



Rozelle Village

ENVIRONMENTAL ASSESSMENT PART 3A Project Application

Environmental
Assessment Report

APRIL 2012

urbis

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Statement of Validity

DIRECTOR GENERAL'S REQUIREMENTS

Plans and Documents to accompany the Application

The Environmental Assessment must include:

7. A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is complete and neither false nor misleading.

Submission of Environment Assessment:

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

Environmental Assessment prepared by:

NAME:	NORELLE JONES SENIOR CONSULTANT	TIM BLYTHE DIRECTOR
Qualifications	BA (Hons), MTPL	Bachelor Applied Science (RMIT)
Address:	Urbis Pty Ltd. Level 21, 321 Kent Street Sydney NSW 2000	
In respect of:	Rozelle Village, Victoria Road, Rozelle	

Applicant and Land Details:

APPLICANT:	ROZELLE VILLAGE PTY LTD
Applicant Address:	Level 3, 115 Pitt Street, Sydney NSW 2000
Subject Site / Land to be developed:	134-152, 154-156, 168, 170 and 172 Victoria Road, 1, 3, 5, 7 and 17-19 Waterloo Street, and 697-699 Darling Street, Rozelle (collectively known as Rozelle Village)
Lot and DP	Lot 1 DP528045, Lot 1 DP109047, Lot 2 DP323480, Lots A & B DP436153, Lots 101 & 102 DP629133, Lots 37 & 38 DP421, Lot 36 DP190866, Lot 104 DP73358 and SP67362
Project Summary:	Comprehensive redevelopment of the former Balmain Leagues Club site and adjoining lands involving demolition, site remediation, excavation of 8 basement levels, and construction of a 5 / 6 storey podium and 2 residential towers ranging in height from 25 to 32 storeys to accommodate a mix of residential, retail, community and leisure uses and associated car / bicycle parking, plant equipment and service infrastructure.

Environmental Assessment

An Environmental Assessment is attached.

Declaration

We certify that the contents of the Environmental Assessment to the best of our knowledge, has been prepared as follows:

- 1 In accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulations 2000*; and
- 2 The information contained in this report is true in all material particulars and is not misleading.

<p>SIGNATURE:</p> 	<p>SIGNATURE:</p> 
<p>Name: Norelle Jones</p>	<p>Name: Tim Blythe</p>
<p>Date: 12 April 2012</p>	<p>Date: 12 April 2012</p>

Executive Summary

DIRECTOR GENERAL'S REQUIREMENTS

Plans and Documents to accompany the Application

The Environmental Assessment must include:

1. *An executive summary*

STRATEGIC CONTEXT

Strengthening and supporting existing centres, including concentrating a greater range of activities within centres, is a strong focus of key strategic documents including the NSW State Plan, the Sydney Metropolitan Strategy and the draft Inner West Subregional Strategy. To positively respond to this strategic framework, the proponent is seeking to introduce a mix of high quality retail, commercial, community and residential uses to the Rozelle Village site, a substantial landholding located at the heart of the Rozelle Commercial Neighbourhood and adjacent to the Victoria Road corridor.

Rozelle is a popular inner Sydney residential suburb that provides a mix of boutique retail, leisure and residential uses which are well connected to a range of public transport options. Due to the developed nature of the suburb opportunities for centre-supporting development that would allow people to live and work in the same locality, as supported by Government policy, are extremely scarce within Rozelle and the wider Leichhardt LGA. As such there is only a limited supply of available land to meet local housing targets. Rozelle Village is one of the few sites available that has been consolidated into a viable landholding for high density residential flat development and therefore represents a strategic opportunity to:

- Generate a substantial number of jobs during the construction and operational phases of the development (estimated to be in excess of 5,000 jobs).
- Contribute to the achievement of housing targets for the Inner West Subregion.
- Enliven the Rozelle Commercial Neighbourhood.
- Provide opportunities for people to live near jobs within the Victoria corridor.
- Increase the supply of centre supporting housing to shift transport movements from cars to public transport, walking or cycling, thereby reducing congestion and CO₂ emissions. The project has been designed to achieve a minimum 5 star Green Star rating.

The site is within walking distance of a range of services and amenities, including local shops, doctors, schools, employment, public transport, a regional cycleway and numerous parks. It is also accessible to the regional employment, retail and entertainment facilities within Sydney CBD.

The site is currently zoned Business, and is surrounded by medium density, predominately single and two storey housing and commercial properties. It is of sufficient size to accommodate multi-level buildings with suitable setbacks and lower scale buildings at the interface to surrounding properties to prevent adverse impacts on the local area.

THE SITE

The site is situated in Rozelle, approximately 4km to the west of Sydney Central Business District (CBD). It is within the Local Government Area (LGA) of Leichhardt in Sydney's inner western suburbs.

The site comprises the majority of a city block bounded by Victoria Road to the north, Waterloo Street to the south, Moodie Street to the west and Darling Street to the east. It has main road frontage to Waterloo Street and Victoria Street, and partial frontage to Darling Street. It forms part of the Rozelle Commercial Neighbourhood which encompasses retail and commercial units along the length of Darling Street. The Rozelle Commercial Neighbourhood is divided in two by Victoria Road which acts as a physical and visual barrier between the two sides (North and South Rozelle) of the Neighbourhood.

Victoria Road forms the site's northern boundary; it is one of Sydney's busiest roads. In the vicinity of the site Victoria Road consists of an eight lane road (four lanes east bound towards the CBD (including a dedicated AM bus lane) plus a dedicated right turn lane providing access onto Darling Street for traffic travelling south towards Callan Park and three lanes west bound towards Iron Cove). Victoria Road accommodates high frequency bus routes to Sydney CBD, Ryde and Parramatta.

The overall site is irregular in shape and extends over an area of approximately 8,190m² of which 4,995m² is currently occupied by the vacant Balmain Leagues Club building and its associated parking areas.



The application site generally comprises the land identified in the project declaration together with two adjoining parcels of land. No. 172 Victoria Road and 17-19 Waterloo Road do not form part of the original project declaration but have been amalgamated into the development site primarily to address traffic management. By encompassing existing residential properties immediately to the north of the originally defined site it has been possible to better integrate the development into the existing road system. The new site arrangement facilitates integration with the signalised intersection at Wellington Road. This approach has been essential in achieving suitable access to the site by eastbound vehicles.



The additional lands are zoned Business under the current LEP (as is the rest of the site) and the proposed uses are permissible.

The benefits of this approach are as follows:

- The extended site allows for improved access and egress for vehicle traffic
- Inclusion of the Waterloo Road site reduces its isolation (previously being heavily surrounded by the development site)
- Consistent with the provisions of the local environmental plan it supports the redevelopment of the land for commercial purposes (site is zoned Business).

Clause 75(B)(3) of Part 3A of the *Environmental Planning and Assessment Act, 1979* allows for the inclusion and assessment of “related development” within Part 3A applications. Although not identified as land constituting the site as specified within the project declaration Clause 75(B)(3) enables the development components which will occupy the additional lands, and which will form an integral part of the overall Rozelle Village project, to be included within the project application.

Clause 75(b)(3) states the following:

"If only part of any development is a project to which this Part applies, the other parts of the development are (subject to (4)) taken to be a project to which this Part applies. The development is to be dealt with under this Part as a single project."

APPLICATION HISTORY

The subject site has been recognised as having the potential for redevelopment and was rezoned in 2008 (following a lengthy masterplanning process which commenced in 2005) to allow for a high density mixed use scheme to occur on the site. Leichhardt Local Environmental Plan Amendment No. 16 (accompanied by Leichhardt Development Control Plan Amendment No. 15) introduced site specific controls for the Balmain Leagues Club Precinct site to guide the development of the site in line with the masterplan. Development application D/2009/352 was subsequently lodged with Leichhardt Council but was later refused, for a proposal involving two twelve storey residential towers over a retail podium and broadly based on the provisions of the site specific LEP and DCP controls. This earlier development proposal has been used as a starting point for the design of the project but has been refined and enhanced culminating in the submission of this Major Project Application.

The key components of the development proposed under D/2009/352 have been carried into the current proposal including more intensive development within the site, a mix of residential and commercial uses (including a full line supermarket) and new premises for the Balmain Leagues Club. However, the current proposal departs from the earlier DA in a number of important ways:

- **More housing:** This application proposes a significant uplift in the level of residential accommodation to be provided on the site. This approach reflects the proximity of the site to the Victoria Road strategic bus corridor and the potential for a future rail link which would further enhance public transport provision within the area. The additional residential development proposed will make a significant and valuable contribution to the mix and availability of housing in this area.
- **Taller buildings:** It proposes a distinctive and memorable development, including tall building elements, which provides a central focal point for the Rozelle Commercial Neighbourhood, clearly defining Rozelle and contributing to its legibility within the context of Metropolitan Sydney.
- **Larger site:** It involves a larger site area, encompassing 172 Victoria Road and 17-19 Waterloo Street. These additional lots allow for significantly improved access and egress arrangements to the site, particularly in relation to Victoria Road than could be achieved under the previous development application.
- **No pedestrian footbridge:** It does not include the Victoria Road pedestrian footbridge proposed under D/2009/352. The proposal does not prevent the introduction of a bridge connection in the future and there is scope to integrate a bridge connection to the first floor level of the proposed podium.
- **Part 3A assessment:** Revisions to the scheme have raised the capital investment value (CIV) of the project triggering assessment under Part 3A of the EP&A Act (CIV greater than \$100m). The Part 3A process facilitates the timely delivery of projects of state and/or regional significance and requires assessment of such applications by the DP&I.

PART 3A OF THE EP&A ACT

An application requesting that the project be declared under Part 3A of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) was lodged with the Department of Planning and Infrastructure on 19 January 2011. This application was accompanied by a Preliminary Environmental Assessment Report (PEA report) which outlined the proposed concept including indicative mix of uses, built form, quantum of floor space together with a review of the key matters considered to be relevant to assist the Director General in formulating the environmental assessment requirements for the project. At this stage a detailed scheme had not been developed and the scheme parameters had not been fixed.

On 15 February 2011 the then Minister for Planning declared the Rozelle Village project to be a Major Project (MP11_0015) to which Part 3A applies as it comprises:

“development for the purpose of residential, commercial or retail projects with a capital investment of more than \$100 million.”

The Minister is therefore the consent authority for the project. The Director General's Requirements (DGRs) were provided to the proponent, Rozelle Village Pty Ltd, on 5 April 2011.

Following receipt of the DGRs, the proponent mobilised a specialist consultant team to develop the detailed concept design and to undertake the necessary environmental assessment of the project. This report details the findings of this environmental assessment. It has been prepared in accordance with the DGRs issued for the project and has been informed by ongoing consultation with State Government Agencies.

PROJECT DETAILS

The project objectives are based on a number of desired outcomes:

- To realise the development potential of this strategically significant location and to take advantage of its proximity to the Sydney CBD and good public transport connections.
- Better integrate the site with the immediately surrounding area including connections to Darling Street and Victoria Road.
- Creation of a large number of new full time jobs and new construction jobs.
- The construction of a retail offer that will complement and enhance existing retail provision within the Rozelle Commercial Neighbourhood.
- The provision of a mix of residential accommodation that provides housing opportunities for a range of groups.
- Develop and operate the site in a way that minimises impacts on nearby residents.
- Incorporate the principles of Ecologically Sustainable Development (ESD) to ensure the site is designed and constructed in a sustainable way.
- Offer a range of community facilities to complement the retail, residential and commercial development proposed.



The scheme involves the construction of 304 dwellings within two residential towers accommodating between 20 and 26 levels of one, two and three bed apartments, above a podium (5-6 storeys to Victoria and reducing to 3 storeys to Waterloo Street and Darling Street) that will accommodate retail and commercial uses. Lower scale elements are located adjacent to adjoining medium density housing on Waterloo Street, with the development's taller building elements concentrated towards the intersection of Darling Street and Victoria Road and towards the northern part of the site towards Victoria Road.

ENVIRONMENTAL ASSESSMENT

The EA addresses the environmental impacts associated with the key issues detailed in the Director-General's requirements. An extensive range of past and current studies for the site, covering a wide range of issues including heritage, economic impact, traffic, geotechnical and contamination issues and infrastructure servicing have been used as the basis for this assessment. The many studies carried out conclude that the site is suitable to be developed as proposed and that the impacts associated with the proposal can be suitably managed. A summary of the key issues addressed in the report is provided below.

ECONOMIC IMPACT

The proposal has the potential to deliver a significant net community benefit in terms of consumer choice, convenience and competition as well as employment opportunities. Analysis of retail provision within the local area confirms a need and demand for additional retail facilities. Providing such facilities in this location, at the centre point of the Rozelle Commercial Neighbourhood, is a logical approach to meeting this demand.

The introduction of a new full line supermarket together with specialty retail floor space will increase the propensity of local residents to spend within the local area and reducing the need for these residents to travel much further distances to access these facilities. The commercial component of the development is of a scale that responds positively to the surrounding urban context, most notably Darling Street. The existing Darling Street retail strip currently offers a diverse retail mix, has low vacancy levels and good rents but the capacity of the strip to adequately meet the shopping needs of local residents is restricted by limitations of the built environment – quality of existing buildings, limited opportunities to develop new facilities and limited car parking. The proposed development seeks to contribute to the range and quality of retail and commercial facilities currently available on Darling Street and will provide a new “retail anchor” within the heart of the Rozelle Commercial Neighbourhood. The proposal does not seek to undermine existing retail and commercial uses but rather complement them. Following the development of Rozelle Village, Darling Street (which largely consists of specialty retail) will continue to play an important role in the retail life and vibrancy of the area.

The employment opportunities associated with the proposal are substantial, directly and indirectly the construction and operation of the proposed development has the potential to create more than 5,000 jobs with around 500 retail jobs being created on-site.

PLANNING CONTROLS AND POLICIES

The project significantly exceeds the height and density provisions of the Leichhardt Local Environmental Plan 2000 (LLEP) and the Leichhardt Development Control Plan (LDCP) but the proposed intensification of development within the site is directly consistent with the principles of a range of broader strategic planning considerations, such as the NSW State Plan 2010, the Sydney Metropolitan Plan and the Draft Inner West Subregional Plan.

Aside from the LEP controls the project is consistent with all other relevant guidelines and controls, including the Residential Flat Design Code (RFDC).

BUILT FORM AND URBAN DESIGN

The site and its context have been assessed in detail and the project has evolved from a detailed understanding of the site, its location and its relationship to surrounding development and the suburb of Rozelle generally. Specific consideration has been given to the history of the site (being the home of the Balmain Leagues Club) and the heritage significance of the adjacent heritage conservation area and heritage listed buildings in the immediately surrounding area. The architectural design option proposed provides a high quality built form outcome that integrates with the surrounding environment.

The bulk, height and scale of development have been carefully considered to address surrounding properties and the scale of the street, with particular regard given to the interface with residential properties on Waterloo Street and the Darling Street conservation area.

The scale of development proposed is a response to a detailed analysis of the site and its context which identified the potential for a high rise, high density scheme. This analysis identified the following:

- Potential for a distinctive and memorable building form: The site is situated on a ridge line and therefore visually prominent over a considerable distance. The site has the potential to accommodate a distinctive and memorable building form.
- Potential for retail and commercial floor space: It forms part of an established and vibrant retail precinct which is characterised by independent boutique retail but which lacks a retail “anchor.” Alongside this, analysis of retail demand within the locality revealed the need for additional retail floor space including a full line supermarket.
- Potential for new housing: The site is located within a popular residential suburb, supported by its proximity to the city centre, good transport links and local facilities and recreational areas. The site benefits from good public transport being located immediately adjacent to a high frequency bus corridor and is connected to the Sydney CBD by a cycle and pedestrian network.

LANDSCAPING AND THE PEDESTRIAN ENVIRONMENT



The look and feel of the proposed development is strongly influenced by the large number of internal and external landscaped and recreational spaces proposed.

Private formal and informal recreational spaces for use by residents of the proposed apartments will be accommodated on Level 3 and include a swimming pool, landscaping and tennis court. Within the centre court and passageways of the podium, a high quality pedestrian environment has been created through the integration of natural paving and planting to provide a courtyard feel.

ENVIRONMENTAL AND RESIDENTIAL AMENITY

The project has been designed in accordance with *State Environmental Planning Policy 65 – Design Quality of Residential Flat development* (SEPP65) and the RFDC and the range of guidelines therein to optimise solar access, acoustic privacy and visual privacy and provides for a high level of environmental and residential amenity.

The project has also been designed in accordance with the Department of Planning's *Interim Guidelines for Development near Rail Corridors and Busy Roads*, and incorporates a range of measures to manage the effects of noise from traffic on Victoria Road.

There will be some additional overshadowing of nearby residential properties as a consequence of the higher building form of the proposed residential towers. The private open spaces and living rooms of all residentially zoned properties in the vicinity of the site will nonetheless have access to a minimum of three hours of sunlight between 9am and 3pm at all times of the year.

TRANSPORT AND ACCESSIBILITY

The project encourages reduced reliance on car based trips and seeks to encourage walking, cycling and the use of public transport by staff, residents and visitors. In this regard, the following points are particularly relevant:

- Non-car travel modes will be encouraged through the provision of a large number of bicycle parking spaces and dedicated parking for a car share scheme (such as GoGet).
- Pedestrian paths will be fully integrated within and external to the site as far as practicable. Pedestrian access is available from all three road frontages.
- The proposal provides a range of retail, commercial and community uses that will increase local provision of such services and facilities and thereby reduce the need for existing and future residents to travel to more distant retail centres.
- Located adjacent to Victoria Road new residents will have convenient access to frequent and regular regional and local bus services.
- Connectivity to the regional bicycle path network.
- For new residents, the site is within convenient walking distance of a range of community facilities including parks, and schools.
- Located on the major intersection of Victoria Road and Darling Street the site is also easily accessible by private vehicle.

The majority of vehicle trips generated by the proposed development are associated with the scheme's commercial component (i.e. retail, medical centre, gymnasium, SOHOs and childcare centre). Vehicle access for users of these commercial uses (including delivery and servicing vehicles) will be from Victoria Road. Only residential vehicle access will be from Waterloo Street.

Access arrangements are summarised as follows:

- Signalised access located in the northern corner of the site directly opposite the Wellington Road intersection (and integrating with the existing signalised intersection) providing access to the retail / commercial car park from Victoria Road, with left in - left out, straight on - right out access including egress by delivery and servicing vehicles.
- Dedicated slip lane from Victoria Road enabling left in access to car park and loading dock.
- New driveway for residential access off Waterloo Street in the north western corner of the site with left in - left out and straight on - right out access. This access will provide a suitable level of safety, efficiency and amenity for existing through traffic along Waterloo Street and residents of the new development.
- Vehicles will not be able to access the site from Darling Street.

- The proposal will create a safe pedestrian environment. Footpaths will be maintained on Victoria Road, Darling Street and Waterloo Street. On Victoria Road, pedestrian crossings and traffic calming measures will be introduced to ensure the safety of pedestrians using crossings at the site's vehicular entrances.

Traffic generated by the development envisaged under the project has been assessed to be within the capacity of the surrounding road systems and its intersections. The impact of the proposed development on bus travel times on Victoria Road during peak AM hours has been found to have a minimal effect on city bound services. A marginally greater impact will be experienced in respect of buses traveling towards Iron Cove during the peak PM hours. Notwithstanding, bus travel times and general vehicle travel times will not be significantly impacted by the introduction of the proposed development.

Traffic modelling has confirmed that the traffic generated by the proposed development can be accommodated within the surrounding road network and will not result in significant impacts to the operation of intersections, bus travel times or general vehicle travel times.

Parking and internal access arrangements have been designed to satisfy the relevant Australian Standards. The parking requirements of the proposed uses will be fully met on site.

ECOLOGICALLY SUSTAINABLE DEVELOPMENT

This project supports the *NSW State Plan 2010 – Better Transport and Liveable Cities* priorities and targets by concentrating new development around a major transport node in an existing urban area which is an important sustainability objective for the future development of Sydney, and contributes to:

- Increasing housing in locations accessible to public transport.
- Containment of the urban footprint of Sydney
- Better utilisation of existing infrastructure
- Reduced private car use and associated congestion and CO₂ emissions.

At the building level, the project will achieve a high standard of energy efficiency and has been designed to achieve a minimum 5 star green star rating. The proposal seeks to minimise water and energy use and the discharge of pollution. To optimise the environmental sustainability of the project a range of targeted measures are proposed:

INITIATIVE	BENEFITS
Total life-cycle carbon footprint reduced by 30 per cent	<ul style="list-style-type: none"> ▪ The development proposes a life cycle carbon reduction target of over 30 per cent which is equal to 75,000 tonnes of CO₂ avoided – meaning that 100 per cent of the residential component of the development is carbon neutral for about 20 years. ▪ A community carbon fund will be created for the ongoing investment in energy improvements. ▪ Consideration of total environmental footprint provides visionary leadership.
Total operational energy reduced by 50 per cent	<ul style="list-style-type: none"> ▪ Lower energy bills

INITIATIVE	BENEFITS
Total embodied energy reduced by 30-35 per cent	<ul style="list-style-type: none"> 1/3rd less energy used in construction and materials. Minimise embodied energy and embodied water in construction.
5-Star Custom Green Star Rating with an aspiration to 6-Stars	<ul style="list-style-type: none"> A 5-Star Green Star rating or Australian Excellence in construction (6-Stars is considered to be World Leadership level).
65 per cent reduction in potable water use	<ul style="list-style-type: none"> Development uses 1/3rd as much potable water as a standard benchmark development, or BASIX minimum requirements exceeded by over 60 per cent, or 65 per cent less potable water use than a standard development.
<p>Minimum 6-Star and average 7.5-Star NatHERS Thermal Comfort performance for units (maximum 30MJ/m² per annum)</p> <p>Maximum thermal comfort points to be achieved in Green Star</p> <p>Achieve at least 50 per cent of Green Star IEQ credits</p>	<ul style="list-style-type: none"> High quality internal environments with more fresh air and natural light, excellent thermal comfort and unparalleled views of the Harbour Bridge. Lower energy bills No toxic building materials, healthy air. Supporting sustainable and healthy supply chains
Stormwater runoff to meet minimum reductions of: 80 per cent in TSS, 90 per cent in Gross Pollutants, 45 per cent in Nitrogen and 60 per cent in Phosphorus.	<ul style="list-style-type: none"> Improving quality of stormwater, minimising peak runoff quantities and preserving natural waterways;
Design in accordance with the Green Star communities framework	<ul style="list-style-type: none"> Deliver a responsible, liveable, community that is economically prosperous, socially engaging and environmentally accountable, in accordance with the Green Star Communities framework; Enhanced liveability. Promote education, encouraging local goods and services, attracting investment; Reduce ecological foot print, enhance the natural environment, sustainable food production.

INITIATIVE	BENEFITS
2000m ² PV system	<ul style="list-style-type: none"> A roof-mounted solar array will generate zero-emissions energy for common area lighting and ventilation.
Biofilter & Green roof	<ul style="list-style-type: none"> Biofilter/living green walls remove up to 50 per cent of pollutants, providing fresh air to bedrooms and common areas. Improving the ecological value of the site Reduces air-conditioning energy consumption Green roof areas minimise heat gains, reducing AC loads and urban heat island effect.
Other statements of Potential Interest	<ul style="list-style-type: none"> One of the most sustainable residential buildings in Australia Showcase innovation in community ownership and carbon accounting Commit to a long term approach to improving performance Considers Australia's international obligations for global sustainability

DRAINAGE, STORMWATER MANAGER AND FLOOD POTENTIAL

The site is not at risk of flooding.

A stormwater system, including on-site stormwater detention, rainwater harvesting tank (and overflow tank) and stormwater pollution treatment is proposed to capture stormwater and reuse this where possible.

CONSTRUCTION

One of the main influences on the construction staging strategy has been the need to ensure that residents and businesses continue to have access to facilities and services during the construction process. All potential impacts during construction have been assessed and will be managed through on-going consultation with residents and local businesses and the implementation of strategies that will enable the development of the site. Construction will be managed through the implementation of a comprehensive construction environmental management plan (CEMP) and effective communication and consultation with residents and businesses during the construction phase. The Statement of Commitments requires the preparation of this CEMP.

HERITAGE AND ARCHAEOLOGY

The site has been heavily disturbed as a result of previous development activity and the potential for archaeological remains has therefore been assessed to be low.

The project has considered the heritage values of the surrounding area which includes a number of heritage listed buildings and a Heritage Conservation Area (which incorporates part of the site). The project preserves and enhances the heritage values of these buildings by:

- Maintaining the established building scale to Darling Street.
- Continuation of the existing horizontal awning will maintain streetscape continuity on Darling Street.
- Concentration of taller buildings in the centre of the site and set back from Darling Street.

Consideration has also been given to the visual impact of the proposal on more distant heritage items including the Harbour Bridge, Centre Point Tower, White Bay Power Station, East Balmain Ferry Wharf, Leichhardt council offices, Iron Cove Bridge, Rodd Point, Leichhardt Park and Callan Park. Involving the construction of tall buildings the proposal will naturally have some level of impact on the skyline of the Rozelle Commercial Precinct when viewed from these locations but the views of the site will be distant and will not result in any impact on the appreciation of the established heritage significance and / or landscape values of these sites. The proposal's impact on heritage and archaeology has been assessed to be negligible.

SUMMARY

While the project will have a transformational effect on the local area and departs from the underlying development standards that apply to the local area it represents a strategic and limited opportunity to make a meaningful contribution to the quantity, and quality, of housing available within this strategic location to complement existing (and proposed) transport infrastructure in this location.

Additionally, new retail and commercial development will contribute to the vitality of the Rozelle Commercial Precinct by providing new services and facilities (including a new retail anchor) within a well-designed, purpose built mall which integrates built development with water features and planting to create an interesting and attractive internal environment with a strong landscaped character.

The proposal is different in scale and form to surrounding buildings but the design and massing of the project ameliorate potential visual impacts. As such it will not result in any unreasonable environmental impact on its neighbours.

We therefore recommend that the Minister approve the proposed development, subject to the Statement of Commitments contained within this report.

1 Introduction

1.1 PURPOSE OF THE REPORT

This report presents the findings of an Environmental Assessment (EA) prepared in respect of the redevelopment of land in Rozelle recently occupied by the Balmain Leagues Club together with adjoining lands to accommodate a high quality mixed use scheme. The purpose of this report is to provide the Department of Planning and Infrastructure (DP&I), Leichhardt Council and the relevant government agencies with the information necessary to assess and determine the application in accordance with Section 75J of the *Environmental Planning and Assessment Act, 1979* (EP&A Act).

The report has been prepared by Urbis on behalf of the proponent, Rozelle Village Pty Ltd, and is based on architectural design information prepared collaboratively by Stanisc Associates and PTW architects, and supporting technical documents provided by an expert consultant team. It describes the site, its environs and the proposed development, and includes an assessment of the proposal in accordance with the Director-General's Requirements (DGRs) under Part 3A of the EP&A Act. It should be read in conjunction with the technical reports contained within Appendices F-U. These reports address the DGRs for the environmental assessment, provide a technical assessment of the environmental impact of the proposed development, and recommend proposed mitigation measures (where necessary) to manage potential environmental impacts associated with the proposal.

1.1.1 RESPONSE TO DIRECTOR GENERAL'S REQUIREMENTS

In accordance with the Director General's requirements for the project, this environmental assessment includes the following information:

TABLE 1 – DIRECTOR GENERAL'S REQUIREMENTS

DIRECTOR GENERAL'S REQUIREMENTS	REFERENCE LOCATION
Part A - Key Issues	
1. Relevant EPIs and guidelines to be addressed	Chapter 6
Appendix A	
Relevant EPIs policies and guidelines to be addressed:	
▪ Objects of the EP&A Act 1979	Chapter 6
▪ NSW State Plan	Chapter 6
▪ Metropolitan Plan for Sydney 2036	Chapter 6
▪ Metropolitan Transport Plan 2010	Chapter 6
▪ Draft Inner West Subregional Strategy	Chapter 6
▪ SEPP55 – Remediation of Land	Chapter 6 and Section 2.3.6
▪ SEPP65 – Design Quality of Residential Flat Development & Residential Flat Design Code	Chapter 6 and Appendix T
▪ SEPP (Infrastructure) 2007	Chapter 6

DIRECTOR GENERAL'S REQUIREMENTS	REFERENCE LOCATION
▪ SEPP (Affordable Rental Housing) 2009	Chapter 6
▪ Draft SEPP (Competition)	Chapter 6
▪ Leichhardt LEP 2000	Chapter 6
▪ Leichhardt Development Control Plan 2000	Chapter 6 and Appendix D
▪ Development Near Rail Corridors and Busy Roads – Interim Guideline	Chapter 6, Appendix L and Appendix N
▪ NSW Bike Plan, NSW Government, 2010	Chapter 6
▪ Planning Guidelines for Walking and Cycling, NSW Department of Infrastructure, Planning and Natural Resources, Roads and Traffic Authority, 2004	Chapter 6
▪ Integrating Land Use and Transport Policy Package, Department of Urban Affairs and Planning, Transport NSW, 2001	Chapter 6
▪ Development and Active Living, Development Checklist, Premier's Council for Active Living 2011	Chapter 6 and Appendix D
2. Built Form	Chapter 3 and Appendix T
3. Urban Design	Chapter 3 and Appendix T and Appendix U
4. Land Use Mix	Section 8.4 and Appendix U
5. Environmental and Residential Amenity	Section 8.5 and Appendix F, Appendix J and Appendix L
6. SEPP65 – Design Quality of Residential Flat Development	Section 6.2.2 and Appendix T
7. Transport and Accessibility	Section 8.6 and Appendix F
8. Obstacle Height Limitation	Section 7 and Appendix E
9. Heritage	Section 8.7 and Appendix I
10. Landscaping	Section 0 and Appendix T
11. Public Domain	Section 4.5, Section 4.5.7, and Appendix T

DIRECTOR GENERAL'S REQUIREMENTS	REFERENCE LOCATION
12. Safety	Section 4.14.2 and Appendix K, Appendix M, Appendix N, Appendix O Appendix T
13. Economic Impact Assessment	Section 8.8 and Appendix H
14. Ecologically Sustainable Development (ESD)	Section 4.11 and Appendix G
15. Drainage	Section 8.10 and 4.7
16. Contributions	Section 6.6
17. Utilities	Section 4.8
18. Staging	Section 4.12
19. Contamination / Acid Sulphate Soils	Section 2.3.6 and Appendix O
20. Noise and Vibration Assessment	Section 8.13 and Appendix L
21. Consultation	Chapter 7 and Appendix E
Plans and documents to accompany the application	
1. Executive summary	Page 10
2. Site analysis	Chapter 2 and Appendix T
3. Description of proposed development	Chapter 4 and Appendix T
4. Assessment of key issues	Chapter 8 and Appendices F-U
5. Draft Statement of Commitments outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project	Chapter 9
6. Plans and documents	
▪ Existing site survey	Accompanies application
▪ Site analysis plan	Appendix T
▪ Locality / context plan	Appendix T
▪ Architectural drawings	Appendix T

DIRECTOR GENERAL'S REQUIREMENTS	REFERENCE LOCATION
▪ 3D model	Accompanies application
▪ Geotechnical and structural report	Appendix N
▪ Other Documents:	
– Stormwater concept plan	Appendix P
– Erosion and Sediment Control Plan	Appendix P
– View Analysis	Appendix T
– Landscape Plan	Appendix T
– Shadow Diagrams	Appendix T
– Construction Management Plan and Traffic Management Plan	Appendix Q
– Construction Methodology	Appendix Q
– Wind Study	Appendix M
1. Signed statement from the author of the Environmental Assessment certifying that the information contained in the report is complete and neither false nor misleading.	Page 8
2. A Quantity Surveyor's Certificate of Cost to verify the capital investment value of the project.	Appendix B

FIGURE 1 – CONCEPTUAL IMAGES OF PROPOSED DEVELOPMENT



In summary, the application seeks approval for the comprehensive redevelopment of the site and involves the following:

- Demolition of all existing buildings and structures and site remediation.
- Excavation to provide eight basement levels providing for 834 car spaces, speciality retail space, a supermarket and ancillary spaces.
- Construction of a two to six level podium building comprising speciality retail, shop-office / home-office units, restaurants, gym, community rooms, medical centre, child care centre, private recreational spaces and new premises for the Balmain Leagues Club.
- Construction of two towers comprising:
 - 304 residential apartments including a mix of 1, 2 and 3 bed apartments.
 - Recreational facilities and spaces for use by residents.
 - Plant equipment and service infrastructure

1.2 SITE DETAILS

FIGURE 2 – SITE PLAN



The site comprises the Balmain Leagues Club building and adjoining lands. It is a substantial landholding located in the heart of Sydney's inner western suburbs. From an urban design perspective, the site is under-developed, being largely occupied by ad hoc two and three storey buildings and associated car parking. It lacks a clearly defined structure or sense of relationship to the surrounding area or to the conservation area and heritage buildings adjacent and is dominated by its car parking areas. The site has been largely vacant since the Balmain Leagues Club relocated to Five Dock and Sydney Markets in 2010.

Given its prominent location, being adjacent to one of Sydney's main transport corridors, the site has enormous potential to accommodate a memorable and distinctive development. Additionally, its central location within the Rozelle Commercial Neighbourhood and its size present an opportunity for a scheme that accommodates a mix of land uses and a more intensive development form.

1.3 BACKGROUND

The subject site comprises land that has been recognised as having the potential for a high density, mixed use scheme and development planning to achieve this has been ongoing since 2005. The land's suitability for redevelopment was originally considered during a masterplanning process which culminated in the gazettal of Leichhardt Local Environmental Plan Amendment No. 16 (29 August 2008) and accompanying development control plan. The amendment introduced site specific controls for the "Balmain Leagues Club Precinct"¹ consistent with the masterplan for the site which allows for high density mixed use development (further details are provided in Section 6.3).

A development application was lodged with Council following the rezoning of the site to support its comprehensive redevelopment for a mix of commercial and leisure uses accommodated within a podium element and two 12 storey residential towers. The proposal was generally consistent with the site specific LEP and DCP provisions for the site. This DA (as amended) proposed the following:

TABLE 2 – PREVIOUS DEVELOPMENT PROPOSAL

USE	FLOOR SPACE
Residential	13,794sqm (145 dwellings)
Retail	9,585sqm
Commercial	1,620sqm
Balmain Leagues Club	3,516sqm
TOTAL:	28,515sqm
Parking	467 car spaces
<ul style="list-style-type: none"> ▪ Pedestrian bridge across Victoria Road connecting to Darling Street (to be secured through a Voluntary Planning Agreement prepared in respect of the rezoning of the site). ▪ Public domain and improvements to pedestrian infrastructure 	

The DA was recommended for refusal by Leichhardt Council and subsequently refused by the Sydney East Joint Regional Planning Panel on (JRPP) 8 July 2010. The Panel resolved by consensus to accept the recommendations of the Council's planning assessment report.

¹ The Balmain Leagues Club Precinct does not include 17-19 Waterloo Street or 172 Victoria Road which form part of the subject site for this application

This earlier scheme and the issues raised in its assessment have provided a good indication of the key issues that should influence the future development of the site and the concerns of the local community and as such have been considered in preparing the current proposal. The development concept originally proposed has been refined and enhanced with particular regard to the reasons for refusal specified by Leichhardt Council and the JRPP together with further site analysis and stakeholder consultation (including community consultation), culminating in the submission of this Major Project application.

The recommendations of the JRPP and the response in the current proposal to the issues highlighted by the JRPP in its determination of the earlier DA are set out below.

TABLE 3 – CONSIDERATION OF REASONS FOR REFUSAL OF PREVIOUS DEVELOPMENT APPLICATION

ISSUE	DESIGN RESPONSE
<p>Compliance with LEP controls</p> <ul style="list-style-type: none"> The proposal exceeds the FSR and number of storeys development standards of the LEP. <p>In any future application the Panel would require:</p> <ul style="list-style-type: none"> Complete compliance with the development standards of the LEP 	<p>D/2009/352 was lodged under Part 4 of the EP&A Act. In the determination of the proposal, the JRPP was required to give significant weight to the development standards specified in the LEP as required by legislation.</p> <p>The scope and value of the current proposal triggers assessment and determination under Part 3A of the EP&A Act. The Part 3A assessment process allows for a merit based approach to the determination of significant projects rather than the strict application of the development standards of the relevant local environmental plan. Consideration of the environmental, economic and social impacts of the proposal remains critical to the assessment process.</p> <p>The particular type of proposal and location in which it is situated means that a higher density and form than that which was envisaged under the Balmain Leagues Club Precinct Masterplan and to which the height and density controls specified in the LEP have been tailored toward can be pursued. In exceeding these controls it is appropriate to consider the particular context (within a commercial centre and adjacent to a strategic transport route) in which the proposal is located as a guide to appropriate height and density rather than rigid compliance with the LEP development standards.</p>
<p>Traffic Impact</p> <ul style="list-style-type: none"> The proposal has an unacceptable impact on the traffic in the surrounding streets. <p>In any future application the Panel would require:</p>	<p>The site has been enlarged and includes additional parcels of land to the north of the original Balmain Leagues Club Precinct site. This allows for considerable improvements to access and egress arrangements resulting in a superior approach to traffic management.</p>

ISSUE	DESIGN RESPONSE
<ul style="list-style-type: none"> A report by a traffic expert agreed on by the Council and the applicant that deals with community concerns about traffic and assures the Panel that the traffic impacts are acceptable. 	<p>A comprehensive analysis of traffic impacts arising from the proposed development has been undertaken and this assessment has confirmed that the proposal will not result in significant adverse traffic impacts on Victoria Road or the other roads surrounding the site.</p> <p>Vehicular access for commercial and residential users is separated with a dedicated access for residential users provided on Waterloo Street. Commercial users will access the site from Victoria Road.</p> <p>Importantly, pedestrian access and connectivity plays a central role in the design concept. Pedestrians will be able to access the site from all three road frontages.</p>
<p>Design Quality</p> <ul style="list-style-type: none"> The proposal has not satisfied the Council's Design Review Panel on the quality of design. <p>In any future application the Panel would require:</p> <ul style="list-style-type: none"> Satisfaction by the Design Review Panel that the proposal is of a high design quality and the apartments are of high amenity. 	<p>As with the earlier DA lodged with Leichhardt Council which was subject to review by the Council's design panel, this application has been subject to a rigorous design review process. An independent Design Review Panel, comprising some of Sydney's leading architects, has reviewed the application. The project architects met regularly with the Panel to discuss the scheme and the design has evolved in response to their comments.</p> <p>The evolution of the design of the scheme is discussed in Section 3.</p>
<p>Residential Amenity of Proposed Dwellings</p> <p>The proposal does not provide high amenity within the apartments.</p>	<p>The current project provides a good standard of internal amenity for all proposed residential apartments consistent with the requirements of the RFDC. The proposal exceeds the requirements of SEPP65.</p>
<p>Pedestrian Bridge</p> <p>As concerns the pedestrian overbridge, the Panel believe that it is desirable. However, if the applicant's and Council's best efforts fail to obtain owner's consent, the traffic study must take into account the absence of the bridge.</p>	<p>This proposal does not include a pedestrian footbridge over Victoria Road but nor would it prevent opportunities for the introduction of a future bridge from the proposed development (subject to landowners consent being obtained for land outside the ownership and control of the proponent).</p>

1.4 CONSULTATION

The Director General's Requirements require an appropriate level of consultation to be undertaken during the preparation of the Environmental Assessment. A consultation programme has been developed to assist in meeting this requirement. The initial phase of this consultation programme has included the following:

- Direct consultation with relevant government agencies and utility and service providers to determine their requirements in respect of the proposal.
- Community consultation (through the establishment of the information centre and periodical newsletters).
- Discussions and meetings with Council representatives.

This preliminary consultation has informed the detailed design of the Project in a number of ways as detailed in Appendix E and Section 7 of this report. Further consultation will be undertaken following lodgement of the application.

1.5 APPROVAL PROCESS

1.5.1 MINISTER'S DECLARATION AND DIRECTOR GENERAL'S REQUIREMENTS

State Environmental Planning Policy (Major Development) 2005 (the Major Development SEPP) identifies development to which Part 3A of the EP&A Act applies, and for which the Minister is the consent authority. Clause 6 of the SEPP states that development, which in the opinion of the Minister is development of a kind referred to in Schedule 1 of the SEPP, is declared to be a project to which Part 3A of the Act applies. The project falls into the class of development previously described in Clause 13 of Schedule 1 namely "Residential, Commercial or Retail Projects" in excess of \$100 million.

The CIV for the project exceeds the \$100 million threshold for residential, commercial or retail projects. As detailed in the Quantity Surveyors Statement the project's estimated Capital Investment Value (CIV) is \$310 million (this statement has been prepared in accordance with Planning Circular *PS 10-008 - New definition of capital investment value*) prepared by APK.

In accordance with Section 75B of the EP&A Act, and Clause 6 of the Major Development SEPP, the Proponent, Rozelle Village Pty, requested that the Minister declare the Rozelle Village Project to be a project subject to Part 3A of the EP&A Act. The proponent also requested that the Director General issue environmental assessment requirements for the Project Application.

On 15 February 2011, the then Minister for Planning declared the project to be a project to which Part 3A of the EP&A Act applies (MP11_0015) and, on 4 April 2011, in accordance with Section 75F of the EP&A Act, the Director-General of the Department of Planning issued the requirements for the preparation of an Environmental Assessment to accompany an application for the Project (Appendix A). This report constitutes the Environmental Assessment (EA) for the project. The EA has been prepared in accordance with the Director General's Requirements (refer to Section 1.1.1 Table 1).

1.5.2 RELATED DEVELOPMENT

The schedule to the declaration describes the proposed development as:

"A mixed use development of the land generally known as the Balmain Leagues Club Precinct at Nos. 138, 154-156, 168 and 170 Victoria Road; Nos 697 and 699 Darling Street and Nos. 1, 3 5, 7, 9, 13 and 15 Waterloo Street, Rozelle ."

The application site generally comprises the land identified in the project declaration but also includes two adjoining parcels of land. No. 172 Victoria Road and 17-19 Waterloo Road do not form part of the original project declaration but have been amalgamated into the development site primarily to address traffic management.

By encompassing existing residential properties immediately to the north of the originally defined site it has been possible to better integrate the development into the existing road system. The new site arrangement facilitates integration with the signalised intersection at Wellington Road. This approach has been essential in achieving suitable access to the site by eastbound vehicles.

FIGURE 3 – ADDITIONAL SITES NOT PART OF ORIGINAL PROJECT DECLARATION



The additional lands are zoned Business under the current LEP (as is the rest of the site) and the proposed uses are permissible.

The benefits of this approach are as follows:

- The extended site allows for improved access and egress for vehicular traffic:
 - The extension of the site to the north-west along the Victoria Road frontage enables effective ingress and egress for vehicular traffic.
 - Specifically, by extending the frontage of the site to Victoria Road, access can be enabled at the existing intersection of Victoria Road and Wellington Street which is considered crucial to the success of the development concept.
 - Given the significant access constraints that exist in this precinct and the primary importance of the Victoria Road corridor for both buses and private vehicle traffic, an optimal traffic and access solution is considered to be essential. This can be enabled by the proposed amended site boundaries.
- Improved site layout:
 - The extension of both the Victoria Road frontage to the north-west and the Waterloo Road frontage facilitates an efficient design from the basements through to the podium.
 - The inclusion of the Waterloo Road site also avoids the scenario where inclusion of the north-westerly extension along Victoria Road (required to achieve suitable access as discussed above) results in a development that significantly surrounds and isolates 17-19 Waterloo Street.

- Consistency with the site zoning:
 - The proposal involves the redevelopment of the lands for commercial purposes consistent with their land use zoning.

While additional land is sought to be included in the Project, the nature of the proposed development as originally declared remains consistent.

Clause 75(B)(3) of Part 3A of the *Environmental Planning and Assessment Act, 1979* allows for the inclusion and assessment of “related development” within Part 3A applications. Although not identified as land constituting the site as specified within the project declaration Clause 75(B)(3) enables the development components which will occupy the additional lands, and which will form an integral part of the overall Rozelle Village project, to be included within the project application.

Clause 75(b)(3) states the following:

“If only part of any development is a project to which this Part applies, the other parts of the development are (subject to (4)) taken to be a project to which this Part applies. The development is to be dealt with under this Part as a single project.”

FIGURE 4 – SITE’S RELATIONSHIP WITH SIGNALISED INTERSECTION AT WELLINGTON STREET



1.5.3 RECENT CHANGES TO LEGISLATION

On 13 May 2011 the NSW Government announced amendments to the EP&A Act including changes to Part 3A. Group 5 of Schedule 1 of the Major Development SEPP was subsequently repealed (including Clause 13 Residential, Commercial or Retail Projects). The *Environmental Planning and Assessment Amendment (Repeal of Part 3A) Bill 2011* was introduced into Parliament by the NSW Government on 16 June 2011. The Bill repealed Part 3A. In effect no new projects will be assessed under Part 3A but transitional arrangements apply to applications lodged prior to the introduction of the new legislation. *Schedule 6A – Transitional Arrangements – Repeal of Part 3A* provides that Part 3A of the EP&A Act continues to apply to projects for which environmental assessment requirements were notified to the proponent on or before 8 April 2011 (these projects are known as transitional Part 3A projects).

As the Director General's Requirements (DGRs) for the environmental assessment of the Rozelle Village Project were issued on 5 April 2011 the project is a transitional Part 3A project and its assessment may proceed under Part 3A of the EP&A Act.

1.6 ENVIRONMENTAL ASSESSMENT REPORT

1.6.1 PROJECT TEAM AND SPECIALIST STUDIES

This environmental assessment has been prepared on behalf of Rozelle Village Pty Ltd (the Proponent). Rozelle Village Pty Ltd is a special purpose vehicle created by Pacific Investment Pty Ltd to develop the Balmain Leagues Club and adjacent lands which together form the application site. The preparation of the EA has been undertaken in collaboration with a team of specialist consultants as detailed below.

TABLE 4 – PROJECT TEAM

REPORT	CONSULTANT
BCA Consultant	Morris Goding Accessibility Consulting
Architectural Design Report (including design principles and concept details, urban design and context analysis, visual impact assessment, solar access and overshadowing analysis, and SEPP65 and Residential Flat Design Code Statements)	Stanisic Associates
Architectural Drawings:	
▪ Podium and residential towers	Stanisic Associates (Stanisic)
▪ Basements	PTW Architects (PTW)
Construction Management and Methodology	Watpac
Contamination	Urban Environmental Services
Ecologically Sustainable Design and BASIX	Cundall Johnston and Partners Pty Ltd (Cundall)
Economic Impact	Urbis
Geotechnical and Structural Stability	Taylor Thomson Whitting (TTW) and Douglas Partners
Heritage and Archaeological Impact	CityPlan Heritage

REPORT	CONSULTANT
Noise and Vibration	AECOM
Parking	Trafix
Public Domain and Landscape Strategy	McGregor Coxall
Reflectivity	AECOM
Stormwater Management	Diversi Consulting (Diversi)
Traffic Impact and Management	Halcrow
Urban Design Assessment	Inspire
Urban Planning	Urbis
Waste Management	Elephants Foot
Wind Analysis	Cermak Peterka Petersen Pty Ltd (CPP)
3D Model	James Draper

The specialist studies commenced at an early stage in the development process. The findings of these baseline environmental studies have played an important role in the evolution of the design of the proposed development and have defined the environmental sensitivities and constraints affecting the site.

Design team meetings attended by members of the project team, were held at regular intervals throughout the design development process. These meetings provided a valuable forum for the exchange of information and ensured that the design team were fully aware of the environmental constraints and opportunities within the site.

The specialist studies have been undertaken in accordance with current best practice. The specific guidance used is referenced within each of the respective reports.

The majority of assessments involved consultation with statutory and non-statutory bodies, desk based research, site inspections and surveys, impact prediction and mitigation.

The content and conclusions of the assessments are based on the drawings and schedules which accompany the application and as described in the Architectural Design Report (Appendix T) and Section 4 of this report. The objective of the assessment is to present an informed, transparent and reasoned description of the impacts of the proposal.

Any adverse environmental effects have been considered for mitigation at the design stage and where practicable specific measures have been included within the draft Statement of Commitments (refer to Section 9).

1.7 PRELIMINARY CONSULTATION

The proponent has actively engaged with key community, government agencies and local authorities to discuss plans for the redevelopment of the site. This process of consultation began prior to the submission of the lodgement of the Clause 6 request and preliminary environmental assessment report and continued following the declaration of the project and receipt of the Director General's environmental assessment requirements as part of the early development planning for the site. This preliminary phase of consultation was conducted through the implementation of a comprehensive programme of community consultation with local residents and businesses and other stakeholders.

The planning history for the site has influenced the evolution of the design for the current proposal as discussed in the Architectural Design Report contained in Appendix T. The current proposal, the subject of this application, builds on these earlier proposals and importantly on the outcome of consultation undertaken at this time.

With respect to the current proposal, the project team has held preliminary discussions with a range of stakeholders about the proposed development to identify and address key issues. A number of factors have influenced the detailed design of the project:

- Obstacle Height Limitations: Sydney Airports Corporation Limited (SACL) was consulted early in the design process to establish the Obstacle Height Limitations (OHL) applicable to the site. An application incorporating resolved detail of future façade, materials and built form will be made to SACL once the design of the development is sufficiently resolved to enable SACL to provide further site specific requirements. This approach is supported by SACL.
- Traffic and Access: Traffic management implications associated with the redevelopment of the site have been extensively explored. Previous investigations revealed existing capacity problems on Victoria Road (Thursday PM peak). Analysis of traffic issues and discussion with NSW Transport Roads and Maritime Services (RMS)(formerly the Roads and Traffic Authority (RTA)) have been integral to the design process to ensure that the development can operate successfully without resulting in interference to the operation of the surrounding road network (particularly the operation of bus services).
- Geotechnical Stability: The project will require deep excavation (8 basement levels). Geotechnical requirements have been thoroughly assessed and particular regard has been given to potential conflict and structural requirements associated with surrounding future transport corridors which extend below ground (i.e. Sydney Metro Authority (SMA)). The SMA has been consulted and the project has been designed with regard to their design brief.
- Economic Impact: Investigations indicate that there is latent retail capacity within the area for circa 9,192m² of supermarket floor space and has capacity for a new full-line supermarket. The potential impact on existing retail (locally and existing centres within the wider LGA and surrounding suburbs) has been a key consideration in developing the project. The proposal seeks to complement and not compete with existing retail provision within the Rozelle Commercial Neighbourhood and other retail centres in the locality.
- Urban Design: The site is extremely prominent and its redevelopment for multi-storey development will have a significant visual impact. The proposal has been subject to independent review by an independent Architectural Design Review Panel and has been refined in response to comments generated through this process.

Further information about the consultation process to date is included in the Community and Stakeholder Consultation report attached at Appendix E, and within Section 7.

The consultation process will continue following the public exhibition of the application. Any submissions or concerns raised will be reviewed and addressed within a preferred project report.

1.7.1 ASSUMPTIONS AND LIMITATIONS

The principal assumptions that have been made and any limitations that have been identified in preparing this EA are set out below:

- All of the principal land uses adjoining the site remain, except where redevelopment proposals have been granted development consent. In those cases it is assumed that the consent will be implemented.
- Baseline conditions have been established from a variety of sources, including historical data, but due to the dynamic nature of certain aspects of the environment, conditions will change during the construction and operation of the proposal.
- Information received from third parties is complete and up to date.
- The design, construction and completed stages of the proposal will achieve minimum environmental standards, consistent with contemporary legislation, practice and knowledge.
- Works will commence in 2013 (subject to approval) and will be completed in 2016, a period of approximately 42 months in total.

Further discipline specific assumptions and limitations are provided within each of the technical reports that accompany this EA (attached at Appendices F-U).

2 Context and Site Analysis

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>The Environmental Assessment must include:</i></p> <p>2. A thorough site analysis including site plans, aerial photographs and a description of the existing and surrounding environment.</p>	Appendix T

2.1 INTRODUCTION

The application is accompanied by an Architectural Design Report prepared by Stanisic Associates with input from PTW architects (see Appendix T). This report provides a detailed analysis of the site and its context and demonstrates how the project has evolved from this analysis having regard to its place in the inner-west suburb of Rozelle, and its compatibility with its surrounds.

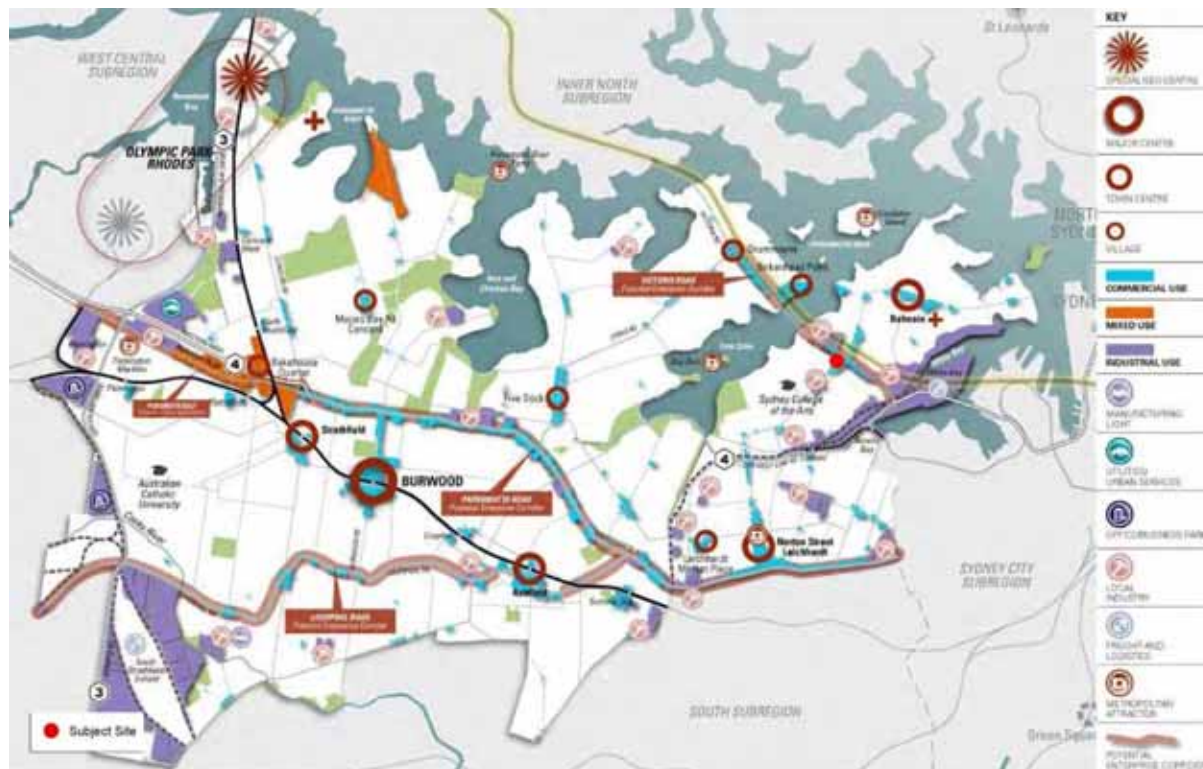
The key characteristics of the site are presented below.

2.2 URBAN CONTEXT

2.2.1 INNER WEST SUBREGION

The land, the subject of this application, is situated in Rozelle approximately 4km to the west of the Sydney Central Business District (CBD) and is within the Local Government Area (LGA) of Leichhardt.

FIGURE 5 – INNER WEST SUBREGION (SYDNEY METROPOLITAN PLAN)



Rozelle forms part of the inner west subregion as defined by the Sydney Metropolitan Plan. It is the western gateway to the Sydney CBD and benefits from excellent transport links. The suburb is well established and Victoria Road, which divides the suburb, carries the dominant flow of traffic into the CBD from the west including frequent bus services. Rozelle, together with the surrounding inner west suburbs of Balmain and Birchgrove (to the north) and Lilyfield and Leichhardt (to the south) are popular residential suburbs being within easy commuting distance of the Sydney CBD and benefitting from attractive open spaces, and vibrant village centres.

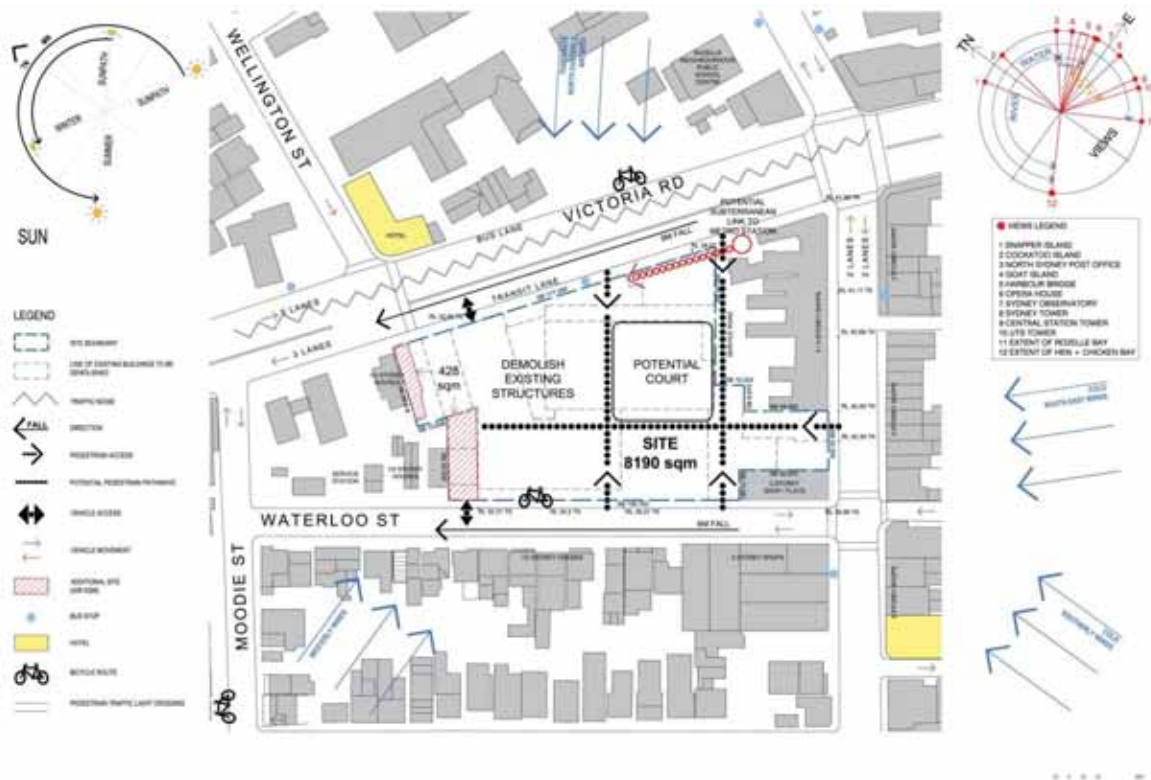
The suburb's key features include the following:

- Located between the major centre at Burwood, the Olympic Park-Rhodes specialised centre and Sydney CBD each of which are projected to accommodate significant employment and economic growth in the next 25 years.
- Benefits from excellent accessibility to public and private transport networks. The Rozelle Village site is on the Victoria Road strategic bus corridor which provides access to Sydney CBD to the south east and Parramatta to the north-west. Multiple local and regional bus services operate along this route.
- Well serviced by a major arterial road network comprising Victoria Road and the M4 motorway.

2.2.2 SITE CHARACTERISTICS

The site is situated on the southern side of Victoria Road and has primary frontage to this busy road which is characterised by three storey commercial development, interspersed with residential properties. Secondary frontage is available to Waterloo Street, a predominately residential street. Limited frontage is also available to Darling Street which is occupied by single and two storey retail premises.

FIGURE 6 – SITE ANALYSIS PLAN (EXTRACT FROM ARCHITECTURAL DESIGN REPORT (STANISIC ASSOCIATES))



The site has a number of key characteristics:

- Situated on a ridge line and therefore visually prominent over a considerable distance.
- Forms part of an established and vibrant retail precinct which is characterised by independent boutique retail.
- Within a popular residential suburb, supported by its proximity to the city centre, good transport links and local facilities and recreational areas.
- Located on a major arterial route (Victoria Road) which experiences extremely heavy traffic. A number of major infrastructure proposals relate to this location including a new rail link with a station at Rozelle (the most recent project to progress the metro station within Rozelle has been abandoned).
- Benefits from good public transport being located immediately adjacent to a high frequency bus corridor. Additionally, the site is connected to the Sydney CBD by a cycle and pedestrian network.

2.2.3 SURROUNDING LAND USES

The site is highly accessible to existing residential populations and key areas of residential growth. The locality is characterised by a diverse mix of land uses including medium density housing, retail strip development (on Darling Street), commercial uses aligning Victoria Road, educational facilities and some light industrial uses. There are a number of larger civic and institutional facilities in Rozelle that complement the diverse residential accommodation including schools, churches and the former mental health institution at Callan Park. The site is generally bound by Waterloo Street, Victoria Road, retail shops which front Darling Street to the south east and residential development to the west and northwest. Rozelle Public School is located directly opposite on the eastern side of Victoria Road.



PICTURE 1 – DARLING LANEWAY



PICTURE 2 – RETAIL UNITS TO THE SOUTH OF THE SITE



PICTURE 3 – RETAIL UNITS ON THE OPPOSITE SIDE OF DARLING STREET



PICTURE 4 – WATERLOO STREET DWELLINGS TO THE NORTH OF THE SITE

Immediately surrounding land uses include residential, retail and commercial development generally accommodated in single and two storey properties.

- **North:** The site is situated immediately adjacent to Victoria Road which separates it from the heritage listed Rozelle Public School opposite. Views of the school from the site are obscured by mature trees which extend along the school's southern boundary (fronting Victoria Road).

In the vicinity of the site Victoria Road consists of an 8 lane road (5 lanes east bound towards Iron Cove including a dedicated AM bus lane and a feeder lane which allows right turn access into Darling Street for vehicles travelling southward towards Lilyfield, and 3 lanes west bound (further west there is an additional right turn lane allowing right turn access into Darling Street for vehicles travelling northward towards Balmain). Victoria Road is among Sydney's busiest roads and is a visually dominant feature of the surrounding area.

- **South:** The site is situated adjacent to Waterloo Street. The southern side of the road is low scale residential in character, the northern side is commercial in character and the Balmain Leagues Club and public car park are dominant features. Buildings opposite the site include single and two storey residential dwellings.

Waterloo Street consists of a two lane carriageway with on-street parking available on both sides of the road.

- **East:** The site is bound by Darling Lane, a laneway to the rear of retail premises with frontage to Darling Street and which provides rear access to a strip of two storey retail/commercial units which form part of the southern extent of the Rozelle Commercial Neighbourhood. These retail shops are features of the Darling Street Heritage Conservation Area.

In the vicinity of the site Darling Street comprises a four lane carriageway. Metered on-street parking is available on both sides of the street.

- **West:** The site is adjoined by two storey detached residential properties (situated on land zoned Business). Beyond which is a petrol filling station with primary road frontage to Victoria Road and secondary frontages to Moodie Street and Waterloo Street.

There are a number of key development sites within the immediate area which are described below:



PICTURE 5 – VACANT OFFICE BUILDING WITHIN THE CARRIER SITE (VIEWED FROM TERRY STREET)



PICTURE 6 – CARRIER SITE VIEWED FROM THE JUNCTION OF TERRY STREET AND MARGARET STREET

- Carrier Site: Situated at Terry Street to the north west of the site and proposed for comprehensive redevelopment involving a retail-led scheme comprising bulky goods retail, supermarket and some residential use. A recent planning proposal (prepared by Ingham Planning dated November 2010) identifies the following uses:
 - A new public road through the site to link Merton and Margaret Streets
 - Three buildings of 1-8 storeys, with lower scale buildings at the existing street frontages and higher buildings toward the centre of the site and adjacent to the new road
 - FSR of 1.7:1
 - 1300m² of neighbourhood retail/commercial space at the intersection of the new road and Terry Street including specialty shops and a small supermarket no larger than 600sqm
 - Child care centre
 - 450m² of commercial/light industrial space in the form of live/work terrace style development along Crystal Street
 - 198 dwellings comprised of 45 x 1 bed, 129 x 2 bed and 24 x 3 bedroom apartments
 - Parking for around 320 cars.

Although identified for potential future development (Leichhardt Residential Development Strategy Stage 1) a development application has not been lodged for the proposal at this stage and the site has not been rezoned to support these uses. The site is zoned Industrial pursuant to the Leichhardt Local Environmental Plan 2000 (LEP 2000) (proposed to be zoned IN2 Light Industrial under the Draft Leichhardt LEP) and the proposed land uses are prohibited.

- Callan Park: A Masterplan for the redevelopment of the site was approved by Leichhardt Council on 19 July 2011. The site is State Heritage Listed and has historically been used for institutional purposes including mental health services. The Masterplan provides for the retention of the site for public purposes (including mental health services) and adaptation of some areas for formal and informal recreation.
- White Bay: On 20 December 2009, the Premier announced that the Overseas Passenger Terminal at Darling Harbour would be relocated to White Bay. The Minister for Planning approved the construction and operation of the White Bay Cruise Passenger Terminal on 2 February 2011. Development will involve the berthing of two cruise ships, gangways and land side areas for customs and security and construction of a new purpose built terminal buildings which will be used for functions, exhibitions and corporate events.

2.2.4 ROAD INFRASTRUCTURE

LOCAL ROAD NETWORK

The site is well served by the local road network with several good links into central Sydney and the wider road network. Figure 7 shows the location of the site in relation to the surrounding road network. The key road corridors within the inner western sub-region include Victoria Road which runs along the northern side of the site and Darling Street which extends along the eastern side of the site. Victoria Road is the main road corridor through the region and provides direct access to Sydney CBD. Victoria Road experiences heavy traffic volumes.

The majority of the local major road routes are maintained by the RTA and are part of its strategic bus network. All non RTA routes in the area are maintained by Leichhardt Council. In the vicinity of the site this includes Darling Street and Waterloo Street.

The local authority boundary with Canada Bay is located close to the site along Victoria Road immediately to the north of the site.

FIGURE 7 – LOCAL ROAD NETWORK (EXTRACT FROM ARCHITECTURAL DESIGN REPORT (STANISIC ASSOCIATES))



PEDESTRIAN AND CYCLE NETWORK

The site has a high level of accessibility along Victoria Road with adequate concrete paved pedestrian footways along either side of the carriageway. A pedestrian foot path is also located on each side of Darling Street and Waterloo Street. The quality of the footpath along Waterloo Street is inferior to the provision along Darling Street which has recently been upgraded.

The site is located in close proximity to several routes that form part of the Inner Sydney Cycle Network.

FIGURE 8 – INNER SYDNEY CYCLE NETWORK (SYDNEY CYCLEWAYS)



BUSES

Due to the location of the site adjacent to a major road corridor, it has substantial exposure to bus routes. Bus routes running along Victoria Road run at high frequencies during the day to service commuters travelling into the Sydney CBD. Victoria Road provides accommodates a total of 16 bus routes providing access to several locations across Sydney.

A summary of the bus routes running within close proximity to the site is provided in Table 5.

TABLE 5 – LOCAL BUS ROUTES

ROUTE	DETAILS
500, 502, 504, 505, 506, 507, 508, 510, 515, 518, 520, M52	Victoria Road: CBD to north western suburbs
501	Victoria Road: CBD to north western suburbs (via Pyrmont)
440	Darling Street: CBD to Rozelle (via Leichhardt)
433	Darling Street & Victoria Road: CBD to Balmain (Via Glebe)
445	Darling Street: Balmain to Canterbury Station (via Leichhardt)

FIGURE 9 – LOCAL BUS ROUTES (SYDNEY BUSES)



LOCAL INFRASTRUCTURE IMPROVEMENTS

As identified in the draft Inner-West Subregional Strategy, the *2008-2009 State Infrastructure Strategy* identifies infrastructure improvements within the locality including the Victoria Road upgrade designed at targeting traffic congestion on this busy commuter route. The project, which has been completed, has involved the following works:

- Weekday peak direction bus lanes
- Tidal flow traffic through Drummoyne and Rozelle
- Duplication of Iron Cove Bridge
- Improved pedestrian and cycle access



PICTURE 7 – DUPLICATE IRON COVE BRIDGE



PICTURE 8 – PEDESTRIAN AND CYCLE PATH
IMPROVEMENTS ON VICTORIA ROAD

Also identified within the draft Inner West Subregional Strategy, is a future rail link, which would extend through the inner west subregion with new stations at Drummoyne and Rozelle. The rail link project is not progressing at this time. Opportunities for integration of the proposed development with a future rail connection have nonetheless been discussed with the Sydney Metro Authority and the proposal has been designed to meet the requirements of the Authority in this regard.

2.2.5 OPEN SPACE AND RECREATION FACILITIES

The area is well served by recreational facilities which include a number of regional venues within a reasonable walking distance of the site as follows:

TABLE 6 – DISTANCE TO LOCAL OPEN SPACE AND RECREATION FACILITIES

RECREATIONAL FACILITY	DISTANCE
Callan Park	800m
Iron Cove Bay Run	500m
Leichhardt Park Aquatic Centre	1km
Leichhardt Park / Oval	1km
Drummoyne and Leichhardt Rowing Clubs	1km

These facilities are complemented by a mix of formal and informal open spaces including Bridgewater Park, King George Park (to the north west) and Easton Park (to the south).



PICTURE 9 – IRON COVE BRIDGE



PICTURE 10 – THE BAY RUN AT IRON COVE



PICTURE 11 – CALLAN PARK



PICTURE 12 – WEEKEND MARKETS AT ROZELLE PUBLIC SCHOOL

2.2.6 RETAIL PROVISION

The site is integral to the Rozelle Commercial Neighbourhood which extends along Darling Street but is currently disconnected from the Darling Street retail strip having no through connections from Darling Street. Retail provision within the Rozelle Commercial Neighbourhood reflects its village character and includes boutique stores, cafes and restaurants. These facilities are complemented by popular weekend markets which are held at the Rozelle Public School (opposite the site) and at Orange Grove Public School in Lilyfield.



PICTURE 13 – DARLING STREET (NORTH ROZELLE)



PICTURE 14 – BIRKENHEAD POINT SHOPPING CENTRE

FIGURE 10 – RETAIL CENTRES IN THE VICINITY OF THE SITE



Additional retail opportunities, including a Coles supermarket and discount outlets, are available at the Birkenhead Point Shopping Centre on the western side of the Iron Cove Bridge (within the Canada Bay LGA). Retail provision within the locality is summarised below:

- **Rozelle:** Darling Street retail strip comprises a mix of retail (primarily convenience retail outlets) and cafes. Supermarket provision includes a small IGA store. The retail strip is bisected into north and south by Victoria Road. There is a marked difference in the appearance and range of retail facilities available in the northern and southern sides of the neighbourhood. The southern side of Darling Street (the subject site occupies this side of the commercial neighbourhood) is characterised by takeaways and charity shops and has a number of vacant units. By way of contrast the northern end of Darling Street has few vacancies and includes a vibrant mix of restaurants, and boutique retail outlets.
- **Balmain:** The Darling Street retail strip comprises a mix of boutique retail, cafes, restaurants and bars as well as a Woolworths supermarket.
- **Birkenhead Point Shopping Centre:** Situated on the northern side of the Iron Cove Bridge. The shopping centre has recently been upgraded and enlarged. The principal focus of the shopping centre is comparison retail (clothes and household goods) but it also includes some convenience retail including a full-line Coles supermarket and fresh foods outlets which have been recently modernised and expanded.
- **Leichhardt:** The largest commercial centre in the LGA comprises a large number of retail and leisure facilities including a significant proportion of cafes and restaurants. A full-line Coles supermarket and fresh foods outlets are accommodated in the Norton Plaza. The Market Place on Marion Street accommodates an Aldi and Woolworths supermarket.

Further information and analysis of retail provision within the locality is provided in the Economic Impact Assessment report at Appendix H.

2.3 DESCRIPTION OF THE SITE

2.3.1 SITE LOCATION

The site is located at Victoria Road, Rozelle and comprises the majority of a city block bounded by Victoria Road, Waterloo Street and Darling Street and as noted above it forms part of the Rozelle commercial neighbourhood which is bisected by Darling Street (east – west) and Victoria Road (north – south). It is one of the largest developable sites held in single ownership within the Leichhardt LGA, comprising approximately 8,190m² of land.

2.3.2 RECENT HISTORY

The Balmain Leagues Club is a significant and well established local community and entertainment venue which has occupied the site since the 1960s. Plans for the introduction of a new Sydney Metro station at the site resulted in the club temporarily relocating to Five Dock and Sydney Markets in 2010. The Club building and adjacent multi-deck car park have been vacant since this time and are showing signs of neglect, vandalism and graffiti. Bringing this prominent site back into active use (and providing suitable premises to enable the Balmain Leagues Club to return to Rozelle) is a high priority.



PICTURE 15 – BALMAIN LEAGUES CLUB IS A PROMINENT FEATURE ON VICTORIA ROAD



PICTURE 16 – CLUB BUILDING FRONTING VICTORIA ROAD



PICTURE 17 – BALMAIN LEAGUES CLUB FRONTAGE VIEWED FROM VICTORIA ROAD SOUTH



PICTURE 18 – REAR OF BALMAIN LEAGUES CLUB VIEWED FROM WATERLOO STREET

2.3.3 TOPOGRAPHY

The site is located at a local high point being situated at the meeting point of ridge lines on Victoria Road and Darling Street. The site falls from north to south with a varying gradient. Levels range from 32m AHD (south) to 41m AHD (north). A site survey plan accompanies the application. A series of site analysis-constraints summary plans prepared by Stanistic Architects and aerial photographs of the subject site are also provided (Appendix T).

2.3.4 GEOLOGY

The site is generally underlain by Hawkesbury Sandstone bedrock with varying strengths from low to high strength at relatively shallow to moderate depth. The sandstone bedrock is overlain by residual soils and some imported fill material (refer to Appendix N).

The site is not subject to acid sulphate soils.

2.3.5 HYDROLOGY

The closest water body to the site is Iron Cove, situated 500 metres to the west. Stormwater from the site flows through the local stormwater system on Victoria Road and Waterloo Street and drains to Iron Cove.

The site is not at risk of flooding.

2.3.6 CONTAMINATION

Environmental site investigations have been undertaken and confirm that the site is unlikely to be affected by widespread contamination and that it is suitable for the proposed land uses. Existing underground storage tanks (USTs) located within the site will be removed to facilitate the development. A Remediation Action Plan to manage this process has been prepared (refer to Appendix O). The potential for some shallow and isolated areas of contamination (associated with previous chemical and fuel storage within the site) has been noted. The project involves extensive excavation which would result in the removal of all contaminated soil from the site.

2.3.7 TREES

The site is located within an urban environment and has been fully developed. It comprises little vegetation with the exception of landscaping trees on the site's Victoria Road frontage adjacent to the entrance to the Balmain Leagues Club. All existing vegetation will be removed from the site.

Street trees are located on Waterloo Street (although there are no trees along the frontages of the site). These trees will be retained (and protected as necessary during the construction process) and supplemented by new planting at the frontages of the site and at podium level.



PICTURE 19 – EXISTING VEGETATION ON SITE'S VICTORIA ROAD FRONTAGE



PICTURE 20 – PLANTING AT WATERLOO FRONTAGE

2.3.8 PROPERTY DETAILS AND LAND USE

The site is fully developed, being largely occupied by the existing Balmain Leagues Club building and associated multi-level and surface level car parks. The Club has temporarily vacated the site and currently occupy premises in Five Dock and Sydney Markets. The construction of purpose built premises for the Club is integral to the project. Other existing buildings include individual commercial / industrial

and residential (vacant) buildings. The existing buildings within the site are shown below and described in Table 7.

TABLE 7 – EXISTING BUILDINGS

PROPERTY DESCRIPTION	STREET ADDRESS	BUILT DEVELOPMENT
Lot 1 DP109047	154-156 Victoria Road	Two storey painted brick commercial building occupied by a dance studio.
Lot 1 DP528045	Balmain Leagues Club and associated car parking, 138-152, Victoria Road	<p>Two storey building constructed in 1963 and subsequently modified and extended. The building has main road frontage to Victoria Road. It comprises meeting / function rooms, a gaming area, kitchen, café, lounge bar and dining areas.</p> <p>The car park surrounds the property at 154 Victoria Road and extends from Victoria Road to the Waterloo frontage. Car parking facilities include underground, above ground and at grade areas providing parking for approximately 200 vehicles.</p>
Lot 102 DP629133	699 Darling Street	Single storey shop constructed in the early 20 th century and formerly occupied by the Byers Meat butchery (now vacant). The building has a simple parapet and white tiled shop front.
Lot 104 DP733658	697 Darling Street	Two storey shop constructed in the 1920s. It comprises a simple parapet and horizontal band of windows at first floor level and modified timber shop front at ground level.
Lot 101 DP629133	1 Waterloo Street	A part one / part two storey brick commercial building with flat roof. The building is physically and functionally connected to 699 Darling Street, being the back of house area for the former butchery that occupied the premises.
Lot 37 DP421 / Lot 38 DP421 / Lot 36 DP190866	3-7 Waterloo Street	At grade public car park
Lot 2 DP323480	168 Victoria Road	Two storey painted industrial building (currently vacant)
Lot B DP436153	170 Victoria Road	Single storey dwelling (vacant)
Lot A DP436153	172 Victoria Road	Two storey dwelling (vacant)
SP67362	17-19 Waterloo Street	A pair of semi-detached two storey houses



PICTURE 21 – EXISTING COMMERCIAL BUILDING AT 154 VICTORIA ROAD



PICTURE 22 – MULTI-DECK CAR PARK



PICTURE 23 – 168 VICTORIA ROAD (COMMERCIAL) AND 170 AND 172 VICTORIA ROAD (RESIDENTIAL)



PICTURE 24 – BALMAIN LEAGUES CLUB FRONTAGE VIEWED FROM VICTORIA ROAD



PICTURE 25 – WATERLOO STREET CAR PARK



PICTURE 26 – 699 DARLING STREET

2.3.9 EXISTING BUILT FORM

The existing built form within the site reflects its past uses and comprises a collection of ad hoc buildings and structures, the majority of which are vacant. The site has a medium scale commercial character largely defined by the Balmain Leagues Club building and its associated multi-deck car park. Built form can be characterised as follows:

- Building heights generally consisting of two commercial storeys
- Strong alignment to Victoria Road forming a distinct commercial frontage
- Poor pedestrian environment along Victoria Road
- Lack of façade articulation along the site's Waterloo frontage
- No through connectivity to Darling Street and its retail uses
- General absence of planting and vegetation
- Parking is visually dominant

2.3.10 HERITAGE

The site does not contain any listed heritage items. The two Darling Street properties (697 and 699) and adjacent property at 1 Waterloo Street are however, situated within a heritage conservation area. A number of heritage items are located in the vicinity of the site.

FIGURE 11 – LOCAL HERITAGE



TABLE 8 – HERITAGE ITEMS IN THE VICINITY OF THE SITE

ADDRESS	DESCRIPTION	HERITAGE SIGNIFICANCE
665A Darling Street	Rozelle Neighbourhood Centre	State
661 Darling Street	Former Westpac Bank building	Local
668 Darling Street	St Thomas' Church Group	State
678 Darling Street and 128-132 Victoria Road	York buildings	Regional
707 Darling Street	Former Police Station	Regional
731-735 Darling Street	Single storey inter-war period shops	Local
736 Darling Street	Single storey commercial building	Local
747 Darling Street	Fire Brigade / Ambulance Training Centre	Local
114 Victoria Road	Mechanics Institute	Local
10 Hancock Street	Former Tramway Workshop	State / Local
1-9 Belmore Street	Alice Terrace	Local
22 Belmore Street	Corner Building	Local
4-12 Red Lion Street	Mary Terrace	Local



PICTURE 27 – YORK BUILDINGS ON VICTORIA ROAD TO THE SOUTH OF THE SITE



PICTURE 28 – 697 AND 699 DARLING STREET

2.3.11 EXISTING SERVICE INFRASTRUCTURE AND EASEMENTS

An existing 1 x 1000 kVA substation which serves the Balmain Leagues Club is located within the site. In addition, there exists underground Ausgrid high voltage (HV) cabling infrastructure feeding the substation and low voltage (LV) cabling supplying other customers is situated on Victoria Road. 11kV high voltage (HV) cables feed the present substation from Victoria Road. These services will need to be relocated prior to commencement of any demolition and excavation works on site. New ducts and pits are required to be established along an alternate path as part of relocation works for the 11kV feeds and affected pilot cables where applicable. The existing substation will be decommissioned and a temporary substation will be established on-site to meet the needs of these customers during the construction and demolition phase. Following the installation of the new substations these customers will be permanently connected to the new supply. The staging of these works will be co-ordinated with Ausgrid.

Optus has a mobile service base station within the site and this will require relocation. Consultation with Optus in this regard is ongoing. All necessary measures will be undertaken to minimise disruption to services.

Darling Laneway extends immediately to the south of the site and provides access to properties fronting Darling Street.

3 Design Evolution

This section reviews the various design, use and siting options explored and the reasoning for the selection of the preferred development option. Various alternatives have been considered at every step of the design process. The resultant scheme is both flexible and robust with the right uses, in the right orientation and in the right location.

The starting point for the consideration of alternative options for the site was the masterplanning / site analysis process. This considered the constraints to development and set the key objectives and land use principles for the site (as expressed in the Architectural Design Report attached at Appendix T and the Urban Design Assessment at Appendix U). This process identified the environmental and economic constraints which have informed the final form and scale of development proposed.

The methods used were drawings, models and three-dimensional visualisation of how each alternative would fit within the site and its surroundings. The project architects were particularly concerned about the relationship between the various elements of the proposals, its immediate context, the buildings' appearance medium range and long distance skyline views as a distinctive and memorable development.

3.1 DO NOTHING SCENARIO

The do nothing scenario (i.e. leaving the site in its current state) is not considered to be an acceptable option as it would represent a missed opportunity to contribute to the ongoing growth and development of Rozelle and inner-west subregion and would perpetuate the under-use of the site. The proposed development offers opportunities to stimulate further investment and regeneration in the area (specifically the southern side of the Rozelle commercial neighbourhood). The site is substantial and such a large scale investment will bring tangible benefits, both economic and social, to the area. Conversely, should the development of the site not proceed, the site will continue to detract from the appearance of the wider area, potentially deterring investors, new residents and businesses from locating here. The retail and commercial space proposed will be of a superior quality to that which currently exists on the site.

3.2 SITE SUITABILITY

The primary objective of the proposal is the delivery of new residential and commercial facilities. There is a compelling case for a mixed use, high density development in this location. The site is strategically located in an area that benefits from its proximity to public transport links which provide frequent and direct access to Sydney CBD and as such is ideal for redevelopment particularly for a scheme that intensifies the use of the site. It has a number of important attributes that make it suitable for the scale and form of development proposed as follows:

- Urban Context: The site forms a logical extension of the established Darling Street retail precinct.
- Accessibility: The site has excellent access from Victoria Road, a key connector road providing direct links with Sydney CBD, and more broadly to the north of the Sydney Metropolitan area. In view of the site's excellent links with public transport there is scope to intensify its use including the introduction of new residential development.

The site has strong visual exposure to the regional road network and therefore would benefit from passing trade as well as trade from the local catchment. It occupies a prominent location at the intersection of the regional road network (Victoria Road) and the local road network (Darling Street).

- Size: The site is substantial and as such has the capacity to accommodate a more intensive form of development.
- Land Use: A mixed use scheme involving retail, commercial, residential and leisure uses is compatible with the character of the surrounding area.

- Availability: Few development sites (of the size needed and with suitable access to public transport and amenities) are available within the locality which can make a meaningful contribution to dwelling and employment targets. The scheme will assist targets for the inner west region to provide 12,500 new jobs and 30,000 new homes by 2031 (regional targets specified by the draft Inner West Subregional Strategy).

The scheme has been designed exclusively as a response to its location and site characteristics. It provides the opportunity to integrate the site physically and visually with the surrounding area. The scale, massing and mix of uses provide a scheme that is befitting the site as demonstrated in the Architectural Design Report (Appendix T) and the Urban Design Assessment (Appendix U). The proposed development will have a positive impact on the image of this area through the construction of a distinctive and memorable development.

3.3 ESTABLISHING THE DEVELOPMENT PARAMETERS

The uses and general form of development proposed remain consistent with the concept originally presented to DP&I, as described within the preliminary environmental assessment report as follows:

- Land uses: The proposed development comprises a mix of commercial, residential, retail, Balmain Leagues Club, leisure and community uses.
- Public space: The proposal includes green spaces and active roof top spaces.
- Built form: The building form proposed consists of two residential towers above a commercial / retail podium.

The final design concept does however depart from the concept originally presented in the PEA report in terms of the quantum of residential floor space now proposed. The final concept design involves an uplift in residential floor space and resultant changes to the residential towers, which have been increased in height from 14-16 storeys (as described in the PEA report) to 20-26 storeys.

This departure is a result of further detailed analysis of local development capacity which supported more intensive development of the site.

3.3.1 LOCAL DEVELOPMENT CAPACITY

An analysis of the site's development capacity primarily based on its policy and land use context (refer to Appendix U) identified that the site could accommodate up to 74,500m² of floor space (FSR of 9.6:1)² based on the following:

- Within the locality, land available for future development is limited and may accommodate a residential development yield of 670 dwellings. This yield falls short of the targets for the area envisaged by the draft Inner West Regional Strategy. Opportunities to maximise yields within the few available development sites remaining within the locality should be explored.
- The site is within 400m of public transport and adjacent to a village centre and represents an excellent opportunity to achieve the environmental and amenity benefits of adopting a transit orientated development approach to guiding urban redevelopment.
- Retail demand assessments identify a need for new retail and commercial floor space.

² When all planning considerations (environmental, social and economic) were taken together, this quantum of floor space was not fully achievable on the site.

TABLE 9 – COMPARISON OF PARAMETERS SPECIFIED IN PRELIMINARY ENVIRONMENTAL ASSESSMENT REPORT AND FINAL CONCEPT

LAND USES	GROSS FLOOR AREA (M ²) (PRELIMINARY ENVIRONMENTAL ASSESSMENT)	GROSS FLOOR AREA (M ²) (PROPOSED)	VARIATION
Residential	30,000 (capacity for up to 44,000)	32,329	+ 8% (- 26.5%)
Retail	20,000	13,971	- 30%
Commercial	7,500	4,867	- 35%
Club	3,500	2,711	- 22.5%
Childcare	Not specified	672	-
Miscellaneous	Not specified	428	-
<i>Total GFA</i>	<i>40,000 to 45,000</i>	<i>54,979</i>	<i>+ 37.4% to + 22.2%</i>

3.3.2 SITE'S DEVELOPMENT CAPACITY

In developing the design concept, and recognising the demand and potential capacity for new residential and commercial floor space within the locality, design options incorporating 55,000m² floor space were tested against relevant design and amenity criteria to determine the site's development capacity. This assessment critically analysed the development parameters permissible under the relevant Leichhardt Council planning controls and opportunities to stretch these controls to respond to the challenging dwelling targets that need to be achieved within the Sydney Metropolitan area (as articulated in the Sydney Metropolitan Strategy) by 2031 and local capacity.

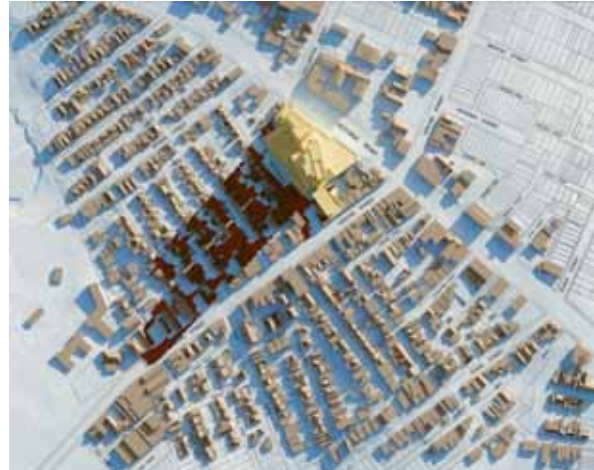
The design analysis found that:

- Increasing the height of the proposed towers will result in an improved design outcome (particularly when viewed over long distances) providing greater definition to the various building forms and reducing the overall visual bulk of the development.
- Due to the elevated nature of the site, taller buildings will not result in view loss for surrounding properties.
- The visual impacts associated with taller buildings relate to distant views, resulting in the development being visible over longer distances. In terms of close range views, the visual impacts of the residential tower element of the proposal remains the same regardless of height due to the set back of these building elements.
- Tall buildings will result in shadow and visual impacts and cast more far reaching shadows than a lower scale development but the short range shadow impacts would be generally the same (refer to Figure 12). Shadow impacts can be appropriately managed through attention to building form, orientation and siting to ensure that overshadowing does not impact on residential properties in the vicinity of the site to an unacceptable degree.

FIGURE 12 – SHADOW ANALYSIS – COMPARISON OF PEAR CONCEPT AND FINAL DESIGN



PICTURE 29 – PEAR CONCEPT – 21 JUNE 9AM



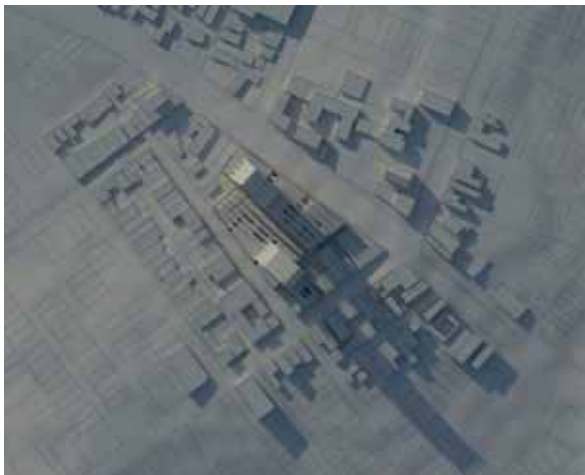
PICTURE 30 – FINAL DESIGN – 21 JUNE 9AM



PICTURE 31 – PEAR CONCEPT – 21 JUNE 12 MIDDAY



PICTURE 32 – FINAL DESIGN – 21 JUNE 12 MIDDAY



PICTURE 33 – PEAR CONCEPT – 21 JUNE 3PM



PICTURE 34 – FINAL DESIGN – 21 JUNE 3PM

3.4 ENVELOPE AND SITING OPTIONS EXPLORED

As part of the design analysis process, a number of envelope and siting options were considered to help establish the most appropriate design for the site. Alternatives were considered for the distribution of uses, the height and configuration of the buildings, the pedestrian environment and the quantity of car parking provision. The evolution of the scheme design has been heavily influenced by consultation with key stakeholders which have included:

- Department of Planning and Infrastructure
- Architectural Design Review Panel
- NSW Transport Roads and Maritime Services (formerly the Roads and Traffic Authority)
- Sydney Airport Corporation Limited (Air Services)
- Utility service providers
- Local community

3.4.1 INDEPENDENT ARCHITECTURAL DESIGN REVIEW

There is a strong level of community expectation that new development on the site should be of high quality, both in architectural appearance and functionality. The proposal has been reviewed by an independent Architectural Design Review Panel which consists of four well respected architects. The panel provided pre-lodgement and assessment advice on the design of the proposed development. The minutes from the panel meetings are provided at Appendix E and a copy of their report in respect of the preferred design concept (the subject of the project application) is included within the Architectural Design Report at Appendix T.

The review process involved four meetings with the panel who provided feedback and comment on the scheme design together with recommendations for its modification and improvement.

3.4.2 EARLY ARCHITECTURAL DESIGN CONCEPTS

A number of concepts which explored various siting and building envelope options were developed by the project architects. Consistent in all of these concepts were the following design parameters:

- Pedestrian network at ground floor level facilitating pedestrian movement to, from and through the site.
- Low rise building forms along Waterloo Street and Darling Street.
- Extension of Darling Laneway.

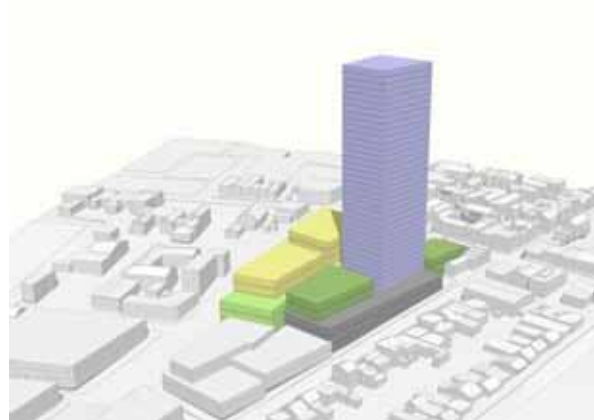
The envelope study involved the development of ten options which included various combinations of low, mid and high-rise building forms. These options were then assessed against a set of design criteria intended to determine the relative benefits and disadvantages of each option. The three highest scoring options (options J, K and L) scored highly in respect of amenity criteria and were developed in more detail. A discussion of the options investigated is provided in the Architectural Design Report at Appendix T.

Options J, K and L were presented to the panel at a meeting on 12 December 2011. Options L and K were identified as the preferred options by the panel (subject to further design resolution). Option L as presented to the architectural design panel was subsequently progressed and the architectural design of this option was modified and refined in response to the comments received from the Architectural Design Review Panel, culminating in the current proposal. The final design, as presented in this project application, was reviewed by the panel on 3 February 2012.

FIGURE 13 – ENVELOPE STUDY OPTIONS A, B, E AND F



OPTION A: TWO HIGH RISE FORMS OF A SIMILAR HEIGHT OVER A FLAT TOP PODIUM BASE (PEA CONCEPT).



OPTION B: SINGLE HIGH RISE TOWER WITH STEPPED PODIUM.



OPTION E: COMBINATION OF HIGH, MID AND LOW RISE FORMS



OPTION F: PERIMETER FORM WITH SLENDER MID-RISE AND HIGH RISE FORMS AROUND A CENTRAL PLAZA

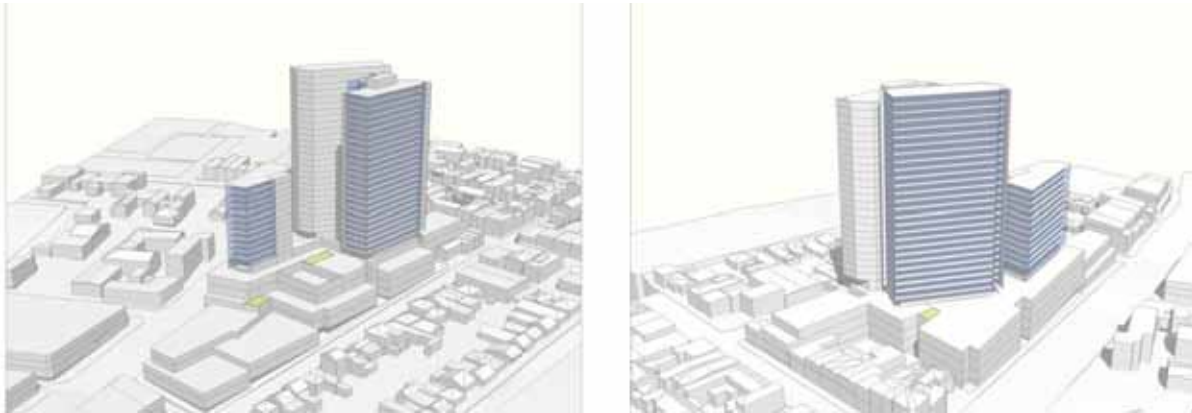
Option J comprises a stepped podium with two high-rise forms. The taller of the elements is orientated towards Waterloo Street and is situated at the highest point of the site. The lower elements towards Victoria Road and set back from the street frontage.

FIGURE 14 – OPTION J



The orientation of the high-rise form adjacent to Waterloo Street in this option presents a wide face to south-west which has the potential to overshadow some residential properties on Waterloo Street.

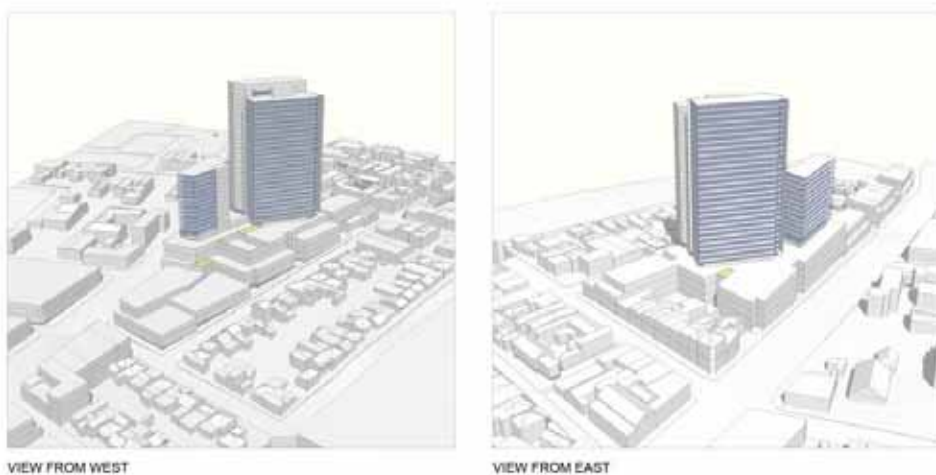
FIGURE 15 – OPTION K (PREFERRED MASSING OPTION)



Option K is a stepped podium with two high-rise forms. The eastern wing of the taller high-rise form is orientated towards the city. The western wing maintains an address to Waterloo Street. The lower high-rise form is parallel with, but setback from Victoria Road. A low-rise, two storey infill form is located along Darling Street, rising to four storeys. This form is compatible with the existing building heights along Darling Street, which generally have very high parapets.

As with Option J, the orientation of the west wing of the taller high-rise form presents a wide face to south-west which has the potential to overshadow some residential properties on Waterloo Street.

FIGURE 16 – OPTION L (PREFERRED MASSING OPTION)



Option L comprises a stepped podium with two high-rise forms. In this option, the eastern wing of the taller high-rise form orientates towards the city and the western wing orientates to true north.

The lower high-rise form is parallel to but setback from Victoria Road. The taller high-rise form is located at the highest point of the site adjacent to Waterloo and Darling Streets.

The taller high-rise form is split in two by a lobby, maximising light and ventilation to apartments. The high-rise forms are offset to maximise visual and acoustic privacy between buildings and limit overshadowing of surrounding residential properties. With an orientation to true north, the west wing minimises overshadowing to residential properties on Waterloo Street.

The four storey height of the podium adjusts in scale to the surrounding context, stepping down in height to three storeys at Waterloo Street. Along Victoria Road, the podium increases in height as the topography falls towards Iron Cove.

A low-rise, two storey infill form is located along Darling Street, setting back to four storeys. This form is compatible with the existing building heights along Darling Street, which generally have very high parapets.

Option K and L were the preferred options and formed the basis of the proposed development (the subject of this application).

4 Project Description

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>The Environmental Assessment must include:</i></p> <p>2. <i>The EA shall address the height, bulk and scale of the proposed development (with specific regard to the proposed tower forms) within the context of the locality and detailed envelope / height, FSR and contextual studies should be undertaken to ensure the proposal integrates with the local environment, and that the form, layout and siting of the towers achieve optimal design and amenity outcomes.</i></p>	Appendix T
<p>3. <i>A thorough description of the proposed development.</i></p>	Appendix T
<p>11. <i>Public Domain</i></p> <p><i>The EA is to address public domain improvements, pedestrian linkages and street activation including:</i></p> <ul style="list-style-type: none"> ▪ <i>How the design of proposed structures and the treatment of public domain and open spaces will:</i> <ul style="list-style-type: none"> – <i>Maximise safety and security within the site and the public domain</i> – <i>Maximise surveillance and activity within the site and public domain</i> – <i>Comply with the Crime Prevention Through Environmental Design principles</i> – <i>Ensure access for people with disabilities</i> – <i>Minimise potential for vehicle and pedestrian conflicts</i> ▪ <i>Details on the dedication of proposed public areas.</i> ▪ <i>How a permeable block layout will be established for pedestrians and include streetscape elements including planting, lighting and active street frontages.</i> <p><i>The scale, form, materials and layout of the public domain in and surrounding the proposed development including streets, pedestrian paths, laneways and open space.</i></p>	Appendix T
<p>18. <i>Staging</i></p> <p><i>The EA must include details regarding the staging of the proposed development.</i></p>	Appendix Q
<p>16. <i>Contributions</i></p> <p><i>The EA shall address provision of public benefit, services and infrastructure having regard to the Council's Section 94 Contribution plan and / or details of any Voluntary Planning Agreement.</i></p>	Section 9

4.1 INTRODUCTION TO THE PROJECT APPLICATION

The proposal seeks to create an active and vibrant mixed use community. It involves the construction of an iconic new development that will set a benchmark for the design of new development in Rozelle. The application seeks to construct three interconnected building elements comprising a podium and two towers which together will accommodate a mix of retail, residential, commercial and leisure uses.

The proposal also seeks consent for the demolition of all existing site buildings and excavation of an eight level basement.

The site plan, floor plans, elevations and shadow diagrams together with a discussion of the proposed built form and urban design are provided at Appendix T.

The proposal will provide:

- A significant number of new homes.
- New local facilities and both private and public amenity space.
- Good quality commercial space to encourage and support local businesses and to help meet the demand for retail space within the local area.
- Significant improvements to the surrounding streets through landscaping and road improvement works.
- A significant number of new jobs during the construction and operational phases of the development (estimated to be in excess of 5,000 jobs).

4.2 PROJECT OBJECTIVES

The project objectives are based on a number of desired outcomes:

- To realise the development potential of this strategically significant location and to take advantage of its proximity to the Sydney CBD and good public transport connections.
- Better integrate the site with the immediately surrounding area including connections to Darling Street and Victoria Road.
- Creation of a large number of new full time jobs and new construction jobs.
- The construction of a retail offer that will complement and enhance existing retail provision within the Rozelle Commercial Neighbourhood.
- The provision of a mix of residential accommodation that provides housing opportunities for a range of groups.
- Develop and operate the site in a way that minimises impacts on nearby residents.
- Incorporate the principles of Ecologically Sustainable Development (ESD) to ensure the site is designed and constructed in a sustainable way.
- Offer a range of community facilities to complement the retail, residential and commercial development proposed.

4.3 DESIGN BRIEF

The proposed development involves the comprehensive redevelopment of the site for predominantly residential use complemented by commercial, retail and community floor space. The form of development proposed has been influenced by a range of factors including location, surrounding uses and developer/owner aspirations.

The design brief for the project was to create a scheme that would regenerate this highly accessible and visually prominent previously developed site. The design concept for the scheme is based on a number of guiding principles that were established early in the design process:

- A new high quality residential development which creates a sense of place through innovative design.
- A mix of complementary uses to create a vibrant site.
- A distinctive and memorable structure that sets the character for the overall development.
- A highly sustainable development – socially, economically and environmentally. Rozelle Village will position itself as a leading example of sustainable design.

4.4 SELECTED DESIGN CONCEPT

4.4.1 DESCRIPTION OF WORKS

The proposed development involves the following:

- Site preparation and earthworks involving:
 - Demolition of all existing buildings and structures
 - Excavation to accommodate eight basement levels
- Services diversion and connection including:
 - Removal of existing substation
 - Introduction of two chamber substations
 - Temporary kiosk substation
- Construction of two towers over a five to six storey podium to accommodate 304 apartments (comprising a mix of one, two and three bed units)
 - Retail uses (including a full line supermarket, speciality and general retail, food court and restaurants)
 - Commercial uses (shop office / home office units, medical centre and gymnasium):
 - Club (to be occupied by Balmain Leagues Club)
 - Childcare centre and community rooms
 - Public and private recreational spaces

- Parking comprising:
 - 834 car parking spaces (including 31 accessible spaces for residential use and a further 12 accessible spaces for the commercial component of the development) accommodated within seven of the eight basement levels.
 - More than 500 bicycle spaces accommodated at ground floor level and within basement levels seven and eight (residential spaces) and levels two and three (commercial uses), together with locker and changing facilities.
- Plant equipment, loading, servicing and storage facilities.

4.5 ARCHITECTURAL DESIGN ANALYSIS

FIGURE 17 – ELEVATION DRAWINGS



PICTURE 35 – NORTH EAST ELEVATION



PICTURE 36 – NORTH WEST ELEVATION



PICTURE 37 – SOUTH WEST ELEVATION



PICTURE 38 – SOUTH EAST ELEVATION

An analysis of the design concept can be found in full in the Architectural Design Report which accompanies this application (Appendix T) and is summarised below.

4.5.1 LAND USE

The proposal provides a balanced mix of uses which have been developed with regard to the findings of the Urban Design Assessment (Appendix U) and respond to local and regional need.

The following uses are proposed:

- Residential: including one, two and three bed apartments. The proposed residential mix is as follows:
 - 1 bed – 112 (37 per cent) (including 31 adaptable units)
 - 2 bed – 178 (58 per cent)
 - 3 bed – 14 (5 per cent)

Residential uses are concentrated in the central portion of the site, within the two towers, set back from Victoria Road and Waterloo Street to minimise the visual impacts of the development.

- Commercial: including shop-office home-office units accommodated within a two storey terrace element with frontage to Waterloo Street. A medical centre and gymnasium will also be provided.
- Retail: including a full line supermarket and fresh food outlets, restaurants, food court and retail tenancies of varying sizes.
- Club: specifically for occupation by the Balmain Leagues Club and incorporating gaming lounge and bar/bistro.
- Community uses: including child care centre and a community room (dedicated for general public use).

4.5.2 FLOOR SPACE

The development will comprise a gross floor area of 54,979m² consisting of the uses specified in Table 10 (maximum floor spaces proposed). Gross floor area (GFA) has been calculated in accordance with the definition contained in draft Leichhardt Local Environmental Plan 2011³ which has been forwarded to the DP&I following public exhibition.

³ **gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

(a) the area of a mezzanine, and

(b) habitable rooms in a basement or an attic, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

(d) any area for common vertical circulation, such as lifts and stairs, and

(e) any basement:

(i) storage, and

(ii) vehicular access, loading areas, garbage and services, and

(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(g) car parking to meet any requirements of the consent authority (including access to that car parking), and

(h) any space used for the loading or unloading of goods (including access to it), and

(i) terraces and balconies with outer walls less than 1.4 metres high, and

(j) voids above a floor at the level of a storey or storey above.

This definition is consistent with the definition contained within the Standard Instrument LEP but differs to the definition of GFA contained within Leichhardt LEP 2000 (the current LEP) which includes ancillary spaces such as plant rooms, circulation spaces, storage and loading areas excluded from the standard instrument definition. Based on a site area of 8,190m² the floor space ratio for the proposed development is 6.7:1.

TABLE 10 – PROPOSED FLOORSPACE

USE	GROSS FLOOR AREA (M ²)	FLOOR SPACE RATIO
Residential	32,329	3.9:1
Commercial (shop office – home office units / medical centre / gym)	4,867	0.6:1
Retail	13,971	1.7:1
Club	2,711	0.3:1
Childcare centre and Community Room	672	0.1:1
Miscellaneous (generally including bike storage and circulation spaces)	428	-
TOTAL	54,979	6.7:1

4.5.3 HEIGHT DISTRIBUTION

The proposed development involves a significant increase in the height of built development within the site. It involves the construction of three building elements consisting of a five storey podium and two residential towers (accommodating 20 and 26 levels of residential apartments above podium level) set back within the site. The taller of the two towers will project to a maximum height of RL144.90m and is orientated towards the Darling Street and Victoria Road intersection. The building capitalises on views to Sydney Harbour and the CBD. The residential tower elements of the proposal are set back within the site to reduce the visual bulk of the development.

The towers are framed by the podium base which extends to the site's perimeter and will be a maximum height of RL57.72m.

TABLE 11 – PROPOSED HEIGHT

BUILDING	MAXIMUM HEIGHT / DEPTH	LEVELS
Residential Towers		
B1 east / west	RL144.90m / RL123.90m	26 / 20 (above podium level)
B2	RL123.90m	20 (above podium level)
Podium		
Above ground	RL57.72m (measured to top of parapet)	2 (Darling Street) / 3 (Waterloo Street) / 5 (Victoria Road south) 6 (Victoria Road north)
Basement	RL12.30m	8

4.5.4 PRIVATE OPEN SPACE

All residential units will have a loggia or balcony. These spaces are divisible from the main living space and have been designed to ensure that residents have a space specifically available for the enjoyment of additional amenity.

In total this provision amounts to in excess of 5,000m². This represents a good contribution to the required levels of amenity space for residents.

Informal and formal recreational spaces for residents are also provided and include a swimming pool, tennis court and landscaping.

4.5.5 PUBLIC SPACES

The development includes a community room which will be dedicated for use by the local community (peppercorn rent). The facility will remain within the ownership of the proponent who will be responsible for its ongoing maintenance and upkeep.

The proposal also involves the development of the “Darling Laneway extension,” a pedestrian connection linking Victoria Road with the Darling Street arcade.

4.5.6 SITE PERMEABILITY AND ADDRESS

The project proposes a legible and connected site-wide structure for access and address. The towers create an identifiable centre for the site. Active frontages are provided to Darling Street, Victoria Road and Waterloo Street.

Site access points and driveways have a clear hierarchy and engage with bounding streets (Waterloo Street, Darling Street and Victoria Road).

Access points and driveways are clearly identified and offer clear and legible routes into the site.

Pedestrian access will be available as follows:

- Mall entry from Darling Street and connecting to an internal pathway system allowing through access to Victoria Road and Waterloo Street.
- Two separate stairways providing access to the mall from Waterloo Street and separate ramp access.
- Direct access to residential lobby of residential tower B1 from Victoria Road.

- Level access from Victoria Road for pedestrians and allowing access by cyclists to the parking bays at ground floor level.
- Darling Laneway extension, providing 24 hour access from the Darling Street arcade to Victoria Road.
- Footpath connections along the site's street frontages are maintained and will be enhanced through the introduction of landscaping works on Waterloo Road and Victoria Road.

Detailed consideration has been given to the pedestrian circulation system to ensure a solution that is accessible, convenient, comfortable and safe for all users. The pedestrian circulation system has been designed to encourage movement through the site and to provide opportunities for social interaction. The path network provides a rational and legible network.

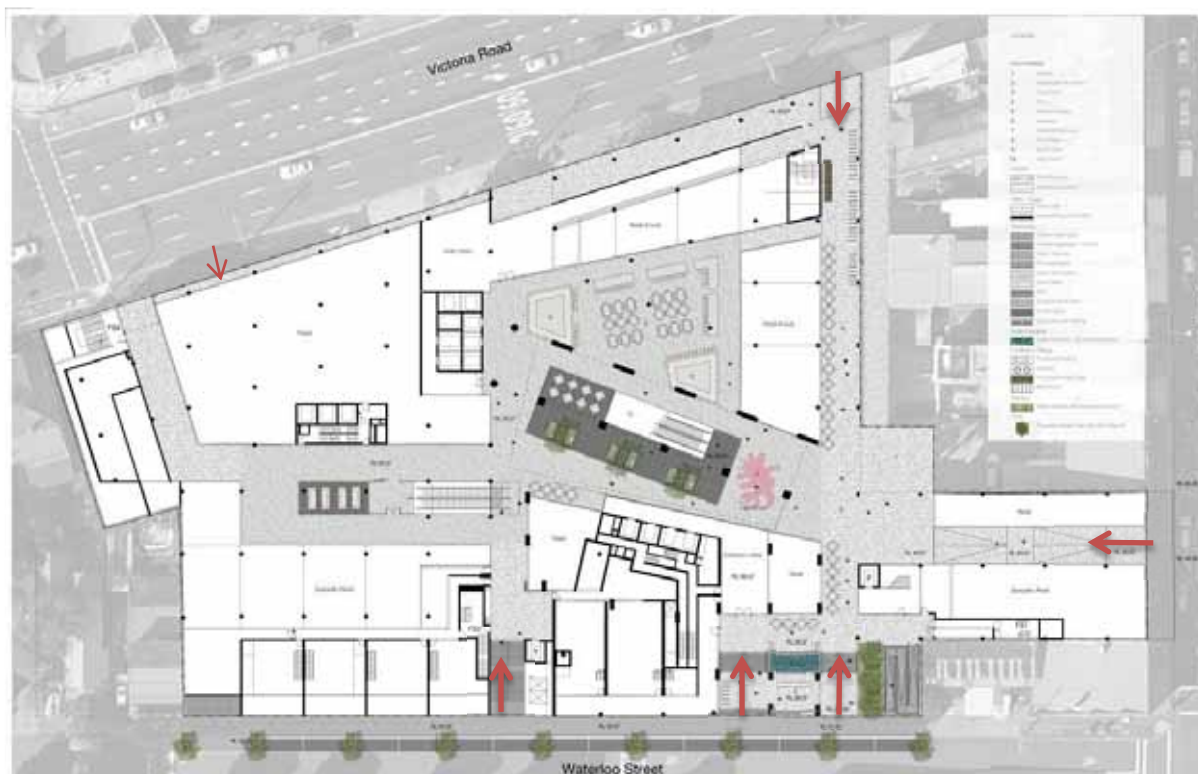
New openings to the street allow public access through the site, and to the central landscaped court area.

The design of the path network has aimed to integrate access for the disabled into the main path of travel, minimising the reliance on ramps and switchbacks.

Both residential buildings have an accessible entrance at ground floor.

The arrows in Figure 18 highlight the pedestrian access points. The proposed pedestrian network will significantly improve connectivity from Victoria Road to Darling Street and promote pedestrian movement on Victoria Road.

FIGURE 18 – PEDESTRIAN NETWORK



4.5.7 PEDESTRIAN ENVIRONMENT

The project retains and reinforces the strong public domain interface of the site that defines the site's Victoria Road and Waterloo Street frontages.

A landscape strategy report has been prepared by McGregor Coxall and is attached at Appendix T. The key components of the landscape plan include:

- Increase social interaction and amenity for pedestrians and local residents
- Establish a pedestrian environment that corresponds and relates with the adjoining amenities and uses
- Add more trees and vegetation to the site than currently exists
- Provide visible presence and public interaction between the site and the general public
- Establish a network of spaces and routes that seamlessly connect with each other
- Provide improved pedestrian safety and amenity to the street
- Use planting to control shade and light
- Use of high quality, robust materials and finishes with minimised embodied energy
- Preference for Australian materials, e.g. stone pavements and features
- Utilise planting to control thermal access and improve thermal performance of buildings
- Link internal and external spaces through creation of 'outdoor rooms'
- Use planting to control privacy within the development and surrounding developments.

The landscape plan has been developed and responds to the built form of the proposal through the incorporation of podium level landscaped spaces and landscaped central courts and passages. Furthermore it incorporates opportunities for water sensitive urban design and crime prevention through environmental design.

4.5.8 SAFER BY DESIGN AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime prevention through environmental design (CPTED) seeks to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture.
- Increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended.
- Reducing the potential rewards of crime by minimising, removing or concealing crime benefits.
- Removing conditions that create confusion about required norms of behaviour.

The DUAP publication "*Crime Prevention and the Assessment of Development Applications*" sets out four main principles to guide the design of new developments to minimise the risk of crime. These principles are addressed in the CPTED report attached at Appendix S. A summary is provided below.

TABLE 12 – ASSESSMENT AGAINST THE PRINCIPLES OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

CRITERIA	DESIGN RESPONSE
Surveillance	<ul style="list-style-type: none"> ▪ The potential for passive surveillance has been maximised by the provision of pedestrian access ways along strategic sightlines, active retail spaces located along access ways and 24 hour open access on the ground floor of the development with the central retail court being gated at an agreed time. ▪ The mix of retail and hospitality/ food related uses on the ground floor will ensure that activity is maintained throughout the day. ▪ After-hours access is limited to the main thoroughfares to ensure adequate natural and mechanical surveillance. ▪ Strategic landscape and lighting design will enhance surveillance opportunities by directing movement to areas of greatest surveillance. ▪ Surveillance will be maximised by ensuring sightlines are not interfered and furniture is located in areas where passive surveillance of the users is possible.
Access Control	<ul style="list-style-type: none"> ▪ Building entries front on to Victoria Road, Darling Street and Waterloo Street, making obvious the range of retail, commercial and hospitality uses available. ▪ The main pedestrian paths are in keeping with the natural desire lines of pedestrians, ensuring easy access from Victoria Road, Darling Street and Waterloo Street. ▪ Paving and landscape will provide visual interest and define pedestrian paths. ▪ Accessibility for all age groups and the disabled has been an important consideration in the design. Users are provided with a range of choices in terms of accessing the ground floor.
Territorial Reinforcement	<ul style="list-style-type: none"> ▪ Hard and soft landscape is another contributing element to defining and establishing positive territorial behaviour. ▪ The developments edge and the street trees delineate the boundary between the pedestrian environment of the development and the public realm of the street, distinguishing between pedestrian routes into the development and pedestrian routes bypassing the development. ▪ Along the ground floor the central retail heart is defined by a different material to the pedestrian through routes.
Space Management	<ul style="list-style-type: none"> ▪ Detailed design would take maintenance and vandal proofing into consideration in areas of high pedestrian use. Materials used will be robust and hard wearing. Lighting would be, as far as possible located in inaccessible areas.

4.6 VEHICLE ACCESS, TRAFFIC AND PARKING

4.6.1 CYCLISTS

The scheme provides for a substantial amount of bicycle parking (more than 500 spaces), accommodated within the basement areas of the development. Separate allocations for residents, shoppers and employees are provided. Changing and locker facilities are provided for use by employees (Basement Level 1). Cyclists travelling to and from the site will benefit from the existing cycle route on Victoria Road.

FIGURE 19 – SHOPPER BICYCLE PARKING FACILITIES AT GROUND FLOOR LEVEL



4.6.2 VEHICLE ACCESS

The application seeks approval for two vehicular access points servicing the site as shown on the architectural plans and described in the traffic assessment report (Appendix F):

- **Victoria Road:** Two access / egress points at north eastern corner of the development for all users of the commercial component of the scheme including all servicing vehicles.
- **Waterloo Street:** Single residential only access / egress at north western corner of the site.

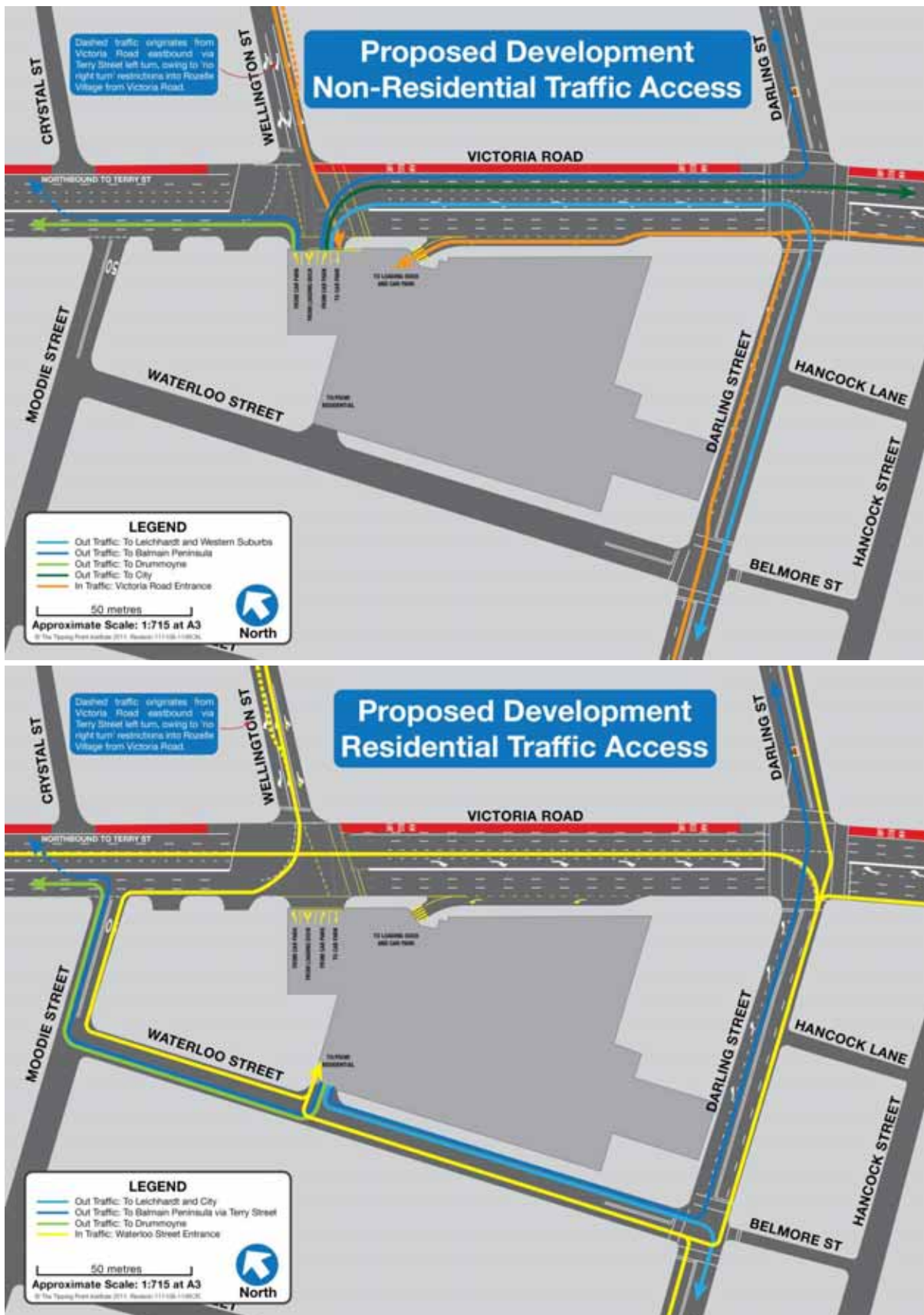
Access / egress arrangements are illustrated in Figure 20 and described in Table 13 below. Details of the traffic impacts associated with the development are provided in Section 8.6 and Appendix F.

TABLE 13 – ACCESS / EGRESS

LOCATION / DIRECTION	USERS	IN / OUT	DETAILS
Victoria Road – north bound (towards Iron Cove)	Commercial (staff and general public) Servicing	In only	Victoria Road Entry 1 Dedicated slip lane off Victoria Road branching into separate lanes for servicing vehicles (entering the loading area) and cars entering the car park.

LOCATION / DIRECTION	USERS	IN / OUT	DETAILS
Victoria Road – north and south bound	Commercial (staff and general public) Servicing	In / Out	<p>Victoria Road Entry 2 Four lane approach providing access onto and from Victoria Road including:</p> <ol style="list-style-type: none"> 1. Entry into car park from Wellington Street (straight on). 2. Loading dock: left and right turn out onto Victoria Road. 3. Car park: right turn out onto Victoria Road. 4. Car park: left turn out onto Victoria Road <p>Left turn in to the car park and loading dock from Entry 2 is not available from Victoria Road.</p>
Victoria Road – south bound (towards CBD)	Commercial (staff and general public)		There is no right turn in access for vehicles travelling west bound on Victoria Road. West bound (city bound) vehicles wishing to enter the site will be directed to the Wellington Street intersection (Victoria Road Entry 2) via Terry Street.
Wellington Street	Commercial (staff and general public)	In	Existing signalised junction at Wellington Street / Victoria Road intersection allows left and right turn to Victoria Road. The signals are to be modified to allow cars to cross Victoria Road and access the site at Victoria Road entry 2.
Waterloo Street	Residential	In / Out	<p>Two lane access allowing access / egress to residential users from Moodie Street and Darling Street.</p> <p>Right turn access onto Victoria Road is not available from either Moodie Street or Darling Street at any time. No changes to this arrangement are proposed.</p> <p>Loading access is <u>not</u> available from Waterloo Street.</p>

FIGURE 20 – VEHICULAR ACCESS POINTS



4.6.3 PUBLIC TRANSPORT

No changes to existing public transport arrangements are proposed. Future residents, visitors, customers and employees of the proposed development will have access to the existing public bus services which service the area.

4.6.4 CAR SHARE SCHEME AND ELECTRIC CHARGING POINT

Dedicated spaces for a car share scheme (such as GoGet) and electric charging point are accommodated within Basement Level 2.

4.6.5 TAXI / SHUTTLE BUS RANK

A taxi and shuttle bus pick up point is proposed on Waterloo Street, close to the junction with Darling Street and within a convenient distance of the access points to the development (residential and commercial).

To assist in minimising amenity impacts on residential properties on Waterloo Street the pick-up point has been located as close to the Darling Street junction as practicable (with regard to traffic safety) to distance it from the residences on the western side of Waterloo Street (car workshop opposite). Additionally, security measures including security patrols will be employed to manage potential noise and potential instances of anti-social behaviour particularly at night.

4.6.6 CAR PARKING

Parking is accommodated over seven levels within the development's basement. Resident parking spaces are provided within basement levels 7 and 8 (290 spaces). Parking for all other uses is provided within basement levels 2 to 6 (544 spaces).

4.7 DRAINAGE AND STORMWATER MANAGEMENT

4.7.1 STORMWATER SYSTEM

A stormwater system, including on-site stormwater detention, rainwater harvesting tank (and overflow tank) and stormwater pollution treatment is proposed to capture stormwater and reuse this where possible.

Rain water will be collected from the roof areas and all catchment water will be diverted through the building to be stored within an on-site rain water storage tank (within basement level 2). The overflow will drain to the on-site detention tank. Rain water run-off will also be collected from the balcony areas and all trafficable hard surface area and directed to the civil services on-site detention tank and local drainage infrastructure.

A stormwater management plan is attached at Appendix P.

4.7.2 SANITARY PLUMBING AND DRAINAGE SERVICES

The sanitary drainage system will drain to a black water treatment system and any overflow will be connected to the existing local sewer drainage system.

The sanitary plumbing system will be installed as a fully vented modified system and reticulate throughout the building and connected to all fixtures and fittings as required.

4.8 SERVICES AND UTILITIES

SERVICE	DETAILS
Electrical Services	
Substations	<ul style="list-style-type: none"> The calculated maximum electricity demand for the site is estimated to be 8400 A. Based on the calculated maximum demand load two 3 x 1500KVA chamber substations will be established on this site to supply the anticipated electricity demand: <ul style="list-style-type: none"> Substation 1: Basement level 2 adjacent to Victoria Road Substation 2: Basement level 3 adjacent to Waterloo Street adjacent to Waterloo Street Additionally, a temporary kiosk substation is required to replace the existing substation located on site during construction works. This temporary kiosk will be located on Darling Street laneway. A temporary HV pit and duct system is required to be established from Victoria Road. The design of the substations will comply with relevant Ausgrid Network design standards (NS112 and NS113), BCA 2011 and Australian Standard requirements.
Digital and Telecommunications	
Building main distribution frame	<ul style="list-style-type: none"> Main distribution frame (MDF) comprising of KRONE LSA Plus termination modules suitable for terminating Telstra Lead in cables will be provided. The MDF will be housed in dedicated room located in the basement.
Floor distribution frames	<ul style="list-style-type: none"> Floor distributors comprising of KRONE LSA Plus termination modules will be provided to all typical floors, lower ground and basement parking levels. The floor distributors will be housed in a dedicated communications riser or allocated tenancy.
Backbone cabling	<ul style="list-style-type: none"> Category 6 and fibre optic backbone cabling will be provided from the building distributor to each of the floor distribution frames. The cabling will be installed in the dedicated communications risers A minimum of 100 pairs CAT3 will be provided to each typical office floor distributor and 20 pair to basement level distributors.
MATV and Pay TV	<ul style="list-style-type: none"> A dedicated MATV system capable of receiving all free to air commercial channels as well as being able to support future PAY TV services will be provided.

SERVICE	DETAILS
	<ul style="list-style-type: none"> The system will distribute a full range of audio and digital broadcast television signals, FM radio and cable signals which may be available in the local network. RF/MATV free to air antenna and MATV/CATV Head-end equipment will be provided with backbone cabling distributed down the communications riser. Six way splitters will be provided in the riser for further reticulation to outlets during fitout. Signal levels will be measured at each floor splitter location and shall comply with AS 1367 to provide a minimum level of 80dbm. The tenant will be required to provide the cables from the splitters to final outlets.
Negotiations with Telstra	<ul style="list-style-type: none"> This development will be fully registered with Telstra Smart Community.
Wireless Access Points	<ul style="list-style-type: none"> Wireless Access Points (WAP) will be provided within the ceiling space throughout the facility.
Hydraulic Services	
General	<ul style="list-style-type: none"> All hydraulic services will be installed and comply with AS 3500, NSW Plumbing and drainage code of practice and the current issue of the BCA along with any other current codes, regulations and authority requirements.
Cold water services	<ul style="list-style-type: none"> The cold water supply will reticulate from the authority's main via individual water meter assemblies for the residential, commercial and retail components of the project. The water supply will be reticulated throughout the development via a pressurised pump system (where required to maintain system pressure) and connected to each apartment, retail tenancy or commercial area via an isolation valve. An incoming water supply from the town's main will also be provided to supply the fire services to be installed within the building.
Hot Water Services	<ul style="list-style-type: none"> Residential hot water supply will reticulate from a central hot water plant to each apartment. The hot water will reticulate to all residential fixtures and fittings as required. Retail and commercial areas will be supplied by individual hot water plants.
Rainwater reuse services	<ul style="list-style-type: none"> The rainwater reuse will be supplied from a tank provided within the development. A flooded suction line will supply reuse water to a pressurised pump set and filtration system. The rainwater reuse pipe work shall reticulate throughout the building and supply the podium irrigation system and other areas in accordance with the ESD requirements.

SERVICE	DETAILS
Recycled water services	<ul style="list-style-type: none"> The recycled water shall be supplied from a black water treatment plant provided within the development. The recycled water will be pumped and will reticulate throughout the building and supply the toilet/urinal flushing, cleaning/wash-down, laundry and cooling tower make-up water all in accordance with the ESD requirements.
Gas	
Natural gas services	<ul style="list-style-type: none"> The natural gas supply will reticulate from the local gas main and pass through an authority boundary regulator set. Authority's gas meters will be located throughout the development in accordance with the authority's requirements. Reticulation throughout the residential apartments will be supplied to all fixtures and fittings as required. The retail areas will be supplied with a single gas point with isolation valve.

4.9 VERTICAL CIRCULATION

Separate lifts will be provided to service the various components of the development as follows:

- Residential towers (four lifts within B1 and three lifts within B2)
- Balmain Leagues Club (including passenger and separate goods lifts)
- Dedicated goods lift
- Retail / commercial passenger lifts
- Community room

Within the podium access between floors will be available via escalators and moving walkways.

4.10 LIGHTING

Lighting will be provided to suit the functional, aesthetic and BCA section J6 energy efficiency requirements and will generally comprise of the following:

AREA	TYPE
Apartments	<ul style="list-style-type: none"> High efficiency luminaires to at least bathrooms and laundries and in habitable areas as required by BASIX.
Corridors	<ul style="list-style-type: none"> High efficiency luminaires utilising compact or linear fluorescent luminaires connected to programmable lighting control system including motion/daylight sensing.
Main entrance lobbies	<ul style="list-style-type: none"> High efficiency luminaires utilising LED or compact/ fluorescent luminaires connected to programmable lighting control system.

AREA	TYPE
Retail	<ul style="list-style-type: none"> To be determined in response to fit out of individual tenancies (subject to separate applications)
Plant rooms and basement car park	<ul style="list-style-type: none"> Fluorescent luminaires with prismatic diffusers or wire guards controlled via a programmable lighting control system.
External Lighting	<ul style="list-style-type: none"> To suit the Architectural/Landscape features. Lighting level will be as uniform as possible and generally comply with AS/NZS 1158. Circuits will be connected to programmable lighting control system.
Internally Illuminated Signage	<ul style="list-style-type: none"> Power supply only connected to lighting control system.
Emergency evacuation lighting	<ul style="list-style-type: none"> Single Point emergency evacuation lighting system comprising of Illuminated exit signs and emergency luminaires will be provided in accordance with BCA and Australian Standard requirements. The fittings will be dual rate charging system and Nickel Cadmium batteries that provide a seven year design life. All base building emergency and exit lights will be monitored by a central monitoring and testing system with the head end control equipment located in the building management office. Local emergency testing units will be provided at all distribution boards supplying emergency lighting in accordance with AS2293.

4.11 ECOLOGICAL SUSTAINABLE DEVELOPMENT

In developing the proposal a co-ordinated strategy has been adopted which looks at the impact on the environment, management and lifestyles. The result is a holistic and sustainable high density development adjacent to the Victoria Road public transport corridor.

The project aims to create sustainable buildings which showcase innovation and has been designed to achieve a minimum 5 star green star rating. The key sustainability credentials of the proposed development are summarised below. Further information is contained in Appendix G.

TABLE 14 – SUMMARY OF ESD INITIATIVES

INITIATIVE	BENEFITS
Total life-cycle carbon footprint reduced by 30 per cent	<ul style="list-style-type: none"> The development proposes a life cycle carbon reduction target of over 30 per cent which is equal to 75,000 tonnes of CO₂ avoided – meaning that 100 per cent of the residential component of the development is carbon neutral for about 20 years.

INITIATIVE	BENEFITS
	<ul style="list-style-type: none"> A community carbon fund will be created for the ongoing investment in energy improvements. Consideration of total environmental footprint provides visionary leadership.
Total operational energy reduced by 50 per cent	<ul style="list-style-type: none"> Lower energy bills.
Total embodied energy reduced by 30-35 per cent	<ul style="list-style-type: none"> 1/3rd less energy used in construction and materials. Minimise embodied energy and embodied water in construction.
5-Star Custom Green Star Rating with an aspiration to 6-Stars	<ul style="list-style-type: none"> A 5-Star Green Star rating or Australian Excellence in construction (6-Stars is considered to be World Leadership level).
65 per cent reduction in potable water use	<ul style="list-style-type: none"> Development uses 1/3rd as much potable water as a standard benchmark development, or BASIX minimum requirements exceeded by over 60 per cent, or 65 per cent less potable water use than a standard development.
Minimum 6-Star and average 7.5-Star NatHERS Thermal Comfort performance for units (maximum 30MJ/m2 per annum)	<ul style="list-style-type: none"> High quality internal environments with more fresh air and natural light, excellent thermal comfort and unparalleled views of the Harbour Bridge. Lower energy bills.
Maximum thermal comfort points to be achieved in Green Star	<ul style="list-style-type: none"> No toxic building materials, healthy air.
Achieve at least 50 per cent of Green Star IEQ credits	<ul style="list-style-type: none"> Supporting sustainable and healthy supply chains
Stormwater runoff to meet minimum reductions of: 80 per cent in TSS, 90 per cent in Gross Pollutants, 45 per cent in Nitrogen and 60 per cent in Phosphorus.	<ul style="list-style-type: none"> Improving quality of stormwater, minimising peak runoff quantities and preserving natural waterways.
Design in accordance with the Green Star communities framework	<ul style="list-style-type: none"> Deliver a responsible, liveable, community that is economically prosperous, socially engaging and environmentally accountable, in accordance with the Green Star Communities framework. Enhanced liveability.

INITIATIVE	BENEFITS
	<ul style="list-style-type: none"> Promote education, encouraging local goods and services, attracting investment; Reduce ecological foot print, enhance the natural environment, sustainable food production.
2000m ² PV system	<ul style="list-style-type: none"> A roof-mounted solar array will generate zero-emissions energy for common area lighting and ventilation.
Biofilter & Green roof	<ul style="list-style-type: none"> Biofilter/living green walls remove up to 50 per cent of pollutants, providing fresh air to bedrooms and common areas. Improving the ecological value of the site. Reduces air-conditioning energy consumption. Green roof areas minimize heat gains, reducing AC loads and urban heat island effect.
Other statements of Potential Interest	<ul style="list-style-type: none"> One of the most sustainable residential buildings in Australia. Showcase innovation in community ownership and carbon accounting. Commit to a long term approach to improving performance. Considers Australia's international obligations for global sustainability.

4.12 CAPITAL INVESTMENT VALUE

The capital investment value (CIV) of the project has been estimated by APK as being \$310 million excluding GST.

4.13 DEMOLITION AND EARTHWORKS

The proposal necessitates the demolition of all existing buildings and structures within the site. Demolition will occur in a single stage.

Excavation would be carried out over a period of nine months. The process within involve the use of heavy earthmoving equipment such as bulldozers, backhoes and excavators.

Substantial excavation and earthworks will be required to accommodate the proposed buildings and the basement car park. It is estimated that approximately 215,000m³ of material will be removed from the site. Removal of site material will be via trucks.

A copy of the preliminary geotechnical report is attached at Appendix N. A copy of the erosion and sediment control plan is included at Appendix B of the Stormwater Management Plan (attached at Appendix P of this report).

4.13.1 STAGING OF WORKS AND CONSTRUCTION MANAGEMENT

The project will be constructed in a single stage with all components of the development anticipated to be completed, occupied and operational in 2016.

Planning for construction is necessarily broad at this stage and may be subject to modification during site development. Consequently within this environmental assessment it has been necessary to predict some of the likely significant environmental effects of the construction process with the best possible degree of accuracy based on worst case scenarios.

An assessment of the impacts of the demolition and construction phase of the project is included in Section 8.

4.13.2 PHASING AND TIMESCALES

The demolition and construction programme is anticipated to span approximately 42 months, commencing in January 2013 (subject to approval) with completion anticipated in 2016.

The construction programme is divided into the following main stages:

- **Site preparation:** Further geotechnical and ground contamination investigative works to assess subsurface ground conditions and structures (including further detailed design work to manage potential impacts on any future metro corridor and station). These investigations will be phased, with activities occurring both before and after demolition. All investigation works will be carried out prior to the commencement of development. The findings of the investigations will inform the detailed design strategy for the site. Further detail is provided in Appendix Q.

Initial site establishment including temporary office set up, site services, logistics (including traffic management) and perimeter hoarding.

The demolition of all the existing buildings and structures on the site will involve the use of heavy plant equipment, with the potential for on-site material selection, dependent on site establishment and space to facilitate necessary plant equipment. All works will be strictly managed to ensure that vehicle movement and dust is controlled and kept to a minimum. Hazardous and contaminated materials will be removed from the site before demolition commences. A traditional top down demolition approach employing good building practices will be used.

- **Excavation:** Construction is likely to follow a traditional bottom up approach. A temporary perimeter retention system will be provided for the fills, clays and upper weathered sandstone. Temporary support will be provided by temporary ground anchors. Permanent support for this perimeter retention system will be provided by the final basement structure. Temporary anchors will be distressed once the basement structure is built. The underlying better quality bedrock will be excavated vertically. Some additional stabilisations such as rock bolts and shotcrete will likely be required where joints, weathered seams and defects are encountered during excavation (refer to Appendix Q for more detail).

The basement will be excavated from within the proposed shored retaining wall located along the site perimeter.

Spoil arising will be checked for contamination and will be classified for removal off-site.

Excavation techniques will be chosen to minimise vibration (and noise) in order to minimise damage and disturbance to surrounding properties and to reduce impact on the local community.

- **Construction:** Construction of the buildings will commence following the sufficient progression of the substructures and basement with the reinforced concrete cores founded at basement level being the initial priority. The reinforced concrete frame and post tensioned floor slabs will then be progressed on a floor by floor basis across the full footprint of the site. The works will utilise a combination of tower and mobile cranes together with concrete pump-placing booms, and goods and passenger hoists.

The internal fit out works will initially commence to the commercial floors at the lower levels of the building (i.e. the podium) progressing into the higher apartment floor levels. This will generally be labour intensive and include a mix of wet and dry trades to form the internal floors, ceilings, finishes and mechanical and electrical services works.

4.13.3 DEMOLITION AND CONSTRUCTION MACHINERY

Plant and equipment to be used during the demolition, excavation and construction process include the following:

- Articulated and rigid trucks
- Piling rigs, bulldozers, excavators, backhoes, with ancillary equipment (rock hammers or saws)
- Fixed tower cranes (with mobile cranes for set up and removal)
- Concrete delivery trucks
- Concrete pumps
- Man and material hoists
- Scissor, boom and fork lifts

Plant and equipment will be operated by experienced and qualified personnel.

4.13.4 EXTERNAL AND PUBLIC DOMAIN WORKS

The removal of the substation within the existing Balmain Leagues Club building and the installation of the temporary kiosk substation will be carried out prior to the commencement of demolition works.

The external and public domain works will be undertaken at the end of the main construction works and will be coordinated with the progressive removal of the site hoardings, the completion of the ground floor cladding, final finishes / fixtures and the statutory incoming services works.

The works will be undertaken on a phased basis to permit continued access / egress to and around the buildings as overall construction works approach completion.

4.13.5 CONSTRUCTION TRAFFIC

It is anticipated that all surrounding roads (i.e. Victoria Road, Darling Street, Moodie Street and Waterloo Street) will be used by construction vehicles.

Notice regarding planned closures and diversions of roads and footpaths adjacent to the site (if and when necessary) will be given by the construction manager to Leichhardt Council, NSW Police, the fire brigade and other emergency services sufficiently in advance of the required closure or diversion dates.

Provision will be made wherever possible to ensure that vehicle unloading can be carried out on-site rather than on the adjacent roads. Later in the build process this may become difficult. Consequently, arrangements will be reviewed with Leichhardt Council nearer the time.

The ingress and egress of construction traffic will be carefully located to minimise any impact on surrounding roads and local road users. Access and egress for construction vehicles will vary according to the particular stage of construction (indicative details are provided in Appendix Q). All construction traffic entering and leaving the site will be closely controlled. Vehicles making deliveries to the site or removing spoil or demolition material will travel via designated routes, through prior agreement with Leichhardt Council and other relevant bodies.

4.14 OPERATIONAL MANAGEMENT

4.14.1 HOURS OF OPERATION

Separate approval will be sought for the fit out and operation of individual tenancies and the hours of operation of these premises will be determined at this stage. Indicatively, the hours of operation of the commercial components of the development are detailed in Appendix R and are expected to be as follows:

TABLE 15 – INDICATIVE HOURS OF OPERATION

USE	HOURS OF OPERATION
Supermarket	6am to midnight 7 days a week
Gym	5.30am to 10.00pm Monday to Friday 5.30am to 8.00pm Saturday and Sunday
Childcare centre	6.30am to 7.00pm Monday to Friday
Balmain Leagues Club	10am to midnight 7 days a week

Public access through the Darling Laneway extension will be available 24 hours a day, but it is anticipated that in the interests of security parts of the podium will be closed outside business hours.

4.14.2 SAFETY AND SECURITY

A Crime Prevention Through Environmental Design report (Appendix S) has been prepared for the site. This report identifies the proposed measures to enhance the safety and security of the site.

CENTRE MANAGEMENT AND SECURITY PERSONNEL

Security of the development will fall directly under the control of the centre manager. Centre management staff will consist of permanent and casual security personnel, who will have a visible presence within the centre and will patrol the site 24 hours a day. Security staff will be suitably trained.

Centre staff will be responsible for providing a safe environment for residents, staff and visitors with a particular focus on the following areas:

- Residential and public car parks
- Residential and public lifts
- Loading dock area
- Retail trading floor areas
- Common residential areas
- Taxi / shuttle bus rank

Security officers will be on duty during special functions at the Balmain Leagues Club when functions continue late into the evening.

SECURITY SYSTEM

- Security measures will generally include: All external doors to the development will have anti-braking devices as well as alarms in order to provide a secure environment.
- Card readers for residential areas of the development including residents' car park, foyer areas and lifts.
- CCTV monitoring system comprising:
 - IP addressable cameras in protective housings at selected locations including the mall and car parking areas
 - CCTV digital records
 - Rack mounted DVMS DVR and monitor with capacity of up to 16 input camera channels and storage capacity of up to 2TB.

PUBLIC ADDRESS SYSTEM

It is proposed to integrate a public address system into the occupant warning system. The PA system will be controlled from the main reception and/ or a dedicated facilities room.

4.14.3 WASTE MANAGEMENT

A servicing and waste management strategy / operational waste management plan has been developed to ensure there will be adequate servicing provisions for all the land uses and sufficient waste storage within the proposed development. All waste facilities and equipment will be designed and constructed in accordance with BCA and Australian Standards.

The proposal provides off street facilities for waste storage and servicing access.

COMMERCIAL WASTE

An ECO Smart Compactor unit will be provided in the loading dock area for use by the retail and commercial tenancies.

Recycling facilities will also be provided within the loading dock area.

Separate waste collection facilities will be provided for the proposed supermarket.

RESIDENTIAL WASTE

Each of the two residential towers will have a single waste chute with inlet doors on every residential level leading to the garbage room. All waste (general and recyclable) will be disposed of via the chutes. Recyclable waste will be separated via an E-Diverter system.

5 Project Need and Strategic Justification

The development parameters (land use mix proposed and the development yield) have been informed through an analysis of the development potential of the site (Appendix U). This analysis makes a strong case for a high density mixed use scheme in this location as discussed below.

5.1 CONTRIBUTION TO SUBREGIONAL DWELLING TARGETS

The Sydney Metropolitan Strategy plans for an additional 30,000 dwellings in the Inner West subregion by 2031, with 2,000 of these dwellings to be located within the Leichhardt LGA. This represents only 6 per cent of the housing target for the subregion and is in part a reflection of the developed nature of this area.

In Rozelle, whilst some increased residential density has occurred and/or is proposed to be developed (Balmain Shores and the Multiplex / Carrier Site), residential development in the area is generally restricted to low density single dwellings. Few opportunities exist for higher density schemes to occur within the locality.

Leichhardt Council's Leichhardt Residential Development Strategy Stage 1 developed to inform the preparation of the draft Local Environmental Plan (Draft LLEP) identifies 5 major sites (sites with the capacity for more than 50 dwellings) across the LGA. These sites are expected to accommodate approximately 31 per cent of the LGAs housing target, with the remainder of the target being satisfied through infill development. The majority of these sites are currently zoned Industrial (refer to Appendix U and Chapter 5).

In short, there is an extremely limited supply of housing sites within the Leichhardt LGA capable of delivering housing at a level that would make a meaningful contribution to LGAs housing target. Of the sites that are available, Rozelle village is the only one suitably zoned to deliver residential development within the short term.

TABLE 16 – MAJOR SITES IDENTIFIED BY THE LEICHHARDT RESIDENTIAL DEVELOPMENT STRATEGY STAGE 1

SITE	PROPOSED ZONING (DRAFT LLEP)	EXPECTED DWELLING YIELD
Balmain Leagues Club – Victoria Road, Rozelle	B2 Local Centre	130
Roche Site – 469-483 Balmain Road, Lilyfield	IN2 Light Industrial	50
Carrier Site – 120 Terry Street, Rozelle	IN2 Light Industrial	300
Kolotex Site – 14-28 George Street, Leichhardt	IN2 Light Industrial	100
Robert Street Precinct – 32-52 Robert Street, Rozelle	Bays precinct under the Sydney Regional Environmental Plan 26 – City West (Residential use prohibited)	52

FIGURE 21 –MAJOR SITES IDENTIFIED FOR FUTURE RESIDENTIAL DEVELOPMENT WITHIN THE LEICHARDT RESIDENTIAL DEVELOPMENT STRATEGY STAGE 1 (FUTURE ZONING UNDER DRAFT LLEP 2011)



The project has been driven by the recognition that the Balmain Leagues Club site is among the last remaining sites within the Leichhardt LGA that could make a meaningful contribution to the LGAs housing and employment targets. Redevelopment of the site presents an ideal opportunity to satisfy and indeed exceed the dwellings targets for the subregion in a manner that is consistent with centre based development principles, and allows opportunities for the local residents to live and work in the same area, thereby reducing travel demand and associated car based pollution and congestion. The Residential Development Strategy identifies that the Rozelle Village site has the potential to accommodate just 130 dwellings. This is considered to be a significant underestimation of the actual development potential of the site. The proponent's own research has identified capacity for higher dwelling yields to be achieved on the site. The proposal will provide an additional 304 homes, representing 15 per cent of the dwelling requirement for the LGA and as such the development has the potential to make a significant and sustainable component of the future development of the Inner West subregion.

5.2 DISTINCTIVE AND MEMORABLE DEVELOPMENT THAT WILL ENHANCE LOCAL CHARACTER

The existing buildings within the site are of limited architectural merit and none are heritage listed. In urban design terms these buildings coupled with the site's parking areas contribute little to the surrounding streetscape, particularly when viewed from the residential streetscape of Waterloo Street. While recent modernisation of the Balmain Leagues Club's Victoria Road façade has considerably improved its appearance, in general the industrial appearance of the site has a negative impact on the visual amenity of the area. The site's physical appearance has degenerated further following the relocation of the Balmain Leagues Club in 2010 being subject to graffiti and vandalism.

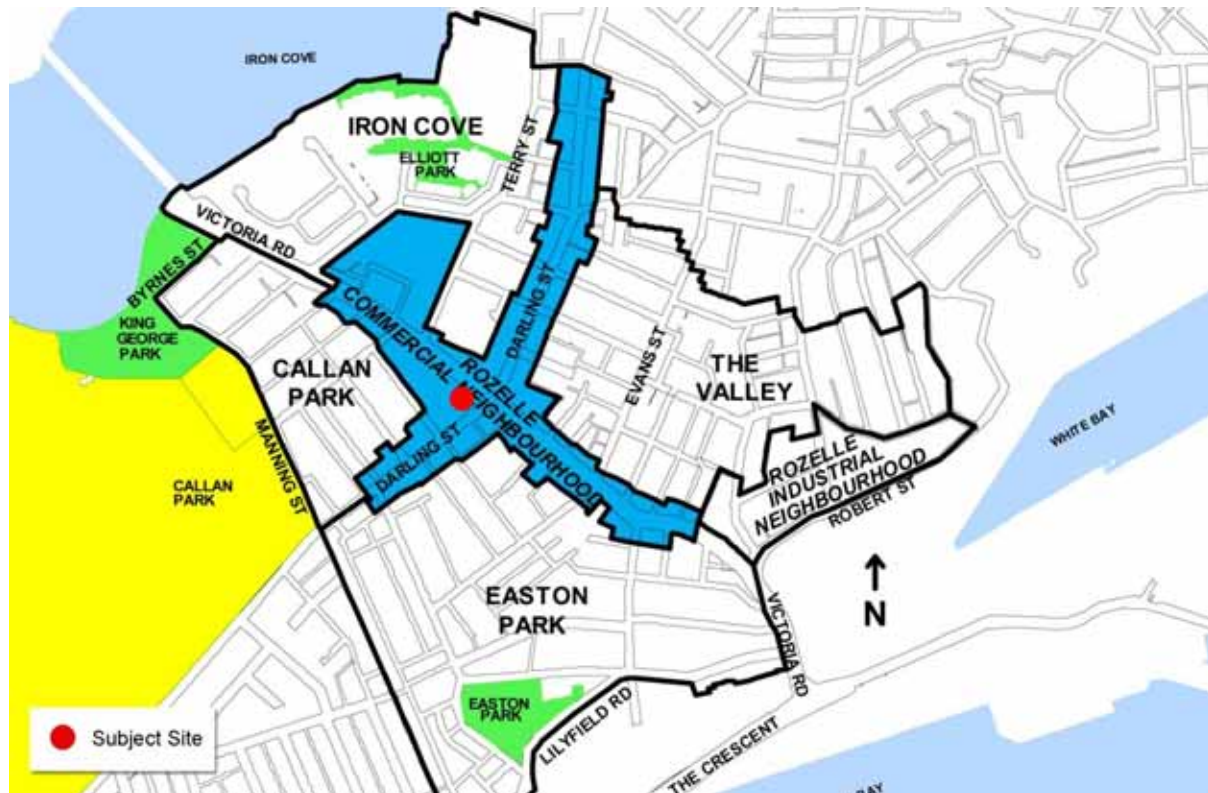
Architecturally and functionally, existing built development within the site does not reflect or capitalise on its prominent central location. The existing appearance and use of the site are incompatible with aspirations for the site, which support its development for residential use (both private and affordable), employment opportunities, local amenity and good quality design.

Redevelopment of the site as proposed will result in the creation of a distinctive and memorable development which will considerably increase the visual prominence of the site and clearly define Rozelle.

5.3 INCREASING ACTIVITY IN EXISTING CENTRES

The site occupies a prominent position adjacent to the main retail core of the suburb close to the public transport network. It is currently used solely for commercial purposes. Strengthening and supporting existing centres, including concentrating a greater range of activities within centres, is a strong focus of key strategic documents including the NSW State Plan, Metropolitan Strategy and the draft Inner West Subregional Strategy. To positively respond this strategic framework, the proponent is seeking to introduce a mix of high quality retail and residential uses to the Rozelle Village site, a substantial landholding located at the heart of the Rozelle Commercial Neighbourhood.

FIGURE 22 – RELATIONSHIP OF SITE TO ROZELLE COMMERCIAL NEIGHBOURHOOD



5.4 PROVISION OF COMMUNITY INFRASTRUCTURE

At present, the site does not offer local amenities, homes or community benefit and has a poor physical appearance. The benefits redevelopment of the site would bring for the local community and the wider Leichhardt LGA are substantial and include:

- Provision of dedicated community rooms to contribute to the availability of such facilities within the local area.
- New landscaped central court creating an attractive space for the community to meet and relax and acting as a focal point for the Rozelle Commercial Neighbourhood.
- Improved connectivity across the site resulting in greater integration of Victoria Road with the Rozelle Commercial Neighbourhood.

5.5 CATALYST FOR REGENERATION

Previously industrial in character, the inner west area has experienced strong population growth supported by its attractive residential streets and vibrant commercial centres which are complemented by good public transport infrastructure and proximity to Sydney CBD. Redevelopment activity across Sydney's inner western suburbs is clearly visible but has been slow and piecemeal and has not resulted in significant improvements to the quality of built form on Victoria Road or to the range of facilities available within the area.



PICTURE 39 – JUNCTION OF VICTORIA ROAD AND MOODIE STREET



PICTURE 40 – SOUTHERN SIDE OF VICTORIA ROAD TO THE EAST OF THE SITE



PICTURE 41 – VICTORIA ROAD / DARLING STREET INTERSECTION VIEWED FROM THE SOUTHERN SIDE OF VICTORIA ROAD



PICTURE 42 – VICTORIA ROAD VIEWED FROM THE SPRINGSIDE STREET JUNCTION

The proposal has significant potential to create beneficial impacts on the areas in the general vicinity of the site in strategic terms, by encouraging investor confidence in this location, and in practical terms, by providing the scope for employment opportunities for local people.

The proposed development will also lead to the regeneration of an under-utilised and largely derelict site which currently detracts from the appearance of the area. The site is located at a point that is experiencing significant regeneration and change. Development of the site has a key role to play in helping to create a positive visual impression for the area.

The quality of design of the proposed development and its proposed uses will encourage investment in the wider area.

5.6 CREATION OF A RETAIL AND ECONOMIC FOCAL POINT

The site is ideally located to provide a focal point for retail and business activity within Rozelle, which is currently lacking within the existing Rozelle Commercial Neighbourhood and to considerably enhance the retail offer currently available within the existing village centre.

The Leichhardt Employment Lands Study (prepared by SGS) recognises that Rozelle has the potential for retail growth. It states:

“The future role for Rozelle is as a retail and services centre with expanded arts and culture activity. The night time economy- activities such as dining, restaurants and bars will also continue to be an important part of the centre’s role.

It is envisaged that over time, Rozelle will accommodate a volume of retail and commercial floorspace which is comparable with other town centres in the LGA.”

Additionally, the Study identifies a number of key strategies to achieve this vision. The proposal directly contributes to the implementation of these strategies.

TABLE 17 – CONTRIBUTION TO KEY STRATEGIES OF THE LEICHARDT EMPLOYMENT STUDY

KEY STRATEGY	CONTRIBUTION BY PROPOSED DEVELOPMENT
<ul style="list-style-type: none"> Maintaining Darling Street as the core main street – this area has lower traffic volumes than Victoria Road, though still high, and has a highly valued pedestrian-scale main street. 	<ul style="list-style-type: none"> The main pedestrian entrance to the site is from Darling Street. A pedestrian arcade is provided at this side which integrates with existing retail provision on Darling Street. Commercial / retail traffic entering the site will do so from Victoria Road to minimise additional traffic on Darling Street. The pedestrian environment along Darling Street will be enhanced.
<ul style="list-style-type: none"> Preserving the intersection of Victoria Road and Rozelle for Centre Core activity 	<ul style="list-style-type: none"> The proposal will reinforce the intersection of Victoria Road and Darling Street as the central core of the Rozelle Commercial Neighbourhood. Commercial / retail land uses are a key component of the scheme and will contribute to the retail offer within Rozelle.

KEY STRATEGY	CONTRIBUTION BY PROPOSED DEVELOPMENT
<ul style="list-style-type: none"> Enhance and increase the links between the COFA⁴ facility and business activity (such as support services to the Arts). 	<ul style="list-style-type: none"> The proposal includes commercial and retail floor space will provide opportunities for new businesses to locate with the area.
<ul style="list-style-type: none"> Enhance the existing night time economy activities. 	<ul style="list-style-type: none"> The proposal provides new restaurants and other facilities that will contribute to the range of night time activities available within Rozelle.
<ul style="list-style-type: none"> Utilising main street lands in highly affected areas as support land for the Rozelle centre (Victoria Road) 	<ul style="list-style-type: none"> Access to the site is available from Victoria Road to activate it and integrate it with the Commercial Neighbourhood
<ul style="list-style-type: none"> Reviewing transport management in the centre 	<ul style="list-style-type: none"> Traffic generated by the proposed development can be integrated with future traffic management measures.
<ul style="list-style-type: none"> Improving local traffic management and investigating parking demand issues. 	<ul style="list-style-type: none"> The parking demand generated by the proposed development will be fully met on site.
<ul style="list-style-type: none"> Explore opportunities for residential intensification which considers the impacts of traffic and aircraft noise on residential amenity and heritage values. 	<ul style="list-style-type: none"> High density residential development is proposed. Strong regard has been given to potential impacts of noise and traffic on the amenity of future residents. Additionally, the design of the proposed residential towers seeks to minimise adverse impacts on neighbouring residential properties by virtue of loss of light or privacy.

5.7 INCREASED OPPORTUNITIES FOR SUSTAINABILITY INITIATIVES

The scale of the project allows opportunities for sustainability measures that would be unfeasible for smaller developments. The key initiatives proposed including:

- Blackwater system
- Cogeneration plant to provide low-carbon onsite electricity generation. Waste heat would be utilised for pool heating and domestic hot water for apartments, retail and commercial spaces.
- Green walls and roof areas (including communal gardens at podium roof level).
- Introduction of photovoltaic cells

⁴ Centre of Fine Arts

6 Planning Framework

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
1. <i>Relevant EPIs and guidelines to be addressed.</i>	-
6. <i>The EA must address the design principles of SEPP65 and the Residential Flat Design Code.</i>	Appendix T

This section provides an assessment of the proposal against the relevant environmental planning instruments and policies required by the DGRs.

6.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

Section 5 of the EP&A Act contains the objects of the Act. These are described below together with an assessment of the proposed development against these objects.

OBJECTS OF THE EP&A ACT	PROPOSED DEVELOPMENT
(a) To encourage:	<ul style="list-style-type: none"> The proposal involves the development of a previously developed site within an established urban area thereby minimising the need for greenfield land take. Additionally, it provides for a range of facilities and services that will directly contribute to the social and economic welfare of the community.
(i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,	<ul style="list-style-type: none"> The development makes efficient use of an existing serviced site in a manner that enables the introduction of energy efficient buildings in an accessible location. The provision of additional accommodation promotes the social and economic welfare of the community consistent with State Government policy.
(ii) the promotion and co-ordination of the orderly and economic use and development of land,	
(iii) the protection, provision and co-ordination of communication and utility services,	<ul style="list-style-type: none"> The Project Application provides a planned and integrated framework for the comprehensive redevelopment of the site which, given its location in the regional and local context, promotes the orderly and economic use of this accessible and serviced site. The redevelopment of the site will provide for the co-ordinated upgrade and augmentation of communication, security and utility services.
(iv) the provision of land for public purposes,	<ul style="list-style-type: none"> The site is privately owned in an established urban area. Provision will be made on site for improved open spaces for passive recreational purposes.

OBJECTS OF THE EP&A ACT	PROPOSED DEVELOPMENT
(v) the provision and co-ordination of community services and facilities, and	<ul style="list-style-type: none"> ▪ The redevelopment of the site will see an improvement to the range and quality of housing within the local area. Consideration has been given to providing a range of unit sizes to provide a range of prices and to meet the diverse housing needs of the local population. ▪ The proposal will also contribute new community facilities and infrastructure. The child care centre, medical centre and gymnasium will add to the range of facilities currently available within the local area. Additionally, the central court and passageways will provide an attractive space and focal point for the Rozelle Commercial Neighbourhood.
(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and	<ul style="list-style-type: none"> ▪ There are no known threatened species, populations or ecological communities. The proposed development will take place within an established urban environment. The potential for threatened species to be present is considered to be low.
(vii) ecologically sustainable development, and	<ul style="list-style-type: none"> ▪ The development includes a range of ESD measures as outlined in this report.
(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.	<ul style="list-style-type: none"> ▪ The community has been consulted at a number of stages during the planning of the redevelopment of the site. Further consultation will be undertaken as part of the EA exhibition process.

6.1.1 NSW STATE PLAN

The *New South Wales State Plan 2021: A Plan to Make NSW Number 1* was released in September 2011. The Plan is based around five strategies:

1. Rebuild the economy
2. Return quality services
3. Renovate infrastructure
4. Strengthen our local environment and communities
5. Restore accountability to government.

The main priority of the Plan is to restore economic growth and establish NSW as the first place in Australia to do business. The project satisfies a number of key priority actions of the State Plan as detailed in the table below:

PRIORITY ACTION	DEVELOPMENT RESPONSE
Grow employment by an average of 1.25 per cent per year to 2020	<ul style="list-style-type: none"> ▪ The proposal will provide significant job opportunities during both the construction and operational phases of development and as such will directly contribute to employment growth within NSW. An estimated 4,000 jobs will be generated directly and indirectly by the proposal. More than 400 retail jobs will be created on-site.
Improve housing affordability and availability	<ul style="list-style-type: none"> ▪ The dwelling yield proposed within the project will increase housing supply within the Leichhardt LGA and will contribute to the diversity in housing mix and sizes to meet the demand for housing in this locality and provide a variety of housing options.
Contain electricity costs through efficient energy use	<ul style="list-style-type: none"> ▪ The proposal includes a number of ESD initiatives which will help to achieve this objective. These initiatives will include measures specifically designed to minimise electricity costs: <ul style="list-style-type: none"> – High efficiency fluorescent and LED lighting to be installed throughout. – Efficiently controls such as daylight dimming, timers and motion sensors are to be augmented into the lighting control system. – Programmable intelligent lighting control system shall be installed and lighting zones are to be individually addressable. – Light pollution from external lighting is limited by ensuring that no direct beam is directed beyond the site boundaries or upwards without falling directly on a surface with the explicit purpose of illuminating that surface. – It is proposed that approximately 70 kW of photovoltaic array be established on onsite to provide energy for base building services such as lighting, power and lifts. These solar panels will be strategically placed to maximise efficiency and maintainability. – Installation of a Co-generation or Tri-generation plant utilised for the use of onsite power, heating and cooling. – Future power provisions for incorporating electric car charging points in the basement levels.
Increase walking and cycling	<ul style="list-style-type: none"> ▪ The project will connect with the existing cycleway and pedestrian network which services the area and provide a new accessible destination for cyclists and pedestrians. Additionally, improvements to the pavement areas on Victoria Road adjacent to the site will considerably enhance the pedestrian environment.

PRIORITY ACTION	DEVELOPMENT RESPONSE
Planning policy to encourage job growth in centres close to where people live and to provide access by public transport	<ul style="list-style-type: none"> The project will increase opportunities for people to live within close proximity to the Sydney CBD and will provide for additional employment opportunities within the Leichhardt LGA.
Increase neighbourhood crime prevention	<ul style="list-style-type: none"> The proposal will bring this redundant and vandalised site back into productive use resulting in a development that will increase activity in this location and provide opportunities for natural / passive surveillance. Active security measures will also be implemented including card access control to the residential component of the development and CCTV. Further operational security measures would be identified in an Operational Management Plan for the proposed shopping centre.
Minimise impact of climate change in local communities	<ul style="list-style-type: none"> The proposal adopts a number of initiatives which target climate change. These measures are identified within the ESD report contained at Appendix G.
Increase the number of opportunities for cultural participation	<ul style="list-style-type: none"> The project will provide for an ongoing viability of the Balmain Leagues Club and will safeguard its role as a major supporter of local sporting and recreational activities. In addition, the proposal incorporates dedicated community facilities which will supplement the provision of such facilities within the area.

6.1.2 SYDNEY METROPOLITAN PLAN 2036

"City of Cities: A Plan for Sydney's Future" (the Metropolitan Strategy for Sydney) was initially launched by the NSW Government in December 2005. It provides commentary and direction for a 25-30 year period at a regional level on issues such as land use, economic development, jobs, transport, innovation, centres and corridors, and residential areas within Sydney. The 2005 Strategy aimed to accommodate 1.1 million additional residents and 550,000 new jobs over the period to 2031.

In March 2010, the Department of Planning announced the first five year review of the Metropolitan Strategy. The resulting Sydney Metropolitan Plan for Sydney 2036 seeks to respond to recent challenges facing growth in Sydney including the global financial crisis, housing affordability and climate change. The review integrates the Sydney Metropolitan Strategy with the Metropolitan Transport Plan, while accommodating increased population projections across Sydney, such as:

- A population forecast to reach nearly 6 million by 2036 (an increase of 1.7 million from the 2006 projections).
- A need for 769,000 additional homes by 2036 (35,000 new dwellings within the inner west subregion).
- A need to provide 760,000 more jobs by 2036.

Strategic Direction D – Housing Sydney's Population of the Metropolitan Plan outlines the approach for the location of new housing. A key aim of the Strategy is the location of 80 per cent of all new housing within walking distance of centres with good public transport.

The proposed development proposes the establishment of a new development which will support residential, retail, recreation and community facilities. The proposed development provides a high standard of services, amenities accessible to public transport. The proposal provides for a development which has the potential to act as a catalyst for new public transport to service both the proposed development and the surrounding community, it will provide for new areas of public and community space, and will address a shortage of retail services within the catchment area. As described in this report, higher densities can be achieved on the subject site without significant adverse environmental, social or economic impacts. The project application will capitalise on the site's accessibility by public transport, its location within an established commercial precinct and its proximity to employment opportunities within Sydney CBD, to ensure the proposal supports key actions within the Metropolitan Plan for Sydney 2036:

- By creating a mixed use development within walking distance of strategic bus routes on Victoria Road, the proposal satisfies Objective B1 by focusing activity in accessible locations.
- By incorporating new residential dwellings and employment services, the proposal will satisfy Objective C2 to further integrate transport and land use planning to support increased public transport mode share. The reason being that the site is accessible by many bus services along the Victoria Road corridor.
- The proposed residential component of the project is consistent with Objective D1 because it will provide new opportunities for Council to increase its supply of land for residential development in existing urban areas, contributing to the 70/30 split.
- Arising from the site's inner city location within an established neighbourhood, the proposal will satisfy Objective H2 as the assessment has identified an appropriate provision of social infrastructure and services (i.e. parks and other recreational uses, schools, retail shops, are located nearby).

6.1.3 DRAFT INNER WEST SUBREGIONAL STRATEGY

The Draft Inner West Subregional Strategy was exhibited in July 2007. It is a key part of the implementation of the Metropolitan Strategy and is intended to guide land use planning in the Ashfield, Burwood, Canada Bay, **Leichhardt** and Strathfield Local Government Areas to 2031.

The key directions of the Draft Subregional strategy are:

1. Support and differentiate the role of strategic centres
2. Protect employment lands and the working harbour
3. Promote Parramatta Road as an enterprise corridor
4. Improve housing choice and create liveable and sustainable communities
5. Manage traffic growth and local travel demand
6. Protect and promote recreational pursuits and environmental assets

This Strategy identifies the following targets for the Leichhardt LGA:

- 2,000 additional dwellings by 2031.
- Additional employment capacity of 500 jobs by 2031.

It is noted that the Subregional Strategy is required to be updated and amended to reflect the new Metropolitan Plan 2036. Of particular note is the requirement for all Councils to develop planning controls that will facilitate additional employment and housing opportunities based on the revised targets from the Metropolitan Plan 2036.

As a result of the increased population forecast for Sydney in the Sydney Metropolitan Plan 2036, the overall dwelling targets for the Inner West Subregion have changed from those contained in the 2005 Sydney Metropolitan Strategy as follows:

- Dwelling growth target increased from 30,000 by 2031 to 35,000 by 2036 (a 16.6 per cent increase).
- Employment growth target increased from 12,500 by 2031 to 25,000 by 2036 (a 50 per cent increase).

These revisions represent a substantial increase in the amount of new dwellings and jobs which will need to be accommodated within the subregion, and it is expected that this increase will be reflected in the targets for the Leichhardt LGA.

Corridors are expected to play a key role in the delivery of new housing with 30 per cent of new housing to 2031 forecast to be accommodated in Sydney's three most significant corridors (**Parramatta to City**, the City to Airport and North Sydney to Macquarie Park). This includes the Victoria Road corridor, situated immediately adjacent to the site. An analysis of the project's contribution to the aims of the Draft Sub-regional Strategy is provided below.

CENTRES AND CORRIDORS

FIGURE 23 – INNER WEST SUBREGIONAL STRATEGY - CENTRES



Consistent with the sub-regional strategy the proposal will concentrate retail activity within an existing centre (Policy B4.1). The project proposes additional retail floor space to meet a shortfall of retail, and particularly supermarket retail floor space, within the locality and the Leichhardt LGA. The new centre will be highly accessible by public transport, road, cycling and walking, and will provide a range of neighbourhood retail, residential, medical and entertainment uses within an integrated and masterplanned site.

ECONOMY AND EMPLOYMENT

Retail trade employs a significant proportion of the subregion's population and the majority of the subregion's employment growth is expected to be accommodated within the Sydney Olympic Park – Rhodes Specialised Centre and Burwood Major Centre. The proposed development will provide additional retail jobs, and as such will align with the skill base of the subregion.

The integration of employment and housing markets is encouraged by the Strategy (Policy A3.2), and consistent with this approach the proposal involves a mix of residential and commercial land uses.

TRANSPORT

In developing the proposal, regard has been given to the need to protect existing (Victoria Road) and proposed (City Relief line rail corridor) transport corridors and in developing the proposal consultation has been undertaken with the RMS and the SMA to ensure that their design requirements are fully incorporated into the proposed development.

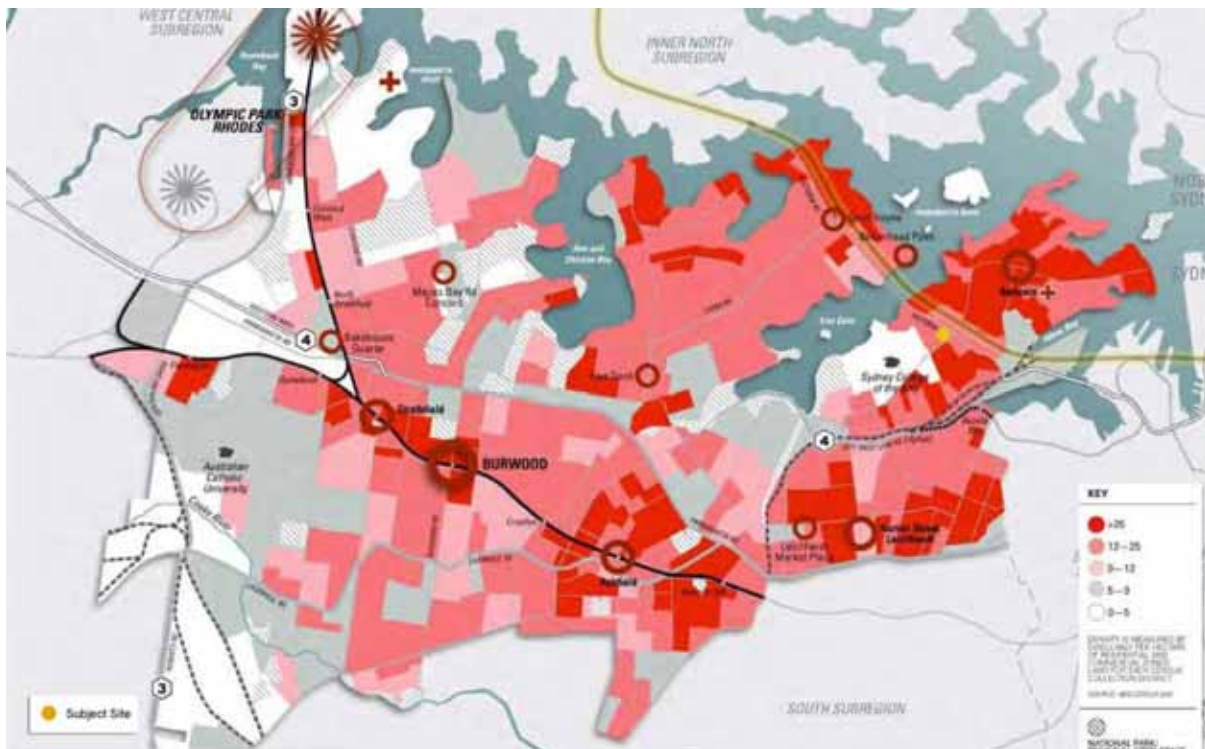
The project will create demand as both a trip origin (residential) and trip destination (retail) on public bus services linking the site to nearby centres and public transport nodes.

The project proposes well connected pedestrian and cycling facilities, linking the proposed buildings to public transport, private and public open space and existing pedestrian connections immediately adjacent to the site.

HOUSING

The Draft Inner West Subregional Strategy sets a dwelling target of 2,000 additional dwellings for the Leichhardt LGA by 2031. The location of the site having good access to services, transport, open space and leisure facilities makes this an excellent location for high density residential and retail development. Approximately 304 residential apartments are envisaged for the site under the project. The proposed development will therefore make an important contribution to future housing growth in the Leichhardt LGA.

FIGURE 24 – INNER WEST SUBREGIONAL STRATEGY - HOUSING



ENVIRONMENT, HERITAGE AND RESOURCES

The proposed dwelling yield on the site will increase housing opportunities within Sydney's existing urban footprint and will contribute to a reduction in the demand for additional land to be used for urban purposes on the urban fringe. The project will balance the demand for land uses within this locality by increasing residential development whilst also increasing the number of jobs provided in the area.

Sustainability is central to the design concept and measures have been incorporated to achieve high levels of energy and water efficiency and targeted measures to manage waste. This translates to both the commercial and residential components of the scheme.

A search through the Aboriginal Heritage Information Management System has revealed that there are no Aboriginal objects that have been reported to the Director General of the Department of Environment, Climate Change and Water within the subject site.

PARKS, PUBLIC PLACES AND CULTURE

A range of recreational facilities will be provided specifically for use by residents of the site as well as spaces for use by the general community, including a publicly accessible centre court and podium level spaces.

This proposal presents an opportunity for the regeneration of a redundant site that will positively contribute to the requirements to plan for growth in a manner that is entirely consistent with the DP&I's locational criteria with respect to proximity to existing centres and public transport.

6.1.4 DEVELOPMENT NEAR RAIL CORRIDORS AND BUSY ROADS – INTERIM GUIDELINE

The guideline is intended to assist in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads and sets out the assessment requirements for such developments. The objectives of the guideline are:

- To protect the safety and integrity of key transport infrastructure from adjacent development.
- To ensure that adjacent development achieves an appropriate acoustic amenity by meeting the internal noise criteria specified in the Infrastructure SEPP.

The guideline is relevant to the proposed development because:

- The site is situated adjacent to a major road corridor (Victoria Road)
- Potential for future introduction of rail link at below ground level adjacent to the site.

The acoustic assessment undertaken as part of the EA has been prepared with regard to this guidance (refer to Appendix L). Similarly, regard has been given to the guidelines with reference to the geotechnical and structural requirements of new development in the vicinity of rail corridors (refer to Appendix N).

6.1.5 NSW BIKE PLAN (NSW GOVERNMENT, 2010)

The NSW Bike Plan seeks to encourage cycling and the safety of cyclists across NSW. Central to the plan is a 10 year programme of bicycle infrastructure to improve cycling networks within NSW. An existing cycle route is situated opposite on the eastern side of Victoria Road.

Consistent with the objectives of the plan to promote cycling within the State, secure cycle spaces for residents and commercial users are provided within the site as well as changing and locker facilities for use by the site's commercial users.

6.1.6 PLANNING GUIDELINES FOR WALKING AND CYCLING (NSW DEPARTMENT OF INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES, ROADS AND TRAFFIC AUTHORITY, 2004)

The guideline aims to improve planning and design practices to create more opportunities for people to live in places with easy walking and cycling access to urban services and public transport. This will help reduce car use and create healthier neighbourhoods and cities. The guidelines complement and expand on the design principles included in the Integrating Land Use and Transport Planning Policy Package discussed above. The proposal is appropriately placed to ensure this, allowing access from three street frontages and providing ease of connectivity given its location immediately adjacent to a major cycling route (Victoria Road). It is also within walking distance of a range of local services and facilities.

6.1.7 INTEGRATING LAND USE AND TRANSPORT POLICY PACKAGE (DEPARTMENT OF URBAN AFFAIRS AND PLANNING, TRANSPORT NSW 2001)

Integrating Land Use and Transport – A Planning Policy Package 2011 seeks to reduce private vehicle use and promote active and public transport options instead. Of relevance to the current proposal, it aims to:

- Improve access to housing, jobs and services by walking, cycling and public transport
- Increase the choice of available transport and reduce reliance on cars
- Encourage people to travel shorter distances and make fewer trips
- Support the viable operation of public transport services

The site's proximity to both a range of public transport options and local facilities is directly consistent with the intent of the policy package.

6.1.8 DEVELOPMENT AND ACTIVE LIVING, DEVELOPMENT CHECKLIST (PREMIER'S COUNCIL FOR ACTIVE LIVING, 2011)

The document consolidates existing guidance with respect to active living. Its purpose is two-fold:

- To assist Councils (and the State Government) with the preparation of active living policy documents, as such as development control plans (DCPs), or to address active living principles in their existing policies.
- In the absence of such policy provisions, to advise consultants / applicants and assessment officers (at state and local levels) on matters for consideration, and design and siting action that will promote active living in development proposals.

The principles of active living as specified by the document and the proposed development's response to these principles as they relate to multi-unit residential and commercial development has been assessed (refer to Appendix D).

6.2 STATE ENVIRONMENTAL PLANNING POLICIES

6.2.1 SEPP55 REMEDIATION OF LAND

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The DGRs require the EA to consider whether the land is contaminated, and that if the land is contaminated whether or not the land can be made suitable for the proposed use.

Site investigations (refer to Appendix O) confirm that the site is suitable for high density residential, retail and other uses proposed, subject to the implementation of the recommendations of this review.

Contamination is discussed in more detail in Section 2.3.6.

6.2.2 SEPP65 DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT, AND RESIDENTIAL FLAT DESIGN CODE

State Environmental Planning Policy No. 65 applies to residential flat buildings comprising three or more storeys and four or more self-contained dwelling units. The principal aim of SEPP65 is to improve the design quality of residential flat development in NSW through the orderly design of new buildings based on improving the economic, cultural, environmental and social benefits of development.

DESIGN VERIFICATION STATEMENT

Clause 50(1A) *Environmental Planning and Assessment Regulation 2000* requires that a development application for a residential flat building must be accompanied by a design verification statement from a qualified designer, being a statement in which the qualified designer verifies:

"That he or she designed, or directed the design, of the residential flat development, and

That the design quality principles set out in Part 2 of the State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development are achieved for the residential flat development."

Qualified designer means a person registered as an architect in accordance with the *Architects Act 1921*.

A design statement has been prepared by the architect for the project.

DESIGN PRINCIPLES

The policy sets out design quality principles that should guide the design of residential flat buildings in accordance with these design quality principles.

In accordance with these requirements, the architect for the residential component of the scheme, Stanisc Architects, has prepared an assessment of compliance with the design principles in SEPP65. These are contained in Appendix T. These principles have informed the design of the development. It is considered that the proposed development is consistent with the design principles of SEPP65.

RESIDENTIAL FLAT DESIGN CODE

Clause 30(2)(c) of SEPP65 requires that the publication Residential Flat Design Code be taken into consideration when assessing applications for residential flat buildings. These principles have guided the development of the project application.

6.2.3 SEPP32 URBAN CONSOLIDATION (REDEVELOPMENT OF URBAN LAND)

The aims of the Policy are:

- (a) *"To promote the orderly and economic use and development of land by enabling urban land which is no longer required for the purpose for which it is currently zone or used to be redeveloped for multi-unit housing and related development.*
- (b) *To implement a policy of urban consolidation which will promote the social and economic welfare of the State and a better environment by enabling:*
 - (i) *The location of housing in areas where there are existing public infrastructure, transport and community facilities.*
 - (ii) *Increased opportunities for people to live in a locality which is close to employment, leisure and other opportunities.*
 - (iii) *The reduction in the rate at which land is released for development on the fringe of existing urban areas."*

The proposed development is consistent with the SEPP. It involves the productive reuse of a currently vacant and redundant site which has excellent access to public infrastructure, transport and community facilities.

6.2.4 SEPP (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across the State by:

- (a) Improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services*
- (b) Providing greater flexibility in the location of infrastructure and service facilities*
- (c) Allowing for the efficient development, redevelopment or disposal of surplus government owned land*
- (d) Identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development)*
- (e) Identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development*
- (f) Providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.*

In this regard, development that is proposed to generate a threshold amount of traffic must, in accordance with Clause 104 of this policy, be referred to the RTA (now the RMS) for concurrence.

For apartment or residential flat buildings the relevant thresholds are:

- 300 or more dwellings on a site with access to any road, or
- 75 or more dwellings on a site with access to classified road or to a road that connects to a classified road (if access is within 90m of connection, measured along the alignment of the connecting road).

Victoria Road is a classified road. The proposed number of dwellings on the site is 304. Referral to the RTA (now the RMS) under Clause 104 of the SEPP is therefore required. Ongoing consultation has been undertaken with the RMS to develop a suitable methodology for the traffic impact assessment.

6.2.5 SEPP (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

BASIX, the Building Sustainability Index, was introduced by the NSW Government to ensure homes and apartments are designed to use less potable water and emit fewer greenhouse gas emissions. BASIX sets minimum energy and water reduction targets for houses and apartments to achieve this goal. The ESD Report prepared by Cundalls and provided at Appendix G establishes the overarching sustainability principles which shall guide future development of the site. The report confirms that the proposed residential units demonstrate compliance with the BASIX categories of thermal comfort, energy and water. A preliminary BASIX assessment of the apartment building has been undertaken by Cundalls. Their report is contained in Appendix G of this report.

6.2.6 SEPP (MAJOR DEVELOPMENT) 2005

State Environmental Planning Policy (Major Development) 2005 outlines thresholds for certain types of development that, if met, require assessment by the NSW Department of Planning and Infrastructure.

The subject development has been declared a Major Project under Clause 6 of this SEPP, as its estimated Capital Investment Value (CIV) at the time of declaration fell above the non-discretionary threshold of \$100 million for "Group 5 – Residential, Commercial or Retail Projects" under Schedule 1 of the SEPP. The proposed development has an estimated CIV of \$310m. A copy of the quantity surveyors calculation summary (prepared in accordance with Planning Circular PS 10-008- New definition of capital investment value) accompanies the application.

On 13 May 2011 the NSW Government announced the repeal of Group 5 of Schedule 1 from the Major Development SEPP. State Environmental Planning Policy (Major Development) 2005 continues to apply to residential, commercial or retail projects for which environmental assessment requirements were notified to the proponent on or before 8 April 2011, as if Group 5 of Schedule 1 and Clause 13 of Schedule 2 had not been repealed by State Environmental Planning Policy (Major Development) Amendment 2011.

6.2.7 DRAFT SEPP (COMPETITION) 2010

The draft SEPP aims to promote economic growth and competition and remove anti-competitive barriers in environmental planning and assessment. The SEPP provides that the commercial viability of proposed retail, business and office premises is not a matter for consideration in the determination of applications. Additionally, nor is the impact on commercial viability of other commercial development a matter for consideration.

6.2.8 SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 sets out the planning principles for development within the Sydney Harbour Catchment. Under the REP the site falls within the Sydney Harbour Catchment area but is not included in the Foreshore and Waterways Area or any specific zone.

The proposal addresses each of the relevant aims of the SREP. The development has been carefully designed to ensure that it does not have any detrimental impacts on the scale, character and/or visual quality of the site when viewed from the foreshore or the waterway.

The proposal has been assessed having regard to the relevant matters for consideration as summarised below:

- The proposed development will not result in any detrimental impacts to the existing quality of water entering the waterways.
- The scale, form, design and siting of the existing building and the impact of the proposed alterations and additions on both the site and the surrounding land has been assessed and it is considered that the proposal will have a positive visual impact, having regard to the compatibility of the proposed works with the existing building and the consistency of the existing and proposed built form.
- The proposed development will maintain, protect and enhance the visual qualities of the Sydney Harbour foreshore and tributaries as the proposed will have a positive visual impact.

Overall, it is considered that the proposed development is consistent with the provisions of the SREP and satisfactorily addresses each of the relevant aims and requirements.

6.3 LEICHHARDT LOCAL ENVIRONMENTAL PLAN 2000

The key controls relating to the site are governed by the Leichhardt LEP 2000.

6.3.1 ZONING

The site is currently zoned Business under the provisions of Leichhardt LEP 2000. As shown in Figure 25, the Darling Street corridor is zoned Business in the immediate location of the site. Surrounding land is zoned Business, 5(A) Special Uses, Residential and Industrial. The zoning pattern in the vicinity of the site provides a spur of commercially zoned land radiating out from Victoria Road and Darling Street intersection. The Business zone permits a range of uses. The proposed development proposes a range of commercial and residential uses which are permissible under the LEP.

FIGURE 25 – LEICHHARDT LEP - ZONING



6.3.2 RELEVANT CONTROLS

SITE SPECIFIC OBJECTIVES AND DEVELOPMENT STANDARDS

Site specific provisions relate to the Balmain Leagues Club Precinct and allow for high density mixed use development on this site. The controls respond to an earlier design concept for the Balmain Leagues Club land developed by Leichhardt Council and have limited relevance to the current proposal which while incorporating some of the uses proposed in the previous development, is of a very different nature and scale and relates to a larger site. As recognised by Council in the preparation of their draft LEP (currently on exhibition) the site specific controls are out of date and as such have not been carried forward into the draft LEP. The justification for this approach is set out in the Leichhardt Municipal Council Environmental and Community Management Report, 21 June 2011 which states the following:

“As draft LEP 2011 is, at law, a new planning instrument, Council needs to be satisfied that the controls are reasonable, realistic and based on sound data. The current controls for former Balmain Leagues Club site were informed by a range of studies, assumptions and circumstances particular to the time when the controls were being prepared. For example, the parking budget for the site was based on traffic modelling done in 2006. However, in the 5 years since the master planning for the Balmain Leagues Club site was initiated numerous events, decisions and developments have occurred that when combined bring into question the relevance of the current controls for the site.”

The land uses proposed by the application generally align with the zoning provisions of the Leichhardt Local Environmental Plan 2000 (LLEP) which allow for mixed use development but the proposal does depart from some the site specific development control standards. Instead the detailed design of the scheme has been developed in response to the opportunities and constraints of the site identified through a comprehensive site analysis. The particular type of proposal and location in which it is situated means that a higher density and form of development than that which was envisaged under the Balmain Leagues Club Precinct Masterplan, and to which the height and density controls specified in the LEP have been tailored toward, can be pursued. In exceeding these controls it is appropriate to consider the particular context in which the proposal is located as a guide to appropriate height and density rather than rigid compliance with the LEP development standards. The site's context is characterised by the following:

- It is adjacent to a strategic transport corridor which accommodates high frequency bus routes.
- It is within an established commercial centre.
- It is a large consolidated land holding, immediately available for development.

In summary, the design concept has evolved from an urban design analysis of the site's context which has highlighted the opportunity for high density, multi-storey development in this strategic location. The proposal establishes a built form that is of a scale, height and character that differs substantially from that which currently exists on the site or within the immediate locality, reflecting and celebrating the unique and landmark qualities of the site.

NATURE AND EXTENT OF ANY NON-COMPLIANCE

The proposal does not meet the development controls standards of the LEP. The extent of these non-compliances is as follows:

- Height
- Density

While the project significantly exceeds the height and density provisions specified within the LEP, the proposed intensification of the site is directly consistent with the principles of a range of broader strategic planning considerations, such as the NSW State Plan, the Sydney Metropolitan Strategy and the draft Inner West Subregional Strategy. Aside from the LEP controls, the project is consistent with all other relevant guidelines and controls, including the Residential Flat Design Code.

Schedule 3 of the LEP specifies the relevant objectives and controls for the precinct. The objectives are addressed in Table 18.

TABLE 18 – LEICHHARDT LEP – BALMAIN LEAGUES CLUB PRECINCT OBJECTIVES

OBJECTIVES	PROJECT
(a) The development integrates suitable business, office, residential, retail and other uses so as to maximise public transport patronage and encourage walking and cycling.	<ul style="list-style-type: none"> ▪ The project incorporates a mix of commercial, retail and residential uses. Footpath improvements will help to contribute to the use of sustainable modes of transport by future residents, employees and visitors of the development.
(b) The development contributes to the vibrancy and prosperity of the Rozelle Commercial Centre with an active street life while maintaining residential amenity.	<ul style="list-style-type: none"> ▪ The project incorporates a variety of uses that will complement retail provision on Darling Street. Direct pedestrian access from Darling Street has been incorporated into the scheme to enable the development to function as an extension of the Rozelle Commercial Centre. ▪ Strong regard has been given to the amenity of the proposed residential units. Appropriate measures to manage noise impacts have been incorporated into the design of the scheme.
(c) The development is well designed with articulated height and massing providing a high quality transition to the existing streetscape.	<ul style="list-style-type: none"> ▪ The project comprises three distinct building components which are of varying heights. Each building is also articulated by balcony elements and fenestration treatments. ▪ A detailed analysis of how the bulk and massing of the proposal have been managed to minimise its visual impact is provided in Appendix A.

OBJECTIVES	PROJECT
(d) The traffic generated by the development does not have an unacceptable impact on pedestrian or motor vehicle traffic on Darling Street, Waterloo Street and Victoria Road, Rozelle.	▪ A traffic impact assessment has been undertaken and is attached at Appendix F.
(e) Any residential development at street level has a frontage to Waterloo Street, Rozelle and, when viewed from the street, has the appearance of no more than three storeys.	▪ No residential development is proposed at street level. Shop office-home office units are proposed along the site's Waterloo Street frontage. These units are a maximum of 3 storeys.

The proposed development is consistent with the objectives for the Balmain Leagues Club Precinct as specified by the LEP. It is not however, inconsistent with the detailed planning controls set out in Schedule 8. The project has been developed in response to a detailed contextual analysis of the site and its surrounds and departs from the standards specified in the LEP, most notably with regard to building height and residential density.

The development achieves a floor space ratio⁵ of 6.7:1. As previously noted in Section 4.5 the definition within LLEP 2000 will be amended in line with the Standard Instrument LEP following implementation of the draft LLEP 2011 (which has been publically exhibited and referred to the DP&I) and it is therefore considered appropriate to calculate GFA in accordance with this up-to-date definition. When calculated under the existing LLEP2000 definition of GFA the FSR for the site is 7.15:1. The additional floor space relates to basement spaces including plant rooms and servicing areas and amounts to approximately 3,670m².

TABLE 19 – LEICHHARDT LEP – BALMAIN LEAGUES CLUB PRECINCT – DEVELOPMENT STANDARDS

CONTROLS		PROJECT DETAILS	
Floor Space Ratio	Maximum	Based on Draft LLEP 2011 definitions	Based on LLEP 2000 definitions
Shops	3.9:1	1.7:1	1.7:1
Commercial premises	0.2:1	0.6:1	0.6:1
Clubs	0.5:1	0.3:1	0.3:1
Residential	1.9:1	3.9:1	3.9:1
Total	6.7:1	6.7:1	7.15:1 ⁶

⁵ The Leichhardt LEP defines gross floor area as “the total area of a building’s floor plates, measured between the outer edges of the outside walls or the centre line of any party wall, and includes mezzanines, attics, internal car parking spaces, garages, lofts and studios. It does not include projections outside the external walls of the building, paved areas, voids or basements used for car parking, where the car parking area does not protrude more than 1 metre above ground level.”

⁶ The difference in GFA between the draft LLEP and current LLEP arises from the inclusion of “miscellaneous” spaces such as vertical circulation and plant space which are excluded under the definition of GFA in the draft LLEP.

Height⁷			
▪ Building less than 10m from Waterloo Street	12.5m	14m	14m
▪ Building less than 36m from Darling Street	52m AHD or 2 storeys	3 storeys	3 storeys
▪ Maximum building height	82m AHD or 12 storeys	32 storeys	32 storeys

6.4 LEICHHARDT DCP 2000

FIGURE 26 – LEICHHARDT DCP – BALMAIN LEAGUES CLUB PRECINCT SITE SPECIFIC CONTROLS



⁷ Height is defined by the LLEP2000 as “the vertical distance between ground level at any point to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.”

The Leichhardt Development Control Plan is the relevant DCP for the majority of the site. Part D.1.0 provides site specific controls for the Balmain Leagues Club Precinct (the controls do not apply to 172 Victoria Road or 17-19 Waterloo Street which form part of the application site but lies outside the precinct boundary). A high level assessment of the project's consistency with the relevant objectives of the DCP is included at Appendix D.

The proposed development establishes building envelopes, heights and layouts and indicative landscaping which are conducive to the achievement of a high quality urban environment. The objectives for the Balmain Leagues Club Precinct are described below. The scheme's compliance with the DCP controls is set out in Appendix D.

TABLE 20 – COMPLIANCE WITH DCP OBJECTIVES

DCP OBJECTIVES	COMPLIANCE
<ul style="list-style-type: none"> To provide a planning and urban design framework that guides the redevelopment of the Balmain Leagues Club Precinct. 	The DCP provisions relate to one option for the future development of the site and as such have only limited relevance to the proposal.
<ul style="list-style-type: none"> To enable the redevelopment of the Balmain Leagues Club Precinct as a consolidated parcel. 	The proposed development involves the comprehensive redevelopment of the precinct site together with adjoining lands.
<ul style="list-style-type: none"> To encourage well designed development with articulated height and massing. 	Detailed consideration has been given to the design of the proposed building with particular regard given to reducing the bulk and massing of the proposal through articulation.
<ul style="list-style-type: none"> To promote development that links to and contributes to the ongoing vibrancy and viability of the Rozelle Commercial Centre. 	The proposal will provide a central focus for retail and business activity within Rozelle. The mix of uses proposed, and scale of retail and commercial development proposed, will contribute to the vitality and viability of the Commercial centre.
<ul style="list-style-type: none"> To promote the long term viability of the Balmain Leagues Club on the site, for the benefit of the local community. 	The proposal will facilitate the return of the Balmain Leagues Club to Rozelle.
<ul style="list-style-type: none"> To promote low and moderately priced housing through a mix of dwelling types. 	The proposal provides new and diverse housing stock which caters to the needs of the whole community, including adaptable housing.
<ul style="list-style-type: none"> To ensure an integrated and well-designed public domain environment that supports the existing commercial area. 	The proposal provides high quality public domain, recreation areas, cycling and pedestrian facilities and naturally landscaped areas which will substantially improve the quality of the public domain, particularly on Victoria Road.
<ul style="list-style-type: none"> To promote ecologically sustainable development. 	The proposal achieves a high level of ecologically sustainable design as demonstrated in the ESD report attached at Appendix G.

6.4.1 LEP PROVISIONS RELATING TO THE ADDITIONAL LANDS

The additional sites incorporated into the project (17-19 Waterloo Street and 172 Victoria Road) are situated outside the defined Balmain Leagues Club Precinct. Separate floor space provisions apply to these sites. The LEP specifies an FSR of 1:1 for wholly non-residential development within the Business zone and 1.5:1 for schemes involving mix of residential and other development. As part of the wider development of the Rozelle Village site this FSR will be exceeded.

6.5 DRAFT LEICHHARDT LOCAL ENVIRONMENTAL PLAN 2011

Leichhardt Council has prepared a comprehensive draft Local Environmental Plan in line with the standard template. The draft LEP is a direct translation of the current LEP. The draft Leichhardt Local Environmental Plan 2011 has been publically exhibited and referred to the DP&I.

As noted above the site specific provisions relating to the Balmain Leagues Club Precinct have not been carried through into the draft LEP. The site is zoned B2 Local Centre under the draft LEP. The proposed land uses are permissible within the B2 zone.

As noted above, Leichhardt Council recognises that consent under Part 3A is being sought for the redevelopment of the site and for this reason the site specific provisions relating to the site have not been carried forward into the draft LEP. Under the draft LEP 2011 the entire site is zoned B2 Local Centre.

FIGURE 27 – DRAFT LEICHHARDT LEP - ZONING



6.6 DEVELOPMENT CONTRIBUTIONS

Under Section 94 of the EP&A Act and the Leichhardt Section 94 Contributions Plans the Council is able to levy contributions for the provision of public services and facilities required as a consequence of development. Contributions for residential and commercial development under Leichhardt's Section 94 plans are required for community facilities, open space and recreation, and roads.

The proposed development seeks to offset contributions for providing material public benefits to Council's satisfaction in accordance with the requirements of the Section 94 Plans for the Leichhardt area. The proposal provides the following, which may be considered as offsets including:

- Increased pedestrian networks
- Dedicated community room
- Public domain works

A description of these works is included in Section 4.

Section 93F of the EP&A Act enables the proponent to enter into a Voluntary Planning Agreement with Council as an alternative mechanism for securing contributions (material and / or monetary) for the provision of public services and facilities to support new development. A Voluntary Planning Agreement applies to the subject site. The VPA was exhibited with the draft DCP and has subsequently been signed by Leichhardt Council and the proponent. A copy of the exhibited VPA dated 26 June 2008 is included at Appendix C.

The VPA does not form part of this Part 3A application but the details of the agreement are generally relevant to the current proposal (being for a high density, mixed use development). The proponent remains committed to delivering the public benefits outlined in this existing VPA although it is recognised that some modification may be required to reflect the current proposal. Any changes deemed necessary to the VPA to reflect the current proposal will be negotiated with Leichhardt Council.

Under the existing VPA the proponent is required to pay a monetary contribution and provide other material public benefits as detailed below.

TABLE 21 – VOLUNTARY PLANNING AGREEMENT DETAILS

VPA REQUIREMENT	PROPOSED DEVELOPMENT
Monetary contribution of \$250,000 to upgrade roads, footpaths and traffic facilities in the vicinity of the development including the western side of Darling Street between Victoria Road and Waterloo Street.	A bank guarantee of \$750,000 has been lodged with Leichhardt Council.
Payment of \$50,000 annually for 10 years (\$500,000 total payment) for community grants.	A bank guarantee of \$750,000 has been lodged with Leichhardt Council.
Construction of a pedestrian link between the proposed retail arcade and the Darling Street shop frontage.	The main pedestrian access to the site is from Darling Street via pedestrian arcade that provides a visual and physical connection to the Darling Street shopping strip.
Construction of a pedestrian bridge over Victoria Road.	The proposal does not include a pedestrian bridge over Victoria Road. Regard has however, been given to the potential to introduce a bridge link in the future. The design of the scheme allows for the future connection of a bridge link (subject to landowners consent).
Provide a community shuttle bus during the opening hours of the retail component of the development.	A shuttle bus dedicated for use by shoppers is not proposed. A shuttle bus will be provided by the Balmain Leagues Club for general use by patrons of the club.

VPA REQUIREMENT	PROPOSED DEVELOPMENT
Provide a designated area for taxi pick up and drop off.	A designated taxi zone is provided on Waterloo Street.
Provide a free home delivery service for the customers of all retailers	Independent home delivery arrangements will be made by individual retailers.
Implement the NSW Department of Commerce Aboriginal Participation in Construction Guidelines.	Requirement included within draft Statement of Commitments.
<p>Provide the following bike facilities:</p> <ul style="list-style-type: none"> Shoppers: 30 bike spaces and 6 lockers Employees: 25 bike spaces, 25 lockers and 3 unisex shower / toilet / change rooms Residents: 1 secure bike space per 5 units plus 5 bike spaces for residential visitors (equates to 61 spaces for current scheme). 	<p>A substantial number of bike spaces are provided. The number of spaces proposed is far in excess of the requirements of the VPA:</p> <ul style="list-style-type: none"> Shoppers: 76 bike spaces at Basement Level 2. Employees: 100 bike spaces on Basement Level 3, together with a minimum 100 lockers and 10 showers / toilets / change rooms (5 male / 5 female) Residents: 46 bike racks provided on ground floor level for use by residential visitors. 304 bike spaces provided for residents.
Facilitate the operation a community car sharing scheme and provide a minimum of two marked car spaces for exclusive use of the scheme.	One dedicated parking space for a car share scheme has been allocated within Basement Level 2. Up to six car share spaces will be provided subject to negotiations with relevant commercial organisations.
Bank guarantees for \$750,000 have been provided to Council.	Bank guarantee has been provided to Leichhardt Council.

The following Section 94 contributions plans apply to the site:

- Leichhardt Developer Contributions Plan No.1 – Open Space and Recreation
- Leichhardt Developer Contributions Plan No.2 – Community Facilities and Services
- Leichhardt Developer Contributions Plan – Transport and Access

Based on these rates specified in these plans (and noting that a maximum \$20,000 per dwelling cap applies), the Section 94 contribution for the proposal has been estimated to be in the order of \$6.5m.

It is anticipated that any Section 94 contribution payable would in part be offset by the material public benefits proposed which have been valued at \$4m.

7 Consultation

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>21. <i>Consultation</i></p> <p><i>Undertake an appropriate and justified level of consultation in accordance with the Department's "Major Project Community Consultation Guidelines October 2007," including discussion with relevant agencies and Council.</i></p>	Appendix E

The Director General's Requirements for the project require that an appropriate and justified level of consultation be undertaken in accordance with the Department's "Guidelines for Major Project Community Consultation, October 2007." These guidelines identify an "adequate and appropriate" level of community consultation when preparing major project applications. In this case, the scale of the project warrants detailed consultation with the community and other stakeholders.

Accordingly, a two stage consultation programme has been developed for the project and involves:

- Stage 1: Preliminary consultation (completed)
- Stage 2: Post lodgement consultation

Consultation has commenced on the project (Stage 1) and will continue as the assessment of the project progresses (Stage 2).

FIGURE 28 – CONSULTATION PROGRAMME TIMEFRAMES

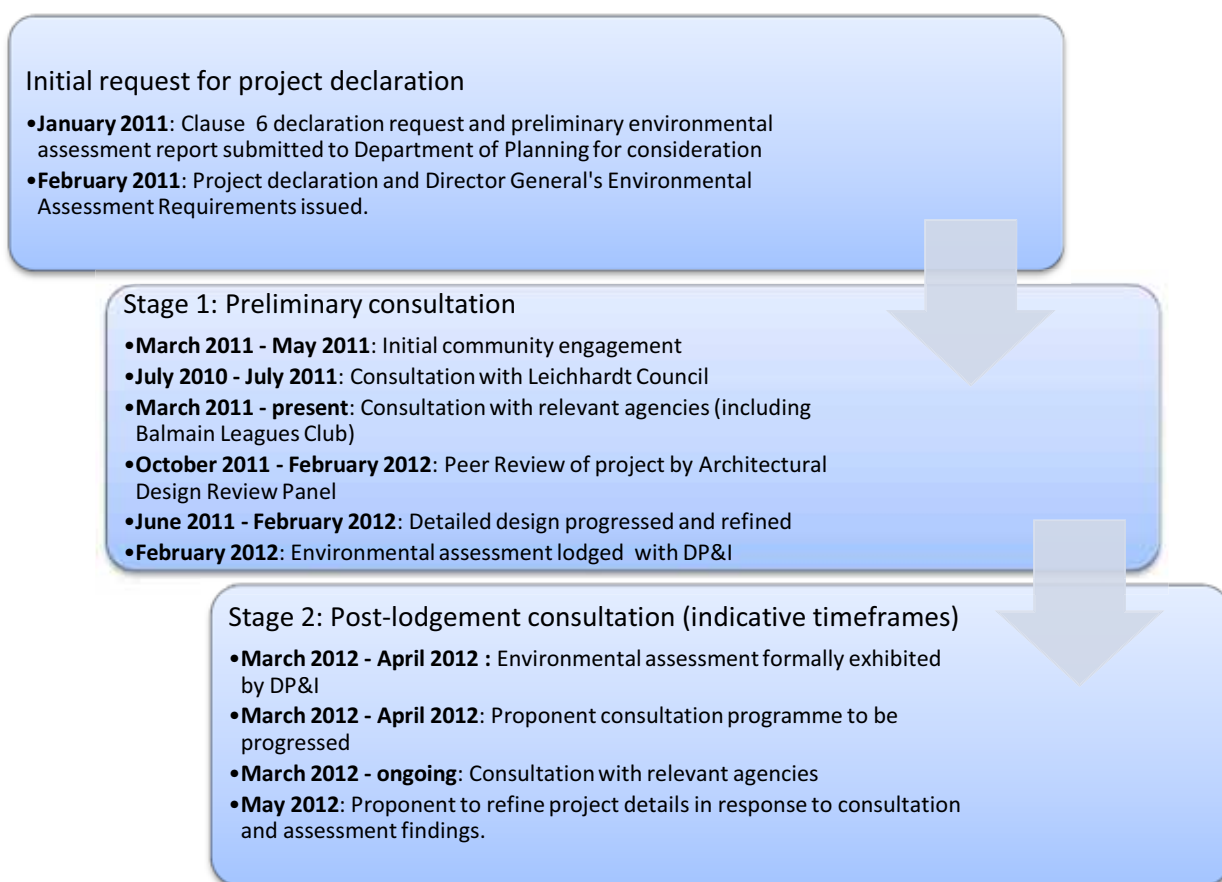


TABLE 22 – RESPONSE TO REQUIREMENTS OF *GUIDELINES FOR MAJOR PROJECT COMMUNITY CONSULTATION*

CONSULTATION PROCESS REQUIREMENTS	PRELIMINARY CONSULTATION RESPONSE	POST LODGEMENT CONSULTATION RESPONSE
1. Those individuals and organisations likely to have an interest in the proposal had enough opportunity to express their views including:		
a. Those directly impacted by the project (e.g. neighbouring residents or those located on transport corridors affected by road or rail transport associated with the project)	Local businesses and community organisations including the Rozelle Residents Action Group have been contacted about the redevelopment of the site directly.	Further opportunities for comment will be made available following lodgement of the application through public information sessions and the project website. The information centre will also be reopened throughout the public exhibition period. Public awareness of the project will be facilitated through media releases.
b. Individuals and groups likely to have an interest in the local or regional implications of the project (e.g. local councils, local members of Parliament and P&Cs, environmental, indigenous, heritage, business and other community organisations in the area).	Preliminary consultation with local members and officers of Leichhardt Council has taken place. Local businesses and community organisations including the Rozelle Residents Action Group have been contacted about the redevelopment of the site directly.	The public exhibition period will provide these groups with an opportunity to provide comments in respect of the proposal. Additionally the proponent intends to have meetings with key interest groups to explain the project and to gain an understanding of any issues / concerns these groups may have in respect of the proposal.
c. Organisations with a State and national interest (e.g. State and Commonwealth government departments, park bodies, infrastructure service providers).	A range of statutory agencies have been consulted directly on the project. The requirements of these agencies have been addressed in the detailed design of the project.	The application will be referred to relevant agencies during the public exhibition period.

CONSULTATION PROCESS REQUIREMENTS	PRELIMINARY CONSULTATION RESPONSE	POST LODGEMENT CONSULTATION RESPONSE
2. Information regarding the nature of the proposal had been accurately and widely distributed.	Preliminary information has been distributed about the Project (not specific design details at this stage) through mail drops and media releases.	<p>To ensure that the details of the proposal are accurately reported in addition to the formal public exhibition process the proponent intends to undertake the following activities:</p> <ul style="list-style-type: none"> Media releases Information sessions Distribution of fact sheets and community newsletter Dedicated website
3. Community and stakeholder feedback was encouraged and recorded.	<p>A full record of all consultation responses collected is provided within the Community and Stakeholder Consultation Report (Appendix E).</p> <ul style="list-style-type: none"> Community group meetings – minutes from meetings manually recorded Information centre – opportunity for feedback forms to be manually completed or provided verbally to staff. Website – contact link provided opportunity to leave feedback via email info@rozellevillage.com Business door knock – direct discussion with business owners. Feedback manually recorded. Mail drop – contact details to provide feedback included on newsletters Social media sites – open forum for informal comments to be provided 	<p>In accordance with procedural requirements, comments in response to the formal public exhibition period must be submitted in writing.</p> <p>In addition, the proponent will provide opportunities for interest groups and community members to discuss the project directly with the project team as follows:</p> <ul style="list-style-type: none"> Email contact via the project website. Meetings with key interest groups. Information sessions.

CONSULTATION PROCESS REQUIREMENTS	PRELIMINARY CONSULTATION RESPONSE	POST LODGEMENT CONSULTATION RESPONSE
4. Consultation with community and stakeholders was inclusive	The preliminary consultation stage has involved a range of measures to engage with the local community. This has included a combination of events (allowing opportunity for face-to-face contact) as well as written material. The use of social media such as facebook and twitter were intended to engage a wider audience in the project.	The proponent will take reasonable steps to ensure that details of the proposal are communicated to the community and interest groups and that in responding to comments / issues through the preferred project report all community interests are considered. Consultation specialists have been engaged to assist in achieving this.

7.1 STAGE 1: PRELIMINARY CONSULTATION

Following lodgement of the PEA community consultation commenced and involved providing detailed information about the content of the project to the community and other stakeholders and providing a range of opportunities for feedback and contact with the project team. At this stage, the proponent had not formed a view on the preferred configuration of the proposed development. The design of the project has progressed over a period of 12 months (commencing following the declaration of the project in February 2011 to the point of lodgement of the EA for test of adequacy in February 2012). The design team were advised of the concerns and issues identified during this preliminary round of consultation and sought to address these matters as the detailed design planning progressed. The feedback provided by stakeholders during this informal consultation process has helped inform the detailed design.

Stage 1 consultation has focussed on providing basic information about the proposal to the community and providing briefings to local members, business and community stakeholders. The purpose of the consultation process to date has been to inform community stakeholders about the proposal for the site. The consultation process so far has provided the opportunity for the project team to listened to, inform and seek feedback from key stakeholders to ensure relevant issues are considered during the development of the proposal and scope for the preparation of technical assessments included in the EA. Early consultation has also been designed to gauge the level of community support and acceptance of the proposal. The objectives of the preliminary consultation were as follows:

- Identify key community stakeholders with an interest in the project.
- Provide relevant information about the proposal to local residents and community stakeholders to create awareness about the proposal and forthcoming Part 3A application.
- Provide a means by which stakeholders could provide comment on the development of the scheme
- Provide the project team with the opportunity to incorporate stakeholder feedback into the planning and development process.

The preliminary consultation undertaken in respect of the proposed development to date is documented in the Community and Stakeholder Consultation Report attached at Appendix E. The key initiatives identified in this report are summarised below.

7.1.1 COMMUNITY CONSULTATION

Community consultation on this Part 3A project commenced at the outset of the detailed design of the project. These measures included the following:

- Newsletters / fact sheets / letters circulated to residents and businesses in the local area (May 2011)
- Advertising and media releases within the local press (May 2011)
- Website containing plans and images of early proposals for the site and providing an opportunity to provide feedback via email.
- Information Centre: staffed display centre on Darling Street (1 March 2011 – 1 June 2011)
- Community Presentations / discussion events (March 2011 – May 2011)
- Business door knock (April 2011)
- Social media sites including Facebook, Twitter and dedicated website (Rozelle Village Forum)

This preliminary consultation exercise has been used as a tool to gain an understanding of the community's aspirations for the site and to clarify issues / concerns surrounding its development. The preliminary consultation process and the response to community issues are documented in Appendix E. The issues identified through early consultation on the project were used to inform the design process. A summary of the design response to the general issues identified is provided below:

TABLE 23 – DESIGN RESPONSE TO ISSUES IDENTIFIED DURING PRELIMINARY COMMUNITY CONSULTATION

ISSUE	RESPONSE
Building Height and Scale	<ul style="list-style-type: none"> ▪ Detailed analysis of the height and scale of the proposed buildings has informed the design process. The perception of bulky, overbearing buildings has been mitigated by setting back buildings from the street frontage. The scale of development on the site's more sensitive street frontages (Darling Street and Waterloo Street) has been kept low to respond to surrounding development. ▪ The merits of the design of the proposal have been thoroughly assessed. The proposal has been subject to review by an independent Architectural Design Review Panel.
Nature of retail and commercial facilities	<ul style="list-style-type: none"> ▪ A range of facilities will be provided, intended to complement and not compete with existing provision within the local area is proposed. ▪ The scheme includes the provision of a full line supermarket, which will help to reduce the distances travelled by existing residents for their weekly shopping needs. ▪ Retail units range in size, providing an opportunity for boutique retail consistent with existing provision within Rozelle.

ISSUE	RESPONSE
Traffic	<ul style="list-style-type: none"> Traffic will primarily be directed to Victoria Road to reduce impacts on Darling Street and Waterloo Street.
Public transport	<ul style="list-style-type: none"> Opportunities to incorporate bus stops into the proposed development were investigated but following consultation with the State Transit Authority and given the potential for adverse traffic impacts to arise were discounted.
Balmain Leagues Club operation	<ul style="list-style-type: none"> The proposal supports the return of the Balmain Leagues Club. The internal fit out and operational management of the Club will be addressed in a separate application.
Pedestrian access	<ul style="list-style-type: none"> Pedestrian access to the development will be available from Darling Street, Victoria Road and Waterloo Street. At this stage, a pedestrian footbridge is not proposed but nor does the proposal prevent its introduction in the future.
Parking	<ul style="list-style-type: none"> The parking needs of the development will be fully met on-site.

7.1.2 LEICHHARDT COUNCIL

Direct consultation with Leichhardt Council regarding the progression of the Part 3A application commenced in July 2010 (following refusal of the original DA for the site) and continued through to July 2011. This consultation involved the following actions:

- Debriefing meeting with Council's JRPP representatives (Jamie Parker and Margaret Lyons) following refusal of the original DA to gain an understanding of Council's concerns with the original application with a view to addressing the matters identified as part of a fresh application for the site (19 July 2010).
- Meeting with Council officers (Karen Jones – Assessment Manager, and Peter Conroy – Director Environmental and Community Management) to discuss the format and content of the new application (6 August 2010).
- Informal meetings and telephone conversations with Jamie Parker (in his capacity as Mayor) throughout late 2010 and early 2011 to discuss the content of the revised submission and the proponent's intention to lodge the application under Part 3A.
- Formal meeting with the Mayor and senior council officers to discuss the Balmain Leagues Club site and the details of the Part 3A application. Attendance included Rochelle Porteous (Mayor), David Marshall (Director Corporate and Information Services), David Parsell (Team Leader Strategic Planning), Peter Head (General Manager) and David Wilson (Manager Environment and Urban Planning) (15 July 2011).

7.1.3 BALMAIN LEAGUES CLUB

The provision of new facilities for the Club, enabling the Club to move back to Rozelle, is central to the Project. The Balmain Leagues Club and its members (more than 6,000 of whom reside within the Leichhardt LGA) have been directly consulted on the Project. The Balmain Leagues Club has been an integral member of the design team, and representatives of the Club have attended design meetings.

7.1.4 INDEPENDENT PEER REVIEW

The Project, by virtue of its scale and prominent location demands exceptional design quality. To assist in achieving this, the Project has been subject to an independent peer review process.

In consultation with DP&I, the proponent appointed an Architectural Design Review (ADR) Panel to critique the design quality of the proposed development. The project architect met with the ADR Panel at key stages of the development of the project. Discussions with the ADR Panel focused on the following key areas:

- Built form
- Urban design
- Residential amenity
- State Environmental Planning Policy 65 and the Residential Flat Design Code
- Public domain
- Pedestrian environment

The advice provided by the Panel has been instrumental in the progression of the detailed design of the Project.

Further information about the Peer Review process (including a report prepared by the ADR Panel) is provided in the Architectural Design Report (Appendix T).

7.1.5 GOVERNMENT AGENCIES

Consultation was undertaken with a range of authorities to address the key issues within the DGRs. Details are provided within the specialist consultant reports and are summarised below:

DEPARTMENT OF PLANNING AND INFRASTRUCTURE

In preparing the environmental assessment, the proponent has consulted with DP&I. This has included discussions regarding the enlargement of the application site to incorporate two additional parcels of land (172 Victoria Road and 17-19 Waterloo Road). Agreement was reached with DP&I that development of the additional land as part of the overall Rozelle Village Project could be assessed under the provisions of Part 3A pursuant to Section 75(B)(3) of the EP&A Act.

ROADS AND MARITIME SERVICES

An initial meeting was held with the RMS in May 2011 to introduce them to the project and the proposed methodology for the traffic impact assessment. This meeting, together with subsequent consultation, formed the basis for the methodology adopted.

SYDNEY AIRPORT CORPORATION LIMITED AND AIR SERVICES

Consultation commenced with SACL in April 2011 to clarify the obstacle height limitations (OHL) applicable to the site and its development. Consultation in this regard is ongoing. The proponent has been advised that SACL will require an application incorporating resolved detail including confirmed façade details, materials and built form. An application will be made to SACL once these details have been sufficiently resolved (refer to Appendix E).

The proponent has also been liaising with CASA and Air Services Australia in respect of the project.

STATE TRANSIT AUTHORITY

The State Transit Authority (STA) has been consulted on the potential to introduce additional bus stops in the vicinity of the development site (refer to Appendix F). The STA do not require additional bus stops in the vicinity of the site, nor does the STA support the introduction of additional stops.

SYDNEY METRO AUTHORITY (DEPARTMENT OF TRANSPORT)

The site is adjacent to the corridor of the approved CBD Metro project. Consultation with the Sydney Metro Authority (SMA) took place throughout 2011 to establish the SMA's requirements in respect of future development of the site. This has involved consideration of conceptual options for the future integration of the site and a below ground station. Opportunities for integration between a future station and Basement Level 1 (comprising retail floor space) and a future station have been maintained within the proposal design.

7.1.6 UTILITY SERVICE PROVIDERS

Consultation has been undertaken with the relevant services and infrastructure providers to identify existing capacity and scope for augmentation of existing networks and infrastructure to support the proposal. This has included the following agencies:

- Jemena
- Telstra
- Optus (with reference to existing mobile service base station within the site)
- Sydney Water
- Ausgrid

The requirements of these agencies have been incorporated into the scheme design.

7.2 STAGE 2: POST LODGEMENT CONSULTATION PROGRAMME

Following lodgement of the EA the formal consultation process will begin and this will provide an opportunity for the community and stakeholders to provide their comments on the detailed design of the Project. Consultation following lodgement of the application will focus on:

- Building local awareness of the project; and
- Identifying and addressing specific concerns / issues in respect of the preferred concept design and seeking to address these issues (including where necessary further design modifications).

The specific measures to be employed are discussed below.

7.2.1 LEGISLATIVE CONSULTATION PROCESS

The application will be exhibited in accordance with Section 75H(3) of the EP&A Act which provides that once the environmental assessment has been accepted by the Director-General, the Director-General must, in accordance with any guidelines published by the Minister in the Gazette, make the environmental assessment publicly available for at least 30 days, although given the scale and significance of the project it is anticipated that a longer exhibition period may be appropriate.

Any person or public authority may make submission to the Director-General during this period.

7.2.2 PROPONENT LED CONSULTATION INITIATIVES

Alongside this formal public exhibition process, the proponent intends to undertake a number of initiatives to ensure that the local community and businesses are kept informed about the development of the site. Consultation will involve the following:

- Community update newsletter summarising the details of the final design.
- Fact sheets providing detail on specific aspects of the development including:
 - ESD
 - Commercial opportunities
 - Traffic and site management
 - Return of Balmain Leagues Club
- Internet access to information about the project (including the EA documentation) to be made available via a dedicated Rozelle village website.
- Information centre at 699 Darling Street will be reopened. Staff will be available to respond directly to queries in relation to the project (opening hours to be confirmed but the centre is likely to be open two, four hour sessions per week).
- Media releases
- Public information sessions to provide the local community and local businesses with an opportunity to ask the project team questions about the proposal. Key topics will include:
 - Development features
 - Commercial and retail
 - Community, parking and traffic
- Meetings with key interest groups including:
 - Balmain Leagues Club
 - Rozelle / Balmain Chamber of Commerce
 - Rozelle Public School

7.2.3 PREFERRED PROJECT REPORT

The public exhibition period will allow an opportunity for the local community to provide their comments in respect of the proposed development. Any submissions or concerns raised will be reviewed by the proponent and addressed within a preferred project report.

It is acknowledged by the proponent that in responding to the comments raised during the consultation process further modification to the design of the scheme may be required.

7.3 FUTURE AND ONGOING CONSULTATION

Communication will be maintained with local residents and businesses to ensure that issues of interest and concern associated with the Project are identified and managed following approval i.e. during construction and operation.

Community engagement during the construction phase will focus on providing information about the works programme, minimising potential impacts and providing timely responses to concerns raised by the community and other stakeholders. The measures to be employed to keep local residents and businesses informed during the construction process will be identified in a Construction Environmental Management Plan and will typically include:

- Works notifications to residents and businesses
- Traffic management notifications
- Community newsletters
- Website updates
- Advertising in local newspapers
- Site signage

8 Assessment of Potential Impacts

DIRECTOR GENERAL'S REQUIREMENTS

The Environmental Assessment must include:

1. An assessment of the key issues specified and a table outlining how these key issues have been addressed.
2. An assessment of the potential impacts of the project.

8.1 SUMMARY OF KEY ISSUES

An assessment of the proposed development has been undertaken which addresses the key environmental considerations of the proposal. The key issues addressed together with the approach to the management / mitigation of impacts associated with the proposed development are summarised below.

TABLE 24 – SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
1. Relevant EPIs and Guidelines to be addressed	<ul style="list-style-type: none"> ▪ The project exceeds the height and density provisions of the Leichhardt Local Environmental Plan 2000 (LLEP) and the Leichhardt Development Control Plan (LDCP) but the proposed intensification of development within the site is directly consistent with the principles of a range of broader strategic planning considerations, such as the NSW State Plan 2010, the Sydney Metropolitan Plan and the Draft Inner West Subregional Plan. ▪ Aside from the LEP controls the project is consistent with all other relevant guidelines and controls, including the Residential Flat Design Code (RFDC).
2. Built Form	<ul style="list-style-type: none"> ▪ Detailed analysis of the height and scale of the proposed buildings has informed the design process. The perception of bulky, overbearing buildings has been mitigated by setting back buildings from the street frontage. The scale of development on the site's more sensitive street frontages (Darling Street and Waterloo Street) has been kept low to respond to surrounding development. ▪ The merits of the design of the proposal have been thoroughly assessed. The proposal has been subject to review by an independent architectural design review panel.

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
3. Urban Design	<ul style="list-style-type: none"> The site and its context have been assessed in detail and the project has evolved from a detailed understanding of the site, its location and its relationship to surrounding development and the suburb of Rozelle generally. Specific consideration has been given to the history of the site (being the home of the Balmain Leagues Club) and the heritage significance of the adjacent heritage conservation area and heritage listed buildings in the immediately surrounding area. The bulk, height and scale of development have been carefully considered to address surrounding properties and the scale of the street, with particular regard given to the interface with residential properties on Waterloo Street and the Darling Street conservation area.
4. Land Use Mix	<ul style="list-style-type: none"> The proposed development provides for an integrated mix of residential, retail, entertainment, commercial and recreational uses which will contribute to the achievement of dwelling and employment targets established under the Sydney Metropolitan Plan 2036 and the Draft Inner West Subregional Strategy. By virtue of the location, iconic design and high quality mix of uses proposed, the proposal contributes towards the regeneration of the area.
5. Environmental and Residential Amenity	<ul style="list-style-type: none"> There will be some additional overshadowing of nearby residential properties as a consequence of the higher building form of the proposed residential towers. The private open spaces and living rooms of all residentially zoned properties in the vicinity of the site will nonetheless have access to a minimum of 3 hours of sunlight between 9am and 3pm at all times of the year. It is envisaged that the careful consideration and successful implementation of a construction environmental management plan will minimise any adverse impact on neighbouring properties during the construction period.
6. SEPP65: Design Quality of Residential Flat Development	<ul style="list-style-type: none"> The project has been designed in accordance with State Environmental Planning Policy 65 – Design Quality of Residential Flat development (SEPP65) and the RFDC and the range of guidelines therein to optimise solar access, acoustic privacy and visual privacy and provides for a high level of environmental and residential amenity.

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
7. Transport and Accessibility	<ul style="list-style-type: none"> ▪ The impact of the proposed development is expected to be minor in the context of the heavy traffic flows that exist on the surrounding road network. The proposal will have an insignificant impact on the surrounding road and pedestrian network. ▪ Separate vehicle accesses are provided to service the residential and commercial components of scheme. All commercial traffic will enter the site from Victoria Road. ▪ The proposal incorporates a number of measures to reduce reliance on the private car: <ul style="list-style-type: none"> – The provision of more than 500 cycle spaces recognises the growing and increasingly important role of cycling in sustainable development. – The parking requirement of the various components of the development will be fully accommodated on-site. – A Travel Plan will be prepared for the proposed development to build on the solid foundation of local public transport links and location. This plan will be developed in co-ordination with the Council, the RMS and other stakeholders. – A parking space will be made available for use by shared vehicles.
8. Obstacle Height Limitation	<ul style="list-style-type: none"> ▪ Discussions with SACL have commenced and are ongoing (refer to Appendix E).
9. Heritage	<ul style="list-style-type: none"> ▪ The site has been heavily disturbed as a result of previous development activity and the potential for archaeological remains has therefore been assessed to be low. ▪ The site is partly within a heritage conservation area. The project responds to the conservation area as follows: <ul style="list-style-type: none"> – Maintaining the established building scale to Darling Street. – Continuation of horizontal awning will maintain streetscape continuity on Darling Street. – Concentration of taller buildings in the centre of the site and set back from Darling Street.

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
	<ul style="list-style-type: none"> ▪ To mitigate heritage impacts the following measures are proposed (and have been included within the draft Statement of Commitments at Section 7): ▪ A photographic archival recording of the existing buildings and areas that would be affected by the proposed works (specifically Nos 697 and 699 Darling Street and Nos 170 and 172 Victoria Road) will be made prior to any demolition work commencing. ▪ An Interpretation Strategy will be prepared as part of the development process and interpretative displays will be integrated within the public domain design of the central plaza / passageways and food / retail court to tell the historical development of the site, the locality and associated with the Byers Family.
10. Landscaping	<ul style="list-style-type: none"> ▪ The look and feel of the proposed development is strongly influenced by the large number of internal and external landscaped and recreational spaces proposed. ▪ Private formal and informal recreational spaces for use by residents of the proposed apartments will be accommodated and include a swimming pool, lawn and tennis court. ▪ A commitment is made to establish street trees along Waterloo Street and Victoria Road in the vicinity of the site (it is noted that the proponent does not own land and as such this proposal is a commitment only and not a part of the project to which this application formally applies).
11. Public Domain	<ul style="list-style-type: none"> ▪ The provision of the central court and passageways within a mixed use development and the enhancement of the public domain surrounding the site will animate an urban area which is currently underutilised. ▪ The upgrade of the adjoining footpaths is proposed at the proponent's cost (it is noted that the proponent does not own this land and as such this proposal is a commitment only and not a part of the project to which this application formally applies). The introduction of street trees along Waterloo Street and Victoria Road combined with the upgrade of footpaths bounding the site will contribute to a much improved streetscape which fosters positive pedestrian amenity.

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
12. Safety	<ul style="list-style-type: none"> ▪ The reflectivity assessment identifies that there is potential for motorists heading north west on Victoria Road during the mid-winter period between the hours of 3.30pm and 3.50pm to be impacted by excessive reflected solar glare as a result of the glazed façade of residential tower B2. This will be mitigated as follows: ▪ Reduction in the reflective surface of the tower to less than 30 per cent of the total balcony façade surface, or ▪ Introduction of vertical elements that shield motorists on Victoria Road from potential reflection. ▪ Also to ensure safety, the following measures will be undertaken: ▪ Further detailed geotechnical site testing will be undertaken in accordance with the structural engineering report prepared by TTW. ▪ A Dilapidation Report will be prepared on surrounding buildings, roads, pavements and structures prior to the commencement of any excavation works, to document existing conditions, so that claims for damage due to vibrations or construction related activities can be accurately assessed.
13. Economic Impact Assessment	<ul style="list-style-type: none"> ▪ The proposed development seeks to contribute to the range and quality of retail and commercial facilities currently available on Darling Street and not to undermine these uses. ▪ The commercial component of the development is of a scale that responds positively to the surrounding urban context, most notably Darling Street. ▪ Following development of Rozelle Village Darling Street will continue to play an important role in the retail life of the area. ▪ The introduction of a new full line supermarket together with specialty retail floor space will increase the propensity of local residents to spend within the local area and reducing the need for these residents to travel much further distances to access these facilities.

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
14. Ecologically Sustainable Development (ESD)	<ul style="list-style-type: none"> ESD advice has been provided by Cundalls and has informed the design development process. Their report attached at Appendix G describes how the proposal incorporates ESD principles and outlines a series of commitments relating to the proposed ESD measures to be incorporated in the development. The proposal will far exceed the minimum standard of ESD (it will achieve a minimum 5 star green star rating), and adopts a number of best practice initiatives.
15. Drainage	<ul style="list-style-type: none"> The site is not at risk of flooding. The proposed development will increase the number of occupants using the site and will therefore increase water demand. Increases in water demand will be offset by the adoption of a variety of water saving devices. Surface water drainage will be reduced from the site through the installation of rainwater storage tanks and the reuse of stored water (blackwater system).
16. Contributions	<ul style="list-style-type: none"> The proponent proposes to make a financial contribution to Leichhardt Council (in the form of the applicable Section 94 contribution) to support and maintenance and provision of public facilities. It is also anticipated that a modified VPA (to replace the existing VPA for the site) will be executed between Leichhardt Council and the proponent to outline agreements and responsibility in terms of contributions and works in kind.
17. Utilities	<ul style="list-style-type: none"> Disruptions from maintenance and upgrade of utilities infrastructure will be minimised through careful programme planning. Electricity supplies within the site will need to be upgraded. Provision has been made for new sub-stations to serve the building and other customers supplied by the existing substation within the site.

KEY ISSUE	APPROACH TO MANAGEMENT / MITIGATION
18. Staging	<ul style="list-style-type: none"> One of the main influences on the construction staging strategy has been the need to ensure that residents and businesses continue to have access to facilities and services during the construction process. All potential impacts during construction have been assessed and will be managed through on-going consultation with residents and local businesses and the implementation of strategies that will enable the development of the site. Construction will be managed through the implementation of a comprehensive construction environmental management plan (CEMP) and effective communication and consultation with residents and businesses during the construction phase. The Statement of Commitments requires the preparation of this CEMP.
19. Contamination / Acid Sulphate Soils	<ul style="list-style-type: none"> The potential for significant contamination within the site is low. Some localised contamination may be present. The proposal involves deep excavation. This will result in the removal of all sources of contamination beneath the footprint of the building.
20. Noise and Vibration Assessment	<ul style="list-style-type: none"> The project has also been designed in accordance with the Department of Planning's Interim Guidelines for Development near Rail Corridors and Busy Roads, and incorporates a range of measures to manage the effects of noise from traffic on Victoria Road. A preliminary assessment has been carried out to establish the minimum sound insulation requirements for the facades so that appropriate ambient noise conditions inside the residential units can be created.
21. Consultation	<ul style="list-style-type: none"> Preliminary discussions have taken place with key stakeholders during the preparation of the project application. Their advice and requirements have been incorporated into the scheme design. Some preliminary public consultation has also taken place. The application will be publically exhibited for a minimum of 30 days. Any submissions or concerns raised will be reviewed and addressed within a preferred project report.

8.2 HEIGHT, BULK AND SCALE

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>The Environmental Assessment must include:</i></p> <p><i>2. The EA shall address the height, bulk and scale of the proposed development (with specific regard to the proposed tower forms) within the context of the locality and detailed envelope / height, FSR and contextual studies should be undertaken to ensure the proposal integrates with the local environment, and that the form, layout and siting of the towers achieve optimal design and amenity outcomes.</i></p>	Chapter 3, Appendix T

FIGURE 29 – MASSING



ARTICULATION ALONG VICTORIA ROAD FRONTAGE

HUMAN SCALE TO BUILDING FRONTAGE ON VICTORIA ROAD



LOW RISE FORM CONSISTENT WITH ADJOINING BUILDINGS ON DARLING STREET

TWO STOREY APPEARANCE OF BUILT FORM AT THE INTERFACE WITH WATERLLO STREET

The project proposes building envelopes and heights which reflect the building densities and urban form expected of a highly accessible urban centre. The taller residential building heights allow for thinner building footprints which allow for a higher quality streetscape with improved solar access and through-site views, without resulting in any significant adverse visual impacts or overshadowing.

The mass and bulk of the building have been addressed using the following approach:

- Separation between residential towers of 12-18m
- Definition of tower B1 as a split block tower
- Orientation of tower B1 away from the street defining podium to reduce visual impact on pedestrians

- Glazing treatments to add definition to the building's facades
- High level articulation on the broad north eastern and north western facades of the residential towers including deep balconies, sunhoods, balcony projections, acoustic soft panelling and glass balustrades

8.3 URBAN DESIGN

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>3. Urban Design</i></p> <p><i>The EA shall demonstrate that the proposal achieves a high standard of architectural design with specific consideration of the façade, massing, setbacks, building articulation, use of appropriate colours, high quality building materials and landscaping.</i></p> <p><i>The EA shall also provide the following:</i></p> <ul style="list-style-type: none"> ▪ <i>Activated street frontages along Victoria Road and Darling Street and laneway.</i> ▪ <i>Comparable height study to demonstrate how the proposed height relates to the height of the existing / approved developments surrounding the subject site.</i> ▪ <i>Options for the siting and layout of building envelopes having regard to views from adjoining buildings, adequacy of separation between buildings on the site, impacts on the development potential of adjoining properties and solar access to properties to the south between the buildings.</i> ▪ <i>How the proposed retail and commercial components of the development would be integrated with the fine grain urban character of Darling Street (e.g. pedestrian connections, verandas, shopfronts, materials, fenestration, awnings, street plantings, paving materials).</i> 	Chapter 3, Appendix T

The proposed building envelopes take advantage of the site's unique strengths, which include opportunities to maximise integration with the Rozelle Commercial Neighbourhood, water and city views, and linkages to existing cycle and pedestrian networks.

Streetscape activation along Victoria Road and the establishment of attractive landscaped public spaces will create an active and useable public domain which links the new development to the surrounding streets. The provision of a range of uses and a strong integration between the commercial and residential components of the development will create a vibrant neighbourhood focal point that caters to a broad spectrum of the community and sustains activity throughout the day and evening.

8.4 LAND USE

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
4. The EA shall provide details of an appropriate land use mix for the proposal and detail how the proposal would support the objectives / aims of relevant State and regional strategies for the locality and Council's LEP.	Chapter 4, Appendix U

FIGURE 30 – LAND USE CONTEXT



The proposed development provides for an integrated mix of residential, retail, entertainment, commercial and recreational uses which will contribute to the achievement of dwelling and employment targets established under the Sydney Metropolitan Plan 2036 and the Draft Inner West Subregional Strategy. Under the Metropolitan Plan, dwelling and employment targets for Leichhardt established under the Draft Subregional Strategy have been increased by 65 per cent and 79 per cent respectively. The project includes scope for development which will significantly contribute to both targets.

The proposal seeks to develop the site for a mix of uses including residential, commercial, and retail use. Under the current zoning provision redevelopment for these uses is permissible with consent. The uses proposed are entirely compatible with the surrounding land use context. It adjoins an existing urban area. The predominant existing land uses in the locality within a 1km radius of the site are illustrated in Figure 30.

Centrally located at the junction of Darling Street and Victoria Road, the proposed development has enormous potential to act as a focal point for retail and business activity within Rozelle. The proposed land uses will contribute to the range of facilities and services currently available within the suburb and to help stimulate regeneration activity within the wider area.

ADJOINING SITES

While the site encompasses the majority of the city block (bounded by Darling Street, Waterloo Street, Moodie Street and Victoria Road) the northern portion of the city block does not form part of the site. Similarly, 703-705 Darling Street (located in the south west corner of the city block) does not form part of the site. These sites are zoned Business and there is a reasonable expectation that the existing properties will be redeveloped for commercial or mixed use purposes in the future and for more intensive development (1.5:1 FSR permissible), consistent local and state level strategies for the area.

More intensive development of the lands to the north could be achieved through the amalgamation of lots which combined would result in a site area of approximately 2,600m². The future development potential of 703-705 Darling Street is more limited owing to its size (approximately 400m²) and corner position. However, the existing redevelopment potential of this site is already constrained by the applicable planning framework. The existing building is a contributory element of the Darling Street heritage conservation area, the existing planning framework applicable to the site restricts development fronting Darling Street to two storeys.

Notwithstanding this, it is considered that the proposed development will not prevent the future redevelopment of the surrounding lands as follows:

- The Project does not prevent the adjoining sites from being developed in accordance with the provisions of the Leichhardt LEP and DCP. Of note, neither the current Leichhardt LEP nor the draft LEP specify a minimum allotment size for commercial development. Each remaining lot within the city block could be redeveloped individually (up to a maximum FSR of 1.5:1).
- Redevelopment of the application site will act as a signal of investor confidence in the area and rather than preventing their future development has the potential to generate commercial interest in adjoining lands.

8.5 ENVIRONMENTAL AND RESIDENTIAL AMENITY

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>5. <i>Environmental and Residential Amenity</i></p> <p><i>The EA must address solar access, acoustic and visual privacy, view loss and overshadowing impacts and achieve a high level of environmental and residential amenity for nearby properties.</i></p>	Appendix L and Appendix T

8.5.1 SOLAR ACCESS

The residential units proposed will be lit in terms of daylight at all residential floors to a level well in excess of any requirement under SEPP65 and the residential flat code. Sun shading devices will be incorporated into the façade design to control heat gain to maximise thermal comfort.

8.5.2 VISUAL PRIVACY

The proposal has been designed to ensure residential privacy both within the development and on adjoining sites. As outlined in the SEPP65 design verification statement at Appendix T and the RFDC compliance statement also attached at Appendix A. Design measures such as orientation, setbacks and building separation, as well as the incorporation of fenestration treatments will contribute to visual privacy.

8.5.3 VIEWS AND VISTAS

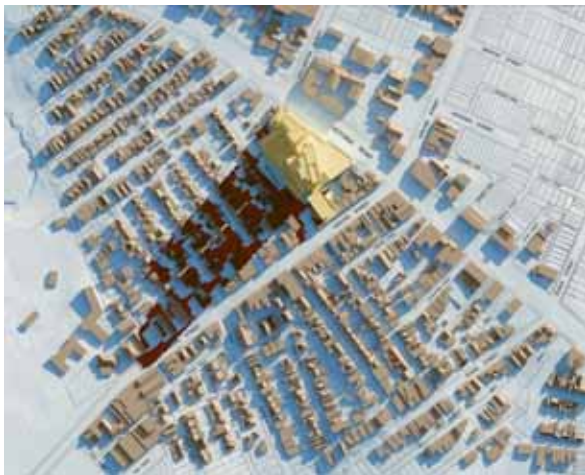
The project will considerably increase the visual prominence of the site, resulting in the creation of a distinctive and memorable development which will be visible over a considerable distance. It will create a significant built form that will clearly define Rozelle Village within its urban setting.

A visual and view analysis has been prepared by Stanisc Associates and is provided at Appendix T. The analysis provides an examination of the comparable height within the area and illustrates that the proposed development is justifiable within the local context. The analysis concludes that while the project will have impacts on the visual environments of the surrounding area, these impacts are considered to be acceptable both in terms of the design outcome and the establishment of a more suitable form of development.

8.5.4 OVERSHADOWING

Shadow diagrams have been prepared by Stanisc Associates to illustrate the anticipated shadow impacts of the proposed development on the site and the surrounding area on 21 June. The proposed development will result in overshadowing to several neighbouring buildings but the level of retained light will be more than sufficient for the properties in this central urban location. There is no material effect on the access to sunlight of any property.

FIGURE 31 – SHADOW DIAGRAMS



21 JUNE – 9AM



21 JUNE – 11AM



21 JUNE – 1PM



21 JUNE 3PM

8.5.5 PEDESTRIAN ENVIRONMENT

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>10. Landscape</p> <p><i>Provide a Landscape Plan with details of treatment of open space areas on the site, and tree protection measures both on and off the site.</i></p>	Appendix T
<p>▪ 11. Public Domain</p> <p><i>The EA is to address public domain improvements, pedestrian linkages and street activation including:</i></p> <ul style="list-style-type: none"> ▪ <i>How the design of proposed structures and the treatment of public domain and open spaces will:</i> <ul style="list-style-type: none"> ○ <i>Maximise safety and security within the site and the public domain</i> ○ <i>Maximise surveillance and activity within the site and public domain</i> ○ <i>Comply with the Crime Prevention Through Environmental Design principles</i> ○ <i>Ensure access for people with disabilities</i> ○ <i>Minimise potential for vehicle and pedestrian conflicts</i> ▪ <i>Details on the dedication of proposed public areas.</i> ▪ <i>How a permeable block layout will be established for pedestrians and include streetscape elements including planting, lighting and active street frontages.</i> <p><i>The scale, form, materials and layout of the public domain in and surrounding the proposed development including streets, pedestrian paths, laneways and open space.</i></p>	Chapter 3, Appendix T

The pedestrian environment and improvements to the public realm surrounding the site as part of the development are addressed in the landscape report and are summarised in Chapter 4.

The provision of the central court and passageways within a mixed use development and the enhancement of the public domain surrounding the site will animate an urban area which is currently underutilised. Workers, shoppers and residents alike will provide activity throughout the day as well as into the evening that will ensure a sustainable and safe public environment for all to work, live and enjoy.

The introduction of street trees along Waterloo Street and Victoria Road combined with the upgrade of footpaths bounding the site will contribute to a much improved streetscape which fosters positive pedestrian amenity.

While all land within the site will remain in private ownership, the proposed community room will be dedicated for use by the community at a peppercorn rent.

8.5.6 WIND IMPACTS

An analysis of the wind environment has been prepared by Cermak Peterka Petersen. The effect of the proposed development on wind at street level was evaluated. A desk top analysis was undertaken. A copy of this report is attached at Appendix M.

Further analysis will be undertaken as the detailed design of the project progresses.

The assessment identifies that wind conditions around the existing site are generally suitable for pedestrians. Following the construction of the proposed development the surrounding streets will remain generally suitable for pedestrians and for activities such as window shopping and general walking.

8.5.7 DISABLED ACCESS AND ADAPTABLE HOUSING

General disabled access to the development is addressed in the BCA Report. This statement also provides an assessment of the proposed adaptable dwellings. Additionally, an Access report (Appendix J) has been prepared which considers the provisions of Part D3 of the BCA in relation to access for people with a disability.

Level pedestrian access is available from Darling Street, Waterloo Street and Victoria Road. The landscaped areas at podium roof level are accessible for maintenance purposes only and are not available for general public or resident use.

Leichhardt DCP requires the provision of one adaptable dwelling per ten dwellings. This equates to a requirement of 29 adaptable dwellings. Provision within the proposed development exceeds this requirement with 31 of the proposed apartments designed as adaptable units.

8.6 TRAFFIC, PARKING AND ACCESS

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>7. Prepare a Transport and Accessibility Management Plan (TMAP) considering all transport and accessibility issues such as traffic generation any required road / intersection upgrades, access, loading dock(s) and car parking arrangements, measures to promote public transport usage and pedestrian and bicycle linkages. In particular it shall address:</i></p> <ul style="list-style-type: none"> <i>Estimate the total daily and peak trips generated by the proposed development and identify measures to manage travel demand, increase the use of public and non-car transport modes.</i> <i>Analyse public transport provision, walking and cycling connections within the vicinity of the proposed site and address the potential for improving accessibility to and from the site.</i> <i>Analyse and assess the impact on bus services using Victoria Road and Darling Street as well as the proposed new interchange for outbound services on Victoria Road, including pedestrian access and connectivity between both the proposed development, outbound bus interchange and the adjacent inbound stop on Victoria Road; methods to promote and improve bus services to the site; impacts of proposed traffic arrangements on bus services; and construction information detailing any impacts on bus services during construction and proposed mitigation measures. TNSW and the State Transit Authority (STA) must be consulted in regards to detailed design for the proposed bus interchange.</i> 	Appendix F

- *Assess the impact of additional private vehicle and bus traffic on nearby intersections and the need and associated funding for upgrades or road improvement works. The assessment should consider the cumulative impacts of the approved, proposed and known traffic generating developments within the vicinity of the site, including but not limited to the White bay Cruise Passenger Terminal and the Carrier Site, as well as road and transport infrastructure upgrades such as the inner West Busway project.*
- *Undertake traffic modelling taking into account coordinated traffic signals, pedestrians, public transport (i.e. buses) and bus priority treatments. It should be noted that the RTA has advised that it will not accept any decrease in the travel time performance of buses on Victoria Road.*
- *Key intersections to be examined and modelled include (but are not limited to):*
 - *All signalised intersections along Victoria Road between The Crescent and Iron Cove Bridge.*
 - *Darling Street / Waterloo Street*
 - *The Crescent / James Craig Road*
 - *City West Link / the Crescent*
- *Detail service vehicles movements including the vehicle type and likely arrival and departure times.*
- *Demonstrate a minimal and managed approach to on-site car parking for the proposed development having regard to the site's accessibility to public transport and traffic constraints. Opportunities to provide parking for car-share vehicles should also be specifically addressed. Parking provision must be in accordance with the requirements of all relevant Australian Standards in regards to issues such as turning paths, sight distance requirements and aisle widths.*

The traffic assessment concludes that the proposal can be accommodated within the existing transport infrastructure, and further, that the proposal is strategically placed to benefit from excellent access to public transport facilities. Full details are contained in the Traffic and Parking reports at Appendix F.

Appropriate levels of car parking are provided. Table 25 is based on the data within the parking report and provides a breakdown and calculation of the proposed parking numbers. The level of visitor parking, disabled parking and cycle facilities to be provided is in accordance with Council's requirements as outlined in the parking report. Residential parking does however, exceed the rate specified by the Leichhardt Council DCP. The higher level of parking proposed strikes a balance between the DCP requirement, RMS requirements, and consideration of the situation on the ground (car ownership levels and existing pressure on parking within the area). This is discussed in detail in the Parking Assessment report at Appendix F.

TABLE 25 – PARKING SCHEDULE

COMMERCIAL USES	PARKING ALLOCATION	RESIDENTIAL	PARKING ALLOCATION
Retail	125	1 bed	56
Restaurant /Café	128	2 bed	178
Restaurant (outdoor seating)	25	3 bed	28
Gym	165	visitors	28
Club (Lounge area & bar)	51		
Club (Dining)	19		
Community centre	6		
Childcare centre	0		
Consulting rooms (medical centre)	10		
Commercial (SOHOs)	15		
<i>Sub-Total</i>	<i>544</i>		<i>290</i>
TOTAL		834	

By providing the access / egress to the commercial car park and loading dock on Victoria Road the majority of vehicle trips associated with the development will be directed away from Waterloo Street. Residential traffic and some commercial traffic (exiting the development and travelling west bound on Darling Street) will however, result in increased traffic on this residential road.

Based on the result of paramics modelling, the traffic assessment identifies that each of the level of service of each of the intersections analysed as part of the assessment will remain generally unchanged.

The proposal includes a number of measures designed to reduce reliance on the private car. These measures include:

- The provision of cycle facilities (including secure storage, lockers and shower facilities) for use by residents, staff and patrons.
- Provision of car share space (basement Level 2) for use by residents of the development and the wider Rozelle area. Opportunities to provide additional car share spaces will be discussed with the operator.
- Shuttle bus service for Balmain Leagues Club patrons.
- Taxi / shuttle bus rank conveniently located adjacent to the development site.

The taxi / shuttle bus rank has been positioned on Waterloo Street, close to the pedestrian access points to the development. Opportunities to locate the rank on Darling Street or Victoria Road (where the rank would be more distanced from residential properties) were explored but discounted due to the potential impact on traffic flows, most notably during peak periods.

The rank has been positioned as close to the Darling Street junction as practicable (with regard to traffic impacts) to reduce potential impacts on residential properties on Waterloo Street. Security measures, including patrols by security guards particularly during evening periods, will be employed to manage noise impacts and potential instances of anti-social behaviour.

8.7 HERITAGE, STREETScape AND VISUAL IMPACT

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>9. <i>Heritage</i></p> <p><i>A Heritage Impact Statement should be prepared in accordance with the NSW Heritage Office publication "Statements of Heritage Impact."</i></p>	Appendix I
<p><i>The EA shall provide an Archaeological Assessment of Aboriginal and non-Indigenous archaeological resources, including an assessment of the significance and potential impact on the archaeological resources in accordance with DECCW Guidelines for Aboriginal Cultural Heritage Assessment and Community Consultation.</i></p>	
<p><i>The EA shall provide the following:</i></p> <p><i>View analysis to and from the site from key vantage points including:</i></p> <ul style="list-style-type: none"> ○ <i>Sydney CBD vantage points such as the Harbour Bridge and Centre Point Tower</i> ○ <i>Water Bay Power Station</i> ○ <i>East Balmain Ferry Wharf</i> ○ <i>Leichhardt Council Offices</i> ○ <i>Iron Cove Bridge, Rodd Point and Leichhardt Park</i> ○ <i>Callan Park</i> ○ <i>Rozelle Public School.</i> ○ <i>Points along Darling Street from the north-east and the south-west</i> 	Appendix I and Appendix T

The site is not listed as a heritage item but is partially located within a conservation area and in the vicinity of heritage listed items identified in the Leichhardt Local Environmental Plan 2000 (refer to Section 2.3.10).

The proposal involves the demolition of two buildings located within the heritage conservation area to provide a pedestrian access point to the site from Darling Street. A Heritage Impact Assessment has been prepared by CityPlan Heritage to assess the heritage impacts of the proposal. A copy of this report is attached at Appendix I.

The proposed development will not have any significant impact on key views or vistas from the public domain. Nor is any view loss expected from existing residential development given the elevated nature of the site.

8.8 ECONOMIC AND SOCIAL IMPACT

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>13. <i>Economic Impact Assessment</i></p> <p><i>The EA shall address the economic impact of the proposal and include a detailed investigation into the impact of the proposed retail floor space upon surrounding centres and local main street shopping precincts.</i></p>	Appendix H
<ul style="list-style-type: none"> ▪ <i>The EA shall address how the proposal would support the objectives / aims of relevant State and regional strategies for the locality.</i> 	Chapter 6

8.8.1 BALMAIN LEAGUES CLUB

The Balmain Leagues Club is one of the largest and most recognisable community organisations within the LGA, and plays a major role in sporting, recreational and social activities throughout the region. With approximately 22,000 members, most of whom are also residents within the local community, the Club is more than simply an NRL team and acts as a significant unifying element within the community. The Club is a major contributor to local charities, community organisations and local business.

The Leagues Club has for some time however been experiencing financial difficulties arising from a decline in general revenue and the substantial cost of debt repayments. Rozelle Village Pty Ltd has entered in loan agreements with the Balmain Leagues Club to ensure the club's ongoing viability as well as facilitating their temporary relocation to two alternative club sites, this has included a working capital loan of \$4.5 million and a \$3.1 million loan for the fit-out of the temporary clubs at Sydney Markets and Five Dock.

Improvements to the Rozelle site provide an opportunity to create a new development which meets the needs of the local community and reflects the Club's strong ties with the local community, whilst simultaneously securing the Club's long-term commitment to Rozelle.

8.8.2 ECONOMIC IMPACT

The proposal has the potential to deliver a significant net community benefit in terms of consumer choice, convenience and competition as well as employment opportunities. Analysis of retail provision within the local area confirms a need and demand for additional retail facilities. Providing such facilities in this location, at the centre point of the Rozelle Commercial Neighbourhood, is a logical approach to meeting this demand. The introduction of a new full line supermarket together with specialty retail floor space will increase the propensity of local residents to spend within the local area and reducing the need for these residents to travel much further distances to access these facilities. The commercial component of the development is of a scale that responds positively to the surrounding urban context, most notably Darling Street. The existing Darling Street retail strip currently offers a diverse retail mix, has low vacancy levels and good rents but the capacity of the strip to adequately meet the shopping needs of local residents is restricted by limitations of the built environment – quality of existing buildings, limited opportunities to develop new facilities and limited car parking. The proposed development seeks to contribute to the range and quality of retail and commercial facilities currently available on Darling Street and not to undermine these uses.

Consideration has been given to the potential impacts of the proposed development on existing retailers within the locality (Appendix H). This assessment concludes that following the development of Rozelle Village, Darling Street (which largely consists of speciality retail) will continue to play an important role in the retail life and vibrancy of the area. In this regard, the Economic Impact Assessment comments as follows:

"It should be noted that Balmain Darling Street precinct contains the Woolworths supermarket which is understood to be significantly overtrading and achieving turnover rates well in excess of the national average. The supermarket component of the proposed development is therefore likely to trade most competitively with the Woolworths supermarket, which should be able to absorb large competitive impacts and still trade at above average rates. The impact on specialty retailing within the Balmain Darling Street strip is therefore anticipated to be less pronounced.

In overall terms the proposed development will strengthen the retail offer on Darling Street by providing a new 'anchor' location at the Balmain / Rozelle convergence."

The employment opportunities associated with the proposal are substantial, directly and indirectly the construction and operation of the proposed development has the potential to create more than 5,000 jobs with around 500 retail jobs being created on-site.

8.8.3 LOCAL RESIDENTIAL MARKET

Viewed in the context of the substantial estimates of continued economic and household growth within the Sydney Metropolitan region the proposed scheme will make a solid contribution to the total number of new households within the Leichhardt LGA which the draft Inner West subregional strategy forecasts will be required. The draft subregional strategy sets a target for the Leichhardt LGA of an additional 2,000 new homes. The proposed development will make a strong contribution to the delivery of the LGAs housing target, resulting in the development of 304 new homes. This figure represents 15 per cent of the LGAs housing target.

One of the key aspirations of the proposed development is to provide a balanced and sustainable development that offers a range of residential unit sizes. This is appropriate for the site and is consistent with policy and growth objectives.

8.8.4 SOCIAL IMPACT

Overall the proposed development will have a positive social impact through job creation, providing accommodation, and the revitalisation of a large redundant site. The development will contribute to the strengthening of the area surrounding the site as a thriving mixed use community, characterised by good quality design. The proposed development will create additional housing in a location with good access to employment opportunities.

This EA demonstrates that the proposal in its current form will result in both social impacts and benefits that will affect the local and regional community.

- The social benefits of the proposal include the generation of significant local employment opportunities, infrastructure upgrades, the creation of a new centre court and new retail and community facilities including dedicated community rooms.
- The social impacts will be addressed through the implementation of the mitigation and management measures proposed within the specialist reports. These matters have been incorporated into the draft Statement of Commitments in Section 9.

8.9 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development and demonstrate the development has been assessed against a suitably accredited rating scheme to meet industry best practice. In particular it shall address:</i></p> <ul style="list-style-type: none"> ▪ <i>Water quality management for the site including an integrated water management plan to include any alternative water supply, proposed end uses of potable and non-potable water, demonstration of water sensitive urban design and any water conservation measures.</i> ▪ <i>Operational waste and reduction measures</i> ▪ <i>Address how the proposed buildings will produce and conserve energy.</i> 	Appendix G

This project supports the NSW State Plan 2010 – Better Transport and Liveable Cities Priorities and Targets by concentrating new development around a major transport node in an existing urban area. This is an important sustainability objective for the future development of Sydney. The proposal will contribute to:

- Increasing housing in locations accessible to public transport.
- Containment of the urban footprint of Sydney
- Better utilisation of existing infrastructure
- Reduced private car use and associated congestion and CO₂ emissions.

At the building level, the project will achieve a high standard of energy efficiency and has been designed to achieve a minimum 5 star green star rating. The proposal seeks to minimise water and energy use and the discharge of pollution. To optimise the environmental sustainability of the project a range of targeted measures are proposed.

A comprehensive ESD analysis of the proposal has been undertaken by Cundalls. Their report describes how the proposal incorporates ESD principles and outlines a series of commitments relating to the proposed ESD measures to be incorporated in the development.

The proposal will far exceed the minimum standard of ESD, and adopts a number of best practice initiatives. A complete description of the ESD strategy for the site is provided in the report at Appendix G.

8.10 DRAINAGE AND STORMWATER MANAGEMENT

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>15. Drainage</p> <p><i>The EA is to address drainage issues associated with the development / site, including: stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures.</i></p>	Appendix P

8.10.1 MINIMISING WATER USE

The proposed development will lead to an increase in water consumption. Water minimisation and conservation measures are important considerations for the proposed development to minimise this local increase in water demand. A number of features have been incorporated into the scheme design that will assist in achieving water conservation outcomes:

- Natural ventilation of buildings (when external conditions are favourable) will reduce the mechanical cooling and volumes of water used in evaporative cooling towers.
- Low water use fittings such as low water use sanitary appliances, dual flush toilets and low flow and aeration taps in appropriate locations.
- Blackwater system
- Rain water harvesting

8.10.2 OVERLAND FLOW

Diversi Consulting has prepared a Stormwater Management Plan for the site which is included in Appendix H. The report assesses the overland flow paths on the site and notes that the stormwater system will comprise box gutters and surface inlet pits / grates, pits and pipes which will collect and convey stormwater runoff to a rainwater harvesting tank.

8.10.3 ON-SITE DETENTION (OSD)

Overflows from the rain water harvesting tank will be directed to an on-site water detention tank. The OSD tank will limit discharge from the site for a range of storm events. The capacity of the OSD tank is 650m³. The tank will connect to a new pipeline in Waterloo Street and in turn will be directed to the existing drainage system in Moodie Street.

8.10.4 WATER MANAGEMENT STRUCTURES

The site is currently fully developed and has no impervious areas. Investigations undertaken by Diversi Consulting identified that the site and surrounding streets are not serviced by an existing stormwater pipe system. The closest council pit and pipe system is located near Moodie Street approximately 90m to the north of the site. The site is therefore believed to discharge to the street. A new pipe connecting the Moodie Street system is proposed as part of the project.

8.11 SERVICES AND UTILITIES

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>17. Utilities</p> <p><i>In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities including staging of infrastructure works.</i></p>	<p>Appendix Q and Appendix P</p>

To allow for the construction of the proposed development some existing utility services will need to be diverted. The extent of the diversion works are unknown and will need to be investigated further in the next stage. This may only affect site supplies. The services are primarily located on Victoria Road and negotiations will need to be carried out to ensure that all affected utilities are moved prior to the commencement of the construction phase.

8.12 GEOLOGY AND GEOTECHNICAL STABILITY

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p><i>The Environmental Assessment must include:</i></p> <p>3. <i>Geotechnical and structural report prepared by a recognised professional which assesses the risk of geotechnical failure on the site and identifies design solutions and works to be carried out to ensure the stability of the land and structures and safety of persons.</i></p>	Appendix N

Geotechnical investigations have been carried out by Jeffery and Katauskas. Additionally, an assessment of the impact of the development on the proposed Sydney Metro tunnels and via versa has been carried out by Douglas Partners. (Refer to Appendix L).

The project will require deep excavation (8 basement levels). A perimeter retention system will be installed to enable safe excavation and construction of basement car park by retaining the surrounding soil and providing support to the adjacent buildings and infrastructure. Structural design is discussed in Appendix N.

A report on proposed construction methodology has been prepared by Watpac and is attached at Appendix Q. This report references the Geotechnical Report prepared by TTW. Watpac has reviewed the architectural plans, the geology of the site (based on the findings of the geotechnical report) and proposed metro rail corridor and made recommendations in relation to the construction methodology (which sets out the sequence of works) and shoring wall requirements adjacent to the proposed rail corridor.

8.13 NOISE AND VIBRATION

DIRECTOR GENERAL'S REQUIREMENTS	ADDITIONAL REFERENCE
<p>20. <i>Noise and Vibration Assessment</i></p> <p><i>The EA shall address noise and vibration impacts from Victoria Road and detail how this will be managed and ameliorated through the design of the building, in compliance with relevant Australian Standards and the Department's Development near Rail Corridors and busy Roads – Interim Guidelines.</i></p>	Appendix L

AECOM has prepared an acoustic assessment (Appendix L) which assesses the impacts of road traffic and other noise and vibration on the proposed residential apartments.

Road noise impacts have been assessed with reference to the *Interim Guideline for Development Near Rail Corridors and Busy Roads*. The criteria set out in the Interim Guideline are as follows:

"If the development is for the purpose of a building for residential use, the consent authority must be satisfied that appropriate measures will be undertaken to ensure that the following LAeq noise levels are not exceeded:

- *In any bedroom in the building: 35dB(A) at any time 10pm – 7am*
- *Anywhere else in the building (other than a garage, kitchen, bathroom or hallway): 40dB(A) at any time."*

Road traffic noise from Victoria Road is the primary source of background noise affecting the site. To a lesser extent traffic noise impacts are also likely to be experienced from Darling and Waterloo Streets. The acoustic assessment has found that road traffic noise can be mitigated through appropriate glazing treatment. The draft Statement of Commitments incorporates a commitment to require glazing treatments as recommended by the acoustic assessment.

The proposed development will change the noise environment in the area during both its construction and operation. This could be due for instance, to the changes in use in the area, changes in traffic flows and the introduction or removal of noise sources. The site is located within an established urban location in close proximity to a busy road network. There are also other commercial and retail buildings in the area together with residential properties immediately adjacent to the site.

8.14 LIGHTING AND SOLAR GLARE

The design of the electric lighting to be carried out by the lighting designer both for the interior and especially for the exterior lighting will take into account the avoidance of obtrusive light to the neighbours and of light pollution as well as the minimising of light lost to the sky.

The existing site does not cause significant reflected solar glare to its surroundings. The existing buildings are lower in scale than surrounding properties and have mostly non-reflective brick facades but due to the nature of the proposed development including large areas of glass and of stainless steel cladding panels on the facades and its proximity to Victoria Road there is a potential concern that reflected sunlight could cause additional glare to surrounding areas. The potential for solar glare has been investigated by AECOM. Their assessment identifies that there is potential for motorists heading north west on Victoria Road during the mid-winter period between the hours of 3.30pm and 3.50pm to be impacted by excessive reflected solar glare as a result of the glazed façade of residential tower B2. This outcome can be mitigated as follows:

- Reduction in the reflective surface of the tower to less than 30 per cent of the total balcony façade surface, or
- Introduction of vertical elements that shield motorists on Victoria Road from potential reflection.

9 Draft Statement of Commitments

DIRECTOR GENERAL'S REQUIREMENTS

The Environmental Assessment must include:

4. A draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project.

REFERENCE	COMMITMENT
Section 94 Contributions	Section 94 Contributions to be made for the project will be in accordance with calculations provided in Section 6.6 of the Environmental Assessment Report.
Voluntary Planning Agreement	A modified VPA will be executed between Leichhardt Council and the proponent to outline agreements and responsibility in terms of contributions and works in kind.
Car Share	A parking space will be made available for use by shared vehicles.
Geotechnical Investigations	Further detailed geotechnical site testing will be undertaken in accordance with the structural engineering report prepared by TTW.
Bicycle Facilities	The project will provide for bicycle facilities and parking in accordance with Council's standards.
Footpath upgrades	The upgrade of the adjoining footpaths is proposed at the proponent's cost (it is noted that the proponent does not own this land and as such this proposal is a commitment only and not a part of the project to which this application formally applies).
Public Domain	A commitment is made to establish street trees along Waterloo Street and Victoria Road in the vicinity of the site (it is noted that the proponent does not own land and as such this proposal is a commitment only and not a part of the project to which this application formally applies).
Central Court	A central court will be provided in accordance with the Landscape Plan and Landscape Report at Appendix T.
Water Sensitive Urban Design (WSUD)	WSUD measures will be implemented in accordance with the Stormwater Management Report and ESD Report.
Transport Management	A workplace travel plan and / or travel access guide will be prepared.
Dilapidation Surveys of Adjoining Properties	A Dilapidation Report will be prepared on surrounding buildings, roads, pavements and structures prior to the commencement of any excavation works, to document existing conditions, so that claims for damage due to vibrations or construction related activities can be accurately assessed

REFERENCE	COMMITMENT
Ecologically Sustainable Development (ESD)	ESD principles and measures will be implemented for the project in accordance with the ESD Strategy prepared by Cundalls.
	The development will achieve a minimum 5 star green star rating.
Construction Management	The proponent agrees to prepare a detailed Construction Management Plan in accordance with the principles set out in the preliminary CMP that accompanies the EA outlining the methods of construction, traffic management, crane height and location details and the like.
	Demolition will be undertaken in accordance with the requirements of Australian Standards AS2601 – 2001: The Demolition of Structures which is incorporated into the Occupational Health and Safety Act 2000 administered by WorkCover NSW.
	Measures to control soil erosion during demolition will be introduced in accordance with currently accepted principles as described in Managing Urban Stormwater (EPA NSW) and Soil Erosion and Sediment Control (The Institute of Engineers, Australia).
	The community will be kept informed about the construction process
	Reasonable measures will be undertaken to minimise disturbance to adjacent residences during the construction phase with regard to: <ul style="list-style-type: none"> ▪ Movement of vehicles ▪ Construction noise attenuation ▪ Visual intrusion, dust and light spill
BCA Compliance	All building will be designed in accordance with the Building Code of Australia.
Augmentation of Utilities	The approval of all existing utility service providers (e.g. gas, electricity, telephone, water, sewer) will be obtained, and any required augmentation works undertaken.
Noise Mitigation	Noise mitigation measures will be implemented in accordance with the Noise Impact Assessment prepared by AECOM.
Heritage	A photographic archival recording of the existing buildings and areas that would be affected by the proposed works (specifically Nos 697 and 699 Darling Street and Nos 170 and 172 Victoria Road) will be made prior to any demolition work commencing.
	An Interpretation Strategy will be prepared as part of the development process and interpretative displays will be integrated within the public domain design of the central court / passageways and food / retail court to tell the historical development of the site, the locality and associated with the Byers Family.

REFERENCE	COMMITMENT
Safety and Security	The development will be undertaken in accordance with the recommendations of the CPTED report.

10 Conclusion

DIRECTOR GENERAL'S REQUIREMENTS

The Environmental Assessment must include:

9. A conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the projects is in the public interest.

This Environmental Assessment has been prepared to assess the potential environmental impacts that could result from the proposal proceeding. Specialist investigations have been carried out and a number of potential environmental impacts have been identified. Mitigation measures to manage and ameliorate potential environmental impacts have been incorporated into the proposal via the draft Statement of Commitments.

The assessment has involved a comprehensive analysis of the site and potential constraints to its development. This analysis confirms that the site is suitable for the development proposed. It will facilitate the development of a site that is ideally suited to high density, mixed use development:

- It will facilitate the return of the Balmain Leagues Club to Rozelle.
- It provides a coherent location for retail and economic development to cluster.
- It has the potential to act as a catalyst for regeneration.
- It supports highest levels of activity at locations with the greatest transport capacity.
- It will facilitate the development of under-utilised land within the vibrant inner-western suburb of Rozelle.
- The commercial development proposed together with the community infrastructure and facilities that will be delivered as part of the proposal will benefit existing and future residents.

As demonstrated throughout this EA, development of the site in the manner proposed is consistent with the State planning policies that relate to promoting economic growth, delivering new dwellings and protecting high value environments. Economic growth in the Inner West region will be supported by the scale of development proposed and the mix of land uses proposed which are all permissible under the provisions of the applicable environmental planning instruments. The commercial development proposed together with the community infrastructure and facilities to be delivered will benefit new and existing residents and will enable these residents to satisfy their social and cultural needs close to home.

Consistent with the Sydney Metropolitan Strategy and draft subregional strategies which emphasise the importance of concentrating future housing in centres and along transport corridors, in view of a wide range of transport, environmental, sustainability and liveability objectives, the proposal seeks to develop this central site for a mix of complementary residential and commercial uses.

The project will transform the existing medium density detached dwelling character of the locality but responds positively to surrounding development. The significantly larger building forms step down to surrounding lower scale development, while the taller elements will establish the development as a distinctive and memorable local building. The project design has been scrutinised by an independent architectural design review panel and the recommendations of this panel have been adopted.

The economic benefits of the proposal are substantial. Directly and indirectly it will result in the creation of approximately 5,000 new jobs, 500 of which will be within the retail component of the new development once operational.

Detailed traffic modelling demonstrates that the project will not perceptibly alter the traffic performance of any surrounding road intersections, and the proximity of the site to a range of bus, car, cycle and walking transport options, in addition to a range of local services and facilities, will assist in reducing private vehicle reliance, and associated pollution and congestion impacts across the city.

Suitable measures have been implemented to mitigate potential overshadowing, privacy and visual impacts on surrounding residential properties. While the project will significantly alter the existing environment of these properties, it will nevertheless provide an alternative high quality environment and one which is more appropriate to its location adjacent to a major arterial route of the scale and importance of Victoria Road.

In view of the above, we conclude that the project represents one of very few opportunities to provide centre supporting housing to complement existing infrastructure in the locality. While transformational the project will not result in any unreasonable adverse impacts but will provide very significant urban benefits. We therefore recommend the Minister approve the application.

Definitions and Abbreviations

AHD	Australian Height Datum
AHIMS	Aboriginal Heritage Information Management System
AS	Australian Standard
BASIX	Building Sustainability Index
BCA	Building Code of Australia
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CIV	Capital Investment Value
COFA	Centre of Fine Arts
CPTED	Crime Prevention Through Environmental Design
DA	Development Application
DCP	Development Control Plan
DDA	Disability Discrimination Act
DGRs	Director General's Requirements
DP&I	Department of Planning and Infrastructure
EA	Environmental Assessment
EP&A Act	Environmental Planning and Assessment Act 1979
ESD	Ecologically Sustainable Development

GFA	Gross Floor Area
HGV	Heavy Goods Vehicles
HIA	Heritage Impact Assessment
JRPP	Joint Regional Planning Panel
LEP	Local Environmental Plan
LGA	Local Government Area
NSW	New South Wales
OH&S	Operational Health and Safety
OHL	Obstacle Height Limitation
RMS	Roads and Maritime Authority (formerly the RTA)
RTA	Roads and Traffic Authority (now known as the Roads and Maritime Authority)
SACL	Sydney Airport Corporation Limited
SEPP	State Environmental Planning Policy

Rozelle Village comprising:

Site	<ul style="list-style-type: none"> - Balmain Leagues Club, 138-152 Victoria Road (Lot 1 DP528045) - 154-156 Victoria Road (Lot 1 DP109047) - 168 Victoria Road (Lot 2 DP323480) - 170 Victoria Road (Lot B DP323480) - 172 Victoria Road (Lot A DP436153) - 1 Waterloo Street (Lot 101 DP629133) - 3 Waterloo Street (Lot 38 DP421) - 5 Waterloo Street (Lot 37 DP421) - 7 Waterloo Street (Lot 36 DP190866) - 17-19 Waterloo Street (SP67362) - 697 Darling Street (Lot 104 DP733658) - 699 Darling Street (Lot 102 DP629133)
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SMA	Sydney Metro Authority (now known as the Department of Transport)
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SREP	Sydney Regional Environmental Plan
STA	State Transit Authority
SWMP	Site Waste Management Plan
The proponent	Rozelle Village Pty Ltd, a special purpose vehicle created by Pacific Investment Pty Ltd to develop the Balmain Leagues Club
TMAP	Traffic and Access Management Plan
UST	Underground Storage Tank
VPA	Voluntary Planning Agreement

Appendix A

Clause 6 Declaration & Director General's Requirements

Appendix B Quantity Surveyors Cost Summary

Appendix C Voluntary Planning Agreement

Appendix D Planning Policy Compliance Tables

Appendix E Community & Stakeholder Consultation

Appendix F Traffic, Access and Parking Assessments

Appendix G Ecologically Sustainable Development Report

Appendix H Economic Impact Assessment

Appendix I Heritage & Archaeological Impact Assessment

Appendix J Access Report

Appendix K Solar Reflections Assessment

Appendix L Noise and Vibration Assessment

Appendix M Wind Study

Appendix N Geotechnical and Structural Report

Appendix O Contamination Assessment

Appendix P Water Management

Appendix Q Construction Management Plan and Construction Methodology

Appendix R Operational Management

Appendix S

Crime Prevention Through Environmental Design Report

Appendix T Architectural Design Report

Appendix U Urban Design Assessment

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