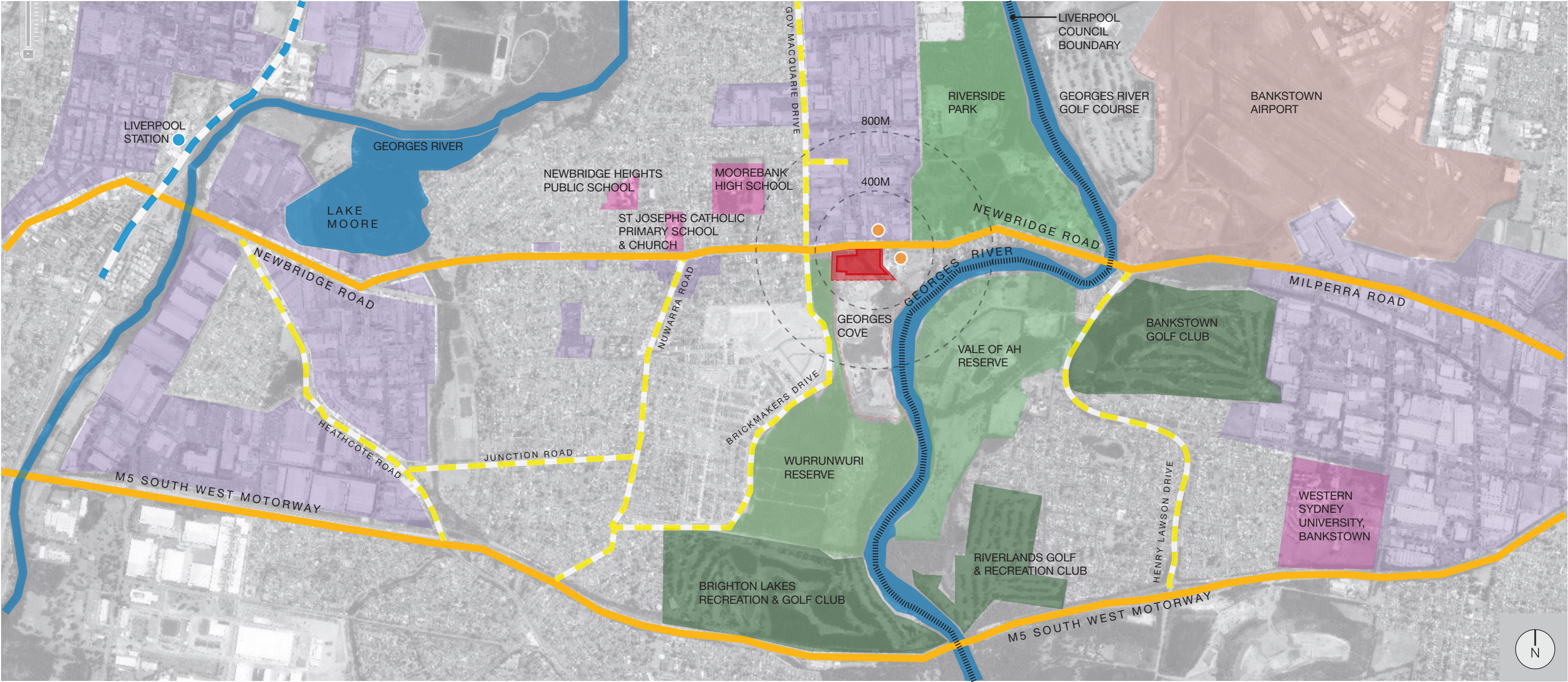
To the north across Newbridge Road is the Chipping Norton industrial estate. To the west landscape reserve and Brickmakers Drive. To the south is the Georges Cove residential development. And to the east is Flower Power Nursery.

Legend (Zones)

	Commercial Buildings
	Major Schools / Universities
	Golf Courses
	Parks & Open Spaces
	Bankstown Airport

Legend

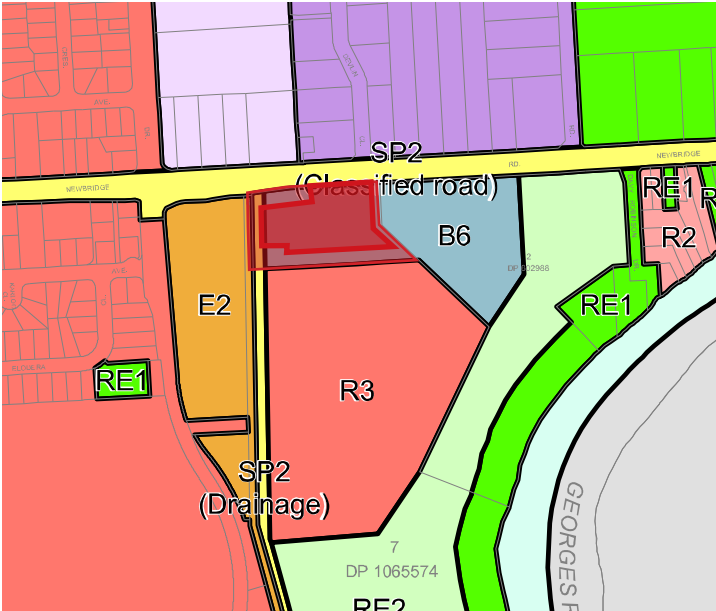
	Subject Site
	Major Road
	Local Access Road
	Train Route
	Train Station
	Bus Stop
	Bike Path
	City Cycle Station



The existing planning controls permit small neighbourhood retail shops and shop top housing.
It is proposed to amend the planning controls on the site as follows

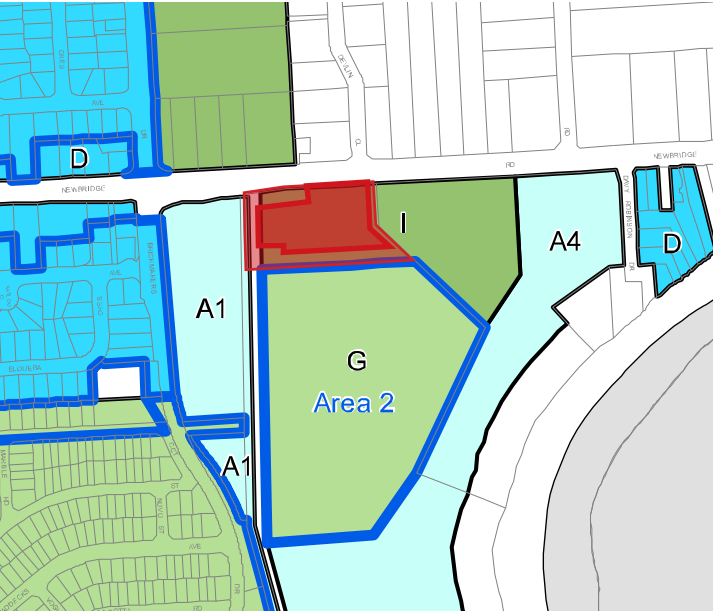
- The Proposal:
- Schedule 1 Amendment to LEP to allow for supermarket uses above 1600m
 - Current site area: 17 184m²
 - FSR for site: 0.75:1
 - GFA cap as per Voluntary Planning Agreement is 11 500m²
 - Proposed GFA at 10 387m² equates to an FSR of 0.60:1

Land Zoning



Legend	
	Subject Site
	B6 Enterprise Corridor
	E2 Environmental Conservation
	IN2 Light Industrial
	IN3 Heavy Industrial
	R2 Low Density Residential
	R3 Medium Density Residential
	RE1 Public Recreation
	RE2 Private Recreation
	SP2 Infrastructure
	W1 Natural Waterways

Floor Space Ratio



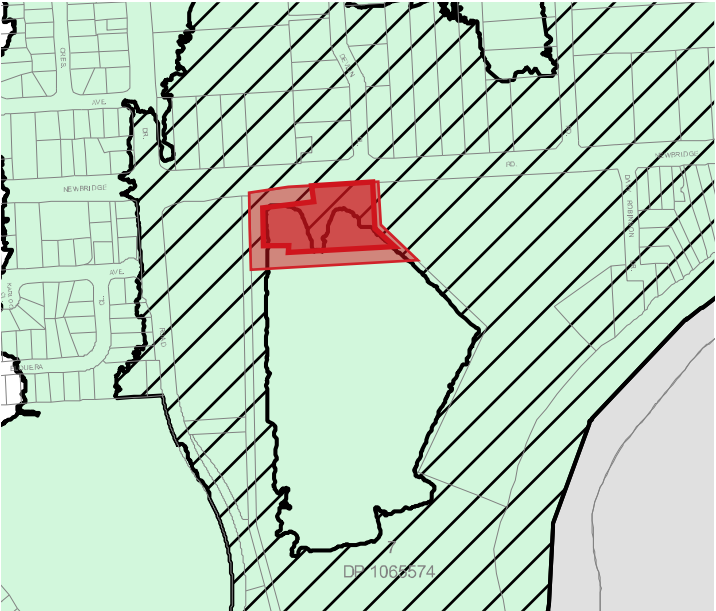
Legend (n:1)	
	Subject Site
	A1 0.01
	A4 0.25
	D 0.5
	I 0.75
	G 0.65

Height of Buildings



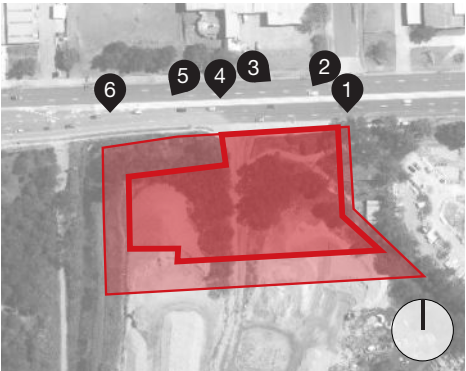
Legend (m)	
	Subject Site
	I 8.5M
	O 15M
	R 21M
	U 30M

Flood Planning



Legend (m)	
	Subject Site
	Flood Prone Land
	Flood Planning Area
	* Flood Design RL 5.60





View 1
Looking South from Eastern boundary on Newbridge Road



View 2
Looking South-West from Newbridge Road



View 3
Looking North-East from Entrance



View 4
Looking South from Entrance



View 5
Looking South-West from Entrance



View 6
Looking South from Western boundary on Newbridge Road

The site currently has a slip lane with left in, and left out from Newbridge Road.

The proposal encompasses:

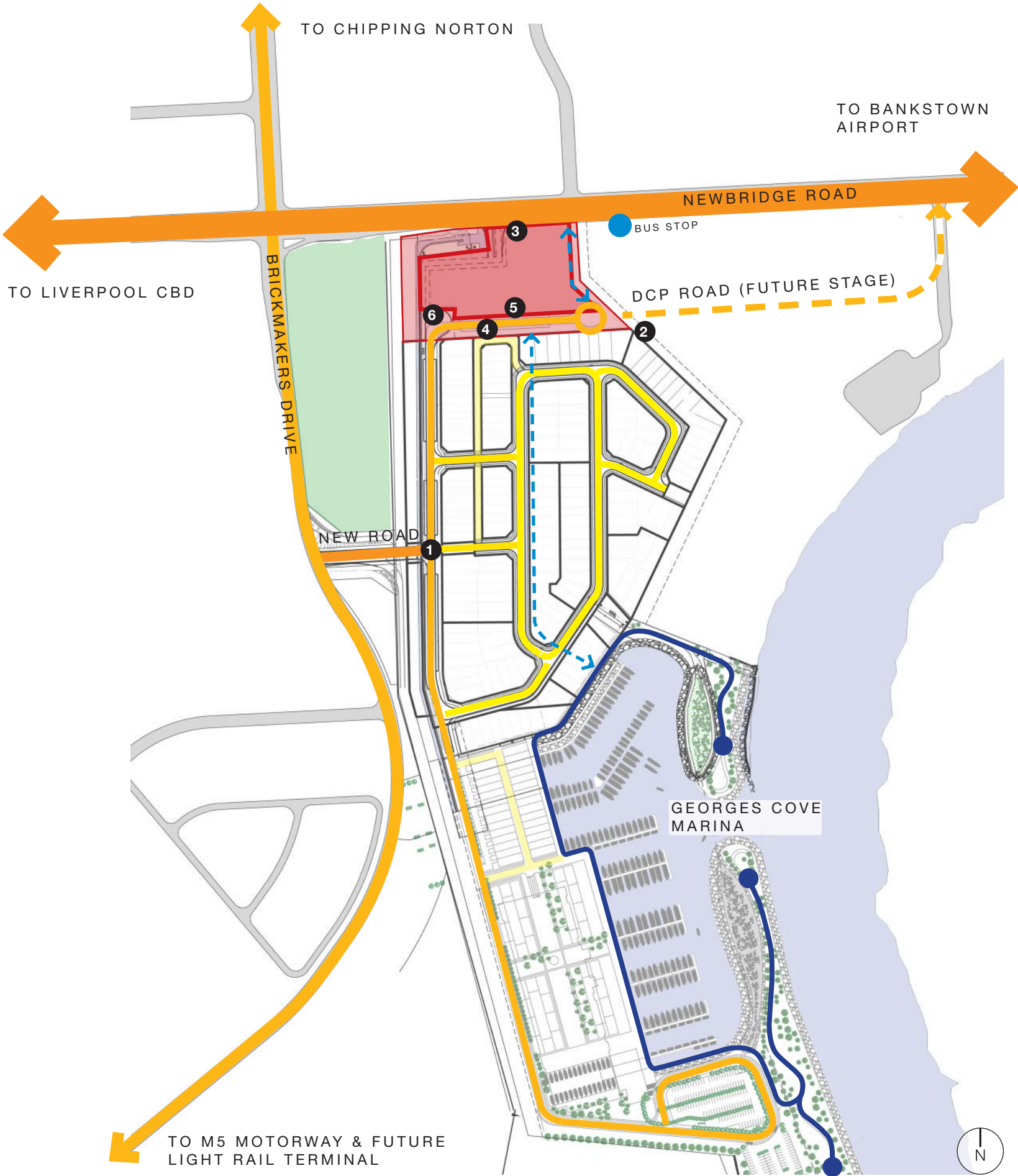
- Extension of existing slip lane to Newbridge Rd along frontage
- Entry + exit for heavy vehicles from Newbridge Rd
- Entry only for retail/commercial customer vehicles from Newbridge Rd
- All other traffic access from the new DCP road to the South

Legend

<div></div>	Subject Site
<div></div>	Collector Street 20m
<div></div>	Main Access Street 15m
<div></div>	Other Local Access Street
<div></div>	Pedestrian Walkways
<div></div>	Foreshore Walk

Vehicular Network

1	Site is connected to Brickmakers Drive through Mirvac Estate. This is flood free access
2	Future connection through development sites to the east
3	Existing driveway access to site proposed to provide entry + exit for trucks, and entry only for cars
4	DCP road provided on site (connection)
5	Access + exit for residential vehicles
6	Access + exit for retail vehicles



The following key opportunities and constraints on the site have been dealt with as part of the design response.

Opportunities

1

Landscape outlook

2

Vehicular access to Newbridge Road

3

New DCP road providing level address

4

Significant cross fall enables sleeving of carpark to residential area, and elevation of building above flood planning levels

5

Pedestrian Public Cross Link connecting Newbridge Rd to New Road and residential areas

Constraints

6

50 metre setback for residential development

7

Future residential development to the South

8

Service easement to East

9

Drainage channel to West

10

Adjacent industrial estate

11

Noise + amenity constraints of Newbridge Rd lie to North of site

12

Significant local views exist due South of site

Legend

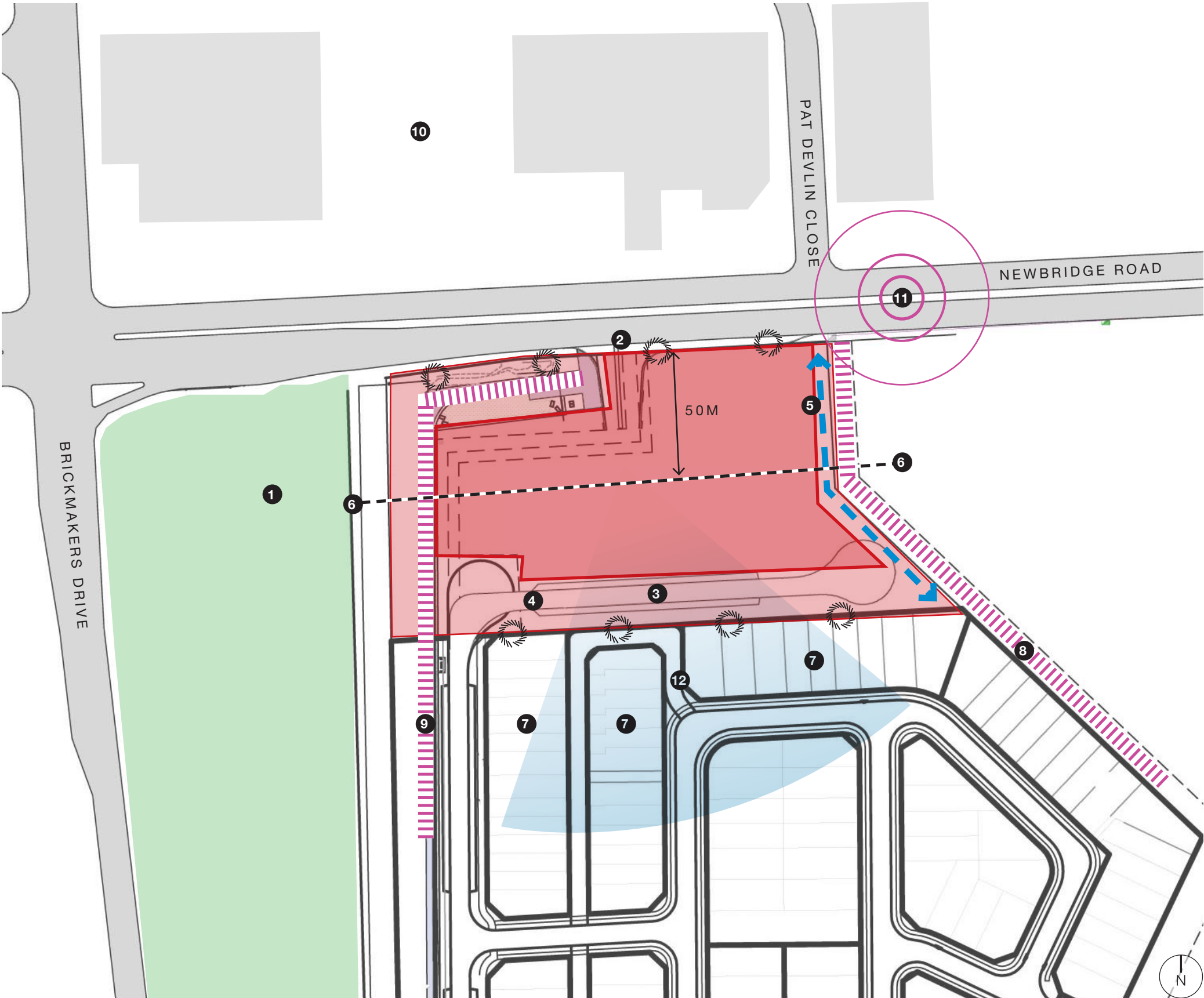
Subject Site

High Point

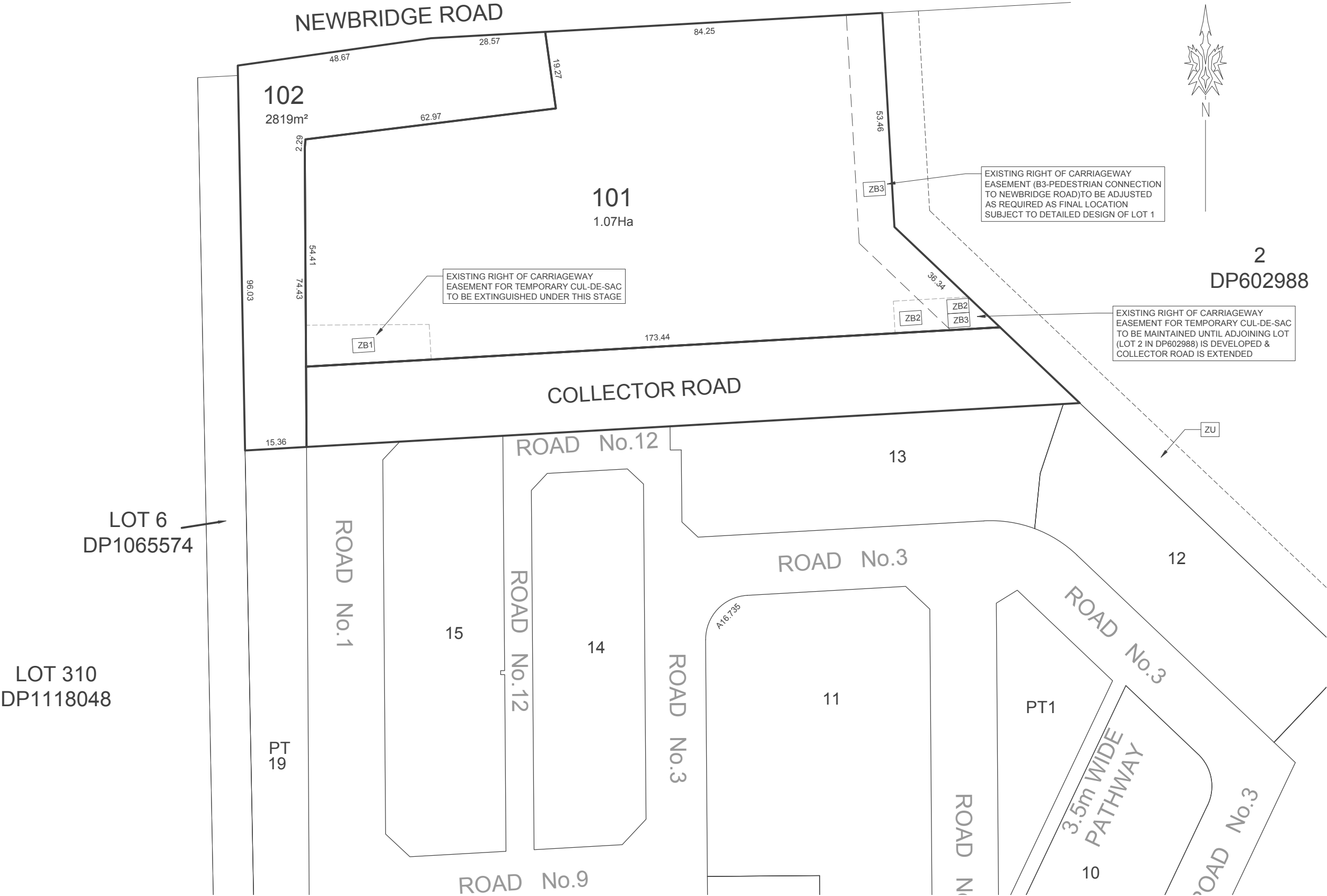
Low Point

Pedestrian Walkway

Drainage Channel Easement



Approved subdivision of lots:

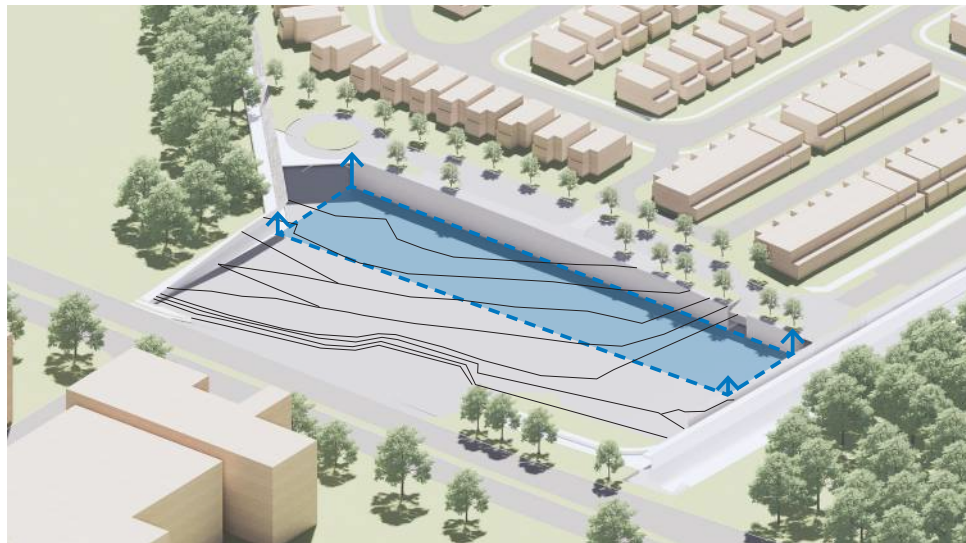


3.0 Design Evolution & Response / 3.04 Massing Concept

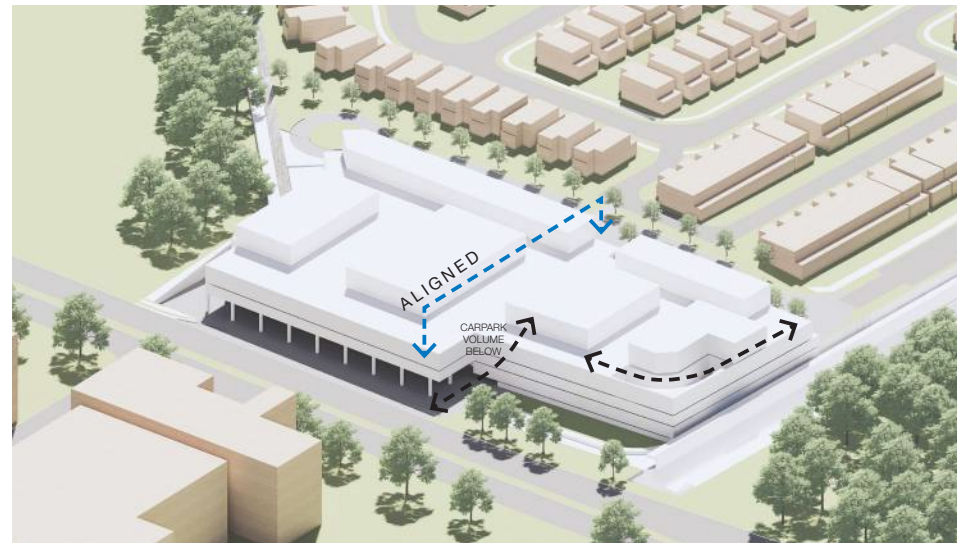
Concept diagrams outlining strategy behind massing and connection to the site. The design aims to work with the existing topography constraints to maximise yield without compromising space. The street network has defined the retail frontage, creating opportunity for communal street interactions and tucking away parking.

The pedestrian network has been enhanced with curated massing blocks that work with the existing height plane. These industrial areas are positioned above the retail to make the most of the views around the precinct.

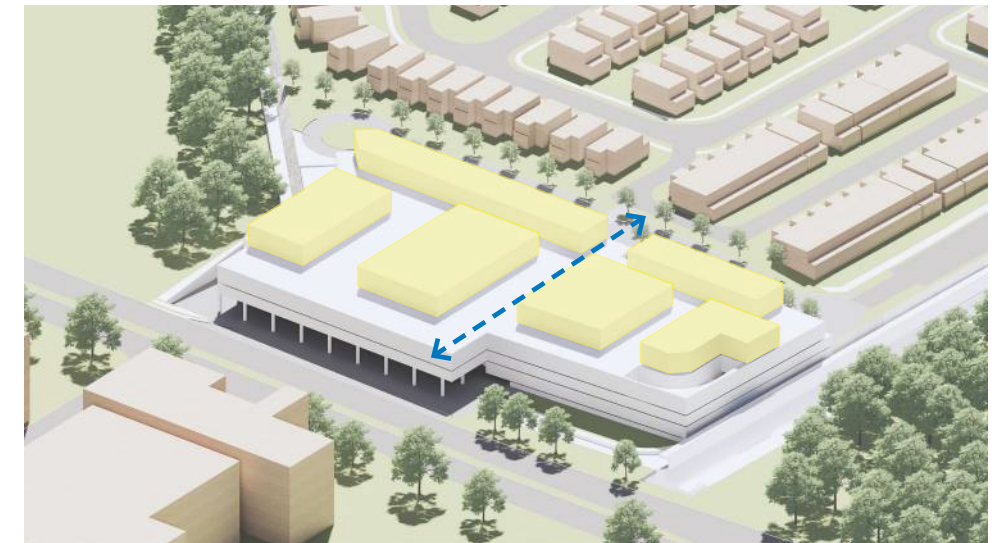
A buffer between Newbridge Road and pedestrian areas is created with the strategic positioning of the loading dock and ramp.



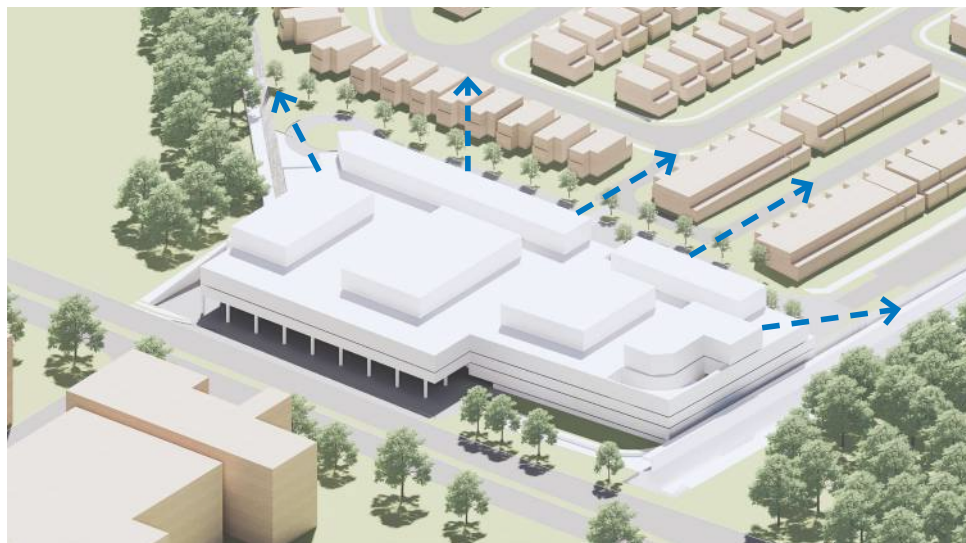
1: Proposed site topography; Lift all carparking above Flood Planning Level



2: Set main retail level to Georges Cove street network; creating carpark volume



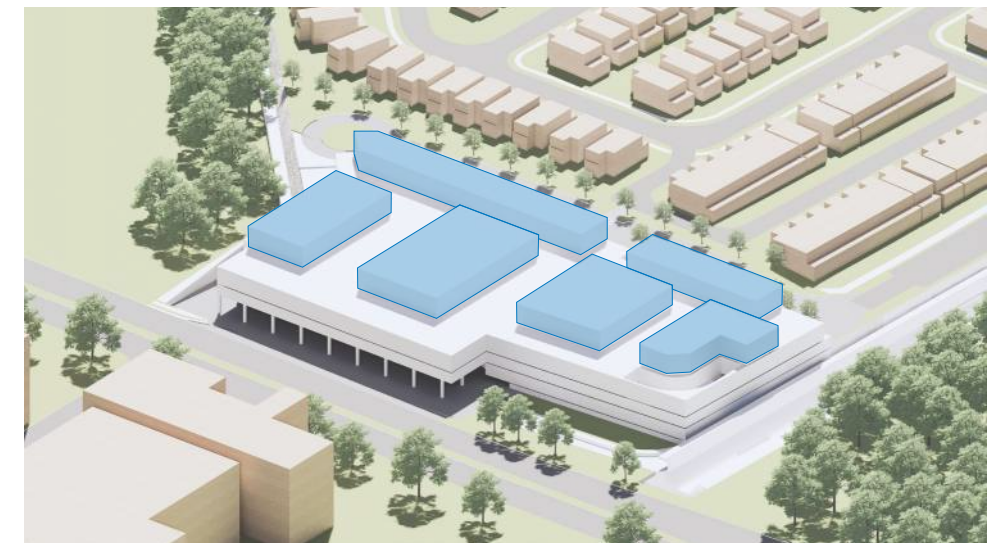
3: Draw in the surrounding street and pedestrian network



4: Industrial positioned above capturing views



5: Loading dock and ramp positioned on Newbridge Road to create a buffer



6: Articulate industrial forms to allow for views and solar access to South

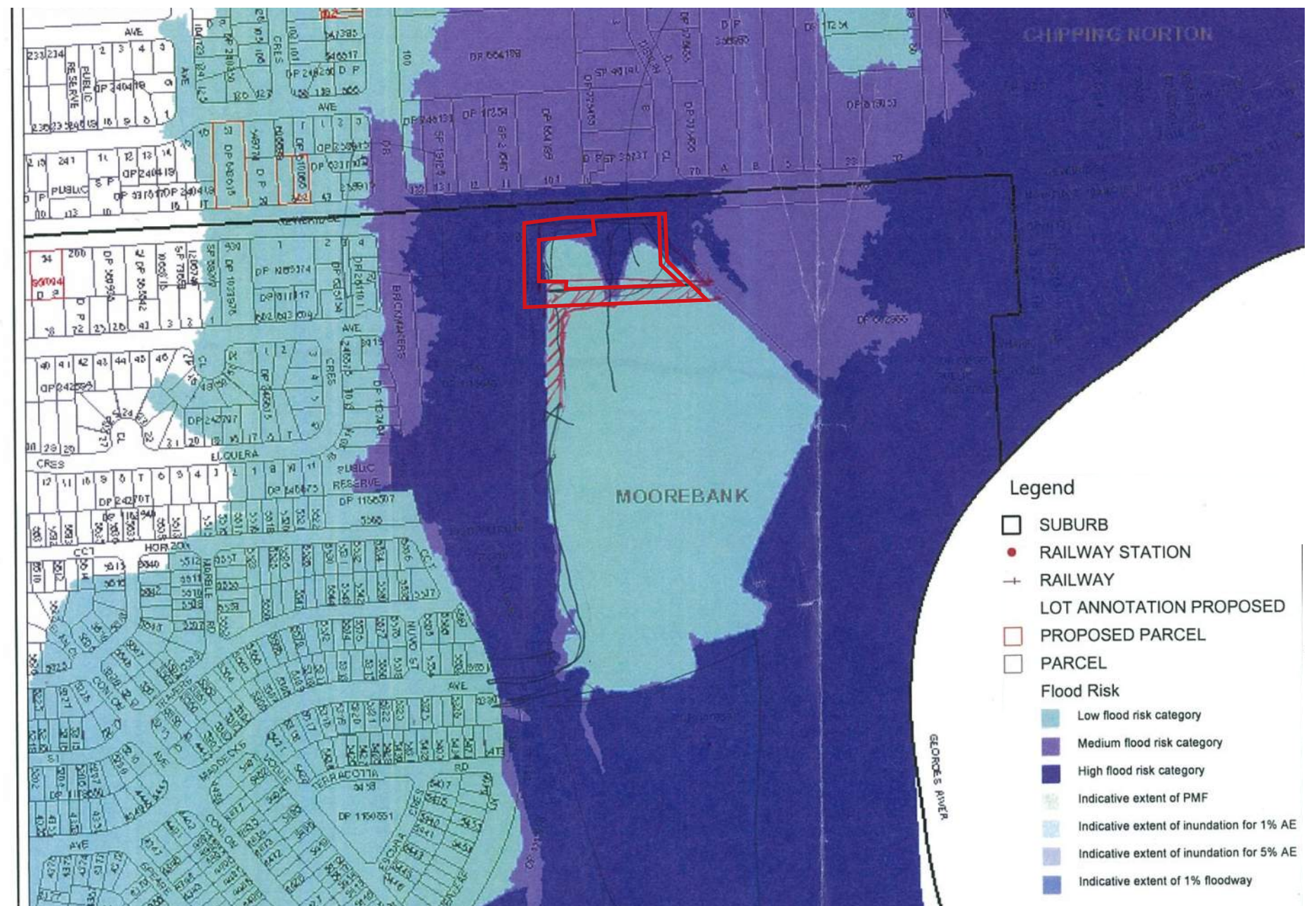
The subject site is flood affected according to Liverpool Council Modelling. The proposed development has been sited above the flood planning level throughout. The proposed critical levels are:

- Loading dock RL 3.0m
- Lower retail parking RL 4.6m
- Lowest residential parking RL 7.5m
- Retail parking RL 10.3m

All levels are above minimum RL flood planning levels.

The carpark is proposed as a suspended slab to allow for limited disruption to the current flood movement patterns. The loading dock apron will be below this level, matching current site level.

Refer to detailed flood study for additional information.



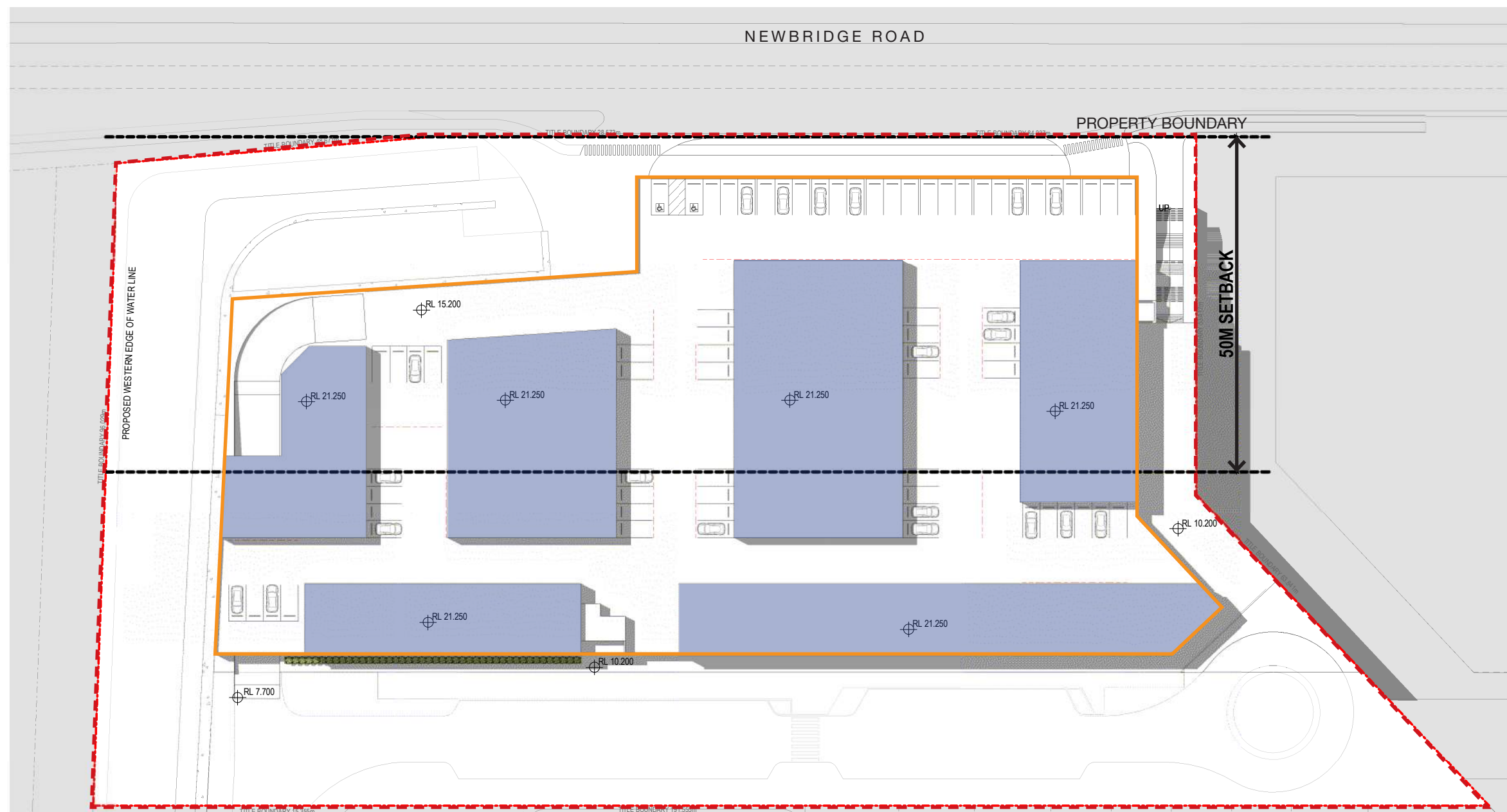
3.0 Design Evolution & Response / 3.06 50m Setback

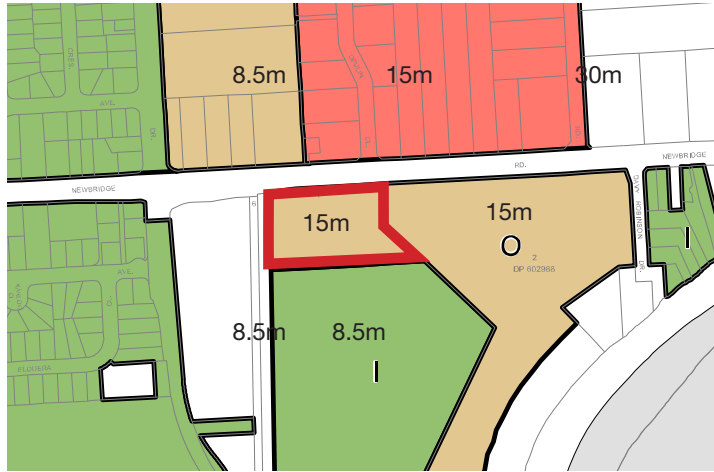
No residential uses are proposed within the existing 50m setback to Newbridge Rd. Non-residential uses are proposed within the setback, in accordance with the controls and to act as an additional buffer to traffic noise.

Legend

- Subject Site
- Retail Below
- Light Industrial

Top View





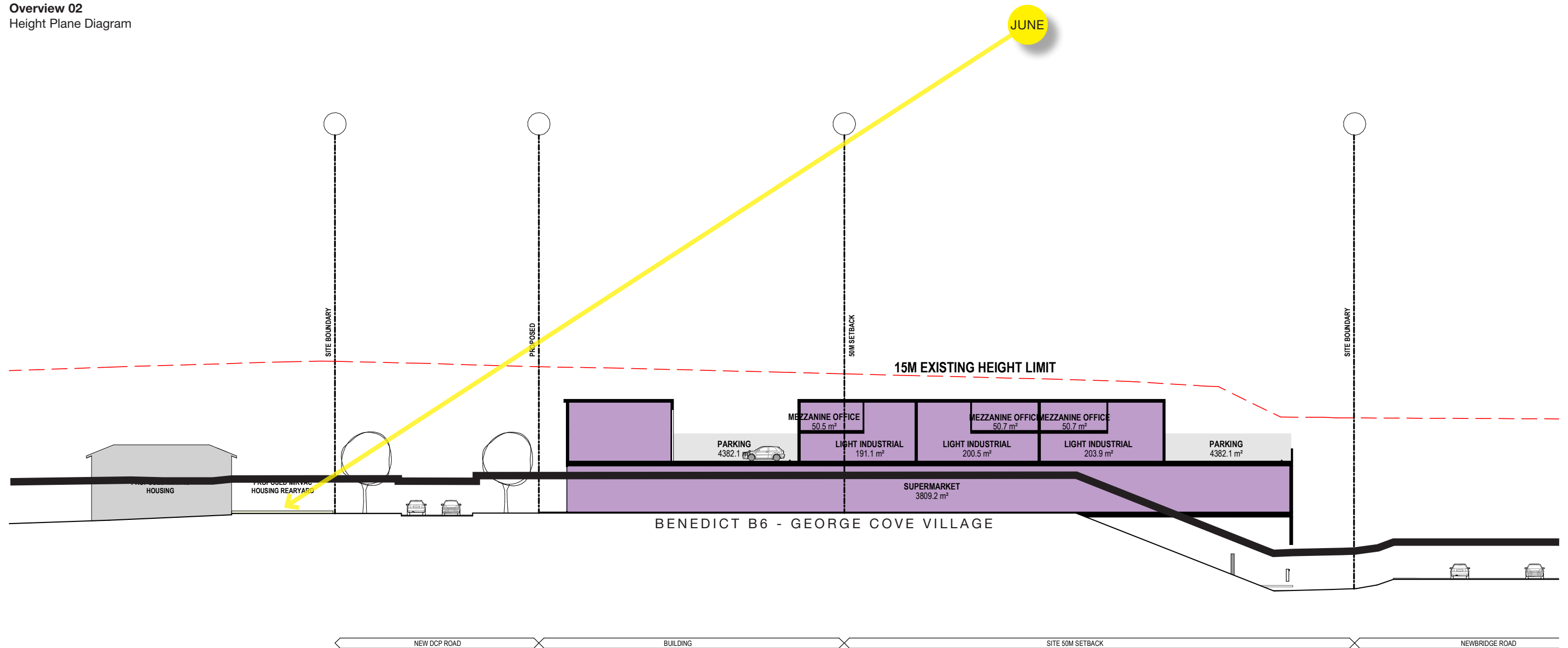
Overview 01
Looking East towards proposal

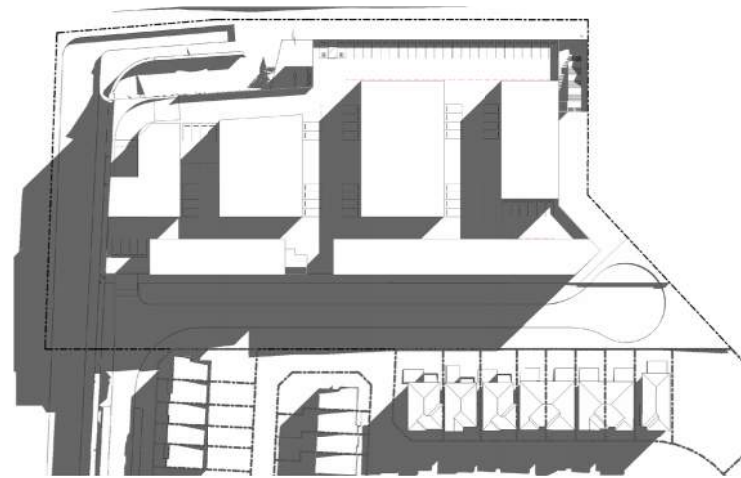
Overview 02
Height Plane Diagram

The subject site has been analysed with regard to:

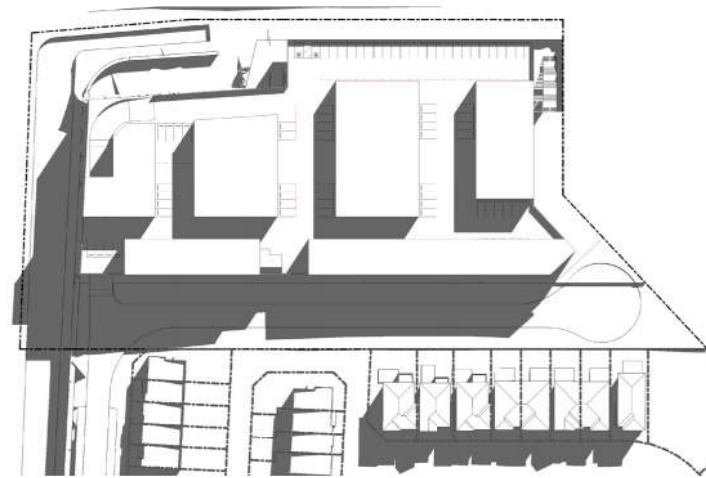
- Solar access to sites to South
- Visual impact of development from North to South (see overleaf for view)

No Additional height is proposed as part of this application, with the development sitting entirely within the existing 15m height limit.

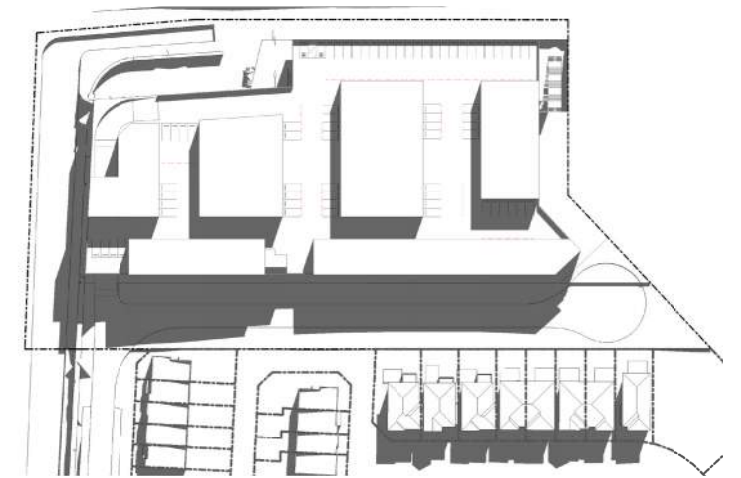




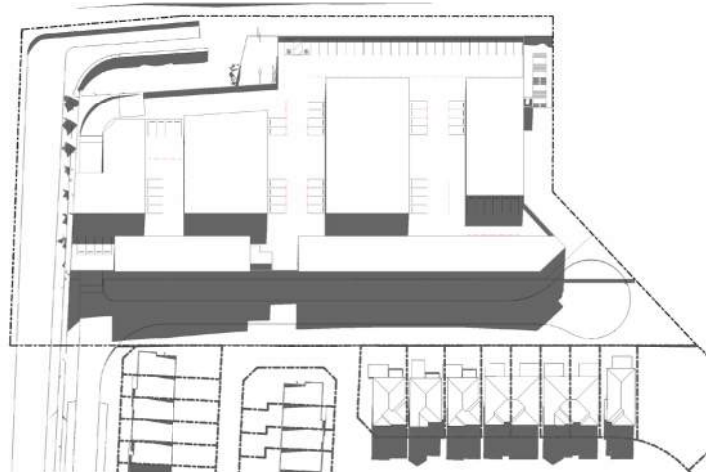
June 22nd
09 00



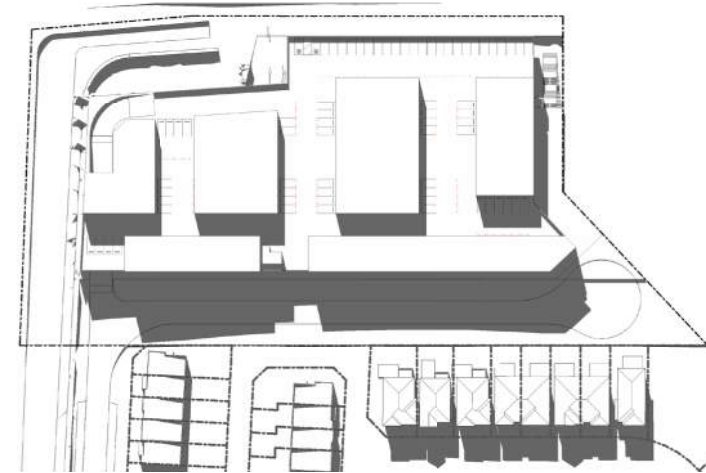
June 22nd
10 00



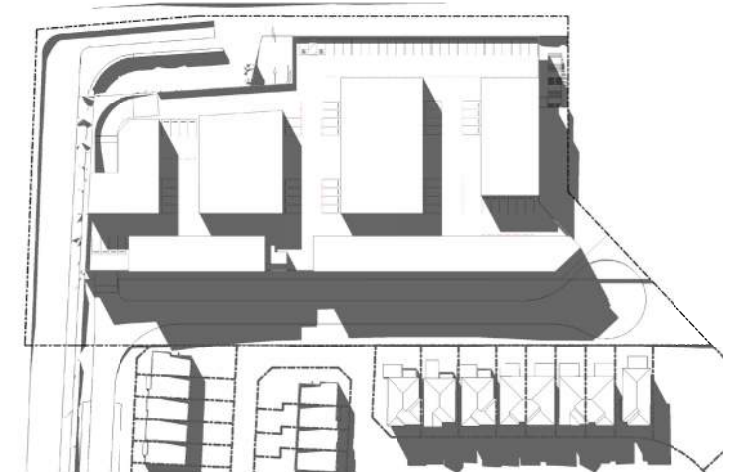
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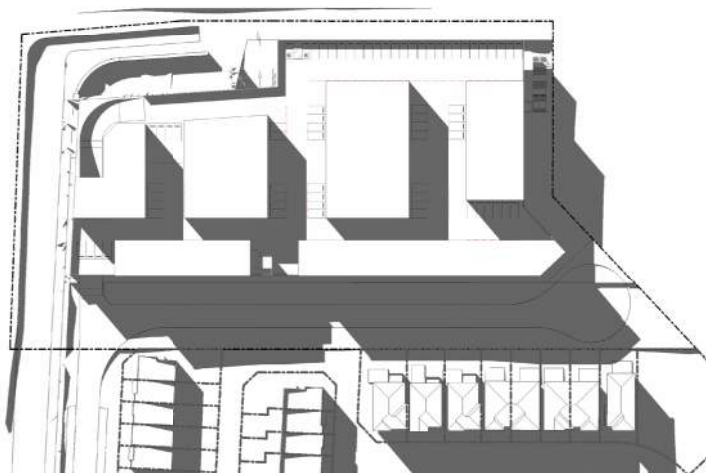
June 22nd
12 00



June 22nd
13 00



June 22nd
14 00



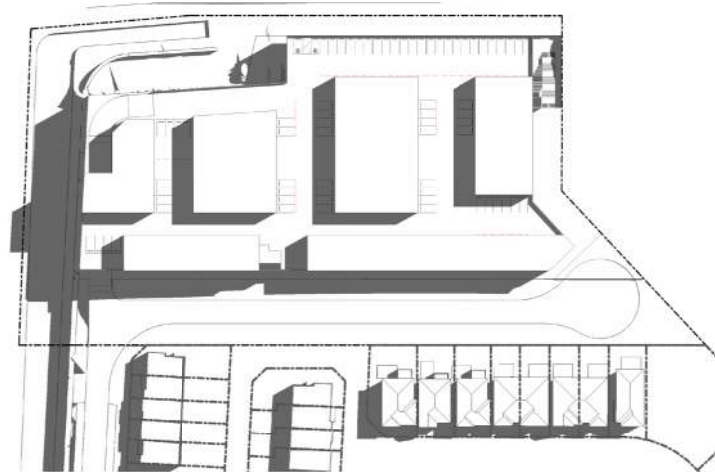
June 22nd
15 00

The proposed massing configuration has been attuned to maximise solar access to the residential housing to the south. The low rise industrial units are orientated to create these shadow profiles with the Southern linear blocks set to not create overshadowing to the neighbouring houses.

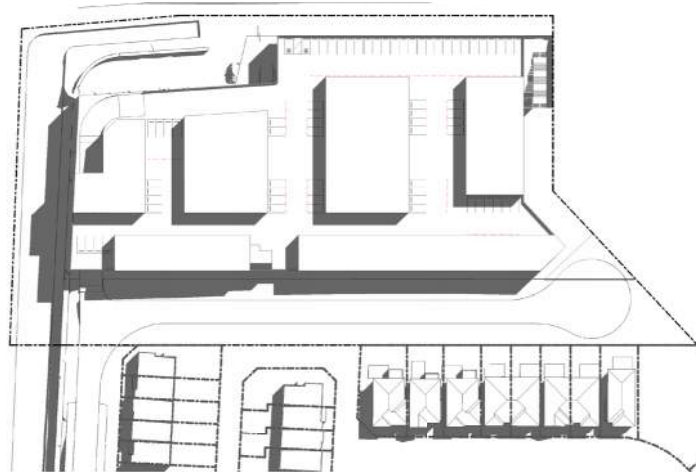
The majority of overshadowing generated by the development is cast onto the densely landscaped sites to the West/South-West.

The entirety of the development has a height that creates no additional shadow cast into the rear yards of the housing in the Mirvac Estate.

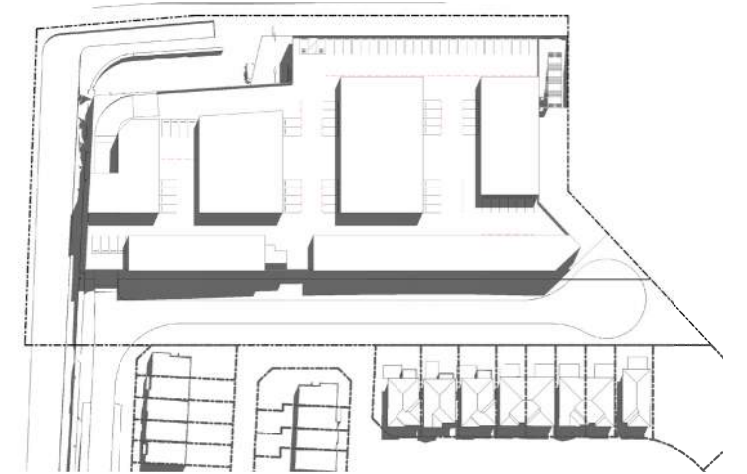
Detailed shadow studies for each dwelling is contained in Architectural Drawings.



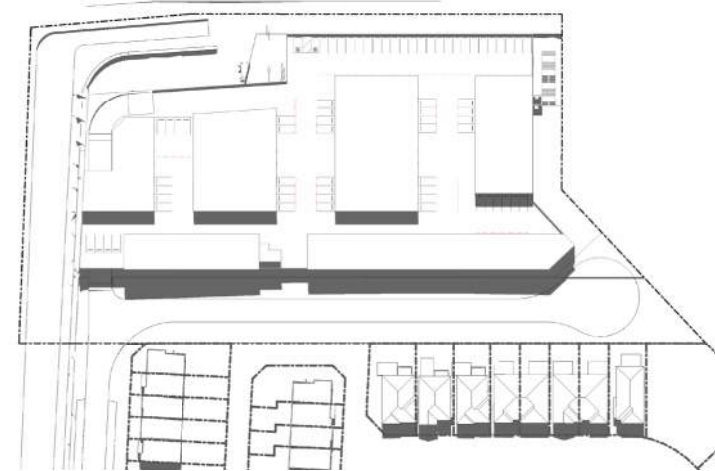
September 21st
09 00



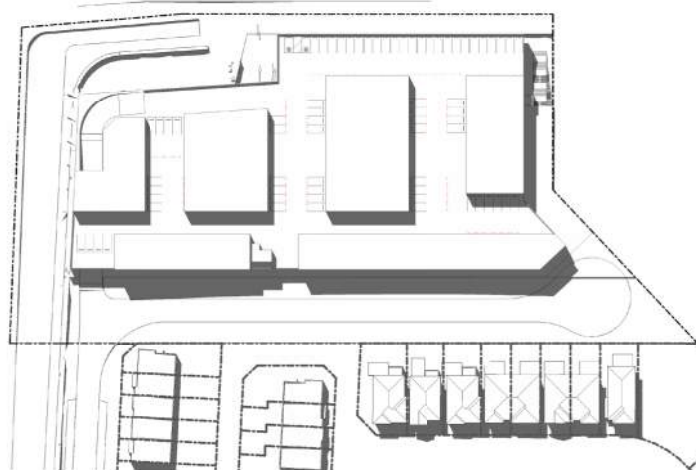
September 21st
10 00



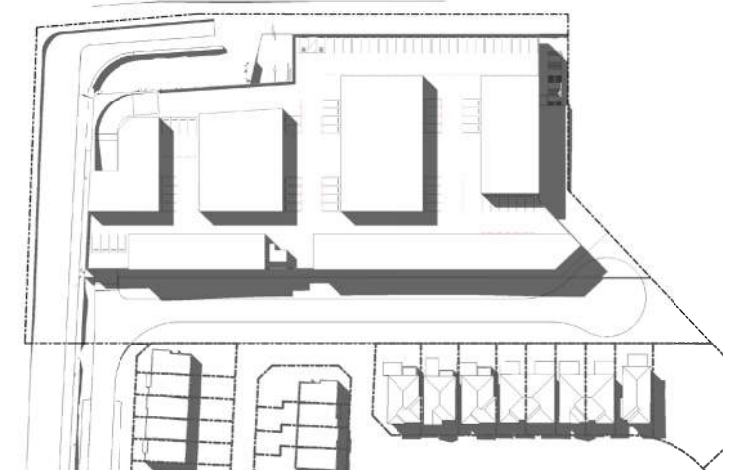
September 21st
11 00



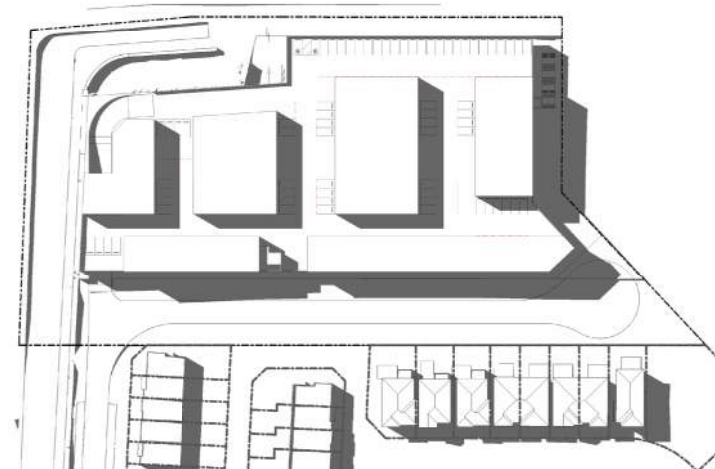
September 21st
12 00



September 21st
13 00



September 21st
14 00



September 21st
15 00

At the solar Equinox, no shadows cast from the proposed development will land on the primary private open spaces of the dwelling houses in the Mirvac Estate.

Overview 01
Perspective



Overview 02
Perspective



Overview 03
Perspective



Overview 04
Perspective



Street Interface
Perspective



Retail Entry
Elevation



Retail Entry
Perspective



Facade Detail
Elevation

