

Stage I Project Application, Wolli Creek Retail Development

78 – 96 Arncliffe Street and 31 - 45 Princes Highway
Wolli Creek

Response to Submissions

April 2010

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* This document is for **discussion purposes only** unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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I Introduction

This report is a response to the submissions received by the Department of Planning (DoP) for the Stage 1 Project Application for the site located at 78 – 96 Princes Highway and 31 – 45 Arncliffe Street, Wollli Creek. On the 9 December 2009, Mecone lodged a Stage 1 Project Application with DoP for the Stage 1 Project. The project was publicly exhibited from 13 January 2010 until 26 February 2010.

The Project Application that was exhibited to the public was for a temporary Stage 1 Development, which would ultimately comprise of demolition of relevant existing structural elements on the site or parts of existing buildings as well as the following:

- a 4,000m² supermarket;
- a loading dock;
- a specialty retail store of 200m²;
- 184 car spaces (including 4 disabled and 6 staff car spaces) and 7 bike spaces in phase 1 of the development and 168 car parking spaces in phase 2 (noting a reduction of two spaces is being proposed due to slight modification of car park layout as requested by Council);
- Public Domain upgrades including new paving, landscaping and public art; and
- Signage.

The capital investment value for the final Stage 1 development equates to \$7.3 million.

DoP received 17 submissions during the public exhibition process, including two from Government Authorities, which were the Roads and Traffic Authority (RTA) and Rockdale City Council (Council).

The following sections in this report identify the key issues raised and our response to the issue including proposed solutions where necessary.

In addition, during the public exhibition Mecone informed the community of the proposal with a flyer. Refer to **Appendix I** for flyer.

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General Public Submissions

The Department of Planning received a total of 15 general submissions, of which five supported the proposed, nine objected of which 3 submissions did not outright object to ongoing development of Wolli Creek or the provision of a retail facility but to general environmental issues associated with concept plan proposal. One submission didn't have a particular position.

DoP allocated numbers to each submission in order of when they received the submission. DoP provided the submissions to Mecone in the relevant numbered order. Table 1 provides the issues raised in the submissions and our response to the general submissions. The submissions have been listed in the table as per the Department of Planning's allocated numbering.

The main issues raised in the submissions included the following:

Support

- Economic – Retail development would benefit area.

Object

- Bulk and Scale – Referring to concept plan proposal only.
- Traffic – Proposal would cause congestion on narrow roads.
- Noise – Trucks using loading dock would create noise.
- Economic – A supermarket development is not required as there is an oversupply of retail land uses in the area.
- Environmental – The proposal would cause an increase pollution and impact on air quality.
- Planning and Land Use – The proposal does not constitute a Major Project of regional significance.

No Position

There submission requested more information on what will occur in the future following the development of the proposal. The submitter was concerned about the potential noise, traffic and development height issues.

Table I. Response to General Submissions

No	Support/ Object	Issue	Description	Response
1	Support	Retail	The proposal will bring much needed retail/supermarket facilities to the area.	Noted.
		Hours of operation	Operation hours between 6am and midnight will accommodate shift workers.	Noted.
		Noise	Concerned about noise from trucks entering onto Brodie Sparks Drive.	Noted. The Acoustic Assessment Report prepared by Heggies Pty Ltd on 24 September 2009, identifies that, <i>“The noise of the occasional delivery vehicle entering and departing the Loading Dock will be negligible compared to the noise of other vehicles passing along Brodie Spark Drive and Amcliffe Street. Loading Dock noise will thus be attenuated via the Dock’s steel deck roof and the roller-shutter doors.”</i>
2	Object	Planning	The proposal is not a major project as it is only valued at \$9 million. The project does not meet the Metro Strategy Policy, which identifies Wolli Creek as a Village Centre.	The Department of Planning has declared the project to be a major project in accordance with Section 75 of the Environmental Planning and Assessment Act and under Clause 6 of the Major Development SEPP.
			Stage 1 is not for construction of part of the overall concept plan but for the use of existing buildings on the site. Should be treated as a stand-alone application.	As above.

No	Support/ Object	Issue	Description	Response
			Is not in line with the Wolli Creek Masterplan.	As above.
			Support ongoing development but against ad hoc developments.	As above.
			Inclusion of Phase 1 and 2 development indicates that owner of 31 Princes Highway may be a reluctant participant. Evidence of ad hoc planning.	Noted.
			The concept plan would address housing shortage and deliver jobs. However, Stage 1 will sterilise the site for next 15 years.	The project has been declared a major project and is the first Stage in achieving the Concept Plan. Given the current difficult economic climate the development of stage 1 will allow the temporary use of existing buildings that will generate revenue from the site until conditions improve. The application for this first stage will precede the lodgement of the overall concept plan and environmental assessment.
		Concept Plan	Stage 1 will undermine the overall Concept of Wolli Creek (Masterplan) as this application is considered in isolation.	Project has been declared a major project by the Department of Planning. The project will be assessed on its merits. It is the site owner's intention to deliver the concept application as soon as economic conditions improve and warrant such a development.

No	Support/ Object	Issue	Description	Response
			The proposed concept plan is outside of the controls adopted by Council in DCP No.62.	The DCP controls predominantly relate to the redevelopment of the Wolli Creek area into a high density, residential mixed use area. The current proposal seeks to make an economic use of a site and existing buildings prior to the larger concept development delivering residential and retail uses.
		Economic	The EA ignores the proposed development at 4 Magdalene Terrace, which would contain 11,671sqm of retail including an ALDI supermarket.	The proposal is for a temporary development. However, the Economic Assessment prepared by Macroplan in October 2007, for the overall concept plan investigates trade areas beyond Wolli Creek. The report found that the area can support a capacity of 20,060sqm of supermarket, convenience store and specialty retail in the area based on consumer expenditure in the region.
			Impact on numerous proposed and existing retail outlets in Wolli Creek. The EA states that impacts on Discovery Point would be minimal, which isn't considered cumulatively.	As above.
		Traffic	Plans indicate that 800 vehicles would need to be accommodated on site.	Car parking spaces for 184 vehicles will be provided as part of phase 1 and 168 car parking spaces to be provided in phase 2 of the proposal.

No	Support/ Object	Issue	Description	Response
			RTA would not support this traffic volume (800 vehicles) coming off Princes Hwy.	RTA has not indicated this. Refer to RTA SRDAC submission in Section 3 for issues raised by RTA.
			Impact from trucks on traffic movements. Trucks have to access small narrow streets.	The Traffic Assessment Report prepared by TTPA, September 2009, states that <i>"It is apparent that the proposed provision for service vehicles will suitable and appropriate."</i> This is based on the turning path assessment provided in Appendix D of the report. The report concluded that the proposal would not have any adverse traffic implications.
			Swept analysis indicates that trucks would need to use both lanes on Brodie Sparks Drive and Amcliffe St. This would impact traffic movements.	As above.
			The traffic consultant state that they cannot account for all vehicle types, characteristics and driver ability. Yet they state that the proposal would not have any adverse traffic implications.	As above.
			The original concept plan envisaged pedestrian friendly, landscape façade along Amcliffe Street. The proposal provides an ugly sterile, industrial façade.	The proposal is an improvement on the existing aged industrial facilities. Notwithstanding the temporary nature of the development the proposal includes landscaping upgrades.
		Land Use	The proposed changes would see an increase in floor space from 37,000sqm to 78,000sqm for retail and commercial uses. There is more than enough space to	The proposal is for the Stage 1 temporary retail development.

No	Support/ Object	Issue	Description	Response
			accommodate proposed uses under the current Wolli Creek plans	
		Architecture	Bedroom windows facing loading dock.	Loading Dock entrance and exit will be closed with roller shutter doors when not required. Note, nearby residents currently have views to workshops and multiple roller shutter doors.
		Urban Design	The proposal faces Princes Highway turning its back on the residences in Wolli Creek reinforcing negative impacts the development is supposed to correct. The applicant is interested in passing traffic not residential population.	The proposal is for a temporary retail development. The successful operation of the retail facility requires that it faces the Princes Highway. However, landscape improvements are being proposed along Amcliffe Street with safe access to the shopping centre. The design of the Amcliffe Street façade with glass bricks will further improve activation of the street.
3	Object	Traffic	Access in proximity of the site is challenging. Peak time congestion north/south bound to the Princes Hwy via Amcliffe St and Brodie Sparks Drive.	The Traffic Assessment Report prepared by TTPA, September 2009, concluded that the proposal will not have any adverse traffic implications and will have suitable and appropriate vehicle access. In addition, the report found that there is a satisfactory outcome from increased traffic on nearby roads.

No	Support/ Object	Issue	Description	Response
			Access to Wolli Creek train station. Many commuters get dropped off.	As above.
			Approval of MP09_0169 will add 800+ vehicles entering and existing Wolli Creek.	
			Additional to 800+ vehicles to traffic movements to proposed shopping centre.	
			Trucks using Arncliffe Street cause congestion.	
		Environmental	Increase pollution and toxins from increased traffic.	Noted.
		Views	Concept Plan will dwarf current Multiplex complex and impact on views.	The project application is for Stage 1, which is a retail facility.
		Economic	Surplus of apartments in area will put pressure on values.	The project application is for Stage 1, which is a retail facility.
			There is no need for second shopping centre as the area is already well serviced.	The proposal is for a temporary development. However, the Economic Assessment prepared by Macroplan in October 2007, for the overall concept plan investigates trade areas beyond Wolli Creek. The report found that the area can support a capacity of 20,060sqm of supermarket, convenience store and specialty retail in the area based on consumer expenditure in the region.

No	Support/ Object	Issue	Description	Response
		Sunlight	If 22-storey concept plan developed then it will cause over shadowing.	The project application is for Stage 1, which is a retail facility.
		Wind	Increased building heights will cause more wind tunnels in area.	The project application is for Stage 1, which is a retail facility.
4	Object	Height, scale	22-storey height would impact on adjoining properties.	The project application is for Stage 1, which is a retail facility.
		Traffic	Increased congestion on Arncliffe Street.	The Traffic Assessment Report prepared by TTPA, September 2009, concluded that the proposal will not have any adverse traffic implications and will have suitable and appropriate vehicle access. In addition, the report found that there is a satisfactory outcome from increased traffic on nearby roads.
			Loading dock would impact on residents.	As above.
		Land Use	Proposal and loading dock would create an ugly industrial area which would impact on our property values	Loading Dock entrance and exit will be closed with roller shutter doors when not required. Note, nearby residents currently have views to workshops and multiple roller shutter doors.
5	Object	Height, scale	22-storey height would impact on adjoining properties.	The project application is for Stage 1, which is a retail facility.

No	Support/ Object	Issue	Description	Response
		Views	Block views to Cooks River and the airport.	The project application is for Stage 1, which is a retail facility.
		Economic	Impact on value of unit.	There is no evidence of this.
		Privacy	Lack of privacy.	The supermarket faces the Princes Highway and will be approximately the same height development as the existing buildings.
		Hazard	Height of 20-storey development would impact on airport and is considered dangerous.	The project application is for Stage 1, which is a retail facility.
6	Support	Economic	Welcome supermarket into area, as the area requires it.	Noted.
		Height, scale	Does not support building over 20 storeys.	Noted.
7	Object	Planning	Council's masterplan did not indicate a building of 24 storeys. The Department of Planning should be supporting the masterplan.	The project application is for Stage 1, which is a retail facility.
			The development is not temporary, as it will be used for 15 years.	The project has been declared a major project and is the first Stage in achieving the Concept Plan. The Stage 1 development will help to facilitate the concept plan development through providing an interim use of the site.
		Traffic	Wolli Creek has narrow streets.	Noted.

No	Support/ Object	Issue	Description	Response
		Environmental	Increased CO2 from increased car use.	The proposal will not significantly add place vehicles on the Princes Highway or region. The expected traffic generation from proposal is a minimal in comparison with vehicle movements along Princes Highway.
		Economic	Over supply of retail facilities.	The proposal is for a temporary development. However, the Economic Assessment prepared by Macroplan in October 2007, for the overall concept plan investigates trade areas beyond Wolli Creek. The report found that the area can support a capacity of 20,060sqm of supermarket, convenience store and specialty retail in the area based on consumer expenditure in the region.
			Major development of this size is not needed to encourage ongoing development in Wolli Creek.	There is no evidence of this.
		Urban Design	Village atmosphere proposed on site will be lost if supermarket goes ahead.	The project has been declared a major project and is the first Stage in achieving the Concept Plan. Council has not objected to the project.
		Noise	Noise impacts at night from truck movements.	The Acoustic Assessment Report prepared by Heggies Pty Ltd on 24 September 2009, identifies that, "The noise of the occasional delivery vehicle entering and departing the Loading Dock will be negligible compared to the noise of other vehicles passing along Brodie

No	Support/ Object	Issue	Description	Response
				<i>Spark Drive and Arncliffe Street. Loading Dock noise will thus be attenuated via the Dock's steel deck roof and the roller-shutter doors."</i>
		Safety	Narrow roads with increased traffic will create a safety problem for pedestrians.	There is no evidence of this. The proposal includes landscape and streetscape upgrades, which have considered safety issues. Appropriate safety and traffic signage will be included in the redevelopment.
			There have been many traffic incidents on Arncliffe Street and Brodie Sparks Drive.	The proposal includes landscape and streetscape upgrades, which have considered safety issues. Appropriate safety and traffic signage will be included in the redevelopment of the site.
8	Object	General	Does not object to supermarket however objects to the way this proposal has been put forward.	Noted.
		Planning	The project is not of regional significance. Development controls put in place by Council to achieve village style development.	The project has been declared a major project and is the first Stage in achieving the Concept Plan. Council has not objected to the project. The controls in the Wollie Creek DCP relate to the end concept development as opposed to the current interim proposed use of the site.

No	Support/ Object	Issue	Description	Response
		Land Use	It was agreed by local community and Council that the area should be a village style development with local shops.	As above.
		Noise	Increase in noise pollution. Existing noise levels above what is standard and acceptable. Acoustic report does not mention noise levels in Wolli Creek. Increase traffic contribute to noise.	Sections 6.3 and 6.4 of the Traffic Assessment address noise from traffic generation. The report found that increased traffic from car park is below existing daytime noise levels.
		Amenity	Loading dock and expected traffic movements are in front of residential apartments, bedrooms and lounge areas. Impact on residents' amenity.	The Acoustic Assessment prepared by Heggies Pty Ltd on 24 September 2009, identifies that, " <i>The noise of the occasional delivery vehicle entering and departing the Loading Dock will be negligible compared to the noise of other vehicles passing along Brodie Spark Drive and Arncliffe Street. Loading Dock noise will thus be attenuated via the Dock's steel deck roof and the roller-shutter doors.</i> "
		Traffic	Area is already plagued by large trucks and heavy vehicles.	As above. In addition, Traffic Assessment Report has found that the increased in traffic is satisfactory.
			Arncliffe Street is too narrow.	As above.
9	Object	Planning	Purchased property on the premise that the masterplan only allowed 12 storey height limit.	The project has been declared a major project and is the first Stage in achieving the

No	Support/ Object	Issue	Description	Response
			This proposal circumvents the controls contained in Rockdale LEP 2000 and the masterplan.	Concept Plan. Council has not objected to the project.
			The proposal will double the size of the masterplan,	This comment relates to the concept plan proposal and is not the subject of the current application.
		Traffic	Trucks using Arncliffe and Brodie Sparks Drive is dangerous.	The Traffic Assessment Report prepared by TTPA, September 2009, states that <i>"It is apparent that the proposed provision for service vehicles will suitable and appropriate."</i> This is based on the turning path assessment provided in Appendix D of the report. Appropriate safety and traffic signage will be provided.
			Arncliffe Street is very narrow.	Traffic Assessment Report has found that the increased in traffic is satisfactory.
			Trucks will need to circle the round-a-about causing delays and congestion.	Not correct. Entry to loading dock will be via Brodie Spark Drive and exit will only be via Arncliffe Street in a south-west direction.
10	NA	General	Concerned about noise, traffic impacts, height of building, what will happen in the future?	Environmental impacts have been assessed to be satisfactory for the proposed temporary development. The concept plan will be realised at a later stage, which is yet to be lodged as an application.

No	Support/ Object	Issue	Description	Response
11	Object	Noise	Increased noise associated with loading dock and truck movements. Loading dock located in front of bedrooms and lounge areas.	<p>The Acoustic Assessment prepared by Heggies Pty Ltd on 24 September 2009, identifies that, <i>"The noise of the occasional delivery vehicle entering and departing the Loading Dock will be negligible compared to the noise of other vehicles passing along Brodie Spark Drive and Arncliffe Street. Loading Dock noise will thus be attenuated via the Dock's steel deck roof and the roller-shutter doors."</i></p> <p>The Traffic Assessment Report prepared by TTPA, September 2009, states that <i>"It is apparent that the proposed provision for service vehicles will suitable and appropriate."</i></p>
		Planning	Statutory adopted plans for Wolli Creek did not propose a 24-storey building.	The project has been declared a major project and is the first Stage in achieving the Concept Plan. Council has endorsed the project.
			The Stage I development is not a regional development.	As above.
		Economic	The supermarket is not essential to the area as there are two other supermarkets currently planned for Wolli Creek.	The Economic Assessment prepared by Macroplan in October 2007, for the overall concept plan investigates trade areas beyond Wolli Creek. The report found that the area can support a capacity of 20,060sqm of supermarket, convenience store and specialty retail in the area based on consumer expenditure in the region.

No	Support/ Object	Issue	Description	Response
		Traffic	Local road cannot cope with increased traffic.	The Traffic Assessment Report has found that the increased in traffic is satisfactory.
12	Support	Economic	Strongly support retail and services in the area.	Noted.
13	Support	Economic	Support idea of shopping centre in area.	Noted.
14	Support	Economic	The supermarket will have a positive impact on terms of the provision of goods and services to the local community. However, some concerns exist:	Noted.
		Noise	Noise generated from open air car park at night might impact on nearby residents.	The Acoustic Assessment prepared by Heggies Pty Ltd, on 24 September 2009 states that, "The car parking area is located to the south-east and south west of the proposed building, which generally provides shielding to the residences...It is unlikely that use id the car parking will generate significant noise at the residences...we estimate the noise to the residences will be in the order of 45dB LAeq(1 hour). The predicted level is well below the existing daytime background noise of 57 dB LA90."
		Light Spill	Light spill from proposed signage onto adjoining residential apartments.	The lighting design will comply with all relevant Australian Standards. The detailed lighting plan will include, where possible, low intensity lighting and applicable measures to reduce potential for light spill. Light spill from signage is considered to be minimal as the pylon sign is located at the maximum

No	Support/ Object	Issue	Description	Response
				distance possible on site away from nearby residents and will be about the same height as the proposed building. Illuminated signage on the building will generally face the car park. A separate detailed signage development application will be lodged with Council.
		Hours of operation	Request that additional information be provided on the proposed hours of operation of the supermarket.	As identified in Section 4.1.7 and Section 7.13 in the Environmental Assessment, the proposed trading hours are 7 days per week, 6am to midnight.
		Signage	Further details of the proposed signage, particularly illuminated pylon or roof signage, is also requested.	A separate detailed signage development application will be lodged with Council.
		Relationship to Concept Plan	As the adjoining land owner we are keen to understand how the Stage 1 project application relates to the forthcoming Concept Plan application.	The project has been declared a major project and is the first Stage in achieving the Concept Plan. The Stage 1 development will help to facilitate the concept plan development through providing an interim use of the site, by utilising existing structures on site.
		Relocation of loading	We request that the proposal be modified to relocate the loading dock as the proposal does not provide active corner and street frontage to Brodie Spark Drive.	Section 4 of the Environmental Assessment includes the options analysis undertaken to determine the best configuration for the proposal. This included a thorough analysis of the location of the loading dock taking into consideration safety, traffic and pedestrian movements, urban design, tenant

No	Support/ Object	Issue	Description	Response
				<p>needs and tenant logistical operations.</p> <p>The Traffic Assessment Report prepared by TTPA, September 2009, states that <i>"It is apparent that the proposed provision for service vehicles will suitable and appropriate."</i></p> <p>The proposal includes landscape and streetscape improvements, which will create a tidier, more uniform appearance in comparison with the existing structures along Amcliffe Street and Brodie Spark Drive.</p> <p>The provision of a public plaza is included in the concept plan proposal, which is yet to be lodged as an application.</p>
		Economic	<p>Support for the proposed supermarket use on the Nahas site is based on the assumption that the proposed reduction in retail floor space on the Discovery Point site (which forms part of a Concept Plan application currently being prepared) which specifically responds to the Concept Plan proposal for a regional shopping centre at 78-96 Amcliffe Street and 31-45 Princes Highway, Wollie Creek and the Stage 1 Project Application for a temporary supermarket on the same site will be considered acceptable. The Discovery Point Concept Plan application is not due to be lodged for a few months and Australand therefore understand that determination of the Stage 1 Project Application for the Nahas site may occur prior to submission and assessment of the Discovery Point Concept Plan application.</p>	Noted.

No	Support/ Object	Issue	Description	Response
15	Object	Economic	Proposer should check viability of whole project before pulling down existing structures.	The Proponent has undertaken economic and financial feasibility assessments that support the development. A structural assessment of the existing buildings supporting their re-use was also undertaken.
			Large shopping centres on the demise as we have hit peak oil.	Noted – not applicable.
			A growing economy needs oil production. GFC permanent because debt cannot be paid back.	Noted – not applicable.
			Population growth will not take place.	Noted – not applicable.
		ESD/Sustainability	Not clear where the carbon free energy will come from to power high-rise buildings.	Noted – not applicable.
			Sustainable cities do not have more than 200,000 population.	Noted – not applicable.
		Land Use	Area around airport will decline when airlines go into receivership.	Noted – not applicable.

3

Government Authorities' Submissions

The Department of Planning received two submissions from Government Authorities. The Government Authorities included:

- Regional Development Advisory Committee (RTA); and
- Rockdale City Council.

Importantly, Council did not object to the proposal.

Each authority's submission presented specific issues related to their field of expertise.

Table 2 provides a list the issues raised in the submissions and our response.

Table 2. Response to Government Authority Submissions

Item	Issue	Submission	Response
Rockdale City Council			
1	Permissibility	The site is zoned 10(a) - Mixed Use and 7(d) Local Road Reservation under RLEP 2000. Shops are permitted if they are intended to serve the Wollli Creek area. The proposal being a temporary use is considered to be permissible with development consent.	Noted
2	Built Form	<p>DCP 62 provides controls to facilitate landmark buildings on this site. Although the proposal is compliant with the height and FSR controls, it will not achieve this outcome.</p> <p>Because the existing building is being reused, the required setback of 5m on Arncliffe Street is not provided. The purpose of the setback is to achieve road widening that would facilitate pedestrian access and a cycle lane on Arncliffe Street. The Stage 1 DA will not achieve this outcome.</p>	Noted – with the reuse of the buildings it is not possible to provide this setback. The development does, however improve the public domain to Council's required standards.
3	Articulation	The proposed refurbishment of the existing buildings is generally satisfactory. However, the existing brick walling should be retained rather than the proposed painting of the exterior walls. This will allow the expression of the former industrial character of the buildings and reduce the likelihood of vandalism.	<p>The existing elevation is a composition of five different buildings. The existing facing brick colour is partially visible: large portions of the elevations have already been painted in different colours, which relate to the current businesses. The six existing loading dock accesses and the several existing different size windows, don't successfully activate this side of the Arncliffe Street. Overall the existing streetscape is considered to be very untidy and not uniform.</p> <p>The proposed design improves the appearance of the existing light industrial building by filling in all the unused</p>

Item	Issue	Submission	Response
			<p>openings with recycled bricks. Repainting the external wall would generate a uniform appearance, which reflects the future single business on the site.</p>
4	Loading Dock	<p>The loading dock located on the corner of Arncliffe Street and Brodie Spark Drive is problematic for the following reasons:</p> <ul style="list-style-type: none"> • An active retail frontage should be provided along Brodie Spark Drive • Truck movements will conflict with pedestrians in this location which has been identified as a key pedestrian area. It is noted that the LEP does not allow vehicular access to the site from Brodie Spark Drive. 	<p>In first instance, pursuant to Section 55D(7) of the Rockdale LEP 2000, which states,</p> <p><i>(7) Consent must not be granted for development on land within Zone 10 (a) shown edged heavy black in Diagram 7 in Division 1 of Part 1 of Schedule 2 unless all vehicular access to that land will be by way of an access road (or a temporary access required until the access road is constructed and connected to an existing road),</i></p> <p>Access to the site from either Princes Highway, Brodie Spark Drive and Arncliffe Street is permissible as the proposal is a temporary development.. Furthermore the LEP proposed access point is not possible as this would require the development of the Suttons site to the south of the development.</p> <p>The Environmental Assessment included three options, which are lead by different configurations of the loading dock and the reusing of most of the existing buildings.</p> <p>In Option1 the loading dock was located on the south-west boundary with access from Prices Highway and exit into Arncliffe Street. This layout requires wide turning circles in Prices Highway and cannot provide sufficient car parking on site.</p> <p>In Option2 the loading dock was proposed in the middle of the site with access from Arncliffe Street and exit into Princes Highway. The loading and service</p>

Item	Issue	Submission	Response
			<p>vehicles were passing through the parking, the public access area and the public entering from Princes Highway. This proved to be an unsatisfactory arrangement from a retail servicing point, public safety and amenity point.</p> <p>Option3 , which reflect the current layout, solves all the conflict issues generating by the nature of the loading dock. More over the large trucks won't be driven around the existing roundabout.</p> <p>The activation of the corner will be generated by the green feature artwork.</p>
5	Pedestrian Movement	The proposed layout of the supermarket orientates the building away from existing development in Wolli Creek and will make it difficult for local residents to access the supermarket on foot. Consideration needs to be given to pedestrian access to the entrance of the supermarket and within the car park.	The exhibited proposal can be improved providing a direct pedestrian access from Princes Highway in the zone located between Phase 1 and 2 as per the plan at Appendix 2 . It is proposed this plan be included in plan approved.
6	Streetscape	<p>It is noted that the proposed streetscape treatment will be undertaken in accordance with. the Draft Wolli Creek and Bonar Street Precinct Public Domain Plan and Technical Manual. In this regard, the following tree species are to be used:</p> <ul style="list-style-type: none"> • Lophostemon confertus (Brush Box) - Princes Highway frontage • Pyrus ussuriensis (Manchurian Pear) - Arncliffe Street frontage • Platanus digitalis (Plane Tree) - 	<p>We confirm that the tree species Pyrus ussuriensis (Manchurian Pear) are indicated on the Landscape Plan for the street trees on Arncliffe Street Frontage as indicated in the Draft Wolli Creek & Bonar Street Precinct Public Domain & Technical Manual.</p> <p>We confirm that the tree species Platanus x hispanica (London Plane Tree) are indicated on the Landscape Plan for the street trees on Brodie Sparks Drive Frontage as indicated in the Draft Wolli Creek & Bonar Street Precinct Public Domain & Technical Manual and</p>

Item	Issue	Submission	Response
		<p>Brodie Spark Drive frontage</p> <ul style="list-style-type: none"> Overhead powerlines on Princes Highway are to be placed underground as part of Stage 1. 	<p>not the Platanus digitalis (Plane Tree) as incorrectly stated in the RCC letter.</p> <p>We confirm that there are no street trees indicated on the Landscape Plan for the street trees on the Princes Highway Frontage as indicated in the Draft Wolli Creek & Bonar Street Precinct Public Domain & Technical Manual due to future RTA widening and road improvements to the corner of Princes Highway & Brodie Sparks Drive.</p>
7	ESD	Natural ventilation and lighting of the supermarket and second building should be provided.	Noted. This can be included in conditions of consent.
8	S.94 Contributions	<p>The applicant has indicated in their Statement of Commitment a willingness to pay development contributions for the Stage 1 proposal. The site is within the Wolli Creek precinct under Council's adopted s.94 plan and in this precinct all new developments, whether residential or commercial, are subject to section 94 contributions.</p> <p>Based on a floorspace of 4000 sq.m. for the supermarket and 1000sq.m. retail, the approximate s.94 contributions payable for the proposed development is \$1,442,980. It is noted that the floorspace dimensions provided by the applicant appear to be approximate only and the final contribution amount cannot be calculated until final dimensions are provided. Please note that no credits apply for the existing automotive or industrial uses on the site.</p>	<p>Mecone have reviewed Council's Section 94 Contribution Plan and have recently had discussions with Council in regard to the contribution indicated by Council. Following the meeting our proposed contributions and works in kind are outlined in Section 4 of this report.</p>

Item	Issue	Submission	Response
9	Signage	The proposed Signage strategy is not supported mainly in that it lacks details (including contents) to enable a proper assessment under SEPP 64, RLEP 2000 and DCP 29. Concerns are raised regarding Signage Type 1 and Type 4. It is recommended that a separate application be submitted for the proposed signage. Alternatively full details and photomontages shall be provided prior to determination of the application.	A separate detailed signage development application will be lodged with Council.
10	Parking and Access	Specific Issues Listed Below	
10a		Council's Driveway Policy requires driveways to be constructed square to the kerb. The proposal does not comply with this requirement.	The carpark access referred to is located on the Princes Highway (not a Council road). The RTA has a preference for high use accesses on arterial roads to be slightly angled to facilitate ingress movements. The proposal is only very slightly angled and in reality reflects the normal travel path on a wide access driveway.
10b		The proposal involves a deceleration access lane along the Princes Highway. The developer may be required to dedicate a 3m wide strip along this frontage to contain the new footpath. The developer may also be aware that all services within this frontage may need to be relocated clear of this new laneway. The 3m strip would have to be dedicated as Public Roadway to house these relocated services.	The current strip along the deceleration access is 3m wide.
10c		More information regarding the height of the loading dock and servicing areas is required to ensure that they comply with the relevant standards	The loading dock height is approximately 7 meters as identified in drawing number DA 04.01, titled - Sections AA and BB. The height of the loading dock will be compliant with the requirements of the supermarkets operator design guide as is the normal practice.

Item	Issue	Submission	Response
10d		Concerns regarding the servicing vehicle movement in Amcliffe Street. It appears that the servicing vehicles would need to cross the centre line in Amcliffe Street. Given that Amcliffe Street is a major road and often congested with east and northbound traffic near the roundabout, this operation is not considered appropriate.	The Traffic Assessment Report prepared by TTPA, September 2009, states that "It is apparent that the proposed provision for service vehicles will be suitable and appropriate." This is based on the turning path assessment provided in Appendix D of the traffic report. The report concluded that the proposal would not have any adverse traffic implications.
10e		The proposed locations of the pedestrian gaps on the concrete sputter islands in Amcliffe Street and Brodie Spark Drive should be at least 6 metres from the nearest STOP lines. Marked foot crossings should not be allowed at these gaps.	Noted.
10f		The footpath at the south-western corner of Princes Highway and Brodie Spark Drive should be made flushed and suitable for the pedestrians with mobility difficulties and in wheel chairs.	Noted. All pedestrian footpaths will comply with the relevant Australian Standards.
10g		The driveway width in Amcliffe Street should be between 6m and 9m with a 1 m splay.	Noted – recommended as a condition of consent.
10h		A pedestrian warning system either a yellow flashing light or a safety convex mirror is required on the driveway wall east of Amcliffe Street to alert pedestrians of the on-coming cars.	Noted – recommended as a condition of consent.
10i		All waste collection should be carried out on site.	Noted – recommended as a condition of consent.

Item	Issue	Submission	Response
10j		"No parking" and/or "No stopping" restrictions shall be imposed in Arncliffe Street and Brodie Spark Drive at developer's expense to prevent vehicles from parking.	Noted – recommended as a condition of consent.
10k		The application should include proposed street lighting along Brodie Spark Drive and Arncliffe Street.	This works are beyond our development. The proposal already includes an upgrade to public domain works. Lighting will be provided as necessary as part of our immediate development.
10l		An area designated for the set down and pick up of goods and a taxi stand should be provided on site.	A clear drop off point is provided in the south-eastern corner of the supermarket building.
10m		As indicated in the Traffic and Parking Assessment Report, a management system must be implemented to prevent commuter parking within the site, while allowing a period of free parking for patrons.	The appropriate car parking management system is currently being investigated and will be detailed and implemented prior occupation.
10n		A Final Construction Management Plan addressing construction traffic movements, access, noise etc should be submitted.	The Statement of Commitments in the Environmental Assessment Report commits to preparing a Construction Environmental Management Plan (CEMP) prior to constructions. Refer to Appendix 3 .
11	Stormwater Management	It is strongly recommended that water harvesting or WSUD measures be implemented in Stage 1. Details should be provided prior to approval. Details should be provided showing the method of draining stormwater and how it connects to Council's surrounding drainage system.	As identified on page 48 of the Environmental Assessment Report the proposal improves the existing flooding and drainage scenario and potential risks by better provision of overland flood paths and improved floor levels. Refer to Appendix 4 for Engineering consultant's letter to Council further supporting their findings in their assessment report.

Item	Issue	Submission	Response
12	Waste Management Waste	Development Control Plan No. 53 - Construction Waste Management and Minimisation Plan (DCP 53) A Waste Management Plan should be submitted to demonstrate compliance with Council's DCP 53.	The Statement of Commitments in the Environmental Assessment Report commits to preparing a Construction Environmental Management Plan (CEMP) prior to constructions, which includes a Waste Management Plan. Refer to Appendix 3 .
13	Access	Development Control Plan No 28 - Requirement for Access (DCP 28), An accessibility report should be provided to demonstrate compliance with DCP28 and relevant standards.	This should be a condition of consent for construction purposes and required prior to Construction Certificate. The Statement of Commitments in the Environmental Assessment Report commits to complying with all relevant BCA requirements and Australian Standards.
Roads and Traffic Authority – Sydney Regional Development Advisory Committee			
1		The RTA requires photomontages of the proposed signage from the drivers' perspective to be submitted for review prior to the determination of the development application. The information required for the RTA to assess these proposals is outlined in the Department of Planning SEPP 64 - Advertising and Signage supporting document Transport Corridor Outdoor Advertising and signage guidelines	The SEPP identifies that signage must be greater than 8 metres in height and 20 sqm in area in order to be assessed under the SEPP. As per the signage plans lodged with DoP the pylon sign on our site is less than 8 metres in height and less than 20sqm in area. A separate detailed signage development application will be lodged with Council.
2		Concern was raised with regard to the width of Arncliffe Street with on-street parking on both sides of the road and service vehicles exiting the loading dock. As a result, Council following advice from its Local Traffic Committee, may wish to consider imposing parking restrictions on the southern side of Arncliffe Street	Noted.

Item	Issue	Submission	Response
3		A Road Occupancy Licence should be obtained from the RTA for any works that may impact on traffic flows on the Princes Highway during construction activities.	Noted – recommended as a condition of consent.
4		A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.	The Statement of Commitments commits to preparing a Construction Environmental Management Plan (CEMP) prior to constructions, which includes a Traffic Management Plan. Refer to Appendix 3 .
5		The Department of Planning/Council should ensure that post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development discharge.	Noted.
6		The layout of the proposed car parking areas associated with subject development (including, driveways, grades, turn paths sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 – 2002 for heavy vehicle usage.	Noted – recommended as a condition of consent.
7		All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on the Princes Highway.	Noted – recommended as a condition of consent.
8		Should Rockdale Council propose to introduce a fee for parking within the car park, Council is reminded of Section 65 of the Local Government (General) Regulation 2005, requiring concurrence of the RTA for the operation of a public car park.	Noted.

Item	Issue	Submission	Response
9		All driveways, which are proposed to be removed along the Princes Highway, Brodie Spark Drive and Arncliffe shall have kerb and gutter reinstated to match the existing alignment.	Noted – recommended as a condition of consent.
10		The proposed pedestrian crossings within the roundabout splitter islands must conform to the RT A's technical direction for Pedestrian Refuges. This must include all parking restrictions and island design criteria. The existing gap within the islands shall be reinstated.	The provision of marked foot-crossings is entirely a matter for Council and any depiction on the development plans is only indicative.
11		The pedestrian crossing located on Arncliffe Street must conform to the RTA warrants for the installation of a marked foot crossing i.e. vehicle and pedestrian volumes must be met. If the warrants are satisfied, the associated parking restrictions must be installed. The location of the crossing is in close proximity to the entry and exit driveway into the shopping complex. As the ramp has a gradient up to Arncliffe Street, sight distance is limited for vehicles turning right and conflicting with pedestrians.	As above.
12		The pedestrian crossing located on the deceleration lane is not supported due to the high entry speed of vehicles from the Princes Highway. It is considered appropriate that the entry point to this site from the deceleration lane should be constructed as a vehicle layback to maintain pedestrian priority.	As above.

Item	Issue	Submission	Response
13		The provision of the deceleration lane requires a 3.5 metre wide land dedication along the Princes Highway frontage of the subject site to be dedicated as public road at full cost to the developer. A Stage 3 detailed design Road Safety Audit prepared by an independent certified auditor is to be carried out.	Noted – recommended as a condition of consent. The Audit will be undertaken for the detail road construction design.
14		Should the audit of the deceleration lane show that it is acceptable, and is subsequently approved by the RTA, the deceleration lane would need to be designed in accordance with current RTA standards and approved by the RTA with all costs being met by the developer.	As above. In addition, it is noted the RTA has not raised objection to the proposed slip lane.
15		Should the proposed land use activity change on the subject site from the proposed supermarket, or the Gertrude Street extension be established (which ever comes first), the RT A reserves the right to remove all access to the Princes Highway.	Noted.
16		The deceleration lane will require at least 2 left turn pavement arrows, UA3(L) over the proposed 30 metre lane.	Noted
17		The developer is to arrange with the RTA's Transport Management Centre (TMC) for any required road occupancy licence during construction of the deceleration lane on the Prince Highway.	Noted

Item	Issue	Submission	Response
18		<p>Full time 'No Stopping' restrictions shall be installed for the entire length of the deceleration lane.</p> <p>Subject to acceptable findings of a Stage 3 detailed design Road Safety Audit prepared by an independent certified auditor the RTA grants concurrence to the proposed deceleration lane on the Princes Highway subject to the following requirements being included in the determination notice:</p>	Noted – recommended as a condition of consent.
19		<p>The proposed deceleration lane from the Princes Highway shall be designed to meet RTA's requirements, and endorsed by a suitably qualified and chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia). The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to the RTA for consideration and approval, prior to the release of construction certificate by Council and commencement of road works.</p> <p>The RTA fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.</p>	Noted – recommended as a condition of consent.
20		<p>The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed civil design plans.</p> <p>Any realignment boundary to facilitate a footway resulting from the proposed deceleration lane must be dedicated as road at no cost to the RTA.</p>	Noted – recommended as a condition of consent.

Item	Issue	Submission	Response
21		Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works	Noted – recommended as a condition of consent.

S94 Contributions

Mecone have undertaken a detailed assessment of Councils S94 contributions plan in addition to meeting with Council officers in regard to the proposed S94 contributions in its submission.

Councils submission

Council's submission states:

The applicant has indicated in their Statement of Commitment a willingness to pay development contributions for the Stage 1 proposal. The site is within the Wolli Creek precinct under Council's adopted s.94 plan and in this precinct all new developments, whether residential or commercial, are subject to section 94 contributions.

Based on a floorspace of 4000 sq.m. for the supermarket and 1000sq.m. retail, the approximate s.94 contributions payable for the proposed development is \$1,442,980. It is noted that the floorspace dimensions provided by the applicant appear to be approximate only and the final contribution amount cannot be calculated until final dimensions are provided. Please note that no credits apply for the existing automotive or industrial uses on the site.

Response to submission on s94

1. Calculation of Contributions

The S94 plan calculates contributions for supermarket retail by the number of people employed in the development. The rate is \$8,624 per employee. According to Council this equates to \$344.98 / m² gross floor area. This provides a contribution of \$1,442,980. Given the overall development has a capital investment value of only \$7.3 million this level of contributions is considered unfeasible.

Council's S94 Plan however does state:

"The assumed average occupancy rates for retail, commercial and industrial uses, as nominated above, have been used for the purposes of estimating the population growth in this plan and will be used for calculating the section 94 contribution for particular development applications (unless the applicant can satisfy Council, by way of an expert study or the like, that another occupancy rate should apply)" (pg. 56)

Economic advice from Duane Location IQ is that the supermarket will in fact employ 80 full time equivalent employees (refer to **Appendix 5**). This equates to contribution of \$689,920.

2. Works-in-kind

All streetscaping works and facilities within the Wolli Creek Redevelopment Area (except for the undergrounding of Energy Australia and Optus cabling) are funded by way of section 94 contributions. These works are identified in the Streetscape Masterplan and include:

- Landscaping and embellishment of all street frontages (footpaths, paving, street trees, turfing and other planting),
- Provision of street furniture, including decorative street lighting,
- Undergrounding of existing 33 kV State Rail power lines along Bonar and Lusty Streets
- (now completed),
- Landscape embellishment of traffic islands and roundabouts, and

- Preparation of the streetscape concept design.

The S94 allows that Council may agree to a developer carrying out such streetscaping works adjacent to their site in conjunction with their development as works in kind.

Appendix 6 provides a QS audit of the above works, which have an end value of \$594,250.16.

Calculation of contribution

The following contributions are calculated

- contribution of \$689,920
- minus
- works in kind of \$594,250.16
 - End contribution = \$95,669.84

5

Summary of modifications proposed as a result of submissions

Mecone has taken into consideration all the comments raised in the submissions and as a result propose to make the following modification to the proposal, including:

- As per **Appendix 2** modify plan to include a footpath between Phase 1 and Phase 2 of the proposed development in order to provide for greater pedestrian access.
- Due to inclusion of a footpath for greater pedestrian access as per **Appendix 2**, a reduction in car parking spaces would be required from 186 car spaces to 184 car spaces in Phase 1 and from 168 car spaces to 166 car spaces in Phase 2 of the proposed development.

Appendix I – Flyer of proposal informing the community

78-96 Arncliffe St and 31-45 Princes Highway, Wollri Creek, NSW Stage 1 Project Application, Retail Development

Nahas Constructions would like to inform you that on 12 January 2009 the Minister for Planning agreed to form the opinion that the proposed Stage 1 Wollri Creek Retail Development, is a Major Project in accordance with Clause 6 of the State Environmental Planning Policy (Major Development) 2005.

The Stage 1 Project Application is currently on public exhibition, in accordance with Part 3A of the Environmental Planning and Assessment Act 1979 (the Act) and specifically Section 75H of the Act.

Proposed development



The proposal includes:

- a 4,000m² supermarket;
- loading dock;
- specialty retail store (200m²);
- 184 car spaces; and
- public domain upgrades (new paving, landscaping and public art and signage).

Site Location



The proposal is located:

- Along the Princes Highway a major traffic route; and
- Close to public transport including Wollri Creek train station.

The proposal provides significant positive outcomes including:

- Does not burden existing infrastructure and utilities;
- Public benefit by providing a alternative shopping location and significant employment opportunities; and
- Significant economic benefits including employment.

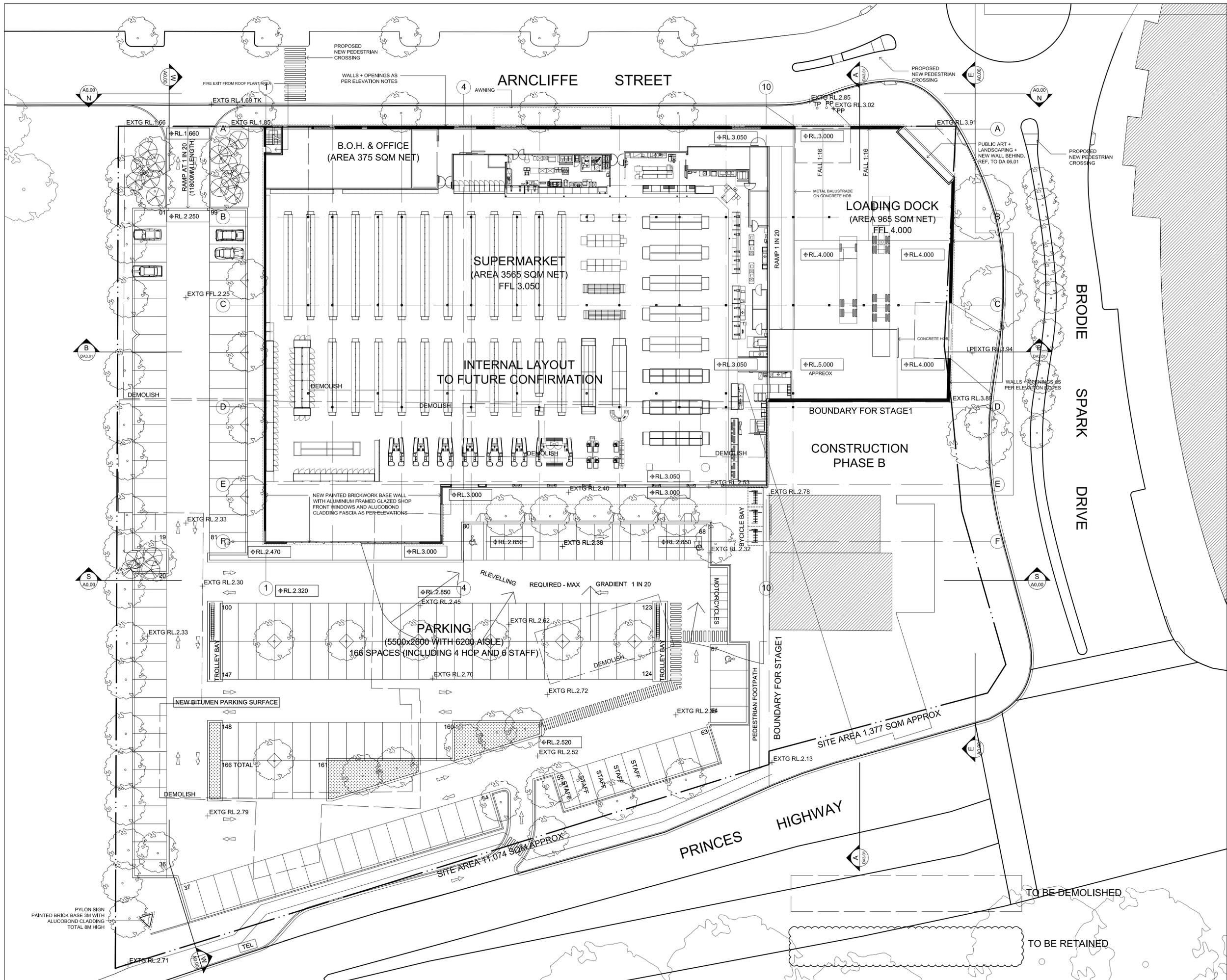
Importantly, the project will pave the way for the development of the ultimate concept scheme for the site, which will include approximately 25,000m² of retail space.

The Stage 1 project application environmental assessment and associated reports are available for viewing on the Department of Planning website under the 'on exhibition' category, at the following address <http://majorprojects.planning.nsw.gov.au>.

Photomontage of proposed development along Princess Highway and in context of existing apartment buildings.



Appendix 2 – Proposed amended plan with pedestrian access



IMPORTANT NOTES:
 Do not scale from drawings
 All dimensions to be checked on site before commencement of work
 All discrepancies to be brought to the attention of the Architect
 Larger scale drawings and written dimensions take preference
 This drawing is copyright and the property of the author, and must not be retained, copied or used without the express authority of MARCHESE + PARTNERS INTERNATIONAL PTY. LTD.

FOR LANDSCAPE PLEASE REFER TO THE LANDSCAPE ARCH. DRAWINGS & DOCUMENTATION

KEY PLAN

PHASE A PHASE B

ARNCLIFFE STREET
 BRODIE SPARK DRIVE
 PRINCES HIGHWAY
 CAHILL PARK

ISSUE	DATE	DESCRIPTION	BY
B	08.04.10	PEDESTRIAN FOOTPATH INSERTED AND TWO CAR PARKING SPACES REMOVED	PS
A	27.11.09	DA SUBMISSION	PS

marchese + partners international

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 North Sydney NSW 2060 Australia
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 Sydney - Melbourne - Brisbane - San Diego
 ACN 098 552 151 ABN 20 098 552 151

CLIENT
NAHAS CONSTRUCTION PTY. LTD.

PROJECT
PRINCES HIGHWAY, WOLLI CREEK

DRAWING TITLE
GROUND FLOOR PLAN - PHASE A

SCALE	DATE	DRAWN	CHECKED
1:250 @ A1	21.05.08	FR	PS

JOB No.	DRAWING No.	ISSUE
07047	DA 02.00	B

Appendix 3 – Draft Statement of Commitments

Draft Statement of Commitments

The following outlines the Draft Statement of Commitments proposed by Nahas Constructions for the Stage 1 Project Application for the proposed development.

- The Draft Statement of Commitments identifies the following:
 - General terms that the project will adhere to;
 - Contributions made by the proponent;
 - Measures to mitigate for any environmental impacts during construction; and
 - Measures to mitigate for any environmental impacts during operation.

Table 4 below lists the Draft Statement of Commitments.

Table 1 Draft Statement of Commitments

Item	Issue	Commitment	Delivery
Commitments Restricting the Terms of Approval			
1		The proposed development will be carried out in accordance with plans submitted in the Stage 1 Project Application.	Ongoing
2		The project is a temporary development with a maximum operation life of 15 years from issue of Occupational Certificate.	Ongoing
Contributions made by the Proponent			
3	Section 94 Contributions	The Proponent proposes to make all relevant contributions as required by Rockdale Council S.94 and S.94A Contributions Plan with credits.	Prior to issue of Construction Certificate
Construction			
4	Construction Administration	A copy of the Minister's Approval in accordance with Part 3A of the EP and A Act 1979, a copy of the Statement of Commitments, Construction Certificate including associated approved plans, will be kept onsite at all times during construction.	Ongoing
5	Construction Management	The Proponent will appoint a Project Manager and Site Construction Manager that will be responsible for the implementation of the CEMP.	Prior to construction
6	Construction Management	<p>The Proponent shall prepare a Construction Environmental Management Plan (CEMP) in order to ensure appropriate measures are in place to minimise any potential impacts. The CEMP will include but not be necessarily limited to the following:</p> <ul style="list-style-type: none"> ▪ Demolition Plan; ▪ Waste Management Plan; ▪ Erosion and Sediment Control Plan; ▪ Soil and Water Management Plan; ▪ Traffic Management Plan; and ▪ Air Quality Management Plan. <p>The CEMP shall be prepared to the satisfaction of Council.</p>	Prior to construction

Item	Issue	Commitment	Delivery
7	Construction Management	<p>Relevant signage will be erected at the main entrance to the construction site the will include the following key information:</p> <ul style="list-style-type: none"> ▪ That unauthorised entry to the work site is prohibited; ▪ Project name; ▪ Project description; ▪ Project manager's name and contact details; ▪ Developer's name and contact details; ▪ A 24 hour emergency contact telephone number; and ▪ Approved construction hours. <p>Construction signs will be removed at completion of construction.</p>	Prior to construction
8	Construction Traffic Management	<p>The Proponent will make provision for safe, continuous movement of traffic and pedestrians in public roads. The Proponent shall undertake all Construction Traffic Management in accordance with the CEMP and shall erect traffic warning signs conforming to the Roads and Traffic Authority's general specifications.</p>	Prior to and during construction
9	Demolition	<p>Demolition is proposed to be undertaken in accordance with the requirements of Australian Standard AS2601-2001: The Demolition of Structures, which is incorporated into the Occupational Health and Safety Act 2000 administered by WorkCover NSW.</p>	During demolition
10	Landscaping	<p>All landscaping works excluding those in the public domain are to be provided as per:</p> <ul style="list-style-type: none"> ▪ drawing 101 Issue B – Landscape Plan; ▪ drawing 102 Issue A – Colour Landscape Plan Stage 1 and 2; ▪ drawing 501 Issue B – Landscape details; and ▪ drawing 502 Issue B – Details, plant schedule and specification notes, <p>prepared by Site Image dated September 2009. Where possible landscape works are proposed to be undertaken in accordance with Council's requirements.</p>	Ongoing
11	Contamination	<p>The Proponent will undertake further site investigations where necessary in accordance with Douglas Partners' Report titled Preliminary Contamination Assessment, June 2005 and addendum letter dated October 2009, and the Draft Remediation Action Plan, September 2009, and in accordance with DECCW (EPA) guidelines and to Council's satisfaction. Works shall be undertaken in order to ensure that the site is suitable for the proposed uses in accordance with SEPP 55.</p>	Prior to construction
12	Structural	<p>The Proponent will comply with all relevant Australian Standards including load and material standards in developing the structure of the building.</p>	Detailed in Construction Certificate
13	Fencing	<p>All types and extent of fencing or hoardings to be erected prior to and for construction purposes shall comply with WorkCover requirements, and shall be documented in the CEMP.</p>	Prior to construction

Item	Issue	Commitment	Delivery																												
14	Working Hours	<p>The Proponent shall undertaken the following construction working hours:</p> <ul style="list-style-type: none"> ▪ Monday to Friday – 7am to 6pm ▪ Saturday – 8am to 1pm ▪ No work on Sundays or Public Holidays <p>Notwithstanding the above, the Proponent may apply to the Director-General to extend working hours in certain circumstances, if required.</p> <p>Notwithstanding the above hours, works and/or delivery of goods for emergencies (as required by the Police or nay other authority) may be undertaken outside the specified working hours for safety reasons where people, equipment and/or properties are in danger.</p>	During construction																												
15	Occupation Health and Safety	<p>The Proponent shall maintain the work site in full compliance with the Occupational Health and Safety Act 2000 and Occupational Health and Safety Regulation 2001.</p>	During construction																												
16	Construction Offices and Amenities	<p>The Proponent will determine the location and quantity of temporary construction offices and amenities, which shall be in accordance with WorkCover and Council requirements.</p>	Prior to construction																												
17	Storage	<p>The Proponent will ensure that all materials, machinery and items associated with the construction shall be contained within the work site.</p>	During construction																												
Operation																															
18	Architecture	<p>The Proponent will provide façade treatment to the development along the Arncliffe Street boundary as per the following drawings:</p> <table border="1" data-bbox="534 1317 1225 1854"> <thead> <tr> <th data-bbox="534 1317 726 1350">Drawing</th> <th data-bbox="726 1317 1225 1350">Title</th> </tr> </thead> <tbody> <tr> <td data-bbox="534 1350 726 1391">DA 00.00 - P6</td> <td data-bbox="726 1350 1225 1391">Cover Sheet</td> </tr> <tr> <td data-bbox="534 1391 726 1431">DA 00.02 – P6</td> <td data-bbox="726 1391 1225 1431">Site Survey</td> </tr> <tr> <td data-bbox="534 1431 726 1471">DA 01.01 - P6</td> <td data-bbox="726 1431 1225 1471">Site Location</td> </tr> <tr> <td data-bbox="534 1471 726 1512">DA 01.02 - P6</td> <td data-bbox="726 1471 1225 1512">Site Analysis & Locality Content</td> </tr> <tr> <td data-bbox="534 1512 726 1552">DA 01.03 – P6</td> <td data-bbox="726 1512 1225 1552">Demolition Plan</td> </tr> <tr> <td data-bbox="534 1552 726 1592">DA 02.00 – P9</td> <td data-bbox="726 1552 1225 1592">Ground Floor Plan Phase A</td> </tr> <tr> <td data-bbox="534 1592 726 1632">DA 02.01 – P9</td> <td data-bbox="726 1592 1225 1632">Ground Floor Plan Phase A & B</td> </tr> <tr> <td data-bbox="534 1632 726 1673">DA 02.02 – P6</td> <td data-bbox="726 1632 1225 1673">Roof Plan</td> </tr> <tr> <td data-bbox="534 1673 726 1713">DA 03.01 – P6</td> <td data-bbox="726 1673 1225 1713">Elevations</td> </tr> <tr> <td data-bbox="534 1713 726 1753">DA 04.01 – P6</td> <td data-bbox="726 1713 1225 1753">Sections A-A & B-B</td> </tr> <tr> <td data-bbox="534 1753 726 1794">DA 05.01 – P6</td> <td data-bbox="726 1753 1225 1794">Shadow Diagrams</td> </tr> <tr> <td data-bbox="534 1794 726 1834">DA 06.01 – P6</td> <td data-bbox="726 1794 1225 1834">Signage Details</td> </tr> <tr> <td data-bbox="534 1834 726 1874">DA 06.02 – P6</td> <td data-bbox="726 1834 1225 1874">Corner feature details</td> </tr> </tbody> </table> <p>Prepared by Marchese and Partners, September 2009 in order to encourage activation of the street and to create a more contemporary setting in-line with new neighbouring developments.</p>	Drawing	Title	DA 00.00 - P6	Cover Sheet	DA 00.02 – P6	Site Survey	DA 01.01 - P6	Site Location	DA 01.02 - P6	Site Analysis & Locality Content	DA 01.03 – P6	Demolition Plan	DA 02.00 – P9	Ground Floor Plan Phase A	DA 02.01 – P9	Ground Floor Plan Phase A & B	DA 02.02 – P6	Roof Plan	DA 03.01 – P6	Elevations	DA 04.01 – P6	Sections A-A & B-B	DA 05.01 – P6	Shadow Diagrams	DA 06.01 – P6	Signage Details	DA 06.02 – P6	Corner feature details	As per Stage 1 Project Application and will be detailed in Construction Certificate drawings
Drawing	Title																														
DA 00.00 - P6	Cover Sheet																														
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DA 06.01 – P6	Signage Details																														
DA 06.02 – P6	Corner feature details																														

Item	Issue	Commitment	Delivery
19	Car Park, exists and entries	The Proponent will develop the car park and all relevant exits and entrances to the site in accordance with all relevant Australian Standards including load and material standards.	Detailed in Construction Certificate drawings
20	Traffic and Access	The Proponent will provide a 'left-in' entry to the site off the Princes Highway which shall be provided in accordance with Australian Standards, Council's requirements and RTA's requirements.	As per Stage 1 Project Application and will be detailed in Construction Certificate drawings
21	Stormwater Drainage	The Proponent will ensure that the development meets all Council's requirements and shall be implemented in accordance with drawing no. 09P600-DAC110 Rev C and drawing no. 09P600-DAC120 Rev E prepared by Hughes Trueman, September 2009.	As per Stage 1 Project Application and will be detailed in Construction Certificate drawings
22	Flooding	The Proponent will ensure that the development meets all Council's requirements and that the risk of flooding is not increased. Measures to address flooding shall be implemented in accordance with the Flood Management Report prepared by Hughes Trueman, September 2009 and the Flood Risk Management Plan, prepared by Hughes Trueman September 2009.	As per Stage 1 Project Application and will be detailed in Construction Certificate drawings
23	Sustainability	The Proponent will provide bike racks to encourage sustainable travel behaviour.	Location of bike racks to be detailed in Construction Certificate drawings.
24	Energy	The Proponent proposes to provide energy efficient fittings and fixtures as per ESD principles and report titled 78-96 Arncliffe Street, Wolli Creek, ESD Report, September 2009 prepared by Cundall.	Fittings and finishes to be specified as part of CC drawings
25	Energy	The Proponent proposes to provide low energy design solutions where possible as per ESD principles and as per recommended ESD report prepared by Cundall, September 2009.	Fittings and finishes to be specified as part of CC drawings
26	Water	The Proponent proposes to reduce water consumption where possible by installing AAA rated fittings for all taps, installing dual flush toilets, as per ESD principles and report .	Fittings and finishes to be specified as part of CC drawings
27	Well-being	The Proponent proposes to adopt the use of low-VOC paints to all internal surfaces where necessary.	Material finishes to be specified as part of CC drawings

Item	Issue	Commitment	Delivery
28	Lighting	The Proponent shall ensure that the lighting design for the proposed development is in accordance with Australian Standards AS4282:1997 Control of the Obtrusive Effects of Outdoors Lighting.	Detailed lighting plan provided as part of CC drawings
29	Acoustic Amenity	All loading and unloading of trucks and delivery vehicles shall be undertaken within the designated loading bay area as per relevant architectural plans listed in SoC No.18.	As per Stage 1 Project Application and will be detailed in Construction Certificate drawings
30	Operation Hours	The proposed development will operate between the following hours of 6:00am – 12:00 midnight, seven days per week. All deliveries shall be conducted between the following hours of 6:00am – 10:00pm seven days per week.	As per Stage 1 Project Application
31	Signage	The Proponent will provide signage in accordance with drawing no. DA 06.01 - P6 prepared by Marchese and Partners, September 2009 to Council's satisfaction as part of the preparation of Construction Certificate drawings. Signage shall be in accordance with Council's DCP No.29 – Outdoor Advertising and the State Environmental Planning Policy No. 64 – Advertising and Signage.	Prior to construction and will be detailed in Construction Certificate drawings
32	BCA	The proposed development will comply with all relevant Building Code of Australia and relevant Australian Standards.	As per Stage 1 Project Application and will be detailed in Construction Certificate drawings

Appendix 4 – Letter to Council regarding stormwater and drainage

26 February 2010

The General Manager
Rockdale City Council
PO Box 21
Rockdale
NSW 2216

Dear Sir/Madam,

RE: PROPOSED RETAIL DEVELOPMENT, PRINCES HIGHWAY WOLLI CREEK.

Following our recent meeting with Council we offer the following comments.

Rockdale City Council made comment that both detention and retention should be considered on the subject site.

We make reference to Section 2.7 Wollie Creek Redevelopment Area within Council's Stormwater Management Policy DCP78. Here the policy clearly states that for new developments which are situated within the Wollie Creek development area (defined by DCP45 and DCP62) "On-site retention or detention is not required".

Notwithstanding this clause, we also understand that the local area is subject to both flash flooding and mainstream flooding which is directly related to the overbanks of the nearby creek system. During a peak event, we would normally consider it appropriate for properties at a downstream location from a large catchment (such as the subject site) to release flows quickly - rather than storing volume on site for discharge over a longer duration. This would allow the flows to exit to the nearby system prior to the mainstream flooding arriving at the area. Consequently by introducing detention we believe that it would likely increase the risk of flooding in the area rather than decreasing.

At this stage, we believe that retention will be incorporated as part of the overall development due to the anticipated high demand of reuse which will likely be incorporated within the Stage 2 works (i.e toilet flushing from units, community areas irrigation, etc). A tank analysis will be undertaken during the concept and design stages for the overall development to confirm and subsequently provided to Council for comment.

However we do consider the implementation of retention within Stage 1 of the development as inappropriate for a number of reasons, namely:

- Demand for re-use water on a supermarket is minimal, in particular due to the small amount of landscaped areas;
- Due to the short term nature of the project (as discussed in our meeting - stage 1 will likely be in place for 7 years). There are carpark basement levels which are proposed within future stages of the development.

document2



Any construction of below ground retention tank in the short term would be made redundant in future stages with feasibility an issue.

Rockdale City Council made comment on the maximum ponding depth which has been incorporated in the carpark areas.

We make reference to both Sections 2.0 and 3.3 along with Figures C-1 and C-2 of Hughes Trueman's Flooding and Drainage Report Revision A. Here we have discussed both (a) the methodology; and (b) the extent of existing and proposed flood inundation across the subject site.

The proposed works for stage 1 include:

- Raising site to suit new floor levels as specified by Council (existing floor levels on site are lower than the minimum set by Council)
- Improving overland flowpaths from site (existing site has a localised sag in the centre with no clear overland flowpaths)
- Council standard is 200mm for the 1%AEP storm event however we need to consider for the 0.5% AEP. A practical assumption of a limit of 300mm ponding was subsequently applied for the 0.5% AEP event (Flood depth on the existing site is up to 0.49m).

Further to the above mentioned comments, we note that Rockdale City Council had commented that they had not read our report in full detail (previously discussed with and coordinated with Mr Tony Merrilees). We would request that Rockdale City Council review the above mentioned items in conjunction with our report and contact the undersigned if there are any answer any further technical queries.

Yours faithfully

HUGHES TRUEMAN
CHRIS AVIS
Associate Director

Appendix 5 – Section 94 supporting advice

9th April 2010

Mr George Mitrokas
Nahas Constructions
4 Dunlop Street
North Parramatta
NSW 2151

WOLLI CREEK SUPERMARKET EMPLOYMENT

This letter presents our estimate of the full time equivalent employment levels for a 4,200 sq.m supermarket at Wolli Creek.

Major supermarket chains such as Woolworths and Coles employ a mix of full time, part time and casual staff over the typical trading week of a supermarket. The numbers of staff within a store can vary depending on the departments on site (i.e. whether there is a full line bakery, butcher and the like).

In our dealings with the major chain supermarkets, it is our understanding that the full time equivalent workforce for a supermarket of this size is around 80 persons. The actual number of persons working in the supermarket at any one time is between 40-50 persons.

The number of full time equivalent employees is greater than staff onsite at any one time, reflecting the trading days of supermarkets being 16-18 hour days, and consequently typically two shifts of workers being employed on any one day.

I hope this meets your requirements. Please contact me if you have any queries.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Gavin Duane', with a long horizontal flourish extending to the right.

Gavin Duane
Director

duane
LOCATI^QN

Appendix 6 – Section 94 Quantity Surveyor audit



Thursday 8th April 2010

Nahas Construction Pty Ltd
4 Dunlop Street
Parramatta
NSW 2151

Attention: Sarkis Elia

Phone: (02) 9683 1411

PROPOSED RETAIL DEVELOPMENT - PRINCES HIGHWAY WOLLI CREEK

Please find enclosed our estimate of the construction costs for the proposed public domain works on the above development.

If you have any queries in regard to the above report, please contact the writer.

Yours faithfully
For and on behalf of
HEYMANN-COHEN

Richard Cohen



WOLLI CREEK DOMAIN WORKS

Item No	Description	Unit	Quantity	Rate	Extension
1	PUBLIC DOMAIN WORKS				
2	ROADS, FOOTPATHS AND PAVED AREAS				
3	ARNCLIFFE STREET				
4	Pedestrian Crossing				
5	Line marking, closure costs etc for proposed new pedestrian crossing	No	2	2,500.00	5,000.00
6	Pram Ramp in footpath	No	4	900.00	3,600.00
7	Traffic Island				
8	Pram Ramp in footpath	No	2	900.00	1,800.00
9	Formation of Traffic Island	m2	27.9	290.00	8,091.00
10	Pram Ramp in traffic Island	No	1	1,500.00	1,500.00
11	Road Closure Cost associated with Traffic Island Works	Item	1	1,500.00	1,500.00
12	Kerb & Gutter				
13	New kerb and gutter	m	125	85.00	10,625.00
14	Make good roadway up to new kerbs & gutters	m2	187.5	50.00	9,375.00
15	Asphalte footpath paving	m2	375	85.00	31,875.00
16	300x300mm Stylestone pavers and associated subbase (Corner of Arncliffe & Brodie Sparks)	m2	150	125.00	18,750.00
17	Granite feature paving strip 400mm wide as separation between asphalte and paver areas	m	50.5	185.00	9,342.50
18	Footpath Awning				
19	Awning over footpath	m2	42.5	900.00	38,250.00
20	Public Space Landscaping Works				
21	Feature Street Trees as detailed	No	9	250.00	2,250.00
22	Ripping of subgrade as detailed	No	9	100.00	900.00
23	Soil mix as detail 5/501	No	9	100.00	900.00
24	Tree grates	No	9	450.00	4,050.00
25	Watering points and drainage to Street Trees	No	9	150.00	1,350.00
26	Granite feature paving strip 400mm wide to Street Tree inserts in asphalte paved area	m	87	185.00	16,095.00
27	BRODIE SPARK DRIVE				
28	Pedestrian Crossing				
29	Pram Ramp in footpath	No	2	900.00	1,800.00
30	Traffic Island				
31	Pram Ramp in footpath	No	2	900.00	1,800.00
32	Formation of Traffic Island	m2	135	290.00	39,150.00
33	Pram Ramp in traffic Island	No	1	1,500.00	1,500.00
34	Road Closure Cost associated with Traffic Island Construction	Item	1	5,000.00	5,000.00
35	Kerb & Gutter				
36	New kerb and gutter	m	87.5	85.00	7,437.50
37	Make good roadway up to new kerbs & gutters	m2	131.25	50.00	6,562.50
38	Asphalte footpath paving	m2	437.5	85.00	37,187.50
39	Public Art				
40	Public Art	Item	1	20,000.00	20,000.00
41	Structure for Public Art (perforated metal mesh panel on rendered and painted brick walls, including footings)	Item	1	7,500.00	7,500.00
42	Landscaping to planter box associated with Public Art	m2	12.6	145.00	1,827.00



43	Public Space Landscaping Works				
44	Feature Street Trees as detailed	No	5	250.00	1,250.00
45	Ripping of subgrade as detailed	No	5	100.00	500.00
46	Soil mix as detail 5/501	No	5	100.00	500.00
47	Tree grates	No	5	450.00	2,250.00
48	Watering points and drainage to Street Trees	No	5	150.00	750.00
49	Granite feature paving strip 400mm wide to Street Tree inserts in asphalte paved area	m	40	185.00	7,400.00
50	Trees/Schrubs to Traffic Island	No	9	100.00	900.00
51	Ripping of subgrade as detailed	No	9	100.00	900.00
52	Soil mix as detail 5/501	No	9	100.00	900.00
53	Tree grates	No	9	450.00	4,050.00
54	Watering points and drainage to Street Trees	No	9	150.00	1,350.00
55	Granite feature paving strip 400mm wide to Street Tree inserts in asphalte paved area	m	36	185.00	6,660.00
56	PRINCES HIGHWAY				
57	Pedestrian Crossing				
58	Line marking, closure costs etc for proposed new pedestrian crossing	Item	1	2,000.00	2,000.00
59	Pram Ramp in footpath	No	2	900.00	1,800.00
60	Kerb & Gutter				
61	Allow to new kerb and gutter along Pacific Highway	m	130	85.00	11,050.00
62	Allow to make good roadway up to new kerbs & gutters	m2	195	50.00	9,750.00
63	Allow new asphalte (check if pavers) footpath paving to Princes Highway	m2	198.75	85.00	16,893.75
64	Public Space Landscaping Works				
65	Feature Street Trees as detailed	No	10	250.00	2,500.00
66	Ripping of subgrade as detailed	No	10	100.00	1,000.00
67	Soil mix as detail 5/501	No	10	100.00	1,000.00
68	Tree grates	No	10	450.00	4,500.00
69	Watering points and drainage to Street Trees	No	10	150.00	1,500.00
70	Granite feature paving strip 400mm wide to Street Tree inserts in asphalte paved area	m	24	185.00	4,440.00
71	Turf verge	m2	530	45.00	23,850.00
72	Pram Ramp in footpath (Corner Brodie Sparks & Princes Highway)	No	2	900.00	1,800.00
73	Works associated with services				
74	Relocation of existing telephone koisk (provision)	No	1	5,000.00	5,000.00
75	Through site link				
76	Recycled concrete paving including associated subbase	m2	308	85.00	26,180.00
77	Granite feature paving strip 400mm wide to Street Tree inserts in asphalte paved area	m	308	185.00	56,980.00
78	Linemarking for through site link as 'zebra' crossing	m	57	25.00	1,425.00
79	SUBTOTAL				494,096.75
80					
81	Allow preliminaries from attached sheet	Item	14.00%	494,096.75	69,173.55
82					
83	Allow for overhead	%	2.50%	563,270.30	14,081.76
84	Allow for margin	%	3.00%	563,270.30	16,898.11
85	PROJECT GROSS TOTAL				594,250.16