

Rozelle Village

Project Description

Balmain Leagues Club Site

Rozelle, NSW, Australia

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Executive Summary

Rozelle Village is an opportunity. A review of Sydney's inner suburbs reveals a lack of redevelopment potential for large scale responses to housing availability, under-supply of retail space and employment land to support reductions in the journey to work travel patterns and time. The desire for the built environment to assist rather than detract from the quality and environmental impact of our lives cannot be responded to effectively by small scale development. The site is a consolidation of ten property titles measuring approximately 7,762 sqm and provides the potential for sufficient scale to integrate these desires into the design and operation of Rozelle Village commercially.

The site, commonly referred to as the Balmain Leagues Club site, is the subject of site specific controls under Leichhardt's Local Environmental Plan. The previously proposed development scheme was tabled before the Joint Regional Planning Panel in July 2010 and was refused in most part on the grounds of traffic impact and amenity for the residents – amenity constrained by compliance to the site specific controls. This proposal in respect of the expanded site affords the development a greatly improved traffic management plan – a plan that is expected to ameliorate the unacceptable traffic impact of the previous proposal.

The proposed development is a reinvention not a refinement of prior efforts. Developed in response to key community critique as voiced in the previous planning process, and from the study of the shortage of supply in residential dwellings and retail space, Rozelle Village is targeted to earn its name and be a place for community as well as to live, work, rest, play or just 'be'.

Rozelle Village aims to be the most sustainable place to 'be'. The proponent's intended long term retention of the non-residential use space provides a commercial link to the benefits of investing in sustainable design and technologies. This involvement as a stakeholder, not purely as a developer, is a key differentiator in achieving the best from the site's potential.

To refine the proposal, stakeholder consultation will seek participation by the community. Operating from an Information Centre on Darling Street, the process seeks to achieve the highest common denominator in responding to the needs of the local area and Sydney as a growing, global, resilient and liveable city.

Achieving these goals is not without an environmental impact. The local area is predominately one and two storey residential or retail terraces and cottages, often of period architecture and under conservation planning controls. A heritage public school is opposite the site on Victoria Road; there is a significant level of pre-existing traffic congestion and a general lack of parking. Delivering what the local area is missing provides a driver for considerable scale. This scale involves impacting traffic volumes, over shadowing, the contrast of fabric and built form in the streetscape, and the impact of vehicle movement and parking, noise, vibration and the visual amenity impact from the crane during construction.

This Project Description is in support of a Major Project Application to the NSW Department of Planning. It aims to provide an introduction to the project to support consideration for declaration under Part 3A of the NSW environmental Planning and Assessment Act 1979 as a major project and, if so declared, assist in the development of the Director-General's Requirements.



2. Introduction

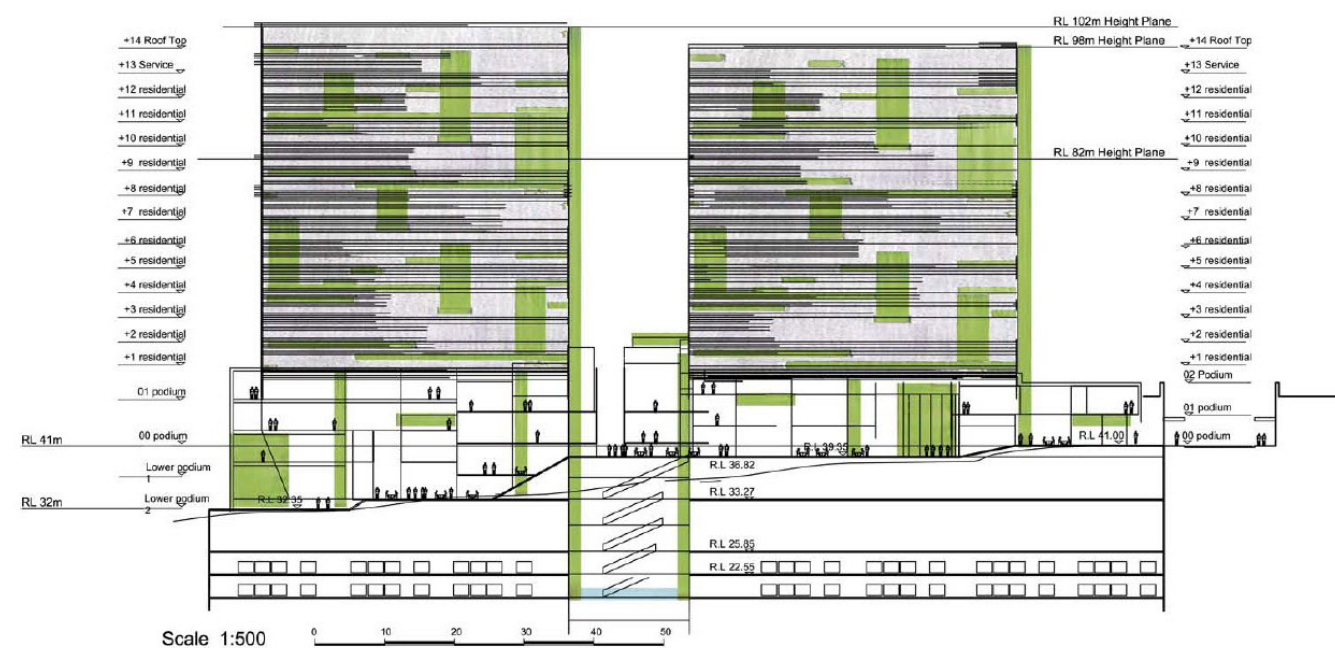
2.1 Background

The site for Rozelle Village has a long history in planning terms. Considerations for achieving a greater potential for the site date back to discussions between Leichhardt Council and the Club in 2002. This process progressed to the gazetting in 2008 of site specific planning controls as Amendment No. 16 to the council's Local Environment Plan.

A proposal was developed by the Balmain Leagues Club as proponent and was generally in compliance with the site specific controls. The commercial approach of the club resulted in the change of proponent to Rozelle Village Pty Limited in June 2010. The Joint Regional Planning Panel (JRPP) met on the 7th July 2010 to consider the proposal and the planning consent was refused on the basis

of concerns for the traffic impact and amenity for residents of the three tower concept.

The refusal, while disappointing, was considered as an opportunity that has reframed the core proposition of the development. In response to valid and valuable consideration by the local community over the planning process up to the JRPP meeting, the proposed development has been reinvented. This has included expanding the site to permit a significantly different traffic management plan and building a team to guide and lead the process to commercially achieve best practice in sustainability and social outcomes.



2.2 Brief Description

Rozelle Village is a proposed mixed use redevelopment site, which is of a rare sizable parcel of land in Sydney's inner-west. Located on Victoria Road, it is ideally situated to address the under-servicing of the local area in housing choice, housing availability and thus affordability, retail space of various types and the expansion of local employment opportunities.

The proposed development is targeted to address the opportunity in such a fashion as to make Rozelle Village the most sustainable place to be. The built form comprises two 16-storey residential towers to a height of RL 102m over a whole of site podium that varies from 2 to 5 storeys. The podium provides considerable public space on several levels including green spaces predominately achieved by activating roof space.

The specific mix of use within the proposed development is part of an on-going study and consultation. The built form as presented here provides an overall floor space ratio in the order of 6:1.

2.3 Stakeholder Consultation

By definition, major developments invoke considerable interest. The planning process defines that a number of stakeholders are formally engaged in respect of their authority – a scope defined by the Director-General's Requirements. This is followed by a statutory period for community consultation, a process that involves presenting the proposed development and collecting concerns and issues of the community, including the

consulted stakeholders, and considering on balance how to respond and constrain the proposed development.

This process is well suited to infrastructure, large scale land releases and developments dominated by a single land use in land so zoned. It is less so for other developments, and in respect of the site for Rozelle Village, somewhat ill suited. Rozelle Village is defined by core principals and goals for the development, which includes being a commercial outcome. However well this may define the project conceptually, it does not guide decisions regarding many specific compromises and design trade-offs that may occur. Further, the typical response is for the decisions to be made on behalf of the community in absentia resulting in a progressive path to a lowest common denominator outcome – an outcome on presentation to the community satisfies no one, including the proponent.

In contrast, the planning and design refinement process of Rozelle Village will treat the local community, the wider Sydney community and the professional community of the built environment as stakeholders. Through the operation of an Information Centre for community engagement at 697 Darling Street from February 2010 through to the eventual planning determination, the process is intended to target the highest common denominator and a proposed development that satisfies or addresses the perspective of most.

Local community should be proactive and participate in the processes that form the built environment and infrastructure in which the community is supported and resides. Any one development, even of the scale proposed, does not make the place of the community – although it can break it. Due to the relative scale of the existing vs. the new, the built environment rarely has the opportunity to be materially redirected.

The temporary exit of Balmain Leagues Club has removed one of the unfortunately rare locales of community within Rozelle, and its re-invigoration within the proposed development represents a great opportunity for the community. This is only a part of the opportunity the development can award the local residents, local businesses and the wider community to which it can serve.

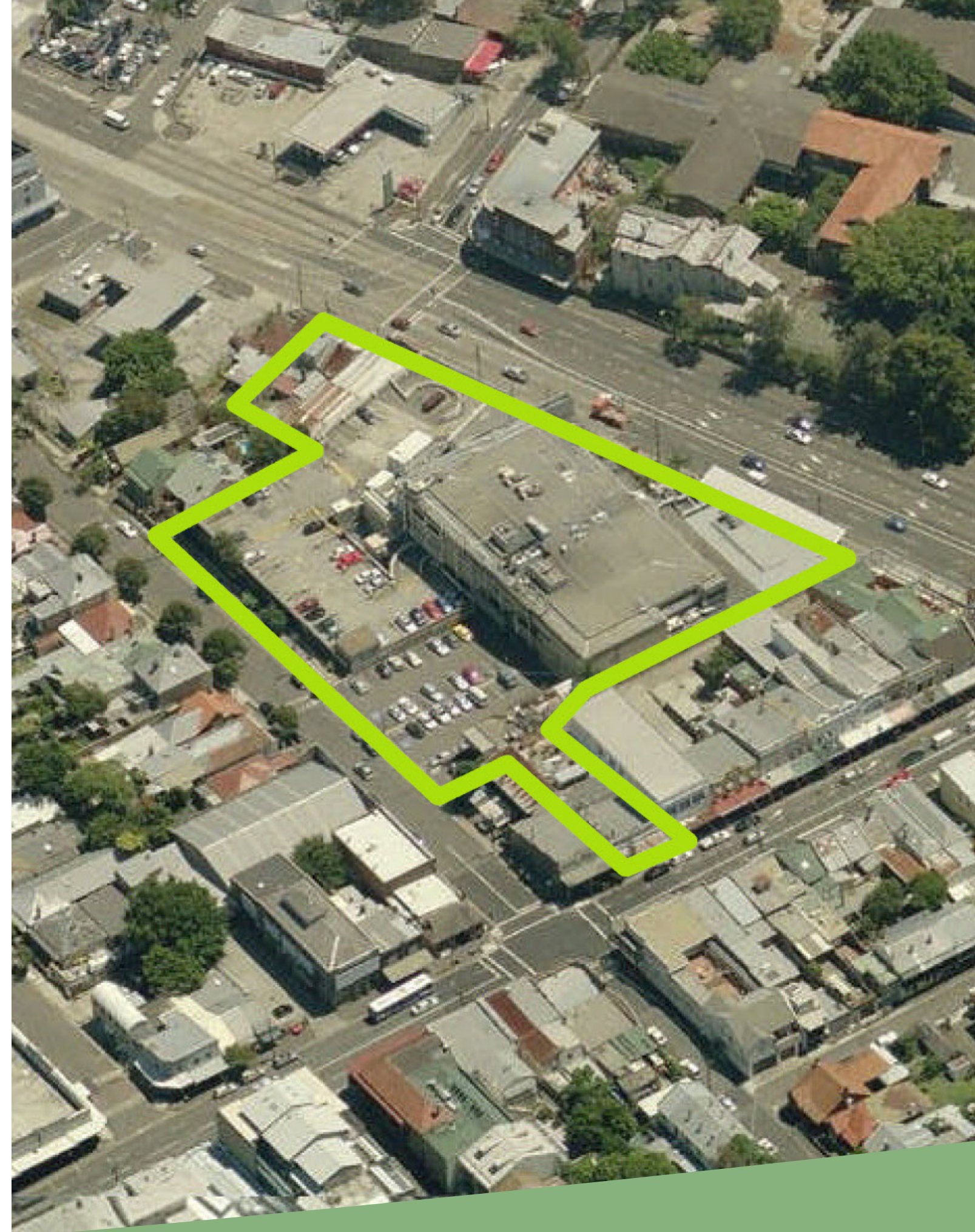
Rozelle Village, while uncompromising on the principles to which the development is founded and mindful of the requirement for a commercial outcome to ensure a built form and not simply a plan, seeks to engage in debate, undertake studies and invite the participation of the community and government.

2.4 Information about the Proponent

Rozelle Village Pty Limited is a special purpose vehicle created by Pacific Investment Pty Limited to develop and maximise the opportunity of the former Balmain Leagues Club site. Taking ownership of the site in June 2010, Rozelle Village Pty Limited has acquired further properties and rights across adjacent properties to address specific challenges the site provides for redevelopment.

Pacific Investment Pty Limited is a long time developer and manager of commercial property in Australia, Japan, Cambodia and Hong Kong with a model to retain ownership of the developments it promotes. This approach is part of the commercial approach to the development of Rozelle Village with the intention to retain the majority of the development on its completion.

It is currently considering that the majority of the residential use of the site will be sold as strata apartments, while all other land uses are retained and managed. The ongoing ownership and management of the retail, commercial, social and public spaces within Rozelle Village provides a commercial context for the inclusion of many of the sustainability targets and place-making investment in the development's design. As a long term stakeholder, Rozelle Village Pty Limited and its principals seek to ensure that the place it provides the community is a success; an outcome that gains a greater long term commercial return and facilitates both a driver and justification for social infrastructure investment.



3. Site and Context

3.1 Site Context

The site is located in the suburb of Rozelle in the Leichhardt Local Government Area (LGA). It is located on the south western side of Victoria Road near its intersection with Darling Street. Victoria Road is one of the busiest arterial corridors in Australia connecting Sydney CBD with Inner West, West and North West residential areas while also providing an alternate route for the northern part of the Global Economic Corridor.

Immediately to the north, via newly expanded Iron Cove Bridge are the suburbs of Drummoyne, Gladesville and Hunters Hill and to the south east, via the City West Link, the Western Distributor and Anzac Bridge are Annandale, Glebe, Pyrmont, Ultimo, and the Sydney CBD.

Four other roads define the site's context. Darling Street, located to the south east of the site is also a State Road, at least in respect of the section of the road to the south of Victoria, linking Lilyfield, Leichhardt and Haberfield to the immediate area to Rozelle and Balmain (although not to the CBD as there is no right turn permitted city-bound from Darling St heading north east). Wellington Street, located to the north of the site and immediately opposite the site's northern extremity, links the Balmain peninsular to the northbound direction of Victoria Road. Waterloo Street, located to the south west of the site is a minor residential road providing street parking, off street parking and historically the main access point to the Balmain Leagues Club.

Moodie Street, located to the north west of the site is a minor residential road that at Victoria Road is dominated by driveways for a Mobil petrol station.

The locality is characterised predominantly by non-residential development fronting the main roads and residential uses elsewhere that is dominated by conservation and heritage controls. The development along Victoria Road is predominately one to three storey scale commercial and retail development with occasional industrial and residential uses.

Significant nearby land use includes:

- Callan Park to the west that is subject to an ongoing State led planning process and comprises large areas of public open space, historic buildings and various public and education institutional buildings;
- the heritage listed Rozelle Public School opposite the site on Victoria Road;
- Rozelle and Balmain 'high' streets into the Peninsula along Darling Street;
- the disused 'Carrier Site' at Terry Street on the northern side of Victoria Road;
- White Bay to the east that is also subject to on-going State led planning processes;
- Lilyfield railway goods yard; and the
- Residential redevelopment of the Balmain Power Station adjacent to Iron Cove Bridge.

3.2 Site Description

The development site is known as the Balmain Leagues Club Precinct site and is comprised of 10 allotments which are legally identified as follows:

- Lot 1, DP 528045—being 134–152 Victoria Road, Rozelle;
- Lot 1, DP 109047—being 154–156 Victoria Road, Rozelle;
- Lot 2, DP 323480—being 168 Victoria Road, Rozelle;
- Lot B, DP 436153—being 170 Victoria Road, Rozelle;
- Lot 104, DP 733658—being 697 Darling Street, Rozelle;
- Lot 102 DP 629133—being 699 Darling Street, Rozelle;
- Lot 101 DP 629133—being 1 Waterloo Street Rozelle;
- Lot 37 DP 421—being 3 Waterloo Street, Rozelle;
- Lot 38 DP 421—being 5 Waterloo Street, Rozelle; and
- Lot 36 DP 190866—being 7 Waterloo Street, Rozelle.

The site is irregular in shape, with frontages to Victoria Road, Waterloo Street and Darling Street, comprising an area of 7,762 m². The Rozelle Village site falls 9m from the high point of the Darling Street frontage to a low point opposite Wellington Street on the Victoria Road frontage.

The development site accommodates the following structures:

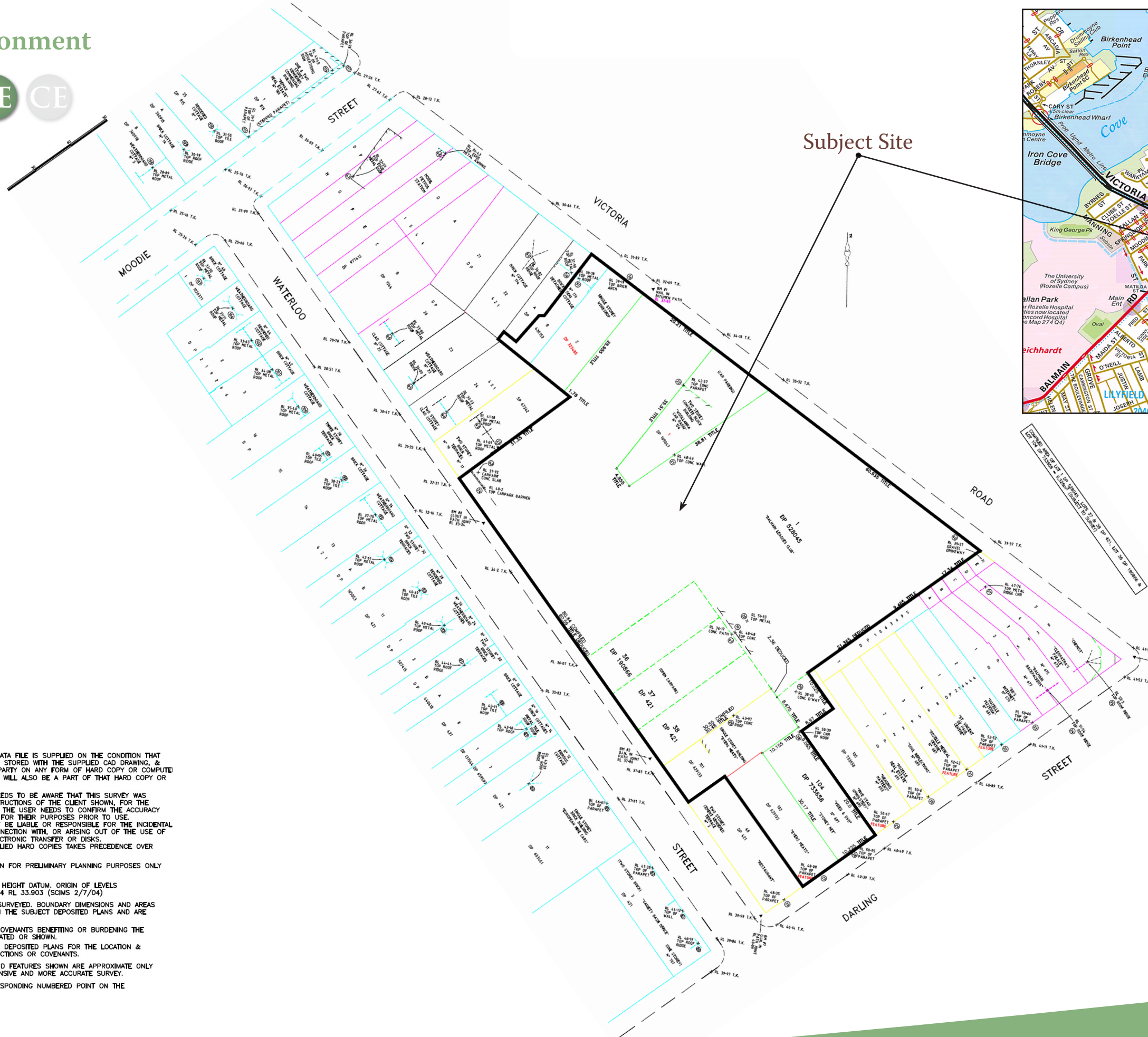
- A two-storey c.1920 shop (Lot 104, DP 733658—697 Darling Street), building that is intended to operate as the Information Centre as discussed in the Stakeholder consultation;
- A single storey shop of similar period (Lot 102 DP 629133—699 Darling Street) that was last used as a butchery and is in poor condition;

- The two-storey Balmain Leagues Club building built in 1963 that has been more recently renovated along with a multi-level car park (Lot 1, DP 528045—134–152 Victoria Road);
- Two-storey brick commercial building (Lot 1 DP109047—154–156 Victoria Road);
- Two single storey residential cottages (Lot 2, DP 323480—168 Victoria Road and Lot B, DP 436153—170 Victoria Road);
- A part one- and part two-storey commercial/light industrial flat roofed building (Lot 101 DP 629133—1 Waterloo Street); and
- An at grade car park historically managed by Leichhardt Council (Lot 37 DP 421—3 Waterloo Street, Lot 38 DP 421—5 Waterloo Street and Lot 36 DP 190866—7 Waterloo Street).

3.3 Land Ownership and Control

The land, with the exception of Lot B, DP 436153, is owned by Rozelle Village Pty Limited and was acquired under terms with Balmain Leagues Club where Rozelle Village is to provide for their return following the development's completion.

The property at 170 Victoria Road (Lot B, DP 436153) is owned by the Sydney Metro Authority. A letter of consent to make an application in respect of the land has been provided.



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4. Proposed Development

4.1 Overview

The urban design and strategic planning framework for the Victoria Road Corridor, along with the development site’s context to current and future transport amenity, are key drivers to inform the concept for the site. The opportunity of the site to be part of improving the resilience of Sydney as a liveable, affordable city is well documented.

The proposed development has been formed from gaining an understanding of what is missing and under provided within the current local area. The proposed development therefore includes:

- (a) 200+ residential strata apartments as part of responding to the desire for more infill development in Sydney;
- (b) retail space including a mainline supermarket, general retail stores, boutique retail, book stores, cafés and restaurants;
- (c) commercial space tailored to support employment of the broader local professional services’; and
- (d) the Balmain Leagues Club.

In addition, the stakeholder consultation seeks to clarify additional uses including, but not limited to:

- (e) Child care and/or housing for the aged;
- (f) Affordable rental housing;
- (g) Community facilities;
- (h) Medical and public services;
- (i) ‘light’ bulky goods such as hardware and/or technology retailers; and
- (j) Fitness centre and/or sporting facilities.

In addition, it is intended that a bus interchange be incorporated into the Victoria Road frontage and where practical consideration be given to the integration with the planned Rozelle Metro station.

The resulting built form comprises two 14-16 storey towers of 900sqm+ floor plates that together contain the majority of the residential use over a podium varying from 2-5 storeys above ground and 1-2 storeys below ground for the other uses. The expansion of the site over that subject to the Development Application before Leichhardt Council and the JRPP provides an amended traffic management plan which may permit the proposed development to include 900-1000 car parking spaces.

4.2 Core Concepts and Targets

The proposed development is targeted to deserve the name ‘Rozelle Village’. In this, the development must provide all the amenity of a village, although not necessarily in the stereo-typical built form.

Rozelle Village is a part of the inner-west, is adjacent to a major transport corridor, is on the top of a ridgeline leading to Sydney’s harbour foreshore, is in an area of limited housing choice and low housing affordability, an area lacking retail services and parking. The proposed development seeks to maximise the opportunity as a part of Sydney’s built environment and address the under-servicing of the local area.

The proposed development is targeted to be the most sustainable place to ‘be’. A village provides spaces to live, work, play, rest, exercise, share, learn, shop, eat and just be. These spaces should be safe, protected from the elements without being removed from them, provide shade without removing the provision and value of natural light, be resilient without disconnecting from the natural environment, and provide refuge from the noise and air pollution that is so prevalent in car dominated inner-city areas. The architectural and engineering design that creates these spaces greatly effects the environmental impact that using the spaces will have.

Rozelle Village seeks to integrate the best methods in design and the technologies and process for building services to minimise the environmental impact.

4.3 Proposed Use

Rozelle Village will incorporate:

- (a) Residential use as strata apartments and street fronted townhouses;
- (b) Retail use of various types (mainline supermarket, retail, café, restaurant, etc.);
- (c) Commercial use as general office space; and will include the return of the
- (d) Balmain Leagues Club.

Depending upon the options explored positively in the stakeholder consultation, Rozelle Village may also incorporate:

- (e) Residential use as affordable rental housing and/or housing for the aged;
- (f) Retail use as utility and/or public sector services;
- (g) Retail use as car washing;
- (h) Commercial use integrated into the residential use street fronted townhouses to form ‘SOHO’ strata properties;
- (i) Commercial use as a crèche and/or child care facility; and/or
- (j) Commercial use as a medical centre;
- (k) Commercial use as a gym and/or pool or other sporting facility.

In addition, the full suite of sustainability approaches involves plant and balance of plant that result in land use for the storage of fuels, generation and storage of energy, re-cycling and/or the processing of waste, refuelling/recharging of vehicles or portable equipment and the storage and processing of storm and waste water.

4.4 Gross Floor Areas

The process for stakeholder consultation as noted in 2.4 means that at this stage there is little clarity for the Gross Floor Area (GFA) for each use or the total development. It is noted that the planning process requires GFAs to inform the stakeholders with statutory authority. To ensure the appropriate consideration is provided it is therefore necessary to present the potential maximum GFA for each use where all uses as listed in 4.3 above are incorporated:

Residential	30,000 sqm
Retail	20,000 sqm
Commercial	7,500 sqm
Club	3,500 sqm

It is important to recognise that the representations of the built form included in this Project Description have a total GFA in the order of 40–45,000 sqm and incorporate at least the uses as noted in 4.3(a) through 4.3(d). There is no expectation that the stakeholder consultation process will result in all uses in 4.3(e) through 4.3(k) and as such a single use may approach the GFA maximum noted above, but at the expense of restricting an alternate use.

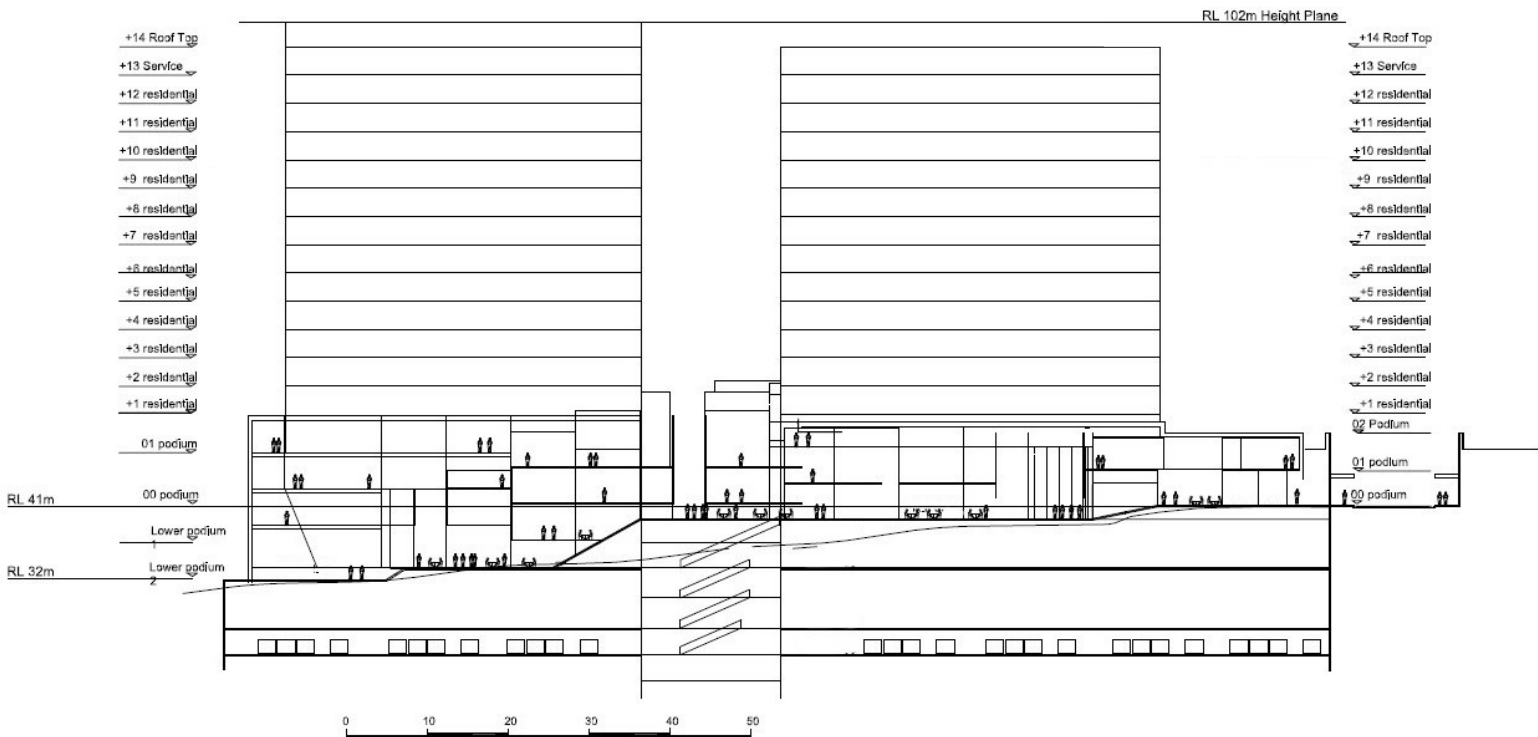
Rozelle Village Pty Limited has commissioned a Development Capacity Study for the site (Appendix B). The study provides justification for considering a development in excess of that proposed, including as much as 44,000 sqm in residential use in response to the planning context for more infill development and the constraints for development within the Leichhardt LGA.

4.5 Built Form

The proposed development comprises two towers built over a podium. The towers are intended to accommodate up to 16 storeys of residential use over the podium to a maximum RL 102m each. The podium includes the non-residential use and balance of plant and varies from 2 to 5 storeys relative to the grade due in part to the considerable fall of the site. The structure will accommodate retail use, balance of plant and parking and extend between 5 to 8 levels below grade (again the variation being mostly due to the fall of the site).

Further, it is proposed that a bus interchange be located on Victoria Road to service the out-bound bus and Metrobus services and would incorporate the typical form and signage for transport infrastructure.

The proposed development is a reinforced concrete structure in its core and floorplate with the façade and fabric both to the external and internal space not yet defined. The accompanying diagram provides a concept representation to assist in considering the proposed development’s built form.



Built Form—Concept Representation Only

4.6 Access and Parking

Access to the site is primarily constrained by the existing pedestrian and traffic management for Victoria Road and Darling Street. There are no local cycleways to the site with the urban environment biased towards facilitating a high volume of traffic to pass through the Peninsula on Victoria Road. There are few permitted right-hand turns for vehicles and limited locations for pedestrian crossings that also have restricted timing and limited median safety zones.

(a) Vehicular Access

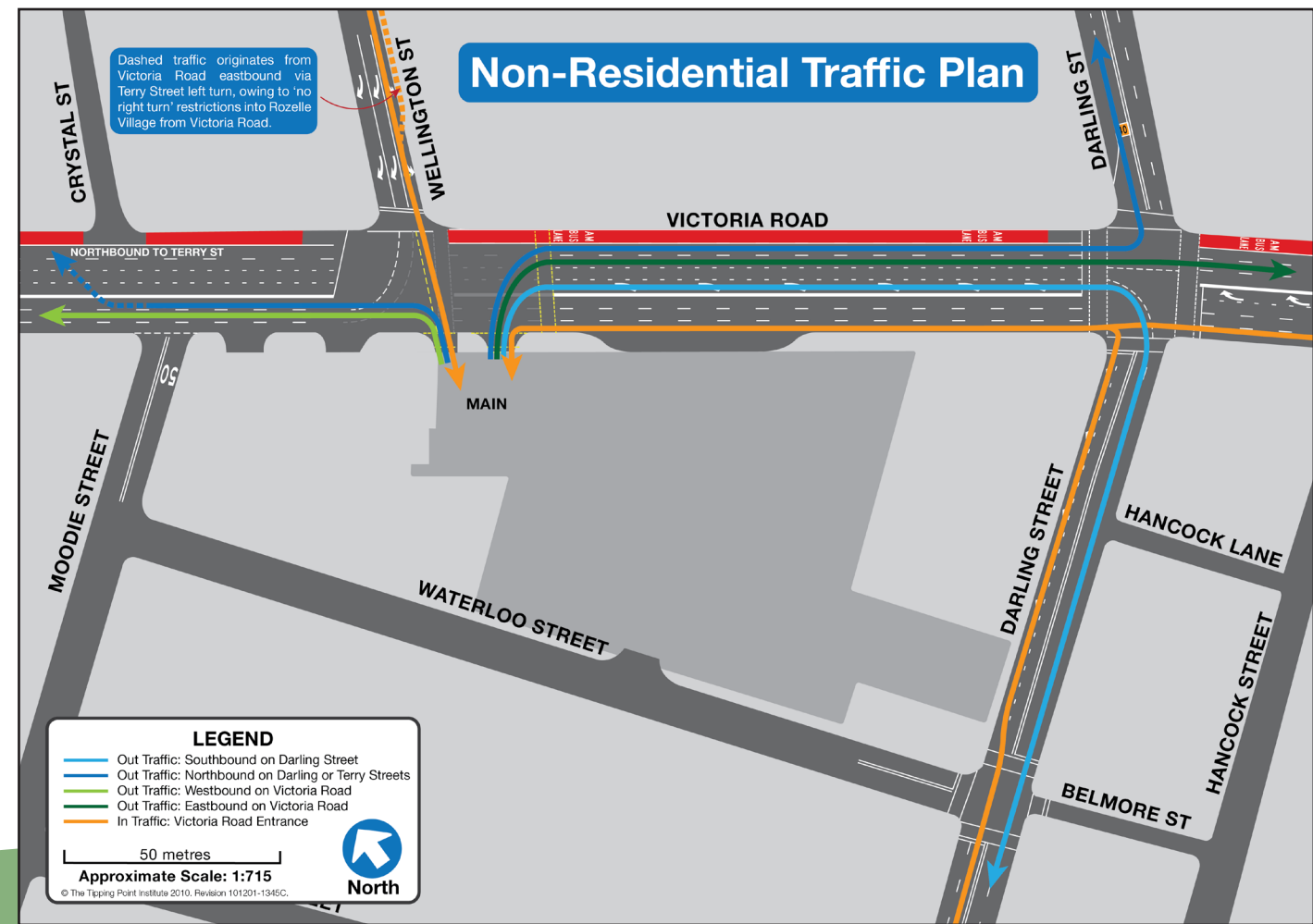
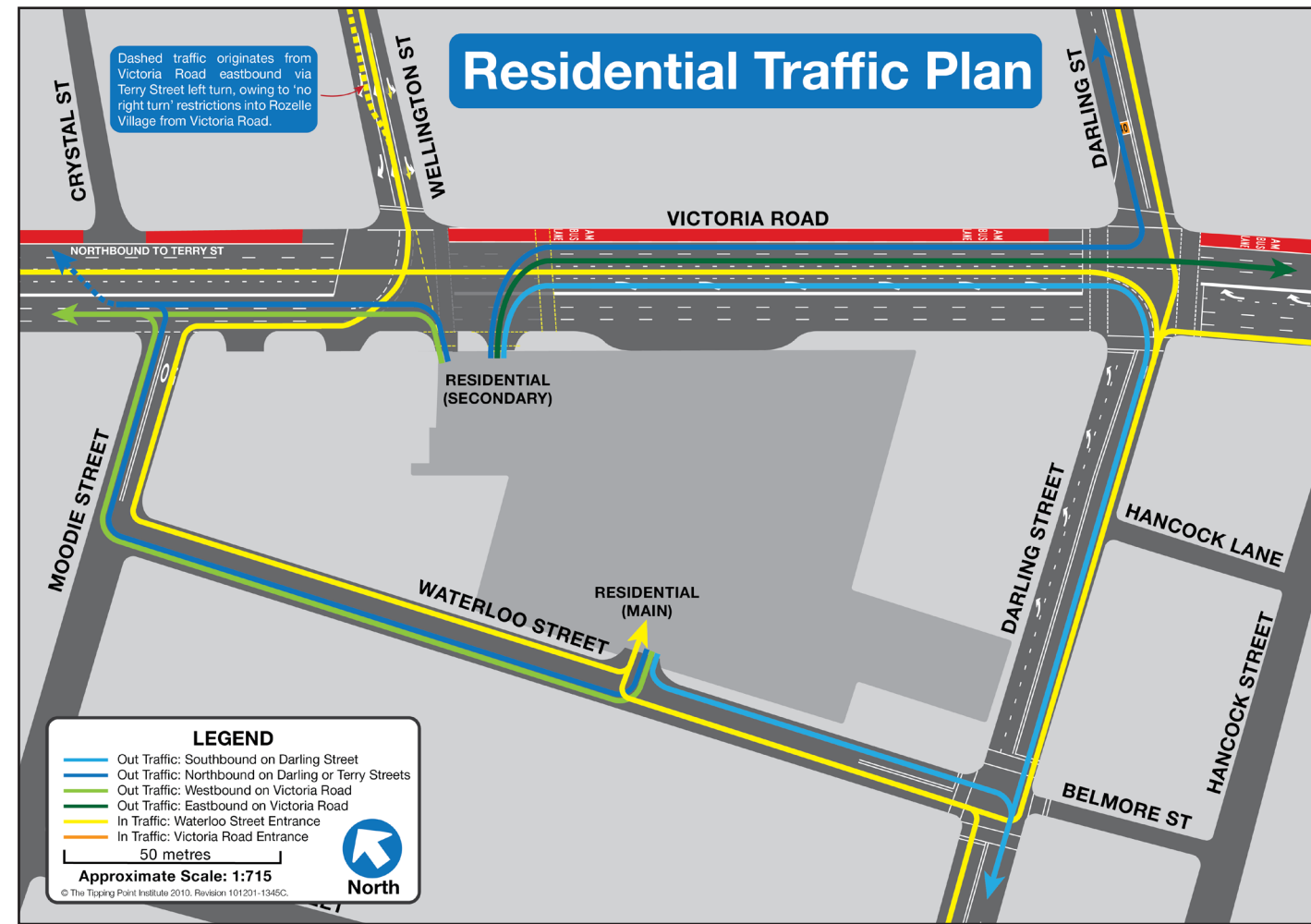
A key factor in the JRPP’s denial of consent was the traffic impact. An analysis of the various traffic studies in respect of this site and the surrounding road system clearly indicates that a cause, and possibly the major cause, for the adverse impact of traffic is the site access.

In order to address this constraint, the site has been expanded along Victoria Road to permit the integration of the Wellington Street traffic light signalled intersection with the site access. Several precedents exists for the activation of ‘T’ junction intersections with retail land use traffic ingress and egress across Sydney.

The result is direct access to both directions on Victoria Road from the site, direct access from Rozelle and Balmain on the northern side of Victoria Road via Wellington Street, and access to the site for traffic originating from north of Iron Cove Bridge via Terry and Wellington Streets. All of the above represents traffic relocated from being often contra-flow and turning volume on the congested Darling Street to participate as relative minor expansions in existing traffic management volumes and flows for Wellington Street and Victoria Road.

(b) Heavy Goods Vehicle Access

Non-residential traffic, including Heavy Good Vehicles can only use the Victoria Road entrance. The new traffic management plan has removed the requirement for reticulated vehicles to obstruct north-west bound traffic in the middle lane of Victoria Road for the turn movement to enter the site. The integration of the intersection at Wellington Street provides a method to obtain a straight path into the site.



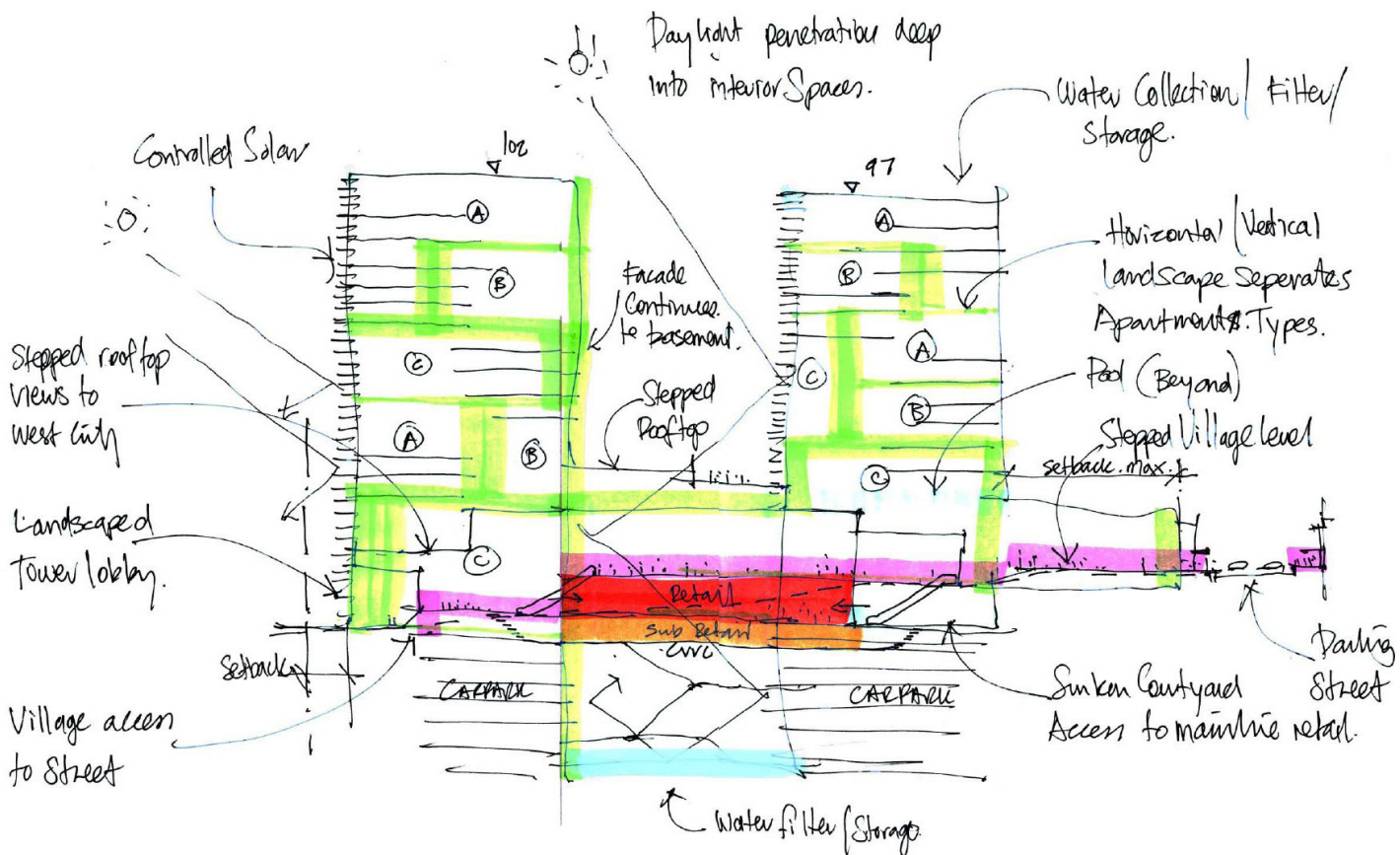
4.7 Capital Investment Value

(c) Parking

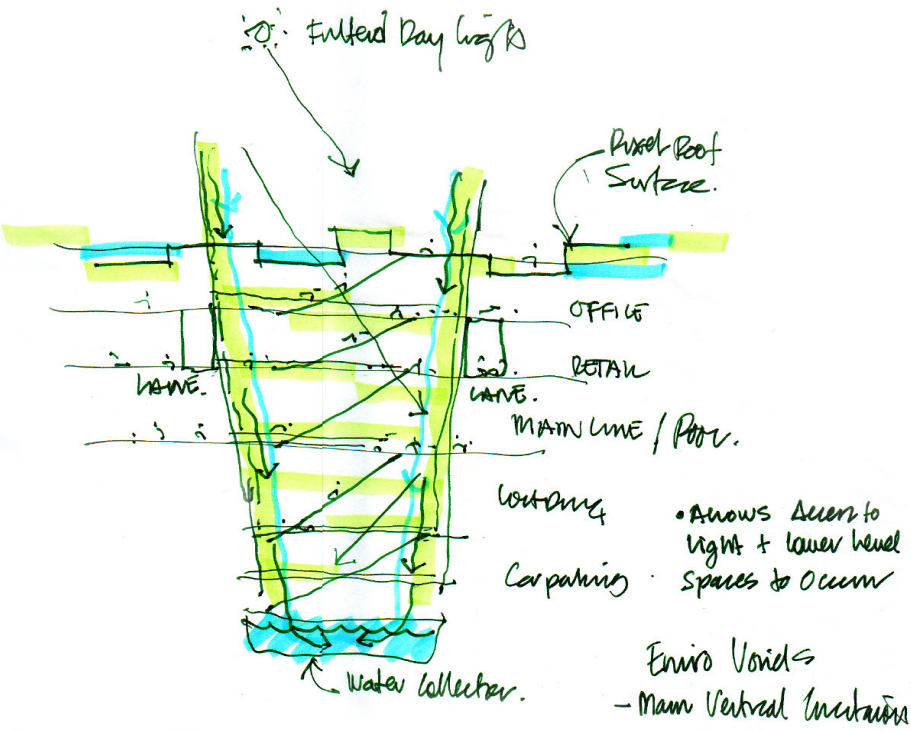
The multi-use precinct nature of the proposed development provides a wide range of parking demand use-cases. Particular methods are planned to maximise the utility of the provided parking for community, these include:

- (i) Internal ramping to separate heavy good vehicle movements from passenger cars circulation;
- (ii) Short-stay parking located closest to the Main Entrance;
- (iii) Charged parking to reduce the propensity for the parking to be used as a park-and-ride community facility;
- (iv) Appropriately located disabled and 'parent-with-pram' parking;
- (v) Club parking on an express ramp to Club specific elevator services;
- (vi) Intelligent Transport Systems to inform drivers of the most convenient parking;
- (vii) Separation of resident and non-resident circulation; and
- (viii) provision of car-share and electric/hybrid electric vehicle recharging facilities.

The Capital Investment Value (CIV) for the proposed development has been estimated at \$217,500,000. Appendix A is a report by Altus Page Kirkland providing the detail behind this estimate, including in Sections 5 and 6 of the report, the assumptions and exclusions.



Concept Sketch — Sustainability Elements





4.8 Sustainability

Rozelle Village will be a part of Sydney up to and beyond 2050, a key date for considering Australia’s international obligations for global sustainability. Clearly, any development not targeting to be a positive contribution to the challenging national goals for sustainability should not be permitted to be built. Rozelle Village is the first residentially focus precinct to respect this view. The target is to be the most sustainable place to ‘be’ in Australia.

Rozelle Village incorporates places to reside, play, share, eat, shop, work, be entertained or just ‘be’. In whatever way someone is spending time at Rozelle Village, the design and operation of the built form and its utility, environmental and safety systems are targeted to continuously lower the resource intensity and environmental impact.

At the highest level, Rozelle Village incorporates sufficient and diverse land-use in a key location to assist in improving Sydney as a resilient city:

- providing increased density through the re-use of under-utilised inner-city land;
- lowering land-use consumption per dwelling through height;
- converting land that for residential use is an undesirable main-road location into a vibrant aspirational locale to reside;
- lowering average trip length through the choice and balance of land-use within the site;
- lowering private transport use and dependency through improving connectivity to public transport and increasing the number of residences and jobs within walking distance of frequent, convenient public transport;

- lowering the resource intensity of increasing residential land supply through addressing demand in scale, rather than via progressive redevelopment of the local, mostly heritage, residential urban form;
- improving housing affordability through diversifying the local housing stock and responding to pent-up demand; and
- improving the economic sustainability of the community through broadening the diversity and significantly increasing the number of residents in an established inner-city location.

This strategic approach to considering sustainability from urban design and responding to the government policy and community concern defines Rozelle Village from the outside-in. This is, however, only the beginning.

Over the next fifty years, the life-cycle of Rozelle Village will have a significant environmental footprint. Certainly how efficient resources are used, recycled and managed in the construction makes a difference, but the real footprint comes from being a place for thousands of people over time to ‘be’. In this, the built form will be constructed using the best methods and tools to lower environmental impact to a design that:

1. limits the energy use, requirement for environmental conditioning to provide comfort, and water in operation;
2. maximises the reuse and recycling of water, heat and cold;
3. harvests the natural resources of stormwater, the sun’s energy, the prevailing winds, the

- potential energy from height, and the thermal differential above and below the ground; and
4. sources and manages chemical, electrical and thermal energy and water to minimise waste.

There is no single solution with many compromises to be made in finalising the design. The guiding principal for Rozelle Village is to minimise the life-cycle impact. In 2011, the best approaches to achieve this include:

- Orientation of the building with regard to the sun’s path and prevailing wind patterns;
- Positioning of balconies and living spaces to provide shadow and passive cooling;
- Positioning of structures, water features, green spaces and material choice to manage ambient light and reduce the need for artificial illumination for safety and comfort;
- Internalisation of wind pressure, control of brown motion circulation, placement of water features and green spaces to improve air quality and passively manage humidity and temperature;
- Locating of specific service pipes and ducting on either the exterior of the built form or within the core to provide passive management outcomes and maximising space management;
- On-site generation of electricity from natural gas and biogas where the typically wasted

heat is used for heating and though the use of absorption chillers, also for cooling;

- On-site sewage and waste processing to harvest water, chemical energy and recyclable material to lower land-fill volumes and methane release;
- Integration of latent heat generation capture into the heating and cooling systems;
- Use of phase change materials to store heat and regulate temperature passively;
- Use of regenerative resistance technologies to harvest energy when preventing motion;
- Use of heat pumps capturing the radiant heat of the sun on the exterior surfaces and the cool of the sub-basement space and ground;
- Use of prefabrication and light-weight materials;
- Application of auto-sensing and control technologies to turn off, place in stand-by or otherwise lower energy use;
- Provision for electric car recharge demand and car-share parking spaces;
- Provision for cycle access and storage with access points considering integrated transport options and cycleway access; and
- Integration of public transport as provided by NSW Transport and private operators.

4.9 Public Spaces

Public spaces are a key design parameter for the development. The surrounding area is lacking in amenity that is not otherwise roadside or exposed to the traffic. The lack of locations not defined by the traffic noise and air pollution undermines the opportunities for a sense of community. This is not to say that there is not a strong community in the immediate and wider area, but that the available spaces to define a sense of place often are a compromise.

Rozelle Village, the development, is intended to provide services and spaces to earn the name. The Stakeholder consultation seeks to refine or redevelop aspects of the proposal to achieve this goal. The proposed development incorporates the outcome of studies undertaken by the team into intra-city villages and the making of places for the community.

The proposed development includes the traditional enclosed, in this case, slightly below ground, forecourt space in front of a mainline supermarket. A space surrounded by retail that is intended to respond the clientele of the supermarket and also the short-stay parking to which this area is planned to be the closest. In addition, however the following is sought or considered for inclusion into the final design:

- (a) A lack of any amphitheatre space or potentially alienating oversize vacant square;
- (b) The provision of laneways and passageways inter-connecting the internal spaces with the natural pathways for active transport (walking, cycling, pram-pushing, disabled access etc.) from the surrounding area into the site;
- (c) The provision of integrated protected waiting, boarding and alighting space for public transport (including consideration of the planned Metro station);
- (d) Activation of the rear laneway of the Darling Street terraces;
- (e) The management of light, heat, cooling and water to passively provide comfort indoors and 'outdoors' within the development;
- (f) Infrastructure to allow for above-grade active transport access to the site from the northern side of Victoria Road;
- (g) Activation of roof space as green space, a walking track and/or 'outdoor' dining;
- (h) Management of the access paths to separate late-night or large volume egress of the Club patrons from the 'Village' public spaces;
- (i) Provision of cycle storage;
- (j) Provision of a light-well to draw nature light into the basement and sub-basement levels, including the car park.



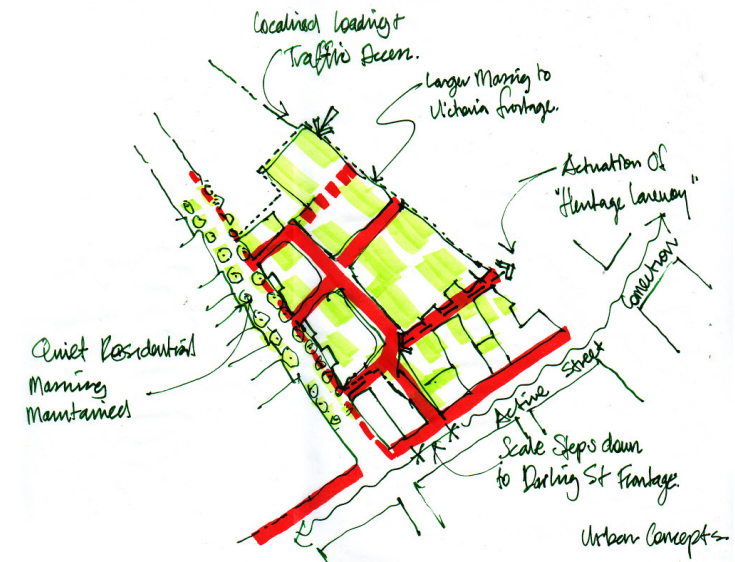
Laneways



Access and Circulation



Open Spaces





5. Planning Instruments

5.1 Overview of Relevant Regulations

The proposed development and the site’s context provide for a scope that is relevant to a reasonably wide range of policy and regulation.

5.2 State Environmental Planning Policy Considerations

The following State Environmental Planning Policies and Regional Environmental Plan have been identified as being relevant to the proposed development.

- (a) State Environmental Planning Policy No 1—Development Standards
- (b) State Environmental Planning Policy No 32—Urban Consolidation
- (c) State Environmental Planning Policy No 53—Metropolitan Residential Development
- (d) State Environmental Planning Policy No 55—Remediation of Land
- (e) State Environmental Planning Policy No 64—Advertising and Signage
- (f) State Environmental Planning Policy No 65—Design Quality of Residential Flat Development
- (g) State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

- (h) State Environmental Planning Policy (Major Development) 2005
- (i) State Environmental Planning Policy (Infrastructure) 2007
- (j) Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

In addition, where the Stakeholder consultation provides for the demand for affordable housing or for seniors, and the proposed development can commercially incorporate this use, the following additional State Environmental Planning Policies are relevant:

- (k) State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)
- (l) State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
- (m) State Environmental Planning Policy (Affordable Rental Housing) 2004

5.3 Local Environmental Planning Considerations

The site is subject to Leichhardt Council’s Local Environment Plan 2000 (LEP 2000). The Amendment No.16 to LEP 2000, gazetted on 29 August 2008 in Government Gazette No. 106 provides site specific controls.

- (a) Permissibility
The LEP 2000 provides permission for a mixed used development, as defined as “a building or place comprising 2 or more different land uses that are permissible in the Business Zone”.
- (b) Heritage Conservation
There are no heritage items within the site, while the site is located within the vicinity of various heritage items. Three allotments are within a conservation area, namely Lot 104, DP 733658—697 Darling Street, Lot 102 DP 629133—699 Darling Street, and Lot 101 DP 629133—1 Waterloo Street.
- (c) Development Control Plans
The Leichhardt Development Control Plans include objectives, guidelines and controls with respect of urban design, sustainability, built form and amenity, car parking, stormwater management and heritage conservation.

5.4 Other Relevant Controls/ Guides

The proposed development incorporates solutions for sustainability that involve the management of waste, generation and storage energy. The detail is not developed to clarify the specific instruments of control or guideline; however, this use will be relevant to the authority of NSW Department of Environment, Climate Change and Water.

The presence of a licenced club, in the Balmain Leagues Club provides for consideration of controls under the Registered Clubs Act 1976 and the Gaming Machine Act 2001 and Regulations as administered by NSW Office of Liquor, Gaming & Racing.

In the event that the proposed development includes child care facilities, consideration will be required in respect of the Children and Young Person (Care and Protection) Act as administered by NSW Department of Community Services.

In the event that the proposed development includes facilities for the aged, consideration may be required in respect of the Aged Care Act 1997 as administered by the Federal Department of Health and Ageing.

6. Preliminary Environmental Assessment

6.1 Key Issues

The Rozelle Village is a contrasting built form to the local urban fabric. The proposed development is of considerable scale involving a deep excavation, large scale construction and a height that imparts over-shadowing.

The key issues to address in considering the planning determination for the proposed development are:

- (a) the impact to the streetscape;
- (b) the impact to the local and potential regional traffic; and
- (c) the construction impacts of traffic, parking, heavy vehicle movement, noise and vibration.

In addition, issues as to the suitability of certain types of retail and commercial use as noted in Section 4.3 above and the scale to which the suitable uses should be are also key issues as to the social and economic impact and value of Rozelle Village to the local community and global Sydney.

6.2 Urban Design

The proposed development is envisaged to be a positive contributor to the built environment of Rozelle and more widely to Sydney. The benefits of Rozelle Village are not achieved without an environmental impact, notably:

- (a) Streetscape
The scale of the proposed development is not in keeping with the immediate surrounds. The interface to the mostly residential Waterloo Street is designed through step-back of the podium to reduce the perception of scale at grade. The intended use for the interface is also predominately residential with townhouse style residential or potentiality ‘SOHO’ mixed commercial/residential use along with the residential access for the towers. Nevertheless, the built form is not in the fabric of the period residential terraces and cottages and towers do present an over-hanging form.
The tower closest to Darling Street is located to limit the impact to the conservation listed Darling Street retail terraces streetscape, connecting the urban form to the proposed development Darling Street interface.
- (b) Overshadowing
The proposed development, although designed to eliminate the overshadowing from the podium, still provides an environmental impact to the immediate surrounds from the towers. The towers are located to minimise their individual and combined overshadowing but as can be seen in the accompanying preliminary concept shadow analysis representations, impart considerable impact to the southern end of Waterloo Street.

6.3 Traffic and Parking

The proposed development is a significant generator of traffic and supplier of parking for the local area. The traffic impact was a key factor for the denial of consent for the previous proposed development of the site before the JRPP. The proposed development is an expanded site incorporating additional titles on Victoria Road that result in a connection between the site and the Wellington Street intersection on Victoria Road.

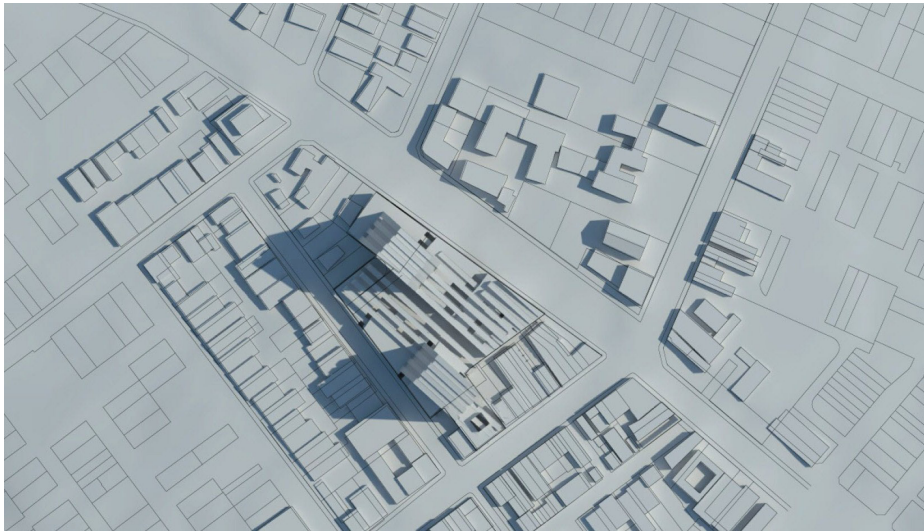
Rozelle Village has a greatly revised traffic management plan as a result that ameliorates most of the negative impact of the traffic movement. Nevertheless, the considerable retail space, residential amenity and the Balmain Leagues Club require a significant parking capacity to be viable and ensure an active additional community space for Rozelle.

6.4 Construction Impacts

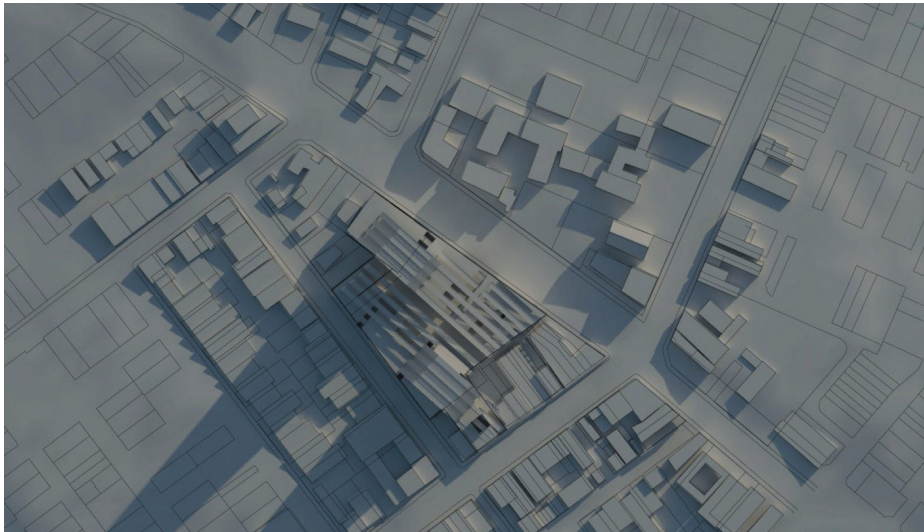
The construction will involve considerable and deep excavation followed by mostly typical construction processes for a concrete building structure. The process is not expected to exceed a period of three years. The sustainability driven components of the development will involve less typical processes onsite that are not expected to represent less desirable environmental impacts than that for the core construction process.

- (a) Excavation
The excavation of approximately 65,000 m³ at the site will involve up to 2,000 vehicle movements and generate noise and vibration.
- (b) Traffic and parking
The construction is estimated to employ in excess of 1,000 people; however, this is across all professions and trades which are not required simultaneously. Nevertheless, as many as 300 people may be employed onsite on any particular day – all of whom must facilitate their journey to work. The nature of the professions and trades is such that most of this travel is via private transport, either in passenger vehicles of light goods vehicles generating both local traffic and demand for parking. The construction requires a significant, although not yet determined, volume of concrete, form work and other base materials prior to the re-construction of on-site parking and access ways. This will involve a considerable number of movements of heavy vehicles in supply and removal of waste that in the early stages will involve road occupancies.
- (c) Visual Amenity
The construction of the proposed development will involve the erection of a crane to support the raising of the structure and placement of construction materials. The crane will extend to a height above the proposed built form.

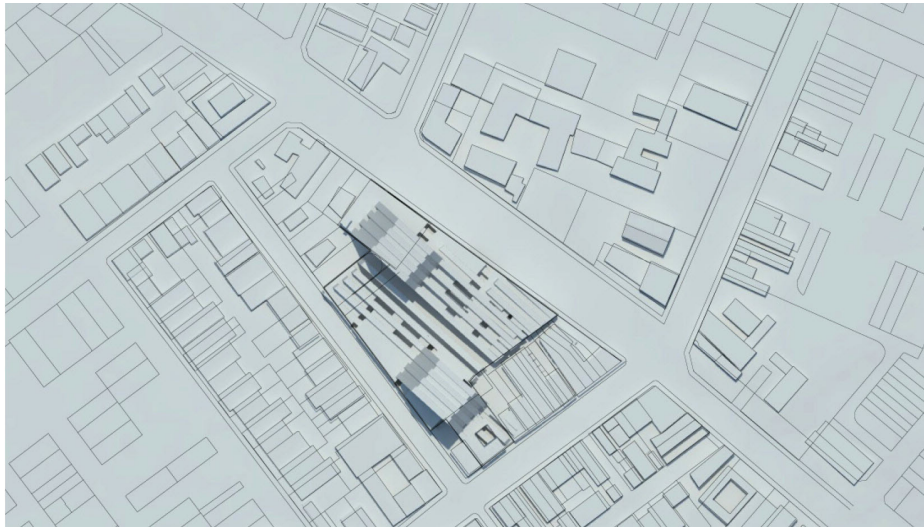
Preliminary Shadow Diagrams



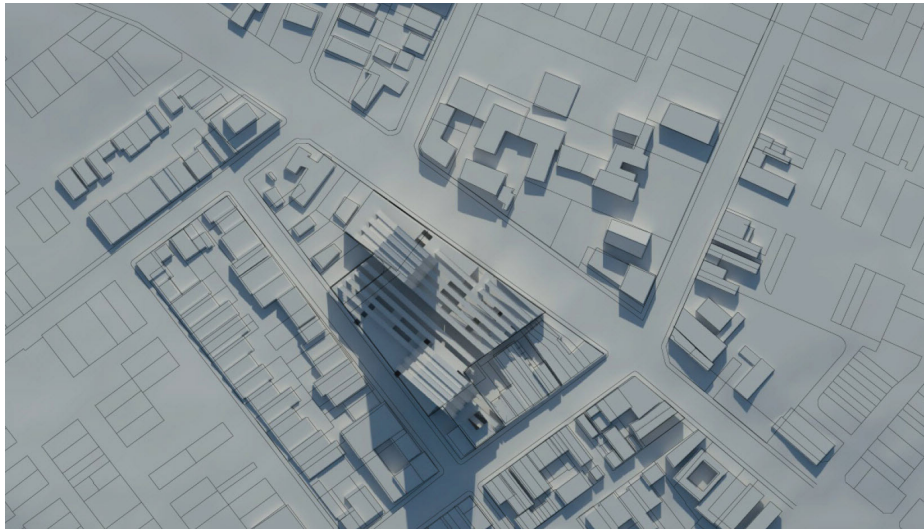
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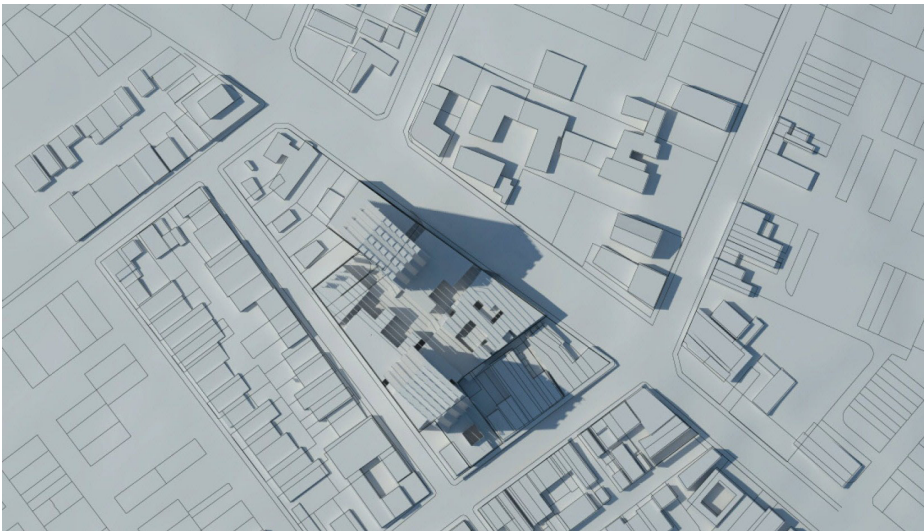
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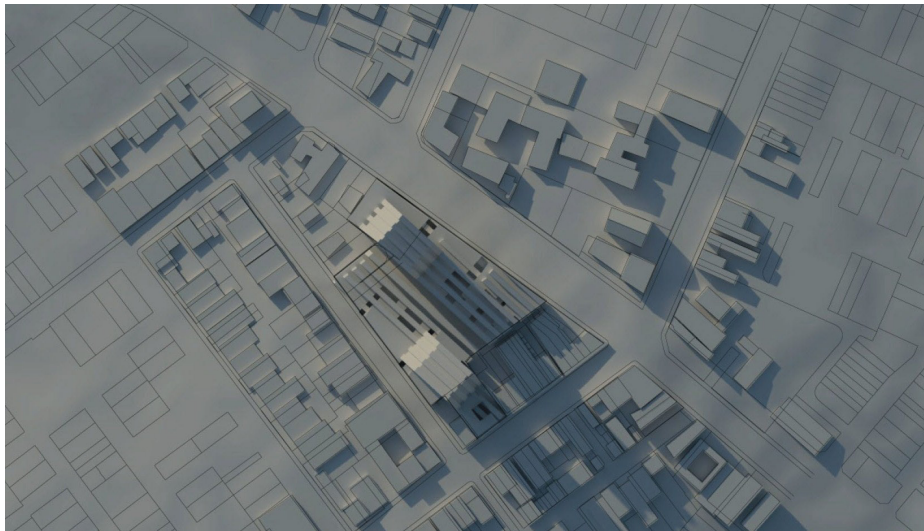
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Winter 12:00pm



Summer 3:00pm



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6.5 Demolition

The site incorporates a mixed and considerable scale of existing structures that require demolition. The site is located on a classified road and adjoins residential land use. In so far as practical, the demolition will occur to limit disturbance to the local residents and not unduly impact local traffic. In line with the goals for sustainability, where practical, materials will be managed for re-use or recycling.

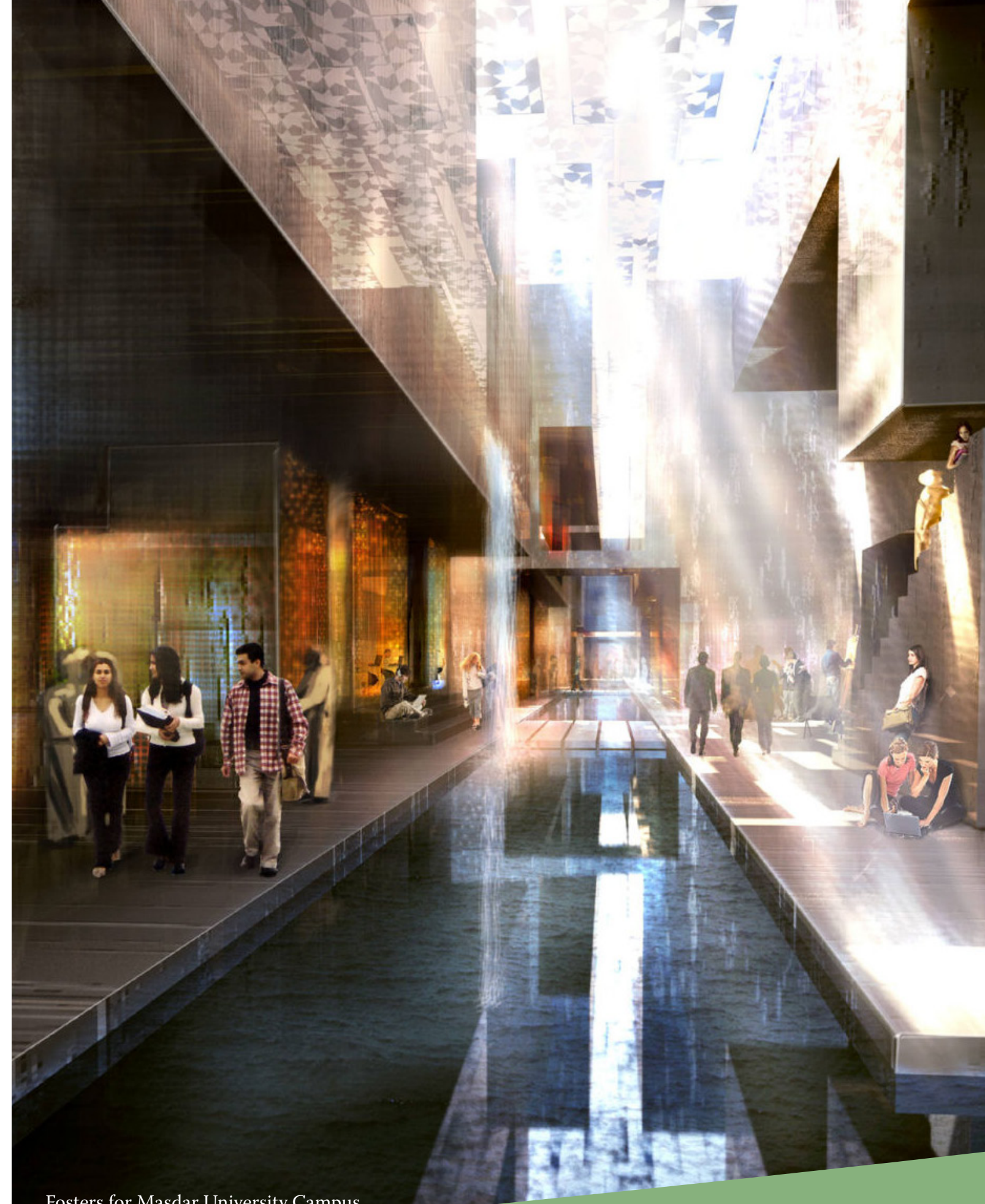
6.6 Consistency with Planning Controls

The proposed development is consistent with the majority of the relevant planning controls. The proposed development is outside the scale contemplated in the site specific controls of Amendment No. 16 of the LEP 2000 and in this respect is inconsistent with the following:

- (a) LEP 2000 provides both RL and number of storeys constraints
Amendment No. 16 outlines a three tower built form with the tallest tower not to exceed RL 82 and not to incorporate more than 12 storeys. The proposed development has a height of RL 102 within which more than 12 storeys will be accommodated.

- (b) LEP 2000 provides land use FSR limits
Amendment No. 16 defines that the development may not exceed the FSRs of 1.9:1 for residential use, 1.3:1 for 'shops,' 0.5:1 for club and 0.2:1 for commercial use. The specific configuration of the uses within the proposed development will not be resolved until stakeholder consultation has informed the design process, however it is likely that one or all the FSRs will be exceeded.

- (c) LEP 2000 provides guidance regarding overshadowing
The LEP provides a control such that a development should not overshadow a residence such that residential use building would receive less than three hours of direct sunlight. The proposed development incorporates design to be consistent. The podium as it fronts Waterloo Street is stepped back from the street and in sympathy with the considerable fall of the land to ensure no overshadowing beyond 9 am on the winter solstice. The towers, once fully refined will incorporate features to limit any inconsistency. However, although preliminary analysis as represented here is encouraging, the nature of a two tower built form to the north west of residences located across a minor road suggests a potential inconsistency, particular for Lot 4, DP 421 – 12 Waterloo Street. Lot 7, DP 659599 – 14 Waterloo Street, and Lot 1, DP 131544 – 16 Waterloo Street.



Fosters for Masdar University Campus

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