

124 Newbridge Road Moorebank

Urban Design Report

5th June 2017

1.0 Introduction

This Urban Design Report has been prepared by ae design partnership to support a Planning Proposal enabling the renewal of the subject site located at 124 Newbridge Road, Moorebank (Allotment 2 DP 602988).

The Planning Proposal proposes a change to facilitate a mixed use development including commercial uses fronting Newbridge Road, predominantly residential uses, and limited retail uses such as cafés and restaurants along the Georges River foreshore, provided with public recreation uses to support the future residential population.

Liverpool City Council has recently approved several planning proposals along the Georges River, including the Georges Cove Residential and Marina Development, Brighton Lakes Residential and Golf Course and a number of proposals within the George River Precinct Master Plan prepared by the Liverpool City Council.

The expected growth around the site provides an opportunity to put in place an urban design framework to guide future development and provide a high quality public domain accessible to the Georges River. The urban design principles inform the built form and public domain outcomes and recommendations for the development controls derived from this Urban Design Report based on the Master Plan and building envelope testing.

The site offers a unique opportunity to propose a balance of residential, employment, recreation and retail uses that can capitalise on accessibility to Georges River and the future open space network. The increase in the proposed residential intensity is validated by creating an unrestricted access to the Georges River foreshore and adding a series of open spaces for recreation and relaxation.

The future population will require a suitable street network, management of traffic, parking, cycling and pedestrian accessibility and movement. The proposal ensures this is achieved by coordinating access and circulation with the adjacent sites, particularly with the proposed access and street network for No. 146 Newbridge Road Moorebank.

The proposal aims at achieving a high quality built form outcome in terms of building typologies, a fine network of streets and pathways and a desired future character through rigorous building envelope testing. The key parameters include determining a maximum building height of 8 storeys / up to 30 metre high buildings combined with 5 to 6 storey / up to 23 metre high buildings, maintaining a fine street network, matching the SEPP 65 Apartment Design Guide built form controls, and other statutory requirements from the Local Environmental Plan.

The development intensity and the type of activities are suitable for a site which has access to the Liverpool City Centre, the Bankstown Aerodrome and access to the Greater Sydney Region through M5 South Western Motorway and the Hume Highway.



Georges River, Davy Robinson Reserve and the existing River edge.

2.0 Strategic Context

Liverpool is located approximately 34 kilometres south-west from the Sydney CBD and is expected to become a key growth area within Sydney's South West due to the new infrastructure and growth areas under way or planned for the near future such as the Western Sydney Airport.

Liverpool is identified in A Plan for Growing Sydney (2014) as a Strategic Centre suitable for additional residential and employment growth and is expected in the long term to have a developed area the size of Adelaide. The strategic influence of Liverpool is continued within the Draft South West District Plan produced in 2016 which underpins previous principles outlined in A Plan for Growing Sydney at a district level to promote a productive, sustainable and liveable city.

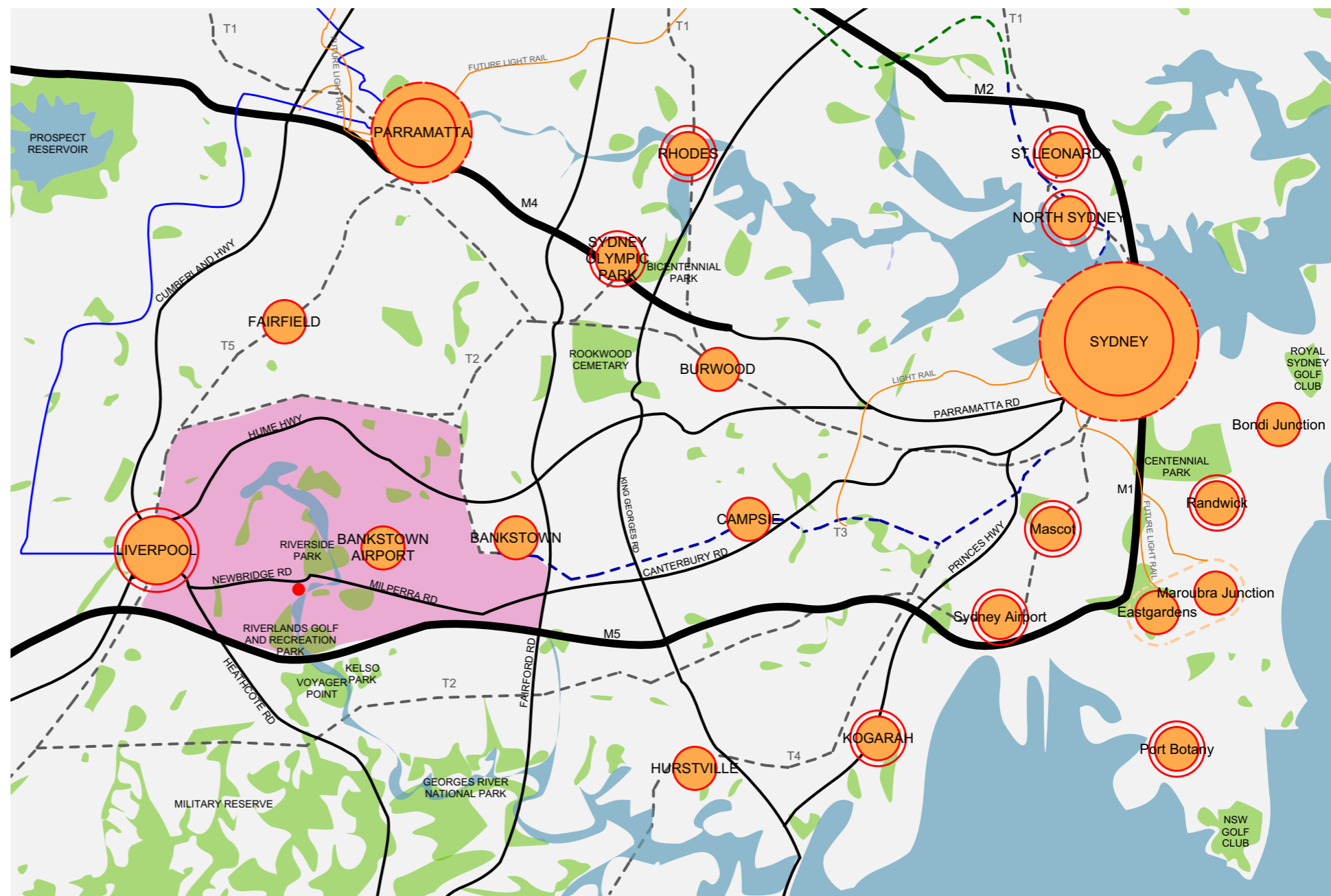
Within the Liverpool area the NSW Government has mandated substantial residential growth targets. The Greater Sydney Commission's Draft South West District Plan (2016) places Liverpool's five year housing target at 8,250 dwellings. Due to the scale of these targets medium and high density development will be required.

Following Liverpool's classification as a strategic centre, the area has been outlined by the Greater Sydney Commission as a collaboration area to provide an increase in total jobs specifically in health, education, knowledge and professional services.

"A Collaboration Area is a place where a significant productivity, liveability or sustainability outcome is better achieved when different levels of government and in some cases the private sector or landowners collaborate on an agreed outcome." (GSC, 2016 p. 57)

Planning for the Liverpool collaboration area will aim to:

- Increase housing diversity and affordability;
- Improve and coordinate transport and other infrastructure links and accessibility to support job growth;
- Enhance smart job growth around the health and education super precinct;
- Improve the night-time economy, connectivity and mixed use in the centre;
- Improve urban amenity and the sense of place; and
- Improve environmental outcomes around the Georges River.



Site within the Strategic Context

LEGEND

- | | |
|---------------------------------------|----------------------------------|
| ● Site - 124 Newbridge Road Moorebank | — Sydney Metro City & South West |
| ○ District Centre | — Sydney Metro North West |
| ○ Strategic Centre | — Light Rail |
| ○ CBD | — T-Way |
| — Major Arterial Road | — Study Area for Metro Extension |
| — Minor Arterial Road | — Open Space |
| — Railway Line | — Water |



Greater Sydney Commission - Draft South West District Plan:

The development proposal can benefit from the Greater Sydney Commission's Draft South West District Plan's direction for Liverpool Strategic Centre and the Bankstown Aerodrome Local Centre.

Due to the changing nature of Liverpool, the strategic context should be greatly focused on up to date planning policy such as the District Plan which provides a basis for change in the region using the priorities of A Plan for Growing Sydney.

Some of the priorities outlined in the District Plan underpin the proposed development on Newbridge Road and provide guidelines for new development, including the following:

Integrating land use and transport planning to drive economic activity.

- Improving District significant east-west and north-south connectivity;
- Utilise the natural attributes of the District as economic building blocks; and
- Integrating land use and transport planning for greenfield areas.

Planning for job target ranges for strategic and district centres.

- Plan for the growth of centres.

Growing and diversifying the economic opportunities in the District's strategic centres.

- Growing the diversity, level and depth and jobs and the vibrancy of Liverpool strategic centre;
- Manage growth and change in strategic and district centres, and as relevant, local centres.

Growing jobs in the health and education sectors.

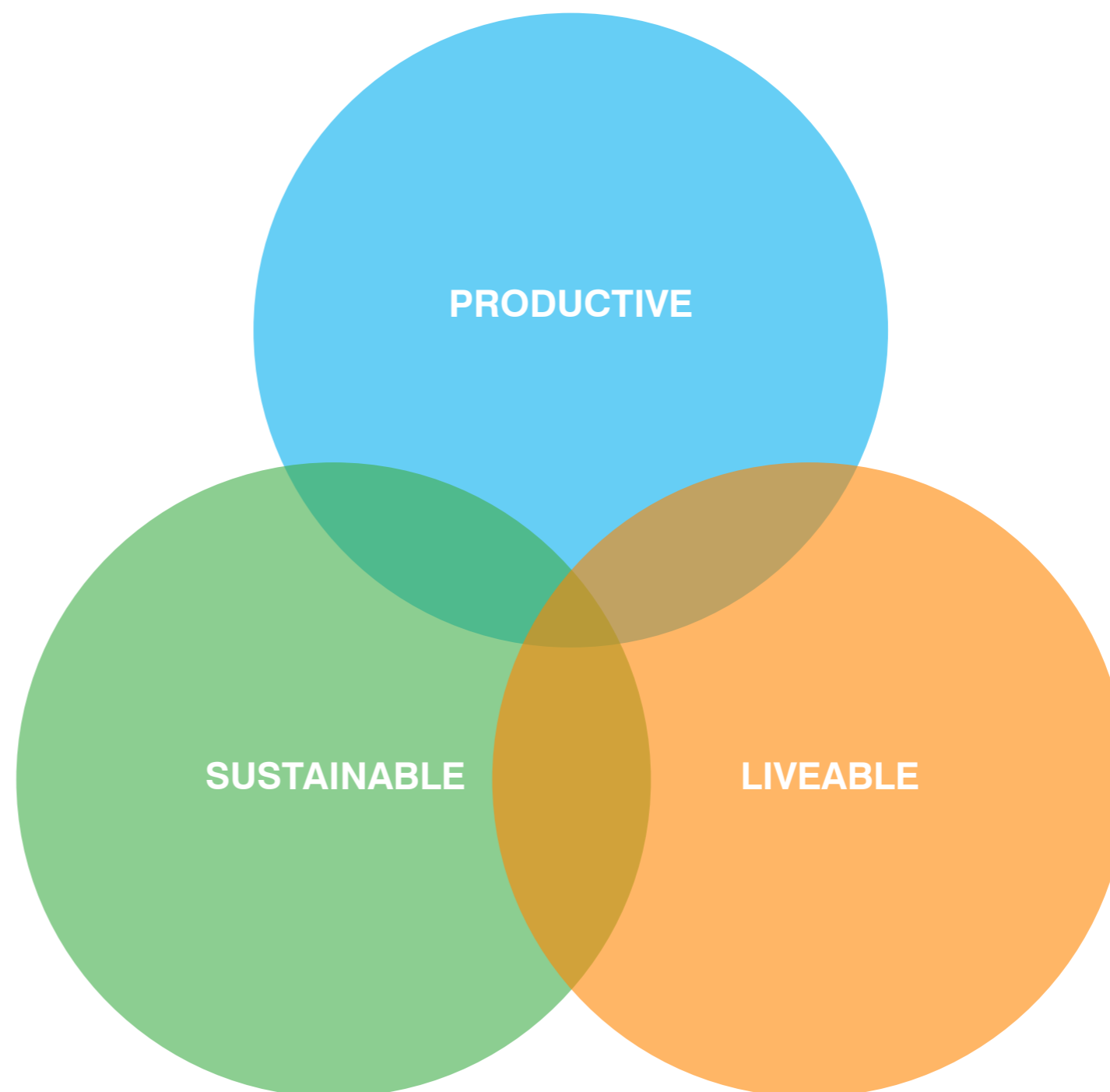
- Foster 'Smart Liverpool' - a city of business innovation and health and education excellence.

Coordinating infrastructure planning with population growth - enhancing local access.

- Facilitate local employment in land release and urban renewal areas;
- Supporting the growth of retail floor space;
- Prioritise the provision of retail floor space in centres

Strengthening the diversity of employment choice

- Facilitate visitor destination potential of the South West District.



3.0 Local Context

Liverpool City Centre:

The site is well connected to the Liverpool CBD. The CBD currently offers a range of services and employment opportunities:

- Liverpool Railway Station and Bus Interchange;
- Liverpool Hospital and South West Private Hospital;
- Liverpool Public and High Schools, TAFE Campus and planned University of Wollongong and Western Sydney campuses;
- Westfield Shopping Centre and the adjacent retail; and
- Moorebank Intermodal Terminal on the eastern bank of the Georges River.

Open Space Network:

The site is located along an existing network of open spaces along Georges River. The open spaces include:

- Riverside Park;
- Georges River Golf Course;
- Vale of Ah Reserve;
- Lieutenant Cantello Reserve; and
- Deepwater Motor Club.

An existing pedestrian and bicycle route connects Agnes Healey Beach Park to Laurence Beach Park with future plans extending the off road route through to Lieutenant Cantello Reserve. The proposal provides the opportunity for a portion of the route to be designed and developed as part of the development.

Recent Proposals:

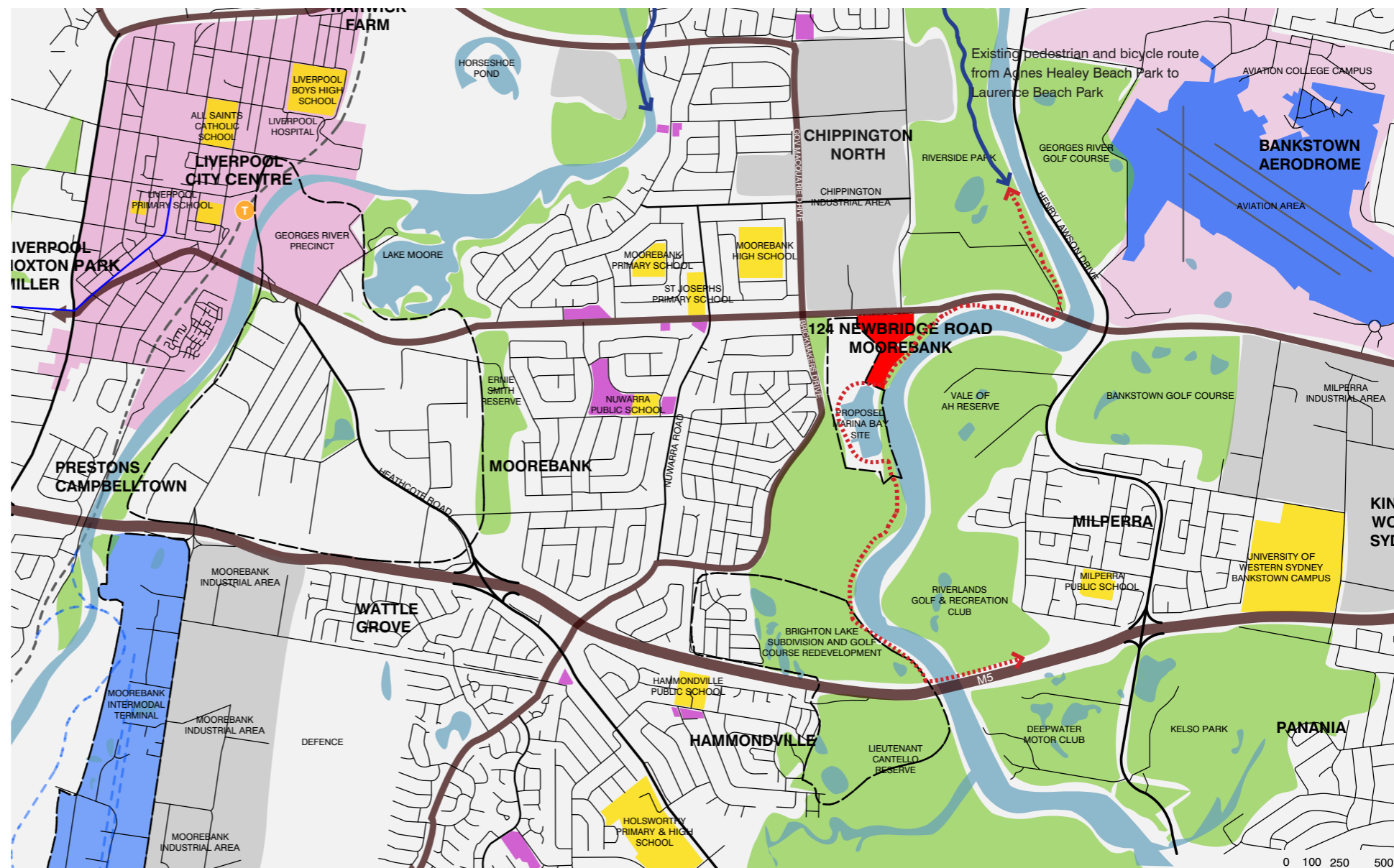
Liverpool City Council has recently approved several planning proposals along the Georges River, including the Georges Cove Residential + Marina Development, Brighton Lakes Residential + Golf Course and a number of proposals within the George River Precinct Master Plan prepared by the Liverpool City Council.

The Georges Fair and Brighton Lakes residential and golf course developments are located further south of the site.

Access & Transport:

The site has access to the M90 bus route that connects the Liverpool CBD with Burwood via Bankstown Aerodrome and the Bankstown CBD. The existing bus services operate every 5-10 minutes during peak periods or otherwise every 15 minutes during off-peak periods. A bus stop is located along the Newbridge Road frontage.

The Newbridge Road + Brickmakers Drive intersection is located to west of the site. This intersection provides access to the Hume Highway towards north and to the M5 South-West Motorway towards south.



LEGEND

- | | |
|--|--|
| Site - 124 Newbridge Road Moorebank | Industrial |
| Liverpool CBD | Open Space |
| Bankstown Aerodrome | Water |
| Schools | T-Way |
| Commercial/Retail | Recent Proposals |
| | Existing River Pedestrian and Cycle Route |
| | Future River Pedestrian and Cycle Route |

4.0 Site Context

The Site:

The site has an area of approximately 7.043 hectares with a 300m frontage to Newbridge Road and a 125m frontage to Davy Robinson Drive. The eastern edge of the site has a 230m frontage to Georges River. The site is currently zoned part B6 Enterprise Corridor, RE1 Public Recreation and RE2 Private Recreation under the Liverpool LEP 2008.

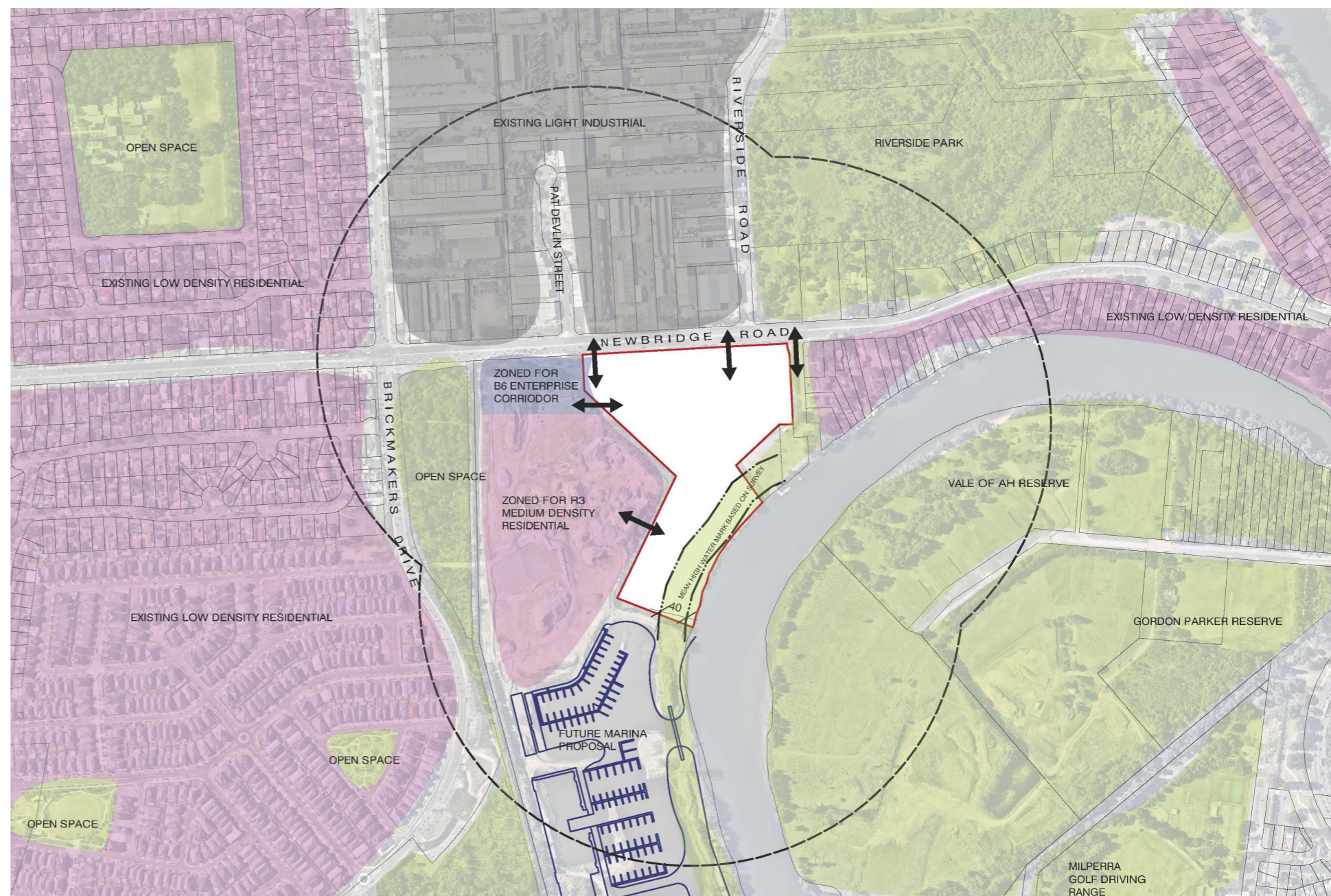
The site is currently used by Flower Power with a 20,000sqm plant nursery, a pet shop and a cafe. A Voluntary Planning Agreement by the previous site owner and Liverpool City Council requires the embellishment and dedication of a recreation area zoned RE1 Public Recreation to Liverpool City Council. There is also a cut + fill development application approval for the site to raise the levels above the 1:100 year flood level. The cut + fill on site is currently underway.

There is a 40m deep area of Mean High Water Mark based on the survey drawing that accommodates a riparian corridor. Davy Robinson Drive leads to an existing boat ramp located to east of the site. The Chippington North Industrial Area is located to the north of site across Newbridge Road.

Surrounding Development:

146 Newbridge Road Moorebank, to the west of the site, has an approved development application for 179 detached dwelling houses a portion of the site fronting Newbridge Road is designated for commercial development (within the B6 Enterprise Corridor Zone)

A Marina Development has also been approved south of the study area. The Marina Bay includes a six storey apartment building along the water approved by the Joint Regional Planning Panel in 2016. Issues with flooding were resolved by proposing a similar cut and fill to 124 Newbridge Road above the 1% AEP flood level.



Site Context Plan

LEGEND

	Site in Subject		Georges River
	Residential		Site Access Points
	Industrial		400m / 5 Minutes Walkability Radius
	Open Space & Reserves		



5.0 Future Desired Character

5.1 Built Form Principles

5.1.1 Urban Structure

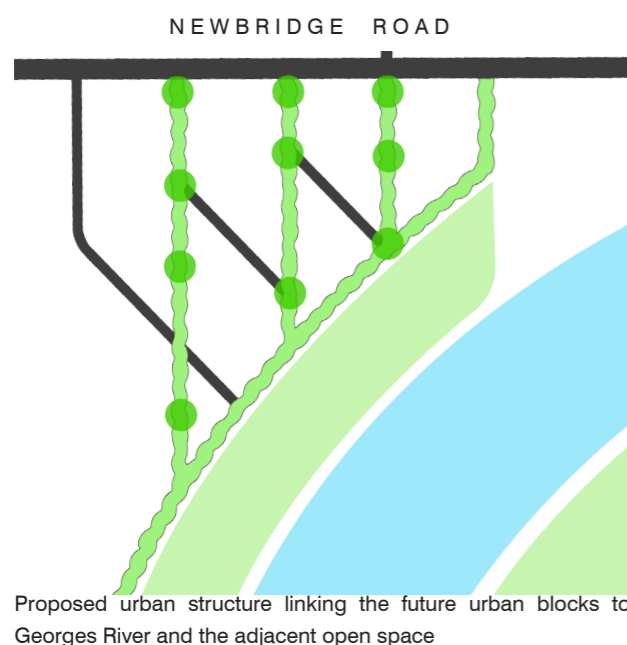
The transformation of this site into a high quality residential precinct requires the addition of a fine network of streets and parks to create a permeable and walkable place.

Establish a suitable level of permeability with new connections towards the River foreshore and the adjacent open spaces.

Minimise the extent of walking distances to Georges River and between the future building blocks.

Reinforce a hierarchy of streets and walkways within the precinct by allocating primary streets to carry the predominant traffic loads.

Locate streets with high level of pedestrian amenity and with significant amount of landscape within the heart of the precinct.



5.1.2 Building Envelopes

Building Massing:

Maximise the residential amenity by having a careful approach to building massing. Locate buildings to maximise passive surveillance of the future public domain areas such as streets, parks, pedestrian walkways and communal open spaces.

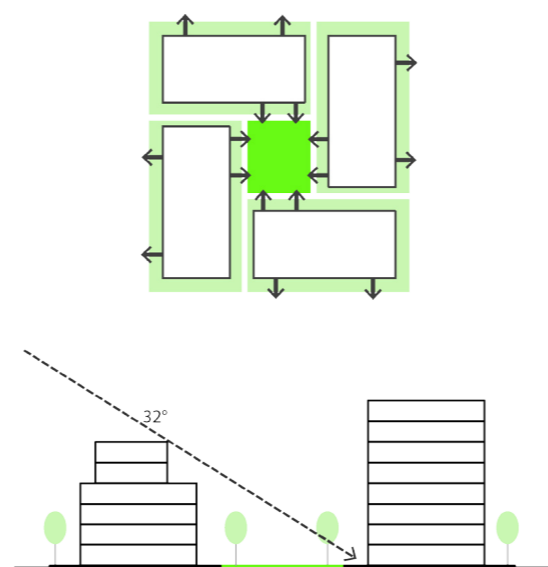
Ensure regular building breaks are provided to reduce the building lengths and avoid street canyons. An appropriate amount of building depth + separation provided using the SEPP 65 Apartment Design Guide will ensure an acceptable level of cross ventilation is achieved within the proposal.

Building Height and Orientation:

Building heights to ensure daylight and solar access is facilitated to the habitable areas of apartments, open space and streets.

Allocate building heights and orientation with an intention to minimise the extent of overshadowing to south.

It is optimum to orient buildings along north-south to minimise the extent of mid-winter overshadowing. The north-south orientation can significantly improve direct solar access to streets and open spaces located between buildings.



Building massing to maximise passive surveillance of new streets and open spaces.

Building heights to ensure daylight access into streets and open spaces.

5.1.3 Building Alignment

Ensure buildings with commercial and retail ground level uses are built to the street alignment to create an active street frontage.

Ensure residential flat building apartment have a minimum 3m setback from the street. A landscaped setback is required to minimise privacy issues and improve amenity for the apartments located at ground level. A private open space is to be allocated within this setback.

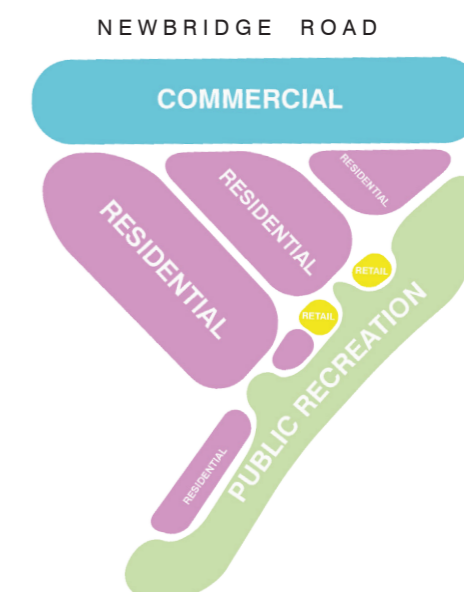
Provide upper level setbacks wherever required to minimise overshadowing, reduce privacy issues and improve amenity between the buildings.

5.1.4 Land Use

Ensure a mix of uses including residential, commercial, public recreation and retail are accommodated on the site.

Preserve the commercial / employment uses along the Newbridge Road corridor. Use the Newbridge Road interface to create a buffer between the Chippington North Industrial Area and residential buildings to be located further south on the site.

Locate active ground floor uses such as cafés and restaurants around the Georges River foreshore and the adjacent open spaces. Uses such as cafés and restaurants will support the recreation and relaxation activities along the foreshore.



A mix of uses including residential, commercial, retail spaces and public recreation.

5.2 Public Domain Principles



5.2.1 Quantum of Public Space

Provide a high quantum of public domain areas including parks, communal areas and private open spaces at ground level to meet the needs of the future residents on site and on the adjoining developments.

The amount of landscaped spaces contribute to the quality and appearance of the streetscape. Plant large street trees of native species along the kerbs as it can significantly reduce the heat island effect and improve the pedestrian experience.

Large street trees are preferred since they create an intimate scale between the buildings and reduce the dominance of vehicles.

Ensure a greater degree of amenity is provided around the retail areas along the waterfront. This includes open spaces, outdoor seating, planter boxes, urns, bicycle parking, water features, sculptures, street furniture and the like.



124 Newbridge Road Moorebank
Urban Design Report - 5th June 2017



5.2.2 Diversity

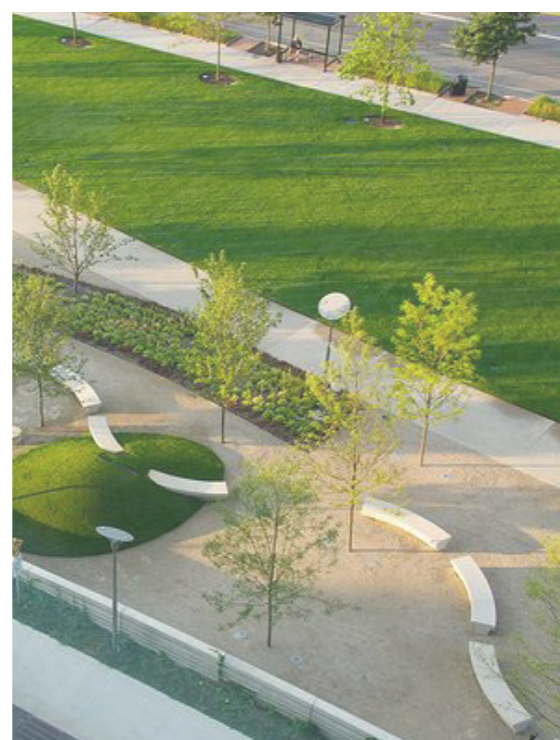
Program a range of diverse, continuous, interconnected and changing public domain spaces around the future building blocks.

Delineate the type of open spaces within the public domain:

- Public open spaces,
- Walkways,
- Outdoor seating areas,
- Private residential courtyards, and
- Communal open spaces.

The landscape program is to include the design of open spaces and tree plantation on both public and private land. Use diverse styles and treatments to reinforce hierarchy and character of particular areas within the precinct.

Create pocket parks, garden beds, small squares and small incidental spaces between the buildings using various geometrical forms. Ensure safety and surveillance of these spaces.



5.2.3 Access to the George River Foreshore

Integrate the proposal with its context by making the Georges River and its adjacent public domain accessible to the future residents on the subject site and the adjoining developments.

Create a natural urban habitat retaining the existing trees within the riparian corridor with spaces highly dependent on localised soil and micro-climate conditions.

Extend the natural habitat along Georges River in to the future urban blocks and public domain of the site. Create landscaped walkways that draw the pedestrians towards Georges River.

Consider the quality of human experience by designing at an intimate scale using views, light penetration, play of shadows, colour and texture of plantation, breeze direction, and other aspects of human experience.



5.3.4 Water Sensitive Urban Design

Introduce water sensitive urban design opportunities into the public domain (medians, pocket parks, tree bases, etc.) to improved water quality in to the catchment and also reduce the urban heat island effect.

Reduce the amount of carriage-ways by incorporating traffic calming measures, on-street parking and bicycle parking facilities incorporated with landscape design.

Provide vegetation covers wherever possible to reduce the heat island effect and incorporate with WSUD.

Use plant species highly tolerant to salts, toxicity and effective in the remediation of soils contaminated by heavy metals (Brassica, Alyssum, Thlaspi and the like).



6.0 Concept

The site presents the opportunity to create a high quality residential precinct accessible to the Georges River where a high quantum of public domain is proposed integrated with a cohesive built form.

A series of interconnected open spaces along the River will provide recreation opportunities to the future residents of the precinct.

The commercial use along the Newbridge Road corridor will be retained through a B6 Enterprise Corridor Zone, which will also provide an opportunity to mitigate the amenity issues between the Chippington North Industrial Area and the future residential areas.

Active ground level uses such as cafés and restaurants will support the public open spaces along the waterfront. A fine grained network of streets and pathways will create a permeable and walkable precinct.



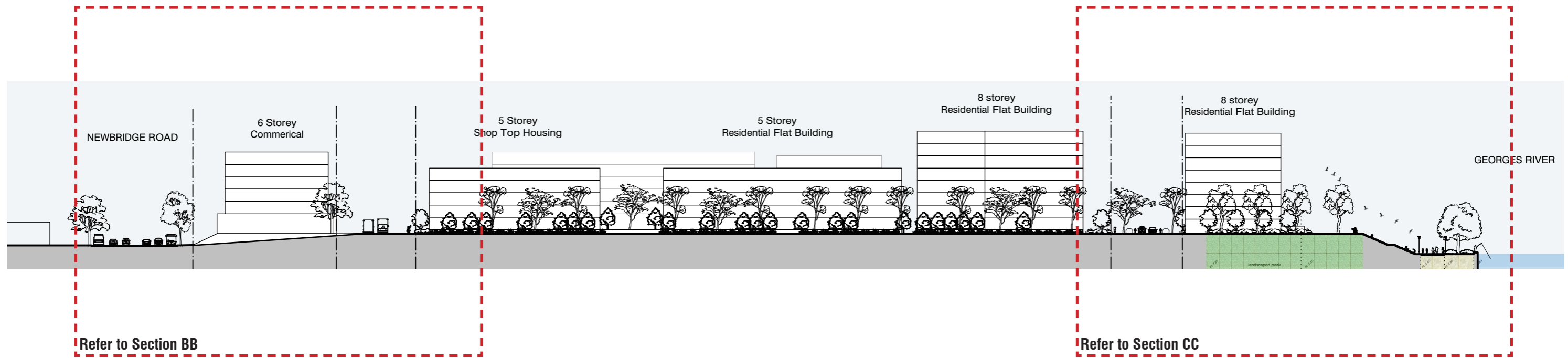
6.1 Street Perspectives



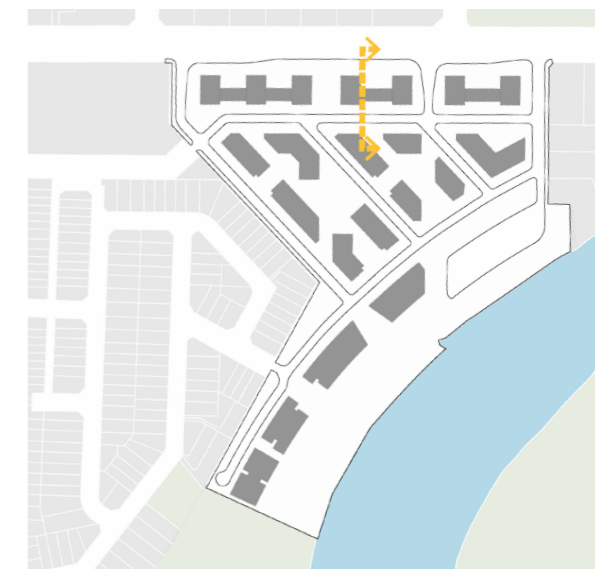
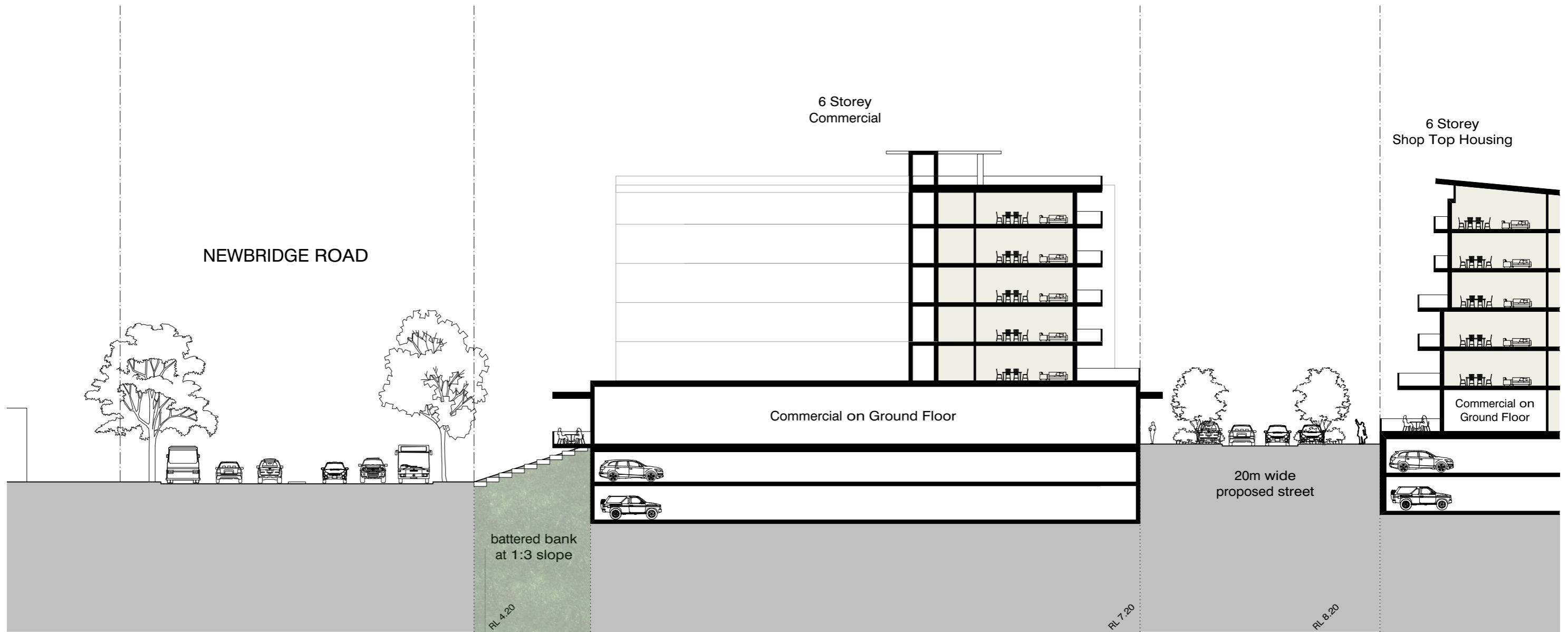


6.2 Site Sections

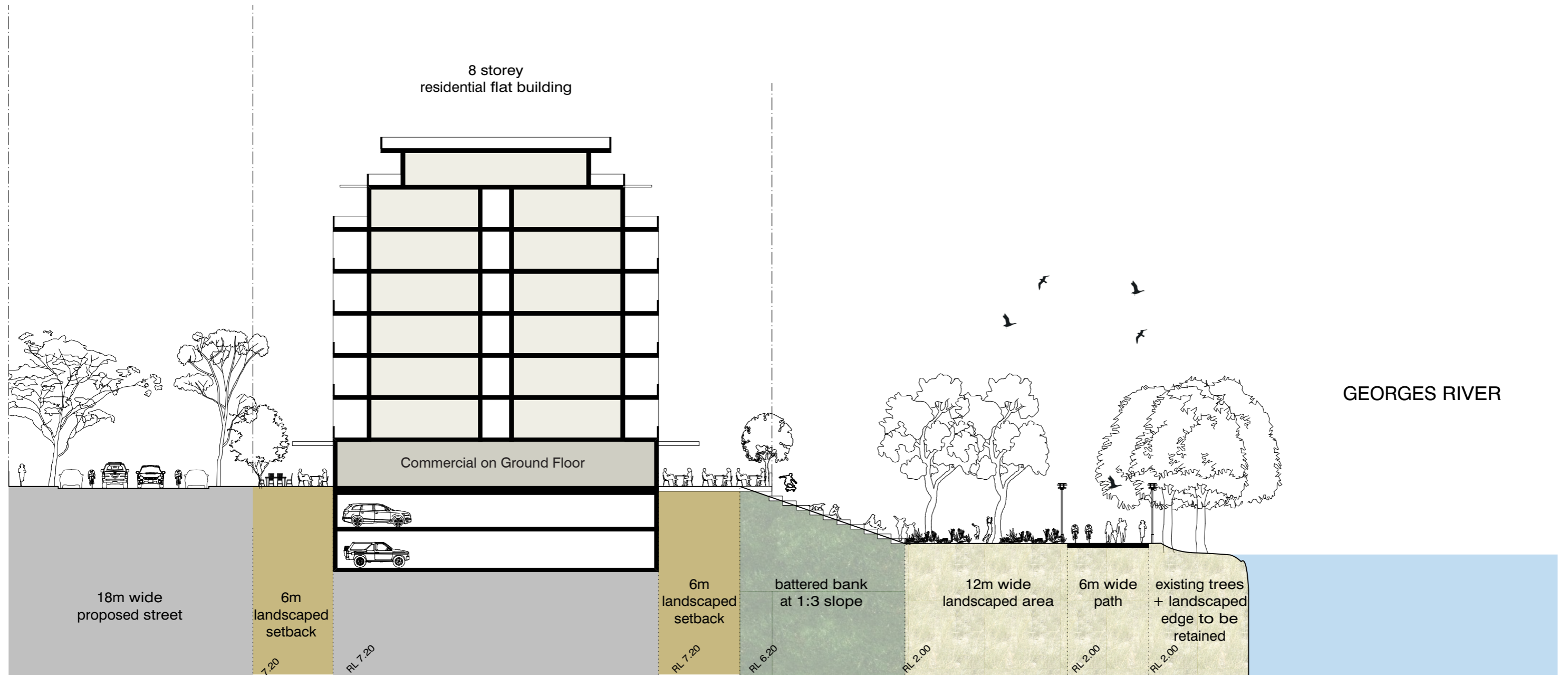
6.2.1 Section AA



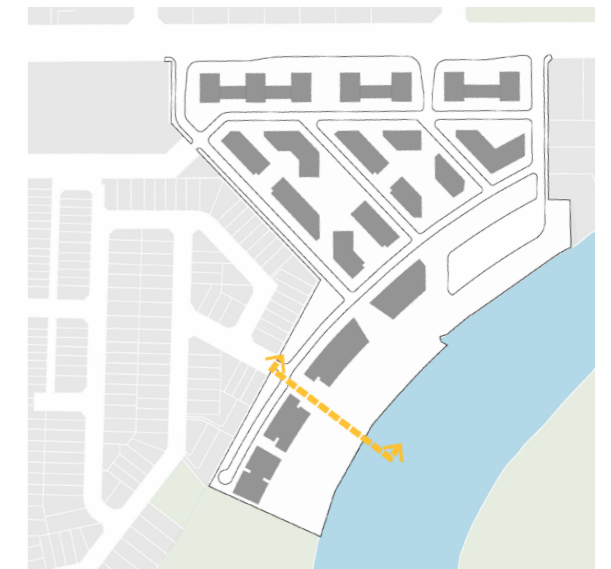
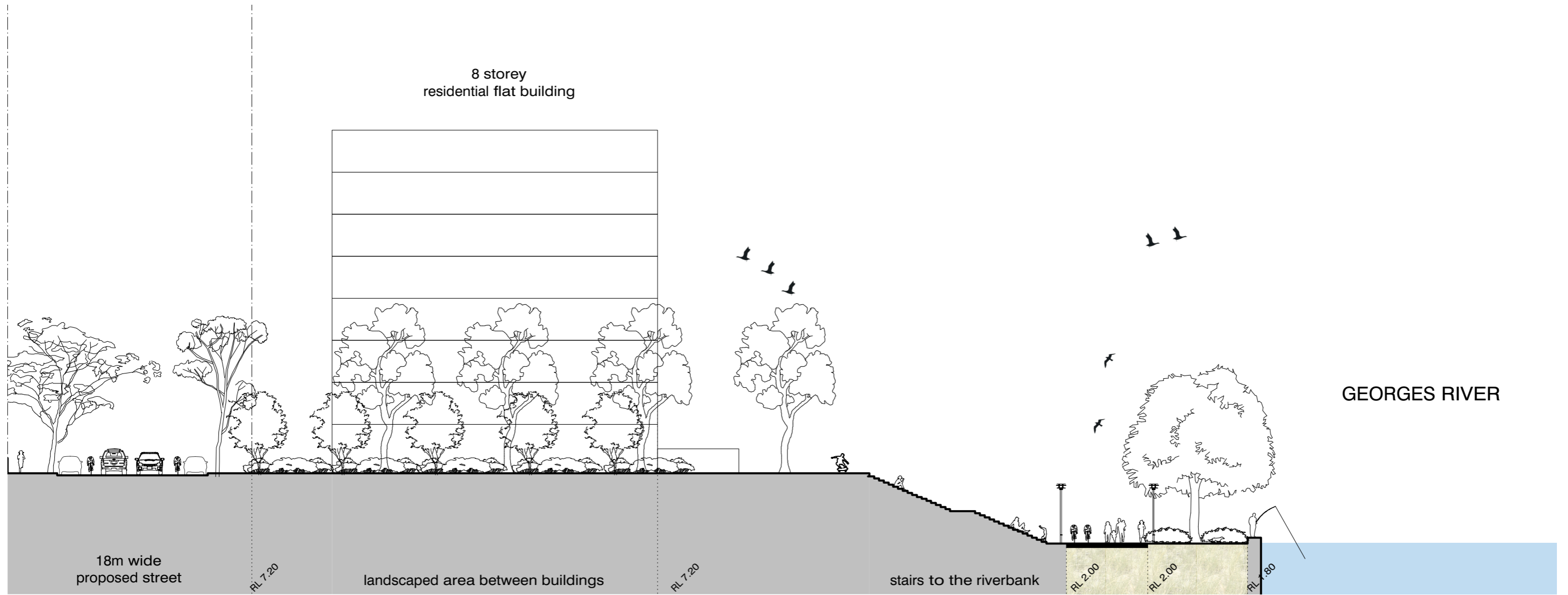
6.2.2 Section BB



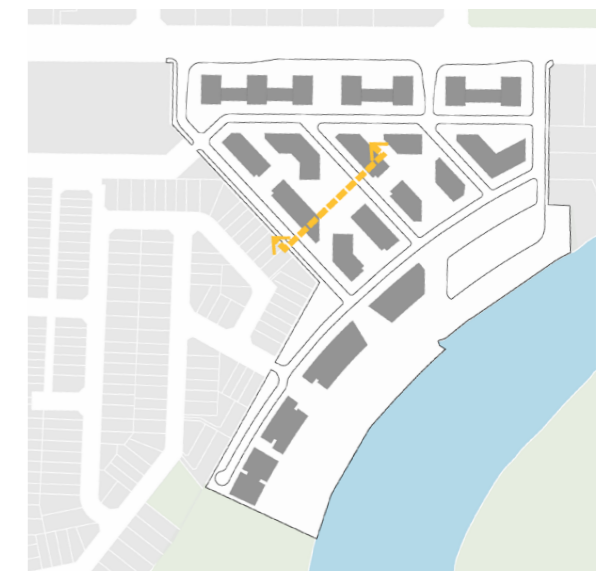
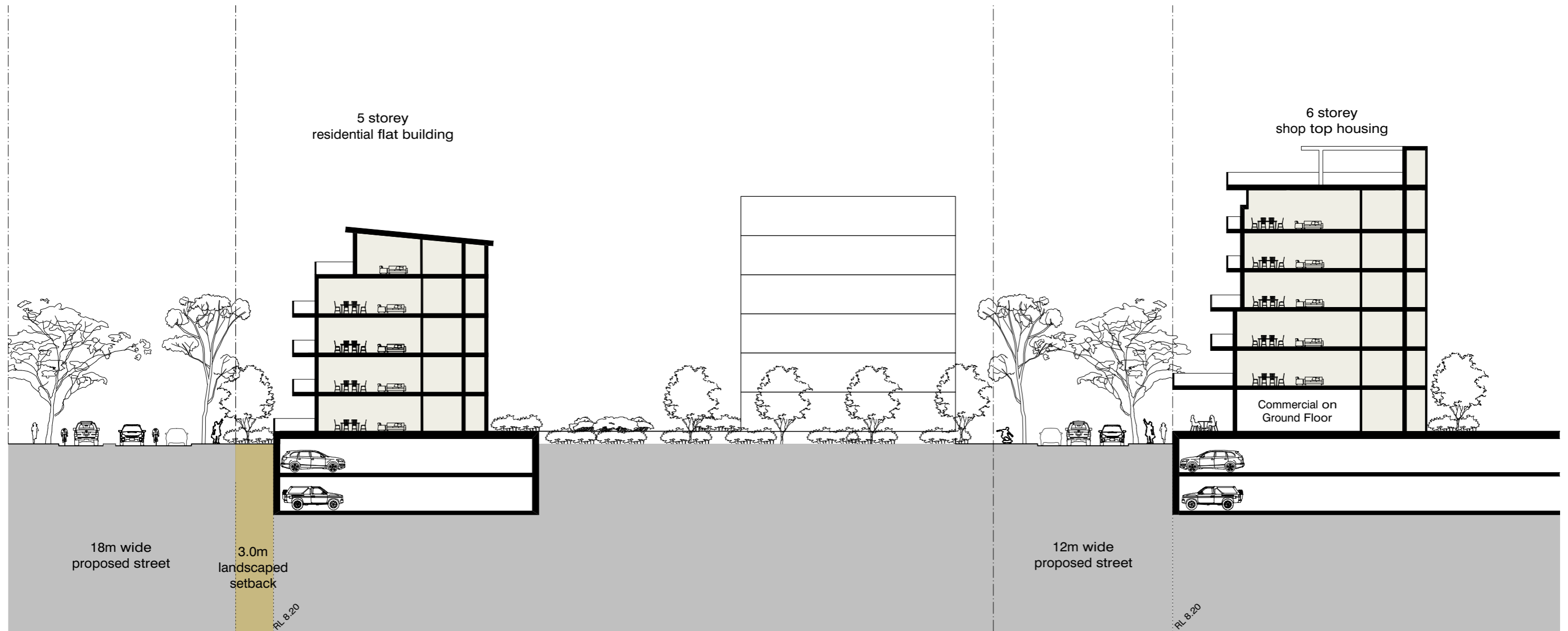
6.2.3 Section CC



6.2.4 Section DD



6.2.5 Section EE



7.0 Urban Strategies

7.1 Activities

Incorporate a range of actives beyond residential including outdoor recreation areas along the waterfront, cafés, restaurants, outdoor dining type activities at the ground level along the waterfront.

Programme non-residential activities at the ground level along Newbridge Road and Davy Robinson Drive.

Limit commercial activities to the Newbridge Road interface.

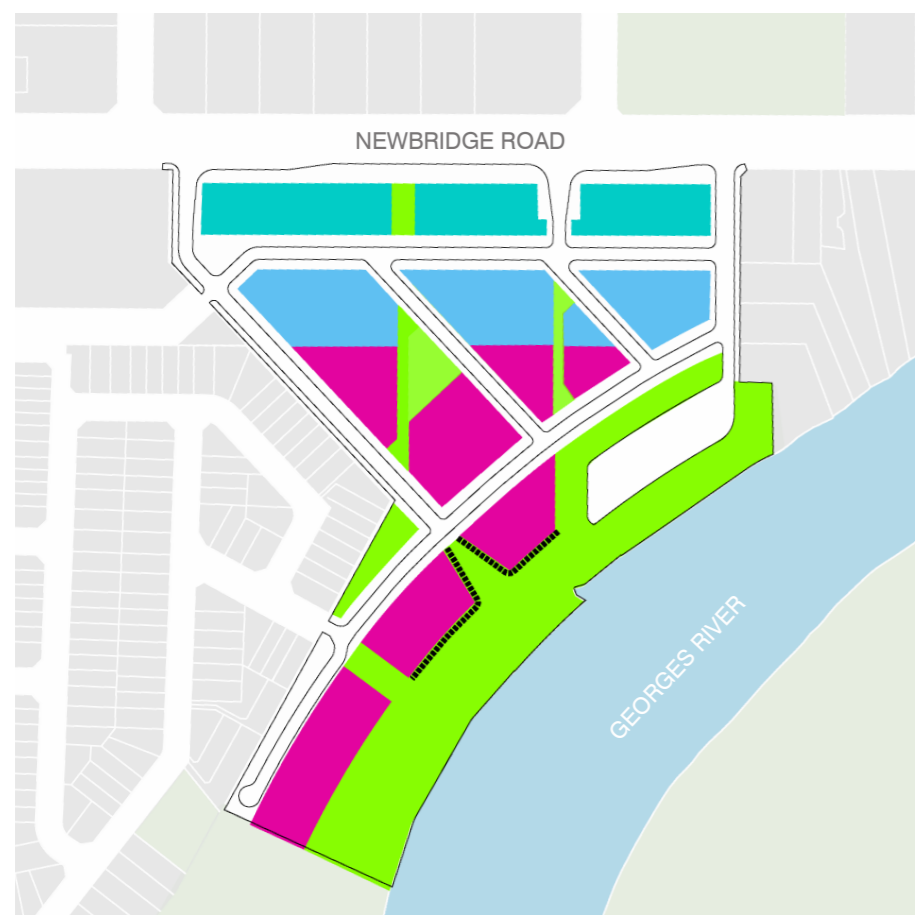
Create a predominantly residential environment in the mid and southern urban blocks.

7.1.1 Existing Land Use

The site is currently zoned part B6 Enterprise Corridor at its north-western corner with a RE1 Public Recreation Zone along the Georges River edge and a RE2 Private Recreation Zone around the centre. There is a current Voluntary Planning Agreement with Liverpool City Council which requires the development and dedication of a recreation area zoned RE1 Public Recreation to Liverpool City Council.

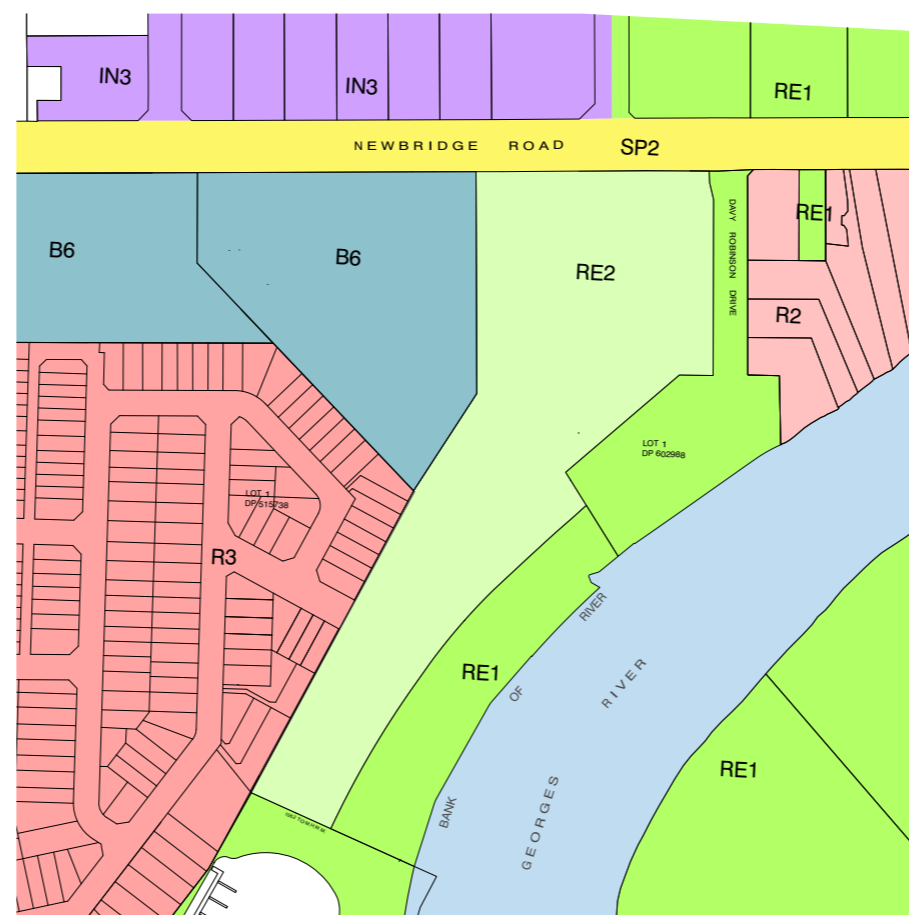
7.1.2 Desired Land Use

A balance of residential, employment, recreation and retail uses is proposed with an increase in residential intensity that can capitalise on accessibility to Georges River and the future open space network. The proposal ensures the commercial use relating to employment within the B6 Zone is preserved, which also provides an opportunity to mitigate amenity issues from the industrial area located further north.



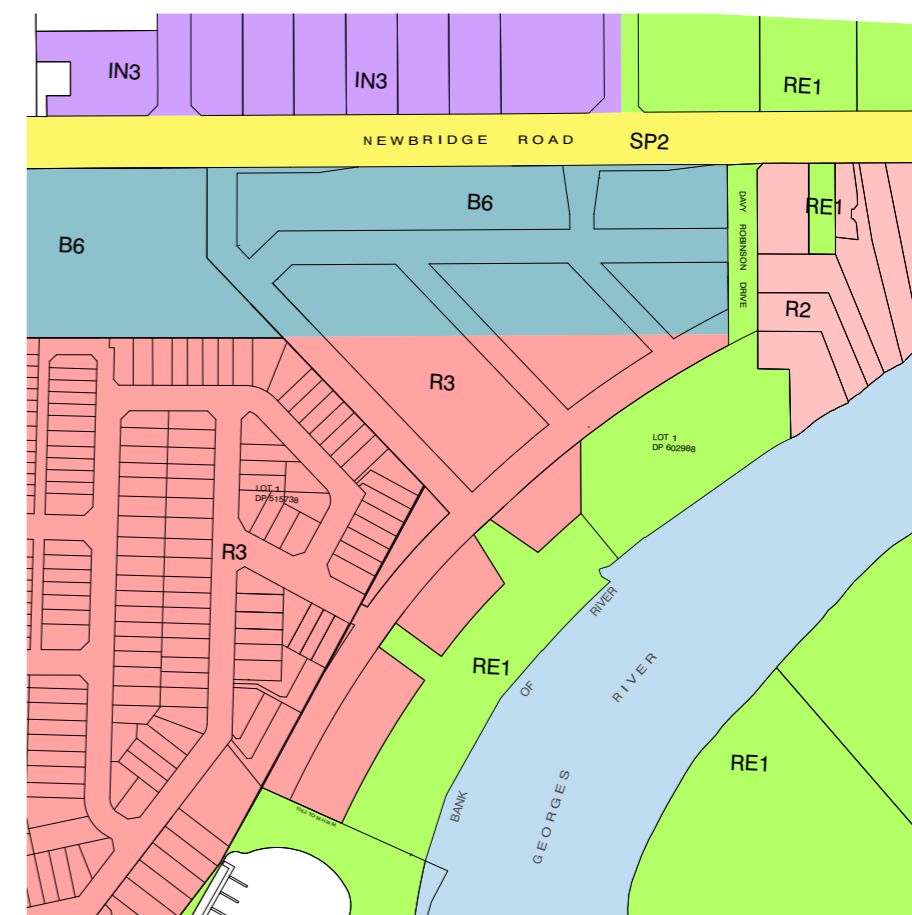
LEGEND

- Georges River
- Cadastre
- Future Commercial
- Future Shop Top Residential
- Future Residential
- Future Open Space
- Activated Ground Level (Cafés/Restaurants)



LEGEND

- B6 Enterprise Corridor Zone
- RE2 Private Recreation Zone
- RE1 Public Recreation Zone
- R3 Medium Density Residential Zone
- R2 Low Density Residential Zone
- IN3 Industrial 3 Zone



LEGEND

- B6 Enterprise Corridor Zone
- RE1 Public Recreation Zone
- R3 Medium Density Residential Zone
- R2 Low Density Residential Zone
- IN3 Industrial 3 Zone



7.2 Public Realm

A series of new parks, including WSUD pocket parks and similar public domain features within each block to provide recreation and relaxation opportunity to the future population.

A balance of built form and open space is maintained within each urban block to improve amenity for the residents. Public open space should be distributed across the site with a greater focus along the Georges River foreshore.

Public domain including streets, parks and walkways orient towards the north-south direction to improve solar access to the public spaces. 40% of the site area is proposed for open space including 24% for public use and an additional 16% considered semi-public

7.2.2 Water Sensitive Urban Design

- Integrate stormwater management and public domain through provision of landscaped medians, pocket parks, tree pits and other WSUD treatments. Features such as water recycling tanks, bio-retention basins and pollution treatment tanks are to be integrated within the landscape design.

7.2.2 View Corridors

- View corridors are significant for introducing a sense of openness within the proposal. Ensure streets and walkways are continuous and do not end as a visual or a physical dead end.
- View corridors are to be retained at least along all streets, open spaces and walkways leading up to the River foreshore.
- The visual extension of the main north-south street leading up to the wedge-shaped park is a key element of the proposal.
- A series of north-south walkways lead to the River foreshore.
- Street trees are to be planted along significant streets and walkways to reinforce the concept.



LEGEND

- Georges River
- Vegetation
- Cadastre
- Future Urban Blocks
- Future Open Space



LEGEND

- Georges River
- Vegetation
- Cadastre
- Future Urban Blocks
- Future Open Space
- WSUD Road Treatment
- Bio-retention Basin



LEGEND

- Georges River
- Cadastre
- Proposed Apartment Building Envelope
- Public Open Space
- Semi Private Open Space
- Private Open Space
- View Corridors



7.3 Built Form

Consider courtyard apartments and slab buildings as the suitable building typology.

The proposed built form is to have regards for the adjacent medium density development along the western boundary.

Include a centralised open space between the apartments with a predominant building height 6 storeys to avoid visual overbearing for pedestrians in streets and open spaces.

Create a landscaped street wall edge by aligning buildings and create a landscaped courtyard on the other side to have a dual outlook aspect and increased amenity within the proposal.



LEGEND

- Georges River
- Vegetation
- Cadastre
- Future Urban Blocks
- Future Apartment Buildings 4 to 8 storey slab buildings



7.3.1 Building Heights, Setbacks & Separation

Building Heights:

- Building heights are specified in number of storeys.
- The predominant building height for the site is 6 storeys. 6 storey apartment buildings avoid visually overbearing buildings when viewed from the streets and open spaces.
- Building height of 5 storeys with the top storey setback from the proposed street is proposed along the western edge of the site. This is to minimise overshadowing of the future dwelling houses proposed to the west of the site on No. 146 Newbridge Road Moorebank. A 5 storey height will provide transition of building heights from 6 storey buildings along Newbridge Road to medium density residential development on the adjacent site.
- Building heights of 8 storeys are proposed along Georges River edge to maximise views for the future residents. An increased residential intensity is validated to capitalise on the high quality public domain along the Georges River foreshore.

Street Setbacks:

- Street setbacks are provided to incorporate private open spaces to the residential ground floors in case of residential flat buildings.
- Retail ground floors are typically preferred built to the street alignment.
- Residential ground floors are preferred to have a minimum 3m to accommodate a private landscape courtyard to improve the ground level amenity of the apartments.

Building Separation:

- Building separation defines proportion and scale of the open spaces between buildings. A suitable separation is provided to accommodate private open spaces that separate the common areas and courtyard spaces allocated between the buildings.
- Building separation distances that match the SEPP 65 Apartment Design Guide are provided to improve the residential amenity including visual and acoustic privacy, natural ventilation, daylight and solar access.
- Landscaped spaces within the building separation can significantly improve the outlook of the proposal.



LEGEND

- Georges River
- Semi Private Open Space
- Cadastre
- Proposed Apartment Building & Heights
- Proposed Podium Building



7.4 Building Heights

Building Height steps towards the river foreshore allowing for minimised impact on adjoining properties in the R3 Medium Density Residential zone.

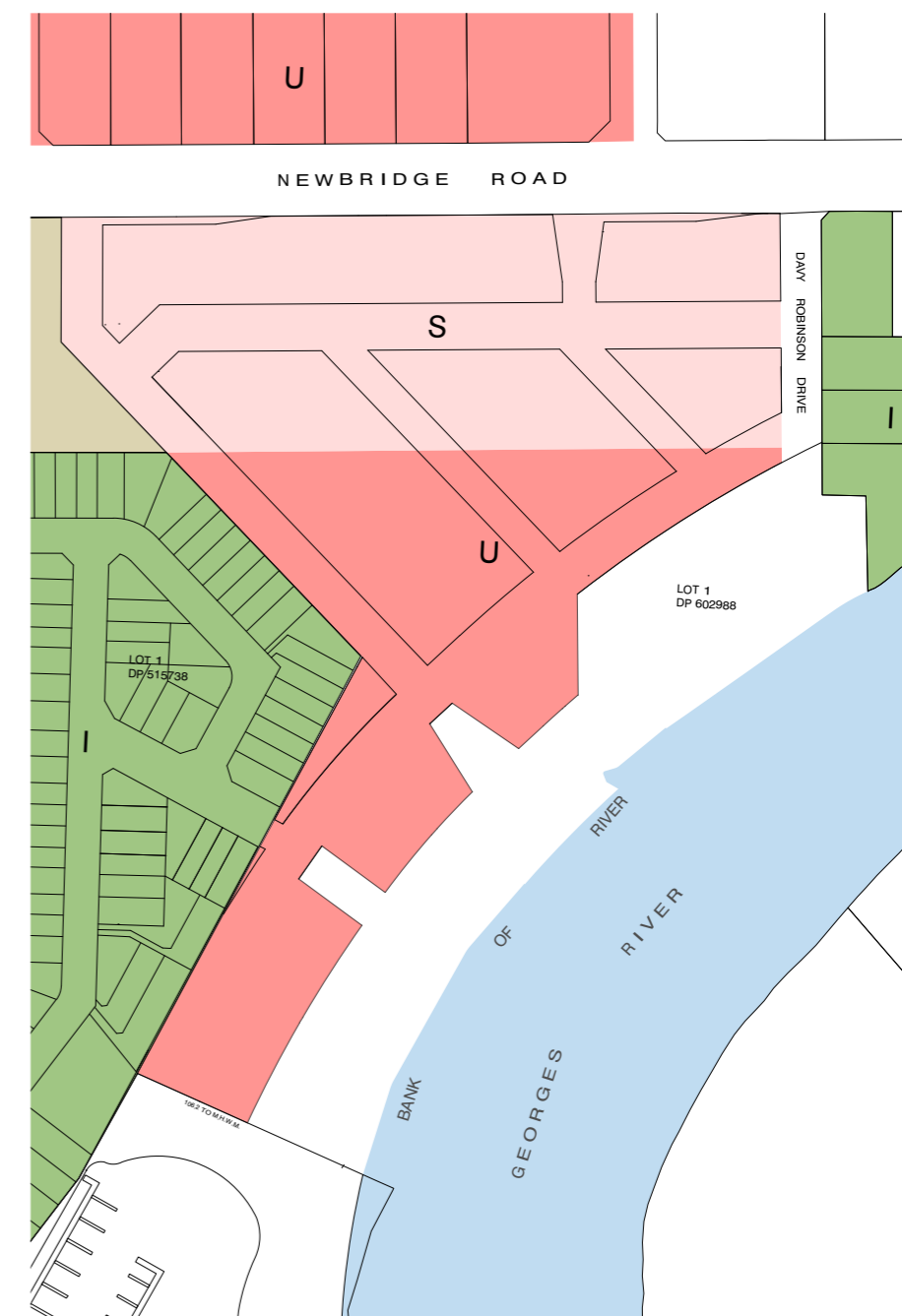
Cut and fill is proposed in a separate DA currently being processed by Council (DA-309/2011/C) changing the natural ground level from its original form. Based on the Australand Holdings Limited v Parramatta City Council (2003) NSWLEC 229 "ground level is to be determined in its natural state at the date of development consent, even though His Honour's conclusion recognised that this might not be the original landform" (paragraph 18).

7.4.1 Existing Height of Buildings



- LEGEND**
- I - 8.5m Height
 - O - 15m Height
 - U - 30m Height

7.4.2 Desired Height of Buildings



- LEGEND**
- I - 8.5m Height
 - O - 15m Height
 - S - 24m Height (assuming that each storey is 3.1m and including lift over-run and rooftop plant - as per the definition of building height in the Liverpool LGA LEP)
 - U - 30m Height (assuming that each storey is 3.1m and including lift over-run and rooftop plant - as per the definition of building height in the Liverpool LGA LEP)



- LEGEND**
- Georges River
 - Cadastre
 - Proposed Apartment Building & Heights
 - Proposed Podium Building
 - Semi Private Open Space
 - Public Open Space

7.5 Access & Movement

Establish a clear hierarchy of streets and pathways by allocating 2 main streets - a north-south to the River and an east-west connection from Davy Robinson Drive to the future Marina Bay proposal. The two main streets will carry the main traffic of the development to keep the remaining streets and pathways calmer.

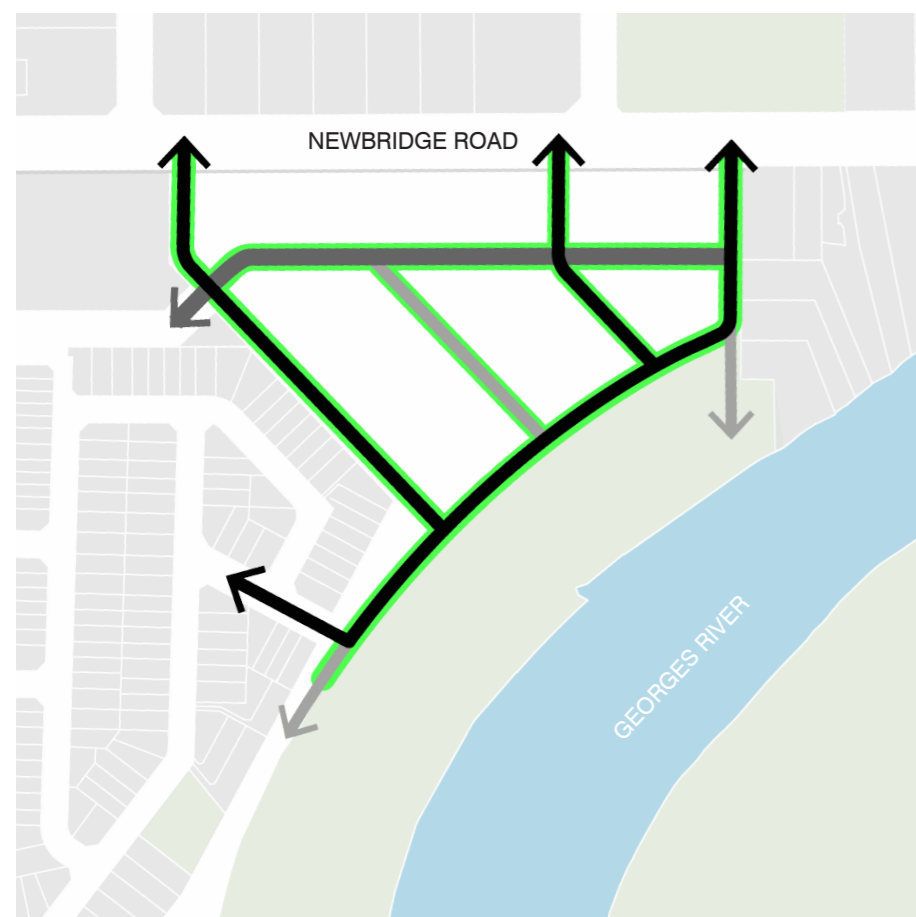
- New streets to have appropriate widths in order to accommodate on-street parking, a two-way carriage-way width for traffic and footpaths with adequate widths for accessibility, safety and security of the pedestrians.

7.5.1 Pedestrian & Bicycle Movement Strategy

- Create a series of N-S pedestrian links and nodes drawing the pedestrians towards Georges River. Provide greater degree of pedestrian amenity on the streets leading towards Georges River and the adjacent open spaces.
- Currently there is an existing pedestrian and bicycle route from Agnes Healey Beach Park to Laurence Beach Park with future plans extending the off road route through to Lieutenant Cantello Reserve south of the site.

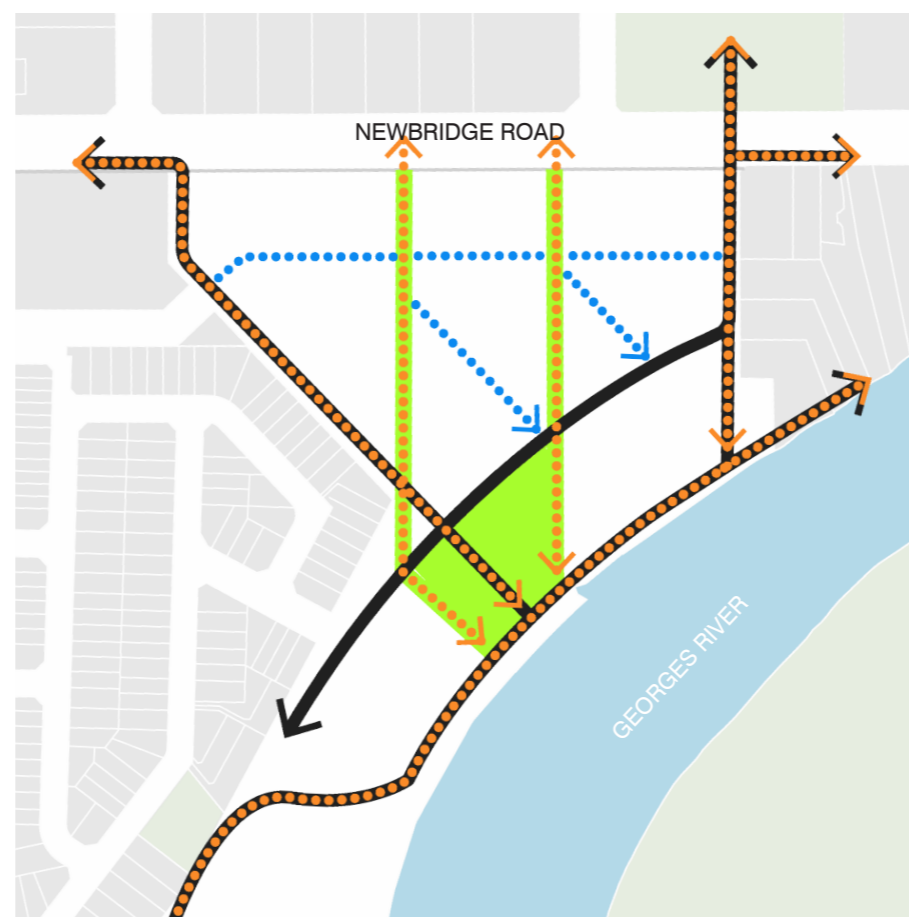
7.5.2 Vehicular Movement Strategy

- View corridors are significant for introducing a sense of openness within the proposal. Ensure streets and walkways are continuous and do not end as a visual or a physical dead end.
- View corridors are to be retained at least along all streets, open spaces and walkways leading up to the River foreshore.
- The visual extension of the main north-south street leading up to the wedge-shaped park is a key element of the proposal.
- A series of north-south walkways lead to the River foreshore.
- Street trees are to be planted along significant streets and walkways to reinforce the boulevard concept.



LEGEND

- Georges River
- Vegetation & Existing Open Space
- Cadastre
- Collector Road
- Local Road
- Minor Local Road



LEGEND

- Georges River
- Vegetation
- Cadastre
- Cycle Movement
- Pedestrian Access & Movement
- Internal Pedestrian Movement



LEGEND

- Georges River
- Vegetation
- Cadastre
- Proposed Left In-Left Out Intersection
- Proposed Signalised Intersection

7.6 Road movements

7.6.1 Accessibility on site

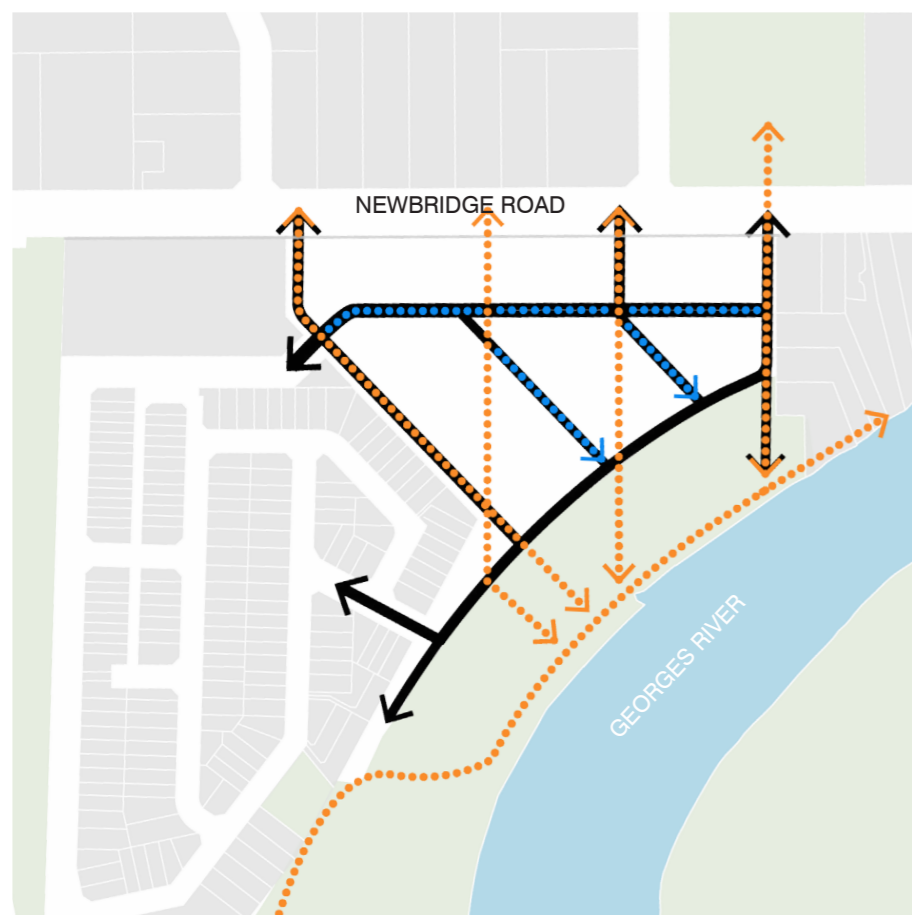
- Establish links to foreshore and surrounding housing and services.
- New roads must connect with existing street pattern and not impact on traffic flow particularly on Newbridge Road.

7.6.2 Existing site accessibility

- Current road structure does not provide access to adjacent sites.
- Minimised accessibility to Georges River.

7.6.3 Desired site accessibility

- Establish accessibility to adjoining sites and services including the Marina Bay to the south and proposed commercial premises including a minor supermarket to the east.
- Follows DCP controls for additional roads on site.



LEGEND

- Georges River
- Vegetation & Existing Open Space
- Cadastre
- Vehicle Movement
- Pedestrian & Cycle Access & Movement
- Internal Pedestrian & Cycle Movement



LEGEND

- Georges River
- Vegetation
- Cadastre
- Existing Building
- Primary Access & Movement
- Secondary Access



LEGEND

- Georges River
- Vegetation
- Cadastre
- Proposed Building
- Primary Access & Movement
- Secondary Access & Movement



8.0 Conclusion

In summary, the proposal is considered acceptable for the following key reasons:

Urban Structure

- The proposed urban structure provides the opportunity to activate the current dormant site into a high quality residential precinct. By establishing a hierarchy of streets and pedestrian links within the precinct a higher level of permeability is created connecting with the Georges River foreshore, adjacent open spaces and adjacent developments.
- A mix of uses is established within the site including residential, commercial, public recreation and retail assist in creating greater employment opportunities and provide a local worker base. The proposed structure aims at addressing this by preserving commercial/employment uses along the Newbridge Road corridor and locating cafés and restaurants at ground level around the Georges River foreshore and the adjacent open space.

Building Envelopes

- In accordance with the SEPP 65 Apartment Design Guide the proposed building massing maximises residential amenity. Buildings are located to maximise passive surveillance over streets, parks, pedestrian walkways and communal open spaces.
- The building heights established ensure that high levels solar access is provided within apartments and surrounding open space including adjacent development. The maximum building height within the site is 8 storeys / up to 30 metre combined with 5 to 6 storey buildings / up to 24 metres.
- Buildings with commercial and retail ground level uses are built to the street alignment creating an active street frontage while residential flat buildings provide a minimum 3 metre setback from the street. Within this setback a private open space is allocated contributing to passive surveillance.

Quantum of Open Space

- The proposed urban structure aims at providing a high quantum of public domain areas including parks, communal areas and private open space. This is achieved through the implementation of a future landscape program that aims at providing a range of diverse, continuous, interconnected and changing public domain spaces around the future building blocks as well as a planting schedule that assist in soil remediation.
- The framework aims to distinctly identifying the different types of open space such as public, semi private/communal, and private and how the three spaces integrate together through creating pocket parks, garden beds, small squares and small incidental spaces between the buildings using various geometrical forms.

Access to the Georges River Foreshore

- The proposed framework aims to integrate with the proposed future Georges River pedestrian and cycle route as well as adjacent proposed developments such as the Marina Bay located south of the site.
- By extending and revitalising the natural habitat along Georges River and incorporating such vegetation and planting into the future urban blocks and public domain of the site will assist in creating landscaped walkways that draw pedestrians towards the river foreshore. This also provides the opportunity to implement water sensitive urban design strategies to assist in establishing links within the site towards Georges River visually and sustainably.

Suitability of the Proposed Scheme

- The proposed urban design framework provides a guide for future development within the site that coincides with Liverpool's five year housing target of 8,250 dwellings, outlined in the Draft District Plan that will require medium to high density development rather than detached dwellings.
- The framework proposes to create a mixed use development that has a balance of residential, employment, recreation and retail uses that has unrestricted accessibility to Georges River and the future river pedestrian and cycling route. Such development addresses the aims for the planning of the Liverpool collaboration area. Such aims that are linked to the proposed framework are:
 - Increase housing diversity and affordability;
 - Improve the night-time economy, connectivity and mixed use in the centre;
 - Improve urban amenity and the sense of place; and
 - Improve environmental outcomes around the Georges River.

