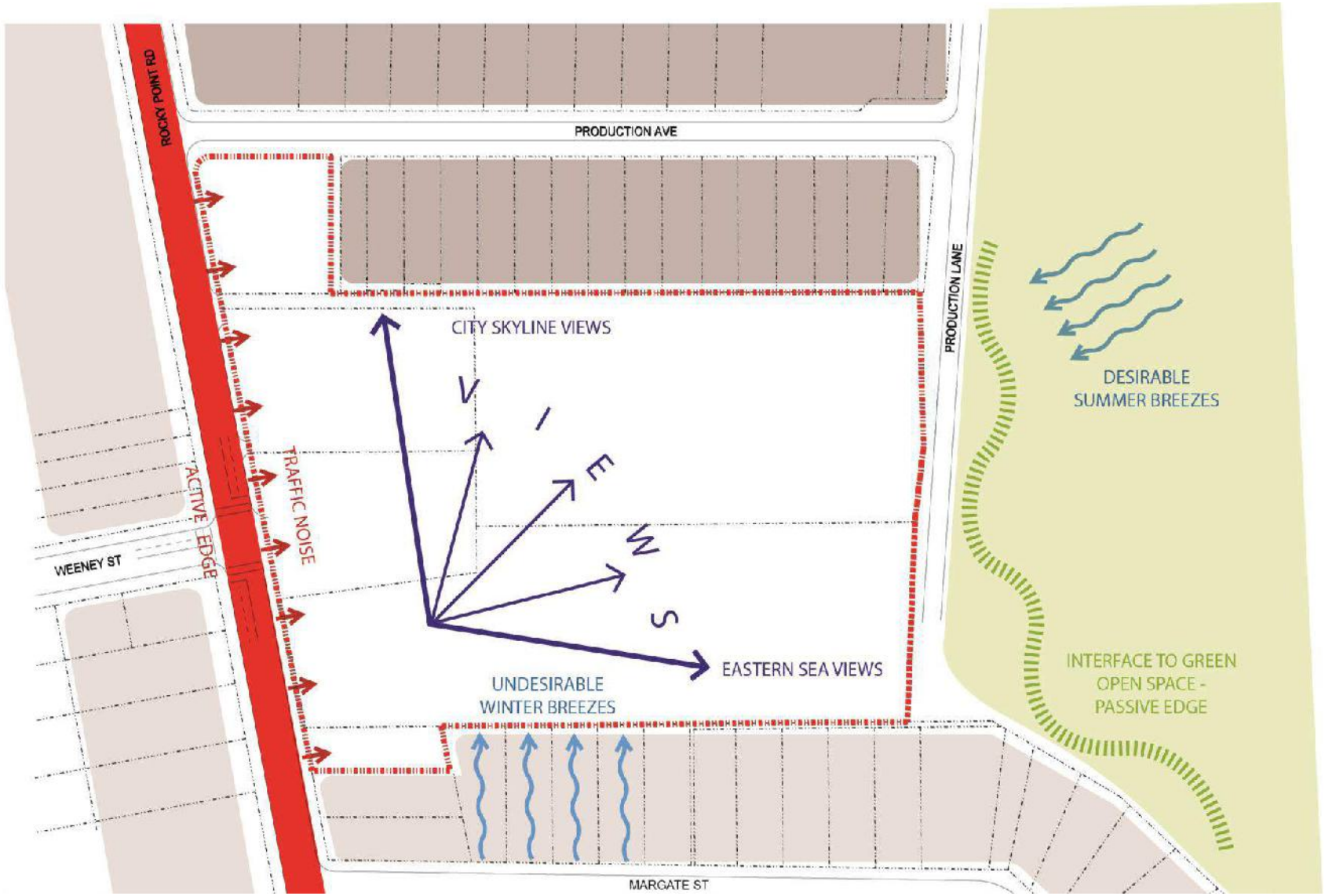
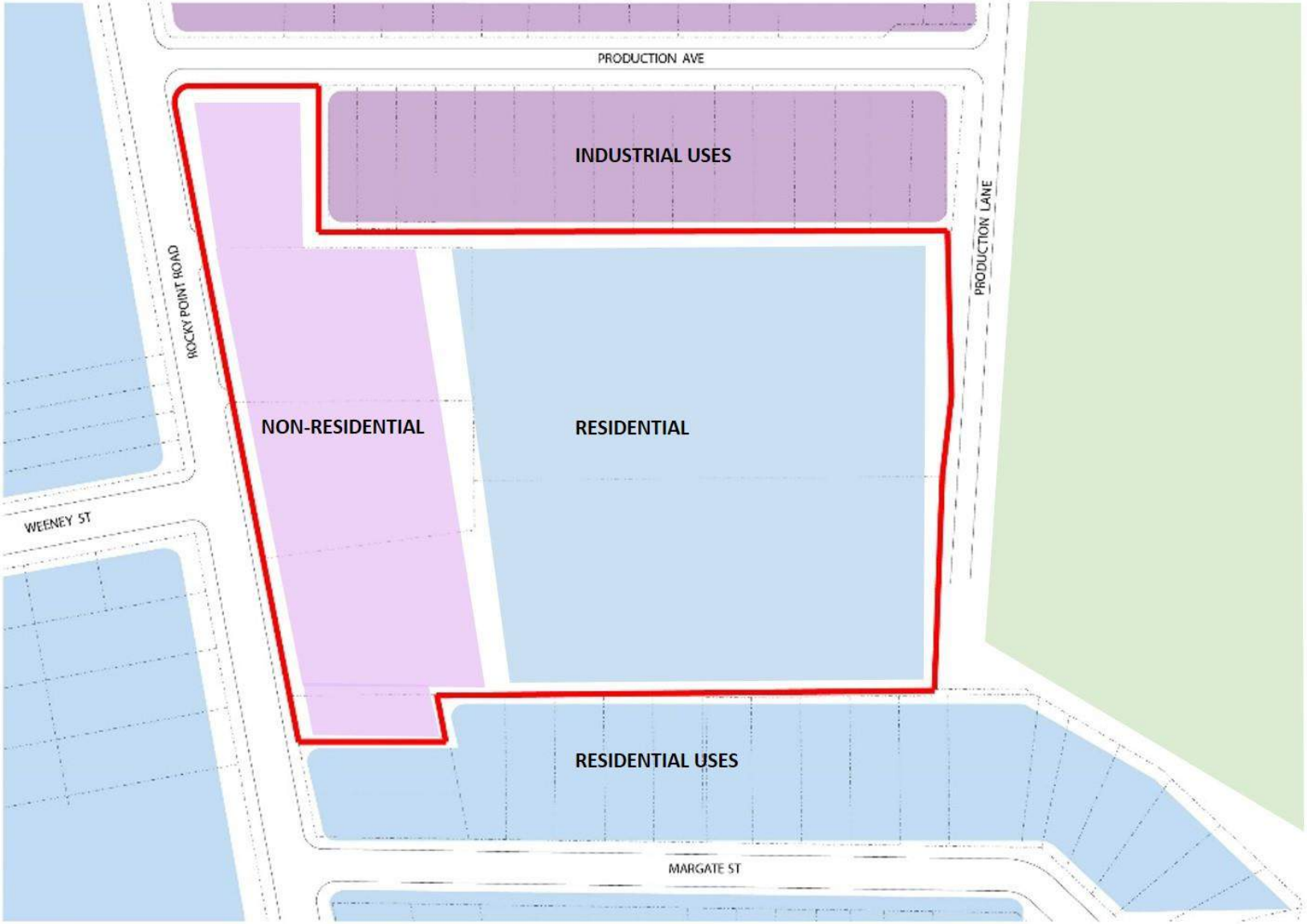
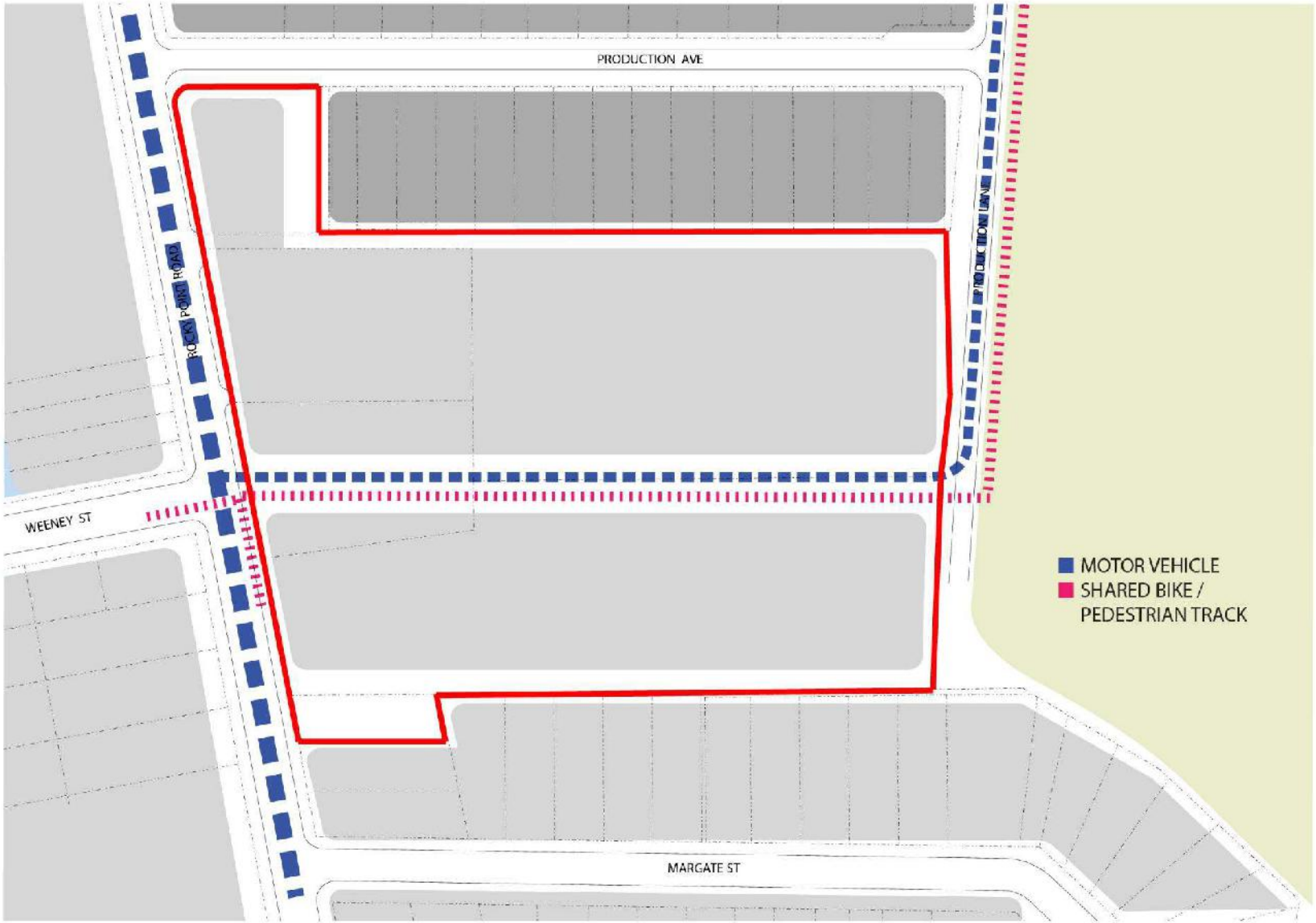
SITE ANALYSIS


ROCKY POINT RD
PRODUCTION AVE
PRODUCTION LANE
CITY SKYLINE VIEWS
N
E
W
S
EASTERN SEA VIEWS
DESIRABLE
SUMMER BREEZES
INTERFACE TO GREEN
OPEN SPACE -
PASSIVE EDGE
TRAFFIC NOISE
ACTIVE EDGE
WEENEY ST
UNDESIRABLE
WINTER BREEZES
MARCATE ST


PRODUCTION AVE
INDUSTRIAL USES
PRODUCTION LANE
ROCKY POINT ROAD
NON-RESIDENTIAL
RESIDENTIAL
WEENEY ST
RESIDENTIAL USES
MARGATE ST

LAND USE



VEHICULAR CIRCULATION

GROUND PLANE ACTIVATION

BUILT FORM / OPEN SPACE

BUILDING HEIGHTS

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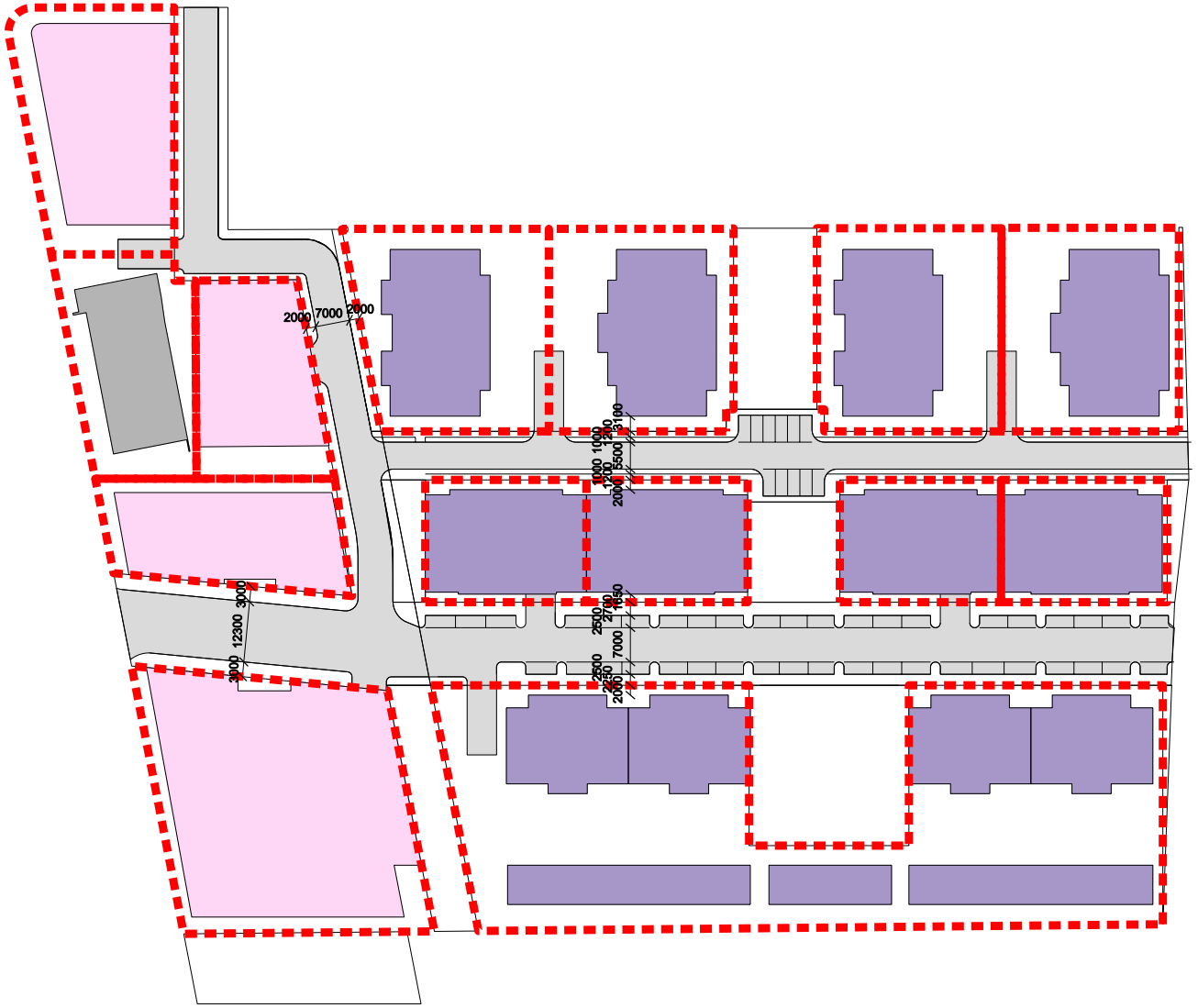

ALLOTMENT PARCEL

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

ALLOTMENT PARCELS & STREET SET OUT

SCALE: NTS

DATE: JANUARY 2015

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Interiors

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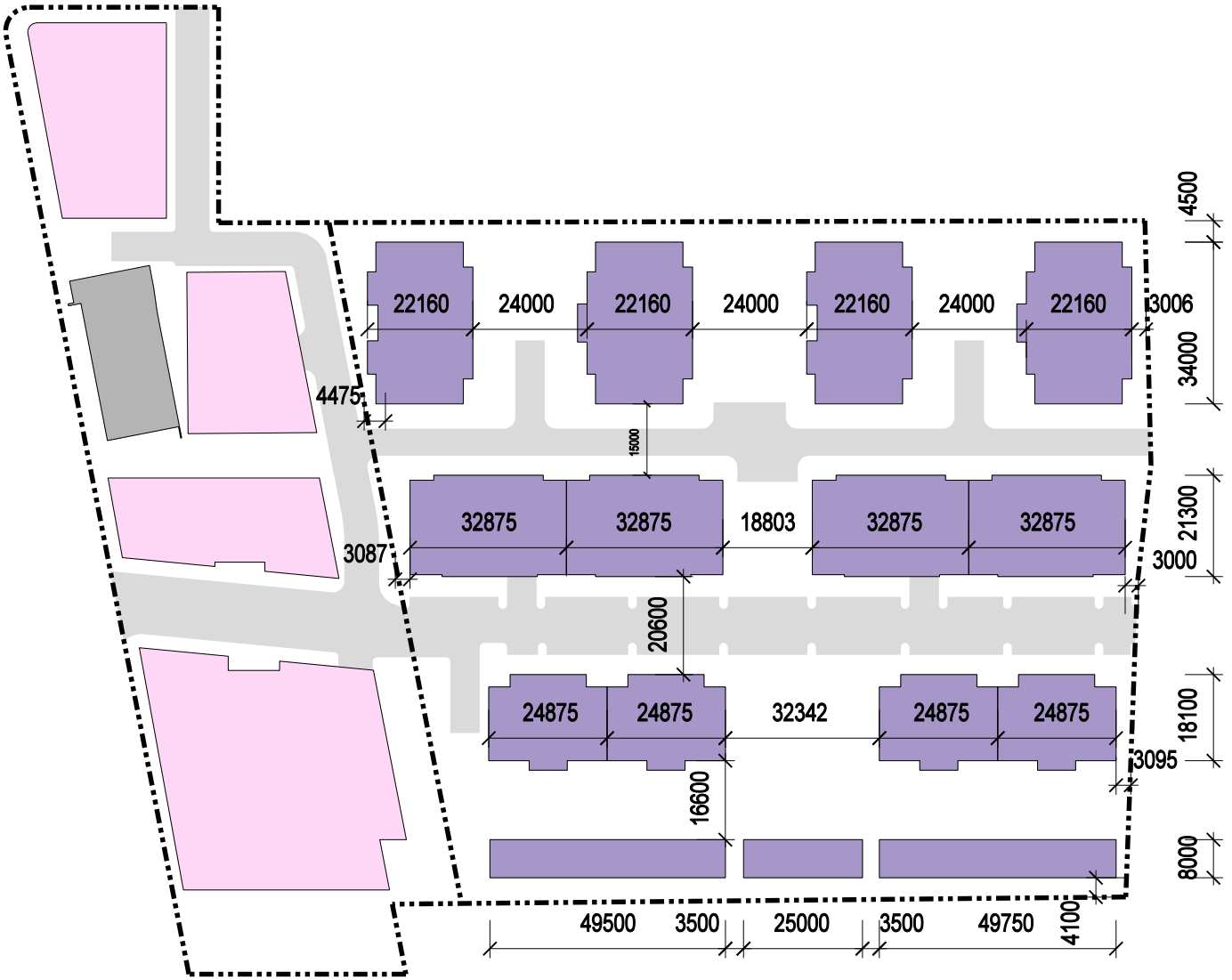

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

BUILDING SEPARATION

SCALE: NTS

DATE: JANUARY 2015

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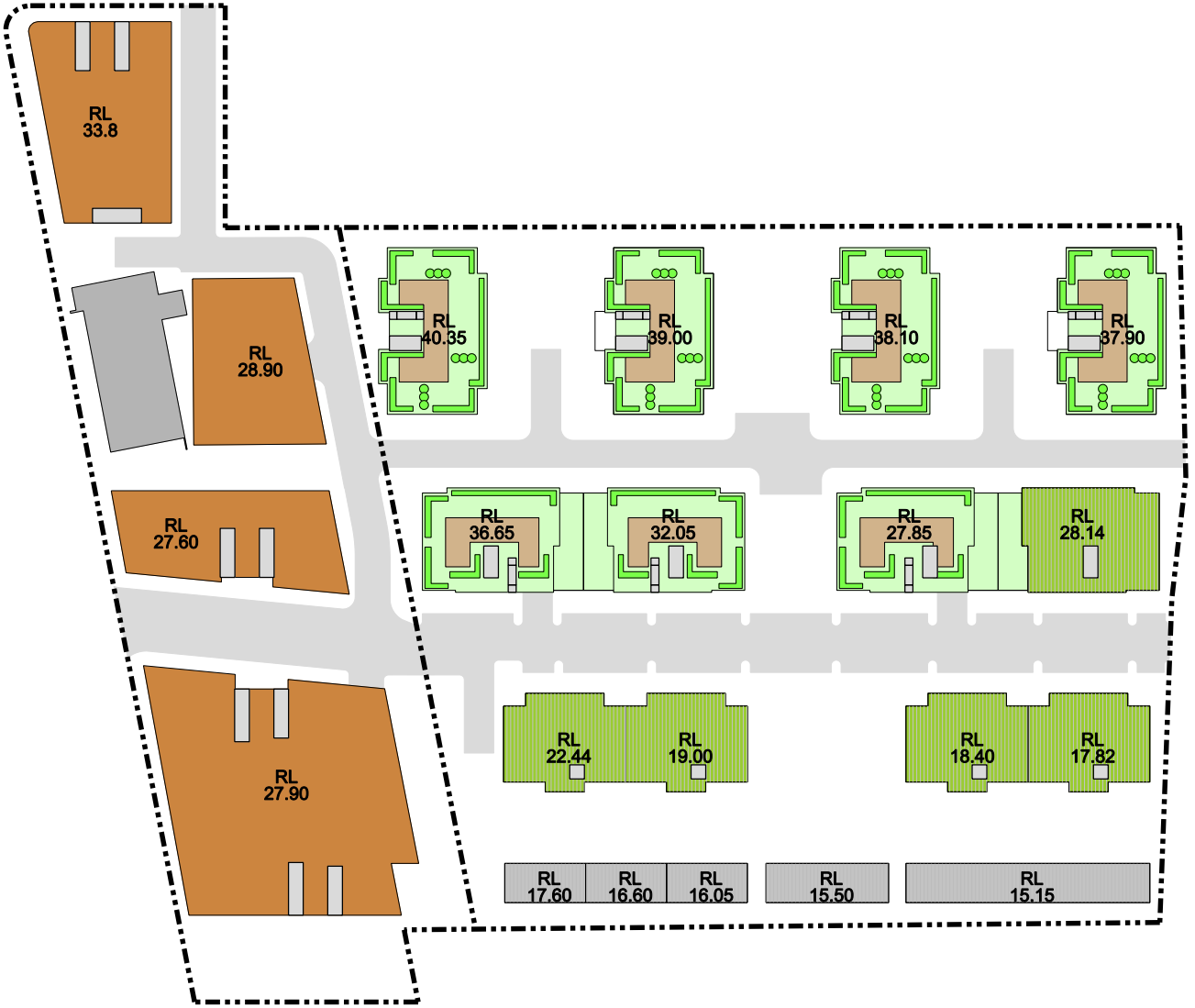

SCALE: NTS

DATE: JANUARY 2015

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

ROOF PLAN

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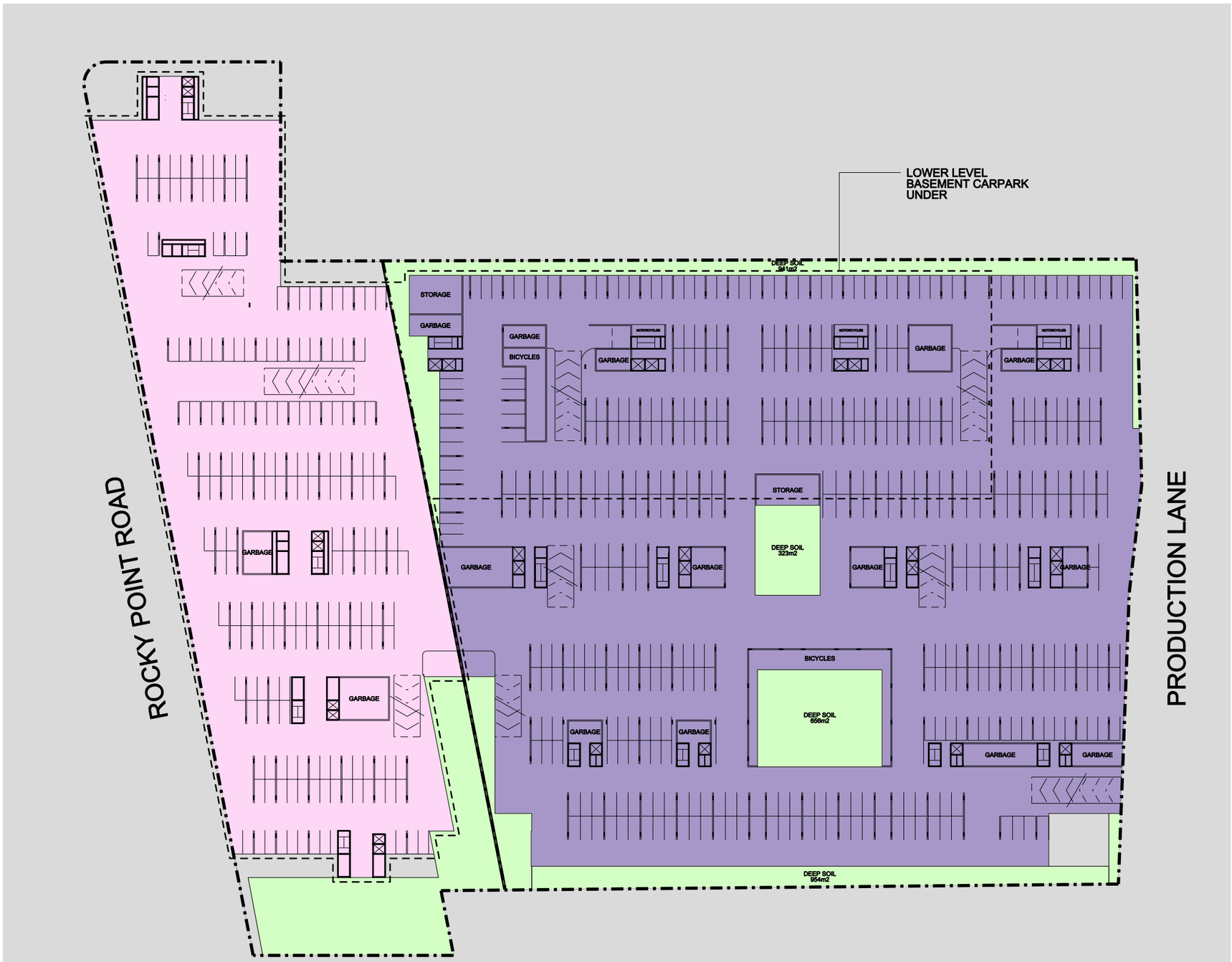

589 RESIDENTIAL ZONE PARKING SPACES (INCLUDING 91 VISITOR SPACES)

414 COMMERCIAL ZONE PARKING SPACES

DEEP SOIL PLANTING ZONE

RESIDENTIAL SITE DEEP SOIL:

941 m2
323 m2
656 m2
283 m2
631 m2
40 m2

TOTAL: 2874 m2 (37% OF COMMUNAL OPEN SPACE) (12.9% OF RESIDENTIAL SITE)

SCALE: 1:1000 @A3

DATE: JANUARY 2015

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

BASEMENT PLAN

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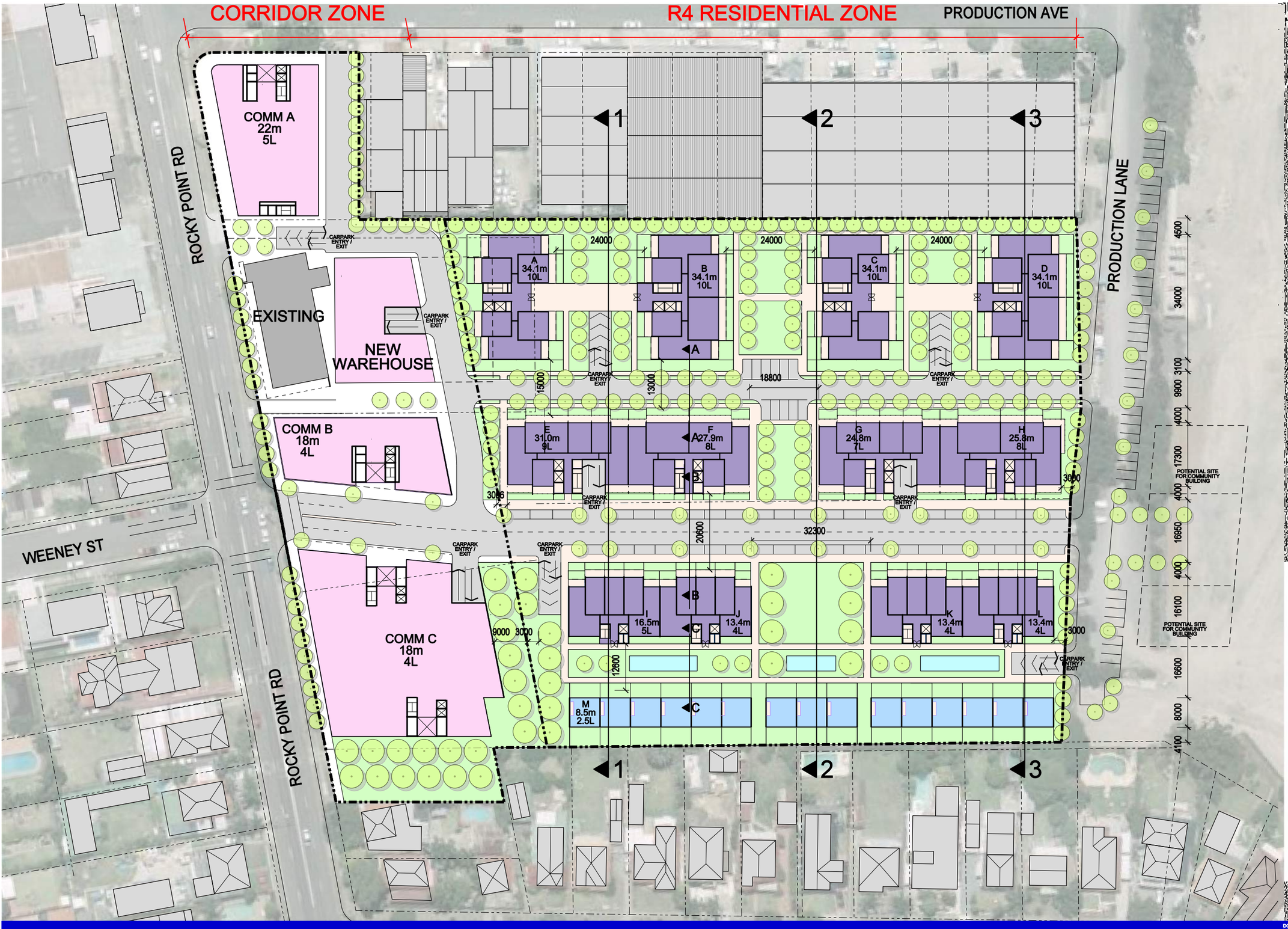
ATTACHMENT A.3
MASTERPLAN FOR OPTION 2(a)



TOTAL SITE AREA:	33 488 m2

R4 RESIDENTIAL ZONE

SITE AREA:	22 325 m2
FLOOR SPACE:	44 650 m2
FSR	2.00:1

UNIT MIX		COUNCIL DCP
1 BED UNITS:	128 (29.2%)	10-30%
2 BED UNITS:	250 (57.1%)	50-75%
3 BED UNITS:	60 (13.7%)	10-30%
TOWNHOUSES:	15	
TOTAL DWELLINGS:	453	

	PROVIDED	RFDC REQUIREMENT
COMMUNAL OPEN SPACE	7693 35%	5 581 25%
DEEP SOIL ZONE	2874 (37% OF COMM. OPEN SPACE)	1 640 (25% OF COMM. OPEN SPACE)

B6 ENTERPRISE CORRIDOR ZONE

SITE AREA:		11 163 m2
FLOOR SPACE:		
EXISTING	3 280	
PROPOSED	16 813	
TOTAL		20 093 m2
FSR:		1.8:1

EMPLOYMENT TABLE

1. PRE 2010	90	DARRELL LEA
2. CURRENTLY	30	HARVEY NORMAN
3. PROPOSED	25	EXISTING HARVEY NORMAN
	378	NEW COMMERCIAL
TOTAL =	403	

LEGEND FOR RESIDENTIAL BLOCK NOTATION

- G ← BLOCK (G)
- 8.5 ← PROPOSED HEIGHT (m)
- 3L ← BLOCK (G) AND NUMBER OF LEVELS (3)

SCALE: 1:1000 @A3
DATE: JANUARY 2015

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

GROUND FLOOR PLAN

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Interiors

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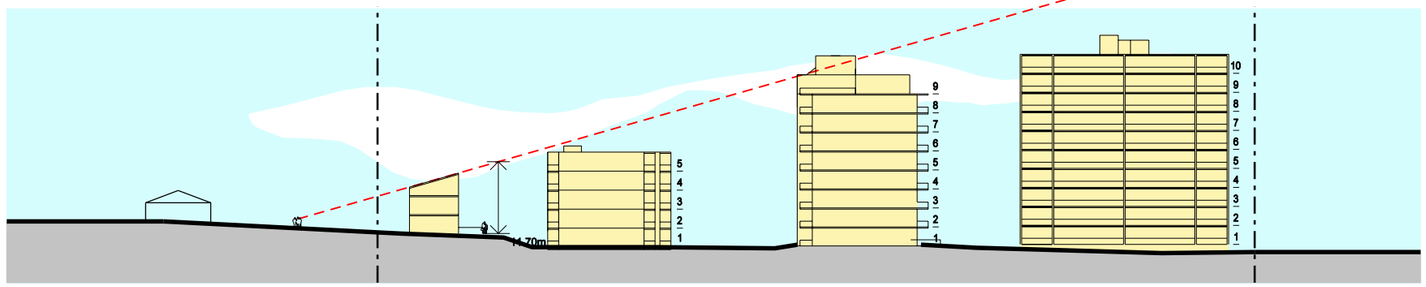
ATTACHMENT A.3
MASTERPLAN FOR OPTION 2(a)

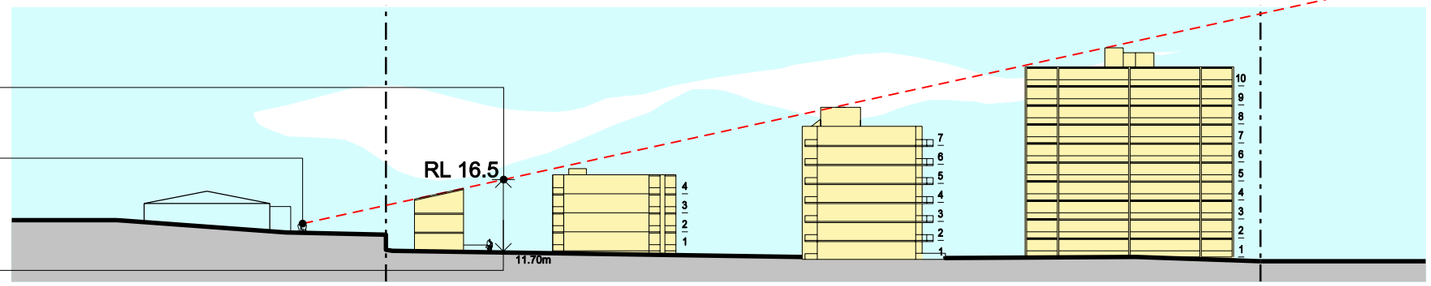


SECTION 1

RL 16.5 IN ACCORDANCE WITH FIGURE K OF ROCKDALE COUNCIL PLANNING REPORT ASSESSMENT - 13/2/2014.

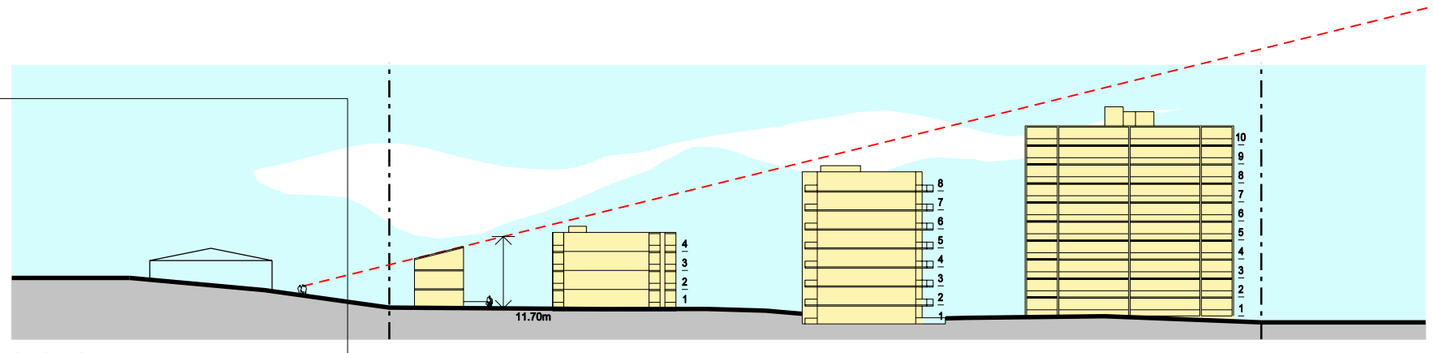
MARGATE STREET BACK YARD RESIDENT VIEW POINT 1.5m ABOVE GROUND

RESULTANT HEIGHT ABOVE NATURAL GROUND.



SECTION 2
AS PER COUNCIL REPORT DATED FEBRUARY 2014

DISTANCE FROM MARGATE STREET PROPERTY NEAR BOUNDARY TO RESIDENT VIEW POINT IN ACCORDANCE WITH FIGURE K OF ROCKDALE COUNCIL PLANNING PROPOSAL ASSESSMENT - 13/2/2014.



SECTION 3

TOTAL SITE AREA:	33 488 m2

R4 RESIDENTIAL ZONE

SITE AREA:	22 325 m2
FLOOR SPACE:	44 650 m2
FSR	2.00:1

UNIT MIX		COUNCIL DCP
1 BED UNITS:	128 (29.2%)	10-30%
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3 BED UNITS:	60 (13.7%)	10-30%
TOWNHOUSES:	15	
TOTAL DWELLINGS:	453	

	PROVIDED	RFDC REQUIREMENT
COMMUNAL OPEN SPACE	7693 35%	5 581 25%
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B6 ENTERPRISE CORRIDOR ZONE

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TOTAL		20 093 m2
FSR:		1.8:1

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2. CURRENTLY	30	HARVEY NORMAN
3. PROPOSED	25	EXISTING HARVEY NORMAN
	378	NEW COMMERCIAL
TOTAL =	403	

SCALE: 1:1000 @A3
DATE: JANUARY 2015

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

SECTIONS

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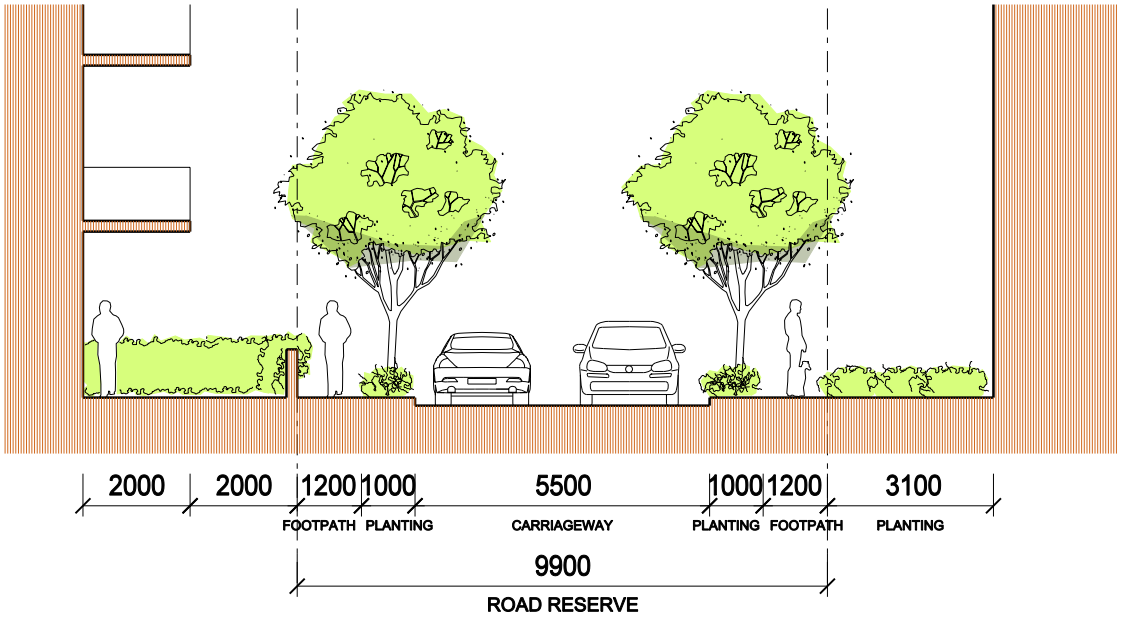
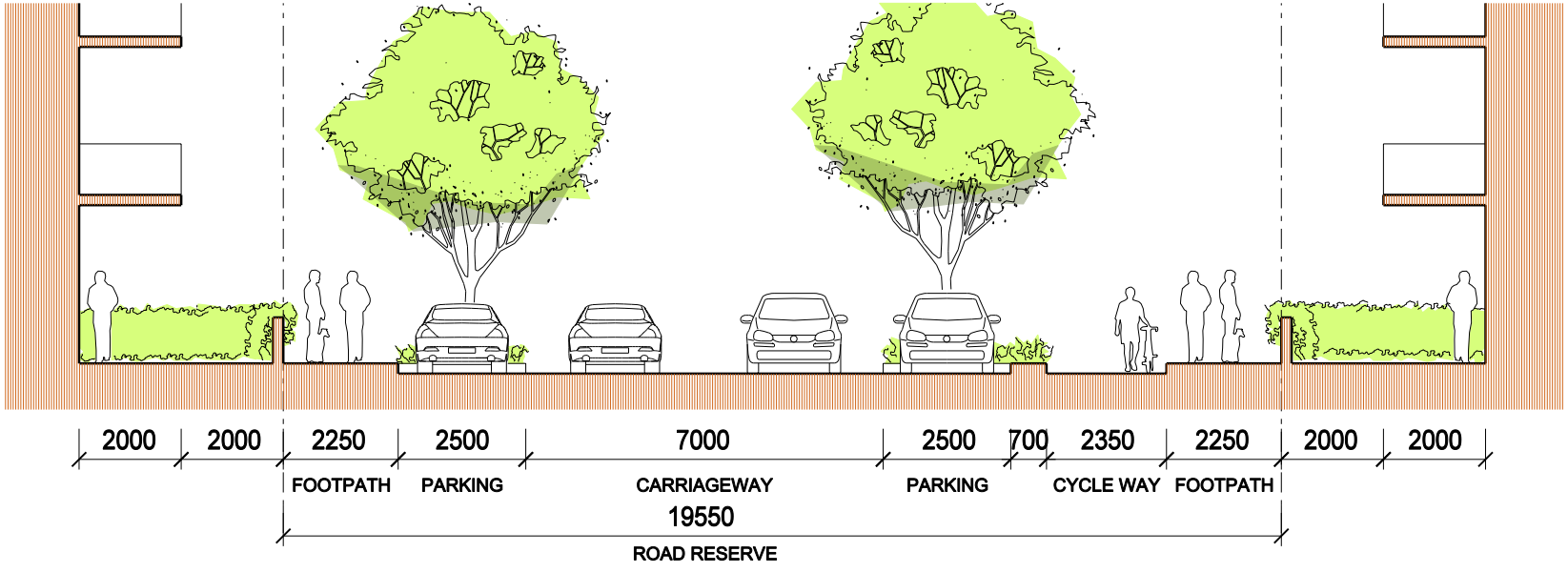


A ACCESS LANE



B WEENEY STREET EXTENSION

SCALE: NTS
DATE: JANUARY 2015

152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

CROSS SECTIONS

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152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

PERSPECTIVE VIEW FROM SOUTH EAST

SCALE: NTS

DATE: JANUARY 2015

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152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

HEIGHT PLANE PERSPECTIVE

SCALE: NTS

DATE: JANUARY 2015

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152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

ARTIST'S IMPRESSION OF WEENEY STREET WEST END ENTRY

SCALE: NTS

DATE: JANUARY 2015

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152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

ARTIST'S IMPRESSION OF GREEN SPACE / PALM GROVE

SCALE: NTS

DATE: JANUARY 2015

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152-206 ROCKYPOINT ROAD, ROCKDALE, PLANNING PROPOSAL

SCALE: NTS

DATE: JANUARY 2015

ARTIST'S IMPRESSION OF WEENEY STREET PRODUCTION LANE END

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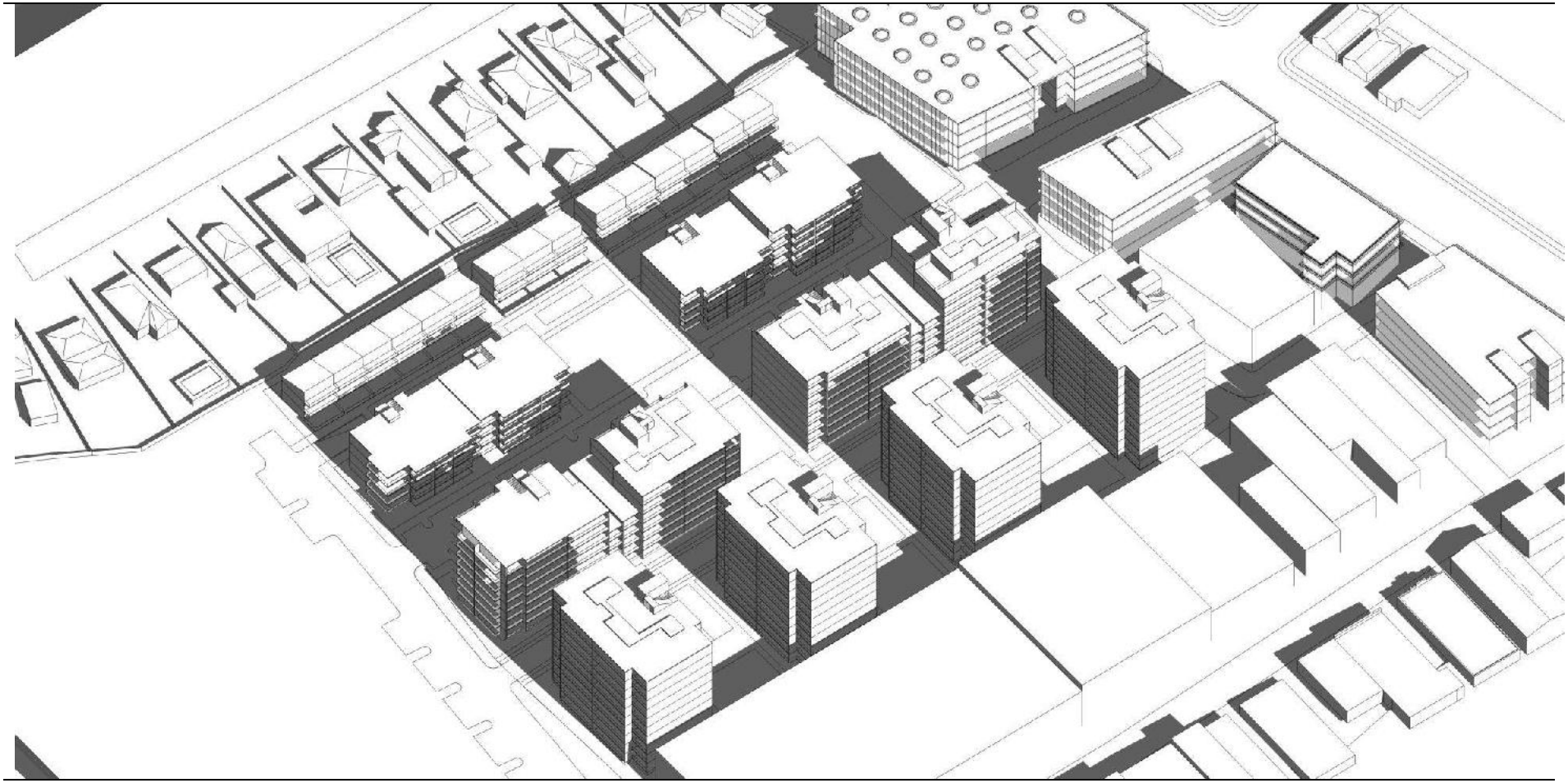
Winter Overshadowing Diagrams – June 21 – View from North East

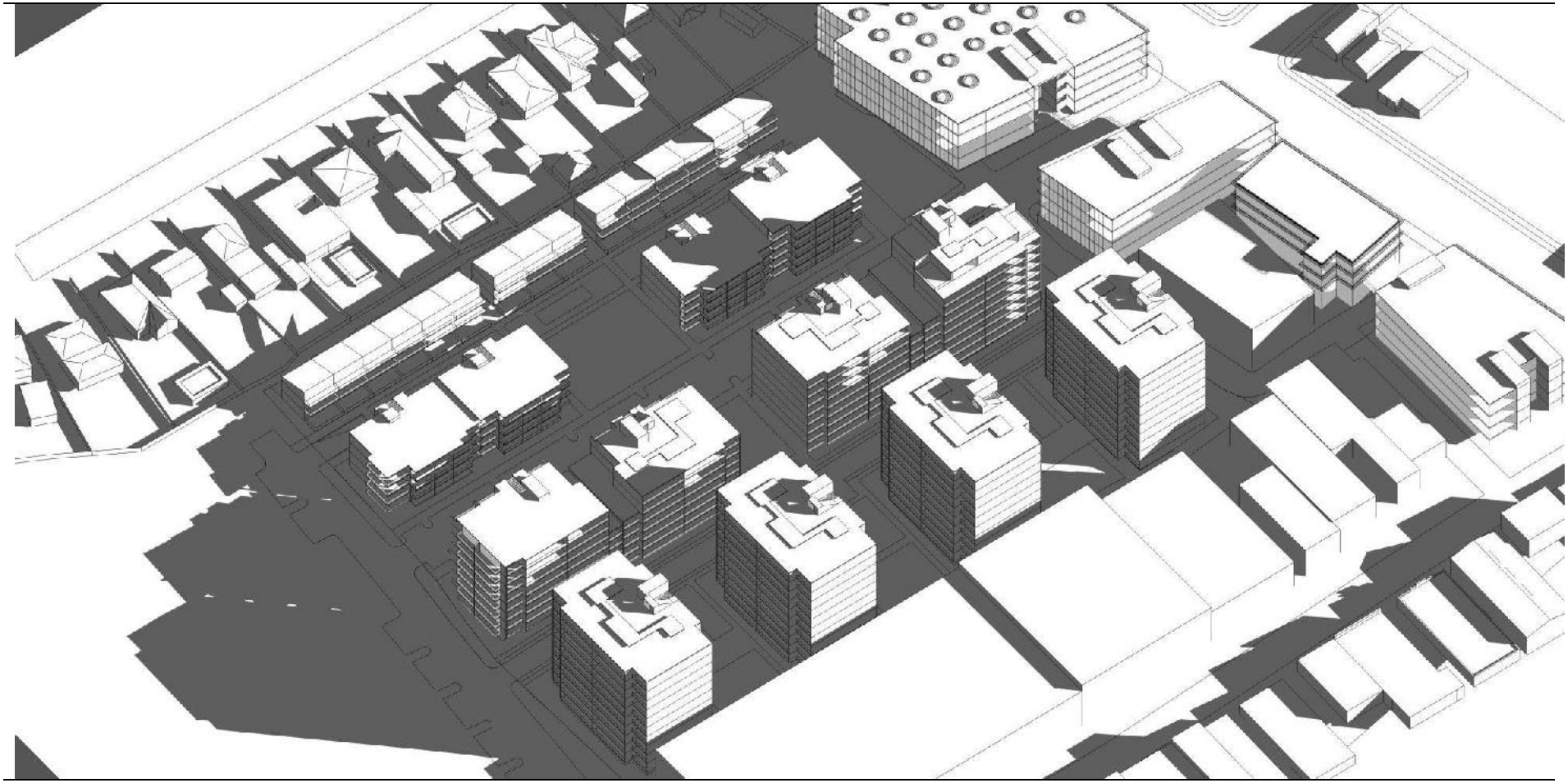
9am

Winter Overshadowing Diagrams – June 21 – View from North East



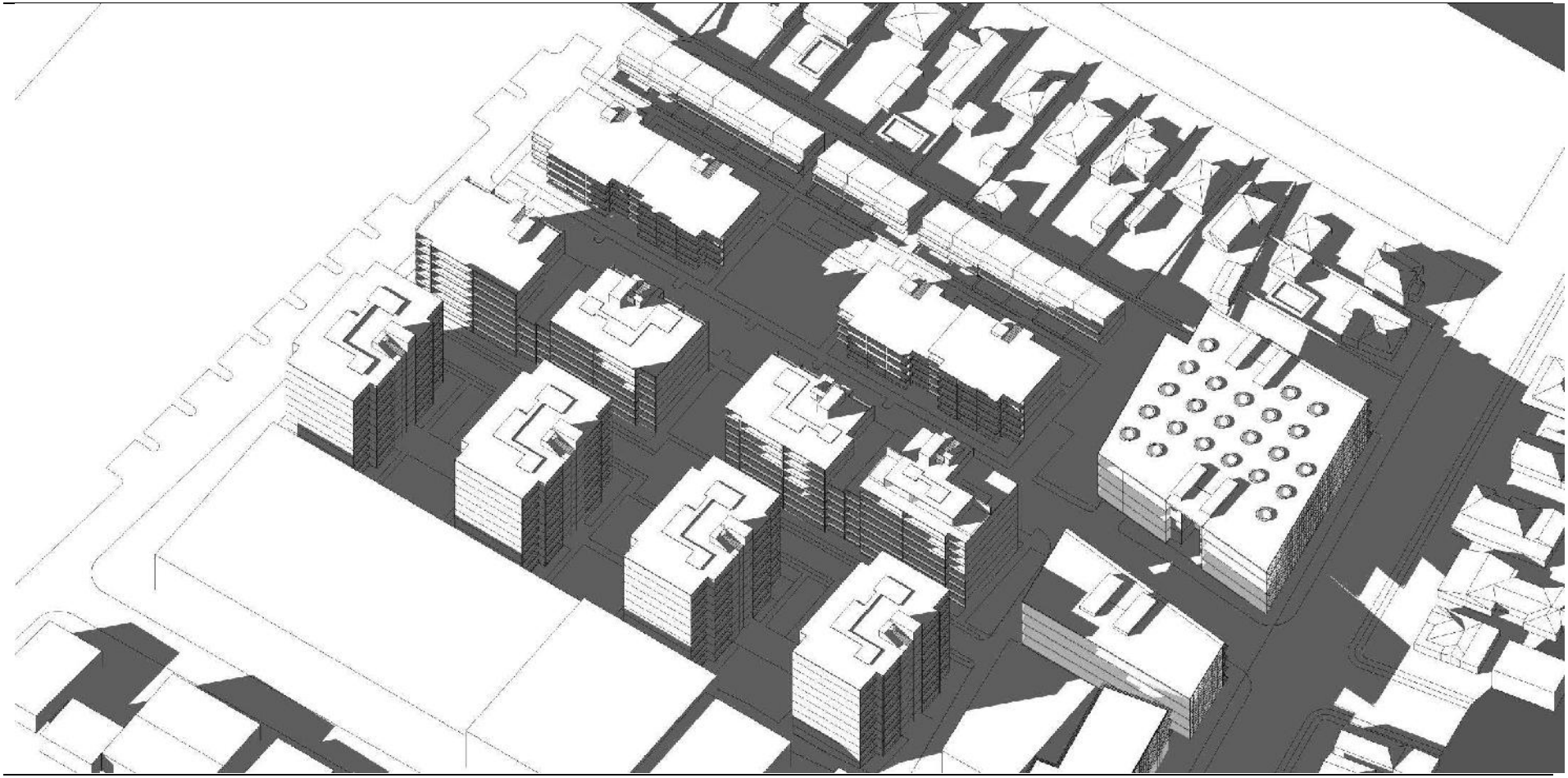
12pm

Winter Overshadowing Diagrams – June 21 – View from North East



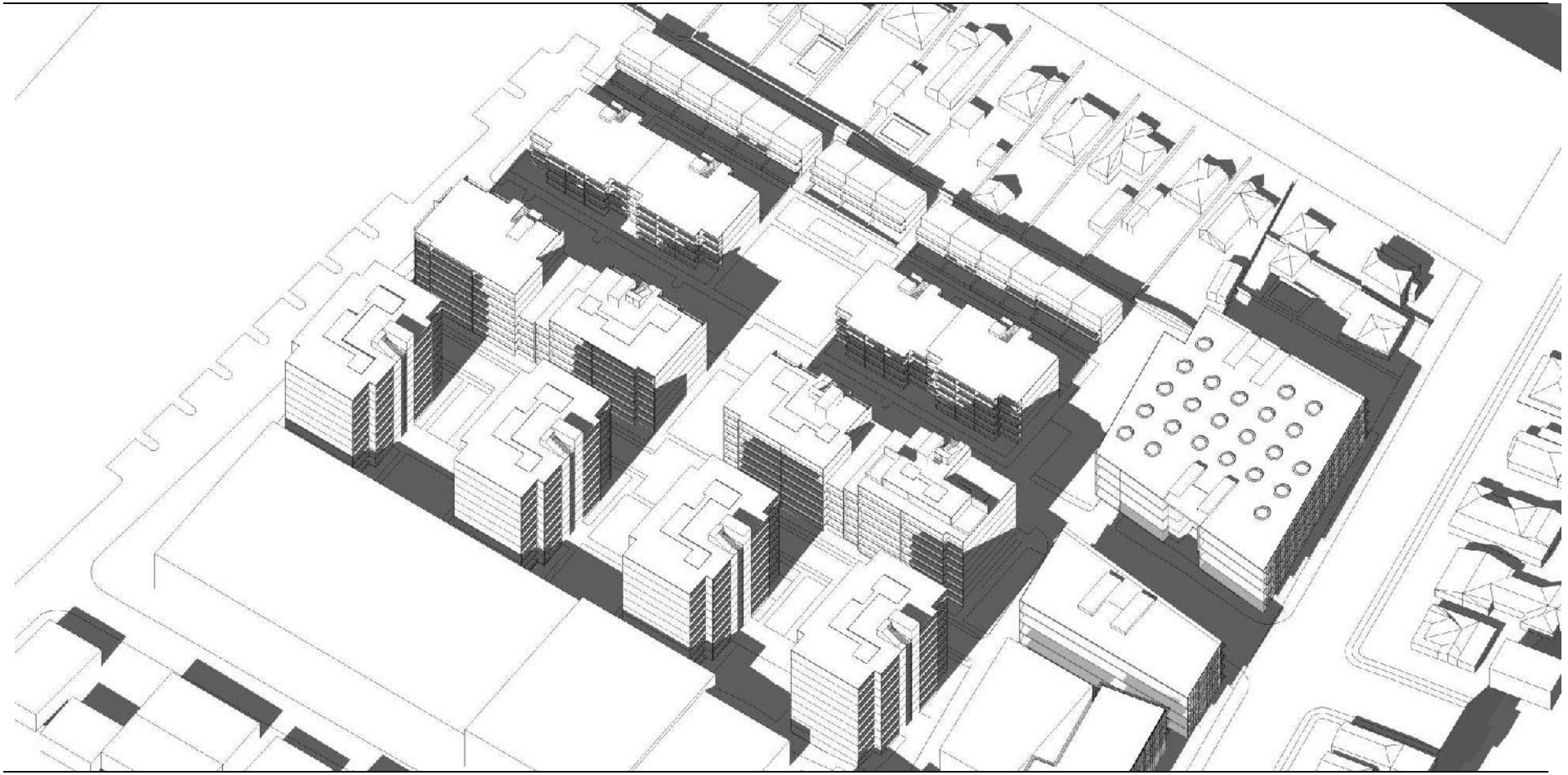
3pm

Winter Overshadowing Diagrams – June 21 – View from North West



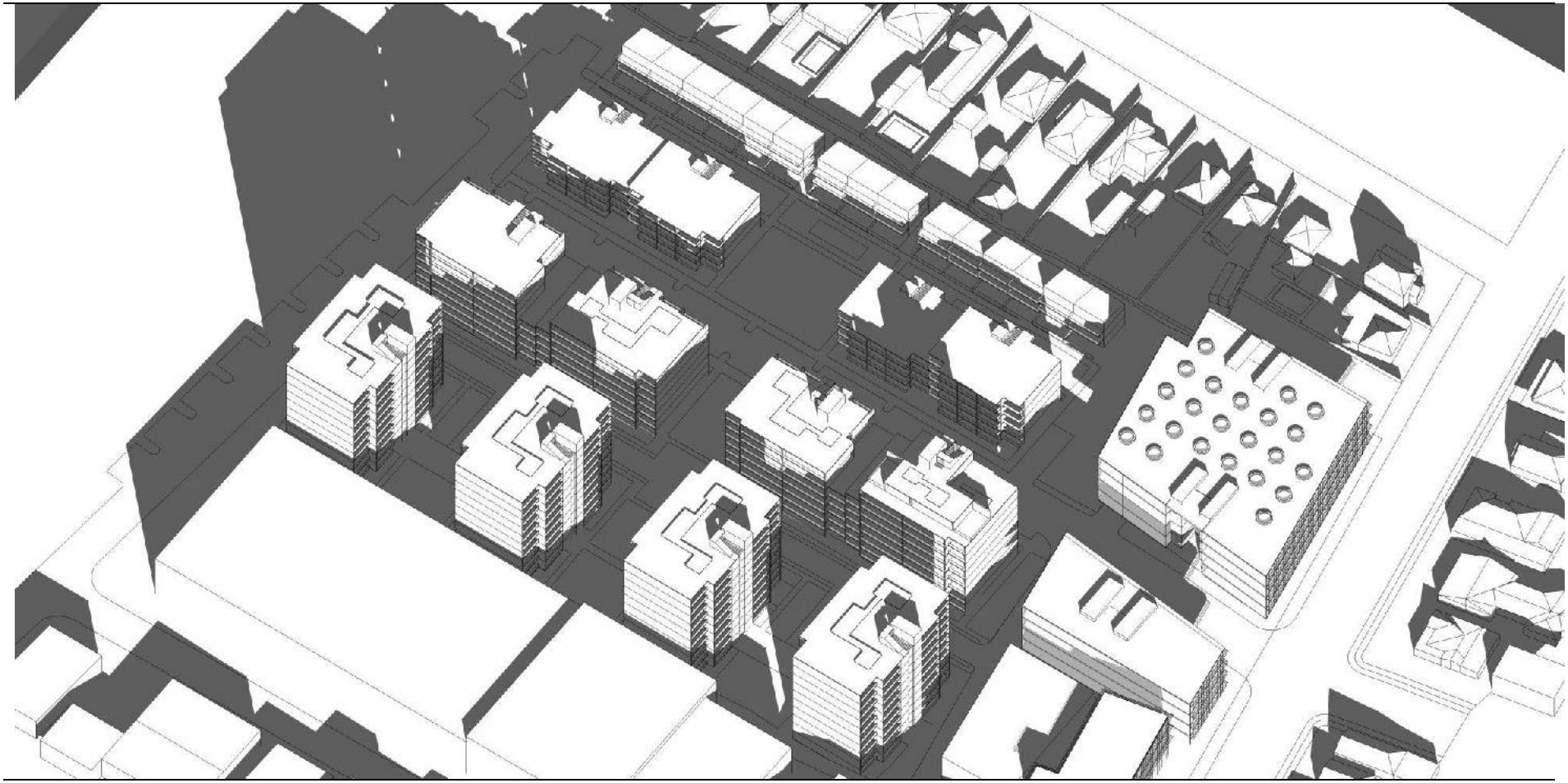
9am

Winter Overshadowing Diagrams – June 21 – View from North West



12pm

Winter Overshadowing Diagrams – June 21 – View from North West



3pm

UNIT MIX TABLE - NORTH ROW

Block A	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	4	2		501	3.1	A
2	2	4		536	3.1	B
3	2	4		536	3.1	B
4	2	4		536	3.1	B
5	2	4		536	3.1	B
6	2	4		536	3.1	B
7	2	4		536	3.1	B
8		2	2	493	3.1	C
9		2	2	493	3.1	C
10		2	2	493	3.1	C
PLANT RM					3.1	
Totals	16	32	6	5196	34.1	
Mix %	29.63%	59.26%	11.11%	Total Units	54	

Block B	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	2	4		568	3.1	B1
2	2	4		536	3.1	B
3	2	4		536	3.1	B
4	2	4		536	3.1	B
5	2	4		536	3.1	B
6	2	4		536	3.1	B
7	2	4		536	3.1	B
8		2	2	493	3.1	C
9		2	2	493	3.1	C
10		2	2	493	3.1	C
PLANT RM					3.1	
Totals	14	34	6	5263	34.1	
Mix %	25.93%	62.96%	11.11%	Total Units	54	

Block C	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	4	2		501	3.1	A
2	2	4		536	3.1	B
3	2	4		536	3.1	B
4	2	4		536	3.1	B
5	2	4		536	3.1	B
6	2	4		536	3.1	B
7	2	4		536	3.1	B
8		2	2	493	3.1	C
9		2	2	493	3.1	C
10		2	2	493	3.1	C
PLANT RM					3.1	
Totals	16	32	6	5196	34.1	
Mix %	29.63%	59.26%	11.11%	Total Units	54	

Block D	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	2	4		568	3.1	B1
2	2	4		536	3.1	B
3	2	4		536	3.1	B
4	2	4		536	3.1	B
5	2	4		536	3.1	B
6	2	4		536	3.1	B
7	2	4		536	3.1	B
8		2	2	493	3.1	C
9		2	2	493	3.1	C
10		2	2	493	3.1	C
PLANT RM					3.1	
Totals	14	34	6	5263	34.1	
Mix %	25.93%	62.96%	11.11%	Total Units	54	

NORTH ROW	1 Bed	2 Bed	3 Bed
Totals	60	132	24
Percentages	27.78%	61.11%	11.11%
T UNITS	216		
T Area	20918		

UNIT MIX TABLE - MIDDLE ROW

Block E	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	5	2		489	3.1	D
2	2	4		551	3.1	E
3	2	4		551	3.1	E
4	2	4		551	3.1	E
5		2	2	520	3.1	G
6		2	2	520	3.1	G
7	1	2	1	441	3.1	H
8	1	2	1	441	3.1	H
9			1	140	3.1	
PLANT RM					3.1	
Totals	13	22	7	4204	31	
Mix %	30.95%	52.38%	16.67%	Total Units	42	

Block F	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	2	4		528	3.1	E1
2	6	2		551	3.05	F1
3	2	4		551	3.05	E
4	2	4		551	3.05	E
5		2	2	520	3.05	G
6		2	2	520	3.05	G
7	1	2	1	441	3.05	H
8	1	2	1	441	3.05	H
PLANT RM					3.1	
Totals	14	22	6	4103	27.55	
Mix %	33.33%	52.38%	14.29%	Total Units	42	

Studio

Block G	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	5	2		489	3.1	D
2	2	4		551	3.1	E
3	2	4		551	3.1	E
4		2	2	520	3.1	G
5		2	2	520	3.1	G
6	2	3		457	3.1	E2
7	1	2	1	441	3.1	H
PLANT RM					3.1	
Totals	12	19	5	3529	24.8	
Mix %	33.33%	52.78%	13.89%	Total Units	36	

Block H	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	2	4		528	3.1	E1
2	6	2		551	3.1	F1
3	2	4		551	3.1	E
4		2	2	520	3.1	G
5		2	2	520	3.1	G
6	2	3		457	3.1	E2
7	1	2	1	441	3.1	H
8	1	2	1	441	3.1	H
PLANT RM					1	
Totals	14	21	6	4009	25.8	
Mix %	34.15%	51.22%	14.63%	Total Units	41	

MID ROW	1 Bed	2 Bed	3 Bed
Totals	53	84	24
Percentage	32.92%	52.17%	14.91%
T UNITS	161		
T AREA	15845		

UNIT MIX TABLE - SOUTH ROW

Block I	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	3	2		345	3.1	I
2		2	1	340	3.1	J
3		2	1	340	3.1	J
4		2	1	340	3.1	J
5	3	2		371	3.1	L
PLANT RM					1	
Totals	6	10	3	1736	16.5	
Mix %	31.58%	52.63%	15.79%	Total Units	19	

Block J	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	3	2		371	3.1	L
2		2	1	340	3.1	J
3		2	1	340	3.1	J
4		2	1	340	3.1	J
PLANT RM					1	
Totals	3	8	3	1391	13.4	
Mix %	21.43%	57.14%	21.43%	Total Units	14	

Block K	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	3	2		345	3.1	I
2		2	1	340	3.1	J
3		2	1	340	3.1	J
4		2	1	340	3.1	J
PLANT RM					1	
Totals	3	8	3	1365	13.4	
Mix %	21.43%	57.14%	21.4%	Total Units	14	

Block L	1 Bed	2 Bed	3 Bed	Area	Height	Plate
1	3	2		371	3.1	L
2		2	1	340	3.1	J
3		2	1	340	3.1	J
4		2	1	340	3.1	J
PLANT RM					1	
Totals	3	8	3	1391	13.4	
Mix %	21.43%	57.14%	21.43%	Total Units	14	

SOUTH RO	1 Bed	2 Bed	3 Bed
Totals	15	34	12
Percentage	24.59%	55.74%	19.67%
T UNITS	61		
T AREA	5883		

UNIT MIX TABLE - TOWN HOUSES

BLOCK M	AREA	HEIGHT (M)
LEVEL		
1	711	2.9
2	669	2.9
3	669	2.7
TOTALS	2049	8.5
NO. UNITS	15	

A TOTAL	2049

TOWN HOUSES	
T UNITS	15
T AREA	2049

UNIT MIX TABLE - SUMMARY

	1 Bed	2 Bed	3 Bed			
Totals	128	250	60		T Unit Area	42646
Percentages	29.22%	57.08%	13.70%			
					T Town	
T UNITS	438				House Area	2049
T Town Houses	15					
T Dwellings	453				T Prop Area	44695

Communal Open Space	
Open space area	7693
Resi site area	22325
Percentage	34.5%

FSR CALCULATIONS						
RESIDENTIAL				COMMERCIAL		
Resi, AREA	22325	44650		COMM SITE	11163	
PROPOSED AREA	44695			PROPOSED AREA	20093	
FSR	2.00	:1		FSR	1.80	:1

Design Statement

152-206 Rocky Point Road Mixed Use Development

Lippmann

As Darrell Lea's industrial use of this site is being decommissioned, a number of redevelopment scenarios were considered. Initial consideration was given to redevelopment in accordance with Rockdale Council's LEP and current industrial zoning. Masterplans for three different options were prepared for the following scenarios:

a. refurbishment of the existing factories
b. retention of these buildings with the addition of new buildings
c. wholesale demolition and replacement with new warehousing and high-tech factory units.

These masterplans were eventually ruled out mainly because the existing site facilities could not be re-used in their current form and are not commercially feasible.

In view of the inability to redevelop the site for industrial purposes, a series of other redevelopment options were explored. The key objective has been to maintain employment generating uses on the site whilst delivering an outcome that responds to other key strategic planning priorities for the area, namely housing. In exploring the site's potential to accommodate a variety of uses, consideration has been given to achieving high quality environmental outcomes which meet, or exceed, the expectations of the local community.

The scale and setting of this site provides a unique opportunity to set a new standard for architectural and urban design quality for the Rockdale area. Due to the size of the site (3.3 hectares), there is an opportunity to deliver a comprehensive and cohesive development outcome for the site rather than a piecemeal infill solution.

The intention is to provide a platform for the delivery of design excellence during future design and development application processes. Appropriate design excellence provisions are proposed in amending the LEP arising from this proposal and in an amended DCP for the site to ensure that design excellence is achieved on completion of construction.

Diagram 1

The 3.3 hectare site occupies about a third of a small island of industrial land surrounded by residential use. The site is well connected to car and bus routes on Rocky Point Road whilst offering excellent access to Scarborough Park to the east. It is a ten minute stroll to Ramsgate commercial centre and approximately half an hour from Rockdale town centre. So too Carlton and Allawah train stations are a half hour walk although commuters may choose to travel to these stations by car or bus. The site is well served by schools and hospitals which are in the immediate vicinity.

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Diagram 2

Rocky Point Road is the active, noisy edge of the site with good exposure to passing traffic to the west. This edge is therefore considered an appropriate environment for land uses that generate high levels of traffic exposure and which are less sensitive to the noise and amenity impacts associated with major vehicle movements.

In contrast, the eastern side of the site adjoins Scarborough Park enjoys a higher level of amenity characterised by:

a. a more quiet suburban environment;
b. frontage to a large area of open space offering direct access to recreational activities;
c. Desirable summer breezes from the north-east; and
d. desirable views are available to the north and east, towards the city and Botany Bay respectively whilst, from more elevated positions, there is a southern view towards Cronulla

Diagram 3

The active edge of Rocky Point Road and the quiet amenity of Scarborough Park provide two contrasting environments and suggest two distinct uses across the site, being:

a. Commercial/non-residential uses along the Rocky Point Road frontage due to the high levels of exposure and ease of access. The provision of such uses in the western third of the site also allows for the creation of an effective visual and amenity buffer for more sensitive residential uses.

b. Residential uses to occupy the eastern two thirds of the site to take advantage of the improved amenity, the site's frontage to the public open space and the available eastern and northern views. The introduction of residential uses to the eastern part of the site allows residential use here to be contiguous with Margate Street and land further to the south. It is also appropriate and consistent with the locale, for non-residential activities to remain along Rocky Point Road whilst such uses ensure a significant increase in employment.

Lippmann

Diagram 4

An effective, straightforward transport circulation strategy is necessary to support re-development seeking to reduce industrial uses and introduce residential uses on the site. After consideration of various options, the best solution was considered to introduce a new road that dissects the site and which acts as a natural extension of Weeney Street. Traffic signalisation at the intersection of Rocky Point Road and Weeney Street was identified as being appropriate as it will facilitate direct, safe and regulated access for cars, cyclists and pedestrians travelling off and onto Rocky Point Road. Traffic signalisation at this intersection is also expected to mitigate an existing problem which prevents Margate Street motorists getting on and off Rocky Point Road.

The proposed new street will effectively integrate the site into the current network and reinforce the new street as a shared artery for cars, pedestrians and cyclists. This new street has the potential to be developed into a beautifully landscaped, safe, active boulevard for residents and surrounding neighbours. This new boulevard would also provide direct access for residents in the community to get to Scarborough Park without having to walk or drive through an industrial wasteland.

Diagram 5

To create a desirable community environment, it is appropriate that the new public road network is activated. The street layout supports a potential boulevard approach to the design which could be characterised and activated by residential uses together with a small number of cafes and convenience stores that provide a point of interest. It is anticipated that the residential and commercial population on the subject site as well as additional neighbourhood residents visiting the site would support a small degree of street activity.

Diagram 6

Based on the suggested land use and circulation pattern, this diagram conveys the desirability to permeate built form with landscaped "outdoor rooms" which provide amenity, solar access and recreational space within the residential fabric. While separation between buildings is critical to comply with the Residential Flat Design Code, these open space courtyards are intrinsic to the success of future development. They provide view corridors through the development, courtyards which can be identified with the residential buildings and an opportunity to create a high quality landscaped external environment.

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Diagram 7

The proposed building heights for the site are responsive to the topography and amenity of the subject and neighbouring sites. The height of buildings in the non-residential zone along Rocky Point Road is consistent with the existing Harvey Norman Building at 168 Rocky Point Road.

The proposed residential part of the site is significantly lower (approximately 5 meters) than the Rocky Point Road frontage. The proposed height of the residential buildings is varied and addresses the need for low scale (2-3 storey) townhouse development along the southern boundary to Margate Street rear yards. Building heights graduate to 10 storeys maximum along the northern edge of the site. Taller buildings along the northern boundary make lower scale townhousing along the southern and eastern site perimeter acievable.

Plans, Sections, Perspectives

The indicative masterplan, site sections, street sections and perspectives have been developed to reflect the principles embodied above. Buildings are oriented generally to the north and east to take advantage of the views and sunny aspect. Small building footprints are shown to maximise natural lighting and ventilation and suggest building forms which are environmentally sustainable. As it is also likely that the development will be delivered in stages, these smaller footprints cater for incremental construction and development staging.

The building footprints reinforce a network of open squares and courtyards as spaces which can be used by residents for passive or active uses. These courtyards can be landscaped for active sports/recreational uses, and a variety of other uses or passive purposes and can be developed to establish their own unique identity.

A multi-level car parking basement across the entire site provides the required amount of car, bicycle and motorbike parking for residents and visitors. Above ground parking is also provided. Basement car park access is provided for large vehicles and Council garbage trucks.