

In the spirit of Reconciliation, Carter Williamson acknowledges the Traditional Custodians of Country and their connections to land and community.

We recognise that Country extends from land to sea and sky, and pay our respect to all carers of Country and by extension all living things.

In particular, we recognise the Gadi/Bidji Peoples of the Eora Nations: The original inhabitants and custodians of land and water in the Bexley North area, including the subject site.

We pay our respects to Elders past, present, and emerging, and recognise the myriad ongoing ways First Nations Australians have cared for and shaped their natural and built environments across thousands of generations.

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Annexe A. Gateway Determination Letter, 30 May 2023

Annexe B. Urban Design Report, GMU, 18 December 2019

Annexe C. Urban Design Response Report, GMU, June 2021

Annexe D. Urban Design Strategy, JKM, September 2023

1. Introduction

1.1 Introduction

Carter Williamson (CW) has been appointed by the owners of the site at 187 Slade Road, Bexley North (the site), to prepare an consolidated urban design study as requested by the Gateway Determination for the Planning Proposal (Department Ref: PP-2022-2456).

This consolidated Urban Design Report (cUDR) builds upon the initial urban design report by GMU (included in annexe B of this report), which was included as part of the Gateway Determination (30 May 2023). The primary focus of this report is to respond to the conditions of the Gateway determination, specifically condition (d), including all sub-items (i) through to (viii).

There are two main focuses of this report taken from the Gateway Determination conditions, which are the subject site (187 Slade Road) and the "potential future development on surrounding land which complies with the existing LEP". To ensure robustness of the proposal and its effects on the surrounding context the concept has been developed with considerable detail to prove the viability and detail of the current proposal in responding to the gateway conditions.

The surrounding context has been similarly developed to ensure robustness of the proposal. Not only considering the surrounding lands, and in particular the Council owned carpark, in the context of the LEP provisions, but also the possible desired future character of these lands in the context of a town centre adjacent to the rail station. The objective of this additional approach is to prove the maximum developable potential of the surrounding land can be achieved to SEPP65-ADG compliance, whilst also achieving SEPP65-ADG Compliance of the subject site.

The rationale and strategies of the Robustness Test – the town centre approach - offering insight into possible future "vision" for the area, is designed on sound urban design principals that set a framework for good streets, streetscape activation, footpaths, and parkland for a vibrant local area. The urban design framework, to some degree, considers appropriate site amalgamations to form viable developable sites of good amenity.

This consolidated Urban Design Report has been prepared with the expert advice of the following consultant team:

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

1.2 Methodology

This cUDR is consistent with, and builds upon, the Urban Design Report (UDR) by GMU (refer to annexe C).

In addition to the methodology of GMU's UDR, this report has added a Robustness Test to help answer conditions of the Gateway Determination, but also any anticipated future town-centre development. The specific conditions being 1.(d), (v), (vi), & (viii) – which seeks to understand the implications of this proposal on surrounding lands and existing buildings, with a particular focus on the Council-owned carpark site.

The Robustness test was developed with JKM Architects and Planning Ingenuity. It seeks to not only test for the LEP text case, but also a potential town centre development at Bexley North which would see town-centre core heights increase from the LEP's of 6-7 Storeys to 12 storeys. The urban design rationale being the core would be experience the tallest heights to identify it as the core (as a hierarchy of development).

It is critical that 187 Slade Road plays its part in any future vision for Bexley North. The Robustness Test is to demonstrate this proposal is not only fit-for-purpose for the current LEP, but also any future Bexley North town-centre by achieving SEPP65-ADG compliance for increased densities. Thus, allowing the maximum developable potential of adjacent sites (surrounding lands) as well as the proposed site.

2. Strategic Context

2.1 Strategic Context

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

Based on the consolidated Urban Design Report (cUDR), and consistent with the conditions of the Gateway Determination this Planning Proposal tests various development scenarios consistent with a Town Centre approach around critical transport infrastructure. Importantly this testing satisfies the conditions of the Gateway Determination to test for LEP compliance to surrounding lands, especially the Council owned carpark site immediately to the west of this Proposal. The cUDR not only successfully tests for LEP compliance for this condition, but also tests scenarios of what a Town Centre approach to Bexley North might look like. The Proposal at 187 Slade Road, plays an important part in Town Centre approach as it scales-up towards a centre at the intersection of Bexley Road, Slade Road and Shaw Street, and extending north along Bexley Road to the rail-line and station.

These scenarios propose a town centre core height of 12 storeys, with the council carpark site being critical to the Bexley North Town Centre core, and successfully tests for SEPP65 ADG compliance (being the most amenity intensive test). These scenarios that imagine a Bexley North Town Centre is consistent with general government thinking of development uplift around new or existing transport infrastructure to help amortise the value to the state of existing critical infrastructure whilst helping solve societal needs of finance, housing and employment. This is highlighted by the development around Metro Stations where heights more than 18 and 20 storeys are not uncommon.

2.2. Government Architect NSW Guidance and Framework Documents

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

In addition to the reference documents of the of GMU's UDR, this consolidated Urban Design Report considers the Government Architect of NSW's Policies and Frameworks, Guidance, Review and Resources documents.

2.3 Comparative Analysis
Other Centres Of The Same Hierarchy, Inc. Metro Sites

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

It should be noted that development around new Metro Stations have experienced significant uplift in Gross Floor Area, as well as height as part of a sensible government strategy to increase density around critical transport (rail) infrastructure. Noting heights for Metro site in similar areas (Campsie, North Ryde, Macquarie Park, Castle Hill, Westmead) to Bexley North being in the vicinity of 20 stories.



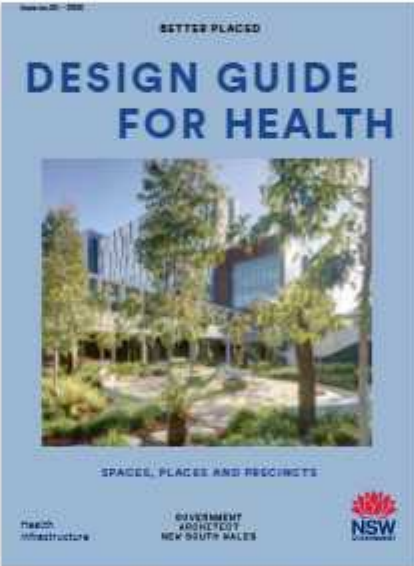
Apartment Design Guide
SEPP 65



Better Placed
GANSW



Greener Places
GANSW



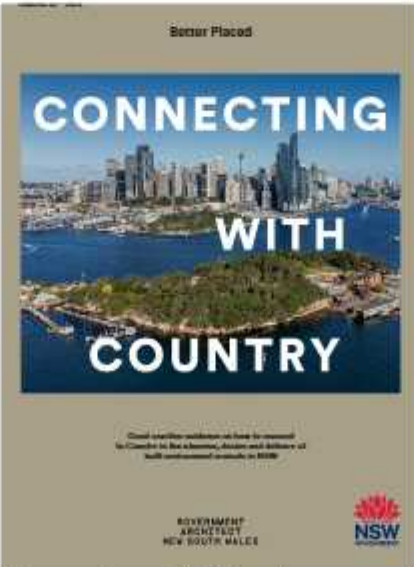
Design Guide for Health, Spaces, Places and Precincts
GANSW



Evaluating Good Design
GANSW



Implementing Good Design
GANSW



Connecting with Country
GANSW



Movement and Place
GANSW



Case Studies
GANSW

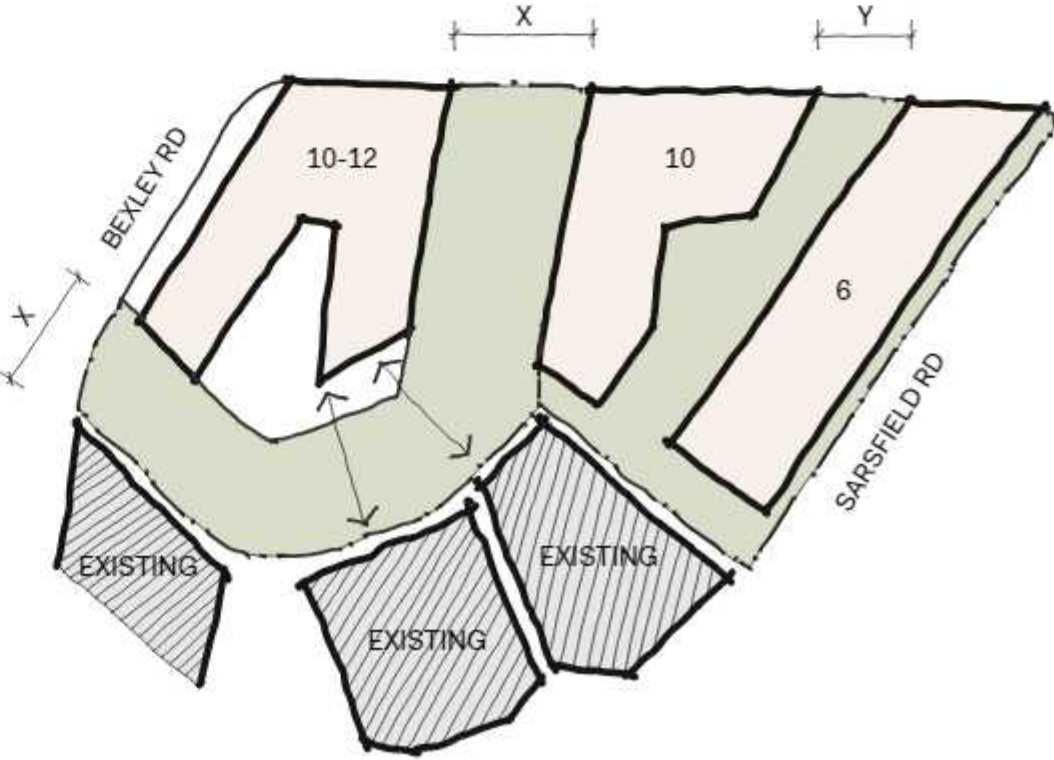
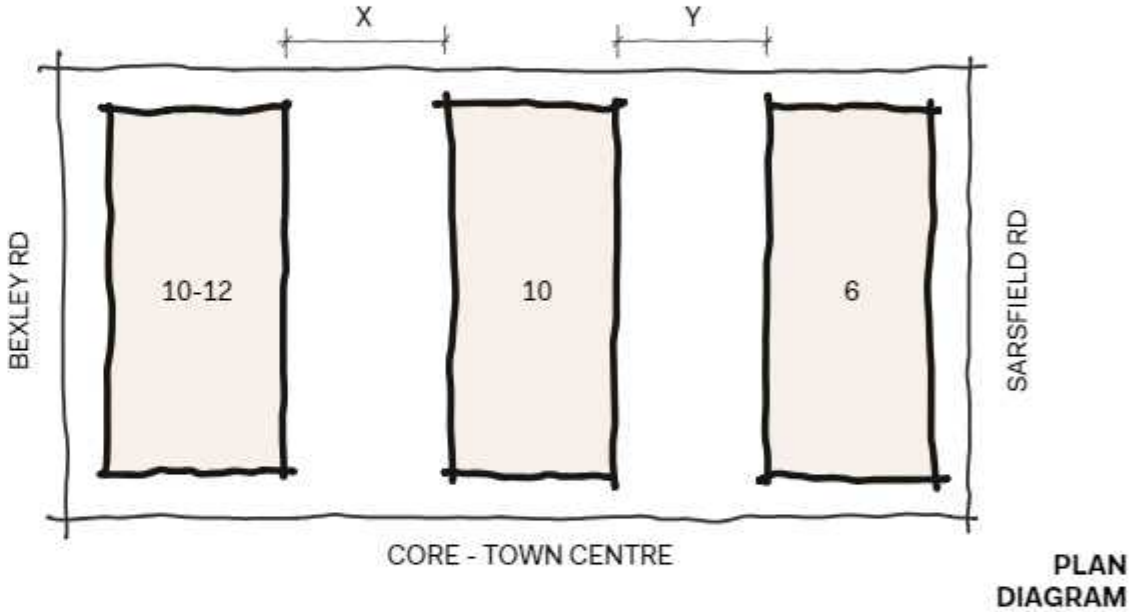
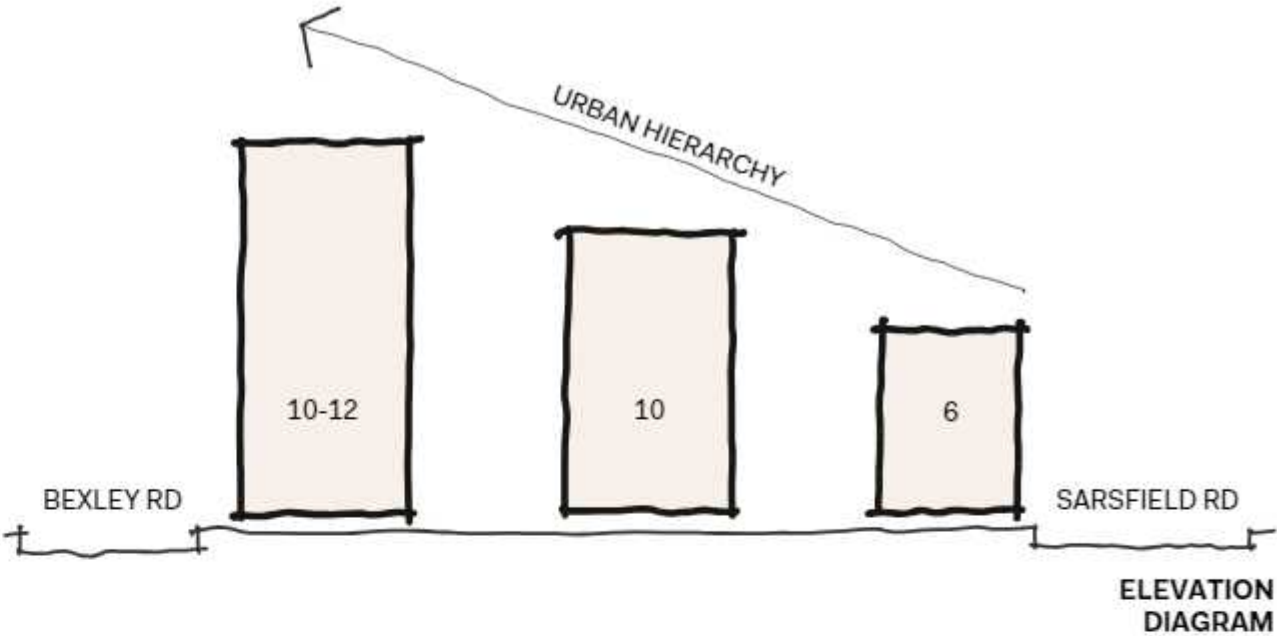
2. Strategic Context

2.4 Summary of Urban Design Response - GMU June 21

This document should be read as part of long conversation of how this proposal was formed for the Gateway Determination and this response to the Gateway Determination conditions. The evolution of this conversation, of which the Urban Design Response by GMU is part of, demonstrates a skilful and appropriate built form for the subject site (187 Slade Road), that also allows the full range of compliant design responses (from public piazzas, to LEP envelopes, to town-centre concepts) to occur.

In the context of the timing of the cUDR and the broader societal conversation about housing need and a sensible governmental desire to maximise the benefits of existing transport (rail) infrastructure, the 187 Slade Road proposal occurs at a critical time that meets these needs. Importantly, as demonstrated in this cUDR and graphically explained with the Urban Design Strategies document prepared by JKM Architects, the Council owned carpark site plays a critical role in the town centre approach, which is ably assisted by the 187 Slade Road proposal (town centre core & periphery).

It is the proposition of this report that both the Council owned carpark site and the 187 Slade road site be considered as a suite of development – conceptually across both sites – for a future vision of Bexley North town centre. Gradually rising in height and urban scale from the east building of the 187 Slade Road proposal at 6 storeys to the western edge of the Council owned carpark site where a town centre core building, defining the urban edge, reaches an appropriate height (possibly 12 storeys).



3. Local Context

3.1 Current Planning Controls

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

3.2 Wider Context

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

3.3 Topography

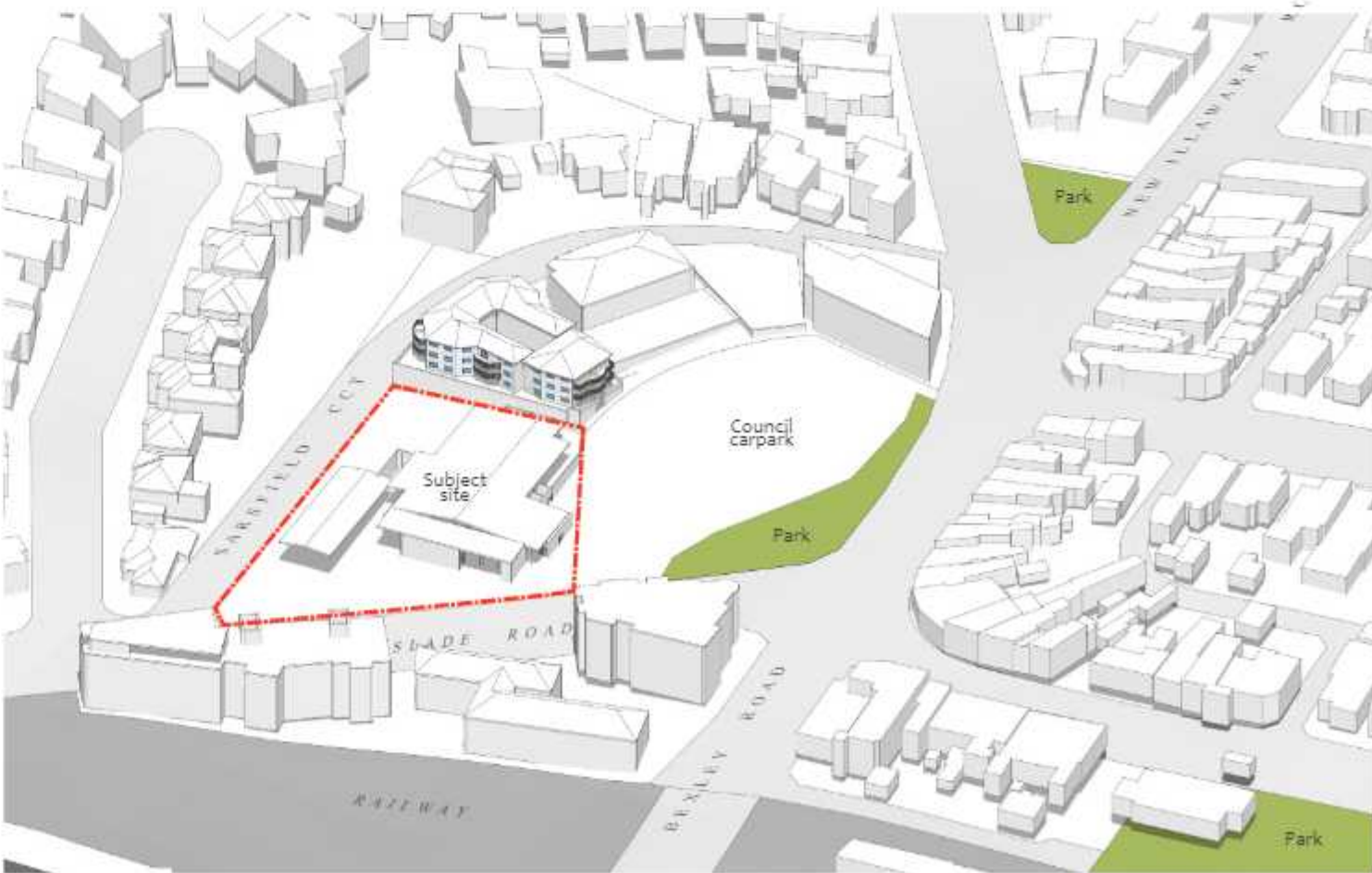
This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

3.4 Local Context

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

3.5 The Site

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).



Shipparts - 187 Slade Road, Bexley North - Urban Design Strategy - Nominated NSW Registered Architects Keith Mc Q247

4. Built Form Strategy

4.1 Opportunities and Constraints - Bexley North Centre

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

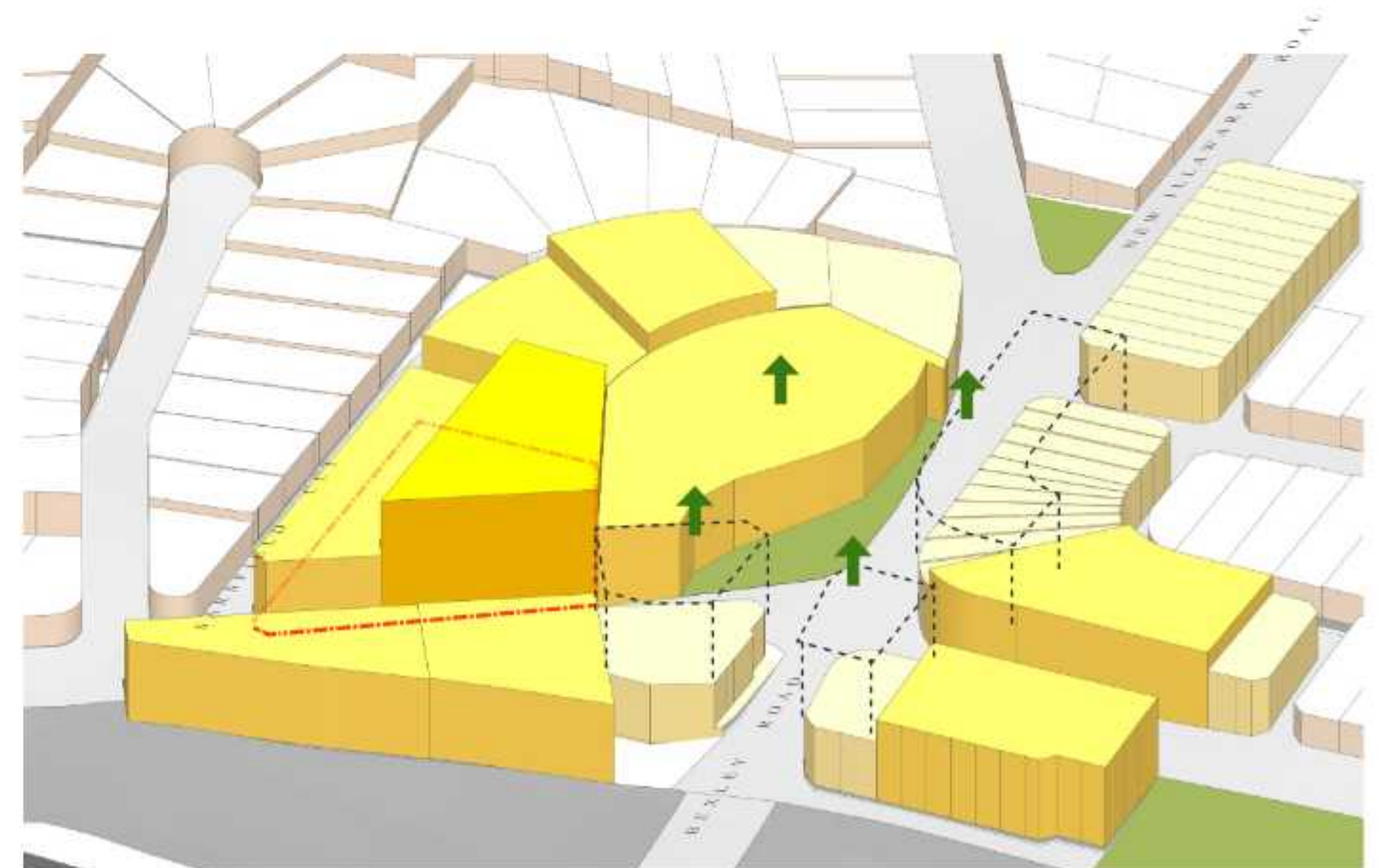
4.2 Vision for Bexley North

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

The idea of a Bexley North Town Centre is consistent with the general broader vision of town centres around transport infrastructure. This is of particular relevance when viewed adjacent to town centre development around new Metro stations. It is noted that Bexley North has been identified in general planning studies as a centre that could increase density to the greater benefit of society, meeting publicised Government objectives of getting greater value of our existing critical transport infrastructure.

If the premise of a Bexley North Town Centre is accepted, the next question then turns to values, qualities, density and an appropriate urban scale. This report has turned its mind to this very question. We know how to make good town-centres. GMU's UDR vision for Bexley North is accepted and included in this report. DPE and the GA NSW have fine documents that also answer the value, and qualities questions.

The Robustness Test of this report imagines an urban form hierarchy that would increase height to the Town-centre core up to at least 12 storeys. Building on top of the Gateway Determination of up to 10 storeys for 187 Slade Road, the robustness test then tested for 12 stories for SEPP65-ADG compliance.



4. Built Form Strategy

4.3 Urban Design Principles (SEPP65, ADG, GANSW)

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

In addition to the reference documents of the of GMU's UDR, this consolidated Urban Design Report considers the Government Architect of NSW's Policies and Frameworks, Guidance, Review and Resources documents, specifically SEPP65-ADG.

4.4 Role of Subject Block and Surrounding Lands Future Town Centre

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C).

The role of the subject block offers the potential of a catalyst to form a Town Centre at Bexley North. The site specific catalyst introduces scale, urban form that defines legible site edges, and a series of through and cross site links that have the potential to define future development on surround lands, but more specifically adjacent lots to the south and the council-owned Carpark site immediately to the west.

The subject block can form the edge of the town centre as it scales up from 6 storeys, to 10 storeys, offering the potential for a hierarchy of height to define the town-centre core (refer to JKM Urban Design Strategy – Page 5. See below). In this proposal we have imagined a Town Centre core height of 12 storeys – this was then successfully tested for SEPP65-ADG compliance for surrounding lands for the Town Centre approach (Robustness Test). This report envisions the Council owned carpark site to be critical to the Bexley North Town Centre development. The width and depth of the carpark site allows any future development to reach its LEP maximum future potential. Retaining this park could also see core heights rise to 12 storeys and achieve SEPP65-ADG compliance, but perhaps not the maximum benefit (yield) of the carpark site.

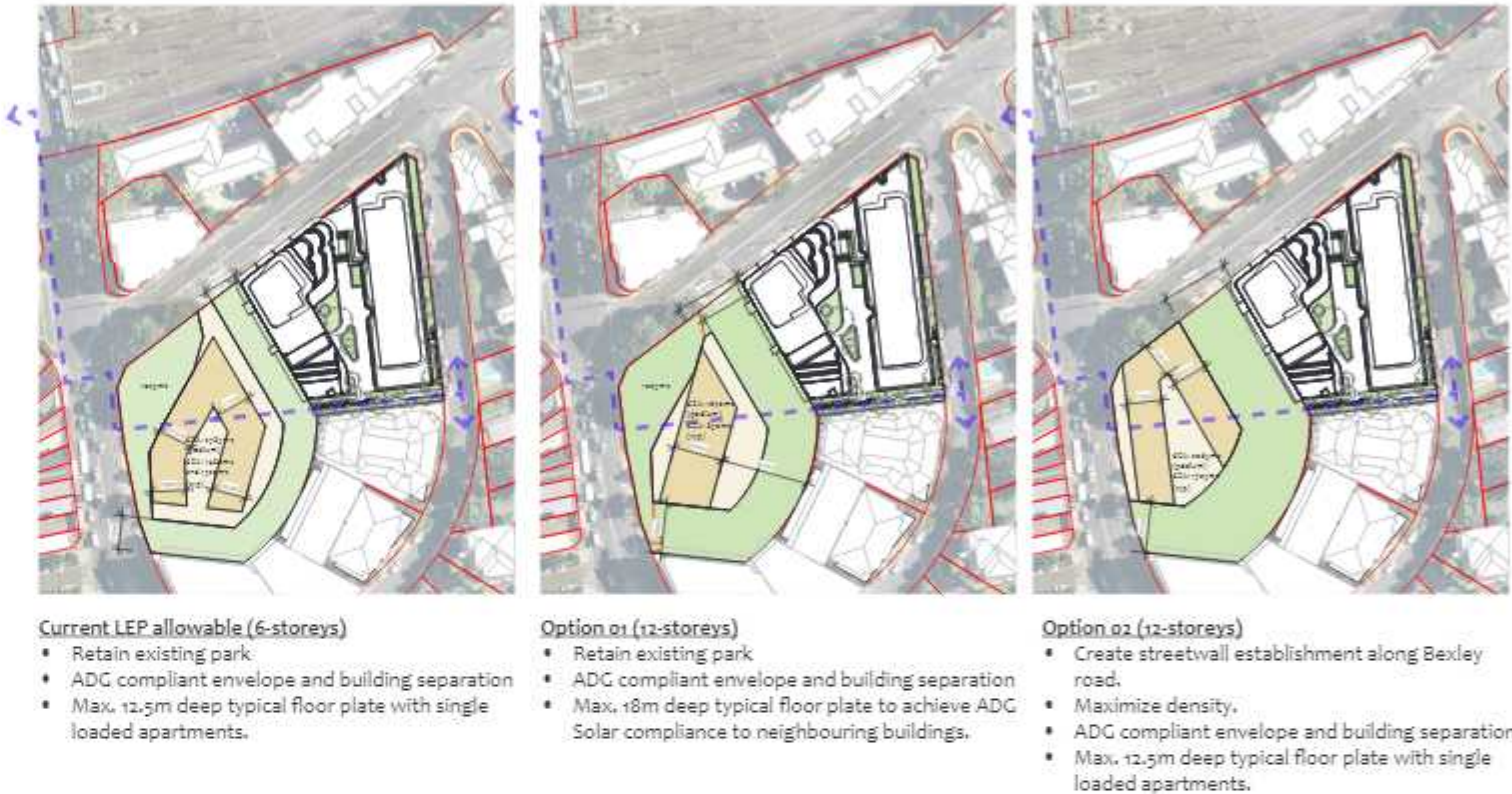
However, a better outcome would be to re-think the park at this corner. Keep the trees located in the public reserve (footpath), but relocating the park to the east, and consolidating it into a bigger parcel of land that links with through and cross site links with good solar access would allowing future develop to develop to the corner for a better urban outcome. This would allow the building to hold and define one of the 4 critical urban corners of the town-centre, allowing better streetscape activation, whilst potentially allowing more yield (GFA). The base of this building has the potential to support bigger retail tenancies such as a supermarket – but also engage with the cross site links with an activated portal through the building delivering pedestrian traffic to the heart of the town-centre.

The town-centre approached used for the Robustness test provides maximum benefit for the council owned carpark site in either LEP or increased density formats, achieving compliant amenity and good urban outcomes. Making the subject block critical to the future vision of Bexley North.



4.5 Preliminary Built-Form Studies for the Council Carpark and Surrounding Areas

Preliminary Built-form studies have been prepared in the context of potential future development on the council-owned carpark site and surrounding areas which complies with the LEP. As mentioned elsewhere in this report, a Robustness test was also used to test SEPP65-ADG compliance for a town-centre approach for Bexley North. This involved considering several options for development up to 12 storeys, which is detailed below.



Urban Design - Carpark Site Development Options by JKM Architects Architects

4.5 Preliminary Built-Form Studies for the Council Carpark and Surrounding Areas

Residential Key

- 3-Bed Apt
- 2-Bed Apt
- 1-Bed Apt



- Current LEP allowable (6-storeys)**
- GEA: 2385m² (Podium - 2-storeys)
 - GEA: 1320m² (Typical Levels - 4-storeys)
 - Nominal layout: (12 apts per level)
 - 3x 1B; 7x 2B; 2x 3B

Site Area: 4,015m²
FSR: 2.5:1
Permissible GFA: 10,038m²
Proposed Height: 22m

- Total Yield:**
- GEA: 10,050m²
 - GBA: 9,390m²
 - GFA: 8,520m²



- Option 01 (12-storeys)**
- GEA: 1670m² (Podium - 2-storeys)
 - GEA: 990m² (Typical Levels - 10-storeys)
 - Nominal layout: (8 apts per level)
 - 2x 1B; 5x 2B; 1x 3B

Site Area: 4,015m²
FSR: 2.5:1
Permissible GFA: 10,038m²
Proposed Height: 40m

- Total Yield:**
- GEA: 11,840m²
 - GBA: 10,990m²
 - GFA: 9,800m²



- Option 02 (12-storeys)**
- GEA: 2065m² (Podium - 2-storeys)
 - GEA: 1305m² (Typical Levels - 10-storeys)
 - Nominal layout: (11 apts per level)
 - 2x 1B; 7x 2B; 2x 3B

Site Area: 4,920m²
FSR: N/A
Permissible GFA: N/A
Proposed Height: 40m

- Total Yield:**
- GEA: 17,180m²
 - GBA: 15,930m²
 - GFA: 14,160m²

Urban Design - Carpark Site Development Options by JKM Architects Architects

4.6 Developed Masterplan Options



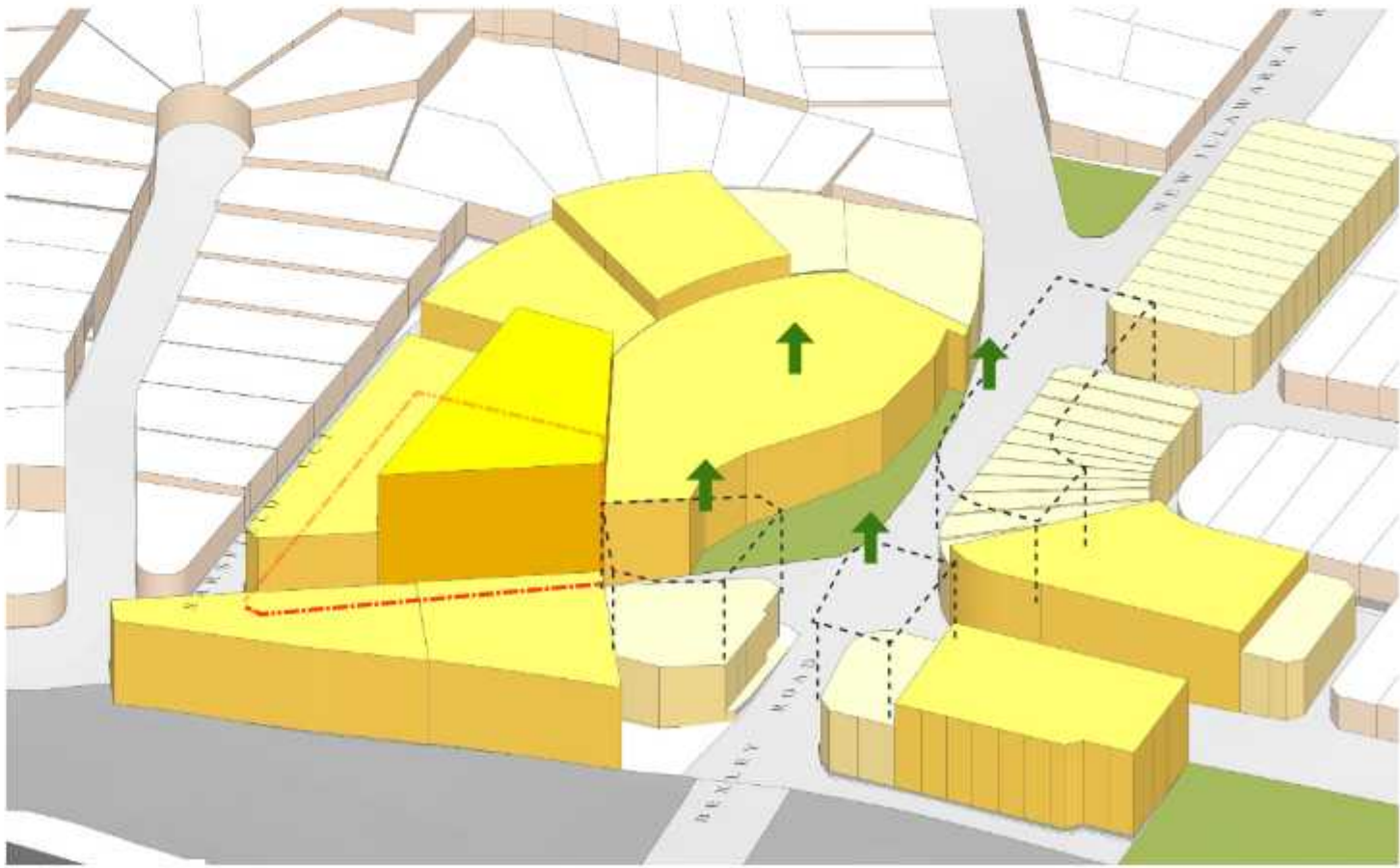
Existing Urban Framework - JKM Architects



Current LEP Permissible Envelopes - JKM Architects

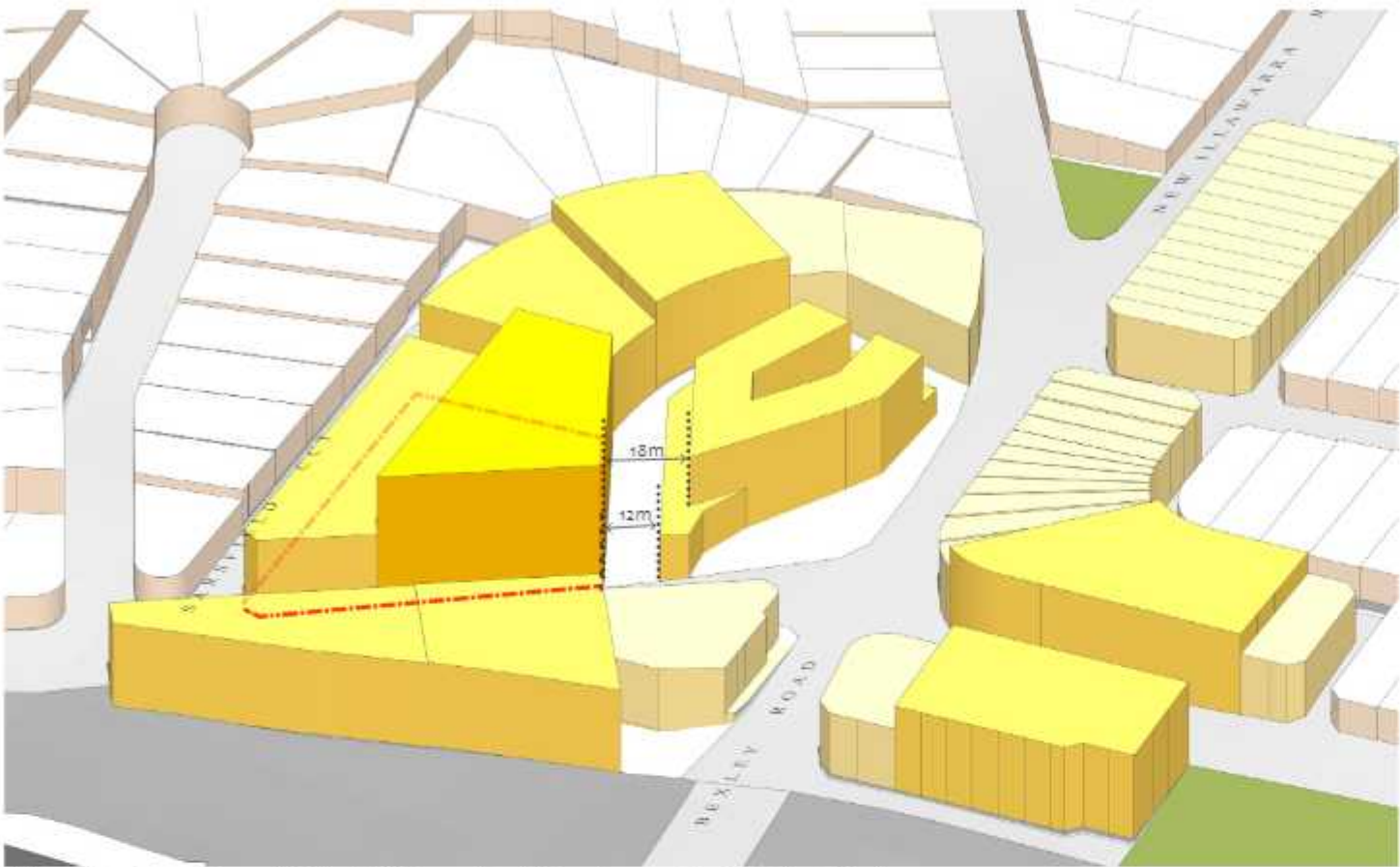


Urban Design - Current Planning Proposal - JKM Architects



Urban Design - Future Density - JKM Architects

4.6 Developed Masterplan Options



Urban Design - Carpark Site LEP Compliant Development - JKM Architects

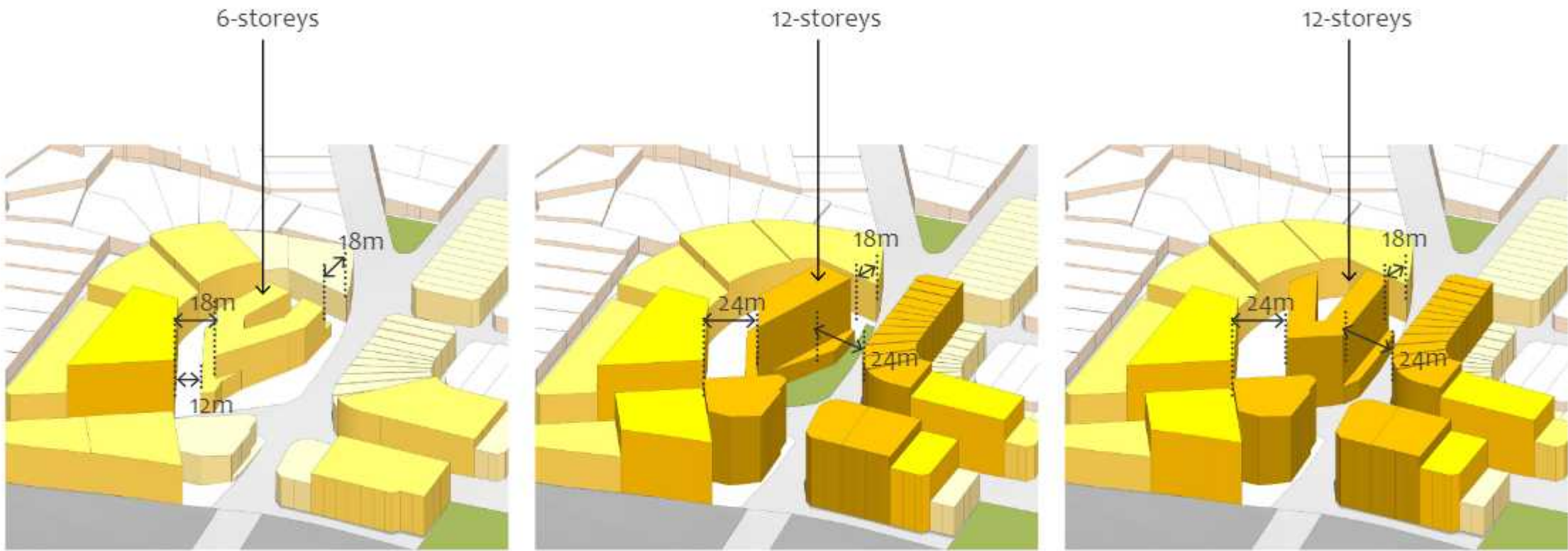


Urban Design - Neighbouring Sites - JKM Architects



Urban Design - Neighbouring Sites - JKM Architects

4.6 Developed Masterplan Options



Current LEP allowable

- Retain existing park
- ADG compliant envelope and building separation
- Max. 18m deep typical floor plate to achieve ADG Solar compliance to neighbouring buildings.

Option 01

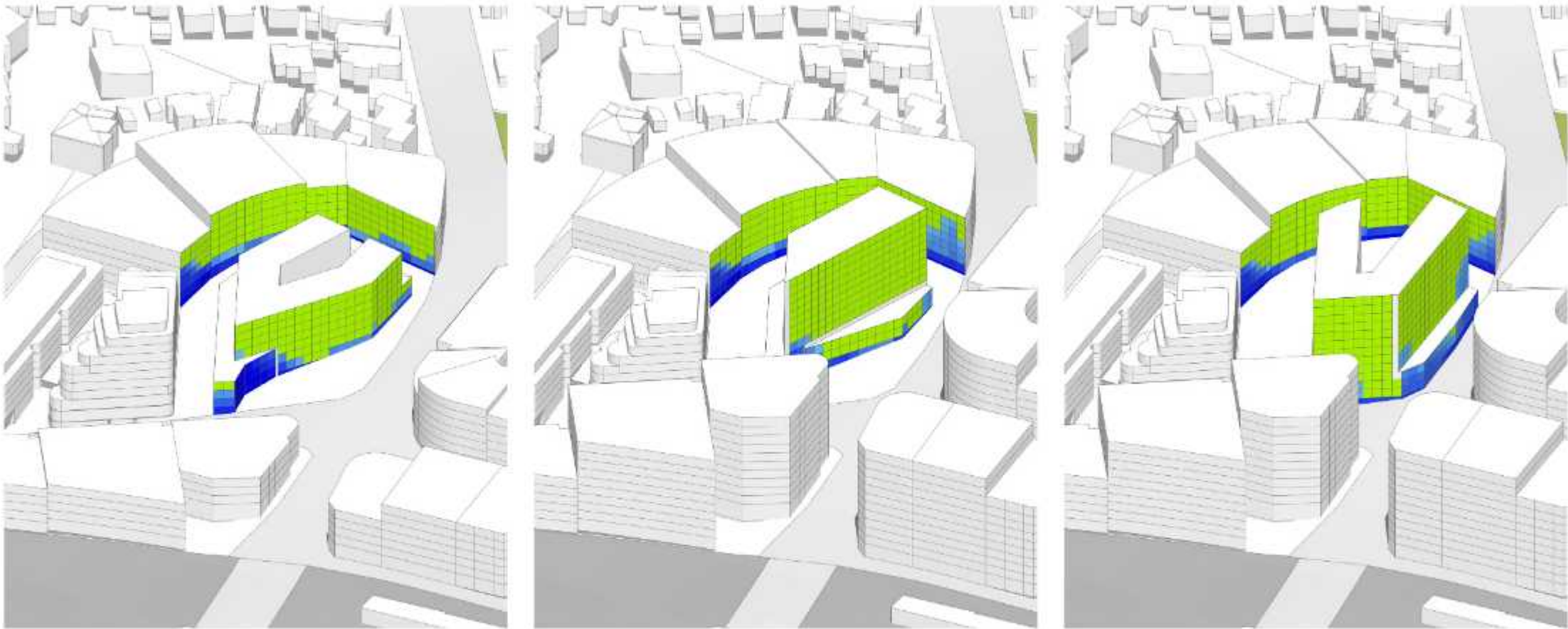
- Reconsider park location from urban scale.
- Create streetwall establishment along Bexley road.
- Consider future of Bexley North and Density requirements.
- Connect to future through-site link.
- Create a larger communal space for future of Bexley North
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.

Option 02

- Reconsider park location from urban scale.
- Create streetwall establishment along Bexley road.
- Consider future of Bexley North and Density requirements.
- Connect to future through-site link.
- Create a larger communal space for future of Bexley North
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.

Urban Design - Carpark Site Urban Design Approach - JKM Architects

4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
 Bexley North Town Centre



- Current LEP allowable (6-storeys)**
- Slight impact to existing property immediately to the south
 - Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

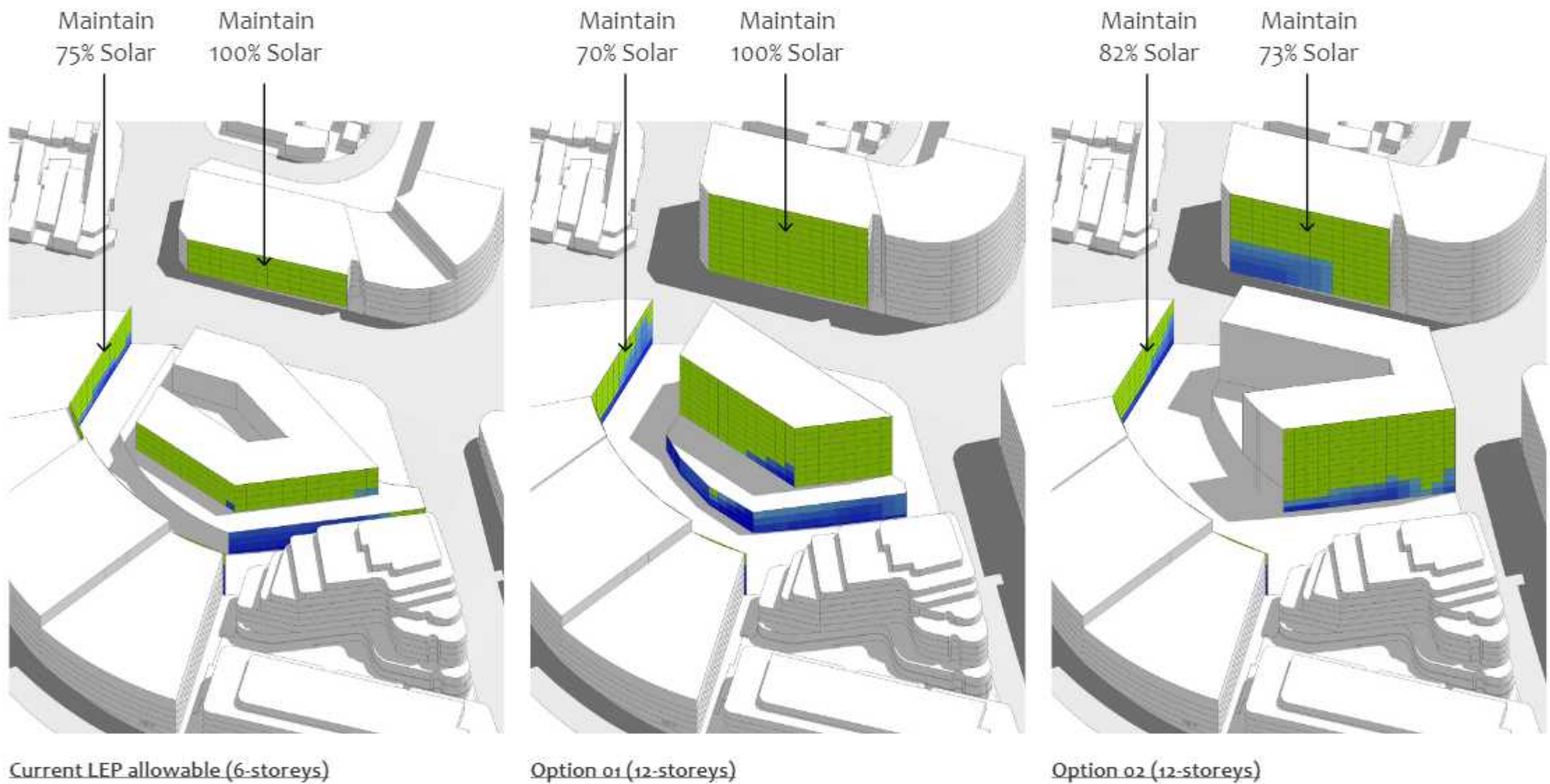
- Option 01 (12-storeys)**
- Slight impact to existing property immediately to the south
 - Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

- Option 02 (12-storeys)**
- Slight impact to existing property immediately to the south
 - Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

Solar Access, June 21st - JKM Architects



4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
Bexley North Town Centre

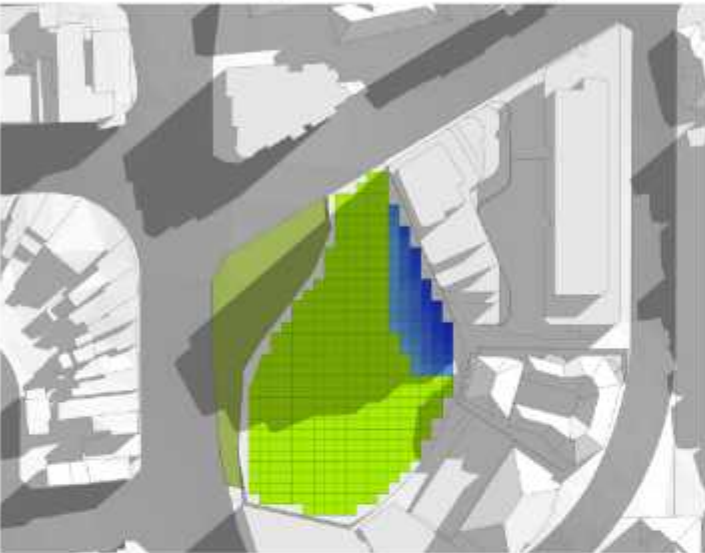


Solar Access, June 21st - JKM Architects

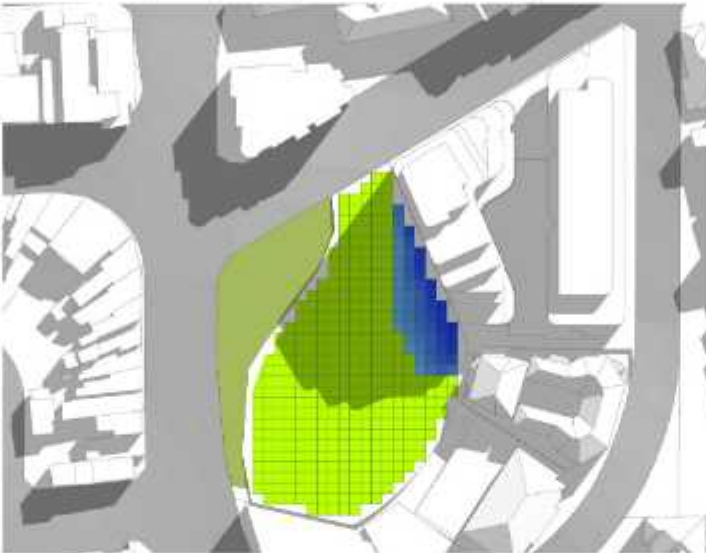


4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
Bexley North Town Centre

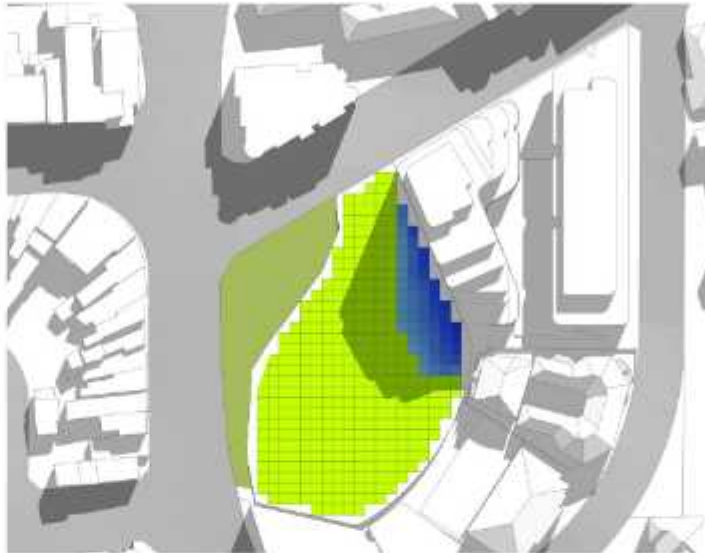
Over-shadowing of new concept development to property immediately south of 187 Slade Road



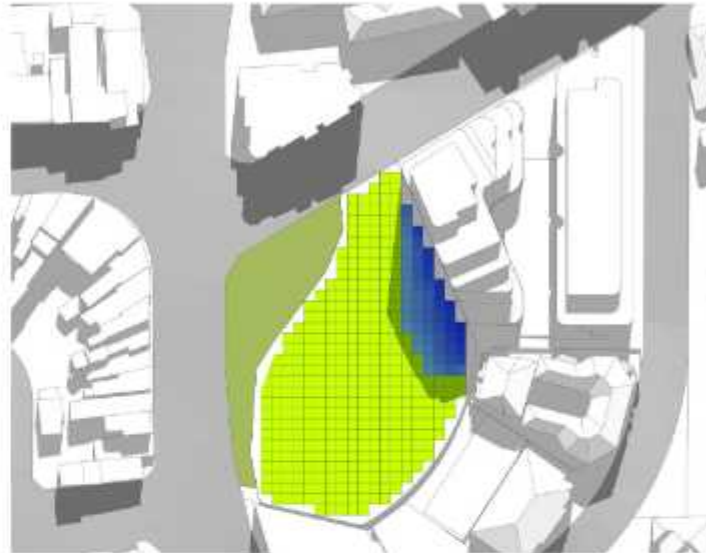
June 21st - 9am



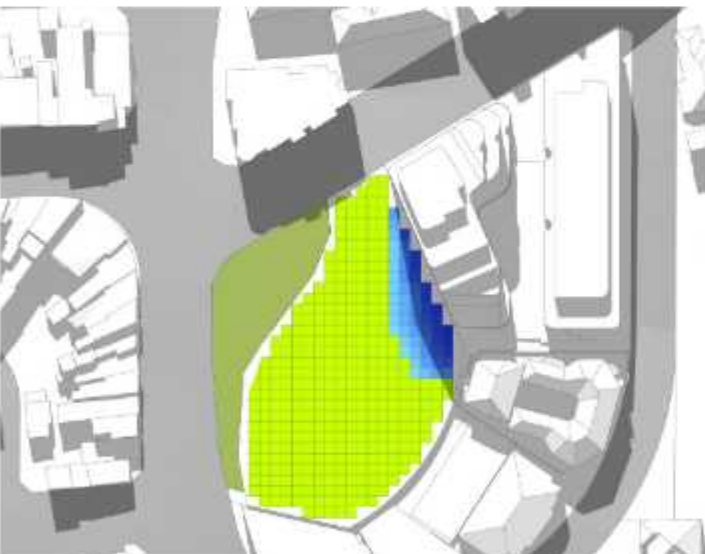
June 21st - 10am



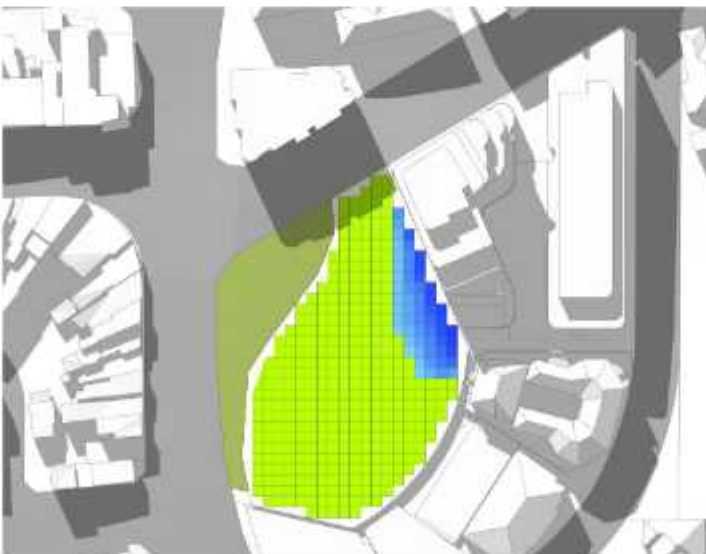
June 21st - 11am



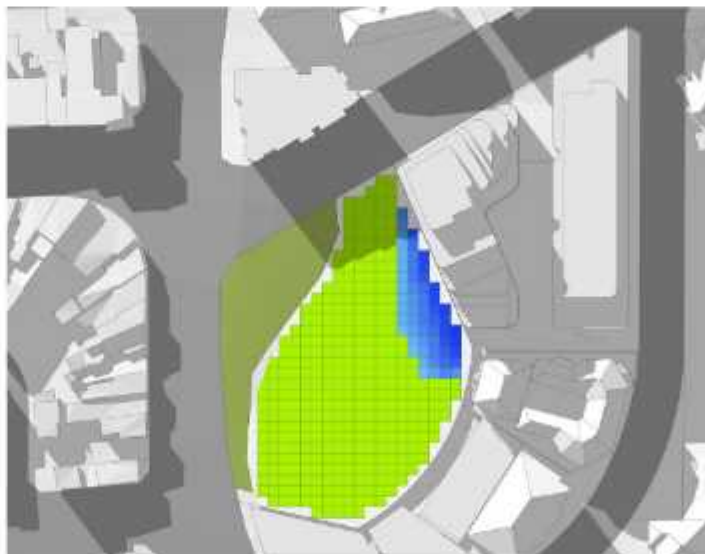
June 21st - 12pm



June 21st - 1pm



June 21st - 2pm

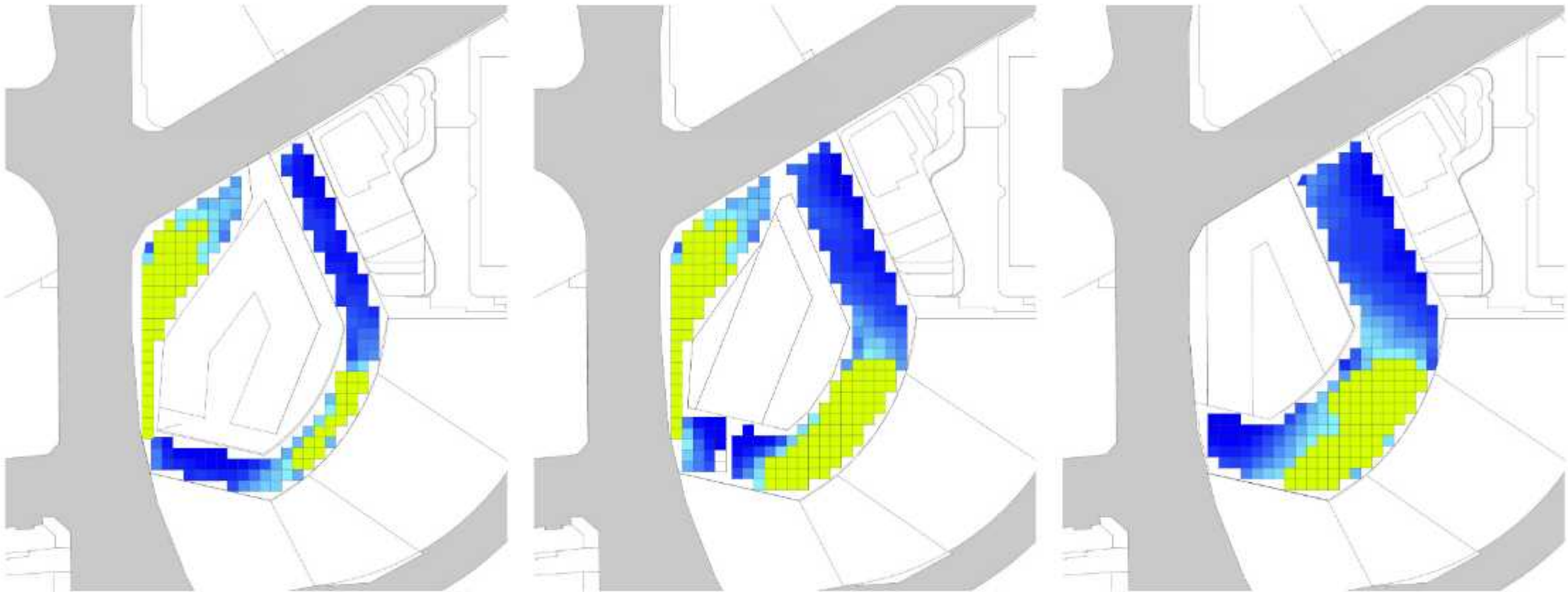


June 21st - 3pm

- Note:
- over 75% of Carpark site maintains minimum 2hr solar access during mid winter (June 21st) with current proposed concept development at 187 Slade Road



4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
Bexley North Town Centre



Current LEP allowable (6-storeys)

- Public domain area: 2650m²
- Approx. 700m² (26%) of area receive 2hrs or more direct sunlight in mid winter.

Option 01 (12-storeys)

- Public domain area: 3360m²
- Approx. 1320m² (39%) of area receive 2hrs or more direct sunlight in mid winter.

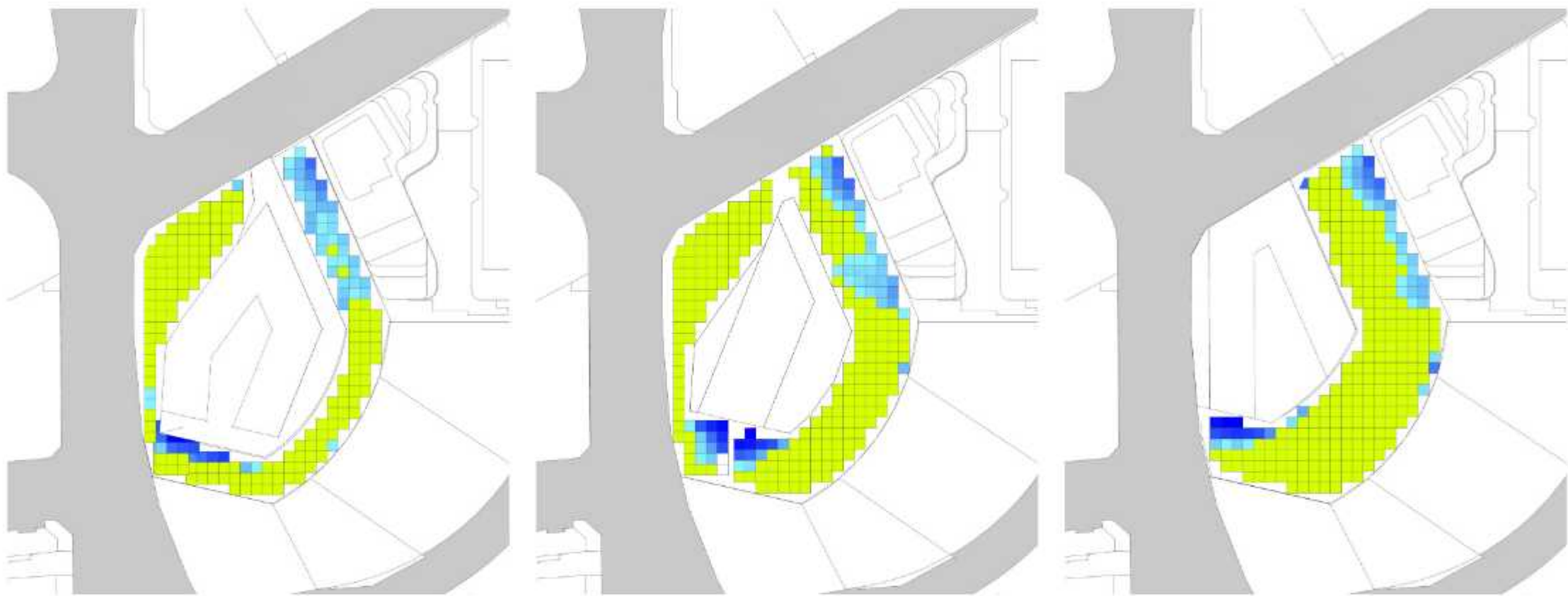
Option 02 (12-storeys)

- Public domain area: 2850m²
- Approx. 800m² (28%) of area receive 2hrs or more direct sunlight in mid winter.

Solar Access, Public Domain, June 21st - JKM Architects



4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
Bexley North Town Centre



Current LEP allowable (6-storeys)

- Public domain area: 2650m²
- Approx. 1600m² (61%) of area receive 2hrs or more direct sunlight in mid winter.

Option 01 (12-storeys)

- Public domain area: 3360m²
- Approx. 2420m² (72%) of area receive 2hrs or more direct sunlight during equinox.

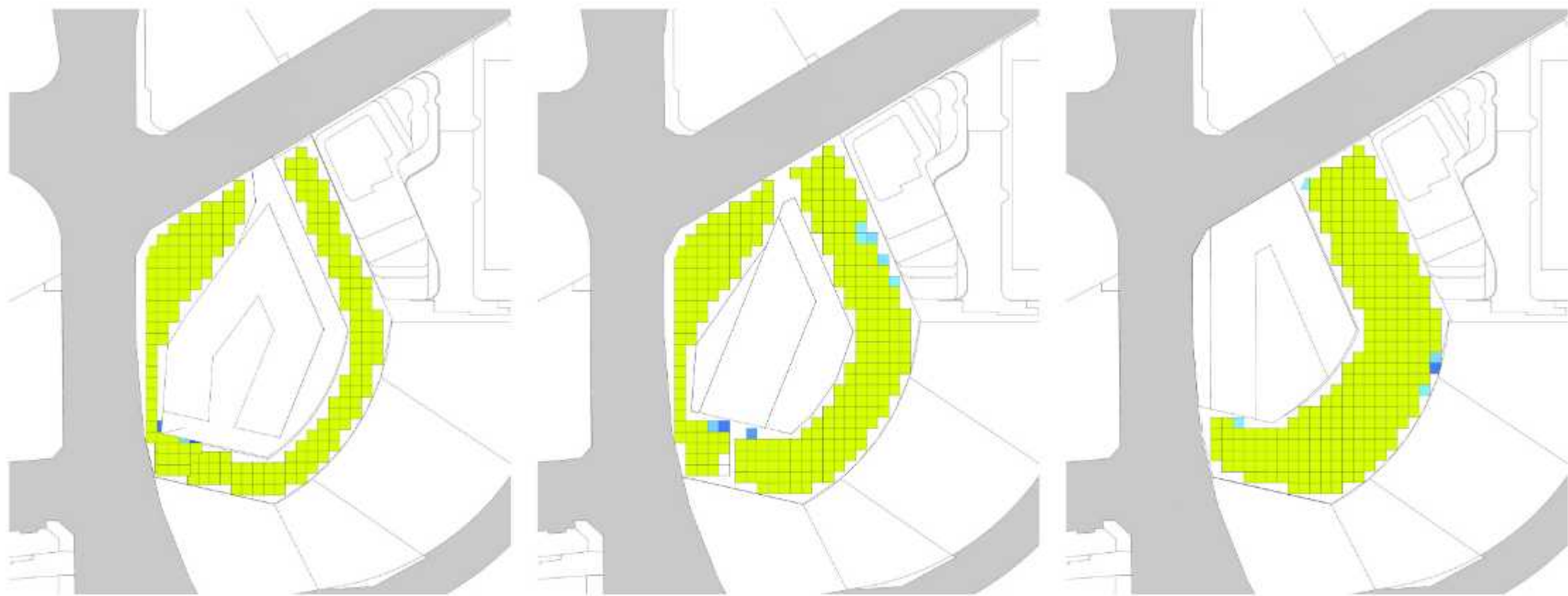
Option 02 (12-storeys)

- Public domain area: 2850m²
- Approx. 2330m² (82%) of area receive 2hrs or more direct sunlight in mid winter.

Solar Access, Public Domain, September 21st - JKM Architects



4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
Bexley North Town Centre



Current LEP allowable (6-storeys)

- Public domain area: 2650m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

Option 01 (12-storeys)

- Public domain area: 3360m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

Option 02 (12-storeys)

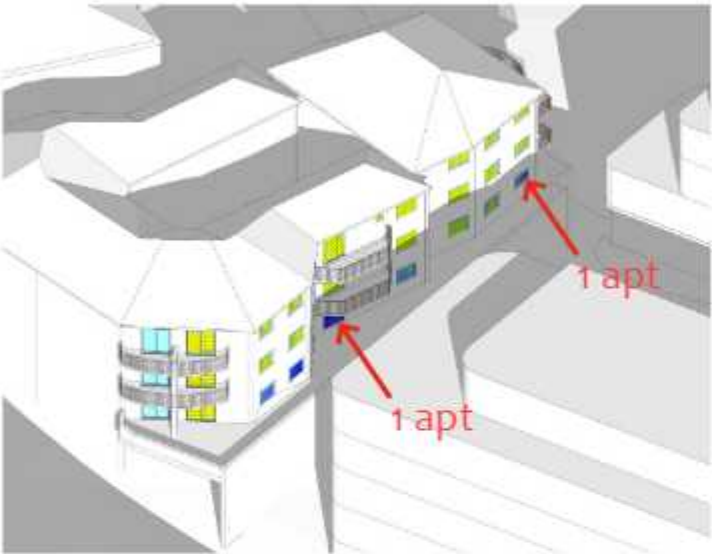
- Public domain area: 2850m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

Solar Access, Public Domain, December 21st - JKM Architects

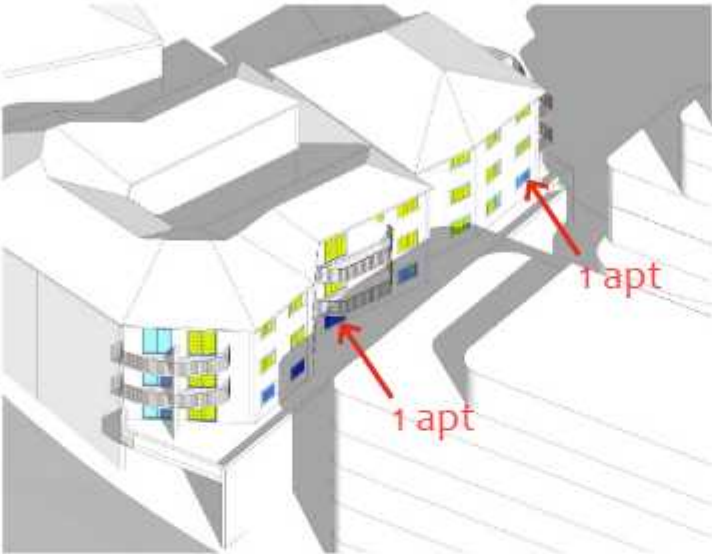


4.7 Indicate Eye Diagrams - Council Carpark and Surrounding Lands
Bexley North Town Centre

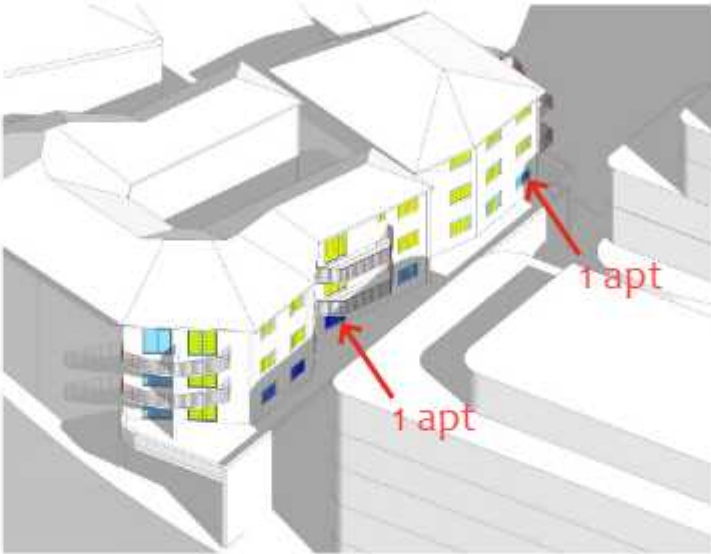
Over-shadowing of new concept development to property immediately south of 187 Slade Road



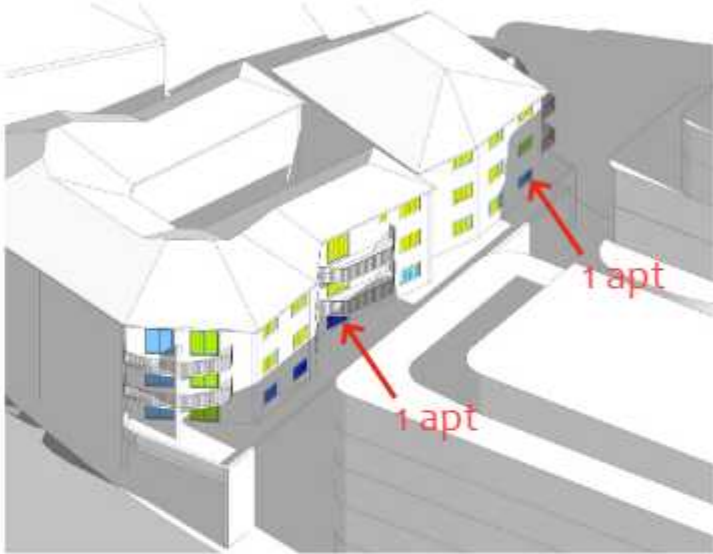
June 21st - 9am



June 21st - 10am



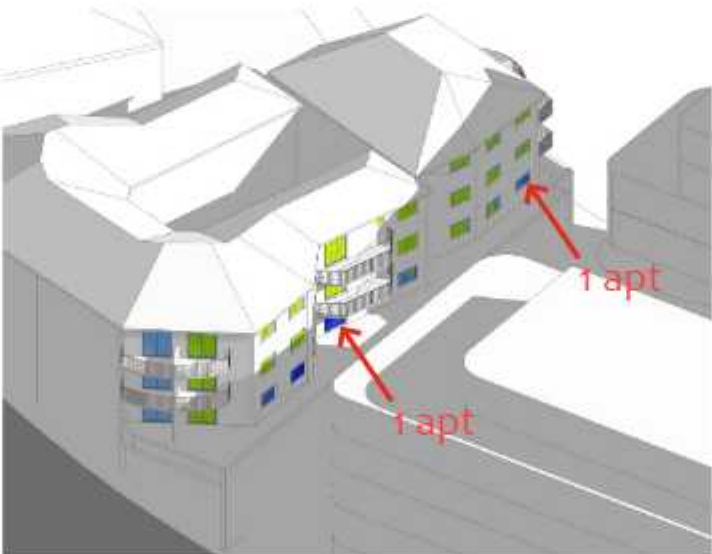
June 21st - 11am



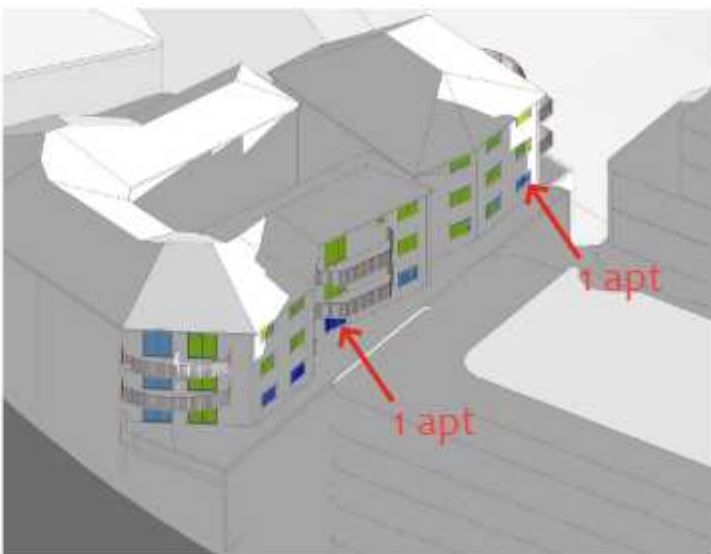
June 21st - 12pm



June 21st - 1pm



June 21st - 2pm



June 21st - 3pm

- Note:
- 2 properties with north facing living room window out of 9 properties (at 22-24 Sarsfield Cct) facing are affected.
 - Maintain minimum 70% solar access



4.8 Gateway Determination Conditions Summary (Condition (d), v, vi, viii)

Condition (d):

(d) include a single consolidated urban design package and associated concept scheme that:

(v) cross-section and massing diagrams showing the development concept in the context of potential future development on surrounding land which complies with existing LEP provisions;

This report documents cross-section and massing diagrams for several development concepts on surrounding lands. The variation of concepts is specifically for the Council owned carpark site immediately to the west of the proposal.

The surrounding land of the concept is that defined in Bayside LEP 2021 and MU1-Mixed Use zone and would typically encompass a proposal for Bexley North town centre.

The reason for various concepts for the Council owned carpark site is part of the robustness test for the proposal. We have not only looked at a compliant existing LEP envelope approach to the site, but also designed other scenarios both in building form and site layout that may better respond to a future town centre vision for Bexley North. The LEP compliant scheme realises a maximum developable potential, maintaining the existing sliver of pocket park (west of the site) to Bexley Road, using SEPP65-ADG amenity (daylight, separation distances etc.) controls to shape the concept.

Concept options 01 and 02 reconsider the site from a town-centre approach, applying an appropriate urban scale relative to the proposal. It was considered the Council owned carpark site being closer to the critical urban intersection of Bexley Road, Slade Road and Shaw Street, and therefore the most critical in a hierarchy of height and scale (ie: town-centre core).

For the Robustness Test to satisfy this condition we assumed a building height of 12 storeys for these buildings to define the core of the town-centre. Scaling down to the proposed site (187 Slade Road) at 10, and then 6 storeys. This would provide the best opportunity to test for compliant solar access (SEPP65-ADG) and therefore, the maximum developable potential of not only the Council owned carpark site, but all adjacent sites (existing, proposed and conceptual-town centre).

The outcome of these tests demonstrate the Council owned carpark site can reach the maximum developable potential of the LEP but also an increased GFA commensurate with a town-centre approach (refer to JKM Architects Urban Design Strategy).

The Urban Design Strategy document details the site strategies, yield and compliant solar access of the concepts and adjacent sites and landscape/ park areas.

(vi) detailed solar access diagrams which:

• clearly demonstrates overshadowing to existing residential development to the immediate south;

Sun-eye diagrams have been prepared by JKM Architects (refer to Urban Design Strategy document) for Winter Solstice (June21) and Equinox (Sept 21) time periods that specifically demonstrate solar access & shadowing to existing residential development immediately south of the proposal.

The proposal achieves 70% solar access (Objective 4A.1.1 SEPP65-ADG) to existing windows of the apartment building immediately to the south of the proposal.

• demonstrate compliant solar access of the land to the immediate west (Council owned car park); and

Diagrams prepared by JKM Architects (refer to the Urban Design Strategy documents) for the Winter Solstice (June21) time period that specifically addressed this condition. As can be seen in these diagrams a small portion of the site immediately west of the proposal is affected at the lowest sun angles. The specific calculation demonstrates more than 75% of the site has more than 2 hours direct sunlight for this time period.

It should be noted the Council carpark site is a large, broad, deep, and nearly an abstract square site of sufficient depth to allow good solar access even at low sun angles relative to the proposal. The proposals maximum height peaks at 10 stories to the north-west of the site, and has proportionally minor impact on the council owned carpark site.

Conceptually the Council owned carpark site, and the 187 Slade Road site should be considered as one lot for the purposes of organising building layout strategies (3 bar site strategy – see diagram below) with the appropriate separation distances and green/communal/parkland / through-site-link open spaces infilling compliant separation distances. This conceptual model then should be used to calculate a whole of site FSR across both sites.

4.8 Gateway Determination Conditions Summary (Condition (d), v, vi, viii)

• **demonstrate compliant solar access can be achieved to a compliant development scheme to the immediate west of the site (Council owned car park).**

As noted in previously (in response to condition (v)) an LEP and SEPP65-ADG compliant scheme has been prepared for the Council owned carpark site, and tested for compliant solar access (refer to JKM Architects Urban Design Strategy document). The LEP concept complies with SEPP65-ADG solar compliance for a Sydney Metropolitan site (70% of Apartments for 2 hours at June21).

Concept options 01 and 02 (Robustness Test) for the Council owned carpark site were also designed and tested. Both options comply with SEPP65-ADG solar compliance for a Sydney Metropolitan site (70% of Apartments for 2 hours at June21).

(viii) further test the suitability of the 9 to 10 storey parts of the proposal to minimise overshadowing to communal open space.

Both the Urban Design Strategy & Architectural Intent (see annexes) documents prepared by JKM Architects use detailed sun-eye diagrams from 9am to 4pm for both the winter solstice (June 21) and Equinox (Sept 21) to apply a critical lens (Robustness test) to the solar access and correspondence shadowing effect of the proposal and the viability of the future vision of the surrounding lands.

We can see in both documents the sun-eye diagrams demonstrate the suitability of the 9 and 10 storey components of the proposal. These storeys are significantly contracted (a stepping form) to 'solar-sculpt' the design response to minimise the overshadowing to communal open space.

This is a skilful design response to the built-form to minimise impact and maximise amenity for the given density for not only the proposed site, but also existing adjacent sites and surrounding lands, with a particular focus on reaching the maximum developable potential of the Council owned carpark site immediately to the west of the proposals site. It is also worth noting that raw LEP envelopes for this site, at lower heights cause a greater solar-impact than a taller, but more nuanced (solar-sculpted) approach of this proposal.

5. Developed Architectural Design

5.1 Overview

This report has worked with the consultant team have worked with JKM Architects to develop the concepts sketches of GMU's report into Design Intent documentation including plans, sections, elevations, 3D modelling, analysis and sun-eye diagrams. The intent of the developed design for the proposal at 187 Slade Street, Bexley North is to 'prove-up' the concept drawings into viable working design drawings that exhibit a similar performance standard as Development Application (to a level approximately 60% of final DA) drawings.

The Design Intent drawings prepared by JKM Architects - detailed in Section 5 of this report - details planning requirements, SEPP65+ADG compliance, uses, circulation, landscape and public domain, and indicative material choices, including basement and carpark uses, including access-egress.

Specific attention has been applied to the public domain interface and SEPP65 compliance of the proposal. It should be noted that these are not Development Application drawings, but design intent (approximately 60% DA) drawings. It is envisioned this documentation will continue down the path of resolution towards DA submission at the appropriate time. This work has been done to satisfy Condition 1(d)(i) of the Gateway determination letter (30 May, 2023).

Subject site
187 Slade Rd

SLADE ROAD

BEXLEY ROAD

SARSFIELD CCT

Carpark-site

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Legend



Revision	Date	Description
A	01/05/2005	For Gateway Determination
B	04/06/2005	For Gateway Determination
C	08/06/2005	For Gateway Determination

Architect:
jkm
architects

J&M MerchBecks Pty Ltd
Suite 4.15/155 Miller Street,
Pyrmont, NSW 1509.
ASN 95 451 575 482

Nominated Architect: Tai Kok Hing WA 1999 year

Client:
Tunborn Pty Ltd
(Trevor Yang)

Project Name:	BNH Mixed-Use Development
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Project Address
187 Slade Road, Bexley
North
NSW 2207

Project No.	2305
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Sheet Name
Site Plan

Drawing no.
DA00.30

Status	Gateway Determination
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Score	1: 1000	@ A3
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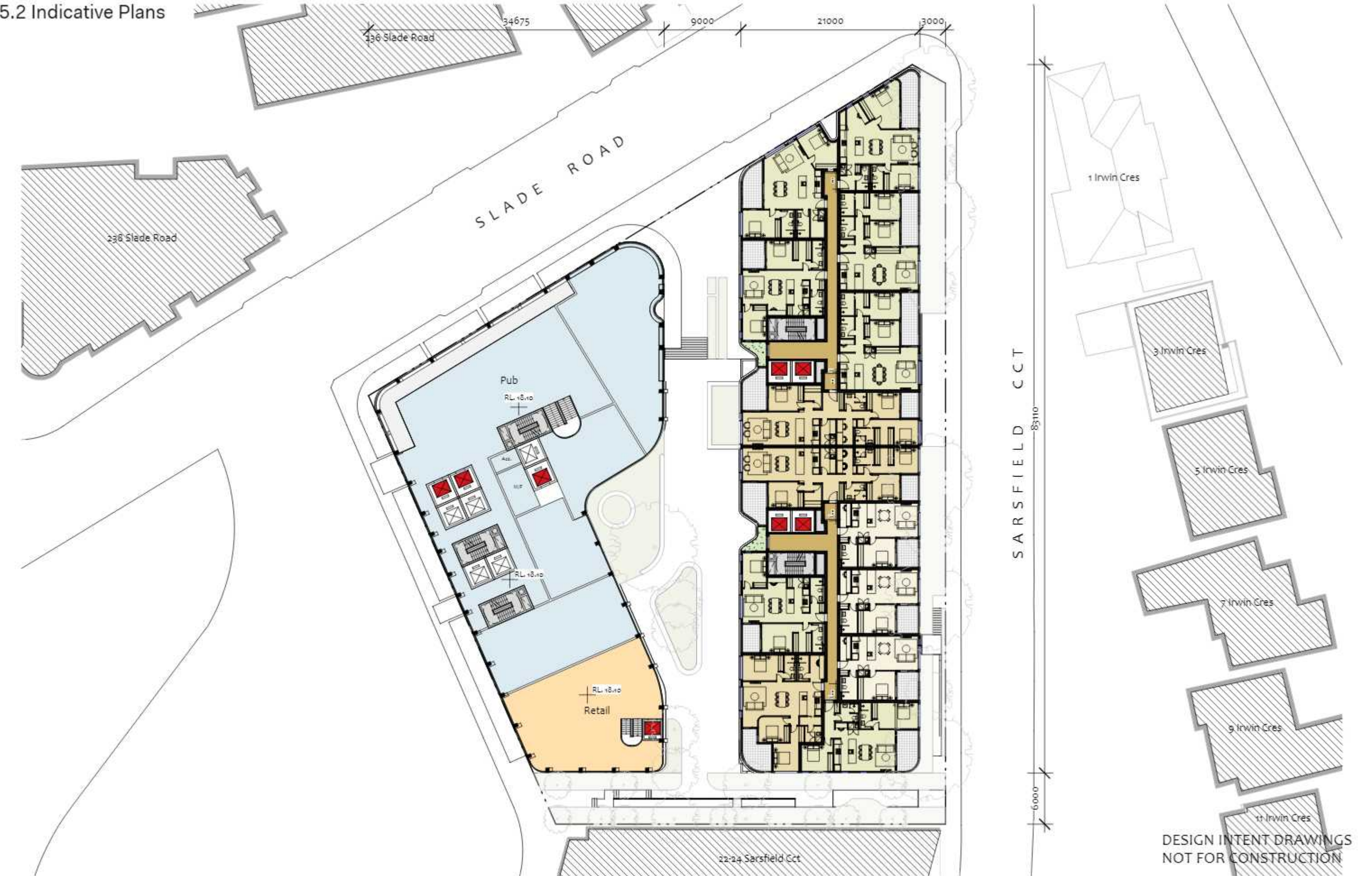
5.2 Indicative Plans



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5.2 Indicative Plans



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Legend		Revision	Date	Description
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	Public Use	C	04/01/2007	For Gateway Determination
	Retail	D	04/01/2007	For Gateway Determination
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Architect: **jkm architects**
 jkmarchitects Pty Ltd
 Suite 412/150 Miller Street,
 Pyrmont, NSW 2009
 ABN 68 619 875 482

Client: **Tunb (Tre)**

Nominated Architect: **Tan Kai Kaim Ho** NSW govt

Client:
Tunborn Pty Ltd
(Trevor Yang)

Project Name:	BNH Mixed-Use Development
Project Address:	187 Slade Road, Bexley North NSW 2207

Project No.	2305
Sheet Name	Level 0
Drawing no.	DA02.1

Status	Gateway Determination	
Code	1: 400 @ A3	
		Revision D

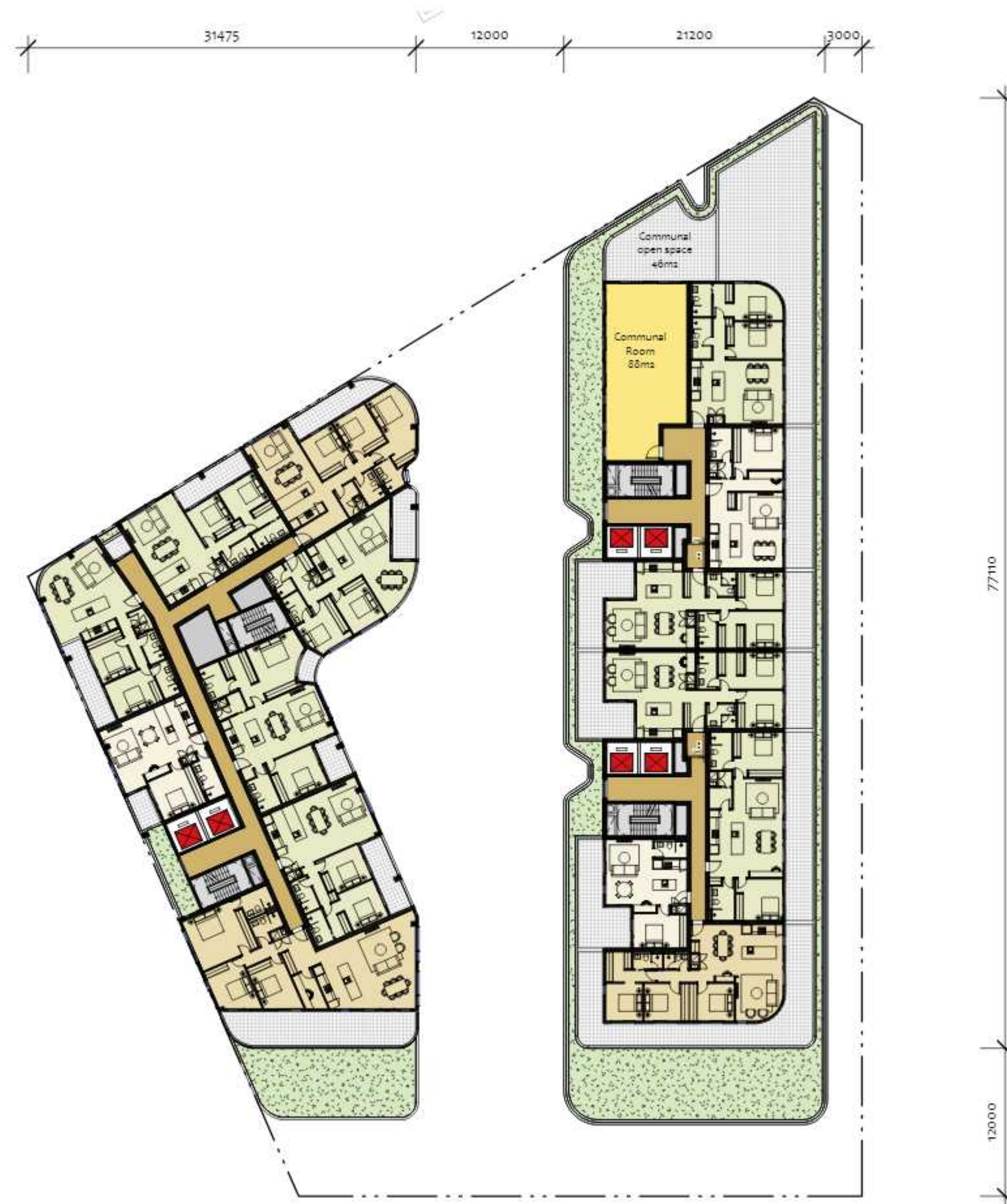
5.2 Indicative Plans



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Revision	Date	Description																					
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5.2 Indicative Plans



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				A	15/08/2022	Final Draft Issue																	
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D	04/09/2022	For Gateway Determination																					
<p>Project Address: 187 Slade Road, Bexley North NSW 2207</p>	<p>Sheet Name: Level 04</p>	<p>Scale: 1: 400 @ A3</p> <p>0 4 8 12 m</p> <p>Revision D</p>																					
	<p>Drawing no.: DA02.14</p>																						

Architectural drawing showing a floor plan and site plan. The floor plan on the left is a detailed layout of a building, featuring various rooms, corridors, and a central staircase. The site plan on the right shows the building's footprint within a larger plot. Dimensions are provided along the top and right edges.

Top dimensions: 31475, 12000, 21200, 3000.

Right dimensions: 77110, 12000.

Scale
1: 400 @ A3

0 4 8 12 Revision
m D

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C	02/09/2005	For Gateway Determination
D	06/09/2005	For Gateway Determination

Architect
jkm
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Suite 4.15 / 55 Miller Street,
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ASN 98 651 575 481

Nominated Architect: Tai Koi Keith Ho, NDW group

Client:
Tunborn Pty Ltd
(Trevor Yang)

Project Name:	BNH Mixed-Use Development
---------------	---------------------------

Project Address
187 Slade Road, Bexley
North
NSW 2207

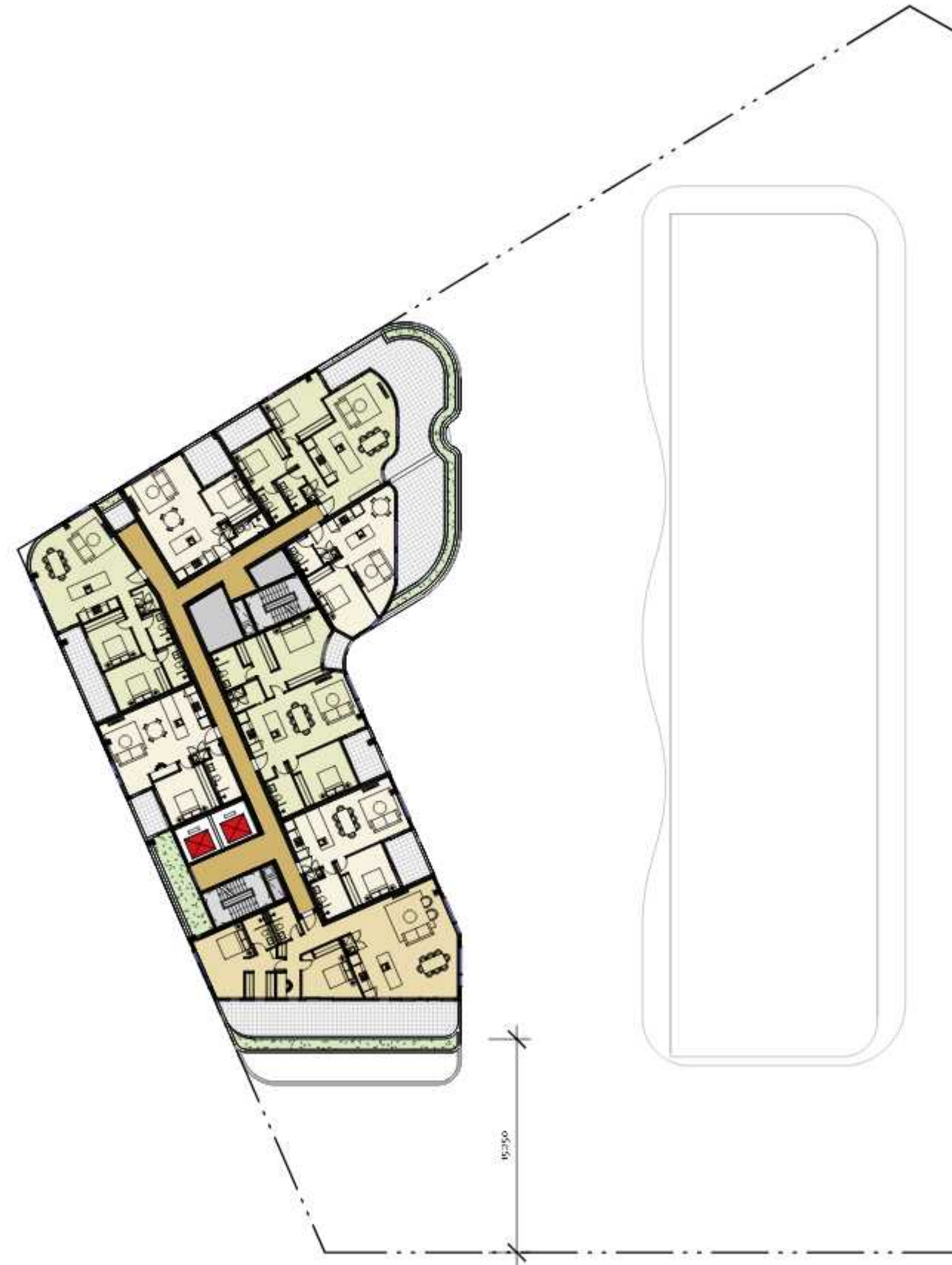
Project No.	2305
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Sheet Name
Level 05

Drawing no:
DA02.15

Status	Gateway Determination
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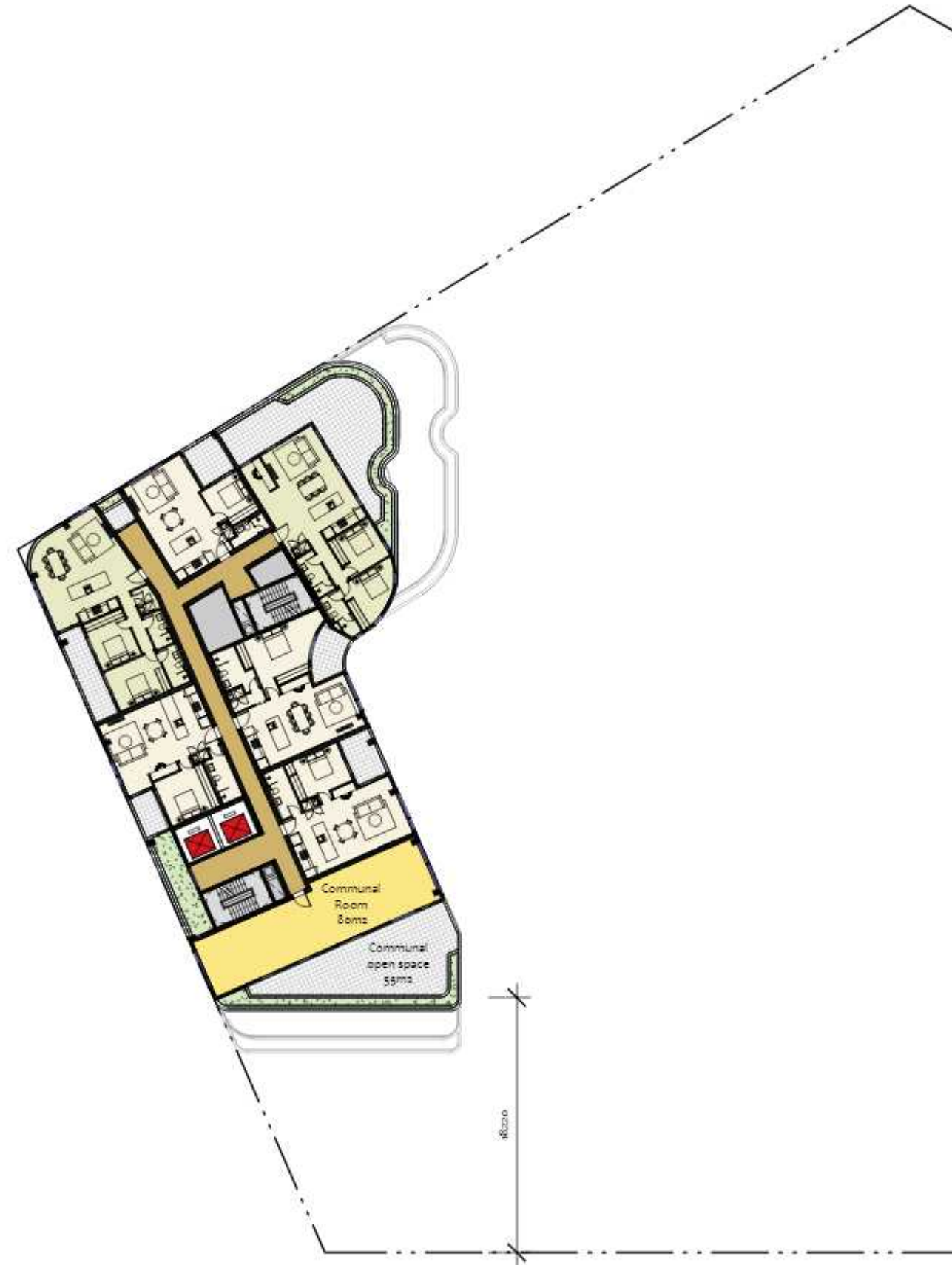
5.2 Indicative Plans



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<p>Project Address</p> <p>187 Slade Road, Bexley North NSW 2207</p>	<p>Sheet Name</p> <p>Level 06</p>	<p>Drawing No.</p> <p>DA02.16</p>	<p>Scale</p> <p>1: 400 @ A3</p> <p>Revision</p> <p>0 4 8 12 m D</p>																				

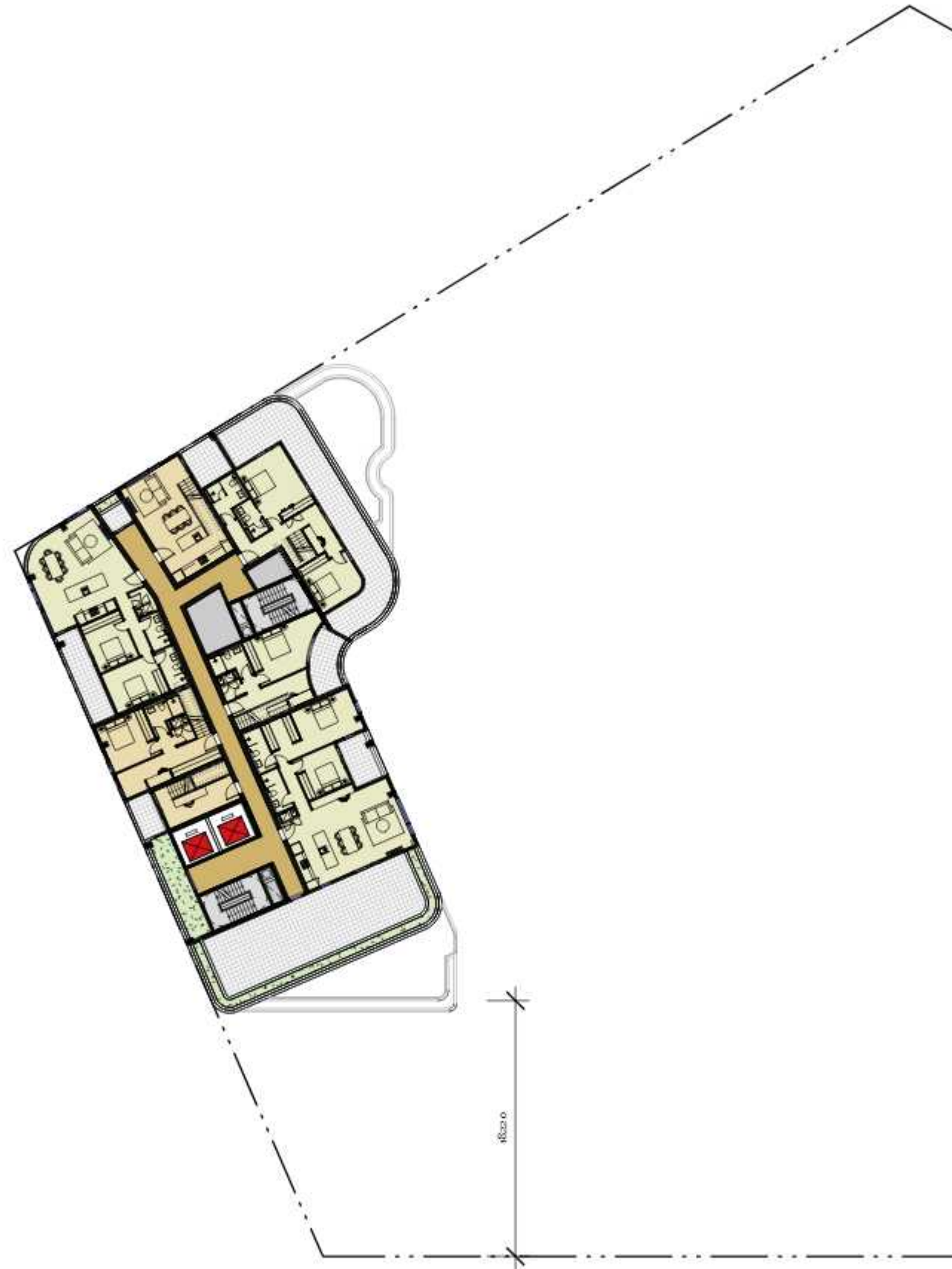
5.2 Indicative Plans



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<p>Project Address</p> <p>187 Slade Road, Bexley North NSW 2207</p>	<p>Sheet Name</p> <p>Level 07</p>	<p>Drawing No.</p> <p>DA02.17</p>	<p>Scale</p> <p>1: 400 @ A3</p> <p>0 4 8 12 m</p> <p>Revision</p> <p>D</p>																				

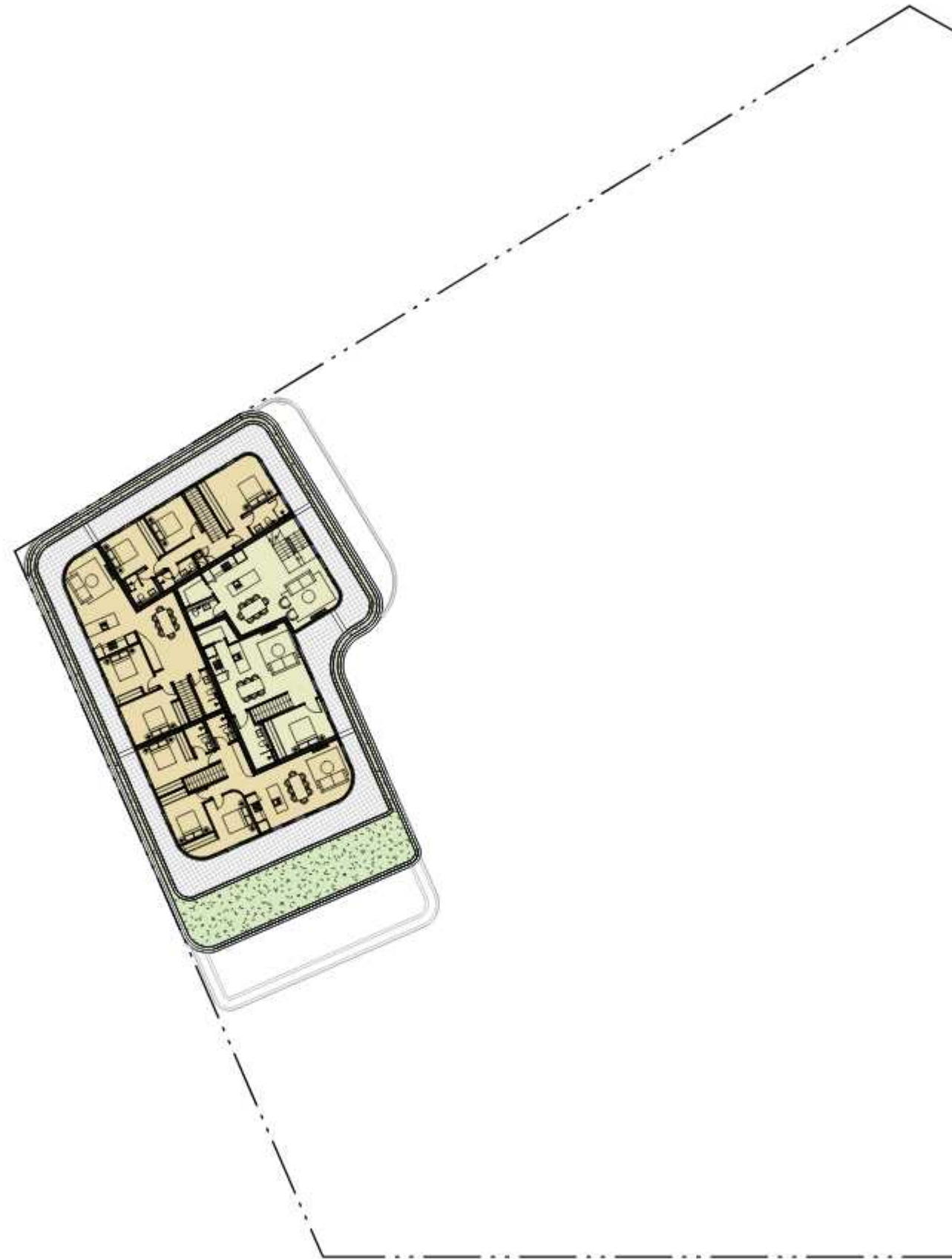
5.2 Indicative Plans



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<p>Drawing No.</p> <p>DA02.18</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>	<p>Submitted Architect</p> <p>TJKW (John) Kim, NSW 1500</p>															

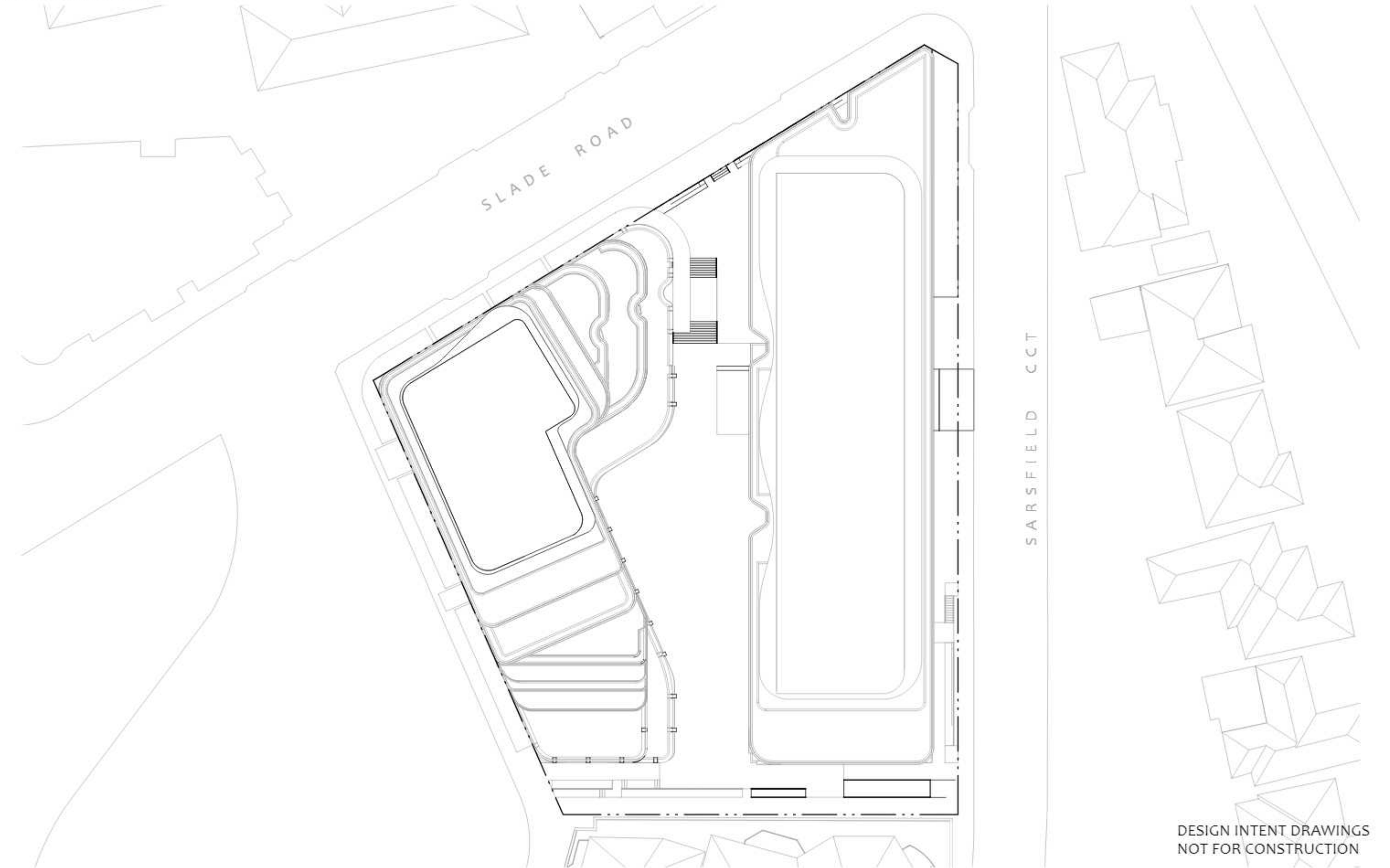
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					<p>Nominated Architect Tal Khatib NSW 2207</p>																			

5.2 Indicative Plans



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5.3 Indicative Basements and Carpark Plans



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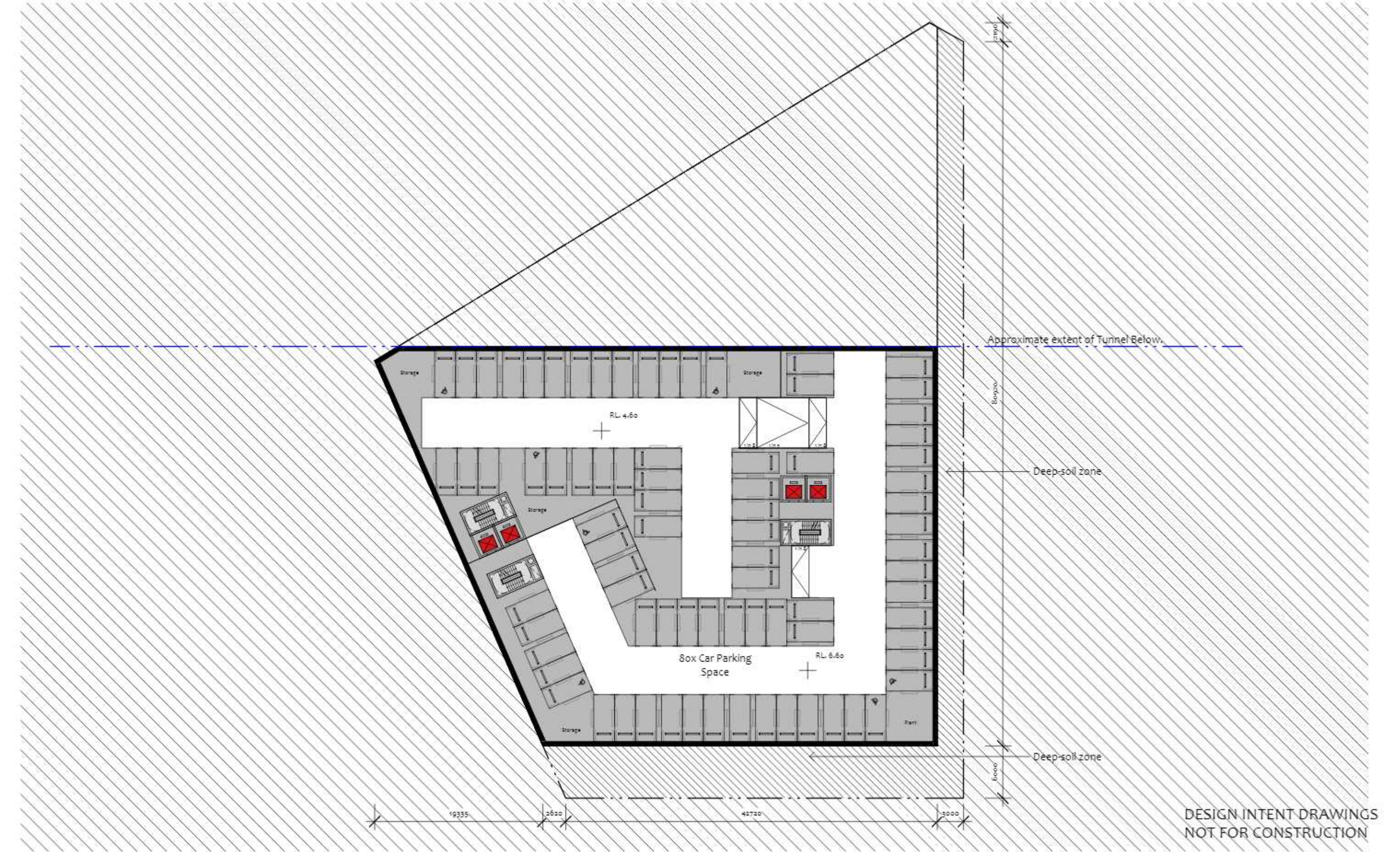
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5.3 Indicative Basements and Carpark Plans



DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

<p>Disclaimer: Information shown on this drawing should be read in conjunction with the specification and G40X certificate where applicable. Comply with relevant authority requirements. Comply with Building Code of Australia requirements. Comply with relevant Australian Standards for materials and construction practice. All drawn information should be sufficient for a reasonably competent and experienced builder to understand the design intent. Should this be not the case, the Client should be informed immediately for clarification. Some elements shown in this drawing may be subject to further advice from consultants/sub-consultants other than the architect. It is the responsibility of the consultants/sub-consultants to build, and not the architect, to ensure that the design intent is met satisfactorily.</p>		<p>Check all dimensions, etc. conditions and RLs against survey prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and on the fabrication of any components. Do not scale drawings. Any discrepancies discovered shall immediately be referred to the Client for clarification. Copyright remains with the JKM architects. The Client is licensed to use the documents and drawings to produce the project and after which they were intended, provided that the JKM architects has completed the extent of works for which they were commissioned, and all fees due to the JKM architects has been paid.</p>		<div><p>Legend</p><ul style="list-style-type: none">Hotel AccommodationHotel CirculationPubRetailResidential 1-Bed AptResidential 2-Bed AptResidential 3-Bed AptResidential CirculationBasement / Plant / Services</div>	<div></div>	<div><p>Revision</p><table><tr><th>Rev</th><th>Date</th><th>Description</th></tr><tr><td>A</td><td>15/08/2025</td><td>Final Draft Issue</td></tr><tr><td>B</td><td>15/08/2025</td><td>For Gateway Determination</td></tr><tr><td>C</td><td>04/09/2025</td><td>For Gateway Determination</td></tr><tr><td>D</td><td>04/09/2025</td><td>For Gateway Determination</td></tr></table></div>	Rev	Date	Description	A	15/08/2025	Final Draft Issue	B	15/08/2025	For Gateway Determination	C	04/09/2025	For Gateway Determination	D	04/09/2025	For Gateway Determination	<div><p>Architect</p><p>JKM architects</p><p>JKM Architects Pty Ltd Suite 415/155 Miller Street, Pyrmont, NSW 1500, ABN 68 451 575 480</p><p>Nominated Architect: Tel: 02 951 575 480</p></div>	<div><p>Client</p><p>Tunborn Pty Ltd (Trevor Yang)</p></div>	<div><p>Project Name</p><p>BNH Mixed-Use Development</p><p>Project Address</p><p>187 Slade Road, Bexley North NSW 2207</p></div>	<div><p>Project No.</p><p>2305</p><p>Sheet Name</p><p>Basement Level 02</p><p>Drawing No.</p><p>DA02.01</p></div>	<div><p>Status</p><p>Gateway Determination</p><p>Scale</p><p>1: 400 @ A3</p><div><div></div><div>0</div><div>4</div><div>8</div><div>12</div><div>m</div></div><p>Revision</p><p>D</p></div>
Rev	Date	Description																								
A	15/08/2025	Final Draft Issue																								
B	15/08/2025	For Gateway Determination																								
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D	04/09/2025	For Gateway Determination																								



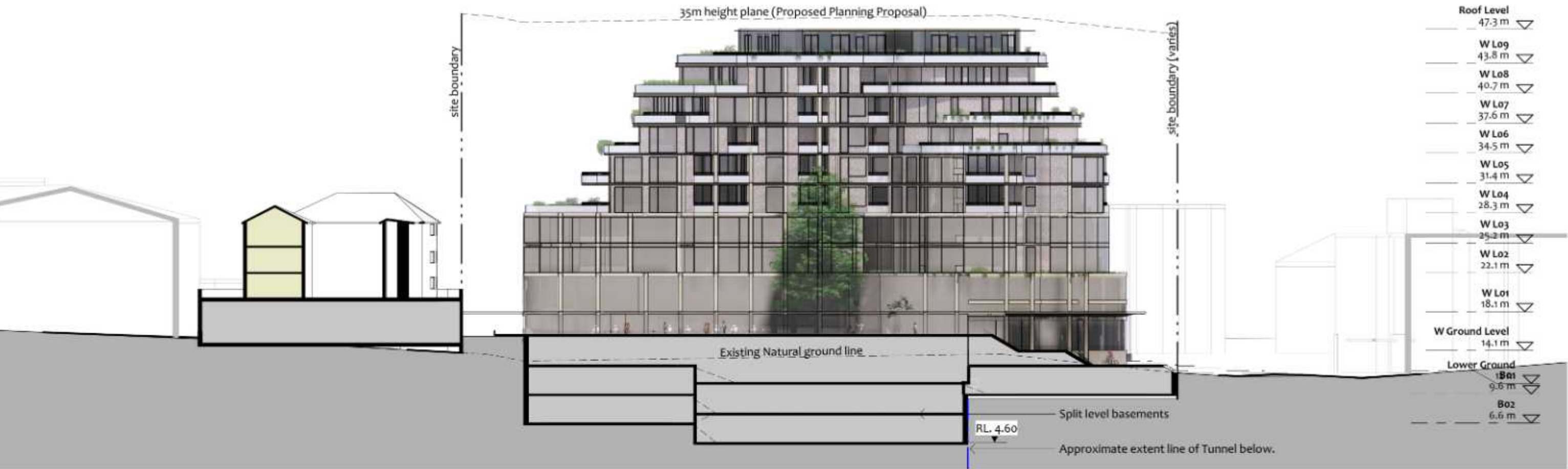
1 Slade Road Elevation
1 : 400



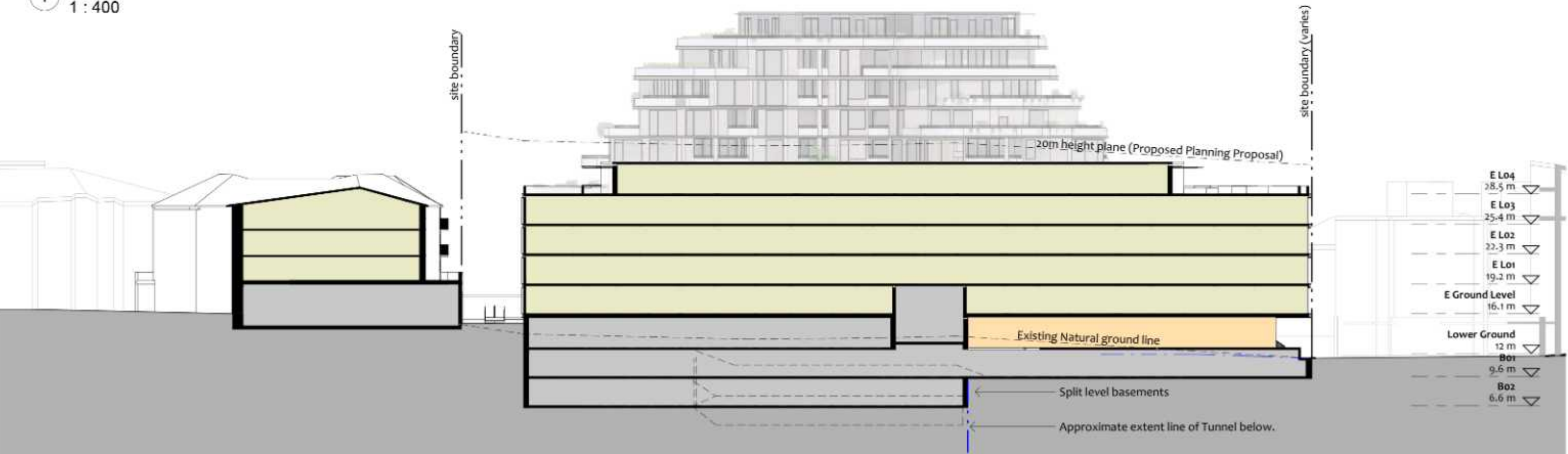
2 East Elevation
1 : 400

DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

5.4 Indicative Sections



1 Through-site link Section
1 : 400



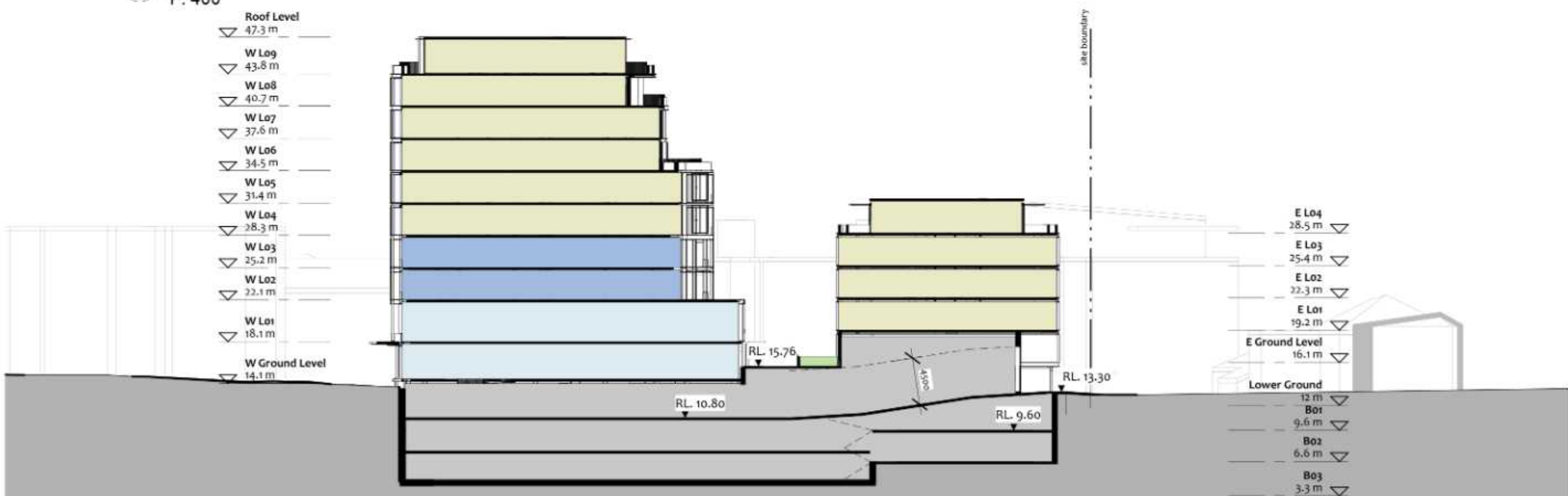
2 East Dwelling Long Section
1 : 400

DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

5.4 Indicative Sections



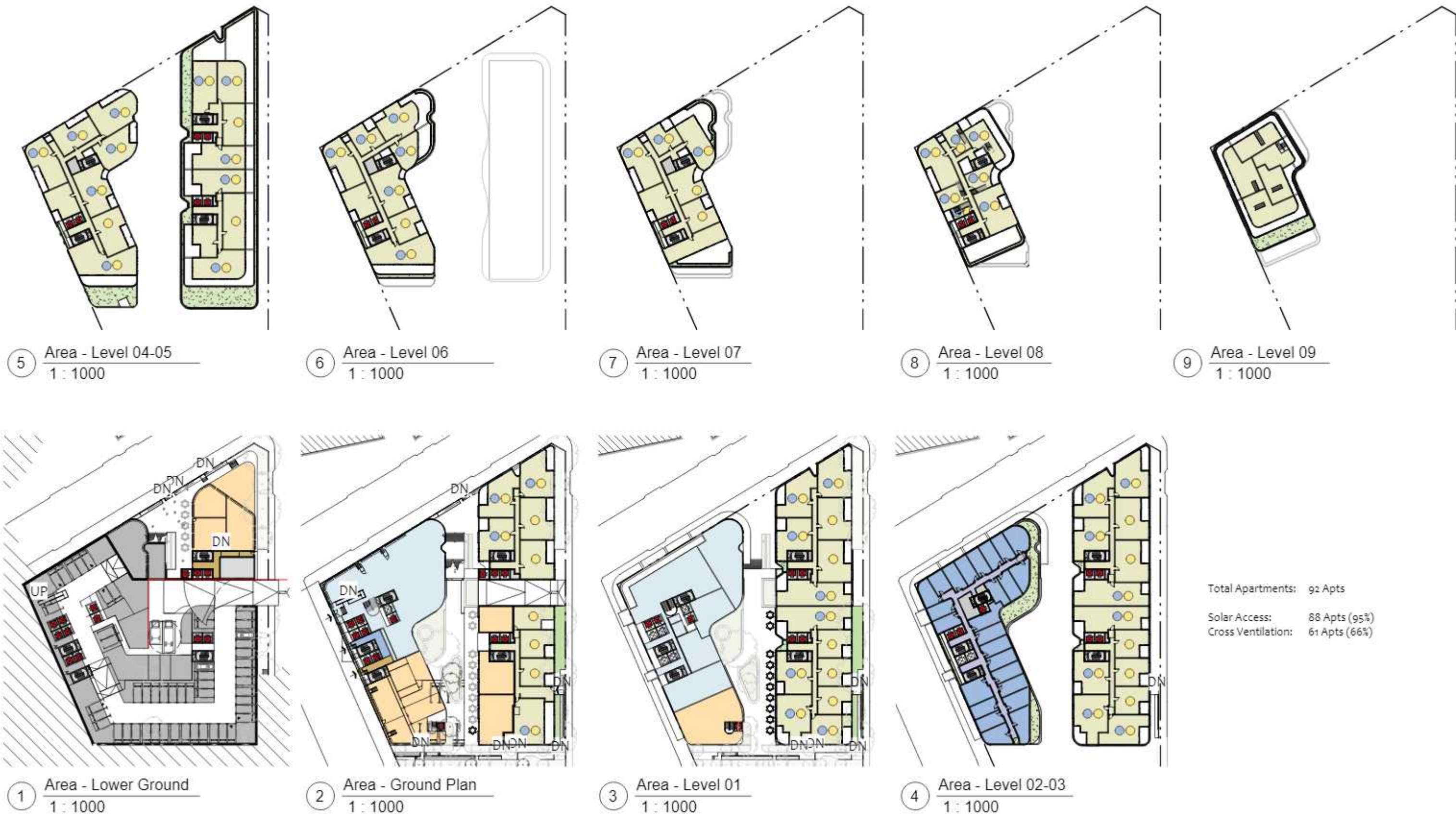
1 Southern Through-site Link Section
1 : 400



2 Cross-Section
1 : 400

DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

5.5 Area Calculations and Compliance Diagrams





1 Landscape Area - Lower Ground
1 : 500

Site Area:	4235 sqm
Planter boxes with min. soil depth at 1.2m:	189.34 sqm (4.5%)
Deep soil landscape area:	454.06 sqm (10.7%)
Total Landscape Area:	634.4 sqm (15.2%)



2 Landscape Area - Ground Plan
1 : 500

5.5 Area Calculations and Compliance Diagrams

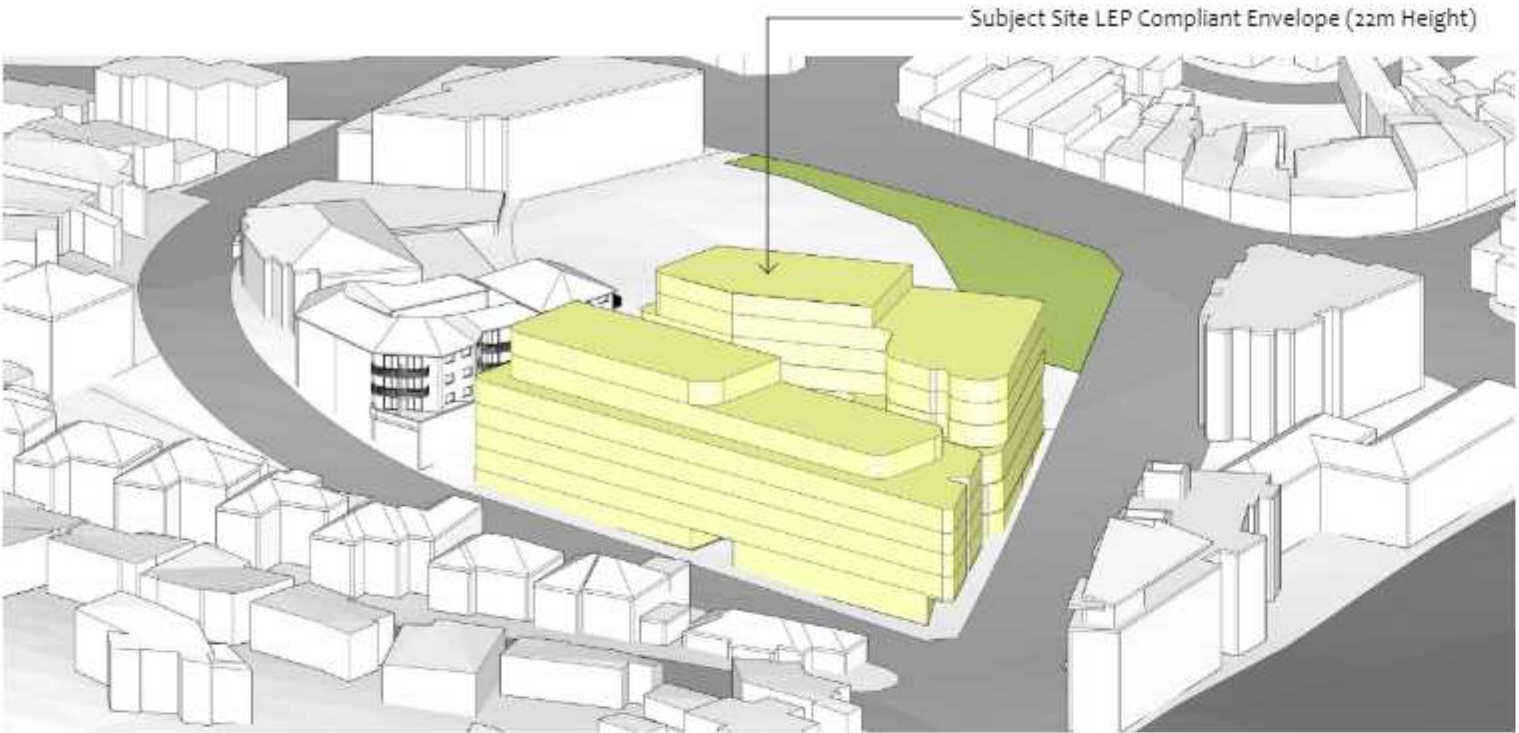
187 Slade Road, Bexley North Hotel Development										2023.09.04
Area Schedule										Rev.04
Site Area	4235 m2									
Permissible FSR	3.35 :1	Req'd Deep Soil Zones		423.5 m2	10%					
Permissible GFA	14187 m2	Proposed Deep Soil Zones		505 m2	✓					
Proposed GFA	13830 m2	✓	Max. Height		35 m	Max. Height		20 m		
Proposed FSR	3.27 :1	✓	Proposed Height		34.8 m	✓	Proposed Height		19.5 m	✓

	Residential (WEST)														Hotel	Retail	Pub			Residential (EAST)														Retail				
	Height(m)	RL(m)	GBA	GFA	1B	2B	3B	NV	SA	Car	Visitor	Bike	MB	GFA	GFA	GFA			Height(m)	RL(m)	GBA	GFA	1B	2B	3B	NV	SA	Car	Visitor	Bike	MB	GFA						
Roof		47.3																																				
Level 09	3.5	43.8	240	340																																		
Level 08	3.1	40.7	670	450			4	3	7	7																												
Level 07	3.1	37.6	670	570	4	2	0	3	5																													
Level 06	3.1	34.5	1015	695	4	3	1	6	7																													
Level 05	3.1	31.4	1015	820	1	5	2	6	7									Roof		32																		
Level 04	3.1	28.3	1015	820	1	5	2	6	7		240							Level 04	3.5	28.5	1100	750	2	4	1	5	7											
Level 03	3.1	25.2												880				Level 03	3.1	25.4	1580	1290	3	7	3	8	13											
Level 02	3.1	22.1												880				Level 02	3.1	22.3	1580	1290	3	7	3	8	13											
Level 01	4	18.1														210	840	Level 01	3.1	19.2	1580	1290	3	7	3	8	13											
Ground	4	14.1		20										40	380	710		Ground	3.1	16.1	1200	880	3	5	1	4	9				280							
Lower Ground	5.6	12.5								52								Lower Ground	3.6	12.5		40									355							
B01	2.9	11.2	3720							103								B01	2.9	11.2																		
B02	2.9	8.3								80								B02	2.9	8.3																		
GFA Subtotal				3715						235				1800	590	1550		GFA Subtotal				5540									635							
GFA Total				7655														GFA Total				6175																
GFA Total (Both Sites)				13830																																		

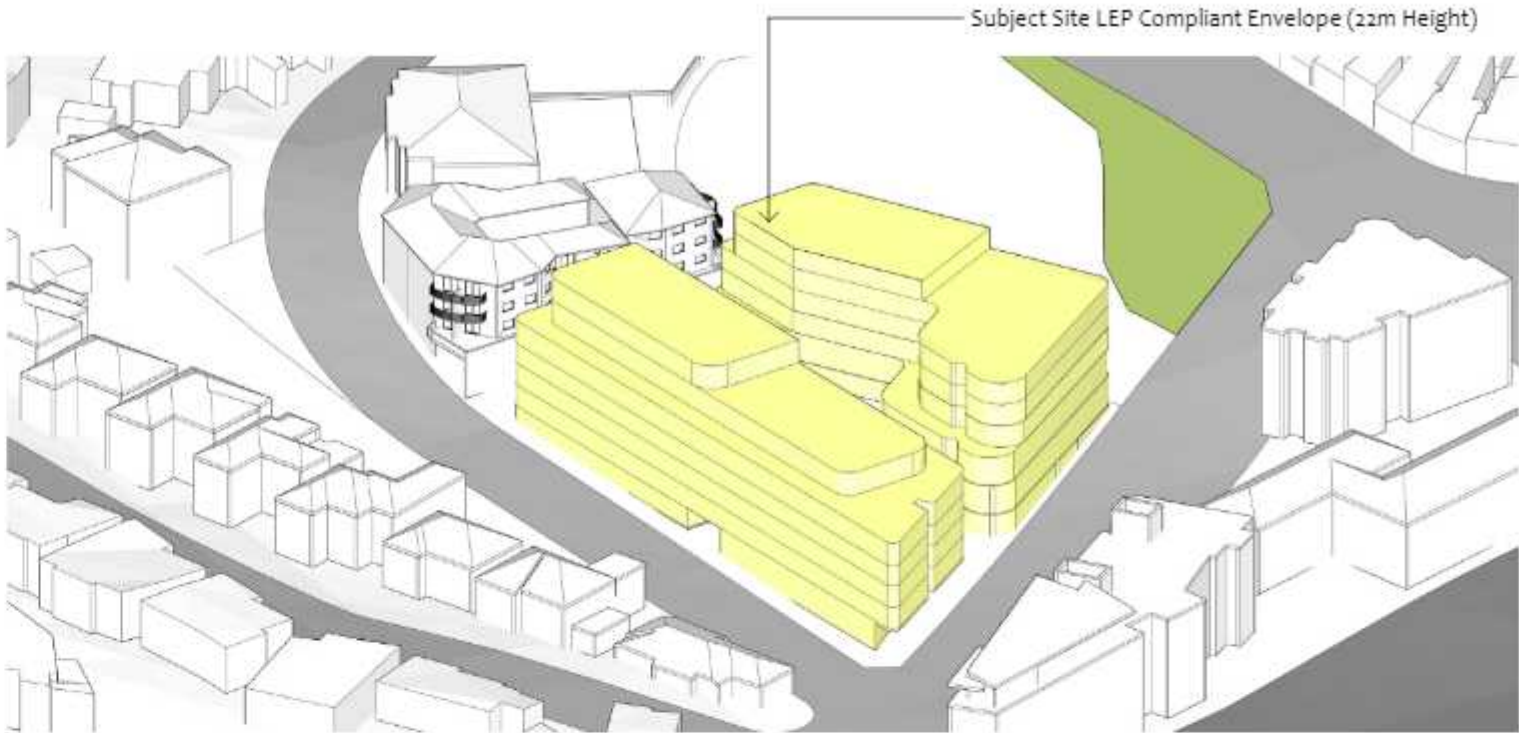
Apt Mix Sub-Total	10	19	8					50					Apt Mix Sub-Total	14	30	11						
Apt Mix Percentage	27%	51%	22%										Apt Mix Percentage	25%	55%	20%						
Apt Units Sub-Total				37	28	33					Apt Units Sub-Total				55	33	55					
ADG Compliance (%)					76%	89%											60%	100%				
Apt Units Total (Both Sites)				92	✓	✓											✓	✓				

NOTE:
NV = Natural Ventilation (min. 60%)
SA = Solar Access (min. 70%)

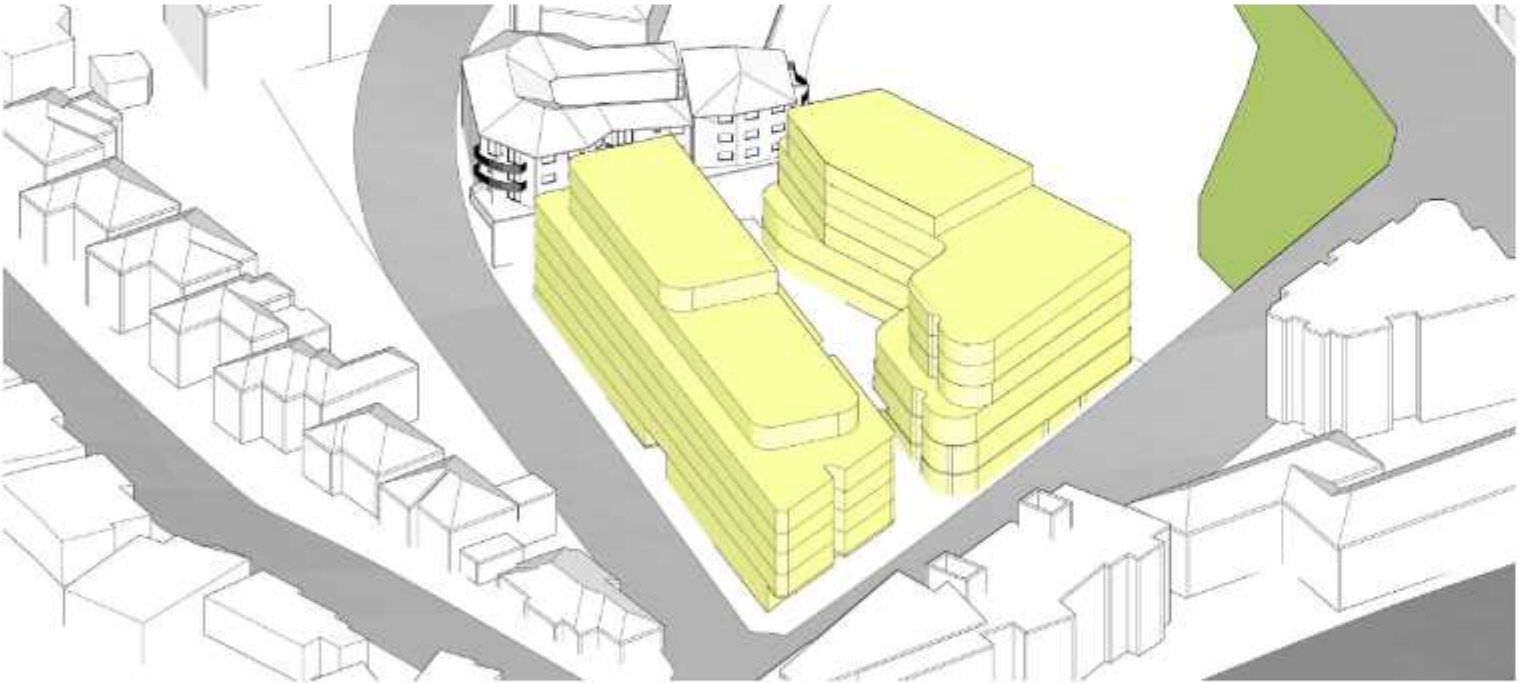
5.6 Indicative Eye Diagrams - Subject Site LEP Compliant Envelope



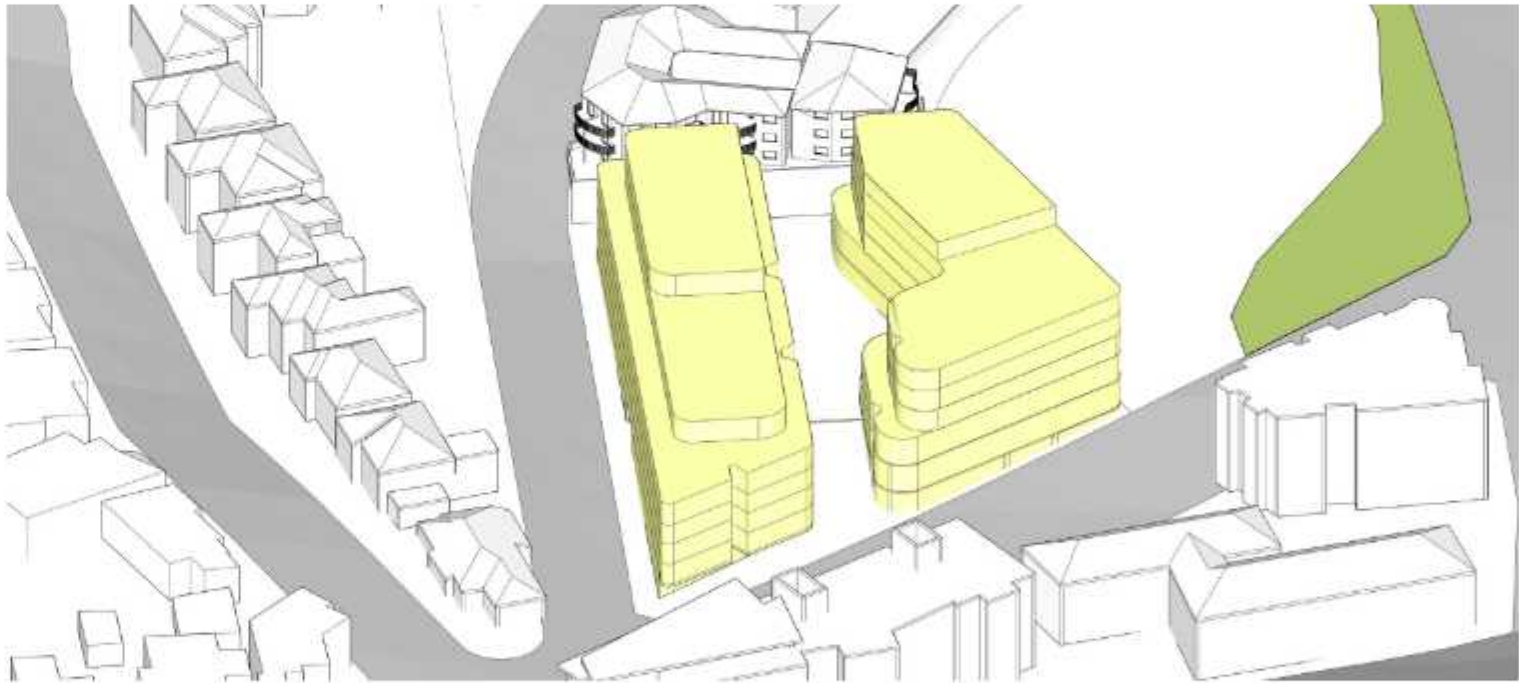
June 21st - 9:00 am



June 21st - 10:00 am

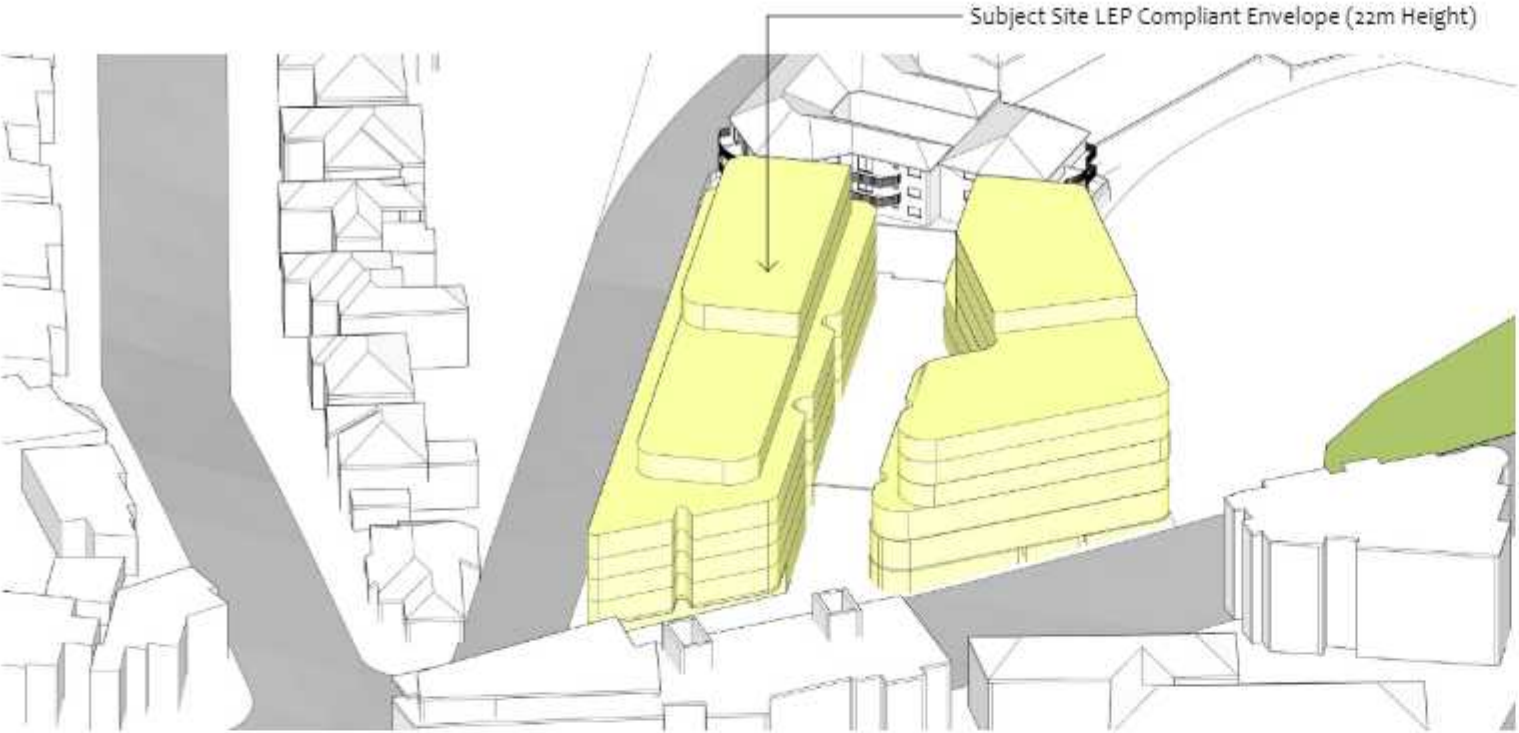


June 21st - 11:00 am

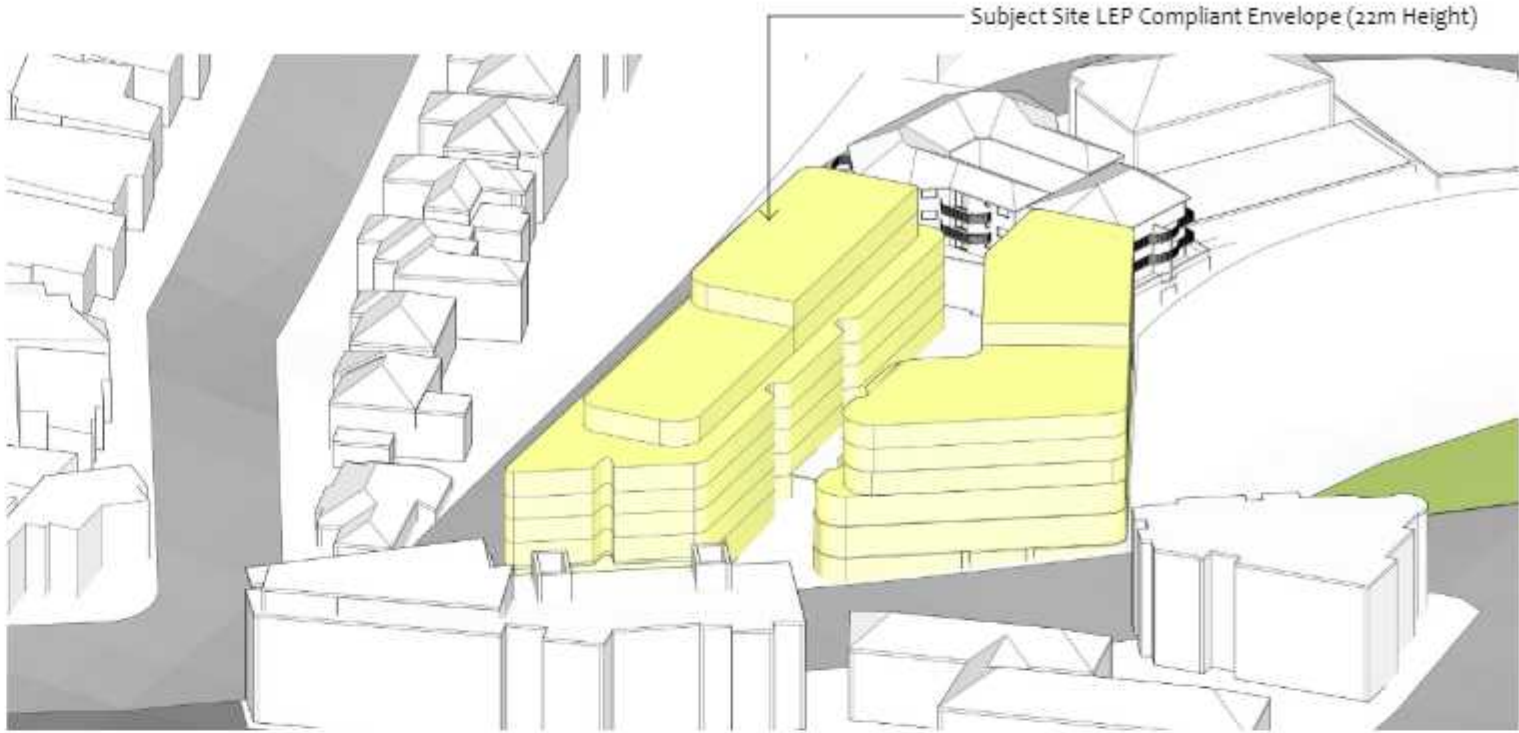


June 21st - 12:00 pm

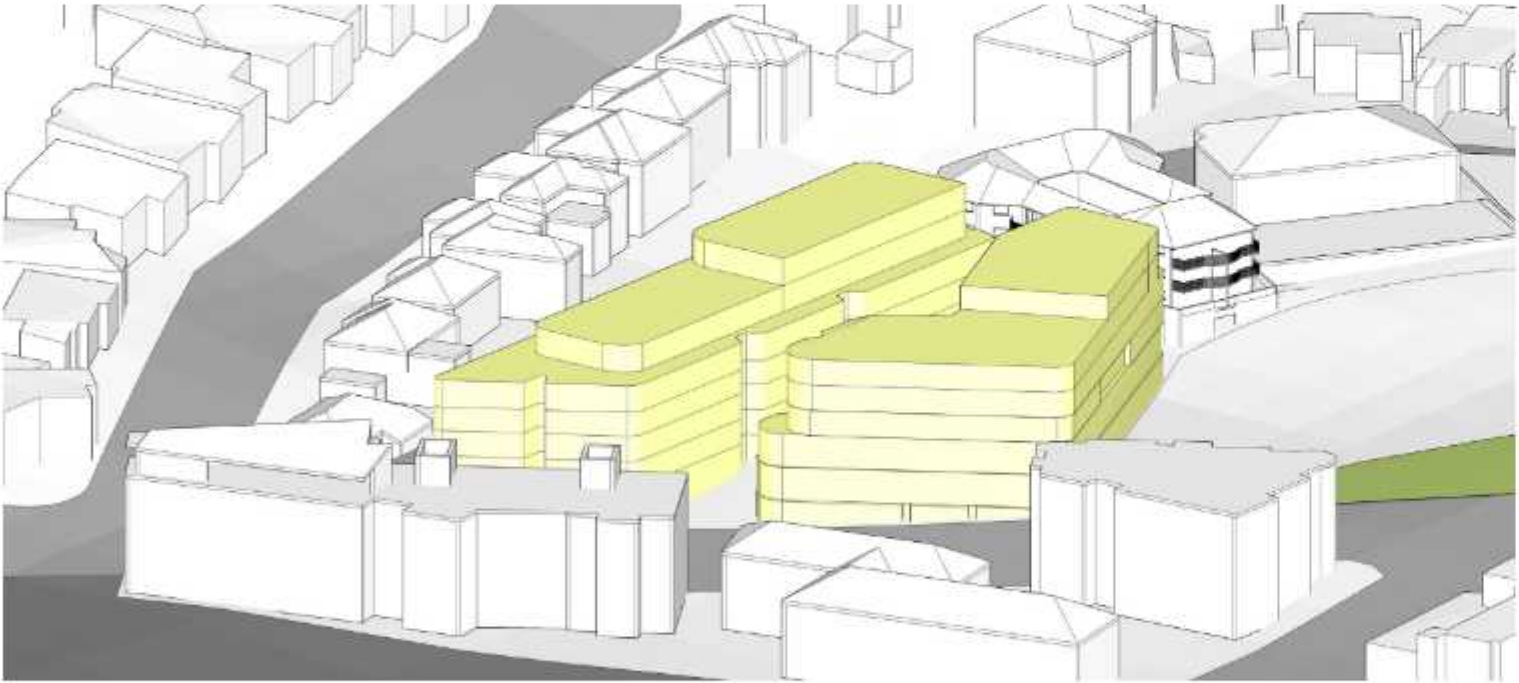
5.6 Indicative Eye Diagrams - Subject Site LEP Compliant Envelope



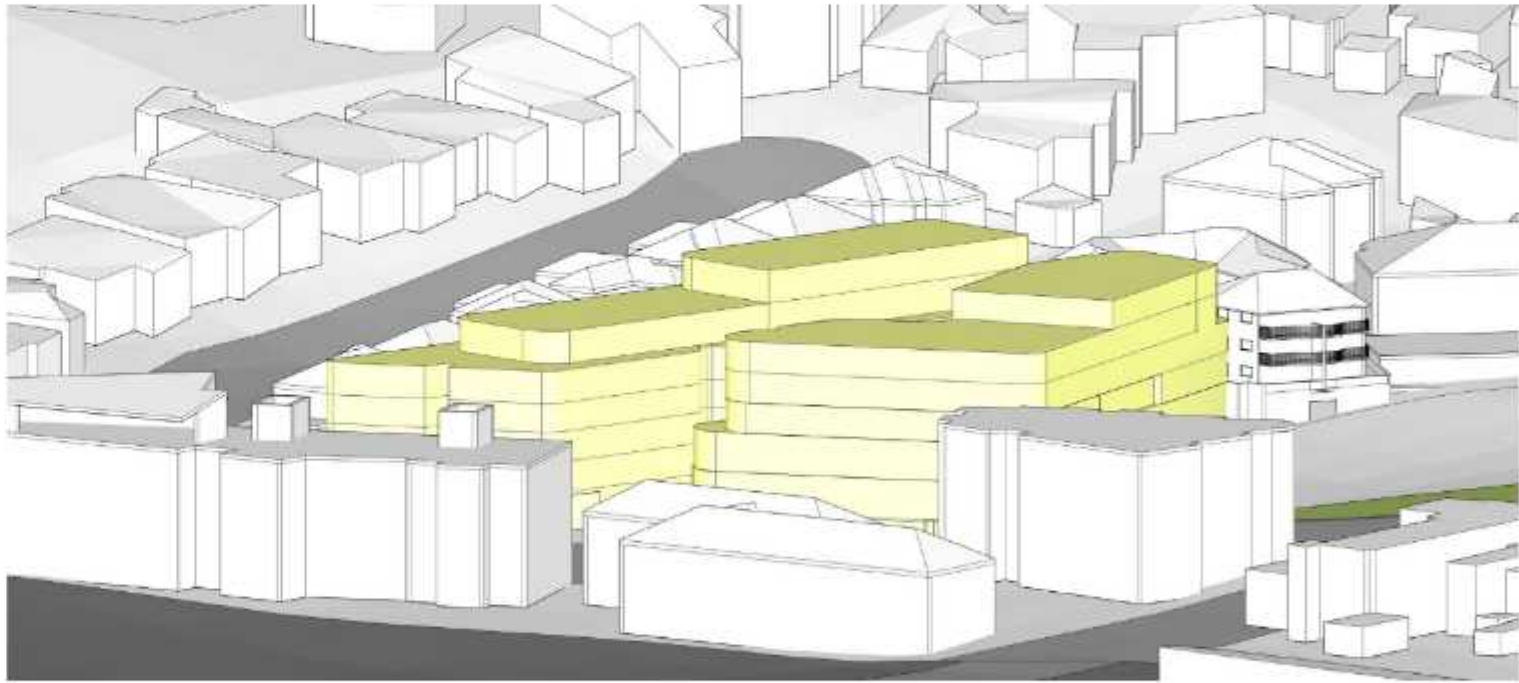
June 21st - 1:00 pm



June 21st - 2:00 pm

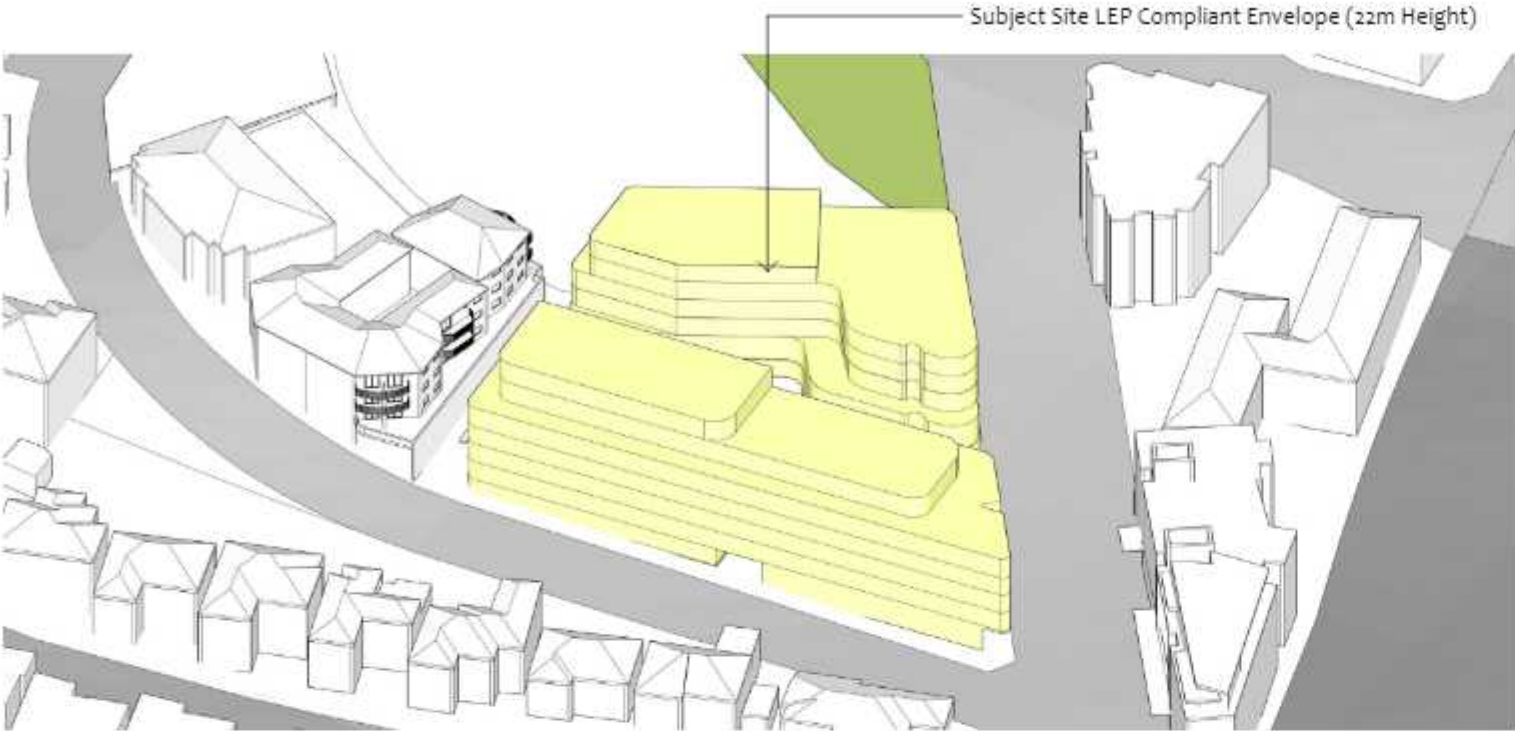


June 21st - 3:00 pm

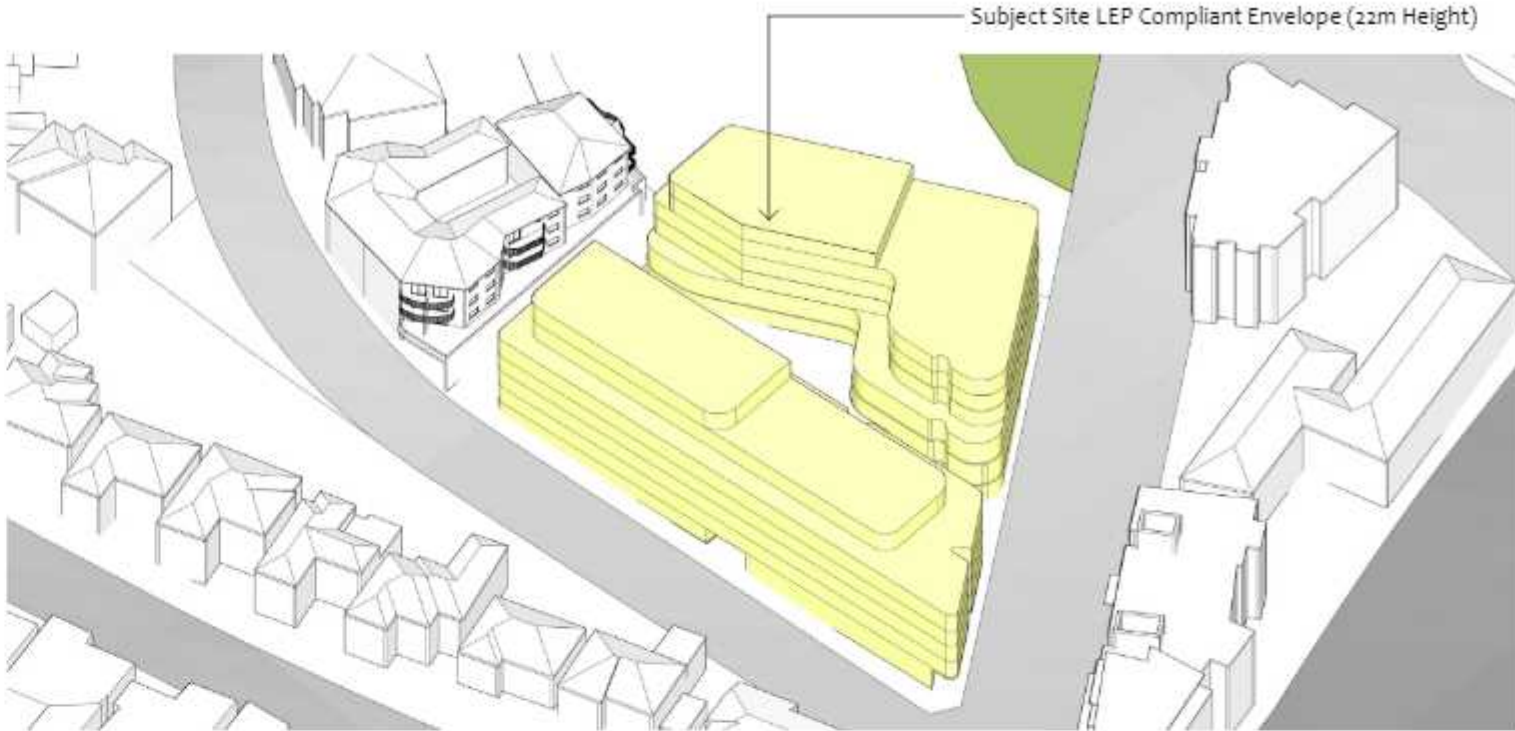


June 21st - 4:00 pm

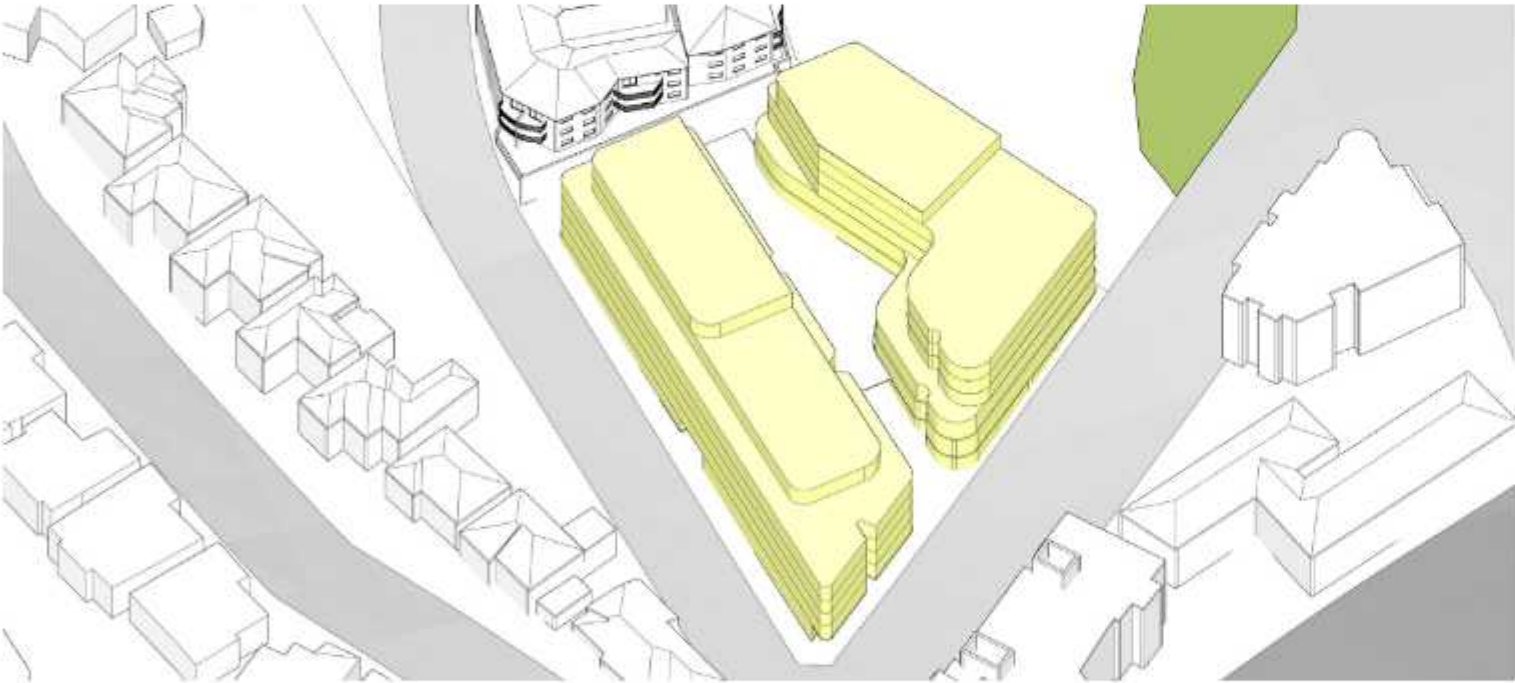
5.6 Indicative Eye Diagrams - Subject Site LEP Compliant Envelope



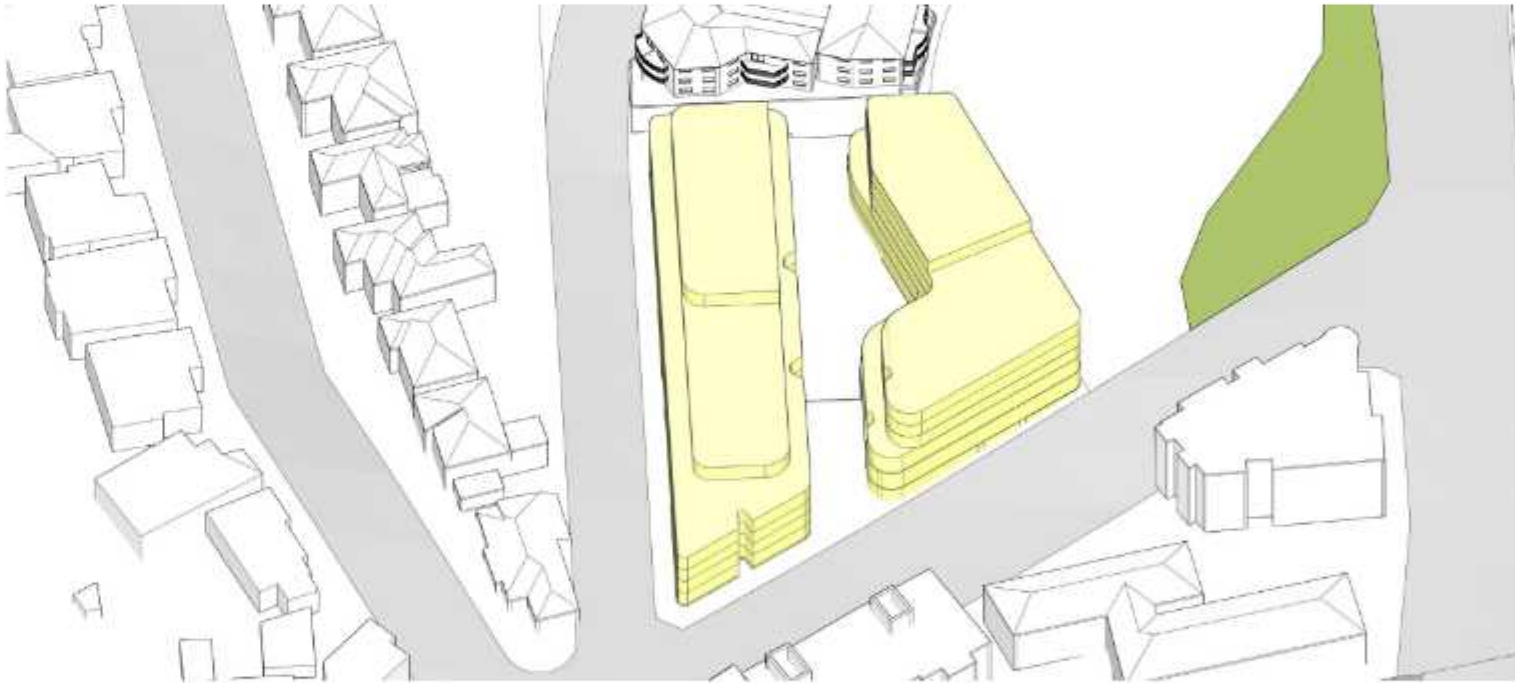
Dec 21st - 9:00 am



Dec 21st - 10:00 am

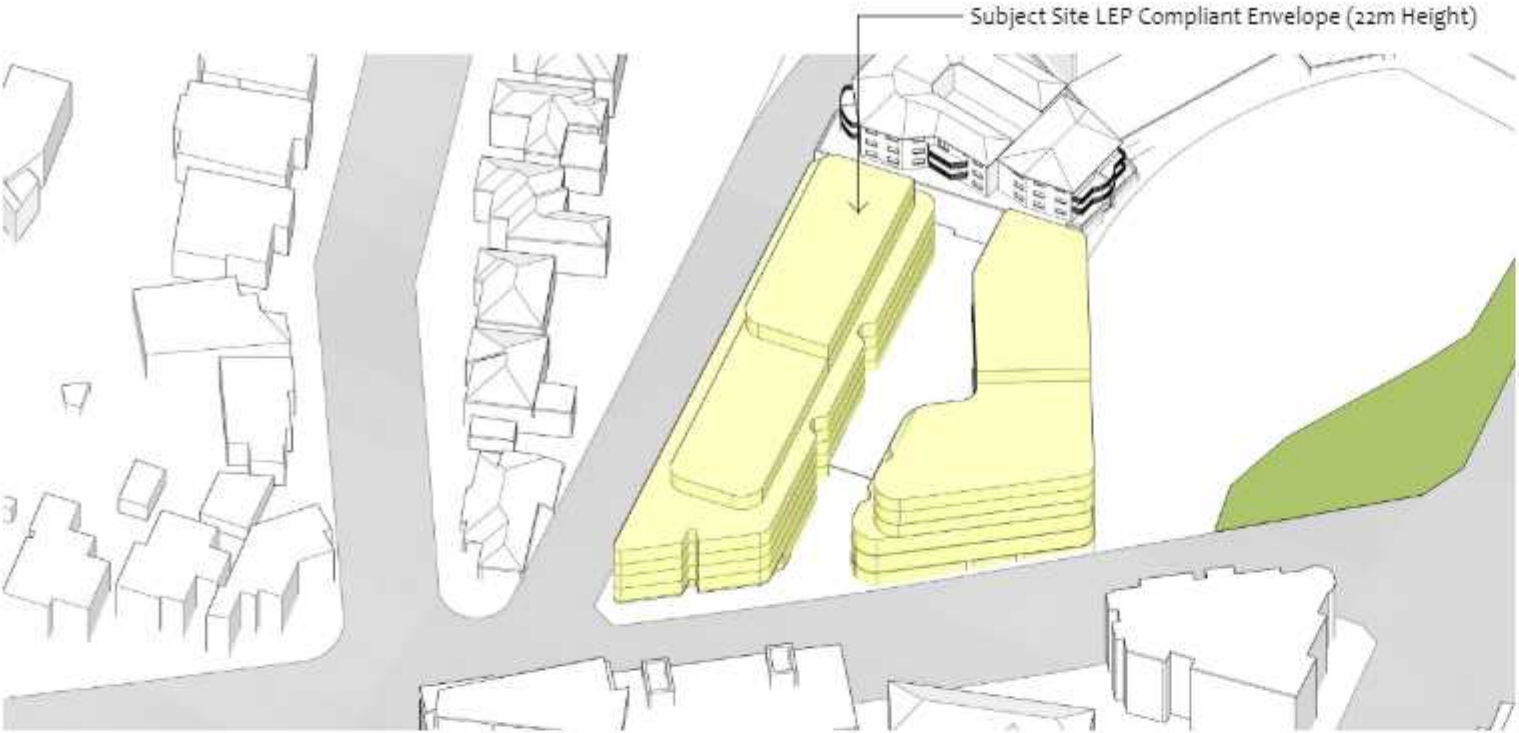


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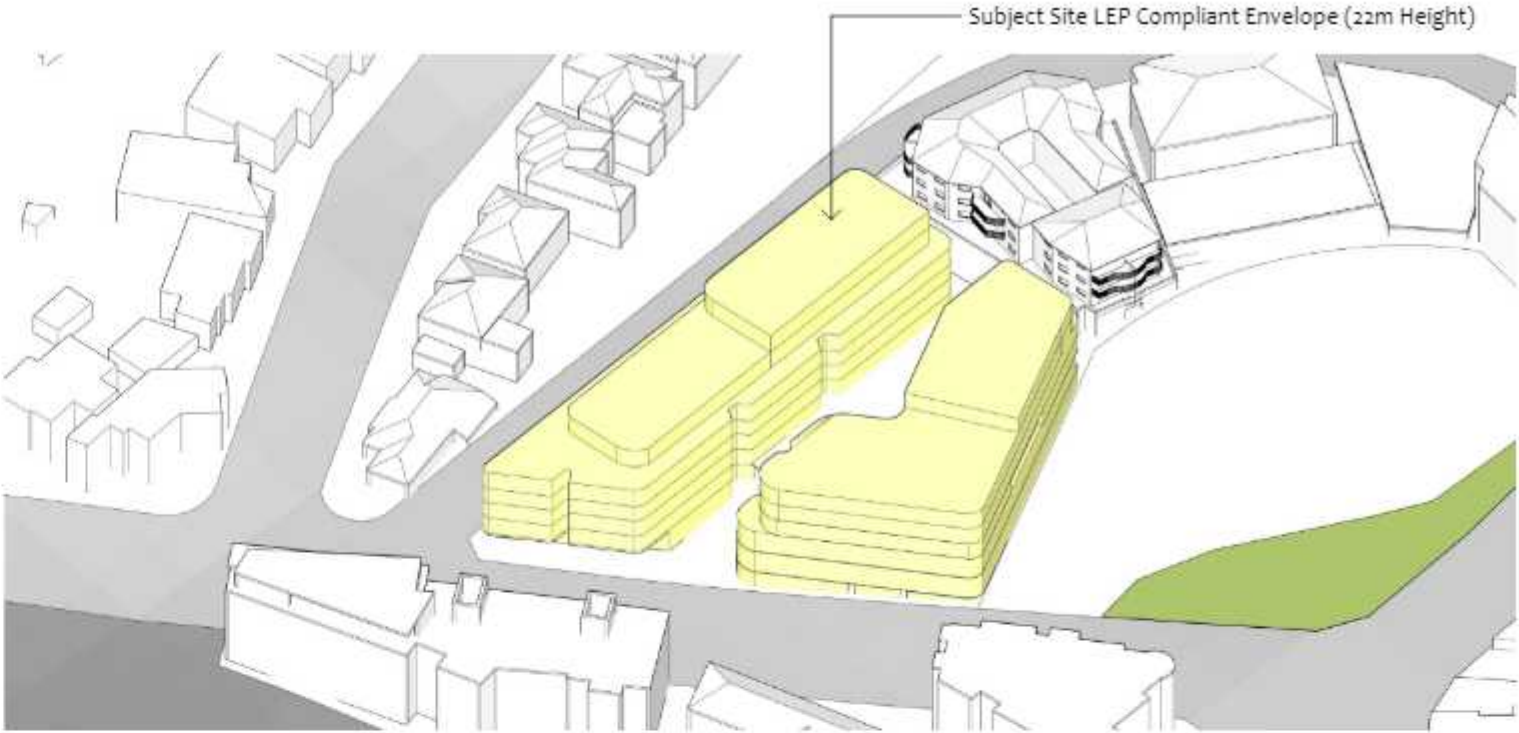


Dec 21st - 12:00 pm

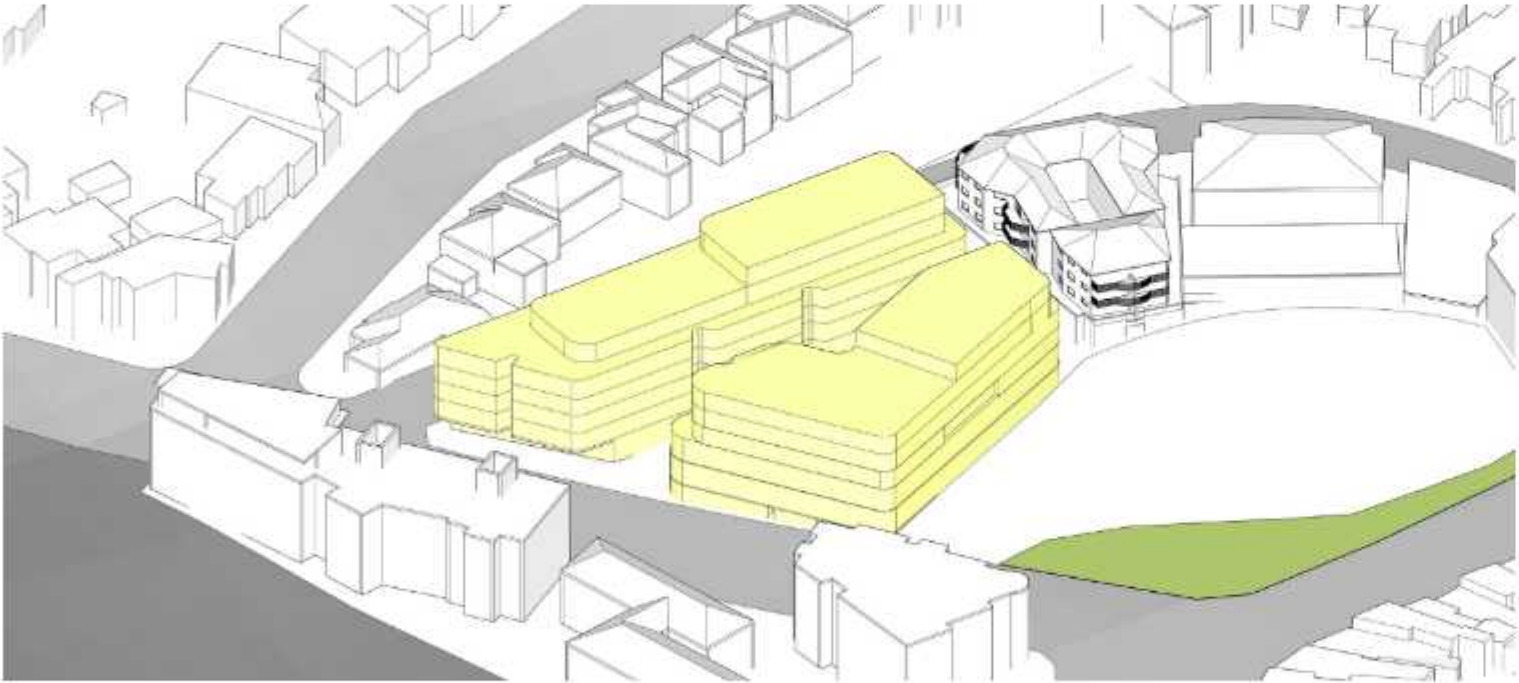
5.6 Indicative Eye Diagrams - Subject Site LEP Compliant Envelope



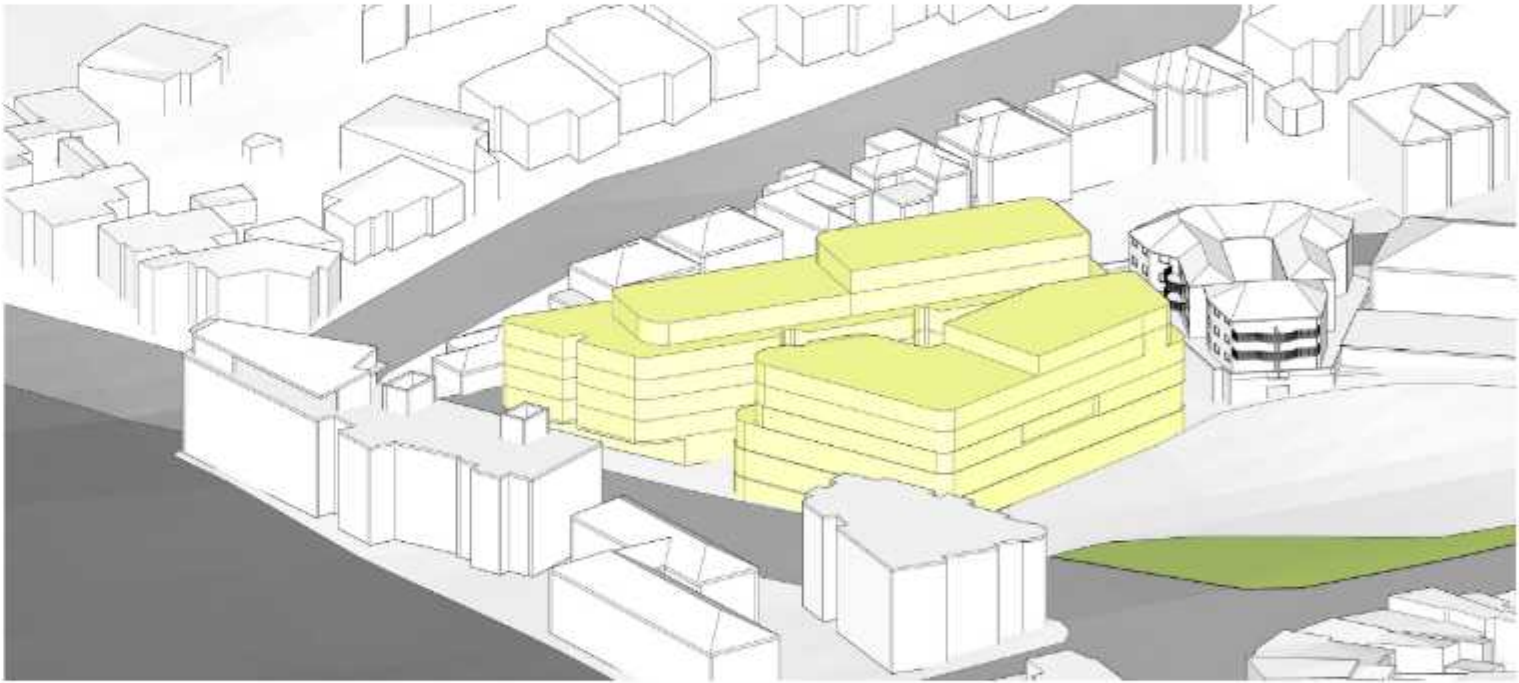
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Dec 21st - 2:00 pm

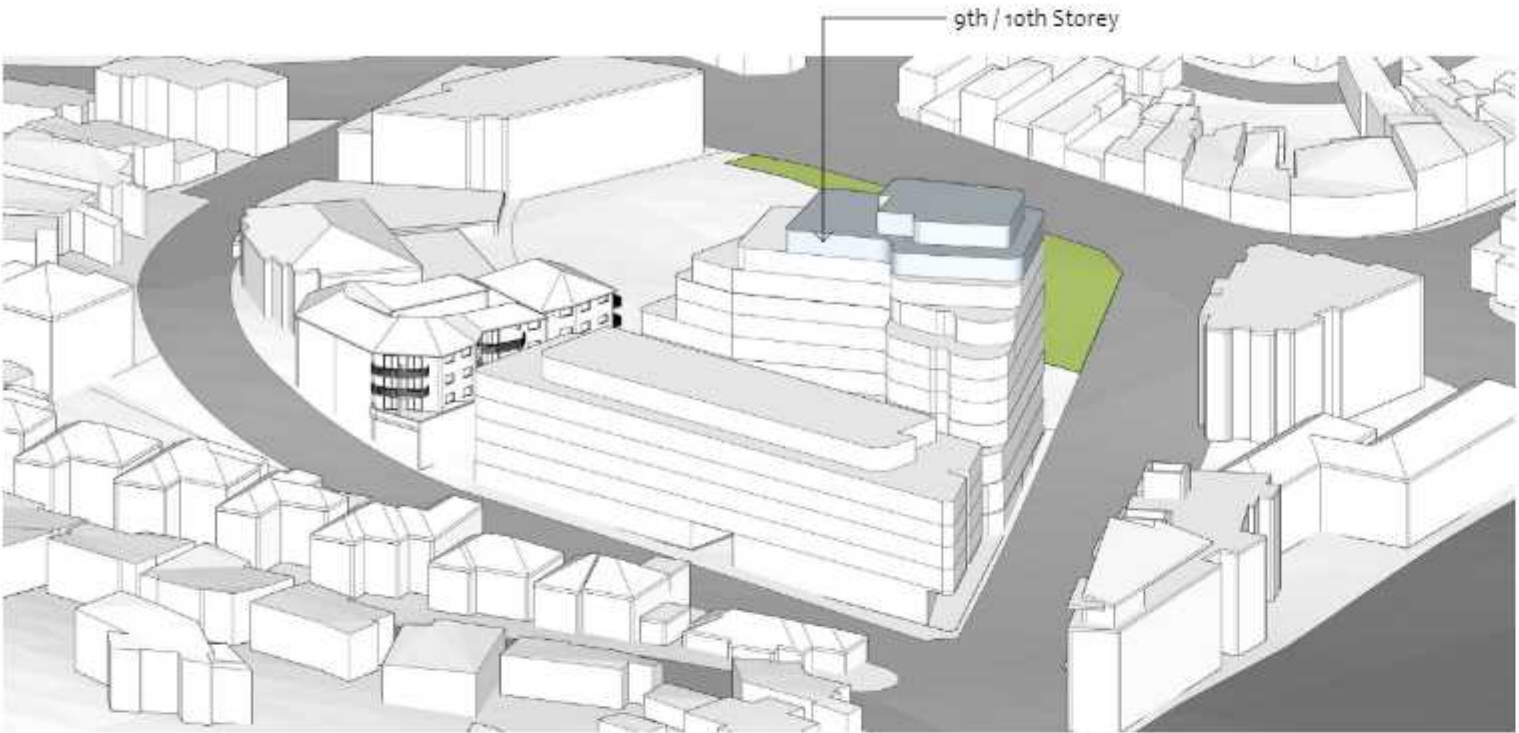


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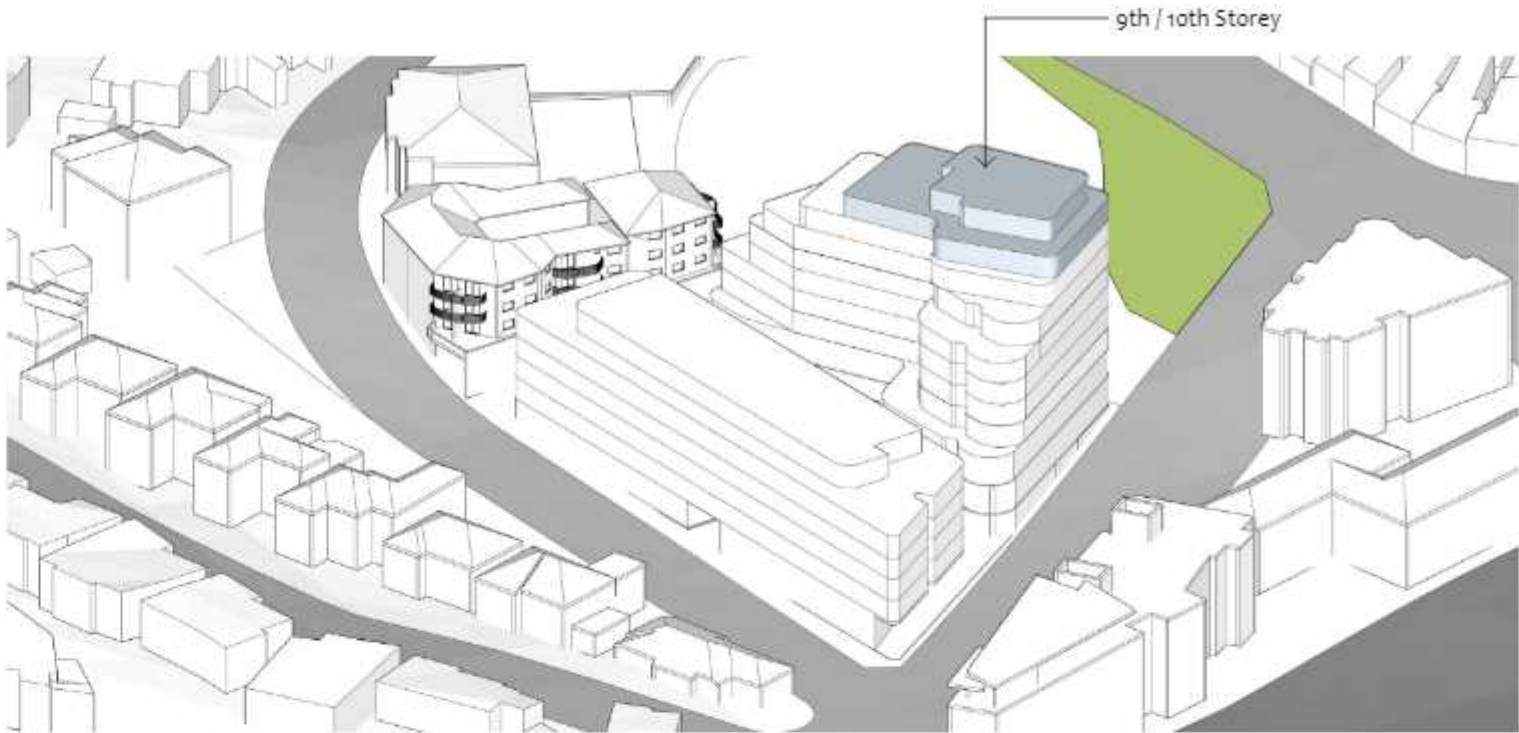


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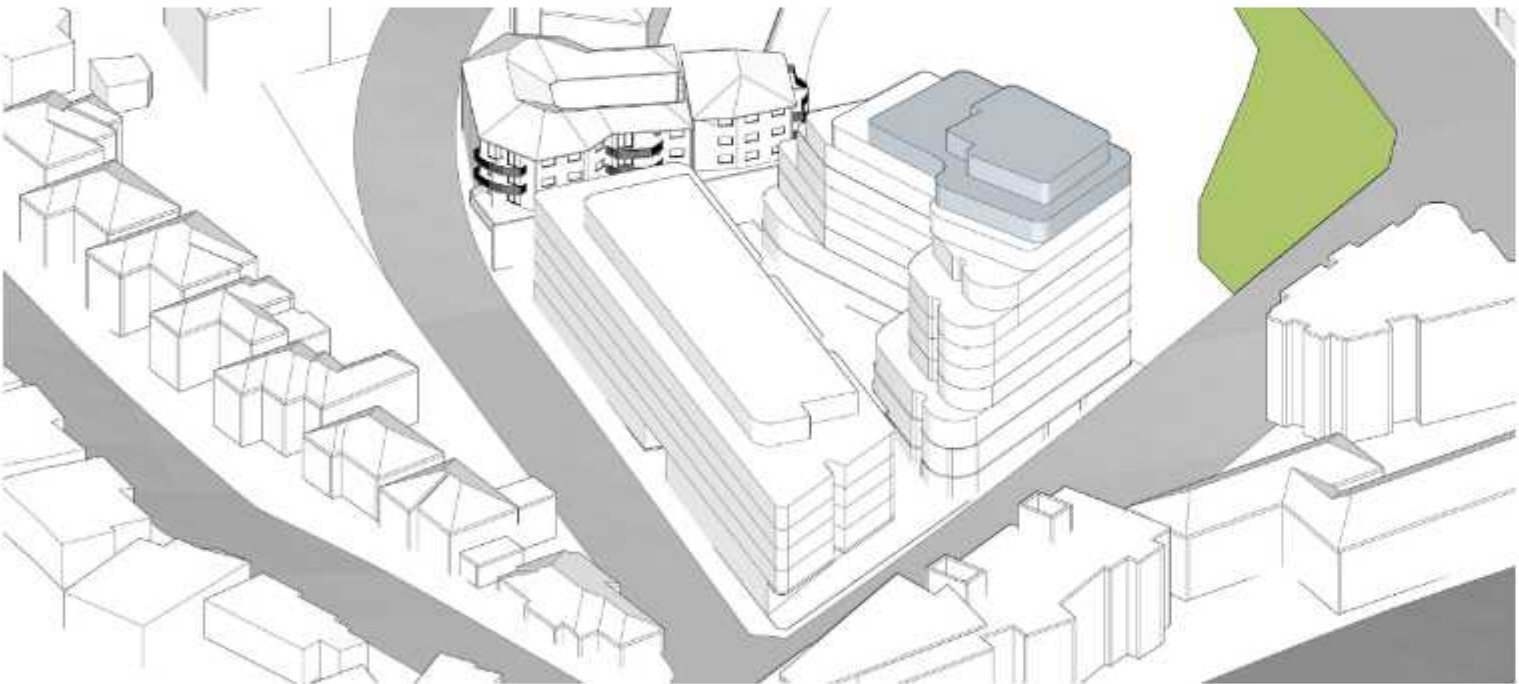
5.6 Indicative Eye Diagrams - Subject Site Proposed Envelope



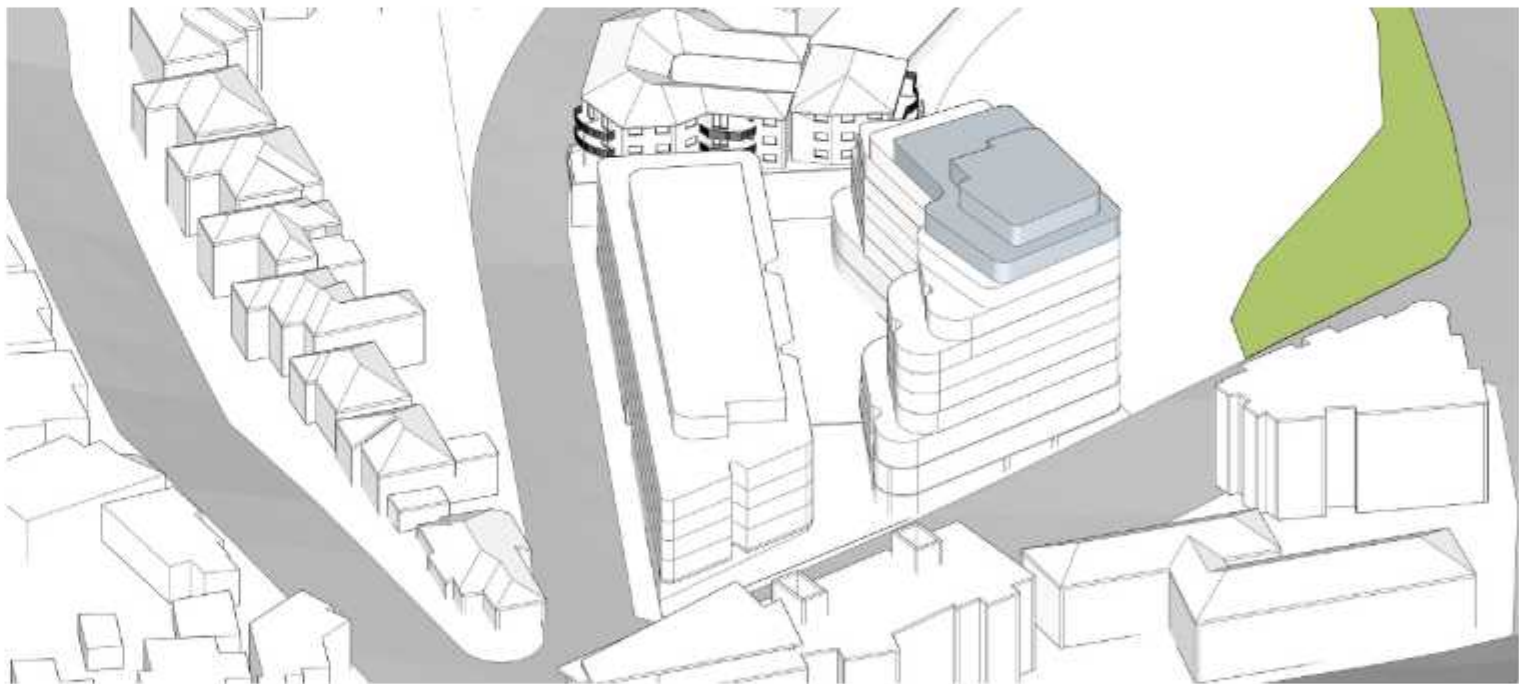
June 21st - 9:00 am



June 21st - 10:00 am



June 21st - 11:00 am



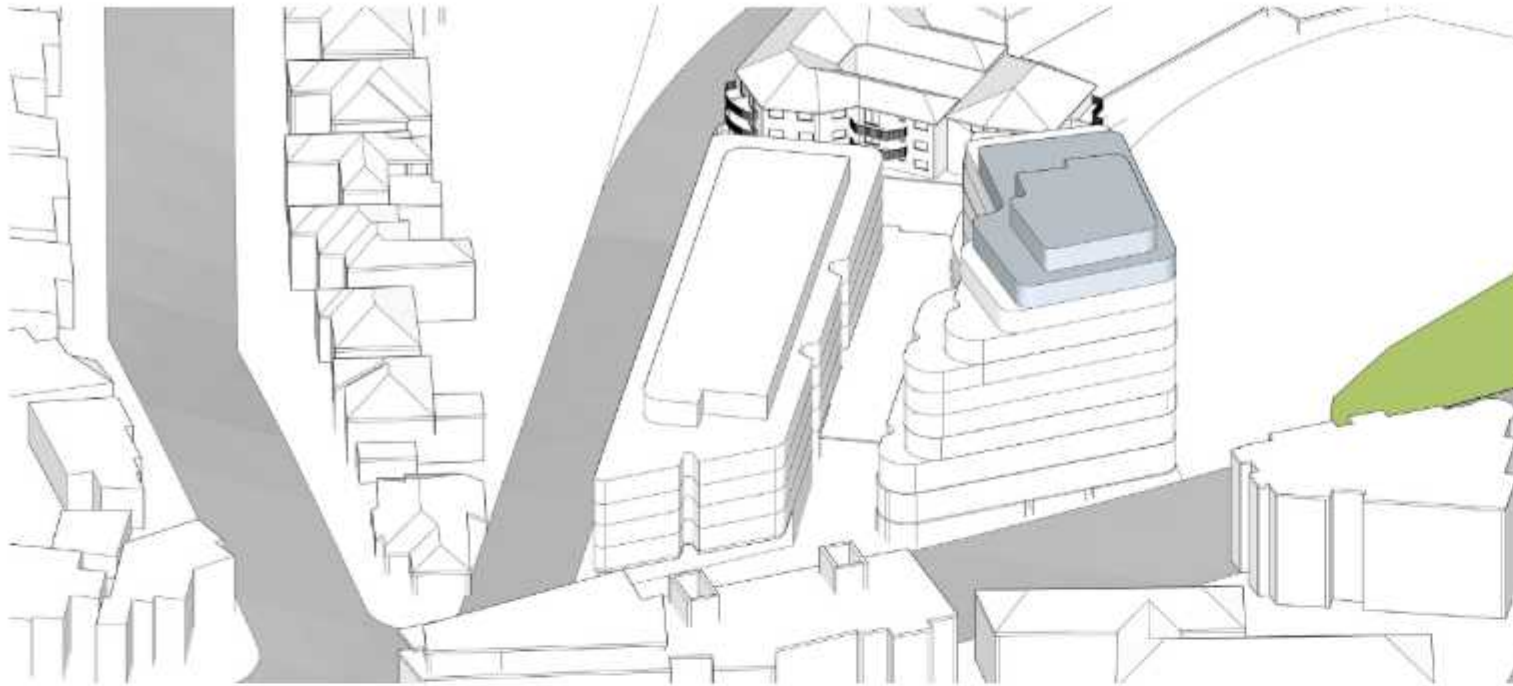
June 21st - 12:00 pm

In response to Gateway Determination Condition (d) (viii), the suitability of the 9th and 10th storey component of the subject development will have little impact on the car-park site and communal open space (existing park). Sun-eye diagrams clearly demonstrate that:

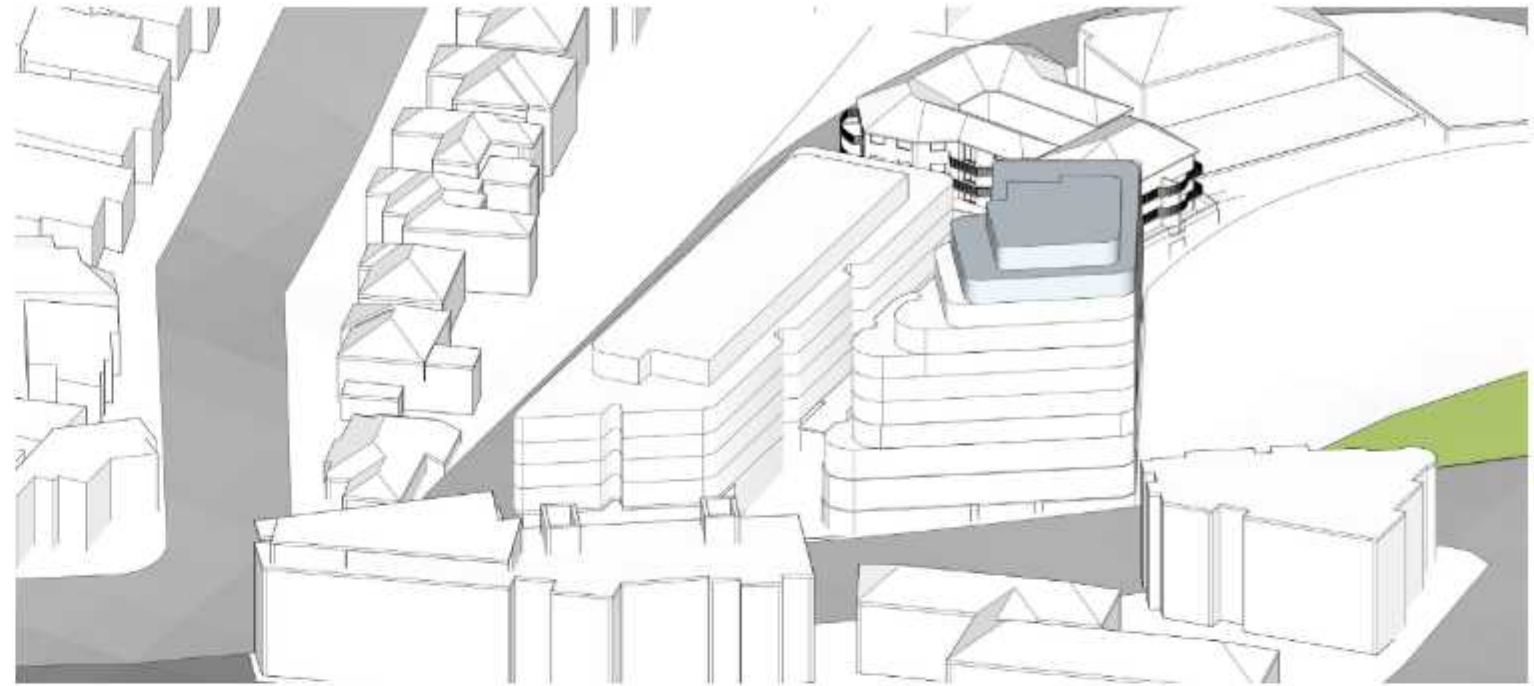
Car-park site
The carpark site is predominantly achieving solar access from 11am-3pm during mid-winter and has little or no impact from the 9th / 10th storey of the subject development. (Refer to Urban Design Report where it is demonstrated that over 75% of the carpark site achieves a minimum of 2hrs solar access in mid-winter)

Communal open space (Existing Park)
The existing park is predominantly achieving solar access from 10am-3pm during mid-winter and has little or no impact from the 9th / 10th storey of the subject development.

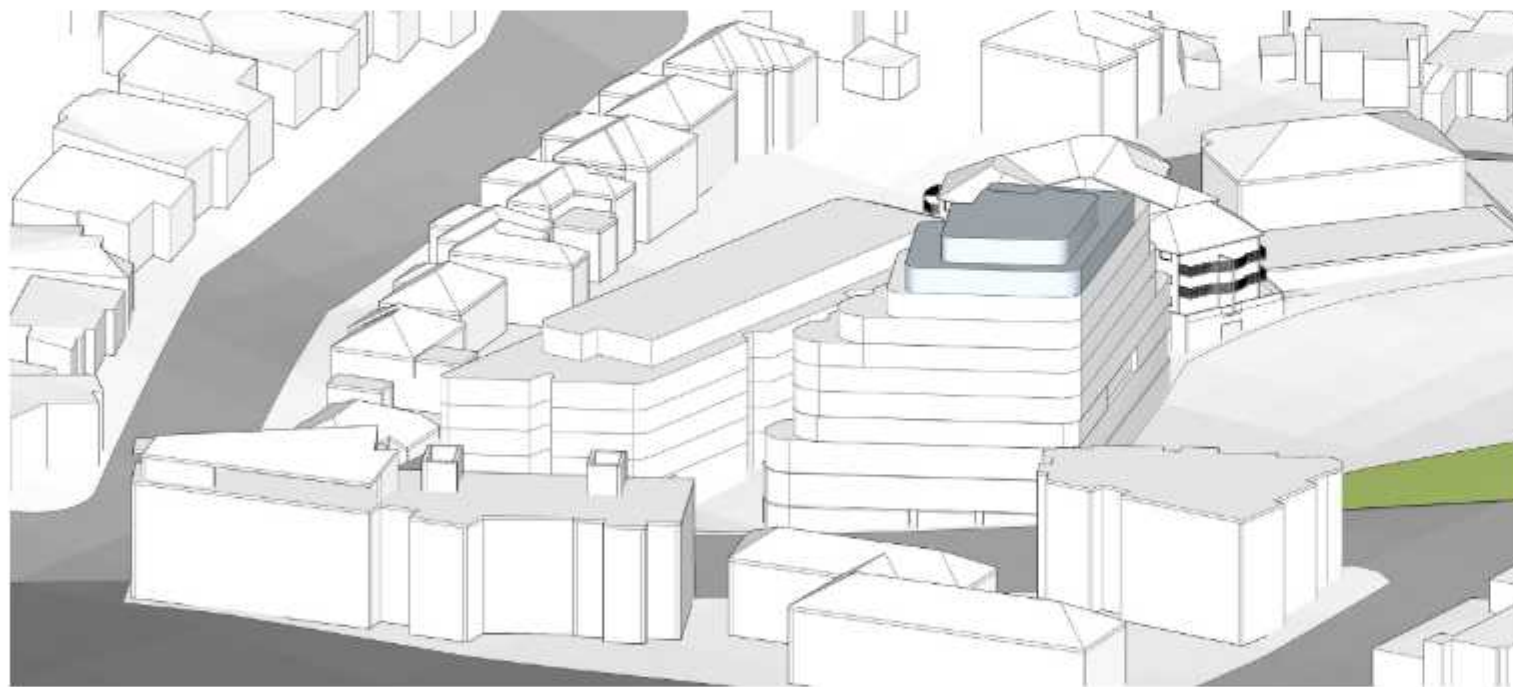
5.6 Indicative Eye Diagrams - Subject Site Proposed Envelope



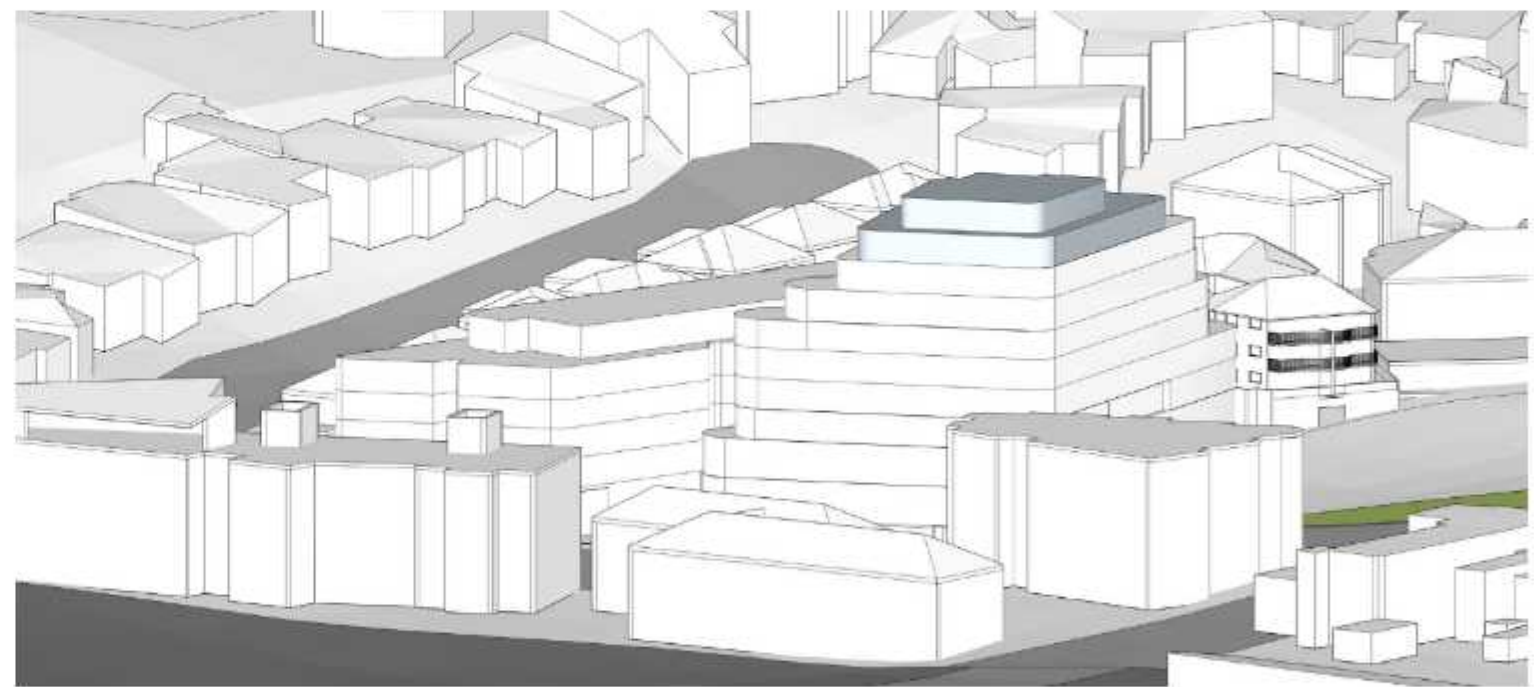
June 21st - 1:00 pm



June 21st - 2:00 pm



June 21st - 3:00 pm



June 21st - 4:00 pm

In response to Gateway Determination Condition (d) (viii), the suitability of the 9th and 10th storey component of the subject development will have little impact on the car-park site and communal open space (existing park). Sun-eye diagrams clearly demonstrate that:

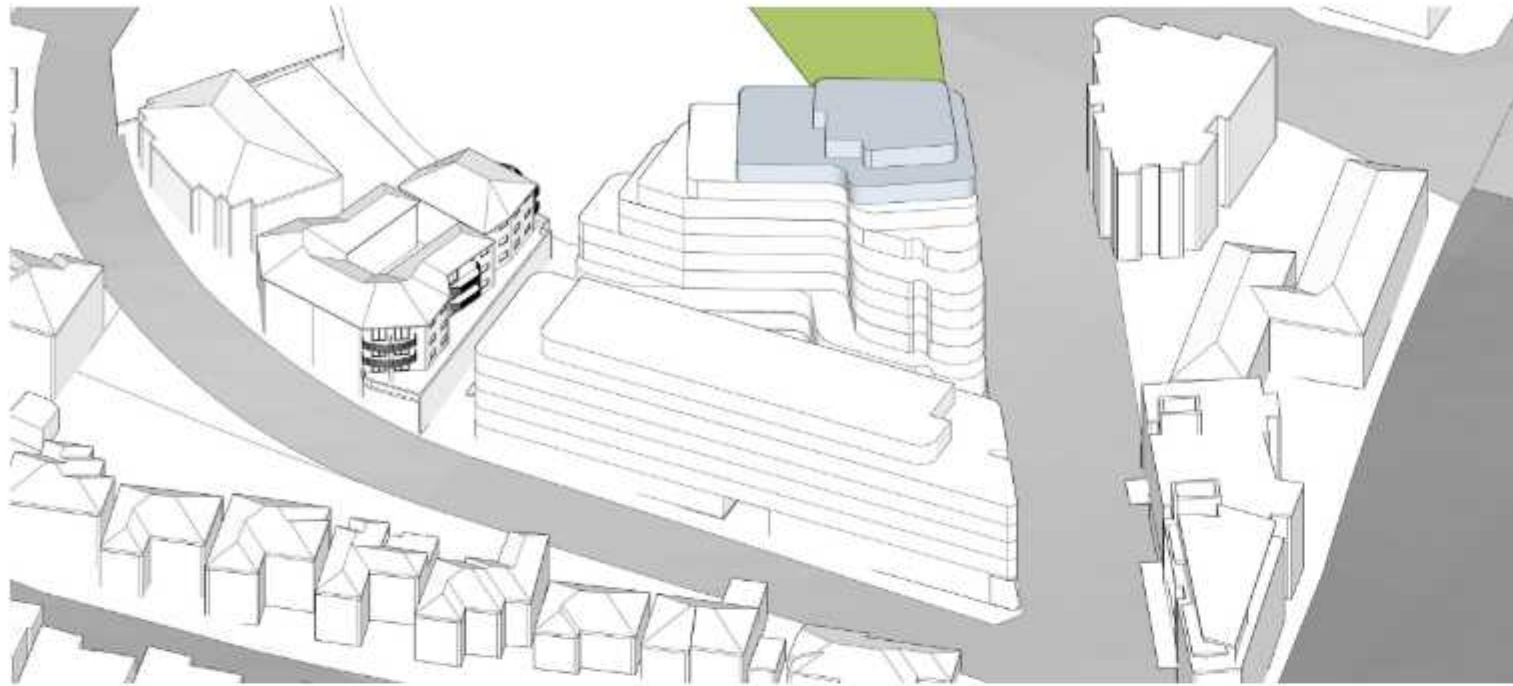
Car-park site

The carpark site is predominantly achieving solar access from 11am-3pm during mid-winter and has little or no impact from the 9th / 10th storey of the subject development. (Refer to Urban Design Report where it is demonstrated that over 75% of the carpark site achieves a minimum of 2hrs solar access in mid-winter)

Communal open space (Existing Park)

The existing park is predominantly achieving solar access from 10am-3pm during mid-winter and has little or no impact from the 9th / 10th storey of the subject development.

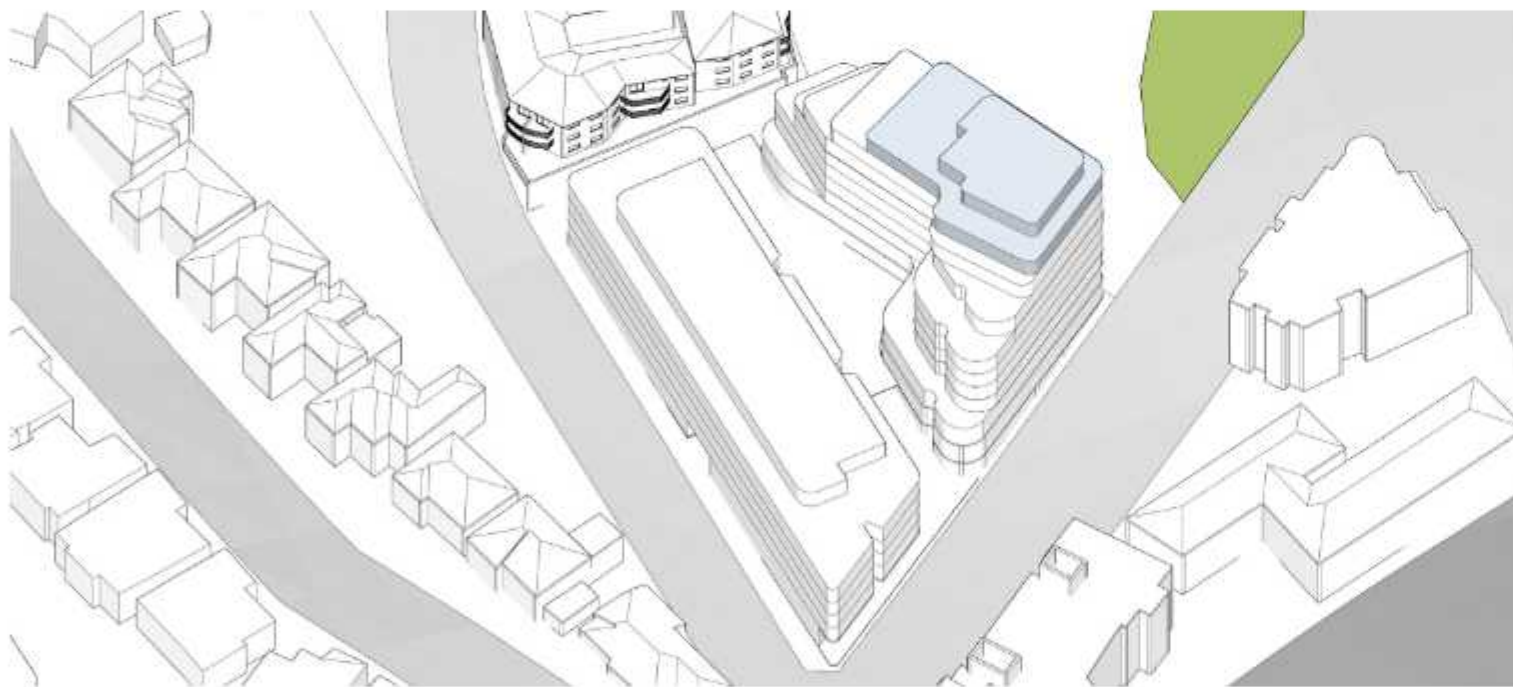
5.6 Indicative Eye Diagrams - Subject Site Proposed Envelope



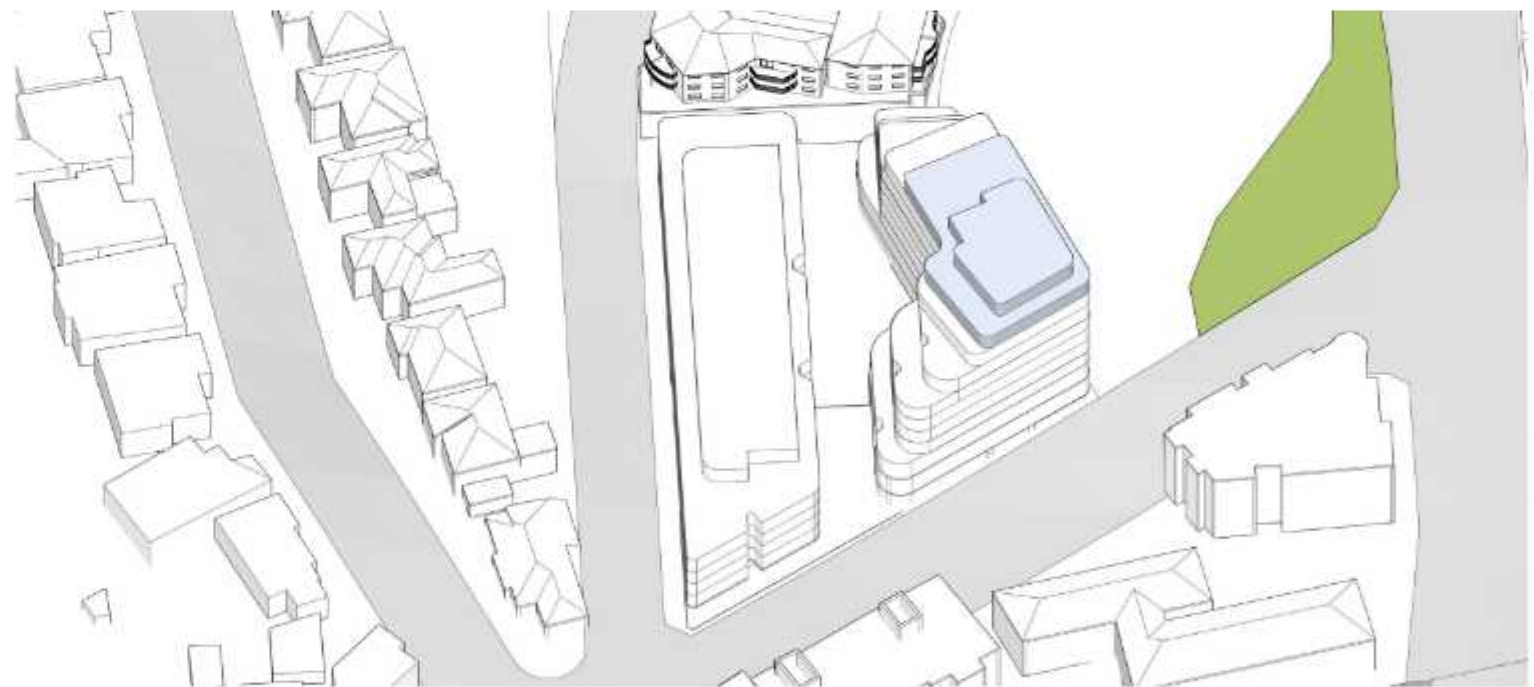
Sept 21st - 9:00 am



Sept 21st - 10:00 am

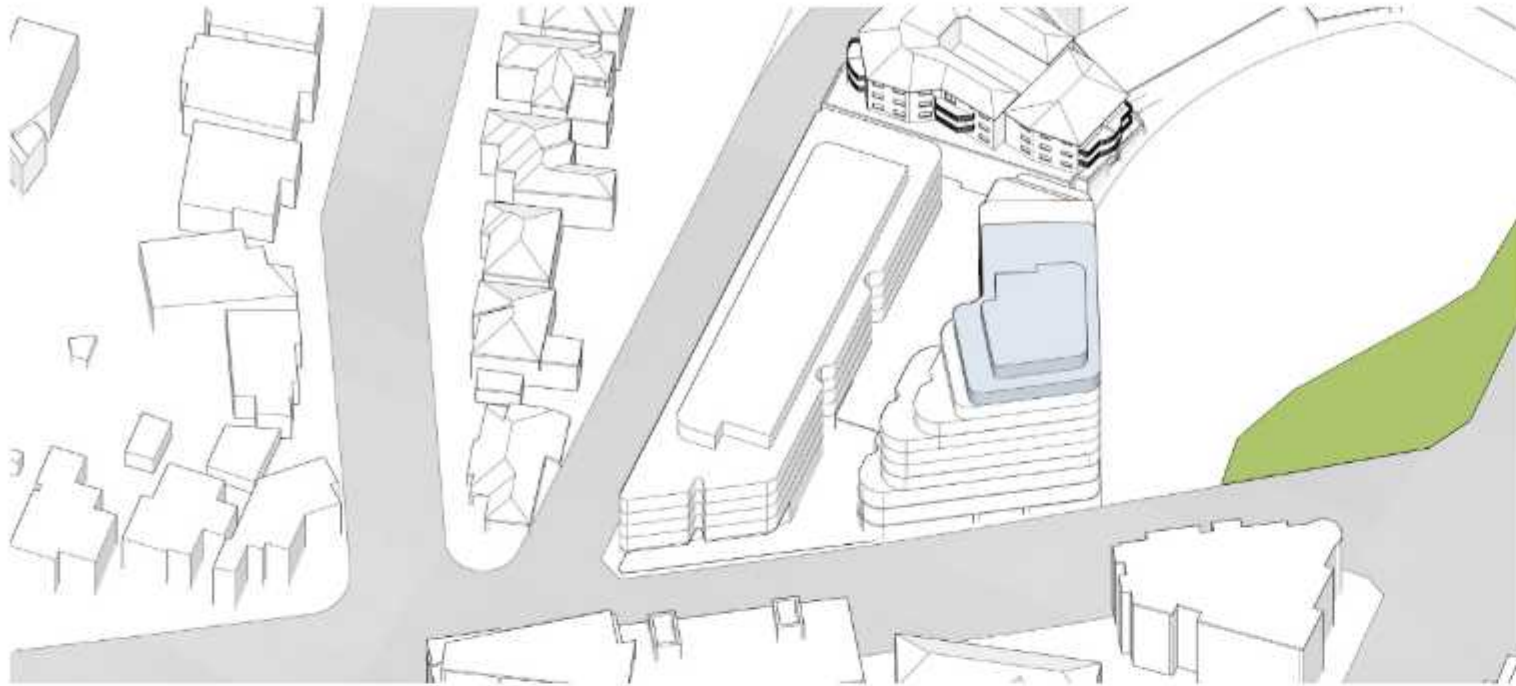


Sept 21st - 11:00 am

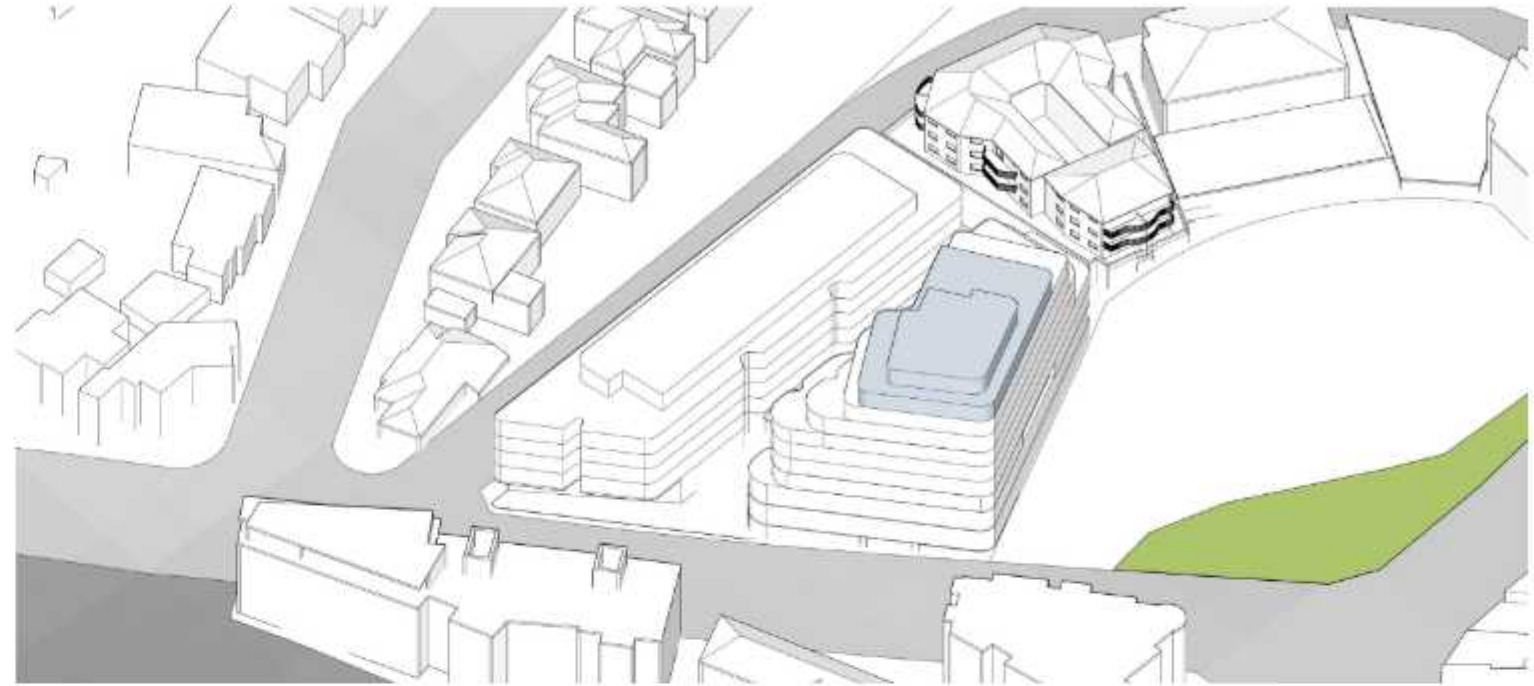


Sept 21st - 12:00 pm

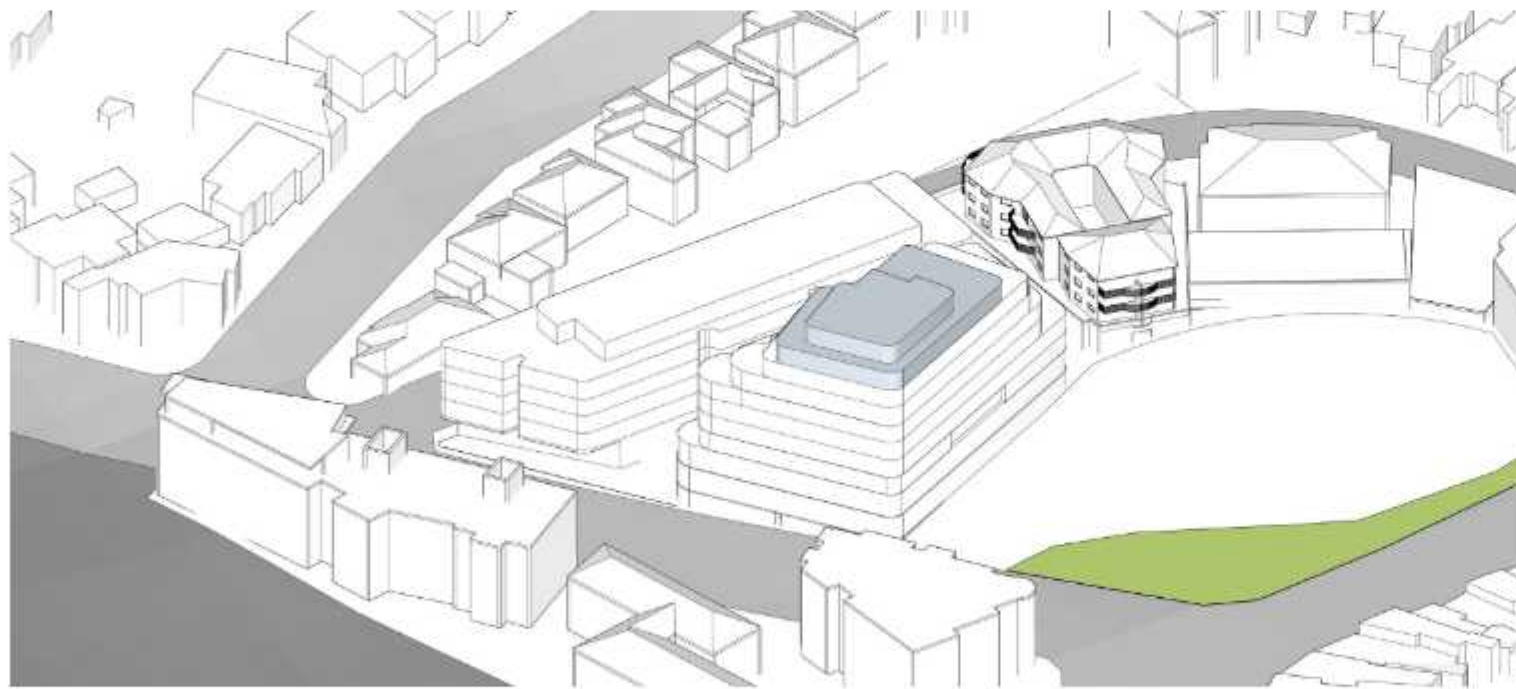
5.6 Indicative Eye Diagrams - Subject Site Proposed Envelope



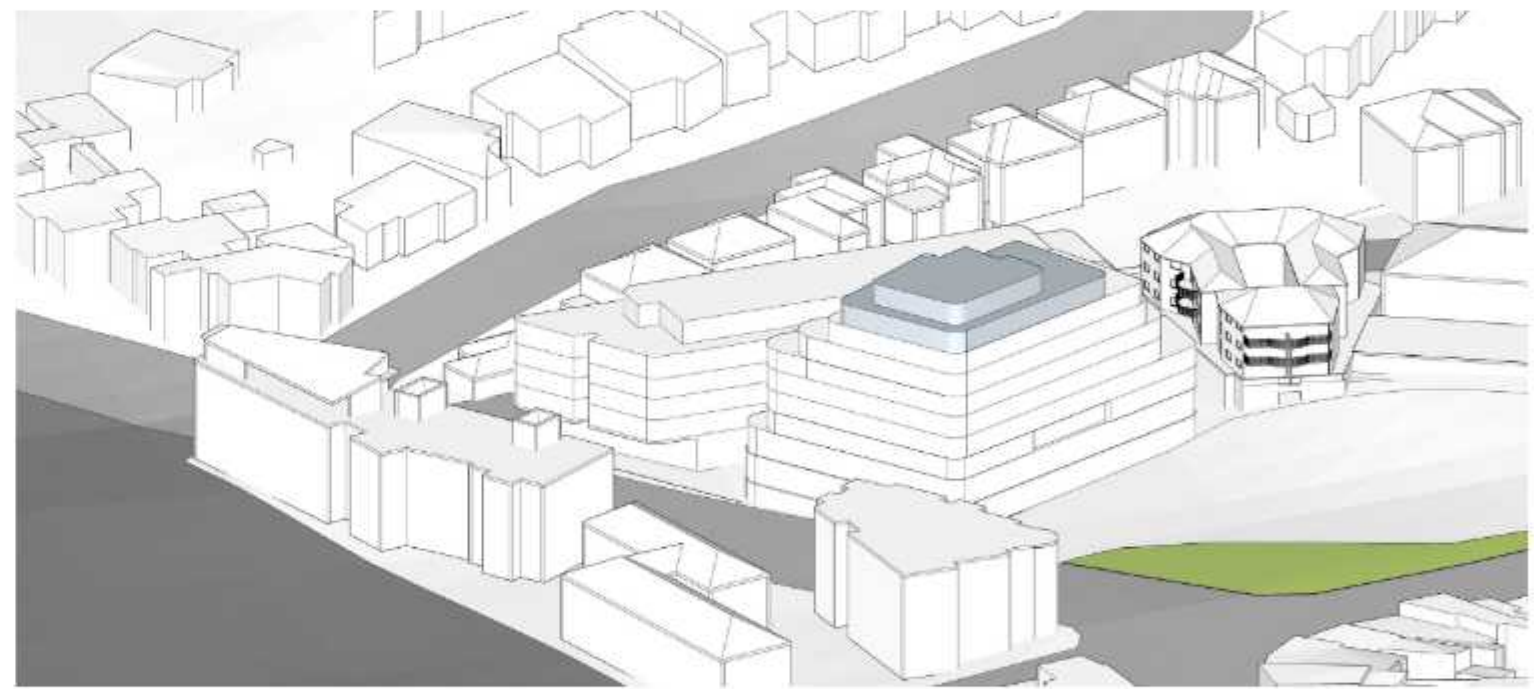
Sept 21st - 1:00 pm



Sept 21st - 2:00 pm

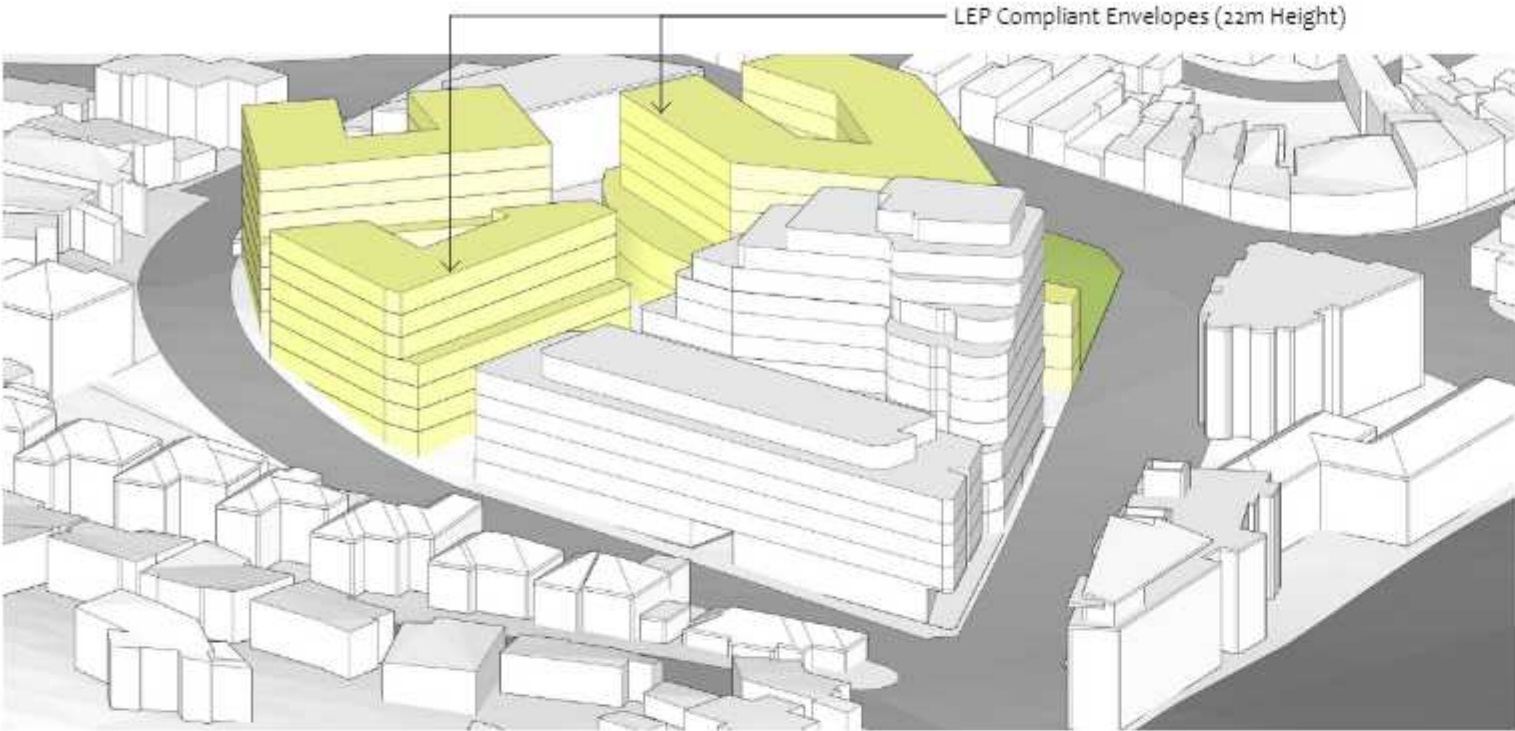


Sept 21st - 3:00 pm

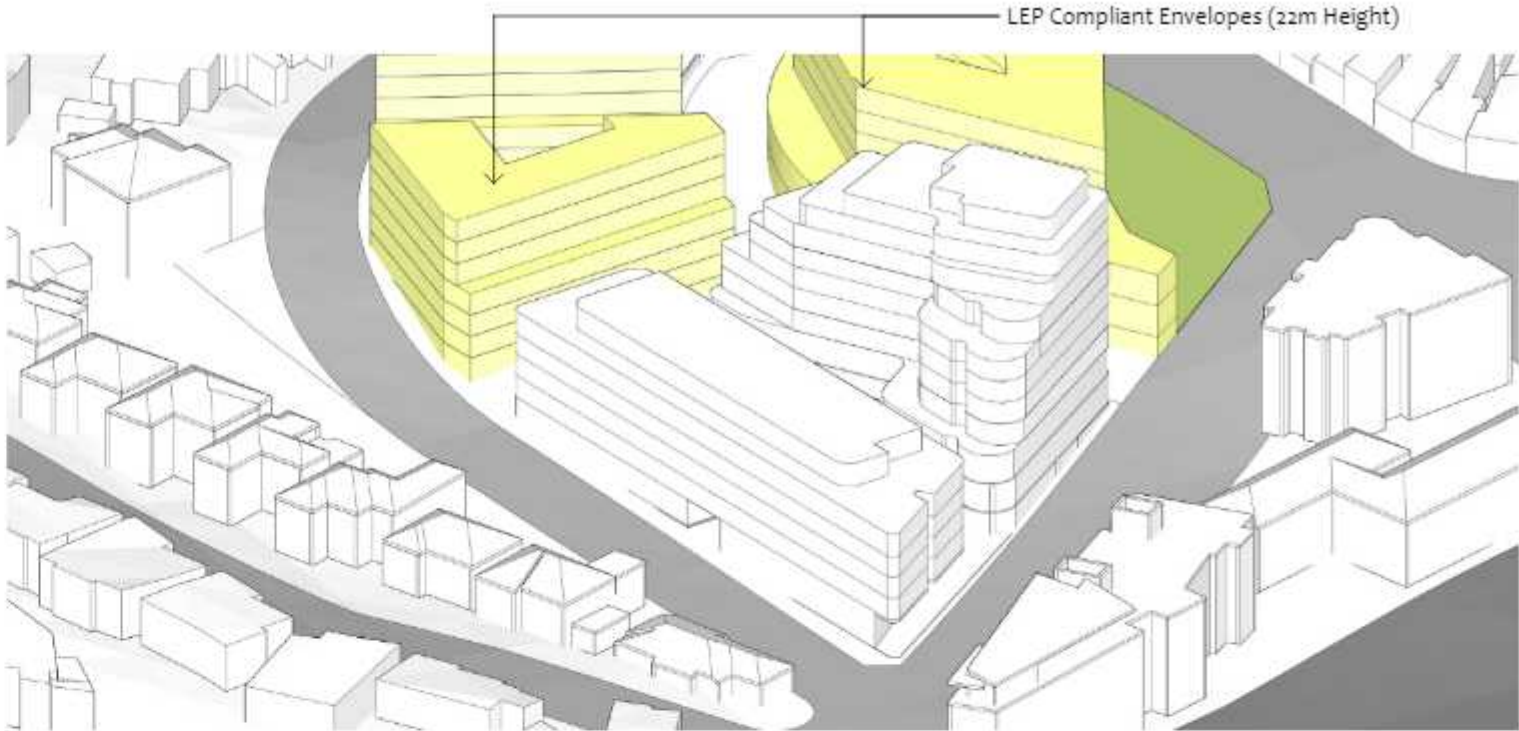


Sept 21st - 4:00 pm

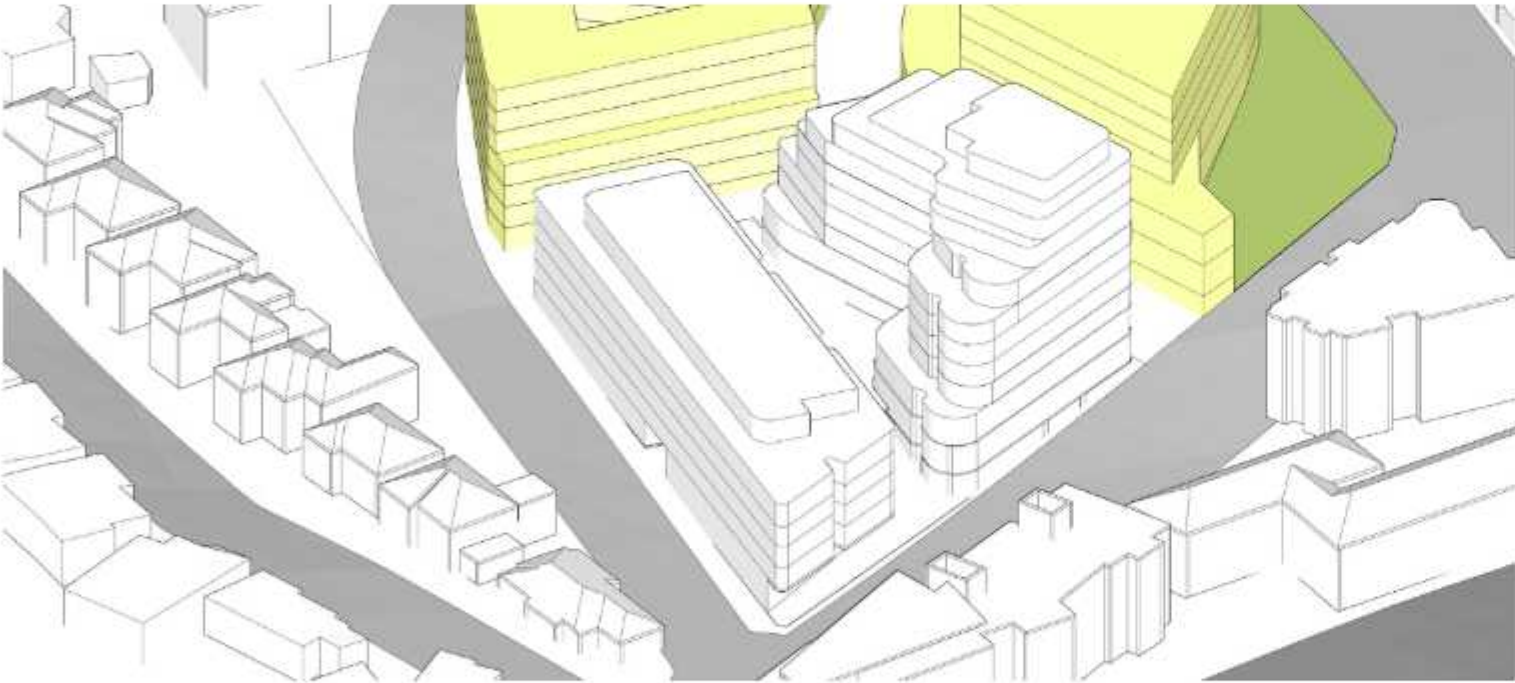
5.6 Indicative Eye Diagrams - Adjacent Sites LEP Compliant Envelope



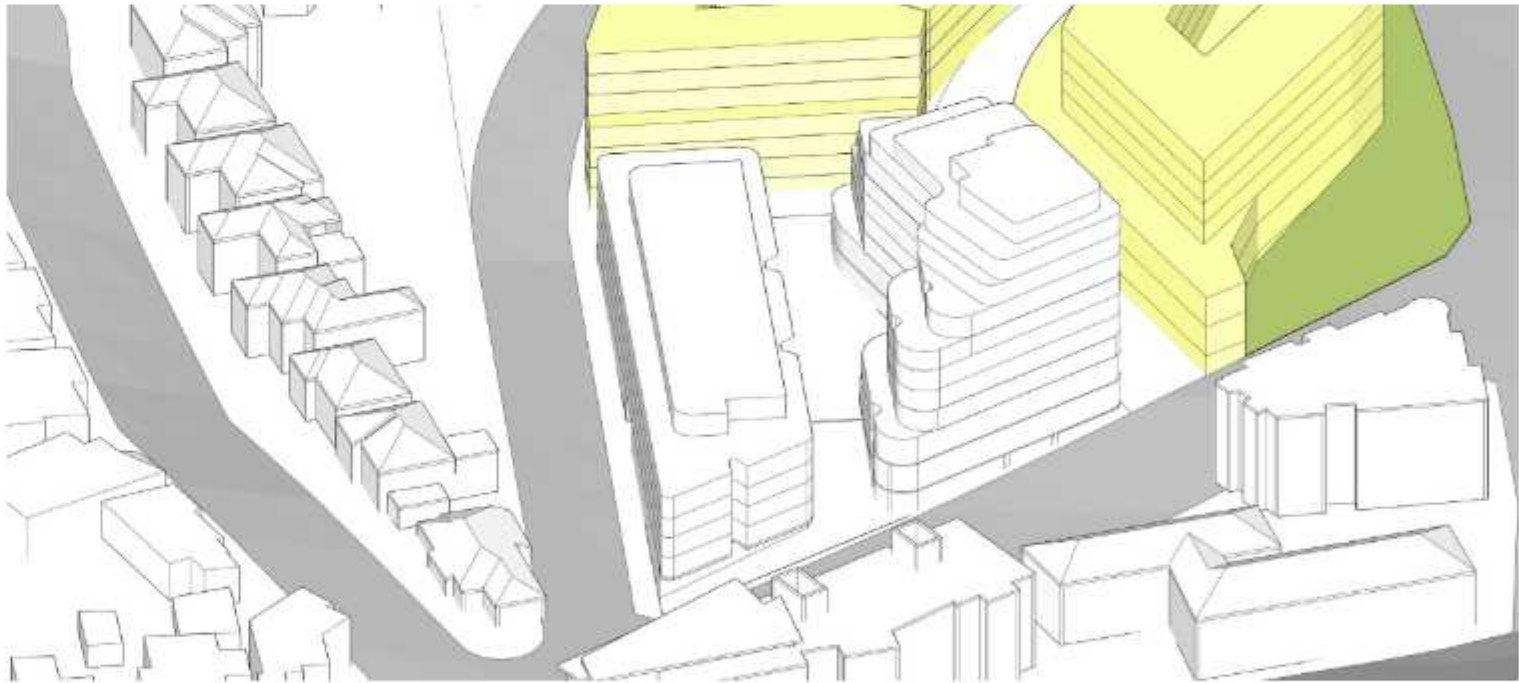
June 21st - 9:00 am



June 21st - 10:00 am

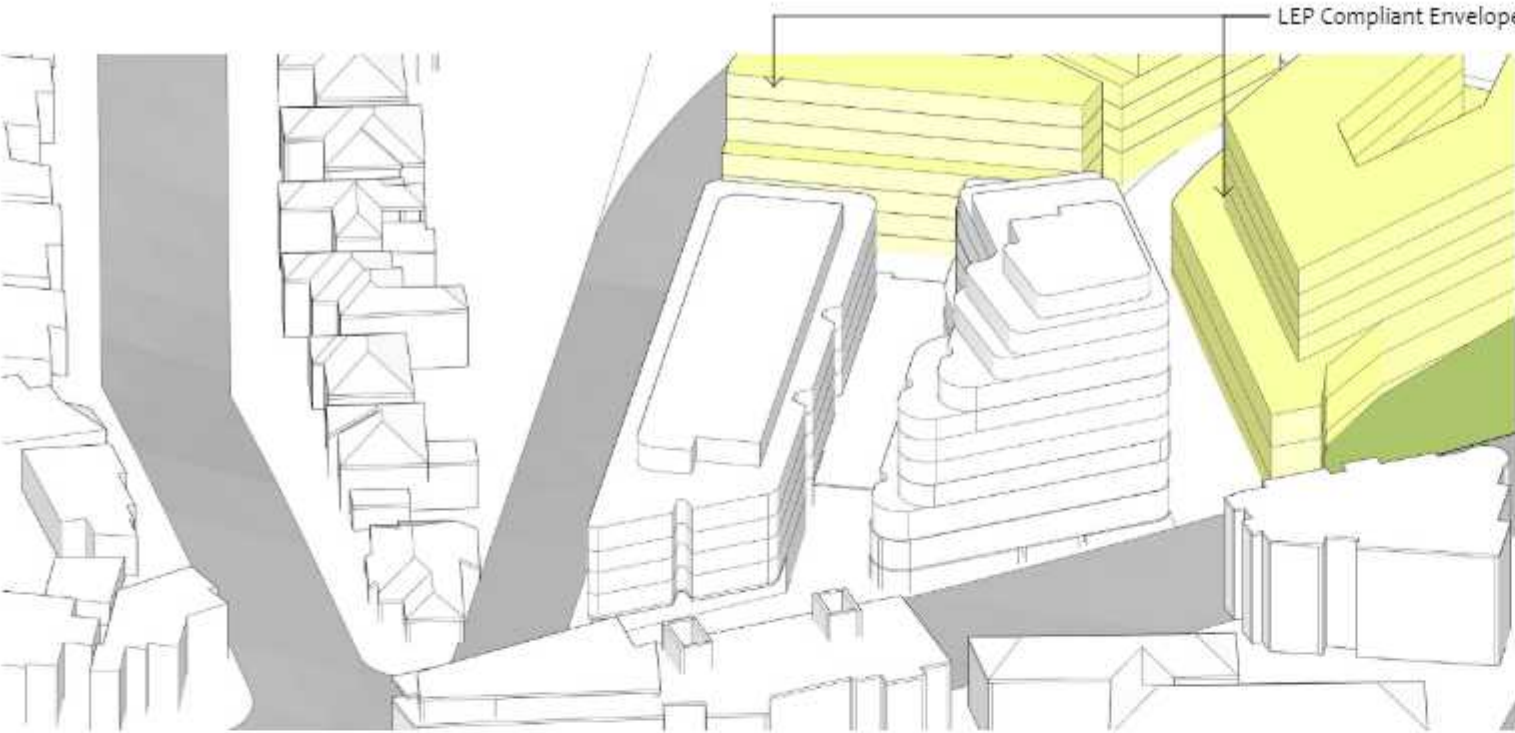


June 21st - 11:00 am

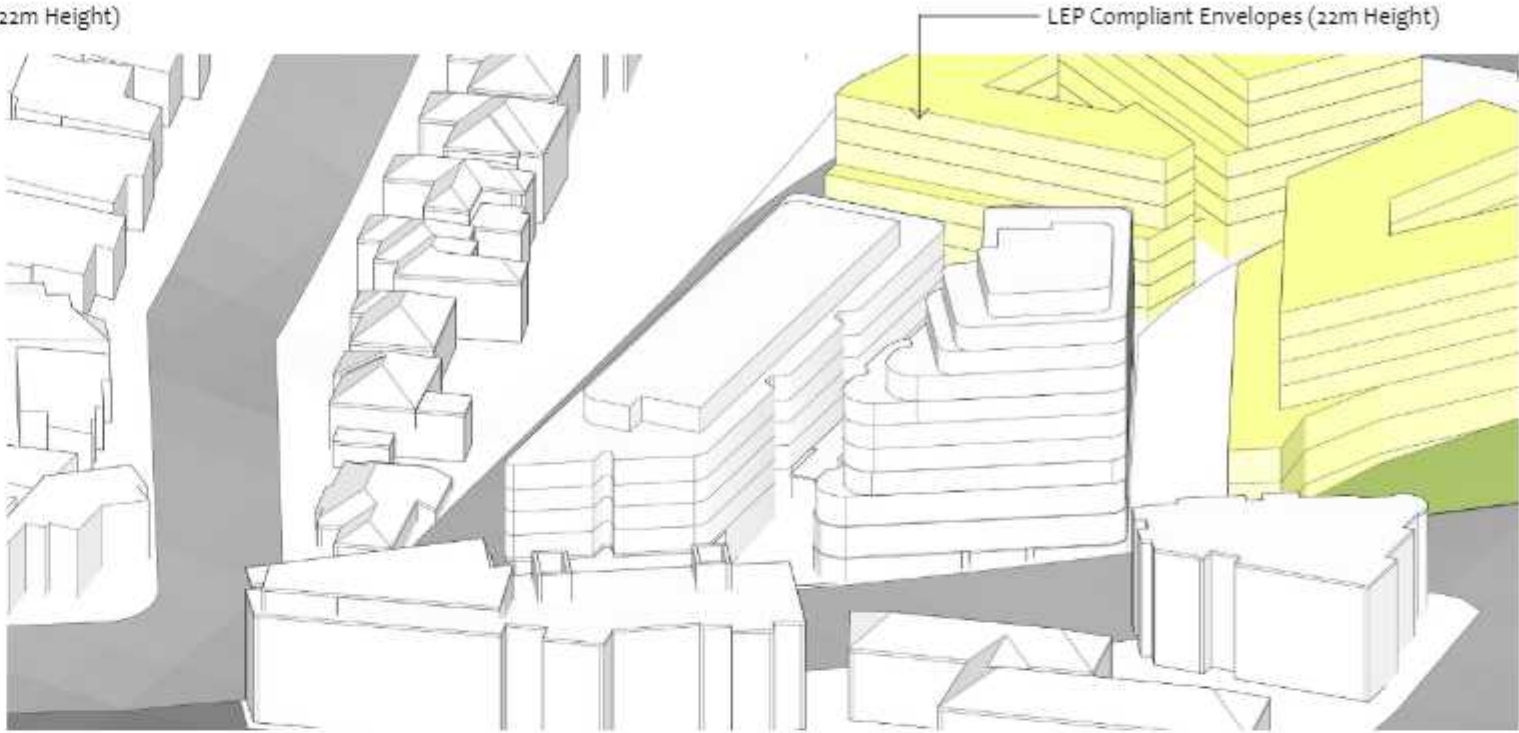


June 21st - 12:00 pm

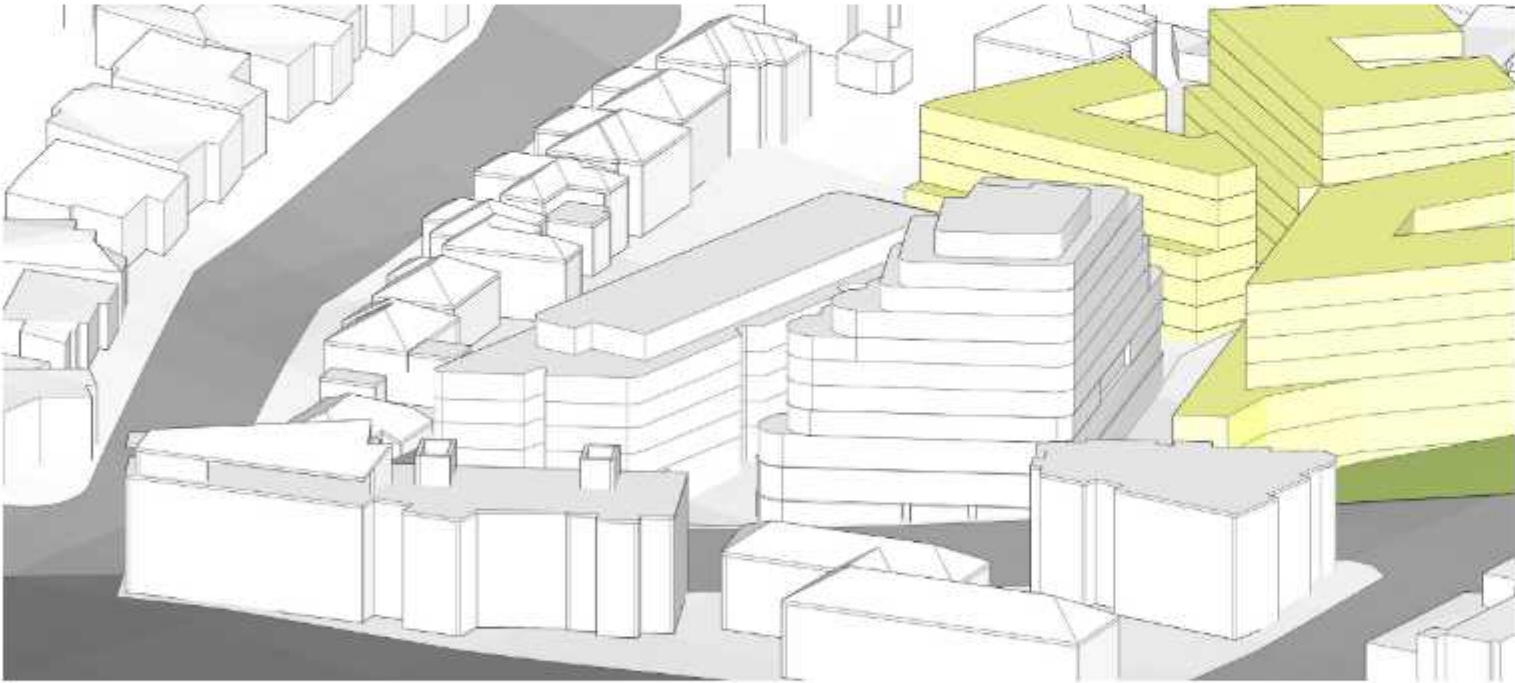
5.6 Indicative Eye Diagrams - Adjacent Sites LEP Compliant Envelope



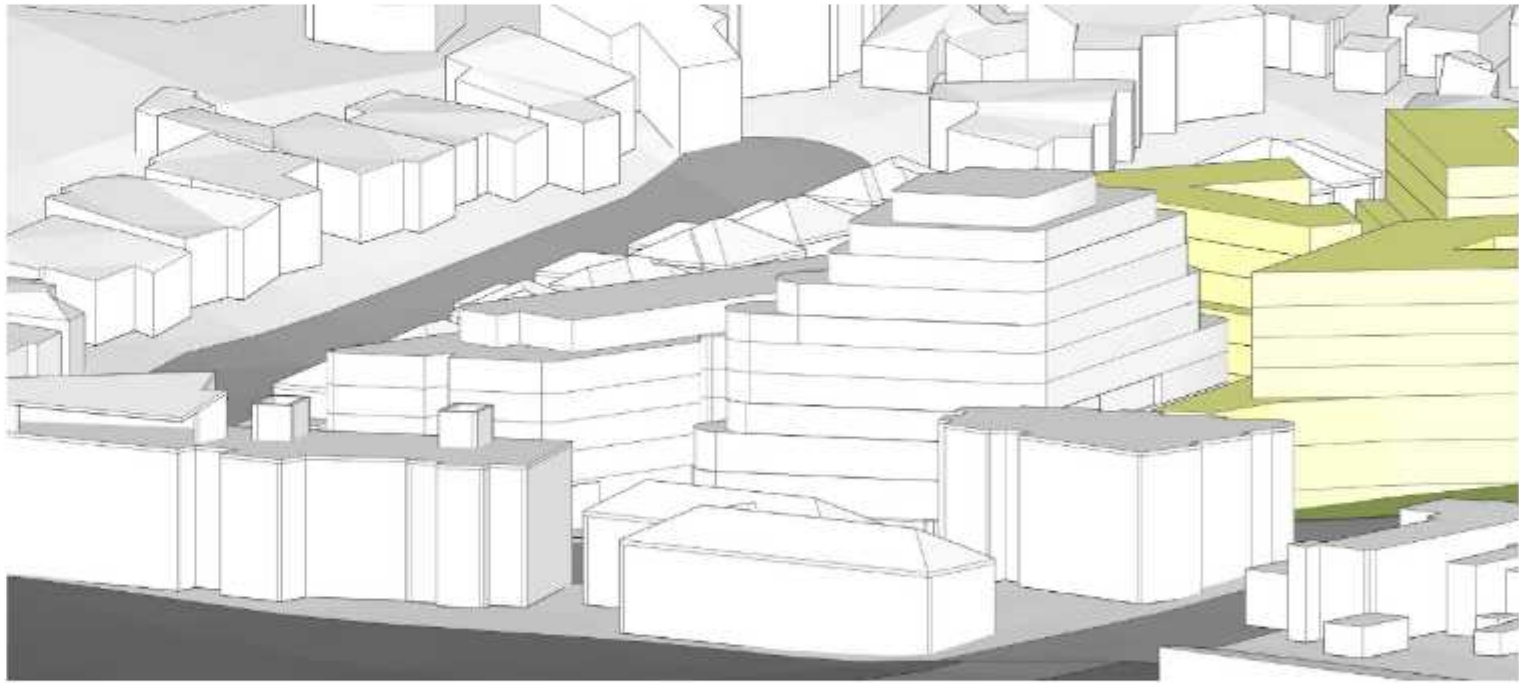
June 21st - 1:00 pm



June 21st - 2:00 pm

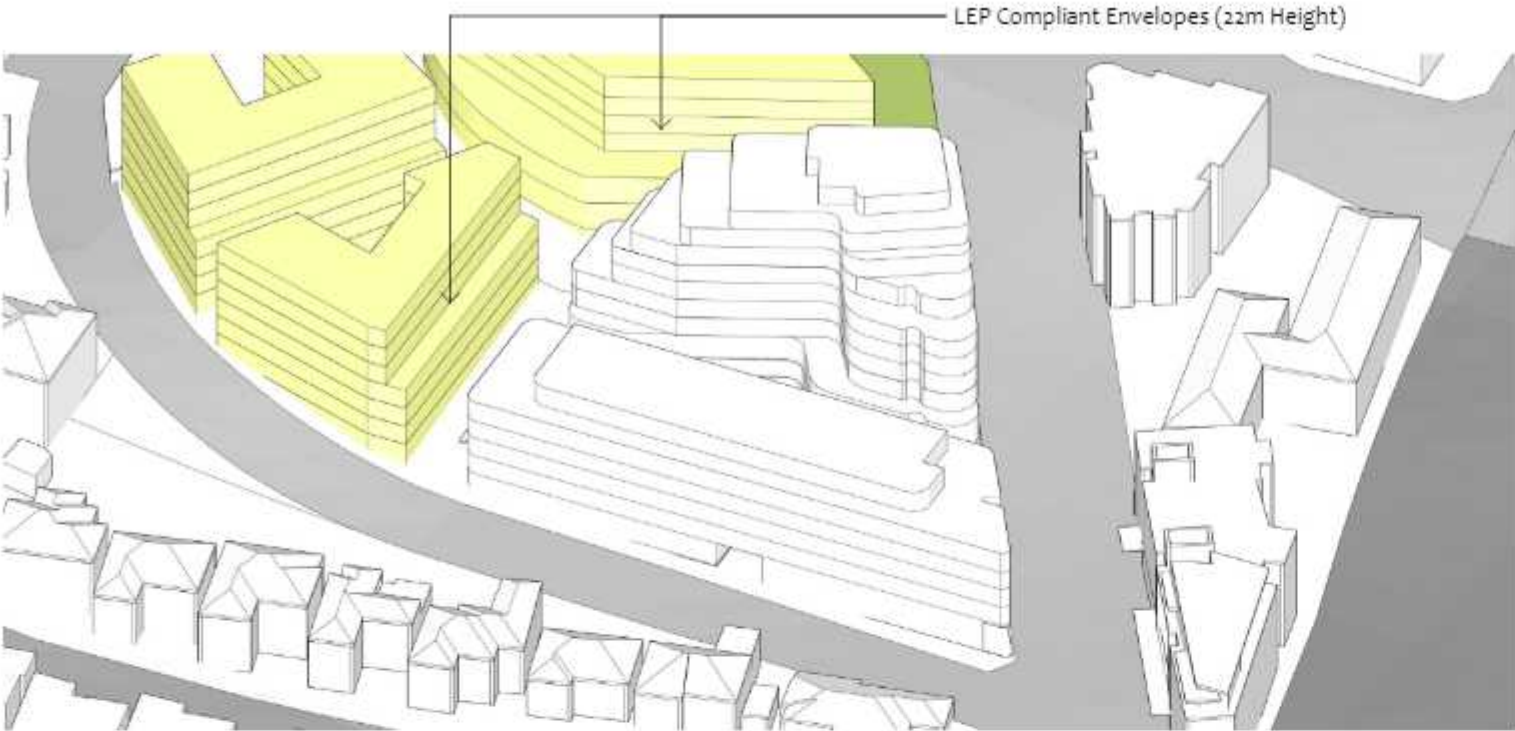


June 21st - 3:00 pm



June 21st - 4:00 pm

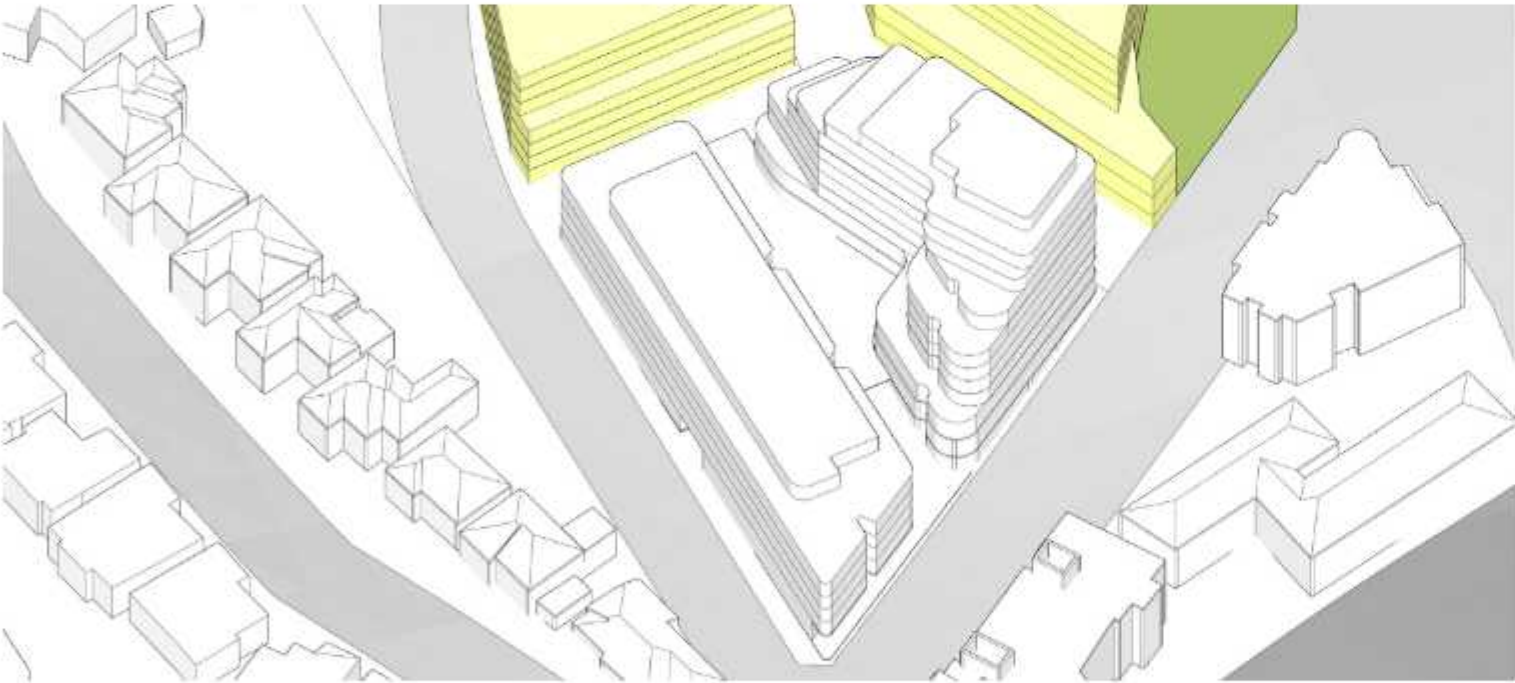
5.6 Indicative Eye Diagrams - Adjacent Sites LEP Compliant Envelope



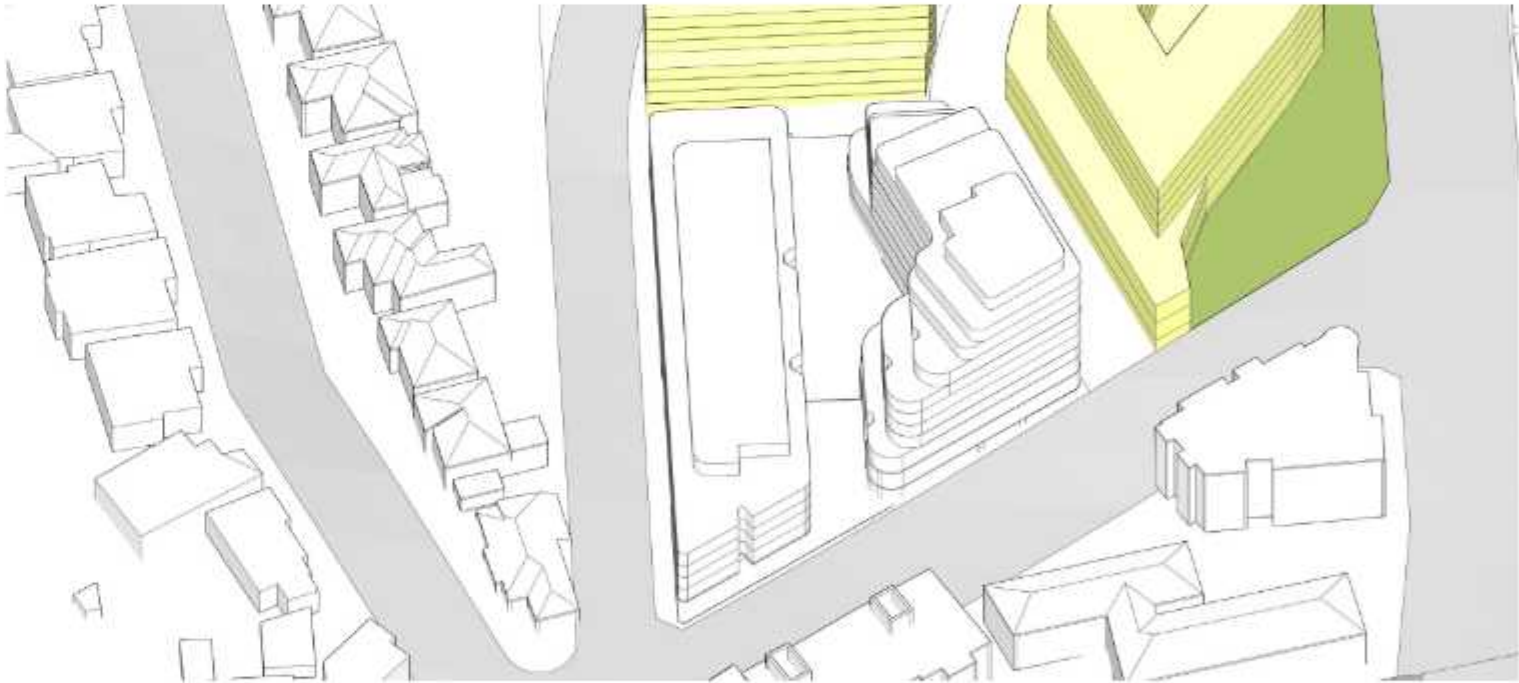
Dec 21st - 9:00 am



Dec 21st - 10:00 am

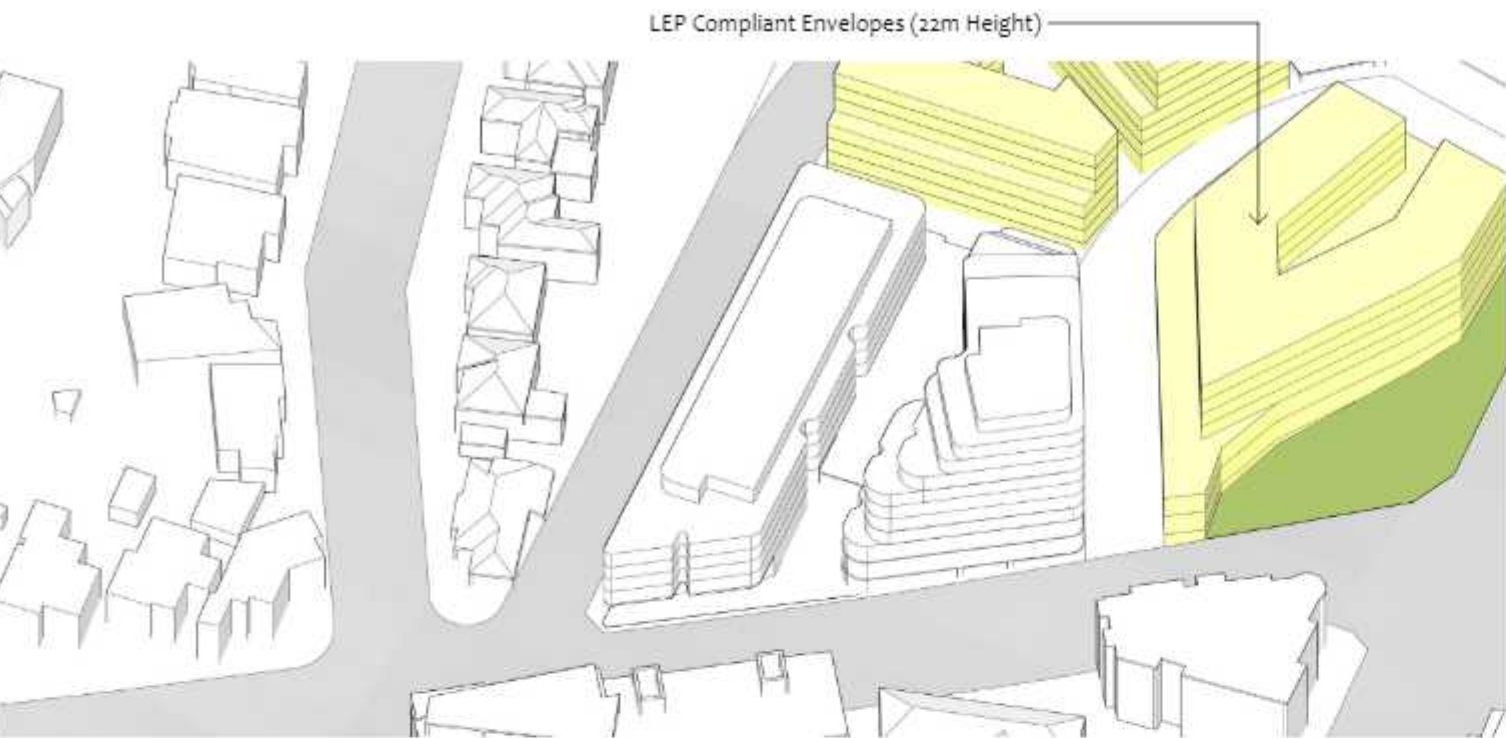


Dec 21st - 11:00 am

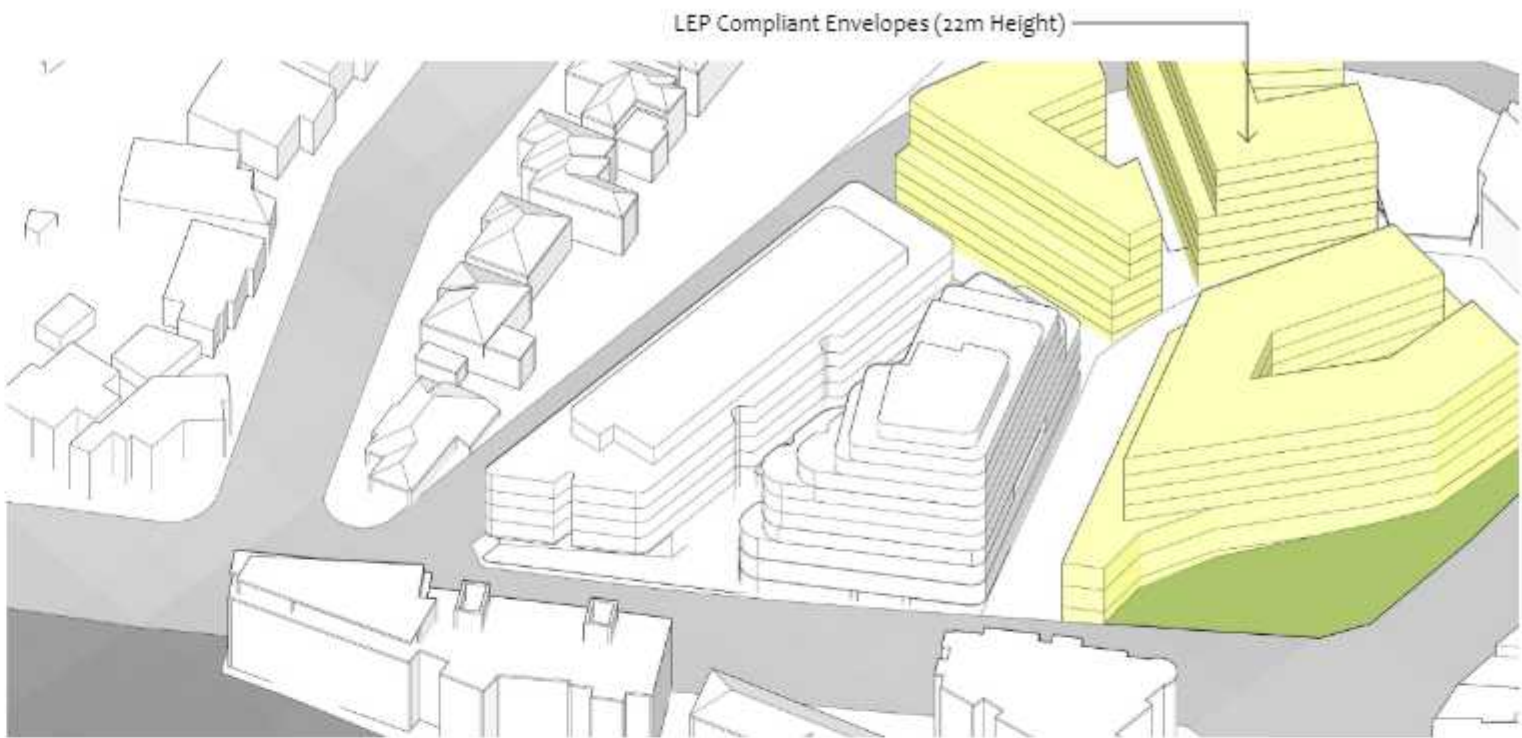


Dec 21st - 12:00 pm

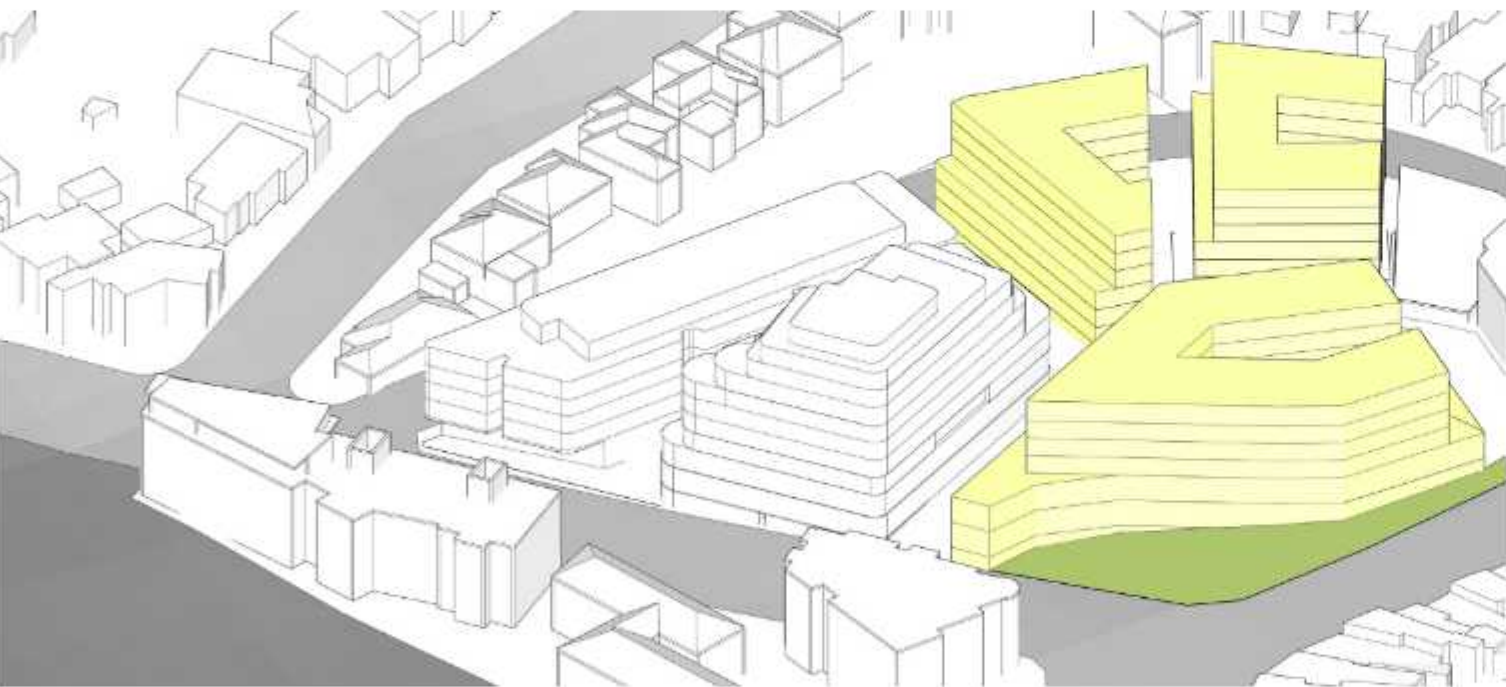
5.6 Indicative Eye Diagrams - Adjacent Sites LEP Compliant Envelope



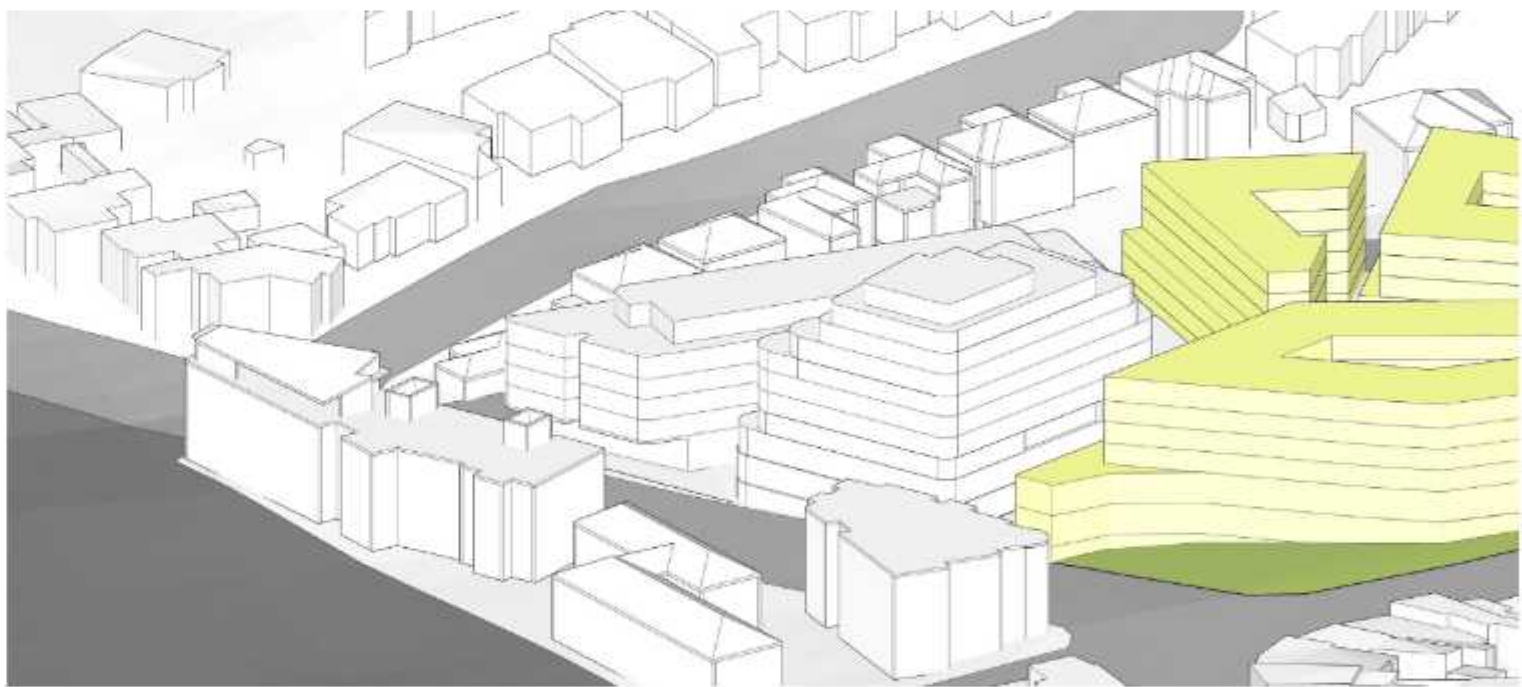
Dec 21st - 1:00 pm



Dec 21st - 2:00 pm

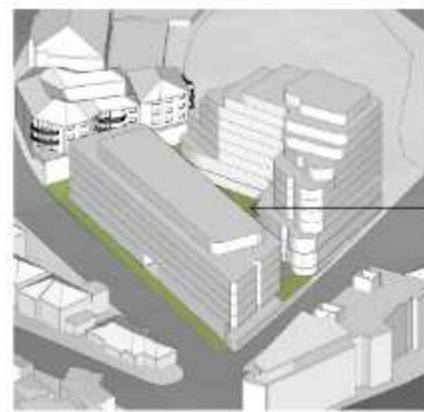


Dec 21st - 3:00 pm



Dec 21st - 4:00 pm

5.6 Indicative Eye Diagrams - North-South Through Site Link June 21st

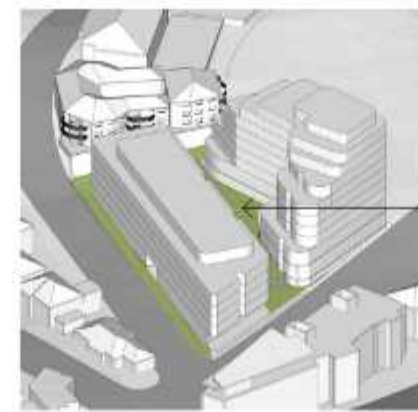


Through-site link

June 21st - 10:30am
16% of Through-site link with Solar Access



June 21st - 10:45am
23% of Through-site link with Solar Access



Through-site link

June 21st - 11:00am
33% of Through-site link with Solar Access



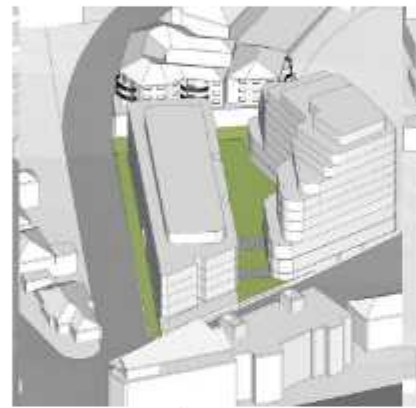
June 21st - 11:15am
44% of Through-site link with Solar Access



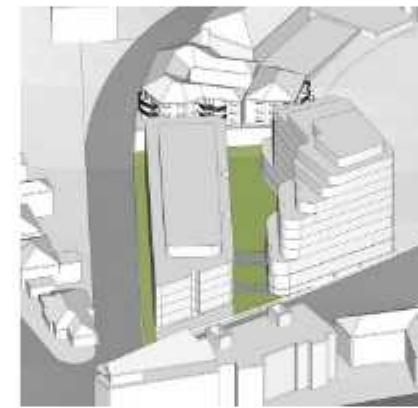
June 21st - 11:30am
55% of Through-site link with Solar Access



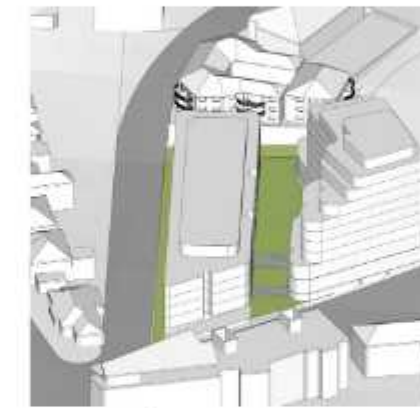
June 21st - 11:45am
65% of Through-site link with Solar Access



June 21st - 12:00pm
75% of Through-site link with Solar Access



June 21st - 12:15pm
84% of Through-site link with Solar Access



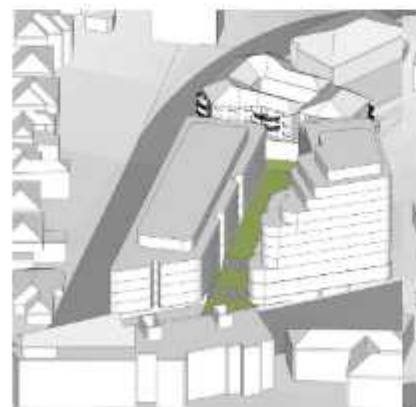
June 21st - 12:30pm
85% of Through-site link with Solar Access



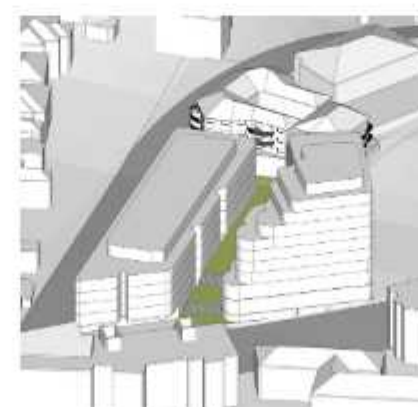
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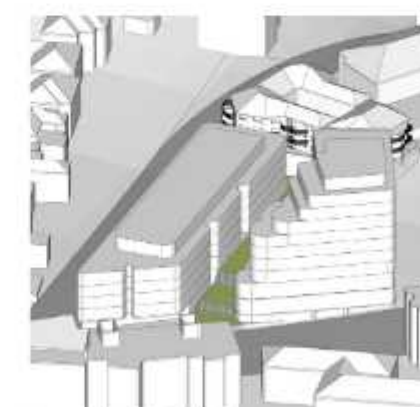
June 21st - 1:00pm
69% of Through-site link with Solar Access



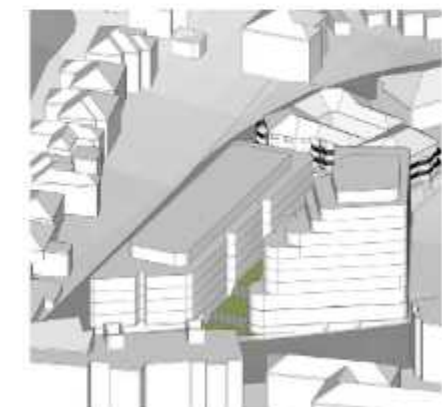
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55% of Through-site link with Solar Access



June 21st - 01:30pm
39% of Through-site link with Solar Access



June 21st - 01:45pm
26% of Through-site link with Solar Access



June 21st - 02:00pm
20% of Through-site link with Solar Access
DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

5.6 Indicative Eye Diagrams - North-South Through Site Link September 21st

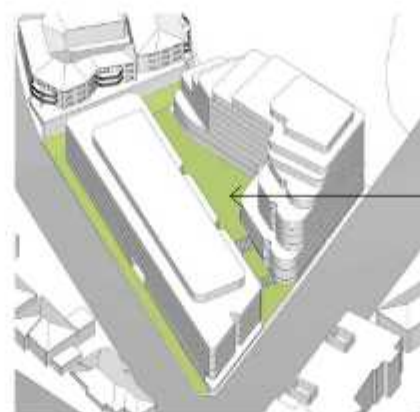


Through-site link

September 21st - 10:30am
42% of Through-site link with Solar Access

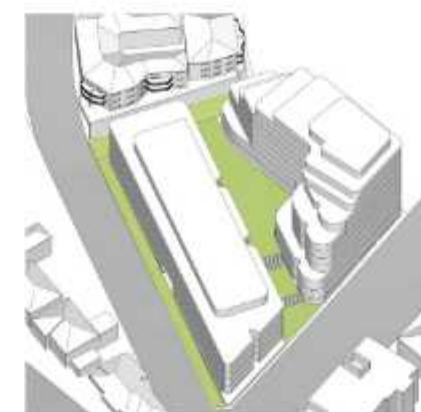


September 21st - 10:45am
51% of Through-site link with Solar Access

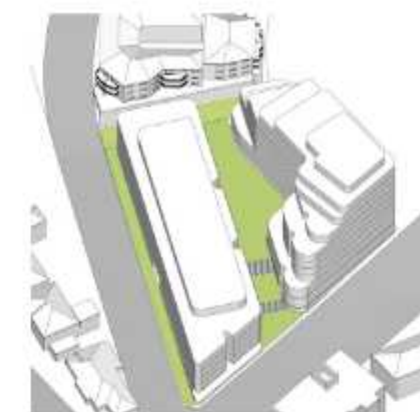


Through-site link

September 21st - 11:00am
60% of Through-site link with Solar Access



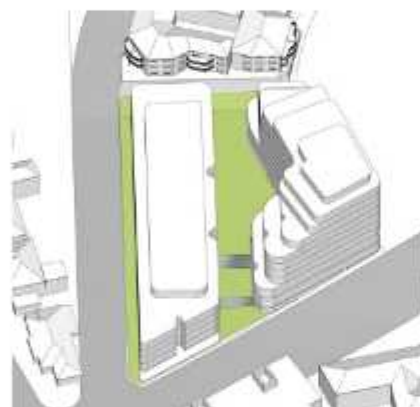
September 21st - 11:15am
69% of Through-site link with Solar Access



September 21st - 11:30am
77% of Through-site link with Solar Access



September 21st - 11:45am
85% of Through-site link with Solar Access



September 21st - 12:00pm
94% of Through-site link with Solar Access



September 21st - 12:15pm
92% of Through-site link with Solar Access



September 21st - 12:30pm
87% of Through-site link with Solar Access



September 21st - 12:45pm
80% of Through-site link with Solar Access



September 21st - 1:00pm
71% of Through-site link with Solar Access



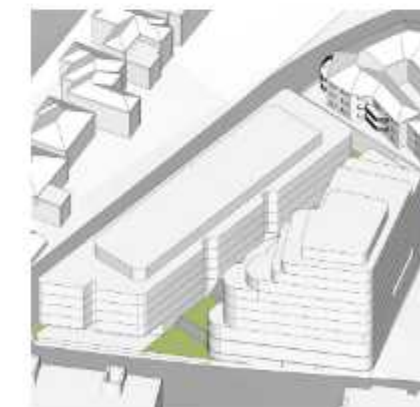
September 21st - 01:15pm
55% of Through-site link with Solar Access



September 21st - 01:30pm
43% of Through-site link with Solar Access

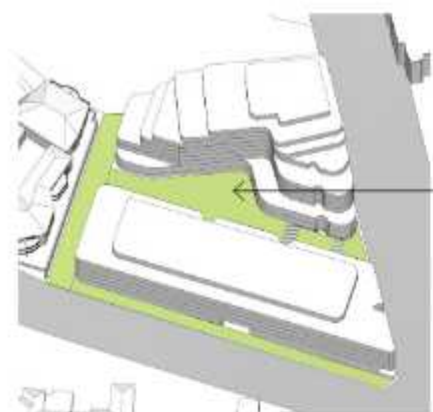


September 21st - 01:45pm
28% of Through-site link with Solar Access



September 21st - 02:00pm
21% of Through-site link with Solar Access
DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

5.6 Indicative Eye Diagrams - North-South Through Site Link December 21st

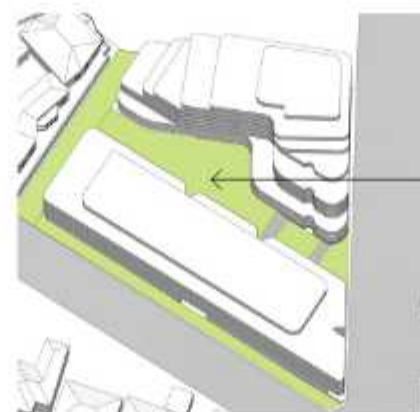


Through-site link

December 21st - 10:30am
54% of Through-site link with Solar Access

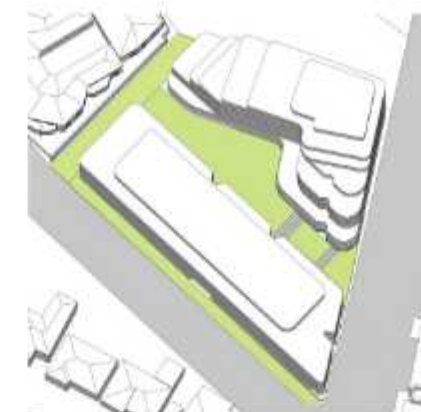


December 21st - 10:45am
65% of Through-site link with Solar Access

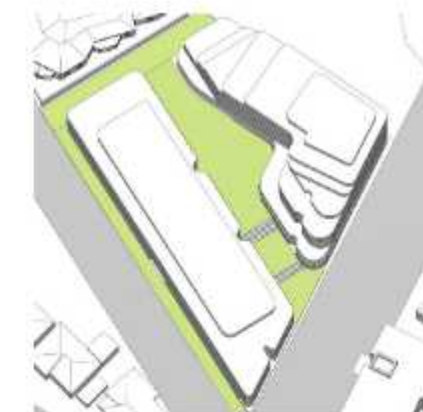


Through-site link

December 21st - 11:00am
71% of Through-site link with Solar Access



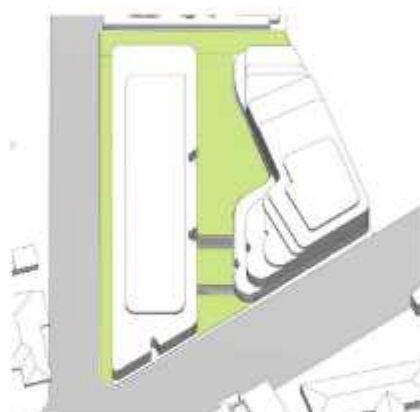
December 21st - 11:15am
84% of Through-site link with Solar Access



December 21st - 11:30am
87% of Through-site link with Solar Access



December 21st - 11:45am
94% of Through-site link with Solar Access



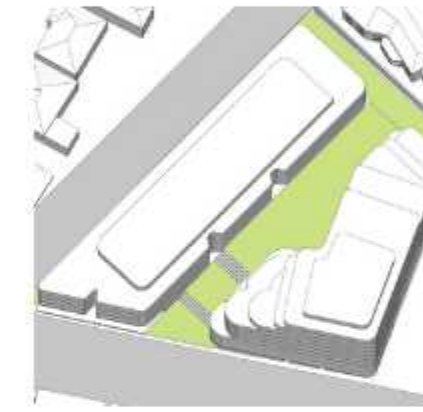
December 21st - 12:00pm
99% of Through-site link with Solar Access



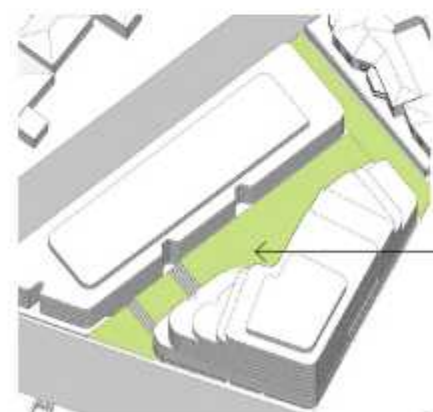
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98% of Through-site link with Solar Access



December 21st - 12:30pm
93% of Through-site link with Solar Access

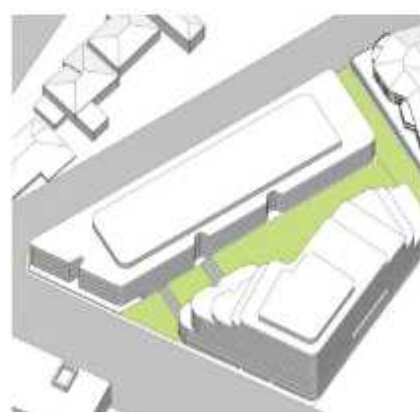


December 21st - 12:45pm
86% of Through-site link with Solar Access

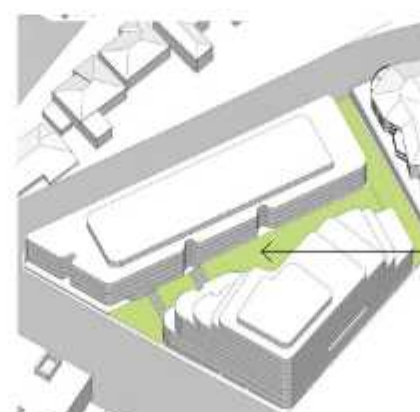


Through-site link

December 21st - 1:00pm
76% of Through-site link with Solar Access

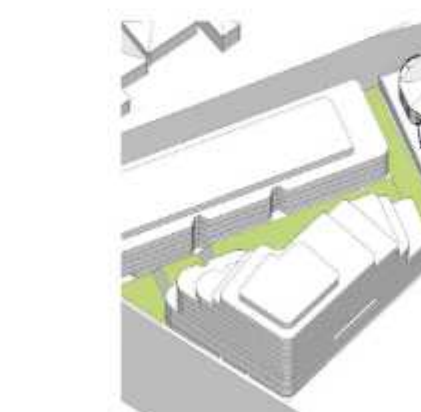


December 21st - 01:15pm
65% of Through-site link with Solar Access

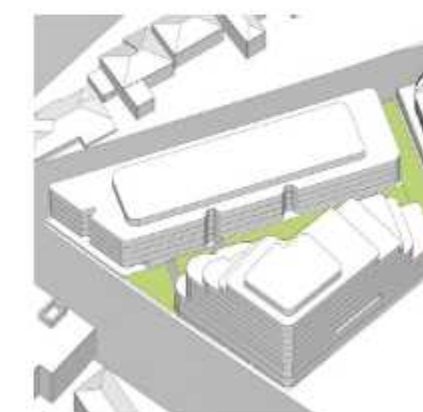


Through-site link

December 21st - 01:30pm
54% of Through-site link with Solar Access



December 21st - 01:45pm
41% of Through-site link with Solar Access

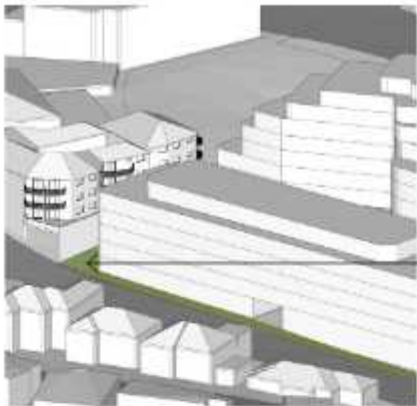


December 21st - 02:00pm
28% of Through-site link with Solar Access

5.6 Indicative Eye Diagrams - East-West Cross Site Link



June 21st - 7:00am



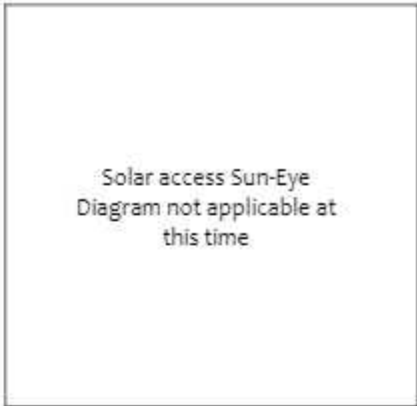
June 21st - 9:00am



June 21st - 12pm



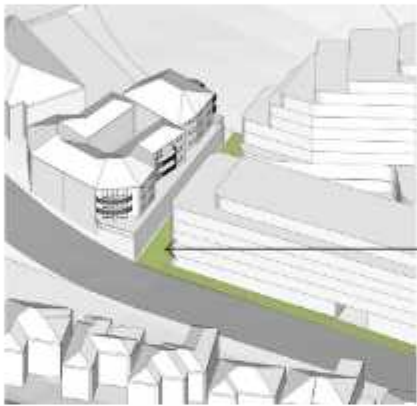
June 21st - 3pm



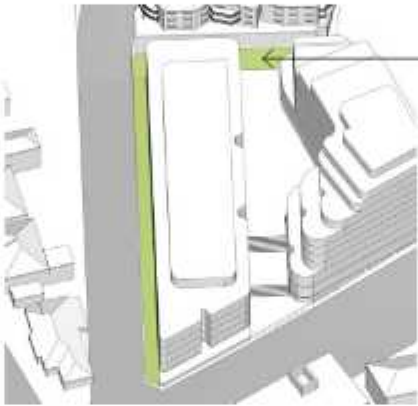
June 21st - 5:00pm



September 21st - 7:00am



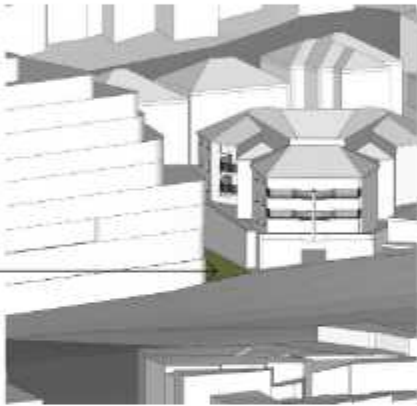
September 21st - 9:00am



September 21st - 12:00pm



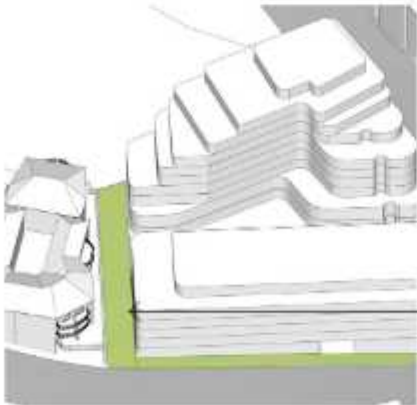
September 21st - 3:00pm



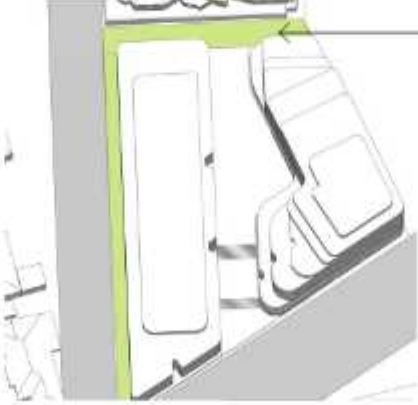
September 21st - 5:00pm



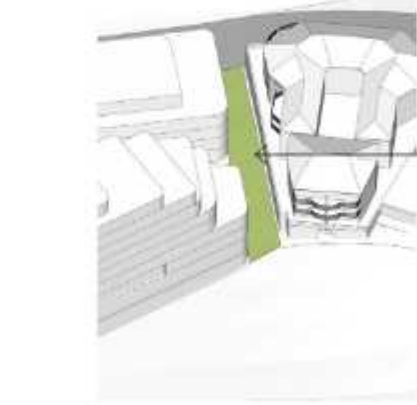
December 21st - 7:00am



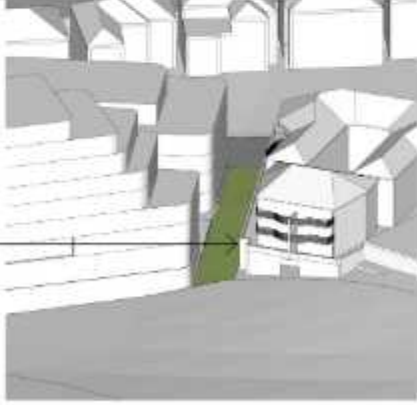
December 21st - 9:00am



December 21st - 12:00pm



December 21st - 3:00pm



December 21st - 5:00pm



Artistic Impression of Through-site link



Artistic Impression from Bexley Road Corner



Artistic Impression of Facade Close-up



Artistic Impression of Facade Close-up

5.8 Gateway Determination Conditions Summary (Condition (d) i, ii, iii, iv, vii)

Condition (d):

(i) reflects the intended uses of the site, including car parking. This should be clearly demonstrated in built form cross section diagrams.

Intended uses of the site, including car parking are demonstrated in Section 5 of this consolidated Urban Design Report (cUDR). These are supported with plans and cross-section drawings prepared by JKM Architects that clearly demonstrate intended uses.

(ii) identifies the number of dwellings the proposal seeks to facilitate.

The number of dwellings is identified in the Design Intent Drawings prepared by JKM Architects found in Section 5 of this cUDR.

(iii) apply a single floor space ratio to the entire site which is consistent with the density of the proposed split maximum floor space ratios.

A single Floor Space ration (FSR) is calculated for the entire site, which is consistent with the density of the proposed. This can be found, and explained in explained in detail in Planning Ingenuities accompanying Planning Report.

(iv) better illustrates solar access provided to the proposed internally located publicly accessible laneway/open space.

Sun-eye diagrams have been prepared to not only better illustrate solar access to the individual uses (Apartments, commercial areas etc.) of the proposal, but also the proposed internally located public accessible through-site-link (north-south), and cross-site-link laneways. This can be seen in JKM Architects drawings prepared for this report (DA05.50 to DA05.53).

The sun-eye diagrams have been prepared for winter solstice (June 21), Equinox (Sept 21), and summer solstice (Dec 21) time periods to fully explain the solar access for the year, from lowest sun-angles to highest.

The through-site link (north-south) is designed as an activated laneway that connects Slade Road to the cross-site-link (Sarsfield CCT to Council owned carpark site). The solar access has been specifically illustrated through sun-eye diagrams at 15-minute intervals from 10.30am to 2pm highlighting more than 2 hours sunlight for most of the through-site link at the winter solstice. Sun-eye diagrams for Equinox and Summer Solstice diagrams for the same times periods and intervals have also been prepared for completeness.

The cross-site-link is naturally more challenged (vulnerable) for direct solar access at lower sun angles as it is an east-west link on the south side of the site. However, even at the winter solstice it is punctuated at both ends and, in the middle, (at the junction of the through & cross site links) with bright, direct sunshine. Assisting with natural light the proposal deliberately scales down to the cross-site-link (southern end of the site) to allow the required solar access to the adjacent apartments to the south of the subject site.

(vii) clarify the provision of deep soil areas in accordance with State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development and the Apartment Design Guide

Compliant deep soil provisions in accordance with SEPP65-ADG have been defined graphically and numerically on a drawing prepared by JKM Architects in the Design Intent drawings.

6. Recommendations

6.1 Recommended LEP Amendments

This cUDR is consistent with, and builds upon, the UDR by GMU (refer to annexe C). The LEP Amendments are those proposed in the Planning Ingenuity's accompany Planning Report.

6.2 Conclusions

The conclusions for this Consolidated Urban Design Report (cUDR) should be read in conjunction with GMU's Urban Design Report (UDR - refer Annexe B) – this report is consistent and is in support of GMU's initial Urban Design report. The purpose of the cUDR is to respond to conditions of the Gateway Determination, specifically condition 1(d).

Design drawings prepared by JKM Architects have been prepared to a Development Application performance standard to identify the intended uses of the site, including carparking (*satisfying condition 1(d)(i)*). They identify the number of dwellings of the proposal (*satisfying condition 1(d)(ii)*), in the format of plans, (cross) sections and elevations, including 3D modelling and renders (CGIs). These have been used to guide a single floor space ratio (FSR) for the entire site (*satisfying condition 1(d)(iii)*).

The proposal has been developed as a detailed 3D model to help understand the amenity requirements of the proposal and its external effect. The detailed 3D model has been used better illustrate the solar access provided to the through & cross site links. This has been detailed with sun-eye diagrams at 15 minutes intervals at critical times for the winter solstice, equinox, and summer solstice time frames. These demonstrate good solar access for the north-south through-site-link, and respectable solar access for the challenged east-west cross-site-link that is located to the south of the proposal (*satisfying condition 1(d)(iv)*).

The report has prepared Urban Design Intent drawings with JKM Architects to demonstrate compliant solar access/shadow effect to the development immediate to the south, and compliant solar access to the land immediate to the west (Council owned carpark), and compliant solar access to a development scheme(s) for the Council Owned Carpark - (*satisfying condition 1(d)(vi)*). A Robustness Test was used to further investigate the development opportunities of the Council owned carpark site that imagined a town-centre approach to that site, and Bexley North Town-centre core in general.

The Robustness Test successfully tested the Council owned carpark site, and town-centre core buildings, in two options, for buildings up to 12 storeys for SEPP65-ADG Compliance. Using the amenity controls of SEPP65-ADG as the high-bar for future development, the Robustness Test not only proved SEPP65-ADG compliance for the proposed LEP compliant scheme, but SEPP65-ADG compliance for the possible maximum developable options for the Council owned carpark site.

Further evaluation on the developed proposal clarifies the deep soil provision of the proposal (*satisfying condition 1(d)(vii)*), and further tests the suitability of the 9 to 10 storey components to demonstrate minimised overshadowing to the communal open space (*satisfying condition 1(d)(viii)*). Conceptually the Council owned carpark site, and the 187 Slade Road site should be considered as one lot for the purposes of organising building layout strategies (3 bar site strategy) with the appropriate separation distances and green/ communal/ parkland/ through-site-link open spaces infilling compliant separation distances. This conceptual model then should be used to calculate a whole of site FSR across both sites.

Based on the opportunities available within the site and its relationship to surrounding context, this report explored, developed and tested options requested in the Gateway Determination using a detailed design drawings and modelling, and applying a further Robustness Test to make sure the maximum developable potential can be achieved not only for the subject site but all adjacent sites for the current LEP provisions and also future Town-Centre possibilities. It is therefore not only 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, but also understand the proposal as integral to the future development of Bexley North.

We commend this application to NSW Department of Planning to support this proposal as satisfying the conditions of the Gateway Determination.

Annexe A: Gateway Determination
DoPE30 May 2023

Gateway Determination

Planning proposal (Department Ref: PP-2022-2456): to amend the Bayside Local Environmental Plan 2021 to facilitate a mixed use residential development at 187 Slade Road, Bexley North.

I, the Executive Director, Metro East and South, at the Department of Planning and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Bayside Local Environmental Plan 2021 to amend the Bayside Local Environmental Plan 2021 to facilitate a mixed use residential development at 187 Slade Road, Bexley North, should proceed subject to the following conditions:

1. Prior to community consultation, the planning proposal is to be updated to:
 - (a) provide a plain English explanation of a future LEP provision that seeks to allow consideration of the NSW Land Use Safety Planning Framework and the land use safety study risk assessment (LUSS), prepared by Arriscar, at the development application stage. Specifically, this provision will need to:
 - (i) ensure any proposed sensitive land uses are restricted, including seniors housing, hospitals, educational establishments and early education and care facilities; and
 - (ii) ensure notification to and consideration of any comment from the Department prior to the issuing of any development consent for these specified developments by the consent authority.
 - (b) clarify how the planning proposal addresses the existing land reservation for a 'local road' on the southern portion of the site;
 - (c) ensure that the intended uses are consistently referenced in all documentation. It is understood these include a 'pub' and 'hotel and motel accommodation';
 - (d) include a single consolidated urban design package and associated concept scheme that:
 - (i) reflects the intended uses of the site, including car parking. This should be clearly demonstrated in built form cross section diagrams;
 - (ii) identifies the number of dwellings the proposal seeks to facilitate;
 - (iii) applies a single floor space ratio to the entire site which is consistent with the density of the proposed split maximum floor space ratios;
 - (iv) better illustrates solar access provided to the proposed internally located publicly accessible laneway/open space;
 - (v) cross-section and massing diagrams showing the development concept in the context of potential future development on surrounding land which complies with existing LEP provisions;
 - (vi) detailed solar access diagrams which:
 - clearly demonstrates overshadowing to existing residential development to the immediate south;
 - demonstrate compliant solar access of the land to the immediate west (Council owned car park); and

- demonstrate compliant solar access can be achieved to a compliant development scheme to the immediate west of the site (Council owned car park).
- (vii) clarify the provision of deep soil areas in accordance with State Environmental Planning Policy No.65 —Design Quality of Residential Apartment Development and the Apartment Design Guide; and
 - (viii) further tests the suitability of the 9 to 10 storey parts of the proposal to minimise overshadowing to communal open space.
- (e) include and address supporting flood impact assessment to justify the proposal's consistency against Section 9.1 Ministerial Direction 4.1 Flooding's requirements. This flooding assessment will need to be provided in a single consolidated package;
 - (f) ensure the traffic impact assessment accurately reflects the proposed uses of the site and the development concept scheme;
 - (g) discuss the mechanism for how public access will be secured to the internal laneway/open space;
 - (h) apply Clause 6.16 - Development requiring the preparation of a Development Control Plan of the Bayside LEP 2021 to the site; and
 - (i) ensure the recently introduced employment zones are accurately referenced and identified.
2. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a maximum of 20 working days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2022).

Exhibition should commence within 3 months following the date of the Gateway determination.
 3. Consultation is required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable Directions of the Minister under section 9 of the EP&A Act:
 - i. Transport for NSW;
 - ii. APA Group – operator of the Moomba Sydney High Pressure Ethane Pipeline;
 - iii. Ausgrid;
 - iv. Sydney Water;
 - v. NSW State Emergency Service; and
 - vi. NSW Department of Planning and Environment's Environment and Heritage Group.

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 30 working days to comment on the proposal.
 4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it

may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

5. Given the nature of the proposal, Bayside Council is not authorised to be the local plan-making authority.
6. The timeframe for completing the LEP is to be 9 months from the date of the Gateway Determination.

Dated 30th of May 2023



Amanda Harvey
Executive Director, Metro
East and South
Department of Planning
and Environment
Delegate of the Minister for
Planning and Public
Spaces

Annexe B: Urban Design Report
GMU, 18 December 2019



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

18 December, 2019



Prepared by GM URBAN DESIGN & ARCHITECTURE PTY LTD
Studio 803, Level 8
75 Miller Street
North Sydney NSW 2060

Tel (02) 8920 8388
Email enquiry@gmu.com.au

Prepared for TURNBORN PTY LTD
Job number 18054
Date created 01 / 11 / 2019

GMU implements and maintains an internal quality assurance system.

Issue	Date	Status	Prepared by	Reviewed by
A	01 / 11 / 2019	Draft for review	PG	EB / GM
B	22/11/2019	Final Draft	DR/EB	GM
C	11/12/2019	Final		EB

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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.

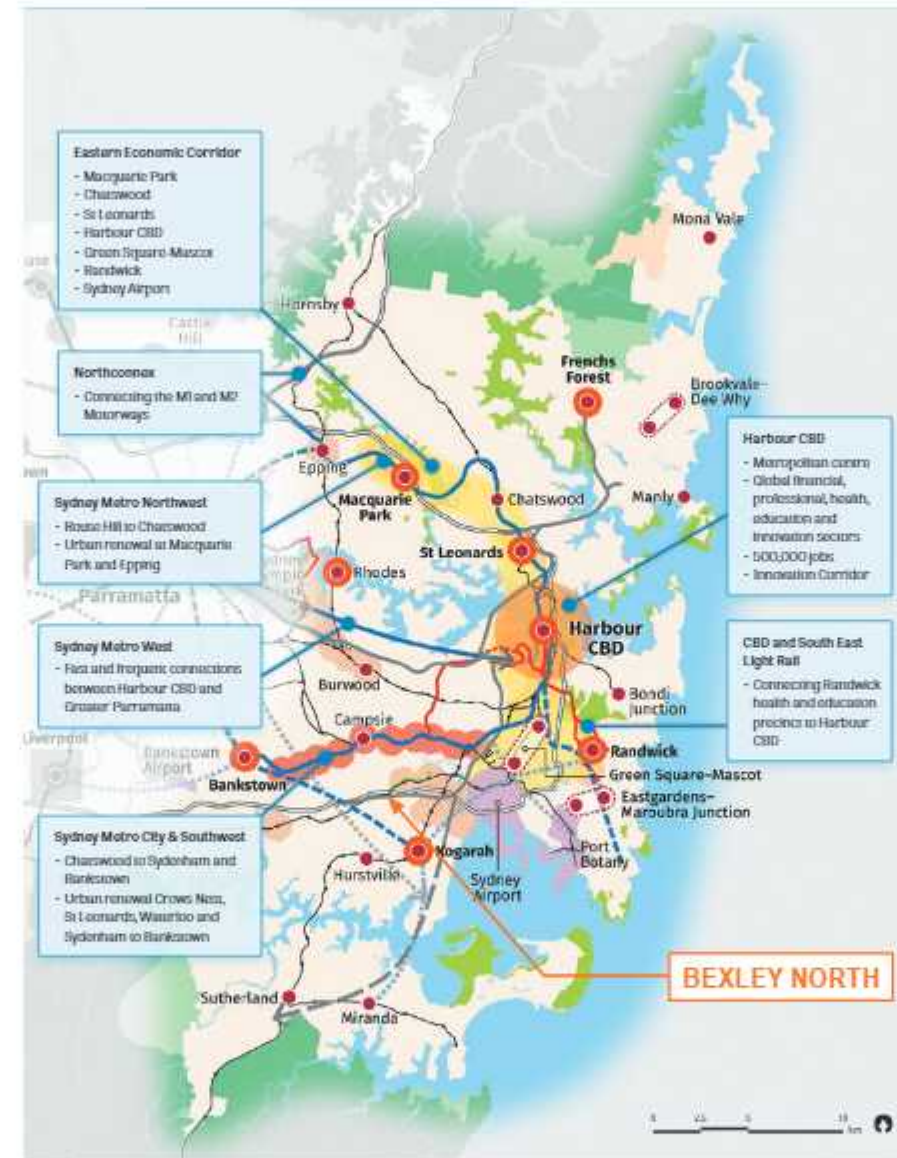


Diagram adapted from A Metropolis of Three Cities (Page 21).

KEY

Metropolitan Centre	Industrial Land	Major Urban Parkland including National Parks and Reserves	Train Link/Metro Transit Station
Health and Education Precinct	Local Urban Area	Wooner	15-Line
Strategic Centre	Strategic Urban Development	Green Grid Priority Corridor	City Serving Strategic Corridor
Local Centre	Urban Renewal Area	Tramway	Central Sydney Strategic Investigation Corridor
Transport Corridor	Urban Area	Commuter Train Link	Motorway
Trade Gateway	Proposed Rural Area	Train Link/Metro Transit Investigation (10-20 years)	Commuter 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

Metropolitan Centres	Train Station	Industrial Land	Light Rail Investigation
Health and Education Precincts	Connected Train Link	Franklin Development	Moorway
Strategic Centres	Train Link/Mass Transit Investigation 10-20 years	Urban General Area	Connected Moorway
Local Centres	Train Link/Mass Transit Visionary	Urban Area	Road Investigation 10-20 years
Economic Corridor	City Serving Transport Corridor	Major Urban Parklands (including National Parks and Reserves)	Road Visionary
Trade Gateway	Light Rail	Woonunga	Electric Boundary
		Green Grid Priority Corridor	

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 Wollri 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.

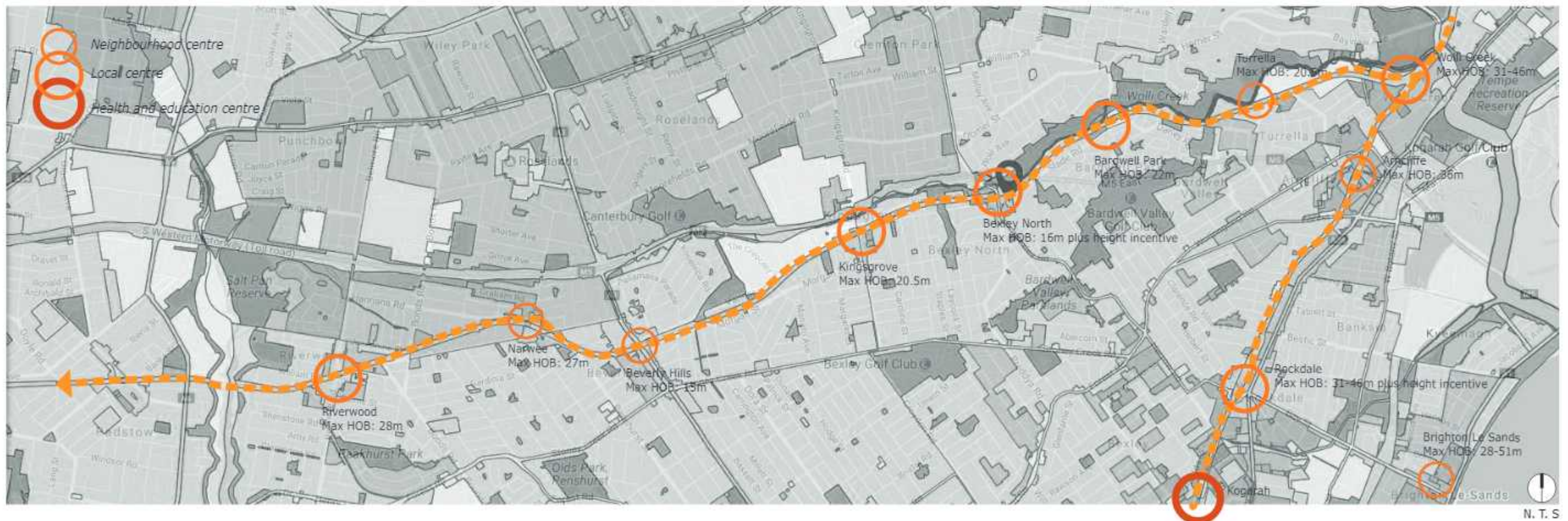
In reviewing other such centres, we consider that the appropriate height precedents are set by Kingsgrove, Riverwood, Narwee and Arncliffe. Wollri Creek and Rockdale are not relevant as they do not exhibit an appropriate urban grain.

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



Rockdale Local
Environmental
Plan 2011

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

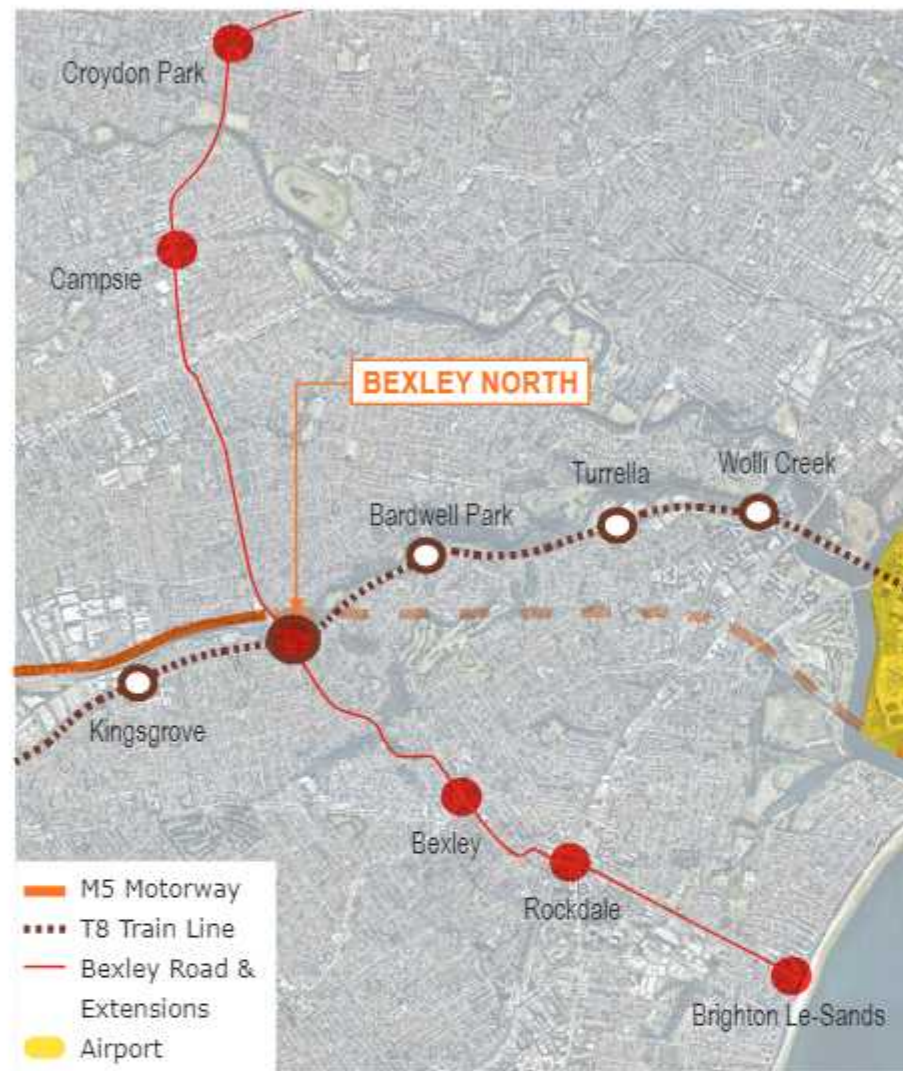


Diagram showing Bexley North within surrounding infrastructure and adjacent town centres.

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

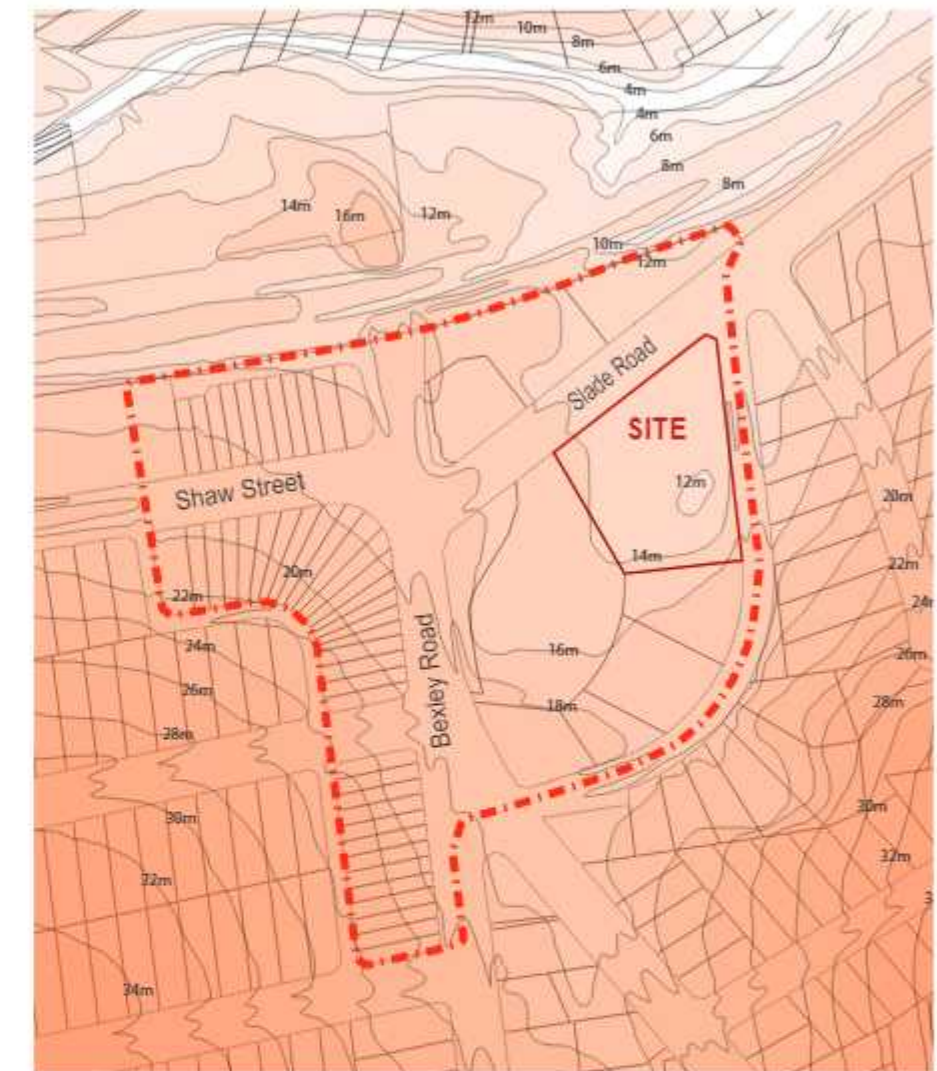


Diagram showing topography

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 nestled along Wollie 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 Wollie 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 1222252 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 council's 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 times, 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.



Location of the subject site (Source: nearmap)

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.



Rear gardens and fences of two storey dwellings across Sarsfield Circuit



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

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.



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 Drive 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

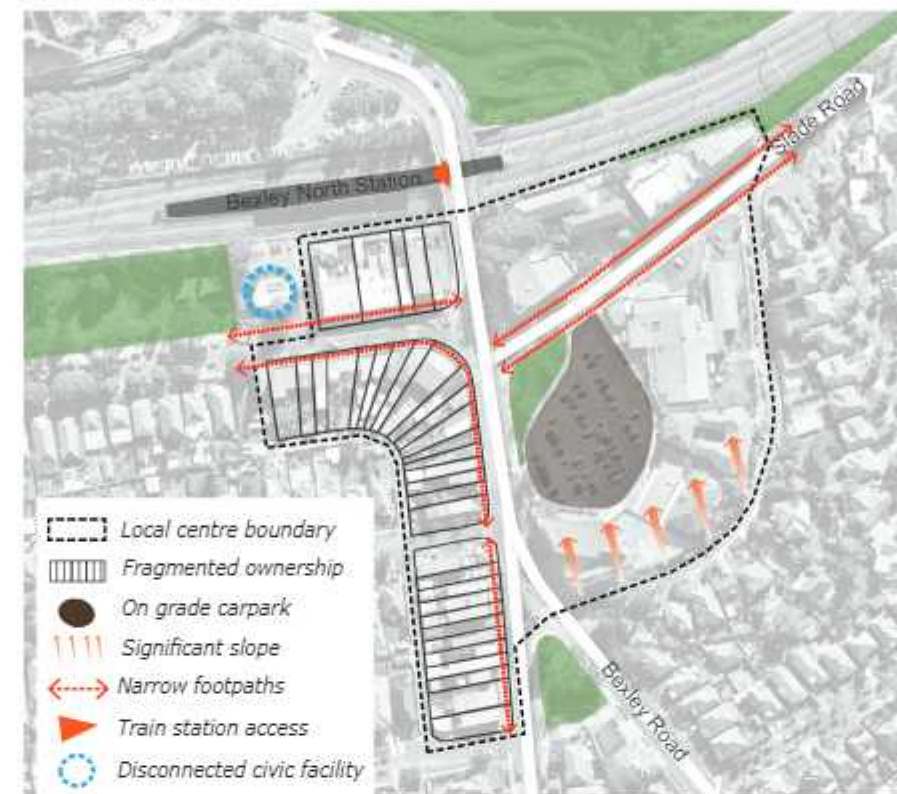


Bexley North Town Centre existing structure

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

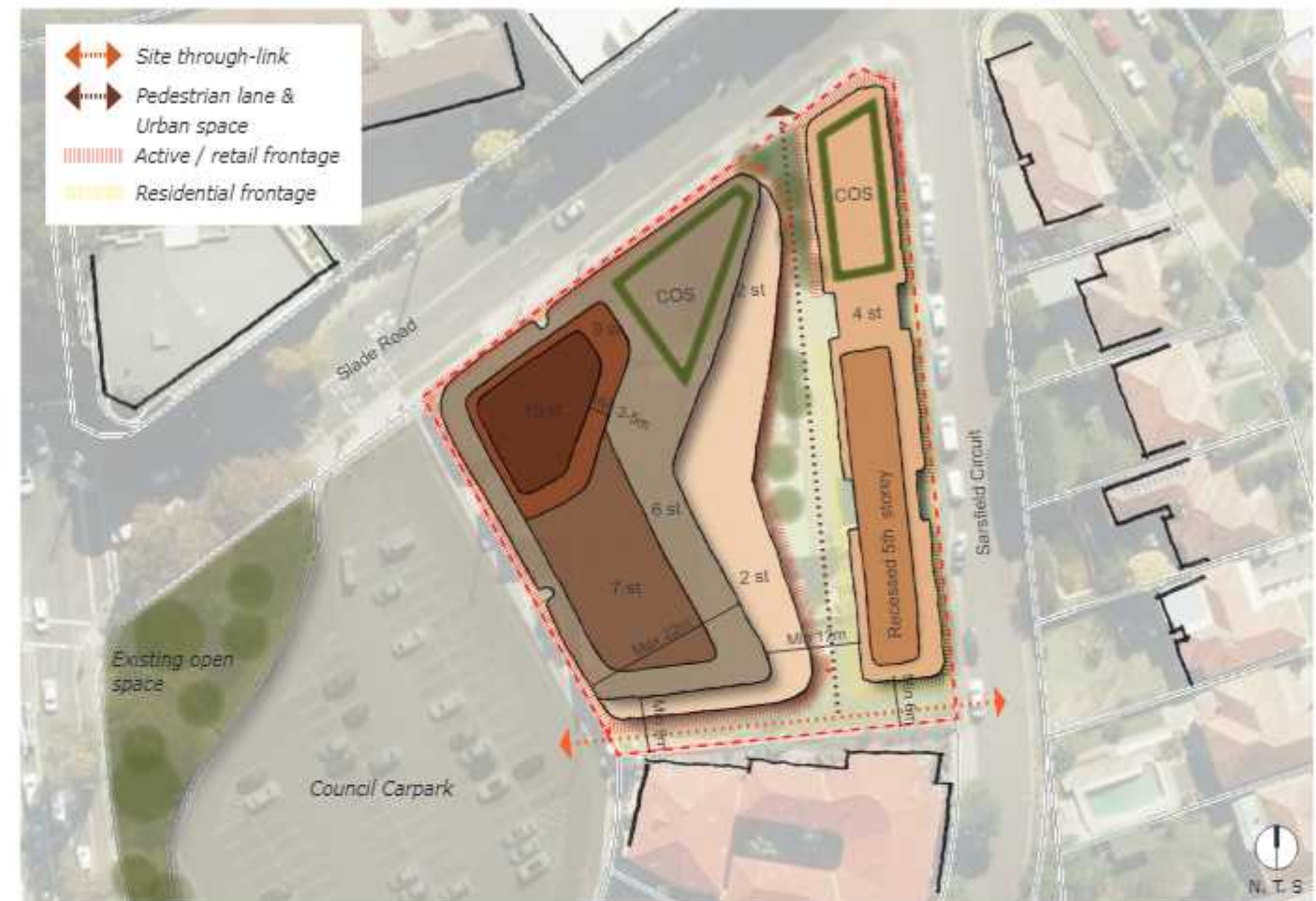
4.5 PRELIMINARY BUILT FORM STUDIES FOR THE SITE



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 relocate 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

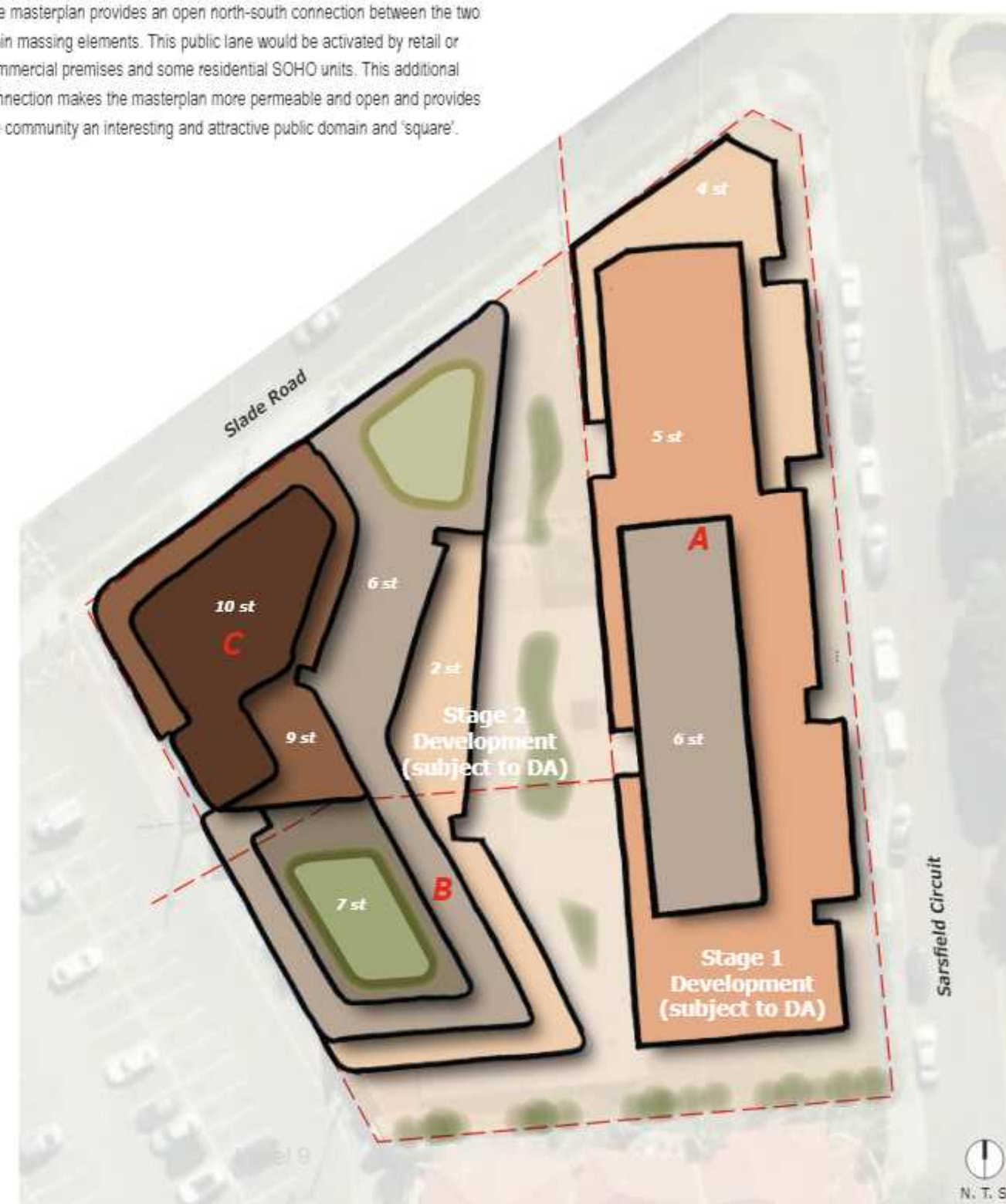
- Northern half of the western built form
- 6 storey streetwall defining the carpark with a maximum 10-storey corner element to celebrate entry to the centre and anchor the corner
- 2 storey podium with potential retail / commercial uses facing the Plaza
- Provides a footprint capable of accommodating 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.

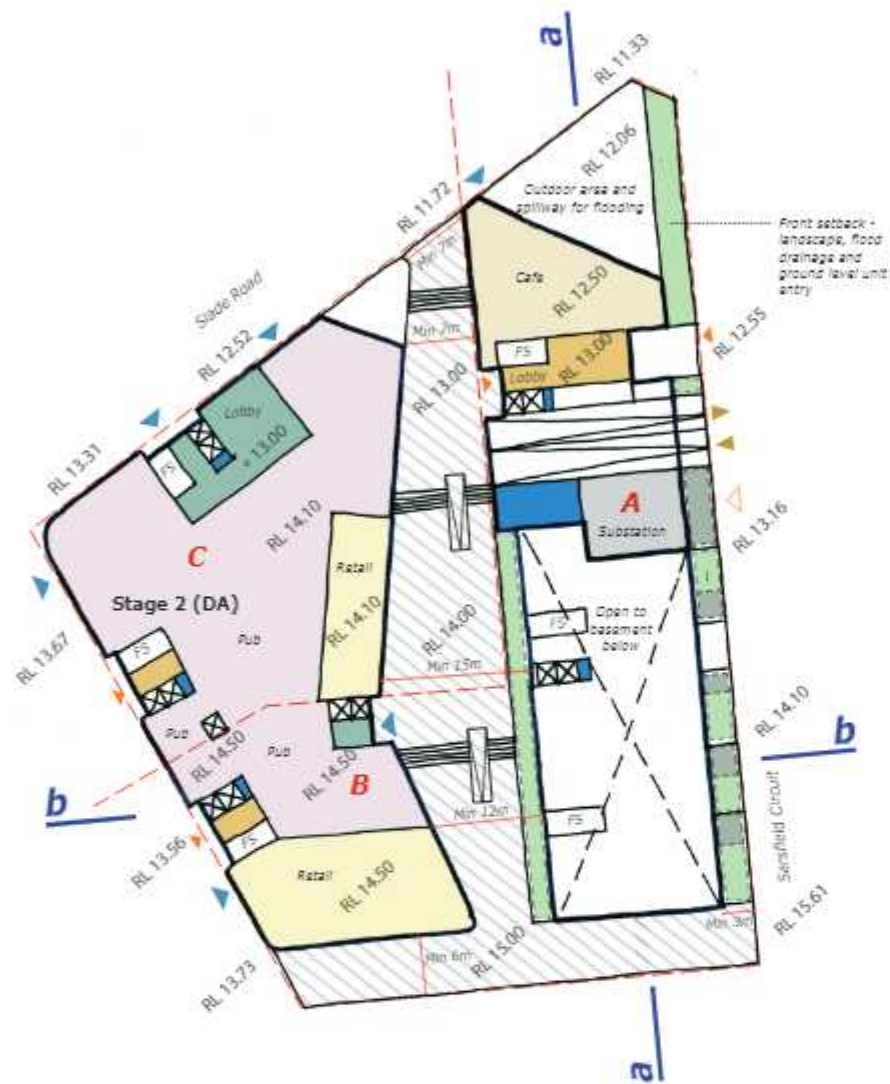
Due to the ongoing operation of the existing pub, it is envisioned that any future development will be built in 2 or possibly 3 stages.

The first stage would be likely to comprise the eastern part of the site fronting Sarsfield Circuit and potentially the southwestern part of the site, 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.

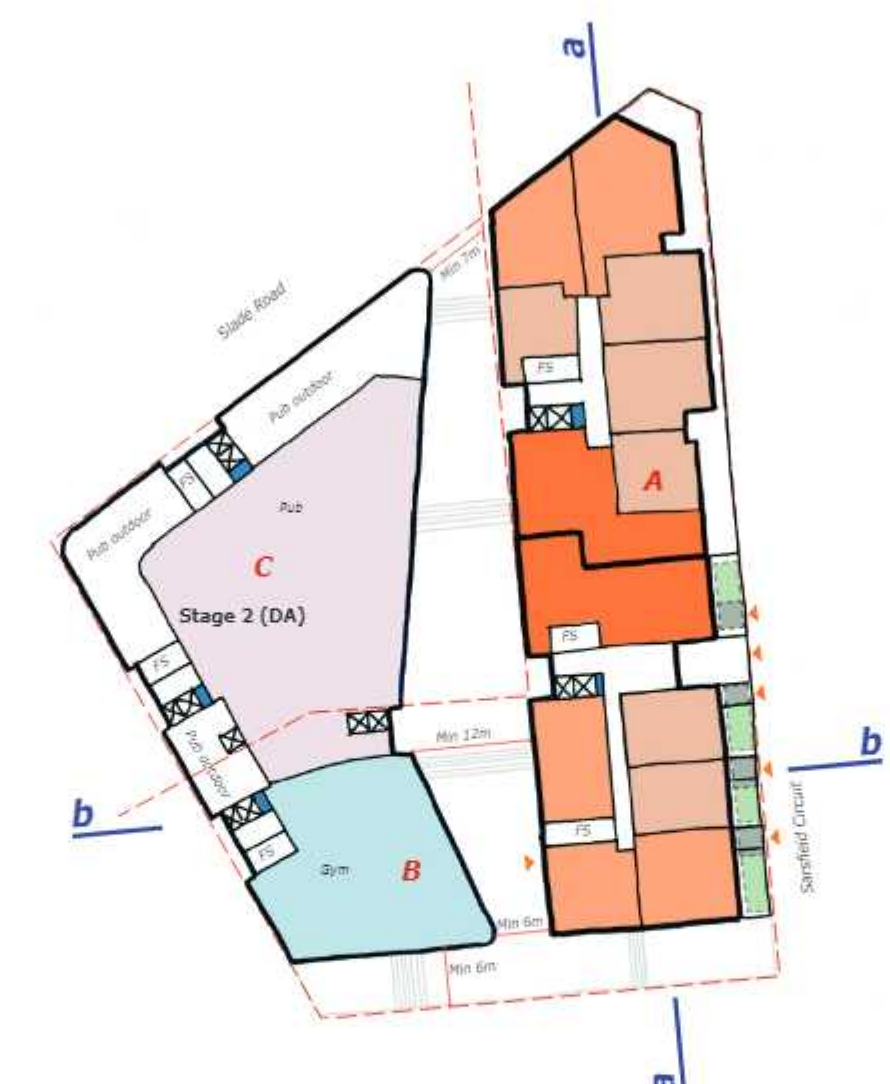
The second stage would consist of the northwestern corner of the site and would develop the higher element fronting the corner.

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

5.2 INDICATIVE CONCEPT LAYOUTS



GROUND LEVEL



LEVEL 01

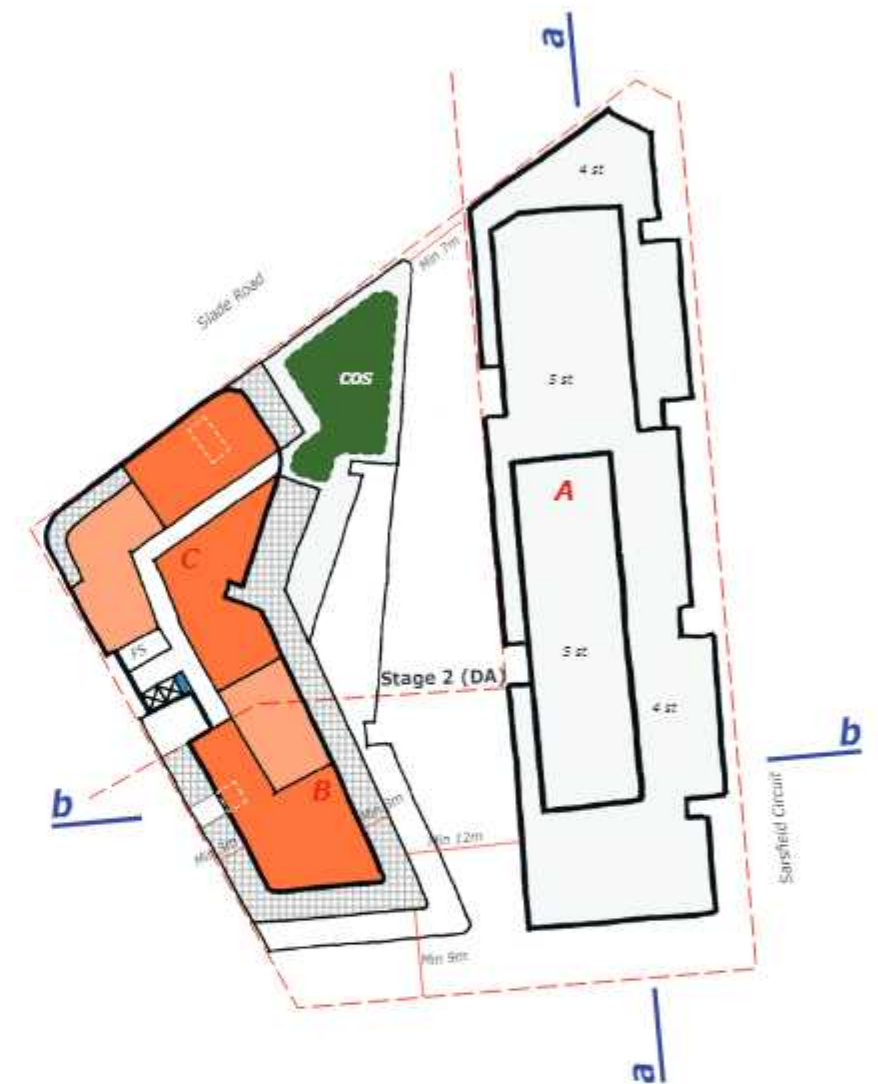
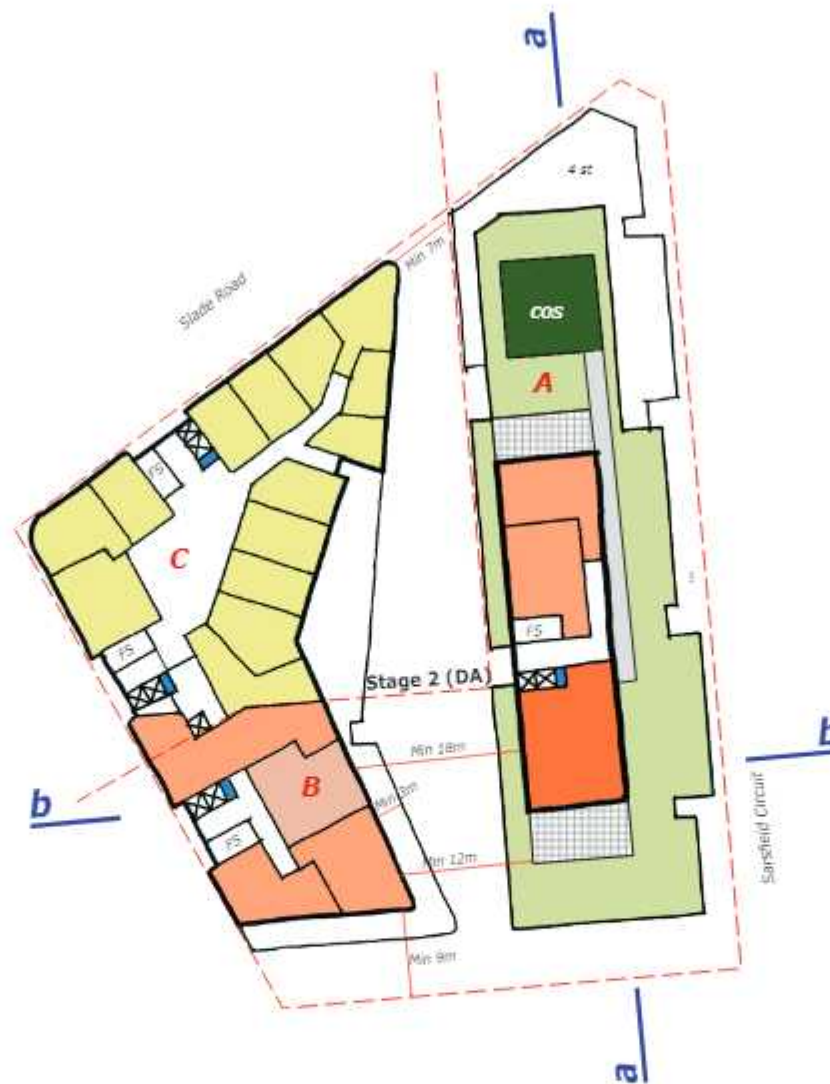
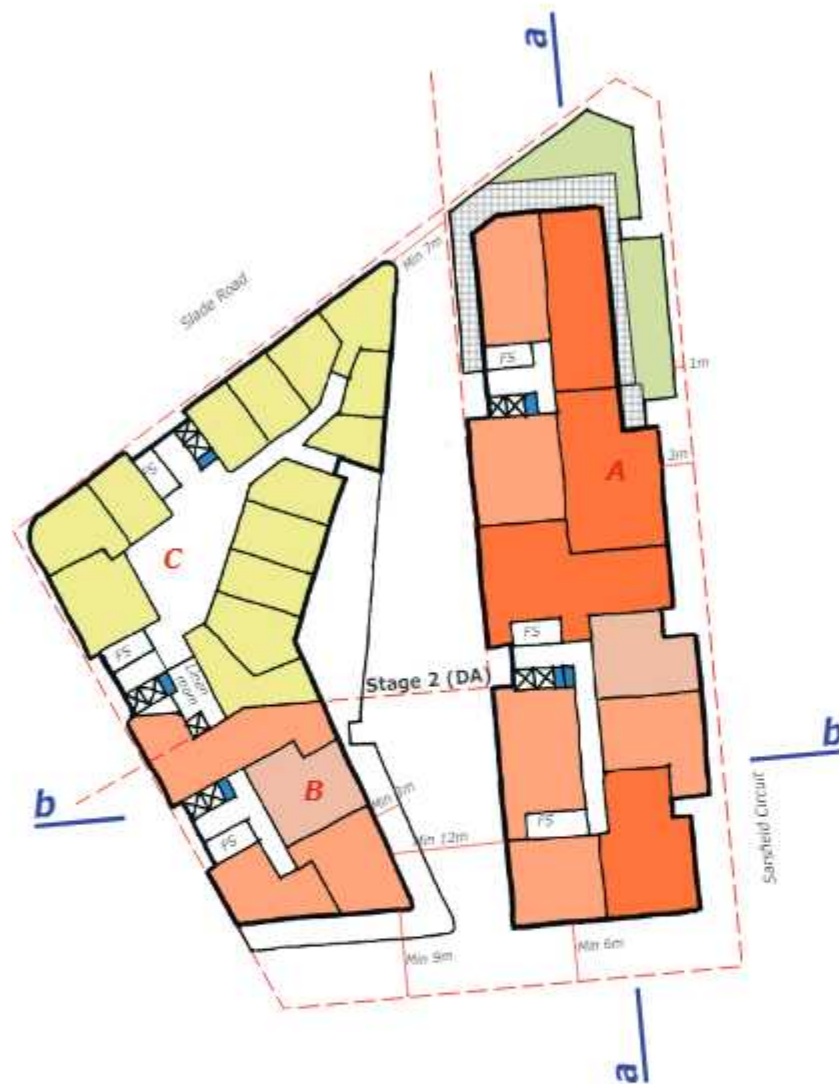


LEVELS 02 - 03

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		

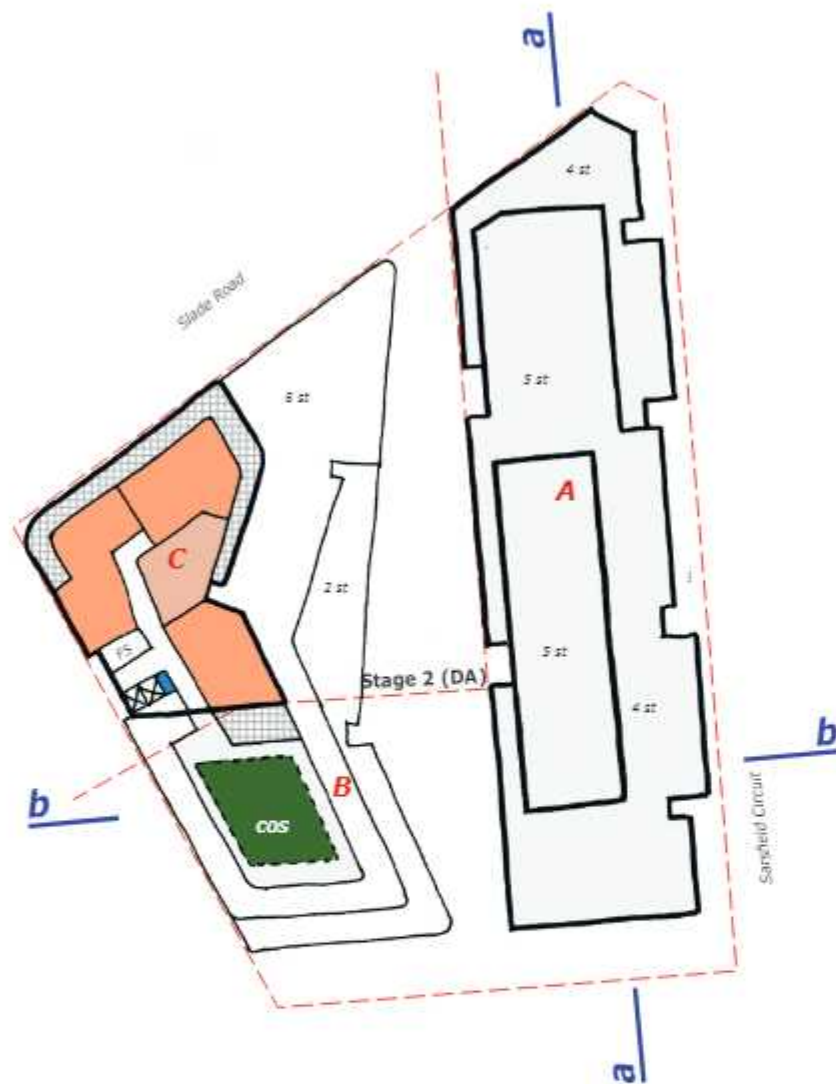




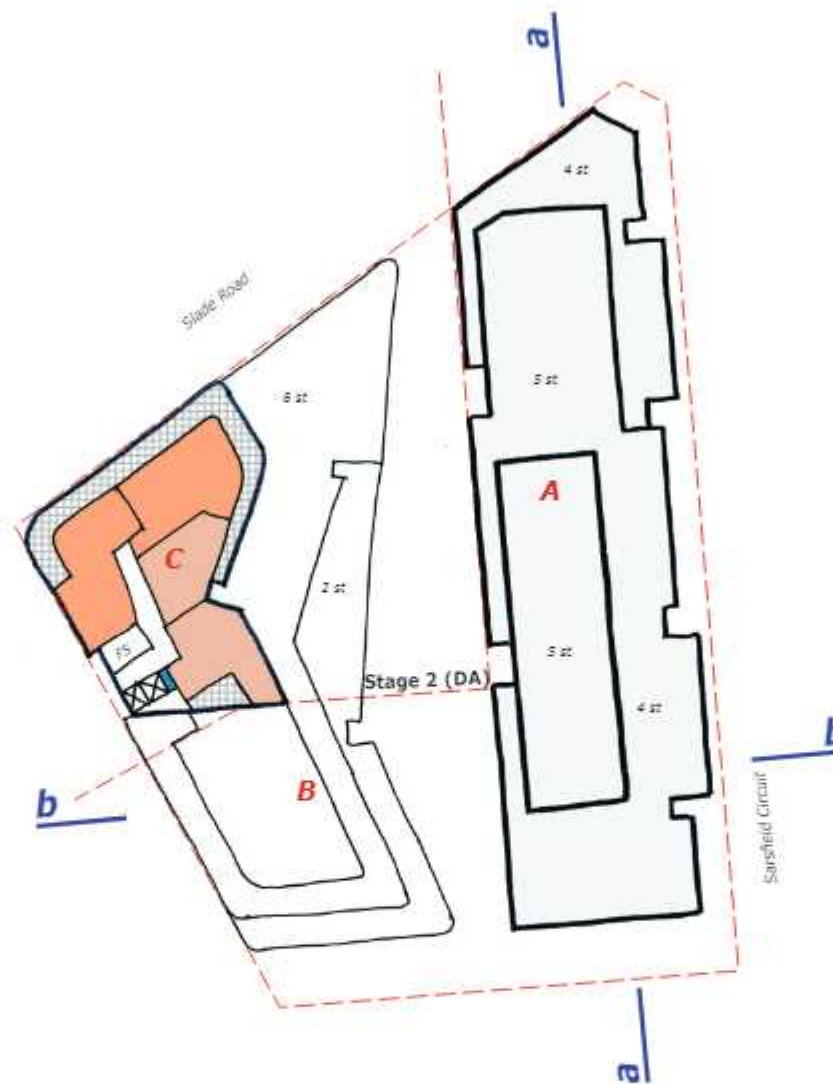
KEY

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

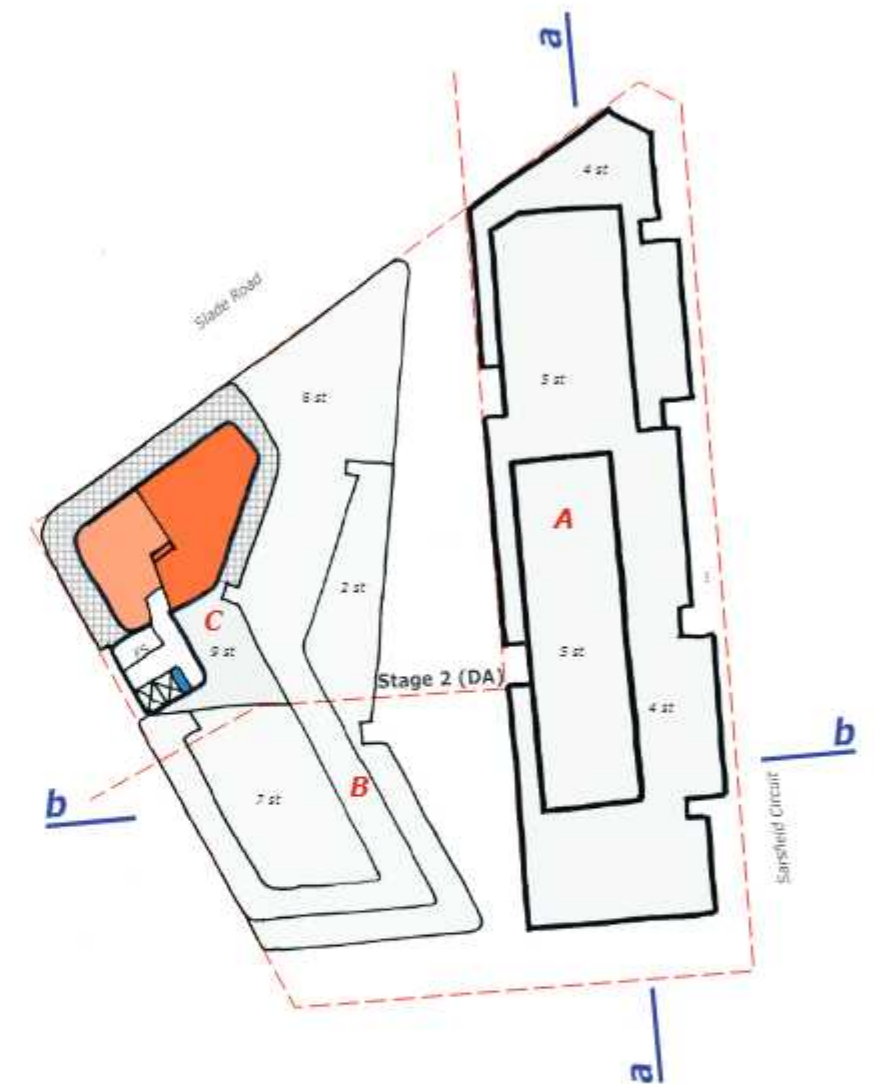




LEVEL 07



LEVEL 08



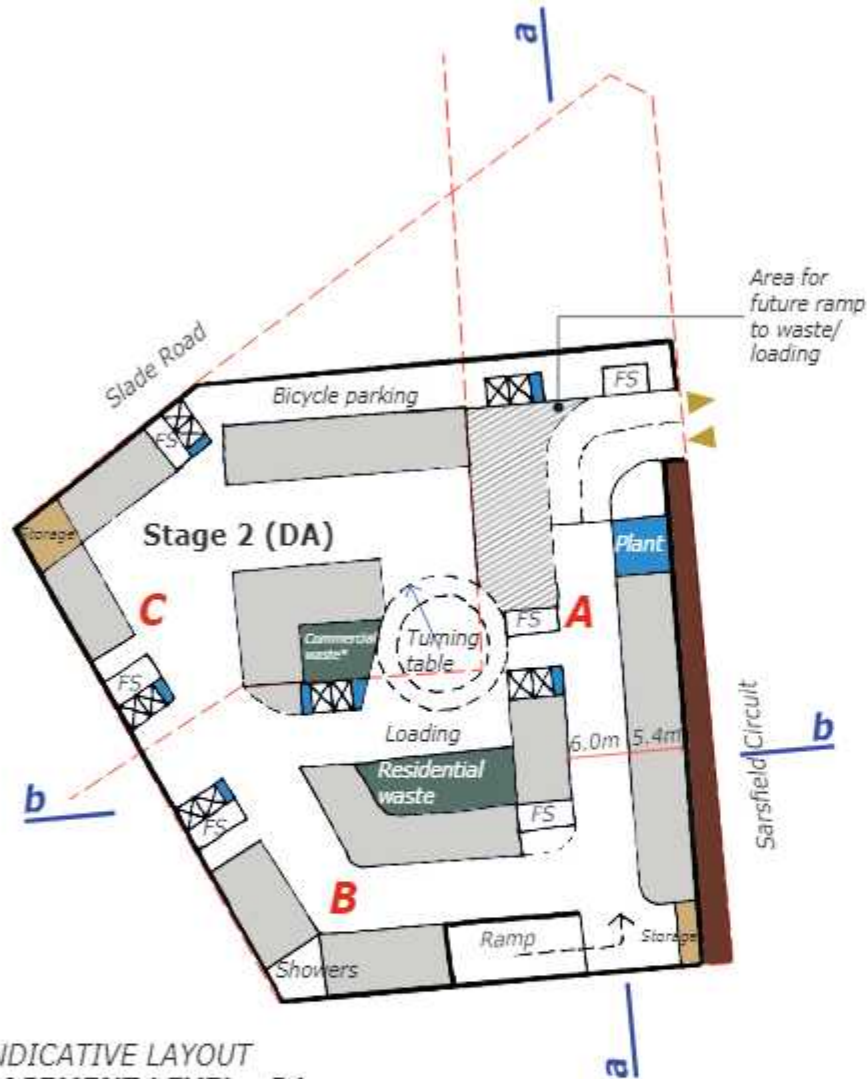
LEVELS 09

KEY

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

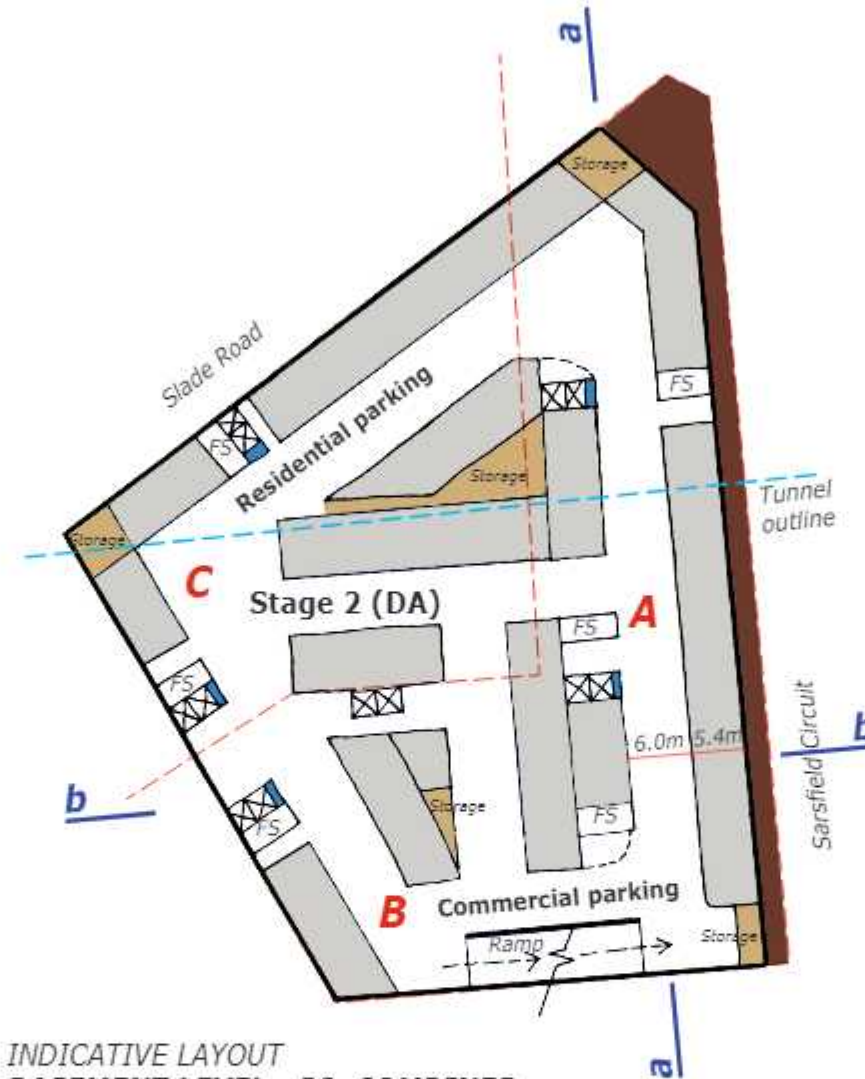
The In order to determine the capacity of the indicative scheme to meet key ADG guidelines and deliver appropriate amenity outcomes, GMU have tested typical layout configurations. We have reviewed the performance of the potential unit layouts in terms of solar access to units and communal areas, cross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

5.3 INDICATIVE BASEMENTS AND CARPARKING



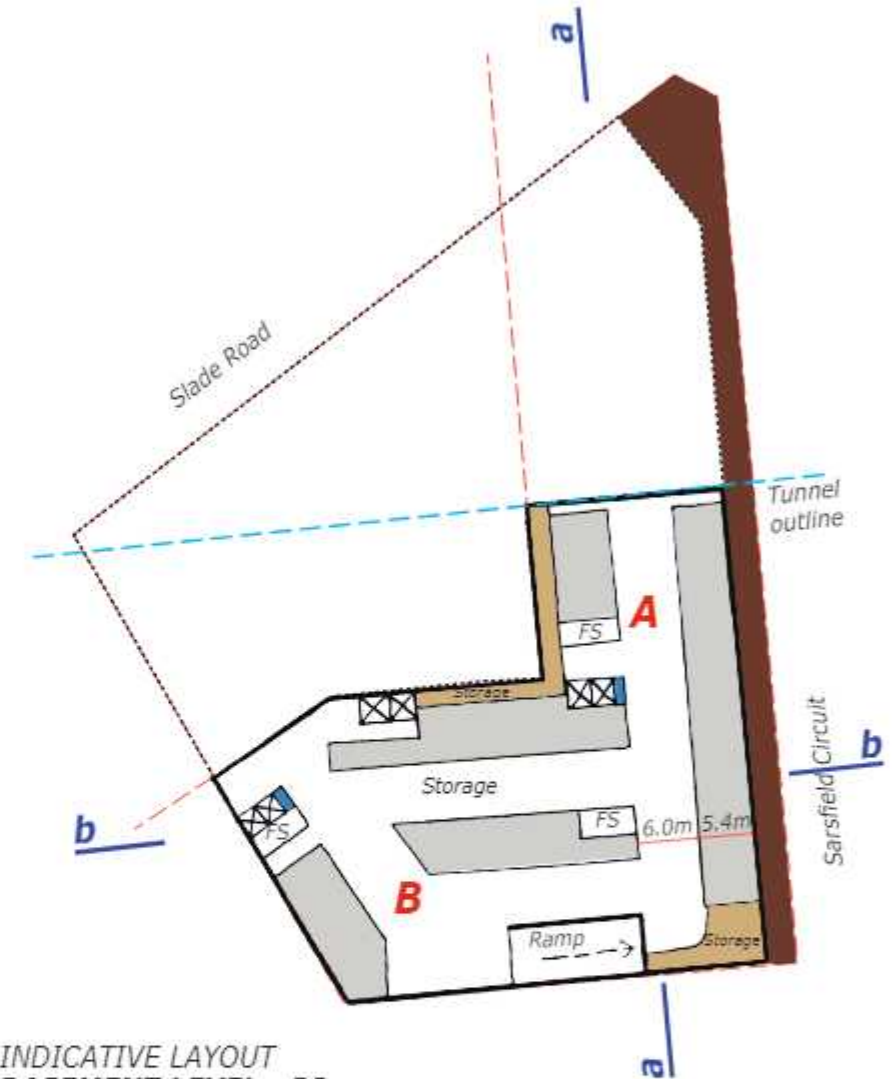
INDICATIVE LAYOUT
BASEMENT LEVEL - B1
COMMERCIAL PARKING

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

- 0.6 car space per 1 bedroom units
- 0.9 car space per 2 bedroom units
- 0.9 car spaces per 3 bedroom units
- 1 visitor car space per 5 dwellings

Hospitality, retail and commercial rates.

- Hotel: 1 car space per 4 rooms
- Pub: 1 space per 26sqm GFA
- Retail: 1 space per 40sqm GFA
- 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

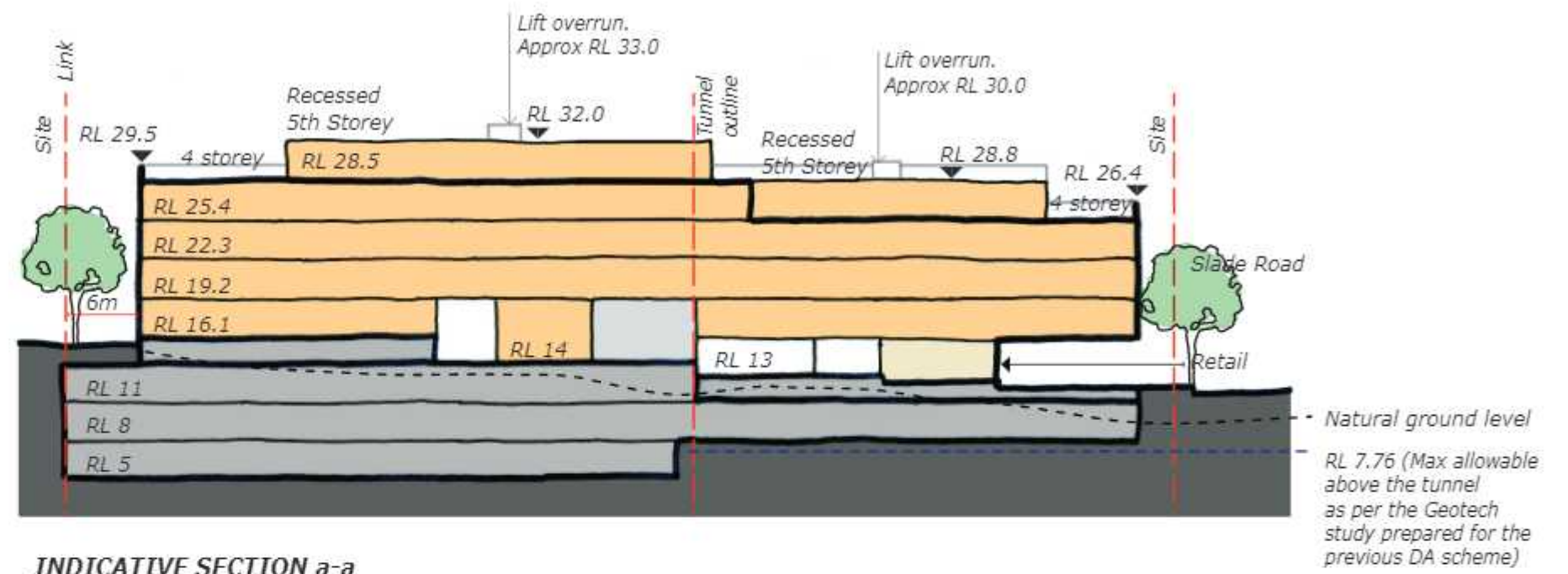
KEY

- Site boundary
- Indicative staging outline subject to future DA
- Vehicle access
- Parking

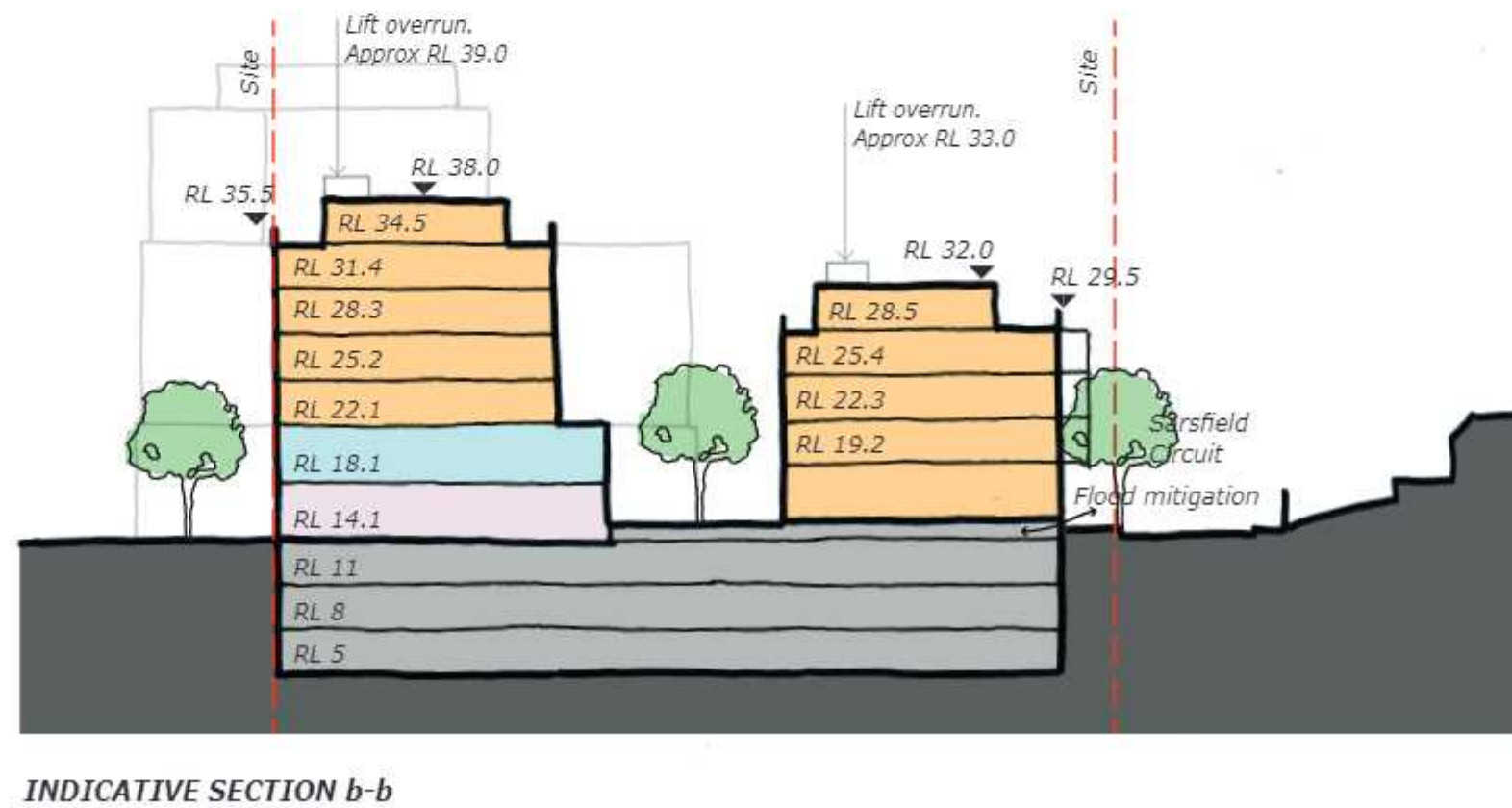
- Storage areas
- Waste rooms
- Deep Soil
- Services



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 maximum 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.

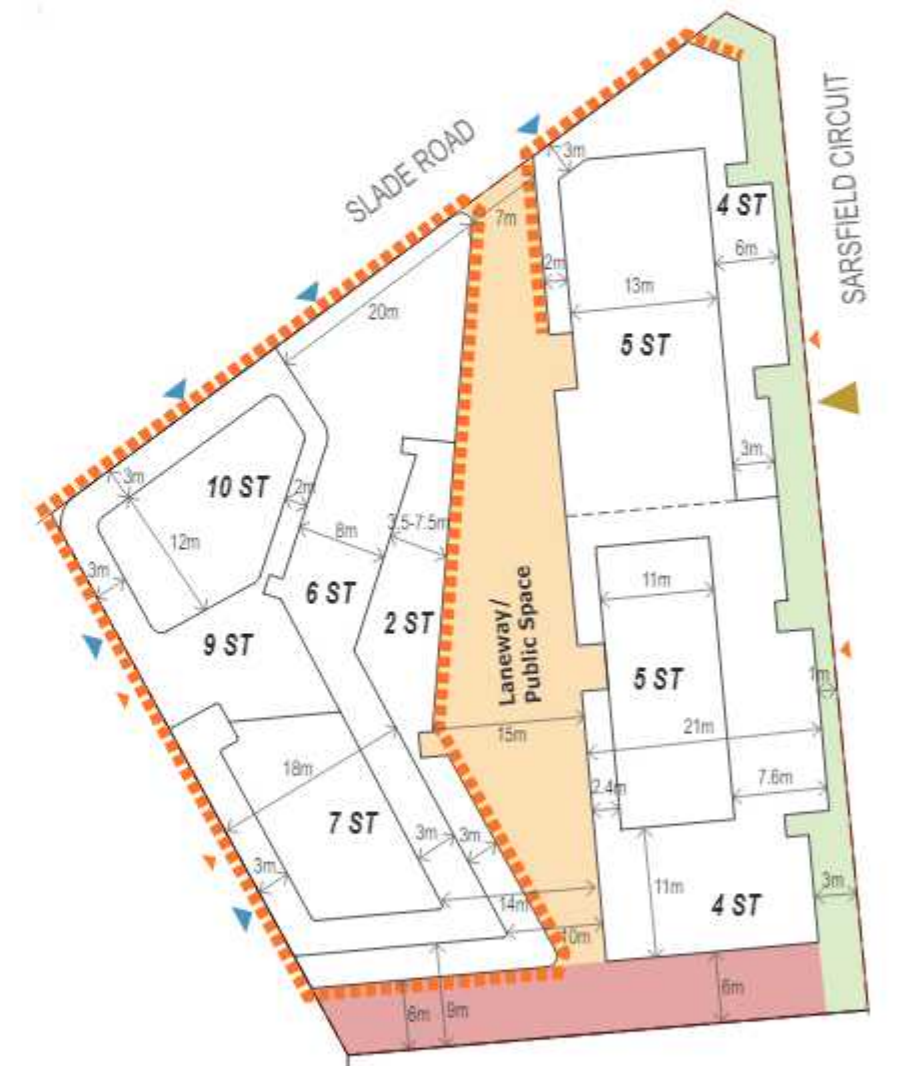
ARTICULATION & ARCHITECTURAL CHARACTER

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.



Urban Design Guidelines diagram

KEY

- Site boundary
- Active frontages
- Vehicle access
- Residential access
- Commercial access
- Ground Floor landscape buffer
- Inner block pedestrian laneway / Plaza
- Public Link



N.T.S.

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.

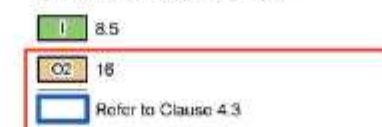
Floor Space Ratio Map - Sheet FSR_001

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 its 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 a 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



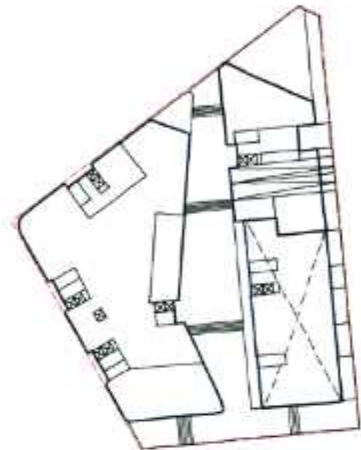
A - AMENITY REQUIREMENTS - SOLAR ACCESS

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



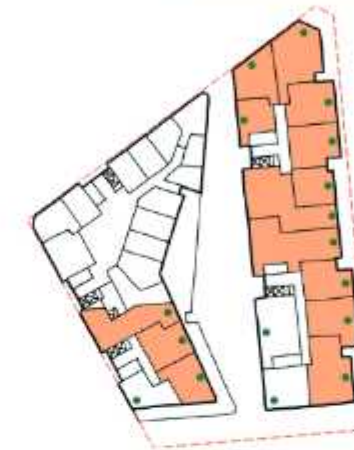
LEVEL 01

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



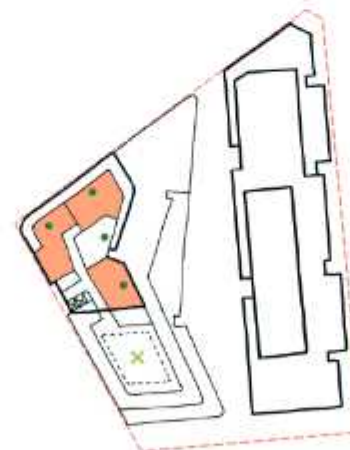
LEVEL 05

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



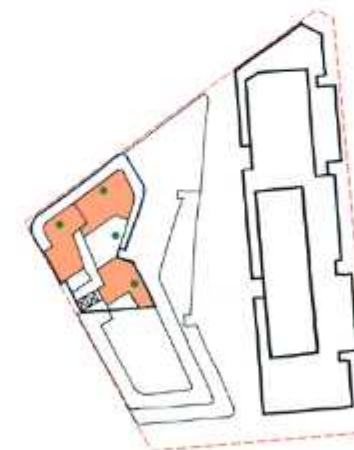
LEVEL 06

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



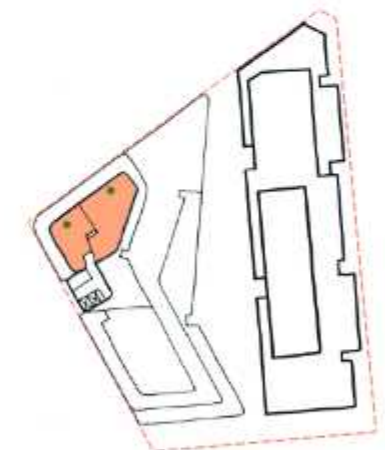
LEVEL 07

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 of 13 apartments are naturally cross ventilated



LEVEL 02

9 out of 17 apartments are naturally cross ventilated



LEVEL 03

9 out of 17 apartments are naturally cross ventilated



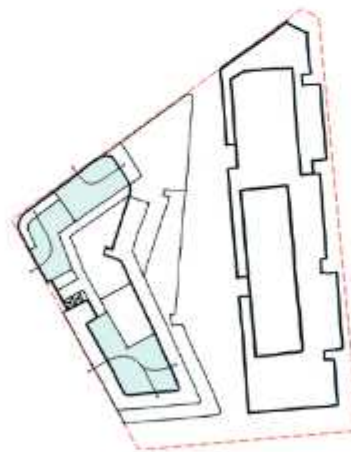
LEVEL 04

9 out of 13 apartments are naturally cross ventilated



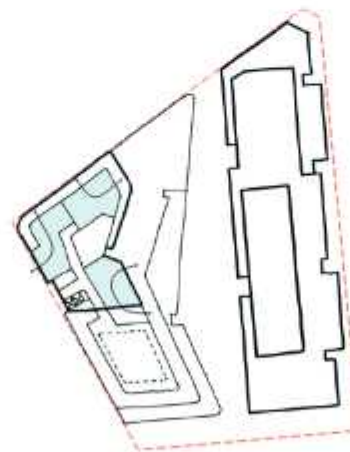
LEVEL 05

5 out of 7 apartments are naturally cross ventilated



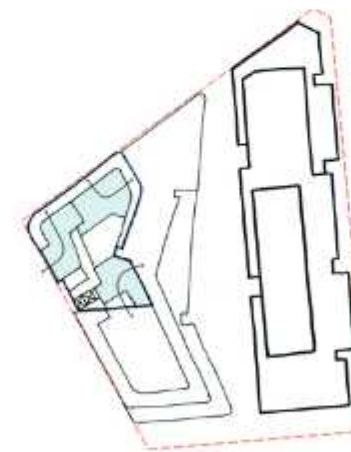
LEVEL 06

3 out of 5 apartments are naturally cross ventilated



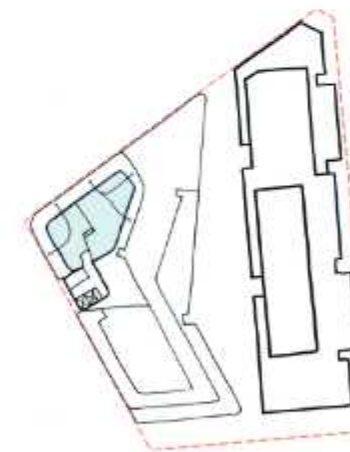
LEVEL 07

3 out of 4 apartments are naturally cross ventilated



LEVEL 08

3 out of 4 apartments are naturally cross ventilated



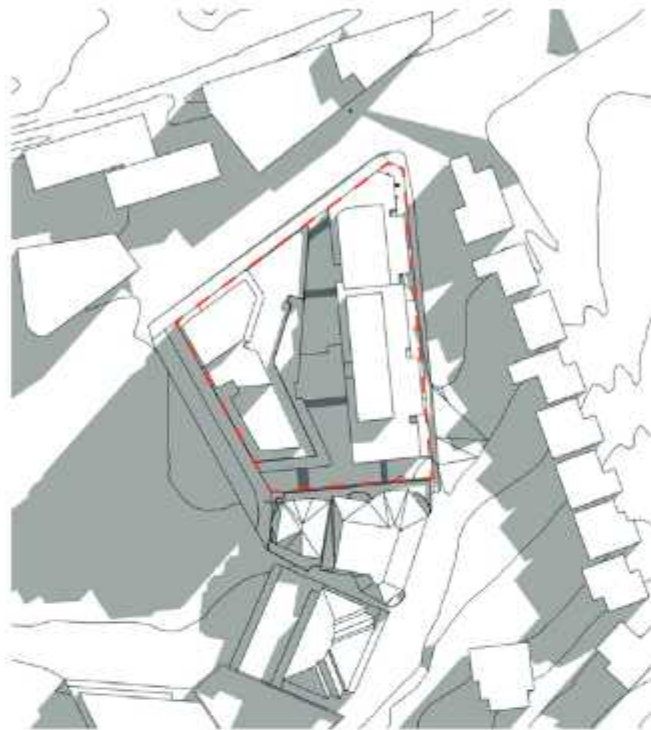
LEVEL 09

2 out of 2 apartments are naturally cross ventilated

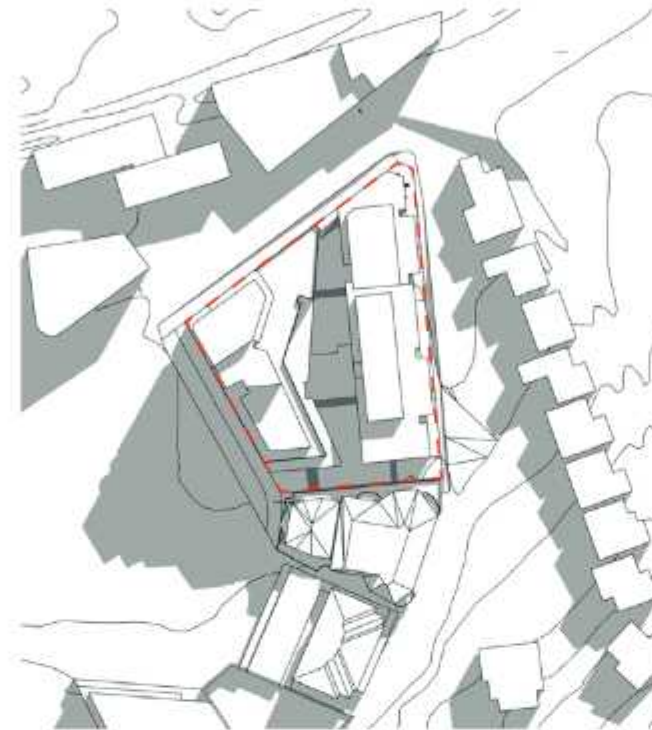
SOLAR ACCESS

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

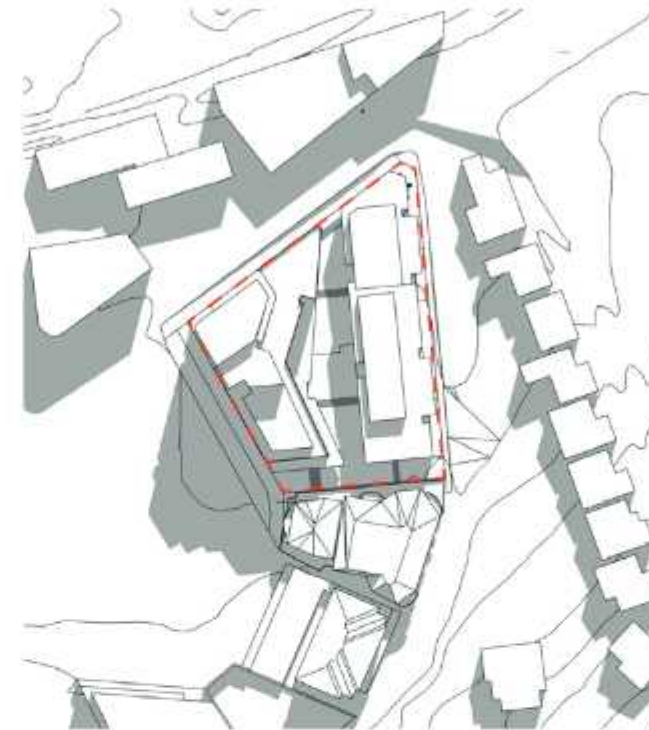
C - SHADOW DIAGRAMS



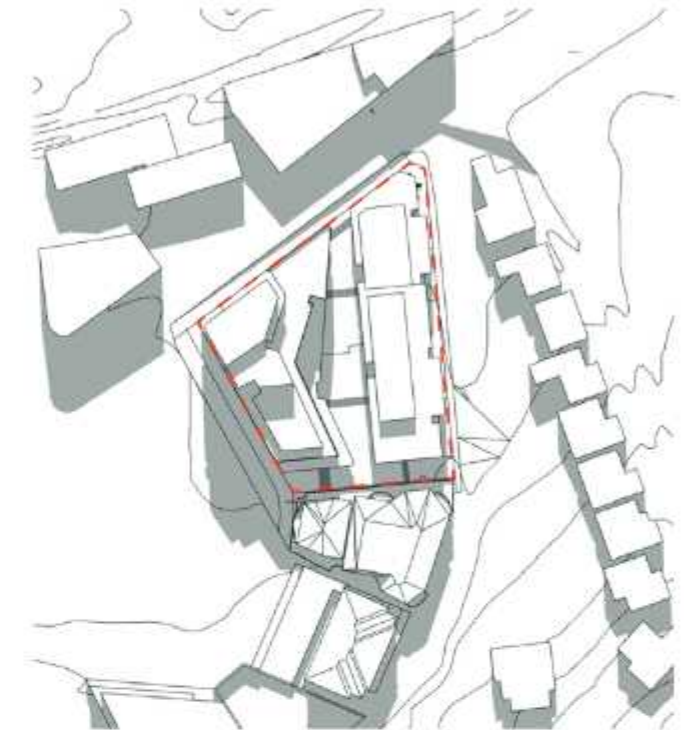
9.00 AM



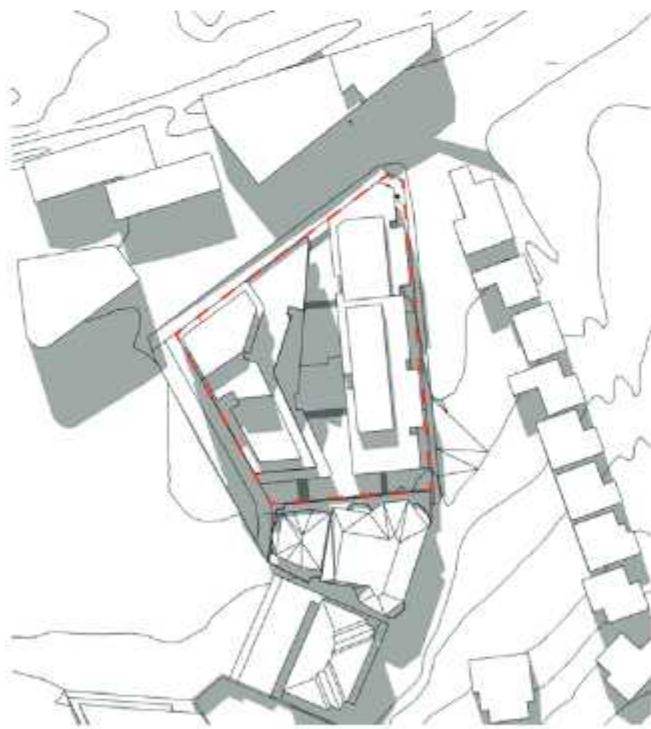
10.00 AM



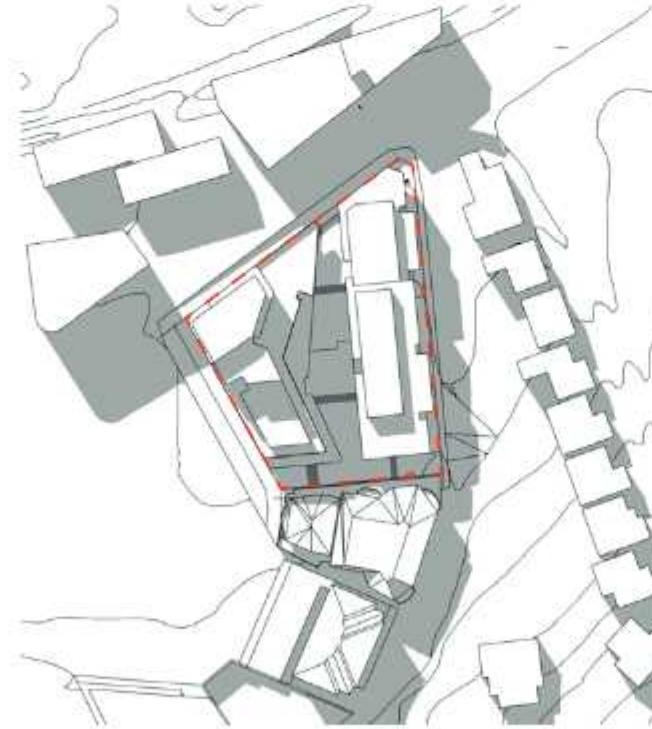
11.00 AM



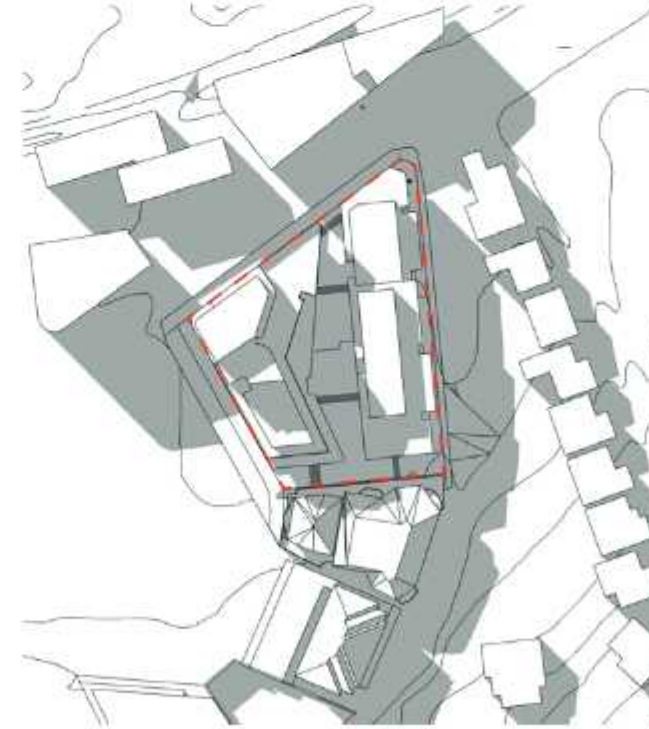
12.00 PM



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.

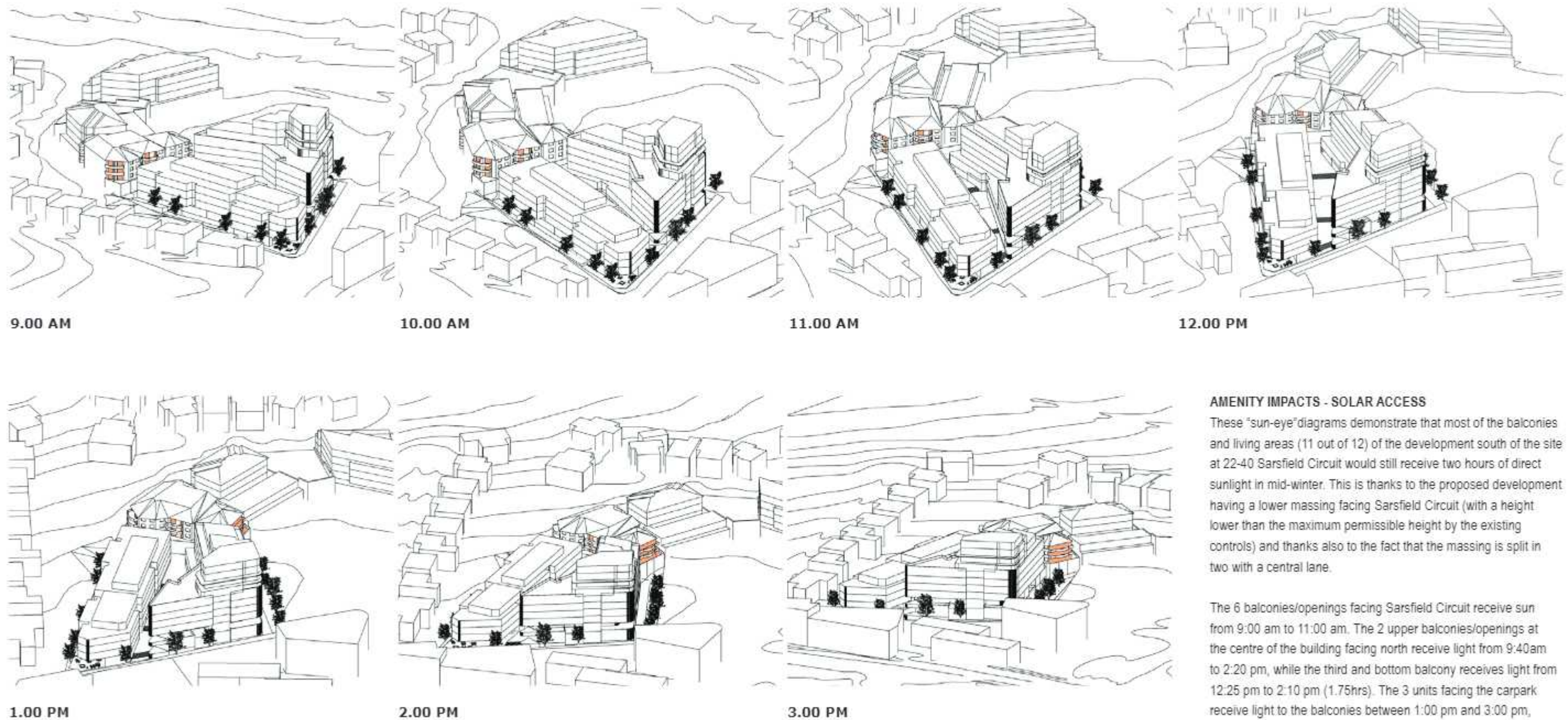
The adjacent development to the south at 22-40 Sarsfield Circuit would receive additional overshadowing throughout the day, however as demonstrated on the sun-eye diagrams over the next page, most of the current balconies and living area windows of this development would still receive two hours of direct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



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



Annexe C: Urban Design Report Response GMU, June 2021

URBAN DESIGN RESPONSE
FOR 187 SLADE ROAD, BEXLEY NORTH

JUNE 2021



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INTRODUCTION

GM Urban Design & Architecture (GMU) have reviewed the urban design review prepared by AJC dated November 2020 for the site located on No. 187 Slade Road, Bexley North.


This report provides clarifications as well as responses to the issues raised by AJC. In preparing this response we have also liaised with the flood consultants (GRC Hydro) to address the issues relating to the levels.

GMU have also tested alternate built forms based on the suggestions provided by AJC and a comparative analysis has been included as part of this report. Based on the analysis conducted, we believe that the proportions of the proposed built form are reasonable and provide a better response to the surroundings.

A number of precedent images have been included in this report to illustrate the desired character of the proposal and can be detailed at the DA stage.

RESPONSE TABLE

Comment's prepared by AJC	Response	Further comment or additional information reference in this report
<p><u>Access:</u></p> <p><i>Given the Council Car Park is a superlot without any internal public streets, residential lobbies facing only the car park are not ideal, as they effectively have no street address.</i></p>	<p>The existing commercial uses that form part of the crescent have access from the footpath of the car park site. These commercial uses assist in activating the area. Additionally, the RDCP 5.3 states that building uses fronting public domain at ground level are to be active uses wherever possible. We also note that Councils DCP requires residential uses to have access from a public space or street and not an internal public space as AJC suggest.</p> <p>It is our understanding that the Council car park may be redeveloped to contain a major public space based on the previous discussions held with Council which will include access to all the sites located in the crescent. Active frontages are a requirement of the Council controls to this site boundary so it must by definition retain in perpetuity a public access ability.</p> <p>The indicative layout intends access to any residential component from either the public edge of Councils carpark (as it is currently) and/or from within the publicly accessible lane/piazza.</p>	N/A
<p><u>Staging:</u></p> <p><i>There are some inconsistencies in the documentation: the upper-level unit (level 6) in Built Form B are only accessible via the core in Built Form C, which would not be delivered at the same time. Units in B also rely on a communal open space that will not be delivered until C is built and will need to use the core in C to access it.</i></p> <p><i>Similarly, the basement design is based on a vehicle turntable that crosses the stage boundary. The basement will, therefore, not be functional until the turntable is delivered in a subsequent stage.</i></p>	<p>Please note that these are indicative hand sketch plans not a DA. Their purpose is to provide some additional information to demonstrate one way a scheme could occur within the proposed envelope and amendments to the FSR and height. It is not a final and definite solution and has not been developed to the same detail as a DA would have to achieve. The staging plan and indicative core locations can easily be modified if desired to address the access to the top floor indicative apartments.</p> <p>The core shown to the floor below can be extended to continue through to level 6 or that apartment could be connected back to the core once the next stage is constructed.</p> <p>The turntable in the basement is part of the second stage. During the initial stage, loading will continue to occur through the pub lot as existing. Consequently, there is no issue with the location of the suggested turntable.</p>	N/A
<p><u>Future Neighbourhood Character:</u></p> <p><i>As the proponent has identified, the Council Car Park is a potential development site. The proponent should respond to the Car Park site as a standard shared property boundary rather than assume no future development of this adjoining site.</i></p>	<p>We disagree that this boundary operates as a shared boundary and therefore should be subject to the ADG separation distances in the manner proposed. It is a boundary to public land that currently provides public access to the existing developments and shopfronts. It also provides the major public car parking for the town centre.</p> <p>Given that the site has a significant role as part of the town centre and is required to provide active frontages to that boundary any redevelopment of the carpark will have to maintain public access to the site boundary (and to those other lots that currently benefit from access via the carpark).</p> <p>A redevelopment solution by Council for their land is highly likely to include a major public space as Bexley North does not have a key public open space or square. Given the existing active edges of this site and its neighbours the logical conclusion is that any development would be likely to be positioned to provide a built form edge to Slade Rd and Bexley Rd with a public space or at the very least a new internal street system between. To maintain the current uses and access a public street of some form will need to be provided to access the existing commercial uses.</p>	Refer to pages 20 and 21 in this report.

	<p>It should also be noted that all the existing new/old buildings edging the car park have treated the frontage to the car park site as an active and primary frontage as required by the controls. As per the RDCP 5.3, development is to define a coherent alignment to the public domain, accentuate street corners and have a zero setback with active uses to the ground level.</p> <p>The urban design concept behind the PP was to improve the pedestrian experience and connectivity in a manner that buffered pedestrians from the noise of the carpark initially and provided a positive and more intimate public space via the provision of a publicly accessible laneway and urban space through the site initially and have it link ultimately (via the midblock link to the south) to a redevelopment of the council carpark. The carpark area could create a vibrant local hub with a central urban piazza e.g., the Piazza in Sienna. The Piazza could be envisaged as a community meeting place with an urban built form edge that provides containment of the space and a wonderful retail precinct and place making element for Bexley North. The site contributes to that vision by introducing a finer grain of space and connectivity as part of the revitalisation of the centre that would provide a further public area that would provide more intimate proportions and more retail offerings. The exemplar is something such as The Piazza in Sienna – a generous space that is enclosed by continuous building form ranging from around 5-7 storeys as a street wall linked to the town beyond by a series of pedestrianised streets and lanes with smaller more intimate spaces.</p> <p>Whether future sites in the block redevelop to continue the laneway system or not the site (due to its links in both directions) can contribute to the vibrancy of Bexley town centre in its own right and provides a sense of place and urban space for Bexley.</p> 	
<p><u>Bulk and Scale:</u></p> <p>At the densities (FSRs of 3.2 and 3.6) proposed we would recommend tower-and-podium typologies, with multiple towers of between 10 and 12 storeys with podiums of 4-6 storeys. The proposal instead uses very deep footprints with long unbroken frontages to achieve similar densities at much lower building heights (although 10-storeys are shown in one corner, this represents very little of the floor space), which is a poor urban outcome.</p>	<p>The RDCP 5.3 states that on retail streets, the building articulation is to be a heavily modelled street wall building. The existing controls for mixed use centres in this LGA seek to encourage a development form of strong street edges and forms. Tower typologies are not evident anywhere in Bexley North or in the lower order centres in this area generally. Wolli Creek does adopt a tower form typology but is not considered a positive precedent by Council or the project team.</p>	

	<p>Given the sheer area of the car park and the distance across the square to the enclosing built form edges to the north and west, a strong street wall form provides an appropriate scale and sense of enclosure for the car park and eventually perhaps a future piazza. Such spaces historically were edged by abutting buildings in the order of 5-6 storeys – Sienna is higher, up to 7 storeys plus roof form.</p> <p>The current controls in fact encourage and require this strong form around the crescent through the 22m height controls, seeking nil setbacks to the road behind and only requiring a single connection through the block. The most recent building to the west sets up the framework for this development form with its nil setback blank side wall waiting for new development to abut to it.</p> <p>We consider that introducing a number of tower forms over 4/6 storey podiums will erode the role of the taller setback floors proposed which can reinforce both the corners of the block, consistent with a street wall building approach and also acknowledge the entry points into the centre from the south and east.</p> <p>Further a 6 storey podium with 10 or even 12 storey form overall is not tall enough to achieve a true tower typology and proportionally will not read as a tower. If a 4 storey street wall form was adopted with then a 6 or 8 storey component to the 'tower' the proportions would still not be ideal. It also creates a street wall that does not 'hold' the space of the car park particularly well, as can be seen from the existing building.</p> <p>The 10 storey element at the north-western corner was provided to enhance the corner, which is consistent with the RDCP 5.3 which states that the massing of a building on a corner site is to be distributed to enhance the street corner. The final shape of any form here can be regularised and an option illustrating that approach is provided at pgs 36 and 37.</p>	Refer to page 34 in this report.
<p><u>Building A</u></p> <p>The 80m length of the building and its 1530 GBA footprint is out of character with the adjacent residential properties. It is recommended that the indicative design for Building A be broken into two sections – 45m is a common limitation on apartment building length and it would be appropriate in this case. Breaking the building into two separate structures will also help offset the extensive length of blank street frontage shown for Building A.</p>	<p>A number of buildings along Sarsfield Circuit already create a continuous wall of development. In fact, the controls ask for a nil setback to the street and do not require breaks in the form. A nil setback at the side boundary is required for the street wall with no differentiation on where a residential zone occurs across the street. The existing more recent development sets up the relationship with a blank wall to Sarsfield Circuit waiting for the adjacent development to occur.</p> <p>A number of buildings along Sarsfield Circuit already create a continuous wall of development. In fact, the controls ask for a nil setback to the street and do not require breaks in the form. A nil setback at the side boundary is required for the street wall with no differentiation on where a residential zone occurs across the street. The existing more recent development sets up the relationship with a blank wall to Sarsfield Circuit waiting for the adjacent development to occur.</p> <p>A connection and break in the form is already required by the 'laneway' to the south of the subject site but other breaks are not indicated in the controls. The DCP also seems to encourage transition of form and density to occur by the treatment of the facades and articulation as well as materials e.g. a terrace typology in the building form by expressing the division between apartments or a proportion that responds to the width of existing dwellings. The intent of the PP is that these sort of mechanisms as well as indents into the facades for entries and lobbies would be used to moderate scale and form.</p>	


<p><i>This length of blank frontage is not appropriate, particularly given the nature of the residential streets it fronts. It is not validated by the relatively gentle slope of the street. The problem could be addressed by requiring residential ground floor levels on Sarsfield Circuit to be within 1m of natural ground level. We would also refer you to Part 5.3 of the Rockdale DCP 2011 where it refers to ground level uses and ground floor articulation at the public domain interface</i></p>	<p>A study of building length in the current context is provided for Councils consideration. It shows that the length of the proposed envelope is reasonably consistent with other town centre development to both the car park and also at the residential interface – see pg 19.</p> <p>AJC suggests a break in the building form to Sarsfield Circuit. We disagree that this is necessary or in fact desirable. A building break opens up the intended retail/commercial piazza to the residential street but there is no connectivity beyond that street ie no lanes or streets to link to and it opens up the activity of that internal street to residents beyond. We suspect that the residents would be less than happy with such a solution.</p> <p>A better way to manage building length is as we have suggested in the PP, entry points would be inset to create recesses in the building form, combined with balcony projections and strong vertical articulation. This will break up the building form and introduce a finer grain without having to fully break the massing apart. More detail of how the articulation might be resolved in a future DA is shown on pg 18 of this report. The way to manage this outcome is through the design guidelines that would go into Councils DCP in the future via objectives, controls and imagery. It is not necessary to enshrine a physical break in the reference design or building form envelope.</p> <p>It should also be noted that many of the houses on the other side of Sarsfield Circuit are raised above street level and present garages to the ground level.</p> <p>Details around modulation and depths of the inset to create a ‘fine-grain’ character will be the subject of detailed design at the DA stage. We consider that if desired we can further expand the suggested design guidelines in the package to include precedent imagery and more objectives around vertical and horizontal modulation.</p> <p>In relation to the levels of the residential floors along Sarsfield, this has been dictated by Councils requirements for flood levels and freeboard. There have been many discussions but the applicants flood engineer with Council. The site is actually shown as not flood affected but it appears that Council desires the applicant to provide a scheme that can manage issues with existing overland flow due to insufficient existing public infrastructure. This has required numerous changes in the levels of the scheme as Council and the applicant have investigated what the correct levels should be for a development. Council is also requiring the applicant to adopt levels that correspond to the PMF levels rather than the 1:100 levels which forces the floor levels higher.</p> <p>Since the PP was lodged further discussions have occurred on flooding and it is our understanding that levels have now finally been agreed. These new levels are shown on pg 23 of this report. The changes in the freeboard height have allows some further rationalisation of the Sarsfield and plaza levels so that the building can be entered closer to grade and movement through the site can be improved. Therefore there will be a reduction in the height of any retaining walls.</p> <p>This situation would occur in any event under the current controls and is not unique to the PP. We note that this outcome has to be managed in many areas of Sydney. The intent is that there would be bridge connections over the natural swale that would be created to manage water flow and that any level differences would be managed through landscaped terracing and use of high quality walling materials and planters with trailing planting to soften the edge. Ground level access will also be provided to each unit which will further break up any unavoidable walls along the street with entry gates and stairs. The basement cannot be lowered further due to the tunnel in the northern portion of the site. Indicative sections and images of how this would be likely to resolve are shown on pgs 26 and 27. The design guidelines can also be expanded to include a specific section on this relationship with imagery to ensure a quality outcome occurs in a DA.</p>	<p>Refer to page 19 in this report.</p> <p>Refer to page 18 in this report.</p>
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<p><i>Building B/C</i></p> <p><i>The height is potentially supportable, but the massing is out of scale with its surroundings, primarily due to its oversized floor plates. Recommend that all levels above Level 1 (i.e. from the third storey, being all levels above the licensed venue) be significantly reduced to 1000GBA. The reduction could be achieved by narrowing the building and/or by breaking it into multiple buildings.</i></p> <p><i>The large floor plate is partly created due to a triangular plan with a >30m depth in its centre (above Level 1). Typical floor plans provided with the proposal show the central area is used as empty lobby area on every hotel floor. This shows the depth is excessive for hotel uses.</i></p> <p><i>Concern that if future design development pursues a residential alternative, that depth is also unachievable for a residential building footprint. We therefore recommend that residential uses be limited as a separate Maximum Residential FSR based on the expected floor space distribution once the massing is reduced to a supportable level. This will ensure design quality is not reduced due to the pursuit of an FSR that is not sensibly achievable. Whilst we acknowledge the resistance to a site-specific DCP at this at this stage, this again places greater emphasis on the need to engage with Council on this matter.</i></p> <p><i>If changes to the HOB allowance are considered, they should be provided to a building that is otherwise slender in profile. It is not appropriate that a building so out of scale with its surroundings be provided additional height as well.</i></p> <p><i>The overall GFA gain shown across the top three levels provide a minor 0.25 FSR increase (+10%) that requires a disproportionate 3-storey / 9.3m increase (+40%) to the HOB control to accommodate them. However, the proposed HOB map applies this height increase to over 60% of the site, despite their footprints shown covering less than 15% of it. This may result in far more extensive building lengths at 10-storeys than shown in the indicative design provided, particularly if the floor space on lower levels is less than expected (as identified above).</i></p>	<p>We note the support for the height which is a positive conclusion. The deep footprints for the lower floors in the proposal are specifically for commercial uses only and the depths of the floor plates are not unusual for commercial uses. These uses are permissible and encouraged by Councils controls and the zoning. They reinforce the role of the site in the town centre and we would recommend against encouraging more residential at the expense of commercial uses. We do not support reducing the footprint as it would preclude larger commercial tenancies if the hotel did not proceed. However we note that it is the applicants intention to relocated the existing hotel use into the lower podium floors of any new development and it does require deeper floor plates.</p> <p>The envelope should allow the maximum flexibility for future uses – if a DA sought to have residential uses on these lower floors then it would have to comply with the ADG, and the footprint would be reduced to around 22m in any event. We also note that other uses such as student housing or boarding houses often have footprints in the order of around 29m so the floor plate depth would also suit these outcomes.</p> <p>Where the indicative layouts show residential units the floor plate is narrowed as required. Again, this is a PP and compliance with the ADG would have to be demonstrated for an actual scheme as part of any DA. We do not support reducing the maximum envelope at a PP stage to preclude commercial uses.</p> <p>We also note that the depth of the floorplates cannot be perceived from any part of the public domain as the envelope narrows to all its edges, so it is not clear how the depth creates visual impacts of bulk or is unacceptable.</p> <p>We disagree as discussed above that the building in the podium needs to be ‘narrow in profile’ assuming this infers a tower typology for the reasons discussed previously. We also note that as seen from the public domain the building form where the commercial uses are intended does narrow in any event.</p> <p>It is not clear if the height is supported, why GBA should be deleted from the limited extent of massing that achieves this height?</p> <p>The suggested LEP height map adopts an approach that is standard in the industry. The DCP indicates the number of storeys and the preferred location of height within that maximum but the Department of Planning usually will not support heavily fragmented height maps.</p> <p>The FSR control in concert with the height map and the design guidelines indicating where height should occur are sufficient to give Council the tools to manage any DA outcomes to ensure height is in the correct position to reinforce the corner. Reduction of the extent of the greater height reduces innovation and exploring options of detailed design in the final scheme.</p> <p>We also note the comment that more height may be appropriate for the western edge of the site. If this approach was adopted (and we have investigated a scheme that does this on pgs 36 and 37). If that approach was adopted then height across that part of the site as per the proposed map would be possible under the PP but would not be possible if the height map is fragmented map.</p> <p>The proposed heights for buildings B and C is based on the maximum height of the 10 storey element of building C. The first two levels have been assumed to have a floor to floor height of 4m, with 3.1m height for the levels above. This results in a total height of 32.8m and including the lift overrun, will take the total height to 34.3m. As part of the Planning Proposal, the suggested height is 35m which is consistent with the calculations.</p>	<p>N/A</p>
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<p><u>Yield:</u></p> <p><i>There are several inconsistencies between the GBA plans and the indicative concept design, which indicates more work needs to be undertaken to establish the appropriateness of the proposed FSR. In particular, the GBA plans for Levels 2 and 3 on Building B/C as well as Ground Level, Level 4 and Level 5 on Building A do not match the concept design. There is also an inconsistency between the Building A Level 1 residential plan, which shows a full level, and the indicative section, which shows the substation and one lobby extending double-height from Ground into Level 1. Depending on which is accurate, floor space may have been counted twice. Clarification of this is needed.</i></p>	<p>The GBA and FSR calculations undertaken are high level estimates only using the efficiency suggested in the ADG. It should also be noted that the concept or reference plans are hand sketches with varying line thickness.</p> <p>The sections provided are indicative hand sketches only. The section shown cuts through the lobby entry which would be a double height space to enable connection to the street and then to the residential level. The floor space has not been counted twice.</p> <p>This is an indicative scheme and therefore a floor by floor indicative GFA was not provided as there may be variations to the extent of uses subject to detailed design at the DA stage. The FSR has been based on a % allowance of the GBA.</p> <p>It is not usual to constrain the extent of permissible uses on a site as part of a PP unless the proposition is for uses that would undermine the achievement of the zone objectives.</p> <p>The indicative scheme reinforces the role of the site in the town centre with predominantly commercial uses facing the car park and residential mainly in the form to Sarsfield Circuit. We don't think it is necessary or reasonable to tie down the overall FSR/ specific floor areas to particular uses as such constraints do not affect other sites in the town centre and there is no proposal to change the zoning. However, should further detailed breakdown be required by Council further information can be provided.</p>	N/A
<p><u>Alignment with the NSW Apartment Design Guide:</u></p> <p><u>Building-by-building vs Site averages</u></p> <p><i>A common language interpretation of the indicative design would define it as two buildings, as the eastern and western buildings are completely separated above ground.</i></p> <p><i>The Proponent instead bases ADG compliance on a site average, treating the two buildings as one. This aligns with the NCC which classifies structures that share a basement without fire separation as a single building.</i></p> <p><i>From an objective based standpoint, numeric targets can be considered met even when averaged over a site. However, as future construction stages are never guaranteed, targets can at most be averaged across each stage. While not strictly matching the language in the guide, measuring ADG solar and cross-ventilation on a stage-by-stage basis can still ensure the overall objectives are met even if all stages do not occur.</i></p> <p><u>Building Separation: Internal</u></p> <p><i>The pinch point' where 'Built Form C' sits opposite the northern part of 'Built Form A' is 5.5m for the first four storeys, setting back to at least 7.5m from the fifth. On the southern end, the pinch point between 'A' and 'B' is point is between 5.75m and 10m for the first four storeys and between 10m and 12m from the fifth floor.</i></p>	<p>Noted, at the DA stage compliance with the ADG is required in any event however it is normal practice to average across a site with a number of buildings that will comprise a single development when completed.</p> <p>The narrowing of the space between the forms at the laneway/plaza entrances has been deliberately provided to create more intimate entries into the link. These entry points are fully open to the sky. The narrowing of the space is essential to create a sense of curiosity, the space then widens into the broader space and encourages pedestrians to enter and use the space as a public town centre space. If these entries were opened up to 12m with no variation that sense of discovery and interest is lost, and it becomes just another lane. The tightening of the throat of the entrance heightens the awareness of entering a public area and space. Creating a 'threshold' is a very important part of creating a successful neighbourhood square. The separation distances in the ADG should not be the guiding force in such a situation. Privacy impacts can be managed – the grain is more important in creating a context.</p>	N/A



Narrower entry throat creates sense of threshold and curiosity.

<p><i>Building Separation: Setbacks</i></p> <p><i>Based on the Gross Building Area diagrams provided as supplementary material by the applicant, the design is based on several inappropriate setbacks. These are noted in Table A below:</i></p> <table><tr><th>SETBACK TO</th><th></th><th>'BUILT FORM' A</th><th>'BUILT FORMS' B/C</th><th>DCP/LFP MINIMUMS</th><th>ADG MINIMUMS</th></tr><tr><td rowspan="2">North (Slade Rd.) 20m road reserve</td><td>Boundary</td><td>1-5 storeys: 6m 6th storey: 4m</td><td>1-10 storeys: 6m</td><td></td><td></td></tr><tr><td>Road CL</td><td>Ground: 10m 1-5 storeys: 10m 6th storey: 14m</td><td>1-10 storeys: 10m</td><td></td><td>9+ storeys: 12m</td></tr><tr><td rowspan="2">South (future Local Road) average 6.5m future road reserve</td><td>Boundary</td><td>1-4 storeys: 6m 6th storey: 13.5m</td><td>1-4 storeys: 6m 5-7 storeys: 9m 8-10 storeys: >12m</td><td>6-13.6m to match LFP land reservation map.</td><td></td></tr><tr><td>Road CL</td><td>1-5 storeys: 3.25m 6th storey: 10.25m</td><td>1-4 storeys: 3.25m 5-7 storeys: 5.25m 8-10 storeys: >12m</td><td></td><td>1-4 storeys: 6m 5-8 storeys: 9m 9+ storeys: 12m</td></tr><tr><td rowspan="2">East (Sarsfield Ct.) 12m road reserve</td><td>Boundary</td><td>1-5 storeys: <10.5m* 6th storey: 18m</td><td>>12m</td><td></td><td></td></tr><tr><td>Road CL</td><td>1-5 storeys: <6.5m 6th storey: 13.8m</td><td>>12m</td><td></td><td>5-8 storeys: 9m 9+ storeys: 12m</td></tr><tr><td rowspan="2">West (Council Car Park) assumed 12m future road reserve</td><td>Boundary</td><td>>12m</td><td>1-10 storeys: 6m</td><td>1-3 storeys: 12m 4+ storeys: 4.5m</td><td>Without agreement by Council (as landowner): 1-4 storeys: 6m 5-8 storeys: 9m 9+ storeys: 12m</td></tr><tr><td>Road CL</td><td>>12m</td><td>1-10 storeys: 6m</td><td></td><td>With agreement by Council (as landowner): 1-4 storeys: 6m 5-8 storeys: 9m 9+ storeys: 12m</td></tr></table> <p><small>*labelled 10m in annotation, scaled GBA drawings show 10.5m</small></p> <p><i>The ADG recommends residential setbacks of between 3m and 12m from property boundaries. Where fronting a public street, typical practice is to reduce these by half the width of the road reserve. The property on the other side of the road reserve can then take advantage of the balance should they be (re)developed.</i></p> <p><i>Additional height beyond existing HOB limits should be expected to meet ADG recommendations. Based on a review of the Urban Design Report, we recommend additional building setbacks be required along three of four site boundaries. This will result in a measurable reduction in the proposed FSR, and impact the viability of the upper levels that are beyond the existing HOB limit:</i></p>					SETBACK TO		'BUILT FORM' A	'BUILT FORMS' B/C	DCP/LFP MINIMUMS	ADG MINIMUMS	North (Slade Rd.) 20m road reserve	Boundary	1-5 storeys: 6m 6th storey: 4m	1-10 storeys: 6m			Road CL	Ground: 10m 1-5 storeys: 10m 6th storey: 14m	1-10 storeys: 10m		9+ storeys: 12m	South (future Local Road) average 6.5m future road reserve	Boundary	1-4 storeys: 6m 6th storey: 13.5m	1-4 storeys: 6m 5-7 storeys: 9m 8-10 storeys: >12m	6-13.6m to match LFP land reservation map.		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As per ADG 3F, for the buildings on the same site the minimum separation distance required from a habitable space to a blank wall is 6m. The windows for habitable spaces facing Slade Road could have angled or 'ear' windows and the commercial spaces would be designed to minimise outlook towards any the habitable spaces in Building A. Any fenestration in the commercial uses could be frosted and fixed to ensure no visual or acoustic impacts. It is possible to design unit layouts that work with this sort of proximity and window positions are subject to detailed design at the DA stage. Additional objectives and imagery can be added to the design guidelines if Council is concerned to demonstrate how uses should relate across these narrower throats if desired.</p> <p>The separation distances in the ADG are never applied across normal public streets with full street reserve dimensions. Where laneways occur that are narrow and public the separation distance for each site is taken from the centre line but not for full public streets.</p> <p>Building form and setbacks from Slade St and any other public street are dictated by the front setback requirements and are not overlaid by ADG separation distances or that would detract from the ability to respond to a context and to town centre scale or to reinforce the boundary edge.</p> <p>It should be noted that the property to the north of Slade Road has already been developed at a height of building of 16m i.e., 4-5 storeys. Therefore, there will be no built form above 5 storeys and hence no issues relating to the separation given the existing street reserve width in any event. Additionally, Section 5.3 of the RDCP states that development is to be built to the street alignment with a zero setback. The uppermost level may be set back. It does not impose ADG separations to override context responses.</p> <p>Given that the proposal is for a mixed-use building, and the main retail frontage for the subject site is along Slade Road and Council's carpark. We consider that a nil frontage is appropriate to respond to the proposed and existing mixed use character of the area. As mentioned previously, the boundary to the car park site is a public boundary with a predominant active frontage facing the car park site and nil setbacks required by the controls.</p> <p>It should also be noted that Section 5.3 of the RDCP also states that for development on sites with rear access lane, development facing the lane should be built to the boundary.</p>	 <p>Shows narrower access locations to the square – never the same spatial hierarchy.</p>
SETBACK TO		'BUILT FORM' A	'BUILT FORMS' B/C	DCP/LFP MINIMUMS	ADG MINIMUMS																																																			
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<p>1. Northern Boundary, Slade Road: The setbacks of the upper two levels, if approved, should be increased to align with the ADG.</p> <p>2. Southern Boundary, which is to include a future local road (within the site): A maximum ground level setback of 6m is provided to the southern boundary, which is slightly narrower than the 6.3m - 6.8m (variable) scaled from the LEP Land Reservation Map. Council should confirm the required width of the Future Local Road with the proponent, and the building separation should be measured its centre line.</p> <p>3. Eastern Boundary, Sarsfield Ct.: Setbacks are generally appropriate.</p> <p>4. Western Boundary, the Council Car Park: The proposal extends to the site's western side boundary with zero setback to the Council Car Park at all levels. A strict reading of the ADG would require full habitable-room setbacks to this shared boundary, as the primary residential facades are facing it. This would require 6m up to level 4, 9m for Levels 5-8 and 12m for Levels 9 and above, effectively deleting the upper levels from the indicative design and potentially the entirety of Building B/C.</p> <p><i>With Council's agreement, it may be appropriate to reduce these setbacks under the expectation that a public road be delivered around the perimeter of the Car Park in future, as such a road would be required to retain access to existing retail tenancies even if the Car Park is redeveloped. In this case, we expect the required building separation could be reduced by half the expected future road reserve width. However, the Planning Proposal still needs to be able to demonstrate how, in applying the sought FSR and HOB increases, it can still comply with the required ADG and/or DCP setbacks.</i></p> <p><i>The acceptability of this solution and the expected width of this road reserve width should be confirmed with Council. It should be noted that even a development compliant with the existing statutory framework may reduce the solar access available for future residential development on the Council Car Park, should the car park site be considered for redevelopment in the future. In Table A we have shown the impact of a future 12m road reserve along the perimeter of the Car Park, an estimate based on the width of Sarsfield Circuit to the east. This would reduce required setbacks along the proponent's shared western boundary by 6m, requiring 0-6m depending on the floor. However, it could equally match the 6.3-6.8m future local road shown within the proponent's southern boundary, in which case setbacks would only be reduced by 3m to be within a 3-9m range.</i></p> <p><i>We recommend all residential levels be required to have at least some setback from the Car Park.</i></p>	<p>Regarding the comment in relation to the width of the future laneway connection to the south we note that the LEP shows a connection only- there are no set dimensions, and it is inappropriate to scale from an LEP map to arrive at a dimension. Laneways are traditionally 6m wide and this width has been adopted for the PP.</p> <p>We also note that the connection is totally on private land. It is not appropriate or reasonable to effectively gift half of the connection setback to an existing site to the west. The ADG is specific in stating that an existing development is not to require increased separation for an adjacent development that does not comply with current separation requirements. Instead, 50% of the required separation only is to be provided.</p> <p>Once a new connection is formed it will have the character of a public edge and therefore reinforcement of the street wall scale should occur. The indicative scheme shows a setback provision from the 5th level which increases the separation to 9m as measured from our site boundary which is compliant with the ADG.</p> <p>We are concerned that the AJC report seeks to apply the ADG separation as rules, ignoring contextual relationships and opportunities to create positive and interesting spaces with design solutions to deal with issues. It is also noted that the section on separation is about privacy primarily and there are completely different sections that deal with side setback conditions and these do relate to context and grain. No dimensions are given there as the final setbacks should be dictated by the character of the area and the location of the site.</p> <p>If separation distances are applied as suggested by AJC the result will be ziggurat form or 'wedding cake' appearance that delivers in our opinion a very poor built form outcome that cannot achieve design excellence.</p>	
<p><u>Cross Ventilation:</u></p> <p><i>The proponent states that 50 out of 83 units are cross-ventilated, calculating to 60.2% of the total unit count across both buildings. However, this figure includes 2 x units on the 10th storey (Level 9) of Building B/C which are not relevant to a tally of "the first nine storeys". It also shows two units in Building A (Level 1 and Level 4) relying on mid-building indentations that not typically classified as providing cross-ventilation. With these units removed the figure is 56.8%.</i></p>	<p>We note that the units from level 9 have been included in the calculations and agree that according to the ADG the units of the first 9 storeys are to be included for calculation purposes. We have now further amended the unit layouts such that 50 out of 83 units are cross ventilated resulting in 60% compliance as seen on pg 32.</p>	<p>Refer to page 31 of this report.</p>

<p><i>AJ+C calculates the cross-ventilation of the indicative concept design on the basis below:</i></p> <p><i>A. Building-by-Building</i></p> <ul style="list-style-type: none"> <i>Building A - 25 of 52 units, 48.1%</i> <i>Building B/C - 21 of 29 units, 72.4%</i> <p><i>B. Stage-by-Stage</i></p> <ul style="list-style-type: none"> <i>Stage 1 ('Built Forms A & B') - 38 of 70 units, 54.3%</i> <i>Stage 2 ('Built Form C') - 8 of 11 units, 72.7%</i> <p><i>C. Whole-of-site (first nine storeys only)</i></p> <ul style="list-style-type: none"> <i>46 of 81 units, 56.8%</i> <p><i>Note that two units shown in Stage 1 use a building core for access that will not be delivered until Stage 2.</i></p> <p><i>While it is not critical that detailed compliance with the ADG be provided at Planning Proposal stage, the design decisions that have caused the non-compliance with cross-ventilation objectives have resulted in increased building bulk and inferior presentation to public streets. We therefore recommend the indicative design, and corresponding yield, be updated to meet minimum compliance with the ADG cross-ventilation target.</i></p>		
<p><u>Communal Open Spaces:</u></p> <p><i>No area information has been provided, but total communal open spaces appear to be less than the ADG's recommendation of 25% of site area, without the provision of an alternative strategy. Not all core locations are able to provide access to the communal open spaces on Building B/C, and the proposed staging means many apartments would be delivered without access to any communal open spaces.</i></p>	<p>Based on high level calculations of the amended concept layouts as seen on pages 28-31, the total area of communal open space (COS) is approximately 732 sqm which constitutes approximately 17% of the site area. However, the majority of Building B and C are commercial uses which do not require communal open space and the proposal includes a considerable area of publicly accessible space which provides recreational opportunities.</p> <p>The main residential building - building A, has communal space provided on its roof as does Building B and C, associated with the apartment levels. The balance of landscaped area and private versus communal space area at the roof level can easily be adjusted as part of a DA but we consider application of the ADG (without consideration of the actual extent of residential on the site versus commercial) and ignoring the publicly accessible ground level space is not an appropriate methodology.</p> <p>A more appropriate approach would be to determine the site area of Building A and then apply the percentage to that area rather than using the entire site. Detailed design and calculations will be subject to detailed design and the DA stage. This is a town centre mixed use site and therefore COS provision is often balanced against the location and the provision of public space instead.</p> <p>It should also be noted that in the indicative layouts the residential units have been provided with generous private open spaces and as per the ADG 3D-1, where developments are unable to achieve the design criteria, they should provide large balconies or increased private open space for apartments.</p>	<p>Additional space can be shown on Building A if desired and calculations of area of publicly accessible space and building A site area can be provided if desired by Council.</p>
<p><u>Solar Access: To Neighbours:</u></p> <p><i>The proposal notes the main impact is to the southern adjoining property at 22-40 Sarsfield Circuit. The ADG protects neighbouring developments to a 20% 'reduction' in solar amenity: "where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%".</i></p>	<p>Council has suggested various outcomes for the car park site and it is therefore unreasonable to restrict the scheme given that there is no confirmation of what design solution might occur. There are no overshadowing controls that apply to car parks and the site orientation will mean that any development on this site will have some shadow impact on the car park if built to the height of the current controls.</p>	<p>Refer to page 33 of this report.</p>

<p><i>This guideline is imprecise and can be interpreted in several ways. It is also frequently impractical to meet this objective where neighbouring buildings pre-date the ADG or have very few total units.</i></p> <p><i>In the case of a Planning Proposal to spot rezone a single site, we believe the hurdle should be that the increased HOB allowance proposed will not have a significantly greater effect than the likeliest 'Business-As-Usual' development using existing controls, unless the strategic benefit of the (usually wide) rezoning justifies the negative impact on certain properties.</i></p> <p><i>In the case of this Planning Proposal, which has not provided a compelling strategic merit argument, we expect the former hurdle is most appropriate. However, more information is required to fully analyse the impact on the southern property, and whether it is justifiable under the conditions outlined above.</i></p> <p><i>The analysis should identify the number of total units at 22-40 Sarsfield Circuit and estimate their existing level of solar amenity, locating living rooms and primary open spaces. Existing sun-eye views (that is, before the proponent's development) should be provided. The proposed development should be shown transparent, making each level clear, to understand the additional impact of the storeys proposed that are in excess of existing HOB limits.</i></p> <p><i>The report identifies the solar impact on 22-40 Sarsfield Circuit as largely being a result of the existing non-compliance with separation distance from the shared property boundary. The report states that "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."</i></p> <p><i>The neighbouring development is substantially in alignment with current ADG separation requirements, as typical practice would measure their separation burden from the centreline of the future Local Road rather than the shared property boundary. Based on the proponent's description, it may be that the overshadowing becomes acceptable if the setback is increased to the ADG minimum from that future road's centreline.</i></p> <p><i>The western face of 22-40 Sarsfield Circuit appears to have two units facing the Car Park on each level, rather than the single unit identified in the Planning Proposal, which means the overshadowing impact has been understated in the proposal.</i></p> <p><i>The Car Park Site is shown significantly overshadowed due to the zero setback and increased building height on the northwest corner, impacting its viability as a future development site. ADG compliant setbacks at 187 Slade will reduce this overshadowing as well.</i></p>	<p>Sun-eye diagrams with reduced opacity of the proposal are provided at pg 33 with sufficient translucency that 22-20 Sarsfield Circuit is visible. We also note that the apartment development is to the south of the site and therefore overshadowing is unavoidable.</p>	
<p><u>Summary of Recommendations:</u></p> <p><i>Setbacks should be increased throughout to meet ADG and DCP minimums, including treating the Council Car Park as a standard shared property boundary rather than publicly-accessible space as currently shown.</i></p>	<p>The project team have considered the comments by AJC and in the spirit of trying to move forward on the PP some additional options have been tested that work with or close to the current FSR proposed in the PP (which is necessary to justify redevelopment of the current hotel site).</p>	

<p><i>The Height-of-Buildings Map should be aligned with the proposed envelope, or the three small upper levels removed.</i></p> <p><i>Any FSR increase should include a maximum residential FSR, separate to the maximum non-residential FSR.</i></p> <p><i>All building uses should be provided with a street address, meaning residential and hotel lobbies should be reoriented to public streets.</i></p> <p><i>The southern through-site link should be redesigned as a Local Road, per the LEP Land Reservation Map. This will require reducing the basement and increasing ADG-imposed setbacks.</i></p> <p><i>Additional documentation is required to show that the proposed rezoning of 187 Slade will have no additional impact on the residential properties 22-40 Sarsfield Circuit when compared with the likely impact under existing LEP controls.</i></p>	<p>These options test some of the philosophies expounded by AJC. If Councils preference is for a building envelope that is consistent with one of these other approaches then the applicant would be amenable to Council adopting those envelopes instead.</p> <p>These options are -</p> <p>A. Greater height and massing on the car park western edge of the site as two forms</p> <p>B. A tower scheme with lower podium</p> <p>C. The current planning proposal with upper level form rationalised and greater articulation shown in the envelopes to address the building length issue and provide more certainty for Council (although the design guidelines proposed would have delivered this outcome).</p>	
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STRATEGIC CONTEXT

Council issue: Include LSPS considerations

BAYSIDE LSPS

Bexley North has been identified as a local centre for medium change and future investigation in the next 6-10 years for urban growth. It also forms part of the 10 local centres identified by the LSPS to increase housing supply and choice whilst renewing centres. The focus is also on providing access to goods and services, community infrastructure and transport in close proximity. The local centres form an important part of the 30-minute city and 'can deliver mixed use, walkable, cycle friendly centres and neighbourhoods with appropriate infrastructure that supports walking and cycling for everyday trips'.

The local and neighbourhoods centres play a vital role in providing local employment. The retention of the pub use and the provision of retail and hotel facilities within the proposed developed will assist in providing employment opportunities in the centre. The LSPS also aims at encouraging vibrant town centres

The planning properties listed in the LSPS, relevant to this centre are as follows:

- Planning priority 3:
 - E3: Providing services and social infrastructure to meet people's changing needs
 - E4: Fostering healthy, creative, culturally rich and socially connected communities
 - E5: Providing housing supply, choice and affordability with access to jobs, services and public transport
 - E6: Creating and renewing great places and local centres and respecting the District's heritage
- Planning priority 6: support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors
- Planning priority 9: Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm.
- Planning Priority B15: Growing investment, business opportunities and jobs in Bayside's strategic centres and centres

BAYSIDE DRAFT HOUSING STRATEGY

Bayside Council is required to meet a housing target of 10,150 dwellings between 2016 and 2021. Mixed use redevelopments are encouraged, to increase housing density and generate activity and vibrancy within centres. The proposal is for a mixed use development very close to transport and services and also seeks to enhance the town centre and assist with creating a sense of place which is in line with the housing strategy.

A larger proportion of flats and apartments (46% of all dwellings), within Bayside are concentrated around local centres and in high-density precincts.

The main constraints identified for the LGA include the steep topography which discourage people from walking and heighten the visual impact of large-scale redevelopment if it occurs in a visually prominent position.

The subject site is not affected not affected by the land-use constraints identified by Bexley North.

CENTRE	PROXIMITY SCORE	MASS TRANSIT AVAILABILITY	LAND USE CONSTRAINTS	AVAILABLE LAND FOR REDEVELOPMENT
Wolli Creek	Good	Train line	-	No
Arncliffe	Excellent	Train line	Some topography constraints	Yes
Banksta	Good	Train line	Constrained by aircraft noise, some topography constraints	Yes
Rockdale	Excellent	Train line	Constrained by aircraft noise, some topography constraints	Yes, west of the train line
Kogarah	Excellent	Train line	Some topography constraints	Yes, west of the train line although strata development surrounds the train station
Carlton	Excellent	Train line	-	Some, although strata development surrounds the train station
Kingsgrove	Good	Train line	Constrained by the Moomba to Sydney Ethane Pipeline	Yes
Bexley North	Good	Train line	Some topography constraints and The Moomba to Sydney Ethane Pipeline	Yes

Opportunities and constraints for housing intensification around Bayside's centres

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Spatial Plan for the Bayside LGA

PRECEDENT IMAGES - BUILDING ARTICULATION

AJC issue: Building length

Examples of how articulation can be achieved on the elevations as well as corners with out the provision of breaks but with the help of insets and architectural treatments.



BUILDING FRONTAGES

AJC issue: Building length and articulation

Figure ground map showing the comparison of the existing building frontage lengths and the proposal within the surrounding local context.



URBAN PLAZA EXAMPLES

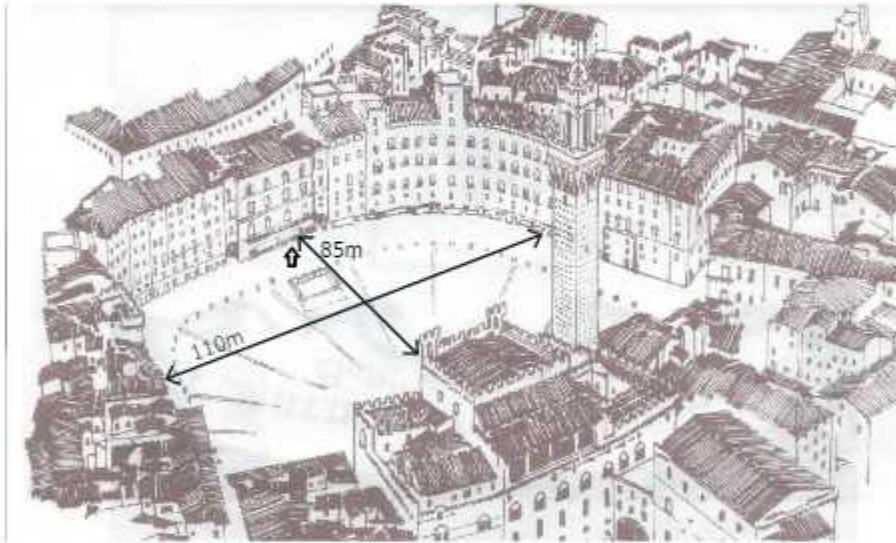
AJC issue: Carpark interface

Examples of proportions and sense of enclosure to successful and famous plazas in Europe, which could inform a future approach for the carpark site and demonstrates that the streetwall scale proposed is appropriate for such a future vision.

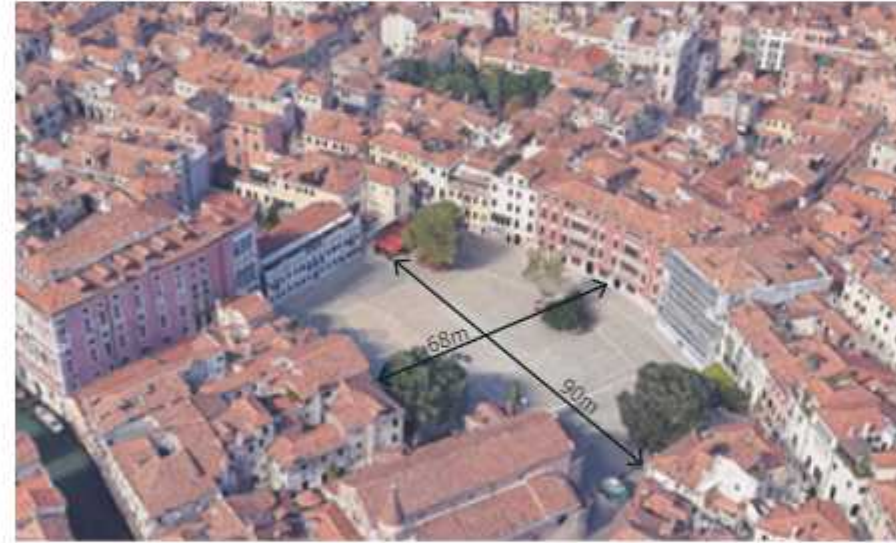


Bexley North

THE PIAZZA, SIENNA



CAMPO SAN POLO, VENICE



PLACE MASSENA, NICE, FRANCE



URBAN PLAZA EXAMPLES IN SYDNEY

Examples of plazas in Sydney showing the relationship between the open space/ plaza and the built form. The future open space/plaza for Council's land could be envisaged as a community meeting place and town square reinforced by the proposal enclosing its edge.



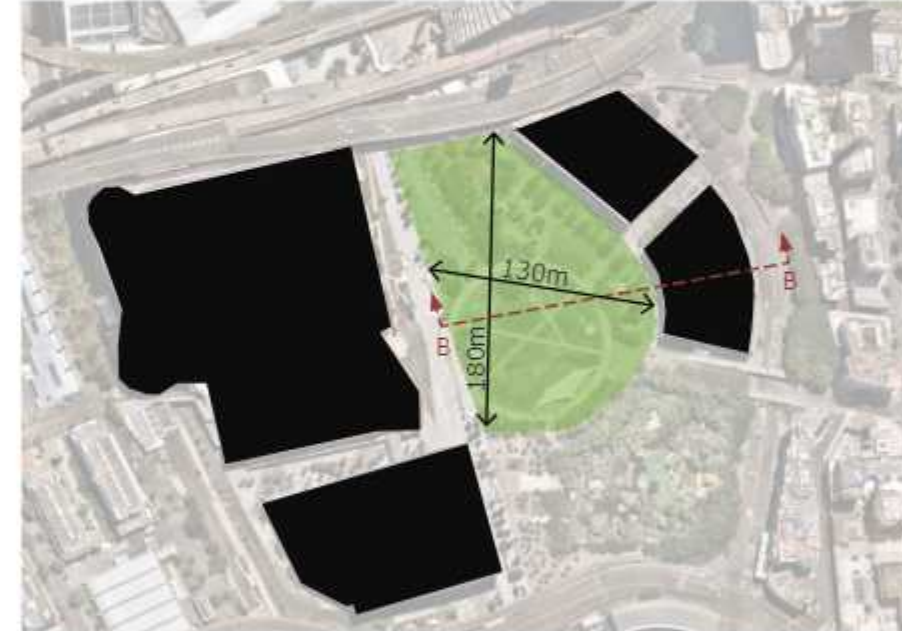
Bexley North



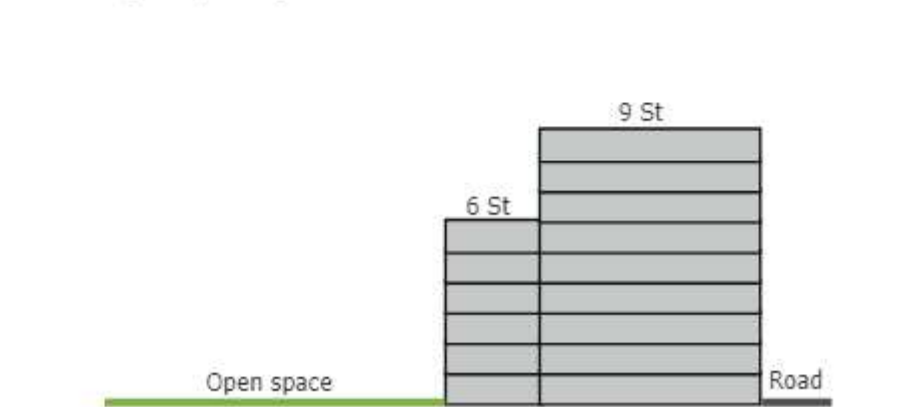
Discovery Point Park, Tempe



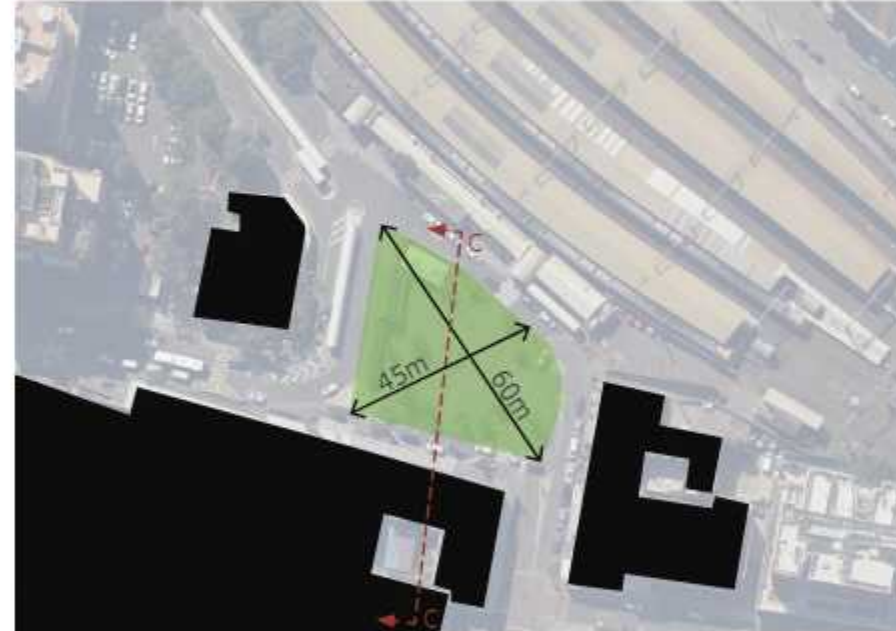
Indicative section AA



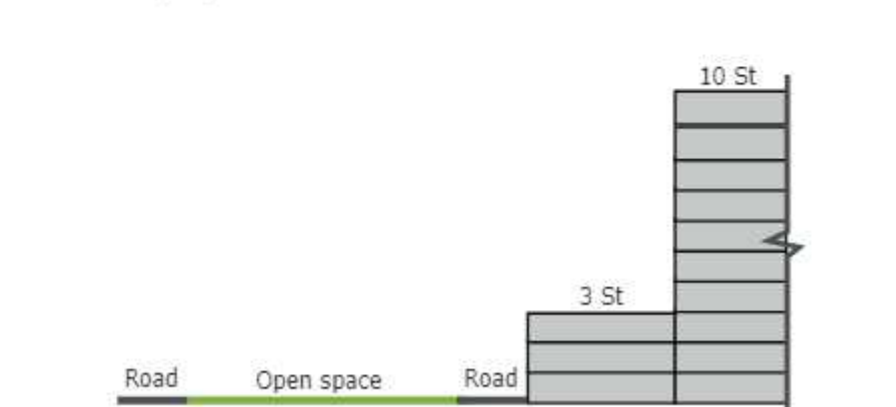
Tumbalong Park, Darling Harbour



Indicative section BB



Strathfield Square, Strathfield



Indicative section CC

AMENDED HOTEL CONCEPT LAYOUTS

AJC issue: The large floor plate

The floor plans for the hotel both in the planning proposal scheme and in the revised scheme as shown below are indicative layouts only and provide flexibility to allow innovative solutions at the time of the design competition. In response to AJC's concern with the central atrium/meeting space, the indicative layout has been regularised. The revised floor plans from levels 02-05 result in a reduction of area by 44sqm on each level.

PP CONCEPT LAYOUT

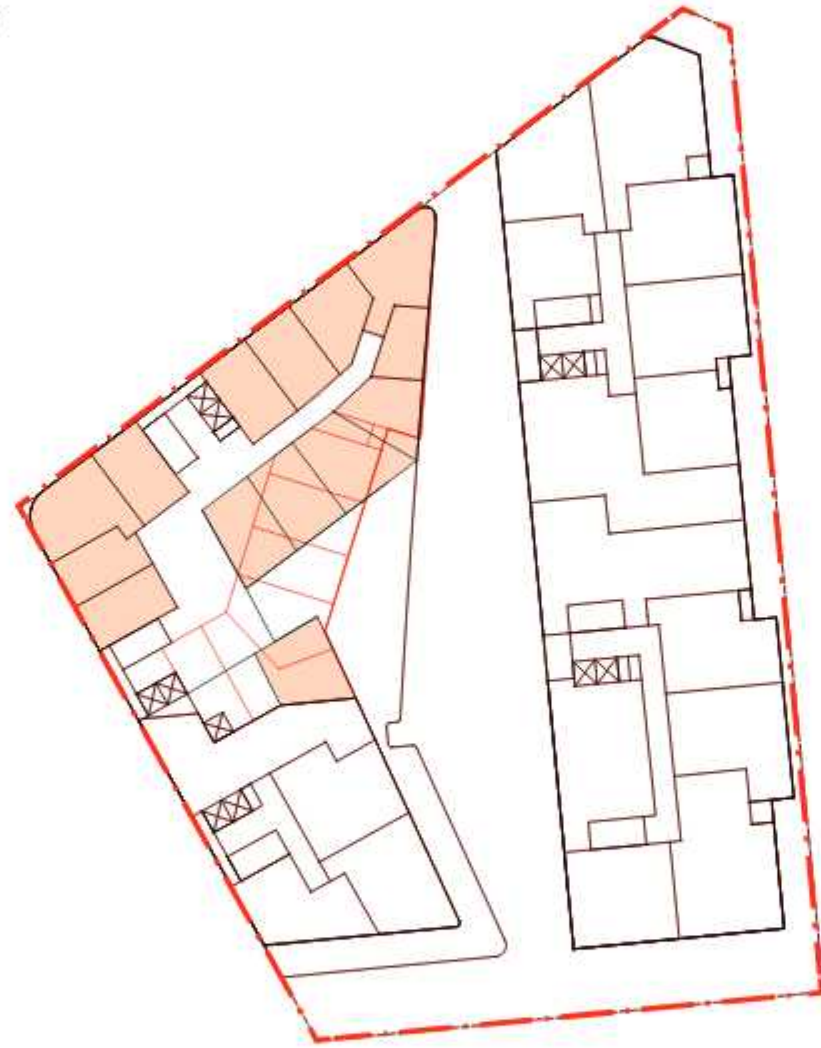
LEVELS 2-5



GBA/ LEVEL: 1301 SQM

REVISED CONCEPT LAYOUT

LEVELS 2-5



GBA/ LEVEL: 1257 SQM
TOTAL REDUCTION IN GBA: 176 SQM

KEY

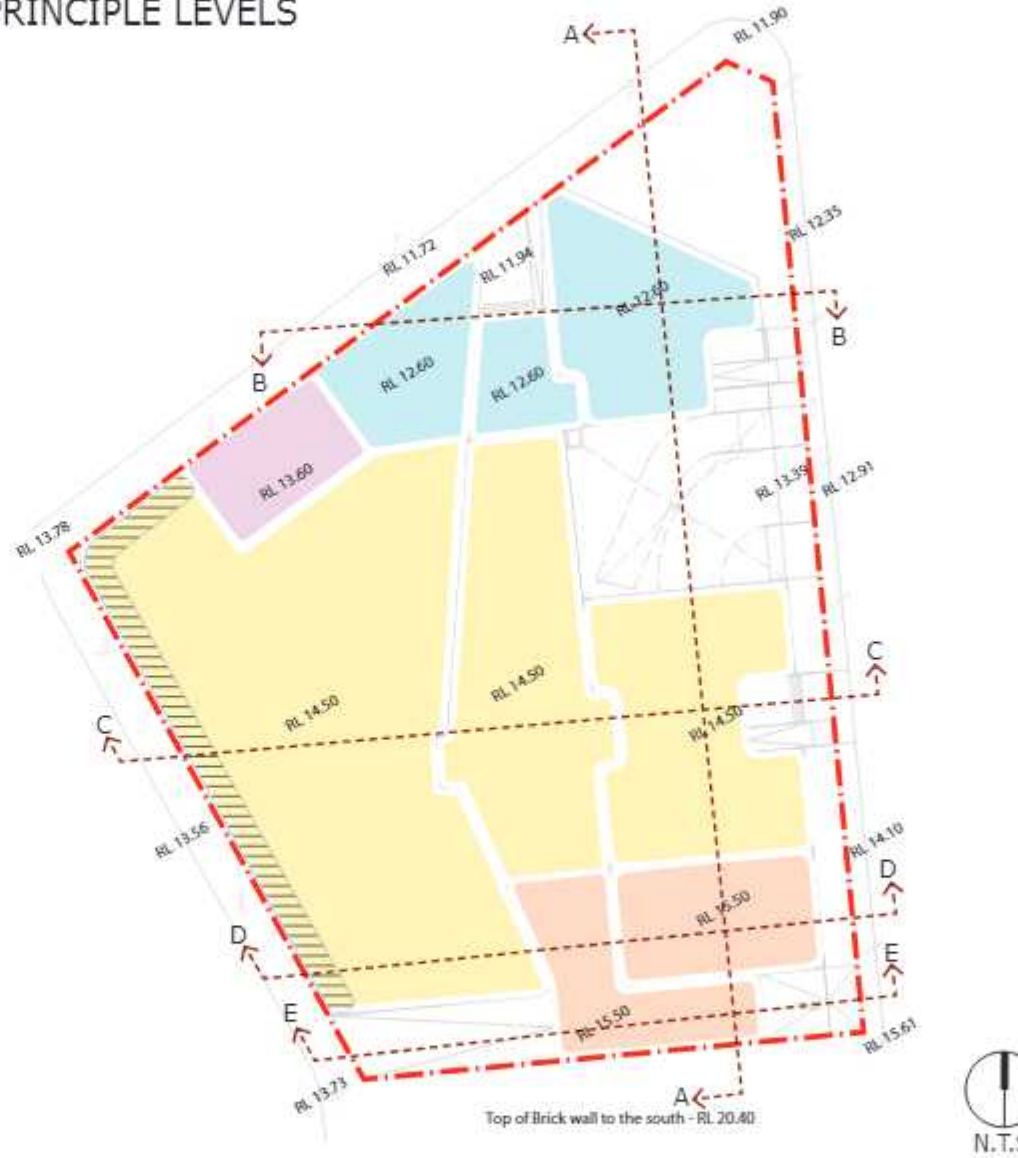
- Amended hotel rooms
- PP hotel rooms

AMENDED CONCEPT - GROUND PLANE

AJC issue: Levels and blank walls

The following pages show principle diagrams on how the ground plane is resolved allowing for the finally agreed flood levels + 500mm freeboard (PMF levels). Sections are shown on pages 26 and 27.

PRINCIPLE LEVELS

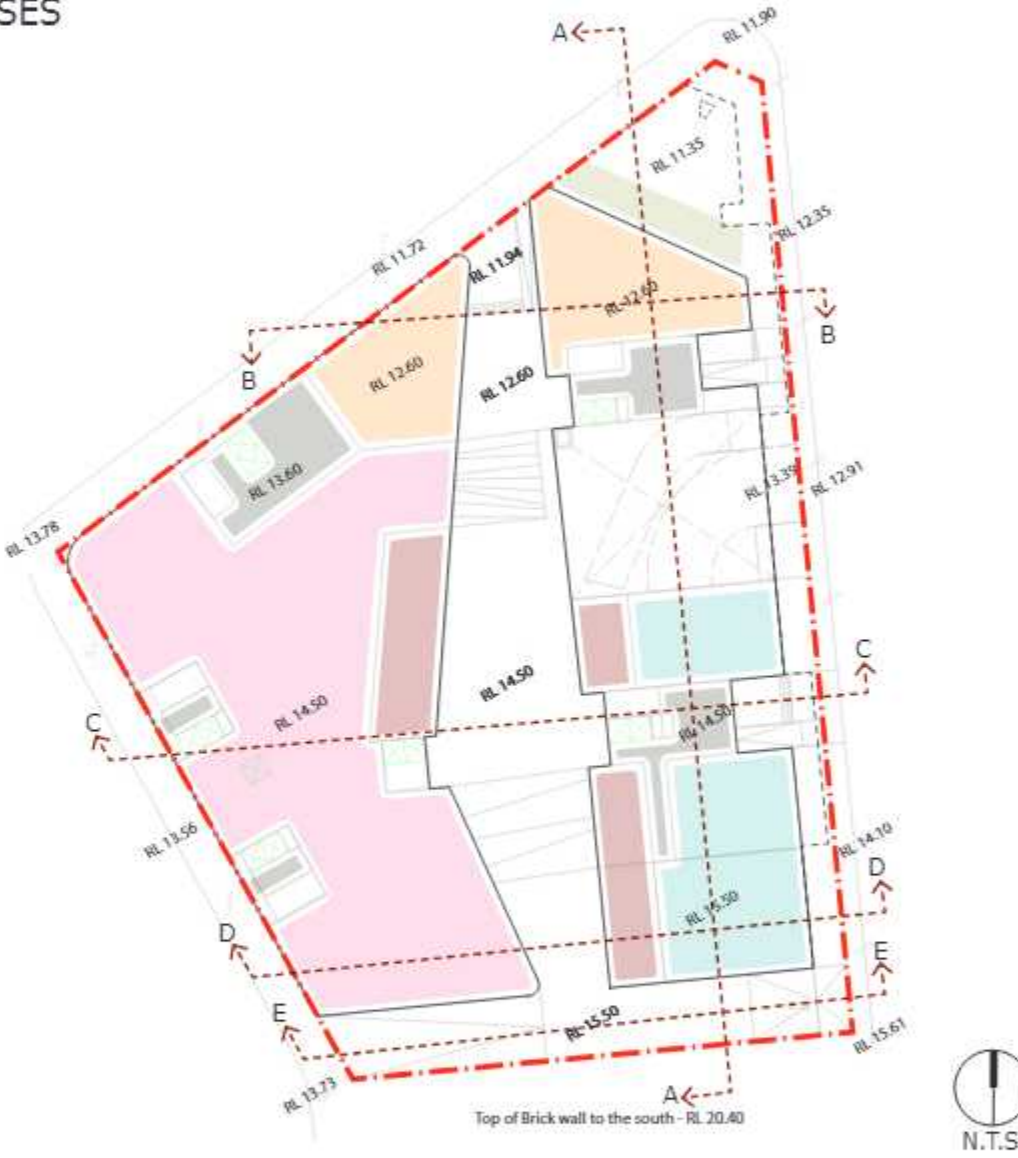


KEY

- RL 15.50 (inclusive of 500mm freeboard)
- RL 14.50 (inclusive of 500mm freeboard)
- RL 12.60 (inclusive of 500mm freeboard)
- RL 13.60 (inclusive of 500mm freeboard)
- Level transition

NOTE: Levels are based on the flood advice received.

USES



KEY

- Lobby
- Pub
- Retail/Commercial
- SOHOs
- Cafe
- Outdoor cafe

COMMUNITY LIVING ROOMS WITHIN PLAZA/LANEWAY



KEY

- The entrance
- The Plaza
- The laneway
- Outdoor landscape/seating
- Indicative swale based on flood advice

POTENTIAL CHARACTER

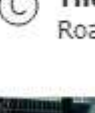
(A) **The Laneway** : East-west laneway link providing access from Sarsfield Circuit to the Council car park.



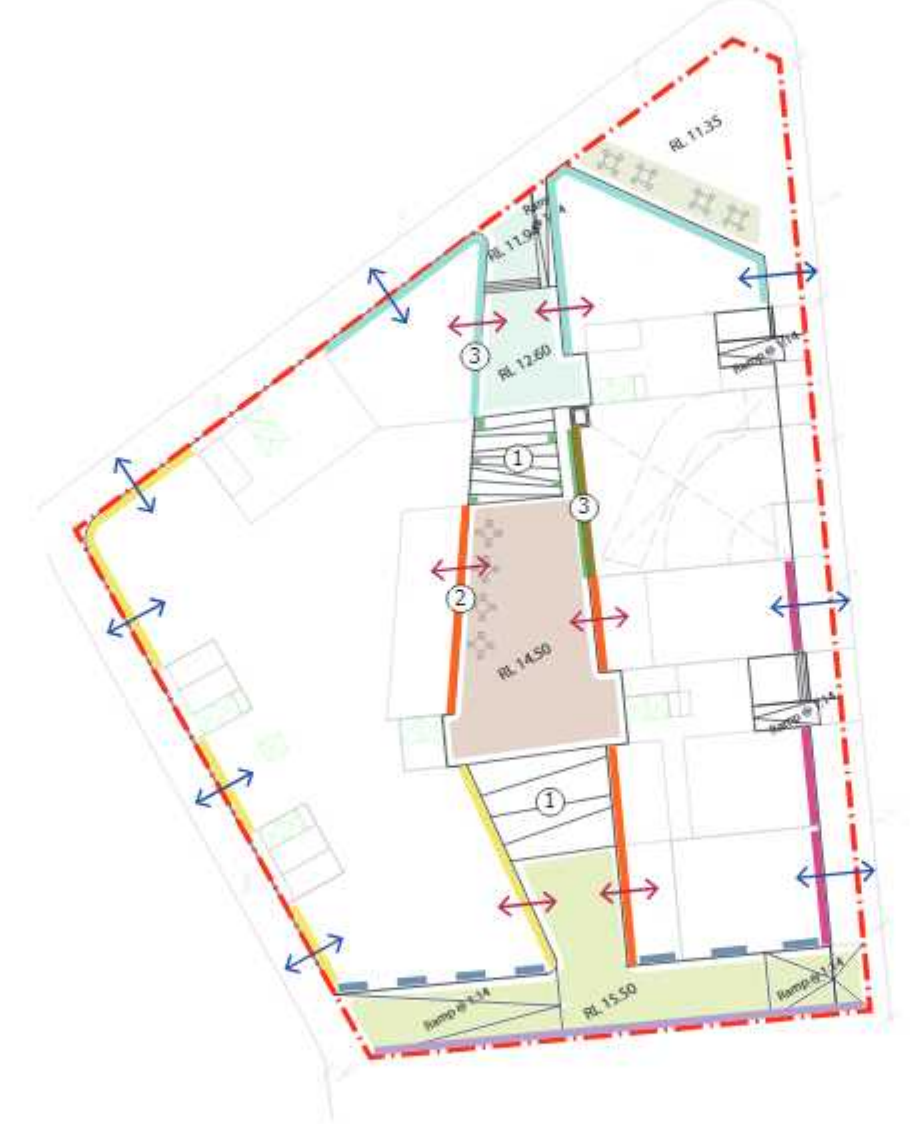
(B) **The Plaza** : Local destination with outdoor dining and retail opportunity.



(C) **The Entrance** : Vibrant retail link to Slade Road.



INTERFACES AND VISUAL LINKS



KEY

- The entrance
- The Plaza
- The laneway
- Interface character (pg 25)
- Residential interface
- Visual link to plaza
- Pub interface
- Retail interface
- Green wall
- Facade character (pg 25)
- Interface with fenestration
- Facade treatment
- Indicative planting
- Stairway and Ramps character (pg 25)
- Public art
- Visual link to street



PRECEDENT IMAGES FOR COMMUNITY SPACES AND BUILT FORM INTERFACES

① STAIRWAY AND RAMPS



② RETAIL/COMMERCIAL INTERFACE



③ FACADE TREATMENT



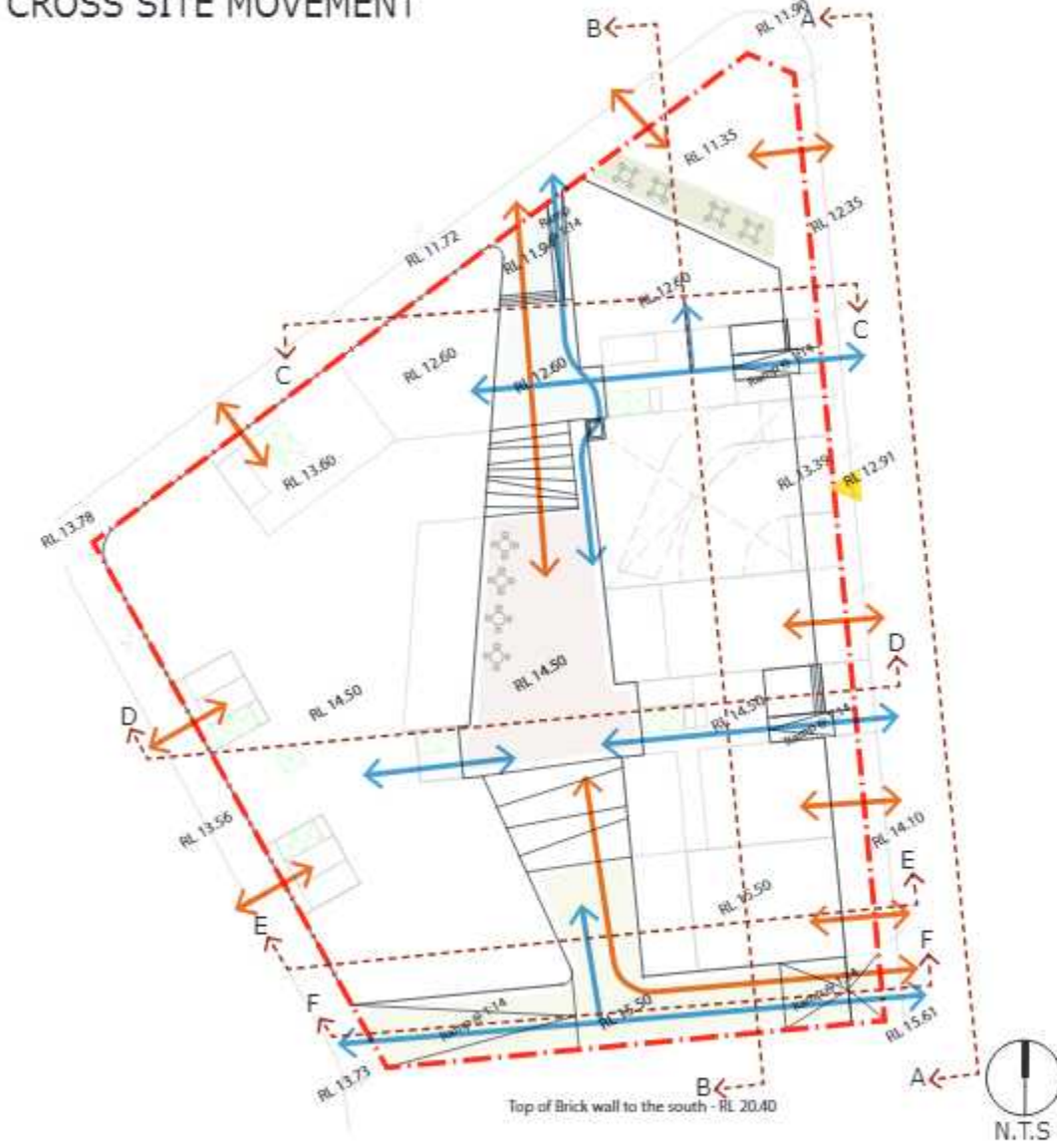
SWALES



CONCEPT SECTIONS

AJC issue: Levels

CROSS SITE MOVEMENT



KEY

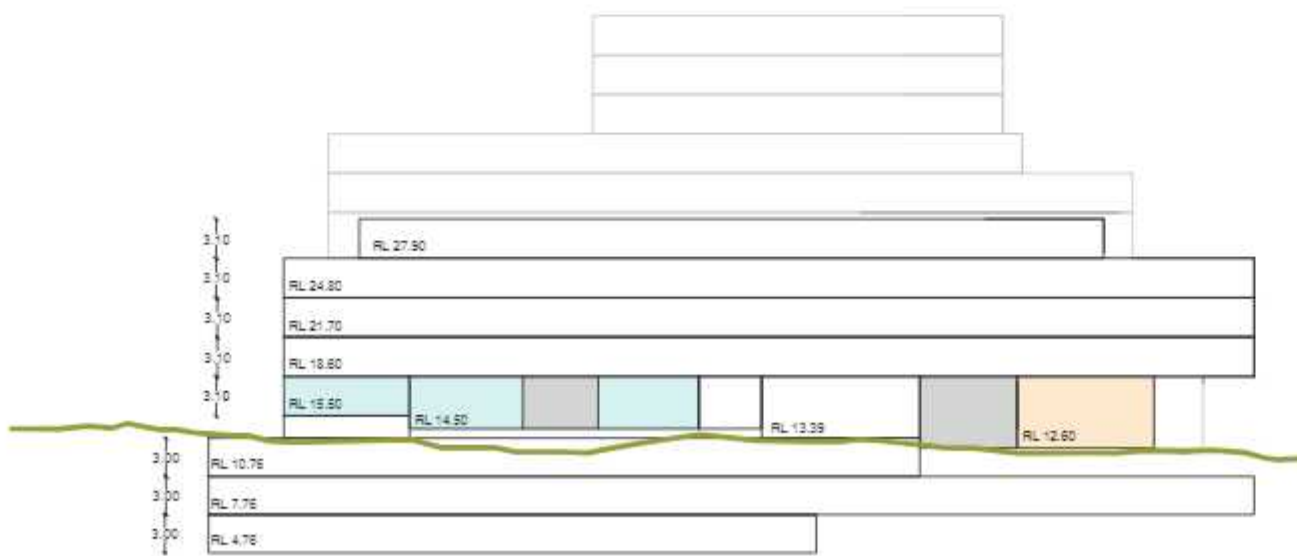
- Universal access
- Pedestrian access
- Vehicular access

NOTE: Levels are based on the flood advice received.

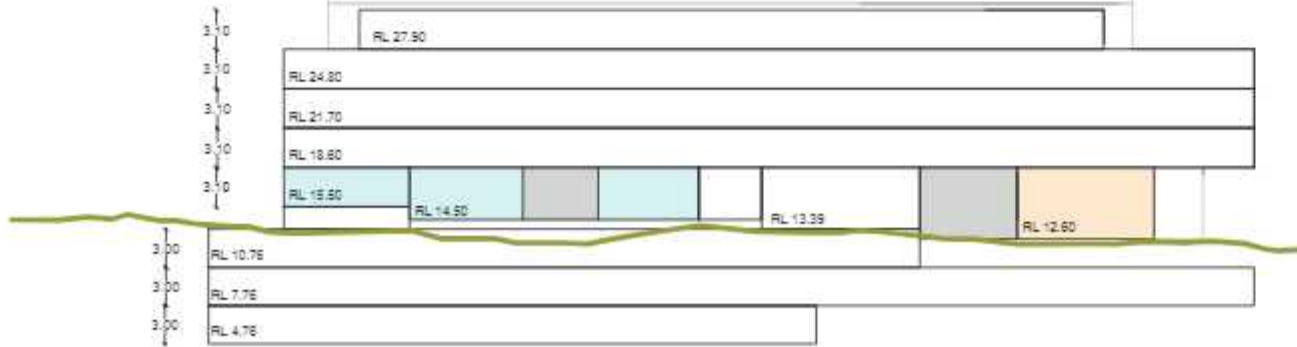
KEY

- The entrance
- The Plaza
- The laneway
- Lobby
- Pub
- Retail/Commercial
- SOHOs
- Cafe
- Outdoor cafe
- Ground line
- Outdoor landscape/seating

SECTION AA (SARSFIELD CIRCUIT ELEVATION) (N.T.S)



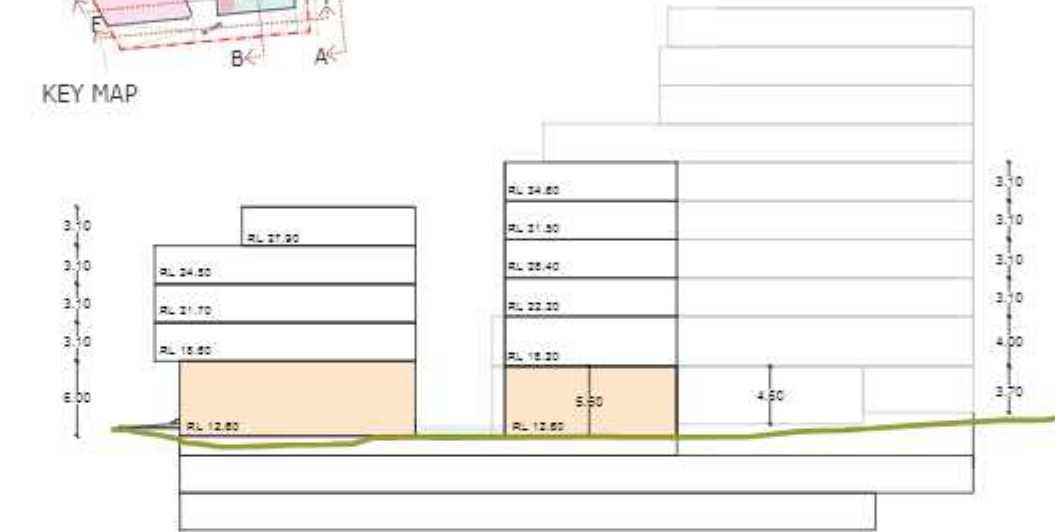
SECTION BB (N.T.S)



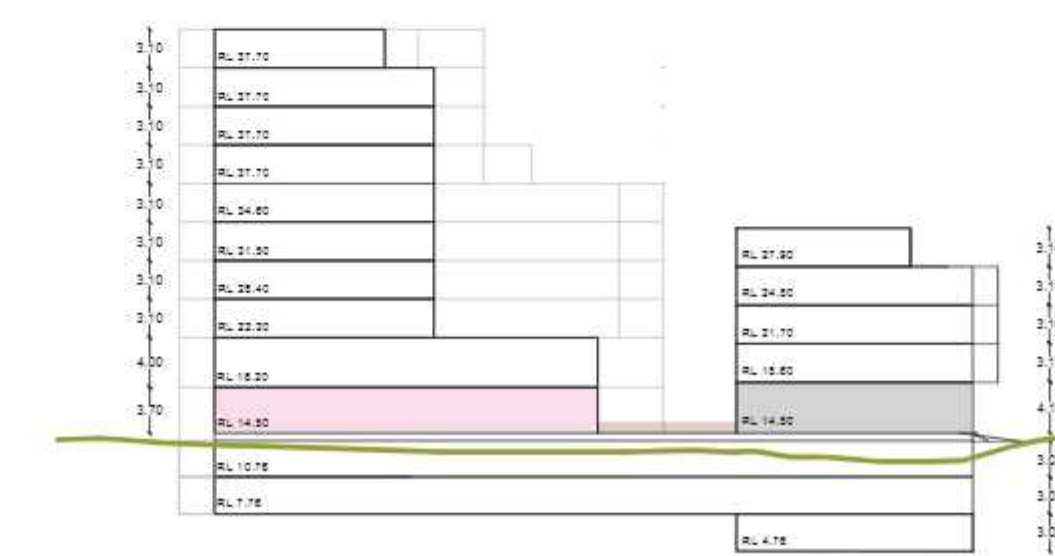
KEY

- The entrance
- The Plaza
- The laneway
- Lobby
- Pub
- Retail/Commercial
- SOHOs
- Cafe
- Outdoor cafe
- Ground line
- Outdoor landscape/seating

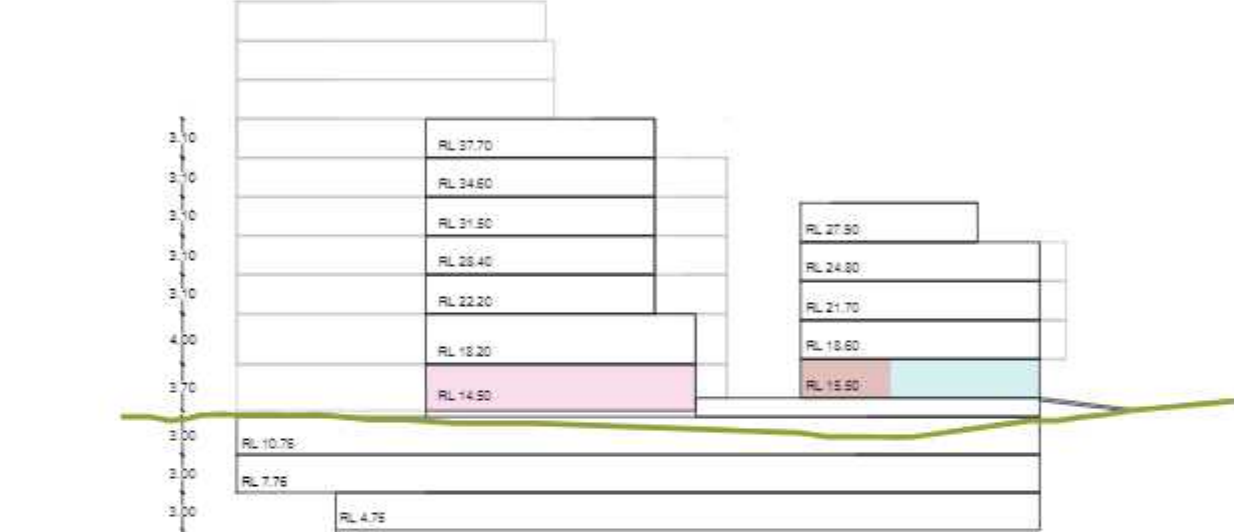
SECTION CC (N.T.S)



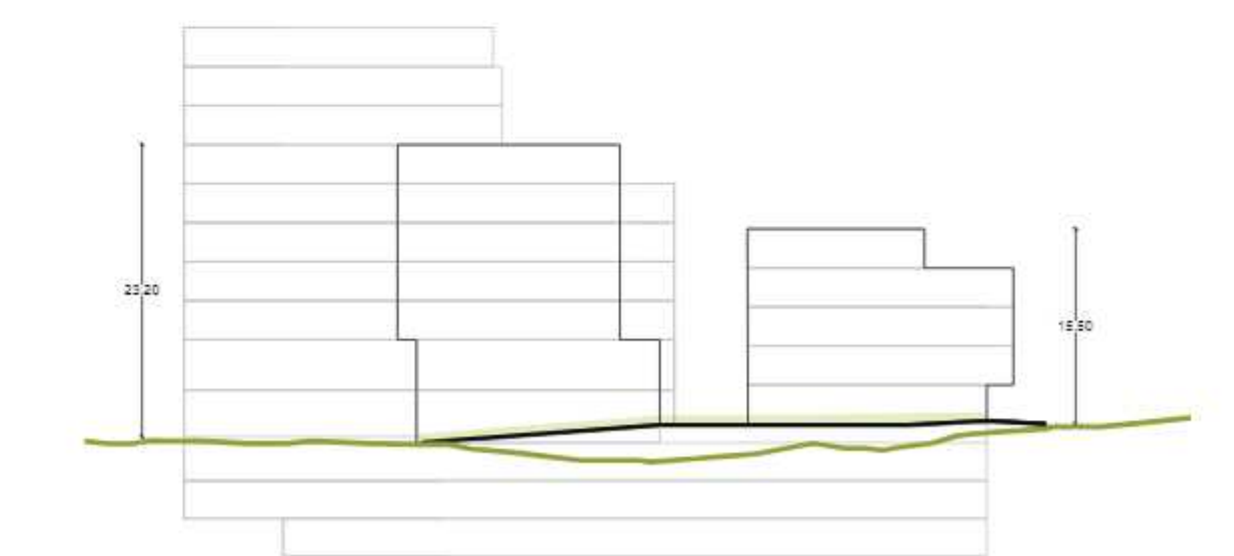
SECTION DD (N.T.S)



SECTION EE (N.T.S)



SECTION FF (N.T.S)



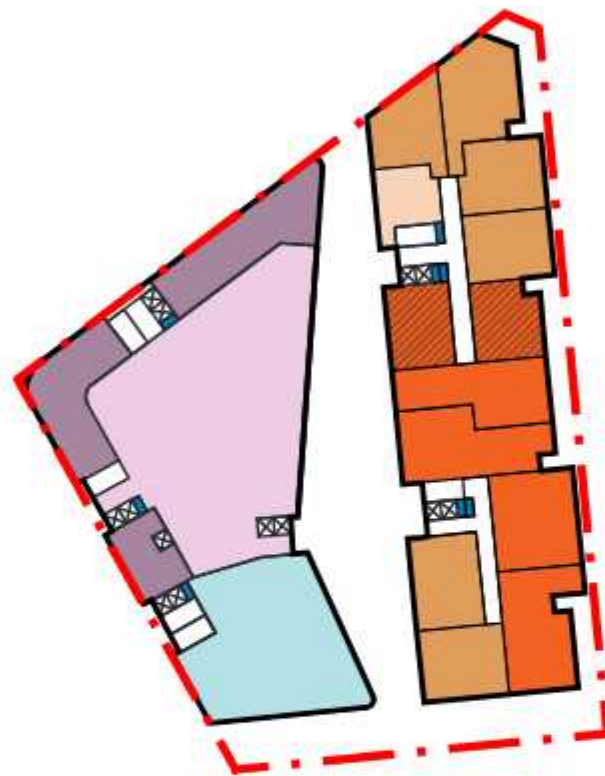
AMENDED CONCEPT LAYOUTS

AJC issue: Levels, floor plate sizes and cross ventilation

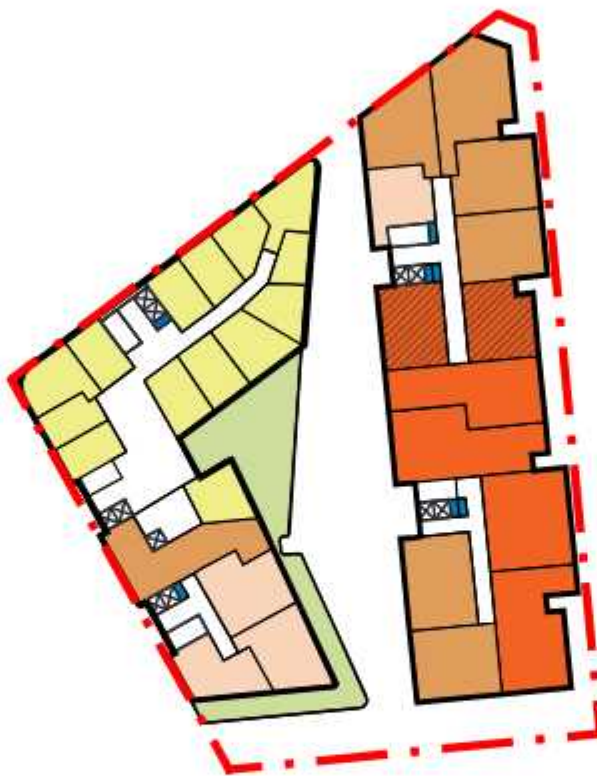
GROUND FLOOR



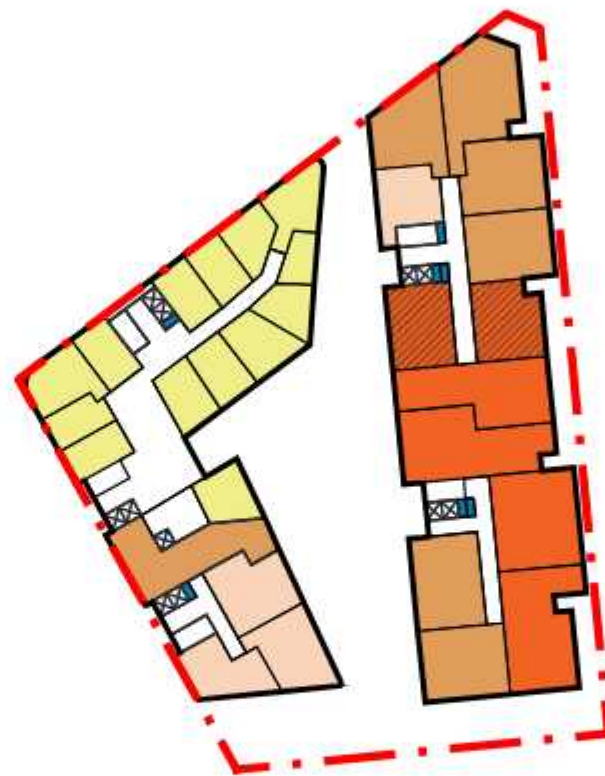
LEVEL 1



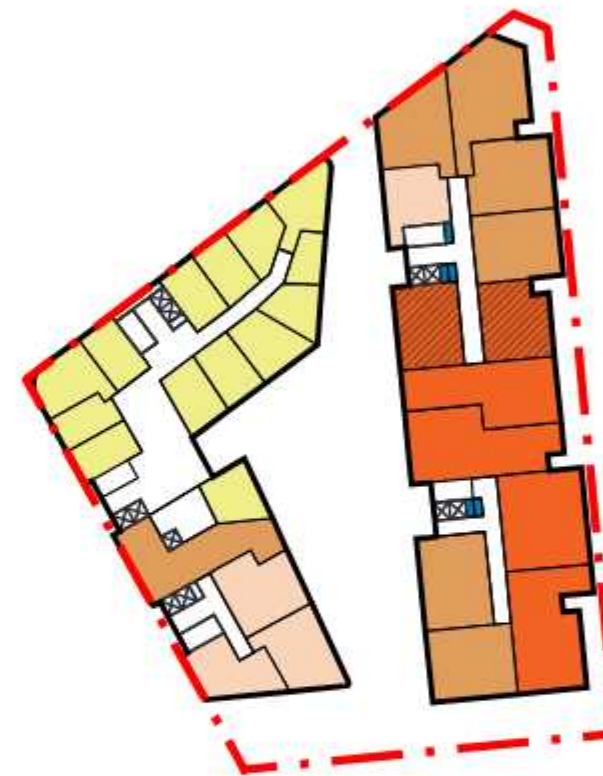
LEVELS 2



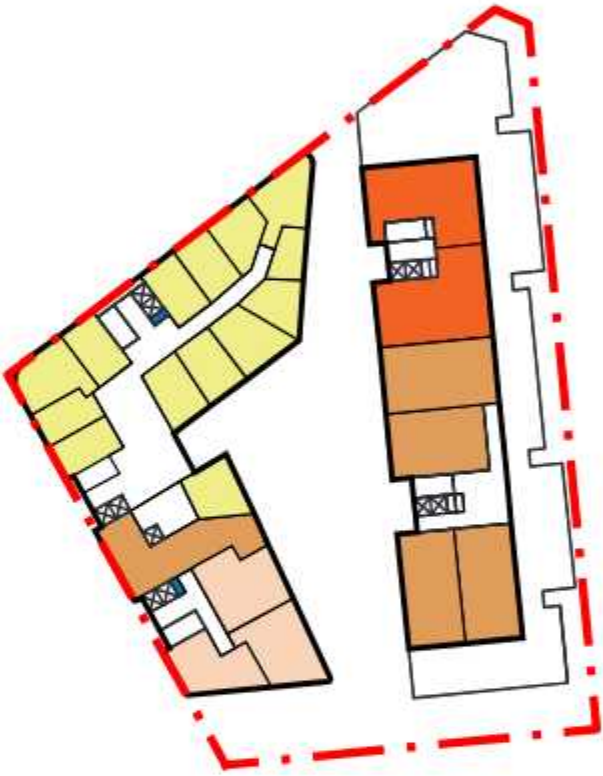
LEVEL 3



LEVEL 4



LEVEL 5



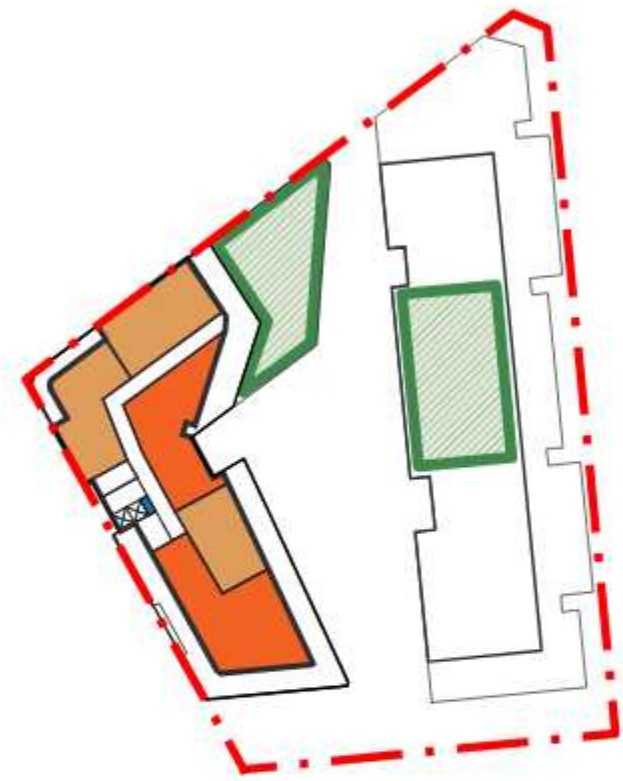
KEY

- Site boundary
 - 1 bedroom unit *
 - 2 bedroom unit *
 - 3 bedroom unit *
 - 3 bedroom - 2 storey unit *
 - Services
 - Hotel
 - Pub
 - Pub outdoor
 - Gym
 - Landscape buffer
 - Green roof - Non trafficable
 - Communal open space
 - Retail / Commercial - SOHO
 - Residential part of SOHO *
 - Cafe / Outdoor
- * Including allowance for balconies/ terraces

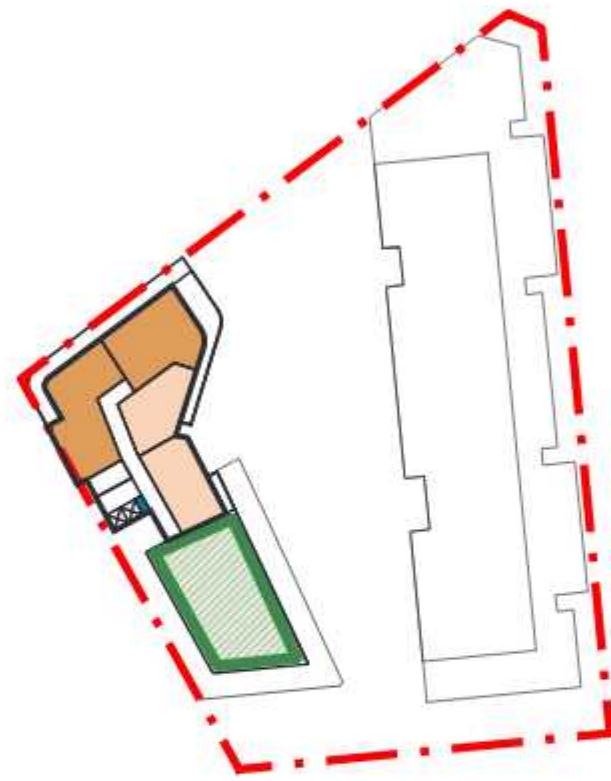
KEY

- Site boundary
 - 1 bedroom unit *
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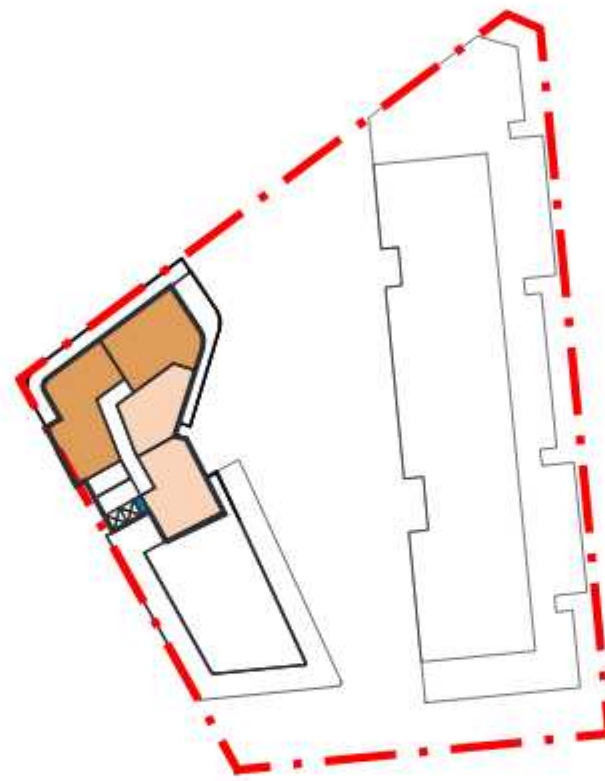
LEVEL 6



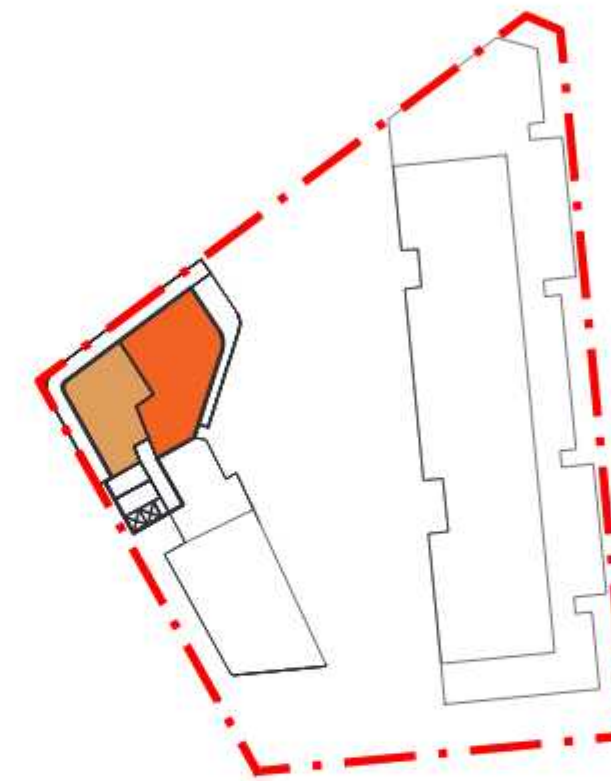
LEVEL 7



LEVEL 8



LEVEL 9



KEY

- Site boundary
 - 1 bedroom unit *
 - 2 bedroom unit *
 - 3 bedroom unit *
 - 3 bedroom - 2 storey unit *
 - Services
 - Hotel
 - Pub
 - Pub outdoor
 - Gym
 - Landscape buffer
 - Green roof - Non trafficable
 - Communal open space
 - Retail / Commercial - SOHO
 - Residential part of SOHO *
 - Cafe / Outdoor
- * Including allowance for balconies/ terraces

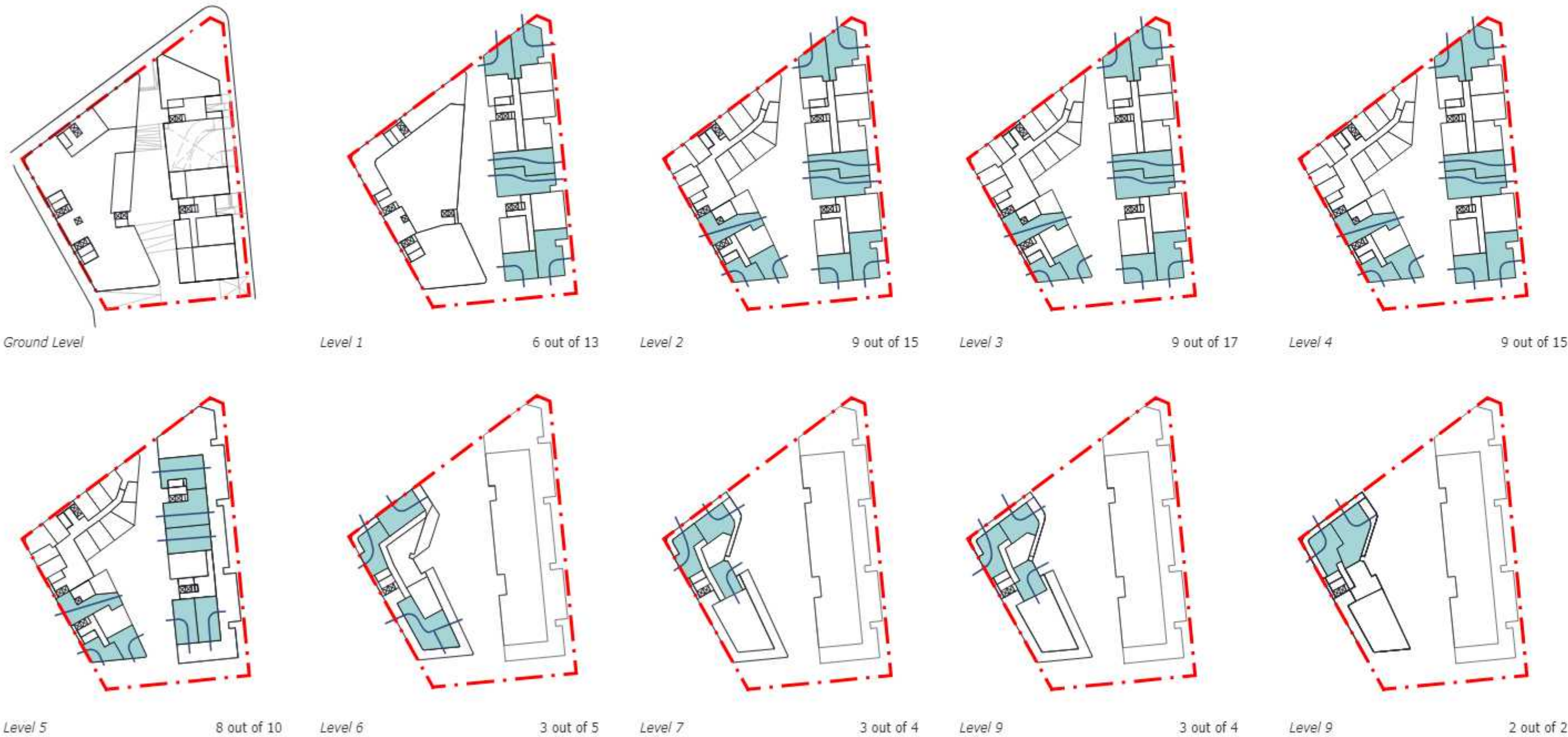
KEY

- Site boundary
 - 1 bedroom unit *
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 - Pub
 - Pub outdoor
 - Gym
 - Landscape buffer
 - Green roof - Non trafficable
 - Communal open space
 - Retail / Commercial - SOHO
 - Residential part of SOHO *
 - Cafe / Outdoor
- * Including allowance for balconies/ terraces

AMENDED CROSS VENTILATION

AJC issue: Insufficient cross ventilation

Based on the amended concept plans and the introduction of duplex units, 50 out of 83 units are cross ventilated resulting in 60% compliance which is in line with ADG objective 4B-3.

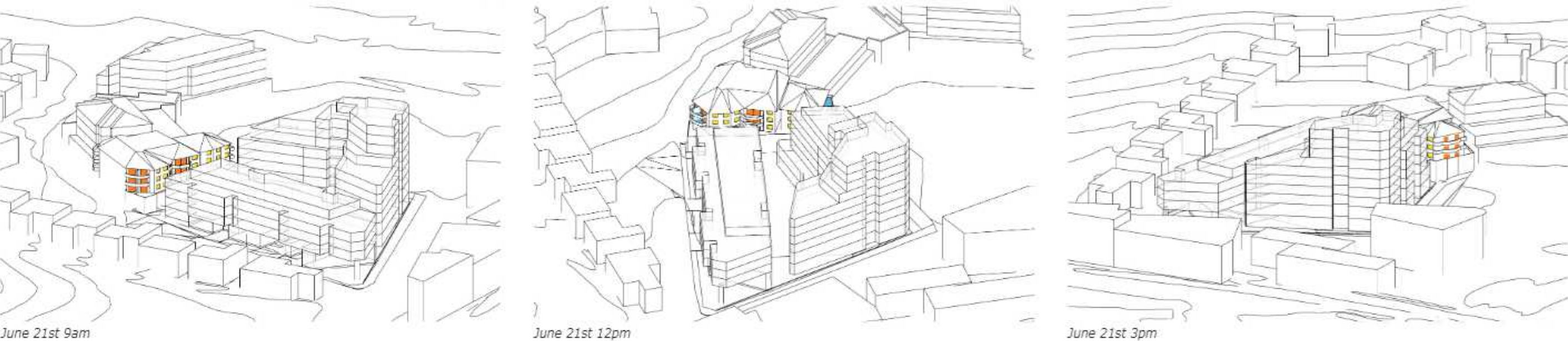


SUN-EYE DIAGRAMS

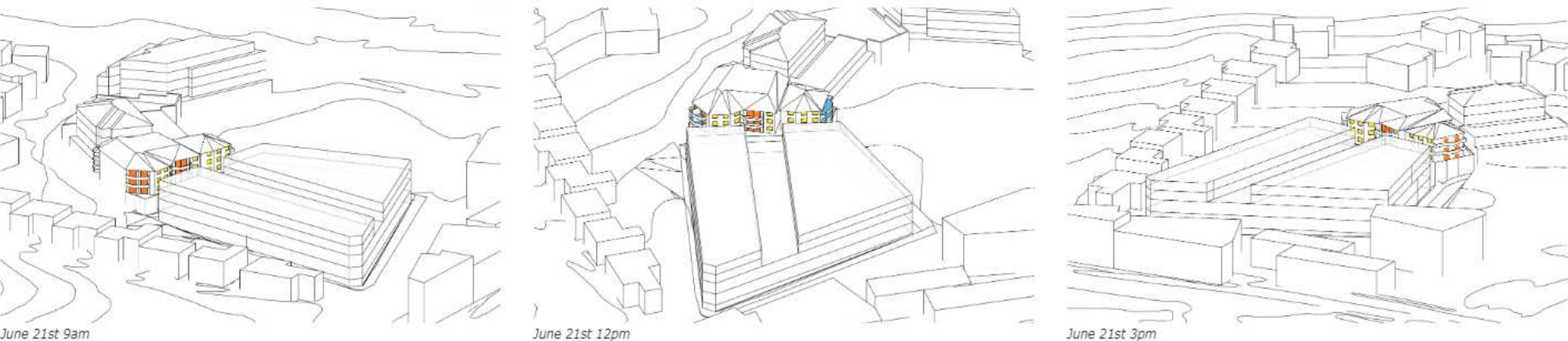
AJC issue: Overshadowing to the south

As seen in the sun-eye diagrams provided below, a compliant scheme results in the overshadowing of 3 units to the south and the planning proposal scheme results in the overshadowing of 4 units, which we consider acceptable.

INDICATIVE PP SCHEME



INDICATIVE COMPLIANT SCHEME



Total number of units on the northern and western facades (not total number of units in the development)	15
Total number of units (living rooms) receiving 3 hours of sunlight in the PP scheme	11
Total number of units (living rooms) receiving 3 hours of sunlight in the compliant scheme	12

NOTE: -1 unit from the compliant scheme

KEY

- Living room windows
- Bedroom windows
- Balcony

COMPARISON OF PP RELATIVE TO A TOWER APPROACH VS COMPLIANT SCHEME

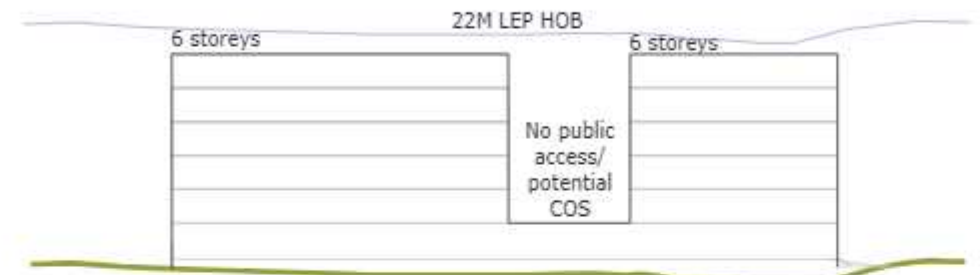
AJC issue: Building scale

As seen in the comparison diagrams below, the PP scheme provides better proportioned forms responding to the existing character of the area with public access on the ground floor.



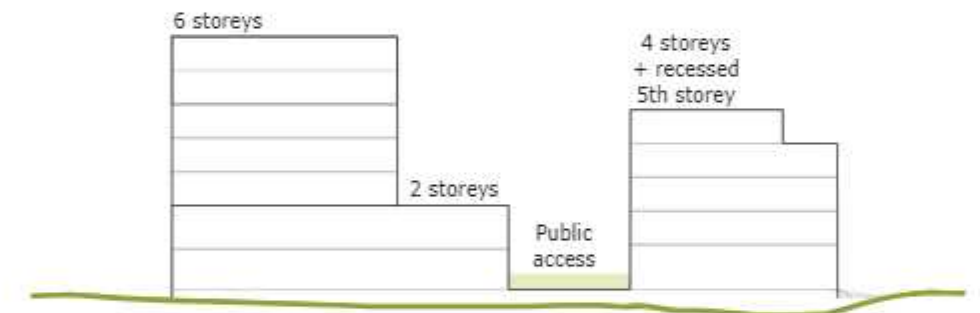
KEY MAP

INDICATIVE COMPLIANT SCHEME



- 6 storey streetwall to the carpark and Sarsfield Circuit
- No public access through the site in a north-south direction
- Potential COS on the podium or roof

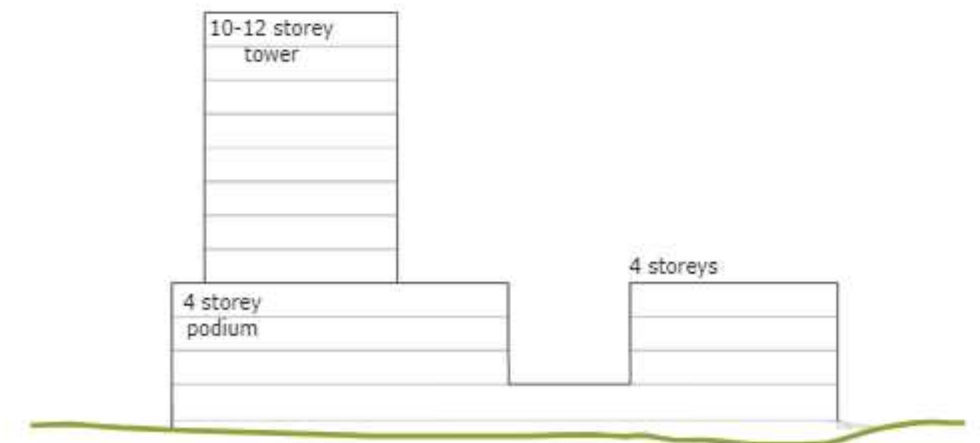
INDICATIVE PP SCHEME



- 4 storey streetwall to Sarsfield with a recessed 5th storey
- 6 storey streetwall to the carpark
- Public access and plaza space through the site in a north-south direction
- 2 storey and 5 storey height only to public space to the plaza located in the middle

NOTE: Taller form occurs further to Slade Road

INDICATIVE TOWER APPROACH



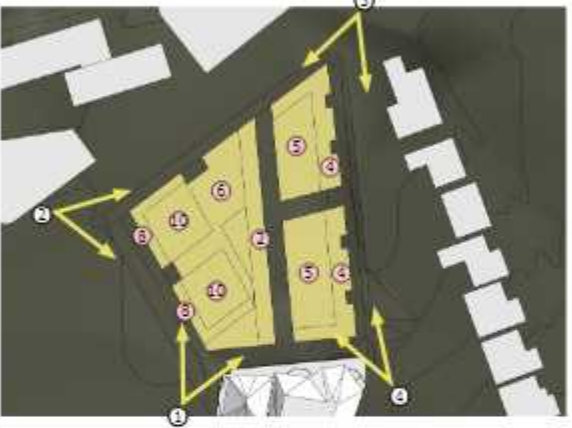
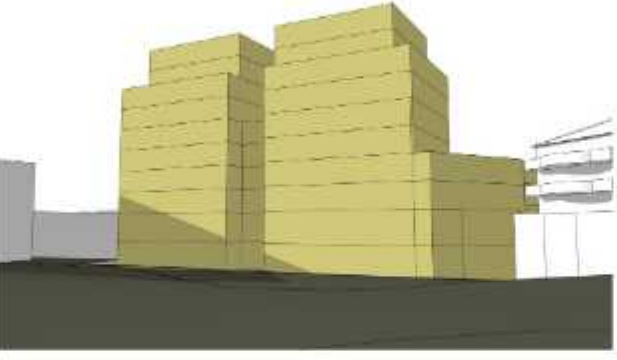
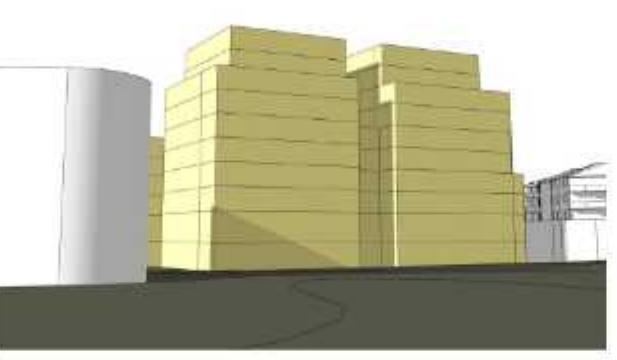
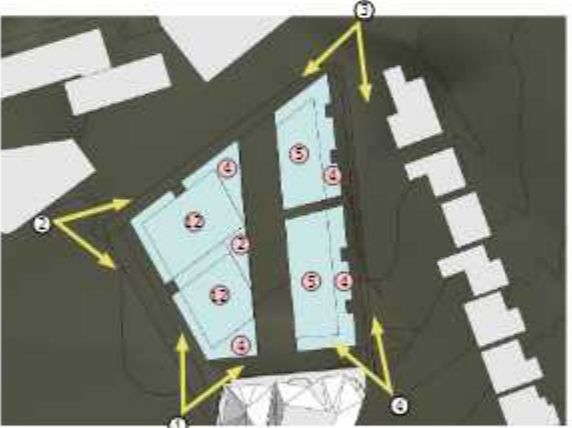
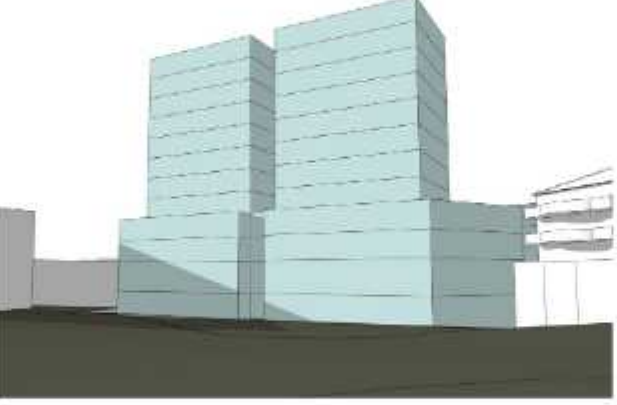
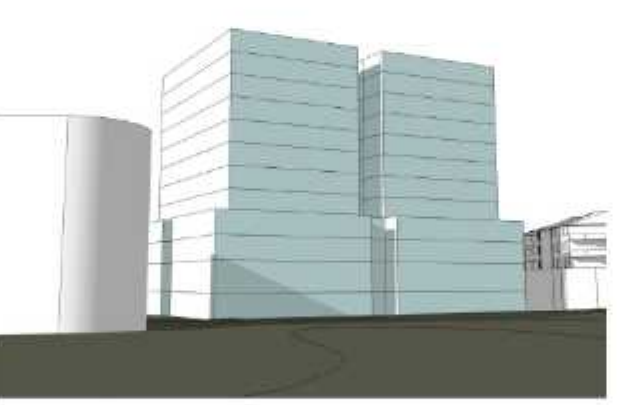
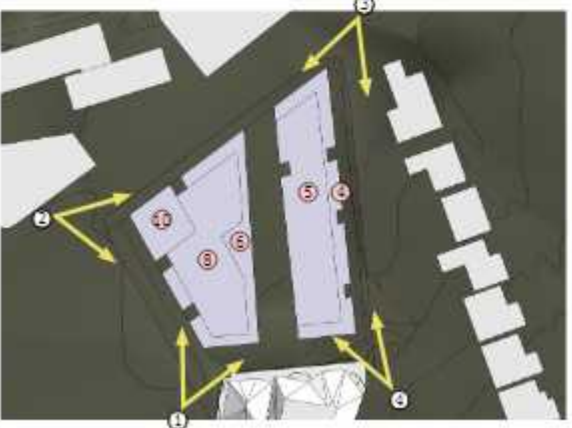
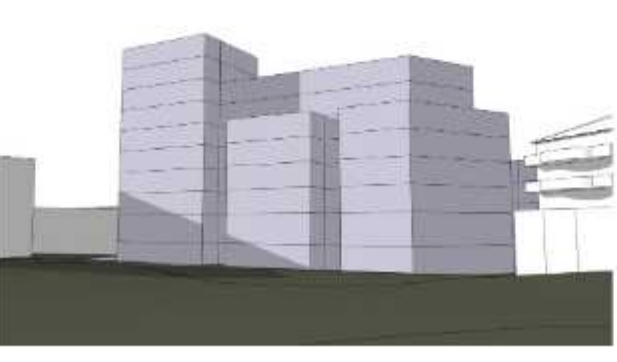
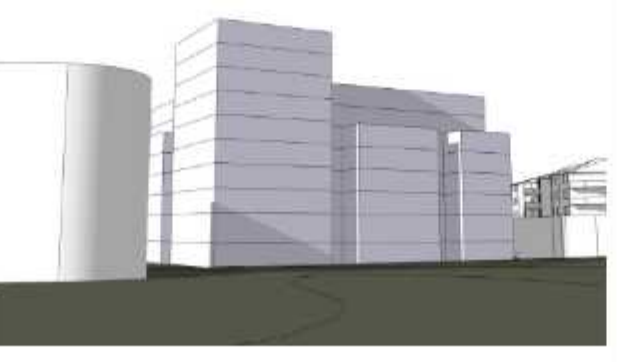
- 4 storey streetwall/podium to the carpark and Sarsfield Circuit
- 10/12 storey towers to the carpark (subject to FSR testing)
- No public access through the site in a north-south direction

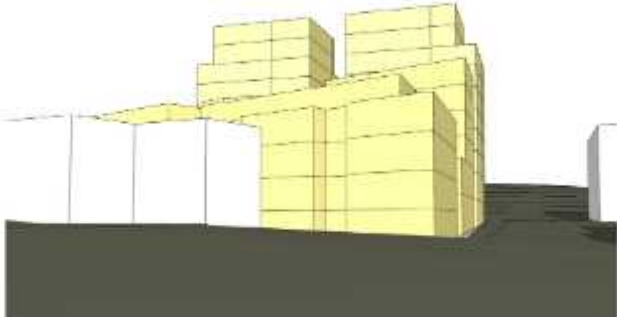
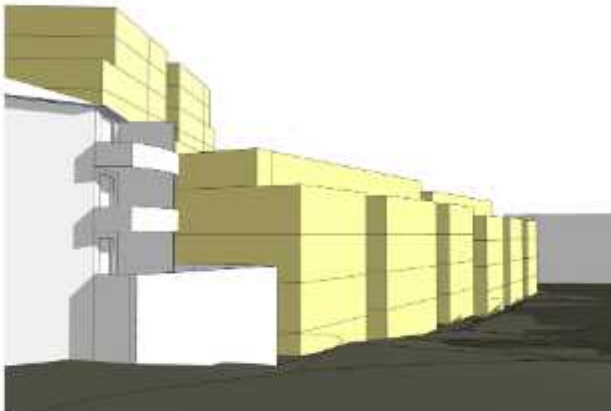
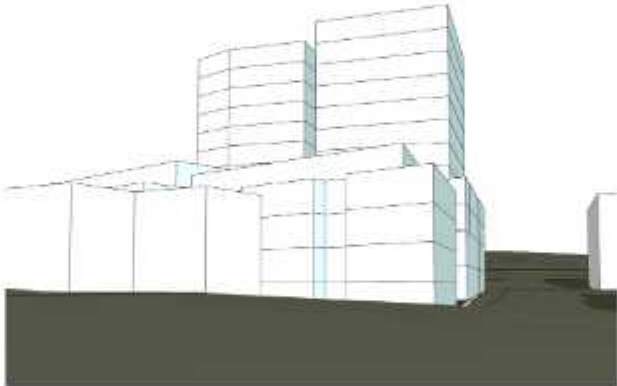
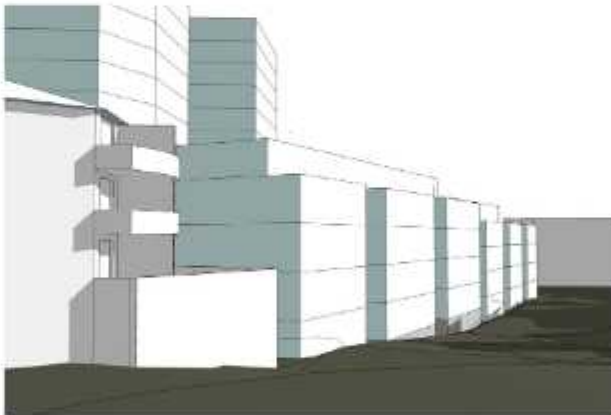
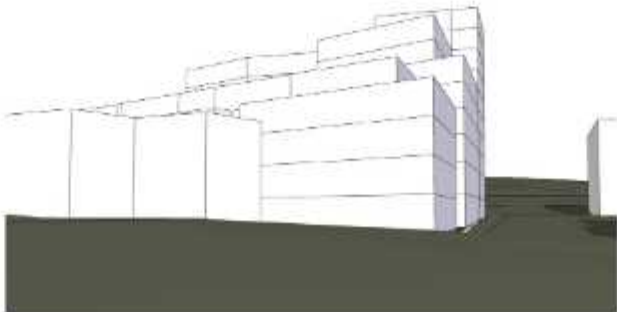
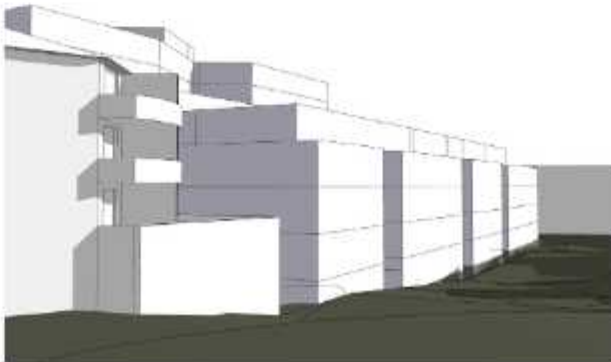
ALTERNATE 3D MASSING STUDIES

TESTING OF ALTERNATE 3D MASSING OPTIONS

CONCLUSION OF OPTIONS -

The following pages show 3 suggested alternate built form options either suggested in the AJC report or as a response to AJC's comments.

OPTIONS	PLAN VIEW	DESCRIPTION	VIEW 1 - Carpark	VIEW 2 - Slade Road
OPTION 1		GREATER HEIGHT TO THE WEST- <ul style="list-style-type: none">Break/gap in the building along Sarsfield Circuit8 storey streetwall along carpark with recessed top 2 storeysDistribute mass across the two taller forms to the westLaneway through the site in a north-south direction with commercial and SOHO uses or continuous commercial use for lower two floors and no laneway12m ADG setback from the Level 2 and above		
OPTION 2		TOWERS - <ul style="list-style-type: none">4 storey streetwall to Sarsfield Circuit and the carparkApprox 1000sqm floorplates for towers from Level 5Two tower forms - 12 storeys highLaneway through the site in a north-south direction12m ADG setback from the ground and above		
OPTION 3		THE SUGGESTED AMENDED PP - <ul style="list-style-type: none">4 storey streetwall to Sarsfield Circuit6 storey streetwall to the carparkEmphasise the corner between the carpark and Slade Road with a 10 storey formPublicly accessible laneway through the site in a north-south direction12m ADG setbacks from the ground and widening above		

OPTIONS	VIEW 3 - Corner of Slade Road and Sarsfield Circuit	VIEW 4 - Sarsfield Circuit	FSR												
OPTION 1			<table><tr><th colspan="2">OPTION 1</th></tr><tr><td>BUILDING 1</td><td>6042</td></tr><tr><td>BUILDING 2</td><td>11706</td></tr><tr><td>GBA</td><td>17748</td></tr><tr><td>GFA (@ 80%)</td><td>14198.4</td></tr><tr><td>FSR</td><td>3.35</td></tr></table>	OPTION 1		BUILDING 1	6042	BUILDING 2	11706	GBA	17748	GFA (@ 80%)	14198.4	FSR	3.35
OPTION 1															
BUILDING 1	6042														
BUILDING 2	11706														
GBA	17748														
GFA (@ 80%)	14198.4														
FSR	3.35														
OPTION 2			<table><tr><th colspan="2">OPTION 2</th></tr><tr><td>BUILDING 1</td><td>6048</td></tr><tr><td>BUILDING 2</td><td>12200</td></tr><tr><td>GBA</td><td>18248</td></tr><tr><td>GFA (@ 80%)</td><td>14598.4</td></tr><tr><td>FSR</td><td>3.45</td></tr></table>	OPTION 2		BUILDING 1	6048	BUILDING 2	12200	GBA	18248	GFA (@ 80%)	14598.4	FSR	3.45
OPTION 2															
BUILDING 1	6048														
BUILDING 2	12200														
GBA	18248														
GFA (@ 80%)	14598.4														
FSR	3.45														
OPTION 3			<table><tr><th colspan="2">OPTION 3</th></tr><tr><td>BUILDING 1</td><td>6090</td></tr><tr><td>BUILDING 2</td><td>11730</td></tr><tr><td>GBA</td><td>17820</td></tr><tr><td>GFA (@ 80%)</td><td>14256</td></tr><tr><td>FSR</td><td>3.37</td></tr></table>	OPTION 3		BUILDING 1	6090	BUILDING 2	11730	GBA	17820	GFA (@ 80%)	14256	FSR	3.37
OPTION 3															
BUILDING 1	6090														
BUILDING 2	11730														
GBA	17820														
GFA (@ 80%)	14256														
FSR	3.37														

Annexe D: Urban Design Strategy Document
JKM Architects, September 2023

187 Slade Road, Bexley North - Urban Design Strategy

2023.08.11 Rev: 03

jkm
architects



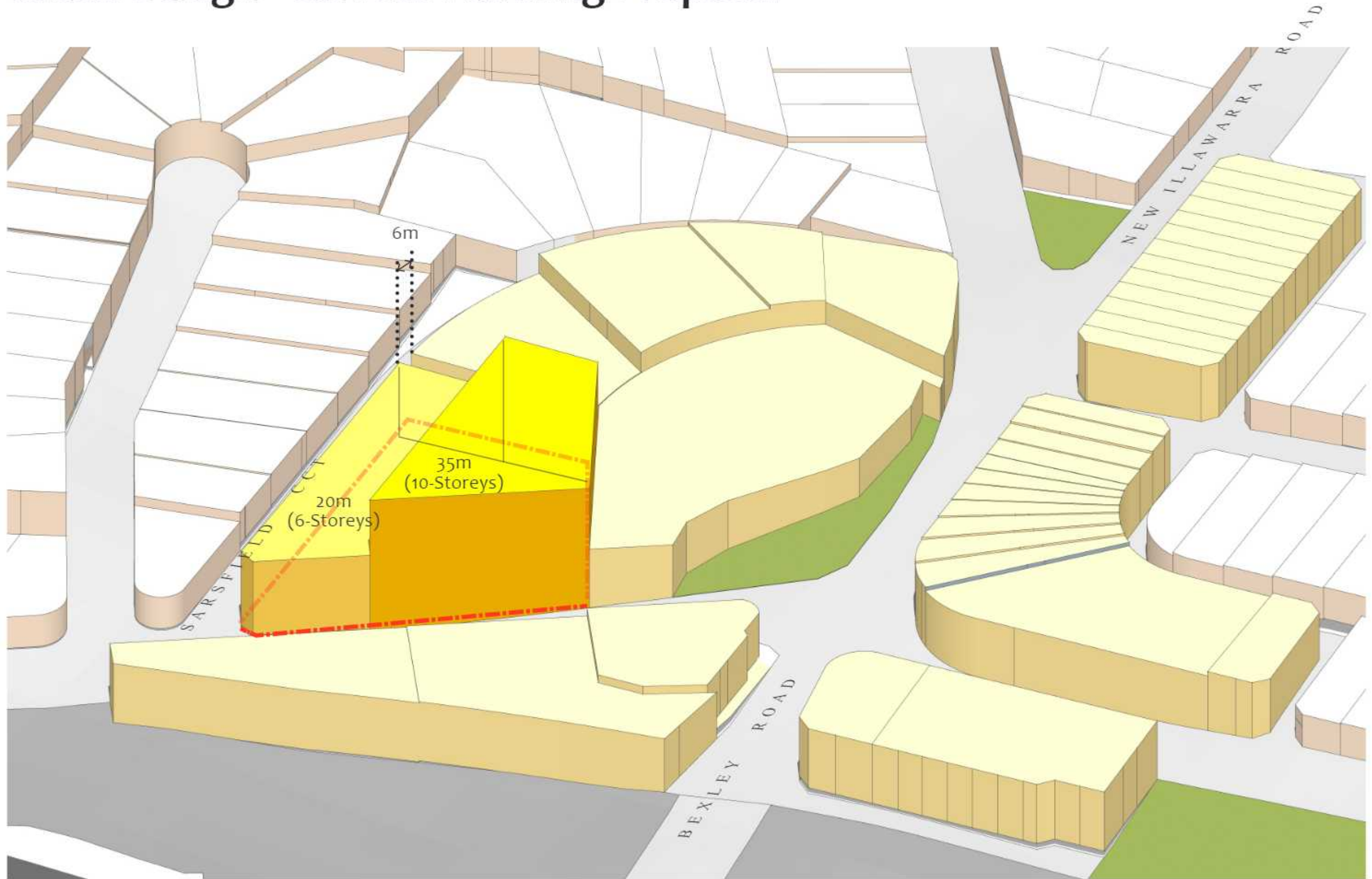
Existing urban framework



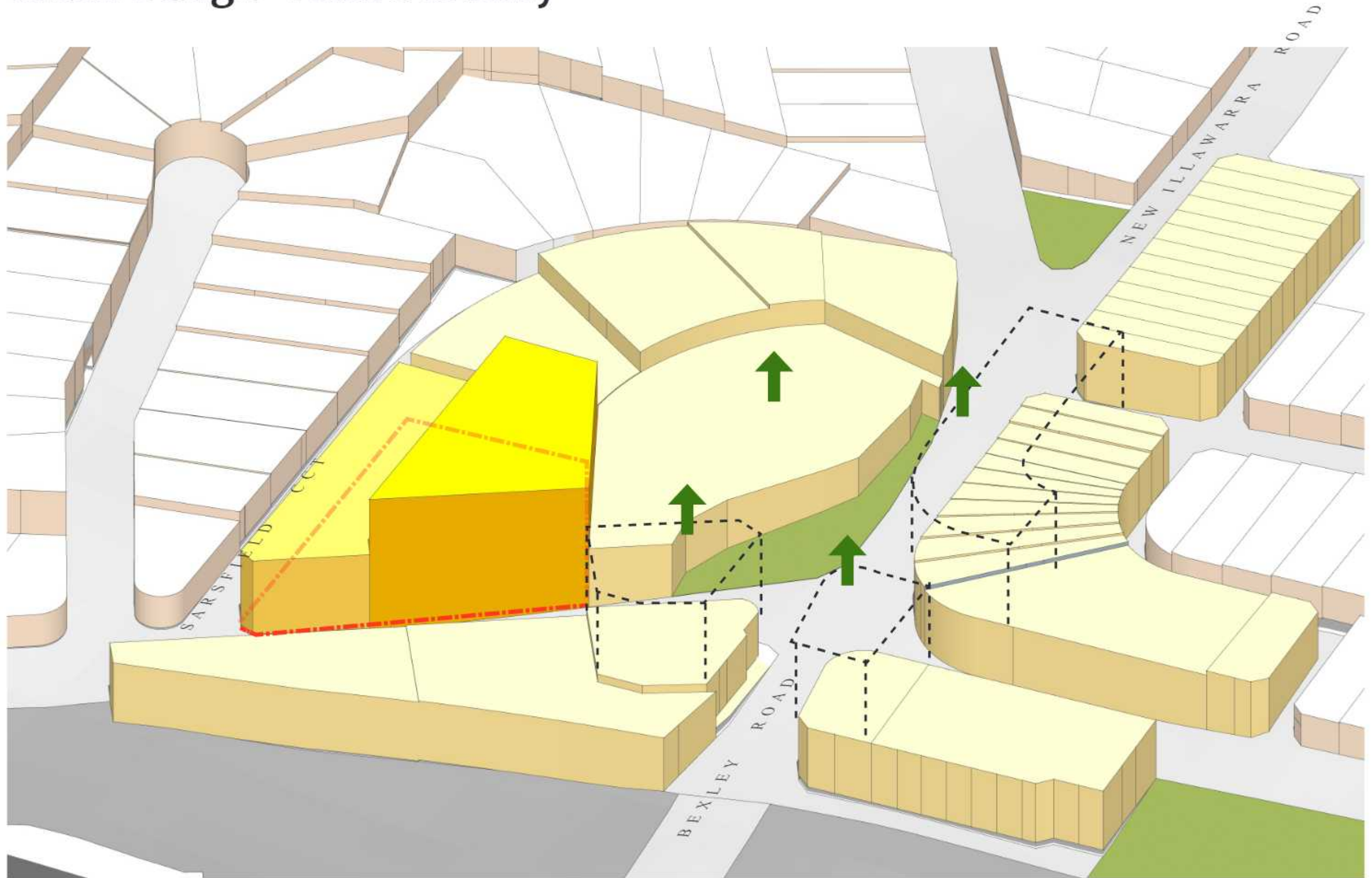
Current LEP permissible envelopes



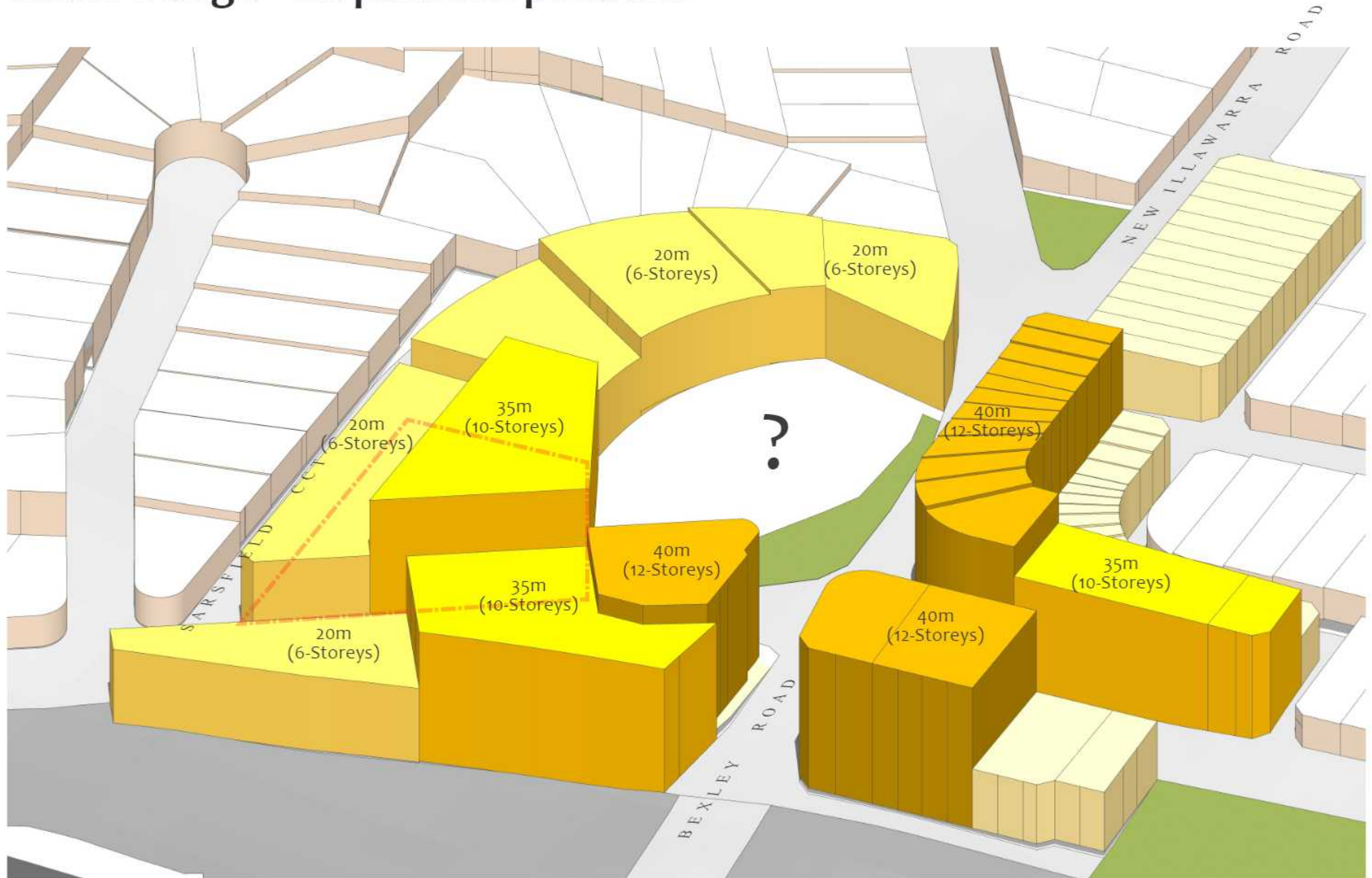
Urban Design - Current Planning Proposal



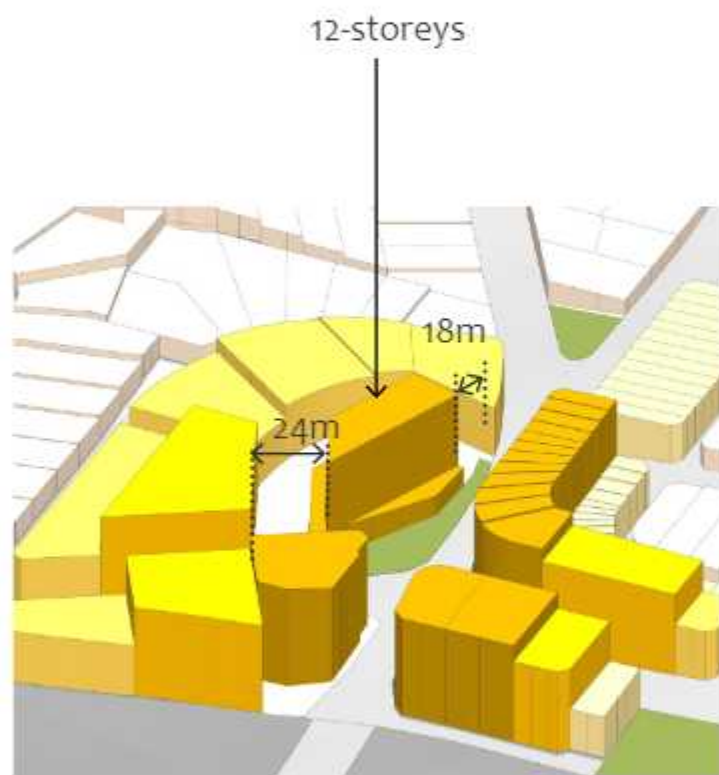
Urban Design - Future density



Urban Design - Carpark site potential

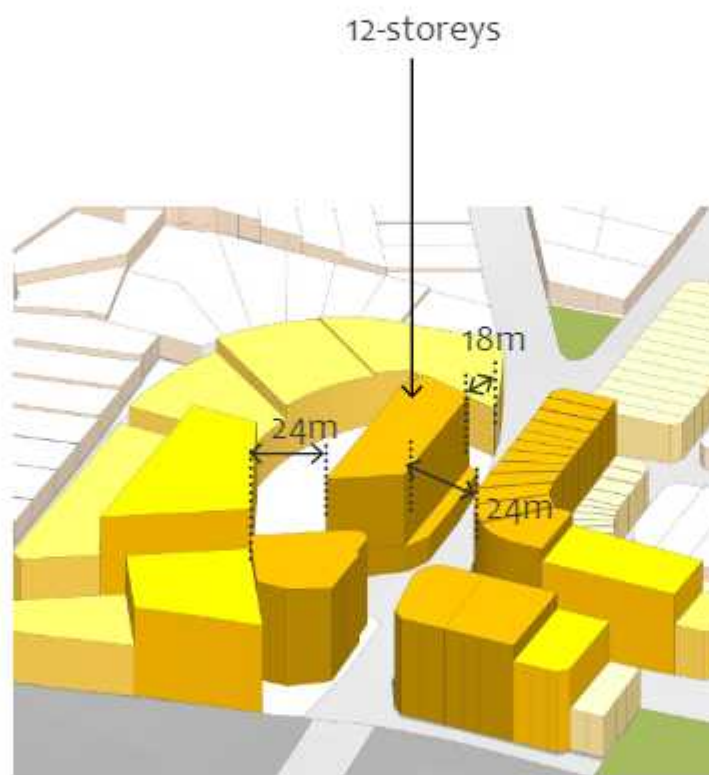


Urban Design - Carpark site urban design approach



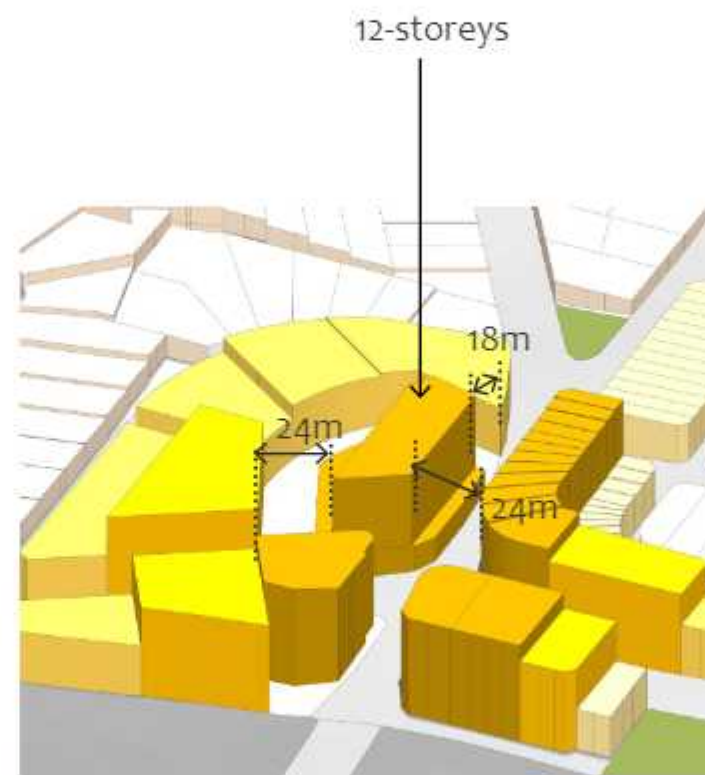
Option 01

- Retain existing park
- ADG compliant envelope and building separation
- Max. 18m deep typical floor plate to achieve ADG Solar compliance to neighbouring buildings.



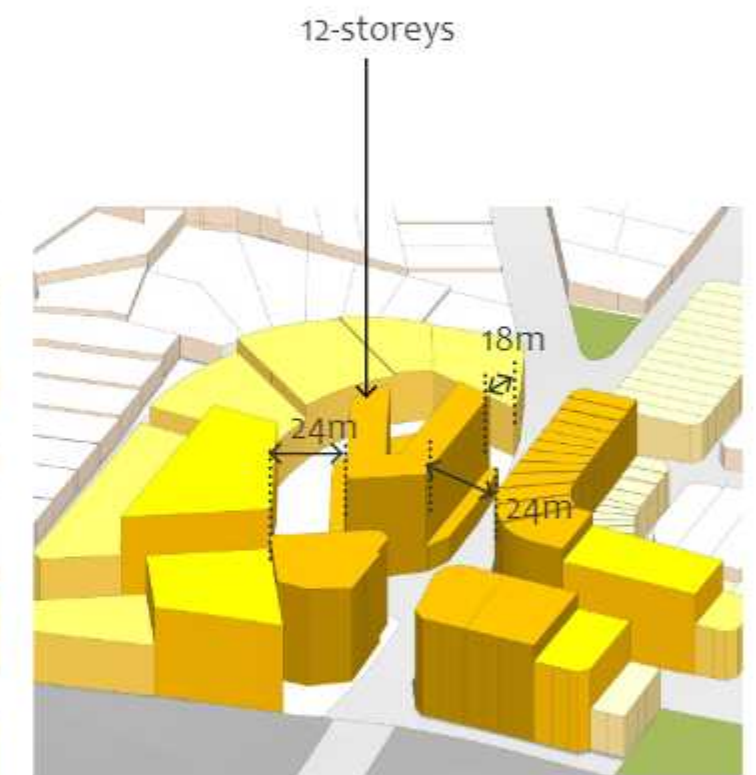
Option 02a

- Reconsider park location from urban scale.
- Create streetwall establishment along Bexley road.
- Consider future of Bexley North and Density requirements.
- Connect to future through-site link.
- Create a larger communal space for future of Bexley North
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.



Option 02b

- Reconsider park location from urban scale.
- Create streetwall establishment along Bexley road.
- Consider future of Bexley North and Density requirements.
- Connect to future through-site link.
- Create a larger communal space for future of Bexley North
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.



Option 03

- Maximize density.
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.

Urban Design - Carpark site development options



Option 01

- Retain existing park
- ADG compliant envelope and building separation
- Max. 18m deep typical floor plate to achieve ADG Solar compliance to neighbouring buildings.



Option 02a

- Reconsider park location from urban scale.
- Create streetwall establishment along Bexley road.
- Significantly larger communal space
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.



Option 02b

- Create streetwall establishment along Bexley road.
- Maximize density.
- ADG compliant envelope and building separation
- Max. 22m deep typical floor plate.



Option 03

- Create streetwall establishment along Bexley road.
- Maximize density.
- ADG compliant envelope and building separation
- Max. 14m deep typical floor plate with single loaded apartments.

Urban Design - Carpark site development indicative layout

Residential Key

- 3-Bed Apt
- 2-Bed Apt
- 1-Bed Apt



Option 01

- GEA: 1670m² (Podium - 2-storeys)
- GEA: 990m² (Typical Levels - 10-storeys)
- Nominal layout: (8 apts per level)
 - 2x 1B
 - 5x 2B
 - 1x 3B

Total Yield:

- GEA: 11,840m²
- GBA: 10,890m²
- GFA: 9,800m²



Option 02a

- GEA: 1470m² (Podium - 2-storeys)
- GEA: 1270m² (Typical Levels - 10-storeys)
- Nominal layout: (11 apts per level, 2 cores req'd)
 - 3x 1B
 - 5x 2B
 - 2x 3B

Total Yield:

- GEA: 15,640m²
- GBA: 14,390m²
- GFA: 12,800m²



Option 02b

- GEA: 2640m² (Podium - 2-storeys)
- GEA: 1270m² (Typical Levels - 10-storeys)
- Nominal layout: (10 apts per level, 2 cores req'd)
 - 3x 1B
 - 5x 2B
 - 2x 3B

Total Yield:

- GEA: 17,980m²
- GBA: 16,540m²
- GFA: 14,910m²



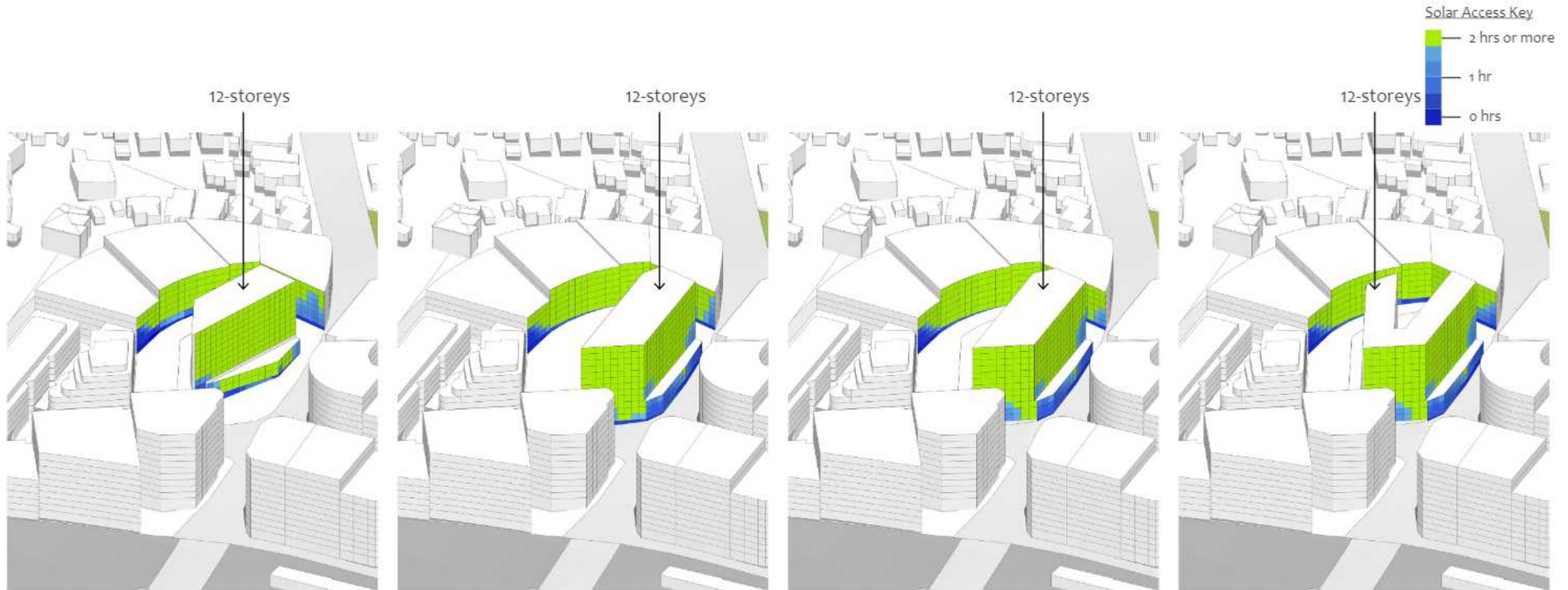
Option 03

- GEA: 2640m² (Podium - 2-storeys)
- GEA: 1305m² (Typical Levels - 10-storeys)
- Nominal layout: (11 or 12 apts per level, 2 cores req'd)
 - 2x 1B
 - 7x 2B
 - 2x 3B
 - or
 - 5x 1B
 - 5x 2B
 - 2x 3B

Total Yield:

- GEA: 18,330m²
- GBA: 16,860m²
- GFA: 15,190m²

Solar Access (June 21st) - Carpark site options



Option 01

- Slight impact to existing property immediately to the south
- Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

Option 02a

- Slight impact to existing property immediately to the south
- Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

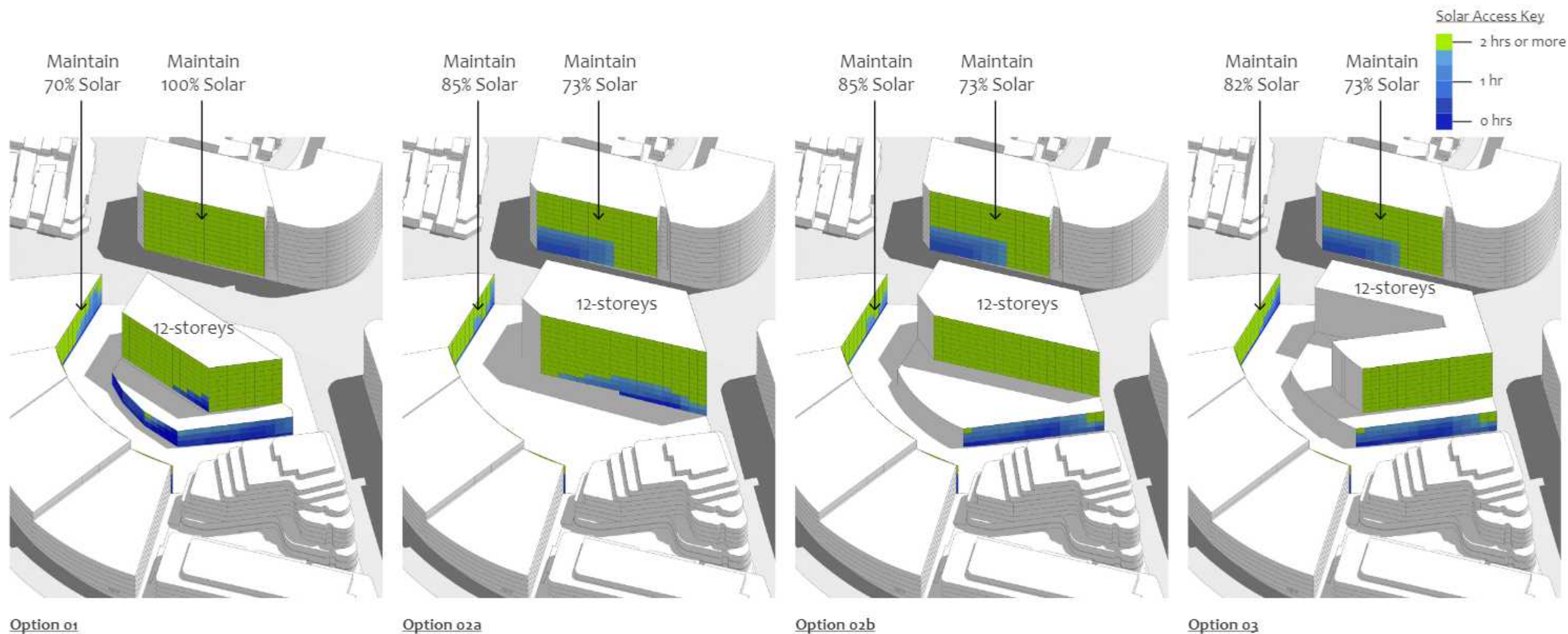
Option 02b

- Slight impact to existing property immediately to the south
- Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

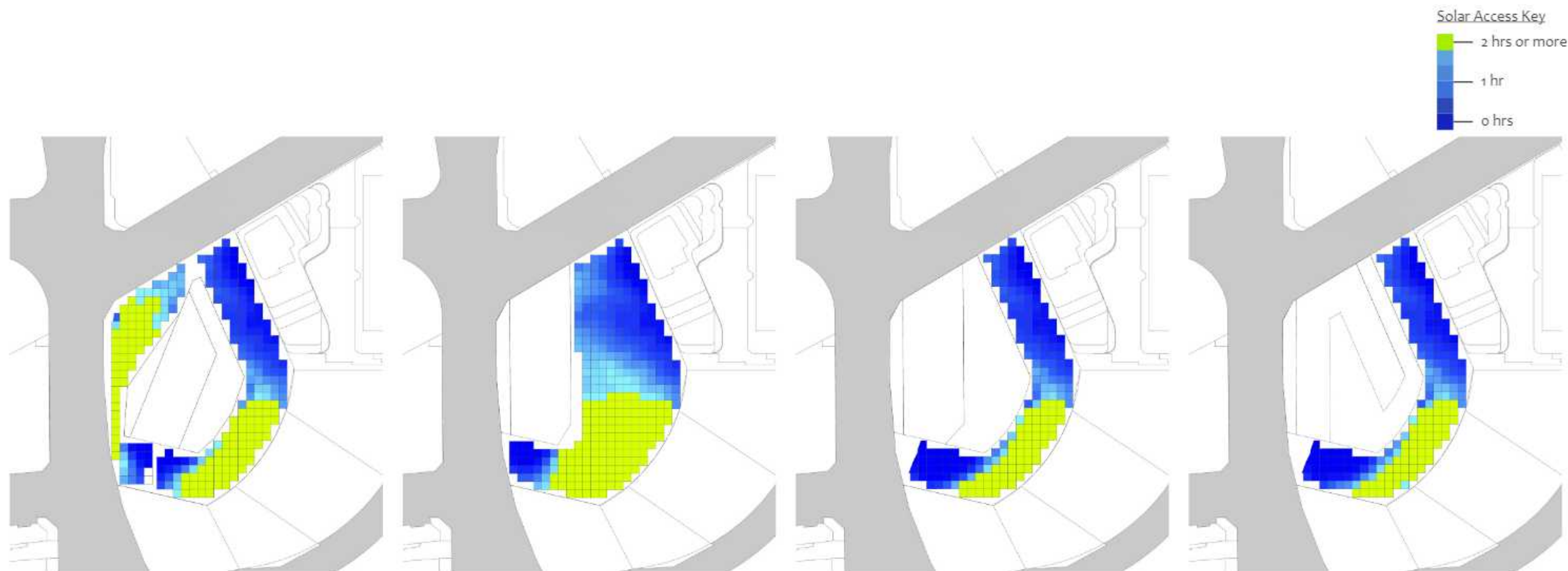
Option 03

- Slight impact to existing property immediately to the south
- Typical residential levels are primarily compliant with min. 2hrs solar access in accordance with the ADG.

Solar Access (June 21st) - Carpark site options



Solar Access - Public Domain (June 21st)



Option 01

- Public domain area: 3360m²
- Approx. 1320m² (39%) of area receive 2hrs or more direct sunlight in mid winter.

Option 02a

- Public domain area: 3620m²
- Approx. 1400m² (39%) of area receive 2hrs or more direct sunlight in mid winter.

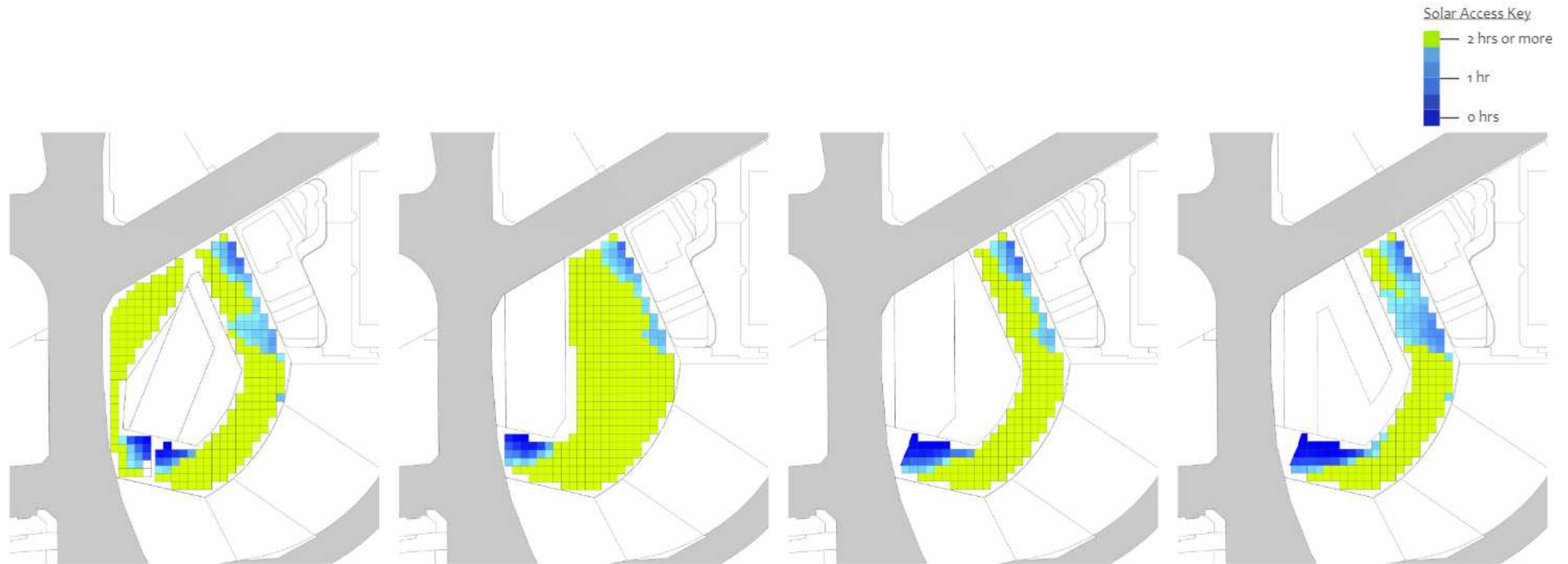
Option 02b

- Public domain area: 2260m²
- Approx. 730m² (32%) of area receive 2hrs or more direct sunlight in mid winter.

Option 03

- Public domain area: 2260m²
- Approx. 730m² (32%) of area receive 2hrs or more direct sunlight in mid winter.

Solar Access - Public Domain (Sept 21st)



Option 01

- Public domain area: 3360m²
- Approx. 2420m² (72%) of area receive 2hrs or more direct sunlight during equinox.

Option 02a

- Public domain area: 3620m²
- Approx. 2790m² (77%) of area receive 2hrs or more direct sunlight during equinox.

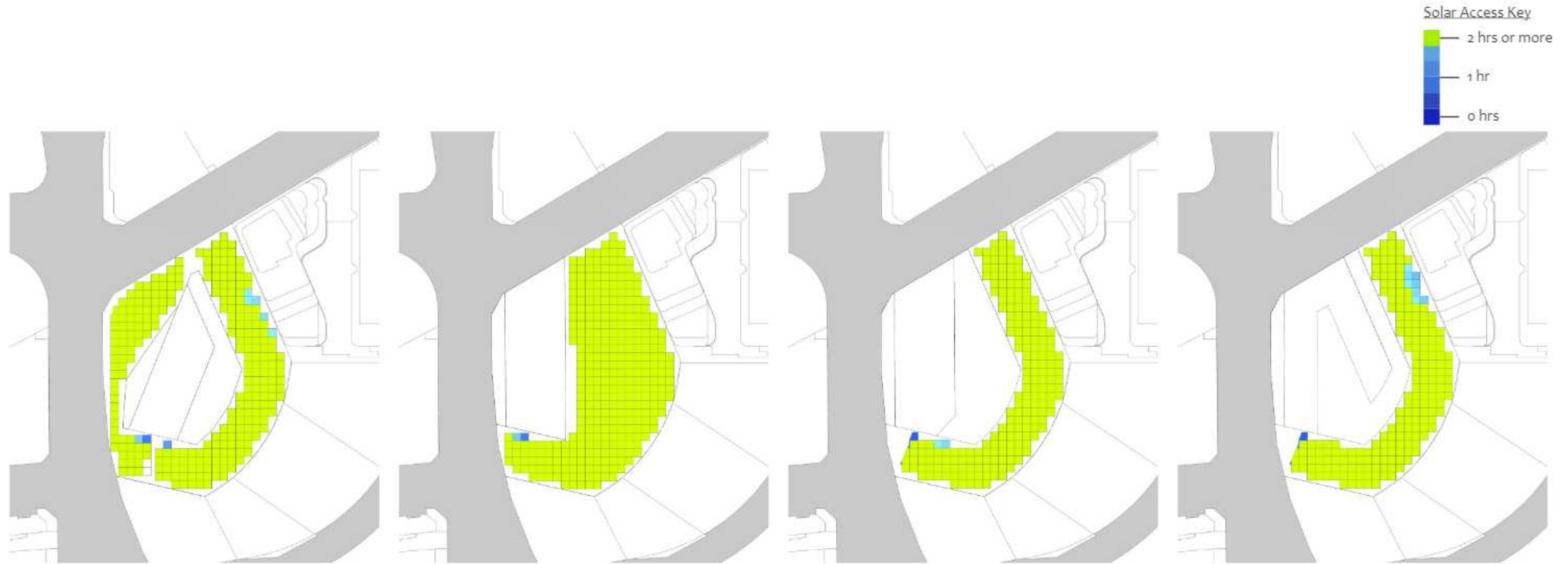
Option 02b

- Public domain area: 2260m²
- Approx. 1580m² (70%) of area receive 2hrs or more direct sunlight during equinox.

Option 03

- Public domain area: 2260m²
- Approx. 1310m² (58%) of area receive 2hrs or more direct sunlight during equinox.

Solar Access - Public Domain (Dec 21st)



Option 01

- Public domain area: 3360m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

Option 02a

- Public domain area: 3620m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

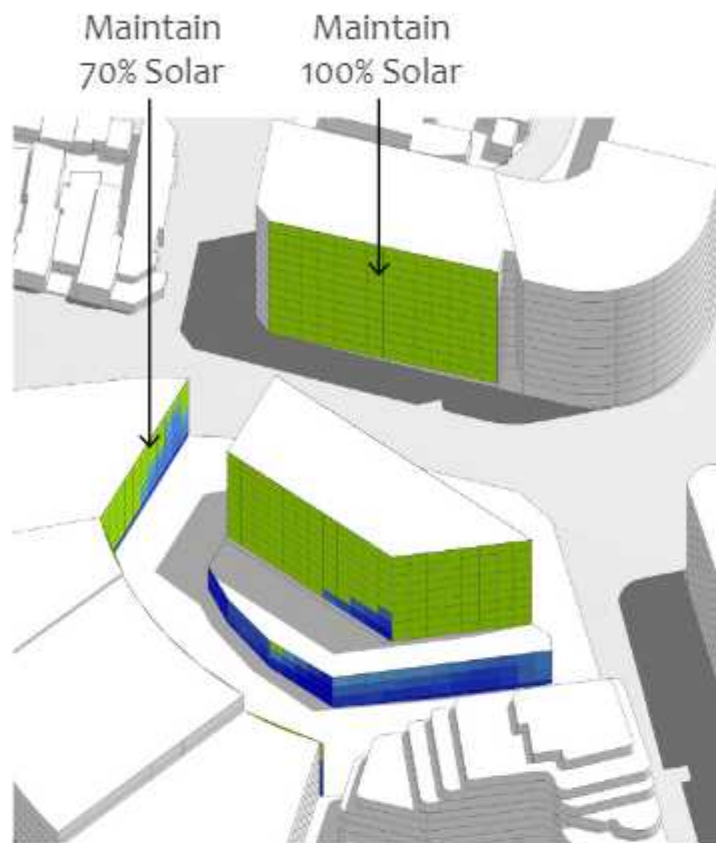
Option 02b

- Public domain area: 2260m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

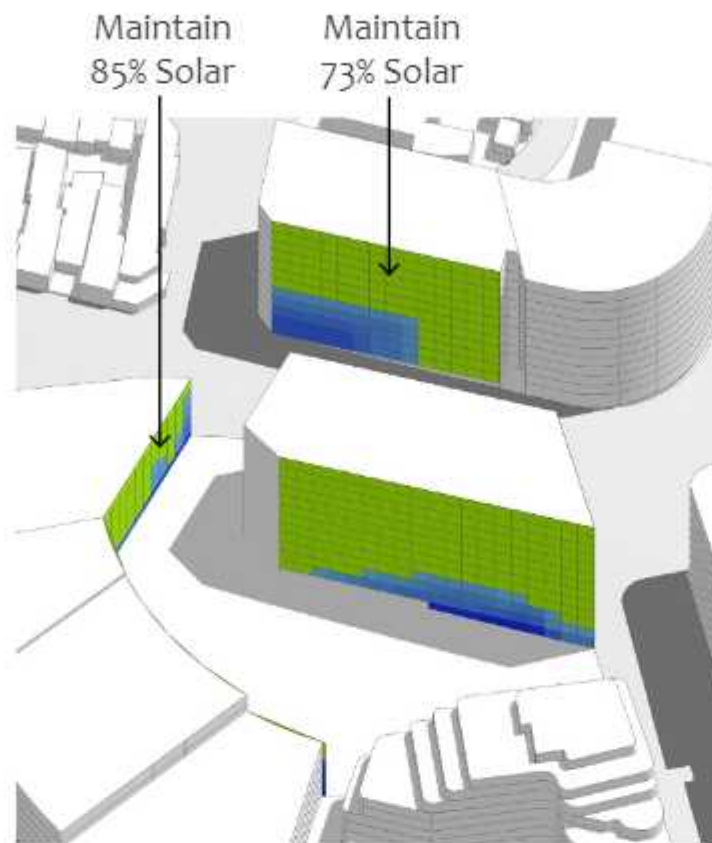
Option 03

- Public domain area: 2260m²
- Predominantly receive more than 2hrs of direct sunlight in mid-summer

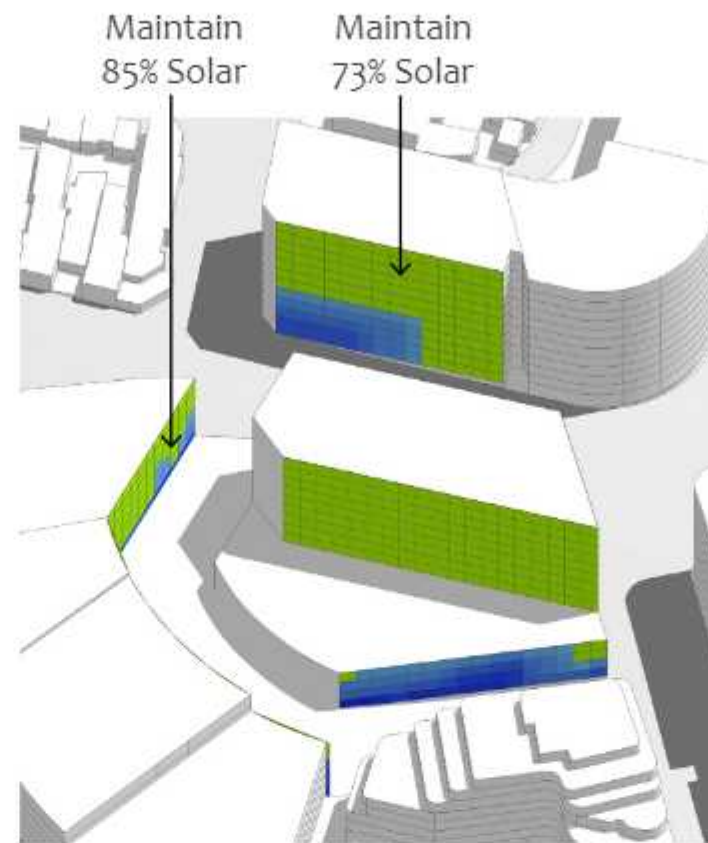
Solar Access - 12-storeys vs 15-storeys



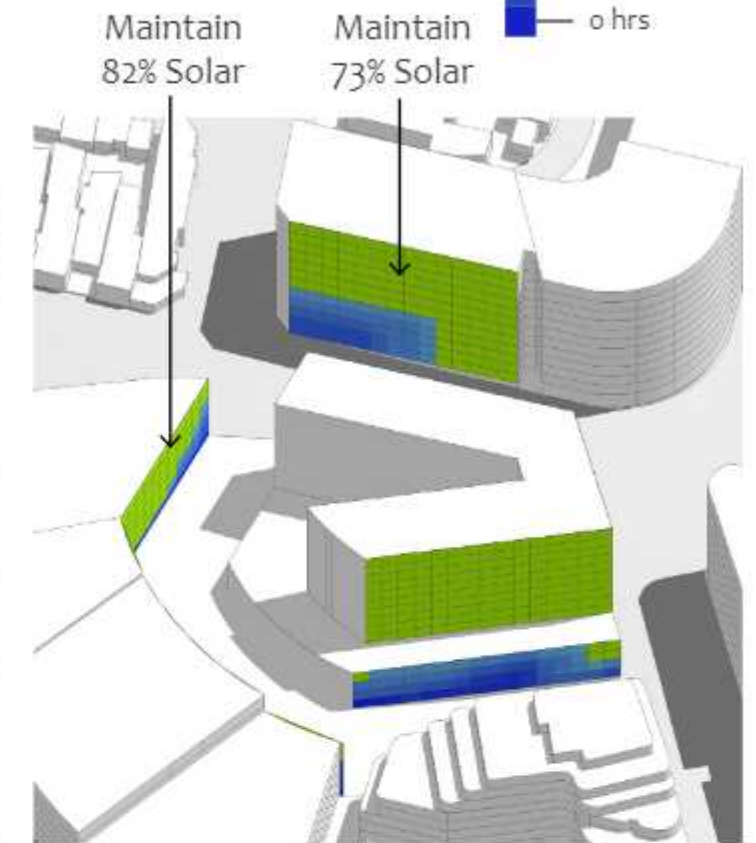
Option 01 - 12-storeys



Option 02a - 12-storeys



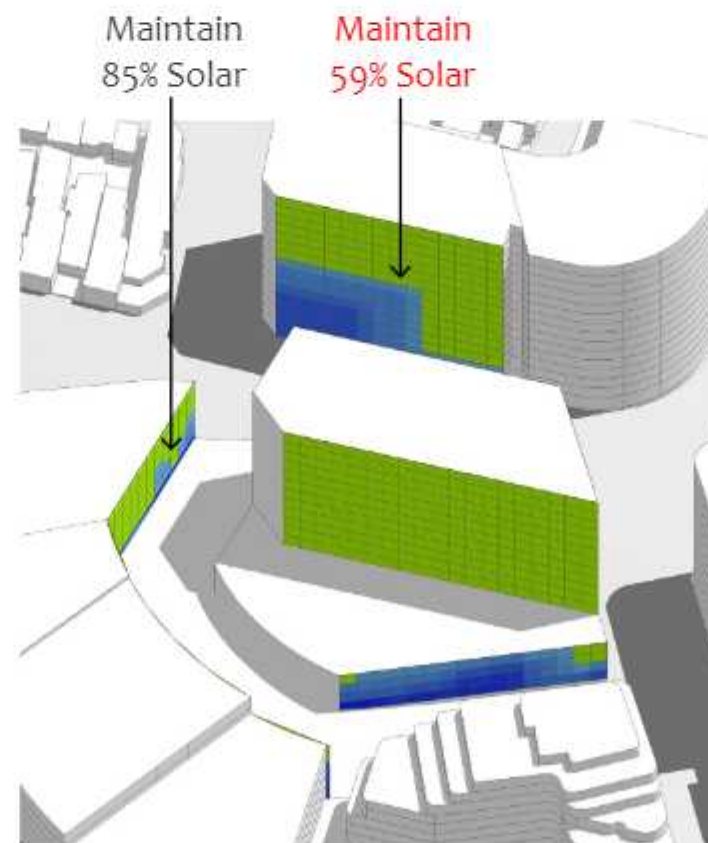
Option 02b - 12-storeys



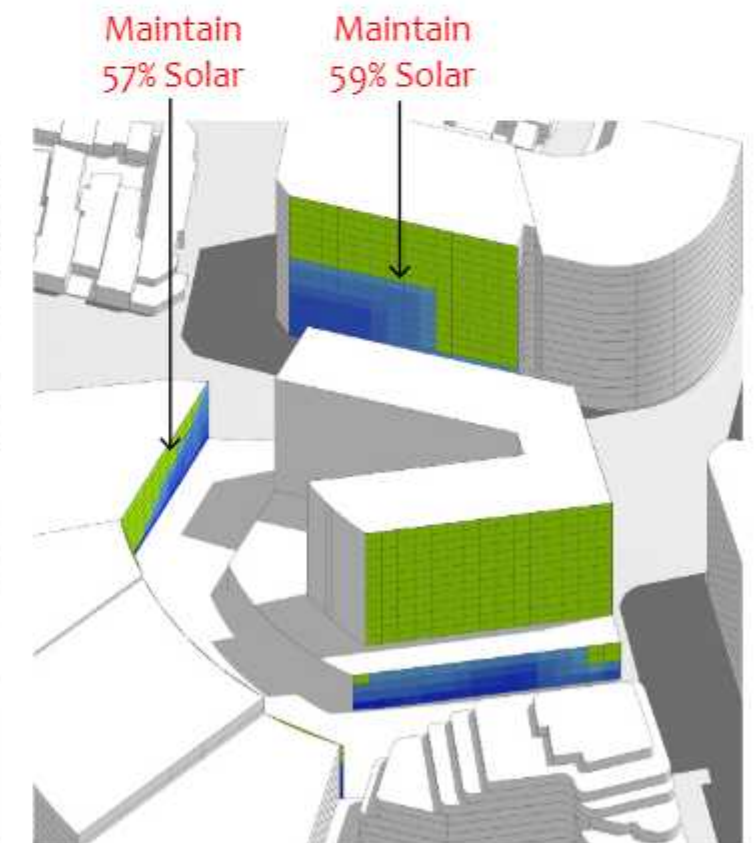
Option 03 - 12-storeys



Option 01 - 15-storeys



Option 02b - 15-storeys



Option 03 - 15-storeys

