



planning consultants

**Environmental Assessment Report**  
**Part 3A –Project Application**  
**Eastlakes Town Centre Redevelopment**



Gardeners Road, Evans Avenue and Barber Avenue,  
Eastlakes

Prepared for: Crown Prosha Joint Venture  
Project No: 7907A  
Date: July 2012



**Environmental Assessment Report**  
**Eastlakes Town Centre Redevelopment Project Application**

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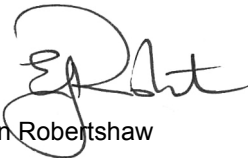
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24. Utilities Advice
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26. Waste Management Plan
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28. QS Advice regarding CIV
29. Quick Guide Questions from Healthy Urban Development Checklist
30. Submission to Botany Bay Council in relation to draft BBLEP 2011

## Certification

### SUBMISSION OF ENVIRONMENTAL ASSESSMENT

Prepared under Part 3A of the Environmental Planning and Assessment Act 1979

<b>PREPARED BY</b>	
<b>Name:</b>	Don Fox Planning Pty Ltd
<b>Address:</b>	11 Dartford Road, Thornleigh, NSW, 2120
<b>PROJECT APPLICATION</b>	
<b>Proponent:</b>	Crown Prosha Joint Venture
<b>Applicant Address:</b>	C/- Level 11, 68 Alfred Street, Milsons Point
<b>Land to be developed:</b>	Lot 100 DP 700822, Lots 3 & 5 DP 248832 and Lots 41 & 42 DP 601517
<b>Proposed development:</b>	Mixed Use Development comprising: <ul style="list-style-type: none"> <li>• Ground floor development comprising approximately 12,420m<sup>2</sup> of net retail floorspace;</li> <li>• 2 levels of basement car parking providing a total of 1,038 car parking spaces (including 26 accessible spaces) + 35 motorcycle parking spaces;</li> <li>• 361 residential apartments (excluding serviced apartments) providing a mix of studio, 1, 2 and 3 bedroom units in buildings above the retail level. These buildings will be between 2 - 6 storeys in height above the ground floor retail level, with one building of 6 storeys with a mezzanine elevated 8 metres above ground level, and</li> <li>• 82 serviced apartments.</li> <li>• Associated site, drainage and landscaping works</li> </ul>
<b>ENVIRONMENTAL ASSESSMENT</b>	This project is a Transitional Part 3A project as defined in Schedule 6A of the Environmental Planning and Assessment Act 1979.  An Environmental Assessment (EA) is attached which addresses all matters listed under Part 3A of the Environmental Planning and Assessment Act 1979.
<b>CERTIFICATE</b>	We certify that we have prepared the contents of this EA and to the best of our knowledge: <ul style="list-style-type: none"> <li>• it contains all available information that is relevant to the environmental assessment of the development to which the EA relates; and</li> <li>• it is true in all material particulars and does not, by its presentation or omission of information, materially mislead.</li> </ul>
<b>Signature:</b>	
<b>Name:</b>	Ellen Robertshaw
<b>Qualifications:</b>	BAppSc (Environmental Planning), MPIA CPP
<b>Date:</b>	



**Executive Summary**

This Environmental Assessment (EA) has been prepared on behalf of Eastlakes Joint Venture (Prosha Pty Ltd and Crown International Holdings Group) for a proposed mixed use development at Evans Avenue and Barber Street, Eastlakes.

On 18 January 2011 the Minister for Planning advised that the proposed development was a Major Project under Schedule 1, Group 5 Clause 13(1) of State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP) being a mixed use development with a capital investment value of more than \$100 million within the area identified on Map 6A and is therefore declared to be a project to which Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act) applies. A copy of the declaration of the project as a Major Project is attached at **Appendix 1** to this report.

The Director General’s requirements (DGRs) for the environmental assessment of a Project application were issued on 5 April 2011. A copy of the DGRs are also attached at **Appendix 1** to this report.

Subsequent to the declaration of this project as a Major Project, Part 3A of the EP&A Act was repealed. However, this project has been identified as being a Transitional Part 3A Project as defined in Schedule 6A of the EP&A Act. In accordance with the provisions of Schedule 6A, Part 3A of the Act continues to apply to Transitional Part 3A applications as if Part 3A had not been repealed provided the EA is lodged within 2 years of the date of the issue of the DGRs.

This Environmental Assessment (EA) addresses the environmental impacts of the key issues as detailed in the Director-General’s requirements. The EA report also identifies proposed mitigation measures which form part of the Statement of Commitments for the project.

The following table identifies each of the DGRs and references the section of the EA which addresses the particular DGR.

<b>Table 1: Eastlakes Town Centre Redevelopment DGR Reference Table</b>		
<b>DGR Item No.</b>	<b>DGR Requirement</b>	<b>EA Section Reference</b>
<b>1</b>	<b>EPIs to be addressed</b>	
	EP&A Act	Executive Summary and various
	NSW State Plan	Section 6.2
	Metropolitan Plan for Sydney	Section 6.3.1
	Draft East sub-regional Strategy	Section 6.3.2
	SEPP (Infrastructure)	Section 6.6
	SEPP BASIX	Section 6.9 and 7.8 Appendix 15
	SEPP 64 - Advertising Signs	Sections 6.11 and 7.9
	SEPP 65 - Residential Flat Design	Sections 6.8 and 7.2.1 Appendix 3
	SEPP 19 – Bushland in Urban Areas	Section 6.10
	Botany LEP 1995	Section 6.13
	Botany Bay Planning Strategy 2031	Section 6.4
	Airports Act and Regulations	Sections 4.3 and 6.16
	NSW Bike Plan	Section 7.6 and Appendix 13

Table 1: Eastlakes Town Centre Redevelopment DGR Reference Table		
DGR Item No.	DGR Requirement	EA Section Reference
	Planning Guidelines for Walking and Cycling	Section 7.6 and Appendix 13
	Integrating Land Use and Transport Policy Package	Section 7.6 and Appendix 13
	Healthy Urban Development Checklist	Section 6.17 and Appendix 29
	Development near rail corridors and busy roads	Sections 6.12, 7.2.4 and 7.3.1
<b>2</b>	<b>Built Form and Density</b>	
	Consider height, bulk, scale and density (FSR) within the context of the locality and LEP controls	Sections 6.13, 7.1 and Appendix 3
	Comparable height study incorporating 16 Maloney Street and 1 Florence Street)	Appendices 2 and 3
<b>3</b>	<b>Urban Design</b>	
	Design Quality - facade treatments, massing, setbacks, articulation, colours, materials, finishes, landscaping, safety by design, public domain improvements and street activation	Sections 7.1 and 7.2 and Appendix 3
	Site isolation and analysis of how the development will integrate with adjoining sites	Sections 7.1.1, 7.1.11 and Appendix 10
	Consider a holistic approach that attempts to integrate adjoining sites	Sections 7.1.11 and Appendix 10
<b>4</b>	<b>Environmental &amp; Residential Amenity</b>	
	Solar access, visual privacy, view loss	Sections 7.2.2, 7.2.3 and 7.2.5. Appendix 3
	Acoustic privacy and wind impacts	Sections 7.2.4, 7.2.6 and Appendices 16 and 17
	Acoustic Assessment to consider: Aircraft noise, traffic noise, loading dock operation noise, noise from plant and equipment, waste management activities	Section 7.3 and Appendix 16
<b>5</b>	<b>Economic Impact Assessment</b>	
	Consider impact upon surrounding retail/commercial centres. Consider Metro Plan 2036 and hierarchy of centres in the regional strategy	Section 7.5 and Appendix 10
<b>6</b>	<b>Transport and Accessibility</b>	
	A report is to be prepared for the site and wider Eastlakes precinct considering:	Appendix 13
	<i>Metropolitan Transport Plan</i>	
	<i>NSW State Plan 2010</i>	
	<i>NSW Planning Guidelines for Walking and Cycling</i>	
	<i>Integrating Land Use and Transport Policy Package</i>	
	<i>RTAs Guidelines for Traffic Generating Developments</i>	
	Address recommendations of the Fred Gennaoui Pty Ltd report	Appendix 13
	Consider matters raised in RTA's letter of 22 March 2011	Section 7.6 and Appendix 13

Table 1: Eastlakes Town Centre Redevelopment DGR Reference Table

DGR Item No.	DGR Requirement	EA Section Reference
	Consider matters raised in Dept of Transport's letter dated 9 March 2011	Section 7.6 and Appendix 13
	Address on site parking provision and availability of public transport	Section 7.6 and Appendix 13
<b>7</b>	<b>ESD</b>	
	In relation to design, construction and on going operation.	Section 7.8 and Appendix 18
	Section J Assessment	Appendix 18
<b>8</b>	<b>Contributions</b>	
	Address S94 and/or any VPA	Section 8
<b>9</b>	<b>Contamination</b>	
	Site suitability in terms of SEPP 55 to be addressed	Sections 6.7 and 7.11
<b>10</b>	<b>Consultation</b>	
	Undertake consultation in accordance with Department's guidelines	Section 4
<i>11</i>	<i>There is no DGR 11</i>	
<b>12</b>	<b>Staging</b>	
	Details of staging of the development to be provided	Section 5.6 and Appendix 5
<b>13</b>	<b>Drainage and Groundwater</b>	
	Drainage and flooding - stormwater, drainage infrastructure, WSUD	Section 7.14 and Appendix 25
	Groundwater issues and impacts on groundwater resources	Section 7.12 and Appendix 23
<b>14</b>	<b>Archaeology</b>	
	Heritage Impact Statement. To be undertaken in accordance with DECCW guidance for Aboriginal Cultural Heritage Assessment and Community Consultation	Appendix 22
	Archaeological Assessment of Aboriginal and non-indigenous archaeological resources.	Section 7.4 and Appendix 22
<b>15</b>	<b>SEPP 65 Design Quality of Residential Flat Design</b>	
	Address principles of SEPP 65 and the RFDC with particular reference to unit sizes	Appendices 3 and 10 and Section
<b>16</b>	<b>Utilities</b>	
	Capacity and augmentation of services to be addressed	
	Mechanical, hydraulic and fire services	Section 7.16 and Appendix 24
	Electrical	Section 7.16 and Appendix 24
<b>17</b>	<b>Obstacle Limitation Height</b>	
	Evidence of consultation with Sydney Airport Corporation	Section 4.3 & Appendix 9
<b>18</b>	<b>Public Domain</b>	

<b>Table 1: Eastlakes Town Centre Redevelopment DGR Reference Table</b>		
<b>DGR Item No.</b>	<b>DGR Requirement</b>	<b>EA Section Reference</b>
	Interface of development with public domain	Section 7.1.9 and Appendices 3 and 12
<b>19</b>	<b>Statement of Commitments</b>	
	Detailing measures for environmental management, mitigation, monitoring	Section 9
<b>Other Matters</b>		
<b>A</b>	<b>Landscape Design</b>	
	Landscape plans and design statement	Section 7.13 and Appendix 12
<b>B</b>	<b>Waste Management</b>	
	Demolition and construction	Section 7.7.1 and Appendix 27
	Ongoing waste management	Section 7.7.2 and Appendix 26
<b>C</b>	<b>Crime Prevention Through Environmental Design (CPTED)</b>	
	CPTED Assessment	Section 7.10 and Appendix 21
<b>D</b>	<b>Construction Management Plan</b>	
	Site Management	Appendix 27
	Traffic Management	Appendix 27
<b>E</b>	<b>Accessibility Assessment</b>	Appendix 19
<b>F</b>	<b>BCA Assessment</b>	Appendix 20

## **Project Summary**

The proposal is a Project application under Part 3A of EP&A Act.

The proposed development comprises the following:

- Site preparation works including demolition of the existing buildings and structures and excavation;
- A mixed use development comprising:
  - Ground floor development comprising approximately 12,453m<sup>2</sup> of net retail floorspace;
  - 2 levels of basement car parking providing a total of 1,038 car parking spaces (including 26 accessible spaces) + 35 motorcycle parking spaces;
  - 361 residential apartments (excluding serviced apartments) providing a mix of studio, 1, 2 and 3 bedroom units in buildings above the retail level. These buildings will be between 2 - 6 storeys in height above the ground floor retail level, with one building of 6 storeys with a mezzanine elevated 8 metres above ground level, and
  - 82 serviced apartments.
- Signage and signage zones;
- New site landscaping;

- Stormwater design;
- Alterations to vehicle access points and associated road works; and
- Stratum subdivision of the development.

The development is proposed to be undertaken in stages. Stage one of the development will be construction of the basement and retail development on that part of the site to the north of Evans Avenue. The residential development on this part of the site will follow completion of the retail level.

Stage two will be the development on the southern part of the site.

### **Consultation**

The Department of Planning and Infrastructure (DP&I) consulted with State and local agencies as part of the consideration of the preliminary EA. The comments and requirements of these agencies have been included in the DGRs for the development. Comments from those agencies who responded have been addressed in the EA or the design of the proposal.

In addition, the proponent consulted with Botany Bay Council to provide ongoing advice as to general design aspects of the development and also in relation to more specific issues of stormwater drainage, road works, building height, traffic management and loading arrangements.

Throughout the preparation of the application, the proponent also committed to keeping the local community informed. This consultation took the form of two letterbox drops to 1,900 households within a 400m radius of the site. The newsletter included an update of the progress of the proposal together with a dedicated email address to respond to with any questions the community had regarding the proposal. In addition to the letter box drops, a further 250 newsletters were posted to non resident property owners. The pre-lodgement community consultation culminated with two community drop in information sessions that were held on site.

A separate telephone poll was also conducted to gauge the views of the community that may not have been contacted in the preliminary round of consultation.

This poll assessed the opinions of the community in terms of major issues of concern, visits to the centre and an assessment of the level of support for the proposed redevelopment of the centre.

Further consultation can take place in the form of the formal exhibition of the application under Part 3A of the Act.

### **Environmental Assessment**

The EA addresses the environmental impacts for the key issues of the site as detailed in the Director-General's requirements and identifies the proposed mitigation measures where relevant.

This EA focuses on the environmental issues that were identified in the DGRs as requiring further investigation including:

- Built form, bulk and scale, height, urban design and SEPP 65;
- Environmental and residential amenity, including solar access, wind impacts, view impacts and visual and acoustic privacy;
- Economic impacts;
- Heritage;
- Transport and accessibility;
- ESD initiatives;
- Contributions;
- Contamination;
- Landscape design;
- Accessibility;

- CPTED;
- Waste management;
- Stormwater management;
- Drainage and groundwater;
- Environment and construction management;
- Staging;
- Obstacle Limitation Height;
- Public Domain; and
- Existing capacity of utilities.

Each of these issues is discussed in detail in the body of this EA. Where appropriate, Statements of Commitment have been included to confirm attributes of the project and mitigation measures for environmental impacts that have been identified in the environmental assessment.

A summary of each specific issue is provided below:

***Built form, height and urban design***

The development has been designed to respond to its local context particularly with respect to existing residential development and the adjoining Eastlakes Reserve. A site analysis and urban design report has been prepared by Rice Daubney Architects and a copy of this is included at **Appendix 3** to this EA.

Through site links have been enhanced by the creation of north-south and east-west links. The north-south link is in the form of a boardwalk along the park edge. This will increase activity along this edge and provide for greater interaction between the development and park. The east-west circulation path will link Barber Avenue with Eastlakes Reserve.

Significant improvements to traffic management are proposed as part of the redevelopment of the site, with opportunities to 'remove' traffic from local roads more quickly by the creation of three access points. These will be located at roundabouts in order to better manage traffic.

Two loading docks will be provided for the development. The northern dock will be located at the west end of the site to remove delivery vehicles from the local road system as quickly as possible. Delivery points on the southern side have been reduced to one entry and exit. Both dock areas will be enclosed which will improve the amenity of nearby residents from an acoustic and visual perspective.

The height of the residential buildings on the site is generally below the height of the building at No. 1 Florence Street. The exception is the mezzanine floor of the landmark building at the north-western corner of the southern site. This component of the building extends 1.2 metres above RL47.5, being the benchmark maximum height marked by the existing development at No. 1 Florence Street. The rationale behind the inclusion of this architectural feature is described in Section 7.1 of this EA.

The development has been designed to respect the scale of existing residential development in the immediate locality. Building bulk has been addressed by the use of awnings, articulation of facades by the inclusion of balconies and the setting back of upper levels where appropriate and splitting of building by entrances.

***Environmental and residential amenity***

The provision of awnings along the active street frontages of the development will provide weather protection to pedestrians as well as reducing the apparent bulk of the development.

The residential components of the development have been designed having regard to the design principles articulated in SEPP 65. In some instances the units may not strictly comply with the numerical 'rule of thumb' provisions of the Residential Flat Design Code (RFDC) with respect to unit size, balcony size/area and unit depth. Justification for any instances of non-compliance is provided in Section 7.1 of the EA and in the Urban Design Statement at **Appendix 3**.

The residential component of the development achieves the minimum suggested requirements with respect to cross ventilation and solar access and the number of single aspect south facing apartments is significantly less than the maximum 10% noted in the RFDC.

Overshadowing impacts on the residential sections of adjoining developments have been minimised by reducing the height of the proposed development along Barber Avenue and stepping back the upper level. In all cases the adjoining residential developments will receive a minimum of 3 hours of solar access between 9am and 3pm at the winter solstice.

### ***Economic Impacts***

An economic impact assessment has been prepared by Hill PDA. A copy of this assessment is attached at **Appendix 10** to this EA. This report assesses the economic implications which might arise from the proposed Eastlakes Shopping Centre development by considering the demographic profile of the area, demand for retail services, the potential impacts of the proposed redevelopment of the shopping centre, housing supply and affordability, and other economic impacts and benefits that could flow on from the development.

The report identifies a need to increase supply of housing in the City of Botany Bay, broaden housing choice and promote housing affordability.

The strengthening of the role of the shopping centre as a destination for convenience shopping for the surrounding area is also recognised together with other benefits such as increasing consumer choice; encouraging price competition between retailers; reducing the need for travel; and improved retail facilities for residents of the trade area.

The Study recognises the economic contribution which would be made by the residential component of the proposed development. The provision of housing would contribute 1.6% towards meeting the housing target for the East Subregion set in the Metropolitan Plan for Sydney 2036 and 6% towards meeting the City of Botany Bay housing target as established by the draft East Subregional Strategy.

And the mix of unit sizes within the development, will mean that the proposed development will contribute towards increasing housing choice and affordability in the local area.

### ***Visual and acoustic privacy***

The buildings incorporate generous separations in excess of that required under the RFDC. Apartments have been aligned to avoid overlooking into other apartments both on site and within adjoining developments. Where any loss of visual privacy might occur, blade walls have been provided.

The many street frontages of the development assist in providing a buffer between the development site and surrounding residential development thereby minimising loss of amenity for existing development due to overlooking.

Acoustic privacy for apartments within the development has been assessed by an acoustic engineer and a copy of that assessment is attached at **Appendix 16** of this EA. The acoustic assessment notes that the sole occupancy units can be designed to achieve the required acoustic targets as specified in the National Construction Code (NCC).

The acoustic and visual environment of nearby residents will be improved as a result of the proposed redevelopment of the Eastlakes town centre as it will result in the loading dock areas (which are currently open) being enclosed.

### ***Heritage***

An Aboriginal and Historical Archaeological Impact Assessment has been undertaken by Archaeological and Heritage Management Solutions (AHMS). A copy of the AHMS assessment is attached at **Appendix 22** of this EA.

The assessment found that it is unlikely that any substantial features or significant deposits associated with the historical use of the site remain as archaeological relics on the subject site and

that no further action is required in relation to historical archaeological issues prior to the commencement of development.

The report, however, does recommend that prior to any excavation occurring briefing documents and a monitoring plan for the excavation phase of the development works be prepared. The purpose of the briefing document will be to identify, explain and illustrate the likely nature of the potential archaeological resource of the subject site.

The report recommends that the briefing document be distributed to work crews and project managers prior to ground disturbance and explained by an archaeologist at toolbox meetings.

The plan will also specify when and how monitoring should occur and in what locations at the subject site.

The preparation of the briefing document has been included as a Statement of Commitment (No. 8) for this project.

### ***Transport and accessibility***

Colston Budd Hunt and Kafes (CBHK) has prepared a Transport and Accessibility Impact Study for the proposal which addresses:

- The existing road network including traffic flows and intersection operation and the traffic generation impacts of the proposal on that network;
- Car parking provision and car parking layout design;
- Loading arrangements and associated traffic movements;
- Public transport; and
- Construction Traffic Management principles.

In relation to traffic impacts, the road network will be able to cater for the additional traffic generated as a result of the proposed development.

The parking provision represents a balanced approach between the Council's requirements and the RTA provisions. The quantum of parking provided will encourage travel by means other than private car in an area well serviced by public transport.

CBHK has reviewed the car parking layout and found the layout (car parking dimensions, aisle widths, turning circle, ramp gradients, height clearance) to be in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004.

The Transport and Accessibility Impact Assessment also recommends the preparation of a Travel Access Guide and Service Vehicle Management Plan. These have been included as Statements of Commitment 16 and 17 for the project.

A copy of the Transport and Accessibility Impact Assessment for the development is attached at **Appendix 13** of this EA.

### ***ESD initiatives***

The site is ideally located close to public transport providing good access to the Sydney CBD for employment, retail and recreational activities therefore reducing potential car trips and associated green house gas emissions.

The design incorporates a number of ESD initiatives and measures including indigenous landscaping, good solar access to the dwellings including habitable spaces and private open space and cross ventilating apartments. BASIX certificates have also been issued which verify the future dwellings are capable of achieving the water, thermal comfort and energy targets.

VIPAC has prepared an ESD report and has also assessed the proposed development against the provisions of Section J of the BCA. BASIX certificates for the residential components of the development have also been provided.



The ESD report prepared by VIPAC (**Appendix 18**) includes a number of recommendations with respect to lighting, appliances, internal finishes and waste management to further enhance the sustainability of the project.

### ***Contributions***

Botany Bay City Council has prepared a Section 94 contributions plan (City of Botany Bay Section 94 Contributions Plan 2005-2010) which applies to the subject site.

This plan levies contributions in relation to community facilities, open space, drainage, transport management and administration. The maximum contribution payable is subject to any Section 94E Directions that apply to the development.

As an alternative to paying a contribution towards facilities and services under Section 94, the proponent intends to have discussions with Botany Bay City Council with respect to entering into a Voluntary Planning Agreement (VPA) to undertake works to improve Eastlakes Reserve and the public domain in the vicinity of the site. Such works may include footpath treatments, additional street tree planting, street furniture and improved lighting.

### ***Contamination***

A Stage 1 preliminary environmental site investigation has been undertaken by Environmental Investigation Services. A copy of this assessment is attached at **Appendix 14** to this EA.

Based on the preliminary assessment, the site can be made suitable for the proposed development subject to:

- Undertaking a Stage 2 detailed environmental assessment prior to commencement of any works; and
- Undertaking an asbestos inspection of all buildings and structures prior to demolition works an asbestos inspection should be undertaken.

These two recommendations have been included as a Statement of Commitment (No. 31) for the project.

### ***Landscape design***

Taylor Brammer Landscape Architects has prepared landscape plans for the proposed development. A copy of the landscape plans and design statement are attached at **Appendix 12** to this EA.

There are three landscaped open space areas provided as part of the Eastlakes town centre redevelopment project.

A major open space area known as the plaza area has been created beneath Building 2 to the east of the park. The location of this space allows for integration of community open space to flow into the development site and link through to the shopping areas. The plaza area will be landscaped with hard and soft elements that will assist in integrating the development with the adjoining reserve.

The two other areas, located on the podium level of the proposal and for the use of the residents and their guests are characterised by extensive landscaping across the podium, two swimming pools, circulation pathways and community facilities.

The location adjacent to Eastlakes Park has provided opportunities for integration and extension of this important existing open space into the proposal and forms a central strategy for community involvement at the interface areas.

The plant selection has been based on a sustainable strategy where the planting will require minimal maintenance and energy inputs after the establishment phase.

### ***Accessibility***

An accessibility assessment has been undertaken by Accessibility Solutions (NSW) Pty Ltd and a copy of that assessment is provided at **Appendix 19** to this EA.

The proposed development has been assessed against the provisions of Part D3 of the BCA 2011/DDA Premises Standards for the retail component of the development and SEPP 65 and

Botany Bay Council DCP35 with respect to accessibility of common domain areas and adaptability of at 3% of the apartments within the residential component. In this regard the proposed development will require the provision of 14 adaptable apartments.

The access consultant has concluded that the development satisfies the accessibility provisions of the BCA, DDA Premises Standards, DCP 35 and SEPP 65 with respect to accessible pathways and visitable, adaptable housing for people with disabilities.

#### ***Safety and Security (CPTED and CPTM)***

Harris Crime Prevention Services has assessed the proposed development having regard to the safer by design principles and Crime Prevention Through Environmental Design (CPTED) and Crime Prevention Through Environmental Management (CPTM). A copy of the Crime Prevention (security) Report is attached at **Appendix 21** to this EA.

The report considered the various components of the proposed development particularly with respect to security design, the profile of the surrounding neighbourhood environment in terms of anti social behaviour and criminal activity and made a number of recommendations with respect to post construction security management strategies. These recommendations have been included as Statements of Commitment (No. 40) for the project.

#### ***Waste Management***

Waste management involves three phases of the development – demolition, construction and ongoing waste management.

Waste management associated with the demolition and construction phases of the development is addressed as part of the Construction Management Plan (CMP) prepared by Crown International Holdings Group (Crown) in conjunction with Smart Skip (NSW) Pty Ltd. A copy of the CMP is attached at **Appendix 27** to this EA. The CMP indicates that 90% of demolition and excavated material will be recycled and/or reused.

The ongoing waste management plan has been prepared by JD McDonald, waste management consultants. A copy of this waste management plan is attached at **Appendix 26** to this EA.

There are two components of the development which need to be considered in relation to ongoing waste management – the retail development and the residential uses. The JD McDonald report deals with both.

The issue of ongoing waste will need to be managed carefully in terms of timing of collections (to avoid clashes with other loading dock activities, placement of bins, educating residents and tenants to separate recyclable material from general rubbish and use of compactors). These matters are considered as part of an operational plan of management to be prepared for the development. A Statement of Commitment to this effect has also been included – Commitment No. 42.

#### ***Stormwater Management***

VDM Consulting has prepared a Stormwater Management Plan and undertaken MUSIC modelling to address the quality of treated water leaving the site. Copies of these reports are provided at **Appendix 25** to this EA.

An erosion and sediment control plan has been prepared to control water quality during construction. The hydraulic consultant recommends that a soil and water management plan be prepared prior to any construction activities. This has been included as commitment No. 32 in the statements of commitment at section 9 of this EA.

#### ***Drainage and groundwater***

A preliminary geotechnical investigation of the subject site has been undertaken by Jeffery and Katauskas Pty Ltd, Consulting Geotechnical and Environmental Engineers. A copy of a report within which the findings of their investigation are detailed is included at **Appendix 23** of this EA.

The investigation focussed on the feasibility of a redevelopment of the site incorporating 2 to 3 levels of basement car parking. In this regard, the assessment considered feasibility only and structural loads have not been determined. The report includes preliminary recommendations on the development concept including excavations, retention, groundwater and footings.

The report concludes that more comprehensive geotechnical investigations will be required to inform the detailed design of the development and construction purposes to ensure any impacts on adjoining properties are managed appropriately.

In the event that the Stage 2 investigation identifies any issues that may degrade the groundwater source a recommendation will be made to prepare a Remedial Action Plan (RAP);

***Environment and construction management***

A Construction Management Plan (CMP) has been prepared for the proposed development and a copy of the CMP is attached at **Appendix 27** of this EA.

The CMP addresses issues such as construction working hours, site access, a system for managing complaints and car parking for construction employees. Site contamination management including dust control, noise management and sediment control are also considered and addressed.

The CMP includes a construction traffic management plan and identifies how matters such as deliveries, truck routes, materials storage and tree protection will be managed.

A waste management plan dealing with the disposal, recycling and/or reuse of demolition waste and construction waste materials is also included as part of the CMP.

***Staging of Development***

It is proposed to undertake the development in two stages. Stage 1 will be the development on the northern part of the site. Following demolition of the existing buildings, the site will be excavated for the basement car park. Construction of the retail level will commence following completion of the basement car park levels. The residential buildings will be constructed once the retail level is completed. Whilst Stage 1 is being developed, the existing retail centre on the southern part of the site will continue to trade.

The southern part of the site will be Stage 2 of the development. The sequence of construction will be similar to that on the northern part of the site however, no works will commence on Stage 2 of the development until the retail component of Stage 1 is completed and operational. This will ensure that at least some retail facilities are available on the site at all times during the construction process.

***Obstacle Limitation Height (OHL)***

Sydney Airport Corporation (SAC) has been consulted in relation to the proposed development to ensure the height of the development was acceptable in terms of OHL.

SAC advised that no objection is raised to the maximum height of the development, being 48.7 metres above AHD as the height of the prescribed airspace at the site is 51 metres above AHD

A copy of the advice from SAC is attached at **Appendix 9** of the EA.

***Public Domain***

The proposed development will improve the interface with Eastlakes Reserve along the western edge of the site. This area will be 'opened up' to provide a seamless connection between the southern site and the reserve.

The site has a number of street frontages and the opportunity to improve these areas and integrate them with the development will be explored in consultation with Botany Bay City Council together with enhancement of the adjoining reserve. Improvements to the public domain areas in the vicinity of the development could include new footpath treatments, street tree plantings, new street furniture and improved lighting.

***Existing capacity of utilities***

The capacity of existing utilities infrastructure has been investigated by Webb Australia (electrical and telecommunications). A copy of their preliminary advice is attached at **Appendix 24** of this EA. Augmentation of electrical supply to the site will be required and the approval of the supply authority to the proposed method of augmentation has been sought.

The site is serviced by water, sewerage and gas however augmentation of these services may also be required. Such works will be undertaken as part of the future construction following consultation with the relevant authorities.

The availability and capacity of existing utilities is capable of being managed for the proposed development.

## 1 Introduction

### 1.1 Commission

Don Fox Planning (DFP) has been commissioned by Crown Prosha Joint Venture to prepare an Environmental Assessment (EA) for the proposed mixed use development at the Eastlakes Town Centre.

### 1.2 Purpose of this Environmental Assessment

This EA accompanies an application for Project Application under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the residential development.

This EA provides a full description of the site, the surrounding context and the proposed development as well as addressing the matters contained in the Director-General's Environmental Assessment Requirements issued on 5 April 2011 (attached at **Appendix 1**).

### 1.3 Project Team

The preparation of the DA has been a collaborative effort by a team of consultants as set out in **Table 2**.

Table 2: The Project Team	
Architectural and Urban Design	Rice Daubney
Town Planning	DFP Planning Consultants
Surveyor	Dunlop Thorpe and Co
Landscape	Taylor Brammer Landscape Architects
Arborist	Tree Scan
Economic Impacts	Hill PDA
Traffic and Parking	Colston Budd Hunt & Kafes
Groundwater Investigations	Jeffery & Katauskas & Environmental Investigation Services (EIS)
ESD	VIPAC
CPTED	Harris Crime Prevention Services
Heritage	Archaeological & Heritage Management Solutions Pty Ltd
Structural and Hydraulic	VDM Consulting
Geotechnical	Jeffery & Katauskas
Contamination	Environmental Investigation Services (EIS)
Acoustics and Vibration	VIPAC
Construction methodology	Crown International Holdings Group
Community Consultation	Hill PDA and Crosby Textor
Disabled access	Accessibility Solutions (NSW) Pty Ltd
Building Code of Australia Assessment	Dix Gardner
BASIX Assessment	VIPAC
Utilities	WSP Group

## 2 Background

The Eastlakes shopping centre commenced trading in 1964 and has been the subject of various development proposals since its establishment.

In 1973, development consent was issued by Botany Council for a mixed use development on the site of the current shopping centre and on land directly north of the site between Gardeners Road and Evans Avenue. The approved development comprised 4 x 8 storey residential flat buildings totalling 176 units and extension of the shopping centre and provision of a car parking station. The shopping centre was built however the residential component of that development never proceeded.

In May 2002, a development application for a mixed use development comprising refurbishment and upgrade of the existing shopping centre and new residential development was lodged. That application was refused by Botany Council on the basis of excessive density, bulk and scale of the residential component, insufficient car parking and traffic impacts.

Following refusal of the 2002 DA, Prosha Pty Ltd, being the owners of the centre, entered into a joint venture agreement with Crown International Holdings Group and substantially revised the 2002 concept. A master plan proposal which addressed many of the concerns raised by Council in relation to the 2002 DA was prepared and submitted to Council, however the master plan was not supported.

In July 2009, a Concept Application and Request for Declaration of the development as a Major Project was lodged with the NSW Department of Planning. The Concept Application was considered by the Planning Assessment Commission (PAC) and on the basis of the PAC's review, the Minister declined to authorise a Concept Plan for the proposal, however the Minister did form the opinion that the proposal meets the non-discretionary criteria in Schedule 1, Group 5 Clause 13(1) of the Major Development SEPP and is therefore a Project to which Part 3A of the Act applies. The Project was therefore declared a Major Project on 18 January 2011. A copy of the Minister's Declaration under Clause 6(1) of the Major Development SEPP is attached at **Appendix 1** to this report.

The Director General's Environmental Assessment Requirements for the Eastlakes Shopping Centre Project Application were issued by the NSW Department of Planning on 5 April 2011. A copy of the DGRs is also attached at **Appendix 1** to this report.

### 3 Site Context

#### 3.1 Location

The subject site is known as the Eastlakes Shopping Centre and is situated in the south-eastern Sydney suburb of Eastlakes in the City of Botany Bay.

The subject site is a split site being located to the north and south of Evans Avenue, Eastlakes. The northern part of the site is bound by Gardeners Road to the north and Evans Avenue to the south. Residential development comprising 3 storey residential flat buildings is located to the east and west of the northern sector.

The southern sector is bound by Evans Avenue to the north, Barber Avenue to the east and south and Eastlakes Reserve to the west.

The subject site comprises 5 allotments:

- Lot 100 DP 700822;
- Lot 41 DP 601517;
- Lot 42 DP 601517;
- Lot 3 DP 248832; and
- Lot 5 DP 248832.

The total area of the subject site is 24,053m<sup>2</sup> or 2.405 hectares.

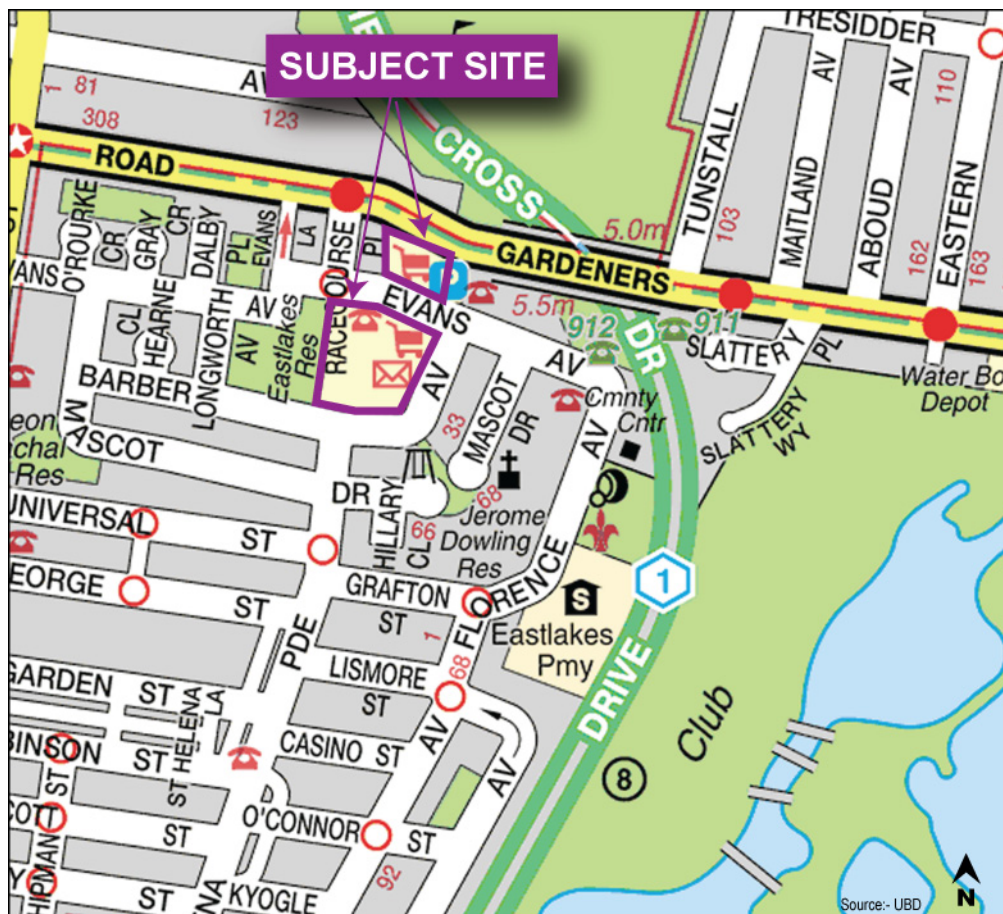


Figure 1: The site location.





Figure 2: Aerial photograph of the site

### 3.2 Site Description

The subject site slopes downward from Gardeners Road towards Barber Avenue. There is also a gentle downward slope across the site from east to west.

The northern sector of the site is occupied by a single storey group of shops located adjacent to the northern boundary, with an open, at grade car park located between this building and Evans Avenue.

The southern part of the site is occupied by a single level of retail development known as BKK Eastlakes Shopping Centre and a single level freestanding building which is used as a grocery store. Car parking on the southern portion of the site is provided in an undercroft car parking area. Rooftop car parking is also available.

Existing vegetation on the southern part of the site is limited as this area is fully developed. There are mature trees located within the at grade car park on the northern portion of the site. The location of these trees is shown on the survey plan at **Appendix 4**. In addition to these trees, there is a significant number of street trees located within the public domain areas of the surrounding road network and within the adjoining Eastlakes Reserve.

The existing shopping centre development was built in the early 1960s and has a gross floor area of approximately 13,100m<sup>2</sup> and a leasable retail area of approximately 10,200m<sup>2</sup>. Major tenants within



the centre include a major supermarket and a smaller supermarket and there are 58 specialty shops within the development.

### 3.3 Surrounds

#### 3.3.1 Residential Development

Existing development surrounding the subject site comprises mainly 3 and 4 storey residential flat buildings which were constructed in the late 1960s/early 1970s. These buildings comprise residential units/apartments and are strata titled. Although the age of these buildings suggests that at least some of nearing the end of their economic life, the fact that they are strata titled, in private ownership and actively occupied by residents will result in these buildings being retained in their current configuration at least in the short to medium term. The context of the subject site in relation to the surrounding development has been examined in detail as part of the site analysis and this has informed the design of the development as noted in the Site Context Study undertaken by Rice Daubney Architects. A copy of the Site Analysis and Site Context Investigation is included in the Architectural and Urban Design Statement at **Appendix 3** to this report.

**Figure 3** below indicates the location of larger residential flat buildings in the locality known as 16 Malony Street and 1 Florence Street. These buildings are public housing residential flat buildings and have been indicated as being the benchmark height plane for informing the maximum height of development on the subject site. Figure 3 also indicates the site location in relation to major features such as the Australian Golf Course, Gardeners Road, Southern Cross Drive and The Lakes Golf Course.



Figure 3: Aerial Photograph of Locality

### 3.3.2 Eastlakes Reserve

Eastlakes Reserve is a large area of open space land immediately adjoining the southern part of the subject site to the west.

There is a row of mature trees along the eastern boundary of the reserve and these trees serve to soften the appearance of the existing shopping centre development which 'turns its back' on the reserve.

Existing improvements in the reserve include pathways, seating, a children's playground and lighting.

The reserve appears underutilised and opportunities to improve the interface between the reserve and the subject site have been paramount in informing the design of the development.

**Figure 4** is an aerial photograph with a numbered key indicating the location from which various photographs of the subject site and surrounding area were taken are indicated and **Photos 1 to 11** are on the following pages.



Figure 4: Photo Location Index Plan





Photo 1 – View of existing centre from Eastlakes Reserve



Photo 2 - Existing entry to basement car park from Barber Avenue



*Photo 3 - View looking east along the southern part of Barber Avenue*



*Photo 4 - Existing Woolworths loading dock facilities*





Photo 5 - View looking south along Barber Avenue



Photo 6 - Existing dock facilities off Barber Avenue





Photo 7 - View looking west along Evans Avenue (east of Barber Avenue)



Photo 8 - Existing signage on Gardener's Road frontage



*Photo 9 - View looking south along Racecourse Place from Gardeners Road*



*Photo 10 - Residential development in the vicinity of the site*





Photo 11 - Current arrangement in relation to Eastlakes Reserve

### **3.4 Surrounding Road and Public Transport Network**

#### ***Road Network***

The road network in the vicinity of the subject site included Gardeners Road, Maloney Street, Evans Avenue, Racecourse Place, Barber Avenue and St Helena Parade.

Gardeners Road is a major east-west arterial road which forms a route linking Kingsford and Randwick in the east with the Princes Highway at Sydenham in the west.

The two development sites are separated by Evans Avenue. Evans Avenue runs west from Maloney Street and provides local access to residential areas and the centre. Access to both the northern and southern parts of the site is provided from Evans Avenue.

Barber Avenue intersects with Evans Avenue to the east of the centre and loops around the southern side of the site. Access to the car parking areas and loading docks located on the southern part of the site is provided from Barber Avenue.

Racecourse Place is the north-south link between Gardeners Road and Evans Avenue and is the main point of access to the centre for traffic entering from Gardeners Road. The intersection of Gardeners Road and Racecourse Place is controlled by traffic signals and there is a roundabout at the intersection Evans Avenue and Racecourse Place.

St Helena Parade intersects with Barber Avenue and provides a local route to and from residential areas to the south.

#### ***Public Transport***

Local bus services in the vicinity of the site are provided by Sydney Buses. There are bus stops near the site on Evans Avenue, Racecourse Place and on Gardeners Road. These bus stops are less than 100 metres from the subject site. Buses utilising these stops travel between Circular Quay to Sans Souci via the City, Waterloo UNSW and Brighton. Other services along Gardeners Road operate between Kingsford, Rosebery and the City and another service links Bondi Junction and Sydenham. These buses are considered appropriate and functional to service the site.



## 4 Consultation

### 4.1 Community Consultation

#### 4.1.1 Required Consultation

In accordance with the Director General's Environmental Requirements issued 5 April 2011, specifically DGR 10, the local community was consulted. The consultation was undertaken in accordance with the Department's Major Project Community Consultation Guidelines October 2007 which require the proponent to:

- Consult early;
- Commit adequate resources to consultation;
- Clearly indicate who has been consulted and what issues were raised; and
- Identify key issues to address in the Environmental Assessment and the Preferred Project Report.

The Pre-Application Submission Consultation has been undertaken in two stages:

- Stage 1 – Distribution of community newsletters in December 2011 and February 2012.
- Stage 2 – Community drop-in/information sessions in February 2012.

Details of the community consultation undertaken in relation to this project are included in the Eastlakes Town Centre Project Community Consultation Programme prepared by Hill PDA in February 2012. A copy of this report is attached at **Appendix 7** of this EA.

The key findings in relation to the two stage community consultation are detailed in the Hill PDA report and are summarised below:

- In relation to the Stage 1 (newsletter distribution) consultation, 6 emails were received. The key questions/matters raised by the public included questions regarding the number of floors of the project, the number of storeys of the project, requests to be kept informed, questions regarding the locking of shopping trolleys.
- In relation to Stage 2, the drop-in information sessions were attended by an estimated 450 people. Overwhelmingly, the response from those attending the session was in favour of the redevelopment of the Eastlakes Shopping Centre. Main reasons for supporting the project included:
  - The current shopping centre is dilapidated and should be redeveloped into a modern style shopping centre;
  - The redevelopment of the shopping centre would improve the broader Eastlakes area;
  - The development would increase homeowners' interest in the area.
- Only 11.8% of respondents thought that the Eastlakes development project was not a good idea. The main reasons for the objection to the project included:
  - Too many residential units are proposed;
  - The traffic in the area would increase due to the increase in the number of residents;
  - The bulk and scale of the development would be too great for the area.

In addition to identifying whether the community was in support of the project or objected to the project, respondents were also given the opportunity to provide any additional comments or ideas regarding the project. Some of the more frequent comments included:

- The shopping centre would benefit from more outdoor areas such as a plaza;
- Improved parking facilities would benefit those who reside in the area;

- Eastlakes Reserve should remain;
- Access points to the centre should be improved;
- Redevelopment of the centre would be an incentive for both residents and those who live outside of the area to continue to shop at the centre.

These comments have been considered in the overall design of the project.

#### **4.1.2 Additional Consultation**

In addition to the community consultation required to be undertaken in accordance with the DGRs, the proponent also engaged Crosby Textor, , to undertake a telephone survey of residents within the surrounding area. This telephone survey was conducted between 23 February and 26 February 2012. A copy of the report which summarises the findings of this telephone poll is attached at **Appendix 8** to this EA.

Respondents were requested to identify which issues were of most concern to their household when considering the local area. Traffic congestion and public transport were identified as the main issues of concern followed by safety and crime.

Respondents were also asked to identify how often they visit the Eastlakes Shopping Centre. 42% of Eastlakes and Mascot residents would visit the centre twice a week or more often.

Before respondents were asked to consider a variety of positive and negative statements made by others in relation to be redevelopment, they were asked of their awareness of the project and whether they supported the proposed redevelopment.

35% of all respondents and 45% of Eastlakes residents were aware of the project. And 69% of all respondents and 72% of Eastlakes residents who were surveyed supported the proposed redevelopment.

A list of positive and negative statements made by others in relation to the proposed development was then presented to the respondents for their consideration. The respondents were required to indicate whether or not they agreed with the statement. Overwhelmingly respondents agreed with statements relating to job opportunities, better quality shops, improvements in the area and a boost in property values.

Following their consideration of these statements, respondents were again asked whether they supported the proposal. Support for the proposed development was consistent across all areas surveyed with 75% of all respondents supporting the proposal.

The findings of this poll reinforced the feedback received from shoppers who attended the two community information sessions and demonstrated that the community is indeed receptive to the notion of an improved town centre development at Eastlakes.

## **4.2 Botany Bay Council**

Item 10 of the DGRs require the proponent to demonstrate that consultation with the Council has occurred during the design development stages of the proposal. This consultation is in addition to the community consultation requirements.

Botany Bay Council nominated a single officer through which all questions and enquiries in relation to the subject site and the development proposal were required to be directed. In addition, a meeting was held with Council Officers, including the General Manager, the Director of Planning and Development, Council's Chief Town Planner and the Team Leader for Development Assessment on 1 March 2012 to discuss the concept of the proposal at that time.

A presentation was undertaken indicating how the site analysis and context of the site had informed the design of the project to date. Issues that were raised and discussed at the meeting included:

1. Access from Gardeners Road. Council enquired as to why no access was proposed from Gardeners Road.

The proponent explained the issue of grade variations along Gardeners Road and the fact that the design of the project had changed from one originally discussed with Council and a roof top parking area on the northern section of the site was no longer proposed. An access from Gardeners Road would only have worked if a roof top parking area was proposed, however the level changes between the carriageway of Gardeners Road and basement car parking do not allow for direct access to the site from Gardeners Road. In order to provide such access, a large, sweeping ramp would need to be provided towards the western end of the site and this would have significant implications as to the development potential of the northern section of the site.

In addition, any access from Gardeners Road would only serve the northern (smaller) component of the development (as a connection to the southern side under Evans Avenue was not proposed) and as such, it would be unlikely to result in a significant reduction in traffic on Racecourse Place as it would only operate as a left in/left out driveway only.

2. Options to cul-de-sac Racecourse Place and provide an alternative access through the site from Gardeners Road to St Helena Parade.

This option was rejected as detailed in a submission to Botany Bay Council by JBA Planning Consultants dated 11 December 2008 on the basis that it would result in a poorly functioning retail centre split by the newly introduced road.

3. The integration of the residential flat building at No. 1 Racecourse Place was also raised.

The proponent advised Council that a concerted effort to purchase units within this development had been undertaken in the preceding two years, however the proponent had been only successful in securing 2 out of 26 of the units. Options for the ultimate redevelopment of No. 1 Racecourse Place were presented to Council as part of a master plan approach and the proposed development has been designed to ensure that the site known as No. 1 Racecourse Place is not sterilised as a result of the proposed development.

4. Interface with Eastlakes Reserve.

The design of the proposal has resulted in the interface with Eastlakes Reserve being significantly improved (compared to the current situation) with the provision of stairs and seating (bleachers) along the edge of the park leading from a boardwalk area. At one point, the option of extending the seating bleachers into the park was considered, however all development is now wholly contained on the subject site. In principle, it was agreed at the meeting that the design would assist in activating the park edge.

5. Council advised that the Traffic Assessment will need to have regard to some form of development on the previous Shell Service Station site on the corner of Racecourse Place and Gardeners Road.

The proponent's traffic consultant advised that the traffic assessment would consider a mixed use development on this site.

6. Loading docks – noise associated with loading dock operations is to be addressed.

It was explained that the number of loading dock entries within the centre had been reduced and all loading dock areas would be enclosed.

7. Public transport.

As part of the EA, options for public transport will be investigated. Representations to service operators will be made to ascertain if additional services could be provided to address the increase in population and to service the centre.

8. Height of the development.

A height plane generally consistent with the existing multi-storey residential towers at No. 1 Florence Street and No. 16 Maloney Street has been applied.

Overall, Council Officers gave their in principle support of the proposal and requested that the above issues be addressed in the EA.

#### **4.3 Sydney Airport Corporation**

DGR 17 requires the proponent to provide evidence of consultation with the Sydney Airport Corporation (SAC) regarding compliance with the obstacle limitation height requirements and any other requirements of SAC.

Following preparation of elevation plans and a height comparison assessment, the SAC were consulted by email and a copy of that email and the response of SAC is attached at **Appendix 9**. In summary, SAC advise that they have no objection to the erection of a structure to a height of 48.7 metres above AHD, but that any construction cranes that exceed that height would require separate approval of SAC and/or CASA.

## 5 Proposed Development

The proposal is a mixed use development comprising ground floor retail development on the northern and southern sectors of the site with residential development above and two levels of basement car parking. Fully detailed architectural plans of the proposed development are provided at **Appendix 2** to this EA.

### 5.1 Building Form and Design

The architectural plans at **Appendix 2** illustrate the building form and design of the development.

The development will comprise ground floor retail development on the northern and southern sectors of the site. The total amount of net retail floor space to be provided is almost 12,500m<sup>2</sup> including:

- 1,813m<sup>2</sup> of net retail floor space located on the northern part of the site excluding circulation areas, amenities and the community space at podium level; and
- 8,240m<sup>2</sup> including all retail floorspace and centre management but excluding circulation areas and amenities on the southern part of the site.

The retail component of the development will comprise floor space suitable for a large supermarket (4,240m<sup>2</sup>) on the southern part of the site and area for a small supermarket (1,547m<sup>2</sup>) on the northern part of the site.

Enclosed loading dock facilities for the northern part of the site are located adjacent to the western boundary and will access the site from Evans Avenue. Loading dock facilities on the southern part of the site will be located off Barber Avenue, adjacent to the southern boundary and the large supermarket floor space plate.

Pedestrian access to the retail facilities will be located either side of Evans Avenue and will be linked via a pedestrian crossing across Evans Avenue. This crossing will be slightly to the west of the location of the current crossing.

A large plaza area will be located beneath the elevated residential flat building known as Building 2 in the north western corner of the southern part of the site. This plaza area will link the retail centre and Eastlakes Reserve via a new boardwalk. A new pedestrian access from Barber Avenue will be also provided. This will provide an east/west link across the southern part of the site to Eastlakes Reserve.

The development will provide a total of 1,038 on site car parking spaces in two basement levels on the northern and southern parts of the site. The first level of basement car parking will be for retail tenants and customers and the second level of basement car parking will be for residents of the development.

On the northern part of the site it is proposed to provide:

- On B1, 115 retail car parking spaces, including 4 accessible spaces + 13 motorcycle spaces; and
- On B2, 121 residential spaces including 4 accessible spaces + 7 tandem spaces and 8 motorcycle spaces.

On the southern part of the site it is proposed to provide:

- On B1, 363 retail car parking spaces, including 7 accessible spaces + 6 motorcycle spaces; and
- On B2, 414 residential spaces, including 11 accessible spaces, 8 motorcycle spaces + 18 retail tenant spaces.

In addition, bicycle parking areas will be provided on both the northern and southern parts of the site on both basement level 1 and basement level 2. Racks for 132 bicycles are proposed to be provided – 68 on the northern site and 64 on the southern site.

Residential storage facilities will be provided within the level 2 basement car park on both the northern and southern parts of the site. Storage within the basement will be provided at a rate of at least 3m<sup>3</sup> per apartment. Additional storage of at least 3m<sup>3</sup> will be provided within each apartment.

Ancillary plant, columns, switch rooms and meter rooms will all be located within the basement car parking levels, together with bin storage areas and waste collection rooms. Travelators are proposed to be provided between basement level 1 and the ground retail level above and lifts will service the level 2 residential car basement parking providing direct access to the residential developments above.

Above the ground floor retail area will be a podium on which residential towers of between 2 storeys and 6 storeys in height will be constructed. In addition, an iconic building of 6 storeys (with a mezzanine level) will be built above the plaza area.

On the northern part of the site, there will be 3 buildings to be known as Buildings 1, 1A and 1B. On the southern part of the site above the retail podium there will be 8 buildings ranging in height from 2 storey to 5 storeys (above the podium). The iconic tower (Building 2) will be a mainly 6 storey building with a mezzanine component over part of the building. The table below identifies each of the buildings, its maximum height and composition.

Table 3 – Residential Component of Eastlakes town centre							
Building	Height in storeys	Roof RL	Studios	1 bed	2 bed	3 bed	Total Units
Building 1	6	42.75	0	20	24	0	44
Building 1A	5/6	39.65/42.75	0	30	42	1	73
Building 1B	2	30.35	0	0	3	2	5
<b>North side sub total</b>			<b>0</b>	<b>50</b>	<b>69</b>	<b>3</b>	<b>122</b>
Building 2 <sup>Δ</sup>	6 + mezzanine	45.85/48.7	6	12	35	1	54
Building 3	5	39.65	0	22	22	2	46
Building 4	5	39.65	4	32	2	0	38
Building 4A	5	39.65	1	39	4	0	44
Building 5	3 (10 podium level terraces)	33.45	0	14	14	2	30
Building 6	2 (9 x 2 level terraces)	30.35	0	0	8	1	9
Building 6A	2 (3 x 2 storey terraces)		0	0	3	0	3
Building 6B	2 (5 x 2 storey terraces)	30.35	0	0	3	1	4
Building 7	5	39.65	0	52	39	2	93
<b>South side sub total</b>			<b>11</b>	<b>171</b>	<b>130</b>	<b>9</b>	<b>321</b>
<b>Total</b>			<b>11</b>	<b>221</b>	<b>199</b>	<b>12</b>	<b>443</b>
<b>Notes</b>							
Buildings 4 and 4A are serviced apartments							
<sup>Δ</sup> Building 2 is elevated 8 metres above the plaza area							

The roof of the ground floor retail component, apart from supporting the residential towers will also be communal landscaped area for the residential component of the development. This podium area is

proposed to be landscaped with hard and soft elements including a swimming pool on each part of the site, paved areas and planting.

The mix of heights and units across the development is in response to the context of the site and the relationship of the edges of the site to existing development, solar access considerations, both on and off site, and economic considerations in terms of marketability and demand. These issues are discussed in later sections of this EA.

## **5.2 Access and Parking**

It is proposed to provide three car park access points to the site (excluding service areas). Access to the northern part of the site will be via a driveway located at the eastern end of the site off Evans Avenue. The intersection of Barber Avenue and Evans Avenue is proposed to be reconfigured to provide a roundabout to assist with traffic management.

There will be two access points to the southern basement car park. One access will be via a roundabout and the access point will align directly with Racecourse Place. This is an improvement on the current access point in the vicinity of Racecourse Place and Evans Avenue which requires vehicles to affect a right hand turn across Evans Avenue to enter the site (albeit illegally). This issue of traffic management, particularly in relation to this intersection, is discussed in the Traffic & Access section of this report.

The existing access at Barber Avenue on the southern part of the site will be formalised by the provision of a roundabout at the intersection of Barber Avenue and St Helena Parade.

Car parking will be provided in two x two level basement car parking areas. There will be basement parking on each site providing a total of 1,037 spaces. In both cases the first level of the basement will be car parking for retail customers and the second level will be resident car parking. Access to the car parking will be controlled by way of boom gates and a ticketed parking arrangement.

On the northern site there will be:

- 115 retail car parking spaces (including 4 accessible spaces) + 13 motorcycle spaces on level B1.
- 128 residential spaces (including 4 accessible spaces and 7 tandem spaces) + 8 motorcycle spaces on level B2.

On the southern site the following car parking will be provided:

- 363 retail car parking spaces (including 7 accessible spaces) + 6 motorcycles on level B1.
- 414 residential spaces (including 11 accessible spaces) + 8 motorcycle spaces on level B2.
- 18 retail tenant car parking spaces on level B2.

The provision of car parking has been assessed by Colston Budd Hunt and Kafes, consulting traffic engineers. This is discussed in detail in section 7.6.3 of this EA.

## **5.3 Waste Operations**

General waste and recyclable waste from the specialty retail outlets will be stored in the retail garbage room located on Level 1 of each of the basements.

The waste storage containers for the supermarkets will be located in the loading dock areas adjacent to the supermarkets.

With the exception of Building 5 and the terraces, all other residential buildings will have garbage chutes located near the lifts of each building. The chutes feed into a compacter located in the dedicated garbage rooms located on Basement Level 1.

The recycled waste from residences will be stored via the use of 660L colour-coded receptacles as adopted by the "Australia and New Zealand Environment and Conservation Council" (ANZECC). The proposed method of waste handling for tenants is that they will have facilities for the storage and

sorting of a day's waste in house. Two (2) 50L recycling crates will be provided per chute intake point for the storage of recyclable material. As these crates become full, the appointed waste caretaker will empty the crates into the 660L mobile garbage bins stored within the residential garbage rooms located on Basement Level 1.

The terraces will store bins for general waste and recyclable waste within their individual courtyards.

Residents of the upper levels of Building 5 will be required to take their general waste and recyclable waste to a specified area on Basement Level 1 as this building cannot be serviced by a chute.

The collection of waste will be by City of Botany Bay collection vehicles. All garbage storage bins will be removed from the basement on the relevant collection day and placed in the respective loading dock areas for servicing by the collection vehicles. The empty bins will then be relocated back to their holding areas within Basement Level 1. This will need to be managed by an on site caretaker.

An operational waste management plan has been prepared by JD McDonald and a copy of this is attached at **Appendix 26** to this report.

#### **5.4 Demolition and Site Preparation**

Demolition of the existing structures on the site, removal of existing vegetation on the site and the excavation of the site to accommodate the proposed building form and car parking is proposed as part of this application.

Due to the presence of groundwater, subsequent to demolition of structures, additional testing will be required to be carried out to inform the detailed structural engineering design requirements for the proposed development.

#### **5.5 Form of Subdivision**

As part of this project application, stratum subdivision of the development to create separate strata for the residential and retail components of the development is proposed.

Strata subdivision of the residential buildings will be undertaken independently of this application.

#### **5.6 Staging**

It is proposed to undertake the development in two stages. Stage 1 will be the development on the northern part of the site. Following demolition of the existing buildings, the site will be excavated for the basement car park. Construction of the retail level will commence following completion of the basement car park levels. The residential buildings will be constructed once the retail level is completed. Whilst Stage 1 is being developed, the existing retail centre on the southern part of the site will continue to trade.

The southern part of the site will be Stage 2 of the development. The sequence of construction will be similar to that on the northern part of the site however, no works will commence on Stage 2 of the development until the retail component of Stage 1 is completed and operational. This will ensure that at least some retail facilities are available on the site at all times during the construction process.

Stage 1 of the development will be wholly self contained in terms of car parking, resident facilities, retail amenities and loading docks. Therefore, should Stage 2 be delayed, Stage 1 will be able to function independently.

#### **5.7 Loading Arrangements**

The proposed development seeks to simplify and improve the current situation in relation to servicing of the retail areas. Currently all loading dock facilities are open resulting in noise impacts on adjoining and nearby residents. In addition, the dock areas, being utility areas, are not visually attractive.

There are currently 2 dock areas on the southern site and one on the northern site. This will be reduced to one loading dock on each part of the site. In both cases the loading dock areas will be enclosed with walls and roofs.



## **6 Strategic Plans and Policies**

### **6.1 Introduction**

The DGRs identify a number of strategic and policy documents that are to be reviewed in the context of this proposal. Each of these is discussed below.

### **6.2 NSW State Plan**

In September 2011, NSW Government released NSW 2021. NSW 2021 replaces the State Plan as the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation.

NSW 2021 is a 10 year plan has been based around 5 strategies: rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities.

The proposed redevelopment of the Eastlakes town centre will assist in achieving these goals by:

- Improving housing affordability and availability
- Building a liveable centre
- Increasing job opportunities

### **6.3 Sydney Metropolitan Strategy, Metropolitan Plan and Draft East Subregional Strategy**

#### **6.3.1 Sydney Metropolitan Strategy and Metropolitan Plan for Sydney 2036**

The Metropolitan Strategy was released in December 2005. The Strategy outlines a vision for Sydney over the next 25 years and the actions to achieve the vision. The Strategy is divided into seven further and more specific strategies including:

- Employment and economy
- Centres and corridors
- Housing
- Transport
- Environment and Resources
- Parks and Public Places
- Governance and Implementation

The 2005 Metropolitan Strategy was scheduled for an update after 5 years and in December 2010 the Metropolitan Plan for Sydney 2036 was launched. The Metropolitan Plan for Sydney 2036 includes the following strategic directions:

- Strengthening a City of Cities - Make Sydney a more resilient, compact, connected, multi-centred and networked city.
- Growing and renewing centres - Locate at least 80 per cent of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport.
- Transport for a connected city – Target development around existing and planned transport capacity.
- Housing Sydney's population - Plan for 770,000 additional homes with a range of housing types, sizes and affordability levels for a growing and ageing population.

It is considered that the proposed development is consistent with these strategic directions. A key action of the 2005 Metro Strategy is for more detailed planning to be undertaken through regional

and subregional strategies. This has taken place and the draft East Subregional Strategy has been prepared for the East Sydney area which includes the subject site. The draft East Subregional Strategy contains more detailed key actions the subregion addressing each of the seven specific strategies of the Metropolitan Strategy. These are addressed below.

### 6.3.2 Draft East Subregional Strategy

The draft Sydney East Subregional Strategy applies to the Botany Bay local government area.

The relevant key directions include:

- Strengthening the role of retail centres
- Improving housing choice
- Providing for 20,000 new dwellings
- Providing more housing opportunities

Eastlakes is identified as a town centre on the centres map accompanying the Centres and Corridors section of the subregional strategy. An extract from the centres map appears in **Figure 5** below.

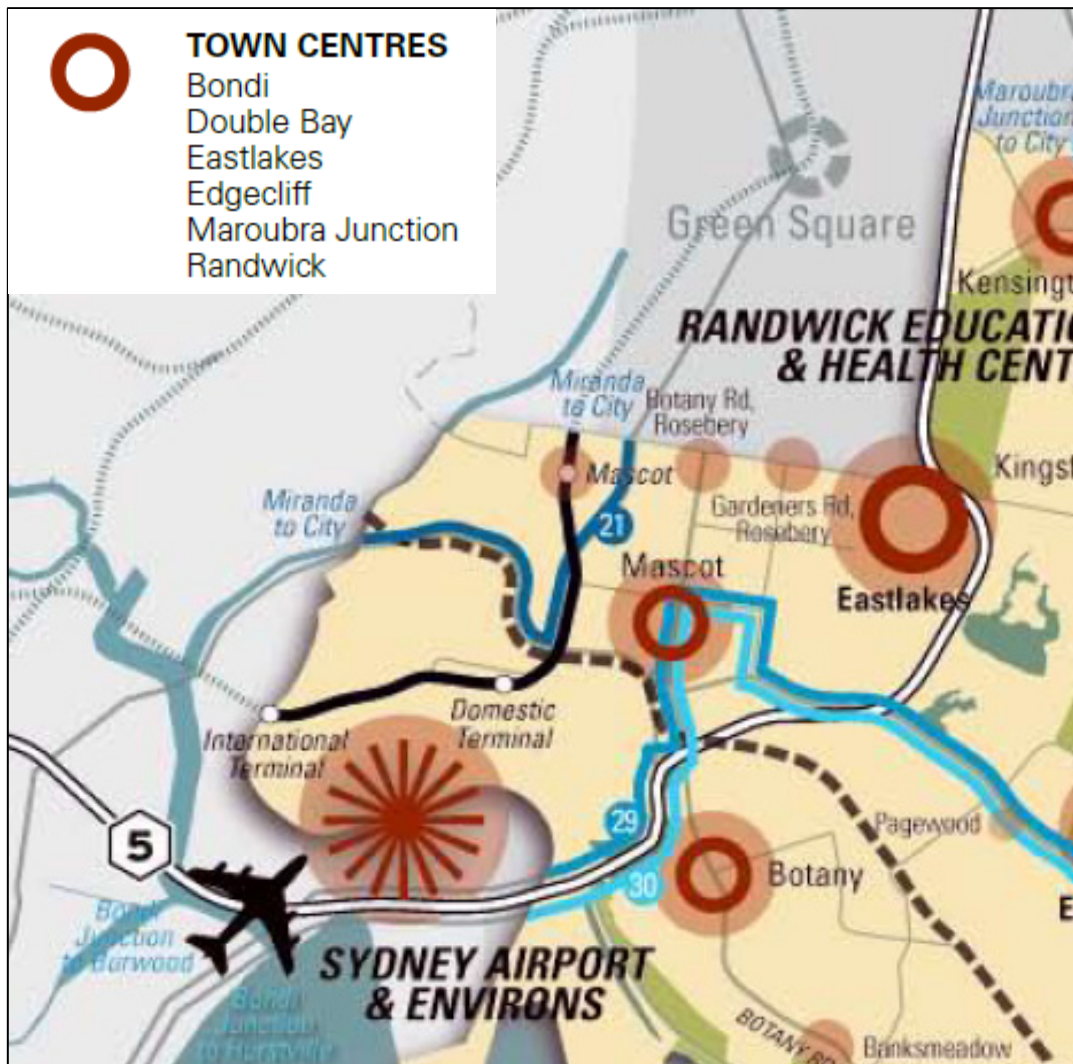


Figure 5: Extract from Centres Map for draft East Subregional Strategy

According to the draft subregional strategy, a town centre is classified as a centre which:

*Have one or two supermarkets, community facilities, medical centre, schools, etc. Contain between 4,500 and 9,500 dwellings. Usually a residential origin than employment destination.*

The role of Eastlakes is described in the Centres and Corridors section of the draft East subregional strategy as follows:

*Eastlakes Shopping Centre was built primarily to serve the heavily populated Eastlakes residential district which developed in the 1960s and is located in the north of the Botany Bay LGA, 8 km from Sydney. It is located close to Gardeners Road, the main east–west route linking the north–south arterials of Anzac Parade and Princes Highway, but has no major road frontage of its own and has limited exposure to passing trade.*

*Eastlakes has a catchment of over 7,000 people in the immediate surrounding suburb. It has two supermarkets and provides a range of local shops and services including a medical centre and leading take away food outlets, housed in a small single storey mall and a separate shopping strip located on either side of its car park. The centre has a number of specialist food shops which attract shoppers from surrounding suburbs.*

*There are limited public transport services and links, and the centre relies heavily on car and pedestrian activity. Employment growth is limited due to its prime retail and service functions.*

One of the key strategies identified for a successful centre is to make centres more accessible and pedestrian friendly. The proposal for the redevelopment of the Eastlakes town centre provides for a more active interface with Eastlakes Reserve and also improves pedestrian connectivity within and through the site.

In terms of housing, The Metropolitan Strategy established a target of 20,000 additional homes within the East Subregion to 2031 to accommodate the housing needs of existing and future communities. 6,500 of these new dwellings will be provided within the Botany Bay LGA.

The proposed development will therefore make an important contribution to future housing growth in the Botany Bay LGA by providing 352 residential apartments within a town centre environment.

The proposed redevelopment of the Eastlakes town centre to include residential development is consistent with the key actions identified in the Housing section of the draft East subregional strategy including:

- Focus residential development around Centres, Town Centres, Villages and Neighbourhood Centres;
- Provide a mix of housing; and
- Improve affordability of housing.

#### **6.4 Botany Bay Planning Strategy 2031**

Botany Bay Council has a planning strategy to provide the framework for growth and development for the next 25 years and to assist the development of the new BBLEP 2012 for the local government area (LGA). The Botany Bay Planning Strategy 2031 addresses the Draft East Subregional Strategy dwelling and job targets and provides a framework for growth and development to 2031.

The Strategy envisages 1,930 new dwellings being developed in Eastlakes in the short to medium term. However, of these, the Strategy suggests that only 38 will be developed within the centre. The Strategy suggests that the bulk of the new development will occur within existing residential areas.

Relevant to the subject site and the proposed development, the Strategy found that the central core of Eastlakes did not demonstrate high amenity attributes in so far as having capacity to support additional development in the short term.

The criteria against which the centres were assessed included:

- Location within a centre.
- Proximity to open space.
- Proximity to public transport.

Given the high proportion of strata titled walk up flat buildings in the Eastlakes area, it is considered that the probability of the vision in the Strategy being achieved (in terms of the bulk of new development occurring on the residentially zoned land surrounding the centre) is low. The Strategy envisages an increase in residential density potential around the Eastlakes centre, integrated with a

redevelopment and expansion of the shopping centre in the short term. The area south of the centre between Universal Street and Garden Street has been identified as an area with capacity to support an increase in residential density. However, significant redevelopment of these areas is unlikely to occur until (or unless) there is reform of strata title legislation.

The Strategy identifies some Planning Principles which could be applied to encourage an intensification of development within the centre. These include:

- reconfigure shopping centre to be close to Gardeners Road
- development of a street-based retail core
- opportunities for mixed use redevelopment of centre with residential over retail
- divert all bus routes through the centre
- higher FSR to encourage development in and around centre.

It is considered that the proposed development responds appropriately to these principles and also addresses a number of the negatives aspects raised in the Strategy including loading arrangements, interface with Eastlakes Reserve, traffic management and revitalisation of the shopping centre. Some of the principles are not considered practical or achievable and others (such as redevelopment of the centre being delayed until new public transport infrastructure is implemented) place unrealistic constraints on the centre.

An upgrading of the existing centre is identified in the Strategy. The centre suffers from poor amenity and a lack of functionality and its redevelopment can be achieved in line with principles and intent of the Strategy. Redevelopment of the centre can be achieved without legislative amendment to strata title laws and could serve to act as a catalyst for the redevelopment of other sites in the surrounding locality.

## **6.5 State Environmental Planning Policy (Major Development) 2005**

Clause 6 of the Major Development SEPP provides that development that, in the opinion of the Minister, is of a kind described in Schedule 1 of the SEPP, is declared to be a project to which Part 3A of the EP&A Act.

In this instance, when the request for declaration of the proposal as a major project was submitted, the proposal fell within a class of development for the purpose of a residential, commercial and retail project with a capital investment value of more than \$100 million.

The proposed development was declared to be a Major Project to which the provisions of Part 3A apply as the development met the criteria of Schedule 1, Group 13 - residential, commercial or retail projects with a capital investment value exceeding \$100 million. The proposed development has an estimated capital investment value of approximately \$222 million. A copy of the QS advice in relation to the value of the development in accordance with the Environmental Planning and Assessment Regulation definition of capital investment value (CIV) is attached to this EA at **Appendix 29**.

On 18 January 2011 the Minister for Planning advised that the proposed development was a Major Project under Schedule 1, Group 5 Clause 13(1) of State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP) being a mixed use development with a capital investment value of more than \$100 million within the area identified on Map 6A and is therefore declared to be a project to which Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act) applies. A copy of the declaration of the project as a Major Project is attached at **Appendix 1** to this report.

The Director General's requirements (DGRs) for the environmental assessment of a Project application were issued on 5 April 2011. A copy of the DGRs are also attached at **Appendix 1** to this report.

Subsequent to the declaration of this project as a Major Project, Part 3A of the EP&A Act was repealed and the Major Development SEPP was amended to delete Group 13 from Schedule 1 of

the SEPP. However, this project has been identified as being a Transitional Part 3A Project as defined in Schedule 6A of the EP&A Act. In accordance with the provisions of Schedule 6A, Part 3A of the Act continues to apply to Transitional Part 3A applications as if Part 3A had not been repealed provided the EA is lodged within 2 years of the date of the issue of the DGRs.

## 6.6 State Environmental Planning Policy (Infrastructure) 2007

### Traffic considerations

Subdivision 2 of Division 17 of the Infrastructure SEPP relates to development in or adjacent to road corridors and road reservations. Clause 104 relates to “*development on a site that has direct vehicular or pedestrian access to any road—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3.*”

The development proposes a total of 352 residential apartments and 82 serviced apartments and therefore Clause 104 applies, notwithstanding that the proposal is not subject to a development application. Clause 104(3) requires the following matters to be considered if the application were a DA:

- consultation with the RTA (which has been undertaken);
- site accessibility;
- movement of people to and from the site and the extent of multi-purpose trips;
- the potential to minimise the need for travel by car; and
- potential traffic safety, road congestion or parking implications of the development.

A transport of accessibility impact assessment which addresses these matters has been undertaken by Colston Budd Hunt and Kafes. A copy of this report is attached at **Appendix 13** of this EA.

### Acoustic considerations

Clause 102 applies to development of a building for a residential use that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume (AADTV) of more than 40,000. According to data available on the RTA web site, Gardeners Road had an AADTV in excess of 40,000 vehicles in 2008. Therefore, Clause 102 does apply.

The potential impacts of traffic noise on the proposed development have been considered by the acoustic consultant. A copy of the acoustic assessment is attached to this EA at **Appendix 16**.

## 6.7 State Environmental Planning Policy 55 – Remediation of Land

A Preliminary Environmental Site Investigation (EIS) has been undertaken by Environmental Investigations Services in order to establish whether there was any contamination risk associated with the use of the site for residential purposes. A copy of the Preliminary EIS is attached at **Appendix 14** to this report.

Based on the findings of the preliminary assessment, it was considered that the site can be made suitable for the proposed residential use subject to a Stage 2 detailed environmental assessment being undertaken. Further discussion is provided in Section 7.11 of this EA.

## 6.8 State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Design

The guiding principles of the Residential Flat Design code (RFDC) have been considered in the preparation of the building design and dwelling layout. A Design Verification Statement from the architect is attached at **Appendix 3**.

The design of the development having regard to the principles contained in SEPP 65 is discussed elsewhere in this EA.

## 6.9 State Environmental Planning Policy (Building Sustainability Index – BASIX) 2004

Under the Environmental Planning and Assessment Regulation 2000, the proposed dwellings comprise BASIX affected buildings.

BASIX certificates for the proposal have been obtained demonstrating compliance with the thermal comfort, water conservation and energy efficiency targets. BASIX certificates for the dwellings are attached at **Appendix 15** to this EA.

## 6.10 State Environmental Planning Policy No. 19 – Bushland in Urban Areas

Clause 9 of SEPP 19 applies to land which adjoins bushland zoned or reserved for public open space purposes. The subject site adjoins Eastlakes Reserve and therefore the provisions of Clause 9 apply.

The provisions of Clause 9 require a public authority to take the following into account prior to granting consent for a development:

- the need to retain any bushland on the land,
- the effect of the proposed development on bushland zoned or reserved for public open space purposes and, in particular, on the erosion of soils, the siltation of streams and waterways and the spread of weeds and exotic plants within the bushland, and
- any other matters which, in the opinion of the approving or consent authority, are relevant to the protection and preservation of bushland zoned or reserved for public open space purposes.

Notwithstanding that this proposal is not subject to a development application, the above matters have been considered (where relevant) in other sections of this EA. In particular, the arborist assessment at **Appendix 11** considered the impact of the proposed development on existing trees in Eastlakes Reserve. This issue is addressed in Section 7.14.1 of this EA.

## 6.11 State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 relates to all forms of advertising signage. The objectives of the SEPP are:

*to ensure that signage (including advertising):*

*(i) is compatible with the desired amenity and visual character of an area, and*

*(ii) provides effective communication in suitable locations, and*

*(iii) is of high quality design and finish*

The proposal includes an advertising structure to replace an existing pylon sign on the Gardeners Road frontage of the property and signage zones on the buildings.

The proposed signage is defined as either business identification signage or building identification signage and is therefore not subject to the provisions of Part 3 of SEPP 64. Building identification signs and business identification signs require consent in the 3(a) zone which applies to the subject site in accordance with the land use table in clause 10 of Botany LEP 1995 and therefore an assessment of the proposed signs against the assessment criteria listed in Schedule 1 of SEPP 64 is required.

This assessment is provided in section 7.9 of this EA.

## 6.12 Planning Circular 08\_016 – Development Near Rail Corridors and Busy Roads

This Circular dated 19 December 2008 announced the gazettal of the interim guideline for development near rail corridors and busy road. The interim guidelines relate to development undertaken in accordance with clauses 85, 86, 87, 102 and 103 of State Environmental Planning Policy (Infrastructure) 2007 (the SEPP).

The purpose of the guidelines is to provide direction for planning, design and assessment of development in or adjacent to rail corridors and busy roads. It provides advice to councils, state agencies, proponents and the community on ways to avoid and manage the impact of road and rail operations on surrounding land uses and the impact of surrounding land uses on road and rail infrastructure.

In this instance the interim guidelines do not apply as the traffic along Gardeners Road does not meet the target thresholds as stated in Clause 102 of the Infrastructure SEPP. Notwithstanding, the principles of the interim guideline have been considered in relation to acoustic impacts and design.

### 6.13 Botany LEP 1995

Section 75R(3) of the EP&A Act (as it was prior to the appeal of Part 3A) states that the only environmental planning instruments which apply to applications to which Part 3A of the Act applies are State Environmental Planning Policies. This provision continues to apply to Transitional Part 3A projects. Notwithstanding, the DGRs require consideration of Botany LEP 1995 as part of this EA.

The subject site is zoned 3(a) General Business under Botany Local Environmental Plan (LEP) 1995.

The primary objective of the 3(a) zone is *to reinforce the historical development of business and shopping locations in the local government area of Botany Bay City by providing for a range of retail, business and professional service activities which will provide services and employment opportunities for the community.*

The secondary objectives are:

- (a) *to control the physical and functional characteristics of commercial areas in order to minimise their impact on adjoining residential areas,*
- (b) *to ensure adequate and accessible off-street car parking is provided for users of commercial areas,*
- (c) *to promote the vitality of commercial areas and to assist urban consolidation by permitting residential developments within commercial areas,*
- (d) *to improve the environmental amenity of commercial areas for pedestrians and shoppers, and*
- (e) *to encourage energy efficiency and energy conservation in all forms of development permissible within the zone.*

Relevant permissible uses within the 3(a) zone include:

- building identification signs;
- business identification signs;
- car parking facilities;
- commercial premises;
- community facilities;
- convenience shops or facilities;
- mixed developments;
- refreshment rooms;
- serviced apartments;
- shops;
- subdivision;
- utility installations.

Demolition of any building or work is also identified as a permissible use, with consent.

Mixed developments are defined in the LEP as follows:

*mixed development means a boarding house, multi unit housing, residential flat building, serviced apartment, or dwelling-house, which is located within the same building in which is located, on the ground floor level only, shops, commercial premises or any other non-residential use permissible in the zone for the site.*

The proposed development is considered to comprise a mixed development and serviced apartments. The possible exception to this is Building 2 which does not include any retail component below the residential building. It is however, located on a site on which there is retail development on the ground floor with residential development above and therefore is considered to comply with the intent of the definition. Further, there is the potential for the area below this building to be used for retail purposes, such as markets, al fresco dining associated with cafes and as an open mall associated with the ground floor retail development.

**Clause 12(1)(b)** of Botany LEP 1995 requires that

*The Council may only consent to the erection of a building if the ratio of the gross floor area of the building to the site area of the land on which the building is to be erected does not exceed:*

*(a)...*

*(b) 1:1 within Zone No 3 (a)*

The floor space ratio (FSR) of the proposed development is 2.32:1 which exceeds the maximum FSR as specified in Botany LEP 1995. Discussion regarding the density of the proposed development is provided in Section 7.1.4 of this EA and in the Urban Design Statement at **Appendix 3**.

**Clause 13** of Botany LEP relates to aircraft noise and requires that Council must take into consideration the guidelines provided in AS 2021 prior to determining an application for development in any area affected by aircraft noise (as advised by the Sydney Airport Corporation Limited (or any successor in title) in terms of ANEF contours).

The subject site is located within the Sydney Airport ANEF noise contours 20-25. In accordance with the acceptability criteria specified in AS 2021.2000, residential units will be conditionally acceptable on land so affected.

The provisions of AS2021 have been taken into consideration as part of the acoustic assessment of this proposal and the acoustic consultant has made a number of recommendations as to how the development can be treated to reduce noise impacts. This discussion is provided in section 7.3.3 of this EA.

**Clause 13B** relates to Obstacle Limitation Surfaces associated with the proximity of the site to Sydney Airport. As discussed in section 4.3 of this EA, Sydney Airport Corporation has been consulted in relation to this project and has no objection to the development based on height.

## **6.14 Draft Botany Bay LEP 2011**

Draft Botany Bay LEP 2012 (BBLEP 2012) was on public exhibition from Tuesday 22 May 2012 to Friday 22 June 2012. The draft LEP proposes a number of changes to the planning controls as they relate to the subject site.

### **Zoning**

The site is proposed to be zoned B2 Local Centre. Permissible uses in the B2 zone (relevant to this proposal) include commercial premises (which includes retail premises), residential flat buildings, shop top housing and signage.

The objectives of the B2 zone are:

*To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*

*To encourage employment opportunities in accessible locations.*



*To maximise public transport patronage and encourage walking and cycling.*

It is considered that the proposed development is consistent with these objectives.

### **Floor Space Ratio (FSR)**

Draft BBLEP 2011 proposes a maximum FSR provision of 1.5:1 for the subject site. The current FSR provision as it applies under BBLEP 1995 is 1:1, therefore, the draft LEP represents an increase. Notwithstanding, it is considered that the proposed FSR of 1.5:1 is too restrictive and does not consider the opportunities and constraints of the site, or its context.

In this regard a submission objecting to the FSR provisions as they are proposed to apply to the subject site has been lodged with Botany Bay Council for their consideration. A copy of this submission is attached to this EA at **Appendix 30**.

In summary, the submission notes that the redevelopment proposal for the Eastlakes town centre demonstrates that the proposal is consistent with the objectives relating to FSR and that this consistency has been able to be achieved with a FSR of 2.32:1, thereby illustrating that appropriate development can be realized without strict adherence to numerical standards.

The submission requests that the FSR provisions as they relate to the subject site be increased to 2.5:1 in recognition of the site's potential to make a significant contribution towards meeting the housing and employment targets for the Botany Bay LGA as set down in the draft East Subregional Strategy.

### **Height of Buildings**

The draft LEP introduces a maximum height restriction of 14m across the subject site. This is roughly equivalent to a 4 storey development. A similar maximum height provision has been applied to the surrounding R4 zoned land.

The redevelopment proposal for the Eastlakes town centre incorporates residential buildings of varying heights of between 2 – 6 storeys above the retail podium level. Therefore the proposed development would be contrary to the maximum height provisions as they are proposed to be imposed under the draft LEP.

Rather than a blanket single height across the site, the design incorporates buildings of varying heights to ensure the development responds appropriately to its context and any impacts are minimised.

The proposed development has been designed having regard to the context of the surrounding area and existing development. It is considered that it responds appropriately to this context in that:

- It will not result in unacceptable overshadowing impacts; and
- It is unlikely to impact on views to and across the site.

Those parts of the development which share an interface with nearby residential development have been designed to complement the heights of the existing residential flat buildings, however along Evans Avenue, for example, where the development seeks to create a strong urban edge, additional height has been utilized.

It is considered that the height provisions that are proposed to apply to the subject site under the draft LEP are unnecessarily restrictive and do not take into consideration the potential for taller elements to be developed on the site, whilst still ensuring that the amenity of the area is maintained.

In this regard the submission to Botany Bay Council in relation to the draft LEP suggests that a more appropriate height provision for the subject site would be a maximum RL based on the Obstacle Height Limitations as imposed by Sydney Airport operations (i.e. – 48.7m above Australian Height Datum (AHD)).

These issues are discussed in detail in the submission a copy of which is attached at **Appendix 30**.

### 6.15 Development Control Plans (DCPs)

The DGRs do not specifically require the EA to respond to DCPs that apply to the site. Notwithstanding, the following DCPs are relevant to the subject site and proposed development:

- Off street car parking
- Aircraft noise
- Access
- Energy efficiency
- DCP No. 29 - Waste Minimisation and Management Guidelines
- DCP No.32 – Landscape

The matters dealt with in these DCPs are addressed elsewhere in this EA.

DCP 35 – Multi Unit Housing and Residential Flat Buildings does not apply to land zoned 3(a). Notwithstanding, the provisions of this DCP have been taken into consideration in relation to the residential component of this development.

In December 2005 Council resolved to prepare a draft DCP for the Eastlakes shopping centre (Draft DCP No. 49) however this never proceeded.

Similarly, in August – November 2004 Council exhibited draft DCP 41 – Advertising however this draft DCP never proceeded.

### 6.16 Airports Act 1996 and Regulations

Sydney Airport Corporation (SAC) has been consulted in relation to this project and a copy of their advice is attached to this EA at **Appendix 9**.

SAC considered the proposal having regard to the provisions of the Airports Act and Airports (Protection of Airspace) Regulations and has advised that the proposal is satisfactory, subject to the proponent consulting with and obtaining the approval of SAC prior to installing any construction cranes on the site that may encroach the prescribed airspace of 51 metres AHD at the site. This has been included as a statement of commitment (No. 43) for this project.

### 6.17 Healthy Urban Development Checklist

The Healthy Urban Development Checklist has been prepared by NSW Department of Health to assist health professionals to provide advice on urban development policies, plans and proposals. It is intended to ensure that the advice provided is both comprehensive and consistent. The checklist is principally about helping to answer the questions:

- What are the health effects of the urban development policy, plan or proposal?
- How can it be improved to provide better health outcomes?

The primary users of the checklist are (initially) intended to be Area Health Service workers who will use the checklist to:

- Provide a standardised tool to guide and inform feedback and advice to, for instance, local government and developers on urban development policies and plans in NSW
- Evaluate the health aspects of urban developments
- Support engagement between urban planners and developers and health professionals
- Inform others (planners, developers, policy makers) about the range of factors that need to be considered in healthy urban developments.

There is an opportunity for Area Health Service workers and others to influence how land use decisions affect community health. This means ensuring that the key principles which promote health

and wellbeing are considered at all levels of planning including policy development, plan making and development assessment.

There are opportunities for participation and contribution at the policy formulation level, at project conception stage and at development assessment. This combination of proactive and reactive measures is important in order to maximise the positive influence of urban planning on health.

Issues canvassed in the checklist that are of relevance to the Eastlakes project are ticked in the checklist attached to this EA at **Appendix 29**.

Each of these matters and how the proposed redevelopment of the Eastlakes town centre responds to those issues is addressed in other sections of this EA.

## 7 Environmental Planning Assessment

### 7.1 Built form, height and urban design

#### 7.1.1 Context

In order to inform the design of the proposed development Rice Daubney Architects undertook an analysis of the site and its surrounds. The findings of this site analysis are detailed in Section 2 of the Urban Design Statement which is attached at **Appendix 3** to this EA.

The existing traffic and pedestrian circulation routes within and around the subject site were assessed together with views, wind direction, aspect, the relationship of the site to the adjoining reserve and adjoining development. In this regard, as can be seen from the photograph at **Figure 6** below (also Photo 5), the current centre 'turns its back' on the reserve and the photograph below.



*Figure 6 – Photograph showing the existing relationship of the centre to Eastlakes Reserve*

In terms of responding to its context, the development has been designed to capitalise on the positive characteristics of the surrounding environment - the reserve, the views and the existing trees.

The development seeks to create Evans Avenue as a main street with retail to both sides and residential above. The residential component comprises a mix in height to allow sun light into the public spaces along Evans Avenue. Evans Avenue will be widened in the vicinity of the mall entry to create a drop off/pick up zone and taxi stand area.

A plaza area is proposed to be provided under building 2, adjacent to Evans Avenue and Eastlakes Reserve. Not only will this open views to the reserve, it will also serve to enhance the interface between the development and the reserve.

The existing centre offers poor visual amenity to its surrounding neighbours with loading docks and garbage pick-up along the Barber Avenue frontages of the site. The proposed development will screen the loading from the street and reduce the entry/exit points to the loading.

### 7.1.2 Height

The buildings have been designed so that the maximum height is below the CASA height limit of RL51.00. Further, with the exception of the mezzanine room of Building 2, the height of the proposed buildings is below the height plane set by the existing residential flat buildings at No. 1 Florence Street and 38 Maloney Street. In this regard, the building at No. 1 Florence Street has a surveyed height of RL 47.58.

The architectural plans prepared by Rice Daubney Architects at **Appendix 3** of this EA indicate the relative height of the development to the building at No. 1 Florence Street and the CASA obstacle height limitation.

The buildings along Barber Avenue comprise a retail level with 2 storeys of residential above and a penthouse level set back from the Barber Avenue. These heights are a direct response to the 3 and 4 storey residential blocks on the other side of the road.

Solar access to apartments within the development and within adjoining and surrounding buildings has determined the maximum height of other buildings on the subject site.

The tallest buildings of the development are on Gardeners Road and along the park edge. The height of buildings at these two points allows views over the park, views to the city and views over the Australian Golf Course.

### 7.1.3 Bulk and Scale

The scale of the built form of the proposed development responds to the built form of the surrounding development.

Along Barber Avenue where the existing residential developments comprises 3 and 4 storey walk up residential flat buildings, the proposed development has varying heights with the main building on the western side of Barber Avenue being 3 storeys along the street frontage with a fourth set back. The relationship of the proposed development to existing development in Barber Avenue is demonstrated in **Figure 7** below.



Figure 7 – Extract from Rice Daubney Urban Design Statement showing the relationship of the proposed development along Barber Avenue to existing residential flat buildings along Barber Avenue

Along the southern portion of Barber Avenue there is the enclosed loading dock with a series of two storey residential terraces on top providing a three storey built form. This reflects the scale of the development opposite.

The development occupies both sides of Evans Avenue between Barber Avenue and Eastlakes Reserve. The scale of the buildings along Evans Avenue creates a strong street edge adding to the urban nature of this street and town centre focus.

The northern site has a greater variation of heights to minimise the impact of shading on the southern side of the street. Along the northern side of Evans Avenue the built form varies from one storey of retail with two levels of residential above to one storey of retail with four storeys of residential above with a penthouse level set further back.

On the southern side of Evans Avenue there are two height conditions. Predominantly, there is a single level of retail with four storeys of residential and a penthouse level set further back. Building 2 is the exception. This building is raised 8 metres from the ground and comprises six storeys of

residential with a mezzanine level on the corner of Evans Avenue and the Eastlakes Reserve creating extra height as an architectural feature.

Building 2 forms the marker for the development. It occupies a prominent location at the main entry to the site. Its location, being separated from surrounding residential development and with the reserve adjacent, has provided an opportunity to create an iconic building which is different in form and design to other buildings within the development.

A second built form type fronting the park comprises a single retail level with four storeys of residential and a penthouse level which is set further back is also provided also the park edge. These buildings are more conventional in their design which reflects the surrounding development.

The two buildings overlooking Gardeners Road comprise five storeys of residential with a further penthouse level set back. The difference in levels between Gardeners Road and the site are such that a portion of the retail level is below ground. A landscape zone has been introduced along Gardeners Road to screen the rear of the major retail tenancy on the northern site.

Unlike the other street frontages, the development has been setback from Gardeners Road to provide an opportunity for retaining existing trees and supplementing these with additional landscaping.

Generous side setbacks have been provided on the northern site to provide separation between the proposed buildings and existing adjoining residential flat buildings.

It is considered that the development responds appropriately to the existing, surrounding developments and that the bulk and scale of the development is acceptable.

#### **7.1.4 Density**

Development in the vicinity of the subject site is characterised by 3 and 4 storey residential flat buildings, with higher density residential buildings on Maloney Street and Florence Street. These buildings are up to 9 storeys in height.

The FSR of the development will be 2.32:1, which exceeds the current FSR development control for the site as specified Botany LEP 1995 and the proposed FSR of 1.5:1 as per the preliminary draft Botany LEP 2011 (as noted on Council's website).

Notwithstanding, the proposed development is considered to be appropriate in terms of density having regard to its context, availability of infrastructure, public transport, community facilities and environmental quality.

The height of the development is contextually suitable in the buildings will not dominate the area and allow for solar access to adjoining developments in excess of the minimum requirements.

The existing road network can manage the likely increase in traffic generation without significant changes.

The site is an existing shopping centre and from a strategic perspective it is appropriate to provide for increased population growth in the vicinity of centres. The proposed redevelopment of the Eastlakes town centre to include residential development is consistent with the key actions identified in the Housing section of the draft East subregional strategy including:

- Focus residential development around Centres, Town Centres, Villages and Neighbourhood Centres;
- Provide a mix of housing; and
- Improve affordability of housing.

#### **7.1.5 Massing and Facade Treatments**

The development comprises a series of buildings, of varying heights, broken up and separated by a series of blades. This approach allows the development to engage with the surrounding streets and existing development as a series of buildings rather a single block.

The built form of the apartments and shops fronting Eastlakes Reserve utilises these blades so that the building presents as 3 buildings rather a single block. Each component part of the building will include glass and timber features to break up the bulk of the building.

The buildings to Evans Avenue and Gardeners Road will also use the blades to help break up the built form. These buildings will have a very lightweight feel in between the blades. The penthouse levels will have zinc cladding (or similar) in order to give them a lighter feel.

Building 2 will be a departure in form and material having a separate 'language' to the others due to the unique nature of its form and position. The building is the tallest on the site and will act as the marker for the development. There will be no heavy bladed walls on this building, it will have a very 'glassy' feel and will use a series of perforated folded metal screens to add further animation to the elevations.

The ground floor retail areas of the development will be provided with glass awnings which will also add texture to the building and help delineate the retail component from the residential sections.

#### **7.1.6 Setbacks**

The development utilises a variety of setbacks to its street frontages and boundaries. This approach has allowed for features such as street trees to be retained (along Evans Avenue and Gardeners Road) and also adds variety to the development.

Along Barber Avenue a zero setback has been provided. This will allow the upper level residential apartments to interact with the residential development on the opposite sides of Barber Ave, creating a more residential character to the street rather than the current aspect of 'back of house' activities associated with the centre.

The ground floor retail level along the Eastlakes Reserve frontage has been setback in order to provide a boardwalk and terraced seating. This will assist in activating the interface between the park and the development.

The ground floor level along Evans Avenue varies. This has been a deliberate approach in order to create a main street effect, whilst maintaining as many mature street trees as possible and to provide a wider footpath with a drop off area and taxi stand.

On the northern site, the residential buildings have been setback from the side boundaries to provide adequate separation to the residential flat buildings on the adjoining properties. The setback provided is such that these sites can be redeveloped in the future without having to compromise in terms of increased setbacks.

#### **7.1.7 Articulation**

The development includes a number of features which provide interest to the elevations.

The ground floor retail components will comprise glazed elevations to the street consistent with their function. Above the footpath areas adjacent to the retail shops, awnings will be provided which will add another element to the building facades. The residential levels above will include balconies which will add yet another variation to the building elevations.

The upper levels of Buildings 1, 3, 4, 5 and 7 are setback which also enhances the articulation of the buildings. The effect of this setback is demonstrated in the section drawings prepared by Rice Daubney Architects. Copies of these plans are attached at **Appendix 2** to this EA. The sketch in **Figure 8** below is an extract from the Urban Design Statement demonstrating the effect of the setback of the top level of the buildings and the strong edge along Evans Avenue.

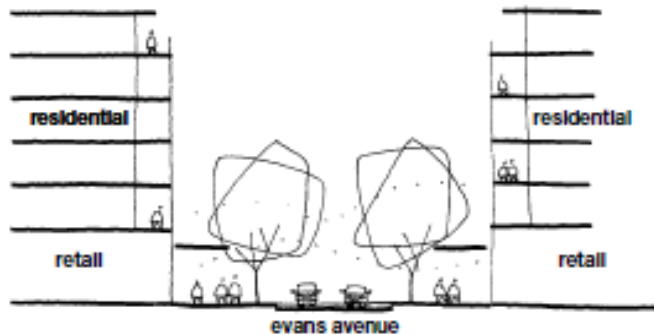


Figure 8 – Extract from Rice Daubney Urban Design Statement demonstrating the setback of the top level of the buildings along Evans Avenue

Blade walls are used throughout the development to bookend buildings, to accentuate entries and to minimise the bulk and scale of the development. They are also being used to emphasise the corners of the development. The blades form the entry walls to the residential lobbies located around the site, along Barber Avenue, Evans Avenue and facing the reserve.

The plaza area under Building 2 adds yet another dimension to the development.

In keeping with its primary function as a retail/commercial centre, display panels reflecting lifestyle images are proposed to be provided to the western wall of Building 3 and the northern wall of Building 7.

#### 7.1.8 Colours, materials and finishes

The development will incorporate a variety of materials and finishes, all of which work together to provide a quality development.

The ground floor street frontages will be mainly glazed facades, reflecting their function as retail outlets. The exceptions will be the Gardeners Road frontage which will be landscaped and the area adjacent to the southern part of Barber Avenue. The loading dock facilities for the retail shops on the southern part of the site will be screened from Barber Avenue by a green wall. Details of this wall are provided on the landscape plans at **Appendix 12** to this EA.

The blade walls which are a recurring theme throughout the development will be clad with glazed tiles which will work aesthetically with the surrounding brick buildings. The built form between the blades which will comprise mainly glass and white rendered walls will read as simple and light.

On the penthouse levels, zinc (or an equivalent material) will be introduced as a cladding material to change the look and feel of the top level. The large overhanging penthouse roofs will have a timber soffit, a detail which will also be present throughout the malls.

The western elevation of Building 7 will include the blades with the glazing and white render but with the addition of timber screening to aid in shading the westerly aspect of the apartments. The timber also adds warmth to the elevations and will work well at the higher levels amongst the canopy of the trees within Eastlakes Reserve.

The one building which will read very differently to the others is Building 2. This building will be mostly glass and perforated metal screens to give it a light feel. The building itself also has a unique shape which will take advantage of the city and golf course views. Building 2 is very much the iconic building of the development which will form a marker for the area.

Examples of materials and colours are included in Section 4.11 of the Urban Design Statement at **Appendix 3** to this EA.



### 7.1.9 Street activation and Interface with Eastlakes Reserve

The development provides activation of the streets surrounding the development in a variety of ways.

Retail development extends along both sides of Evans Avenue to create a main street retail zone. The retail development will wrap around Barber Avenue and extend south along Barber Avenue.

The residential buildings will be accessed from multiple entries on the different streets that surround the sites. This will also serve to provide activation to the street after normal trading hours.

Improvements to the interface of the development to the adjoining Eastlakes Reserve have been paramount in the design of the proposal. Currently the centre turns its back on the reserve with only one entry point.

It is proposed to open up the western side of the southern site to integrate the development with the reserve. This will be achieved by creating a landscaped plaza area beneath Building 2 which will flow seamlessly into the park. Access to the residential levels of Building 2 will be provided from the plaza level. The retail tenancies along the eastern edge of the plaza will be ideal for occupation by restaurants and cafes, with opportunities for al fresco dining.

A boardwalk and terraced area are proposed to be provided along the western edge of Building 7. This will create an improved link from Evans Avenue to Barber Avenue and could become the 'eat street' of the development. The terraced steps allow greater interaction by providing opportunities for casual seating.

Residential access to Building 7 will also be available from the boardwalk. Therefore, it is anticipated that there will be a flow of pedestrians, shoppers and residents along the boardwalk.

The activation of the development with Eastlakes Reserve is demonstrated in the perspective view from the reserve – see **Figure 9** below



Figure 9 – Perspective view of proposed Building 7 as viewed from Eastlakes Reserve

### 7.1.10 Connections

Through site connections will be improved as part of the redevelopment of the Eastlakes town centre.

The mall areas on the northern and southern sites will be connected by a pedestrian crossing across Evans Avenue. This will provide direct access to the retail areas of the development. The southern arm of this north-south link will enter into a mall area through which a east-west link across the

southern part of the site will traverse. The opportunity to continue this link through the reserve will be explored as part of discussions to be held with Botany Bay Council in relation to improvements to the public domain areas surrounding the development site.

The east-west link will connect Barber Avenue with Eastlakes Reserve. This connection is not currently available.

A north-south link connecting Evans Avenue with Barber Avenue is proposed along the western edge of the southern site, adjacent to Eastlakes Reserve.

Secondary connections are available via the footpaths on the streets surrounding the development site.

The through site connections and pedestrians connections around the site are demonstrated in **Figure 10** below.

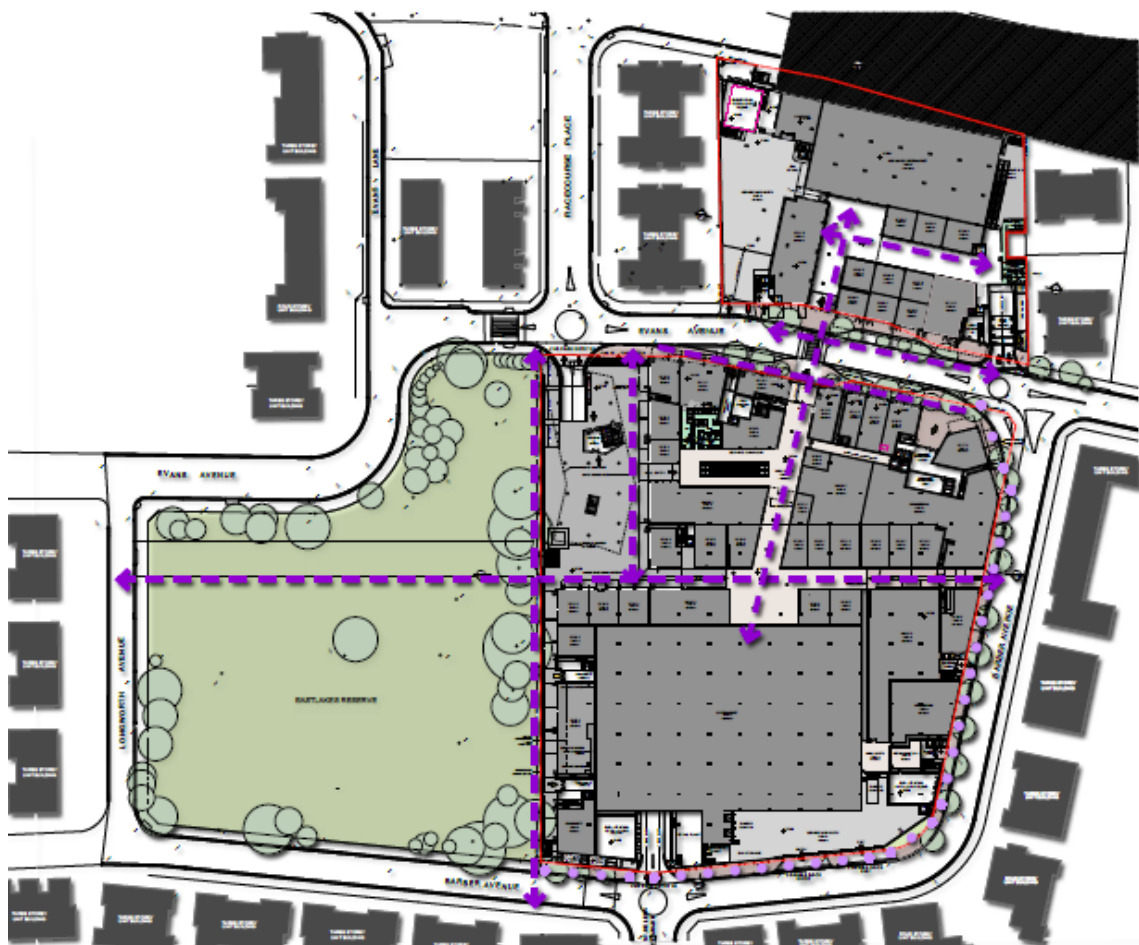


Figure 10 – Plan of connections through the site and around the site.

### 7.1.11 Holistic Approach

Botany Bay Council has consistently advocated a holistic approach to the redevelopment of the Eastlakes shopping centre, suggesting that the land on the eastern side of Racecourse Place (which is currently occupied by 2 x strata titled residential flat buildings containing a total of 37 units) should be included as part of the development site.

Despite the best endeavours of the proponents the acquisition of adjacent sites has not been possible and was not commercial viable. This is attributable to adjacent sites being strata-titled, in private ownership and actively occupied by residents. If required, documentary evidence of these negotiations can be provided.

The alternative to developing the subject site without including the adjoining land is no redevelopment. This “no development” scenario would result in there being no increase in jobs, no rejuvenation of the established retail offer and no additional dwellings which are much needed and which will assist in addressing residential affordability.

The proposed development has been designed to ensure that the adjoining land is not sterilised and could be developed to be an integral part of the Eastlakes town centre in the future.

## **7.2 Environmental and residential amenity**

### **7.2.1 SEPP 65 Design Principles and Residential Flat Design Code**

The residential components of the proposed development have been designed having regard to the design principles detailed in SEPP 65 and the rules of thumb provisions of the Residential Flat Design Code (RFDC).

The built form and urban design (discussed above) has also been developed in the context of the Residential Flat Design Code to take into consideration the constraints and opportunities of the subject site and to ensure the detailed design of the buildings consider the design aspects of the Code such as apartment layout, orientation, cross ventilation, views, car parking, storage, balcony design and architectural treatment.

The main features of the design and how they respond to the provisions of the Residential Flat Design Code (as are of relevance to the Concept Plan) are discussed below.

In terms of **Part 01 - Local Context**, the proposed development exhibits the following attributes:

- The buildings are appropriate in terms of height, depth, separation and street setbacks.
- The building heights have regard to existing surrounding development and the height plane established by existing developments at 1 Florence Street and 16 Maloney Street.
- Modulation of the buildings will create a built form that progressively steps back upper levels to reduce bulk, massing and shadow impacts.
- The building separations increase with building height to maximise residential amenity in terms of solar access and privacy as well as good solar access to the proposed open spaces and landscaped areas.

In terms of **Part 02 - Site Design** the proposed development provides for:

- A site analysis has been undertaken and the proposed development responds to the opportunities and constraints of the site and surrounds.
- Two podium level open space areas including deep soil planting areas have been provided. A plaza area has also been provided at ground level. This will be landscaped with hard and soft elements and will connect directly with Eastlakes Reserve.
- Private open space in the form of ground floor courtyards, balconies or terraces on the upper levels has been provided.
- The building separation and orientation maximises residential amenity in terms of access to views or outlook and solar access to facades, open space and adjoining properties.
- A stormwater strategy has been developed that provides opportunities for water re-use on-site and strategies to manage and improve water quality before it leaves the site.
- The buildings have been sited to promote casual surveillance of both the public and private domain and maximise the number of building entry points with direct access to streets.
- The building separations maximise privacy within the development and adjoining development.
- All residential car parking will provided within a basement.

- The building layout is reflective of the pattern of development in the surrounding area.

In terms of **Part 03 - Building Design** the proposed development provides for:

- An apartment mix that can accommodate a range of household types.
- The majority of apartments have balconies with depths of at least 2m.
- All of the units have been designed to maximise solar access. Of the 443 apartments (including the 82 serviced apartments), only 4.4% are south facing, single aspect apartments.
- Each unit has a minimum of 3m<sup>3</sup> of storage internally plus a further minimum 3m<sup>3</sup> of secure basement storage.
- The units are predominantly entered centrally to allow a clear delineation between living and sleeping spaces.
- Building heights that have been designed to accommodate floor to ceiling heights of 2.7m to habitable rooms.
- All of the unit depths allow natural light through the living space to the kitchen.
- 75% are cross ventilated (minimum suggested proportion is 60%).

**Table 4** below is a comparison of the proposed development against the building design provisions of the Residential Flat Design Code (RFDC).

<b>Table 4 - Assessment against RFDC</b>			
<b>Minimum Unit Sizes (m<sup>2</sup>) - Internal areas only. Not including balconies</b>			
<b>Apartment Type</b>	<b>RFDC</b>	<b>Proposed development (min to max)</b>	<b>Compliance</b>
Studio	38.5	52	Yes
1 bed	X-thru: 50	68	Yes
	single aspect: 63.4	54 - 69	Partial
	Corner (no rule of thumb)	55	
2 bed	corner: 80	69-111	Partial
	X over: 90	94-118	Yes
	Single aspect (no rule of thumb)	81-106	
3 bed	124	116-159	Partial
<b>Balconies (m2)</b>			
<b>Area</b>	<b>RFDC/SEPP 65</b>	<b>Proposed development</b>	<b>Compliance</b>
Studio	6	10.8	Yes
1 bed	X thru: 8	38 - 48	Yes
	single aspect: 10	6.3 - 19.9	Partial
	Corner (no rule of thumb)	7.7 - 37	
2 bed	corner: 11	14 - 46	Yes
	X over: 16	30+	Yes
	Single aspect (no rule of thumb)	6.88 - 31.8	
3 bed	24	13.77 - 49	Partial

Table 4 - Assessment against RFDC			
Apartment Mix			
Area	RFDC/SEPP 65	Proposed development	Compliance
Studio	Provide a variety of apartment types between studio-, one-, two-, three- and three plus-bedroom apartments, particularly in large apartment buildings.  Locate a mix of one- and three-bedroom apartments on the ground level where accessibility is more easily achieved for disabled, elderly people or families with children.	11	Refer EIA at Appendix 10 for commentary on mix of apartments
1 bed		221	
2 bed		199	
3 bed		12	
Adaptable Housing			
	RFDC/SEPP 65	Proposed development	Compliance
	Optimise the number of accessible and adaptable apartments to cater for a wider range of occupants. Australian Standards are only a minimum.	The proposal provides for 13 adaptable residential units and 5 accessible serviced apartments	Satisfactory provision according to the access consultant subject to number of adaptable apartments increasing to 14.

As can be seen from the assessment in **Table 4**, there are instances of non-compliance with the rules of thumb provisions of the RFDC with respect to apartment sizes and balcony sizes.

Discussion regarding the rationale behind the apartment mix and size of apartments is provided in the economic impact assessment (EIA) attached to this EA at **Appendix 10**.

The EIA states that *any requirement to increase the size of these units would adversely impact upon the ability to deliver affordable properties and it would lessen the number of units which could be provided, therefore lessening the contribution of the proposed development towards meeting housing needs in the area. Furthermore, SEPP 65 recognises that the provision of housing in an area should respond to the needs of the local community, as the proposed development does.*

Therefore, although the proposed development does not fully comply with the minimum apartment and balcony sizes as noted in the RFDC, in the circumstances, non-compliance is acceptable.

**7.2.2 Visual Privacy**

Visual privacy has been maximised throughout the development by the separation and orientation of the buildings and the use of blade walls.

Timber batten screens will be included on the balconies to units along the park edge as well as Evans Avenue to further maximise privacy of these apartments.

The courtyard areas for the terraces will be fenced.

**7.2.3 Solar Access**

Shadow diagrams demonstrating the potential overshadowing of the proposed development have been prepared by Rice Daubney Architects. These plans are attached at **Appendix 3** to this EA.

All of the units have been designed to maximise solar access. Of the 443 apartments (including the 82 serviced apartments), only 4.4% are south facing, single aspect apartments. The block layout

allows for good north and/or western aspects to the units overlooking the park, Evans Avenue, Gardeners Road and Barber Avenue.

The podium level communal open space areas also receive at least 3 hours of solar access during the winter solstice.

The shadow diagrams also demonstrate, in plan and as an isometric view, the potential overshadowing impacts on adjoining properties, including Eastlakes Reserve.

It can be seen from these plans that at the winter solstice (June 21), that whilst there will be an increase in shadows onto adjoining and nearby properties as a result of the proposed redevelopment of the Eastlakes town centre, these properties will experience a minimum of 3 hours of solar access on June 21.

It is considered that the overshadowing impact of the proposed development on adjoining and nearby properties is acceptable.

#### **7.2.4 Acoustic Privacy**

An acoustic assessment of the proposed has been undertaken by VIPAC Engineers and Scientists (VIPAC). A copy of the acoustic report is attached at **Appendix 16** of this EA. This assessment considered the likely impacts of noise generated by activities associated with the development, including construction noise, on new dwellings within the development and on existing surrounding residential development and the potential impacts of external noises sources such as traffic and aircraft noise on the proposed development.

VIPAC considered:

- Demolition, construction noise and vibration impacts
- Aircraft noise intrusion
- Traffic noise intrusion into residential living areas
- Noise from mechanical services
- Noise from site generated traffic
- Noise transfer from commercial units to residential areas
- Noise from use of swimming pools
- Noise from delivery trucks
- Structural noise and vibration transfer from the loading dock activities (including compactors, trolley movements, pallet and stock handling) to the apartments above.

VIPAC advises that the proposed development is capable of achieving the benchmark acoustic intrusion targets with respect to unit to unit sound transmission (as per the acoustic performance requirement of the National Construction Code (NCC)) subject to detailed design to ensure appropriate separating elements are included as part of the construction.

VIPAC also recommend that use of the swimming pools within the communal open space areas at podium level is restricted to daylight hours and that a sign be erected requesting swimmers to keep noise levels to a minimum. It is considered that management of the pool usage is best addressed as part of an operational plan for management for the development.

Until such time as the plant is selected, noise likely to be generated from mechanical plant cannot be assessed. VIPAC advises that any mechanical plant will be required to operate so that noise from the plant does not impact on adjacent noise sensitive receivers. This can be achieved by amelioration measures being implemented. These measures have been included as recommendations in the acoustic assessment report and a commitment (Statement of Commitment No. 20) has been included requiring the proponent to adopt the recommendations of the acoustic report.

The impacts of external noise sources such as noise generated by traffic and aircraft noise on the residential components of the proposed development have also been considered and assessed. VIPAC recommends specific treatments to residential units with respect to insulation, wall linings, glazing and use of mechanical ventilation (e.g. – passive attenuated wall vents) in order to ensure the acoustic environment of the proposed residential apartments meets the specified criteria.

It is considered that the acoustic impacts of the proposed developments and on the proposed development are capable of being managed through specific treatments at the construction phase and management of the activities of the centre.

#### **7.2.5 View Loss**

Views from many existing apartments surrounding the development site are impeded by the current shopping centre development. With the exception of the northern most buildings on No. 1 Racecourse Place and No.193 Gardeners Road (accessed from Evans Avenue), it is unlikely that surrounding buildings are not sufficiently tall enough to enjoy expansive views across Gardeners Road to the golf course and the city. Similarly, residents on the eastern side of Barber Avenue would be unlikely to enjoy uninterrupted views of Eastlakes Reserve due to the height and extent of the existing shopping centre development.

It is considered that from a visual impact, the outlook from most nearby residences which overlook the subject site will be improved as a result of the design of the proposed development to enclose the loading dock areas.

#### **7.2.6 Wind Impacts**

A wind impact assessment has been undertaken by VIPAC to consider the wind effects in ground level public areas and access ways in and adjacent to the subject site.

The key findings of the wind impact assessment include:

- The proposed development is expected to fulfil the walking criteria in all ground level areas subject to the recommended landscape planting being provided.
- Wind conditions in the entrance areas are expected to fulfil the recommended criterion for standing subject to the recommended landscape planting being provided.
- Wind conditions within the east-west through site link on the south site will likely fulfil the walking criterion subject to the recommended landscape planting being provided.
- Wind conditions in the podium level are expected to fulfil the recommended criteria for walking/sitting subject to the recommended landscape planting and windscreens being provided.
- It is recommended that the plan of management should include a provision to educate residents about wind conditions at high-rise balconies during high wind events and tying down loose lightweight furniture.

The landscape plans at **Appendix 12** to this EA include the recommended plantings and windscreens.

A statement of commitment (Commitment No. 42) relating to the preparation of a plan of management for the centre has been included. The recommendations regarding wind impact management for the residential balconies can be included in this plan of management.

#### **7.2.7 Disabled access and adaptable housing**

An access consultant has undertaken an assessment of the proposed development against the relevant provisions of the BCA, the Disability Discrimination Act (DDA), DCP 35 and the relevant Australian Standards. A copy of the assessment by Accessibility Solutions is attached to this EA at **Appendix 19**.

The assessment considered access to the public accessible areas of the development including ground floor retail areas, circulation areas, car parking, amenities, lift lobbies and podium open space



and found that the design of the proposed development satisfied the relevant provisions of Part D3 of the BCA, DDA and DCP 35.

The proposed development will provide for 5% (a total of 5) of the serviced apartments being provided as accessible apartments in accordance with AS 1428.1

In addition, at least 3% of the residential apartments will be required to be provided as adaptable apartments in accordance with AS 4299. Based on the number of units proposed, at least 14 adaptable units will be required to be provided.

The plans indicate a total of 13 apartments to be provided as adaptable apartments. The access consultant has identified that an additional unit within Building 7 could be provided as an adaptable unit. The requirement for at least 14 apartments within the development being provided as adaptable units has been included as a Statement of Commitment.

The access consultant concluded that the proposed development demonstrates compliance with the relevant objectives and design code requirements of SEPP 65 which is consistent with the City of Botany Bay DCP 35 requirements for adaptable housing within multi-unit residential developments.

The access consultant also investigated the publicly accessible areas, being the retail areas and common domain residential amenities and concluded that the development satisfies the accessibility provision of the BCA, DDA Premises Standards and relevant provisions of DCP 35 and SEPP 65 in relation to accessible pathways, and visitable, adaptable housing for people with disabilities.

### **7.3 Acoustic impacts**

#### **7.3.1 Road noise**

The VIPAC acoustic assessment at **Appendix 16** to this EA has considered the impacts of road noise, including the potential increase in road traffic noise, on the residential apartments within the proposed development.

The potential increase in traffic that will occur as a result of the proposed development will satisfy the allowance increase limits as set by the Office of Environment and Heritage's Road Noise Policy.

Road traffic noise generated by Gardeners Road places the greatest demands on acoustic performance of the building envelopes on the northern elevation of the northern site, and aircraft noise generation impacts on all other locations on the site. In addition, VIPAC's investigations have revealed, however, that noise levels on Barber Avenue already exceed the criteria set by the Road Noise Policy.

The acoustic consultant recommends that the outer envelope of the building be designed to reduce noise impacts on occupants to achieve the following internal noise goals:

- Living rooms 40 dBA
- Bedrooms 35 dBA

This can be achieved by inclusion of the specific treatments to the residential units with respect to insulation, wall linings, glazing and use of mechanical ventilation devices (e.g. – passive attenuated wall vents) to bedrooms and living rooms with facades facing Gardeners Road, Evans Avenue and Barber Avenue.

#### **7.3.2 Loading dock activities**

Activities associated with the loading dock facilities have the potential to transfer noise and vibration to other parts of the development.

The acoustic consultant recommends that further evaluation be undertaken during the design and certification stages of the development to consider noise and vibration transfer and to ensure suitable treatments are provided to minimise this transfer.



In addition, implementation of management practices with respect to handling procedures and managing times when higher noise activities such as deliveries and use of compactors are undertaken.

The recommendations regarding construction treatments can be included in a statement of commitment requiring the proponent to implement the recommendations of the acoustic report. The recommendations regarding management practices can be included in a plan of management for the centre. A commitment in relation to the preparation of this plan of management has been included as Commitment No. 42.

### **7.3.3 Aircraft noise**

The site is located within the Sydney Airport ANEF noise contours 20 -25. In accordance with the acceptability criteria as specified in Table 2.1 of AS 2021, the commercial units will be 'acceptable' while the residential units will be 'conditionally acceptable'. The development will only be affected by flights using the east-west runway only.

The acoustic consultant advises that aircraft noise can be managed using the same treatments as managing road traffic noise. Therefore implementation of the treatments as noted in section 7.3.1 above will ensure that the development will be capable of satisfying the noise attenuation provisions of AS 2021.

### **7.3.4 Building services noise**

Noise from mechanical plant associated with the development will be required to be controlled in accordance with the intrusiveness criteria specified in the Industrial Noise Policy (INP).

As design and selection of plant has not been finalised, the acoustic consultant recommends that the mechanical services consultant consider selecting plant so that the noise from plant does not exceed the lowest project specific noise level at the common boundary of the receiver. The acoustic consultant also identifies typical amelioration measures which can be implemented in order to reduce noise.

### **7.3.5 Construction noise impacts**

In order to manage noise impacts from construction activities, the acoustic consultant identifies work practices and procedures which need to be considered. These include:

- Adhering to NSW Office of Environment and Heritage recommended hours of construction and deliveries.
- Avoiding using rock breaks for demolition.
- Consider using bored piling instead of impact piling.
- Locating noisy plant away from noise- affected areas and screening it if required.

The recommendations of the acoustic consultant with respect to noise associated with construction activities can be included in the construction management plan for the proposed development. A statement of commitment to this effect has been included in Commitment No. 23.

## **7.4 Heritage**

Archaeological and Heritage Management Solutions (AHMS) has undertaken an Aboriginal and Historical Archaeological Impact Assessment of the subject site in order to determine whether there was any impediment to the proposed development proceeding on heritage grounds. The assessment considered both indigenous and European occupation and use of the land.

With respect to non-indigenous heritage, the assessment found that:

- it is unlikely that any substantial features or significant deposits associated with the historical use of the subject site remains as archaeological relics on the subject site.
- No further action is required in relation to potential historical archaeological remains on the subject site prior to commencement of development.

With respect to indigenous heritage, the assessment found that it is unlikely that Aboriginal objects and/or sites survive at the subject site due to historical land uses at the site.

These findings were based on informal consultation undertaken with the La Perouse Local Aboriginal Land Council and a site inspection with a representative of the La Perouse Local Aboriginal Land Council (LALC). However no physical inspection of the site's under-lying archaeological/soil deposits was undertaken due to access constraints.

The La Perouse LALC has responded to representations made by AHMS in relation to the proposed development and notes that:

*The LALALC acknowledges the Eastlakes Area, due to the sand dune landscape and nearby waterways, contains or contained number Aboriginal sites, including middens and burials. In addition, the La Perouse Aboriginal Community identifies the Eastlakes area as once a significant traditional camping and resource gathering area for the local Aboriginal people.*

The heritage consultant has made the following recommendations based on these discussions and inspection:

- An archaeologist should be engaged to prepare briefing documents and a monitoring plan that would apply to the excavation of the subject site during development works. The plan should specify when and how monitoring should occur and in what locations at the subject site.
- The briefing document should identify, explain and illustrate the likely nature of the potential archaeological resource of the subject site. The briefing document should be distributed to work crews and project managers prior to ground disturbance and explained by an archaeologist at toolbox meetings.
- Should any Aboriginal objects and/or sites be uncovered during the development works work should cease and the archaeologist should assess nature and significance of the find.
- Aboriginal community consultation, salvage and/or collection of artefacts may be required should any Aboriginal archaeological sites and/or object be identified during development works.

Statement of commitment, Commitment No. 8 and 9, have been included to address these recommendations.

In addition, the LPLALC has requested the following recommendations be included:

- That LPLALC monitor excavations of areas that contain undisturbed or intact natural soils or areas that have not been highly disturbed to ensure there are no Aboriginal objects located on the subject area; and
- If any Aboriginal objects are unearthed during the works, all works must cease immediately and the NSW Office of Environment and Heritage and LPLALC be contacted.

A copy of the letter from the LPLALC is attached at **Appendix 22** to this report.

It is considered that Commitments 8 and 9 are sufficient to address the requested recommendations of the LPLALC.

## 7.5 Economic Impact Assessment

Hill PDA has undertaken an economic impact assessment (EIA) to consider the economic implications which may arise from the redevelopment of the Eastlakes shopping centre. A copy of the EIA prepared by Hill PDA is attached at **Appendix 10** to this EA.

The EIA considered the 'position' of the Eastlakes shopping centre in terms of strategic planning policies, including the draft East Subregional Strategy, and whether the proposed minor increase in retail floorspace is supportable in terms of the retail hierarchy and the likely impacts on other existing and proposed centres in the surrounding area.

In order to assess this, the EIA considered the demographic characteristics and the current and likely future population, the existing retail provision, planned centres and expenditure potential now and in the future. The assessment was based on the floorspace of the centre increasing from the current provision of 11,530m<sup>2</sup> to 12,452 m<sup>2</sup> (gross lettable area) (an increase of 922m<sup>2</sup>).

The EIA concluded that the proposed expansion of the Eastlakes shopping centre was justified in terms of impact and the new residents would provide support for the Eastlakes centre as well as other centres in the locality.

The EIA also considered the residential component of the proposed development in terms of housing supply, housing choice and housing affordability.

The EIA considered the State Government's target of providing 12,000 new dwellings in the LGA by 2036 and the objective of providing more affordable housing and choice of housing.

The EIA concluded that the proposed development would make a positive contribution towards meeting the desired targets for the Botany Bay LGA as noted in the draft subregional strategy for the East subregion. The development will contribute 1.6% towards meeting the housing targets for the East subregion and 6% towards meeting the LGA targets.

Economically the provision of this housing is positive as it will deliver homes close to major employment nodes including Port Botany, Sydney Airport, Green Square.

The mix of apartments within the proposed development was also considered. It was concluded that providing 43% of the residential apartments (not including the serviced apartments) as studio or 1 bedroom units, the proposed development would make a positive economic contribution in terms of increasing housing choice and housing affordability. This conclusion is based on the consultant's assessment of average dwelling sales and the socio economic characteristics of the existing and likely future population. By providing a significant quantum of residential properties at the lower, more affordable end of the housing market, the proposed development will meet a demand for housing by households most represented in this area.

Other positive economic impacts likely to arise as a result of this development include the increased employment that will occur during and post construction. The EIA also suggests that *an investment of this scale in Eastlakes could also serve to raise the profile of the suburb, increase the commercial attractiveness of the area, support confidence in the local market and may act as a catalyst to stimulate further redevelopment in the surrounding area.*

The EIA also considered whether a development which incorporated adjoining sites would result in a better outcome. The EIA acknowledges that inclusion of these sites would be desirable however as the proponent has been unable to secure ownership of these developments, the proposed redevelopment of the centre represents the best case scenario in terms of making a positive economic contribution.

## 7.6 Transport and accessibility

Colston Budd Hunt and Kafes (CBHK) has prepared a Transport and Accessibility Impact Study for the proposal, a copy of which is attached at **Appendix 13**. The Study has considered the following matters in accordance the DGRs:

- Transport and accessibility having regard to relevant State Government policies and plans, including Metropolitan Transport Plan – Connecting the City of Cities, the NSW State Plan 2010, NSW Planning Guidelines for Walking and Cycling, the Integrating Land Use and Transport policy package and the RTA's Guide to Traffic Generating Developments.
- A report prepared by Fred Gennaoui Pty Ltd entitled Review of Traffic and Parking Matters.
- The matters raised in the RTA's letter of 22 March 2011 and the matters raised in a letter from NSW Transport dated 9 March 2011.

- Council and RTA guidelines with respect to onsite parking provision having regard to DP&I's objective of reducing parking provision in areas well serviced by public transport.

As part of this assessment, CBHK assessed the existing conditions in terms of the road network and classification of roads, the existing traffic conditions and operation of intersections, residential amenity, on site parking demands, pedestrian movements and public transport provision.

The assessment considered the policy documents identified above particularly in terms of their relevance to the project and whether the proposed development was satisfactory having regard to those policies. The traffic consultant concluded that the proposed development would satisfy the objectives of the Metropolitan Transport Plan NSW 2021 and the Integrated Land Use and Transport policy package.

The consultant recommended that a Travel Access Guide be prepared in development in consultation with Council, RMS, Sydney Buses and other relevant stakeholders to consider the following:

- Encourage the use of public transport, including local bus services
- Identify existing bus routes which service the site, including the location of bus stops and pedestrian crossings
- Work with public transport operators to improve services to the site
- Encourage residents and visitors to the site to use public transport by providing information, maps and timetables in the Travel Access Guide
- Raise awareness of the health benefits of walking and cycling including providing maps of walking and cycling routes through and adjacent to the site
- Encourage cycling by providing safe and secure bicycle parking areas on site
- Provide appropriate onsite parking, consistent with relevant controls and the objective of reducing traffic generation

The preparation of such a document has been included a Commitment No. 16 in the statements of commitment at section 9 of this EA.

The traffic report also considers the recommendations of the Gennaoui report. Responses to the Gennaoui recommendations are provided in section 3.66 of the CBHK Transport and Accessibility Impact Assessment.

The following sections address specific traffic related matters associated with the proposed development.

### **7.6.1 Parking Provision**

The car parking demands of the proposed development have been assessed against Botany Bay Council's DCP for Off Street Parking and the RTA's Guides to Traffic Generating Developments. The consultant also undertook surveys of the current centre to assess the likely parking demand for the proposed increase in retail floorspace.

The following is a comparison of these three controls:

For the retail component of the development:

- Council's DCP 318 spaces
- CBHK surveys 436 spaces
- RTA/RMS 536 spaces

For the residential apartments (including the serviced apartments):

- Council's DCP 464 spaces
- RTA/RMS 357 spaces

(NOTE: The parking rate for the serviced apartments has been based on 1 space per serviced apartment based on Council's and RMS's rates for motels).

The traffic consultant has determined a parking rate for the proposed development within the range adopted by Council's DCP and RMS and based on a balanced approach of providing appropriate parking while encouraging travel by means other than private car:

- Retail 436 spaces. 94 spaces on the northern site and 342 spaces on the southern site.
- Residential 446 spaces. 150 spaces on the northern site. 294 spaces on the southern site.
- Serviced Apartments 82 spaces on the southern site.

Based on the above a total of 972 spaces would be required to be provided. The proposed development provides for an overall car parking provision of 1,038 spaces which will satisfy identified demands.

Given that the development over two separated sites and the staging of the development, as far as practical, Stage 1 of the development (on the northern site) must be capable of operating independently.

In this regard the proposed development provides for 115 spaces on parking level B1 (retail parking level) and 128 spaces on parking level B2 (resident parking level) on the northern site. There is a theoretical shortfall in visitor car parking on the northern site however this can be satisfied in the short term through dual use of the surplus retail car parking spaces by visitors.

The development also provides parking facilities for motorcycles and bicycles and 26 accessible car parking spaces.

The car parking area will be designed in accordance with the relevant Australian Standards.

### 7.6.2 Traffic impacts

The traffic consultant has assessed the likely increase in traffic movements on the existing road network and the impacts this might have in terms of intersection performance and traffic flows. A contingency for the redevelopment of the vacant site on the corner of Gardeners Road and Racecourse Place has been factored into this assessment.

The traffic consultant concludes that *the surrounding road network can accommodate the additional traffic generated by the proposed redevelopment of the shopping centre. Intersections would continue to operate at satisfactory or better levels of service. There would be no changes in the environmental capacity of the adjacent streets.*

### 7.6.3 Site Access

A number of changes are proposed to improve access to the centre. Provision of a left turn from Gardeners Road into the northern part of the site has not been included as it was not considered necessary based on a traffic management perspective.

Three access points to the basement car parking areas are proposed:

- Via a roundabout at the intersection of Evans Avenue and Racecourse Place. This will be the main access point into the southern part of the site from traffic entering from the north.
- Via a roundabout at the intersection of Evans Avenue and Barber Avenue. The intersection will be required to be realigned to provide the access point into the northern part of the site onto the roundabout.
- Via a roundabout at the intersection of Barber Avenue and St Helena Parade. This will be main access point into the southern part of the site from traffic entering from the south.

Access arrangements will be designed to comply with the requirements of AS 2890.1–2004 and AS 2890.2-2002.

#### 7.6.4 Service Access

Service access to the northern part of the site will be provided from Evans Avenue at the western end of the site.

Access to the loading docks on the southern part of the site will be located off Barber Avenue generally in the location of the access to the existing Woolworths loading dock facility.

It is estimated that the number of service vehicles visiting the site will increase from 75 to 80 vehicles.

Service vehicles will continue to use the same routes as currently travelled with smaller service vehicles entering from Gardeners Road via Racecourse Place and larger vehicles, including semi trailers, accessing the centre via Maloney Street, Evans Avenue, Longworth Avenue and Barber Avenue.

The service areas will be required to be designed to comply with the requirements of AS 2890.2-2002 with respect to height clearances, grades and turning areas.

The loading dock areas have been designed to ensure vehicles can enter and leave the site in a forward direction. The dock on the northern site will be capable of accommodating service vehicles up to 12.5 metres in length whereas 19 metre articulated service vehicles will be able to service the southern loading dock.

The traffic consultant recommends the preparation of a service vehicle management plan in order to manage and control service vehicle activity. The management plan would need to address:

- Approach and departure routes for service vehicles
- Loading dock hours of operation, including delivery times
- Service vehicles access arrangements to ensure service vehicles enter and exit the site in a forward direction
- Management of loading docks and control of service vehicle activity
- Control of pedestrian movements and car park access in the vicinity of the loading docks.

A statement of commitment (Commitment No. 17) has been included to address this recommendation.

The traffic consultant concludes that the proposed arrangements with respect to service vehicles is considered to be an improvement on the current situation where loading areas are poorly defined and trucks are required to reverse off the street and mix with customer traffic within the car parking areas.

#### 7.6.5 Construction traffic management

The transport report makes a number of recommendations with respect to managing impacts of construction traffic and construction activities. The consultant recommends the route via which construction traffic should travel to and from the site and also management of construction traffic in and around the site. The recommendations contained in the traffic report have been adopted in the Construction Management Plan which also incorporates a Construction Traffic Management Plan. These recommendations have also been included in Commitment No. 23 of the statements of commitment.

### 7.7 Waste Management

An operational waste management plan has been prepared by JD McDonald. A copy of their report is attached at **Appendix 26** to this EA.



Matters pertaining to management of demolition waste and construction waste have been addressed in the Construction Management Plan, a copy of which is attached at **Appendix 27** to this EA.

#### **7.7.1 Demolition and Construction waste**

Smart Skip (NSW) Pty Ltd has prepared a demolition waste management plan for the proposed development. This plan identifies the type of waste and whether it is capable of being recycled and/or reused as part of the development. According to this advice, approximately 96% of demolition and construction waste material is able to be recycled and reused.

#### **7.7.2 Ongoing waste management**

The objectives of the operational waste management plan are:

- To avoid the generation of unnecessary waste.
- To minimise the quantities of waste generated ending up as landfill.
- To recover, reuse and recycle waste generated on site where possible.
- To comply with any codes and policies that might apply to the development.

The consultant assessed the volume and type of waste likely to be generated by the variety of uses associated with the proposed development, nominated the minimum storage requirements for the assessed waste generation, the frequency of collections for the various uses and recommended management strategies for the storage and handling of the waste containers including the moving of these to nominated collection points.

The waste management consultant identified that coordination of the moving of waste storage containers from their holding location to the nominated collection points (being the loading dock areas) will be required to be organised by an onsite caretaker to ensure there is no conflict between the waste service vehicles visiting the site and retail delivery vehicles that required access to the dock areas.

A commitment (Commitments 37 and 42) has been included in the statements of commitment in section 9 of this EA to the effect that the proponent will prepare an operational plan of management to manage matters such as waste collection.

### **7.8 ESD initiatives**

An ESD Assessment has been prepared by VIPAC and a copy of this report is attached at **Appendix 18** to this EA. The ESD report has considered the proposed development with respect to energy usage and efficiency, water usage and conservation, building materials, waste management and transport.

The ESD assessment considers that site is ideally located close to public transport providing good access to the Sydney CBD for employment, retail and recreational activities therefore reducing potential car trips and associated green house gas emissions.

The design of the proposed development incorporates a number of ESD initiatives and measures including indigenous landscaping, good solar access to the dwellings including habitable spaces and private open space and cross ventilating apartments. BASIX certificates have also been issued which verify the future dwellings are capable of achieving the water, thermal comfort and energy targets.

The ESD report includes a number of recommendations with respect to lighting, appliances, internal finishes and waste management to further enhance the sustainability of the project. These recommendations have been included as Commitment No. 30 in the statements of commitment in Section 9 of this EA.

### **7.9 Signage**

The following is an assessment of the proposed signage associated with the proposed development against the assessment criteria in Schedule 1 of SEPP 64. Botany Bay City Council has prepared a

draft DCP in relation to advertising signs (draft DCP 41). The draft DCP was exhibited in 2004 however it has not been adopted by Council.

The signage proposed as part of this project application is:

- A structure to support signage identifying the centre. This sign will include space for signage for major retailers in the centre. This structure will be located on the Gardeners Road frontage of the subject site, towards the western end of the property. The structure will be 14.745 metres (high) x 2.4 metres (wide). The centre will be identified on this structure and there will be 4 signage zones for major retailers. Each of these zones will measure 1.8 metres x 0.9 metres. It is proposed to illuminate these signs.
- A wall sign zone of 9.5 metres (wide) x 2 metres (high) at the western end of the ground floor facing Gardeners Road. This sign will identify the major retail outlet in the northern part of the centre. This sign will be illuminated.
- Signage above the car park entries identifying their location and entry and exit instructions. These signs are not assessed against the Schedule 1 criteria.
- Signage above the entries to the loading docks identifying their location. These sign are not assessed against the schedule 1 criteria.
- Externally illuminated panels to be located on the western wall of building 3 on the south site and on the northern wall of building 7 on the southern site. These panels will include lifestyle images and be externally illuminated. Each panel will measure approximately 7 metres x 12 metres
- Each retail tenancy will be provided with an under awning blade sign on which their business can be identified. These blades have been indicated on the elevation plans at **Appendix 2** to this EA.

**Table 5** is an assessment of the proposed signage associated with the proposed development against the provisions of Schedule 1 of SEPP 64.

Table 5 - Assessment Criteria listed in Schedule 1 of SEPP 64		
Criteria	Assessment	Compliance
<b>1 Character of the area</b>		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is associated with the redevelopment of the site as the Eastlakes town centre. The signage is associated with the retail component of that redevelopment.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed pylon sign will replace an existing pylon sign. The new signage will complement the redeveloped centre. There is currently no consistent theme with respect to outdoor advertising in the area.	Yes
<b>2 Special areas</b>		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage is considered to be appropriate for the purposes of identifying the location of the centre and will not detract from the surrounding area.	Yes

Table 5 - Assessment Criteria listed in Schedule 1 of SEPP 64		
Criteria	Assessment	Compliance
<b>3 Views and vistas</b>		
Does the proposal obscure or compromise important views?	The pylon sign on the Gardeners Road frontage of the site will replace an existing pylon in the same location. The position and orientation of the sign is such that it is unlikely to impact on any views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	Apart from the pylon sign, all other signage will be either wall signs or under awning blade signs. The pylon sign will not protrude above the roof line of the adjoining residential building.	Yes
Does the proposal respect the viewing rights of other advertisers?	There are no other signs likely to be affected by the proposed signage.	Yes
<b>4 Streetscape, setting or landscape</b>		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signs are proposed to be provided in conjunction with the use of the site as a retail centre. The signage proposed, including the signage zones are considered to be appropriate to the streetscape and landscape setting of the development. The proposed under awning blade signs for the individual tenancies will provide a consistent theme for shop signage throughout the development which is considered desirable from a streetscape perspective.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Main tenants within the redeveloped centre will be identified on the main pylon sign. All other tenants will be identified through the under awning blade signage.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	It is considered that a consistent approach to retail signage for the individual tenancies is preferable to an ad hoc approach.	Yes
Does the proposal screen unsightliness?	No	
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed pylon sign will be below the roof line of the building to be developed on the subject site.	Yes
Does the proposal require ongoing vegetation management?	There are a number of existing trees on the Gardeners Road frontage of the subject site which may require trimming to ensure the signage remains visible however no trees will be required to be removed in order to install the sign.	Yes
<b>5 Site and building</b>		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed pylon sign is considered to be appropriate in terms of scale particularly given its location adjacent to a taller residential building. The display panels are also considered appropriate in terms of scale. They will be located on the walls of residential buildings and will face into the development.	Yes

<b>Table 5 - Assessment Criteria listed in Schedule 1 of SEPP 64</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Compliance</b>
Does the proposal respect important features of the site or building, or both?	It is considered that the proposed signage is appropriate in terms of scale, content and proportion having regard to the use of the site as a mixed use retail/residential development and having regard to the surrounding development.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The inclusion of display panels will provide opportunities for innovated lifestyle displays. The blade signs are considered to be innovative and will provide a consistent approach to under awning retail store identification.	Yes
<b>6 Associated devices and logos with advertisements and advertising structures</b>		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The pylon sign makes provision for major retailers within the centre to include their corporate identification	Yes
<b>7 Illumination</b>		
Would illumination result in unacceptable glare?	The proposed signage has been located and oriented to ensure that light spill is minimised and will not impact on residents of the proposed development or surrounding residents.	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?	The level of illumination is such that is unlikely to impact on safety.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	The proposed signage has been located and oriented to ensure that light spill is minimised and will not impact on residents of the proposed development or surrounding residents.	Yes
Can the intensity of the illumination be adjusted, if necessary?	Illumination will be able to be adjusted if required.	Yes
Is the illumination subject to a curfew?	If necessary, lighting can be subject to a curfew.	Yes
<b>8 Safety</b>		
Would the proposal reduce the safety for any public road?	The position of the proposed sign on the Gardeners Road frontage of the development is unlikely to reduce safety.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?	The position of the proposed sign on the Gardeners Road frontage of the development is unlikely to reduce safety.	Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not obscure any sight lines.	Yes

It is considered that the proposed signage associated with the redevelopment of the Eastlakes shopping centre is appropriate in terms of scale, design, location and safety.

## 7.10 CPTED and CPTM Assessment

Harris Crime Prevention Services (Harris Crime) has undertaken a crime prevention assessment of the proposed redevelopment of the Eastlakes town centre. A copy of their Crime Prevention (Security) report is attached to this EA at **Appendix 21**.

The development was assessed against Crime Prevention Through Environmental Design (CPTED) and Crime Prevention Through Environmental Management (CPTM) principles, safer by design requirements of Botany Bay City Council and the various State Government policies. As part of the assessment, Harris Crime considered the local environment in terms of anti social behaviour, criminal activity and potential crime risks

Following that assessment, the consultant was then able to:

- Identify vulnerable aspects of the development which might required specific security design.
- Affirm appropriate security design strategies.
- Recommend appropriate post-construction security management strategies.

Following the consultant's assessment of the proposal, it was concluded that *"there is no indication that the current design is likely to cause, condone or promote anti social or criminal behaviour...The development does not constitute an increased crime risk to the immediate site or the surrounding locality...Further, the development's overall design and operation...are likely to positively impact on current levels of anti social behaviour and criminal activity within the surrounding public domain"*.

Harris Crime recommends that the design documentation include specifications in relation to:

- Overall access control and security communications technology
- Lighting, landscaping and signage sub-plans to reflect intentional integration.
- Specific security strategies for various aspects of the development.
- Attention to surrounding street and public parkland connectivity.
- Protection and technical surveillance of utilities infrastructure.

Welcoming and safe spaces are encouraged by maximising ground level pedestrian activity and liveliness within the mall and retail footprints and through integration between the reserve and those footprints.

A proactive CPTM strategy, which should include managing post construction implementation of the Report's security design recommendations, will assist in retaining an intentional long term 'welcoming and safe space' reputation. These recommendations have been included as Statements of Commitment (No. 40) for the project.

## 7.11 Contamination

A preliminary environmental site assessment has been undertaken by Environmental Investigation Services (EIS). A copy of their report is attached at **Appendix 14** to this EA. The assessment was based on a proposal comprising demolition of the existing shopping centre and construction of multi storey buildings with residential apartments above a new shopping centre and two basement levels of car parking.

As part of the assessment the consultant considered acid sulphate soils (ASS), hydrogeology and previous land uses. Potential contamination sources, both on site and off site were also identified. Soil samples and groundwater samples were also analysed.

The environment consultant concluded that *based on the scope of work undertaken for this assessment, EIS consider that the site can be made suitable for the proposed development provided that the following recommendations are implemented:*

- *A Stage 2 detailed environmental assessment is undertaken...*

- *Prior to demolition works, an asbestos inspection should be undertaken of all buildings and structures.*

A statement of commitment (No. 31) has been included in Section 9 of this EA to this effect.

## 7.12 Geotechnical investigation

Jeffery and Katauskas Pty Ltd has undertaken a preliminary geotechnical assessment of the site. A copy of their report is attached at **Appendix 23** to this EA. The assessment was based on a proposal which may involve 2 to 3 levels of basement car parking. As this was a feasibility assessment, structural loads were not determined. The scope of the investigation was limited to obtaining geotechnical information to assess whether the development proposal was feasible in terms of excavation, groundwater and footings.

The report concluded that, subject to detailed design, from a geotechnical perspective the proposed development could be undertaken on the subject site. The report recommends that more detailed investigations would need to be carried out following demolition of the existing buildings so that the whole site could be assessed.

Due to the presence of groundwater extensive 'dewatering' of the basement area will be required during excavation. This will need to be monitored to ensure there is no subsidence of adjoining properties as a result.

Commitments 38 and 39 have been included in the statements of commitment with respect to providing dilapidation reports for adjoining and nearby properties that could be affected by the proposed works and the undertaking of more detailed investigations to inform the design of the project.

## 7.13 Groundwater Investigations

A preliminary Environmental Assessment of the site undertaken by EIS in 2011 did not identify any elevated concentrations of contaminants in the groundwater samples.

The preliminary report recommended that a Stage 2 investigation of the site be undertaken. This Stage 2 investigation would include installation of several additional groundwater monitoring wells, particularly along the west boundary of the site to intercept potential contamination issues that may be associated with the former service station located to the north-west. In the event that the Stage 2 investigation identifies any issues that may degrade the groundwater source, a Remedial Action Plan (RAP) will be prepared. The undertaking of a Stage 2 environmental site investigation and preparation of an RAP (if necessary) has been included as a statement of commitment (Commitment No. 31).

The detailed Stage 2 investigation and preparation of an RAP (if necessary) will address potential degradation to the ground water source and any impacts upon groundwater resources. If any impacts are identified, the RAP will provide contingency measures to remediate, reduce or manage potential impacts.

The RAP will need to be very specific. Any actions that are recommended will depend on the type and extent of any contamination issues identified. Therefore preparation of a generic RAP at this stage is not possible.

## 7.14 Landscape design

### 7.14.1 Arborist Report

TreeScan carried out an assessment of all existing trees on the subject site and immediately adjoining the subject site. In particular, the trees along the eastern boundary of Eastlakes Reserve were considered as well as the existing mature street trees along Evans Avenue. A copy of the arborist report is attached at **Appendix 11** to this EA.



The report found that most of the existing trees on the subject site, with the exception of some trees along the Gardeners Road frontage and along Evans Avenue, would be required to be removed to allow for the proposed development. The arborist concluded removal of the trees was acceptable as the trees were not suitable for retention in the locations in which they were planted.

The arborist concluded that due to the presence of existing buildings along the edge of boundary adjoining Eastlakes Reserve, none are likely to be affected by the proposed development. The one exception is the large tree adjacent to the south western corner of the subject site. In this regard the arborist recommends root investigation is undertaken prior to excavation works commencing.

Although the majority of street trees (London Plane trees) in Evans Avenue are suitable for retention in terms of the health of the trees, the arborist recommends that removal of these trees and their replacement with a more suitable species should be considered. The arborist indicates that there is evidence, both documented and anecdotal, regarding the allergic impacts caused by these trees. In addition, these trees grow to a size which could result in damage to infrastructure including footpath paving and awnings in which case they may not be appropriate in this location. The landscape plan provides for the retention of these trees however this can be discussed with Council as part of the public domain improvement strategy for the area surrounding the development site. If retention of the trees is the preferred option, some redesign of the awnings along the Evans Avenue frontage of the site will be required.

The arborist has prepared a plan indicating which trees are suitable for removal and which trees are to be retained. This plan has been used by the landscape architect to inform the basis for the landscape design for the project. The arborist has also included details of how trees are to be protected during the construction phase of the project.

#### **7.14.2 Landscape Design**

Taylor Brammer landscape architects has prepared a landscape design for the proposed development. A copy of the landscape plans and design statement is attached to this EA at **Appendix 12**.

There are three landscaped open space areas provided as part of the Eastlakes town centre redevelopment project.

A major open space area known as the plaza area has been created to the east of the park that allows for integration of community open space to flow into the proposal and link through to the shopping areas. This area is proposed to be landscaped with hard and soft landscape elements.

There are two open space areas located on the podium level of the development. These areas will be for the use of the residents and their guests and are characterised by extensive landscaping across the podium, two swimming pools, circulation pathways and community facilities.

The location adjacent to Eastlakes Park has provided opportunities for integration and extension of this existing open space area into the proposal and forms a central strategy for community involvement at the interface areas.

Extensive planting is focused across the proposal with native planting to Gardeners Road, the retention of the mature street trees along Evans Avenue and further tree planting along the surrounding streets. A feature green wall is proposed to be provided on the Barber Avenue elevation of the loading dock facility. This will assist in softening the appearance of the external wall of the dock.

The landscape plan and design makes provision for the replacement of any street trees that might be affected by the proposed development.

The plant selection has been based on a sustainable strategy where the planting will require minimal maintenance and energy inputs after the establishment phase. Plant selection has been made having regard to SAC comments with respect to limiting species which attract birds.

### 7.15 Stormwater Management

VDM Consulting has prepared a MUSIC water quality report and a stormwater management report for the subject site and proposed development. Copies of these reports are attached to this EA at **Appendix 25**.

The stormwater management plan describes the principles and operation of the proposed stormwater system as well as the primary components of the drainage for the development. The major components of the stormwater management system will include:

- Relocation of two drainage easements on the southern site;
- A system of pipes designed to collect stormwater runoff from minor and major storm events;
- On site detention.

The report recommends that:

- All pipes are to be designed to contain a minimum of the 1 in 20 year peak event.
- Overland flow paths must be capable of accommodating the 1 in 100 year peak event.
- The on site detention tanks must be capable of reducing the maximum design peak flow such that it does not exceed the 1 in 5 year peak flow event under 'State of Nature' conditions.
- All roof water will be directed to rainwater reuse tanks. These tanks are to have minimum volume requirements of 1 litre for every 1m<sup>2</sup> of roofed area.
- The diameter of the diverted stormwater pipes should match or exceed the existing pipe sizes to ensure there are no adverse effects on the upstream drainage system.

The MUSIC modelling was undertaken to consider the quality of treated water leaving the site and how this can be managed to address how pollutant levels in the water can be managed and reduced.

The MUSIC modelling results indicate that the stormwater management measures proposed to be implemented during construction and as part of the development will reduce the transportation of pollutants offsite by stormwater and as a result, greatly improve the quality of stormwater discharge from the site.

An erosion and sediment control plan has been prepared to control water quality during construction. The hydraulic consultant recommends that a soil and water management plans be prepared prior to any construction activities. This has been included as commitment No. 32 in the statement of commitments at section 9 of this EA.

### 7.16 Environment and Construction Management

Crown has prepared a construction management plan (CMP) for the proposed development. This includes a demolition and construction waste management plan and a construction traffic management plan.

The construction management plan includes details of working hours, site access and accommodation and parking arrangements for construction personnel. Details regarding a site contact and a methodology for managing concerns/complaints are also included.

Management of construction related impacts such as sediment control, dust and debris management, wash out area for trucks and noise are also addressed.

The CMP also includes details of how the construction site will be managed in relation to deliveries and materials handling, crange and placement of cranes, storage of materials waste management, placement of hoardings and scaffolding, construction methodology and tree preservation.

The construction traffic management plan includes details of truck access points, truck routes, traffic safety (vehicular and pedestrian) and includes a methodology for managing traffic effects during construction.

A commitment has been included in section 9 of this EA requiring the proponent to implement the provisions of the CMP and construction traffic management plan during the course of construction of the proposed development.

### 7.17 Utilities

The capacity of existing utilities infrastructure has been investigated by Webb Australia (electrical and telecommunications). A copy of their preliminary advice is attached at **Appendix 24** of this EA. Augmentation of electrical supply to the site will be required and the approval of the supply authority to the proposed method of augmentation has been sought.

The site is serviced by water, sewerage and gas however augmentation of these services may also be required. Such works will be undertaken as part of the future construction following consultation with the relevant authorities.

The availability and capacity of existing utilities is capable of being managed for the proposed development.

### 7.18 AS 2601 – Demolition of Structures

Clause 92 of the EP&A Regulation designates *AS 2601-1991: The Demolition of Structures* as a prescribed matter for consideration in the determination of a development application.

All demolition work will be carried out in accordance with AS 2601. Further details on demolition practices, identification and management of hazardous substances and recycling of materials will be provided in the form of a Work Plan and a Hazardous Substances Audit and Management Plan in accordance with AS 2601 with an application for a construction certificate. A statement of commitment has been included to reflect this requirement.

## 8 Contributions

Botany Bay City Council has prepared a Section 94 contributions plan (City of Botany Bay Section 94 Contributions Plan 2005-2010) which applies to the subject site.

This plan levies contributions in relation to community facilities, open space, drainage, transport management and administration. The maximum contribution payable is subject to any Section 94E Directions that apply to the development.

During the course of the public consultation, it has become evident that the local community would welcome investment into the public domain areas of Eastlakes. In particular, improvements and embellishment of Eastlakes Reserve was identified by a number of respondents as being essential. Suggested improvements included improved landscaping, an improved children's playground and amenities.

Therefore, as an alternative to paying a contribution towards facilities and services under Section 94, the proponent intends to have discussions with Botany Bay City Council with respect to entering into a Voluntary Planning Agreement (VPA) to undertake works to improve Eastlakes Reserve and the public domain in the vicinity of the site. Such works may include footpath treatments, additional street tree planting, street furniture and improved lighting.

## 9 Draft Statements of Commitment

Table 6 – Draft Statements of Commitment

Commitment Number	Commitment	Timing
<b>Public Infrastructure</b>		
1. Section 94 contributions/ Works in Kind/ VPA	<p>Crown Prosha JV commits to offering to enter into an agreement with Botany Bay City Council regarding improvements to Eastlakes Reserve and the public domain areas in the vicinity of the development site.</p> <p>As an alternative, Crown Prosha will accept the imposition of a condition requiring payment of a Section 94 contribution towards the upgrade of public services and facilities in accordance with Council's adopted Section 94 Contribution Plan</p>	As part of the Preferred Project Report (PPR).
<b>Consultation</b>		
2. Community Consultation	Crown Prosha JV commits to undertaking community consultation in accordance with the Department's Guidelines for consultation to gauge the sentiments of the community in regard to their vision and aspirations for the shopping complex and the way that it relates to the broader area.	Crown Prosha JV has conducted community information sessions and distributed newsletters during the early stages of the Project Application. Findings of this consultation have been considered and addressed as part of the EA. Further consultation will be undertaken if deemed necessary by DP&I
3. Stakeholder Consultation	Crown Prosha JV commits to liaising with public authorities and other stakeholders to ensure the broadest collaboration. In particular this will include transport bodies and those with commercial interests in the development.	Documentation has been provided with the application to demonstrate the way that the development has considered and addressed the consultation findings.
<b>Building Height and Form</b>		
4. Obstacle Limitation Height	Crown Prosha JV will comply with the SAC maximum height limitation of 51m above AHD for any building, structure or thing.	During construction and on going
5. Maximum building height	The maximum height of any building on the development site will be RL 48.7.	On going

**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
<b>Landscaping</b>		
6. Landscape Design	Crown Prosha JV commits to providing landscaping generally in accordance with the landscape plan provided by Taylor Brammer Landscape Architects	Prior to occupation
7. Tree Protection	Crown Prosha JV commits to protecting all trees identified in the Arborist report as trees to be retained and protected	During construction
<b>Heritage</b>		
8. Excavation	Crown Prosha JV commits to engaging an archaeologist to prepare briefing documents and a monitoring plan for the excavation phase of the development works. The briefing document will identify, explain and illustrate the likely nature of the potential archaeological resource of the subject site. The briefing document will be distributed to work crews and project managers prior to ground disturbance and explained by an archaeologist at toolbox meetings. The plan will specify when and how monitoring should occur and in what locations at the subject site.	Prior to commencement of excavation works
9. Consultation	Crown Prosha JV commits to consulting with the Aboriginal community in relation to the salvage and/or collection of artefacts should any Aboriginal archaeological sites and/or object be identified during development works.	During excavation works
<b>Transport and Access</b>		
10. Road works – new roundabouts	Crown Prosha JV commits to providing a new roundabout at the intersection of Evans Avenue and Barber Avenue and Barber Avenue and St Helena Parade. The design of these intersections is to be approved in consultation with the RMS (if required) and Botany Bay City Council.	Works to be completed prior to occupation of Stage 1
11. Road works – upgrades	Crown Prosha JV commits to upgrading the roundabout intersection of Evans Avenue and Racecourse Place in accordance with the recommendations of the traffic impact assessment by Colston Budd Hunt & Kafes.	Works to be completed prior to occupation of Stage 1



**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
12. Car parking	<p>Crown Prosha JV commits to providing car parking as follows:</p> <p>North Side Site:</p> <ul style="list-style-type: none"> <li>• Retail car parking spaces – 115 (including accessible spaces)</li> <li>• Residential spaces – 128 (including accessible spaces)</li> </ul> <p>South Side Site:</p> <ul style="list-style-type: none"> <li>• Retail car parking spaces – 363 (including accessible spaces) on B1.</li> <li>• Residential spaces – 332 + 82 spaces for the serviced apartments (includes accessible spaces)</li> <li>• 18 retail tenant spaces on B2</li> </ul>	On going
13. Bicycle parking spaces	Crown Prosha JV commits to providing bicycle parking within the basement levels on both sites.	On going
14. Australian Standards	Crown Prosha JV commits to car parking areas ramps, grades, aisles and manoeuvring areas to be designed to comply with AS2890.1, AS 2890.2 and AS 2890.6.	On going
15. Public Transport	Crown Prosha commits to providing a taxi stand and passenger drop off area along the southern side of Evans Avenue between Barber Avenue and Eastlakes Reserve.	As part of the road works in consultation with Botany Bay City Council

**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
16. Travel Access Guide	<p>Crown Prosha JV commits to preparing a Travel Assess Guide for the development in consultation with Council, RMS, Sydney Buses and other relevant stakeholders.</p> <p>The Travel Access Guide will include the followings:</p> <ul style="list-style-type: none"> <li>• Encourage the use of public transport, including local bus services</li> <li>• Identify existing bus routes which service the site, including the location of bus stops and pedestrian crossings</li> <li>• Work with public transport operators to improve services to the site</li> <li>• Encourage residents and visitors to the site to use public transport by providing information, maps and timetables in the Travel Access Guide</li> <li>• Raise awareness of the health benefits of walking and cycling including providing maps of walking and cycling routes through and adjacent to the site</li> <li>• Encourage cycling by providing safe and secure bicycle parking areas on site</li> <li>• Provide appropriate on site parking, consistent with relevant controls and the objective of reducing traffic generation.</li> </ul>	<p>The Travel Access Guide will be implemented following completion of Stage 1 the development and will be updated as various stages of the development are completed and occupied.</p>
17. Service Vehicle Management Plan	<p>Crown Prosha JV commits to preparing a Service Vehicle Management Plan in order to manage and control service vehicle activity on and around the site. The Service Vehicle Management Plan will address the following:</p> <ul style="list-style-type: none"> <li>• Approach and departure routes for service vehicles</li> <li>• Loading dock hours of operation, including delivery times</li> <li>• Service vehicles access arrangements to ensure service vehicles enter and exit the site in a forward direction</li> <li>• Management of loading docks and control of service vehicle activity</li> <li>• Control of pedestrian movements and car park access in the vicinity of the loading docks.</li> </ul>	<p>The Service Vehicle Management Plan will be prepared prior to issue of the first Occupation Certification and will be updated as various stages of the development are completed and occupied.</p>
<b>Staging</b>		
18. Development staging	<p>Crown Prosha JV commits to ensuring that Stage 1 of the development will be wholly self contained in terms of amenities and facilities for retail tenants and residents.</p>	<p>Prior to occupation of Stage 1.</p>

**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
19. Retail development	Crown Prosha JV commits to the retail development on Stage 1 being completed and operational prior to commencement of works on Stage 2	Prior to occupation of retail development on Stage 1 and prior to works commencing on Stage 2.
<b>Acoustic</b>		
20. Plant and equipment	Crown Prosha JV commits to utilising environmental noise control methods such as in-duct attenuators, acoustic louvers for plant rooms, and enclosures for noisy plant, if required to meet the determined environmental noise limits.	Details of measures to be adopted to be provided as part of construction certificate documentation.
21. Dwellings	Crown Prosha JV commits to ensuring the recommendations of the acoustic report by VIPAC with respect to acoustic treatments to apartments are implemented.	Details of measures to be adopted to be provided as part of construction certificate documentation on a stage by stage basis.
<b>Construction and Environmental Management Plan</b>		
22. Construction Traffic Management Plan	Crown Prosha JV commits to implementing the Construction Traffic Management Plan prepared by Crown International Holdings Group. The recommendations contained in paragraph 3.63 of the Colston Budd Hunt and Kafes Transport and Accessibility Impact Assessment (July 2012) will be adopted as part of the Construction Traffic Management Plan.	During demolition and construction.

**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
23. Management Plan	<p>Crown Prosha JV commits to undertaking all construction works in accordance with the Construction and Environmental Management Plan particularly in relation to:</p> <ul style="list-style-type: none"> <li>• Implementing the recommendations of the geotechnical investigation by Jeffery &amp; Katauskas.</li> <li>• Implementation of the recommendations of the acoustic report prepared by VIPAC,.</li> <li>• Implementation of the recommendations of the transport and accessibility assessment prepared by Colston Budd Hunt and Kafes.</li> <li>• Ensuring all erosion and sediment control measures are implemented prior to commencement of works.</li> <li>• Addressing potential noise and vibration impacts for the construction of each future stage of the development having regard to the legislation, policies and guidelines current at the time of preparing the management plan(s).</li> <li>• Considering the recommendations of the VIPAC Acoustic Assessment with respect to managing noise associated with construction activities.</li> <li>• Determining the most appropriate excavation methods having regard to the surrounding properties.</li> </ul>	Prior to commencement of construction and maintained during construction
24. Construction and Demolition Waste	Crown Prosha JV commits to implementing the recommendations of the Construction and Demolition Waste Management Plan.	During construction
<b>Accessibility and Adaptability</b>		
25. Access	Crown Prosha JV commits to ensuring that the recommendations of the Access consultant are implemented.	On going
26. Retail areas	Crown Prosha JV commits to ensuring that the retail areas (including amenities) are accessible to disabled persons.	On going

Table 6 – Draft Statements of Commitment		
Commitment Number	Commitment	Timing
27. Adaptable Units	Crown Prosha JV commits to providing 14 apartments as adaptable units. Adaptable dwellings will be distributed throughout the development.	Stage by stage basis.
28. Accessible Apartments	Crown Prosha JV commits to providing 5 serviced apartment units as accessible units.	As part of construction of the serviced apartments.
<b>Signage</b>		
29. Signage	All signage will be wholly contained within the signage zones nominated on the approved plans. Details of signage will be provided as part of any further application to occupy particularly retail premises	Subject to further applications
<b>Sustainability</b>		
30. BASIX	Crown Prosha JV commits to complying with the recommendations of the VIPAC BASIX Assessment report in relation to water commitments, thermal comfort and energy usage.	During construction and on going
<b>Contamination</b>		
31. Environmental site assessment	<p>Crown Prosha JV commits to implementing the recommendations of the Preliminary Site Investigation report by Environmental Investigation Services and in particular:</p> <ul style="list-style-type: none"> <li>• Undertaking a Stage 2 detailed environmental assessment prior to commencement of any works;</li> <li>• Preparing a RAP if potential issues of contamination and degradation of ground water sources are identified; and</li> <li>• Undertaking an asbestos inspection of all buildings and structures prior to demolition works an asbestos inspection should be undertaken</li> </ul>	Prior to commencement of works, including demolition works.

**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
<b>Stormwater Management and WSUD</b>		
32. Water Quality Targets	Crown Prosha JV commits to meeting the water quality targets as set out in the 'MUSIC' report by VDM Consulting. In this regard, a soil water management plan will be prepared in accordance with Landcom's handbook "Managing Urban Stormwater: Soils and Construction"	Preparation of the soil and water management plan prior to construction and to be implemented during construction and at various stages of the development as required.
33. Stormwater management	Crown Prosha JV commits to providing OSD in order to manage the flow rate of stormwater discharge from the site and development as detailed in the Stormwater Management report by VDM Consulting	To be implemented during construction and maintained in perpetuity.
34. Rainwater reuse	Crown Prosha JV commits to providing rainwater storage tanks with a total capacity of 30,000 litres. Rainwater will be used for car washing and irrigation.	To be implemented during construction and maintained in perpetuity.
<b>Waste Management</b>		
35. Demolition	Crown Prosha JV commits to all demolition work will being carried out in accordance with AS 2601 and if required a Work Plan and a Hazardous Substances Audit and Management Plan will be prepared in accordance with AS 2601.	During demolition works.
36. Construction Management Plan	Crown Prosha JV commits to implementing the recommendations of the Construction Waste Management Plan prepared by Crown International Holdings Group.	During construction
37. Ongoing waste management	Crown Prosha JV commits to preparing and implementing an Operational Plan of Management for the development with respect to the matter of managing waste. The Operational Plan of Management will address matters such as use of compactors, employment of a caretaker to move bins into the identified collection areas, timing of collection to avoid conflict with other loading dock activities and separation of materials for recycling.	Prior to occupation of the development and to be updated as various stages of the development are completed and occupied.

**Table 6 – Draft Statements of Commitment**

Commitment Number	Commitment	Timing
<b>Geotechnical Considerations</b>		
38. Dilapidation Reports	Crown Prosha JV commits to preparing dilapidation reports on adjoining buildings located within a distance of 2H of the excavation perimeter where H is the depth in metres of the proposed excavation, in accordance with the recommendation of the Preliminary Geotechnical Assessment by Jeffery and Katauskas	Prior to excavation
39. Groundwater issues	Crown Prosha JV commits to undertaking construction of the basement levels in accordance with the recommendations of the Geotechnical Assessment by Jeffery and Katauskas  Should any issues of land subsidence occur on land surrounding the site, including public land, Crown Prosha JV commits to cease work immediately to allow for a full investigation of issue(s).	During construction
<b>Security</b>		
40. Security Strategy	Crown Prosha JV commits to preparing a security strategy for the development. This strategy will be prepared in consultation with relevant stakeholders including the local police, Council, public transport service providers, retail owners and tenants, residents and the local community. The security strategy will address matters such as 'whole of site' security, access control and security communications technology, lighting, landscaping and landscape maintenance and signage. The strategy will cover all aspects of the development including car parks, shopping concourses, retail outlets, residential apartments, building facades, loading docks, entrances, stairwells, lifts and lift foyers and public toilets. The strategy will also consider security aspects associated with the adjoining reserve and surrounding streets.	The security strategy will be implemented following completion of the development. The strategy will be updated as various stages of the development are completed and occupied.
<b>Servicing</b>		
41. Utilities	Crown Prosha JV will ensure that all essential services are provided to the development.	Prior to occupation



Table 6 – Draft Statements of Commitment		
Commitment Number	Commitment	Timing
<b>Plan of Management</b>		
42. Centre Management	Crown Prosha JV commits to implementing the plan of management for the development.	Ongoing statement of commitment
<b>Sydney Airport Corporation</b>		
43. Airspace	Crown Prosha JV commits to consulting with and obtaining the approval of SAC prior to installing any construction cranes on the site that may encroach the prescribed airspace of 51 metres AHD at the site.	Prior to commencement of construction

## 10 Project Justification and Conclusion

The level of assessment and consultation undertaken during the preparation of this project have had a significant influence in guiding and shaping the outcome of the proposed development.

Together with the numerous environmental assessments that have previously been undertaken, this EA provides a detailed assessment of the proposal against relevant statutory matters. This EA provides an assessment against the relevant EPIs and State Government policies as required by the Director-General's Requirements. This EA demonstrates a high degree of consistency with the relevant Commonwealth and State legislation.

The site's relationship with the surrounding development has informed the design and layout of the buildings. The location adjacent to Eastlakes Reserve has also provided opportunities to improve the interface between the park and the development.

This EA has demonstrated that the proposal has acceptable environmental impacts. It has also demonstrated how impacts are capable of being managed to an acceptable level.

**Urban design and architecture** has been largely informed through the context of the site and its relationship with surrounding residential development and the park, including:

- Improving the interface between the development and Eastlakes Reserve.
- Having regard to the orientation and height of existing residential development surrounding the site.
- The number of road frontages to the site and activating these frontages.
- The opportunity to improve site circulation and connectivity within and through the site.
- The opportunities to address the currently poor situation in relation to loading dock facilities both in terms of visual impacts and acoustic impacts.
- The variety of activities and uses on the site.
- The relevant planning controls.

The development will respond well to the site and its surroundings and will make a positive contribution to the area. It could potentially act as a catalyst for the redevelopment of other sites in the locality.

**Height** has been considered in terms of the relationship of the proposal to other surrounding developments and its proximity to Sydney Airport. SAC has considered and agreed to the proposal in terms of its height. The development (with the exception of part of an upper level mezzanine) is below the height plane set by residential flat buildings at 1 Florence Street and 16 Maloney Street.

**Residential amenity** has been considered in the design of the project. The residential components of the development have been designed having regard to the design principles articulated in SEPP 65. For example, the residential apartments achieve the minimum suggested requirements with respect to cross ventilation and solar access and the number of single aspect south facing apartment is less than the maximum 10% noted in the RFDC.

Overshadowing impacts on the residential section of adjoining and nearby developments have been minimised by reducing the height of the proposed development along Barber Avenue and stepping back the upper level. In all cases adjoining residential development will receive a minimum of 3 hours of solar access between 9am and 3pm at the winter solstice.

The mix of dwellings and dwelling sizes has been considered having regard to the prevailing socio economic characteristics of the current and likely future population. It is considered that the proposed development will make a contribution towards the availability of affordable housing in the locality.

**Ecological Sustainable Development (ESD)** issues have been considered in the development of this project, with a high level of importance placed on encouraging the use of public transport rather than private vehicles, water reuse initiatives, and energy efficient buildings.

**Groundwater** is very close to the surface in the vicinity of the subject site and the basement level car parking areas will penetrate the groundwater level. The impacts of this in terms of construction of the basement areas and potential impacts on surrounding land and buildings have been considered and the geotechnical consultant has advised that these impacts are capable of being managed.

**Contamination** issues have been considered and further testing will be carried as a precautionary measure. Any contaminants will be managed in accordance with appropriate management plans if required.

**Traffic** impacts have been modelled taking into account the impacts of traffic generated by the proposed development and development within the area generally. The traffic consultant concluded that the existing road network is capable of accommodating the increase in traffic likely to be generated as a result of this development and all intersections within the vicinity of the development site will continue to function satisfactorily.

Minor changes to traffic management in the immediate vicinity of the development site, including the 'straightening' of the access point into the site from Racecourse Place, will assist in managing traffic movements.

Parking will be within two x 2 level basements. Parking provision has been assessed as being appropriate for the mix of uses on the site.

**Noise impacts** during the course of construction will be managed through the implementation of the construction and traffic management plan. In addition, noise impacts for potential future residents, and existing surrounding residents are capable of being managed to an acceptable level provided the recommendations of the acoustic consultant are implemented.

**Accessibility** throughout the development has been paramount in the design of the buildings and internal pedestrian network. The development will be an accessible development.

**Landscape Design** has taken into account the opportunity to connect the development with the adjoining Eastlakes Reserve. This has involved the provision of a large plaza area below Building 2 and a boardwalk along the edge of the park providing a north-south link between Evans Avenue and Barber Avenue. Two large landscaped podiums for use by residents of the development have also been provided.

**Staging** of the development is proposed to ensure that retail services can continue to be provided to the surrounding population. The northern part of the site will be developed at Stage 1. This will be able to function independently to Stage 2 of the development which will be constructed on the southern part of the site. Stratum subdivision of the development to separate the retail components from the residential areas is also proposed.

The proposal for a mixed use development at Eastlakes town centre has been assessed against relevant legislation and planning instruments including State Environmental Planning Policy (Major Development) 2005 and SEPP 65 - Design Quality of Residential Flat Development. Regard has also been had for the Botany Bay Planning Strategy 2031, Botany LEP 1995 and various DCPs .

Accordingly, the proposal is considered to satisfactorily respond to the opportunities and constraints of the site and the relevant legislation, is unlikely to result in adverse impacts in the locality and will make a positive contribution towards the revitalisation of the area. In our opinion, this proposal is worthy of approval.