

2011SYE095 – 152 Old Illawarra Road, Barden Ridge
DA11/0834

ASSESSMENT REPORT APPENDICES

Appendix “A”	Pre Application Discussion (PAD) Letter and Pre-DA Report from Architectural Review Advisory Panel
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Greg Hansell - 9710 0844
File Ref: PAD11/0083

27 July 2011

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Fabcot Pty Ltd
1 Woolworths Way
BELLA VISTA NSW 2153

Dear Sir/Madam

Pre-Application Discussion No. 11/0083

Proposal: Construction of a Shopping Centre

Property: 152 Old Illawarra Road, Barden Ridge

I refer to the pre-application discussion held on 18 July 2011 regarding the above site.

The following is a summary of the matters addressed at the meeting and matters arising from further research subsequent to that meeting. The contents of this letter do not bind Council to granting consent for the proposed development, if and when an application is made for any future proposal.

Description of Site:

The subject site is known as 152 Old Illawarra Road, Barden Ridge (Lot 101 DP 1028645). The site is zoned Zone 10 – Neighbourhood Centre under SSLEP 2006.

The subject site is located on the southern corner of Old Illawarra Road and New Illawarra Road at Barden Ridge. The site is covered in bushland and slopes gently in a north westerly direction towards New Illawarra Road.

To the east and north east of the site across Old Illawarra Road is a church and associated car parking, a medical practice and detached housing. Directly to the south east of the site is vacant Council owned land. Directly to the south west of the site is bushland within the grounds of a school. To the west of the site across New Illawarra Road is Crown land used for public open space.

Description of Proposal:

The proposal involves the construction of a shopping centre comprising of a supermarket and eight (8) smaller shop tenancies, together with car parking and servicing areas, as depicted on the architectural drawings numbered DA2.02C, DA2.03C, DA2.04C, DA2.05C & DA2.06C, all dated 18 July 2011 and prepared by D&R Architects, as canvassed at the pre-application discussions.

Relevant Planning Controls:

The provisions of the following environmental planning instruments and development control plans are of particular relevance in the design process and Council's assessment of the proposal:

- State Environmental Planning Policy (Infrastructure) 2007 ('Infrastructure SEPP')
- State Environmental Planning Policy No. 55 – Remediation of Land ('SEPP55')
- State Environmental Planning Policy No. 64 – Advertising & Signage ('SEPP64')
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment ('Georges River REP')
- Sutherland Shire Local Environmental Plan 2006 ('SSLEP2006')
- Sutherland Shire Development Control Plan 2006 ('SSDCP2006')

The site is located in 'Zone 10 – Neighbourhood Centre' under the provisions of SSLEP2006, wherein development for the purposes of 'shops' is allowed only with development consent.

Your attention is drawn particularly to the locality strategy for the Barden Ridge Neighbourhood Centre as prescribed in Chapter 2 of SSDCP2006 and the provisions of Clauses 101 & 104 of the Infrastructure SEPP relating to traffic impacts.

Comments on the Proposal:

The following comments are offered, based on a cursory assessment of the plans presented at the pre-application discussions and are not intended to be exhaustive. Detailed assessment of any such proposal will be undertaken, if and when a development application is submitted to Council.

1. Zone Objectives

The subject site is zoned Zone 10 – Neighbourhood Centre under SSLEP 2006. The objectives of this zone are as follows:

- (a) to promote small-scale retail and business activities to serve the day-to-day needs of the surrounding local community,*
- (b) to provide for pedestrian-friendly and safe shopping designed to cater particularly for the needs of all ages and disabilities,*
- (c) to encourage shop-top housing in association with small business uses.*

Significant concern is raised with regard to the proposed supermarket.

The zone objectives in SSLEP2006 for 'Zone 10 – Neighbourhood Centre' seek to 'promote small-scale retail and business activities to serve the day-to-day needs of the surrounding local community'. A supermarket of this scale and size is contrary to the objectives of this zone.

2. Barden Ridge Locality Strategy

Any proposal for the site must demonstrate that it is consistent with the future character sought by this locality strategy. The current proposal substantially conflicts with the locality strategy, particularly in terms of its site planning, built form and treatment of existing vegetation and the scale of the proposed supermarket tenancy.

Notwithstanding the permissibility of 'shops' on the site, the scale of the proposed supermarket tenancy is unacceptable, as it is contrary to the relevant zone objectives prescribed in SSLEP2006 which seek to promote small-scale retail and business activities to serve the day-to-day needs of the surrounding local community and the design principles prescribed in the locality strategy which seek to prevent major retail facilities.

If you are intent on pursuing the proposal in its current form, it may be in your interest to engage a suitably qualified consultant to undertake an economic impact analysis to demonstrate that the proposed supermarket tenancy will not undermine the viability of other nearby centres (such as Menai, Bangor and Illawong Centres) and the retail hierarchy established by Council's current planning controls.

Notwithstanding the results of any such analysis, Council's concerns over the proposal's site planning, built form and treatment of existing vegetation would still remain.

3. Site Planning

The approach to site planning is questioned. The proposal does not demonstrate that it has evolved from a proper and thorough analysis of the opportunities and constraints of the site and its surrounds. The site analysis does not recognise the ecological and aesthetic values of the existing bushland on the site. The proposal does not reinforce these values or respond to the existing streetscape character.

The alternative of locating the building to the south and the car park to the north, as was previously canvassed by the Gandangarra Local Aboriginal Land Council, should be further investigated. This approach is considered to better reflect and reinforce the site context and existing streetscape character.

A car park in the northern part of the site, buffered by landscaping strips of remnant bushland, would reflect and respond to the church car park opposite. The existing vegetation, which is such an important feature of the site, would then form the 'entry statement' to Barden Ridge. It is noted that remnant bushland is used to form 'entry statements' in other parts of the Menai locality.

4. Natural Features

The proposal appears to have no regard for the environmental constraints of the site, particularly the natural topography and the value of the existing bushland vegetation and trees.

The proposed wholesale removal of the existing bushland vegetation is completely at odds with the locality strategy which seeks to maintain significant bush landscape setbacks from New Illawarra Road and the south western boundary of the site and maintain any significant trees.

The levelling of the site to create essentially a level building platform is completely at odds with the natural fall of the land towards New Illawarra Road. It is evident from the plans that the natural landform of the site is being substantially modified to suit the proposal, rather than the proposal being designed to suit the landform of the site.

5. Bulk & Scale

The bulk and scale of the proposed building will be significant, particularly when viewed from New Illawarra Road. This excessive bulk and scale is exacerbated further by the levelling of the land.

Although the building may be technically no more than two (2) storeys in height, it has a scale that is comparable to a 3 to 4 storey building. This is not compatible with the objectives of the Neighbourhood Business zone.

6. Siting of Loading Dock

Significant concern is raised over the siting of the goods deliveries area in such a prominent location and at a major entry point to Barden Ridge.

The loading dock facility and its associated manoeuvring areas and high walls represent a negative intrusion within the streetscape and an inappropriate form of 'entry statement' to the suburb. The presentation of the loading dock facility is completely at odds with the presentation of the church property opposite. This facility should be located so that it does not address any street frontage, consistent with the design principles of the locality strategy.

7. Impacts on Residential Amenity

The surrounding locality is predominantly residential in character and dominated by low scale detached housing. Light spill, noise and other externalities associated with traffic and pedestrian activity, particularly if late night trading is proposed, are likely to give rise to adverse impacts on the amenity of dwellings in close proximity. The significant bulk and scale of the proposed building is completely out of context with the low scale of the housing in the locality.

8. Road Frontage Works

A potentially hazardous traffic/pedestrian conflict point is created by the existing bus stop and proposed roundabout and loading dock ingress/egress driveway all being in close proximity of one another.

That part of the site to be utilised for the roundabout and public pathway will need to be dedicated to Council and at no cost, in the event of approval of the proposal.

You are strongly advised to undertake preliminary consultations with Council's Engineering Division regarding the proposed works within the road reserve, such as the roundabout and the siting of loading dock driveway crossing, prior to any further resolution of your proposal. These consultations may be initiated by the lodgement of a Public Place Enquiry application.

9. Car Parking Provision

The proposal appears to be grossly deficient in off-street car parking provision, when assessed against the relevant car parking requirement as prescribed in the Roads & Traffic Authority guide to traffic generating development. In this case, a car parking requirement of 6.1 spaces per 100 square metres of gross lettable floor area will be applied.

Reliance on the surrounding road network for the car parking demands generated by the proposal will not be accepted, given the close proximity of the site to a major road intersection and other traffic generating land uses in the locality such as the nearby public school.

10. Servicing Arrangements

Any subsequent development application must demonstrate that all delivery and waste collection vehicles associated with the proposal can safely and conveniently enter and exit the site in a forward direction.

It is unclear from the plans as to how the eight (8) specialty shops are serviced via the proposed loading dock. Deliveries to and waste collection from these specialty shops via the customer car parking area will not be accepted.

11. Traffic Impact

The proposal is classified as 'traffic generating development' for the purposes of the Infrastructure SEPP. As such, any subsequent development application will be referred to the NSW Roads & Traffic Authority for comment. To this end, the development application must be accompanied by a detailed traffic assessment prepared by an appropriately qualified traffic engineer.

The traffic assessment should include recommendations regarding appropriate traffic management measures. This assessment should also take into account the future development potential of undeveloped residentially zoned land in the vicinity of the site to the south and northwest and the West Menai concept proposal of the Gandangarra Local Aboriginal Land Council.

12. Flora and Fauna

The entirety of the site is mapped under Council's Green Web Strategy as a green web 'support' area and covered with vegetation representative of the 'Sydney Sandstone Ridgetop Woodland' community. As such, the retention of flora and fauna habitat is an important consideration. Any subsequent development application must demonstrate that the relevant green web objectives and controls as outlined in Chapter 4 of SSDCP2006 are met by the proposal.

A detailed survey of flora and fauna species that exist on the site or make use of the site must accompany any subsequent development application. This survey should be supplemented by a report from a suitably qualified ecologist that includes appropriate recommendations on the protection of such flora and fauna species and their habitats. If the proposal is likely to significantly affect threatened species or their habitats, a 'species impact statement' must be prepared.

A survey and report detailing all trees present on the site must be submitted with any subsequent development application. This report must accurately identify the location, height, spread of canopy, condition and species name of all existing trees. The report must also indicate which trees are proposed to be removed, retained, relocated or pruned. Hollow bearing trees must also be carefully identified.

13. Bushfire Risk

The whole of the site is identified as 'bushfire prone land' under the provisions of the Environmental Planning & Assessment Act, 1979, due to the bushfire risk posed by the bushland on the site and immediately to the south west and north west of the site.

Access for emergency services personnel, the provision of defensible space and procedures for the evacuation of customers and staff are likely to be relevant considerations in this case. Any future development application will be referred to the NSW Rural Fire Service for their comment and any recommendations.

Any subsequent development application must be accompanied by a bushfire assessment report prepared by a qualified bushfire consultant that demonstrates that the proposal satisfies the relevant objectives and performance criteria in the NSW Rural Fire Service publication 'Planning for Bush Fire Protection 2006' (available on the NSW Rural Fire Service website).

14. Acoustic Privacy

Potential noise from delivery vehicles, waste collection vehicles and plant and equipment associated with the supermarket, especially at night, will be an important consideration.

The building and its various activities, including the servicing areas, should be acoustically designed, treated and managed, so as to achieve the noise levels required by the *Protection of the Environment Operations Act 1997* and associated Regulations and the *NSW Industrial Noise Policy* prepared by the Environment Protection Authority. To this end, an acoustic assessment undertaken by a qualified acoustic consultant and addressing the above requirements must accompany any subsequent development application.

15. Access for People with Disabilities

The proposal must incorporate access and facilities for people with disabilities, in accordance with the provisions of the Building Code of Australia and the Disability Discrimination Act, 1992. To this end, a report from a qualified access consultant that demonstrates that all aspects of the development will comply with the relevant Australian Standards for Access and Mobility and the new Access to Premises Standard shall accompany any subsequent development application.

The accessible car parking spaces should be grouped together and located nearer to the shopping centre entrance.

16. Crime Prevention through Environmental Design

The proposal must address the 'safety by design' guidelines issued by the NSW Department of Planning and the related objectives and controls prescribed in SSDCP2006. Any future development application should also be accompanied by a

crime risk assessment prepared by an appropriately qualified expert. The proposal is to demonstrate that the principles contained in the 'safety by design' guidelines have been considered and incorporated into the design.

Given the prevalence of graffiti and vandalism in the Menai locality and Sutherland Shire generally, it is recommended that all external facades of the building and external fittings and fixtures that are readily accessible to the general public should be designed, constructed and finished so that they are resistant to such damage, as far as practicable. It is also recommended that lighting be provided along those elevations of the building that are readily accessible to the public, so as to reduce opportunities for graffiti attack.

Any future development application will be referred to the Sutherland Local Area Command (NSW Police Force) for an independent assessment of the level of crime risk and any recommendations to reduce such risk.

17. Building Code of Australia

Any subsequent development application should be accompanied by a report prepared by an appropriately qualified person that provides a preliminary assessment of the proposed building against the relevant provisions of the Building Code of Australia (BCA). The report must identify the building's classification, rise in storeys and type of construction and address whether the proposed works comply with the deemed-to-satisfy provisions of the BCA, or alternatively, rely upon an alternate solution.

18. External Lighting

Impacts on adjacent residents from external lighting sources will be an important consideration in the design of the proposal and assessment of any subsequent development application. All proposed external lighting must be designed in accordance with the requirements of Australian Standard AS4282 – 1997 'Control of the Obtrusive Effects of Outdoor Lighting' and, more specifically, the relevant recommendations within Tables 2.1 & 2.2 of the standard.

19. Advertising and Signage

The proposed business identification and other signage on the north eastern and south eastern elevations of the building will need to be carefully designed so as to protect the amenity of the adjacent residents. Glare nuisance from any internal illumination of these signs must be avoided.

20. Stormwater Management

The stormwater drainage system for the proposal should utilise 'Water Sensitive Urban Design' practices, as far as practicable. Measures such as the retention of roofwater for on-site uses and the provision of bioswales for the treatment of stormwater runoff from the car park should be seriously considered. Your attention is drawn particularly to the provisions of the Georges River REP with respect to the treatment of stormwater runoff from sites.

21. Potential Site Contamination

Potential contamination of the site from past land uses will need to be addressed in any subsequent development application. Council's records indicate that the land may

have previously been used for rock extraction. Reference should be made to SEPP55 and its associated guidelines for further information on how to address this particular issue.

In the first instance, a preliminary site investigation must be undertaken. If the preliminary investigation identifies that contamination is, or is likely to be present, a detailed investigation must be undertaken. If contamination levels on the site exceed the endorsed limits for the proposed use, a remedial action plan must be prepared.

Conclusion:

The proposal is not likely to be supported by Council Officers, having regard to its site planning, built form and treatment of existing vegetation and the scale of the proposed supermarket tenancy being substantially in conflict with the zone objectives and locality strategy for the Barden Ridge Neighbourhood Centre. The proposal fails to properly recognise and take advantage of the constraints and opportunities of the site and its context, such as the value of the existing vegetation on the site and character of the streetscapes.

The above information is based on a meeting between the applicants' representatives Michael Rumble (Development Manager – Woolworths), Angus Halligan (Consultant – Urbis), Rick Drummond (Architect – D&R Architects) and others and Council Officers Greg Hansell (Town Planner), Michael Hornery (Acting Team Leader), Cally Collins (Environmental Scientist), Killian Grennell (Engineer) and Peter Anderson (Engineer) on 18 July 2011 and the details presented in that discussion.

The information provided is in accordance with the environmental planning instruments, development control plans and codes that were current at the time of the meeting. It is the applicant's responsibility to check whether there have been any amendments, repeals or alternatively if any new instruments or policies have been adopted by the date of lodgement of the development application.

Should you consider the information to be inaccurate, it is the applicant's responsibility to contact Council for further clarification. Council reserves the right to request further information during the assessment of the development, should such information be considered necessary for assessment purposes.

Further, your attention is drawn to the requirement for you to ensure that you have made application for any Public Place Enquiry applications PRIOR to lodgement of your development application. Failure to obtain these approvals (where necessary) will delay the acceptance of your development application. Information regarding the Public Place Enquiry applications can be obtained from Council's Roadways Management Branch on 9710 0357 during normal business hours.

Prior to preparing a development application, you are advised to refer to Council's "DA Guide" and other information provided regarding submission requirements. Council's Development Enquiry Officers are also available to assist. Incomplete applications will not be accepted and will result in delays.

It is hoped that this information is of assistance to you in the preparation of your development application. Should you require additional information, please do not hesitate to contact Greg Hansell during normal business hours on 9710 0844.

Yours faithfully

Mark Adamson
Manager – West Environmental Assessment Team
for J W Rayner
General Manager

Architectural Review Advisory Panel

Proposal:

Neighbourhood Shopping Centre Comprising a Supermarket and Specialty Stores With On Grade Car Parking

Property:

152 Old Illawarra Road BARDEN RIDGE NSW 2234

Applicant:

Fabcot Pty Ltd

File Number:

ARAP11/0011

The following is the report of the Architectural Review Advisory Panel Meeting held on 28 July 2011 at the Administration Centre, Sutherland Shire Council, Eton Street, Sutherland. The report documents the Panel's consideration of the proposed development described above.

"2. Consideration of ARAP11/0011 – Pre-DA Proposal for a Neighbourhood Shopping Centre at 152 Old Illawarra Road, Barden Ridge

Council's Andrew Conacher, Greg Hansell and Michael Hornery outlined the proposal for the Panel, including providing details of Council's relevant codes and policies.

Michael Rumble, Rick Drummond, Rohan Dickson, Peter Strudwick, Dajon Veldman and David Vargo addressed the Panel regarding the aims of the proposal and the constraints of the site.

The proposed development is a neighbourhood shopping centre intended to provide local services and convenience shopping. This is a "Greenfield" site with 100% native vegetation cover at present. The site adjoins an undeveloped Council owned site reserved for a scout hall. The site also adjoins a large school campus.

This scheme comprises a single storey building with associated car parking on grade and has been presented as a resolved proposal that includes a 2,500 square metre supermarket tailored to this community as well as specialty shops, a café and a community space.

Client's Brief

The applicants noted that negotiations with Council concerning this site have had a lengthy history. However the site is now owned by Woolworths so the current scheme is not a "speculative venture" but represents a strong commitment to develop the site.

There is currently a "gap" in this area's current retail offer and an immediate and medium term demand for this facility has been identified. A supporting economic impact report will be included in the development application.

Discussions have been held with the adjacent school and church. Key concerns raised relate to the location of car parking and loading dock having regard to the safety for

school children and concern that the development may include a liquor outlet. This input has been critical to the development of the proposed design.

A pre-DA meeting (PAD11/0083) has also been held with Council's planning staff. Issues arising included the Barden Ridge locality strategy, overall site planning, retention of the site's existing natural features, bulk and scale, the loading dock location, impacts on residential amenity, parking provisions, site servicing, traffic impact as well as flora and fauna.

The applicant's team see the present design as a balance between competing economic demands and social benefits. It includes a community hub, but the potential to achieve a "mini high street" was seen as unrealistic by the applicant's team given the existing character along Old Illawarra Road which negates the ability to achieve a true high street.

Vehicular and pedestrian access to the site have been considered and the project's traffic engineer will consult with the RTA regarding the location of the proposed roundabout access to the site as well as the location of the loading bay.

Truck access to the site will be strictly controlled between 6.00 am and 10.00 am so that truck movements will occur outside of school hours.

The school is supportive of the car park acting as a buffer between the retail activities, which allows a strong building form to be located at the western end of the site and the school.

The proposed development is intended to form a "gateway" to Barden Ridge, reinforcing a sense of arrival and community ownership. The street elevations will feature a heavily textured stone finish to the street elevations and the development is considered to be appropriately scaled when viewed from the residential precinct, reading as a long building rising in gentle transition.

The main entry to the centre is a two storey day lit "grand space" which provides a social meeting place.

Council's car parking requirements have been met and provision for servicing of the speciality shops and a smaller trolley store has now also been included.

Context

The Panel understands the difficulty in accommodating a supermarket and parking on a bushland site in a residential setting. Given the scale of this development, the design does its best to fit into this context.

While the site planning has managed the response to the perceived constraints in a reasonable manner, the proposed streetscape does not respond to its local context. The proposed development has a south facing internal orientation to the car park, with a poor streetscape presentation to Old Illawarra Road.

Endemic vegetation is a fundamental element of the local context. Not enough use has been made of the existing bushland.

Scale

It is always difficult to insert a large supermarket into a residential setting. This building is largely internalised, with the loading dock in the most prominent location. The scale of the external walls to the loading dock is an issue.

Built Form

Due to the location and scale of the loading bay, this proposal does not form a good gateway statement. The loading bay is a ‘back of house’ activity and difficult to manage. A better solution to the loading dock is required.

Density

The density of the scheme is reasonable; however on site landscaping is required, particularly to the car park.

Resource, Energy and Water Efficiency

The desirable northern aspect has not been utilised. On-site drainage of the car park should work with landscaping/bush retention.

Landscape

All the existing vegetation is proposed for removal. A better integration of the existing landscaping into the proposed car park should be considered in order to retain significant stands of trees that could provide shade. The best solution would be to “carve” the parking spaces out of the bushland.

The proposed building has a zero setback to the boundary with frontage to New Illawarra Road. The successful presentation of this elevation of the building will rely on an agreement with the RTA to augment tree planting within the road reserve.

Little consideration has been given to landscaping along Old Illawarra Road. The retention and/or replanting of some trees along Old Illawarra Road should also be considered and integrated into the design of the development.

Amenity

The public amenity of the proposal could be improved by more emphasis on the community meeting area, particularly as it faces south. It should be enlarged, be a “sunny” space and be connected to a café/children’s play area.

Safety and Security

Decisions governing the overall site layout seem to focus around the safety of school children relative to the location of the loading bay. Roundabouts do not necessarily reduce traffic speed and it is noted in this case that there is a concentration of both vehicular and pedestrian traffic at this intersection.

Speed controls and clearly marked pedestrian pathways should be included in the car park.

Social Dimensions

More consideration is required for the community space as there is great potential for a better public contribution.

Aesthetics

In general terms, this is a competent design. The corner gateway needs development. The present location of the loading bay presents a serious problem and if it is to remain in this location, special design attention will be required.

Recommendation/Conclusion:

The Panel understands the difficulty in accommodating a supermarket and parking on a bushland site in a residential setting. While the site planning has managed the response to the perceived constraints in a reasonable manner, there must be a greater effort to:

- bring the outside into the development;
- bring the civic function to the northern edge of the site;
- use some of the existing bushland in the design solution or replant to re-establish some bushland context;
- find a better solution to the loading dock; and
- give more thought to the resolution of the gateway.

It is felt that the overall site layout has been driven by traffic and safety concerns. However this is only one factor for consideration and the presentation to Old Illawarra Road requires more careful consideration. Consideration should be given to a northern verandah to the development that could combine with the footpath and perhaps pockets of remanent vegetation to create a locally appropriate streetscape.”

Colleen Baker
ARAP Coordinator

08 August 2011

Address	Date of Letter/s	Summary of Issues Raised
3 Driscoll Place Barden Ridge (two (2) separate submissions)	5 September 2011	<ul style="list-style-type: none"> - Traffic impacts, parking, congestion and site access - Antisocial behavior - Amenity, noise and light - Site planning and height of development - Construction impacts - Hours of operation - Landscaping and bush retention of site frontage - Pedestrian Safety
123 Old Illawarra Road Barden Ridge	14 September 2011	<ul style="list-style-type: none"> - Adverse affect on whole neighbourhood - Traffic impacts, parking, congestion and site access - Amenity and noise
13 Garling Place Barden Ridge	Received 21 September 2011	<ul style="list-style-type: none"> - Pedestrian Safety - Traffic impacts, parking, congestion and site access - Sale of alcohol and tobacco - Antisocial behavior
12 Driscoll Place Barden Ridge (four (4) separate submissions)	23 September 2011	<ul style="list-style-type: none"> - Pedestrian safety - Traffic impacts, parking, congestion and site access - Crime, safety, security and policing - Area emergency evacuation - Operating hours - Amenity and noise - Antisocial behavior
14 Allies Road Barden Ridge	24 September 2011	<ul style="list-style-type: none"> - Traffic impacts, parking, congestion and site access - Site Planning, location of loading dock and carpark - Amenity, noise and light spill - Height, bulk, scale, visual impact of development
155 Old Illawarra Road Barden Ridge	28 September 2011	<ul style="list-style-type: none"> - Streetscape, bulk and scale, visual impact - Noise, amenity and light spill - Antisocial behavior - Traffic impacts, parking, congestion and site access - Area emergency evacuation - Future uses (liquor) - Scale / visual impact of signage - Need for development
2, 4 & 6 Driscoll Place Barden Ridge	28 September 2011	<ul style="list-style-type: none"> - Scale / visual impact of signage - Amenity, noise and light - Crime, security, safety and antisocial behavior - Vegetation of site frontage
9 Driscoll Place	29 September 2011	<ul style="list-style-type: none"> - Traffic impacts, parking, congestion and site

Barden Ridge 146 resident signatures within submission.		<ul style="list-style-type: none"> access - Conflict with land zoning and locality strategy - Site planning and urban / environmental context - Pedestrian safety - Noise, amenity and lighting - Bush fire management and emergency evacuation - Streetscape, height, bulk and scale of development - Scale / visual impact of signage - Environmental impacts - Future uses (liquor) - Crime, safety, security and antisocial behavior
BBC Consulting Planners (On behalf of Menai Market Place Shopping Centre and Lend Lease Retail)	29 September 2011	<ul style="list-style-type: none"> - Conflict with land zoning and locality strategy - Streetscape - Scale / visual impact of signage - Pedestrian access - Traffic impacts, parking, congestion and site access - Consistency with adjoining land uses - General support for a smaller scale land use
153 Old Illawarra Road Barden Ridge	3 October 2011	<ul style="list-style-type: none"> - Conflict with land zoning - Pedestrian safety - Area emergency evacuation - Traffic impacts, parking, congestion and site access - Amenity, noise and light - Scale / visual impact of signage - Safety and security - Need for development - General support for a small scale development
8 Kelsall Place Barden Ridge	Received 4 October 2011	<ul style="list-style-type: none"> - Support for the Development proposal including the need, location, social and community benefits, and overall reduction in vehicle dependency of locality residents.
7 Driscoll Place Barden Ridge	Received 4 October 2011	<ul style="list-style-type: none"> - Need for development - Conflict with land zoning - Pedestrian safety - Adverse traffic impacts - Anti social behavior - General support for a smaller scale development
23 Elliston Place Barden Ridge	4 October 2011	<ul style="list-style-type: none"> - Size and scale of development - Need for development - Traffic impacts, parking, congestion and site access - Pedestrian safety - Future uses (liquor)

		<ul style="list-style-type: none"> - Antisocial behavior - Noise and amenity
149 Old Illawarra Road Barden Ridge (two (2) submissions)	Received 5 October 2011	<ul style="list-style-type: none"> - Traffic impacts, parking, congestion and site access - Pedestrian safety - Area emergency evacuation
14 Driscoll Place Barden Ridge	Received 5 October 2011	<ul style="list-style-type: none"> - Conflict with land zoning and locality strategy - Traffic impacts, parking, congestion and site access - Area emergency evacuation - Amenity and noise - Crime, security, safety and antisocial behavior - Need for development of scale in locality - Future uses and expansion - General support for a small scale development.
1 Driscoll Place Barden Ridge	5 October 2011	<ul style="list-style-type: none"> - Traffic impacts, parking, congestion and site access - Amenity, noise and light spill - Insufficient landscape treatment - Height, bulk, scale, visual impact of development
9 Elliston Place Barden Ridge	Received 6 October 2011	<ul style="list-style-type: none"> - Need for development - Traffic impacts, parking, congestion and site access - Area emergency evacuation - Pedestrian safety - Crime, security, safety and antisocial behavior - Amenity and noise - Size and scale of development - Scale / visual impact of signage
9 Garling Place Barden Ridge	6 October 2011	<ul style="list-style-type: none"> - Conflict with land zoning and locality strategy - Suitability of development - Major retail facility and not a neighbourhood development. - Traffic impacts, parking, congestion and site access - Crime, security, safety and antisocial behavior - General support for a smaller scale land use
7 David Road Barden Ridge	Received 6 October 2011	<ul style="list-style-type: none"> - Traffic impacts, parking, congestion and site access - Size and need of a major retail development

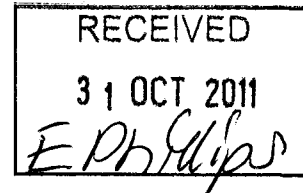
Your Reference:
Our Reference:
Contact:
Telephone:

DA 11/0834
RDC 11M2248 - SYD 11/00794
Ravi Raveendra
8849 2540



Transport
Roads & Traffic
Authority

The General Manager
Sutherland Shire Council
Locked Bag 17
SUTHERLAND NSW 1499



Attention: Evan Philips

**CONSTRUCTION OF SHOPPING CENTRE DEVELOPMENT
152 OLD ILLAWARRA ROAD, BARDEN RIDGE**

Dear Sir/Madam,

I refer to Council's letter of 6 September 2011 (Council Reference: DA11/0834) concerning the abovementioned development application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 5 October 2011.

Below are the Committee's recommendations and RTA's comments on the subject application:

1. Concrete median of 900mm in width should be built from the intersection of New Illawarra Road to the proposed roundabout on Old Illawarra Road to prohibit vehicles turning right in /out of the proposed loading dock access.
2. Pedestrian refuge at proposed roundabout should be provided on both sides on Old Illawarra Road.
3. Proposed pedestrian crossing at the roundabout access to the car park is not supported.
4. Council should ensure that the design of the car park is designed to eliminate any vehicle conflict points by the provision of adequate sign posting and line marking as there is the potential for vehicles exiting, or circulating would conflict with other vehicles. Council should also ensure that adequate swept paths are provided for the largest vehicles circulating within car park area.
5. Council should ensure that post-development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development discharge. Should there be changes to the RTA's drainage system then detailed design plans and hydraulic calculations of the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works.

Roads and Traffic Authority of New South Wales

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA NSW 2150
PO BOX 973 PARRAMATTA CBD NSW 2150 DX 28555
www.rta.nsw.gov.au | 13 22 13

Details should be forwarded to:
The Sydney Asset Management
Roads and Traffic Authority
PO Box 973 Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

6. The proposed development should be designed such that road traffic noise from Old Illawarra Road and New Illawarra Road is mitigated by durable materials and complies with the requirements of Clause 102 – (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.
7. A Loading Dock Management Plan shall be prepared for the management of all deliveries to the proposed loading dock and shall implement appropriate measures to prevent more than one delivery vehicle accessing the site at any one time.
8. The applicant must ensure to prepare and implement a Loading Dock Management Plan which must address the following key issues:
 - Delivery times (ie: being limited to outside of peak trade / traffic peaks).
 - Truck access routes.
 - Pedestrian safety.The abovementioned Loading Dock Management Plan must be submitted to Council and the RTA for approval prior to the issue of a construction certificate.
9. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for delivery vehicle usage.
10. The developer is to provide a Construction Traffic Management Plan to Council's satisfaction.
11. All vehicles should enter and exit the site in a forward direction.
12. All vehicles should be wholly contained on site before being required to stop.
13. The required sight lines to pedestrians or other vehicles in or around the entrance and car park are not to be compromised by landscaping or signage.
14. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of Council's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Any inquiries in relation to this matter can be directed to Ravi Ravendra, on telephone (02) 8849 2540 or facsimile (02) 8849 2918.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'O. Hodgson', written in a cursive style.

Owen Hodgson
Chairman, Sydney Regional Development Advisory Committee

25 October 2011

All communications to be addressed to:

NSW Rural Fire Service
Sutherland Shire District
126 Wilson Parade
HEATHCOTE 2233

Telephone: (02) 9520 4040

e-mail: sutherland.fcc@rfs.nsw.gov.au

Facsimile: (02) 9520 3936



DA110834

The General Manager
Sutherland Shire Council
Locked Bag 17
Sutherland NSW 1499

Your Ref: DA11/0834

Our Ref: CES004/95
DA11091279783

ATTENTION: Evan Phillips

19 October 2011

Dear Evan

Land Use Application for 101//1028645 152 Old Illawarra Road Barden Ridge 2234

I refer to your letter dated 8 September 2011 seeking advice regarding bush fire protection for the above Land Use Application in accordance with Section 79BA of the 'Environmental Planning and Assessment Act 1979'.

The Service provides the following recommended conditions:

Evacuation and Emergency Management

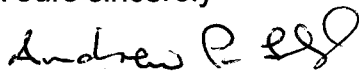
The intent of measures is to provide suitable emergency and evacuation (and relocation) arrangements for occupants of the building. To achieve this, the following conditions shall apply:

1. Arrangements for emergency and evacuation are to comply with section 4.2.7 of *Planning for Bush Fire Protection 2006*.

For any queries regarding this correspondence please contact Robert Taylor on 9520 4040.

FILE LOCATION
EPH

Yours sincerely



Andrew Pinfold
Manager

The RFS has made getting information easier. For general information on 'Planning for Bush Fire Protection, 2006', visit the RFS web page at www.rfs.nsw.gov.au and search under 'Planning for Bush Fire Protection, 2006'.

DA110834

All communications to be addressed to:

Sutherland Shire District
NSW Rural Fire Service
126 Wilson Parade
Heathcote NSW 2233

Sutherland Shire District
NSW Rural Fire Service
126 Wilson Parade
Heathcote NSW 2233



Telephone: (02) 9520 4040

Facsimile: (02) 95203936

e-mail: Sutherland.fcc @rfs.nsw.gov.au

**The General Manager
Sutherland Shire Council
Locked Bag 17
Sutherland NSW 1499**

Your Ref: DA11/0834

Our Ref: CES004/95

DA1109127983 RT

EPH

ATTENTION: Evan Phillips

12 September 2011

Dear Evan

**Land Use Application for 101//1028645 152 Old Illawarra Road Barden Ridge
2234**

I refer to your letter 8 September 2011 seeking advice regarding bush fire protection for the above Land Use Application in accordance with Section 79BA of the 'Environmental Planning and Assessment Act 1979.'

The Service provides the following recommended conditions:
Water and Utilities

The intent of measures is to provide adequate services of water for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building. To achieve this, the following conditions shall apply:

1. Water, electricity and gas are to comply with section 4.1.3 of *Planning for Bush Fire Protection* 2006.

Design and Construction

The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack. To achieve this, the following conditions shall apply:

2. New construction on the **Northern, Eastern and Southern** elevation(s) shall comply with section 5 (BAL 12.5) Australian Standard AS3959-2009 "Construction of buildings in bush fire-prone areas" and section A3.7 Addendum Appendix 3 of "Planning for Bush Fire Protection".

EPH

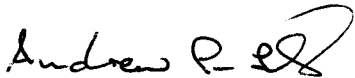
3. New construction on the south western elevation(s) shall comply with section 8 (BAL 40) Australian Standard AS3959-2009 'Construction of buildings in bush fire-prone areas' and section A3.7 Addendum Appendix 3 of 'Planning for Bush Fire Protection'.

Landscaping

4. Landscaping to the site is to comply with the principles of Appendix 5 of 'Planning for Bush Fire Protection 2006'.

For any queries regarding this correspondence please contact Robert Taylor on 9520 4040.

Yours sincerely



Andrew Pinfold
Manager

The RFS has made getting information easier. For general information on 'Planning for Bush Fire Protection, 2006', visit the RFS web page at www.rfs.nsw.gov.au and search under 'Planning for Bush Fire Protection, 2006'.

**NSW POLICE FORCE**

Sutherland Local Area Command

Flora Street,
Sutherland NSW 2232Tel: 02 9542 0899
Facsimile 02 9542 0708
Ref.No. NSWP/D/2010/205924

21 September 2011

General Manager,
Sutherland Shire Council
4-20 Eton Street,
Sutherland NSW 2232

LETTER ACKNOWLEDGED

RE: Development Application DA DA11/0834
Commercial Development – Construction of neighbourhood shopping centre
comprising Woolworths Supermarket, 3 x specialty shops and 7 x advertising signs

In line with the Crime Prevention Guidelines of the New South Wales Environmental Planning and Assessment Act, 1979, Section 79C, Sutherland Local Area Command has conducted a *Safer by Design Crime Risk Evaluation* as requested by Sutherland Shire Council, Eton Street, Sutherland on the proposed construction of neighbourhood shopping centre comprising Woolworths Supermarket, 3 x specialty shops and 7 x advertising signs at 152 Old Illawarra Rd, Barden Ridge.

The result of this Safer by Design Crime Risk Evaluation for this development has identified an overall crime risk rating as **LOW**, on a sliding scale of low, moderate, high crime risk. The evaluation was conducted on a weekday and during daylight hours only.

The proposed development will introduce new (potential) victims, crime opportunities and offenders to the development site and its surroundings. It is highly probable, therefore, that reported crime will increase in the future.

Crime Prevention Through Environmental Design (CPTED) treatment options should be considered for the proposed development in order to reduce opportunities for crime.

Yours sincerely,

Dave Hayes
Sutherland LAC Crime Prevention Officer

SCANNED

28 SEP 2011

SCANNED

28 SEP 2011

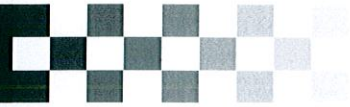
Disclaimer

The New South Wales Police have a vital interest in ensuring the safety of the members of the community and their property. By using the recommendations contained in this evaluation, any person who does so acknowledges that:

- It is not possible to make areas evaluated by the NSW Police absolutely safe for members of the community or their property.
- It is based upon the information provided to the NSW Police at the time the evaluation was made.
- This evaluation is a confidential document and is for use by the consent authority or organizations referred to on page 1 only.
- The contents of this evaluation are not to be copied or circulated otherwise than for the purposes of the consent authority or organization referred to on page q.

The NSW Police hopes that by using the recommendations contained in this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

Introduction



In line with the Crime Prevention Guidelines under the New South Wales Planning and Assessment Act, 1979, Section 79C, Sutherland Shire Council, Eton Street, Sutherland requested the NSW Police Force to conduct a *Safer by Design Crime Risk Assessment* of the proposed Commercial Development – Construction of neighbourhood shopping centre comprising Woolworths Supermarket, 3 x specialty shops and 7 x advertising signs

These guidelines require consent authorities to ensure that development provides safety and security to users and the community. “If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or, refusal of the development on the grounds that crime risk cannot be appropriately minimised”.

The Guidelines contain two parts. “Part A details the need for a formal crime risk assessment (Safer by Design Evaluation) to be done in conjunction with trained police, and Part B outlines basic Crime Prevention through Environmental Design (CPTED) principles and strategies that can be used by consent authorities to justify the modification of proposals to minimise risk” (DUAP 2001:2).

Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients from intersecting in time and space.

Predatory offenders often make cost-benefit assessments of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating social and environmental conditions that:

- Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension)
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime)
- Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards), and
- Minimise excuse-making opportunities (removing conditions that encourage/facilitate rationalisation of inappropriate behaviour).

CPTED employs four key strategies. These are Surveillance, Access Control, Territorial Reinforcement and Space/Activity Management.

Surveillance

Natural surveillance (NS) is achieved when normal space users can see and be seen by others. NS highlights the importance of building layout, orientation and location; the strategic use of street design; landscaping and lighting. Natural surveillance is a by-product of well-planned, well-designed and well-used space.

Formal, or Organised Surveillance (FS), is achieved through the tactical positioning of on-site guardians. An example would be the placement of an estate supervisor's office next to a communal area. *Technical Surveillance (TS)* is achieved through mechanical/electronic measures such as CCTV, help-phones and mirrored building panels. Technical surveillance is commonly used as a "patch" to supervise isolated, higher-risk locations.

There is a proven correlation between poor street lighting, fear of crime, the avoidance of public places and crime opportunity (Painter, 1997). Australia and New Zealand Pedestrian Lighting Standard 1158.3.1 now requires lighting engineers and designers to factor-in crime risk and fear when choosing luminaries/lighting levels.

Access Control

Access control measures restrict, channel and encourage people, bicycles and motor vehicles into, out of and around targeted sites. Way finding, desire-lines and formal/informal routes are important crime prevention considerations.

Access control is used to increase the time and effort required to commit crime and to increase the risk to criminals. *Natural Access Control (NAC)* measures include the tactical use of landform and waterways, design measures including building configuration, formal and informal pathways, landscaping, fencing and gardens. *Mechanical/Electronic Access Control (MEAC)* measures include security hardware and *Formal or Organised Access Control (FAC)* measures include on-site guardians such as employed security personnel.

Territorial Reinforcement

Criminals are more likely to be deterred by the presence of people who are connected with and protective of a place than by people who are just passing through it. *Territorial Reinforcement (TR)* employs actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should and should not be, and what activities are appropriate.

Space and Activity Management

Space management involves the formal supervision, control and care of the public domain. All space, even well planned and well-designed areas need to be effectively used

and maintained to maximise community safety. Places that are infrequently used are commonly abused. Space and activity management strategies are an important means of developing and maintaining *natural* community control.

Safer by Design Evaluation Team

David Hayes,

Is a Constable with the NSW Police Force, a qualified Safer By Design operator and is the current Crime Prevention Officer with Sutherland Local Area Command.

Area Context



Site and Development Description

The proposed development application is to be situated 152 Old Illawarra Rd, Barden Ridge. This is located next to a Kindergarten to Year 12 Community School and a Scout Hall. The area is comprised of residential buildings.

Socio Economic Issues

There is a recognised correlation between high levels of social disadvantage and crime (National Crime Prevention, 1999, NSW BOCSAR, 2001). Information from the Australian Bureau of Statistics indicates that the proposed development area has *low* levels of social disadvantage.

Local Crime Overview

The NSW Police Safer by Design evaluation process is based upon Australia and New Zealand Risk Management Standard ANZS4360:1999. It is a contextually flexible, transparent process that identifies and quantifies crime hazards and location risk. Evaluation measures include crime likelihood (statistical probability), consequence (crime outcome), distributions of reported crime (hotspot analysis), socio-economic conditions (relative disadvantage), situational hazards and crime opportunity.

Crime Ratings

Reported crime statistics have been used to help identify 'crime likelihood', these statistics can be provided by police if required. In NSW, crime statistics are gathered and analysed in geographical areas referred to as Police Local Area Commands (LACs). This development is located within Sutherland Local Area Command and the following incident categories and rating have been identified for the Local Area Command in which the development is located:

Incident	Likelihood Values based from Raw Data Statistics				
	Highly Likely	Likely	Moderate	Unlikely	Not assessed
Malicious damage					
Stolen M/Vehicle					
Assault					
Break & enter					
Stealing					
Robbery					

Evaluation Rating

After conducting a Safer by Design Crime Risk Evaluation for the proposed development the crime risk rating has been identified as **LOW**. This is on a sliding scale of low, moderate, high.

Crime Prevention Through Environmental Design Treatments

The proposed development will introduce new (potential) victims, crime opportunities and offenders to the development site and its surroundings. It is highly probable, therefore, that reported crime will increase in the future.

With this in mind *Natural, Technical/Mechanical (low) Organised (low)* Crime Prevention Through Environmental Design (CPTED) treatment options should be considered for the proposed development in order to reduce opportunities for crime.

Crime Opportunity



Positive objectives, design features and conditions

The evaluation identified objectives, design features and social conditions that are likely to *reduce* crime opportunity at the development site and include:

- Legible access routes
- Assess crime trends
- Review architect's drawings
- Review similar sites in the area and/or similar areas
- Identify current problems (if any)

Issues and Recommendations

Working through the preliminary drawings, we have identified some areas for clarification and concern.

Car Park Area

The area needs to be marked clearly with good visibility for customers exiting the car park and give good natural surveillance into the car park. Opportunities for concealment located within the car park area in void spaces identified need to be addressed. Clear signage needs to be in place throughout the car park to indicate exit routes, no parking areas, direction to facilities and disabled car spaces to minimise the risk of antisocial behaviour and use of the car park for skateboarding, bumouts, illegal parking, etc. Emergency services car parking spaces also need to be allocated and clearly marked in the car park.

Loading Dock Area

Access to the loading dock area needs to be restricted to authorised personnel only. External areas providing access into the shopping centre and areas that are left unattended for long periods of time can provide opportunity for anti-social behaviour, malicious damage and theft and as such need to be closed off after hours or when not in use or covered by Security or CCTV. Clear signage on the entrance to the loading dock area needs to be in place to prevent excuse making for trespassers, illegal parking and safety for heavy vehicle access. Security risk areas or potential hiding areas also need to be addressed. These areas must display signage to reflect this.

Clear sight lines to the loading dock area by way of appropriate landscaping needs to be in place so as to provide a sense of natural surveillance and clear visibility to pedestrians on the street.

Shopping Centre Facilities

Clear signage directing customers to shopping centre facilities needs to be in place throughout the centre. Furniture in the food court areas, if fitted, need to be fixed to prevent persons from moving the furniture and climbing onto it.

Areas leading to the toilet areas need to be well lit and accessible for wheelchairs, prams etc with no areas for concealment. Any corridors leading to toilets should be covered by CCTV to prevent anti-social behaviour from occurring in that area.

Security bollards need to be in place at the entrances to the centre and other locations to stop vehicular access and the potential for ram raids to occur, especially near ATM's. ATM areas need to be well lit and in open clear areas to minimise the risk of theft and provide a feeling of safety by customers and covered by security or CCTV near the location at a height to maximise capture of images.

Additional Information

Business Identification

- The street/shop number should be prominently displayed at the front of the business. (This also ensures you comply with Local Government Act, 1973, Section 124, Order 8).

Warning Signs

- Effective signage and/or directional signs must be installed to provide guidance to visitors in locating prohibited areas as well as areas of interest such as Centre Management, Security, Toilets etc.
- Warning Signs can assist in controlling activities and movements throughout the premises and grounds.
- Post warning signs around the perimeter of the business to warn intruders of what security treatments have been implemented to reduce opportunities for crime.
- *Warning. Trespassers will be prosecuted.*
- *Warning. This property is under electronic surveillance.*
- *Warning. No large amounts of cash are kept on these premises.*
- *All property has been marked for police identification.*

Landscaping

- Keeping trees & shrubs trimmed can reduce concealment opportunities and increase visibility when traveling to and from the business.

- Remove obstacles & rubbish from property boundaries, footpaths, driveways, car parks & buildings to restrict concealment & prevent offenders scaling your building.

Security Doors

- Install quality security doors at the perimeter of businesses to clearly define the boundaries and restrict access.
- Glass or open-style doors prevent offenders from using the door for concealment.
- Information regarding types of locks can be obtained by contacting Australian Standards.

Security Lighting

- Install security lighting in and around your business, particularly over entry/exit points to create an even distribution of light with no glare, e.g. sensor lighting or floodlighting.
- Leave a limited amount of internal lighting on at night to enable patrolling police, security guards or passing people to monitor activities within the business.

Building Design

- The floors, walls & ceilings should be of solid construction.
- The roof should be reinforced with mesh below the roofing to restrict unauthorized entry.
- Maintain clear sightlines between the street, neighboring property and the buildings.
- Bollards or barriers can be installed to reduce the opportunity for ram-raid attacks.
- Limit the number of entry/exit points to restrict unauthorized access.
- Counters should be designed to reduce the opportunity for assault of staff and unauthorized access.
- Consideration should be given to the width, height and location of the counter.
- Shelving within the business should be limited in height, or transparent, to increase natural visibility of the premises.
- Shelves should be positioned to maximize supervision from counter area.

Windows

- Windows and frames should be of solid construction.
- Windows should be fitted with key-operated window locksets to restrict unauthorized access.
- Glass may also be reinforced to restrict unauthorized access with a shatter-resistant film, or replace the existing glass with laminated glass, or have quality metal security grilles or shutters installed.
- No more than 15% of display windows should be covered with promotional materials to increase surveillance opportunities to and from the business.

Surveillance Equipment

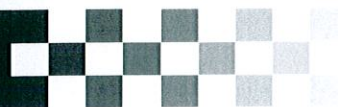
- Surveillance equipment can enhance the physical security of your business and assist in the identification of people involved in anti-social or criminal behavior.
- Cameras should be installed in and around the business to maximize surveillance opportunities.
- Digital or video technology should be used to record images from the cameras.
- Recording equipment should be installed away from the counter area to avoid tampering.
- Videotapes need to be replaced quarterly to maintain quality images.
- Installed surveillance equipment should be maintained in working order and regularly tested.
- If the surveillance system is installed, use it.
- Staff should be trained in the correct use of the system.

- Any surveillance system should be manufactured and installed by a qualified and reputable company and regularly function tested.
- Ensure that the requirements of the Surveillance and Privacy Act are adhered to.

General

- Computer passwords should be changed regularly to restrict access and avoid misuse by past and present staff.
- Emergency evacuation plans should be implemented and maintained by businesses to assist staff and emergency services in the event of an emergency. This plan should be prominently displayed.
- Staff should be suitably trained in evacuation procedures.

References



Crime prevention and the assessment of development applications (2001) *Guidelines under Section 79C of the Environmental Planning & Assessment Act, 1979*.

Australia and New Zealand *Risk Management Standard 4360:1999*.

Australia and New Zealand *Pedestrian Lighting Standard 1158:1999*

McCamley, P (2000) *Assessing and Reducing Crime Risk: A Practical Guide for Planners, Designer and Crime Prevention Professionals*. NSW Police, Sydney.

Painter, K (1997) 'The Crime Reducing Effect of Improved Street Lighting: The Dudley Project in Clarke, R.V. (Ed) *Situational Crime Prevention: Successful Case Studies*. Harrow and Heston, New York.

Weatherburn, D (2001) *What Causes Crime?* NSW Bureau of Crime Statistics and Research, Sydney.

Attachments



Location of Proposed Development.



Architectural Review Advisory Panel

Proposal:

**Commercial Development - Construction of Neighbourhood Shopping Centre
Comprising Woolworths Supermarket, Three (3) Specialty Shops and Seven (7)
Advertising Signs**

Property:

152 Old Illawarra Road BARDEN RIDGE NSW 2234

Applicant:

Fabcot Pty Ltd

File Number:

DA11/0834

The following is the report of the Architectural Review Advisory Panel Meeting held on 22 September 2011 at the Administration Centre, Sutherland Shire Council, Eton Street, Sutherland. The report documents the Panel's consideration of the proposed development described above.

"4. Consideration of Development Application No. 11/0834 – Neighbourhood Shopping Centre at 152 Old Illawarra Road, Barden Ridge

Council's Andrew Conacher, Evan Phillips and Michael Hornery outlined the proposal for the Panel, including providing details of Council's relevant codes and policies.

Luke Turner, Josh Hollis, Peter Strudwick, Rick Drummond, David Vargo and Rohan Dickson addressed the Panel regarding further development of the proposal and how they have addressed the concerns raised by the Panel at the previous meeting.

This proposal is for a single storey shopping centre comprising a supermarket and five (5) specialty shops with associated service areas, car parking and community space. The site comprises a single lot of 9500 m² located at the intersection of Old Illawarra Road and New Illawarra Road. The site is presently covered with native vegetation resulting from regrowth.

Client's Brief

The applicants noted that input from the previous ARAP meeting had been considered and where appropriate incorporated into the scheme submitted for development assessment. In particular, the community space has been enlarged and is anticipated to be a communal focus point.

It was argued that the present design achieves a balance between satisfying the competing requirements for both the commercial and community uses, based on the supporting economic impact report.

The main entry to the centre is a two storey naturally lit "grand space" that provides a social meeting place.

Context

While it is appreciated that the land is zoned as the location for a neighbourhood centre, the proposal does not respond to the local context and does not engage well with the gateway location, the Old Illawarra Road frontage or the bushland character of the site. This is a low density neighbourhood characterised by detached houses in garden settings. Buildings are mostly integrated into the setting rather than being dominant.

This centre is a small component of the neighbourhood; therefore the development should respond to the context, not ignore it. The proposal's siting and appearance should improve the streetscape, not overwhelm it with the singular objectives and outcomes of retail planning. Given its position and scale especially, the proposal should provide active high quality public domain at its main interfaces, enhancing the neighbourhood's visual and physical context and urban character.

Existing vegetation is seen as a fundamental element of the local context and not enough use has been made of this site element.

Scale

With the proposal being located on three (3) boundaries, its public face is bulky and clumsy, lacking the expected quality in design as well as amenity for users.

The gateway presentation when viewed from the north is a combination of blank walls and a large corporate signage element. It stands in stark contrast to the church complex opposite. Similarly, no realistic effort has been made to break up the car park and provide for the successful long term growth of the shade trees.

Along the south-western boundary the building abuts the school site. At the boundary the building rises up to ten (10) metres in height. Sections of the building with heights in excess of ten (10) metres occur along the New Illawarra Road frontage, unlike anywhere else along that road. Buildings of this scale in such positions are foreign in Barden Ridge.

The topography of the site has not been well considered, which has resulted in a partly utilised under croft that increases the height of the building.

Built Form

The resolution of the built form, in association with its location and siting, were all considered by the Panel to be unsatisfactory. The resolution of the loading bay in its current position is also unacceptable. The public south-eastern face of the building should be made into a more generous and purposeful space that will enhance the public domain.

To increase its architectural resolution, visual amenity and urban design quality, the awning should be reviewed entirely. To improve the public domain quality of the concourse, it should be widened, given a better separation from adjacent car parking, appropriately landscaped and provided with clear view through to the end of the walkway.

Consideration should be given to the provision of underground car parking within the under croft area as this is a wasted opportunity. Proper use of the built upon area will free up more of the site for landscaping.

Density

While compliance with Council's floor space ratio controls is noted, the proposed building completely dominates a prominent corner of the site and is out of scale and character with its surroundings.

The density of the proposal is exacerbated by building to the site boundary on three of its sides. As a result, neither openings nor circulation can contribute to the expression of the building in these locations; the resultant exterior of the building is therefore large scale and ominous with only applied decoration providing any attempt to express its use, scale or character.

Resource, Energy & Water Efficiency

More could be achieved to improve the ESD component of the project. Daylight access through skylights, solar hot water, photo voltaics and solar access through shopfronts should all be considered.

It is notable that due to their location and access, the proposal's first floor offices are completely internal. Offices should be relocated to gain access to northern sun, cross ventilation and aspect. If these offices were carefully redesigned they may be able to positively impact on the proposal's resolution of its external elevations.

Landscape

As a basic principle it is not accepted that indigenous plant species are of no value if they are regrowth. Essential to the character of this site and its sense of place is the existing vegetation. The retention of existing vegetation would provide immediate benefits to the new development in terms of shade and screening. By adopting an approach which denies the presence of existing vegetation, the proposal exhibits no respect for the landscape.

The proposal for car park planting in the present scheme is unlikely to encourage long term survival of the proposed trees. This is because there is inadequate provision for soil and water, the large areas of paving will be too hot and isolated trees are more vulnerable to pest attack and wind throw. Retention and reinforcement of existing trees wherever possible is preferable.

The provision of large shade trees in the car park is essential for the comfort of shoppers in summer.

In relation to the building, minimal landscaping is proposed for screening purposes because the proposed setbacks are inadequate. The building footprint has been pushed to the edge of the site and in the case of the New Illawarra Road boundary, screening of the building can only be carried out by augmenting the planting on the adjacent site. An approach that relies upon the adjacent site is fundamentally inadequate.

Amenity

Poor siting of the loading bay, narrow path widths – especially along its chief façade - lack of shade in the car park, poor quality public spaces, lack of building resolution resulting in poor visual amenity, poor siting of internal offices and poor landscape design result in a proposal with poor amenity for both users and the community generally.

Safety & Security

The concentration of pedestrian and vehicular traffic at the Driscoll Place roundabout is a concern. All pedestrians from the school and residential neighbourhoods will need to negotiate the roundabout.

Measures to promote night time use of external public spaces need to be considered.

The main entry is not clearly visible from the Old Illawarra Road access point to the site.

Social Dimensions

The proposed “community” space and “verandah” space are seen as “token” efforts for addressing social needs and community uses. The minimally dimensioned and poorly designed front concourse misses the opportunity to provide a great public verandah to facilitate public access and express the new proposal. More and better quality public space is required.

In its current form, the proposal provides no benefit to the surrounding area in urban, architectural and landscape terms.

Aesthetics

The building should be better sited and resolved. Presently there is poor presentation to both the northern intersection and the Old Illawarra Road frontage. The elevation to Old Illawarra Road is brutal.

The proposed building and landscape design does not respond to context, does not incorporate local landscape species and does not incorporate the environmental benefits of its open setting. Rather than creating a unique sense of place – thereby creating a unique and special character – the proposal could be located anywhere.

Therefore, the scheme represents a missed opportunity to provide a unique response to this site.

Recommendation/Conclusion:

There has been little modification to the scheme following the previous ARAP meeting. Accordingly, the Panel cannot support the proposal and considers that a fresh approach is warranted. Its recommendations remain the same:

- bring the outside into the development;
- bring the civic function to the northern edge of the site;
- retain sections of the existing bushland in the design solution and replant using local species to re-establish the bushland context;
- find a better solution to the loading dock; and
- give more thought to the resolution of the gateway.”

Colleen Baker
ARAP Coordinator

28 September 2011

Consultative Traffic Forum

MinuteNumber: 366

Council Meeting Date: 31/10/11

07/10/2011 CTF003-12

**152 Old Illawarra Road Barden Ridge - Neighbourhood Shopping Centre,
Woolworths Supermarket, Three Specialty Shops and Seven Advertising Signs**

File Number: DA11/0834

Director: Engineering (CJ)

Report Item

(Appendix 'B' attached to this report is available electronically only.)

1. The Proposal:

A commercial development - construction of a neighbourhood shopping centre comprising Woolworths Supermarket, three (3) specialty shops and seven (7) advertising signs. The proposal will comprise shops (3,460m square GLA) and 139 parking spaces with access from Old Illawarra Road. As part of the proposed shopping centre a roundabout will be constructed at the intersection of Old Illawarra Road and Driscoll Place. Access to the shopping centre is proposed via this roundabout. The main service area will be located to the north of the roundabout, with access via a separate driveway from Old Illawarra Road. Access for service vehicles will be limited to left in/left out. A service bay for smaller vehicles will be accessed via the carpark.

2. Attachments:

Appendix A contains a copy of the traffic report.

Appendix B contains the Woolworths loading dock Management Plan and Noise Impact Assessment submitted with the Development Application.

Plan A shows the proposed retail development.

3. Traffic and Parking Impacts:

A copy of the report on the traffic implications of the proposal as prepared by the applicants traffic consultant is contained in Appendix 'A' attached to the report.

4. Significant Issues:

Queuing and delays at the proposed roundabout due to vehicles entering and exiting the proposed development.

Adequacy and safety of the proposed access and egress arrangements with respect to vehicles, pedestrians and cyclists.

Preventing left in/left out access to the main service area.

Report Recommendation:

That this proposal be considered by the Consultative Traffic Forum.

APPENDIX

152 Old Illawarra Road Barden Ridge - Neighbourhood Shopping Centre, Woolworths Supermarket, Three Specialty Shops and Seven Advertising Signs



Appendix 'A' DOC220911.pdf



Appendix 'B' DOC220911.pdf



Plan 'A' DA110834-152 Old Illawarra RoadPlan.pdf

(To view the document, double click on icon and select 'Open'. Select 'File' 'Close' to return to report.)

Committee Recommendation:

That the Consultative Traffic Forum expressed concern with the proposed traffic and loading dock arrangements and indicated the following:

- The layout and the arrangement of the vehicular entry/exit to the loading dock is poor.
- The width of the vehicular entry/exit to the loading dock is excessive and necessitates trucks to cross the footway at an angle of 30o or less which is a potential safety hazard to pedestrians.
- The proposed roundabout in Old Illawarra Road is not favoured as potential pedestrian safety issues will be created between the adjacent school and the signalised pedestrian crossing (crosswalk) at New Illawarra Road.
- All truck movements associated with servicing the site should be within the site and adjacent to the loading dock at the northern end of the site.

Council Resolution:

That the Consultative Traffic Forum expressed concern with the proposed traffic and loading dock arrangements and indicated the following:

- The layout and the arrangement of the vehicular entry/exit to the loading dock is poor.
- The width of the vehicular entry/exit to the loading dock is excessive and necessitates trucks to cross the footway at an angle of 30o or less which is a potential safety hazard to pedestrians.
- The proposed roundabout in Old Illawarra Road is not favoured as potential pedestrian safety issues will be created between the adjacent school and the signalised pedestrian crossing (crosswalk) at New Illawarra Road.
- All truck movements associated with servicing the site should be within the site and adjacent to the loading dock at the northern end of the site.

SUTHERLAND SHIRE COUNCIL

TO:	Evan Phillips - Development Assessment Officer
FROM:	Daniel Robson - Environmental Scientist
DATE:	21 September 2011
FILE REF:	DA11/0834
SUBJECT:	Development Application No. DA11/0834 Description: Commercial Development - Construction of Neighbourhood Shopping Centre Comprising Woolworths Supermarket, Three (3) Specialty Shops and Seven (7) Advertising Signs Property: 152 Old Illawarra Road BARDEN RIDGE NSW 2234

Scope of Report

With reference to the proposed works at the above address, I have undertaken an environmental assessment of development application No.DA11/0834. In particular noting the following:

Information type	Drawings/Report	Prepared by
Report	Preliminary Contamination Assessment	JBS Environmental
Report	Flora and Fauna Assessment	Cumberland Ecology
Architectural	Site Plans Dwg. NO. DA2.01-2.12	D + R Architects

Contamination

A Preliminary Contamination Assessment (JBS, 2008) has been submitted with the development application. Although the assessment was undertaken for a previous development proposal, it provides an assessment of the potential contamination status of the subject site. The investigation revealed that the site contains minimal PAH contamination resulting from residual asphalt located in the northern portion of the site, however the levels of PAH were well below the Health-based Investigation Levels (HIL's) for commercial or industrial development. In addition, the identified contamination is located within a portion of the site which is proposed to be covered with the supermarket development and therefore will be either removed as part of excavation works and/or covered with the proposed building.

Given the reasons outlined above, the site presents no significant contamination concern and as such, no further consideration is required.

Terrestrial Ecology

The subject site forms part of a reasonably sized portion of bushland located over a number of lots located along New Illawarra Road. The subject site itself is located at the north eastern end of this contiguous area of bushland and is within close proximity to urban development.

The vegetation of the site comprises a mix of indigenous regrowth woodland and some weed incursions, particularly around the periphery of the site. The vegetation community does not form part of any Endangered Ecological Community (EEC) and is a type which is fairly well represented within the locality.

A flora and fauna assessment (Cumberland Ecology, 2011) has been submitted with the application. The investigation concludes that the site contains no threatened floral or faunal species, but does provide suitable foraging habitat for a number of such species. Minimal habitat components were identified on the

site which included hollow bearing trees, fallen logs and timber, shelter, fallen leaf litter and rock outcrops. These habitat components would provide suitable habitat for a number of fauna species and therefore are important components of the site ecology which should be given appropriate consideration. The current scheme does not do this.

Given that the proposal involves the complete modification of the site, all habitat components and foraging resources will be removed. This will result in an unacceptable detrimental ecological impact. A redesign would need to consider the retention of some of these features so as to provide more of a balance between the facilitation of development and the conservation of the natural environment. These components could marry with the landscape design and as such, should be considered in conjunction with any comments received from Council's Landscape Architect.

SSDCP2006

There are a number of specific controls for Barden Ridge outlined in SSDCP2006 which are pertinent to the application at hand. Of particular importance to note are the controls regarding the retention of vegetation along New Illawarra Road and the south-western portion of the site.

In addition to the controls outlined for the Barden Ridge locality, the subject site is forms part of Council's Greenweb Strategy and has been identified as a "Support" area. Support areas are extremely important to the functioning of the Greenweb as they provide important ancillary habitat areas and linkages between habitats. The wholesale removal of all the existing vegetation from the subject site is in direct conflict with the objectives of the Greenweb strategy and the controls outlined in Chapter 4 of SSDCP2006.

Overall, the application at hand does not meet the controls outlined in SSDCP2006 and referred to above, and therefore require a redesign in order to attempt to meet these controls. It cannot be supported in its current form.

Recommendation

Based on my understanding and interpretation of all relevant legislation, codes, policies and good scientific practice, it is recommended that approval not be granted until the aforementioned issues are adequately resolved.

Daniel Robson
Environmental Scientist

CHAPTER 2: Locality Strategies

Sutherland Shire
COUNCIL



9. Barden Ridge

9.a Locality Strategy

Barden Ridge is a new residential area that has developed over the last 15 years. Barden Ridge is built on two ridges, with connections back to New Illawarra Road and a distinct separation between the southern and northern areas. The neighbourhood centre site was identified as part of the planned release of land at Barden Ridge South to provide a community focal point for retail and other services. In the immediate surrounds are two schools, two churches and community facilities such as sporting fields and a scout hall (under construction). The neighbourhood centre site allows for local services and convenience retail shopping and sits within the retail hierarchy dominated by the Menai Town Centre.

The design principles for future development of the site will encourage the following character:

- creation of a 'mini-high street' that provides a meeting point and community focal point associated with the other uses in the area, for example the church, Community school, doctors surgery and sporting/community facilities.
- advantage is taken of the access to Old Illawarra Road to create a strip of shops with residential above that functions as both an 'active' entry to Barden Ridge South as well as a bus collection and drop-off point.
- avoids the security concerns of other neighbourhood centre developments (eg Woronora Heights), because increased opportunities for passive surveillance and a pedestrian friendly environment are created by moving long-term parking to the rear or underneath the development and allowing short term parking along the street frontage.
- environmental constraints of the site are recognised, in particular its potential bushfire risk and the value of existing vegetation.
- height, setback and building facade controls create an interesting and active street frontage that avoids long building forms along Old Illawarra Road.

9.b Specific Aims

The following principles will guide the future development of the site.

1. Landuse

- Two storey Mixed Use development: Ground floor retail/commercial premises and shop top housing. Shops which are likely to succeed in this residential



environment include Newsagency, Bakery, Video Shop, Convenience Store.

- As a site zoned Neighbourhood Centre, this site is in the lowest category in the retail hierarchy of the Shire. As such, the Council will not support a proposal for a major retail facility on this site.

2. Access

- Access limitations: No vehicular access from New Illawarra Road. Limited vehicular access from Old Illawarra Road.
- Explore the potential to create a service lane along the southern side of any buildings to allow for service access to commercial vehicles and residential basement parking.
- Pedestrian access: Provide pedestrian links through site to school and possibly Old Illawarra Road.

3. Environment

- Maintain significant bush landscape setback from New Illawarra Road.
- Maintain significant bush landscape setback on southwest boundary of the site and any significant trees.
- Consider other environmental aspects of this site in the design, including: Topography, Orientation, Bushfire risk

4. Parking

- Parking provision could take the form of a strip of parallel parking on the site, accessed from Old Illawarra Road.
- Parking provision could alternatively take the form of a bay parking area in front of shops with direct access off Old Illawarra Road.

5. Building Orientation

- Contribute positively to the streetscape with varied and interesting building façades which address Old Illawarra Road, acknowledge the line of the existing street and spatially emphasise it.
- Building design is to emphasize an active commercial and retail frontage through a combination of shop-front widths, glass frontages, continuous awnings and upper level façade treatments.



- Development should also relate to the new community facility on adjacent site.
- Development should provide a sufficient separation from New Illawarra Road to allow for landscaped gateway elements to the suburb of Barden Ridge.

6. Building Form and Materials

- Forms and materials should be complementary to nearby buildings. This does not mean identical. As the function and density is different, some differences in form and materials are appropriate.
- Upper storey is to be setback from the street to reduce the height, bulk and scale of the development.
- Building materials and appropriate building separation are to be utilised to avoid a long unbroken façade along Old Illawarra Road.