



Planning Report

78-96 Arncliffe Street, Wolli Creek

REPORT

October 2008

PREPARED FOR NAHAS CONSTRUCTION

MACROPLAN AUSTRALIA PTY LTD
SYDNEY | MELBOURNE | BRISBANE | PERTH | CANBERRA



Contact Information

PROJECT DIRECTOR

Gary Prattley (Director Government Relations)
CANBERRA

REPORT CONTACT

Ben Hendriks [State Planning Director - NSW]
SYDNEY

Signed⁺

.....
Dated

SYDNEY

Fairfax House
Level 5, 19-31 Pitt Street,
Sydney, NSW. 2000
t. 02 9252 1199 f. 02 9241 6002

MELBOURNE

Level 4, 356 Collins Street
Melbourne, Vic. 3000
t. 03 9600 0500 f. 03 9600 1477

BRISBANE

Level 2, 371 Queen Street,
Brisbane QLD 4000
t. 07 3100 1314

PERTH

Level 49, 152 – 158 St Georges Terrace,
Perth WA 6000
t. 08 9429 7614 f. 08 9429 7680

e. info@macroplan.com.au

w. www.macroplan.com.au

⁺ This document has been reviewed by the Director Government Relations, MacroPlan Australia.
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‘Wolli Creek is an ideal location for major mixed use civic development being located at the centre of a major redevelopment area and adjacent to one of Sydney’s key transit centres’



1

Executive Summary

- MacroPlan was engaged by NAHAS Constructions to undertake a high level planning assessment of a proposed retail development at 78-96 Arncliffe Street at Wolli Creek.
- 78-96 Arncliffe St, Wolli Creek is located 230 metres south east of the Wolli Creek Railway Station. The site currently contains a range of industrial and commercial buildings used for car repair shops, storage and motor show rooms.
- In addition to the CityRail network the site is in close proximity to Port Botany, Sydney Airport, the M5 Motorway, and the Sydney CBD, therefore making it highly accessible. The area forms part of a growing redevelopment zone extending along the Airport Rail Line linking Wolli Creek to Sydney Airport's international and domestic terminals, Mascot, Green Square, and the CBD.
- Wolli Creek is identified as a "Village" in the NSW Department of Planning's Draft South Subregional Strategy which generally means that is one supermarket and other local services such as hairdressers and take-away food shops etc and contain between 2,100 to 5,500 dwellings. Wolli Creek also forms part of the "Global Economic Corridor" as identified in the NSW Department of Planning's Metropolitan Strategy, *City of Cities – A Plan For Sydney's Future*.
- The \$260 million capital investment project would comprises a residential and serviced apartment component of around 45,000 sq.m with around 25,000 sq.m of retail GFA. This will be made up of a supermarket, a number mini major retail outlets and specialty retail.
- Using data supplied by the applicant, capital costs have been estimated at \$260m. MacroPlan have assumed a 3 year construction timeframe, based upon Rawlinson's Australian Construction Handbook 2008, and the project configuration to deliver 45,000sqm of residential and 25,000sqm of retail. Subsequently, MacroPlan has calculated that the proposed development will generate 799 direct jobs and 1,065 indirect jobs for the construction phase, and 1,045 on-going jobs (mainly associated with the retail component of the development).
- MacroPlan has reviewed the proposal against relevant state and local planning strategies and controls including:
 - o The Sydney Metropolitan Strategy;
 - o Relevant State Environmental Planning Policies;
 - o The *Rockdale Local Environmental Plan 2000*;
 - o The *Wolli Creek Development Control Plan No. 62 – Wolli Creek*; and
 - o The *Rockdale Parking Code*
- This assessment shows that the proposal meets the goals of many of the current planning provisions that apply to the site. In particular the proposal will:
 - o Assist in achieving State Government objectives for a mix of uses that services a dense local population in close proximity to public transport;
 - o Be consistent with all relevant State Environmental Planning Policies;



- o Meet the general objectives of the current Local Environmental Plan. We understand that Rockdale Council is nearing completion of its consolidated LEP and the B4 mixed uses zone is being considered for the site. This will permit the proposed development. New height and floor space ratio controls will need to be introduced.
 - o Assist in the achievement of the aims of the Wolli Creek DCP to provide an active centre that services the retail and service needs of local residents. However, the DCP will require amendment to remove specific urban design controls that relate to residential development.
- Rockdale Council have advised MacroPlan that they envisage any necessary changes in planning controls to be picked up in the new Rockdale LEP being prepared under the *Standard Instrument (Local Environmental Plans) Order 2006*.
- In relation to the broad amendments required the following is recommended:
 - o A zoning of B4 Mixed uses
 - o An FSR of 6.0:1 in the new LEP;
 - o A height controls of approximately 21m and 52m depending on location with provision for a height up to 76 metres for the iconic corner tower in the LEP;
 - o Revised DCP controls being prepared (it is understood that CityPlan Urban Design has been engaged to do this). This document contains points which may be included within this exercise.



2 Introduction

2.1 Project Objectives

MacroPlan has been engaged by NAHAS Constructions Pty Ltd to provide preliminary planning advice in relation to a proposed retail centre at 78-96 Arncliffe St, Wolli Creek. In particular this advice seeks to:

- Identify all relevant planning controls that will guide the development of the site; and
- Undertake a high level assessment of the proposal against key relevant planning controls.

2.2 Site Description

The subject site, located at 78-96 Arncliffe St and 31-45 Princes Highway, Wolli Creek, is also referred to as Lots 1-9 DP 24018 and Lots 3 and 4 DP 1032962 (refer to site survey plan in Appendix C). The site is located 230m south east of the Wolli Creek Railway Station. The site currently contains a range of industrial and commercial buildings used for car repair shops, storage and motor show rooms. The site is 12,451 sq.m in size and is generally rectangular in shape with its main frontages along the Princes highway and Arncliffe Street.

Figure 1. Subject site



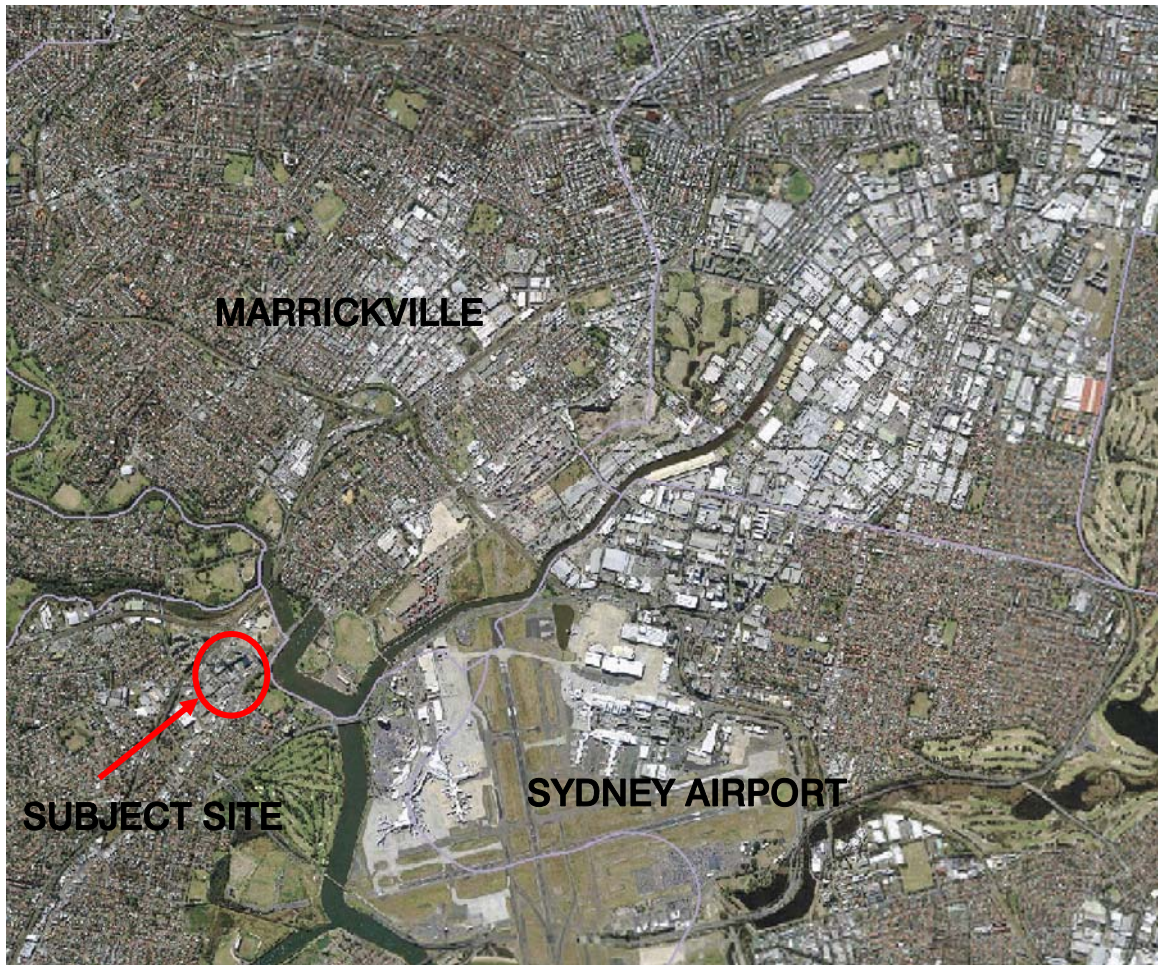
Source: MacroPlan (2007), Department of Lands (2006)



2.3 Locality Assessment

The subject site is located in Wolli Creek within the Rockdale LGA, adjacent to the proposed Cooks Cove redevelopment. It is in close proximity to Wolli Creek Station, Port Botany, Sydney Airport, the M5 Motorway, and the Sydney CBD, making it highly accessible. The area forms part of a growing redevelopment zone extending along the Airport Rail Line linking Wolli Creek to Sydney Airport's international and domestic terminals, Mascot, Green Square, and the CBD.

Figure 2. Site Spatial Context



Historically an industrial precinct, the area is being transformed into a high quality, high density urban environment for living, working and recreation. When complete, the Wolli Creek Redevelopment Area will be a vital community of some 6,500 residents and 7,000 workers.

The immediate surrounds of the subject site are characterised by new residential and mixed use development, mainly focused around the Wolli Creek Station. These include the Meriton Apartments Residential Development (550 units); Discovery Point Mixed Use Development (1,000 units and 55,000sqm of non-commercial); Multiplex's 360 Mixed Use Development (290 units and 14,000sqm of commercial). Further, there are a number of car dealerships along Princes Highway adjacent to the subject site, including Isuzu.

Photos of the site and surrounds are provided in the pages below.



Figure 3. Current site from Arncliffe St



Figure 4. Current site on Princes Highway with surrounding mixed use development





Figure 5. Mixed use development opposite subject site on Arncliffe St





Figure 6. Princes Highway



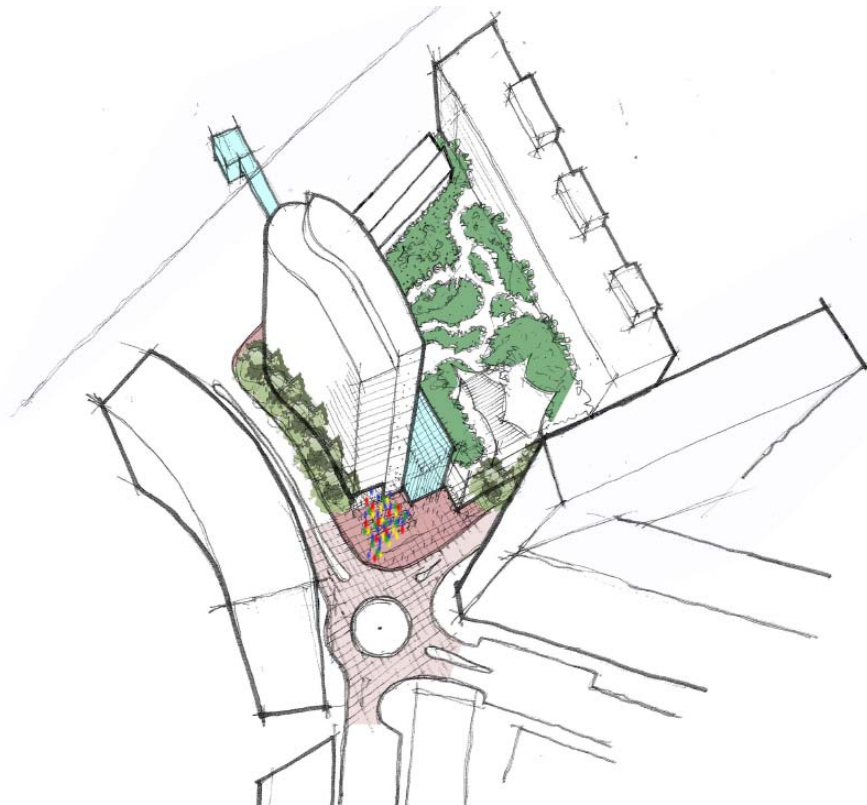
2.4 Project Description

The proposal offers retail and entertainment activities which do not currently exist in the Wolli Creek Precinct. The development will provide cinemas, coffee shops and mixture of retail outlets. The proposal could make provision for a council library to help establish the significance of the Wolli Creek Town Centre and help enliven the public domain. The openness and texture of the built form provides connectivity to the neighbouring residential developments. This will activate Arncliffe St and create a vibrant street atmosphere.

Importantly the development will emphasise and encourage public transport use and provide ease of access for all customers.



Figure 7. Proposed Scheme

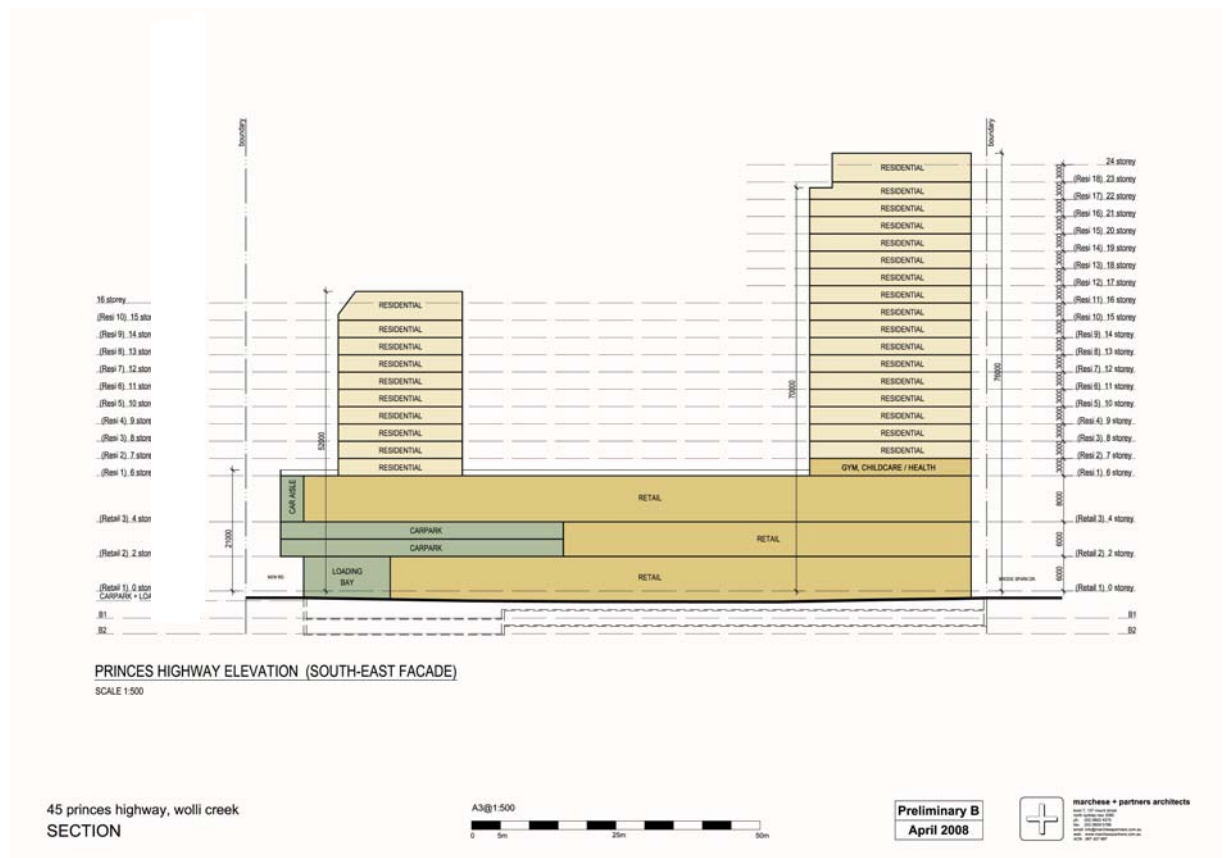


2.4.1 Detailed Description

The development proposes approximately 25,000 sq.m of retail and 45,000sq.m of residential and Serviced apartment GFA. The residential component is grouped in three parts, a northern tower, equivalent of 22 residential levels, a middle building fronting the Princess Highway equivalent of 8 levels, and a southern tower equivalent of 16 levels.



Figure 8. Cross section showing location of retail uses



The ground floor will include a supermarket and other retail floorspace. The ground floor will be built upon a podium to address the flooding issue along Arncliffe Street. Loading facilities will also be located on the ground floor.

2.4.2 Town Square

The proposed development concept makes provision for a public town square with integrated alfresco dining which is provided with direct access to the proposed community facility space (such as a library).

The town square is intended to act as a place of social activity and interaction and help define Wollie Creeks identity. The town square is located at the intersection of Arncliffe Street and Brodie Spark Drive which is a central focal point for the centre which acts as an arrival destination from Wollie Creek train station. The increased public activity, urban design features and public domain works combine to act as a natural magnet for commuters and create a positive sense of place for visitors and residents alike.

2.5 Employment Generation

Using data supplied by the applicant, capital costs have been estimated at \$260m. MacroPlan have assumed a 3 year construction timeframe, based upon Rawlinson's Australian Construction Handbook 2008, and the project configuration to deliver 45,000sqm of residential and 25,000sqm of retail. Subsequently, MacroPlan has calculated that the proposed development will generate 799 direct jobs and 1,065 indirect jobs for the construction phase, and 1,045 on-going jobs (mainly associated with the retail component of the development).



3 Review of Strategic and Statutory Planning Controls

3.1 Metropolitan Strategy

The Metropolitan Strategy identifies employment capacity targets for each Subregion. For the South Subregion, which includes Rockdale LGA, the employment capacity target is 21,000 new jobs by 2031. The proposed retail development at the Wolli Creek site will support in achieving this employment target.

Part A1 *Provide suitable commercial areas in strategic areas* seeks to provide suitable commercial sites and employment lands in strategic areas. In particular this direction seeks to ensure that employment lands and retail centres are located in areas accessible to public transport. The proposed development being only 230m from the Wolli Creek Station, Sydney's only cross-over interchange railway station is well placed to meet this goal.

Part B1 *Concentrate activities near public transport* promotes the concentration of retail activity in centres, business development zones and enterprise corridors. The redevelopment of the Wolli Creek site proposes retail services close to public transport and along the Princes Highway which is a major Subregional road artery. Further, the proposed retail development is within a mixed-use zone that supports the Metropolitan Strategy's objective to locate retail activity in identified or designated retail zones.

Part B6 *Focus development in renewal corridors to maximise infrastructure utilisation where demand and opportunity exist* promotes the development of mixed use centres. The primary aim is the place jobs and housing in close proximity and to optimise the use of existing infrastructure. Given the sites location in relation to the Wolli Creek major redevelopment area and the existing railway station the redevelopment will help government meet this goal.

C1.3 *Plan for increased housing capacity targets in existing areas* requires that approximately 60–70 per cent of new dwellings will be contained within the existing urban areas in Sydney focussed around centres and corridors in order to take advantage of existing services such as shops and public transport and reduce development pressure in other parts of Sydney. The proposed development is consistent with this action and will deliver higher housing densities in an existing centre only 200 metres to Wolli Creek rail station.

C2.1 *Focus residential development around Centres, Town Centres, Villages and Neighbourhood Centres* requires that Councils identify a range of centres and locations for additional housing. This action recognises that smaller local centres, including Towns and Villages and Neighbourhood Centres, are also appropriate places for increased density. The proposed development is consistent with this action as it will provide significant new housing stock within an established centre.

C3.1 *Renew local centres to improve economic viability and amenity* this action recognises that redevelopment of areas around smaller centres with good transport access has proven to be attractive to the market and has been the foundation of previous residential development strategies. Wolli Creek at present is underutilised and lacks a defining character as a town centre. Services, retail and community facilities are not yet provided. The proposed development will bring a critical mass of residents into the town centre and two supermarkets and potentially a community facility such as a library. In addition the establishment of a town square open space area will ensure the long term viability of businesses in Wolli Creek to sustain the local population.



Part D3 *Influence travel choice to encourage more sustainable travel* seeks to influence more sustainable travel behaviour through a mix of local infrastructure improvements and land use measures. The activation of this site will positively impact on surrounding areas travel behaviour in relation to access to retail uses. Not only will local residents be encouraged to walk to services (rather than currently driving to other retail centres), it will also act as a retail destination along the train line.

3.2 Draft South Subregional Strategy

The Draft South Subregional Strategy builds upon the aims and objectives of the Metropolitan Strategy and delivers upon those aims and objectives at the subregional level.

A hierarchy of centres are established along with a centres typology. Wolli Creek has been identified as a "Village". A village is generally characterised by the centre typology as:

- 600 radius from central transport/business node
- One supermarket
- Hairdressers
- Take-away food shops
- Between 2,100 and 5,500 dwellings

The subject site is approximately 200 metres from Wolli Creek train station and therefore well within the Wolli Creek village catchment. At present however, there is no significant supermarket located within the precinct. Notably, the broader area lacks supermarket facilities also. The proposed development will provide for a least one supermarket and therefore meet the present shortfall to help Wolli Creek establish itself as a Village. Likewise, at present, there is no community facility located within Wolli Creek. The proposed development makes provision for the dedication of suitable floorspace for a community facility such as a library. It is anticipated that this will provide an anchor for social activity and interaction within Wolli Creek and again achieve the desired vibrant village character.

The NSW Department of Planning estimated that Wolli Creek contained approximately 1,000 dwellings (2004). Therefore, the proposed development will significantly contribute to the realisation of Wolli Creek as an active and vibrant village and assist in achieving approximately 2,100 dwellings by 2031.

3.3 State Environmental Planning Policies (SEPPs)

The following SEPPs are relevant to the site:

SEPP No. 1 - Development Standards

This policy ensures that councils have the ability to approve a development proposal that does not comply with a set standard where this can be shown to be unreasonable or unnecessary. A development application needs to be submitted outlining any written objections relating to exceeding the standard. If Council is satisfied that the objection is well founded, and that the application still achieves the objectives of the planning controls, consent may be given to the development application.



SEPP No. 55 – Remediation of Land

The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires councils to be notified of all remediation proposals.

SEPP No. 65 - Design Quality of Residential Flat Development

This policy sets out 10 design principles for residential flat development:

- Context
- Scale
- Built Form
- Density
- Resource, Energy and Water Efficiency
- Landscape
- Amenity
- Safety and Security
- Social Dimensions
- Aesthetics

SEPP (Building Sustainability Index: BASIX) 2004

The Building Sustainability Index (BASIX) was introduced by the NSW Government to deliver equitable water and greenhouse gas reductions across the state. It sets water and energy reduction targets (as a percentage) for new houses and units, ensuring that dwellings are designed to use less potable water and emit less greenhouse gases. The policy ensures a consistent and successful implementation of BASIX in NSW by overriding competing provisions in other environmental planning instruments and development control plans.

Under the BASIX Energy Target Zone Map, the proposed development must achieve an energy target of:

- 20 for buildings 6 stories or greater.

The variations ensure that BASIX remains cost-effective and fair to different types of development. A 40% water target must also be achieved for the proposed development.

SEPP (Infrastructure) 2007

The Draft Infrastructure SEPP includes general planning provisions to:

- Identify classes of infrastructure development that can be approved by public infrastructure proponents, rather than through a formal development consent process, if the development does not significantly affect the environment (Schedule 1);



- Consolidate planning provisions relating to project-specific infrastructure into the one SEPP (Schedule 2);
- Exempt minor development by local or State government authorities from needing approval, if it falls within set guidelines (Schedule 3);
- Allow certain development within the area of operations of ports corporations at commercial ports if the development complies with particular standards and conditions (Schedule 4);
- Create more flexibility about where new infrastructure such as schools, police stations and health care facilities can be located without having to amend a council's LEP to create a 'special use' zone (clause 5);
- Identify additional uses permitted on land currently zoned for a 'special use' or government land, subject to the issuing of a compatibility statement by the Director General of the Department of Planning (Clause 6);
- Require State agencies constructing infrastructure to consult councils when a new infrastructure development is likely to affect existing local infrastructure or services (Clause 7).

The need for a traffic report is outlined in Clause 104 (Traffic-generating development) which must address such issues as access and any parking or traffic impacts of the proposed development.

Draft SEPP No. 66 – Integration of Land Use and Transport

This policy provides guiding provisions that aim to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:

- Improving accessibility to housing, employment and services by walking, cycling, and public transport,
- Improving the choice of transport and reducing dependence solely on cars for travel purposes,
- Moderating growth in the demand for travel and the distances travelled, especially by car,
- Supporting the efficient and viable operation of public transport services,
- Providing for the efficient movement of freight.

3.4 S117 Directions

MacroPlan has undertaken a review of all S117 Directions in regards to a change in the planning controls that relate to the site. New Local Environmental Plan provisions required to support the development must be consistent with these directions. This review shows that the proposed amendments would be wholly consistent with all relevant S117 Direction. The following table outlines the results of this review:

S117 Direction	Consistency
1 - Acid Sulfate Soils	Y



2 - Approval, Concurrence and Consultation	Y
3 - Business Zones	Y
4 - Central Coast	NA
5 - Coal, Minerals, Petroleum & Extractive Resources	NA
6 - Coastal Protection	NA
7 - Commercial and Retail Development along the Pacific Highway, North Coast	NA
8 - Community Use of Schools	NA
9 - Conservation and Management of Environmental and Indigenous Heritage	NA
10 - Designated Development	NA
11 - Development in a Mine Subsidence District	NA
12 - Development Near Licensed Aerodromes	Y
13 - Environmental Protection Zones	NA
14 - Farmland of State and Regional Significance on the NSW Far North Coast	NA
15 - Flood Prone Land	Y
16 - Industrial Zones	NA
17 - Integrating Land Use and Transport	Y
18 - Manufactured Home Estates and Caravan Parks	NA
19 - Planning for Bushfire Protection	NA
20 - Recreation Vehicle Areas	NA
21 - Residential Zones	Y
22 - Rural Zones	NA
23 - Savings	NA
24 - Second Sydney Airport - Badgerys Creek	NA
25 - Site Specific Zoning	Y
26 - Special Area and Recreation Zones	NA
27 - Sydney to Canberra Corridor Strategy	NA
28 - Water Catchment Areas - Sydney Catchment Authority	NA

3.5 Local Environmental Plan

Zoning

Rockdale Local Environmental Plan 2000 (Rockdale LEP) applies to the site. The site is zoned mixed uses 10(a) under the LEP. This zone permits shops, cinemas, and residential flat buildings. The proposed development is generally consistent with most zone objectives (see review of proposal against objectives at Appendix A). However, given the proposed shopping centre will have a wider catchment than the local area, some minor changes to the zone objectives may be required. In particular the objective “to permit development for the purpose of bulky goods showrooms on the Princes Highway, but otherwise allow retail development only if it is intended to serve the Wolli Creek area” would be inconsistent with the proposal as a wider retail catchment is required to support the development. It is considered that currently, there is only limited opportunity for services of this calibre within the Wolli Creek and surrounding areas creating a need for such services.

It was originally intended that the site would be rezoned under the current planning instrument. However, Council have indicated that changes to site planning controls will be picked up within the new standard LEP.

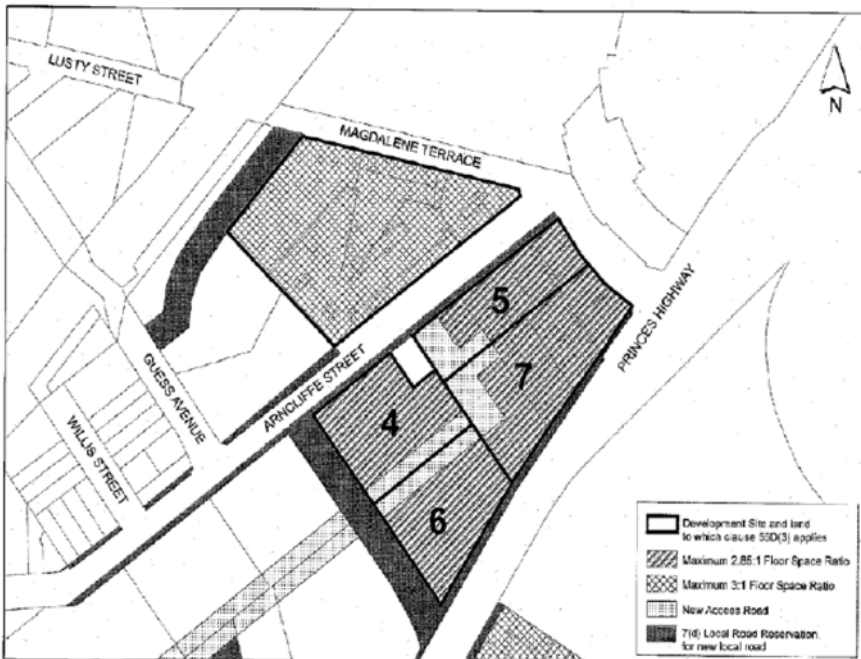
Floor Space Ratio

Rockdale LEP also contains floor space ratio (FSR) controls relating to the site. The LEP stipulates an FSR of 2.85:1. The proposed development will have a total FSR of 6.0:1. The residential component of the development will have an FSR of approximately 3.0:1 and the retail component approximately 3.0:1 also. The additional floor space is achieved through additional floor space within the site and is not achieved by way of additional building heights or extended external building envelopes.

Figure 9. Zoning of the Subject Site



Figure 10. LEP FSR

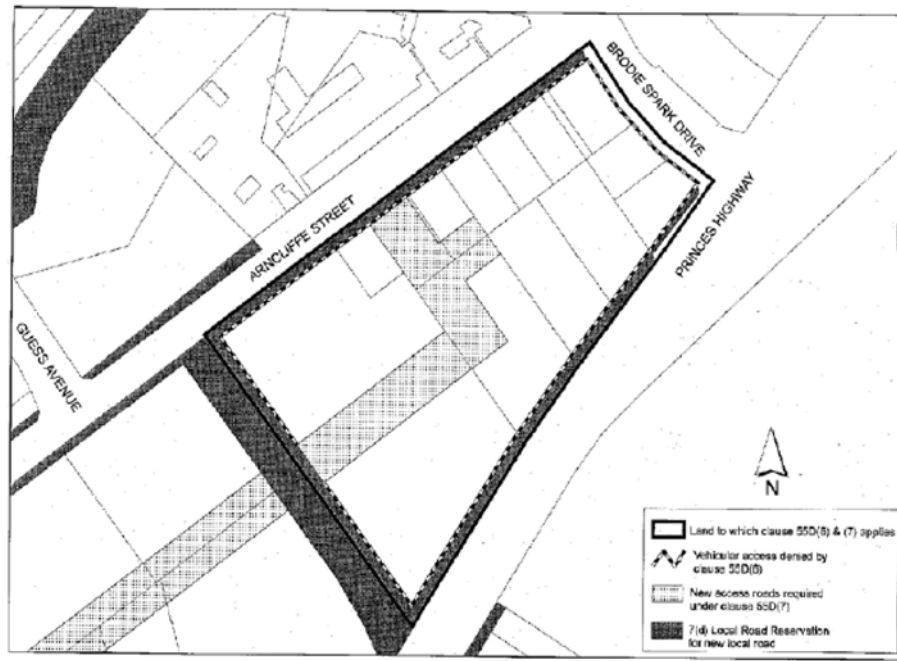




Vehicular Access

The LEP also contains the location of vehicular access and road reservations. A new access street is identified from Arncliffe Street which would form the southern boundary of the site. This street is currently not planned to run through to the Princes Highway. The proposed development would continue this street through to the Princes Highway. The street would form the main access point for car parking and loading.

Figure 11. Vehicular Access



Flooding

The Rockdale LEP also contains provisions relating to flooding requiring all development must assess and be designed to withstand flooding (refer to Section 4.5). Arncliffe Street is subject to flooding.

3.6 Development Control Plans

Rockdale Development Control Plan No. 62 – Wolli Creek (Wolli Creek DCP) is the primary Development Control Plan that applies to the site. Other relevant Development Control Plans include:

- *DCP 50 - Community Engagement in Development Decisions*
- *DCP 53 - Construction Site Waste Management*
- *DCP 61 - Amendments to Council's DCPs*
- *DCP 78 - Stormwater Management*

The Wolli Creek DCP sets out the core urban design controls for the site (refer to Figure 4). The main controls can be summarised as follows:

- Maximum floor space ratio - 2.85:1

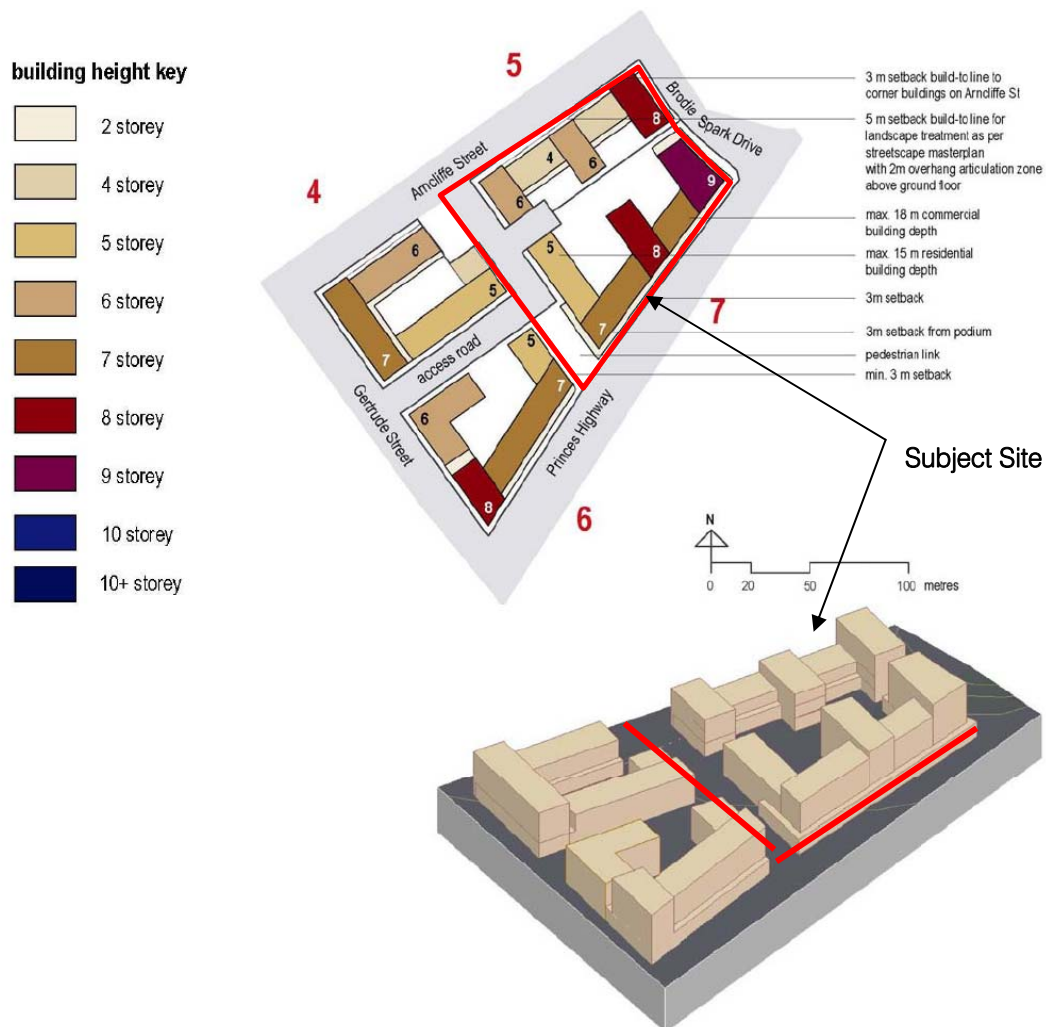


- Maximum building depth - 18m non-residential, 15m residential excluding balconies
- Minimum & maximum floor to ceiling heights - 3.6m ground floor fronting Arncliffe Street, 3.3m Commercial
- Minimum deep soil planting zone 15% of total site area
- Minimum 40% of the site to be used for non residential uses.

MacroPlan understands that CityPlan Services have been engaged to prepare a new DCP to complement the new comprehensive *Rockdale LEP*. It is intended that this DCP can pick up design guidelines for the subject site as proposed.

Furthermore, it is considered that the existing control would not enable a beneficial outcome for the subject site and more broadly, the Wollri Creek Town Centre. Therefore, a review of design controls as they relate to this site is critical to enable the revitalisation of an otherwise dormant centre.

Figure 12. Existing Core DCP Controls



Precinct 2 Mixed Use – Urban Strategy and Form

The following is encouraged within the mixed use precinct:

- Long life, loose fit buildings



- Best-practice sustainable measures including slender building depth;
- Careful sitting of buildings and uses

Flooding

The DCP contains a number of objectives and controls relating to flooding that are of relevance to the development of the site. These include:

- Objectives to ensure that development flood mitigation measures are commensurate with the use and intensity of the development proposed
- Objectives to ensure that development will not exacerbate flooding of certain areas.
- Controls that require buildings to be built with a design floor level and a freeboard that is above the 0.5% annual exceedance probability.

3.7 Other Relevant Policies

Car Parking and Loading

Car parking and loading controls are set out in the *Car Parking and Loading Code*. In relation to the subject site, the following parking controls apply:

- Shops (major shopping centre): car parking to be justified by an applicant subject to a minimum requirement of 1 space per 25sqm GFA
- Cinema: 1 space per 6 persons maximum accommodation as endorsed on licence
- Residential Flat Buildings: 1 space per small/medium dwelling; 2 spaces per large dwelling (as defined in Rockdale Planning Scheme Ordinance) (may be provided as 'stack parking') plus visitor parking at the rate of 1 space per 4 dwellings or part thereof.
- Disabled Parking: 2 spaces per 100 customer spaces and 1 per 100 thereafter

For the retail development of the subject site, it will be necessary to justify the size and number of docks required by providing information regarding size, number and frequency of goods vehicles likely to be visiting the premises.

Loading areas should be designed so that goods vehicles can enter and leave the site in a forward direction and adequate manoeuvring space should be provided on site to facilitate this. Loading areas should be situated so that, when in use, they do not interfere with pedestrian or vehicular circulation on the site. The proposed development satisfies both of these requirements.



4 High Level Assessment of Concept Scheme

Appendix A contains a compliance table for relevant controls. The result of this assessment shows that in general, the proposal is consistent with the aims of many the current planning controls. The current controls however are restrictive and will not enable the realisation of the overall development objectives for Wolli Creek. While significant amendments to the LEP and DCP will be required, these mainly relate to land use and built form controls. Strategically, the development is consistent with the aims and objectives of the Metropolitan Strategy and the Draft South Subregional Strategy which provides the necessary strategic basis for such amendments.

4.1 Comparison of Achievable Floor Space under Current Controls and Proposal

The site planning controls currently have a maximum floor space ratio of 2.85:1. The future site area (minus road reservation) will be approximately 13,000 sq.m. This means that a total developable floor space of 37,050 sq.m would be permissible. The current DCP envisages a predominantly residential development of the site with some retail/commercial fronting Arncliffe Street.

The proposed development seeks to appropriately optimise density within environmental and amenity constraints. A floor space ratio of 6.0:1 is proposed for the subject site. This would result in a total of 78,000 sq.m of total permissible floor space. It is envisaged that the development will be a mix of residential (approx 45,000 sq.m) and retail uses (approx 25,000 sq.m). The balance of the space would be taken up by plaza space, seating areas etc.

The FSR is artificially high due to the large floor plate required by the retail uses. The concept building envelope has been determined through careful assessment of the sourcing area ensuring an appropriate bulk and scale.

4.2 Height and Envelope Controls

The proposed development exceeds the current height and bulk controls in a number of areas as shown by Figure 14 below. The current controls were drafted with a predominantly residential development in mind for the site. The building envelopes in the DCP do not apply to a retail configuration. The primary aims of bulk and height controls are to protect the amenity of surrounding residents (on other sites) and new residents on the subject site. In relation to residents of surrounding sites, the main potential impacts of the development would be overshadowing and distance separation between buildings. Overshadowing is addressed in more detail in Section 4.3 below. Given the proposed development is mixed use in nature, the current DCP envelope controls are not of relevance and therefore will require amendment. These include:

- building depth controls;
- general controls relating to the extent of the building bulk;
- setback controls; and
- Height controls in certain locations.



Figure 13. Height and Bulk: Current Planning Controls Compared to Proposal

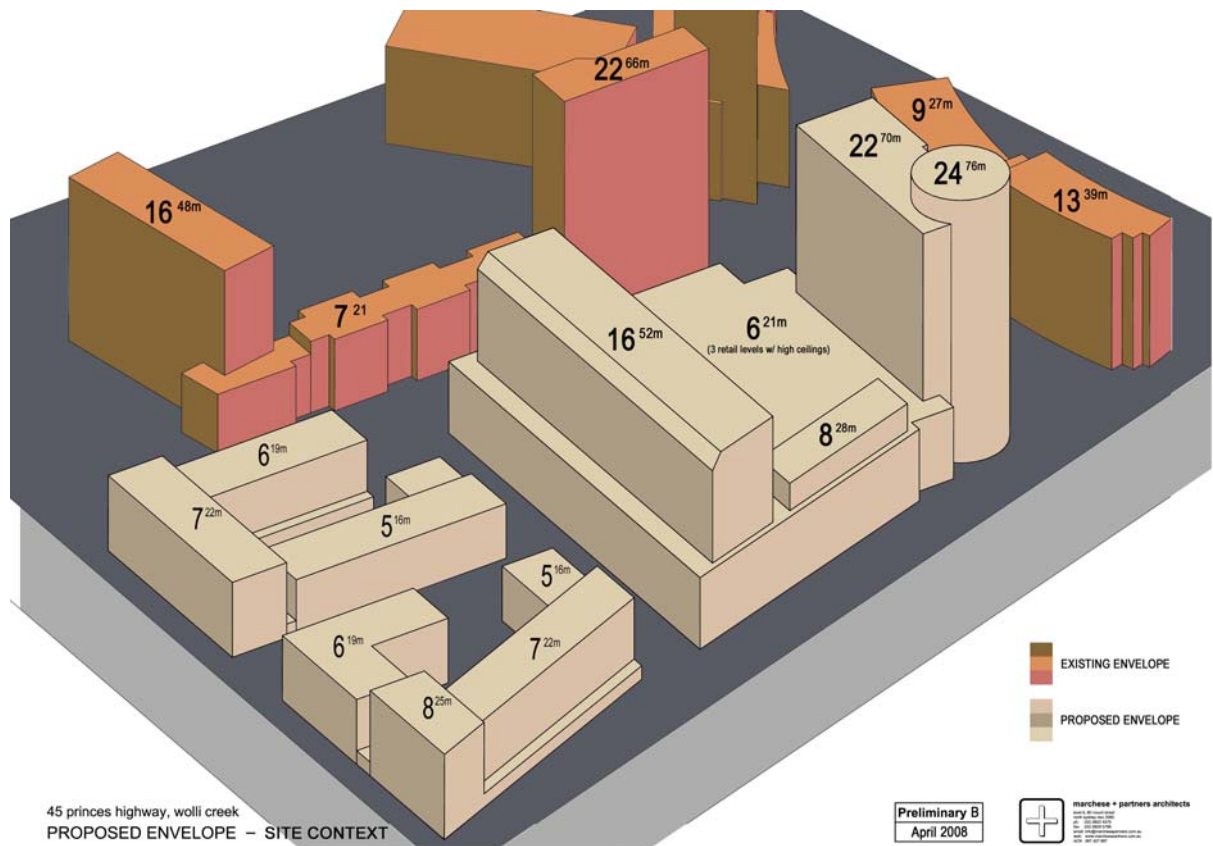
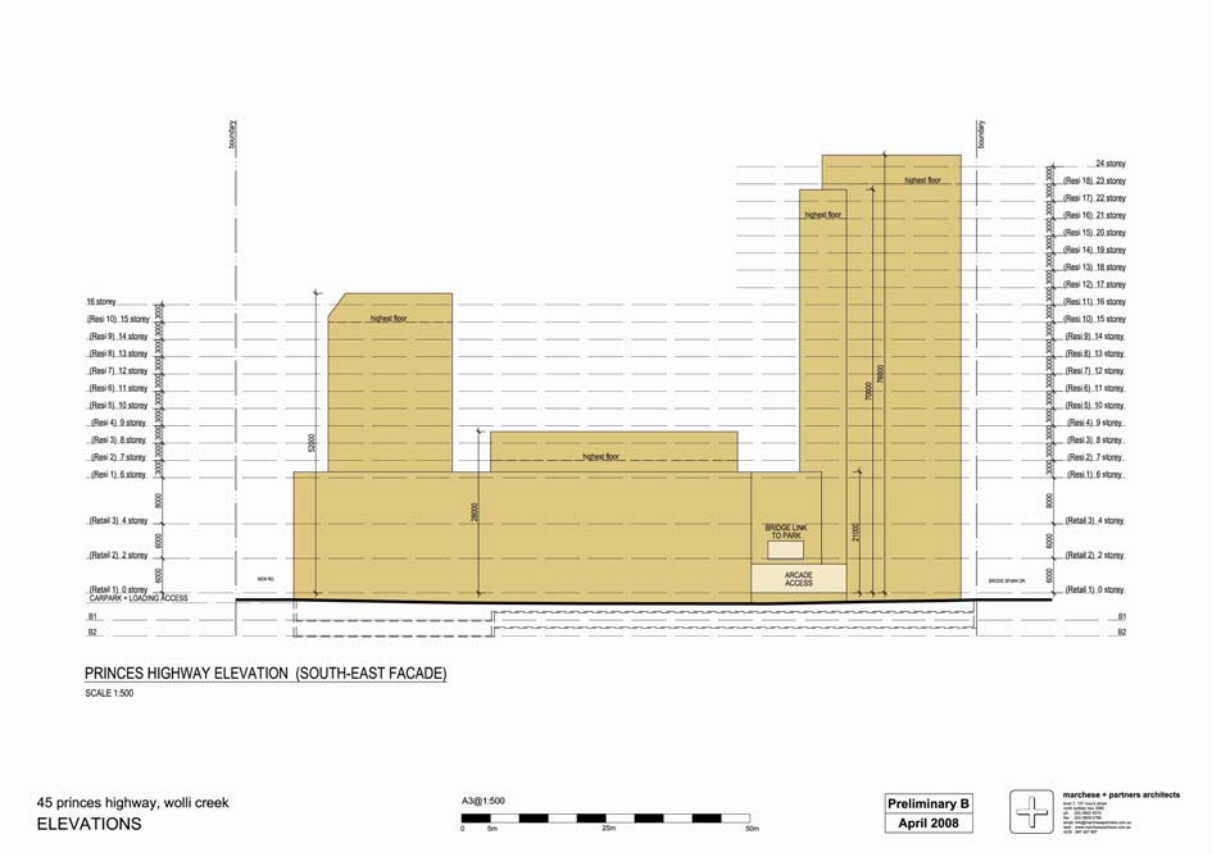


Figure 14 illustrates the proposed building heights and densities and places these within the established context of the permissible Wolli Creek built form.

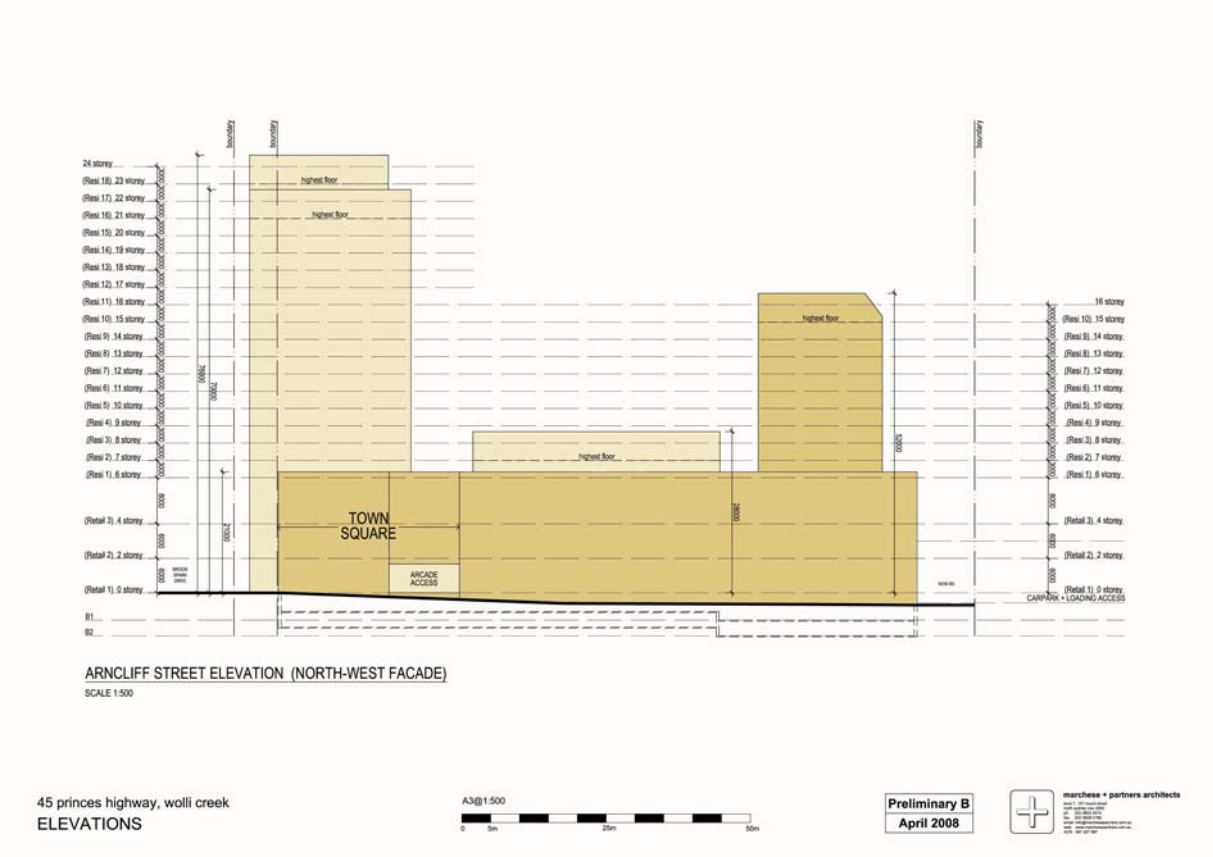
The Princes Highway façade (Figure 15) reveals additional building bulk fronting Brodie Spark Road. The bulk along Broadie Spark Drive will not cause additional overshadowing of the residential building opposite in mid-winter. Additional bulk on the southern boundary of the site facing the will have minimal impact as there is provision for the access road on the boundary coupled with the setback of approximately 3 metres to the upper levels of the building. In any event the property directly south of the site is a well known and long established car dealership boasting fantastic exposure and is therefore unlikely to be redeveloped in the foreseeable future. However, the proposed development is designed to set the development back appropriately to make provision for future redevelopment of the southern adjoining property for residential development and provides adequate solar access.

Figure 14. Princes Highway Façade



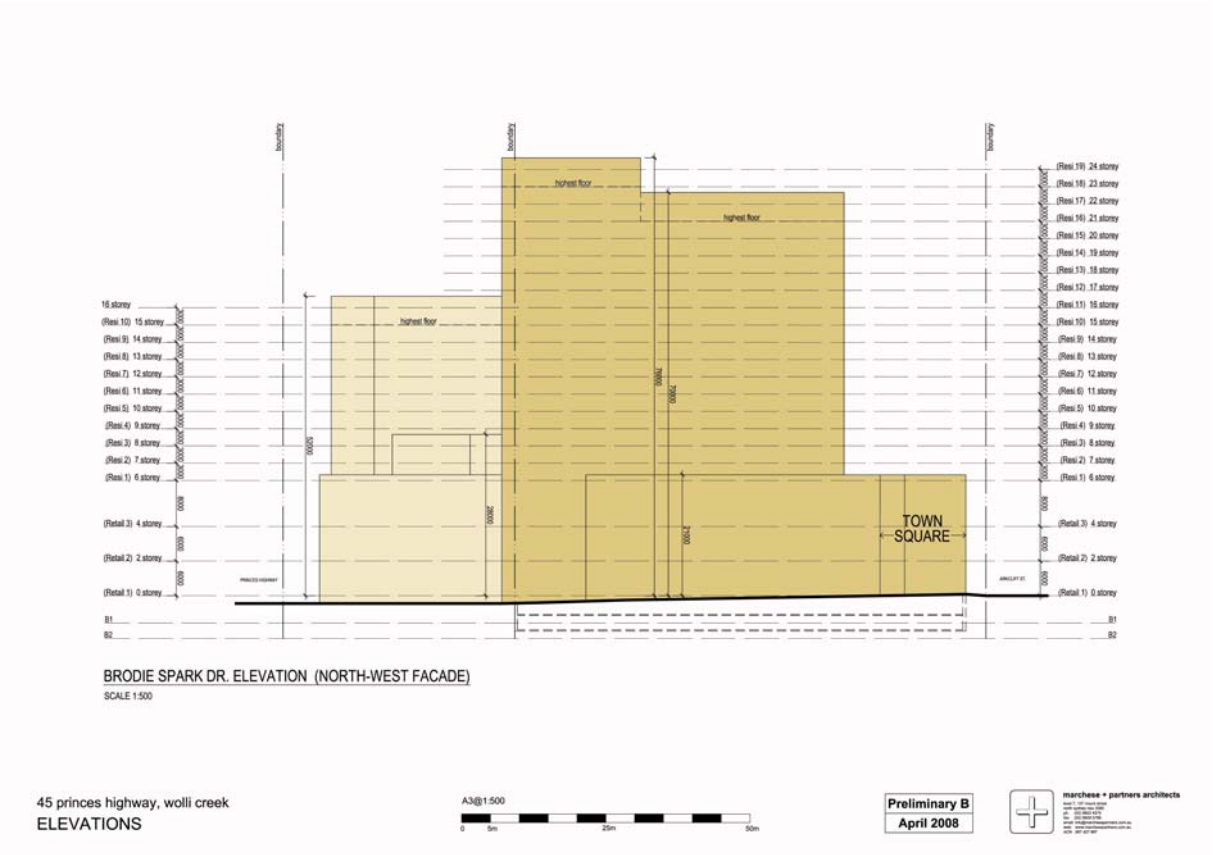
The Arncliffe elevation (Figure 16) cross section also reflects the additional building bulk fronting Brodie Sparks Road.

Figure 15. Arncliffe Street Façade



Additional bulk will be placed along Brodie Sparks Road as viewed from this street (Figure 17). Once again this form is necessitated by the configuration of the retail centre. Note that the central section of the development site is reduced to 21 metres to maintain view corridors to residents in the building along Arncliffe Street. The higher tower along Brodie Spark Drive is positioned outside this view corridor and provides a visual destination for the Wollli Creek centre.

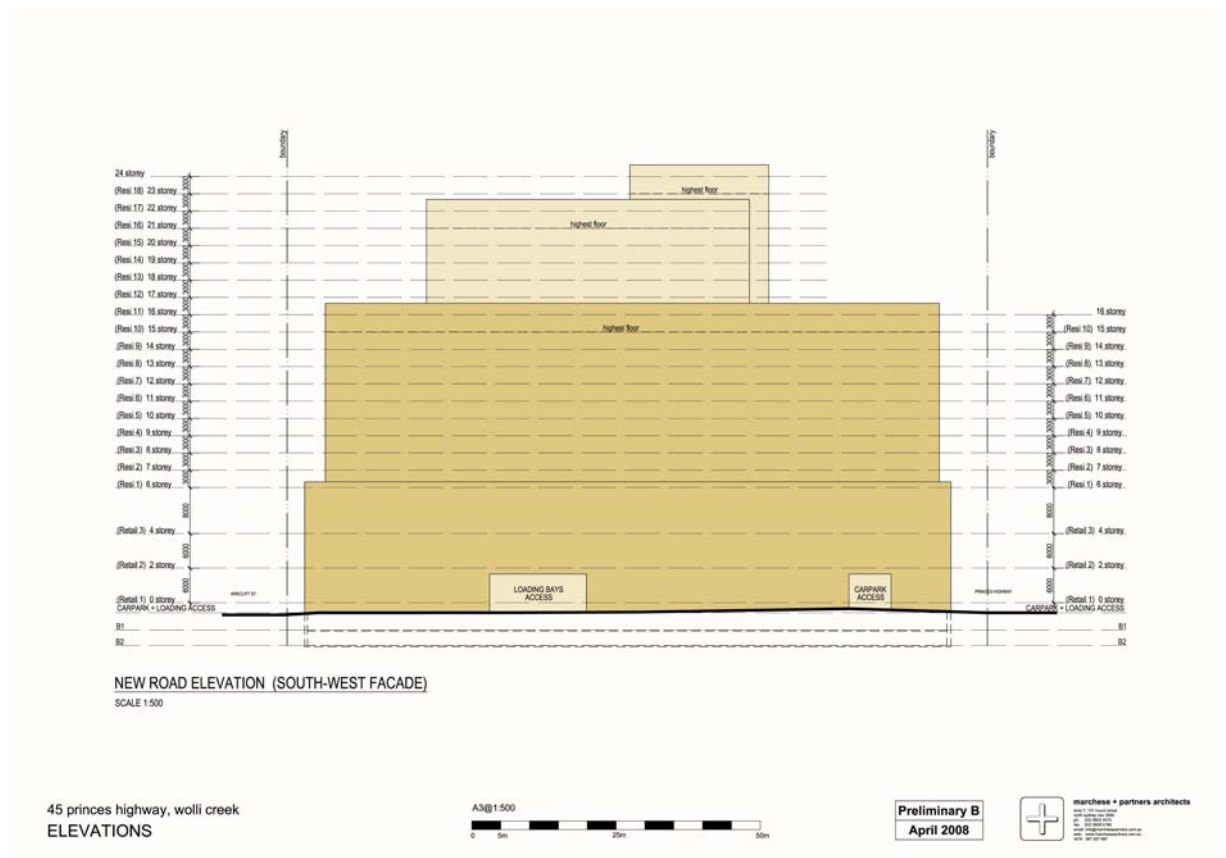
Figure 16. Brodie Spark Road Façade



The façade of the new road will see only slight increases in building bulk.



Figure 17. New Road Façade



4.3 Overshadowing

A consideration of the proposal as undertaken by Marchese Partners shows no additional overshadowing of nearby residential buildings as a result of the proposed building envelope. Refer to **Appendix B** for shadow diagrams illustrating a comparison between current DCP controls and the proposed development.

The composition of the proposed built form is conscious of the impact of overshadowing on the public domain and surrounding development. The placement of the major residential towers on an east west axis with the large landscaped podium between has meant sun especially morning sun has been preserved in the parkland and at the podium level. The current arrangement of the buildings provides a balance of minimising any overshadowing effect on neighbouring buildings and parklands, whilst minimising view loss from neighbouring buildings.

The proposal has no solar impact on the existing western residential development along Arncliffe Street, nor are the buildings along Brodie Spark Drive affected. The possible development to the south of the site potentially has a series of built forms as indicated in the DCP. The winter solar access to this precinct is affected by the existing residential development on Arncliffe Street as well as this proposal. However, only 13% of this neighbouring precinct is affected by the overshadowing of this proposal. View corridors from the existing western neighbouring buildings are maintained through the lower height in the centre of the proposal.



4.4 Land Use

The current DCP envisages a mixed use development with ground floor retail with residential buildings above. The proposed development will incorporate retail, residential and serviced apartment uses and community facilities. A separate retail sustainability report undertaken by MacroPlan supports the amount of retail space proposed in the development. The retail uses would primarily support the large increase in population experienced in recent years in the area which is projected to continue. Moreover, the centre will improve the mix of uses around the major railway station of Wolli Creek Station assisting in the achievement of Metropolitan goals of activating key transport nodes.

4.5 Parking and Loading

Vehicular and load access to the site will principally be from the Princes Highway and a new access street to be constructed along the southern boundary. This street will be open during the construction period and closed as a pedestrian area after this time. A separate traffic and transport report has been prepared by Traffic and Transport Associates (refer to Appendix D).

4.6 Flooding

The proposal includes the podium as envisaged in the DCP. This ranges in height from 1.2m to 1.8m above ground. This has been the standard approach used by other developments in the precinct and supported by the Wolli Creek DCP. The development would be consistent with LEP controls as outlined below.

Table 1. LEP controls relating to flood prone land

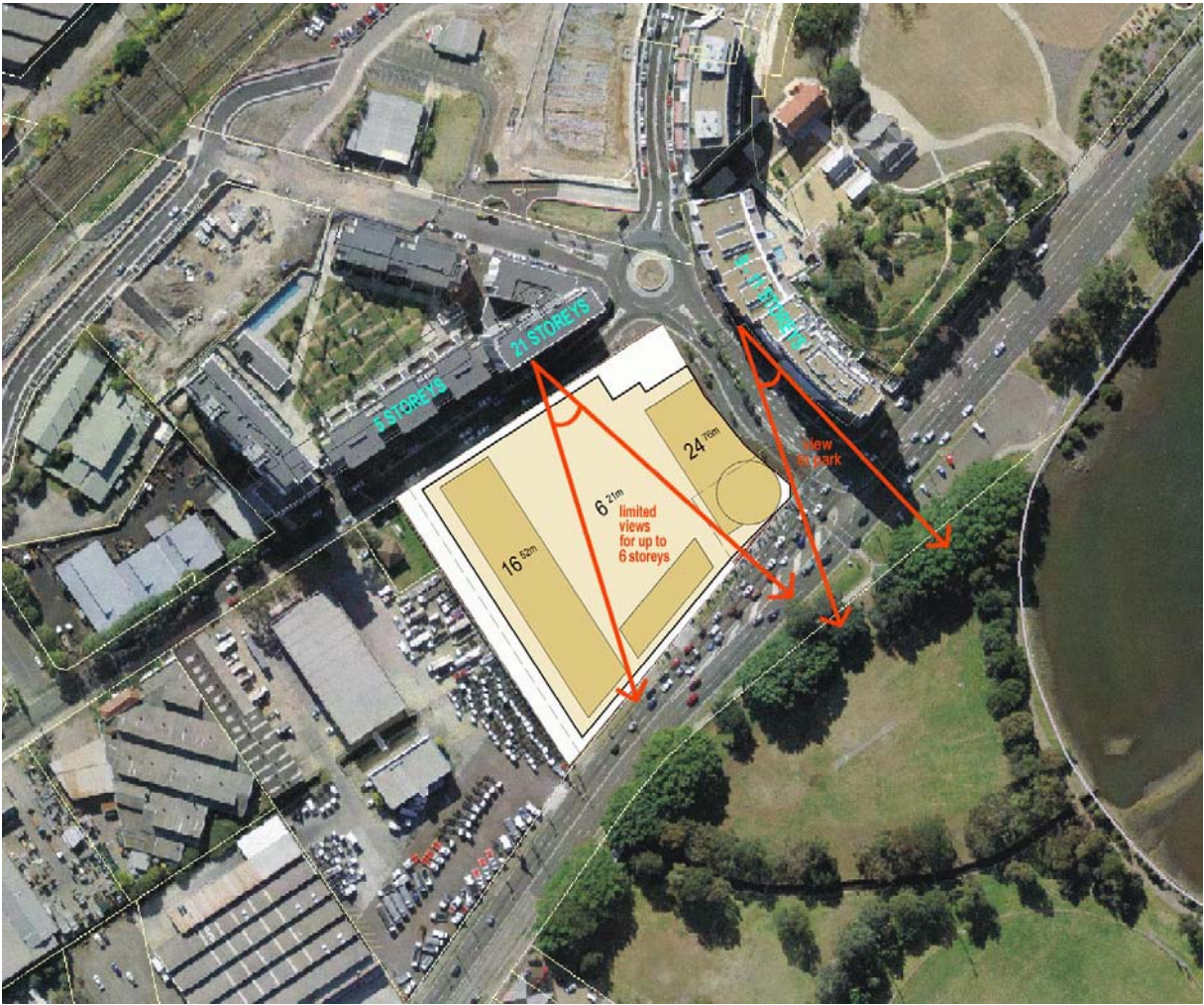
CONTROL/OBJECTIVE	COMMENTS	COMPLIANCE
A1. Flood Prone Land		
CI 20 requires sets out controls for the development of flood prone lands.	The proposed development will be built atop a podium as set out in the DCP that ranges from X _m to x _m above street level and will ensure the development is above the 1 in 100 year flood level.	Yes

4.7 Views

Marchese Partners have undertaken an analysis of significant views within the vicinity of the subject site. An overlay of these views with the proposed development shows minimal impact of the proposal on these views. In particular the proposal maintains existing views from the opposite side of Brodie Spark Road. Current Views from residential buildings on the opposite side of Arncliffe Street to Botany Bay will also be maintained as the proposed development steps down on the southern side.



Figure 18. Assessment of Significant Views





5 Potential Amendments to Planning Controls

Based on the above assessment MacroPlan supports proposed amendments to Rockdale LEP and the Wolli Creek DCP. These amendments can be made while improving the retail amenity of the area and maintaining the residential amenity. The proposed LEP controls would be consistent with all relevant S117 Directions. Rockdale Council have advised MacroPlan that they envisage any necessary changes in planning controls to be picked up in the new Rockdale LEP being prepared under the Standard Instrument (Local Environmental Plans) Order 2006. MacroPlan supports this position so long as the progression of the new LEP is not delayed. Further discussions with representatives from the Department of Planning will need to take place to clarify this issue.

Figure 19. Aerial Height Diagram

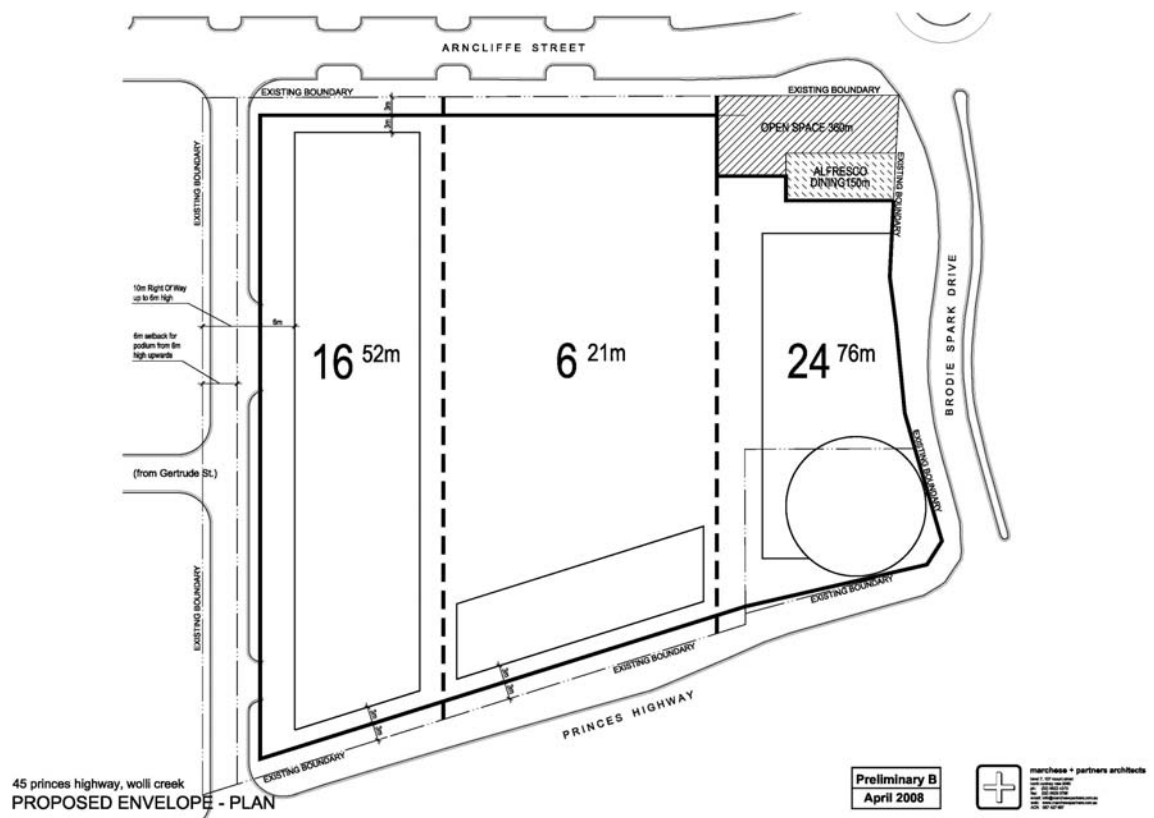


Figure 19 above illustrates the required heights for the subject site to enable the realisation of the Wolli Creek mixed use centre concept.

5.1 LEP

MacroPlan recommends the following LEP amendments:

- A zoning of B4 Mixed Uses, **providing the progress of the LEP will not delay the progress of development.** The following provisions of relevance apply in the B4 Zone:
 - o *Objectives of zone*



- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- o *Permitted with consent*
 - *Boarding houses; Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel accommodation; Information and education facilities; Multi dwelling housing; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Retail premises; Seniors housing*
- Increase the floor space ratio to 6.0:1 with provision for a 70/30 split between residential uses and retail uses in either direction.
- A maximum height control of 76m for the portion of the subject site fronting Brodie Spark Drive, 21 metres for the central portion and 52 metres for the southern component (refer to figure 19);
- Amend the objectives of the 10(a) Mixed Use Zone to remove requirements to “allow retail development only if it is intended to serve the Wolli Creek area (if it is decided to maintain current LEP).

5.2

DCP

MacroPlan understands that Rockdale City Council intends to follow the format of the Cities Taskforce Development Control Plans and CityPlan Services are going to undertake preparation of the DCP. MacroPlan supports this approach and offers the following analysis of how the DCP could be prepared to assist in realising the mixed use centre concept for Wolli Creek. MacroPlan are willing to assist Council in the development of suitable development controls to enable to the realisation of the development concept.

Built Form is dealt with in “Section 2.0” of these DCPs and is broken up into the following sub-sections which contain both prescriptive controls and general aims and objectives, these controls and objectives are tailored to each City:

5.2.1 Building to Street Alignment and Street Setbacks

Street setbacks and building alignments controls can establish the front building line. Street setbacks can also be used to enhance the setting and address for the building.

Buildings should be built up to the street alignment to reinforce the urban character and improve pedestrian accessibility amenity and activity at street level. Above the street frontage height, buildings are to be set back to provide sunlight access to streets, pedestrian areas and lower levels of other buildings.

The proposed development would essentially have a “nil” setback to each street frontage in order to achieve a proper town centre retail feel.



5.2.2 Street Frontage Heights

It is important that buildings contribute to a strong definition of the street and public domain and the function and of Wolli Creek. The desired street frontage heights can be specified in this section to ensure a sense of street enclosure that is appropriate for Wolli Creek.

In order to achieve the desired street address and enable solar access and view line preservation where provided, controls can be identified to achieve the design concept.

5.2.3 Building Depth and Bulk

Controlling the size of upper level floor plates of the taller podiums allows for good internal amenity, access to natural light and ventilation and reduces potential adverse effects that tall and bulky buildings may have on the public domain. Building depth is related to building use. Typically, mixed use buildings have larger commercial floor plates combined with small residential floors.

FSR controls can accommodate for the majority of bulk related issues however other controls can be implemented to provide for the central void to protect view corridors and break up the visual scale of the development.

5.2.4 Boundary Setbacks and Building Separation

Setbacks allow ventilation, daylight access and view sharing and increase privacy. In residential buildings and serviced apartments, separation between windows on side and rear facades and other buildings is particularly important for privacy, acoustic amenity and view sharing.

Setback controls can be implemented to provide for reduction in overshadowing and privacy. Controls can also be implemented to provide for the central void to protect view corridors and break up the visual scale of the development.

5.2.5 Mixed Use Buildings

Mixed-use developments provide a variety of uses and activities within centres, encouraging use of the centre outside the working day, adding vibrancy and life to the centre. Different uses within the same building are best located to a pattern and layout suitable to the mix of uses, with retail and business activity at ground level to assist street activation, and residential uses, requiring privacy and noise mitigation, located above street level.

As the development is a mixed use development, there are a number of controls which can be implemented to deal with managing housing and retail mix issues.

5.2.6 Site Cover and Deep Soil Zones

This space may be public (accessible and useable by the general public), communal (shared by all occupants of a development) or private (for the exclusive use of a single dwelling or tenancy). Limiting site cover improves amenity by providing daylight access, visual privacy and opportunities for recreation and social activities. Site coverage is greater in centres where smaller setbacks to buildings are allowed.

As the proposed development incorporates a public square component there are opportunities for controls which can be implemented to reduce site cover and encourage planting.



5.2.7 Landscape Design

Good landscaping design positively contributes to good urban design and an attractive public domain. There is provision for a public square in the overall design concept which provides opportunities for controls to encourage complementary street tree planting.

5.2.8 Planting on Structures

In mixed use zones, planting on roof tops or over carpark structures, particular for communal open space can be required as a component of mixed use residential development.

5.2.9 Sun Access to Public Places

Good solar access is a key contributor to the amenity of public spaces, particularly during winter protecting solar access to the key public spaces such as the proposed public square and the open space across Princes Highway.

5.2.10 Other Controls

The DCPs continue on in Section 3 controls and objectives to “Pedestrian Amenity”, in Section 4.0 “Access, Parking and Servicing” and Section 5.0 “Environmental Management” and Section 6.0 “Residential Development Controls”. These will no doubt be addressed and can be incorporated to assist in the realisation of the concept for Wolli Creek.



Appendix A – Planning Assessment Sheets

DCP No. 62 – Wolli Creek (2006)

STANDARD/CONTROL	COMMENTS	COMPLIANCE
Maximum FSR		
Maximum 2.85:1	Proposed development has a FSR of 6.0:1. DCP or LEP amendment will need to be made.	No
Maximum building depth		
18m non-residential	The proposed development concept will require site specific controls in order to achieve the overall design concept which is designed to preserve view corridors and provide visually interesting urban form while maintaining a viable development outcome. The building depth is parts may be as much as 100 metres however, this is considered to be common among other similar sized developments.	No
Minimum & maximum building setback		
<u>Arncliffe St</u> : 3m setback build-to-line to corner buildings on Arncliffe St; 5m setback build-to-line for landscape treatment as per streetscape Masterplan with 2m overhang articulation zone above ground floor <u>Princes Hwy</u> : 3m setback; 3m setback from podium.	Setbacks are 3m except for 5m setback build-to-line for landscape treatment as per streetscape Masterplan with 2m overhang articulation zone above ground floor	No
Maximum building height		
9 storeys or 28m. However heights vary according to envelopes across the precinct.	Maximum 76m. However the proposed development does exceed certain envelopes within the precinct.	No
Minimum & maximum floor to ceiling heights		
3.6m ground floor fronting Arncliffe St 3.3m commercial	6m floor to ceiling	No
Minimum deep soil planting		
15% of total site area	N/A	N/A

LEP Objectives

Objective	Comments
<i>to take advantage of the construction of the new Wolli Creek railway station in the locality by requiring the land within the zone to be developed in an orderly and efficient manner to its optimum potential</i>	The development will provide retail facilities that cater to both the existing residents and future residents of the Wolli Creek area. The development will be optimally sized to cater for the current population and future growth by providing for a number of dwellings within the residential component.



<i>to maximise the amount of permanent employment within the zone</i>	The development will provide a number of permanent jobs after completion in a number of retail outlets and some community facilities.
<i>to permit development for the purpose of bulky goods showrooms on the Princes Highway, but otherwise allow retail development only if it is intended to serve the Wolli Creek area</i>	While the development will service local shopping needs it is likely the catchment size will be larger than the Wolli Creek area only.
<i>to allow new buildings only if they will achieve a high standard of urban design</i>	The development will be designed to a high standard both internally and externally. This will ensure that the development does not genitively impact on surrounding residents.
<i>to require residential development to include an area of useable open space within the land for the benefit of the occupants</i>	The development will be a mixed retail/residential development and will contain open space via a public square. The site is across the Princes Highway from a large open space area and a pedestrian bridge will be provided to allow easy access to the open space area.
<i>to ensure that the use of land within the zone will not result in any significant adverse impacts from or on the uses of other land in the immediate vicinity</i>	The development will be designed to ensure that all impacts on surrounding areas are minimised. Vehicular traffic will access the site from the Princes Highway and buildings will not overshadow surrounding developments.
<i>to ensure that development of land will not unreasonably restrict or inhibit the future development of adjoining land</i>	The site is self contained and will not impact on other sites.
<i>to promote optimum development while minimising adverse environmental impacts by facilitating the efficient use of and access to the Wolli Creek railway station and transport interchange and by controlling the amount of car parking within any development</i>	The car parking provided will be within the permitted parking amounts under parking code
<i>to provide for adequate vehicular and pedestrian circulation and access and to ensure streetscapes are of a high visual standard</i>	A new access street will be provided from the Princes Highway that will ensure that vehicular circulation and access to not impact on residents.
<i>to ensure that future development will meet environmental requirements relating to flood prone land, stormwater management, waste management, noise and vibration, air and water quality and energy efficiency</i>	The proposed development will be designed to meet all environmental objectives
<i>to ensure that development will have due regard to the heritage significance and setting of the heritage item known as the Tempe House precinct through appropriate building design and landscaping</i>	The development is not within the immediate vicinity of Tempe House

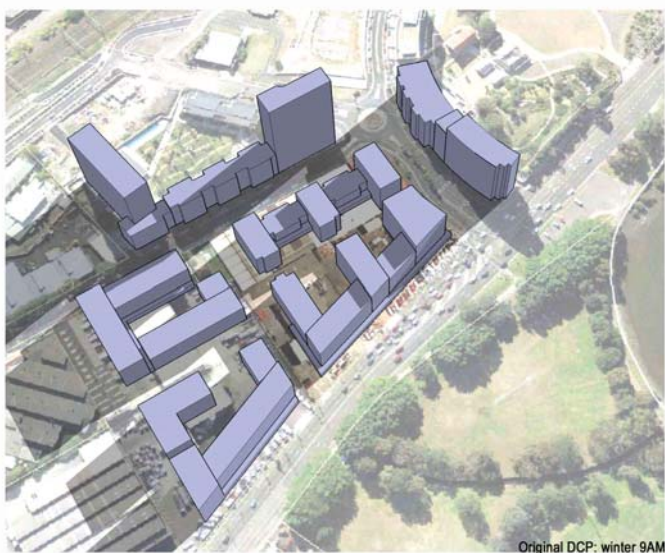


<i>to ensure that new development on the corner of the Princes Highway and Gertrude Street opens up and addresses views to Cahill Park and the Cooks River and does not adversely impact on the function and character of Cahill Park</i>	Not applicable
<i>to ensure that development in Gertrude Street and Innesdale Road does not adversely impact on existing residential development on the southern side of Innesdale Road</i>	Not applicable
<i>to provide for the long term traffic access and circulation needs of the Wolli Creek area by limiting access and controlling development on land which will be required for new roads or the widening of existing roads</i>	Not applicable

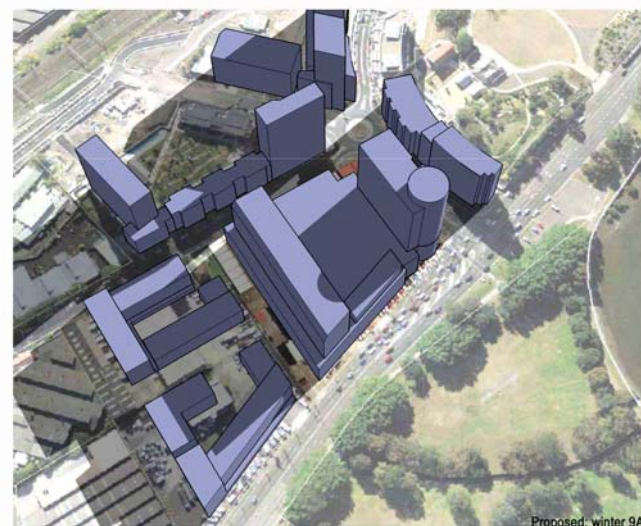


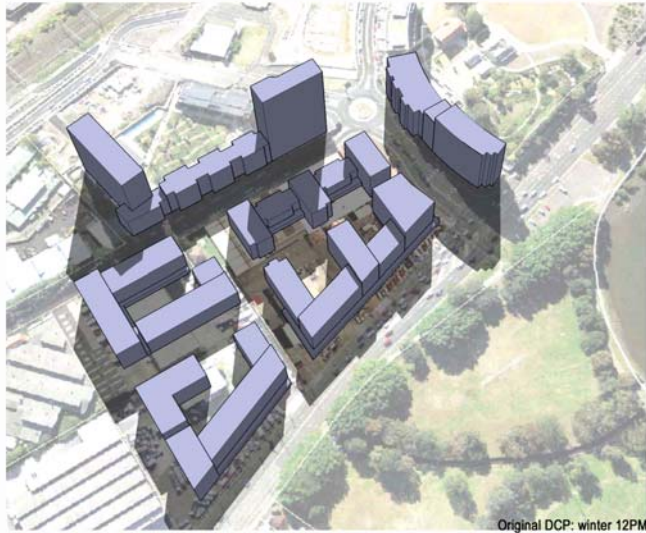
Appendix B – Shadow Diagrams

Current

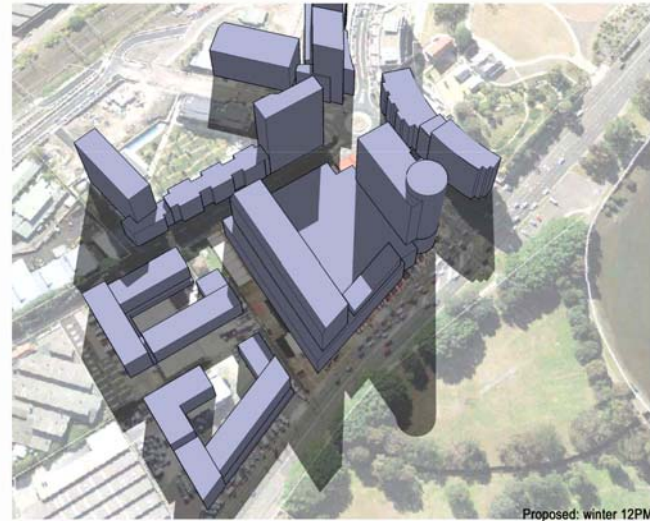


Proposed

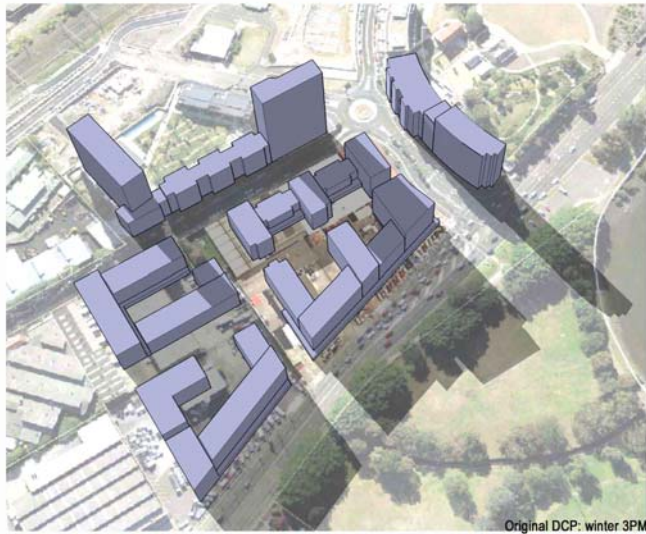




Original DCP: winter 12PM



Proposed: winter 12PM





Appendix C – Site Survey Plan



Appendix D – Transport and Traffic Report