588-592 Princes Highway

ROCKDALE

Shop Top Housing

Statement of Environmental Effects

April 2016

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Prepared for:

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Project:	588-592 Princes Highway Rockdale		
Document:	Statement of Environmental Effects		
Revision:	Date:	Authored By:	Approved By:
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Contents

Executive Summary

This Statement of Environmental Effects has been prepared as part of a Development Application for the demolition of existing structures at 588-592 Princes Highway Rockdale (Lot 1 DP 840863 and Lot 11 DP 590046) and construction shop top housing with maximum height 14 storeys comprising:

- 5 levels of basement car parking.
- Retail Gross Floor Area of approximately 818.2m² over 2 levels.
- 140 residential units.
- Rooftop communal open space.

The proposed development is suitable for the following reasons:

- It is consistent with current patterns of redevelopment along Princes Highway towards higher density.
- Lower Ground and Ground Floor retail premises will activate the streetscape and generate employment opportunities.
- It is harmonious with the desired future character of the locality.
- The stepped building design is sympathetic to the site topography.
- It does not preclude the development of surrounding sites.
- Sustainable performance is exceptional.
- Passive façade design achieves above standard thermal comfort levels within.
- A development of distinctive character crafted specifically for this site and Rockdale.
- Achieves the intended outcomes of the design excellence competition.
- Innovative design solution have been achieved.
- Introduces high quality 'civic fauna' to enhance the pedestrian experience along the Princes Highway.
- Enhanced setbacks achieve greater public amenity by ground level.
- Deep soil zones introduced at boundaries with planting to activate Rockdale City Council's vision for long landscaped street vistas along the Princes Highway.
- Building design characterised by a crafted exterior of appropriate scale and elegance.
- Innovative 'street level narrative' added to the Princes Highway.
- Sustainable advantages of the innovative 'urban marker' feature, it decomposes toxic Nitrogen Oxide particles (harmful toxics found in car emissions).

1.0 Introduction

This Statement of Environmental Effects has been prepared as part of a Development Application for the demolition of all existing structures and construction of 14 storey structure for the purposes of retail/commercial activities and shop top housing at 588-592 Princes Highway Rockdale (Lot 1 DP 840863 and Lot 11 DP 590046).

Documents included in this application are listed in Table 1 below.

Table 1: Documents

DOCUMENT	PREPARED BY
Statement of Environmental Effects	ae design partnership
Architectural Plans & Materials Schedule	Anthony Vavayis + Associates
Landscape Plans	Site Image
Construction Cost Estimate	Heymann Cohen
Disability Access Report	Cheung Access
Geotechnical Assessment	JK Geotechnics
Pedestrian Wind Environment Study	Windtech
Stormwater Management Report	enstruct
BCA Assessment Report	BCA Logic
Energy & Water Efficiency Report	BCA Energy
Traffic Noise, NCC Assessment, Construction Noise & Vibration Management Plan	Rodney Stevens Acoustics

2.0 Legislation

2.1 Overview

This section outlines the relevant state and local environmental planning controls applicable to this development.

2.2 State Planning Controls

State Environmental Planning Policy No. 55 – Remediation of Land

Geotechnical Assessment prepared by JK Geotechnics states that:

> *"If contamination is encountered, then substantial further testing (and associated delays) should be expected. We strongly recommend that this issue is addressed prior to the commencement of excavation on site*" (Geotechnical Report, p. 8).

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

The 140 apartments proposed within this development comply with ADG Design Criteria. A SEPP 65 Design Verification Statement prepared by Anthony Vavayis + Associates forms part of this proposal.

State Environmental Planning Policy (Infrastructure) 2007

As the proposed development is to occur with frontage to a classified road (Princes Highway) Clause 101 of SEPP (Infrastructure) 2007 appliers. This SEPP requires that the traffic impacts of the proposal on the classified road be considered. A Traffic and Parking Impact Study has been prepared by NK Traffic. In regards to the predicted traffic generation the report states:

> *"This impact is negligible and is not expected to generate any adverse impact on the intersection of Lister Ave and Princes Highway nor the surrounding road network"* (Traffic and Parking Impact Study, p26).

2.3 Local Planning Controls

Key planning controls pertaining to the site are contained within Rockdale LEP 2011 and Rockdale DCP 2011.

The following clauses within the LEP are addressed in Section 6 of this SEE and the accompanying Clause 4.6 Application:

- Clause 2.3 Zone Objectives and Land Use Table – B4 Mixed Use.
- Clause 4.3 Height of Buildings
- Clause 4.6 Exceptions to development standards
- Clause 6.2 Earthworks
- Clause 6.12 Essential Services
- Clause 6.14 Design excellence

3.0 Context

3.1 Site Context

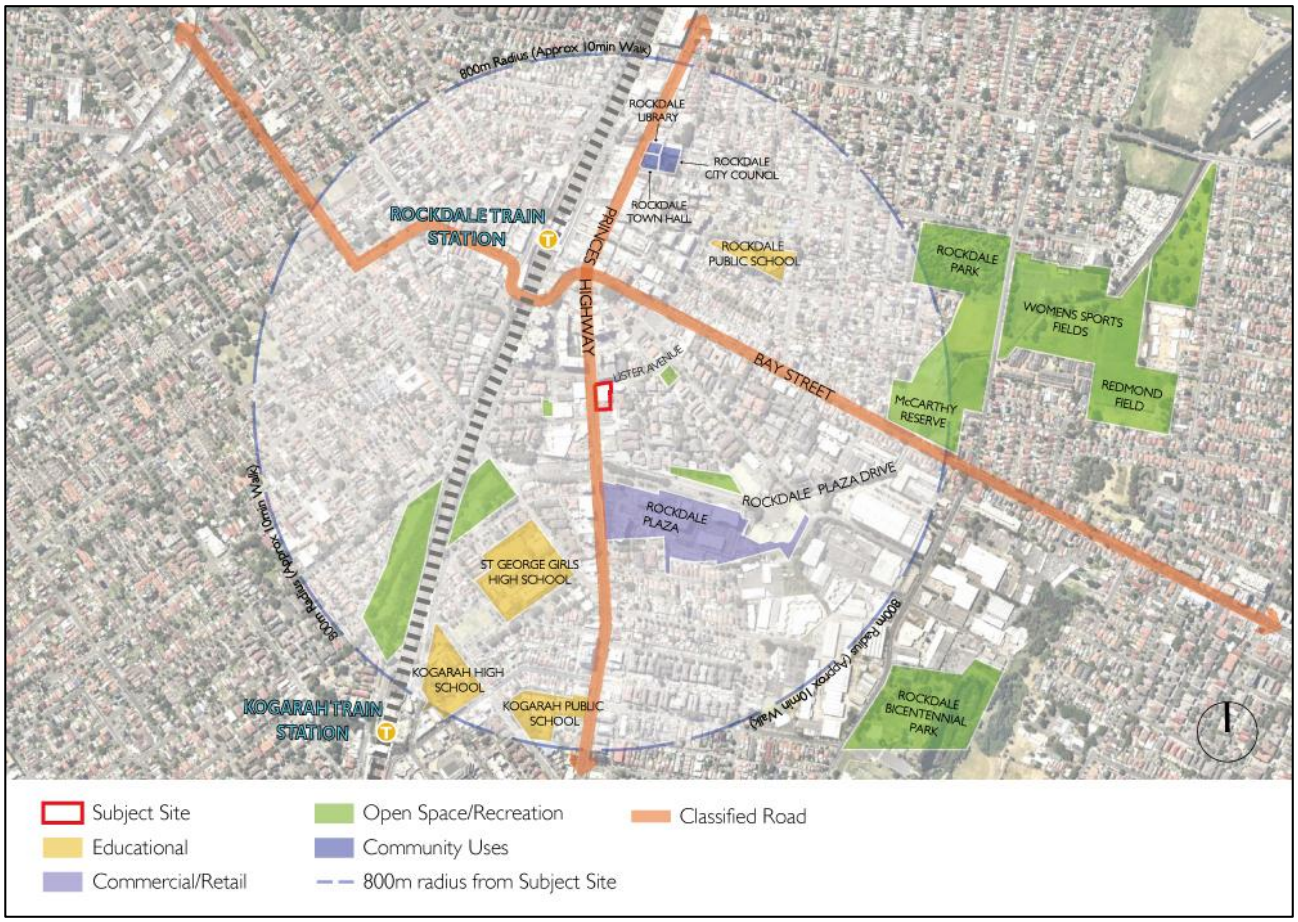

Figure 1: Context Map.

Subject site is located at 588-592 Princes Highway Rockdale, within Rockdale Town Centre as identified in Rockdale DCP 2011. The site is within walking distance to a wide selection of shops and services as well as local parks and recreational areas.

As seen in Figure 1, the subject site is located within walking distance (800 metres) of:

- Public Transport:
    - Site 400 metres from Rockdale Train Station with frequent services along the Eastern Suburbs and Illawarra Line.
- Educational establishments:
    - Rockdale Public School.
    - St George Girls High School.
    - Kogarah High School.
    - Kogarah Public School.
- Commercial/retail:
    - Rockdale Plaza.
    - Ground floor retail development along Princes Highway (north of subject site).
- Public Open Space:

- McCarthy Reserve and Rockdale within walking distance of site.
- Smaller parks within Rockdale Town Centre.

- Community Uses:
  - Rockdale Library.
  - Rockdale City Council.
  - Rockdale Town Hall.

3.2 Site Analysis

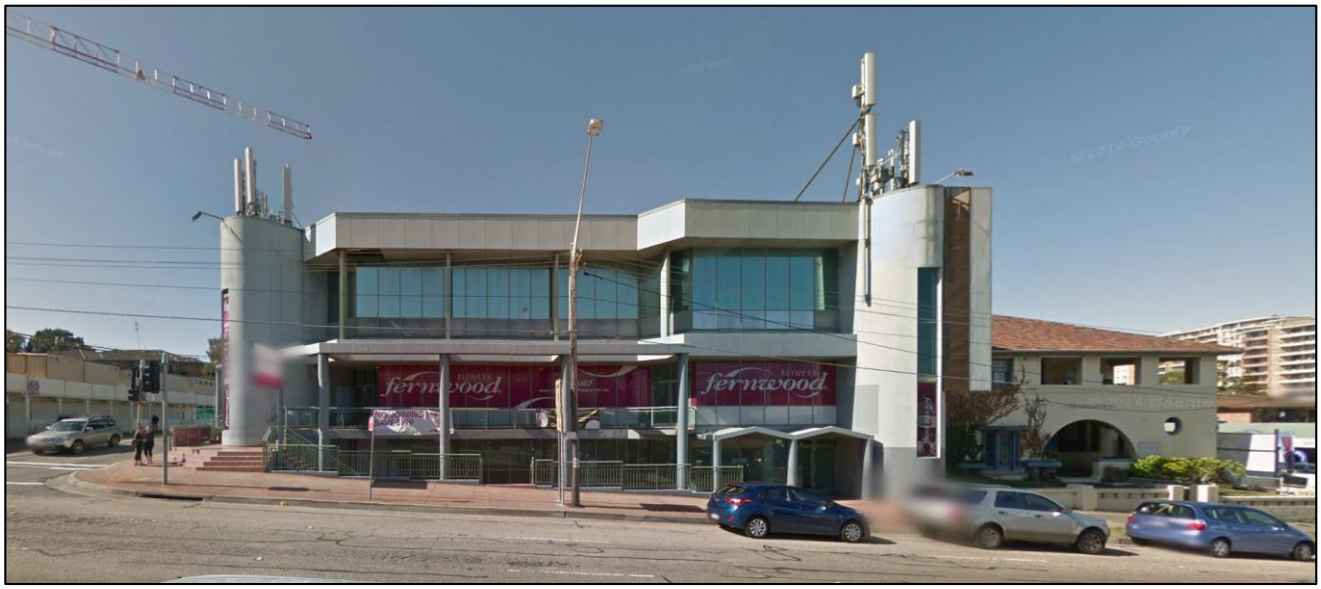

Figure 2: Western frontage of subject site viewed from Princes Highway.

Subject site is described as follows (see Figure 2):

- Total Site Area: 2,088m².
  - 124m² of land along northern boundary of 588 Princes Highway is zoned Local Road (R4) on the Rockdale LEP 2011 Land Reservation Acquisition Map.
- Rectangular in shape.
- Northern frontage to Lister Avenue and western frontage to Princes Highway.
- Site slopes down from north to south.
- A pedestrian footpath runs along the northern and western boundary of the site.

<u>588 Princes Highway:</u>

- Currently occupied by part two storey and part three storey retail/commercial development comprising a gym and function centre.
  - Vehicular access to basement car park via Lister Avenue.
  - Proposal does not successfully activate the streetscape as:
    - High proportion of signage obscures glazing.
    - Pedestrian access to Ground Floor uses is impeded by fencing and poor circulation.
  - No landscape or deep soil planting located on the site.

592 Princes Highway:

- Currently occupied by two storey detached residential dwelling with pitched roof.
- Approximate 4-5 metre setback from front boundary comprising lawn.
- Low wall along front boundary

4.0 The Proposal

The proposal is for the demolition of all existing structures and the construction of shop top housing with a maximum height of 14 storeys.

4.1 Demolition

Demolition of all existing structures is proposed which includes:

- Two and three storey commercial building at 588 Princes Highway.
- Two storey detached residential dwelling located at 592 Princes Highway.

4.2 Cut and Fill

Development proposes 4 levels of basement car parking which extends to the eastern and southern boundaries and will be offset 2 and 3 metres from the northern and western boundaries respectively. Excavation is to occur to a depth of approximately RL-4/82.

Waste management plan estimates 6000m² of material is to be excavated during construction of the development. This material is to disposed of according to Council requirements.

4.3 Proposed Development

A 14 storey mixed-use development is proposed to be constructed on the subject site. The development proposes the following:

- 4 levels of basement car parking providing 209 car parking spaces.
- 818.2m² retail GFA on Lower Ground Floor and Ground Floor.
- 140 residential apartments on Level 1 to Level 13:
    - 51 one-bedroom apartments (36.4%).
    - 73 two-bedroom apartments (52.1%).
    - 16 three-bedroom apartments (11.4%).
- High quality rooftop communal open space.

Proposed building is massed towards the north and steps down towards the south in response to the sloping topography of the site.

5.0 Environmental Considerations

5.1 Context and Compatibility

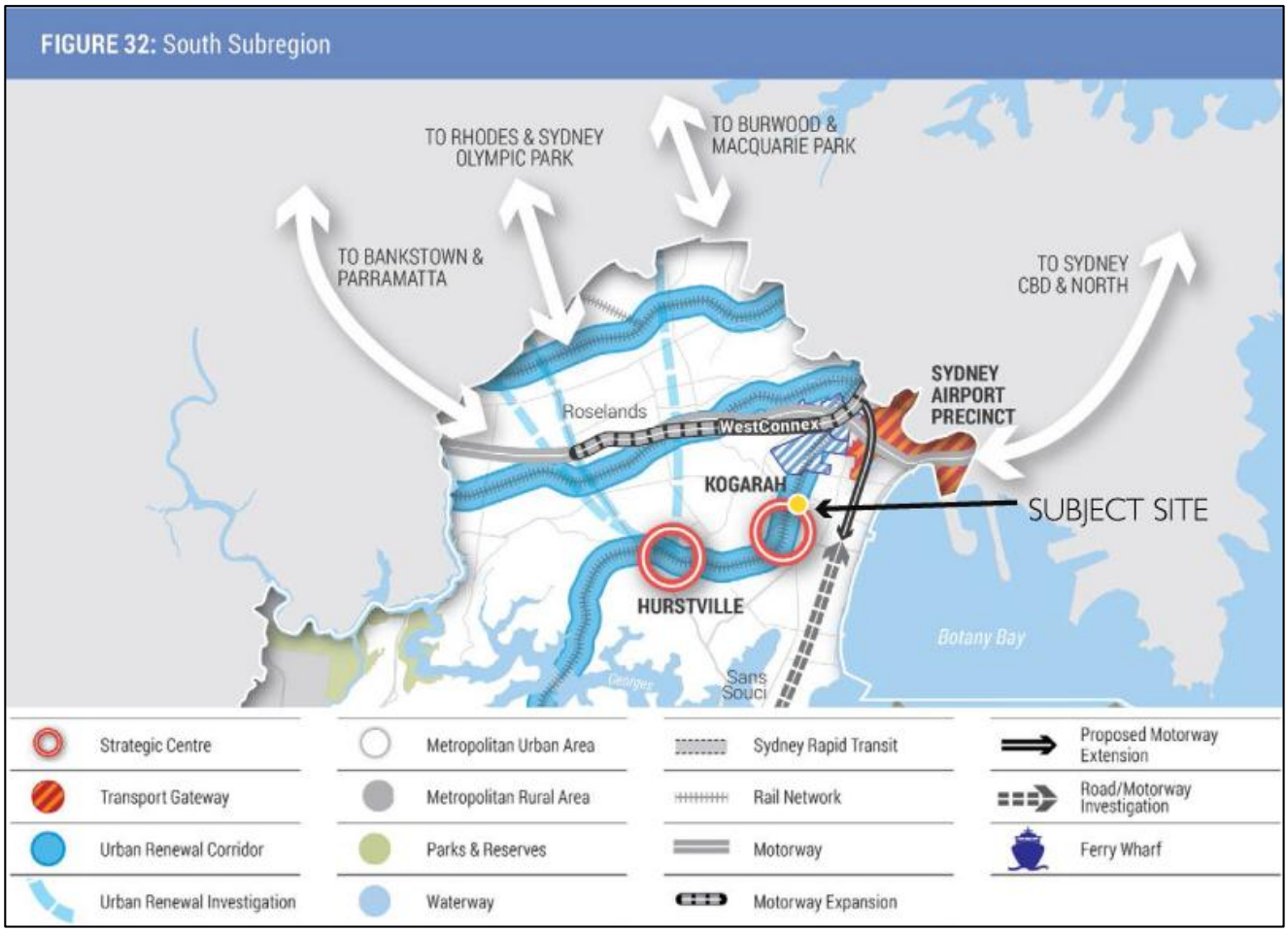

Figure 3: South Subregion (A Plan for Growing Sydney, p.133).

The proposed shop top housing at 588-592 Princes Highway is compatible with its context:

- Located within a corridor of higher density development along Princes Highway within walking distance to Rockdale Station.
- This site is located within the urban renewal corridor within the South Subregion, which incorporates land along the rail corridor from the West Connex interchange at St Peters to Sutherland (see Figure 3).
- Site located within Kogarah Strategic Centre as seen in Figure 3. A Plan for Growing Sydney states that a priority for Kogarah Strategic Centre is to:

  > *"Work with council to provide capacity for additional mixed-use development in Kogarah including offices, health, education, retail, services and housing"* (A Plan for Growing Sydney, p.134).

- This priority indicates that a desire for increased density with a preference for mixed use developments.

Figure 4: Ten storey shop top housing located at 555 Princes Highway.

- Rockdale Town Centre is undergoing transition with recent development replacing bulky goods and large retail buildings with mixed use development incorporating high density residential.
    - Along the Princes Hwy within the Rockdale Town Centre has seen several new mixed use developments that incorporate taller buildings.
- Desirable elements of the recent development in the area is the urban form within the town centre.
    - Activation of streets with higher proportions of glazing at the ground level.
    - New development with a distinctive form, such as a top, middle and bottom, which addresses the street.
    - Improvement to the street and improved permeability for pedestrians.
- The proposed development will improve the relationship with Princess Highway with an additional setback from the road, which will enable deep soil planting and large street trees.
- The design of the building is a better example of recent development within the area, providing architectural features at the roof, a modulated middle that is articulated façade and a bottom two levels that address the street.

Project Venture v Pittwater Council [2005] NSWLEC 191

In order to test whether a proposal is compatible with its context, two questions should be asked:

Are the proposal's physical impacts on surrounding development acceptable? The physical impacts include constraints on the development potential of surrounding sites.

1. The proposed development is compatible with the desired future character of the Rockdale Town Centre and in line with the B4 Mixed Use zone objectives and provisions of the Rockdale LEP 2012. This is illustrated in Figures 1 and 2, and the aforementioned analysis.
2. The physical constraints do not preclude the redevelopment of land to the south of the sites. The additional shadows from the height do not have an unreasonable impact on the east of the site, which are zoned high density residential development.

Is the proposal's appearance in harmony with the buildings around it and the character of the street?

3. The proposal is in harmony with the future character of the area:
    a. Consistent with recent development along Princes Hwy.
    b. Responds to the precedent set by the approved development application within the Rockdale Town Centre.
    c. Provides improved deep soil planting along Princes Hwy with deep soil enabling large trees and improved pedestrian permeability.

Seaside Property Developments Pty Ltd v Wyong Shire Council [2004] NSWLEC 117

The following issues are addressed as the subject site is on the interface between B4 Mixed Use and R4 High Density Residential.

At a zone interface as exists here, any development proposal in one zone needs to recognise and take into account the form of existing development and/or development likely to occur in an adjoining different zone.

Current development to the east of the subject site comprises 3-4 storey residential flat buildings:

- 1A Lister Avenue: Approved 4 storey residential flat building (under construction: DA-2013/173).
- 1-3 Lister Avenue: 3 storey residential flat building.
- 5-7 Lister Avenue: 4 storey residential flat building.

Existing residential flat buildings within R4 High Density zone are unlikely to change due to strata subdivision of these developments.

Rockdale LEP Height Controls envisions a significant height difference between Princes Highway corridor development and development within R4 High Density Zones. Subject site has a permissible height of 34 metres (11 storeys) and 1A Lister Avenue has permissible height of 14.5 metres (4 storeys). The desired future character for the locality envisions an abrupt height difference of at least 7 storeys, not a gradual transition.

The proposal is consistent with this desired future character and takes into account development in the R4 High Density zone by:

- Providing a well-articulated eastern façade.
- Providing 5 metre setback from Level 2 and above to ensure visual and acoustic privacy to adjacent 1A Lister Avenue.

Summary

Contextually the proposal it is acceptable for the following reasons:

- Is consistent with the desired future character of the area, being within the urban renewal corridor and a locality, which is undergoing transition to a more intensive form of development.
- The proposal satisfies the zone objectives and relevant provisions of the Rockdale LEP.
- The proposal is compatible with surrounding development utilising Project Venture v Pittwater Council 2005 NSWLEC 191.
- The controls of the Rockdale LEP 2011 and DCP 2011 envisage a change in built form and character for the locality, which this proposal facilitates.
- The design of the building, which has a defined base, middle and top, utilises varied building elements to provide a building, which contributes to the quality of the area.

5.2 Height, Bulk and Scale

5.2.1 Height

Figure 5: Rockdale LEP 2011 permissible heights.

The maximum permissible heights and proposed heights are illustrated in Table 2 below. The proposed development exceeds LEP height controls by a maximum of 10.66m.

Table 2: Height controls and proposed height.

	Rockdale LEP 2011	Proposed Height	LEP Non-Compliance
588 PRINCES HIGHWAY (Lot 1 DP 840863)	34 metres.	44.66m	10.66m
592 PRINCES HIGHWAY (Lot 11 DP 590046)	31 metres.	40.51.	9.51m

Figure 5 illustrates that:

- Greatest building heights are located along Princes Highway with Rockdale Town Centre.

- Subject site is envisioned as a prominent corner as it has greater permissible height than lots to the east and to the south. This represents an opportunity to define the street corner with a landmark building.

5.2.2 Bulk and Scale

Figure 6: Perspective of proposed development facing south down Princes Highway. Produced by Anthony Vavayis + Associates (Drawing DA1035).

- The proposed development provides an appropriate scale in terms of bulk and height along Princes Highway and Lister Avenue.
- The proposal responds to the existing development east of the site, which is high density residential flat buildings. A four storey residential flat building is currently under construction at 1A Lister Avenue this area is unlikely to change in the short to medium term and the taller component of the building is separated from these buildings.
- The tallest component of the building provides an appropriate form at the corner of Lister Avenue and Princes Hwy.
- The southern portion of the site is lower, which provides an appropriate transition from the core of the town centre.
- When the development is viewed from Princess Hwy it is consistent with the urban form and character along Princess Street as illustrated in Figure 6.

Veloshin v Randwick Council [2007] NSW LEC428

In order to test whether the proposal has an appropriate height and bulk we have used the questions within the Land Environment Court Planning Principle for height, bulk and scale.

Are the impacts consistent with impacts that may be reasonably expected under the controls?

- There is no additional visual impact, particularly when viewed from Princes Street as illustrated from Figure 6.
- The visual impact when viewed from the residential area to the east is negligible as it is a similar scale to development to the immediate north of the site.
- The site to the south is not additionally impacted from the additional height in relation to solar access.
- The additional shadow does not impact the residential areas to the east. This area is zoned High Density Residential and is already impacted by buildings of a similar scale to the north:
    - 582-586 Princes Highway: 9 storeys.

The impacts from the proposed developed are reasonable and do not burden surrounding development.

Does the area have a predominant existing character and are the planning controls likely to maintain it?
Does the proposal fit into the existing character of the area?

- The area is undergoing transition. The development is consistent with recent development along the Princes Hwy.
- Recent development as illustrated is compatible with what is proposed.
- The surrounding locality is high density residential the proposed development is compatible with development to the east.
- A reasonable separation is provided to development to the east.

Is the proposal consistent with the bulk and character intended by the planning controls?

- The proposal breaches the height intended for this site by a maximum of 10.66 metres. However, the proposal is consistent with the bulk and character intended by the planning controls.
- The intended character of the site area is taller buildings with an active ground level and residential accommodation incorporated in taller buildings.
- The building exhibits design excellence consistent with high levels of sustainability and internal amenity.

Does the proposal look appropriate in its context?

- Is consistent with the desired future character of the area, being within the urban renewal corridor and a locality, which is undergoing transition to a more intensive form of development.
- The proposal is compatible with surrounding development utilising Project Venture v Pittwater Council 2005 NSWLEC 191.
- The controls envisage a change in built form and character for the locality, which this proposal facilitates.

Summary:

- The bulk and scale of the proposal is compatible with its context.
- The impacts on surrounding properties are reasonable.
- Additional building height does not have any unreasonable impacts.

5.3 Overshadowing Impacts

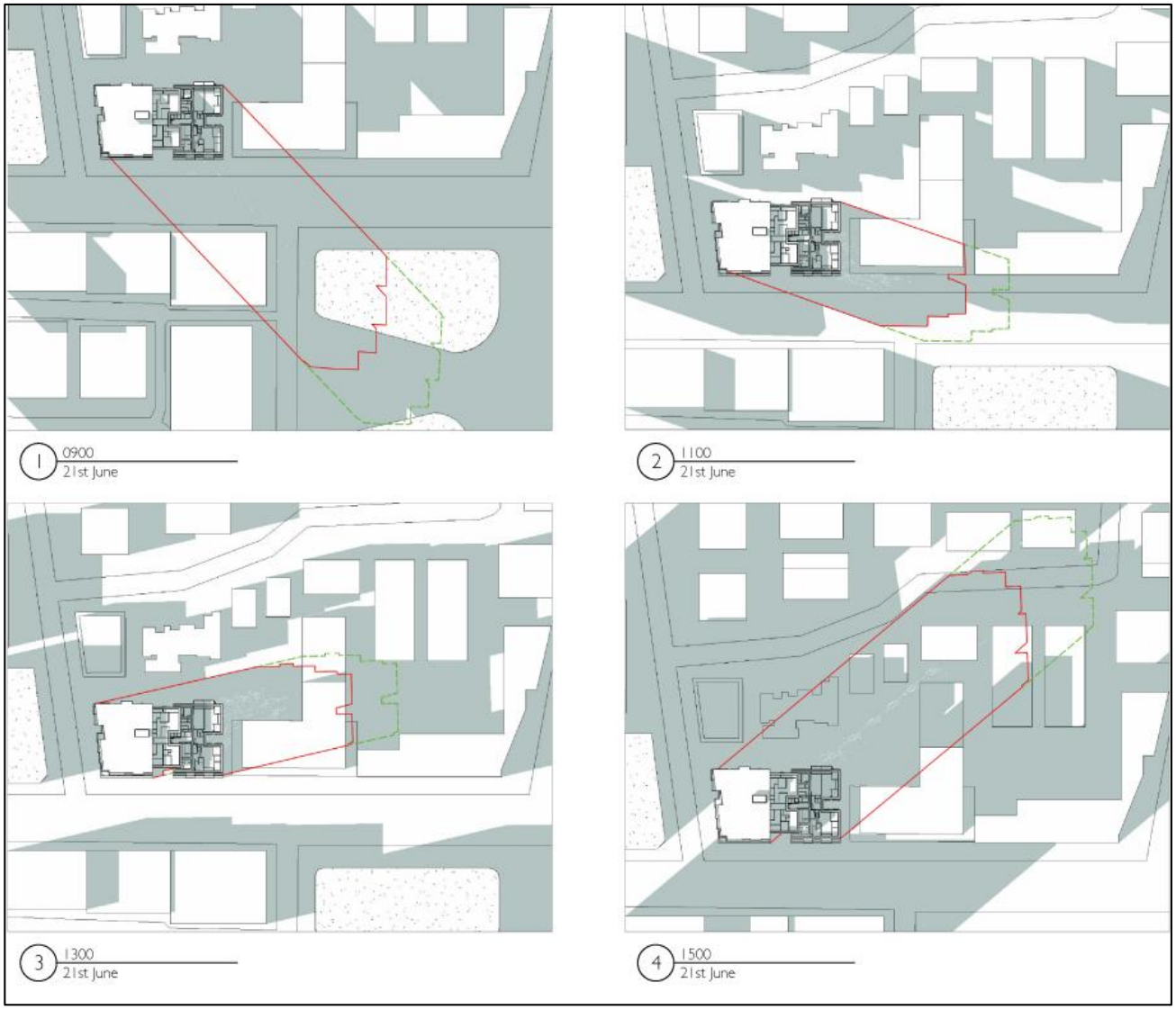

Figure 7: Overshadowing Impacts of proposal.

As shown in Figure 6, the additional height of the proposed development will have increased overshadowing impacts. However, we are of the opinion that these impacts are acceptable on the following grounds:

- Does not preclude solar access to any habitable rooms or private or communal open spaces associated with dwellings in the locality to less than 2 hours in mid-winter, consistent with the Apartment Design Guide; and
- Does not impact any valuable elements of public domain, i.e. public open spaces

5.4 Internal Amenity

Solar Access

92% of all apartments receive a minimum of 2 hours of direct sunlight between 9 am and 3 pm at mid-winter June 21st.

8% of the apartments receive no direct sunlight between 9 am and 3 pm at mid-winter, however each of these apartment has a second balcony accessible from a corridor that received 2 hours of direct sunlight

Cross Ventilation

Cross ventilation is achieved in 103 of the 140 apartment units. (73.5%)

Apartment Size

All units comply with minimum internal areas according to ADG controls.

Majority of units comply within minimum external areas according to ADG controls. 28 apartments do not reach minimum sizes by 0.1-0.5m². This is considered a minor non-compliance and all units still receive adequate solar access.

5.5 Geotechnical

Geotechnical Assessment prepared by JK Geotechnics states that:

> *"Overall, we consider that the site is suitable for the proposed development and will be similar to other developments constructed within nearby properties"* (Geotechnical Assessment, p.4).

5.6 Traffic and Parking

A total of 209 off-street parking spaces are provided, comprising:

- 156 residential spaces.
- 28 visitor spaces.
- 25 retail spaces.
- 1 car wash bay.
- 14 accessible parking spaces.

Car parking provided complies with Rockdale DCP 2011 requirements.

A Traffic and Parking Impact Study has been prepared by NK Traffic. In regards to the predicted traffic generation the report states:

> *"This impact is negligible and is not expected to generate any adverse impact on the intersection of Lister Ave and Princes Highway nor the surrounding road network"* (Traffic and Parking Impact Study, p26).

The report states that the proposed car parking facilities and loading bay comply with the relevant Australian Standards in terms of parking bay dimensions, aisle widths, ramps, gradients, turning paths and swept paths (Traffic and Parking Impact Study, p27)

5.7 Access

The Disability Access Report Prepared by Cheung Access states that:

> *"On the basis of our assessment, we confirm that the Development Application plans for 588 - 592 Princes Highway, Rockdale has the capacity to meet 10% of adaptable housing Class C requirements and Performance Requirements of the Disability (Access to Premises-Buildings) Standards 2010 and*

Part D3 and E3.6 of the Building Code of Australia (BCA) (2015) through the deemed-to-satisfy provisions" (Disability Access Report, p. 35).

5.8 Waste

A Waste Management Plan prepared by Moweno Pty Ltd forms part of this proposal. Waste Management Plan addresses predicted waste caused by demolition of existing structures and predicted waste cause by future development.

5.9 Wind

The Pedestrian Wind Environment Study prepared by Windtech states that:

> *"The results of the study indicate that some treatments are necessary to be implemented to achieve the desired wind conditions for certain outdoor trafficable locations. In-principal treatments have been suggested to be incorporated into the final design of the development that is expected to be effective in mitigating the adverse wind conditions…With the inclusion of the abovementioned treatment to the final design, the results of this study indicate that wind conditions for all outdoor trafficable areas within and around the development will be suitable for their intended uses.*" (Pedestrian Wind Environment Study, p. 27).

Refer to report for details of the recommended treatments.

5.10 Stormwater

The site is not flood affected according to Rockdale LEP 2011 Flood Planning Area Map and so is not subject to Councils' flood related development controls.

The Stormwater Management Report prepared by entruct group Pty Ltd identifies the measures and treatment methods required for the development to meet the requirements of Rockdale Council's Stormwater Management Technical Specification.

5.11 BCA

BCA Assessment Report prepared by BCA Logic identifies the matters to be addressed at Construction Certificate stage. Refer to report for details.

5.12 Energy and Water Efficiency

An Energy and Water Efficiency Report was prepared by BCA Energy states that:

> "*The development complies with Section J DTS requirements*" (Energy and Water Efficiency Report, p. 12).

Refer to the report for details.

5.13 Acoustic

A 'Traffic Noise, NCC Assessment, Construction Noise & Vibration Management Plan' has been prepared by Rodney Stevens Acoustics. The report states:

"It is therefore recommended that planning approval be granted for the proposed development on the basis of acoustics" (Traffic Noise, NCC Assessment, Construction Noise & Vibration Management Plan, p. 46).

Refer to the report for details on recommended work practices and best practice methods utilised on construction and demolition sites to manage any adverse noise throughout the work activities for the proposed site.

5.14 Conclusion of Environmental Considerations

- Subject site located within an Urban Renewal corridor as identified by A Plan for Growing Sydney. Proposal satisfies objective for increased density with a preference for mixed use development.
- The proposed development is compatible with the desired future character of the Rockdale Town Centre and in line with the B4 Mixed Use zone objectives and provisions of the Rockdale LEP 2012.
- The physical constraints do not preclude the redevelopment of land to the south of the sites. The additional shadows from the height do not have an unreasonable impact on the east of the site, which are zoned high density residential development
- Proposal is consistent with the desired bulk and scale of Rockdale Town Centre.
- Proposed units comply with ADG design criteria in terms of solar access, cross ventilation and apartment sizes.

6.0 Environmental Planning Assessment

6.1 Rockdale LEP 2011

Clause 2.3 Zone objectives and Land Use Table – B4 Mixed Use		
Objectives	**Comment**	**Compliance**
To provide a mixture of compatible land uses.	The proposed development incorporates compatible land uses including ground floor retail and an upper level residential component with separate entries.	✓
To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.	The shop top housing development incorporating ground floor retail premises and upper level residential uses is suitable to its location, being within the centre of Leppington Strategic Centre and no more than 250 metres from the newly constructed Leppington Station on the South West Rail Link.	✓
Clause 4.3 Height of buildings		
Objectives	**Comment**	**Compliance**
(1) The objectives of this clause are as follows:		
(a) to establish the maximum limit within which buildings can be designed and floor space can be achieved,	A Clause 4.6 Application forms part of this proposal.	✓
(b) to permit building heights that encourage high quality urban form,		
(c) to provide building heights that maintain satisfactory sky exposure and daylight to buildings, key areas and the public domain,		
(d) to nominate heights that will provide an appropriate transition in built form and land use intensity.		
Clause 4.6 Exceptions to development standards		
Objectives	**Comment**	**Compliance**

(1) The objectives of this clause are as follows:		
(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.	A Clause 4.6 Application forms part of this proposal.	✓

Clause 6.2 Earthworks		
Objectives	**Comment**	**Compliance**
(1) The objectives of this clause are as follows:		
(a) to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,	Geotechnical Assessment prepared by JK Geotechnics identifies measures to manage excavation including methods of extraction and classification of excavated material. Refer to Geotechnical Report and Civil Plans for further information.	✓
(b) to allow earthworks of a minor nature without requiring separate development consent.		N/A

Clause 6.7 Stormwater		
Objectives	**Comment**	**Compliance**
(1) The objective of this clause is to minimise the impacts of urban stormwater on any of the following: (a) land on which development is carried out, (b) properties adjoining that land, (c) native bushland, (d) receiving waters.	Stormwater report prepared by enstruct identifies requirements of development to comply with Rockdale Councils' Stormwater Management Technical Specification. Refer to Stormwater Management Report for further details.	✓

Clause 6.12 Essential services		
Provision	**Comment**	**Compliance**
Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that	Subject site has existing access to all required essential services.	✓

adequate arrangements have been made to make them available when required: (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, (e) suitable road access.		

Clause 6.14 Design Excellence		
Provision	**Comment**	**Compliance**
(1) The objective of this clause is to deliver the highest standard of architectural, urban and landscape design.		
(2) This clause applies to the following development: (b) development that is the subject of a development application that relies on clause 4.3 (2A) (a), (f), (g), (h) or (i).	Clause 4.3 (2A)(h) applies to 500 Princes Highway.	✓
(3) Development consent must not be granted to development to which this clause applies unless: (a) an architectural design competition that is consistent with the Design Excellence Guidelines has been held in relation to the development, and	An architectural design competition is unreasonable and unnecessary for the reasons stated in Clause (4) below.	N/A
(b) the consent authority considers that the development exhibits design excellence.	The development displays design excellence in accordance with 'Rockdale Design Excellence Guidelines'. All guidelines and criteria are addressed in a separate table which accompanies this application.	✓
(4) An architectural design competition is not required under subclause (3) if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances.	A design competition is unreasonable and unnecessary as the development in its current forms displays design excellence and satisfies the criteria of the 'Rockdale Design Excellence Guidelines'. Responses to the criteria are listed in 6.2 Rockdale Design Excellence Guidelines below.	✓
(5) In deciding whether to grant development consent to development to which this clause applies,		N/A

the consent authority must take into consideration the results of the architectural design competition.

6.2 Rockdale Design Excellence Guidelines

Prepared by Atlas Urban Design & Strategy Pty Ltd – Paul Walter.

DESIGN EXCELLENCE CRITERIA		
Key Principles	**Comment**	**Compliance**
Innovation	This building of Civic Delight has unseen features that add significantly to the quality of the amenity spaces: Acoustic engineered input for public realm with organic sound baffles. This redevelopment incorporates more generous setbacks landscaped buffers specifically to create reduced noise pollution from the busy Princes Highway.	✓
Context, Place and Environs	The crafted buildings design demonstrates attention to detail, scale and proportion aligned with many of the successful buildings on Princes Highway. The project will replace the existing building and transform the site into a new 15 storey commercial and residential address that defines the gateway to the developing Rockdale Centre.	✓
Site Planning	The proposal defines the street edge with built form, creating activation at ground level though publicly accessible spaces and attractive retail space, increasing passive surveillance.	✓
Building form and scale	Clarity of glazed retail base with intermediate framed podium over and kinetic residential façade above that embodies the past and present character of the surrounding precinct with and elegant and crafted exterior. The façade responds to the history and architectural traditions of the surrounding buildings, both past, present and imagined future character. Combining in a contemporary identity within its growing contextual location. The building massing and facades are each articulated into 3 elements to create projection and recesses. By raising the building height at the Lister Avenue/Princes Highway junction, the corner is enhanced as a significant urban marker with character and scale. The combination of its simple form and kinetic façade will be a unique addition to the Rockdale skyline.	✓

Character and expression	A uniquely crafted landmark building which adds add vitality and quality to the mix of buildings in the Rockdale Area/Princes Highway corridor. Kinetic solar screens detailed to exaggerate their potential for rearrangement and personalisation to express occupation. A myriad of permutations throughout the day.	✓
Public Realm and Landscape	"Functional necessity in the form of Civic delight." Incorporated at street level and skyline profile there is added landscape to create 'Civic fauna' to enhance the street realm. The building becomes a functionally necessary backdrop to a blossoming public pedestrian experience. Non-residential land uses at ground floor level that generate high levels of pedestrian activity such as shops, and cafés have been incorporated into the proposals to support Urban Design social economic activation.	✓
Interior layout	Internal layouts are social, functionally resolved and arranged to create homely apartment living retreats for high density city living with oversized outdoor amenity spaces.	✓
Sustainability	The corner feature is made of green ceramic tile Titanium Dioxide coated ceramic tile. Strategically located on the north facing façade as the tile activates when it is exposed to direct sunlight: The tile decomposes toxic Nitrogen Oxide particles in the immediate atmosphere (harmful toxics found in car emissions.) The building is clad in approximately 135m2 of the Titanium Dioxide coated ceramic tile cladding. This means the buildings corner feature not only acts as an urban marker but purifies nitrogen dioxide at a rate equal to 894m2 of forest/24hours.)	✓

Key Criteria	Comment	Compliance
Capacity to transform existing character and activity within and beyond its context	This project ensures that overall architectural quality is achieved that contributes positively to living quality in the City.	✓
Creative integration of design and technical requirements	TBC	
Communication of lateral responses to current planning controls and guidelines	Lateral responses to Planning Controls regarding height limitation and considered capable of height rising to the Object Limitation Surface for the following reasons:	✓

	• It lies between areas of greater absolute height Rockdale town centre & Rockdale Plaza (Height 45m, AHD 52.09m). • It lies along the Princess Highway Corridor. • It lies in an area well serviced by both public transport and major retail centres.	
Contribution to amenity and place making through the development of a proposal that is presented as a cohesive place, contributing to civic quality, public realm, systems and paths of movement and activity	The proposal negates the current lack of visual interest to the passing motorist and pedestrian through high design quality by creating a landmark opportunity at the corner of Princes Highway and Lister Avenue, to enhance the journey of both pedestrians and vehicles alike. The proposal creates an attractive pedestrian environment with street planting, high quality materials, and engaging retail with driveway crossovers on consolidated on Lister Avenue. The proposal defines the street edge with built form, creating activation at ground level though publicly accessible spaces and attractive retail space, increasing passive surveillance.	✓
Comprehensive appreciation of environmental features	TBC	✓
New public spaces, frontages to public and communal areas that generate high levels of activation and encourage social interaction	TBC	✓
Scale, character, form and siting complement surrounding urban qualities and likely future development	This vision is supported by a series of identified urban design opportunities with possible justification for an amendment to height with variation to the current controls for the precinct. The Princes Highway Corridor will receive a facelift with attractive retail on the lower level/levels and driveway crossovers consolidated to Lister Ave. (Refer to Urban Design Report prepared by Urban Atlas.)	✓
An appropriate balance between resilient materials, embodied energy and resource consumption and dependence	Resilience and robustness yet a materiality with civic delight is achieved with sensible finishes selections of Australian products and Australian manufacture. Locally manufactured not only means reduced procurement time scales but just as importantly reduced embodies energy and reduced transport emissions. Locally manufactured pre cast concrete	✓

	Materials manufactured overseas have been selected based on their sustainable necessity and light weight criteria. (Example: the Titanium dioxide coated high pressure ceramic cladding for the TOXIC EMMISIONS absorbing 'Art Decoesque' corner feature.)	
Land uses, activity, building configuration and occupancies that may be adapted in future.	Alternative adaptive reuses could include high density student living. Structural load bearing reinforcement would be required to be ensure the proposed structure could be adaptable for commercial uses on the upper levels.	✓

6.3 Rockdale DCP 2011

4.5 SOCIAL EQUITY		
4.5.1 Housing Diversity and Choice		
Controls:		
1. Residential flat buildings and shop top housing are to comply with the following dwelling mix: **Dwelling type** / **Of total dwellings** 3 bedroom and/or more: 10-20% 2 bedroom: 50%-75% 1 bedroom: 10%-30%	The following dwelling mix is proposed: • 3 bedroom: 11.4% • 2 bedroom: 52.1% • 1 bedroom: 36.4% Provision of 2 and 3 bedroom units comply and provision of 1 bedroom units slightly exceeds maximum. This is considered reasonable as the noncompliance is negligible.	✓
4.7 SITE FACILITIES		
Controls:		
Letterboxes 10. Letterbox points are to be integrated with building design and are preferably to be located in a covered area attached to or within the building.	Letterboxes are proposed to be located in each residential lobby to ensure convenient and secure access for residents.	✓
PART 5 BUILDING TYPES		
5.2 RESIDENTIAL FLAT BUILDIGNS		
Controls:	**Comment**	**Compliance**
Site Coverage 1. Building footprints for residential flat buildings are limited to 35% of the site area. The building footprint fits within the front, side and rear setback requirements and responds to site features, privacy, solar access and outdoor space design principles. Exceptions to this requirement may be considered in flood prone areas where podium development is warranted.	Proposal has site coverage of 47% of total site area (984m²). this is acceptable as: • It is a dense urban site. • Deep soil planting is provided along northern and western boundaries.	✓
Development Setbacks	Development proposes 2 metre and 3 metre setbacks from Lister Avenue and Princes Highway respectively.	✓

2. The building footprint of residential flat buildings is established in accordance with the following building setbacks:

Setback	Requirement
Street Setbacks	to be consistent with the prevailing setback along the street within the range of 3-9m
	secondary street/lane 3-5m
Side Setback	min 3m for buildings up to three storeys
	min 4.5m for all levels for buildings more than three storeys
Rear Setback	min of 12m or15% length of site, whichever is the greater

The street wall is consistent with approximately 2-3 metre setback of 1A Lister Avenue to the east and provides a setback for development further south to follow.

Development proposes the following setbacks from 1A Lister Avenue:

- 2 metre setback up to Level 2.
- 3.2 metre setback from Level 3.

Development proposes the following setbacks from 594 Princes Highway:

- Nil setback for Lower Ground and Ground Floors.
- 3 metre setback from Level 1 and above.

3. Balconies that are not enclosed, and do not adversely affect adjoining properties in terms of privacy or overshadowing, may encroach on the side setback by up to 300mm.

Noted ✓

Apartment Size

4. Buildings are to be designed in accordance with the following apartment size standards as recommended by the Residential Flat Design Code:

Apartment Type	Area	m²
Studio	internal area	38.5
	external area	6
One bedroom, cross through	internal area	50
	external area	8
One bedroom, masionette/loft	internal area	62
	external area	9.4
One bedroom, single aspect	internal area	63.4
	external area	10
Two bedroom, corner	internal area	80
	external area	11
Two bedroom, cross through	internal area	89
	external area	21
Two bedroom, cross over	internal area	90
	external area	16
Two bedroom, corner with study	internal area	121
	external area	33
Three Bedroom	internal area	124
	external area	24

All units comply with minimum internal areas according to ADG controls.

Majority of units comply within minimum external areas according to ADG controls. 28 apartments do not reach minimum sizes by 0.1-0.5m². This is considered a minor non-compliance and all units still receive adequate solar access.

Apartment A13.02 does not achieve minimum balcony size by 1.6m². This is acceptable as the apartment receives adequate solar access and a secondary private open space of 5.8m² is provided.

5. The apartment must meet the following minimum room size requirements: a. the size of the bedroom in a one bedroom apartment and of the main bedroom in a two or more bedroom apartment must be a minimum of 13m² in area with a minimum dimension of 3m; b. the floor area of the second and all other bedrooms must be a minimum 9m² with a minimum dimension of 2.7m; c. the floor area of living rooms must be a minimum 16m² with a least dimension of 3m, and the area must be increased by 4.6m where the living and dining areas are combined; d. the size of all other habitable rooms must be a minimum 6.5m² in area with a minimum dimension of 2.4m; e. A main bathroom must have a minimum area of 4.5m², and are to be increased by 0.7m² with a toilet, 0.7m² with a washing machine, and 1.1m² with a washing machine and tub.	All apartments are consistent with ADG requirements.	✓
Building Design 6. Facade design must respond to environmental conditions such as orientation, noise, breezes, privacy and views, through the use of appropriate sun shading devices, noise barriers, privacy screens, and the careful location of balconies, terraces and loggias.	Façade is modulated breaking the building into three distinct elements. The façade has glass balustrades, operable louvres, and glazing to mitigate acoustic, solar and wind. These also add design interest to the building.	✓
7. Strengthen the relationship of the building with the street through the use of entry lobbies, entry porches, loggias, balconies, bay windows.	High proportion of glazing at ground level. Lobbies are glazed and visible from street to increase passive surveillance.	✓
8. Solid balustrading should be included in the facade design to provide screening of clothes line and other paraphernalia.	Solid glass balustrades at lower level as well as operable screens, which can be utilised to screen private open spaces.	✓
9. The design should consider expressing a hierarchy of floor levels by defining a base, middle, and top to the building, including podium and penthouse expression.	The building has a clear base, which is predominantly glazed and interacts with Princes Hwy and Lister Avenue. The middle portion of the building is modulated and incorporates features, which break up the façade.	✓

	The top portion of the building is setback and includes communal open space, incorporating a green roof.	
10. Large expanses of blank walls are to be avoided through the use of architectural design features, modelling and fenestration.	Complies	✓
11. The building line of a street wall building should generally be parallel with the street boundary alignment.	The street wall is consistent with approximately 2-3 metre setback of 1A Lister Avenue to the east and provides a setback for development further south to follow.	✓
12. Private open space elements such as balconies should be predominantly north, east and west facing and should be designed to ensure visual and acoustic privacy.	There are no south facing balconies. All units are provided with balconies and private open space. Visual and acoustic privacy are mitigated through operable screens.	✓
13. Express important corners by giving visual prominence to parts of the façade through a change in building articulation, material, colour, roof expression or increased height.	The corner of Lister and Princes Hwy is a feature of the development. A prominent corner is provided through cladding corner element in Titanium Dioxide coated ceramic tiles. This will allow the building to act as an 'urban marker'. The increase in height and bulk of the building is positioned to add visual interest and a consistent urban form to Rockdale town centre.	✓
14. Existing residential flat buildings with no existing balcony enclosures are not permitted to enclose any balcony. Applications for balcony enclosures may only be considered when the enclosures are: a. integrated with a design for the entire building; and b. improve internal amenity through environmental control.	Operable louvers are provided as part of the development application. No balconies are proposed to be enclosed permanently.	✓
15. All external plumbing must be recessed or concealed and all internal plumbing must be ducted or concealed. Copper pipes must be exclusively used between the meter and service points.	Complies.	✓

16. All proposed staircases to the upper levels of buildings must be internal.	Complies	✓
17. Façade fixtures such as sun shading devices and blade walls should not be the only means of façade modelling, and must instead be integrated with the overall facade composition to add another layer of detail and interest.	The building is modulated and articulated, consisting of several elements and a defined base, middle and top. The louvres and balustrades add visual interest to the building.	✓
18. The selection and mix of building materials must complement the overall composition and emphasise the scale, proportion and rhythm of the façade. Heavy materials such as brick, stone and concrete can provide a solid building base or express key elements, whilst lighter materials such as glazing, cladding and lightly coloured rendered surfaces reduce perceived bulk and add relief to the façade.	A materials schedule forms part of this proposal. Proposed materials include: • Render. • Precast concrete. • Aluminium louvres. • Glass Balustrades. Heavier materials are located at the base of the building and glass balustrades reduce the apparent bulk of the structure.	✓
19. The floor level of the upper most storey must be at least 3.5m below the maximum permitted height to achieve a variety of roof forms.	Proposal exceeds maximum height as identified in Rockdale LEP 2011 by a maximum of 10.66 metres. A Clause 4.6 Application forms part of this proposal which details how the proposed building is compatible with the desired future character of Rockdale Town Centre and is in the public interest. A variety of roof forms are achieved due to the stepped roof levels and the provision of roof top communal open space.	✓
20. Use the roof level for communal purposes or articulate the upper storeys, with differentiated roof forms, maisonettes or mezzanine penthouses and the like	Roof top communal open space is provided. Upper stories articulated through stepped roof form.	✓
21. Plant rooms, lift overruns and mechanical ventilation rooms must not be located on the roof of a building where they can be visible from a public place. Such services must be integrated into the design of the building, or alternatively located in the basement of the building.	Lift overrun on roof integrated in building form and it will not increase apparent bulk of building when viewed from the street.	✓

22. The profile and silhouette of parapets, eaves and roof top elements must be considered in roof design.	Roof design is well articulated and utilised as communal open space to provide residents with passive recreation and opportunities for interaction.	✓
23. The roof design must be sympathetic to the existing streetscape, and have regard to existing parapet and roof lines of adjoining properties that are of a similar building height.	Roof design steps down in height from north to south, providing a transition from Rockdale Town Centre.	✓
Building Entry 24. The entry is to be designed so that it is a clearly identifiable element of the building in the street.	Block A Residential Entry located on northern façade and is clearly visible from Lister Avenue. Block B Residential Entry located on Princes Highway and is visible from public footpath.	✓
25. Utilise multiple entries – main entry plus private ground floor apartment entries to activate the street edge. At least 50% of ground floor dwellings are to have individual gates and direct access off the street.	Proposal does not contain ground floor apartments.	N/A
26. Provide as direct a physical and visual connection as possible between the street and the entry.	Block A Residential Entry has direct access from Lister Avenue and Block B Residential Entry has direct access from Princes Highway footpath down a walkway with gradient max. 1:20.	✓
27. At least one main entry with convenient, barrier-free access must be provided in all new development.	Complies.	✓
28. Provide separate entries from the street for: • pedestrians and cars; and • different users, for example, for residential and commercial users in a mixed use development.	Pedestrian and vehicular entries are separated.	✓
29. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.	Residential entries provide adequate circulation space.	✓
30. Pedestrian entries should be located on primary frontages.	Lister Avenue and Princes Highway are primary frontage of development and are where residential entries are located.	✓

Lift Size and Access 31. Lifts are to be provided in all residential flat buildings. Multiple stairlift cores should be provided to encourage multiple street entries and ease of access to apartments. Where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor should be limited to 8.	Block A and Block B are provided with separate stairlift cores with a dual-lift and stairwell configuration. A separate lift for retail premises is provided. Units accessible from a single stairlift core does not exceed 8.	✓
32. Lift cars are to have minimal internal dimensions of 2.1m x 1.5m, capable of carrying stretchers, with lift door openings wide enough to enable bulky goods (white goods, furniture etc) to be easily transported.	Complies.	✓
33. Lifts are to be accessible from all levels of the building, including all basement levels. Level access to the lift from all basement levels must be provided.	Complies.	✓
34. Each dwelling on a level above the sixth storey is to have access to two lifts.	All units within development have access to two lifts.	✓
35. All common corridors are to have a minimum width of 2 metres to enable bulky goods (white goods, furniture etc) to be easily transported through the building.	Adequate circulation space provided.	✓
36. All common corridors are to be provided with natural light and ventilation where feasible.	Lift lobbies provided with natural light and ventilation where available.	✓
5.3 Mixed Use		
Controls:	Comment	Compliance
Front Setbacks 1. Front setbacks must define a coherent alignment to the public domain and accentuate street corners.	Development proposes: • 2 metre setback from Lister Avenue, and • 3 metre setback from Princes Highway. The street wall is consistent with approximately 2-3 metre setback of 1A Lister Avenue to the east and provides a setback for development further south to follow. The architectural form is designed to emphasise the street corner of Lister Avenue and Princes Highway. Street	✓

	corner is accentuated through use of setbacks, deep soil planting and increased building height along northern boundary.	
2. Development is to be built to the street alignment with a zero setback. The uppermost floor level may be set back. If there is a predominant parapet line in the street, a setback from this line may be required to achieve a cohesive streetscape.	Development proposes 2 and 3 metre setbacks from Lister Avenue and Princes Highway respectively. The stepped roof form allows for more common open space for residents away from the street.	✓
3. Development on a busy road is to have a zero setback for at least the first three levels. A setback may be provided above the third level to ameliorate the impact of traffic noise and pollution.	Development proposes setbacks from both Lister Avenue and Princess Highway.	✓
Side and rear setbacks 4. For minimum side and rear setbacks for shop top housing refer to 5.2 Residential flat buildings of this DCP.	Setback requirements as identified in Section 5.2 Residential Flat Buildings of this DCP are addressed	✓
5. At the street frontage a zero side setback is required to achieve a street wall building.	Zero side setback is proposed for Lower Ground and Ground Floor along the southern boundary of the site. This will enable the continuation of a consistent street wall when adjacent lots to the south are developed.	✓
6. Generally the lower levels of buildings are to be built to side and rear boundaries or be set back no less than 3m. For development on a site immediately adjoining an allotment zoned residential or public open space, the development provides: a. a minimum side setback of 1.5m where the side boundary immediately adjoins the residential zoned allotment; b. a minimum rear setback of 4.5m at the ground and first floor of a building.	Development proposes following setbacks to 1A Lister Avenue (zoned R4 High Density Residential): • 6.3 metre setback up to Level 2, (7.335m to wall) and • 6.3 metre setback from Level 3. Proposed setbacks are acceptable as: • Development does not preclude future development of 1A Lister Avenue due to overshadowing concerns.	✓

	• Visual and acoustic privacy issues are mitigated through use of louvres.	
7. For development on a site with rear lane access, development facing the lane should be built to the boundary.	Proposal does not involve rear lane access. Access to basement car parking levels is proposed via Lister Avenue.	N/A
Ground Level Uses 8. Building uses fronting the public domain at ground level are to be active uses wherever possible.	Retail premises on Lower Ground and Ground Floor will activate the Lister Avenue and Princes Highway streetscapes.	✓
9. Residential uses are prohibited on the ground floor with the exception of access to upper level residential uses.	Lower Ground and Ground Floor uses do not comprise residential uses except for access to upper levels.	✓
10. Access to upper level uses does not occupy more than 20% of the ground floor frontage.	Complies.	✓
11. Development on a site that has a sloping frontage is to be designed to step with the longitudinal grade of the street.	Development proposes stepped Lower Ground and Ground Floors to respond to sloping topography of site.	✓
12. Where non-active uses, including building services and loading docks, are located on ground level, they must be 'wrapped' in retail or commercial uses at the street frontage.	Complies.	✓
13. Any development which contains above ground car parking must 'wrap' the car parking with active building uses on any street frontage. All above ground car parking must be internal to the building; no at-grade car parking is permitted.	Above ground car parking is not proposed.	N/A
Retail 14. A minimum of 10% of the gross floor area of a mixed use development is to be for retail and/or commercial uses.	Total of 818.2m² retail floor space is proposed (6.7% of total GFA). This is acceptable as the provision of two levels of retail split over Lower Ground and Ground Floors responds to the topography of the site. Additional retail above the Ground Floor would not be easily accessible by pedestrians.	✓
15. Retail premises are to be regularly shaped with minimal intrusions from building services and circulation. All retail premises must have internal access to the loading dock if provided.	Complies.	✓

16. Retail premises of less than 200m² must have a depth to width ratio between 1:1 and 3:1.	Complies.	✓
Commercial 17. Upper level commercial uses are encouraged in all centres, particularly fronting classified roads and higher order retail streets. Commercial spaces are designed for maximum flexibility of use and adaptability through co-location of services and regular floor plans.	Development proposes Lower Ground and Ground Floor as retail tenancies.	N/A
18. Commercial premises over 200sqm must provide staff toilets and showering facilities within the premises to encourage bicycle usage as well as amenity for staff.	LG1 and G1 retail premises exceed 200sqm and provide bathroom facilities for staff.	✓
19. Commercial premises under 200sqm must have internal access to staff toilets and showering facilities and such facilities may be shared with other tenancies.	G2 retail premises can access bathroom facilities of G1 retail premises.	✓
20. Consideration is to be given to horizontal as well as vertical separation of uses in larger developments. Design solutions include separate commercial and residential towers with separate street address.	Provision of two levels of retail space reflects pattern of lower level retail along Princes Highway.	✓
21. In buildings which contain more than three floors of commercial or retail space, separate access and circulation to commercial and residential spaces is required, including the separation of residential and commercial car parking where possible.	Development proposes two levels of retail space (Lower Ground and Ground Floors).	✓
Shop top housing 24. All shop top housing must address at least one street frontage, and have its main access off the primary street frontage and not a public internal circulation space.	Shop top housing fronts both Princes Highway and Lister Avenue. Access to basement car park is via Lister Avenue. Pedestrian access to units in Block A and Block B is via separate entrances on Lister Avenue and Princes Highway.	✓
25. The building must be designed to minimise potential impacts of commercial uses (eg restaurants and bars) on the amenity of residential users.	Impacts of potential commercial uses are minimised by provision of landscape and deep soil planting along both street frontages.	✓
Building Design	Controls in Section 5.2 Residential Flat Buildings of Rockdale DCP are addressed in this report. Façade and	✓

26. Façade and roof design is to comply with relevant controls in Section 5.2 Residential Flat Buildings of this DCP.	roof design comply with these controls.	
27. Blank party walls should be avoided and some modelling is to be provided to party walls.	Southern wall of development is articulated through use of windows and building modulation to avoid a blank party wall.	✓
28. Adjacent to a highway or railway line, the building articulation is to be a lightly modelled street wall building using recessed balconies, expressed openings, projecting sills, roof overhangs and the like.	Façade fronting Princes Highway is well articulated through use of: • Recessed and partially projecting balconies. • Glass balustrades. • Louvres. • Roof overhang.	✓
29. On retail streets, the building articulation is to be a heavily modelled street wall building, using projecting and/or recessed balconies, expressed window openings, deep reveals, roof overhangs and the like.	Recessed and partially projecting balconies with louvres are proposed to create an articulated façade with a defined base, middle and top. Roof overhang above retail component of development provides weather protection to pedestrians.	✓
30. Floors of a building above the sixth floor may have the building wall predominantly set back from the street boundary with projecting balconies or rooms.	Development proposes 4.2 metre setback from Princes Highway frontage from Level 3 with recessed and partially projecting balconies.	✓
31. Where buildings are situated on a corner site they have greater visual prominence and are to be designed to respond to street geometry, topography and sightlines. The façade treatment at the corner is to be designed to differentiate it from the street facades.	Subject site is prominent as it is a corner lot near the entrance of Rockdale Town Centre. Proposed building facades are well articulated through use of louvres and balconies and the stepped roof form responds the sloping topography of the site.	✓
32. The massing of a building on a corner site is to be distributed to enhance the street corner.	Street corner of Lister Avenue and Princes Highway is enhanced through: • Building massed towards northern boundary. • 2 and 3 metre street setbacks comprising deep soil planting.	✓
Public Domain Interface Ground floor articulation	Ground floor level activated through retail floor space and glazed shopfronts. Blank walls are avoided	✓

33. Building design avoids dead spots at ground floor level, such as car parking frontages, blank walls and recessed spaces.	through articulated facades and location of windows and balconies.	
34. Areas of blank façade for structural and articulation purposes are only permitted with a width of no greater than 600mm.	Blank façades have been designed out.	✓
35. Finer construction detailing and more textural materials, such as face brick, stone and timber, are encouraged at ground floor to add richness to the pedestrian experience of the built environment.	Materials such as blue stone tile and glass balustrades provided as ground level combined with proposed landscape will enrich the pedestrian experience.	✓
36. For major retail developments including supermarkets and discount department stores, such stores are to avoid having any blank wall fronting the street frontage. Any blank walls are to be 'wrapped' by specialty shops fronting the public domain.	Proposal is not a major retail development.	N/A
37. Operable shopfronts for cafes and restaurants are encouraged to promote lively interaction between the public and private domains.	High proportion of glazing provided along shopfronts instead of operable shopfronts.	N/A
Access to premises 38. Buildings must provide access to all ground floor retail or commercial premises which front the street. This must be the primary means of accessing a given tenancy. On sloping sites, the levels must be contiguous at the entries, but may vary elsewhere by no more than 600mm.	All retail premises provided with ground floor access and sloping topography is accounted for through separate entries to Ground Floor and Lower Ground levels.	✓
39. At pedestrian access points, the ground floor façade may be set back up to 1.2m provided that the resulting space is at footpath level (or graded from footpath level to the building entry) and has a depth to frontage (at building line) ratio of not more than 1:2.	Complies.	✓
40. Any development containing a public internal circulation space from which retail premises are accessed must ensure that the street access to such circulation space contributes positively to the public domain. The entry point must be flanked by active uses and may be set back up to 2m to provide an extension to the public domain, provided the resultant space is at	Entries to lift lobbies of Block A and Block B are integrated into façade of development and are adjacent to glazed shopfronts of retail premises.	✓

footpath level and has a depth to frontage (at building line) ratio of not more than 1:4.		
41. Garage doors should be set back. All vehicle entries are to have security shutters and be designed to integrate with the overall façade composition.	Security shutter is proposed on basement car parking entry on Lister Avenue and is integrated into façade composition.	✓
Visual connection 42. Development includes display windows with clear glazing to ground floor retail and commercial premises with a maximum window sill height of 700mm. Glazing is not to be frosted or otherwise obscured at eye level; between the heights of 0.7-2.1m.	Clear glazing provided along shop fronts to provide passive surveillance and activate streetscape.	✓
43. Upper level building uses are to be designed so that they overlook the public domain particularly where continuous awnings are not provided, allowing opportunities for casual surveillance.	Passive surveillance of Princes Highway and Lister Avenue provided from upper floors.	✓
44. All ground floor lobbies are to have direct visual connection with the street, with clear sight lines.	Clear sight lines provided to residential entrance lobbies of Block A and Block B.	✓
45. Security features at ground level complement the design of the façade and allow window shopping and the spill of light into the street out of business hours.	Intercom and other security systems will not obscure glazed shopfronts.	✓
46. Roller shutters over windows and entry doors are not permitted.	Roller shutters not proposed.	✓
Awnings 53. Continuous awnings are to be provided to all retail streets. and are to provide protection from both sun and rain	Awnings are not provided however overhand from Level 1 provides weather protection to pedestrians.	✓
54. Awnings meet the following requirements: a. minimum soffit height of 3.3m; b. maximum fascia height of 600mm; c. minimum setback from edge of kerb of 600mm; and d. maximum step of 900mm on sloping sites, which must not compromise environmental protection.	See Control 53 above.	✓
55. Awning height provides continuity with adjoining properties and follows the street gradient. It is		N/A

to be of sufficient depth to provide good shade and shelter to pedestrians.		
56. Under awning lighting is included, either recessed into the soffit of the awning or wall mounted on the building.	Provided under soffits above.	✓
57. Variation in the awning treatment at lobbies and entries to upper level building uses is encouraged to improve the legibility of the building.	Complies.	✓
Parking 58. Where a building contains residential and non-residential uses, separate lift access must be provided from basement car parking to the residential and non-residential areas.	Separate lifts provided for residential and retail areas within basement levels.	✓
59. Residential parking spaces must be secure and separate from non-residential vehicle parking and servicing areas.	Retail and residential parking separated. Retail parking located on Basement Level 1 and residential parking located on levels below.	✓
PART 7 SPECIAL PRECINCTS		
7.5 ROCKDALE TOWN CENTRE		
7.5.1 Building use and function		
Controls:	**Comment**	**Compliance**
Street Role 1. The following diagram illustrates the role of all streets in the Centre. Developments are to comply with the standards for ground floor building uses and access locations set out in the following table for all street frontages.	Site identified as 'Edge' and 'Centre Edge Residential' along Lister Avenue and Princes Highway frontages.	✓
Centre Edge Residential: High density residential at the edge of the Centre with opportunities for retail or commercial uses. Standards: • Active retail uses permitted on the ground floor frontage • Access to residential lobbies should be from this frontage • Ground floor residential with direct street access permitted	• Active Ground floor provided. • Separate entrances for residential lobbies. • Direct street access provided for residential component of building. • Vehicle access provided from Lister Avenue. • Service vehicle access consistent with Aus Standards, do not impact visual impact.	✓

• Vehicle access permitted where the development does not front a Service Laneway • Service access permitted where the development does not front a Service Laneway		
Residential apartment guide 3. A diversity of housing choice is to be offered by mixed use developments by providing a variety of apartment types and sizes. Innovative solutions to meeting current and future housing demands and changing household structures is encouraged. This includes but is not limited to: a. 3 bedroom units which can be divided into a 2 bedroom unit and studio unit, sharing a common entry, b. 2 or 3 bedroom units with all bedrooms having ensuites, c. Units with large home office space which is separable from private living areas, d. Operable internal walls to allow multiple rooms or larger single rooms to be created as needed,	• The proposed development has a mix of apartment sizes and bedroom mixes. • Providing a range of apartments that can be purchased and rented by a range of different socio-economic households. • Larger apartments can be utilised as home offices/businesses, which provide increased economic activity within the area.	✓
Parking and loading 4. Shared vehicular access between developments, especially along Active Laneways, is encouraged.	Shared vehicle access is provided for this development.	✓
5. No on site loading bay is required for developments with less than 1000m² of retail space.	A service bay is provided for commercial component of the development.	✓
6. Where no loading bay is provided on site, all retail tenancies are to have access to a street or lane with a marked loading bay, either directly or via a common retail servicing space separate from the residential basement parking area.		N/A
7. Visitor carparking provided on site must be provided behind a security gate or shutter accessed via intercom.	Complies	✓
8. Despite the requirements of the Parking and Loading Technical Specification, developments which contain residential accommodation are only required to provide on-site loading for removalists for a small rigid vehicle.	Complies	✓

Communal open space and landscape design 2. A minimum of 25% of the site area is dedicated for communal open space. At least one of the communal open spaces must be large enough for recreational uses.	Site area of 2088m² requires 522m²of communal open space. Development proposes: • Upper shared terraces total (excluding the deep planter boxes forming the parapet around each terrace perimeter) = **444.2m².** Proposed communal open space is 14.9% less than the required size. This is acceptable as the site is considered within a dense urban area and is within walking distance of quality open space including: • Rockdale Park. • McCarthy Reserve.	✗
3. At least 50% of the communal open space should be soft landscaping.	• The site is within an urban area. Communal open spaces is predominantly on the roof top, which has planters that enable vegetation. • The site does not have any deep soil planting at the moment, however this proposal increases the amount of deep soil zones. • Each apartment has adequate access to private open space.	✓
4. Refer to Part 4.3.3 Communal Open Space for design specifications.	Noted.	✓
5. A portion of the roof top of mixed use developments should communal open space are containing soft landscaping, accessible by all residents. It is to include adequate drainage and have access to Greywater or Rainwater.	Communal open space on the rooftop incorporates rain gardens and on site detention basins to sustain maintenance and watering requirements.	✓
6. All soft landscaping areas in a development must have access to Greywater or Rainwater to meet their watering needs.	Complies.	✓
7.5.2 Building form and character		
Controls:	**Comment**	**Compliance**

Setbacks 1. All developments in the town centre are to be built to the street edge on the lower level. The street edge is the street frontage boundary or where stipulated in the following table, the identified front setback.	• A minor setback is provided at the street edge, which enables a deep soil zone and accommodates large trees. This will improve the street edge and character of the site. • The residential component is set further back of the retail and commercial at the lower levels.	✓
2. All developments are to build to the side boundary and abut adjoining developments at the street edge and front build to line.	• The building is slightly setback from the side boundary. This does not preclude development to the south.	✓
3. Portions of buildings away from the street edge may be setback from the side boundary. Where this is the case they must be setback far enough from the side boundary for adequate building separation to be achieved or be able to be equitably achieved with future adjoining redevelopment. Centre Edge Residential Streets – 2 metre setback	• The building is adequately separated to enable development to the south.	✓
Street Character 4. The Street Character diagram designates the character type of all streets in the Centre. Developments are to comply with the building envelopes and desired future character of the corresponding street type for all street frontages as per the following street sections and standards.	• Site identified as 'edge' with 'interface with residential area' along eastern boundary, 'Arterial Edge' along Princes Highway' and 'Local Edge' along Lister Avenue.	✓
5. Unless otherwise stated the setbacks illustrated in the street sections are build to line, meaning that the facade of buildings must be built to this line to create a consistent, continuous and definite street edge.	Development is setback 2 meters and 3 metres back from Lister Avenue and Princes Highway respectively. The street wall is consistent with development to the east (1A Lister Avenue) and provides a line to be continued by future development of sites to the south.	✓
Arterial Edge 2. For Arterial Edge Road frontages of any development as designated by the Street Character diagram, the building envelop is (as per the section above):	Site is defined as 'Arterial Edge' along Princes Highway boundary. (a) Development proposes 3 metre setback for Lower Ground, Ground Floor, Level 1 and Level 2 and provides	✗

a. Lower 3 storeys are to be setback 3m from the property boundary to support the landscape frontage of the Green Gateway. b. Levels above the 3rd storey are to be setback at least 6m from the property boundary. c. The portion of the building above the 3rd floor is to have a side setback of at least 4.5m, a separation between buildings of at least 9m, and a maximum facade length of 40m. d. A minimum 9m rear setback is to be provided where development shares a boundary with a residential property. e. The design of the street wall buildings should complement the proportion/scale of the neighbouring street wall buildings.	deep soil planting and landscape. This is acceptable as: (b) Levels 3 to 12 are setback 4.2 metres from Princes Highway boundary. (c) Development proposes 3 metre setback to 594 Princes Highway (side setback) above the third floor. This is acceptable as: (d) Development proposes nil setback to 1A Lister Avenue for Lower Ground and Ground Floors, 2 metre setback on Level 1and 5 metre setback for Level 2 and above. This is acceptable as: • 1A Lister Avenue is zoned R4 High Density Residential. • Development at 1A Lister Avenue can still achieve 2 hours on sunlight between 9am and 3pm on June 21. • Visual and Acoustic impacts are minimised through use of louvres (e) The street wall is consistent with development to the north further along Princes Hwy and provides a line to be continued by future development of sites to the south.	
3. Comply with Arterial Edge-Green Gateway Style Sheet for the 3m frontage landscape design specifications.	Complies.	✓
Local Edge 2. For Local Edge frontages of any development as designated by the Street Character diagram, the building envelop is to be (as per the section above): a. Lower 4 storeys are to be setback 2m from the property boundary	Site identified as 'Local Edge' along Lister Avenue Frontage. Development proposes 2 metre setback for Ground Floor, Level 1 and Level 2 and 3.2 metre setback from Level 3. The lower 3 storeys are setback instead of the lower 4 storeys, however this is acceptable as:	✓

	b. Levels above the 4th storey are to be setback at least 3m from the lower build to line.	• Proposed design creates a defined base, middle and top.	
3.	A minimum 9m rear setback is to be provided where development shares a boundary with a residential property.	Development proposes following rear setback to 1A Lister Avenue: • 6.3 metre setback up to Level 2, (7.335m to wall) and • 6.3 metre setback from Level 3. This setback is acceptable as: • Development at 1A Lister Avenue can still achieve 2 hours on sunlight between 9am and 3pm on June 21. • Visual and Acoustic impacts are minimised through use of louvres	X

6.4 Section 79C Evaluation

The EP & A Act requires the consent authority to take into consideration such of the matters referred to in Section 79C (1) of the Environmental Planning and Assessment Act, which are addressed below.

This Statement of Environmental Effects assess the relevant planning instruments and provisions applicable to the land. Modifications to the proposal are consistent with DA and are consistent with:

(a) the provisions of:

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iv) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and

(v) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

(vi) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979),that apply to the land to which the development application relates.

The development application is consistent with:

- State Environmental Planning Policies,
- Rockdale LEP 2011.
- Rockdale DCP 2011.

There are no draft controls or VPA.

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

- Traffic Report states that the Princes Highway and Lister Avenue can accommodate for the estimated increase in traffic.
- Proposal does not have unreasonable overshadowing impacts on surrounding lots.
- Proposal continues building line of mixed use development within Rockdale Town Centre. When viewed from Princess Highway, the proposal is consistent with the skyline of existing and approved development within Rockdale.

(c) the suitability of the site for the development.

Proposed development is suitable for the site as:

- It is located on a prominent street corner.
- Site is within 400m of Rockdale Train station. Proposal will provide residential accommodation within walking distance of a train station in accordance with the principles of Transit Oriented Development.
- It is consistent with patterns of increased density within Rockdale Town Centre.
- The proposal defines the street edge with built form, creating activation at ground level.

(d) any submissions made in accordance with this Act or the regulations,

There were no relevant submissions made.

(e) the public interest.

The development is in the public interest as:

- Retail component will generate employment.
- Residential apartments will provide accommodation within walking distance of Rockdale Train Station and a variety of local shops and facilities.
- Proposal defines the street edge and will be used as an 'urban marker'.

7.0 Conclusion

This application is for the demolition of all existing structures and the construction of a shop top housing within Rockdale Town Centre including:

- 4 levels of basement car parking providing 209 car parking spaces.
- 818.2m² retail GFA on Lower Ground Floor and Ground Floor.
- 140 residential apartments on Level 1 to Level 13:
- Rooftop communal open space.

The proposed development is suitable for the following reasons:

- It is consistent with current patterns of redevelopment along Princes Highway towards higher density.
- Lower Ground and Ground Floor retail premises will activate the streetscape and generate employment opportunities.
- It is in keeping with the desired future character of the locality.
- The stepped building design is sympathetic to the site topography.
- It does not preclude the development of surrounding sites.

It is considered that the proposal is an appropriate response to its context and relevant state and local planning instruments. Accordingly, it is recommended that the application be recommended for approval in accordance with 79C of the EP&A Act, 1979.