

# Draft Kellyville Station Precinct Proposal

43 Memorial Avenue, Kellyville

Submission to NSW Department of Planning

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Prepared by:



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# Contents

1.0 Introduction.....	4
2.0 Strategic Context.....	6
2.1 A Plan for Growing Sydney (2014) .....	6
2.2 Kellyville Station Structure Plan (2013) .....	6
2.3 Draft Kellyville Station Precinct Proposal (2015) .....	7
3.0 Impetus for Change.....	9
4.0 Proposed Amendments to Precinct Plan.....	10
4.1 Road Network.....	10
4.1.1 Option 1 .....	10
4.1.2 Option 2 .....	11
4.2 Development Standards.....	12
4.3 Built Form Envelopes Option 1 .....	13
4.4 Built form Envelopes Option 2 .....	14
5.0 Desired Future Character Assessment.....	15
Summary.....	18

## I.0 Introduction

This document has been prepared on behalf of the land owner of No. 43 Memorial Avenue, Kellyville (Lot 141 DP 1121172) as a submission to the *Draft Kellyville Station Precinct Proposal* which is open for community consultation until 28 February 2016. The Precinct Proposal includes a Precinct Plan for the Kellyville Station Precinct (Figure 22, p 14), under which the subject site is to accommodate (see Figure 1):

- The intersection of new collector and local roads which provide the only link to Memorial Avenue (between Old Windsor Road/Sydney Metro Skytrain and Elizabeth Creek) from the high-density Station Sub-Precinct;
- Open space (developable area calculated to be 4,326m<sup>2</sup>; see Figure 2) forming part of a contiguous buffer surrounding the high-density Station Sub-Precinct; and
- High-density residential (calculated 1,333m<sup>2</sup>; see Figure 2) comprising the southern extremity of the high-density residential component of the Station Sub-Precinct.

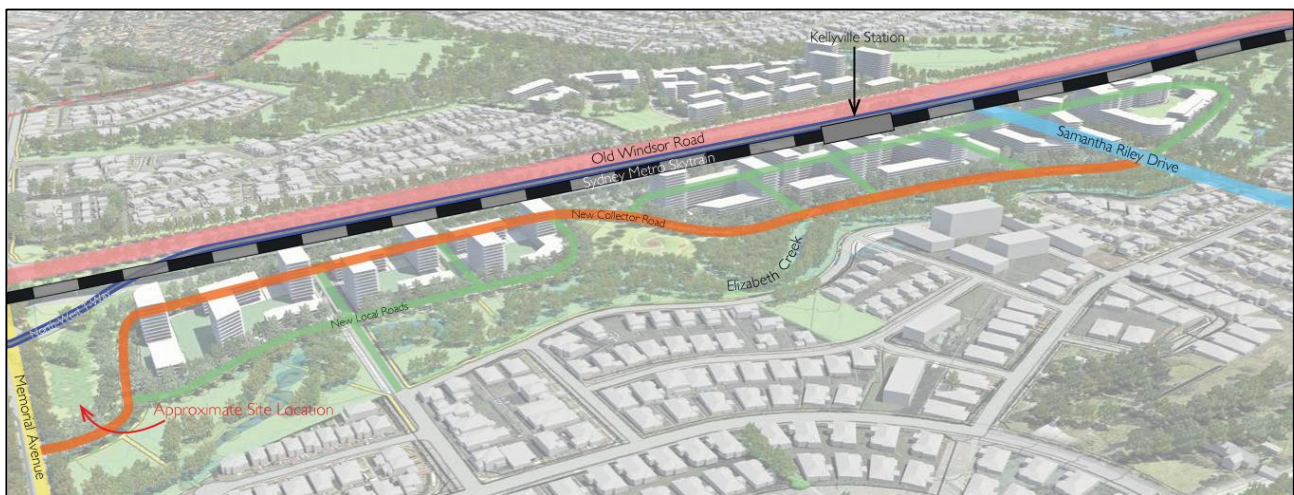


Figure 1: Station Sub-Precinct view north-east indicative built form (Fig. 53, p 25) with road classification information (Fig. 50, p 22) and text overlayed

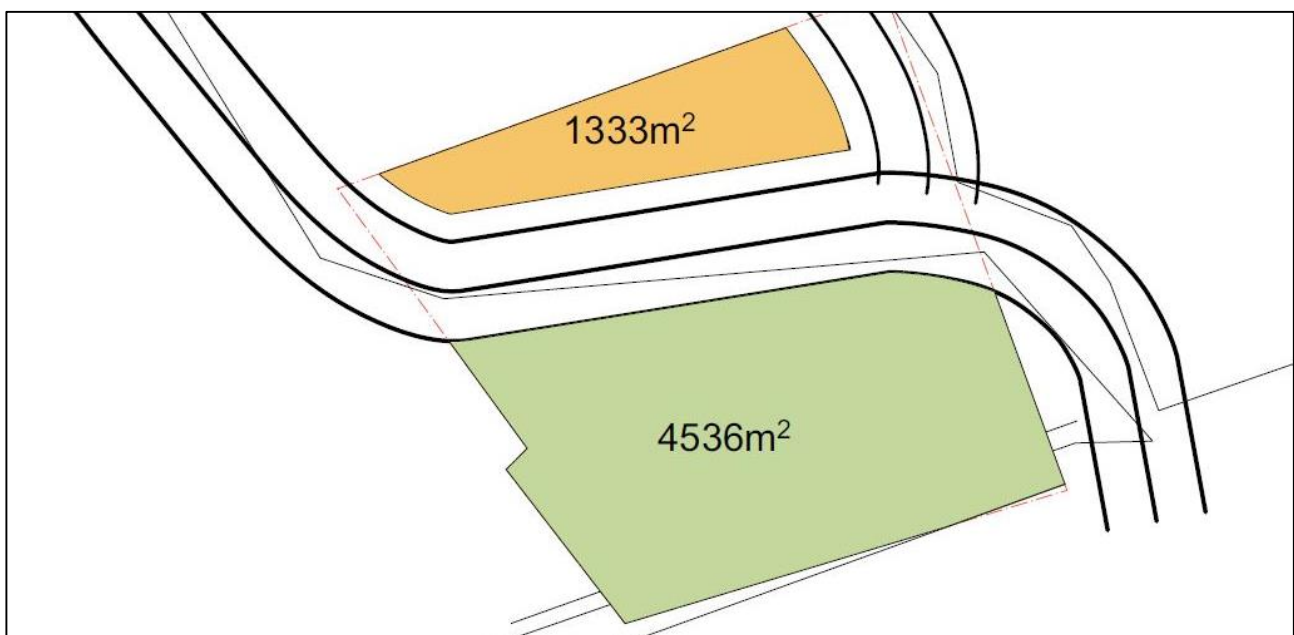


Figure 2: Kellyville Station Precinct Proposal application to subject site

As illustrated in Figure 2, the portion of the site to accommodate high-density residential is insufficient to accommodate a residential flat building of scale to make financially feasible the provision of the desired roads and open space. Therefore, we submit that (see Section 4.0):

- An alternative road layout be accepted;
- The maximum permissible height applicable to the subject be increased from R1 (21 metres) to W (40 metres); and
- The maximum permissible FSR applicable to the subject site be increased from P (1.2:1) to V (3.0:1).

Reasons for these amendments are driven by the Desired Future Character for the subject site set out in Section 3.0 of this report, derived from the Strategic Context pertaining to the subject site set out Section 2.0 of this report.

## 2.0 Strategic Context

### 2.1 A Plan for Growing Sydney (2014)

Under *A Plan for Growing Sydney*, Kellyville is identified as a Priority Precinct in Sydney's West Central Subregion. The following priorities for the West Central Subregion pertain to the subject site:

***Accelerate housing supply, choice and affordability and build great places to live:***

- *Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways.*

### 2.2 Kellyville Station Structure Plan (2013)

Under the NSW Department of Planning and Department of Transport's *Kellyville Station Structure Plan*, the subject site was identified as being:

- A short term opportunity site;
- Suitable for high-density apartment living:
  - *Objectives: To provide for the housing needs of a growing community and to encourage an increased residential density in areas with direct access to the new rail link and station.*
  - *Character: It is anticipated that under the vision and Structure Plan this precinct could accommodate multi-dwelling housing and 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes. Higher tower forms may be considered on a merit basis within close proximity of the station.*

## 2.3 Draft Kellyville Station Precinct Proposal (2015)

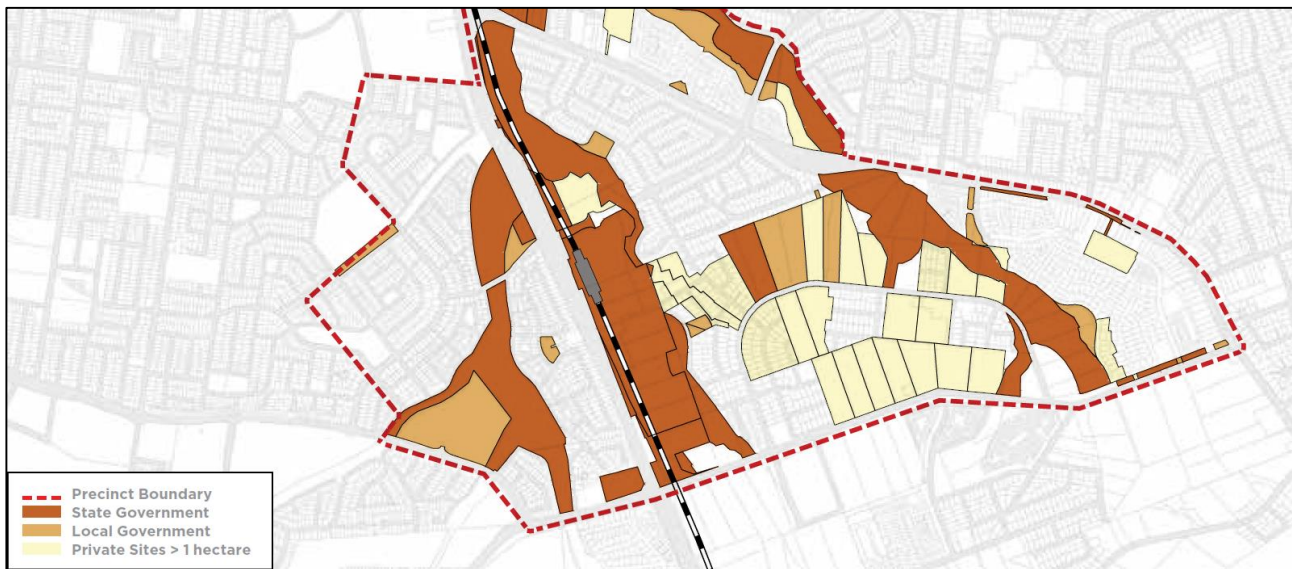


Figure 3: Excerpt land ownership (Fig. 15, p 10)

As shown in Figure 3, state government is a key landholder within the area. However, the subject site, which is approximately 8,796m<sup>2</sup>, is in private ownership. Its redevelopment is crucial to implementation of the Precinct Plan (see Figure 4) as it:

- Enables north-south accessibility, accommodating the intersection of the new collector road with local roads (see Figure 5), providing the only link to Memorial Avenue (between Old Windsor Road/Sydney Metro Skytrain and Elizabeth Creek) from the high-density Station Sub-Precinct;
- Incorporates open space (calculated 4,326m<sup>2</sup>) forming part of a contiguous buffer surrounding the high-density Station Sub-Precinct;
- Incorporates high-density residential (developable area calculated to be 1,333m<sup>2</sup>, insufficient to accommodate a residential flat building) comprising the southern extremity of the high-density residential component of the Station Sub-Precinct; and
- Occupies a 'gateway' location into the high-density Station Sub-Precinct.

As the developable area of the subject site is insufficient to accommodate a residential flat building, its redevelopment is not financially feasible, threatening to compromise the implementation of the Precinct Plan. Therefore, the site must be either:

1. Acquired by State Government; or
2. Redevelopment of the subject site be made financially viable through proposed new collector and local roads being redesigned to be equitably shared between adjoining allotments, ensuring a suitable developable area is created on the subject site, provided:
  - a. Vehicular access to Memorial Avenue from the high-density Station Sub-Precinct is retained; and
  - b. An open space buffer surrounding the high-density Station Sub-Precinct is retained through development standards which adequately restrict the development footprint.

On the assumption that State Government will not acquire the land, there is an opportunity to implement Option 2.



Figure 4: Excerpt Precinct Plan for Kellyville Station Precinct (Fig. 22, p 14)

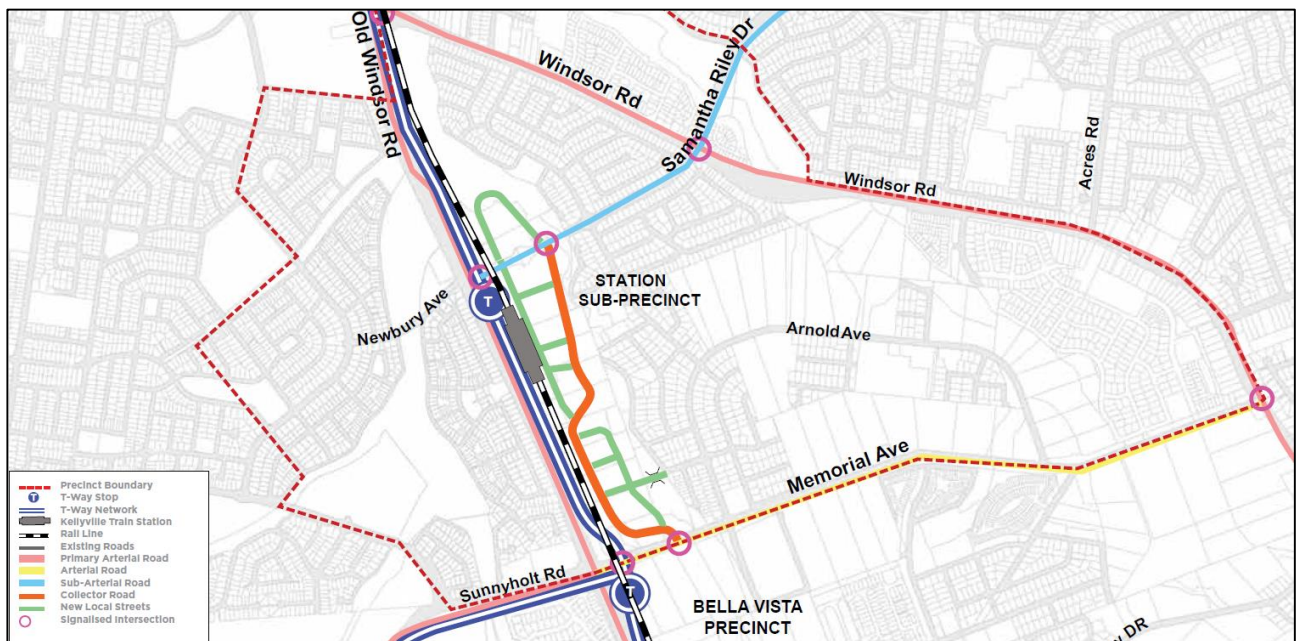


Figure 5: Excerpt access and movement (Fig. 50, p 22)

## 3.0 Impetus for Change

The Desired Future Character for the subject site comprises the following policies, derived from the strategic context:

1. Improved housing supply, choice and affordability within established and new centres and along key public transport corridors;
2. Increased residential density in areas with direct access to the new rail link and station;
3. Multi-dwelling housing and 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes;
4. Proposed new collector and local roads redesigned to be equitably shared between adjoining allotments, ensuring a suitable 'building area' is created on the subject site, provided:
  - a. Vehicular access to Memorial Avenue from the high-density Station Sub-Precinct is retained; and
  - b. An open space buffer surrounding the high-density Station Sub-Precinct is retained through development standards which adequately restrict the development footprint.
5. Built form responding to gateway location at southern end of high-density Station Sub-Precinct.

## 4.0 Proposed Amendments to Precinct Plan

### 4.1 Road Network

#### 4.1.1 Option I



Figure 6: Amended road layout

As per Desired Future Character policy no. 4a., an amended road layout (see Figure 6) has been prepared which more equitably shares the new collector and local road construction requirements with the boundaries of adjoining sites.

## 4.1.2 Option 2

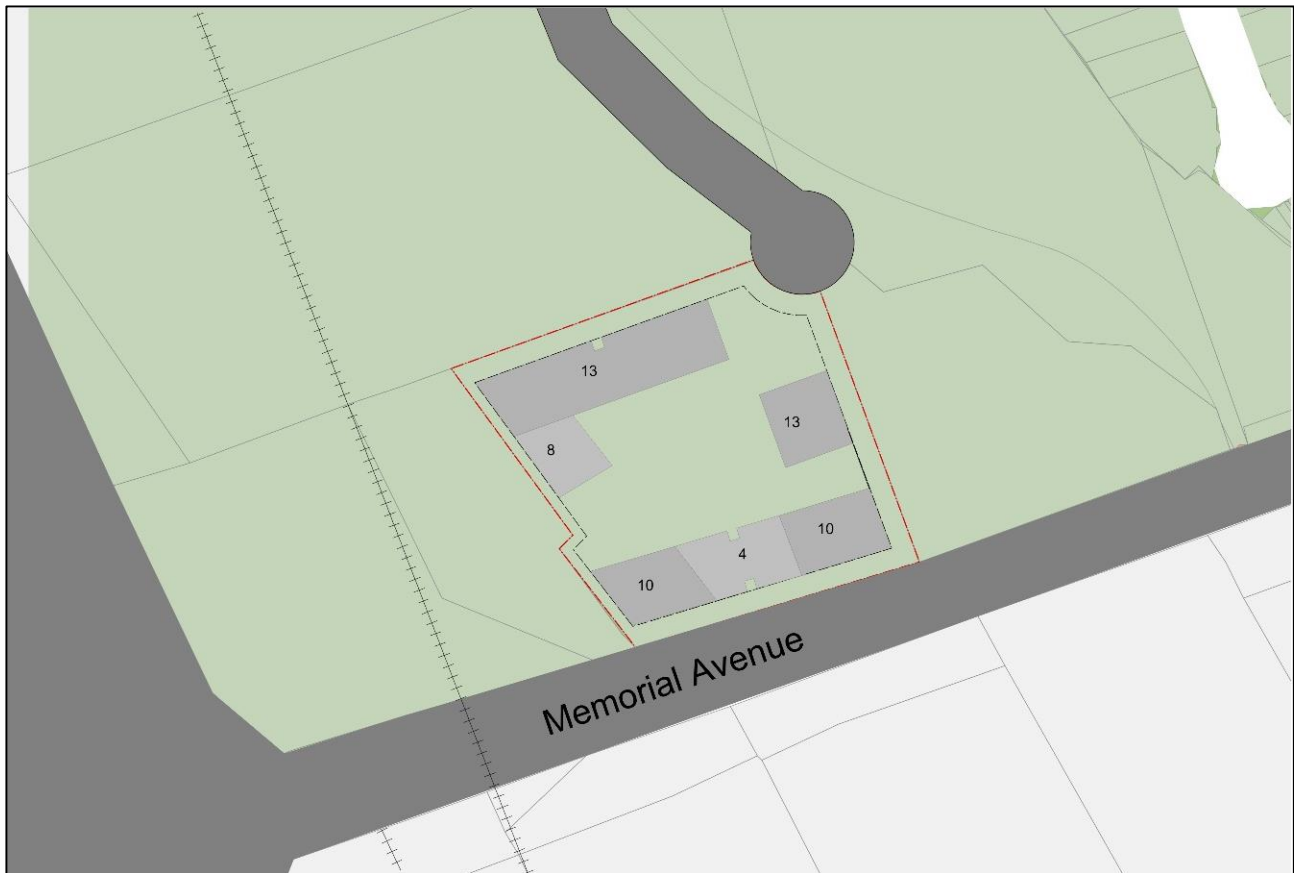


Figure 7: Alternative road layout

The landowner of the subject site met with representatives of RMS on March 1<sup>st</sup> 2016. The representatives indicated that RMS would not support connection of the desired collector road to Memorial Avenue. In response, an alternative road layout is proposed whereby the proposed road terminates at the north-eastern corner of the site. Built form responding to this road layout is as follows:

- The layout above provides two slender towers at the southern portion of the site, which will provide a gateway when driving along Memorial Avenue towards the Town Centre.
- The slender towers will ensure that a fast shadow mitigates overshadowing on the northern portion of Bella Vista Residential Precinct and mitigates the bulk and scale when viewed from the west in the lower density areas.
- The northern block tower is consistent with the desired future structure proposed. Set back sufficiently from the Bella Vista Precinct and the bulk of the building does not impact the lower density.
- A central tower located in at the western portion of the site.

## 4.2 Development Standards

As per Desired Future Character policy no. 4b, amendment of maximum permissible height and FSR controls is proposed as shown in Figures 8 and 9. The amended development standards ensure appropriate building footprint with sufficient residual land to enable contiguous open space buffer surrounding the high-density Station Sub-Precinct.

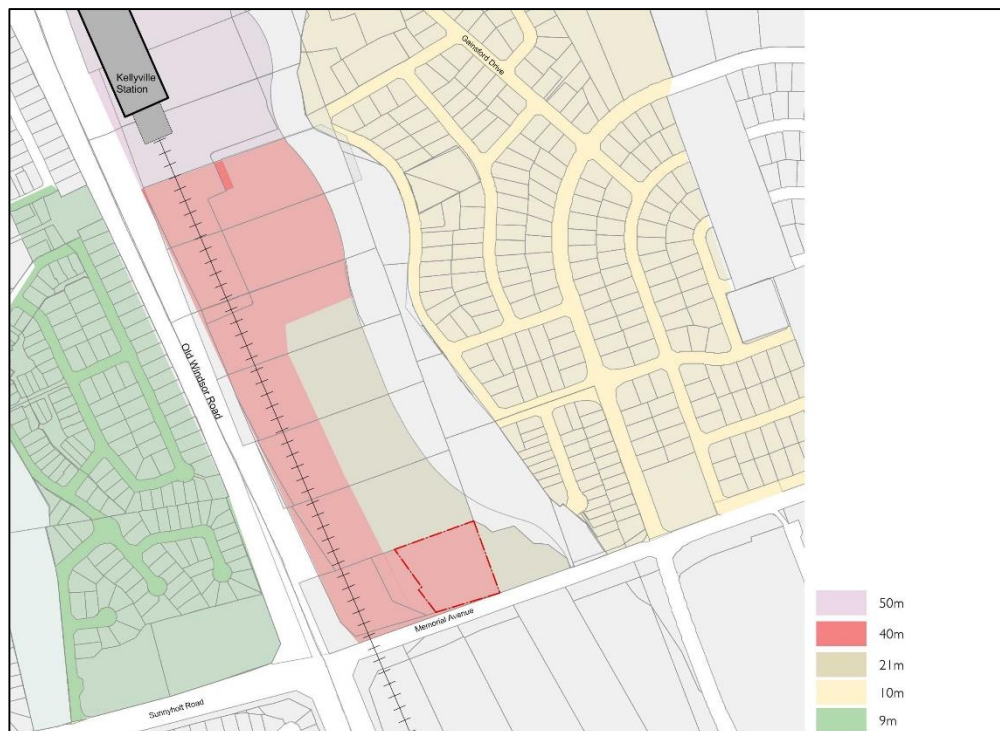


Figure 8: Amended maximum permissible height

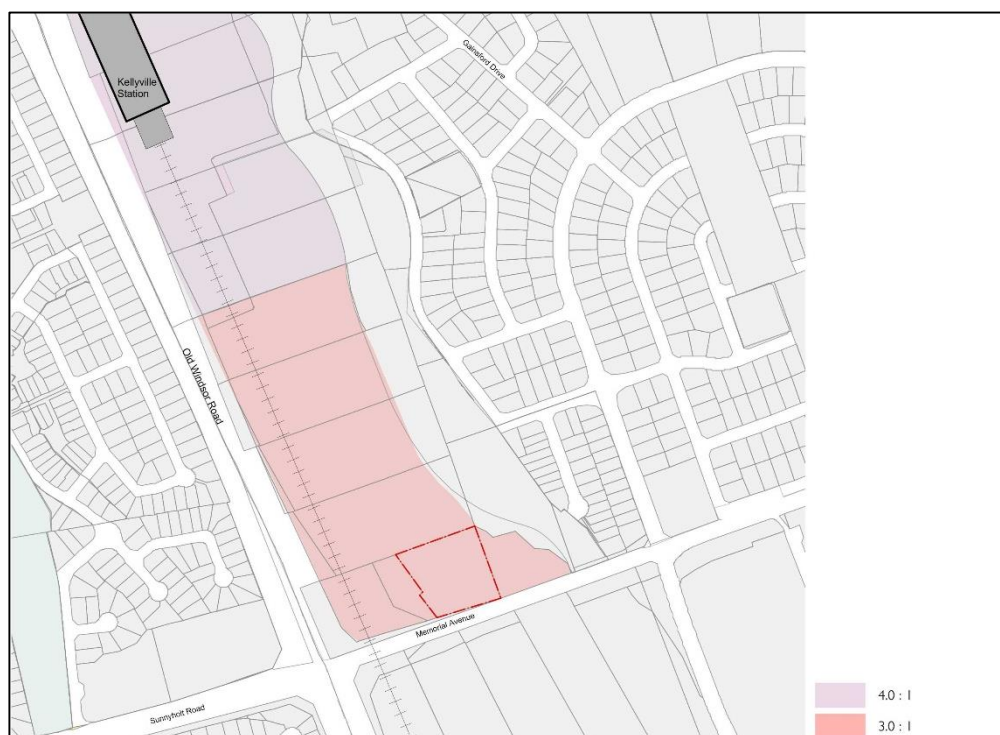


Figure 9: Amended maximum permissible FSR

## 4.3 Built Form Envelopes

### 4.3.1 Option I



Figure 10: Proposed built form envelope

Amended road network and development standards enables a built form envelope as shown in gold in Figure 10. The built form envelope has:

- Height: five buildings with a maximum height of 40m
- Two thirteen storey towers at the northern portion of the site.
- One larger block building with two corner elements of 10 Storeys providing a bookend to southern component of building.
- FSR: Max of 3:1
- Residential dwelling yield: 271 apartments (building efficiency calculated at 75%, average apartment size calculated at 100m<sup>2</sup>).

## 4.3.2 Option 2



Figure 11 Proposed built form envelope option 2

Alternative road network enables built form envelope as shown in gold in Figure 11. The built form envelope has:

- Height: six buildings with a maximum height of 40m
- 13 Storey block tower at northern portion with eight storey component attached.
- 13 storey tower at western portion of site.
- One larger block building with two corner elements of 10 Storeys providing a bookend to southern component of building.
- FSR: Max of 3:1
- Residential dwelling yield: 365 apartments (building efficiency calculated at 75%, average apartment size calculated at 100m<sup>2</sup>).

## 5.0 Desired Future Character Assessment

1. Improved housing supply, choice and affordability within established and new centres and along key public transport corridors.

The *Draft Kellyville Station Precinct Plan* proposes high density residential development within 1,333m<sup>2</sup> of the 8,796m<sup>2</sup> site, which is insufficient to accommodate a substantial residential flat building appropriate to the site's gateway location. The proposed amendments to road layout and development standards enable the provision of a residential flat building (see Section 4.3 of this submission) which contributes to housing supply, choice and thereby affordability within a new centre (Kellyville) along a key public transport corridor (North West Rail Link).

2. Increased residential density in areas with direct access to the new rail link and station.

The *Draft Kellyville Station Precinct Plan* proposes high density residential development within 1,333m<sup>2</sup> of the 8,796m<sup>2</sup> site, which is insufficient to accommodate a substantial residential flat building appropriate to the site's gateway location.

The proposed amendments to road layout and development standards enable the provision of a residential flat building (see Section 4.3 of this submission) which enables 250-350 apartments (assumed average apartment size 100m<sup>2</sup>) within 800 metres of Kellyville Station on the Sydney Metro.

3. Multi-dwelling housing and 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

The proposed built form envelope has a height 12 – 13 storeys within public open space including landscaped setbacks to Memorial Avenue and the new collector road, a portion of which is to be constructed within the subject site as proposed in Section 4.1 of this submission.

4. Proposed new collector and local roads redesigned to be equitably shared between adjoining allotments, ensuring a suitable 'developable area' is created on the subject site, provided:
  - a. Vehicular access to Memorial Avenue from the high-density Station Sub-Precinct is retained.
  - b. An open space buffer surrounding the high-density Station Sub-Precinct is retained through development standards which adequately restrict the development footprint.



Figure 12: Amended Station Sub-Precinct road layout

As shown in Figure 10:

- The proposed amendments to the road layout:
  - o More equitably share the requirement for road construction between allotments;
  - o Enables an appropriate footprint for high-density residential development within the subject site; and
  - o Ensure vehicular access to Memorial Avenue from the high-density Station Sub-Precinct is retained.
- The proposed built form envelope responds to development standards which adequately restrict the development footprints, enabling landscaped treatment of residual land within the site to ensure a contiguous open space buffer surrounding the high-density Station Sub-Precinct.

Please note, we have not prepared a new road layout for area to respond to option 2.

**5. Built form responding to gateway location at southern end of high-density Station Sub-Precinct.**

The proposed built form envelopes have a range of heights between 6 and 13 storeys located at the southern end of the high-density residential Station Sub-Precinct, ensuring a sense of entrance when entering from Memorial Avenue.

## Summary

In response to the exhibited materials we have conducted an analysis of the site's potential building envelopes and implications on road layout.

- The desired future structure precludes the development potential of the site.
- We have provided two options that enable development.
- There is a mismatch between height and FSR on site.
  - Request that height be increased to 40m across the site.
  - Request that FSR be increased to 3:1 across the site.

The proposal as outlined in this document is consistent with the requested height and FSR provisions. It is substantially the same as the plan desired by the structure plan. However it refines the layout based on the following key concepts:

- Consistent with Structure Plan
- Residential Flat Design Code and SEPP 65 Compliance
- Consistent with proposed DCP
- Increased residential density to implement principles of transit-orientated development and a vital vibrant town centre.