



SITE SPECIFIC DEVELOPMENT CONTROL PLAN

13 Endeavour Road,
Caringbah

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1. SECTION 1 – LOCATION

This part of the Development Control Plan (DCP) applies to land zoned B7 Business Park at 13 Endeavour Road, Caringbah and legally described as Lot 2 in Deposited Plan 714965 as shown in **Figure 1**.

The site features a frontage to Captain Cook Drive to the south, Endeavour Road and more broadly the Taren Point/ Caringbah industrial precinct to the west, Solander Fields to the east and Woolloomare Bay (including shared pathway and mangrove forest further beyond) to the north.

A transmission easement traverses the northern portion of the site, with the support structure located in the north-eastern corner. This easement consumes some 9,000sqm of the site area.

Figure 1 The Site



Source: Urbis

2. SECTION 2 - STRATEGY

The vision for the site is to facilitate its redevelopment into a high-quality business park that is intended to be a catalyst for high order employment within the LGA, and complementary retail, hotel or motel accommodation and function centre uses.

It is intended that the redeveloped site will provide a variety of building forms that cater for a range of employment types including industrial/ manufacturing, office, high-tech, film production, scientific and creative industries, distribution and warehousing amongst an activated ground plane.

A critical success factor of a new employment precinct is the creation of a high-amenity and vibrant place that attracts tenants and employers to the area. Owing to the scale of the site, integration of pub, and function centre uses to serve the expectant and existing workforce of the Caringbah / Taren Point employment precinct as well as hotel or motel accommodation can be accommodated on the site whilst not undermining the primary employment role of the site.

The vision is underpinned by the following objectives:

1. Create a unique and high-quality destination hub and business park in a coastal and landscape setting.
2. Re-activate a significant site that is currently vacant and underutilised.
3. Support the containment of jobs within the Sutherland Shire and facilitate substantial higher order employment opportunities.
4. Provide a cap on the amount of 'pub', 'function centre' and 'hotel or motel accommodation' floor space to ensure their role is to serve the anticipated and existing workforce within the Caringbah/ Taren Point industrial precinct and that they are complementary to the site.
5. Provide land uses that activate the site during the evenings and on weekends.
6. Provide hotel or motel accommodation that leverages proximity to the Coastal Destination Area and key tourism assets.
7. Enable building heights that facilitate a range of building forms which respond to the role and function of the various employment precincts within the site.
8. Develop a transition in building heights towards the various site boundaries to manage the environmental impacts on sensitive interfaces.
9. Connect to the Woollooware Bay shared pathway and create opportunities for publicly accessible links throughout the site.
10. Create a legible network of roads and spaces and provide efficient parking solutions across the site maximise pedestrian activity.
11. Preserve and improve the site's significant ecological values through buffers around ecological communities and the strategic positioning of compatible land uses.

The following sections provide objectives and controls to guide the future redevelopment of the site. It must be acknowledged that development will occur incrementally over time and this may require future refinement of this plan.

3. SECTION 3 – CHARACTER PRECINCTS

Distinct character areas have been established across the site that appropriately interface with the surrounding context and provide a guide for future building use. These areas have been informed by the presence of existing substantial buildings and internal road network. The character areas are illustrated in **Figure 2** and described as follows:

Production

Leveraging proximity to the Caringbah / Taren Point Industrial Area, this character area will continue to provide manufacturing and industrial based employment opportunities, supported by other uses to primarily support the expectant and existing workforce as well as draw visitors to the site from the surrounding areas.

Innovation

Considering future shifts in industrial and manufacturing practices and trends, the northern part of the site fronting Woollooware Bay will change over time. As such, this precinct will be characterised by large floorplates and flexible built forms that have the potential to offer a variety of uses from industrial warehousing to high specification office space.

Exchange

The truly mixed-use core of the site brings together a range of uses and people for both the exchange of information as well as physical goods. This character area will become a focus point of the site - providing a place for people to meet, gather and associate through hotel or motel accommodation and ground floor retail activation and food and drink uses.

Experience

Fronting Solander Fields, this character precinct is anticipated to provide more recreational, leisure and experiential type uses. This precinct will provide evening and weekend activation through provision of a tavern and other speciality food and beverage uses along the eastern boundary.

3.1. OBJECTIVES

- Develop a series of character areas that appropriately respond to the surrounding context and provide for a variety of different employment opportunities and experiences across the site.
- Define precinct boundaries where practical by existing internal roads and significant buildings.

3.2. CONTROLS

- C1. Ensure future development generally aligns with the character statements for each precinct as described within this section and depicted in Figure 2.
- C2. Create a network of spaces and connections within each character area to provide amenity and encourage pedestrian movement.

Figure 2 Character Areas



Source: SJB

4. SECTION 4 - BUILT FORM AND DESIGN

4.1. OBJECTIVES

- Respond in height and scale to the surrounding context through a transition in building height to the eastern and southern boundaries.
- Provide a variety of building forms across the site that cater for a range of employment types and ancillary uses.
- Adopt suitable setbacks to manage environmental and visual built form impacts.
- Built form should be designed to promote activation within the site and to publicly accessible areas surrounding the site.
- Minimise impacts on surrounding context including maintaining adequate levels of solar access to nearby residential and recreation uses.

4.2. CONTROLS

4.2.1. Building Height

C1. Building height must be generally in accordance with the building height diagram at **Figure 3**.

C2. The site is subject to a transition in building height, as follows:

- Captain Cook Drive frontage:
 - 30m building height limit for the first 80m from site boundary where it meets the 50m height limit
 - 50m building height limit for a centre portion of the site.
 - 30m building height limit for remainder of the site.
- Solander Fields frontage:
 - 25m building height limit for the first 25m from the eastern site boundary.
 - 50m building limit for a centre portion 80m from the eastern site boundary.
 - 30m building height limit for remainder of the site.
- Centre of the site:
 - 50m building height limit.

*Note: Reference should be made to the building height diagram at **Figure 3** overleaf.*

4.2.2. Built Form and Setbacks

C3. Building setbacks along the north eastern boundary are to consider biophysical, hydrological and ecological integrity of adjacent wetlands area.

C4. Built form along the eastern portion of the site must consider the retention value of the trees as well as the interface with Solander Fields.

C5. Built form should be orientated towards public open spaces and public domain to promote activation.

C6. Where above ground car parking is proposed it is to be integrated into the architectural design of buildings.

C7. Setbacks from the site boundary are to be as follows:

- Captain Cook Drive – 8m landscaped setback (no parking)
- Endeavour Road – 4m landscaped setback (with parking allowed)
- Solander Fields – 12m landscaped setback (with parking allowed)

5. SECTION 5 – EMPLOYMENT USES

Employment land in NSW is evolving, and as such there is a need for business parks to be developed as urban places which can transition into higher amenity and vibrant places while maintaining their primary role as an employment precinct.

The site will be developed as a business park and supported by a variety of complementary uses that bring investment into the area. Office, industrial and business uses will play an important role in retaining employment within the LGA and will be supported by additional land uses that support the primary employment role and enhance the site's activation after standard business hours.

5.1. OBJECTIVES

- Maintain employment uses as the primary purpose of the site.
- Provide a multi-layered employment and user experience place that is activated during standard business hours and on evenings and weekends.
- Support opportunities to grow tourism in the LGA and encourage more overnight visitors.
- Provide retail uses which primarily serve the expectant and existing workforce of the site and broader Caringbah / Taren Point employment precinct and encourage visitors into the site
- Incorporate flexible built forms to cater for future shifts in industrial trends.

5.2. CONTROLS

- C1. Ensure future land uses align with achieving the site's vision as a business park.
- C2. Co-locate compatible land uses in accordance with the established character precincts.
- C3. Facilitate land uses that are complementary to the primary employment function and contribute to the site's activation.
- C4. Active land uses should be generally located at the ground plane to encourage activation.

6. SECTION 6 - ACCESS, CIRCULATION AND PARKING

6.1. OBJECTIVES

- Provide improved pedestrian and cycle connections within the site and to surrounding areas including Captain Cook Drive, Solander Fields and the Woollooware Bay foreshore.
- Create a legible network of roads and spaces that enable efficient movement into and throughout the site.
- Reduce potential conflicts between service vehicle, private vehicle and pedestrian movements.
- Provide efficient parking solutions across the site to maximise pedestrian activity.
- Provide adequate parking for the mix of uses on the site.

6.2. CONTROLS

6.2.1. Active Transport

- C1. Developments are to provide new pedestrian connections generally in accordance with Figure 4 to allow for improved pedestrian connectivity within the site and to surrounding public infrastructure.
- C2. Developments are to provide internal cycle routes within the site that enable future connections to the existing dedicated share way along the Woollooware Bay foreshore and cycleway along Captain Cook Drive and Gannons Road.
- C3. New active transport connections will be subject to future tenancy security requirements and will be independently assessed as part of each development application.
- C4. Development is to include initiatives to promote walking, cycling and the use of public transport. Development applications for new buildings or additions or development that generates significant traffic generation must submit a Green Travel Plan outlining measures to reduce private vehicle usage and encourage sustainable transport.
- C5. Bicycle parking and end-of-trip facilities should be provided in line with *Chapter 27 – B7 Business Park & Chapter 36 - Vehicular Access, Traffic, Parking and Bicycles* of the DCP.

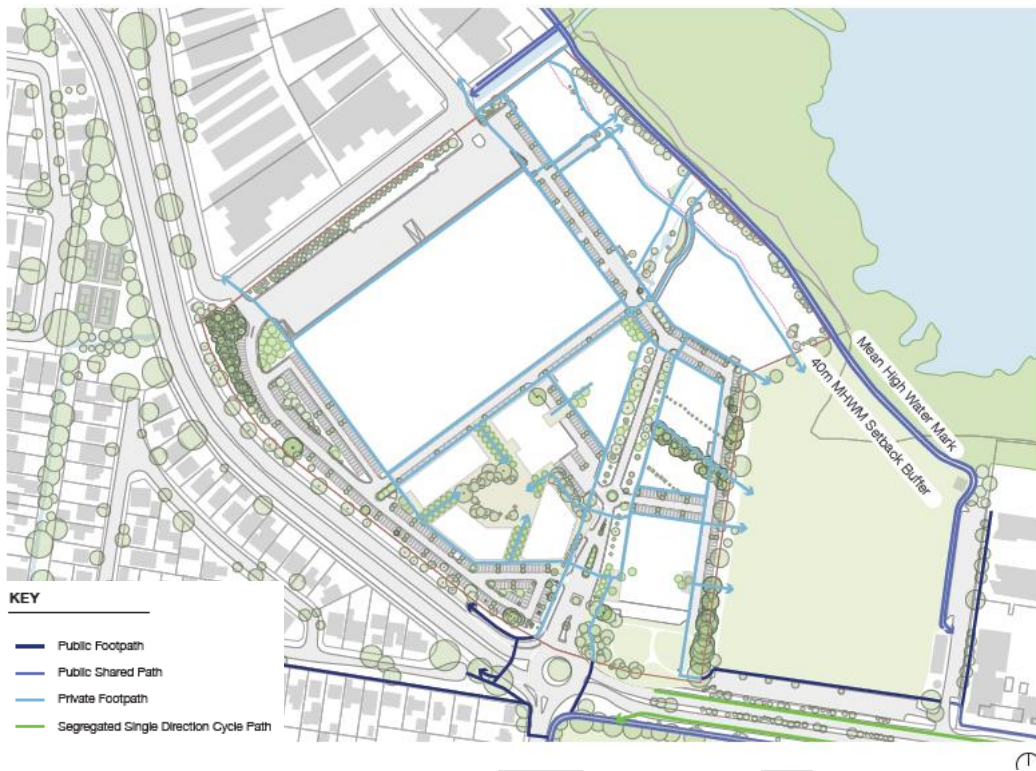
6.2.2. Circulation

- C6. Vehicular movement within the site will be defined by the two distinct loop roads depicted in Figure 5.
- C7. Smaller internal roads and connections may be provided to support the loop roads within each character area.
- C8. Developments are to generally utilise access from Endeavour Road for heavy goods vehicles and Captain Cook Drive for private vehicles, consistent with Figure 5.
- C9. Intersection performance and surrounding road network is to be independently assessed at each development application stage.

6.2.3. Parking

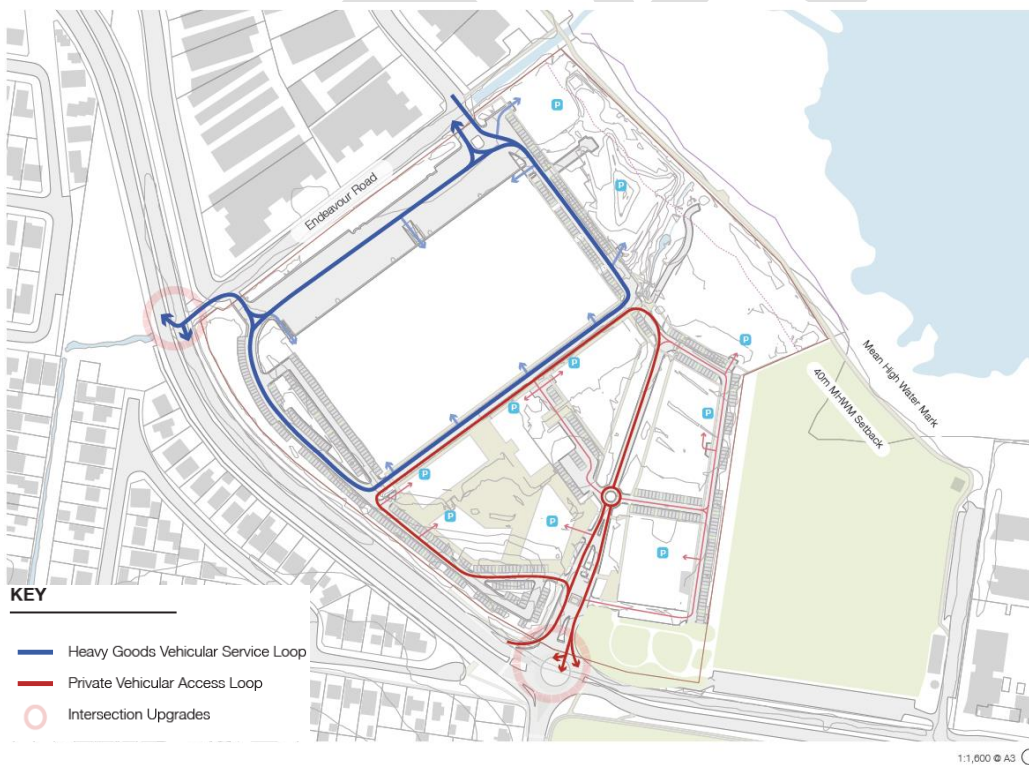
- C10. Car parking shall be assessed against the car parking requirements set out in *Chapter 27 – B7 Business Park & Chapter 36 - Vehicular Access, Traffic, Parking and Bicycles* of the DCP.
- C11. Reduced car parking may be considered where the development can demonstrate a commitment to sustainable transport options through submission of a Green Travel Plan.
- C12. Car parking should be consolidated where possible and evenly distributed into centralised and convenient location(s) across the site.
- C13. Where car parking is to be integrated into the building, it should be generally located above ground level to ensure an activated ground plane is achieved.

Figure 4 Dedicated Active Transport Network



Source: SJB

Figure 5 Vehicular Access and Servicing



Source: SJB

7. SECTION 7 - LANDSCAPE AND PUBLIC DOMAIN

7.1. OBJECTIVES

- Retain existing vegetation where possible and enhance the existing tree canopy cover.
- Improve the sites interface with the Woollooware Bay foreshore and bioswale habitat and ecology.
- Provide a variety of street and open space typologies that are tailored to the particular location, orientation and associated building use.
- Increase the volume of indigenous tree species so that the local ecology becomes a defining character of the site.
- Implement a suitable buffer to the Woollooware Bay foreshore.

7.2. CONTROLS

- C1. Provide landscaping generally in accordance with the landscape strategy depicted in Figure 6.
- C2. Focus densely vegetated spaces utilising significant amounts of existing vegetation along the foreshore and Solander Fields interfaces.
- C3. Embellish the landscaped character of the primary north / south vehicular thoroughfare (known as Toyota Avenue).
- C4. Retain where practically possible existing vegetation with a high retention value classification.
- C5. Existing trees and vegetation on the eastern boundary fronting Solander Fields should be maintained where possible to help retain and embellish the landscape setting.
- C6. Provide replacement planting where existing trees are required to be removed, in accordance with *Chapter 39 - Natural Resource Management*.
- C7. Any trees that are to be replaced should be located in following preference order: within the subject lot /pad boundary, elsewhere within the broader masterplan or off-site, in a public area to be agreed with Council.
- C8. Trees that are capable of being transplanted can be relocated as required without the need for replacement planting.
- C9. Landscaping is to be integrated into the design of future public spaces and connections.
- C10. Positioning of new buildings and additions must consider the ecological site constraints and opportunities.
- C11. Incorporate endemic riparian planting along the Woollooware Bay Foreshore consistent with species from the Swamp Oak Floodplain EEC. Native species are preferred, and reference should be made to Sutherland Shire Council Native Plant Selection list.
- C12. Development within the north eastern portion of the site is to consider biophysical, hydrological and ecological integrity of adjacent wetlands area having regard to the *State Environmental Planning Policy (Coastal Management) 2018*.
- C13. Developments are to assess how stormwater will be appropriately managed to ensure minimal impact to the adjoining Woollooware Bay Foreshore.
- C14. Provide a 40m foreshore buffer measured from the mean high water mark.

Figure 6 Landscape Strategy



Source: Habit 8

8. SECTION 8 – SUSTAINABILITY

8.1. OBJECTIVES

- Apply principles and processes that contribute to ecologically sustainable development (ESD).
- Ensure that waste will be reduced and increase the use of products from recycled sources.
- Reduce the impacts from development on the environment.
- Replace intensive carbon power sources with low carbon and renewable energy.
- Increase the resilience of development to the effects of climate change.
- Energy and water use to achieve low carbon, high efficiency environmental outcomes.

8.2. CONTROLS

- C1. Developments are to minimise the consumption of resources used in the built form of the project and explore opportunities to adaptively re-use building materials.
- C2. Developments should consider incorporating sustainability measures and initiatives where practical (such as solar panels).
- C3. Developments are to explore how carbon footprint can be reduced through the manufacturing, construction and operation stages of a development.
- C4. Develop buildings that meet best practice sustainability principles in terms of sunlight (and shade), natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security as well as energy / water management.

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