

Submission in response to the Draft Bayside West Precinct Land Use and Infrastructure Strategy Cover Subtitle

345 Princes Highway, Banksia

Submitted to Department of Planning and Environment

On Behalf of Hattersley Developments Pty Ltd

SUITE 6.02, 120 SUSSEX ST, SYDNEY NSW 2000
TEL +61 2 8270 3500 FAX +61 2 8270 3501 WWW.CITYPLAN.COM.AU
CITY PLAN STRATEGY & DEVELOPMENT P/L ABN 58 133 501 774

Report Revision History

Revision	Date Issued	Prepared by	Reviewed by	Verified by
01	24/02/17	LM <i>Senior Planner</i>	SK <i>Executive Director</i>	STEPHEN KERR <i>Add credentials & signature</i>

This document is preliminary unless approved by a Director of City Plan Strategy & Development

CERTIFICATION

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of the Client. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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1. Urban Design Testing for 345 Princes Highway, Banksia (Hill Thalís)

1. Summary of Submission

This submission concerns a site located within the proposed Banksia Town Centre (345 Princes Hwy, Banksia) near the Banksia rail station and has been prepared on behalf of the owners of the site.

The Strategy seeks to promote renewal around the station and the provision of a new retail street on Hattersley Road, to serve the eastern neighbourhoods. In this regard, it proposes to broaden the range of permissible uses by introducing a mixed-use zone as well as increasing the height limit and floor space ratio to encourage renewal. The Strategy also proposes improvements in the urban form and permeability of the town centre by widening the Highway corridor with a six-metre building setback and introducing new laneways and through site connections in key locations.

We support the principles and the objectives of the Strategy, however, following urban design testing of the proposed controls by Hill Thalys, we submit that the proposed height limit and the floor space ratio should be adjusted marginally to strengthen the viability of urban renewal and ensure the development potential of the Banksia Town Centre is optimised, consistent with the principles of the draft District Plan.

In this regard we recommend that the height limit be increased from 28m to 31m and the FSR increased from 2.5:1 to 3:1.

2. Site and locality

This submission has been prepared in respect of 345 Princes Highway, Banksia (the site), although the principles discussed in the submission can be replicated throughout the Banksia Town Centre.

The site is legally described as Lot 106 in DP 738223. It has a street frontage to the Princes Highway and a secondary (rear) frontage to Hattersley Street. Vehicle access to the site is obtained from Hattersley Street. The site has an area of approximately 1,926m². A two-storey commercial office building occupies the front half of the site. The rear of the site is occupied by an open, concrete, carpark.

The site is effectively part of an existing local centre focused on the Banksia train station. The station entrance is about 80 metres from the Hattersley Street frontage. The remainder of the centre comprises car sales yards and older style one and two storey buildings occupied by take away food stores, offices and automotive parts and motorcycle retailers. The Rocksia Hotel is at the northern end of the centre and the Banksia Hotel is on the opposite side of the Highway.

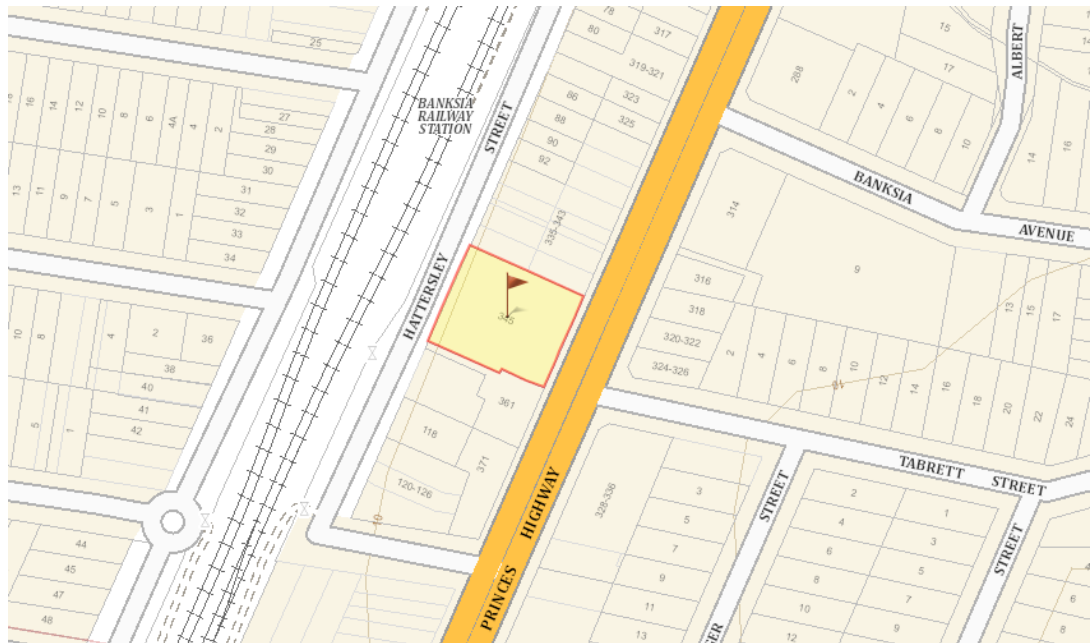


Figure 1 - Location of 345 Princes Highway, Banksia (source: Six Maps)



Figure 2 - View of site from Princes Hwy.



Figure 3 - View of site from Hattersley Street

3. Site opportunities

The Banksia Railway Station provides convenient access to the Sydney CBD as well as the Kogarah and Hurstville centres via the T4 Illawarra Rail Line. The service frequency is 10 minutes during the peak hours and 30 minutes outside of peak hours. Travel time to the Sydney CBD (Town Hall) is 18 minutes.

Existing improvements are limited to the front half of the site and are only of fair to average quality, making them relatively attractive for redevelopment.

Although currently lacking activation, Hattersley Street provides a sunny comfortable environment protected from the road noise associated with the Princes Highway.

The large site area and dual street frontages makes the site attractive for redevelopment.

The Rockdale Town Centre is a convenient walking distance from the site (600 metres) providing Civic amenities such as a modern public library, shops and services.

Aircraft noise levels do not restrict residential development provided appropriate design measures are incorporated to mitigate noise.

The sites are affected by the Airport Obstacle Limitations Surface (OLS) and PANS-OPS indicating that the maximum height limit for development must be no greater than 46m above the AHD, however, this is not a restriction for mid-rise buildings up to at least 31m.

4. Site constraints

As indicated above, while some potential constraints to the redevelopment of individual sites exist, including aircraft impacts and vehicular access to the Highway, these are all manageable through site amalgamations, height limitations and detailed site and building design. As such, they are not fundamental constraints to development as indicated by the Strategy's proposal to allow more intensive development in the Banksia Town Centre.

A similar situation applies to issues such as traffic noise from the Highway.

5. Strategic planning context

5.1 Regional Plan

A Plan for Growing Sydney sets a series of actions to accelerate urban renewal across Sydney including undertaking urban renewal in transport corridors. The Regional Plan identifies a need to provide 725,000 additional dwellings in the Greater Sydney Region by 2036. Facilitating urban renewal of the site to its optimal capacity is consistent with the Regional Plan.

5.2 Draft Central District Plan

Banksia is within the Greater Sydney Commission's draft Central District Plan. Key priorities for this District are to improve employment opportunities in service industries, finance and innovation supported by strong transport connections to Sydney Airport and Port Botany, the Randwick Health and Education Precinct and diverse housing choices that support the current and future populations. Under the draft Central District Plan, the Banksia area is identified as a priority precinct for urban renewal (p.92 & 97).

In terms of overall housing supply, the draft District Plan proposes a 5-year housing target of 46,650 for the Central District, and a 20-year target of 157,500 dwellings. Of the 5-year target, the Bayside LGA is required to accommodate 10,150 dwellings. The 20-year target has not been disaggregated to individual local government areas in the draft District Plan and will be subject to the preparation of housing strategies for the individual local government areas.

Given the scale of the housing task across Sydney generally, and the excellent locational characteristics of Bayside relative to employment, amenity and services, it is apparent that optimal use will need to be made of opportunities to increase housing supply where they exist.

Planning priorities that directly apply to the site are:

- Enable greater housing choice, education and health services to support children and adults over 65.
- Provide a range of affordable housing that supports key workers, people who live on their own, older residents and families.
- Support the development of a network of liveable centres and community hubs with good links to public transport and green spaces.

5.3 Princes Highway Corridor Strategy

The catalyst for the current Strategy was the Princes Highway Corridor Strategy (Rockdale City Council, 2013).

With respect to the Banksia Town Centre, the Council Strategy identified that "the rail station makes Banksia an attractive precinct for future transit orientated development." However, it stated that due to existing, principally aircraft noise, constraints, this role should not be pursued until the role and form of residential development can be "considered as part of a holistic strategy for both ...sides of Banksia."

We submit that the current Strategy represents that "holistic strategy" and it is therefore appropriate and consistent with Council's previous Strategy to give serious consideration to the suitability of the subject sites for transit orientated development (TOD).

5.4 Draft Strategy and Banksia Precinct Proposal

The draft Strategy proposes a mixed use (B4) zoning for the two street blocks between the Princes Highway and Hattersley Street opposite Banksia Station, including the subject site. The intention is to promote renewal around the station and the provision of a new retail street on Hattersley Road, to serve the eastern neighbourhoods. We support this proposal.

In terms of built form, it is proposed to introduce a 28 metre building height limit and a 2.5:1 floor space ratio (FSR). Locations are identified to create new laneways or through site links to increase permeability and promote walking and cycling. A laneway is proposed on the southern boundary of the site. The FSR has been calibrated with the height limit to facilitate predominantly 6 storey development with the opportunity to provide taller buildings of up to 10 storeys in key locations, such as the location of new laneways.

A control is proposed to ensure active street frontages in the mixed use zone and along the Highway generally.

6. Testing of the Draft Precinct Proposal

Urban design testing of the Draft Precinct Proposal was undertaken by Hill Thalys on behalf of the owners (attached) to determine whether the proposed controls provided the optimum development outcomes.

The testing sought to apply the urban design objectives of the Draft Precinct Plan, including:

- the predominant six storey scale;
- the use of thin section noise barrier type buildings on the highway frontage;
- a six metre setback to the Highway frontage; and
- breaking up of the excessive length of the existing blocks between the Highway and Hattersley Street.

Additionally, the testing sought to:

- Create a new layer of more intimate and varied public spaces, allowing for retail opportunities and increased socialisation for the population;
- Improve access to and visibility of the station and the landscape corridor along the rail line;
- Ensure the tower element has a feasible building footprint without compromising the ability for apartments to enjoy good solar access and natural cross ventilation.

The testing demonstrates that a 31 metre height limit is a more realistic maximum height than the 28 metres proposed and is achievable under the OLS and PANS-OPS and that a FSR in the of 3:1 provides the optimum development outcome while enabling the creation of additional public amenity.

7. Recommended amendments to the precinct proposal

For the reasons outlined in the submission, we conclude that to meet the aims of the Strategy to revitalise Banksia and provide more homes and housing choice in close walking distance to public transport and other community facilities, it would be appropriate to adjust the proposed height and floor space.

We recommend that the following controls are adopted in the Banksia Town Centre.

Control	Draft Proposal	Recommended
Height of Buildings	28 metres	31 metres
FSR	2.5:1	3:1



Attachment 1

Urban Design Testing for 345 Princes Highway, Banksia Hill Thalís

345 PRINCES HIGHWAY, BANKSIA - RESPONSE TO DRAFT PRECINCT PLAN



The site is located at 345 Princes Highway and is in close proximity to Banksia Station.

The following report is in response to the Draft Precinct Proposal for Arncliffe and Banksia from November 2016.

As densities are increased in such prime locations, there needs to be a commensurate increase in public space.

This planning proposal is based on the following general principles;

- Widening the highway corridor;
- Breaking up the excessive length of existing blocks between the Highway and Hattersley St, making the area more walkable and cycle-able;
- Improving access to and visibility of the station, and the landscape corridor along the rail line;
- Creating a new layer of more intimate and varied public spaces, allowing for retail opportunities and increased socialisation for the increased population;
- New public spaces should be dedicated to Council and allow for adequate deep soil planting;
- New public assets provide private benefits to development sites, in terms of frontage, activation, building separation, solar access.

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- PP 100 Architectus Proposal
- PP 101 Existing Conditions
- PP 102 Site Analysis
- PP 103 Proposal A
- PP 104 Proposal B
- PP 105 3D Solar Analysis
- PP 106 Taller Building Analysis

APPENDIX
Residential Apartment Tower Typology Equal or less that 750m²

The following urban design is from the Arncliffe and Banksia Precinct Proposal Report from November 2016 for the NSW Department of Planning and Environment. The study was undertaken by Architectus who also completed an associated Urban Design Report.

We support and maintain many of the elements of Architectus's urban strategy including;

- 6m setback to the Highway frontage
- Walkway connection to Banksia Station as important initiative to make the higher density area more walkable;
- Predominant 6 storey scale, with a higher 'point' building as an urban marker of the new public connection;
- SEPP 65 / ADG separation distances
- Thin section 'noise barrier' type building fronting the highway, so that all dwellings can gain amenity from the sunnier, quieter courtyard side;
- Deeper building type to Hattersley Street.

Site Area	1,926m ²
Net GFA	4,773m ²

Net FSR 2.48:1

Public Space	719m ²
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Commercial - Ground

Net Floor Area (assuming 60% efficiency)

1 Storey	724m ²
FSR	0.38:1

Residential - above ground level commercial

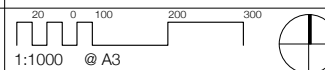
Net Floor Area (assuming 72% efficiency)	
TOTAL	4,049m ²
FSR	2.10:1

Approximate total yield of units = 50

Street Wall	2,236m ² (5 storeys)
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Tower	1,813m ² (9 storeys)
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-  Site Boundary
-  New Public Lane + Square
-  Commercial 1 Storey
-  Residential - Street Wall
-  Residential - Taller Building
-  Awning



The site is located at 345 Princes Highway and is in close proximity to Banksia Station. It also benefits from dual frontage to the Princes Highway and Hattersley Street.



View south along Hattersley Street



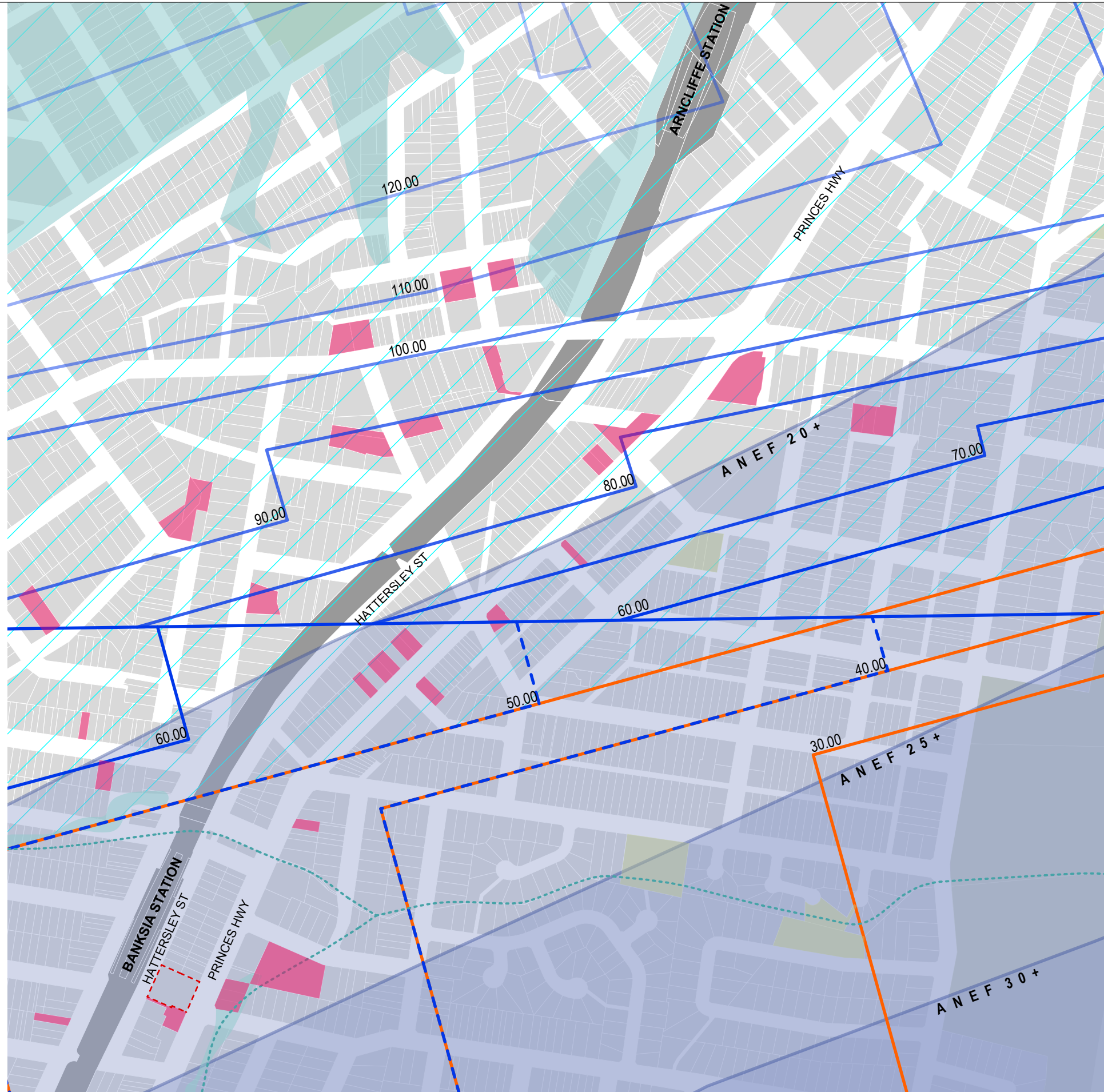
View of Site from Princes Highway



View north along Hattersley Street



Location of Pedestrian Laneway to Princes Hwy



- Site Boundary
- Existing Parks
- Strata
- Flood affected land
- Overland flow
- Australian Noise Exposure Forecast Contours
- OLS contours (every 10m above sea level)
- OLS 51m (max within precinct)
- PANS-OPS contours (every 10 above sea level)

*(Extracted from the Draft Arncliffe and Banksia
Precinct Proposal by the NSW Department of
Planning and Environment released in
November 2016)*

Zoning: B4 Mixed Use

FSR: 2.5:1

Height: 28m

OLS + PANS OPS Contours: 40-50m (above sea level)

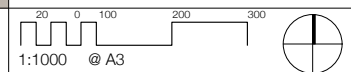
ANEF: 20+

Setbacks:

- 6m landscape setback to Princes Hwy
- Built to street alignment with awnings on Hattersleys Street

Other conditions:

Through site link along Southern Boundary



Options A + B have developed some variations from the Architectus proposal for an improved urban and architectural outcome. These include;

- Varied the new public domain areas, to provide a generous walkway with a small sunny square facing the railway station;
- The walkway, whether 6 or 12 m wide would be overshadowed for much of the day, whereas the square open to Hattersley St would be sunny from lunchtime and throughout the afternoon;
- This could allow for the retention of some of the tall eucalypts along this frontage, and would have an edge of the street trees for some summer shade;
- The 'tower - 28m high' element that Architectus modelled had an unrealistically small footprint (only 285m²);

Option A matches the 10 storey tower height shown in the Architectus Urban Design Report. We suggest 31m would be a more realistic maximum height (than the 28m allowed), and the controls should specifically enable rooftop common areas / roof gardens.

Site Area 1,926m²
Net GFA 5,746m²

Net FSR 2.98:1

Public Space 651.7m²

Commercial - Ground
Net Floor Area (assuming 60% efficiency)
1 Storey 764.7m²
FSR 0.40:1

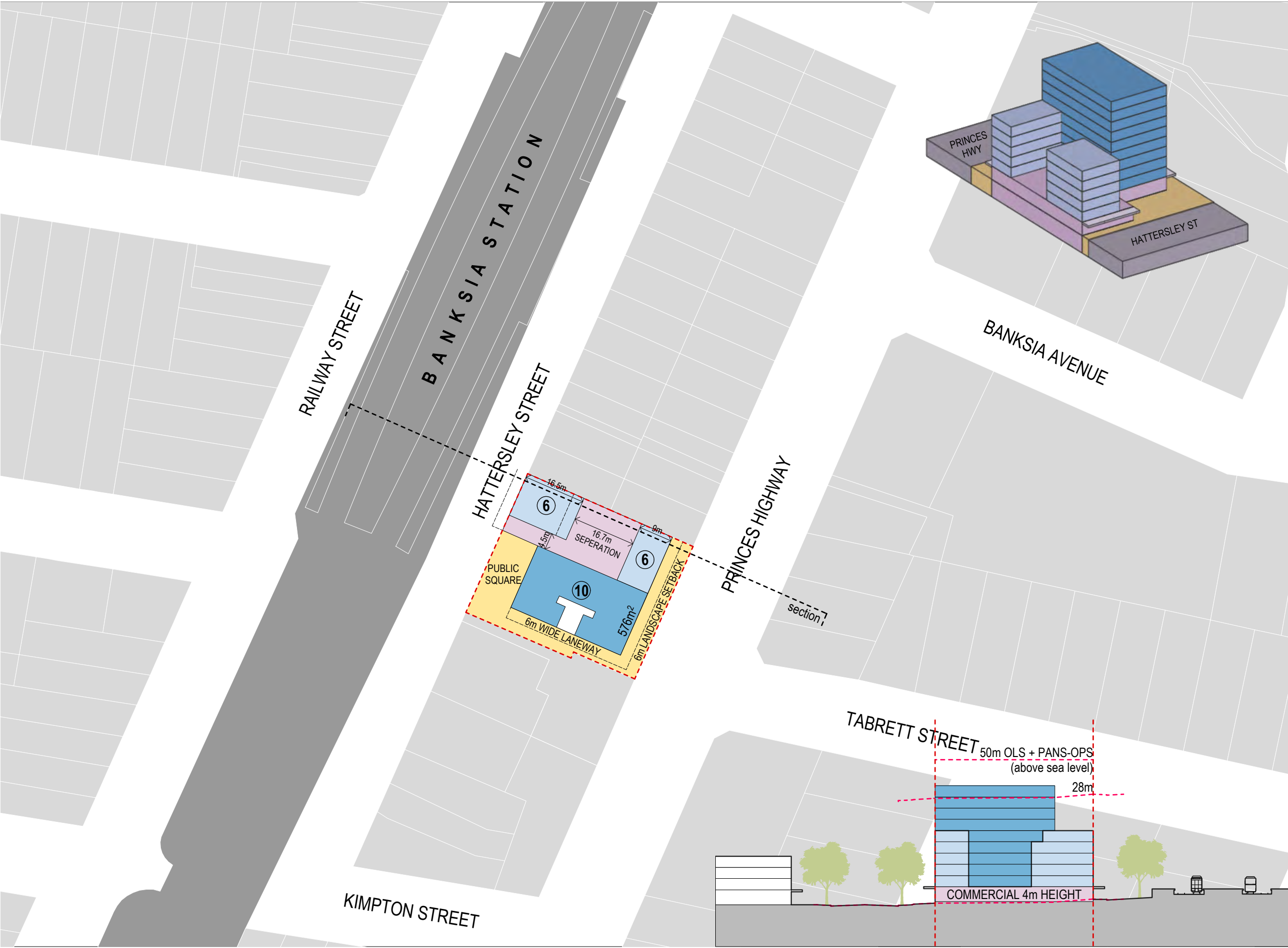
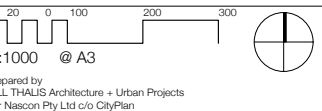
Residential - above ground level commercial
Net Floor Area (assuming 72% efficiency)
TOTAL 4,981m²
FSR 2.59:1

Approximate total yield of units = 62

Street Wall 1,249m² (5 storeys)

Tower 3,732m² (9 storeys)

- Site Boundary
- New Public Lane + Square
- Commercial 1 Storey
- Residential - Street Wall
- Residential - Taller Building
- Awning



Options B increases the maximum height to 12 storeys (40 m), which would be consistent with recent approvals along this corridor to the north.

Site Area 1,926m²
Net GFA 6,576m²

Net FSR 3.41:1

Public Space 651.7m²

Commercial - Ground
Net Floor Area (assuming 60% efficiency)
1 Storey 764.7m²
FSR 0.40:1

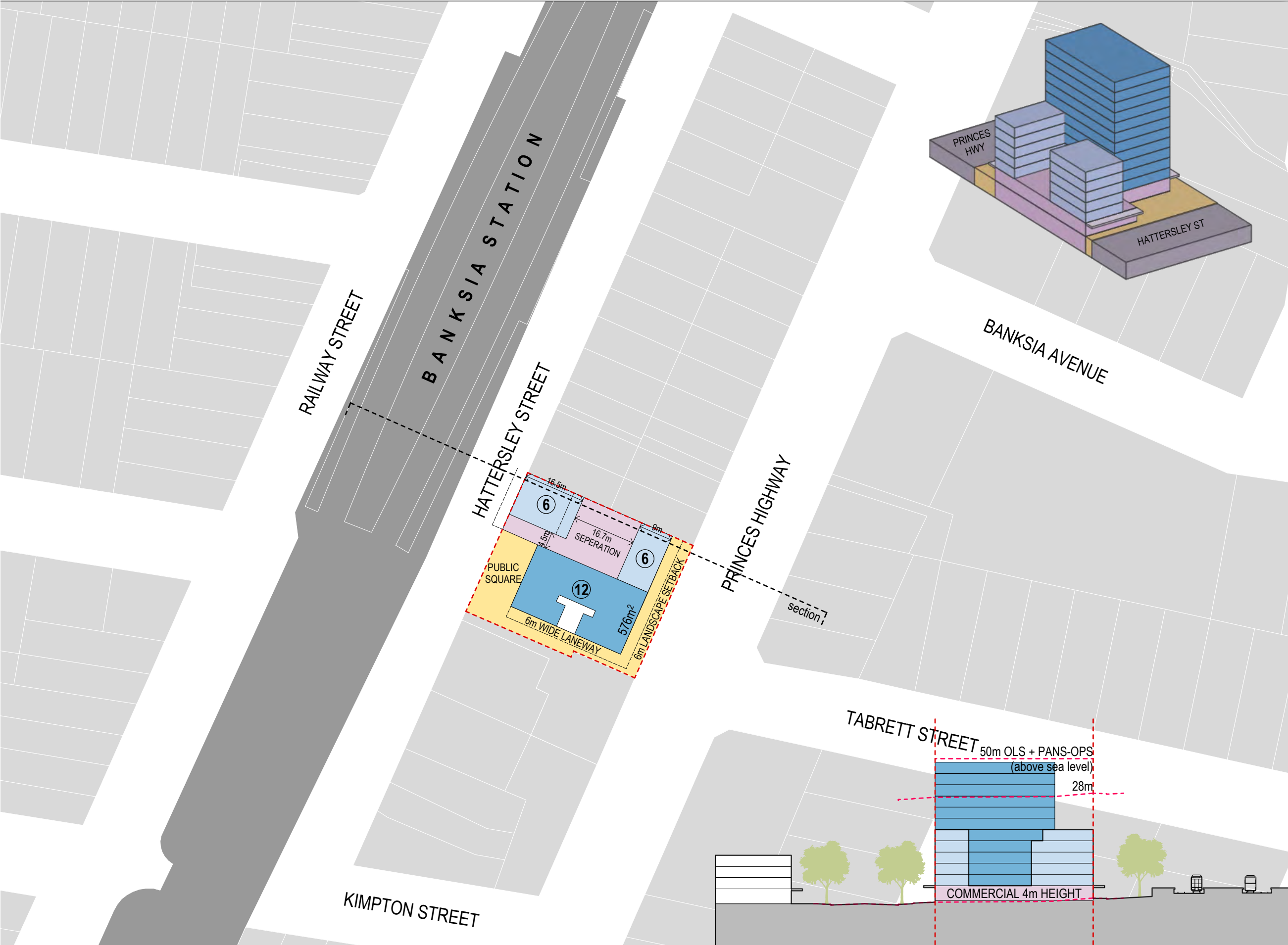
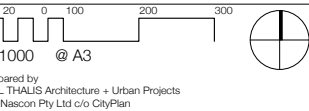
Residential - above ground level commercial
Net Floor Area (assuming 72% efficiency)
TOTAL 5,071m²
FSR 3.02:1

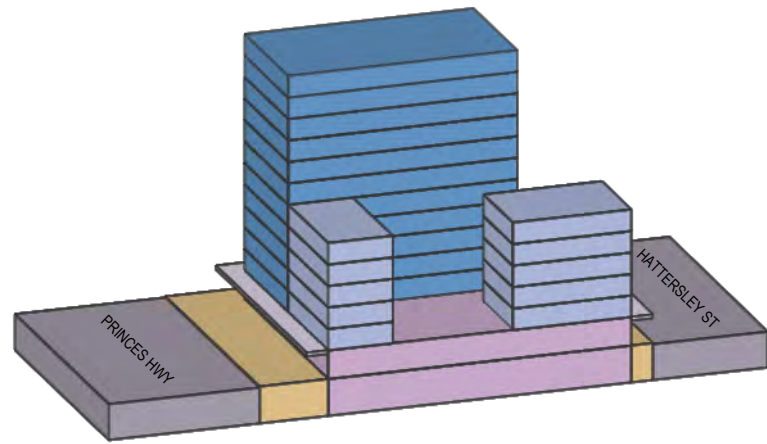
Approximate total yield of units = 72

Street Wall 1,249m² (5 storeys)

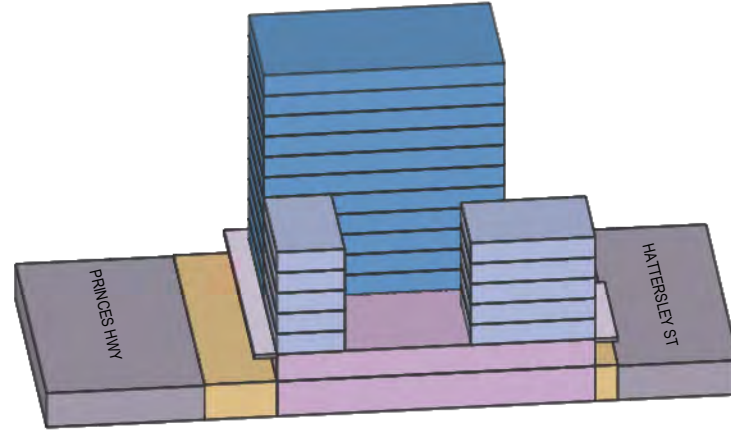
Tower 4,562m² (11 storeys)

- Site Boundary
- New Public Lane + Square
- Commercial 1 Storey
- Residential - Street Wall
- Residential - Taller Building
- Awning

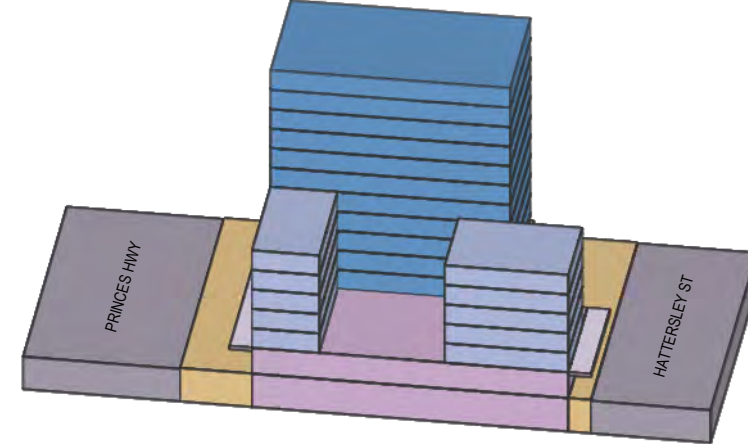




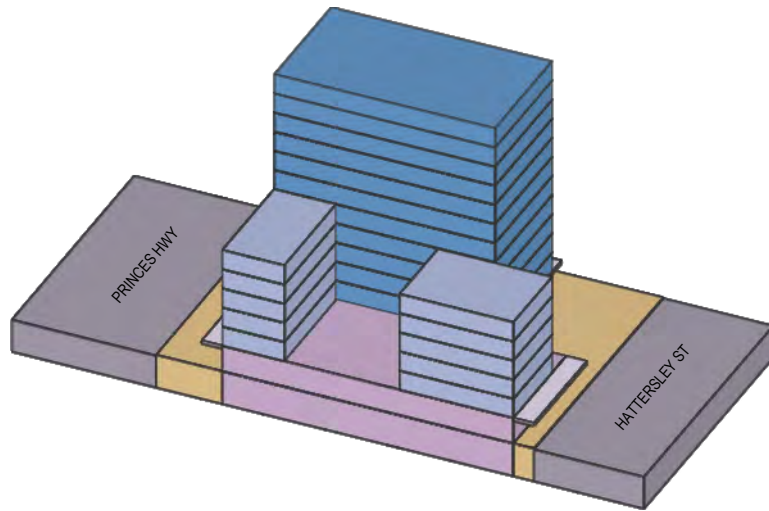
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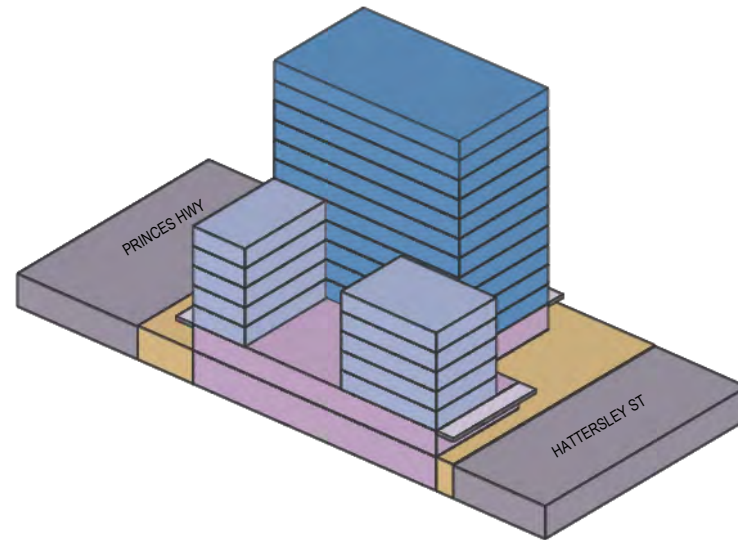
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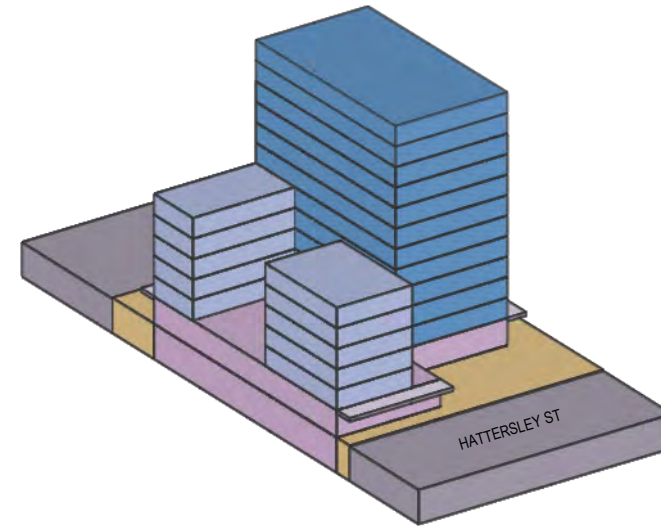
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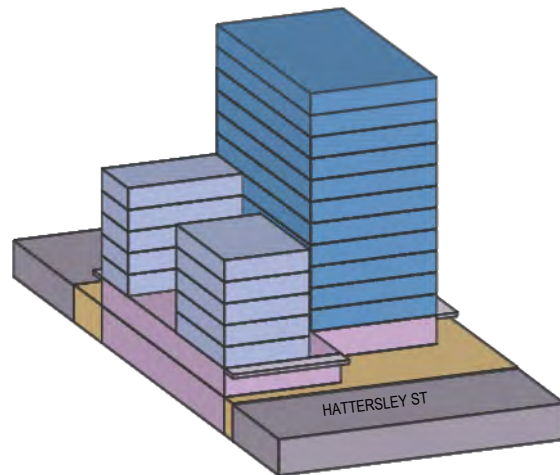
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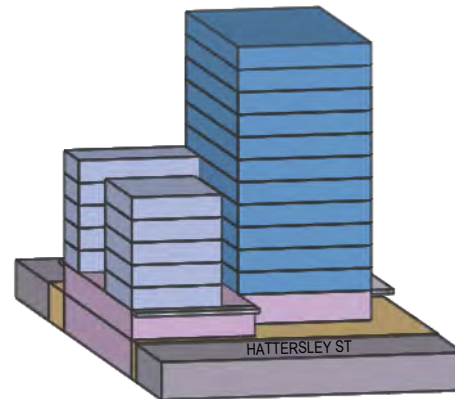
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21 JUNE 3PM



21 JUNE 4PM

Option A and B both perform well at this preliminary massing stage for solar access in mid winter. The separation distances between buildings, their orientation and footprint enables the future developed design of the residential units to achieve the SEPP 65 and ADG requirements for solar access.

The public square to Hattersley Street also benefits from sunlight throughout the day.

Note: The camera is in the position of the sun and therefore everything not in view is in shadow.



The combination of some taller buildings wi a predominant street wall type has teh following advantages:

- The small footprint tower elements are in response to the new public domain created, which is a significant benefit to the wider area;
- Purposefully placing taller elements in relation to street vistas;
- The tower elements are smaller in footprint than the 750m² which is the footprint control in Victoria Park / Green Square, and consistent with the controls put forward by us for other sites in the Bayside Council area;
- Proved a more varied skyline and silhouette, particularly when viewed from the higher land to the north and west;
- The towers would have excellent residential amenity, and provide for a variety of housing;
- The towers should all have communal open space, so that all residents have available outlook to Botany Bay and the ridges behind, and sunny roof gardens;

