



Newbridge Road Moorebank Urban Design Report

335-349 Newbridge Road,
Moorebank, NSW

We create spaces people love.
SJB is passionate about the
possibilities of architecture,
interiors, urban design
and planning.
Let's collaborate.

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Prepared for
Moore Lake Pty Ltd

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We create amazing places



At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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Executive Summary

Moorebank is on the verge of major urban regeneration with many of the existing industrial areas being identified for redevelopment. The close proximity of the site to The Liverpool CBD and riverfront offers the potential to realise Council's vision of a residential, mixed use precinct outlined in the Draft Georges River Precinct Plan (GRPP) and Liverpool Collaboration Area. This Planning Proposal will help deliver the desired future character for Moorebank and establish the 'River City'.

The scale of change being proposed for Moorebank has regional significance and in many instances relies on major upgrades to the road, movement, environmental and services infrastructure. Most major redevelopment sites in Moorebank are heavily constrained, both in terms of their availability for redevelopment due to leases, as well as the requirement for substantial remediation, improved access and connectivity. However, there are sites that can be delivered sooner, and can serve as a 'statement of intent' for the future quality and character of Moorebank.

The Rose Group and its development partners have a number of key land-holdings within Moorebank at strategic and highly visible locations, which are available for redevelopment immediately. The subject site is located between Newbridge Road and Lake Moore to the east of Liverpool CBD. The redevelopment of this site into a high-density residential scheme provides the opportunity to provide high quality community contributions including increased access to Lake Moore and its surrounding parkland with a new public waterfront riparian landscape, footpath, bicycle link and recreational boatshed.

The mixed use development ensures employment generating uses will be retained on site. Site access improvements including a new intersection with traffic light at Newbridge Road and the establishment of a local street running parallel to Newbridge Road, unlocks future development across a series of sites north of Newbridge Road and integrates this into key mixed-use opportunity areas to the west as noted by the Draft Georges River Precinct Plan.

Essentially, this planning proposal outlines a strategically consistent, feasible, site responsive design which could underpin significant public domain improvements for local residents of Moorebank and Greater Liverpool.

Introduction

1

1.1 Purpose of the Report

The purpose of this Urban Design Report is to analyse and test the development capacity of the site in relation to the changing strategic context, planning controls and future vision for Liverpool as a 'River City' as illustrated in the Draft Georges River Precinct Plan (GRPP) and Liverpool Collaboration Area Place Strategy. SJB has been appointed by Arcadia Property Group to undertake this comprehensive study that is explained in the process diagram on the right.

The study proposes and tests a scheme that can achieve the design requirements of SEPP65 and the Apartment Design Guidelines (ADG) as well as create a successful place which responds to its spatial character and context and enhances the local area for all residents.

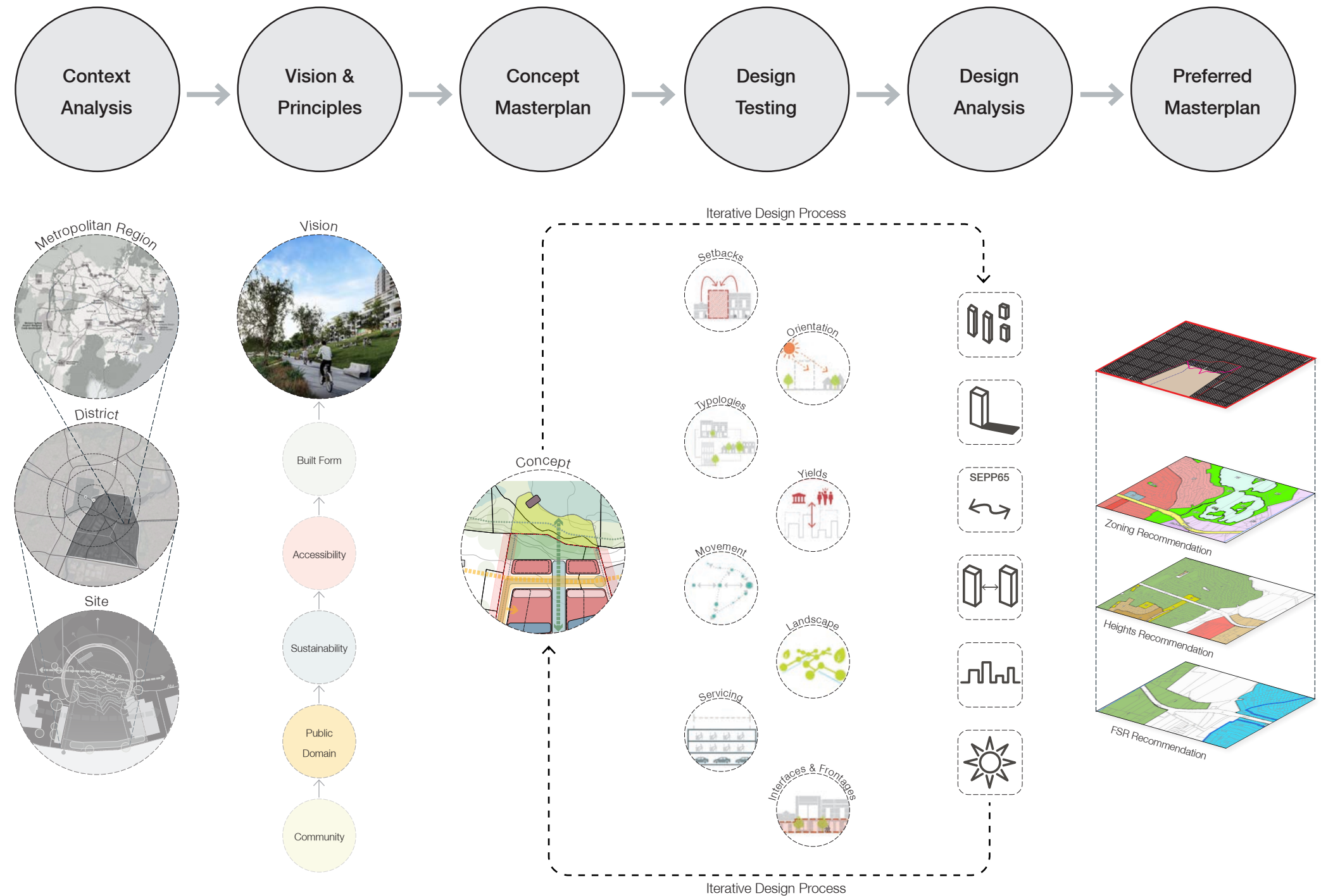
The outcome of the report provides a concept masterplan for the site, which will form the basis of a Planning Proposal. The scheme has been designed in accordance with a suite of design and planning documents including:

- Greater Sydney Region Plan (GSC) 2018
- Western Sydney District Plan (GSC) 2018
- Draft Georges River Precinct Plan 2016
- Liverpool Local Environmental Plan 2008
- Liverpool Development Control Plan 2008
- Better Placed Urban Design Guide (GANSW) 2018

The concept masterplan supports the planning proposal to amend current site FSR of 0.75:1 to a proposed FSR of 3.2:1 with a maximum building height up to 18 storeys.

The urban design report reinforces the planning proposal on the following grounds:

- The site is situated at the gateway of Liverpool CBD
- The site is located within close proximity to public transport including bus, rail and the future metro
- The proposal will supply additional dwellings addressing the pressure for housing in the area and responding to the changing strategic character of the area illustrated in the GRPP
- The proposal will contribute to increased public benefit including site linkages, open space, commercial frontages and a Public Lakefront Pathway
- The proposed controls facilitate a unique built form, enhancing design excellence for the precinct



Introduction

1.2 Urban Design Excellence & Policy

The Government Architect NSW (GANSW) has produced a series of policies which outline objectives and expectations in relation to design, creating good places and green infrastructure. The themes and principles in these documents are key design assessment criteria and have been broadly considered throughout the Newbridge Road design process. The policy documents are:

- **Better Placed**, An integrated design policy for the built environment of New South Wales
- **Draft Urban Design Guide**, A Better Placed design guide for the built environment
- **Draft Greener Places**, Establishing an Urban Green Infrastructure policy for New South Wales

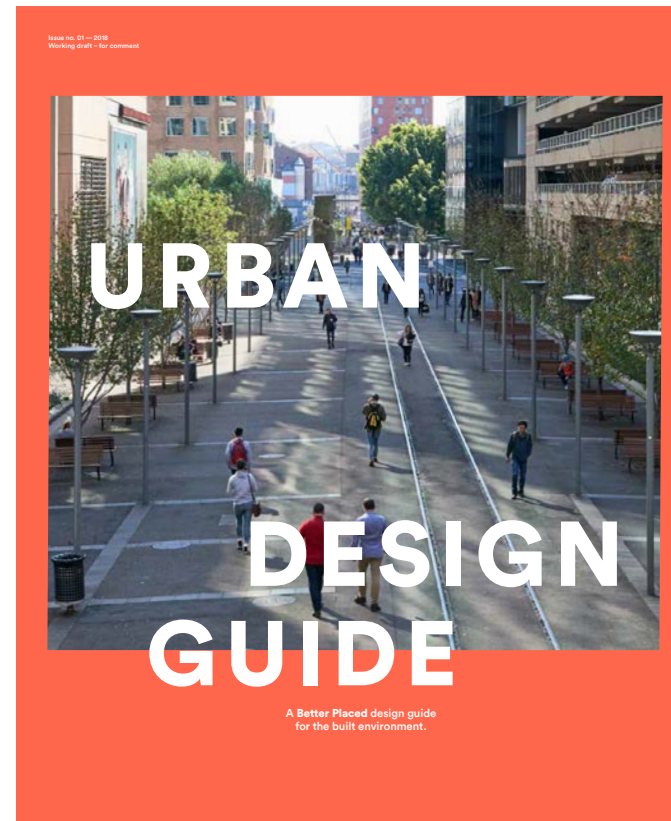
The capacity of the Newbridge Road to contribute to the quality of the surrounding public domain and enhance the lifestyles of the wider community are key considerations in the achievement of design excellence.

Key principles from the Draft Urban Design Guide which have informed the design include:

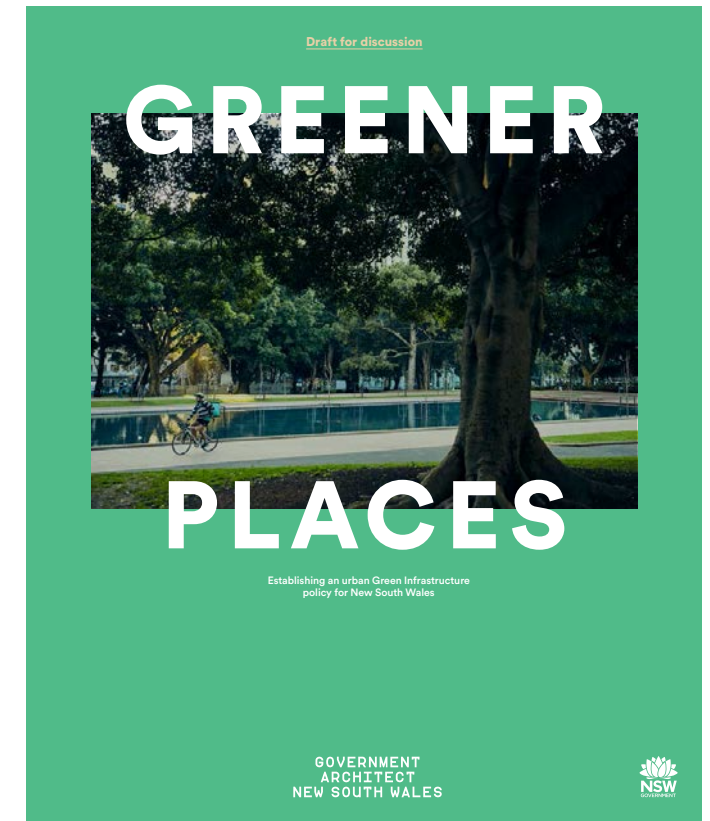
-  Better Fit - contextual, local and of its place
-  Better performance
-  Better for community
-  Better for people
-  Better working
-  Better value
-  Better look and feel



Better Placed, An integrated design policy for the built environment of New South Wales, GANSW



Draft Urban Design Guide, A Better Placed design guide for the built environment, GANSW



Draft Greener Places, Establishing an Urban Green Infrastructure policy for New South Wales, GANSW

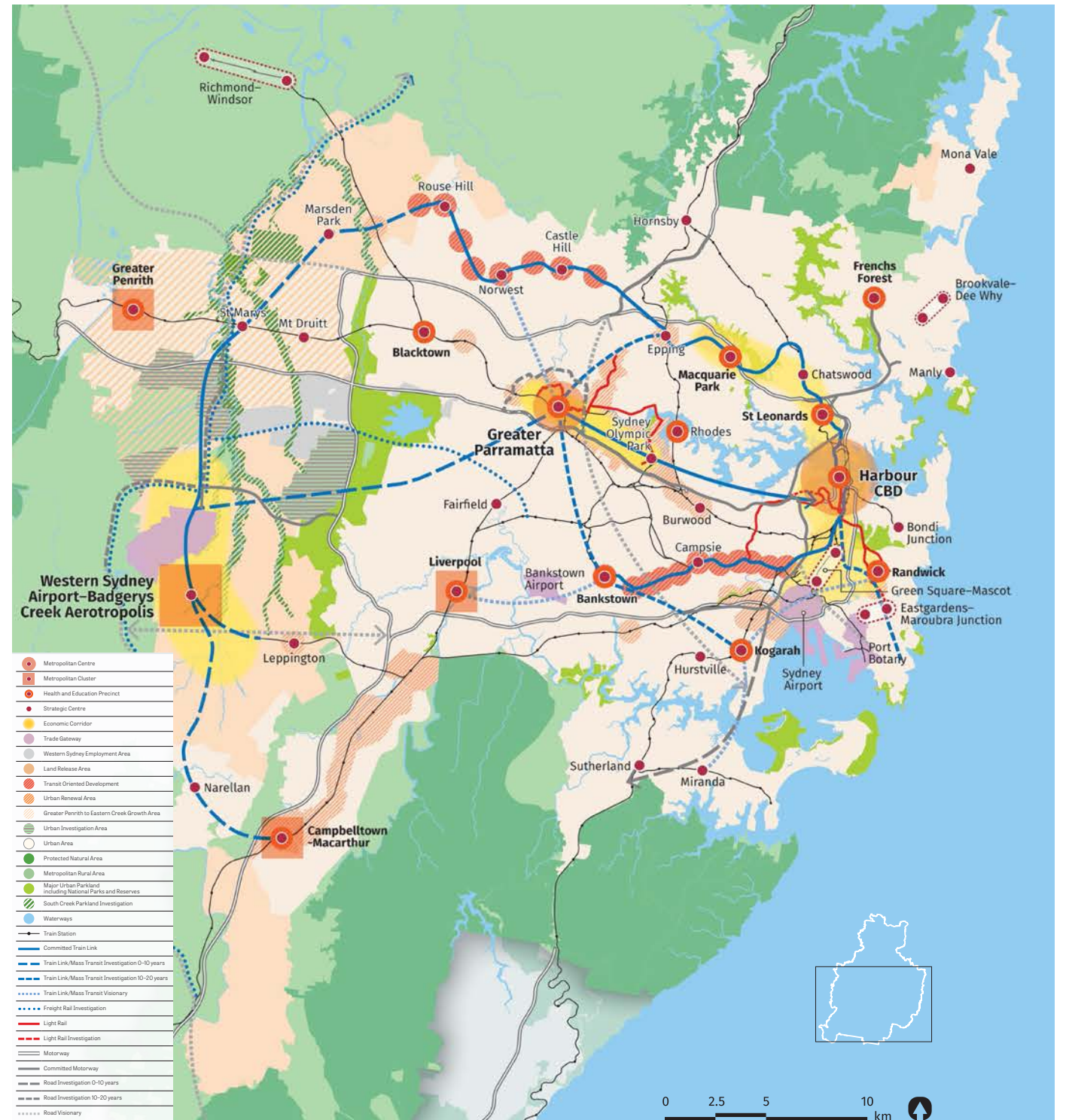
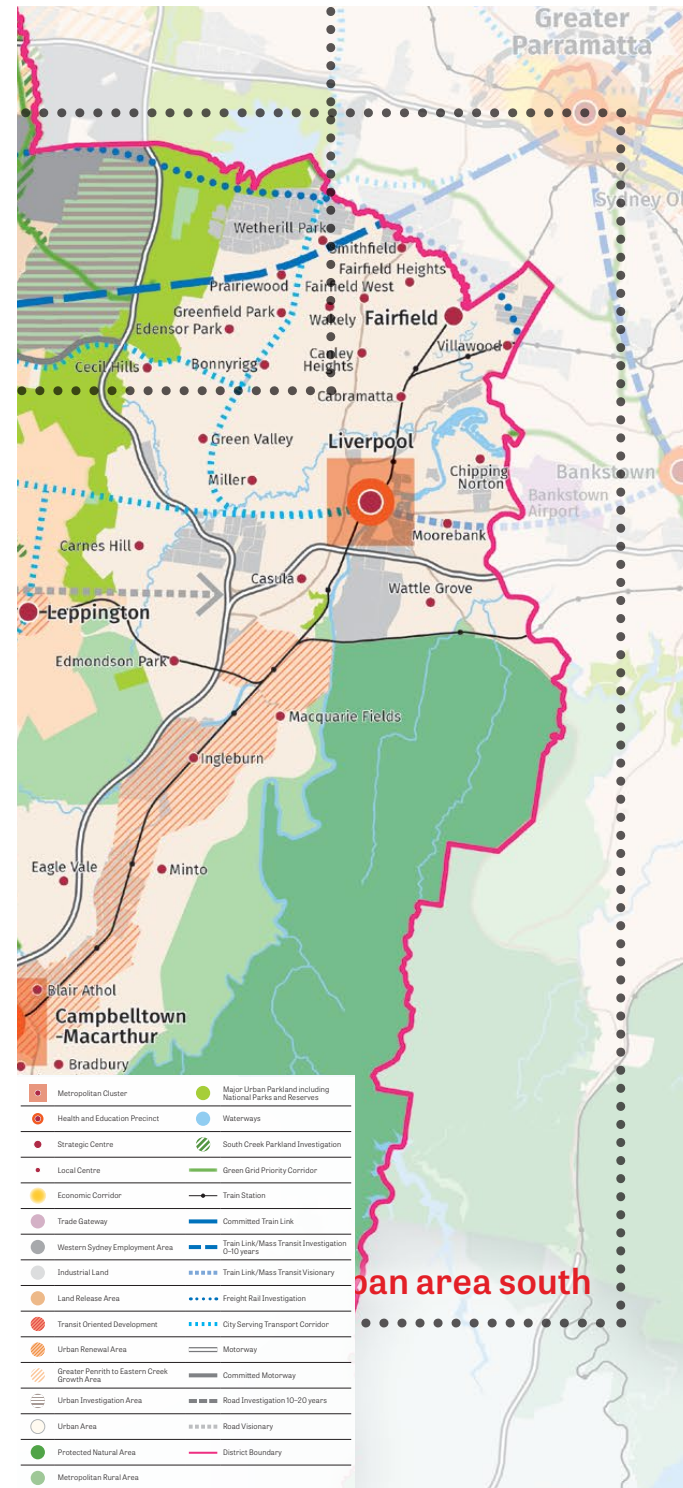
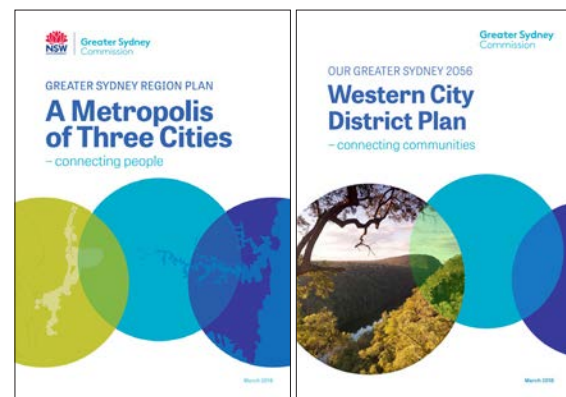
Introduction

1.3 Metropolitan Strategic Planning

The Greater Sydney Region Plan establishes the vision for a metropolitan region consisting of the western parkland city, central river city and eastern harbour city anchored by Penrith, Parramatta and the Sydney CBD respectively. The plan designates Liverpool as part of the Western Parkland City Metropolitan Cluster.

The Western City District Plan also illustrates Liverpool as a Metropolitan Cluster and at the intersection of the Upper Georges River, a train line and a city serving transport corridor. The plan identifies Liverpool as an area which has high housing demand and specifies a 0-5 year housing supply target of 8,250 dwellings. It states Liverpool should support the Badgerys Creek Aerotropolis and should have a 2036 baseline target of 36,000 jobs. It will be part of a 'Collaboration Area' in addition to the following actions (42);

- a. protect and develop the commercial core
- b. improve and coordinate transport and other infrastructure to support jobs growth
- c. develop smart jobs around the health and education precinct
- d. build on the centre's administrative and civic role
- e. improve public domain including tree-lined, comfortable open spaces and outdoor dining
- f. improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities
- g. encourage a vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow the night-time economy
- h. capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives.



Introduction

1.4 Liverpool Collaboration Area

The plan on the right is 'A Place Strategy for Liverpool' from the Liverpool Collaboration Area document by the Greater Sydney Commission. This plan broadly illustrates the desired future character, landuse and built form for the future Liverpool subregion.

Liverpool future city centre core is characterised as *'the primary commercial centre for Liverpool and a mixed use central business district that accommodates high-order retail, commercial office, university campuses, government services and residential apartments with activated ground floor uses'*. This statement should broadly drive the vision and principles for the city centre framework plans and site design.

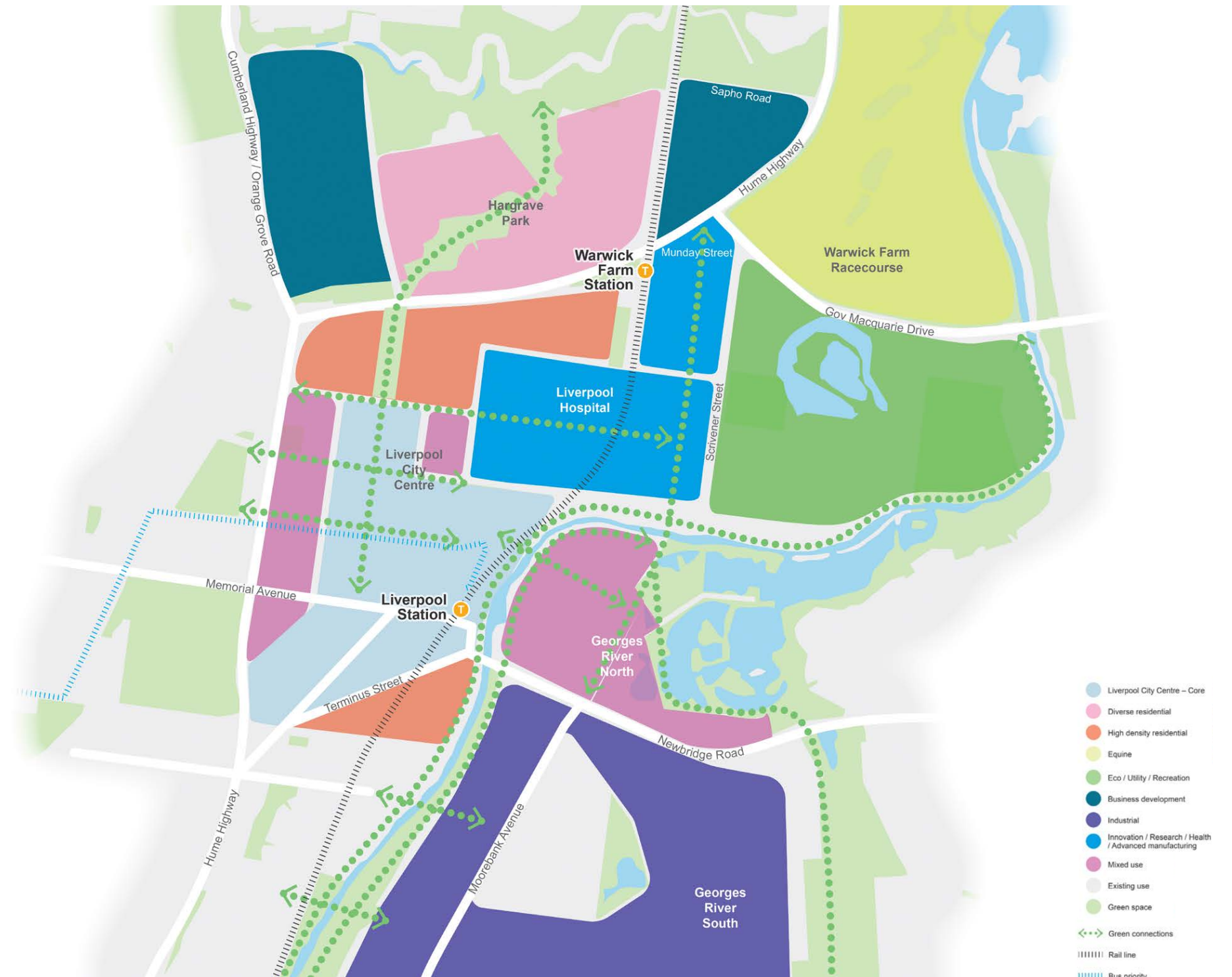


Figure 01: Liverpool collaboration area place strategy

Introduction

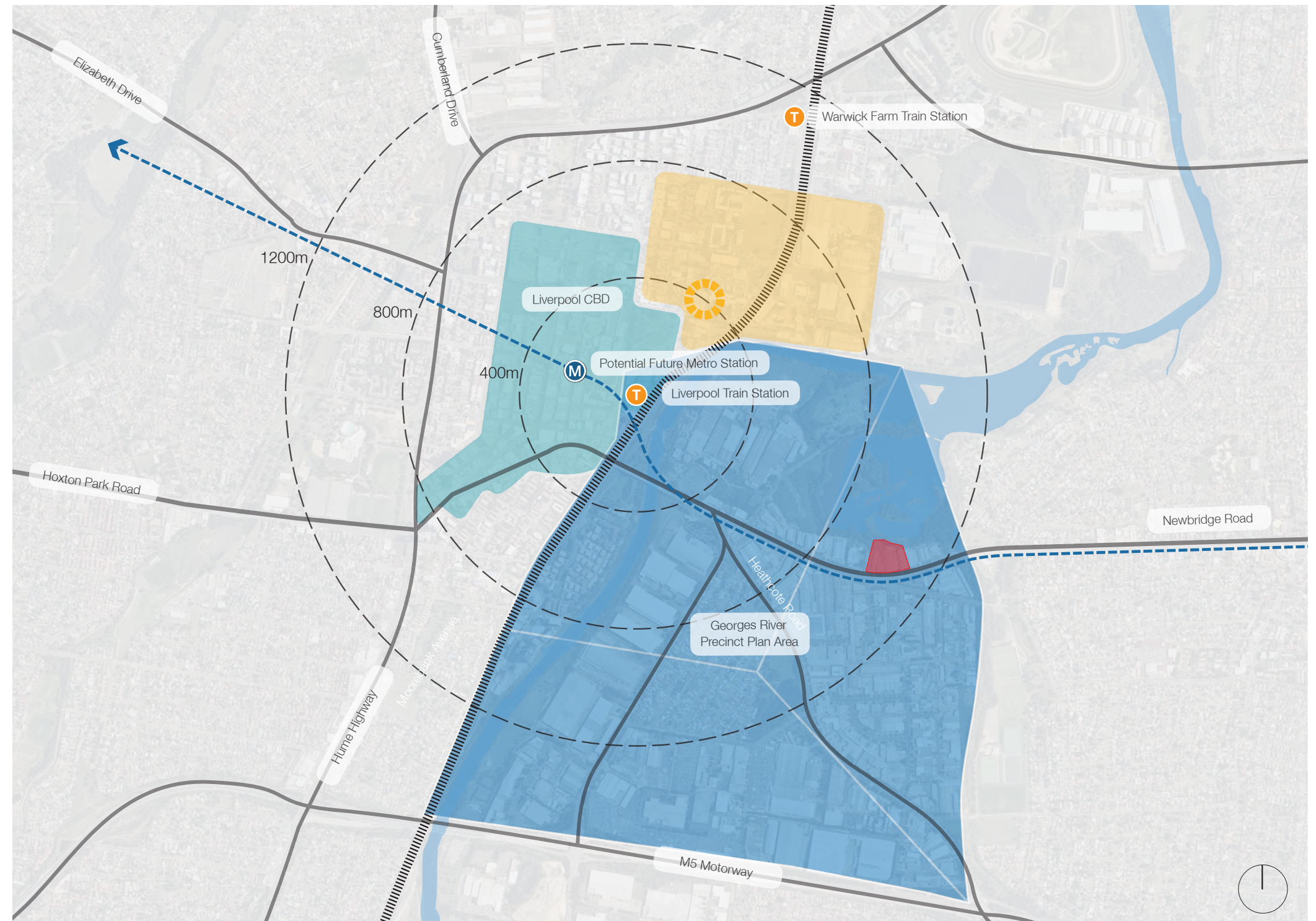
1.5 Strategic Context

The site consists of 337-349 & 333-335 Newbridge Road which sits within the Georges River Precinct. The Draft South West District Plan places significant emphasis on Liverpool's status as a Strategic Centre, which benefits from existing and proposed employment, education, health and retail services and accessibility to Liverpool Train Station. Liverpool has further advantage being situated in the vicinity of future large-scale industry and transport projects including the proposed Western Sydney Airport and the Moorebank Intermodal Facility. The population of Liverpool is projected to continue growing which will exacerbate the current undersupply of housing.

The Draft Georges River Precinct Plan aims to ensure development is delivered alongside public transport and public domain improvements. Achieving appropriate density to support services and completing the waterfront path along Lake Moore are crucial to the objectives of the GRPP and South Western District. The site is also part of the Liverpool Collaboration Area which aims to establish a Place Strategy and Infrastructure Plan which will guide growth in the area. The Shared Objectives of the stakeholders are that Liverpool should be a place:

- with a distinctive and welcoming character where people want to live, work, invest, study and play; the premier edge city for Western Sydney Airport
- that is connected by coordinated transport, and supported by quality infrastructure
- with a vibrant, mixed use, walkable and connected City Centre with activity and intensity both day and night
- undergoing rapid economic growth with outstanding job opportunities underpinned by global leadership in health, education, research and innovation
- that is a true river city which embraces a healthy Georges River, open space and recreation

-  Site
-  Liverpool CBD
-  Georges River Precinct
-  Liverpool health and research zone
-  Liverpool Hospital
-  Train station
-  Future metro station
-  Future metro line



Introduction

1.6 Urban Context

The site sits approximately 1.2km south east of Liverpool CBD between Lake Moore and Newbridge Road. Currently it is predominantly an industrial area, however the Draft Georges River Precinct Plan (GRPP) will precipitate significant changes in the area. The Liverpool CBD, Train Station and Bus Interchange is within walking distance, giving the site good access to Sydney's train network. The site sits within the Bankstown Airport 'Obstacle Limitation Surface' which is not a major impediment to building height, although subsequent studies should investigate this further. A metro line extension is currently being investigated and would extend from Central Station through the southwest to Liverpool in the future.



-  Site
-  Liverpool CBD
-  Georges River Precinct
-  Liverpool health and research zone
-  Liverpool Hospital
-  Train station
-  Future metro station
-  Future metro line

Introduction

1.7 Draft Georges River Precinct Plan (GRPP)

The site sits in the Georges River Precinct and several key drivers of the The Draft Georges River Precinct Plan (GRPP) justify intensifying land uses in the area and have direct implications for the site:

- Access to Airports: Liverpool is uniquely positioned within the Sydney metropolitan context to be equally accessible from Sydney Airport and Badgerys Creek Airport.
- Southwest Metro Line Extension: The potential extension of the Metro line to Liverpool will improve its integration with the rest of Sydney, helping to sustain growth in the area and enhance its liveability. Vice versa, the ability of the site to accommodate population growth strengthens the case for the extension of the Metro to Liverpool.
- Upgrades to Regional Roads: Future upgrades to regional road infrastructure have the potential to alleviate traffic volumes within the Precinct, laying the foundations for sustaining higher densities.
- Highest and Best Use: Existing riverfront areas are dominated by industrial uses, under-utilised, and/or difficult to access.
- Re-development of riverfront sites for mixed use residential development can open up the river for everybody to enjoy.



Extract from Georges River Precinct Plan (Draft), P.7, August 2016

Introduction

1.8 The Site

These photos show the current condition of the site and surrounds. Photos 1,3,4,5,6,8 and 9 highlight the mature eucalyptus trees which step down the bank of Lake Moore creating a transition of lush vegetation from the riparian shrubs at the waterline to the tall trees behind. The sloping topography from Newbridge Road down to Lake Moore is shown in photos 1,6 and 8. The warehouses on-site currently have a shaded parking undercroft which utilises the change in levels across the site.

Photos 2,7 and 8 illustrate the side boundary interfaces with adjacent large warehouses with brick walls and corrugated steel rooves. Photo 2 shows the wide setback including footpath and median strip on Newbridge Road which is relatively disused and in poor condition.

Aerial photos 7 and 8 show the scale and expanse of the existing industrial warehouses which are tightly packed and absorb most of the footprint of each lot. Photo 8 indicated the proximity to The Liverpool CBD and hospital district shown in the background.

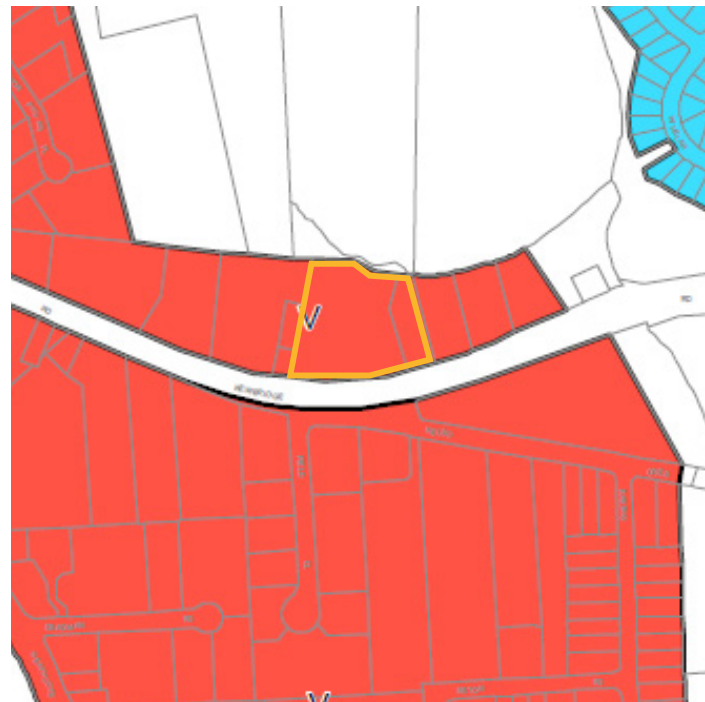


Introduction

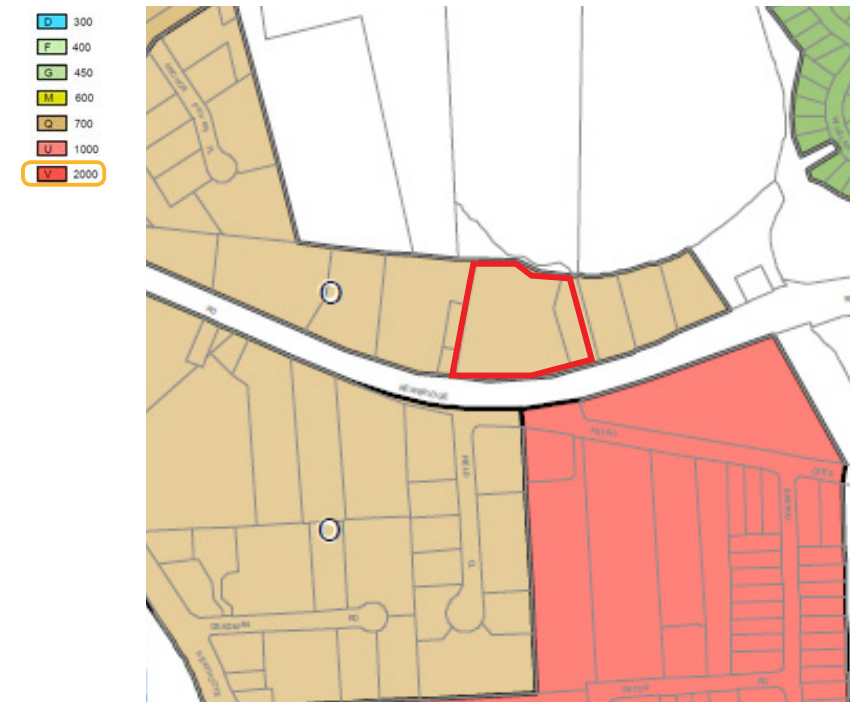
1.9 Current Planning Controls



Land zoning



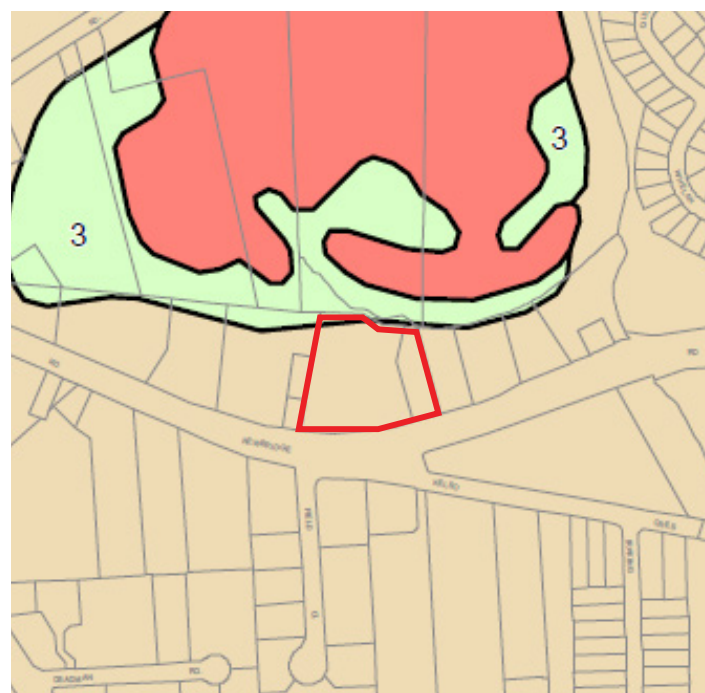
Minimum lot size (m²)



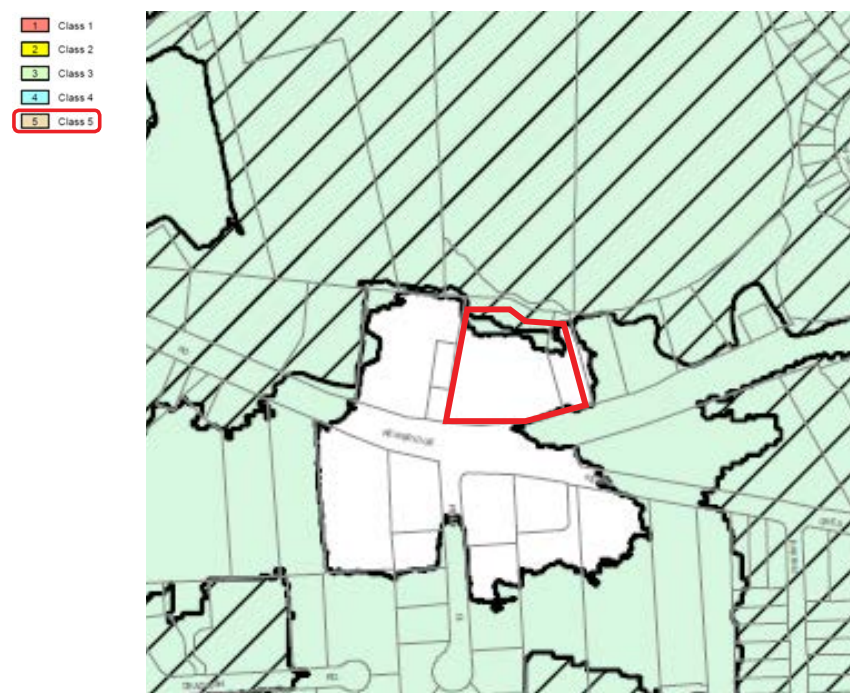
Maximum height of buildings (m)



Maximum floor space ratio



Acid sulfate soils



Flood prone land

Analysis

2.1 Movement & Access

Sitting on Newbridge Road, the site is well connected to The Liverpool City Centre and is a 1.5km walk to Liverpool Train Station and Bus Interchange. The site is close to several bus stops and is a 30 minute drive to Paramatta and 40 minute drive to Sydney CBD.

The site currently has a single site entry from Newbridge Road with no rear access. The 903 and M90 buses depart from the nearby bus shelters. There is a minor intersection from Newbridge Road onto Kelso Crescent and larger intersection further to the east with Heathcote Road. The potential future metro stop is at the bus and train station which will become an important regional modal interchange.



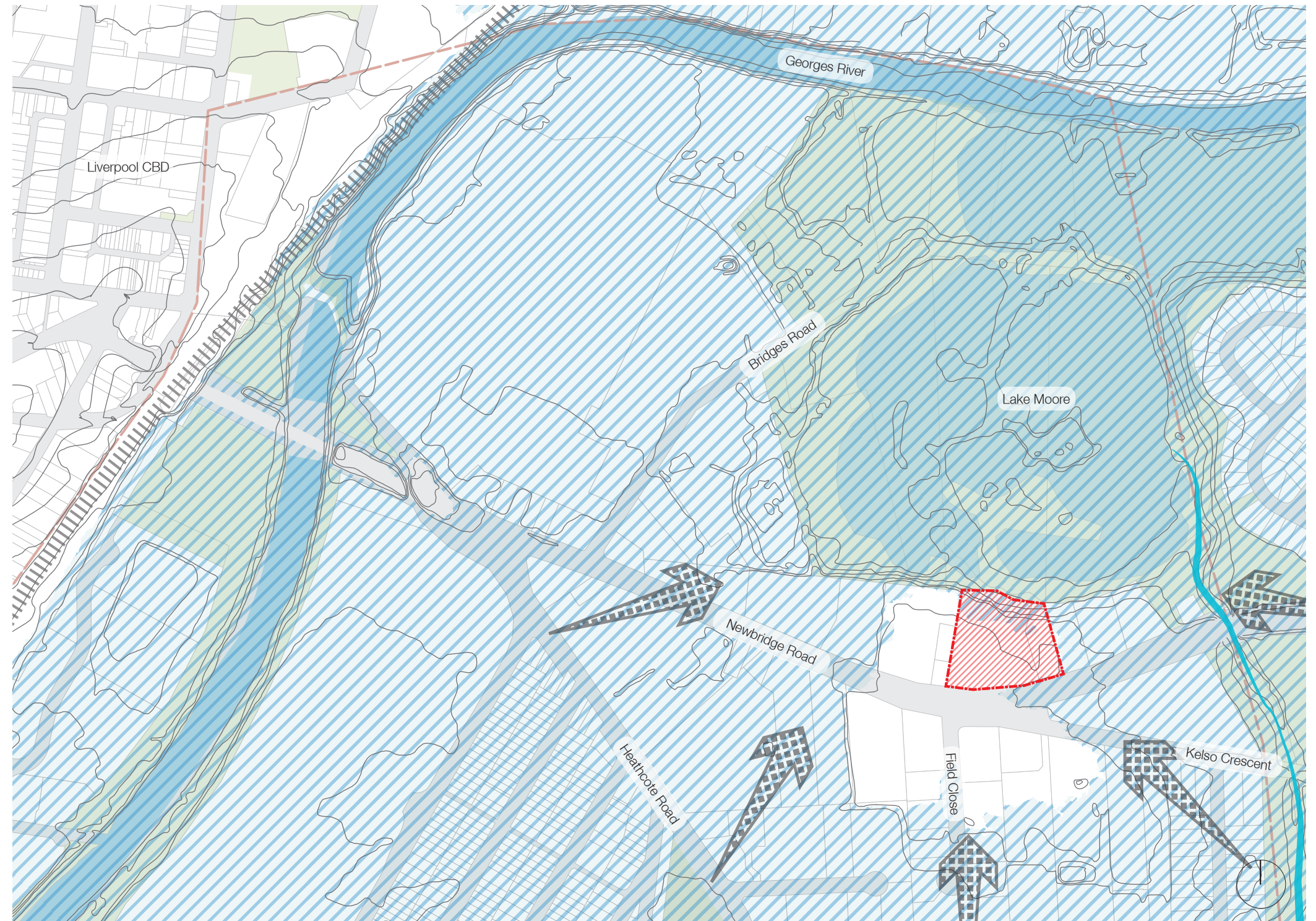
Analysis

2.2 Topography & Landscape

Topography & Landscape

Most of the area surrounding the site is flood prone land (LEP), however the site is relatively absent of flood risk with only minor affectation on the northern boundary. To the north of the site lies Lake Moore which is fed by the Georges River. The river and lake banks are heavily vegetated green corridors and gently slope downwards toward the river and lake.

The north side of the site backs onto Lake Moore river bank which is riparian zone with a thick tree canopy and scrubby vegetation. The site slopes down towards the lake with most of the level change in the middle of the site.



Analysis

2.3 Built Form & Landuse

The site currently sits in an industrial area with large, long warehouse buildings, factories and industrial machinery. Pockets of detached suburban houses exist to the east and south-west of Newbridge Road.

The GRPP has zoned the site and adjacent lots on the north side of Newbridge Road mixed use. This will create a long, active street frontage along Newbridge Road to Liverpool CBD in the future supported by the 'Live Work' precinct to the south.

The Liverpool Collaboration Area Place Strategy has identified the Moore Point Peninsula and land to the north of Newbridge Road as 'Mixed Use'.

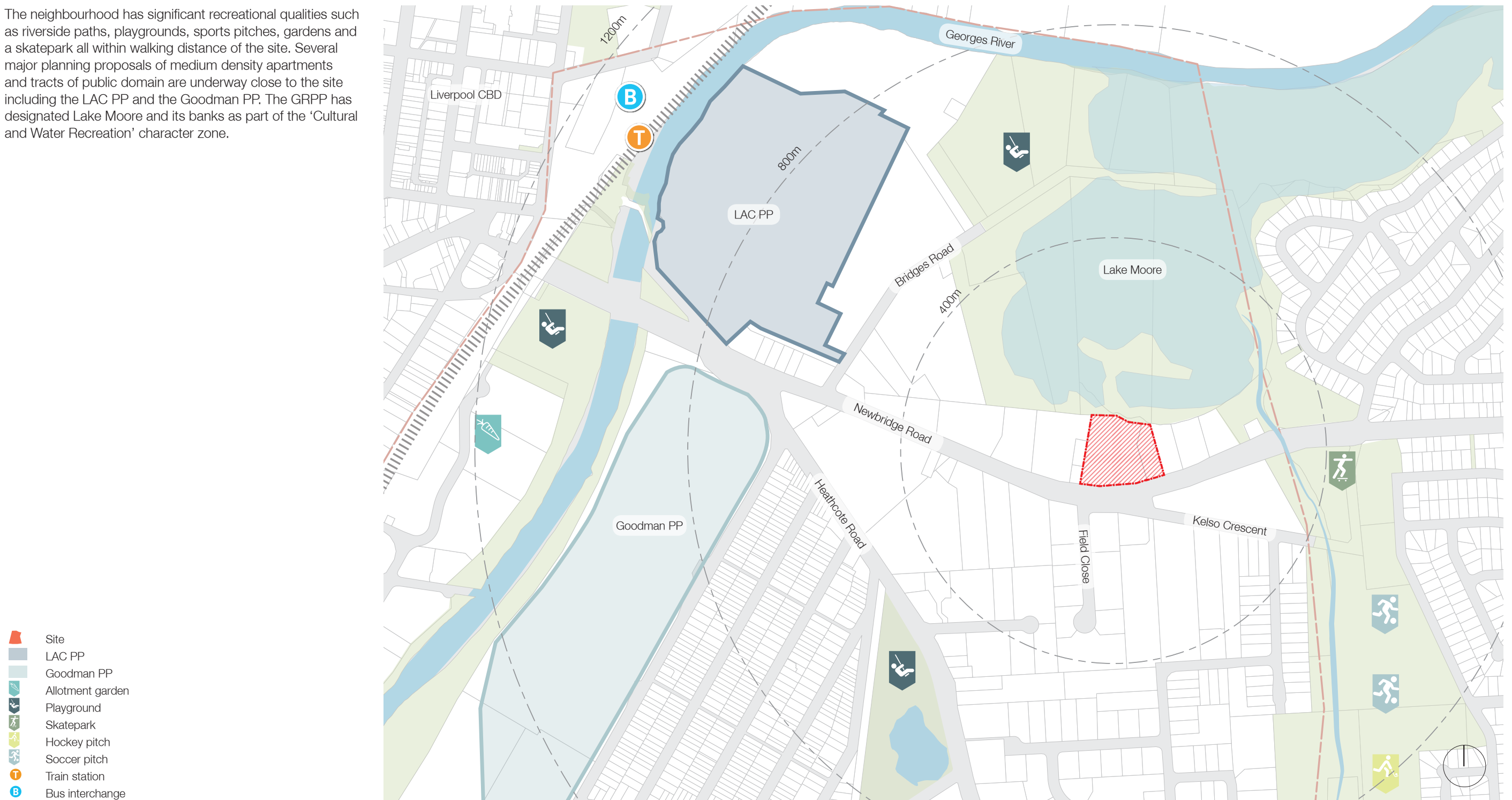


- ▨ Site
- ▨ Detached suburban houses
- ▨ Industrial warehouses
- ▨ Liverpool CBD
- GRPP mixed use
- GRPP residential
- GRPP live-work
- Liverpool collaboration area mixed use
- T Train station
- B Bus interchange

Analysis

2.4 Surrounding Development & Amenity

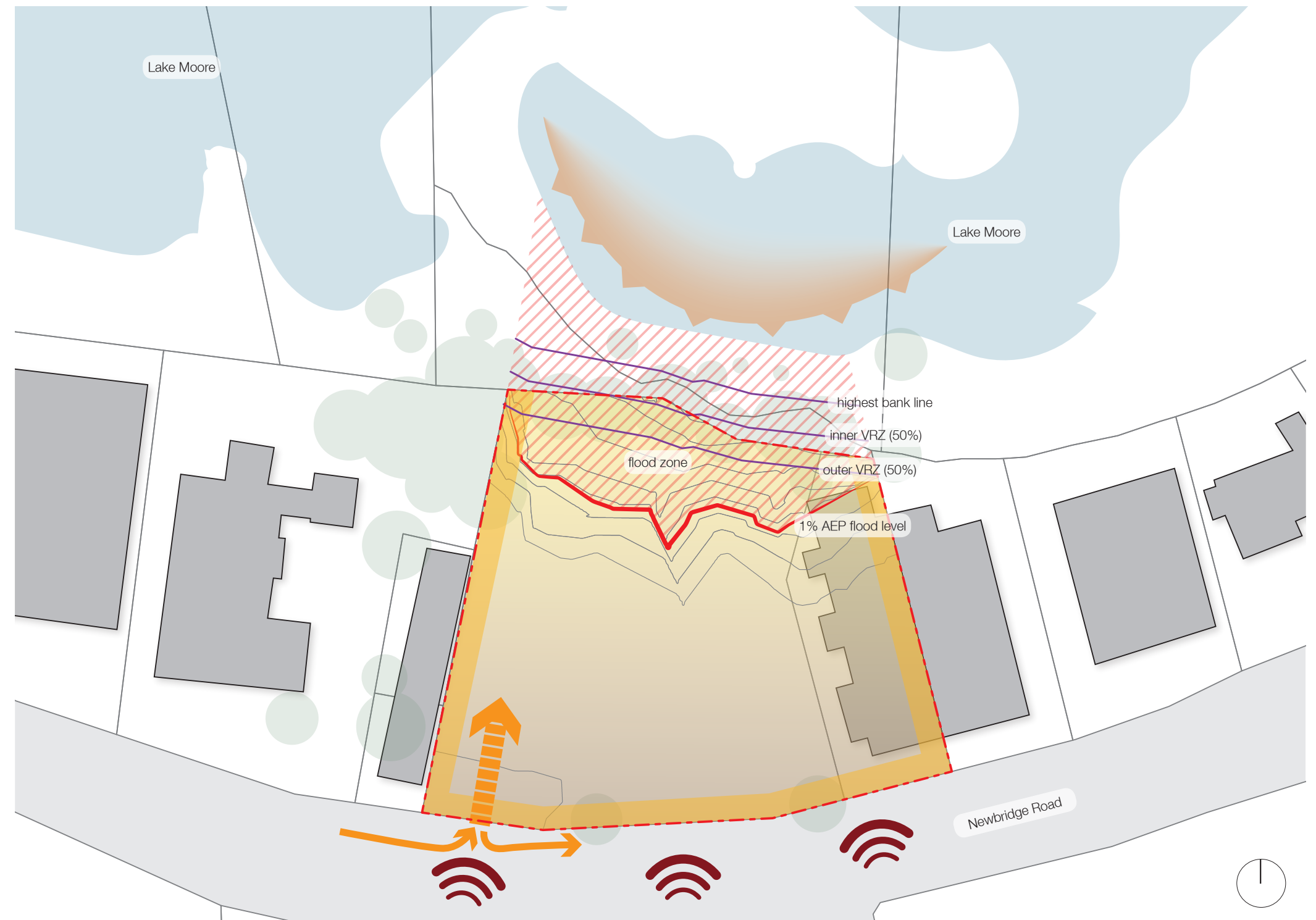
The neighbourhood has significant recreational qualities such as riverside paths, playgrounds, sports pitches, gardens and a skatepark all within walking distance of the site. Several major planning proposals of medium density apartments and tracts of public domain are underway close to the site including the LAC PP and the Goodman PP. The GRPP has designated Lake Moore and its banks as part of the 'Cultural and Water Recreation' character zone.



Analysis

2.5 Constraints











1. The riparian zone is subject to special controls. The inner VRZ should have no development with the exception of drainage outlet or a boardwalk. Revegetation of the entire inner bank with native species will allow up to 50% development of the outer VRZ.
2. The site setbacks to adjacent east and west blocks limit developable area and the possibility of a continuous frontage to Newbridge Road.
3. Newbridge Road is a major arterial connection with significant traffic noise which should be ameliorated by the built form and facade on the street.
4. There is currently only one access point into the site from Newbridge Road. This limits traffic circulation through the area.
5. The development form and timing of adjacent lots to the east and west is unknown and will significantly affect the future character of the site and area.
6. The sloping topography presents a challenge for building layout and basement parking, especially in the steeper northern part of the site.
7. The site is subject to Bankstown Airport Masterplan and its associated OLS and PAN-OPS.
8. Any structure below 1% AEP flood level must integrate flood mitigation design measures for a 1 in 100 year flood.

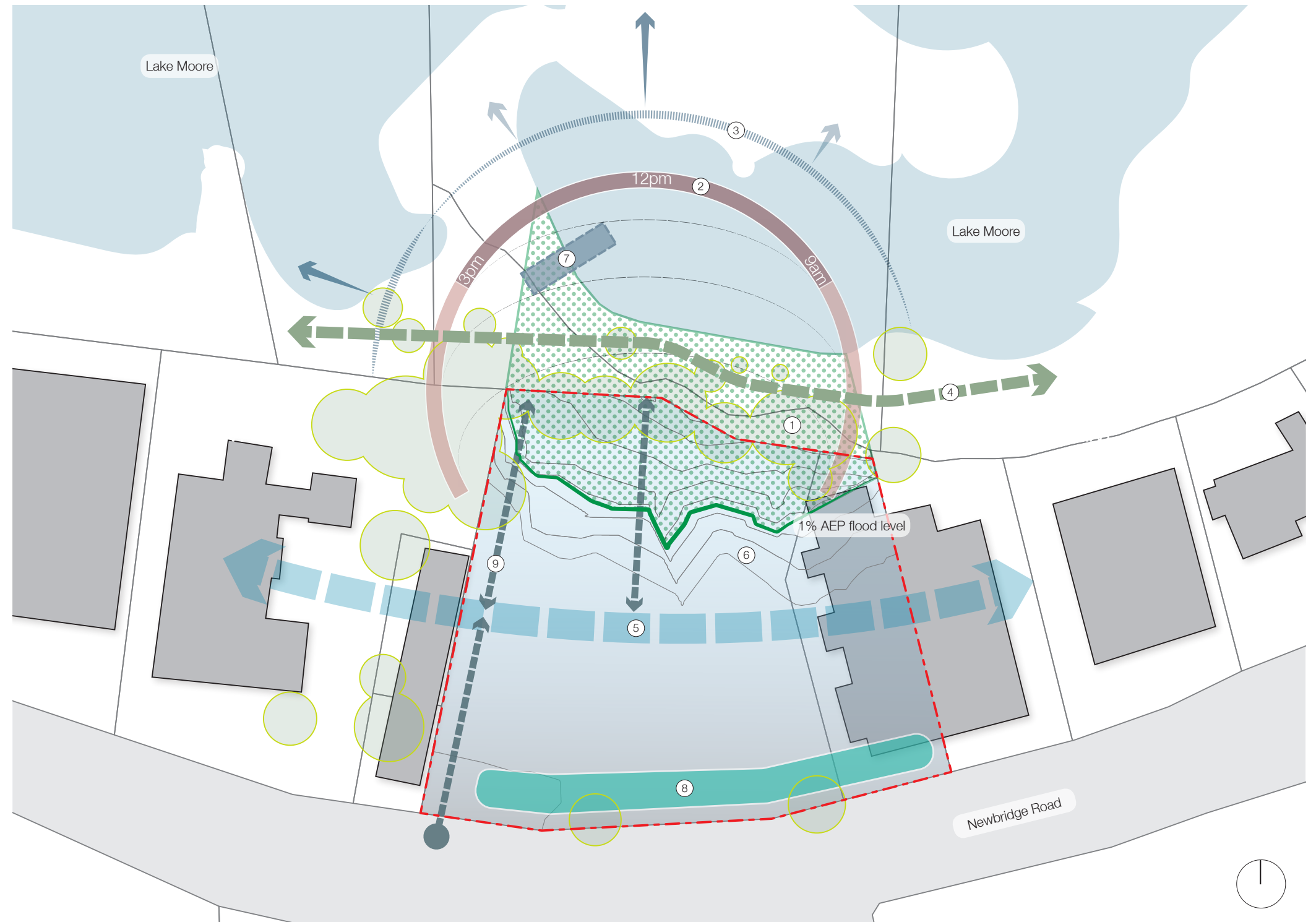


Analysis

2.6 Opportunities

1. The north edge of the site has a stand of mature trees and vegetation which offer an excellent buffer to the potential lakefront public path.
2. The site faces north allowing buildings to be arranged to maximise solar access on facades and public spaces as well as cross ventilation.
3. The site has views over lake Moore and the scenic surrounding bushland.
4. There is potential for a lakefront pedestrian and cycle path which could connect the southern edge of the lake to the network of Georges River paths and surrounding parkland areas.
5. The depth of the site offers the possibility for an east-west internal street which could be integrated into a longer street when adjacent sites are developed in the future.
6. Sloping topography down to the water creates the potential for interesting public domain, multiple building arrangements and basement parking options.
7. The waterside location offers the possibility for a cafe and/or recreational activities and associated structures. This would benefit from the lakeside public path.
8. Potential for active ground floor commercial showroom which would activate Newbridge Road.
9. Opportunity for pedestrian through-site links from Newbridge Road to Lake Moore waterfront

-  Site
-  Mature trees
-  Solar Path
-  Views
-  Lakefront path
-  Internal street
-  Lakefront cafe
-  Riparian lakefront
-  Through-site link
-  Potential showroom



Vision & Design Principles

3

3.1 Site Vision



An exemplary development that will set the standard for built form and public domain in the emerging Georges River Precinct. It will reconnect and repair Lake Moore foreshore for the public and strengthen Liverpool as a River City.

A range of building types will define public spaces which step down the site to the waterfront. This public foreshore space will be anchored by a bicycle and pedestrian pathway, remediated riparian landscape and a boatshed offering recreational activities and a cafe.

Vision & Design Principles

3.2 Precedent Studies



Breakfast Point

Set on Sydney Harbour, Breakfast Point has a range of dwelling types and styles set back from the water. A wide public green promenade winds around the waterfront creating a green link to surrounding suburbs.

Rhodes West

Rhodes West is a high density precinct anchored by a highly accessible train station. Buildings mirror the peninsula topography stepping down to the waters edge. Similar to Breakfast Point, Rhodes West has a wide public park wrapping the precinct which defines the waterfront.

Glebe Harbour

The terraces and apartments at Glebe Harbour by SJB Architects step in height and setbacks to mirror the waters edge and topography. Well detailed waterfront public domain has been designed to complement the built form behind, the existing heritage structures and Sydney Harbour.

Blackwattle Bay

The Blackwattle Bay Boatshed is a modern mixed use structure on Sydney Harbour which is functionally designed to cater for recreational activities such as rowing as well as a restaurant. It could serve as a model for a mixed use boatshed on Lake Moore.

Vision & Design Principles

3.3 Design Principles 1



Built Form

- Towers and apartments should be oriented to maximise solar access and cross ventilation and comply with the ADG.
- The built form along Newbridge Road should shield the interior of the block as much as possible from road noise.
- The development should contain a range of typologies and dwellings to increase the diversity of housing in Liverpool.



Accessibility & Connectivity

- The main entrance into the area from Newbridge Road should create a line of sight to Lake Moore to celebrate the landscape characteristics of the site.
- The lakefront should include a pedestrian and cycle connection which will link into the broader network of waterside paths in the area and future connection around Lake Moore.
- An internal east-west street should connect through the site for circulation. Consideration should be given to its dimensions and materials, allowing it to integrate with the street network of adjacent developments in the future.



Public Domain & Streetscape

- Public domain should be carefully designed to ensure passive surveillance but also visual privacy for ground floor dwellings particularly on the lakefront.
- Consideration should be given to the paving materials, outdoor furniture, shared surfaces, planting and public art to create a successful local place for residents and the public.
- Parking and basement entrances should not dominate the streetscape or impinge on public spaces.



Sustainability

- Remediation and landscaping of the riparian zone should significantly reduce or mitigate industrial runoff and acid sulfate soils to repair the ecology of Lake Moore.
- Setbacks should be appropriately vegetated to create a natural buffer, improve privacy and cool the spaces between buildings.
- The lakefront cyclepath should offer a viable option to commute to the Liverpool CBD or Liverpool train station.

Vision & Design Principles

3.4 Design Principles 2



Activation

- A range of lakefront recreational activities should be considered to achieve the GRPP objective of a 'cultural waterfront precinct'.
- Active frontages should be established along Newbridge Road which will become a commercial street in the future.
- Active commercial spaces and homes should front public domain where possible and highlight street corners to provide passive surveillance and street legibility.



Community & Social Infrastructure

- The lakefront foreshore link should have complementary community facilities such as bicycle lockers, public art, terraced open spaces, outdoor gym, waterfront boardwalk and educational signage.
- A waterfront boatshed should offer water based recreational signage for all ages.



Waterfront

- The lakefront foreshore link should connect into the broader system of recreational pathways and sporting facilities in the Upper Georges River.
- Built form and public domain should be designed to sensitively respond and mitigate potential flooding using retention basins, landscaping and structural solutions.
- Public and private waterfront space should be clearly delineated.



Exemplary

- The development should set the standard for adjacent and surrounding sites on Newbridge Road as well as the Georges River Precinct. It will establish the design response for foreshore development and contribute to the foremost strategic goal of Liverpool Council and Collaboration Area to become a true 'River City'.

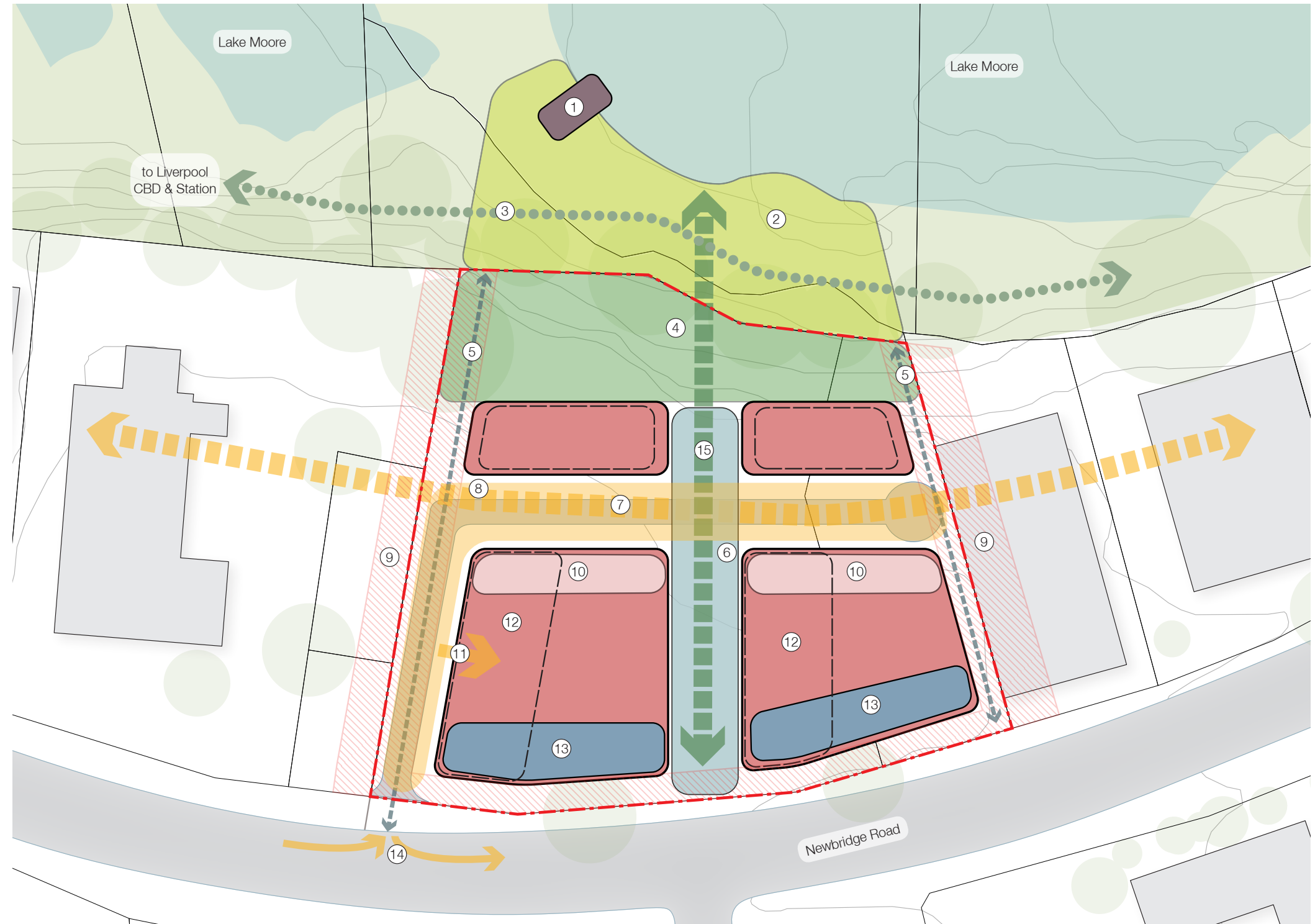
Masterplan Concept

4

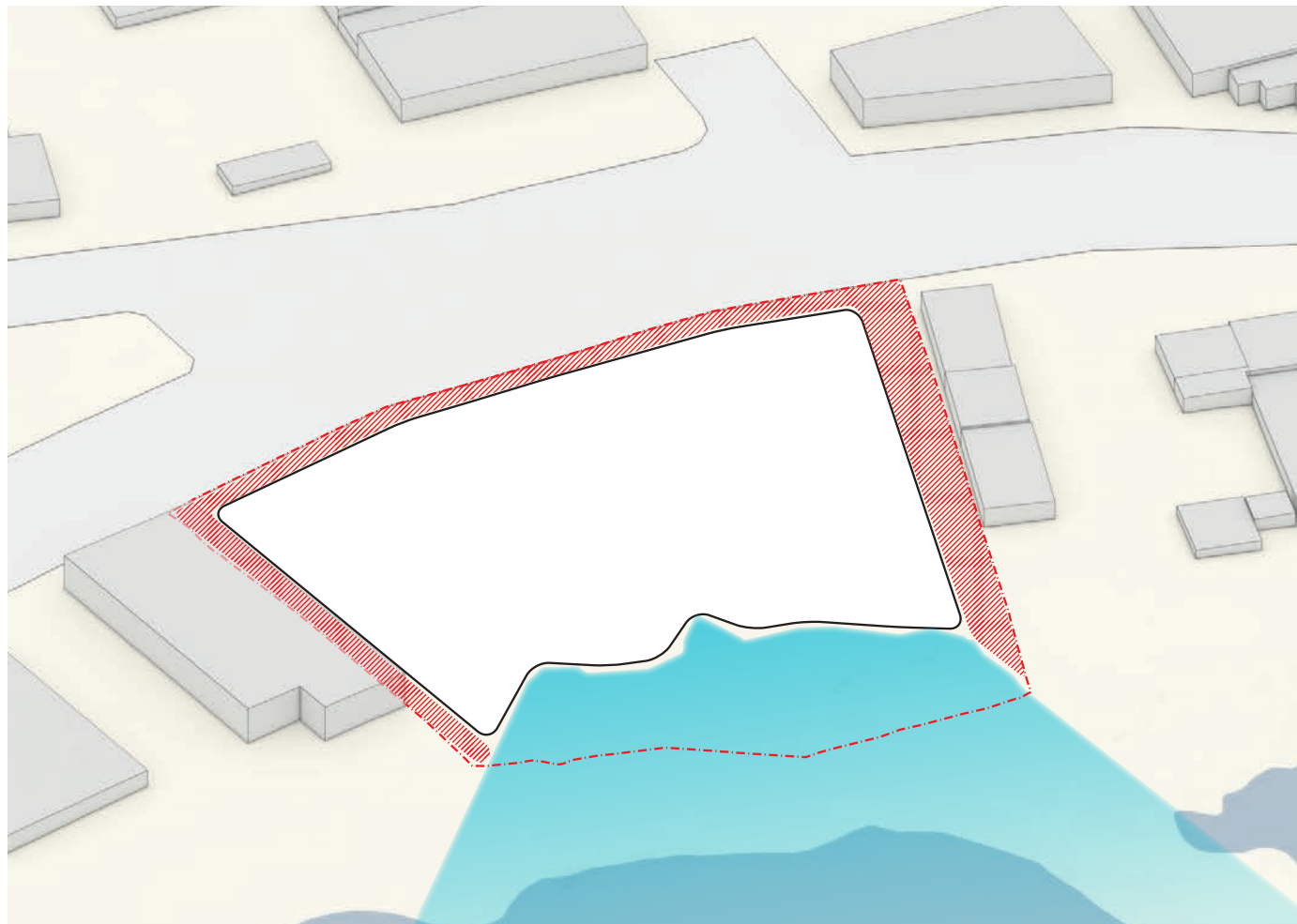
4.1 Conceptual Plan

- ① Boatshed with cafe & recreational potential on Lake Moore
- ② Public lakefront riparian open space
- ③ Pedestrian and bicycle path connecting the site to Liverpool CBD and Liverpool Train Station
- ④ Private lakefront open space
- ⑤ Through-site links from Newbridge Road to Lake Moore
- ⑥ Public domain
- ⑦ Internal East-West street which will be integrated into adjacent future development
- ⑧ Access street and turning circle
- ⑨ Boundary setbacks
- ⑩ Single aspect apartments facing internal street
- ⑪ Basement parking entrance
- ⑫ Towers
- ⑬ Commercial showrooms on Newbridge Road
- ⑭ Site access via left-turn-in left-turn-out
- ⑮ Landscaped through-site connection

-  Site
-  Boatshed
-  Public lakefront open space
-  Private lakefront open space
-  Building volume
-  Public domain
-  Apartments facing internal street
-  Commercial showrooms
-  Setbacks
-  Lakfront public path
-  Through-site links
-  Internal E-W street

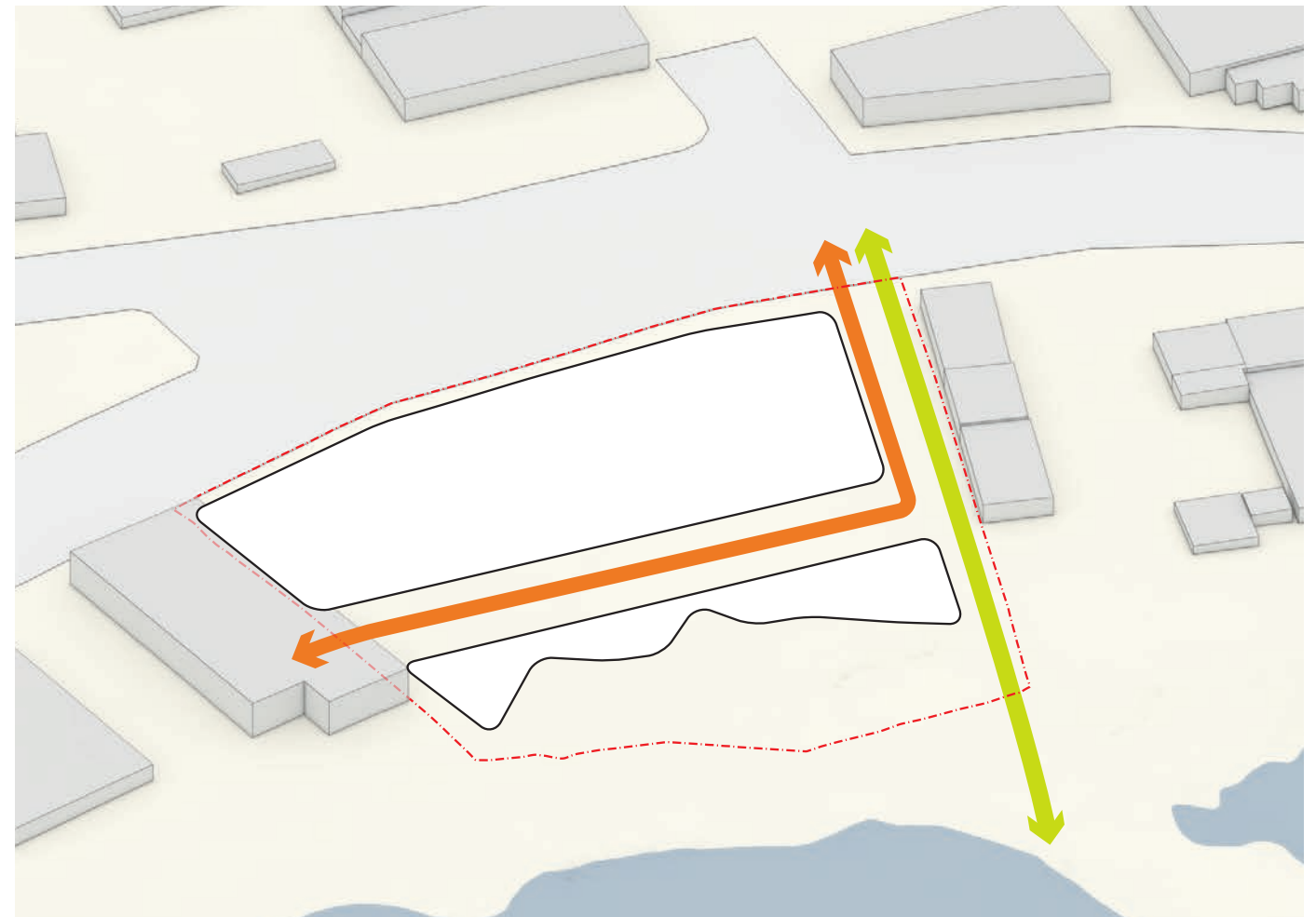


4.2 Design Concept Process 1



1) Define Footprint

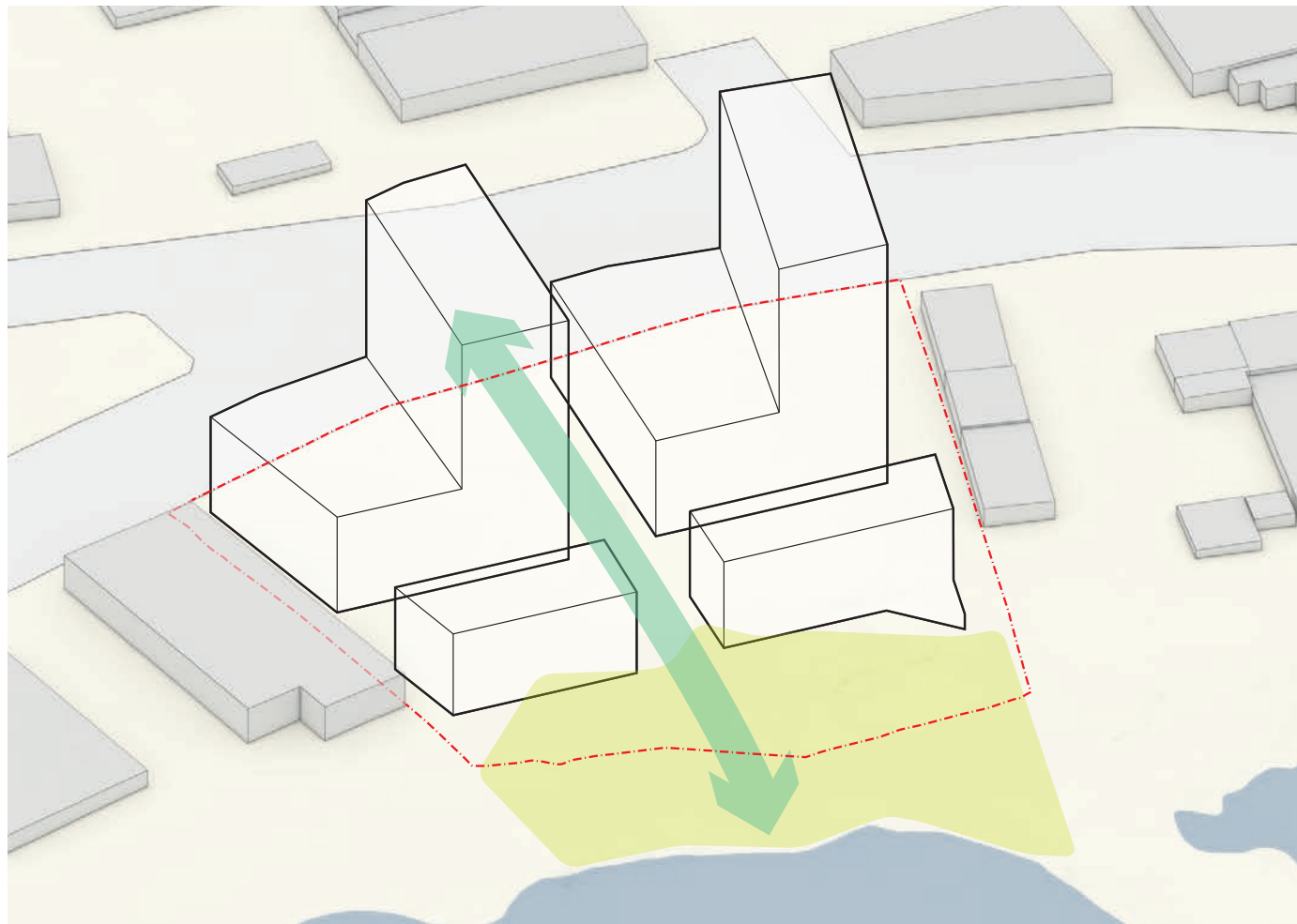
- Define footprint which responds to DCP and ADG boundary setbacks
- Setback footprint from Lake Moore ensuring it is predominantly above the flood zone



2) Divide Footprint

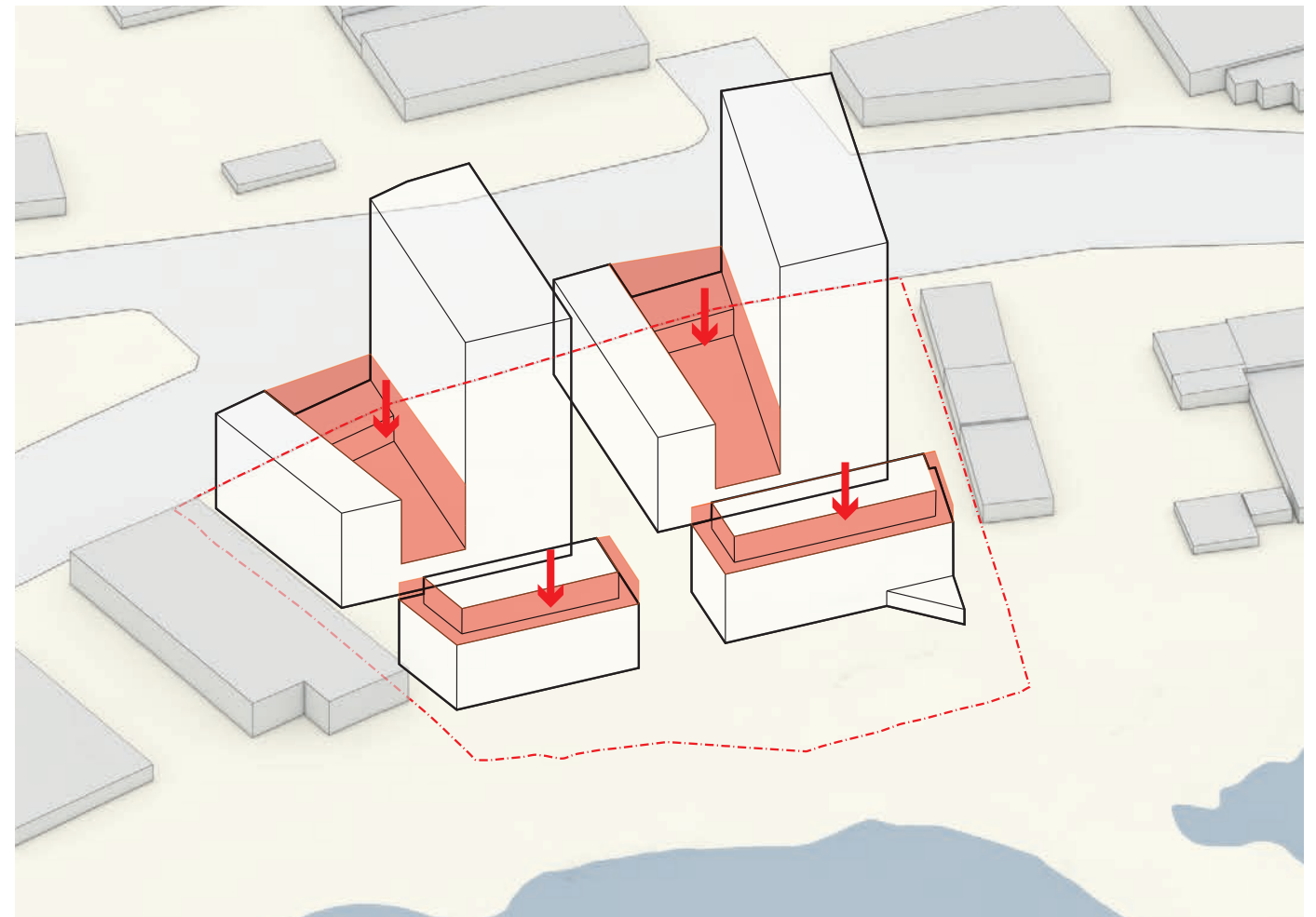
- Divide footprint to create east-west internal street which will define the future street network of lakefront development
- Setback footprint on eastern boundary for site access and establish through-site pedestrian connection and views to Lake Moore

4.3 Design Concept Process 2



3) Extrude and Divide Buildings

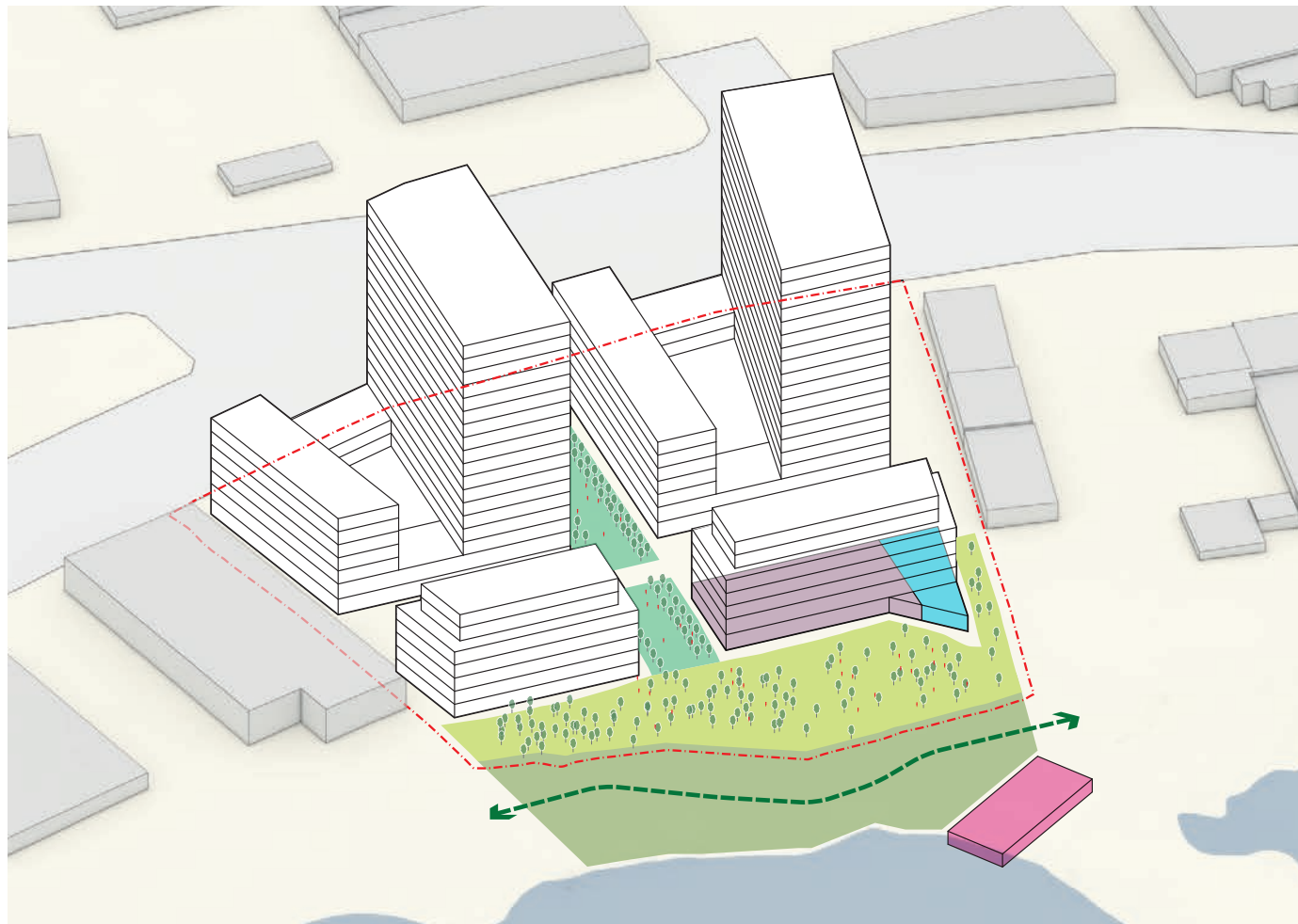
- Extrude footprint into:
 - Podia
 - Towers which exceed ADG compliant separation distance
 - Lakefront apartment buildings
- Major landscaped public connection divides buildings and connects Newbridge Road to Lakefront and water



4) Optimise Buildings

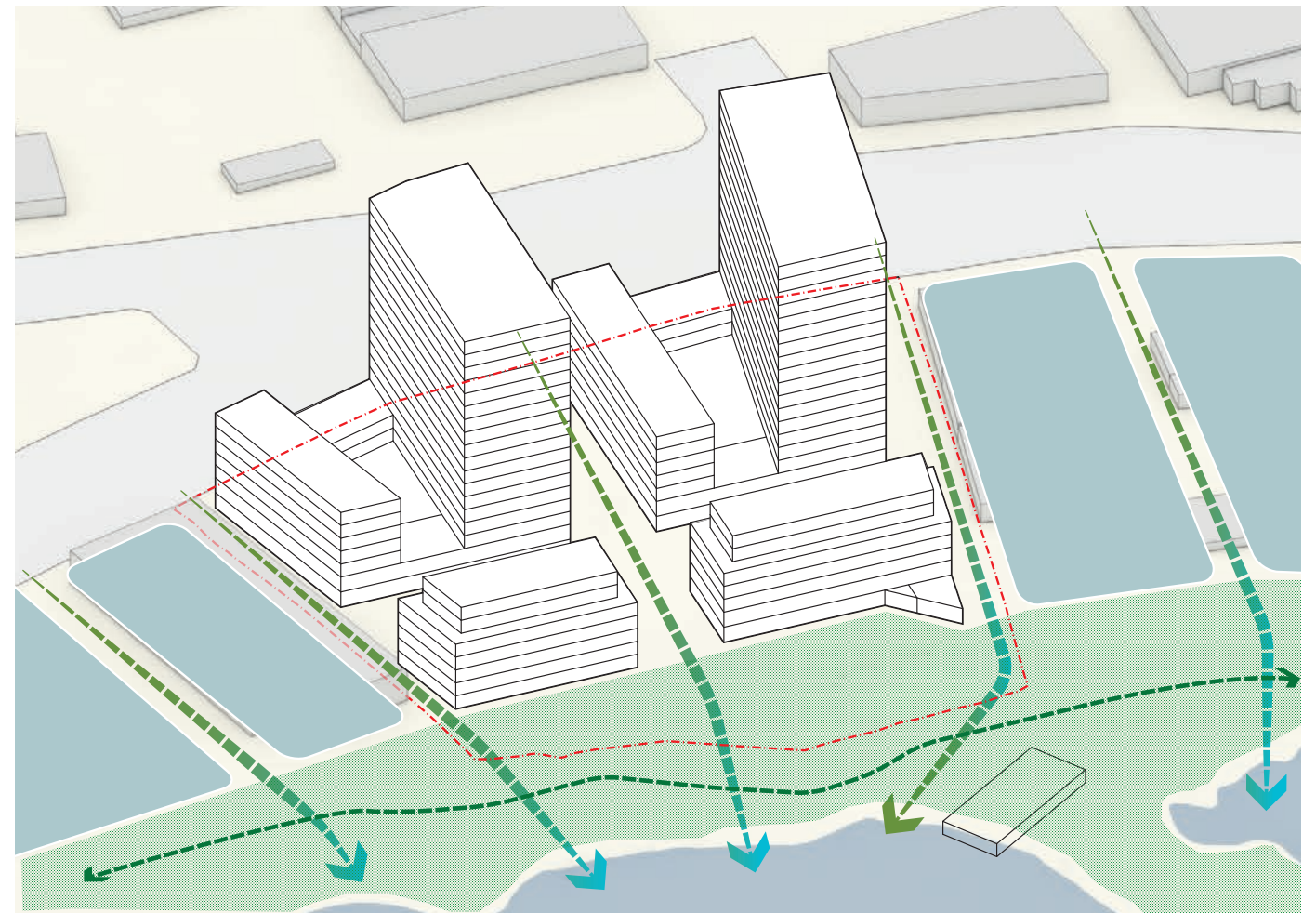
- Scoop podia centres to create courtyards for residents
- Setback upper storeys of front buildings to improve solar access to the front of the podia bases

4.4 Design Concept Process 3



5) Public Domain & Community Amenities

- Program:
 - Childcare centre
 - Lakefront cafe
 - Lakefront boatshed
- Define three public domain area with different characters
- Public domain, lakefront walking and cyclepath connects the site to Liverpool City Centre



6) Future 'River City'

- Internal east-west street becomes key access street defining the precinct
- Perpendicular streets connect Newbridge Road to Lake Moore and complete the grid
- Lakefront pathway links the waterfront
- Built form is set back from the Lake and public domain responds to flooding

4.5 Public Benefit Strategy

Outlined below are the proposed public benefits which will establish a sense of place for the development as well as significantly improve the amenity of the area for all local residents. A key priority for the masterplan is to remediate and connect the lakefront of Lake Moore to the surrounding open space and Georges River recreational paths and facilities beyond. This contributes to the objective of the Liverpool Collaboration Area to create a 'River City'. Public benefits will improve:

Connectivity ●

1. Future internal east-west street will improve permeability throughout the area
2. North-south through-site pedestrian links to connect Newbridge Road to Lake Moore

Community ●

3. Public art at intersections, key street corners and in public spaces
4. Three new public spaces with different characters

Recreation ●

5. Bicycle path and pedestrian path will offer potential for active recreation
6. Boatshed will offer a variety of watersports and a cafe

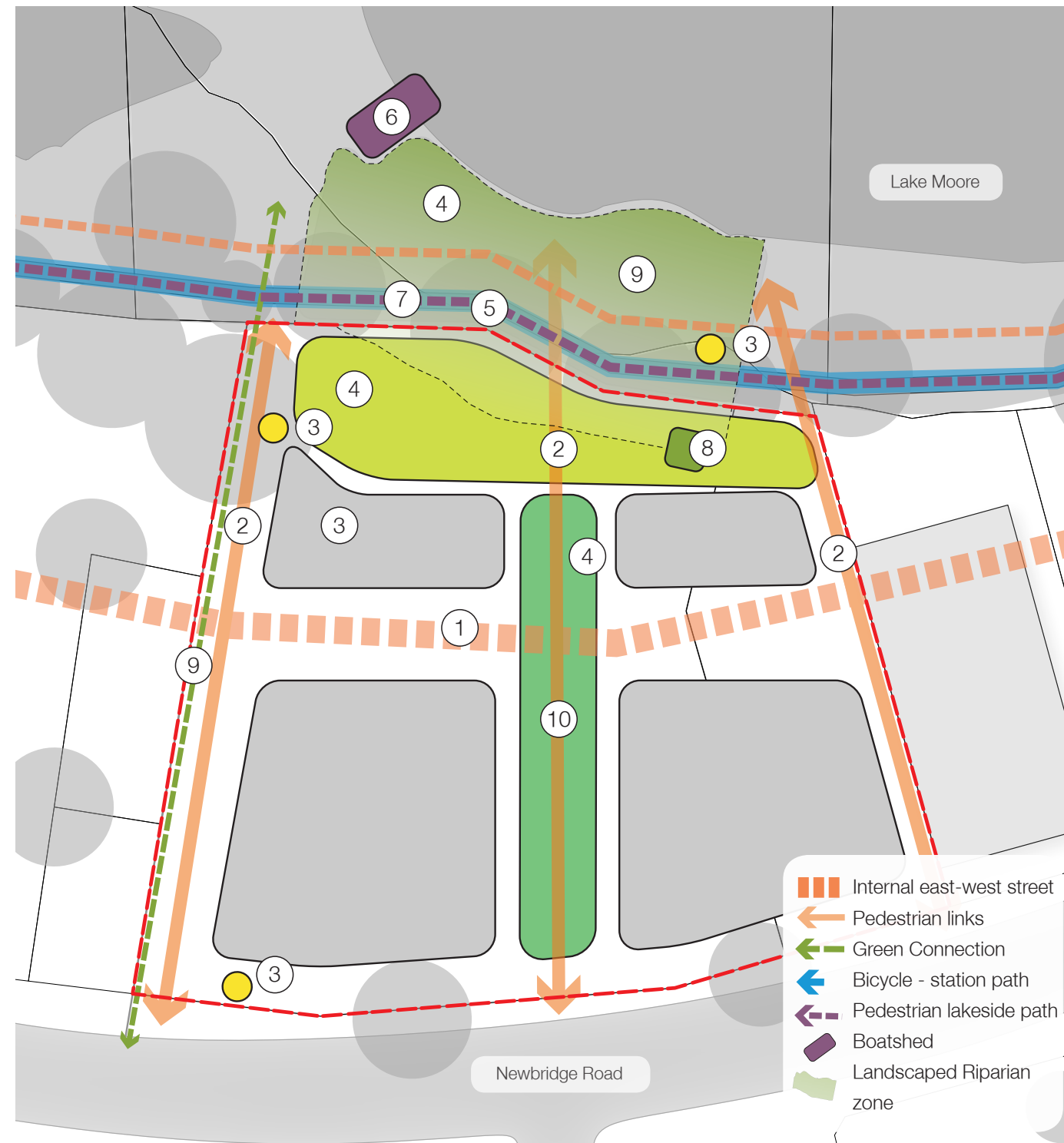
Infrastructure ●

7. Lakeside bicycle and pedestrian path will connect people to Liverpool City Centre and train station

Sustainability ●

8. Bicycle lockers on cyclepath
9. Revegetated riparian zone will create natural buffer to ameliorate tidal fluctuations and enhance existing environment
10. Major north-south landscaped connection from connecting Newbridge Road to Moore Lake

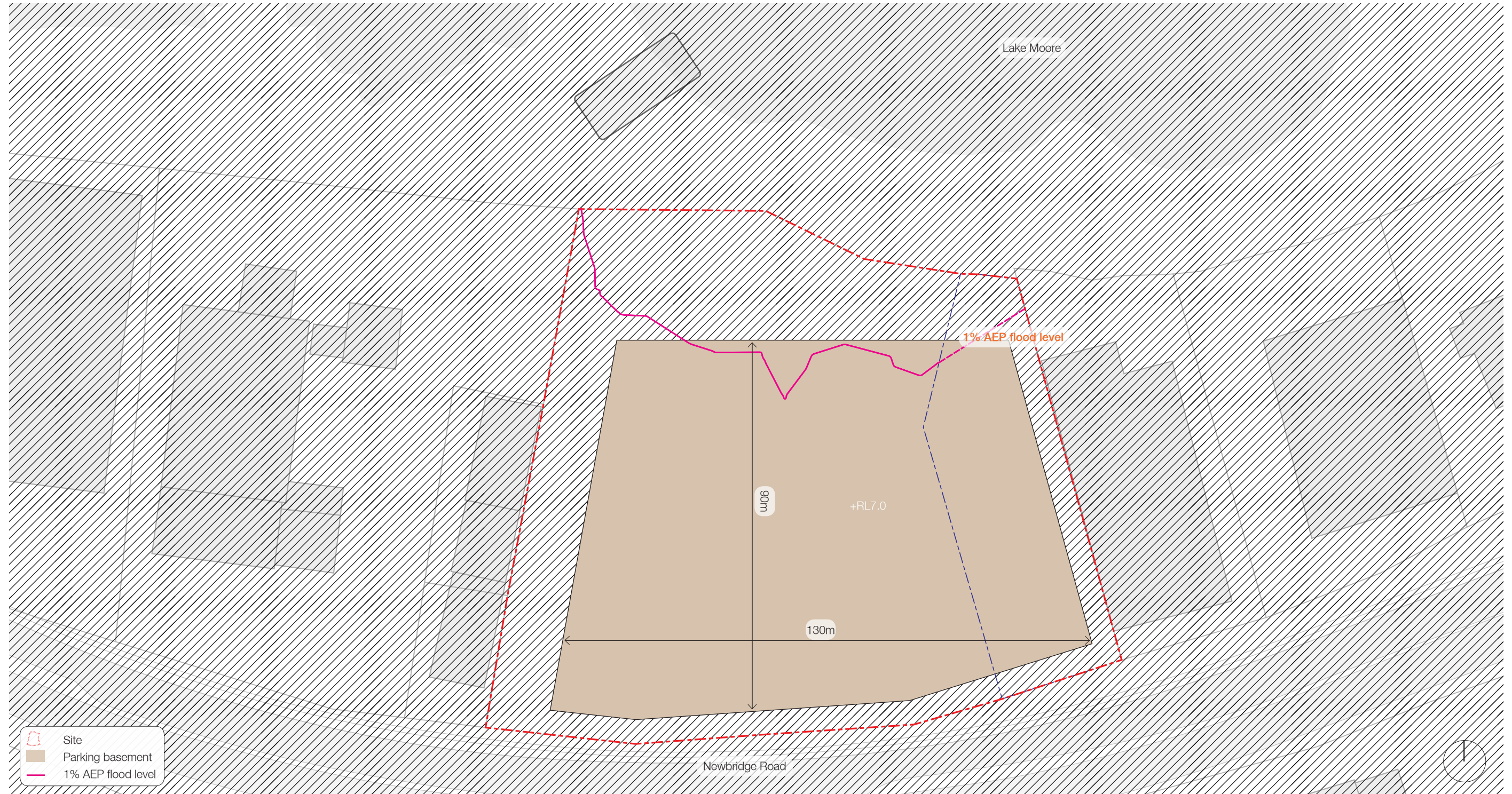
23% Public Open Space



Masterplan Concept

4.6 Indicative Basement Plan L-1

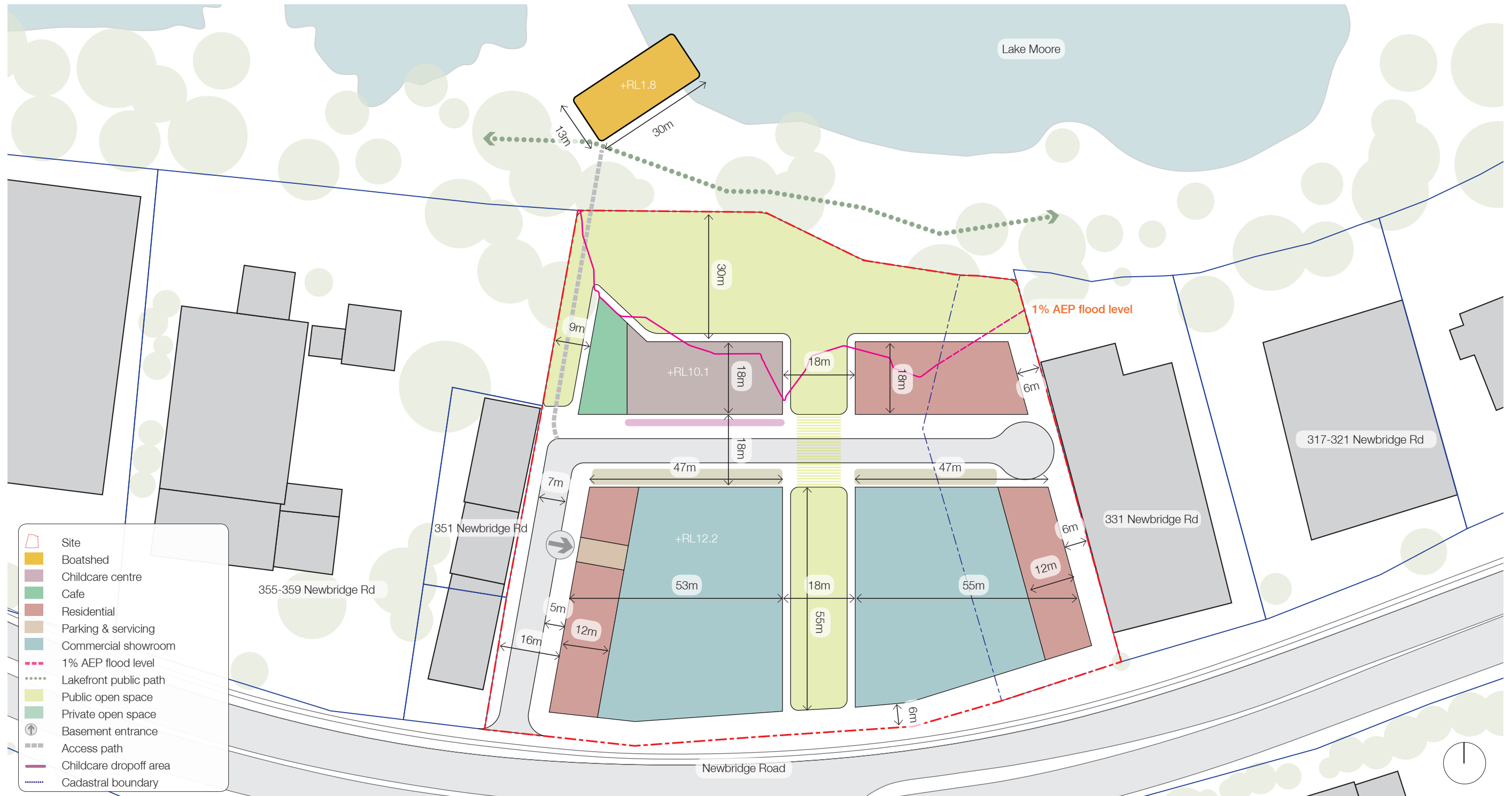
1:1000 @a3



Masterplan Concept

4.7 Indicative Ground Floor Plan L00

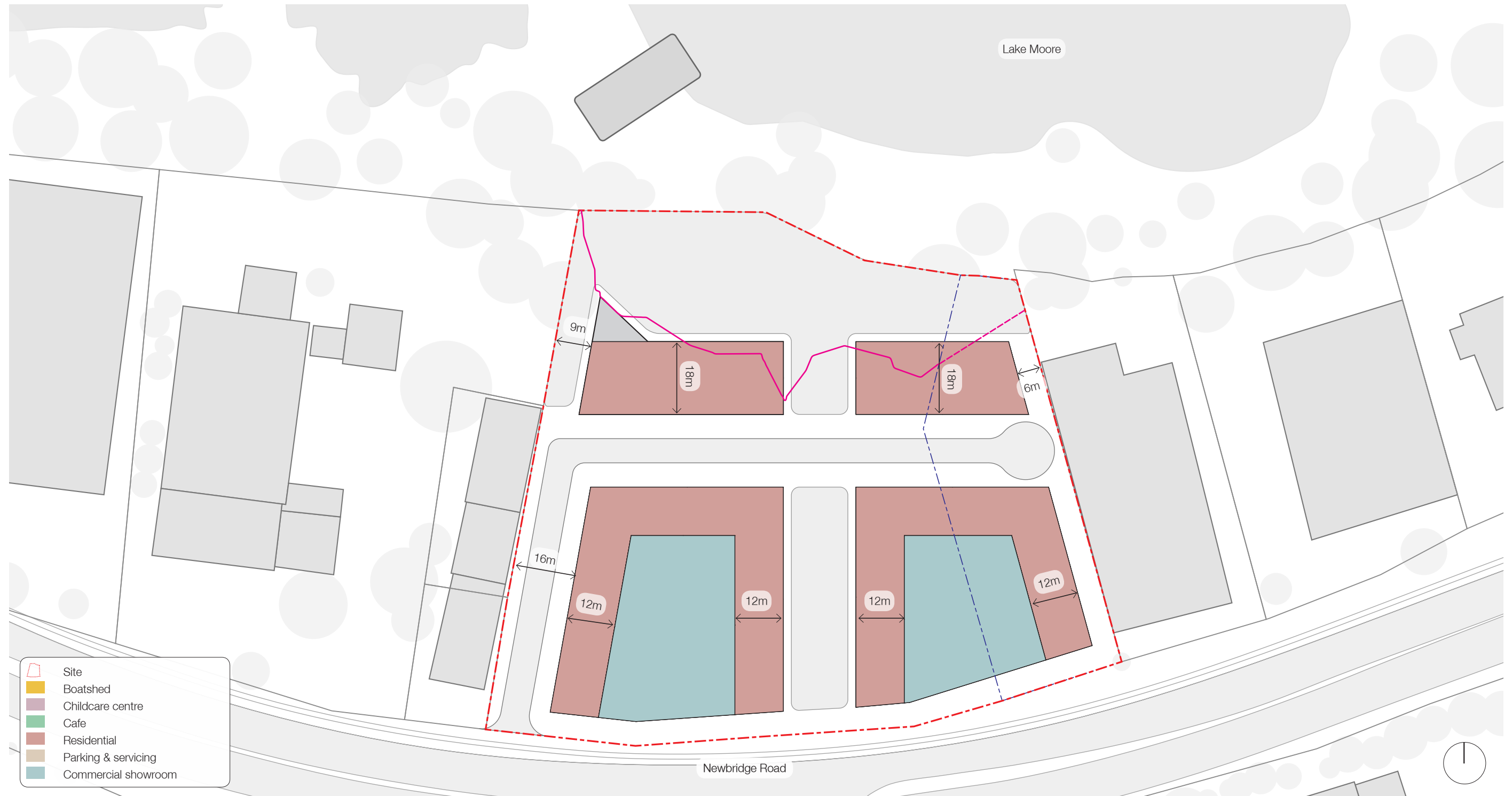
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Masterplan Concept

4.8 Indicative Floor Plan L01

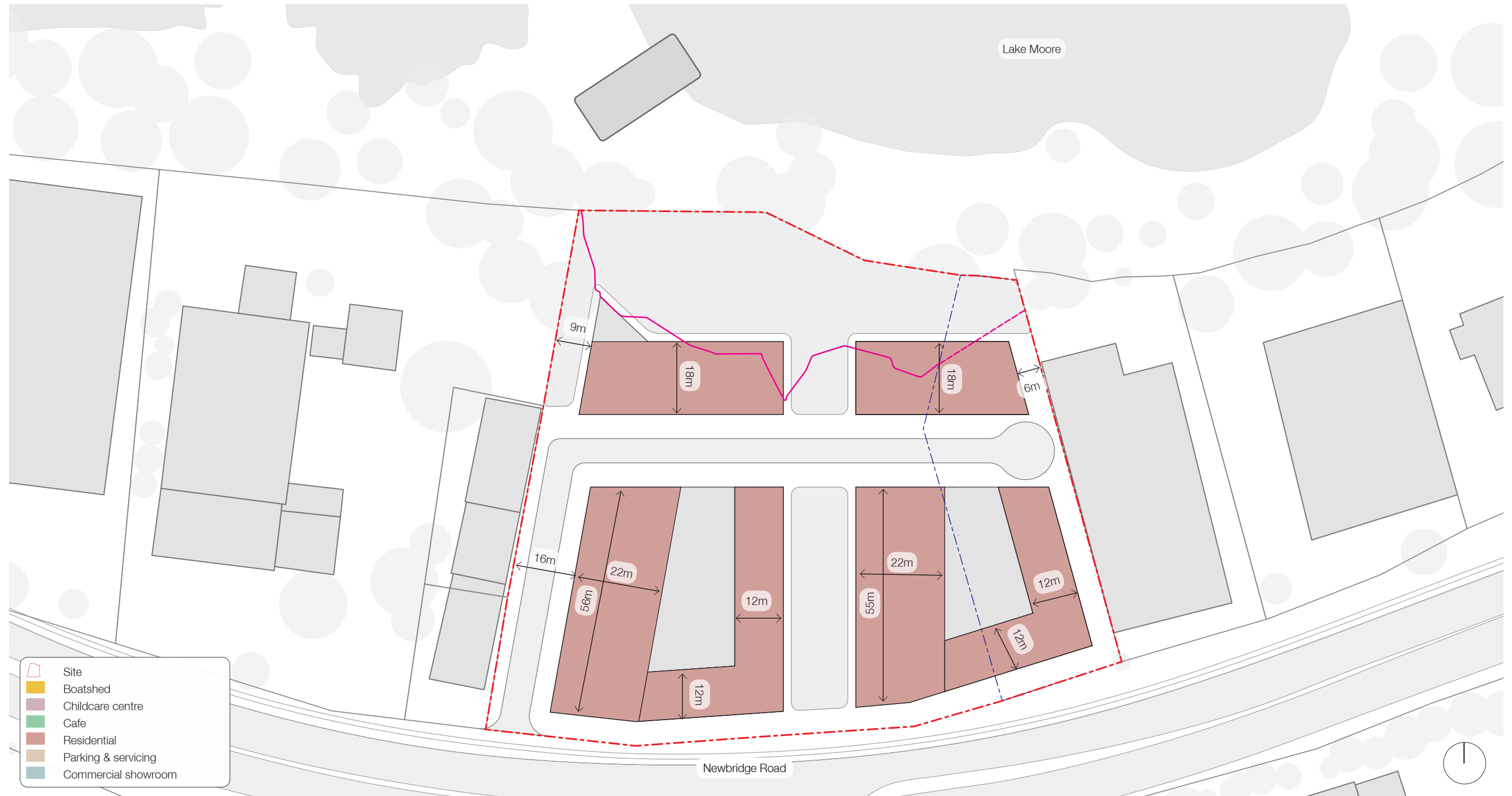
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Masterplan Concept

4.9 Indicative Floor Plan L06 & L07

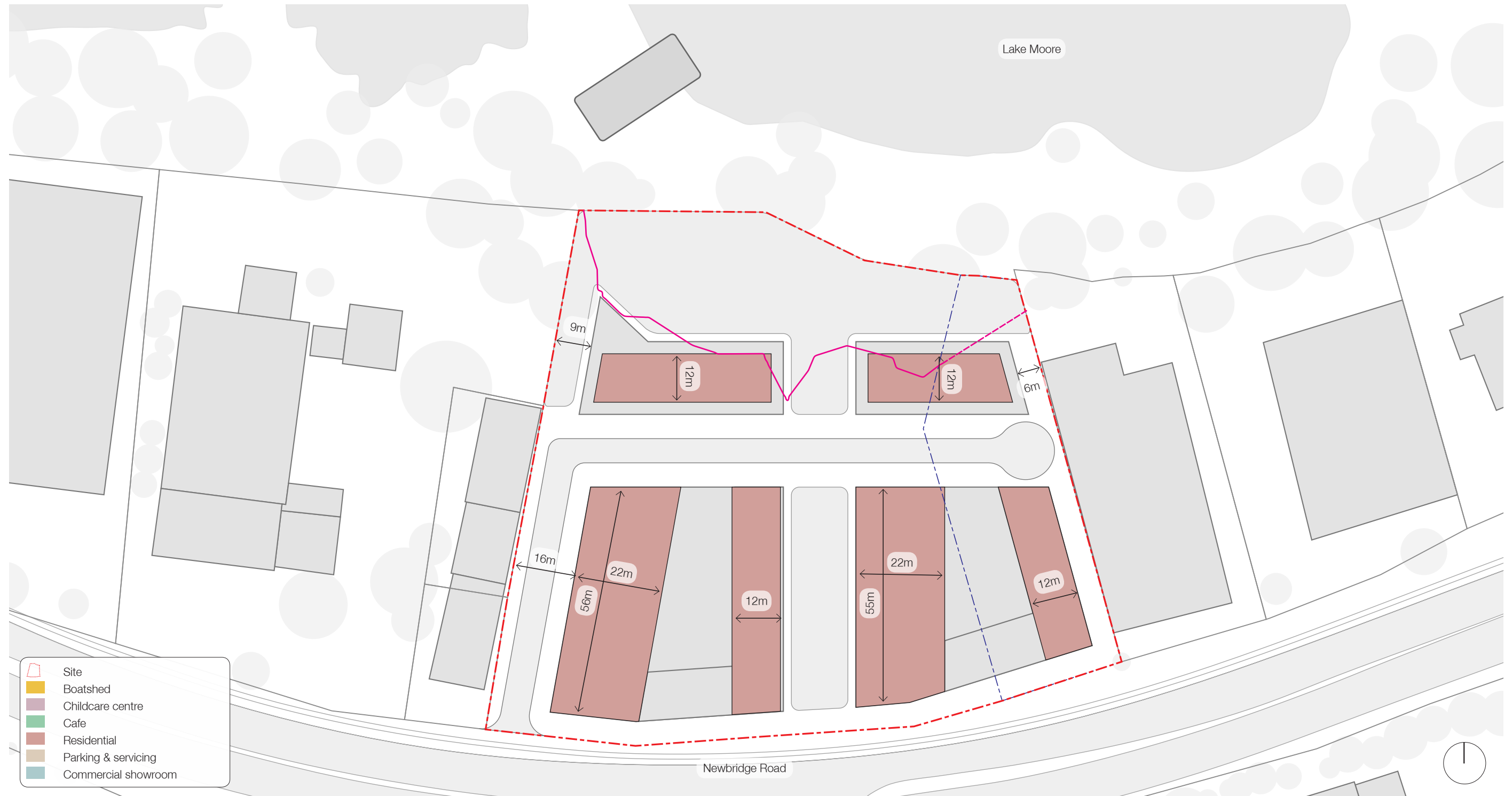
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Masterplan Concept

4.10 Indicative Typical Tower Floor Plan L08+

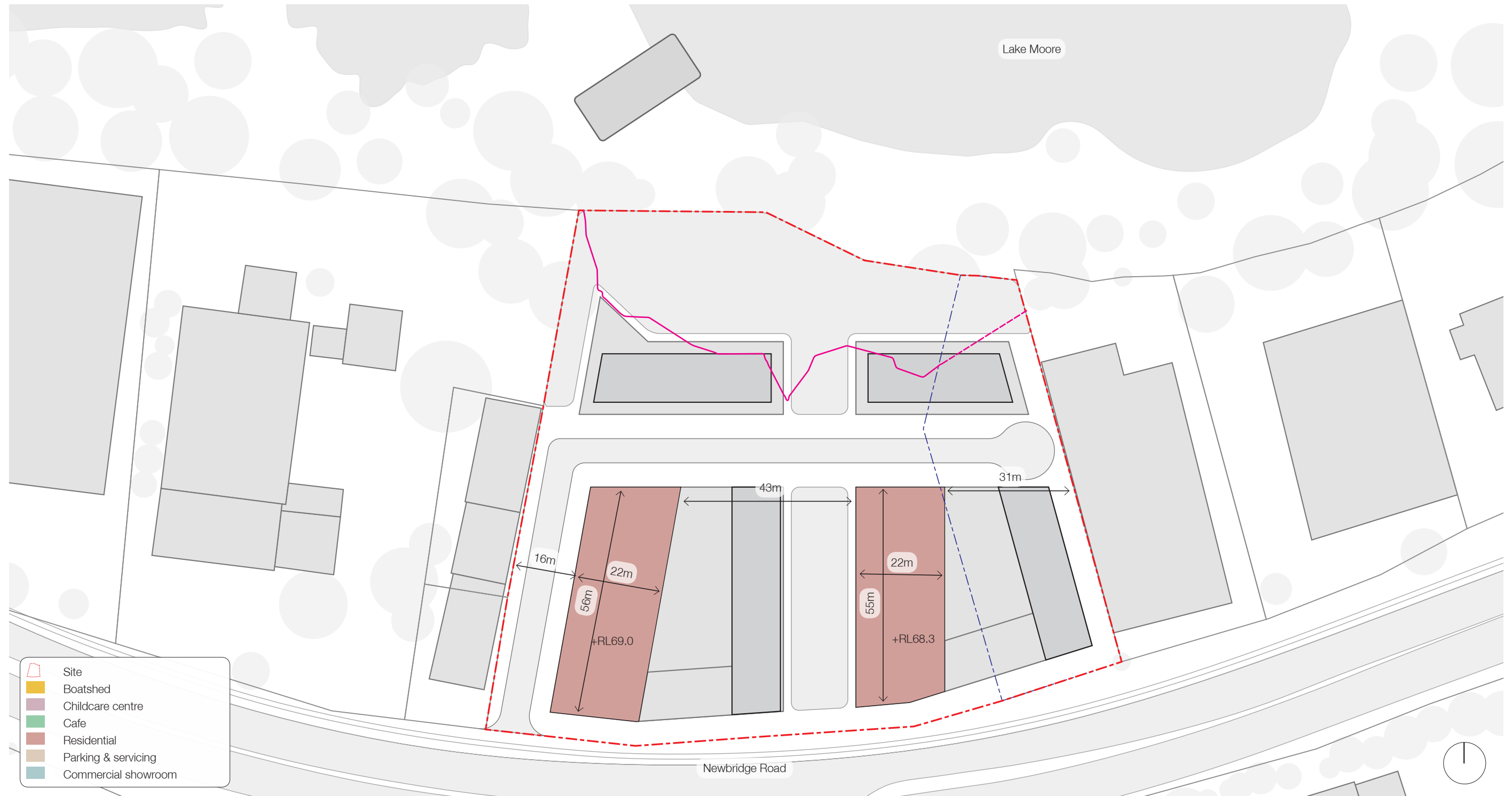
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Masterplan Concept

4.11 Indicative Typical Tower Floor Plan L08+

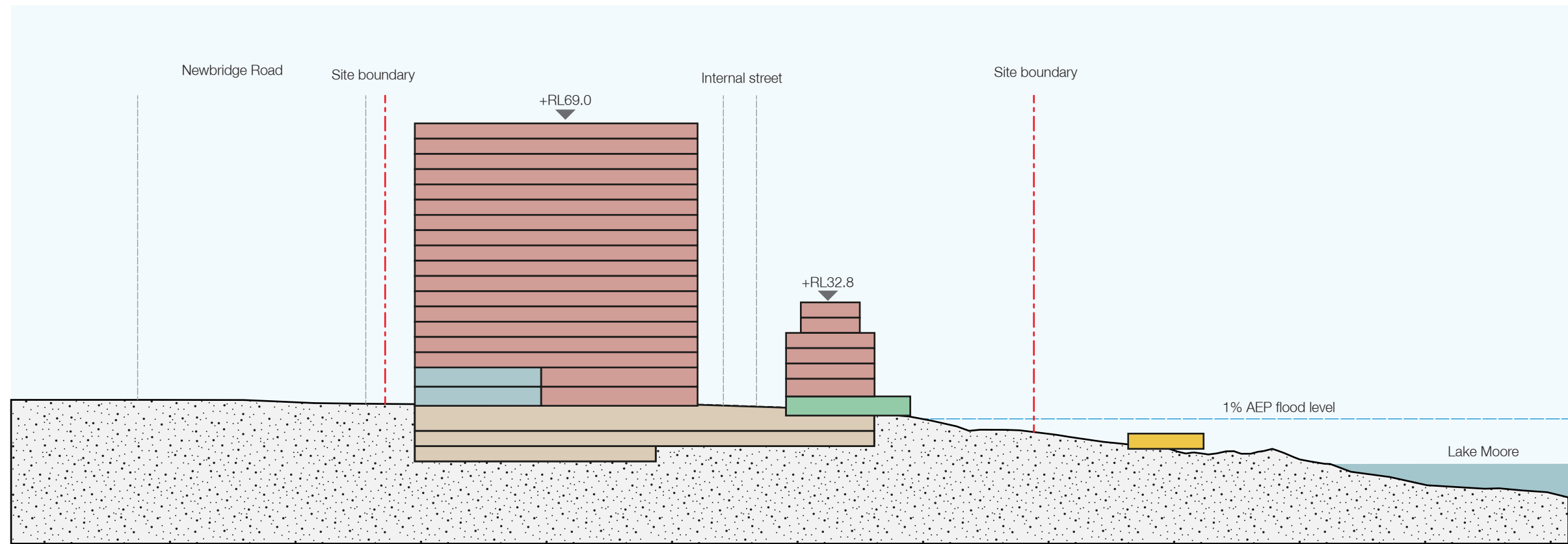
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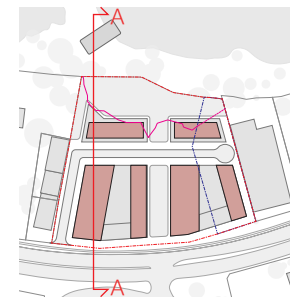
Masterplan Concept

4.12 Indicative Long Section

Section AA



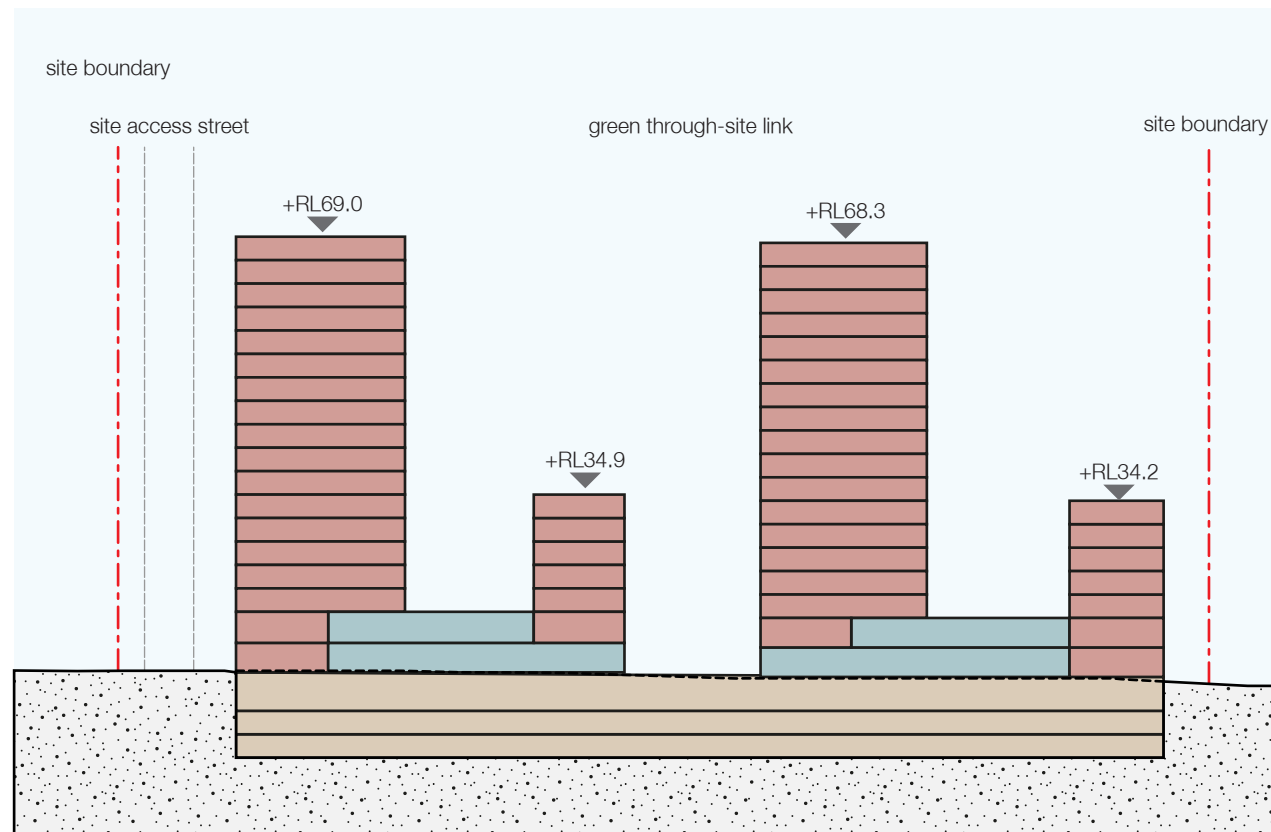
- Cafe
- Boatshed
- Residential
- Parking & servicing
- Commercial showroom
- 1% AEP flood level



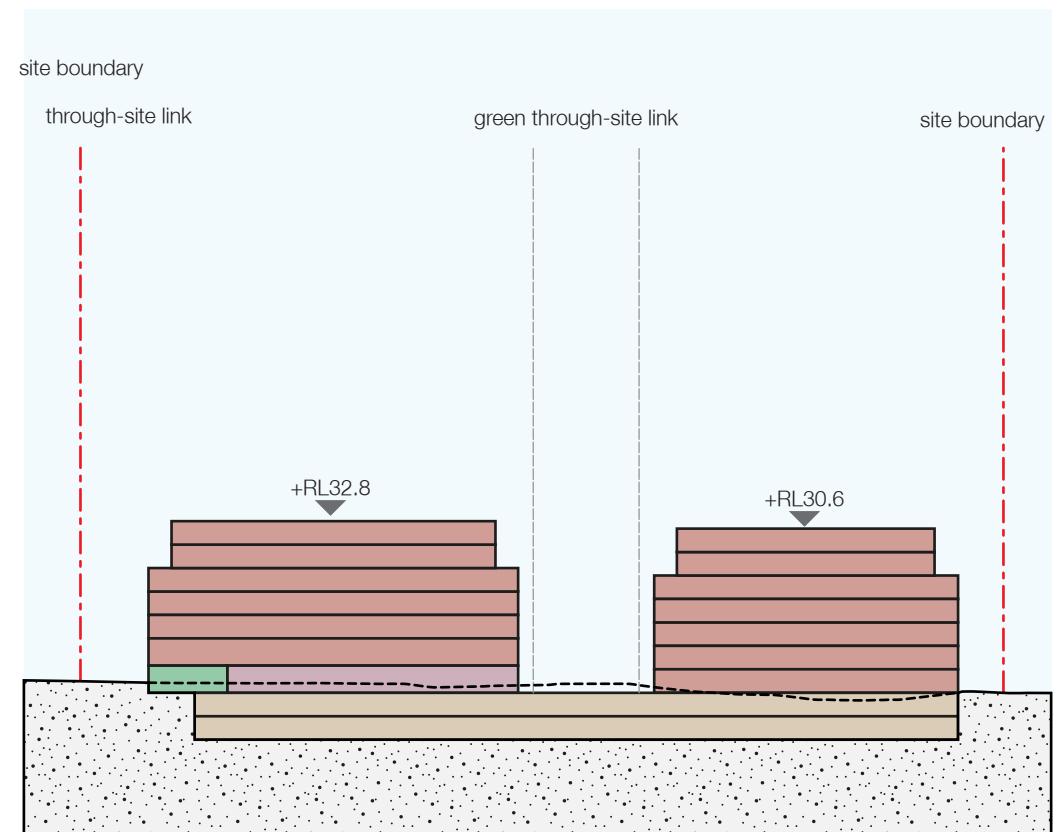
Masterplan Concept

4.13 Indicative Cross Sections

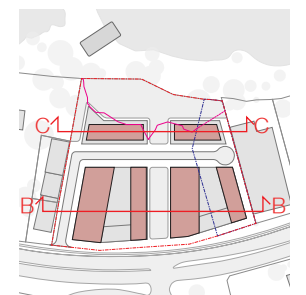
Section BB



Section CC

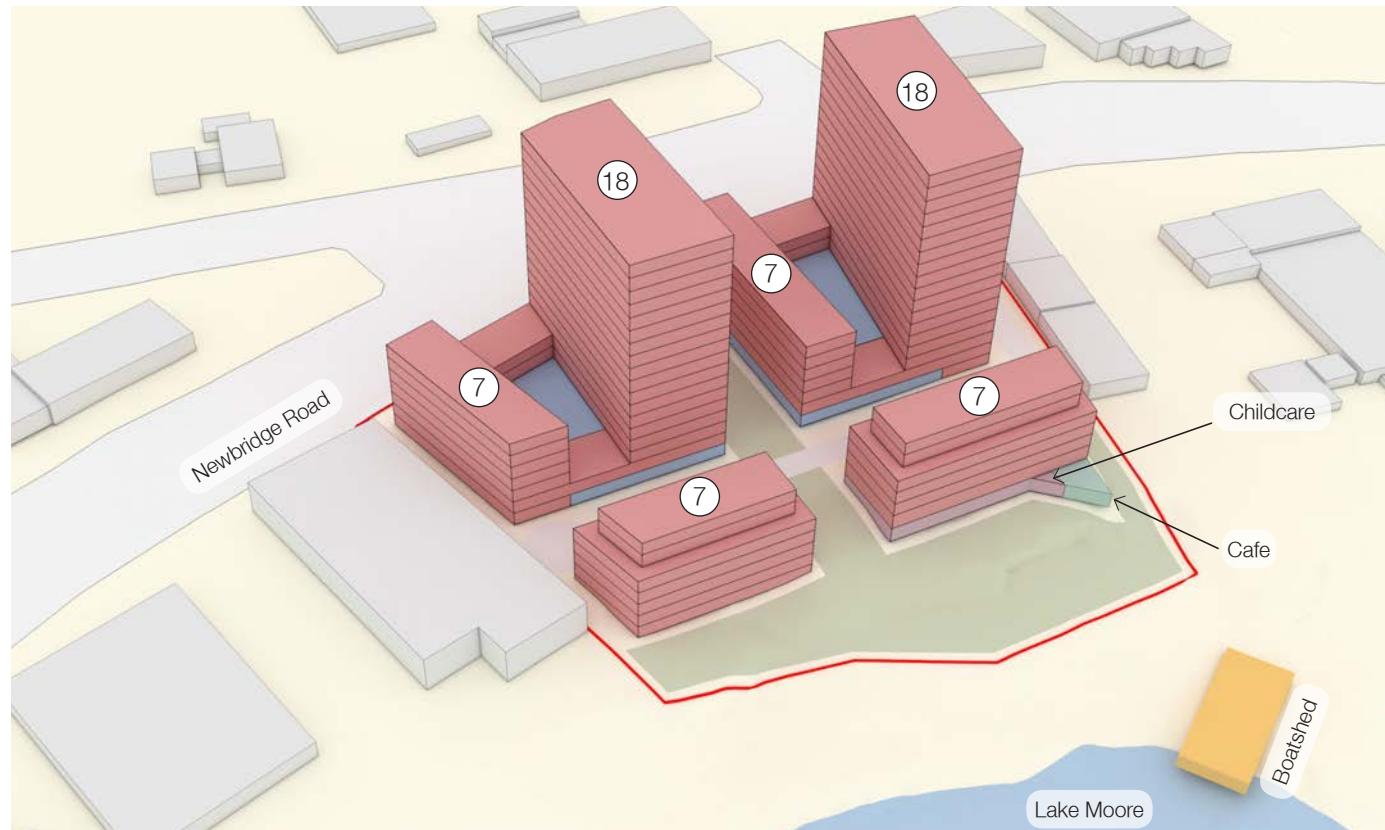


- Cafe
- Childcare
- Residential
- Parking & servicing
- Commercial showroom

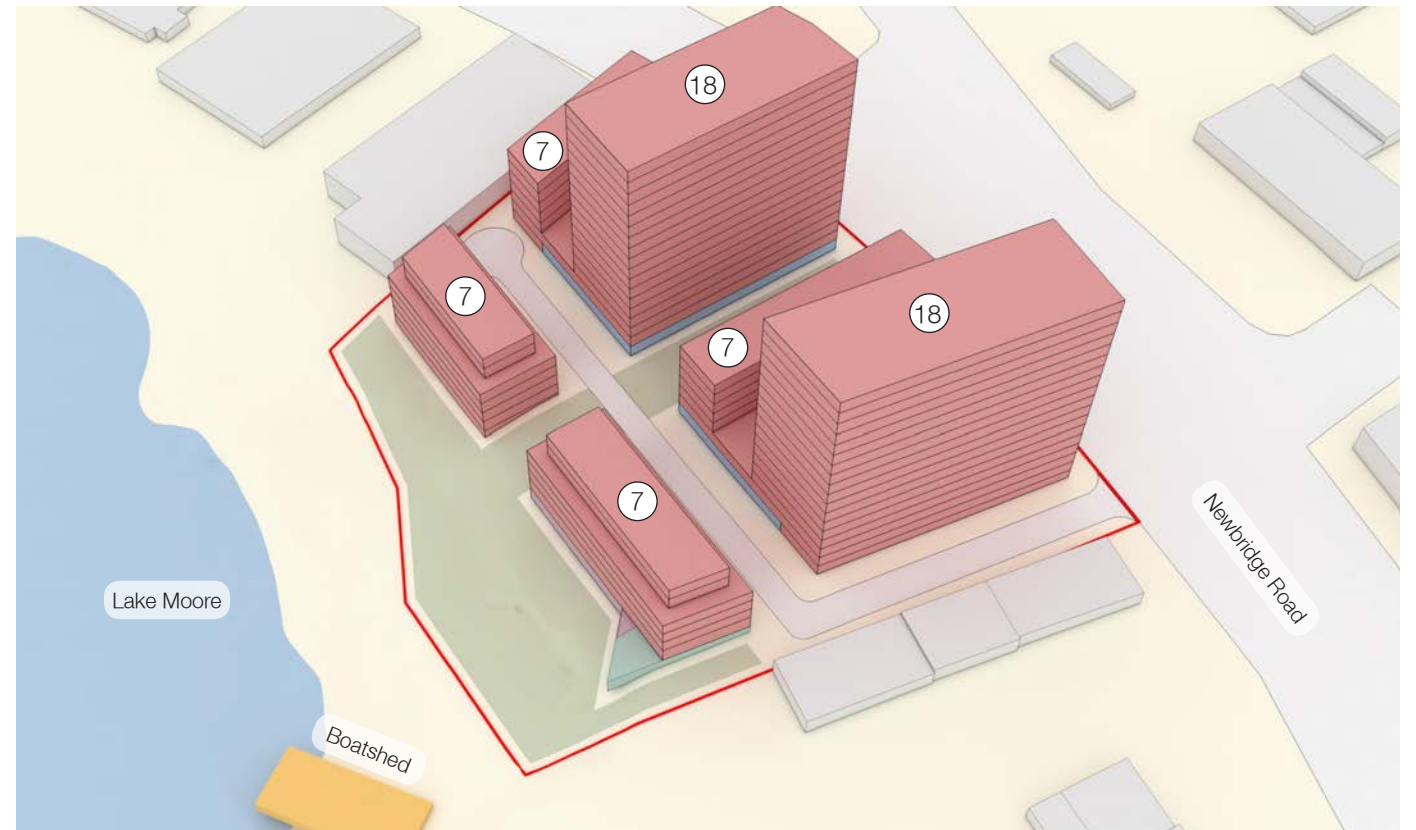


Masterplan Concept

4.14 Massing

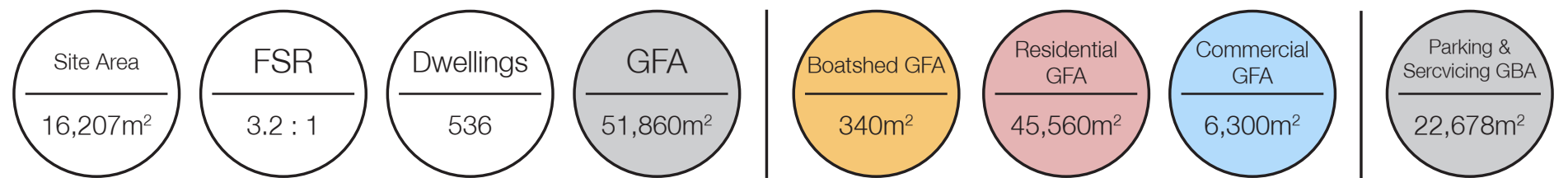


view from north west



view from south

- Cafe
- Childcare
- Residential
- Parking & servicing
- Commercial showroom

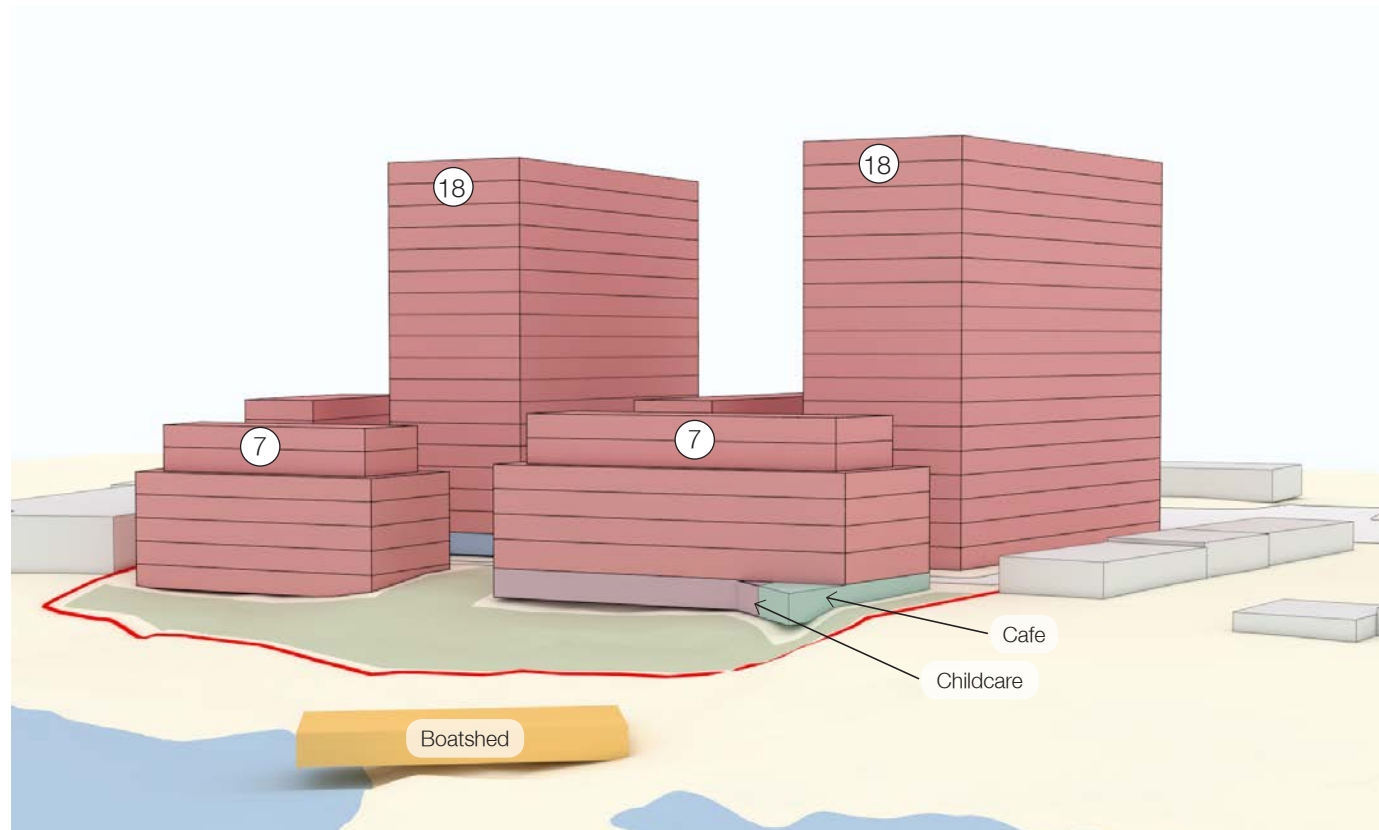


*note boatshed outside site area and not counted in FSR

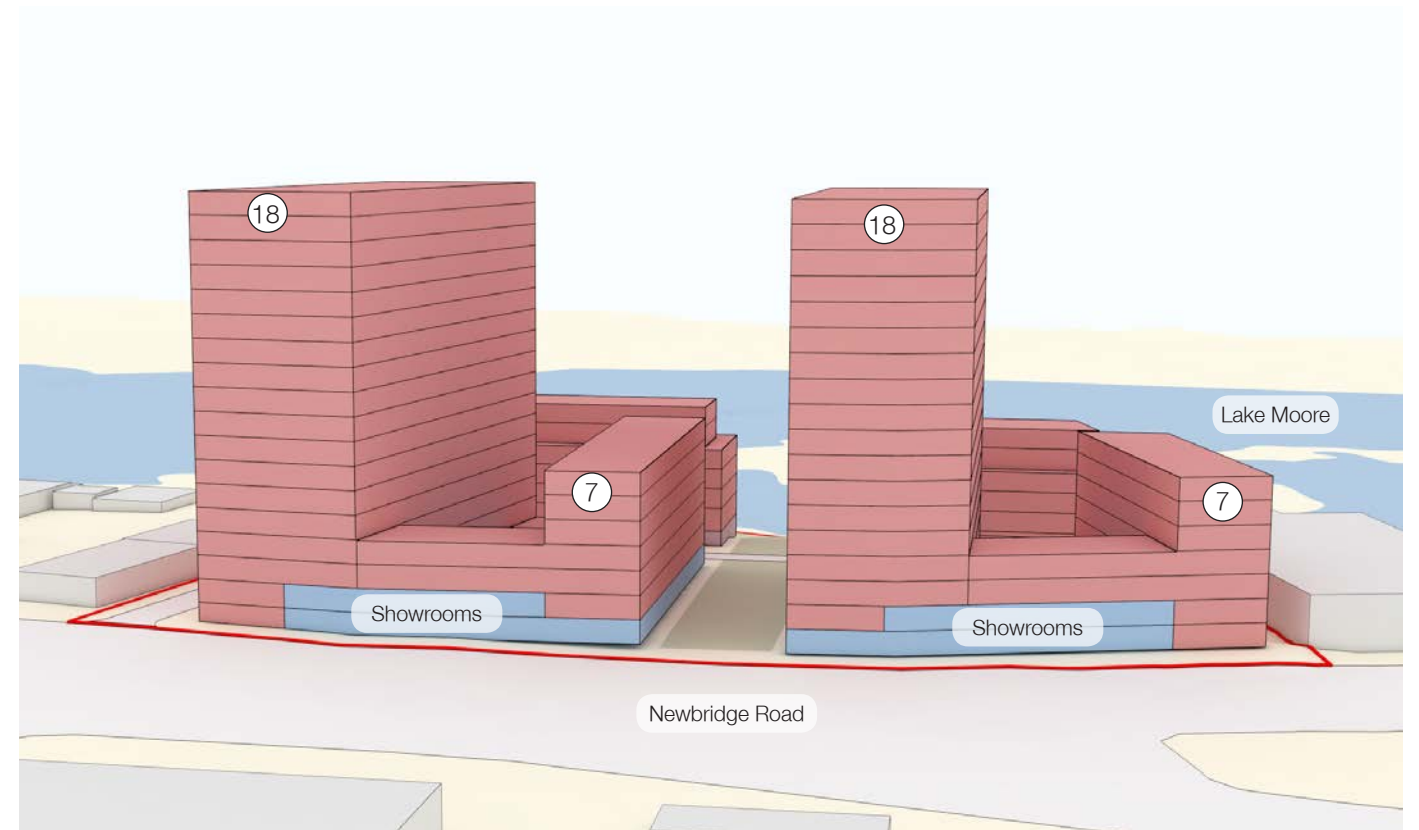
*note childcare and cafe are included in commercial gfa

Masterplan Concept

4.15 Massing

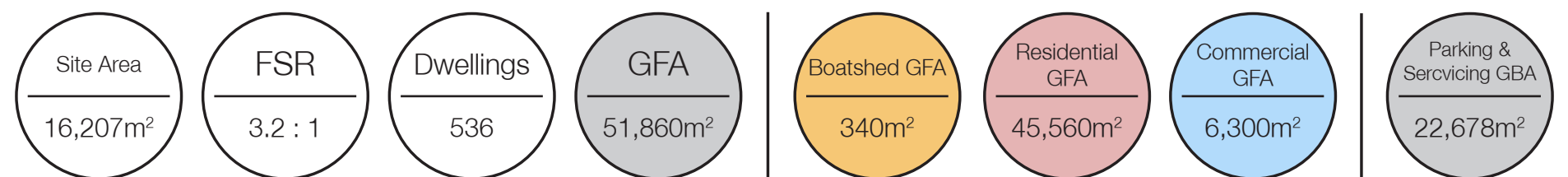


view from north west



view from south

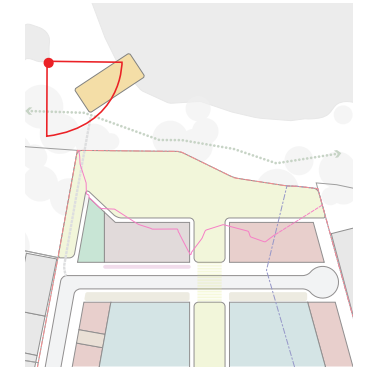
- Cafe
- Childcare
- Residential
- Parking & servicing
- Commercial showroom



*note boatshed outside site area and not counted in FSR

*note childcare and cafe are included in commercial gfa

Masterplan Concept



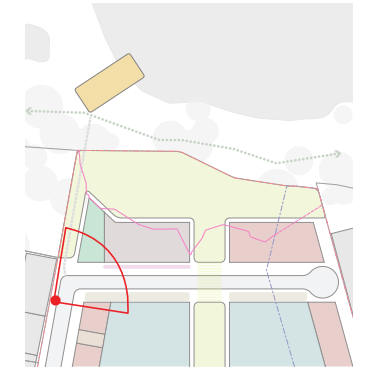
4.16 Visualisation 1



A vibrant public lakefront with boatshed, remediated riparian wetland, public footpath and bike path, cafe and variety of landscaped recreational spaces

Masterplan Concept

4.17 Visualisation 2



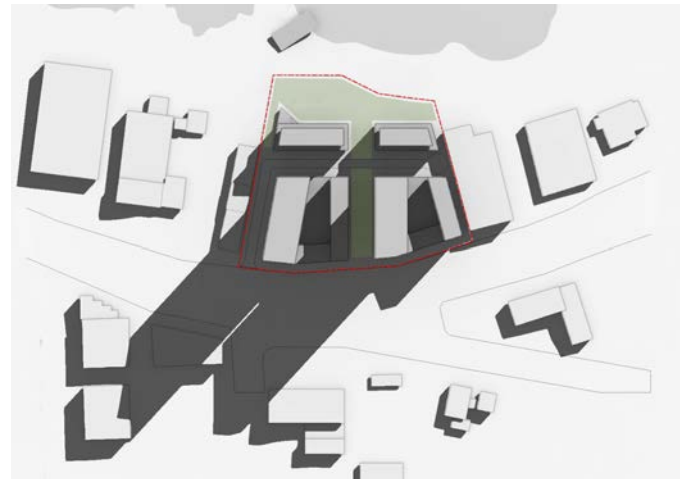
A green internal street defined by a childcare centre, active corner cafe, public link to Lake Moore and water sensitive urban design landscaping

Scheme Analysis

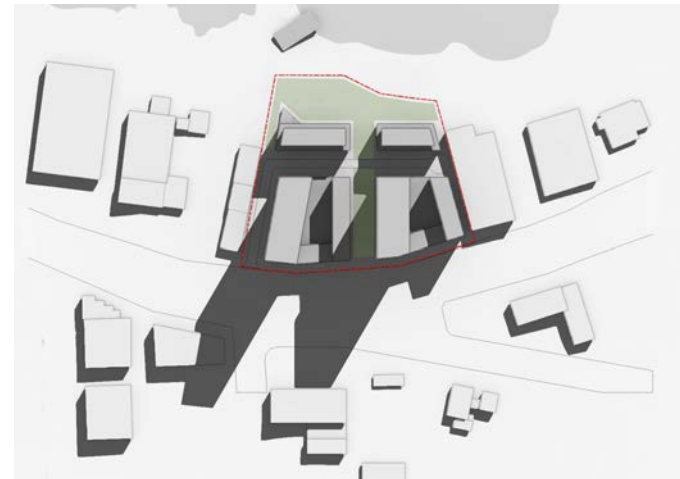
5

5.1 Shadow Studies

Shadows on winter solstice - June 21st



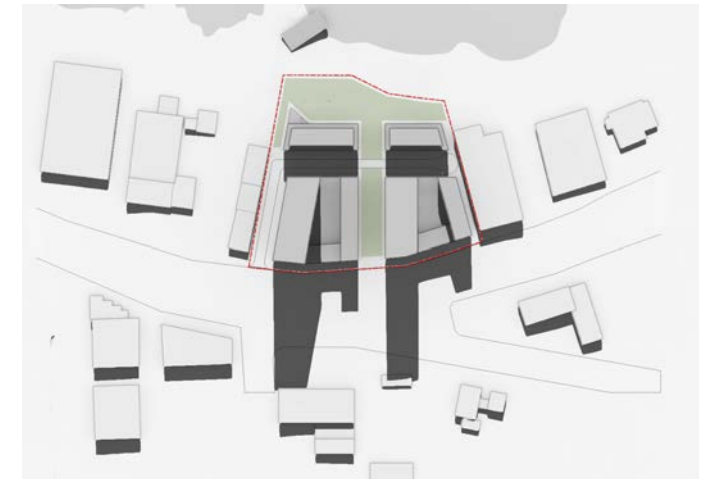
9am



10am



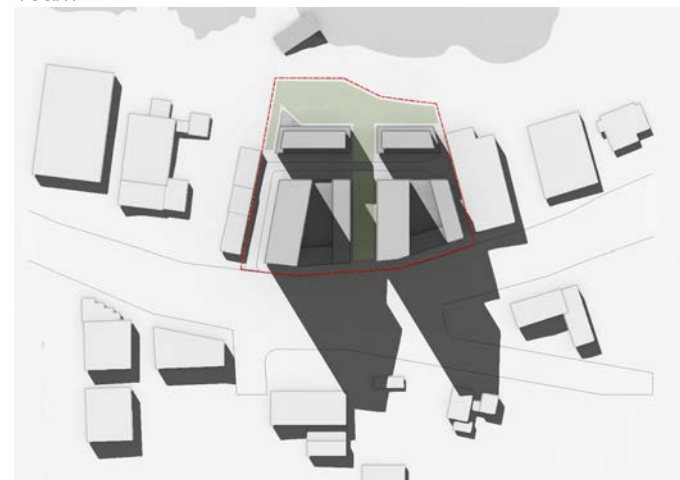
11am



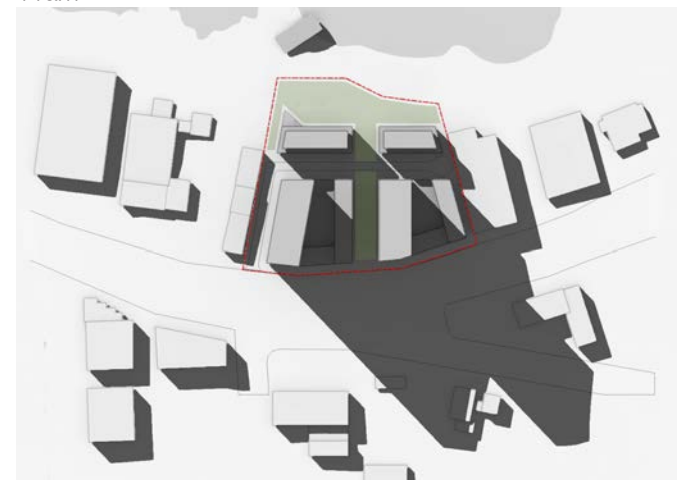
12pm



1pm



2pm

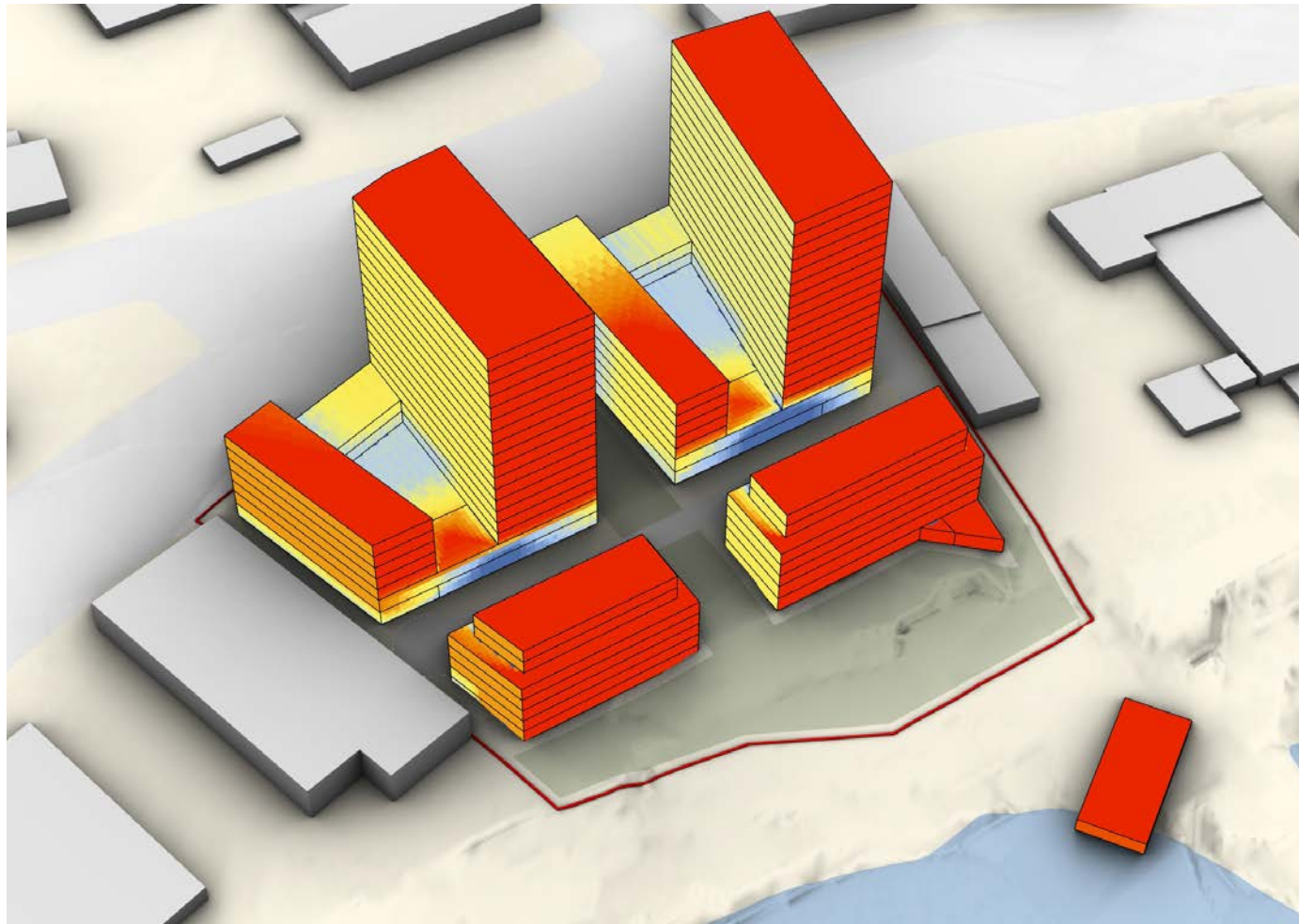


3pm

These studies demonstrate shadows on the winter solstice. Throughout the mid morning and early afternoon (10am-2pm) fast moving shadows cross Newbridge Road, although tower separation distance ameliorates significant overshadowing. The central landscaped connection has good solar access from 11am to 1pm and the lakefront open space enjoys sun throughout the day.

Scheme Analysis

5.2 Solar Insolation

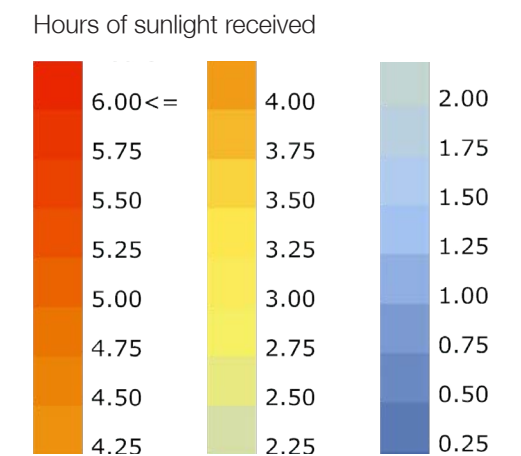


View from the north-east



View from the north-west

These studies illustrate the solar insolation received by the massing facade and show the majority of all buildings receive more than two hours of direct sunlight. It demonstrates the scheme significantly exceeds the SEPP65 requirement for 70% of apartment living rooms receiving 2 hours of sunlight between 9am and 2pm.



Conclusion

6

6.1 Assessment & Recommendations

This comprehensive urban design report has surveyed the strategic, spatial and planning context for the site, analysed the surrounds, illustrated a unique vision and concept for the place and proposed a site specific built form underpinned by detailed testing. At all stages of the design process the principles of Government Architect 'Better Placed' have been considered as well as the technical requirements of SEPP 65 and the Apartment Design Guide (ADG). The report concludes a change of landuse has spatial and strategic merit because of the following:

- The potential for the site to establish the desired future character east of the Georges River outlined in the GRPP and Collaboration Area Strategy for Liverpool to become a 'River City'.
- The close proximity to Liverpool CBD.
- The close proximity to public transport including bus, rail and the potential future metro.
- The potential of the site to establish a public lakefront link connecting the surrounding parks into the broader open space network of the Georges River.
- Development potential of the site being north facing and comparatively free of flooding constraints compared to nearby sites.
- The mixed use proposal ensures employment generating uses will be retained on site thus retaining jobs in the area.

In summary this Urban Design Report advocates for planning controls which would allow the key elements of the masterplan including:

- Total FSR of 3.2:1
- Maximum height of 18 storeys
- 536 dwellings
- Mix of uses including residential, commercial and other community uses, with a non-residential FSR of approximately 0.4:1.
- Public benefits including improved connectivity to the lake, public landscaped lakefront space, bicycle link, footpaths, boatshed and public art

Overall, this masterplan offers a responsive built form which feasibly underpins significant public domain improvements which would benefit both the lakefront environment as well as all local residents in Moorebank and Greater Liverpool.



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