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PAGEWOOD GREEN (PART II) CONCEPT PLAN URBAN DESIGN REPORT

HASSELL

Prepared for Meriton Properties
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Front cover image: BATA, Pagewood
image by Andrew Tremelling

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01

Introduction

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A summary of the document, its contents and the design process taken throughout the study.

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Analysis

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An analysis of the existing site context. Focuses on key physical characteristics, land use and urban structure.

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Master Plan Strategy

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A refinement of the projects vision and principles.

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Master Plan

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Outlines the master plan strategy, a synthesis of analysis into the preferred design which best reflects the vision and principles of the project

Introduction





01 Aerial view of the concept master plan looking south. Image by Andrew Tremelling

01 Introduction

‘Pagewood is set to become a bustling village hub after Meriton Apartments purchased the British American Tobacco (BATA) site next to Westfield Eastgardens.’

The Daily Telegraph, 13 September 2013

The Pagewood Green Stage II concept master plan is located on the former British American Tobacco Australia (BATA) manufacturing facility. The site was formerly used as the General Motors Holden Factory, with the original brick administration remaining on the corner of Heffron and Bunnerong Roads.

The Site has an area of 8.95ha and is located within a broader site that comprises a parcel of land known as 128 and 130-150 Bunnerong Road Pagewood and are also described as Lots 1 and 2 in DP1187246. This urban design report relates to the whole of Lot 1 and the northern portion of Lot 2. The remainder of the site was subject to a separate development consent, which consisted of a high density residential master plan with associated retail, child care and open space. A number of the principles established in the Stage 1 plan have been used to guide and set a precedent for this concept plan.

Strategic Context

The Pagewood Green site has been identified in ‘A Plan for Growing Sydney’ as a Global Economic Corridor. This corridor is expected to help accelerate housing supply, choice and affordability in Sydney; offering the Site an opportunity to help manage Sydney’s future growth. The Plan for Growing Sydney also highlights the importance of working with Councils to identify suitable locations for housing intensification and urban renewal. Therefore, from a strategic perspective, the site is ideally located for redevelopment to residential use.

The renewal of the Pagewood Green Stage II is supported by the draft Central District plan (November 2016) and Botany Bay Planning Strategy 2031 and accords with previous Department of Planning and Environment (DPE) strategic directions to locate new infill housing close to shops, centres and high frequency bus routes. This Planning Proposal responds to these changes and provides for an intended outcome that will meet future housing needs in the area, providing a catalyst for the Revitalisation of the Eastgardens-Maroubra corridor and

complement the urban renewal already commenced within the southern portion of the site. The proposed redevelopment on the site is also estimated to result in a significant increase in direct and indirect employment and economic activity.

The site provides a unique opportunity to contribute to the 20 year planning outcomes envisaged for the Central District. This will be achieved through the transformation of the Eastgardens-Maroubra Corridor into a thriving District Centre and achieving substantial dwelling supply targets in excess of 10,000 new homes in the Bayside LGA alone.



01 Aerial photograph of existing site, showing Sydney CBD to the north

01 Introduction

Project Background and Consultation

On 21 June 2013, an amendment to the Botany Bay Local Environment Plan 2013 was made to rezone Lot 2 of the BATA site from industrial uses to residential and mixed use. The document entitled 'Strategic Justification for the BATA site' prepared by Botany Bay Council in support of this earlier rezoning is applicable to this Planning Proposal and stated:

- _the urban context of the site makes it suitable for the development of a mixed use residential, retail and commercial precinct with a medium to high density development
- _the proposal will contribute to achieving important objectives and directions in NSW State Government strategic planning including contributing to achieving housing and employment targets in suitable locations.
- _the site has good public transport links as it adjoins a strategic bus corridor and is adjacent to a bus interchange with numerous bus service connections to and from

surrounding parts of Sydney
_the pedestrian and cycling network in the locality will be enhanced by connections through the site in future development
_various design measures have been integrated into the design to manage the interface and mitigate potential impacts between the BATA factory in the industrial zone and the future mix of residential and commercial development proposed on the remaining surplus land

In early 2016, HASSELL was engaged by Meriton to test a number of feasible master plan concepts and ideas for the future form of the second stage of their Pagewood Green project which is already under construction for Stage 1. HASSELL tested and made recommendations for a distribution and framework of uses, densities and building types that are appropriate for the site and its context.

In November 2016, Bayside Council provided feedback on this scheme, and also engaged Hill Thalys to review the master plan and provide an alternative response. This response introduced a large open space in the centre of the site running along a north-south axis.



01 Stage 1, UB5W concept design



02 Stage 1, UB5E concept design

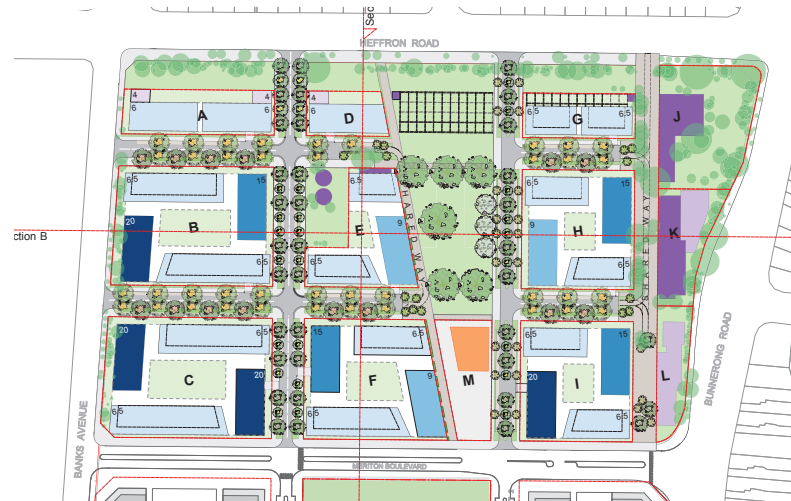


03 Stage 1 approved master plan

01 Introduction

Meriton and HASSELL have adopted and evolved some of the elements of the Hill Thalys scheme at Council's request. These have been tested and built upon to exceed the performance of the Hill Thalys master plan in the following ways:

- _ The centrally located public open space has been incorporated and rotated to maximise solar access to the open space and adjacent residential
- _ Elements of the existing buildings along Heffron Road have the capacity to be kept, in medium scale residential buildings to respect the sites heritage and character
- _ The concept plan removes the need for non-habitable facades across the entire site with complete compliance with SEPP65/ADG building separation
- _ Above ground parking has been used to avoid the need for excessive excavation and landfill
- _ Provision of civic open space, centrally located with good solar access
- _ Adopts the streetscape design proposed by Hill Thalys to maximise solar access and pedestrian amenity
- _ Reduces the road network and connections in line with the traffic report and generates a more pedestrian friendly and walkable environment



01 Hill Thalys concept master plan, November 2016



02 Meriton concept master plan, March 2017

- _ Adopts a density that is more conducive to the hierarchy of densities in the area, current strategic planning and Government priorities on housing supply.

Report Structure

The concept plan by HASSELL is a high level urban design response that provides a legible and accessible public domain and built form network. It achieves a development yield that is supported with public open space, with the potential to utilise some of the existing buildings to retain the original site character. It is the basis for a Planning Proposal, and includes the following;

- _ Initial planning policy, site and context analysis
- _ Design principles emerging from and underpinned by site analysis and the site's strategic context
- _ A concept master plan, that realises the potential of built form and public open space for the site
- _ Calculation of yields, dwelling sizes, building types, floor areas and FSR
- _ A preliminary high level solar access and separation study as per the Apartment Design Guidelines