

Botany Bay Development Control Plan 2013 - Site Specific Section

9E 215-235 O’Riordan Street and 1-3 Ewan Street, Mascot

9E.1 Introduction

The subject site comprises of eight allotments at 215-235 O’Riordan Street and 1-3 Ewan Street, Mascot (Lot 1 DP 1190883, Lots 1-3 and 11-12 DP 9142, SP 48926, and Lot B DP 407002) refer to **Figure 1** below. The site is bounded by King Street to the north, O’Riordan Street to the east, Ewan Street to the south, and commercial and carpark uses to the west.

Figure 1 – subject site



9E 1.2 Land to which this part applies

This Part applies to the subject site as outlined in **Figure 1** above.

This Part needs to be read in conjunction with:

- Part 1 - Introduction
- Part 2 - Notification and Advertising
- Part 3 - General Provisions
- Part 6 – Employment zones

Note: Development within the Precinct must comply with all other applicable Parts of the DCP, if there is a discrepancy between **Part 9E** and other Parts the Desired Future Character and Controls of **Part 9E** will always prevail.

9 E 1.4 General objectives

- O1** To provide a range of commercial uses which will provide employment opportunities for the Green Square-Mascot Strategic Centre and Eastern Economic Corridor;
- O2** To provide tourist and visitor accommodation which is in close proximity to the Sydney Domestic and International Airports;
- O3** To encourage health service facilities on the site for the wider community to benefit from;
- O4** To improve the public domain along O’Riordan Street, King Street and Ewan Street by activating the ground floor with retail and providing landscaping;
- O5** To provide areas for deep soil landscaping and canopy trees on the site; and
- O6** To adopt principles of ecologically sustainable development in the design of the new building.

9E.2 Desired Future Character

The site is zoned B5 Business Development under the Botany Bay Local Environmental Plan (BBLEP) 2013 and falls within the Mascot Business Development Precinct under the Botany Bay Development Control Plan (BBDGP) 2013. The redevelopment of the site creates a unique opportunity to align with integrated land use principles by providing employment in proximity to high density residential, transport facilities (including Mascot and the airport train stations) and Sydney’s Domestic and International Airports.

The redevelopment of the site should provide a variety of land uses (such as commercial, tourist and visitor accommodation and health service facilities) which provide employment opportunities within the Green Square-Mascot Strategic Centre and Eastern Economic Corridor under the Eastern City District Plan.

The built form is restricted given the building height will not be able to exceed the Obstacle Limitation Surfaces (OLS) and the excavation depth is constraint given the Sydney Airport Tunnel runs in close proximity to the site. The built form should be consistent with surrounding development whilst defining the street edge along O’Riordan Street which creates a key corridor from Mascot to the Sydney Airport. The ground floor plane should be activated with various retail uses and provide for a pleasant pedestrian environment with ample landscaping opportunities.

9E.3 General controls

9E 3.1 Building envelopes

The building envelopes provide a three dimensional zone which limits the extent of a building and sets an appropriate scale of development for the future redevelopment of the site.

Objectives

- O1** To ensure that new buildings are consistent with the build form envelopes and are able to achieve the nominated maximum floor space ratio and height under the BBLEP 2013; and
- O2** To ensure the building envelope allows for front and side setbacks and landscaping opportunities.

Controls

- C1** The building envelope should be consistent with **Figures 2 – 6** below.
- C2** New development along O’Riordan Street should be broken up into different buildings and provide an appropriate separation of 9m between the proposed buildings as illustrated in Figure 3 below.

Figure 2 – 3D Building Envelope

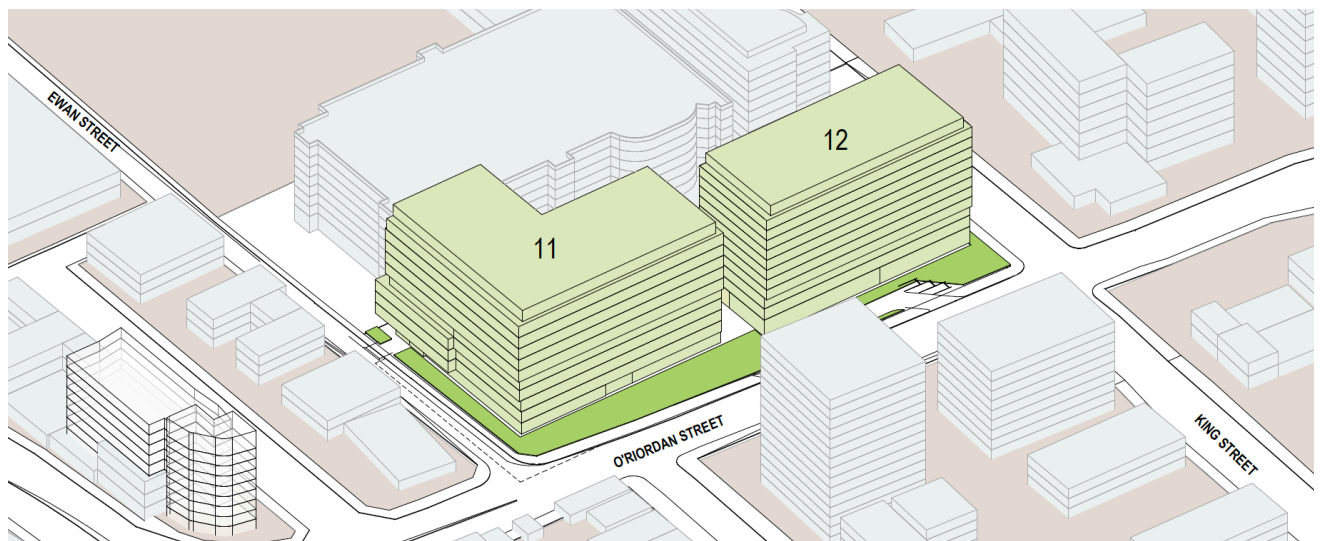


Figure 3 – Building Footprint and section locations

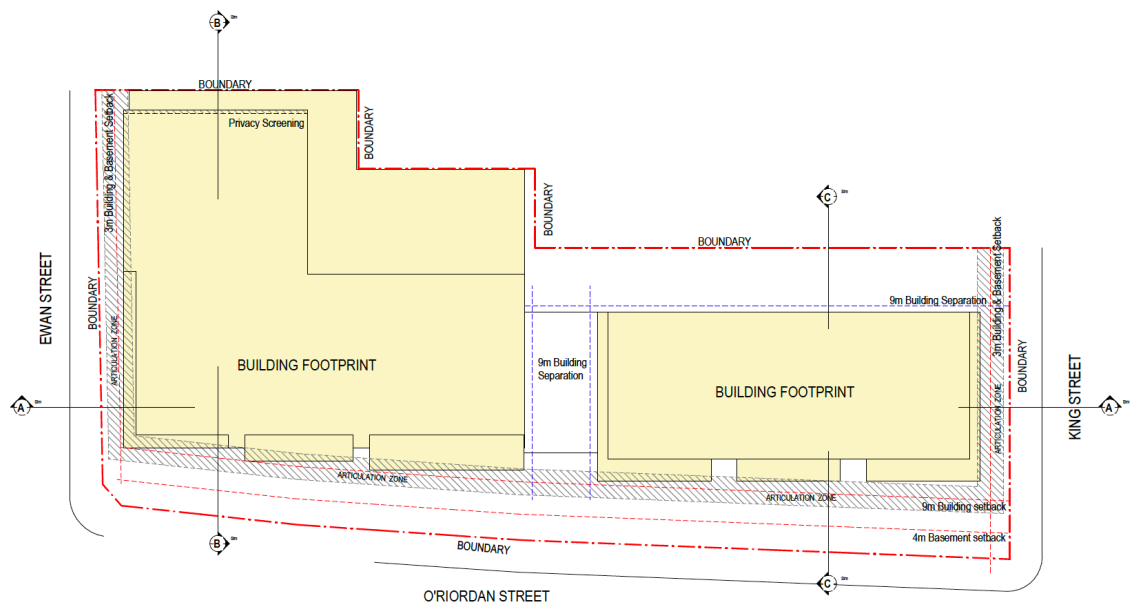


Figure 4 - Section AA

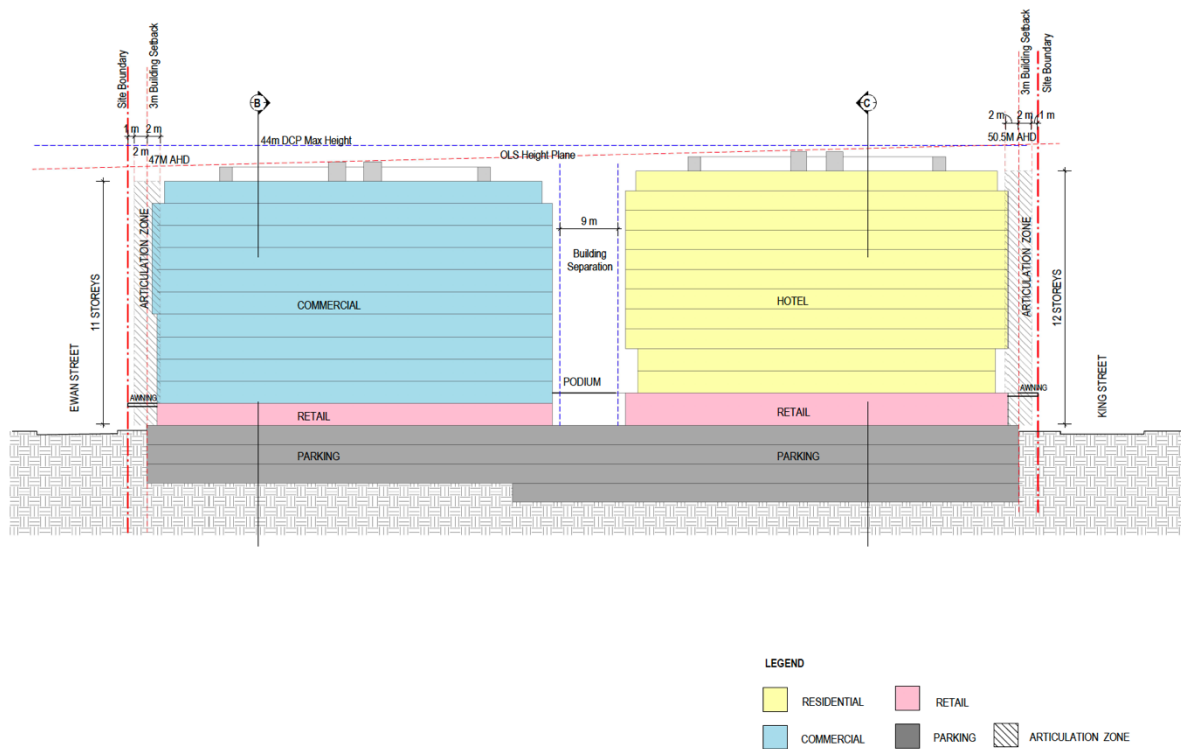
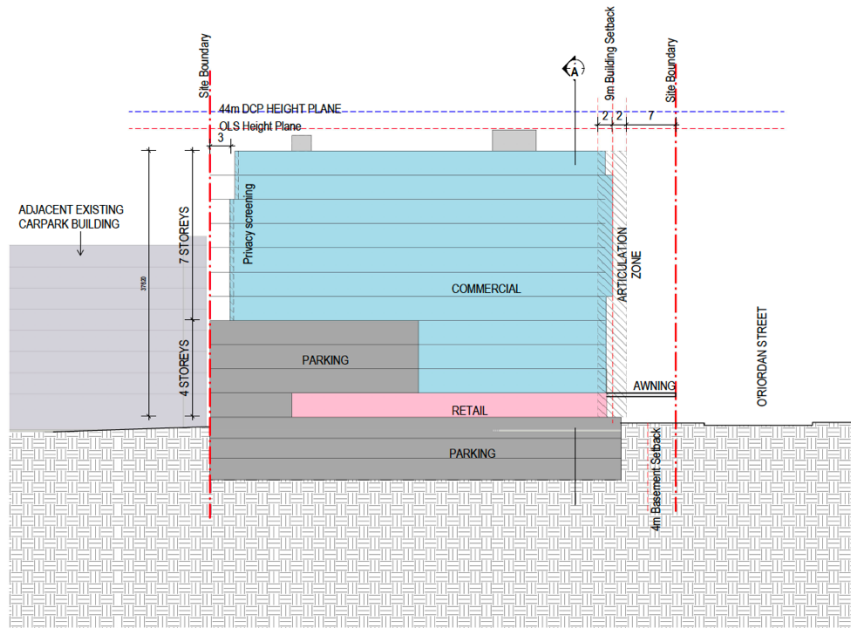


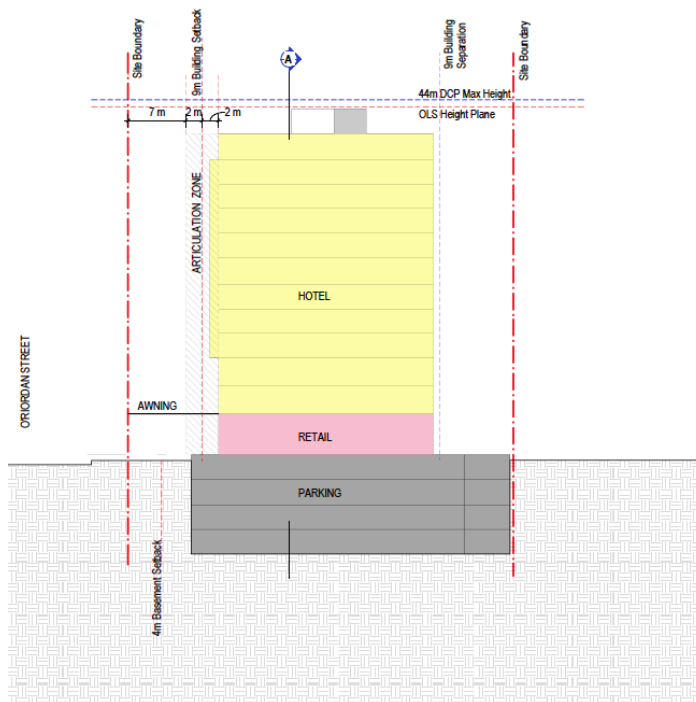
Figure 5 - Section BB



LEGEND

 COMMERCIAL	 RETAIL
 PARKING	 ARTICULATION ZONE

Figure 6 - Section CC



LEGEND

 RESIDENTIAL	 RETAIL
 PARKING	 ARTICULATION ZONE

9E 3.2 Height

The building height controls work together with density and setback controls to ensure that the overall built form is appropriate for the site.

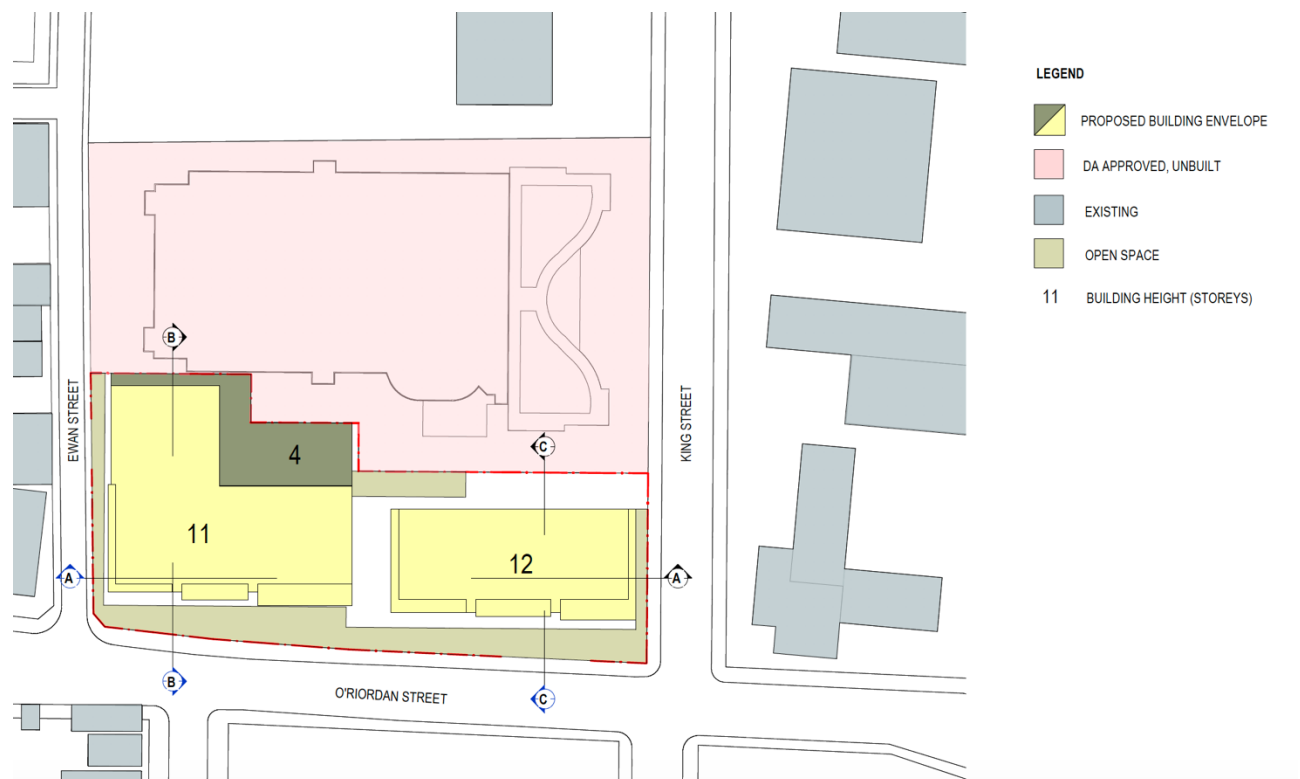
Objectives

- O1** To ensure the height of the buildings creates an appropriate height transition with surrounding development and defines the edge of O’Riordan Street; and
- O2** To ensure development has minimal impact on neighbouring properties in terms of overshadowing, visual privacy and bulk and scale.

Controls

- C1** The maximum height of the buildings must be in accordance with the Height of Buildings Map in BBLEP 2013 and must take into account the OLS; and
- C2** The building should generally conform with the height in storeys figure as illustrated in **Figure 7** below.

Figure 7 – Height in storeys



9E 3.3 Setbacks

The setback controls take into consideration the road type (classified or local), adjoining properties and public domain appearance whilst allow for generous landscaping zones and articulation zones.

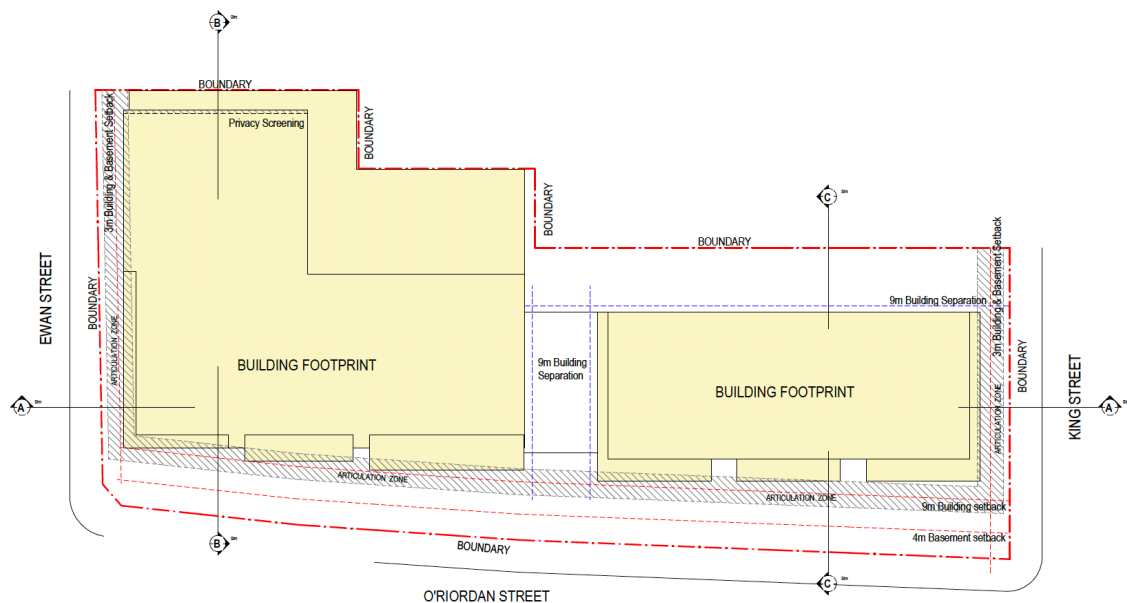
Objectives

- O1** To provide for new buildings which spatially define the streets and allow for a good spatial relationship with the public domain;
- O2** To soften the built form along all boundaries by identifying areas for landscaping and deep soil landscaping;
- O3** To enable well articulated and stepped building facades along the street frontages;
- O4** To ensure the development has minimal impact on neighbouring properties in terms of overshadowing, visual privacy and bulk and scale; and
- O5** To provide basement setbacks which allow for deep soil landscaping and account for the Sydney Airport Tunnel.

Controls

- C1** The street setbacks should be consistent with **Figure 8** and detailed below:
 - Ewan Street - 3m;
 - O’Riordan Street - 9m; and
 - King Street – 3m.
- C2** Provide an articulation zone along all street frontages to add visual interest and flexibility which allows for articulation 2m either side of the setback control; and
- C3** The basement levels should be consistent with the setbacks detailed in **Figure 8** which are 3m along Ewan Street and King Street and 4m along O’Riordan Street.

Figure 8 – Setbacks



9E 3.4 Landscaping

The landscaping area requirements are detailed in Parts 6.3.5 Setbacks and 6.3.9 Landscape of the BBDCP 2013. This section details the location of landscaping and deep soil landscaping areas and identifies additional opportunities for landscaping on the roof terraces.

Objectives

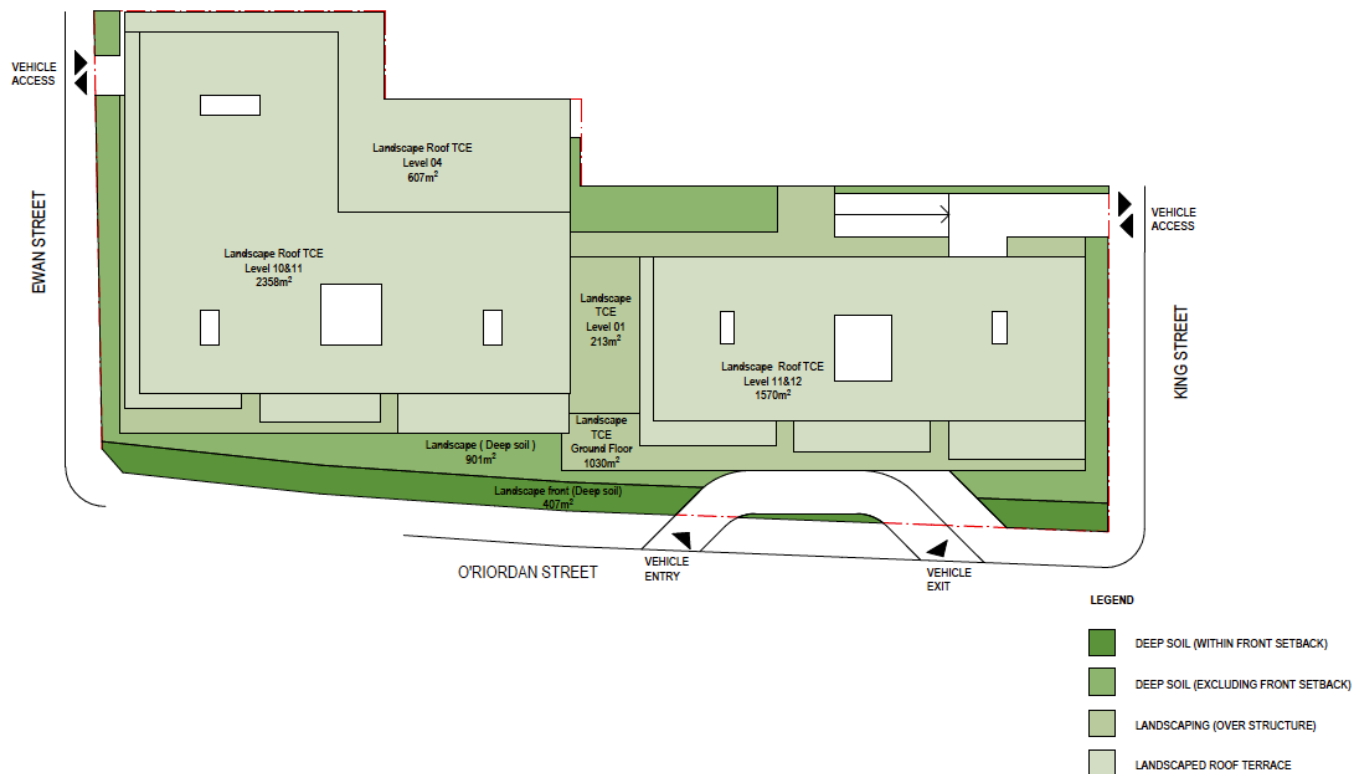
- O1** To provide landscaping opportunities which are consistent with the controls in Parts 6.3.5 Setbacks and 6.3.9 Landscape of the BBDCP 2013;
- O2** To identify the locations of landscaping and deep soil landscaping areas and any additional opportunities for landscaping such as landscaped roof terraces on the façade of the building; and
- O3** To provide areas for deep soil landscaping and canopy trees on the site.

Controls

- C1** The landscaping and deep soil landscaping requirements are detailed in Parts 6.3.5 Setbacks and 6.3.9 Landscape of the BBDCP 2013. **Figure 9** below demonstrates an indicative layout of how the landscaping can be achieved on the site.

- C2** Landscaping to the roof terraces must be designed by a landscape architect or landscaping consultant specialising and experienced in this type of landscape design so as to ensure the landscaped areas are suitably constructed to be integrated with the building and supportive of plant life, to incorporate appropriate plant selection, to ensure useful and site responsive design and to ensure the long term survival of the landscaping.
- C3** Suitable plant species are to be provided on the roof terraces which are tolerant of the specific environmental conditions experienced in these areas such as drought, high wind, exposure, high temperature and light extremes. Species are to be selected to achieve their desired intention and to be responsive to site conditions. Plant species that drape over the buildings façade are encouraged.
- C4** An ongoing plan of management outlining the required maintenance for landscaping to the roof terraces is to be submitted with the Development Application.
- C5** Where landscaping is to be carried out on suspended concrete slabs (such as on roof terraces, balconies and over car parks) the following minimum dimensions should be achieved:
- Large canopy trees (8-10 metres in height) – minimum soil depth 1300mm and planter box dimensions 10 x 10 metres;
 - Medium canopy trees (5-8 metres height) – minimum soil depth 1000mm and planter box dimensions 6 x 6 metres;
 - Small trees (3-4 metres height) - minimum soil depth 800mm and planter box dimensions 4 x 4 metres;
 - Shrubs - minimum soil depth 500mm;
 - Groundcovers - minimum soil depth 300- 450mm; and
 - Lawns - minimum soil depth 300mm.
- C6** All landscaped areas must include sub-surface drainage, drainage cell, drainage layer/aggregate and irrigation.
- C7** Landscaping within the front setback areas is to reinforce existing streetscape planting themes and patterns. The species and size will be in accordance with Council's Street Tree Master Plan and to Council specification and may include street tree planting, grass, shrub and accent planting.

Figure 9 - Landscaping and vehicle access points



9E 3.5 Vehicle access points

The existing buildings on the site have 5 separate vehicular entries facing O'Riordan Street. The number of vehicle access points should be reduced to minimise the impacts on O'Riordan Street which is a classified road.

Objectives

- O1** To reduce the number of vehicle access points for the site to ensure minimal traffic impacts and improve pedestrian amenity.

Controls

- C1** The vehicle access points should be consistent with **Figure 7** above which includes:
- A two way access point along Ewan Street;
 - A two way access point along King Street; and
 - A porte cochere along O'Riordan Street.

9E 3.6 Visual Privacy

Objectives

- O1** To ensure that the development results in a reasonable level of visual privacy for future tenants and for adjoining neighbours.

Controls

- C1** Appropriate building separation or privacy screens should be employed along adjoining property boundaries to ensure privacy and amenity is maintained between the subject site and adjoining properties as illustrated in Figures 3 and 5.

9E.4 Sustainable Design and Travel

Sustainable building design involves design, construction and operational practices that considerably decrease or eliminate the negative impact of development on the environment and its occupants.

Developing sustainably includes such aspects as minimising energy and water consumption, reducing waste and promoting recycling and selecting appropriate building materials.

Another way the future redevelopment of the site can minimise its ecological footprint is by promoting sustainable transport modes of travel such as walking, cycling, public transport and car sharing.

Objectives

- O1** To ensure that developments are environmentally sustainable in terms of energy and water use and management of waste and discharge through the design, construction and operation of the buildings; and
- O2** To prepare a Green Travel Plan for the site to encourage the use of sustainable transport forms and provide appropriate facilities.

Controls

- C1** The development application must identify and explain how sustainable design measures will be achieved in the development throughout the design, construction and operation stage. Development proposals will address the following:
 - i. Energy efficiency (solar design, insulation, hot water, lighting, and ventilation systems);
 - ii. Water resources;
 - iii. Landscaping;
 - iv. Construction materials;
 - v. Finishing materials;
 - vi. Waste management; and
 - vii. Stormwater management and Water Sensitive Urban Design.
- C2** The development application must be accompanied by a Green Travel Plan which provides measure to promote and maximise the use of sustainable modes of travel and details the facilities to be provided as part of the proposal (such as bike racks and end of trip facilities).