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Submission to Draft Bayside West Precinct Land Use and Infrastructure Strategy

35-253 Princes Highway & 6-10 Hattersley Street, Arncliffe

Submitted to NSW Department of Planning and Environment
On Behalf of Hattersley Developments Pty Ltd

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Attachments

Financial Feasibility Advice - M3 Property Strategists

Market Feedback and Activity Report - Colliers International

Urban Design Analysis of Draft Precinct Plan - Hill Thalys

1. Executive Summary

This submission has been prepared by City Plan Strategy & Development (CPSD) on behalf of the property owners of 251-253 Princes Highway and 6-10 Hattersley Street, Arncliffe (the site). The site is located within the Bayside West Precincts and is subject to the Draft Land Use and Infrastructure Strategy and the Draft Arncliffe and Banksia Precinct Proposal (the draft proposals).

To facilitate redevelopment of the site and revitalisation of the Princes Highway Corridor, including the creation of a generous landscaped setback from the Princes Highway, this submission requests the following amendments be made to the draft proposals:

- Shop-top housing be permitted in the B6 Enterprise Corridor Zone;
- Minimum area requirements for ground floor commercial space in shop top housing developments in the B6 zone be required via an amendment to clause 5.4 of the LEP.
- The Height of Buildings control be increased to 40m.
- The Floor Space Ratio Map be increased to 3.5:1.

These amendments are requested on the following to ensure that:

- The objectives of the B6 zone can be satisfied; and
- Redevelopment of existing site's is economically feasible.

This submission is accompanied by the following documentation:

- A Financial Feasibility Analysis prepared by M3 Property;
- A Market Feedback and Activity Report prepared by Colliers International (NSW) Pty Ltd; and
- A Banksia Sites Planning Proposal Urban Design Report prepared by Hill Thalys Architecture and Urban Projects Pty Ltd.

For greater detail refer to the body of the submission and the accompanying material listed above.

2. Site and Context

The site is comprised of six (6) individual allotments and is described in Figure X.

Address	Legal Description	Folio	Site Area (m ²)
251 Princes Highway, Arncliffe	Lot 6 in Deposited Plan 1081710	6/1081710	537
253 Princes Highway, Arncliffe	Lot 7 in Deposited Plan 654636	7/654636	348
6 Hattersley Street, Arncliffe	Lots 44-45 Sec. 4 in Deposited Plan 1123	Auto Consol 6461-125	999
8 Hattersley Street, Arncliffe	Lot 43 of Section 4 in Deposited Plan 1123	43/4/1123	405
10 Hattersley Street, Arncliffe	Lot 42 of Section 4 in Deposited Plan 1123	42/4/1123	405
Total			2,694m²

Figure 1: Extract from page 3 of the Financial Feasibility Analysis prepared by M3 Property.

An aerial photograph of the site is provided at Figure 2.



Figure 2: Aerial photograph of the site, outlined in red (Source: SixMaps)

As seen in Figure 2 above the site is occupied by a variety of commercial and residential uses. Specifically, the sites existing improvements are summarised in Figure X below:

Address	Improvements
251 Princes Highway, Arncliffe	Single storey brick building used as an auto repair centre with the retail sale of petrol. Set back from Princes Highway.
253 Princes Highway, Arncliffe	Three storey brick office building with covered and uncovered car parking to the front ground area. Set back from Princes Highway.
6 Hattersley Street, Arncliffe	Older style, single storey building with first floor accommodation.
8 Hattersley Street, Arncliffe	Older style, three storey brick building arranged as ground floor warehouse with first and second floor office accommodation. Set back from Hattersley Street.
10 Hattersley Street, Arncliffe	Vacant land with minimal improvements including fencing.

Figure 3: Extract from page 2/3 of the Financial Feasibility Analysis prepared by M3 Property.

The site's context is illustrated in Figure 3 below, showing its proximity to both Arncliffe and Banksia Station, Princes Highway, local schools and public open space.

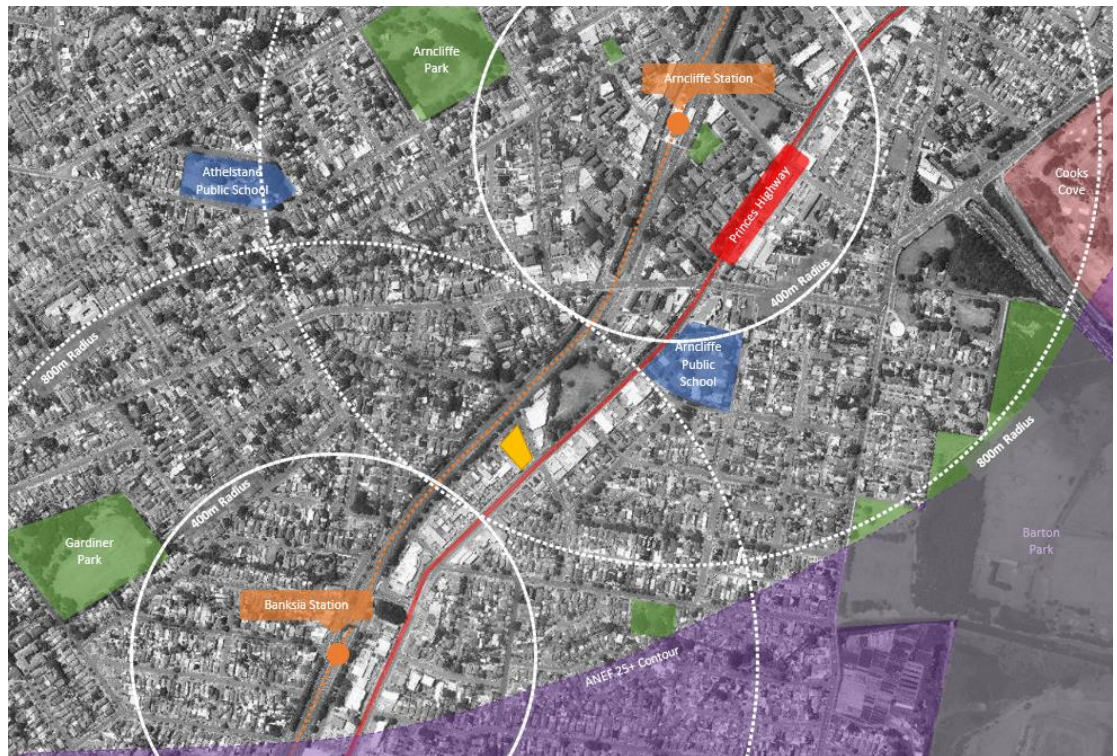


Figure 3: Local context with the site shown in yellow.

The site and the broader block on which it is located are currently zoned B6 Enterprise Corridor pursuant to the Rockdale Local Environmental Plan 2011 (RLEP). The objectives of the B6 zone are to:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.
- To promote redevelopment that will contribute to the locality, including by improving the visual character of the locality, improving access and parking, reducing land use conflicts and increasing amenity for nearby residential development.

The RLEP also provides a maximum floor space ratio of 1.5:1 and a maximum building height of 14.5m.

As is evident by the lack of redevelopment in the precinct, the existing land use and built form controls have been unsuccessful in achieving the fourth zone objective in particular.

3. Opportunities and constraints analysis

The DPE, in collaboration with Bayside Council, have recently released the draft 'Bayside West Precincts Land Use and Infrastructure Strategy'. This study area comprises the Arncliffe, Banksia and Cooks Cove Precincts. The Strategy aims to outline the plan for new homes and jobs in the Precincts and to identify the infrastructure needs to support this growth.

The site is in the Banksia precinct within an area that is part of the 'Princes Highway Corridor'. The Princes Highway Corridor extends for the length of the Arncliffe and Banksia precincts and is identified in the Strategy and by the former Rockdale City Council in 2013 as *"a highly attractive location for people wishing to live, work and locate business in proximity to the CBD"*.

The Strategy states that it "*provides a framework for revitalisation, change and renewal for the highway corridor*". Our analysis of the subject site demonstrates that due to its proximity to Banksia Station, low quality of existing improvements and lack of development constraints, it is ideally placed to contribute to these objectives.

The opportunities and constraints analysis presented within this section of the submission provides a dialogue to substantiate the site's redevelopment potential (discussed in Section 3 below).

4. Opportunities

The opportunities presented by the site are outlined below.

- The site is zoned B6 Enterprise Corridor pursuant to the RLEP. The objectives of the B6 zone focus on delivering employment and redevelopment that will contribute to the locality. Investment and planning for employment lands is highlighted as a focus of the Draft Central District Plan (Draft CDP) as a means of supporting local urban services. The site presents the opportunity to enhance the local urban services of the locality and strengthen the local economy through the provision of employment near substantial residential populations.
- The site is located within 500m of Banksia Station and within 650m of Arncliffe Station. Both stations provide fast and efficient access to Sydney CBD (taking less than 20 minutes to reach Town Hall Station), Kogarah, Hurstville and Sydney Airport. Rail services to and from Banksia and Arncliffe stations operate every 10 minutes during morning and evening peak and every 30 minutes outside of peak periods. Rail network planning to increase services to southern Sydney is currently underway.
- The site's existing improvements are relatively limited and/or average quality, making it relatively attractive for redevelopment.
- Although residential accommodation is prohibited within the B6 zone, ANEF levels for the site allow residential developments subject to appropriate construction methods to mitigate noise.
- The site area is 2,694m², providing the opportunity for a range of development options and uses that respond to the site's strategic planning potential, discussed below in Section 3 and detailed in the Urban Design Report prepared by Hill Thalys.
- This submission seeks to ensure that changes envisaged for the site within Arncliffe and Banksia Precinct Proposal can provide a catalyst for redevelopment and accurately capture the opportunities presented by the site and other similar sites throughout the precinct.
- The current uses occupying the buildings employ relatively few workers. Modern premises would be attractive to users with higher employment densities.

5. Constraints

The constraints presented by the site are outlined below.

- A primary constraint to the redevelopment of the subject site is the feasibility of redevelopment pursuant to the existing and proposed planning controls. These controls, as detailed in M3 Property's Financial Feasibility Analysis, are not sufficient to provide an economic incentive for the redevelopment of this land and will likely result in poor design and land use outcomes within an area that is strategically positioned for growth.
- The site's proximity to rail and road networks presents a possible constraint in terms of acoustic amenity and vehicular access. However, such constraints are easily overcome through skilful urban design and architectural input, particularly on a site of this size.

6. Site Development Potential

6.1 Strategic Planning Context

6.1.1 Draft Central District Plan

The site is located within the Greater Sydney Commission's draft Central District Plan. Key priorities for this district are to improve employment opportunities in service industries, finance and innovation supported by strong transport connections to Sydney Airport and Port Botany and Randwick Health and Education and a diverse housing choices that support the current and future populations. Under the draft Central District Plan, the Banksia area is identified as a priority precinct for urban renewal (p92 & 97) and is considered to have the potential for garnering housing opportunities as part of its strategy for urban renewal.

The B6 zone accommodates land uses which the draft Central District Plan terms "*employment and urban services land*". This terminology is used to reflect the "*evolving nature of employment areas, the jobs and economic activity they generate, and the way they support urban areas and industries (for example, by providing land for data centres, utilities and distribution centres) as well as local residents (for example, by providing land for panel beaters, council depots, vehicle repairs and household trades)*". The draft Central District Plan highlights the importance of employment and urban services land and the "*demand for this comparatively rare resource*".

As can be seen from the lack of redevelopment in the precinct and the existence of remnant residential cottages, the current planning controls do not create the conditions necessary to facilitate the creation or renewal of modern commercial development. As noted in the Banksia Priority Precinct Economic and Feasibility Analysis (AEC, 2016) (p.19), many of the older style buildings are in need of an upgrade even though "*demand for large format space remains strong with bulky goods retailers and automotive operators requiring new or additional premises.*" The report further notes (p.18) that "*new mixed use developments which accommodate a diverse range of uses such as bulky goods retail, modern showrooms and light industrial uses coupled with residential development have been met with success.*"

As can be seen, it is appropriate to consider the draft Central District Plans focus on employment and urban services land, in conjunction with the well-established necessity to enhance and increase residential populations. The 2016 - 2021 housing target for the Bayside Local Government Area is 10,150 dwellings. To support this housing target the draft Central District Plan has tasked local councils to increase housing capacity across the district. For the Banksia precinct, opportunities for urban renewal are being investigated for improving local housing outcomes.

6.1.2 Princes Highway Corridor Strategy

Under the Princes Highway Corridor Strategy (Rockdale City Council, 2013), development in the Banksia area along the Princes Highway aims to revitalise the B6 Enterprise Corridor in which the site is located. To do this, Rockdale City Council resolved in 2013 to:

- Widen the range of permissible employment and service related land uses to attract new businesses to the corridor. These included more employment intensive land uses such as a food and drink premises, function centres, and industrial retail outlets.
- Allow for increased development potential for employment related land uses. In this regard, Council resolved to increase the maximum building height from 14.5 to 18 metres, and increase the density from 1.5:1 to 2.5:1.

The Council Strategy also identified that "*the rail station makes Banksia an attractive precinct for future transit orientated development.*" However, it stated that due to existing (principally aircraft noise) constraints, this role should not be pursued until the role and form of residential development can be "*considered as part of a holistic strategy for both [...] sides of Banksia.*"

We submit that the current Strategy represents that "holistic strategy" and it is therefore appropriate to give serious consideration to the suitability of the subject sites for transit orientated development (TOD) as envisaged within the Princes Highway Corridor Strategy.

6.2 Implications of the 'Draft Arncliffe and Banksia Rezoning Proposal'

The change envisaged for the site within the 'Draft Land Use and Infrastructure Strategy' and the 'Draft Arncliffe and Banksia Rezoning Proposal' are summarised in Table X below.

Table X: Comparison of existing RLEP controls and those proposed by the 'Draft Arncliffe and Banksia Rezoning Proposal'.

Control	Existing	Proposed
Land use	B6 Enterprise Corridor	B6 Enterprise Corridor
FSR	1.5:1	1.5:1
Building height	14.5m	18m

The controls identified by the draft proposal are derived from two primary factors:

1. The strategy aims to retain the site's B6 zoning and FSR to preserve employment lands within the locality and provide opportunities for large format retail operators; and
2. The strategy recognises that for redevelopment to occur, development must be valuable enough to displace existing uses.

Whilst it is possible to preserve employment lands *and* still encourage redevelopment, the controls proposed by the strategy, in its current form, do not achieve this.

The Financial Feasibility Analysis prepared by M3 Property considers the feasibility of five (5) redevelopment options. These options include:

- *Option 1: B6 Enterprise Corridor with FSR of 1.5:1;*
- *Option 2: B6 Enterprise Corridor with FSR of 2.5:1;*
- *Option 3: B6 Enterprise Corridor with shop-top housing with FSR of 1.5:1;*
- *Option 4: B6 Enterprise Corridor with shop-top housing with FSR of 2.5:1; and*
- *Option 5: B6 Enterprise Corridor with shop-top housing with FSR of 3.5:1.*

As seen above Option 1 represents both the existing and proposed controls for the site. The summary of results from M3 Property's Financial Feasibility Analysis are summarised at Figure 4 below.

Financial Component	Option 1	Option 2	Option 3	Option 4	Option 5
Equivalent Profit and Risk Margin	-17.82%	0.02%	-0.28%	15.21%	24.83%
Equivalent Internal Rate of Return	-4.47%	7.01%	6.81%	15.68%	21.11%
Land Value based on Target Profit Margin	\$2,665,000	\$4,160,000	\$3,370,000	\$5,250,000	\$7,450,000

Figure 4 - Extract from page 5 of the Feasibility Analysis prepared by M3 Property.

These results are explained by M3 Property in the extract below.

The feasibility results indicate that Options 1 and 2 – the commercial options – are not financially feasible development options resulting in negative or negligible profit returns. Options 3 and 4 – the B6 Enterprise Corridor with Shop-Top Housing options with FSR of 1.5:1 and 2.5:1 respectively – are also not financially feasible. It is highly likely these options will not instigate development in the precinct due to the relative land cost and the poor financial returns of the development.

Option 5 is the only option which provides development returns of 24.83% which are at a level which would be considered by developers to be acceptable.

It is the inclusion of the higher residential component which makes Option 5 the most feasible development option. While we note that this advice has regard to a specific property as a case study, it is considered to be broadly reflective for the greater precinct as the metrics and feasibility inputs are consistent.

As such, the controls proposed by the draft strategy will not encourage redevelopment of the locality and will not provide the necessary impetus for change and renewal envisaged by the draft Central District Plan. This analysis demonstrates that the current and proposed controls will not result in urban renewal in the foreseeable future. Under the current and proposed controls, the highest and best use of the land is to retain the existing buildings.

The only means for the site to reach the feasibility thresholds identified by M3 Property is through the inclusion of a residential component and a FSR of 3.5:1 as nominated by Option 5. Section 3.3 of this report discusses the appropriate means of including residential accommodation as a contingent permissible use within the B6 zone, achieving the necessary uplift in height and FSR to achieve feasibility and ensuring that the outcomes still achieve the objectives of the B6 zone.

7. How the planning controls can be framed to stimulate development

The planning controls need to be framed to ensure that the following necessities are realised:

1. The objectives of the B6 zone can be satisfied; and
2. Redevelopment of existing site's is a feasible possibility.

A primary objective of the B6 land is *“to ensure that employment uses associated with the automotive industry continued to be provided for”*. We contend that a wide range of employment and urban services uses including the automotive industry can be provided for within modern appropriately designed shop-top housing, as outlined in the Market Feedback and Activity Report prepared by Colliers International. The housing component will enjoy convenient access to rail transport infrastructure, shops, services and other amenities.

Appropriately designed shop-top housing within the context of the B6 zone requires flexible ground floor commercial spaces suitable for a wide range of employment and urban services uses. In this regard, they require generous floor to ceiling heights, good sound insulation and minimum dimensions (nominally no less than 60% of site area **and** 300m²).

To achieve the objectives of the B6 zone and ensure that redevelopment is financially feasible, it is our considered opinion that the controls should be altered in the following manner:

- Retain the B6 zone to maintain the employment focus of the precinct, but include 'shop-top' housing as a permissible land use.
- Amend Clause 5.4 of the RLEP to ensure quality commercial floor space is provided on the ground floor of shop-top housing development in the B6 zone. This might take

the form of minimum ground floor commercial floor area requirements (such as 60% of site area and 300sqm) or, a provision like clause 6.7 of the *Ryde Local Environmental Plan 2014* which provides as follows:

6.7 Ground floor development on land in Zone B6

- (1) The objective of this clause is to restrict certain development at the street level for buildings in Zone B6 Enterprise Corridor.
- (2) Development consent must not be granted for development on the ground floor of a building within Zone B6 Enterprise Corridor if the development would result in any part of the ground floor not being used for business or employment activities, other than any part of that floor used for the purposes of:
 - (a) lobbies for any commercial, residential, serviced apartment or hotel component of the development, or
 - (b) access for fire services, or
 - (c) vehicular access.
- (3) In this clause, *commercial activities*, in relation to the use of a building, means using the building for the purposes of business premises, community facilities, hotel or motel accommodation, landscape and garden supplies, light industries, passenger transport facilities, timber and building supplies or warehouse or distribution centres.


- Amend Sheet 3 of the Height of Buildings Map to provide a maximum building height of 40m for the street block bound by Beehag Street, Hattersley Street and Princes Highway to permit intermittent 12-storey towers (as recommended by Hill Thalys and consistent with recent approvals along Princes Highway Corridor to the north).
- Amend Sheet 3 of the Floor Space Ratio Map to provide a maximum FSR of 3.5:1 in the street block bound by Beehag Street, Hattersley Street and the Princes Highway.

These controls are applied to the site and illustrated within the Urban Design Report prepared by Hill Thalys. This report presents two options for site, demonstrating its redevelopment potential and the opportunity for skilful design of future development. In both options the taller elements have the following advantages;

- The small footprint tower elements are in response to the new public domain created, which is a significant benefit to the wider area;
- Purposefully placing taller elements in relation to street vistas;
- The tower elements are smaller in footprint than the 750m² and therefore ensure the ability to design apartments with high levels of internal amenity;
- A more varied skyline and silhouette is provided, particularly when viewed from the higher land to the north and west;
- The towers would have excellent residential amenity, and provide for a variety of housing; and
- The towers should all have communal open space, so that all residents have available outlook to Botany Bay and the ridges behind, and sunny roof gardens.

8. Conclusion

In conclusion, although we support the objective of the Strategy to revitalise the Princes Highway Corridor, this will not occur in the B6 land unless residential accommodation is permitted and the height and FSR controls are adjusted. Such adjustments, outlined above, provide the opportunity for positive urban design and public amenity outcomes to be achieved throughout the precinct in accordance with the objectives of the 'Draft Land Use and Infrastructure Strategy', the 'Draft Arncliffe and Banksia Rezoning Proposal' and Draft Central District Plan.



We appreciate this opportunity to contribute to the future planning of the Banksia Precinct and the Princes Highway Corridor in particular and look forward to the opportunity to working with the Department and Council to progress the planning process.

21 February 2017

Stephen Kerr
City Plan Services
Suite 6.02, 120 Sussex Street
Sydney NSW 2000

Market Feedback and Activity - Banksia and Arncliffe

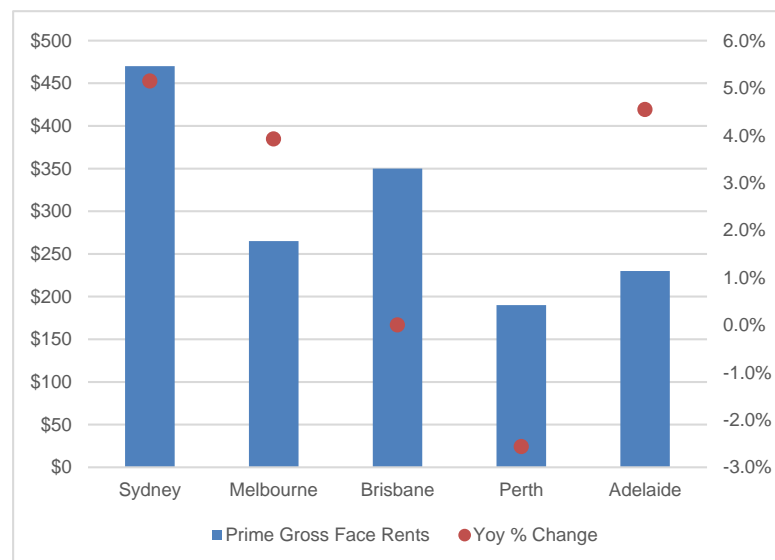
Dear Stephen,

We refer to our recent discussions in relation to local real estate market in the Banksia and Arncliffe precinct. In particular, we note you seek a greater understanding in relation to the performance of the Large Format Retail and Automotive industries in this area.

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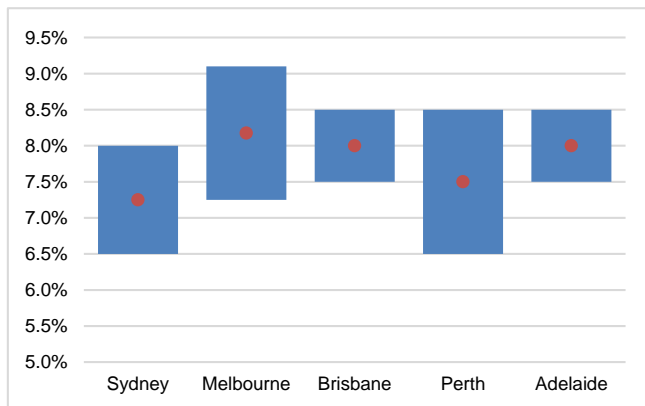
Large Format Retail Market Overview

Despite some concerns around a slowing residential housing market, rent conditions within the Large



Format Retail market appear to be stable. In Sydney, evidence from our sample basket have led to a marginal increase in face rents from \$465 to \$470 over the quarter which has translated into a 5.1% gain over the year. Incentives within the Sydney market have also fallen to 6.88% from 8%. Rents and incentives in all other regions were unchanged over the quarter. On an annual basis, Melbourne (3.9%YoY) and Adelaide (4.5%YoY) registered gains while Perth recorded a 2.6% decline.

After a mid-year lull in household goods sales, momentum has returned to the sector with YoY growth rates increasing steadily throughout 2H16 to reach 3.76% in the most recent October data release. Large Format Retail yields in Sydney and Brisbane were unchanged over the quarter at 7.25% and 8% respectively. These yield levels are supported by recent valuations in both regions. Adelaide has



experienced the sharpest amount of compression over the quarter, falling from 8.5% to 8% as the top end of our range comes in, supported by more recent valuations. Additionally, Large Format assets are tightly held in Adelaide with most operating at full occupancy and sustained demand from tenants. After a year of healthy yield compression throughout 2016 ranging from 25bp in Brisbane to 87bp in Sydney, the outlook for further moves downward are looking a little more stretched. However even

after factoring higher risk free rates, spreads remain relatively wide in Melbourne and Brisbane.

Key Requirements from Operators

Key requirements of bulky goods and motor showroom users include:

- A large, flat site to accommodate a large format building, on-site parking, vehicular access for both customer and delivery, and landscaping;
- Good site exposure to passing traffic with location on a major arterial road or with convenient access to the major arterial road network;
- Affordable and sustainable rents and land prices in line with the retailers' business strategies to permit the display and storage of large items;
- A suitably designed site and building that safely accommodates the delivery of stock by large commercial vehicles and the loading/collection of bulky goods by customers;
- A site which can conveniently and safely accommodate trucks and semi-trailers;
- A high customer car parking ratio ;
- Suitably located premises to serve a wide catchment of residents; and
- Co-location with other large format retailers and automotive operators.

In recent times, we have had discussions with a number of high-profile bulky goods operators in relation to the Banksia and Arncliffe area in order to understand requirements and demand. We provide the following summary in this regard:

Operator	Typical Building Size Requirement	Typical Land Size Requirement
Harvey Norman	10,000m ²	15,000m ²
Bunnings	7,000m ²	11,000m ²
Fantastic Furniture	300m ²	600m ²

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Barbecues Galore	400m ²	1,000m ²
Beacon Lighting	400m ²	1,000m ²
Spotlight	3,000m ²	5,000m ²
Freedom	3,000m ²	6,000m ²

Our discussions with these operators indicate their typical budget to acquire new sites in well located infill locations such as Banksia and Arncliffe range from \$800/m² to \$1,500/m² of site area. From previous dealings, we note that there is limited flexibility to negotiate outside of these ranges.

Based on our knowledge, there are very limited sites in Banksia and Arncliffe suitable of accommodating the types of users noted above. There is the potential that demand may stem from smaller bulky goods operators requiring showroom space and associated car parking. In our experience, this type of use has been well accommodated within traditional mixed use buildings (ground floor retail/commercial and residential above) along the Princes Highway corridor.

Recent Local Market Activity

There remains good interest from investors and owner occupiers seeking to acquire commercial and industrial property in the Banksia and Arncliffe area. Recent sales suggest rates of \$2,500 to \$3,500 per square metre of site area as being appropriate in the current market. There have been a number of examples where residential developers have speculated on future planning controls which indicate rates above \$4,250 per square metre of site area.

In relation to leasing, the Banksia and Arncliffe market is relatively subdued. There have been a number of properties recently offered to the market for lease, including 293 Princes Highway and 297 Princes Highway which have remained vacant for many months due to the limited demand to occupy this space.

Furthermore, it is noted that a large number of tenants currently occupying space in the precinct are holding over on a monthly basis at economical rents. This is due to the landlord's preference to obtain some income from the properties rather than have vacancy resulting in a potential loss in income for an extended period.

Regards,

A handwritten signature in black ink, appearing to read "Trent Gallagher", written in a cursive style.

Trent Gallagher
Director | Property Sales & Leasing

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251-253 PRINCES HWY + 6-10 HATTERSLEY ST, ARNCLIFFE - RESPONSE TO DRAFT PRECINCT PLAN

The site is located at 251-253 Princes Highway + 6-10 Hattersley Street. It is in proximity to both Banksia and Arncliffe Station.

The following report is in response to the Draft Precinct Proposal for Arncliffe and Banksia from November 2016.

As densities are increased in such prime locations, there needs to be a commensurate increase in public space.

This planning proposal is based on the following general principles;

- Widening the highway corridor;
- Breaking up the excessive length of existing blocks between the Highway and Hattersley St, making the area more walkable and cycle-able;
- Improving access to and visibility of the station, and the landscape corridor along the rail line;
- Creating a new layer of more intimate and varied public spaces, allowing for retail opportunities and increased socialisation for the increased population;
- New public spaces should be dedicated to Council and allow for adequate deep soil planting;
- New public assets provide private benefits to development sites, in terms of frontage, activation, building separation, solar access.

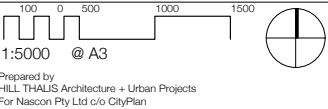
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APPENDIX
Residential Apartment Tower Typology Equal or less that 750m²

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BANKSIA SITES

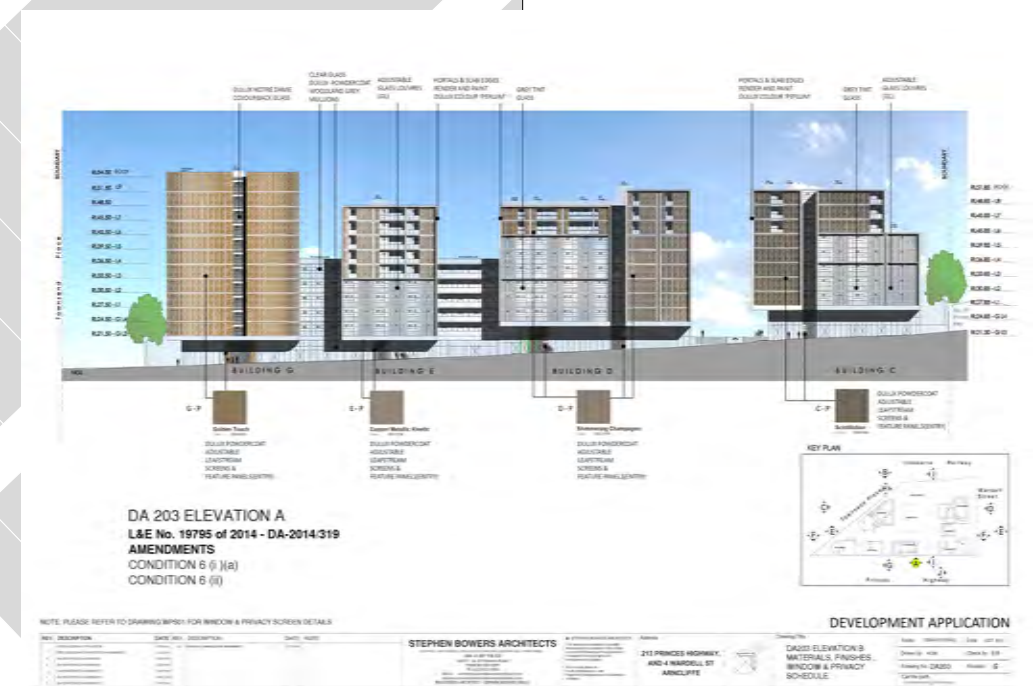
Response to Draft Precinct Proposal



Of relevance to the site at 251 Princes Highway is the precedent of the recently approved Development Application immediately to the north at 213 Princes Highway.
This scheme complies with the Sydney Airport Height restrictions and has a range of heights between 6 and 12 storeys.



View north along Princes Highway

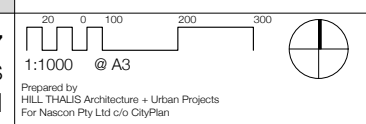


Princes Highway Elevation of Proposed Development at 213 Princes Hwy

- Site Boundary
- New Public Lane + Square
- Commercial 1 Storey
- Residential - Street Wall
- Residential - Tower
- Awning

FEBRUARY 2017
BANKSIA SITES

Response to Draft Precinct Proposal



The site is located within walking distance to Banksia and Arncliffe Station. It also benefits from a corner position with the majority of its frontage orientated along Hattersley Street.



View south along Hattersleys Street



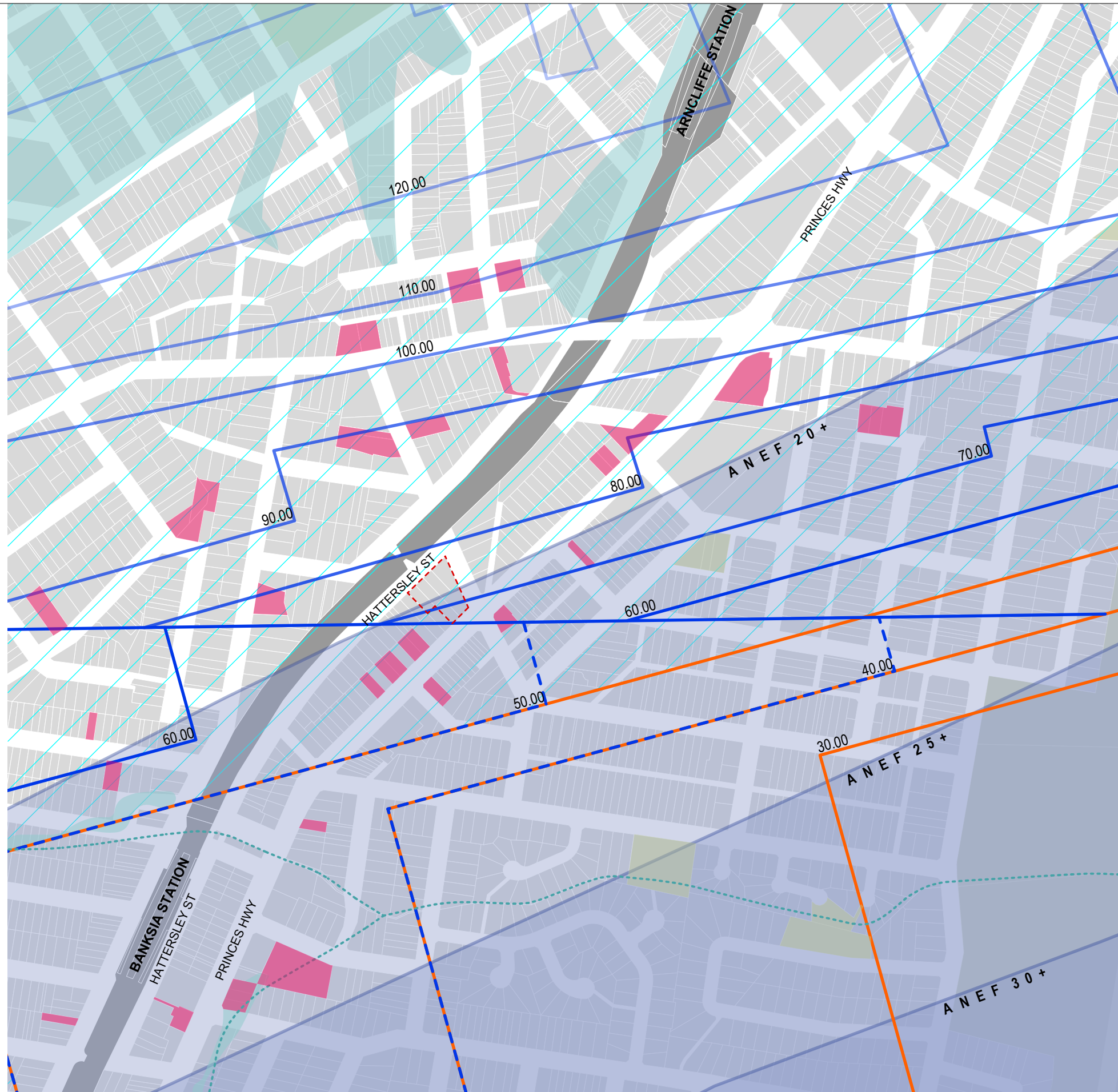
8 Hattersleys Street



View towards site on corner of Hattersleys Street



View south along Princes Highway



- Site Boundary
- Existing Parks
- Strata
- Flood affected land
- Overland flow
- Australian Noise Exposure Forecast Contours
- OLS contours (every 10m above sea level)
- OLS 51m (max within precinct)
- PANS-OPS contours (every 10 above sea level)

Proposed Site Controls
(Extracted from the Draft Arncliffe and Banksia
Precinct Proposal by the NSW Department of
Planning and Environment released in
November 2016)

- Zoning: B6 Enterprise Corridor
- FSR: 1.5:1
- Height: 18m
- OLS: 51m (above sea level)
- PANS OPS Contours: 70-80m (above sea level)
- ANEF: 20+
- Setbacks:
- 6m landscape setback to Princes Hwy
- 3m setback in other areas



- Site Boundary
- Strata
- Flood affected land
- Overland flow
- Noise Impact

Option A proposes a public square on the corner of Hattersley Street facing north. The public square provides an opportunity to activate the corner of Hattersley Street which is protected from the noise and pollution on the Princes Highway. The square is defined by a 12 storey tower and 6 storey street wall building.

The 12 storey tower matches the tower height of the approved development on 213 Princes Highway. The 6 storey residential street wall type above the ground floor commercial space and the 6m landscape setback from the Princes Highway follows the principles set out in the Architectus Urban Design Proposal.

Site Area 2,693m²
Net GFA 8,779m²

Net FSR 3.26:1

Public Space 481.7m²

Commercial - Ground
Net Floor Area (assuming 60% efficiency)
1 Storey 1228.2m²
FSR 0.46:1

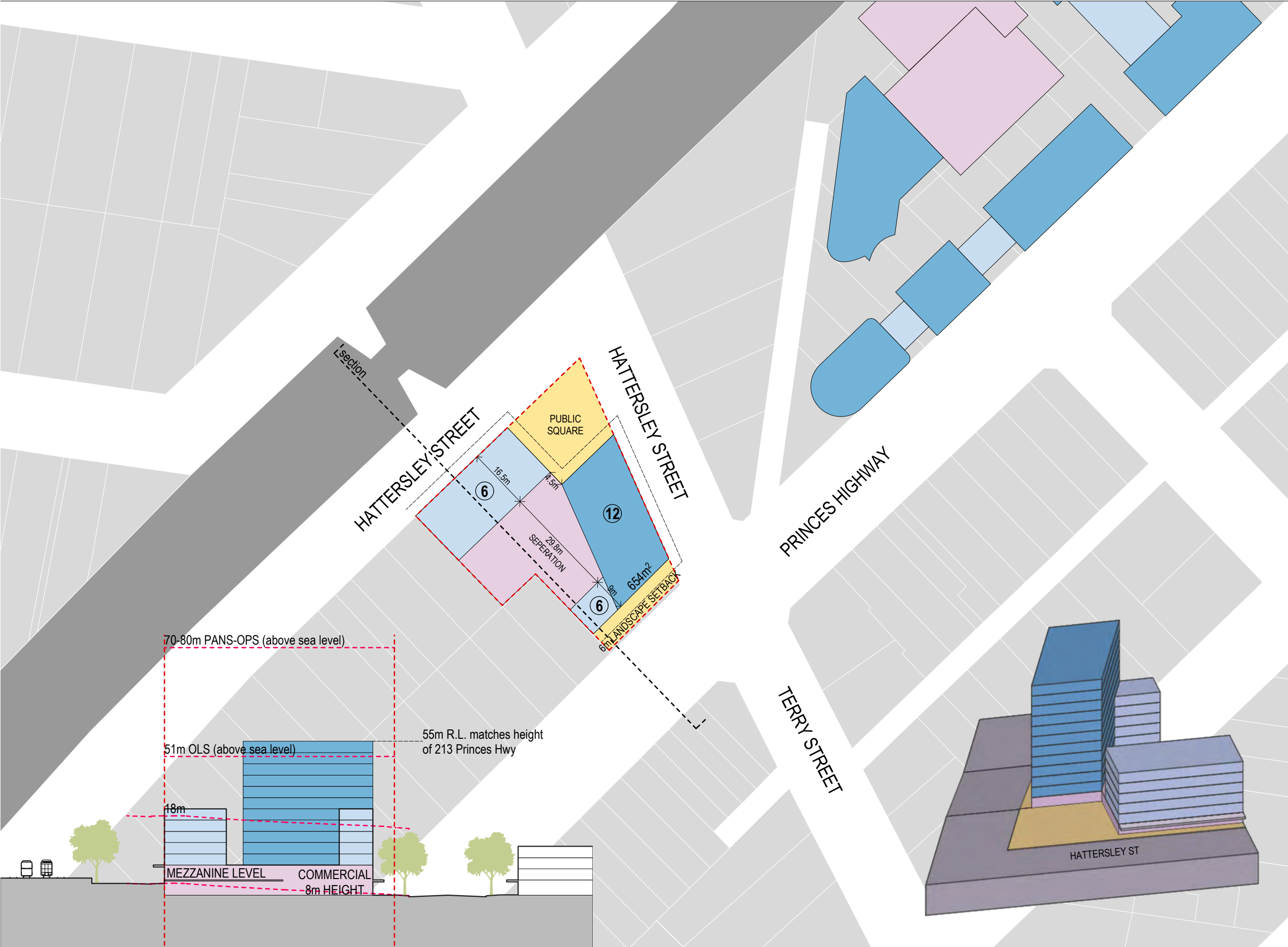
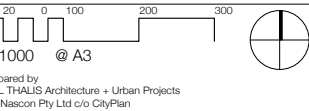
Residential - above ground level commercial
Net Floor Area (assuming 72% efficiency)
TOTAL 7,551m²
FSR 2.80:1

Approximate total yield of units = 94

Street Wall 2,363m² (5 storeys)

Tower 5,188m² (11 storeys)

- Site Boundary
- New Public Lane + Square
- Commercial 1 Storey
- Residential - Street Wall
- Residential - Taller Building
- Awning



Option B proposes a public square on the corner of the Princes Highway and Hattersley Street. The public square provides an opportunity to activate the corner of Hattersley Street and the Princes Highway defined by a 12 storey tower and 6 storey street wall building.

The 12 storey tower is consistent with the tower height of the approved development on 213 Princes Highway. The 6 storey residential street wall type above the ground floor commercial space and the 6m landscape setback from the Princes Highway follows the principles set out in the Architectus Urban Design Proposal.

Site Area 2,693m²
Net GFA 9,356m²

Net FSR 3.47:1

Public Space 523.1m²

Commercial - Ground
Net Floor Area (assuming 60% efficiency)
1 Storey 1301.7m²
FSR 0.48:1

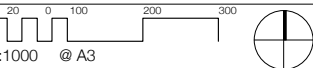
Residential - above ground level commercial
Net Floor Area (assuming 72% efficiency)
TOTAL 8,054m²
FSR 2.99:1

Approximate total yield of units = 101

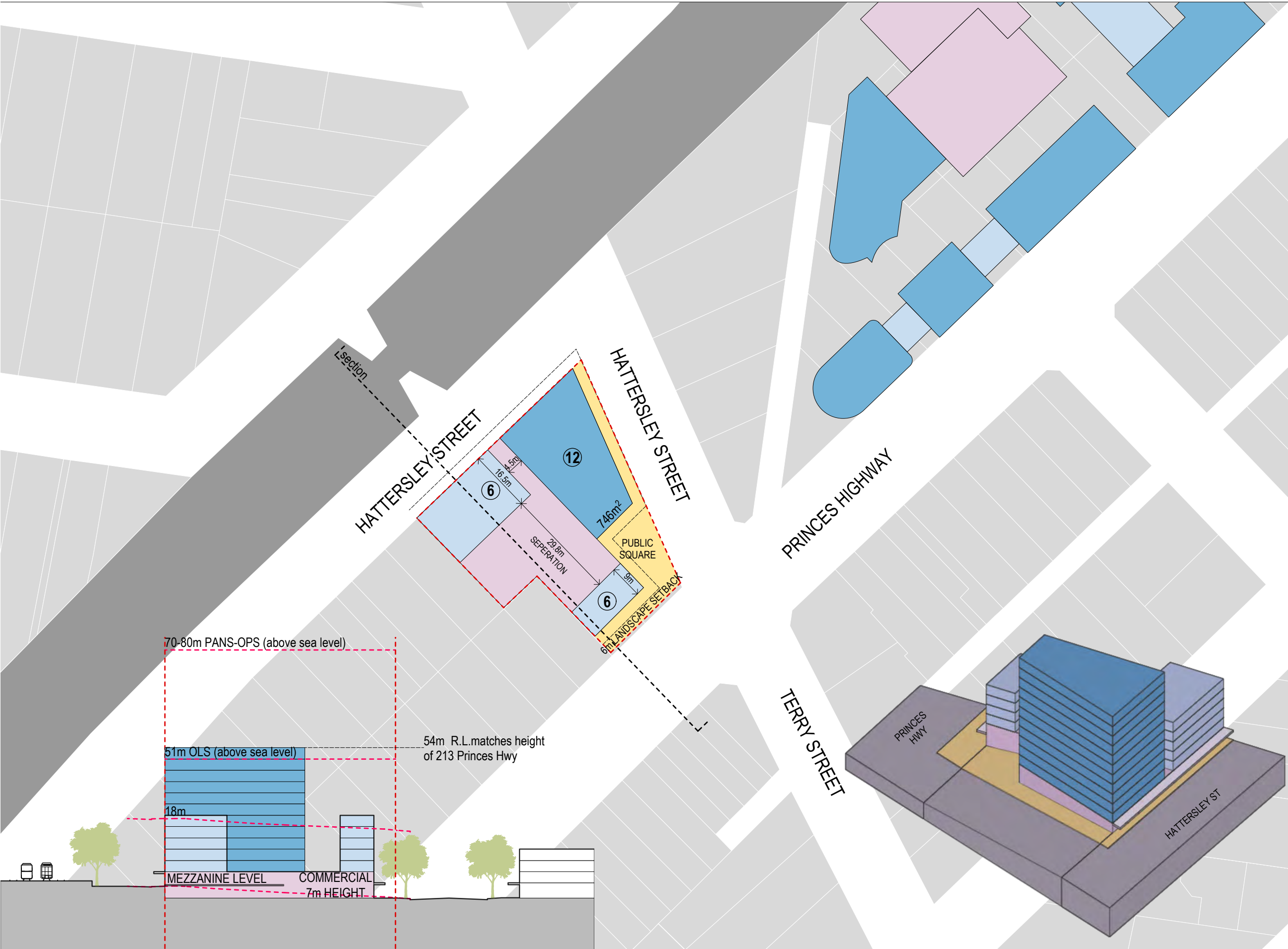
Street Wall 2,143m² (5 storeys)

Tower 5,911m² (11 storeys)

- Site Boundary
- New Public Lane + Square
- Commercial 1 Storey
- Residential - Street Wall
- Residential - Taller Building
- Awning



Prepared by
HILL THALIS Architecture + Urban Projects
For Nascon Pty Ltd c/o CityPlan



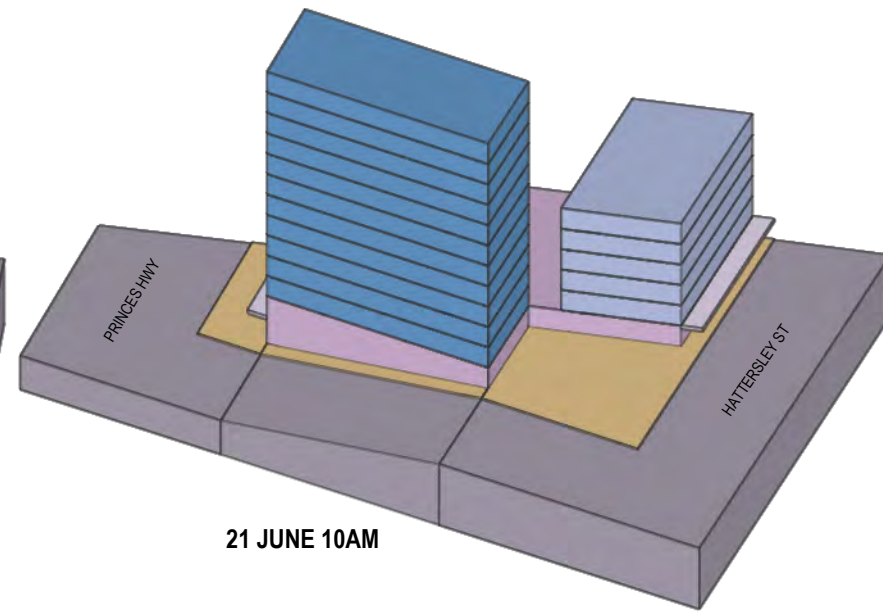
Option A performs well at this preliminary massing stage for solar access in mid winter. The separation distances between buildings, their orientation and footprint enables the future developed design of the residential units to achieve the SEPP 65 and ADG requirements for solar access.

The public square to Hattersley Street also benefits from sunlight throughout the day.

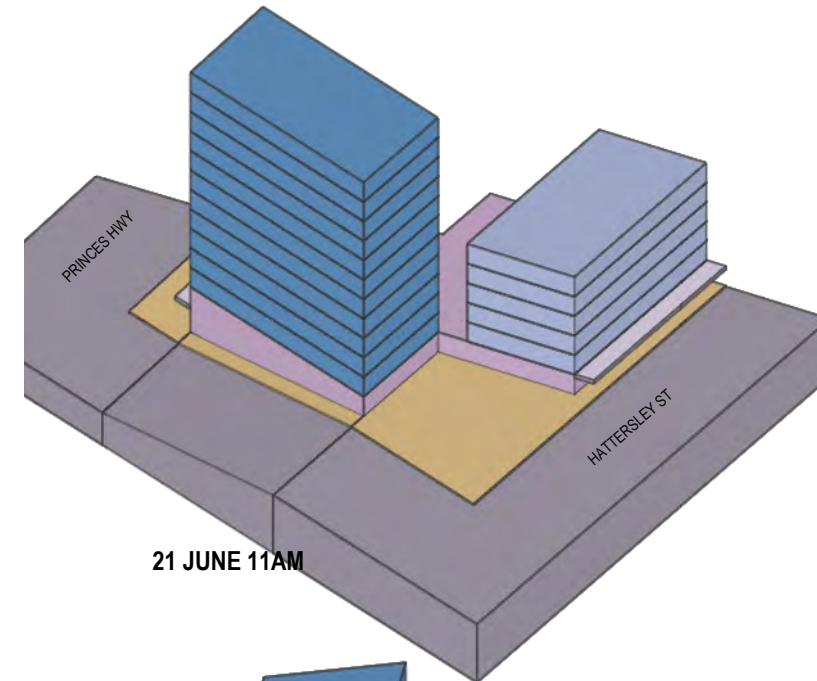
Note: The camera is in the position of the sun and therefore everything not in view is in shadow.



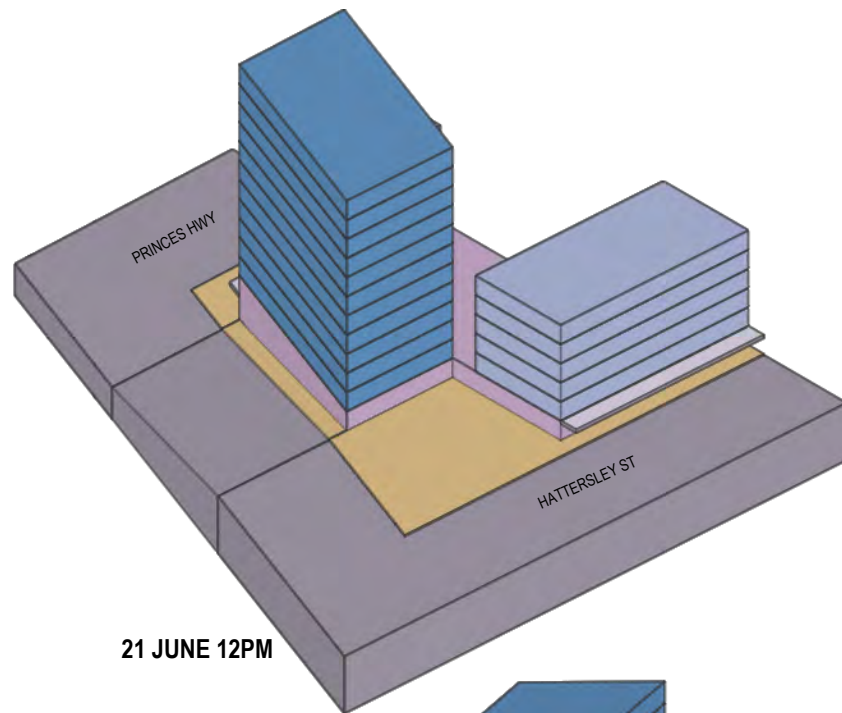
21 JUNE 9AM



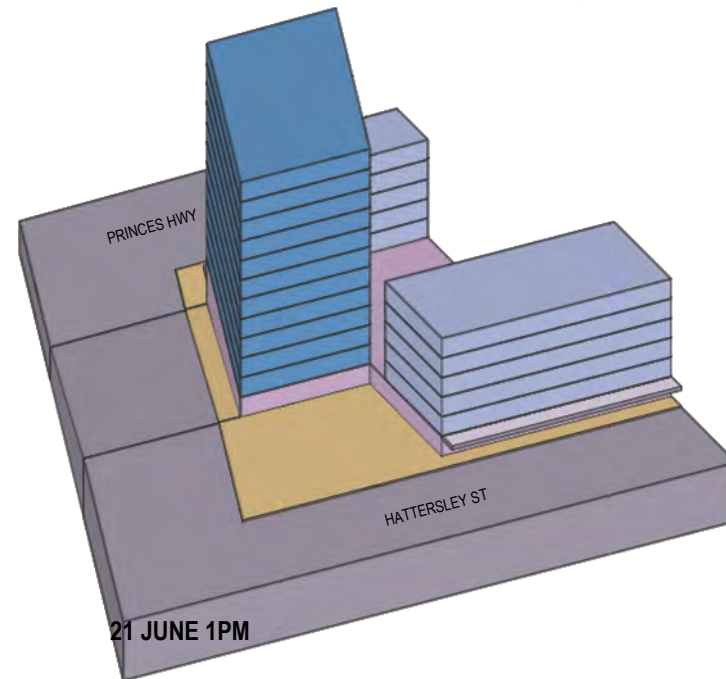
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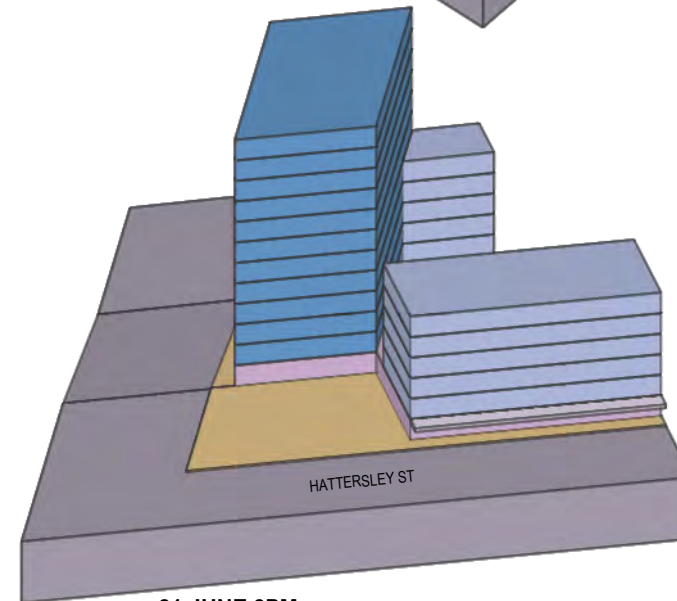
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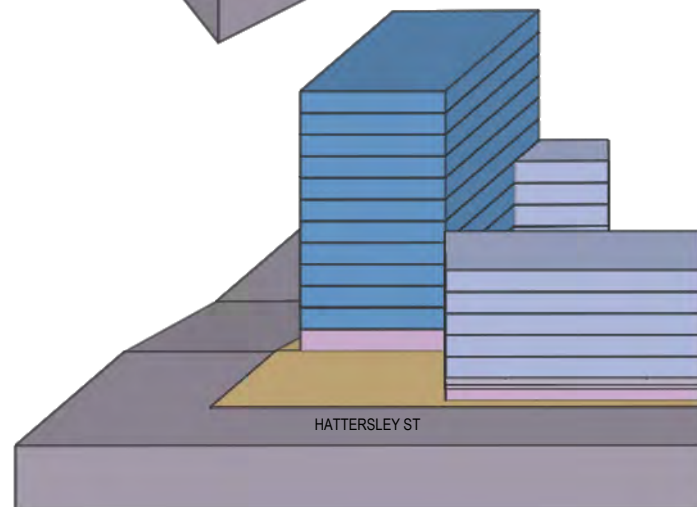
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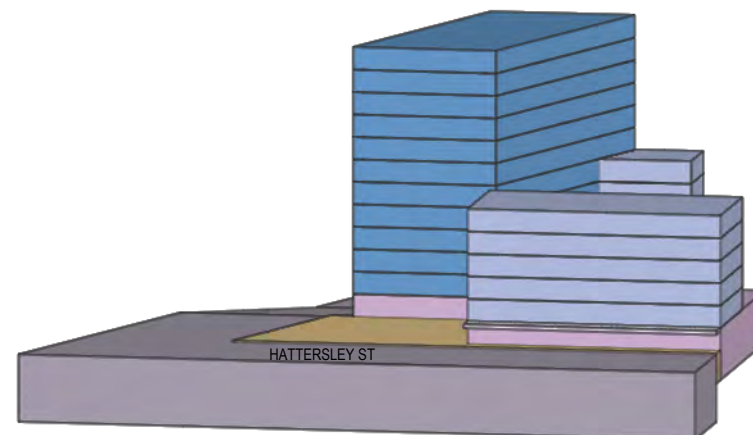
21 JUNE 1PM



21 JUNE 2PM



21 JUNE 3PM



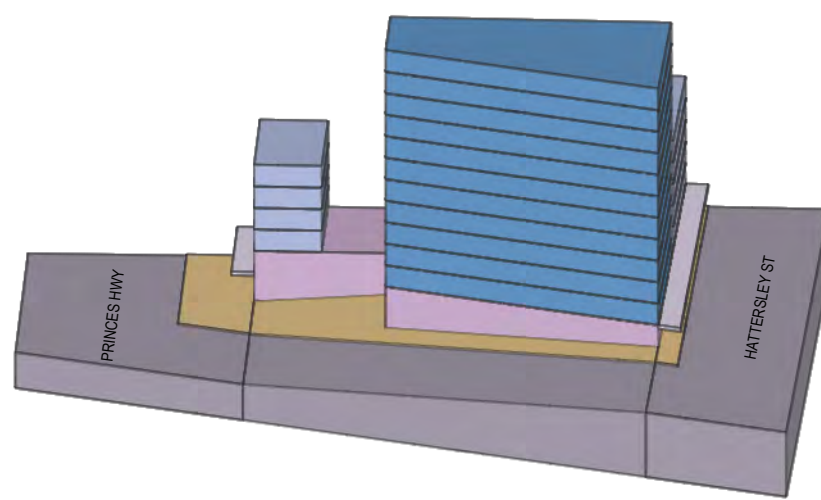
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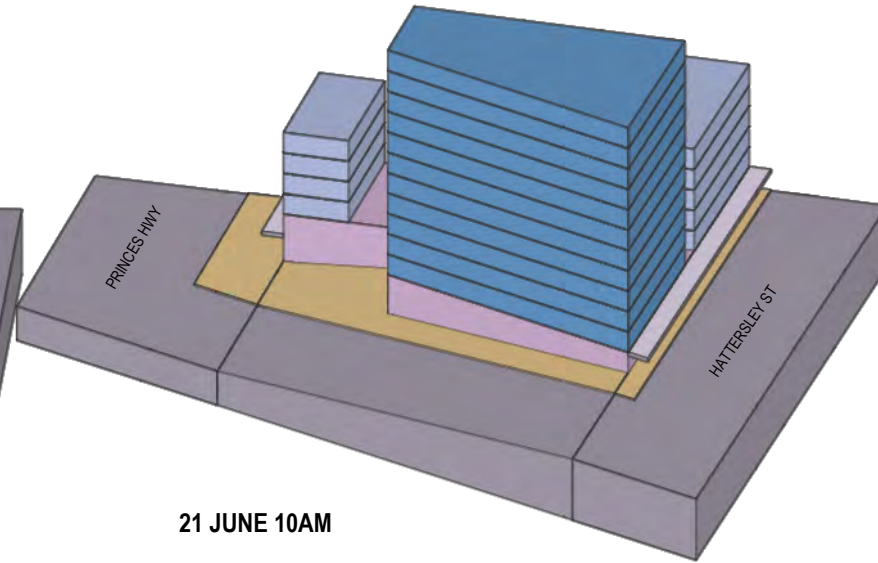
Option B performs well at this preliminary massing stage for solar access in mid winter. The separation distances between buildings, their orientation and footprint enables the future developed design of the residential units to achieve the SEPP 65 and ADG requirements for solar access.

The public square to the Princes Hwy and Hattersley Street also benefits from sunlight throughout the day.

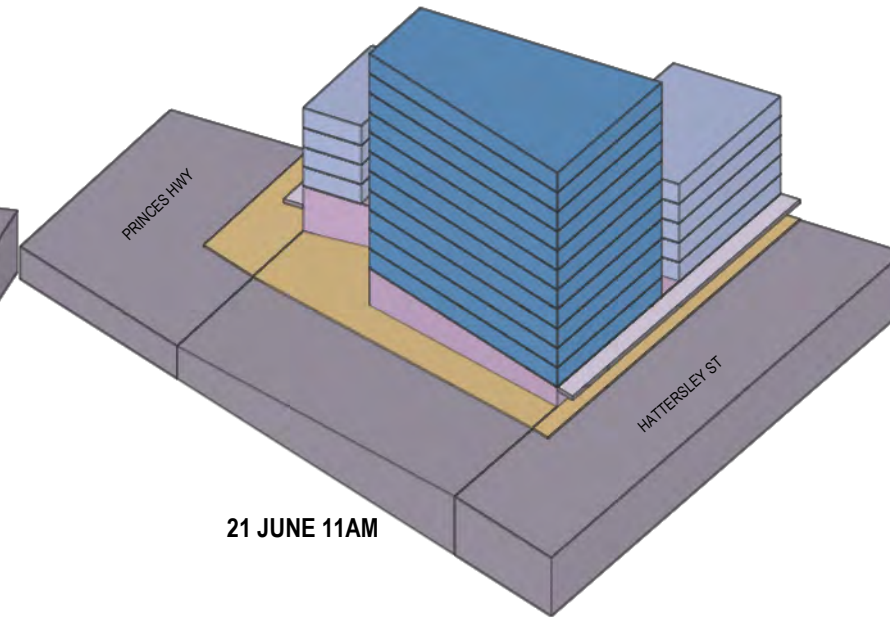
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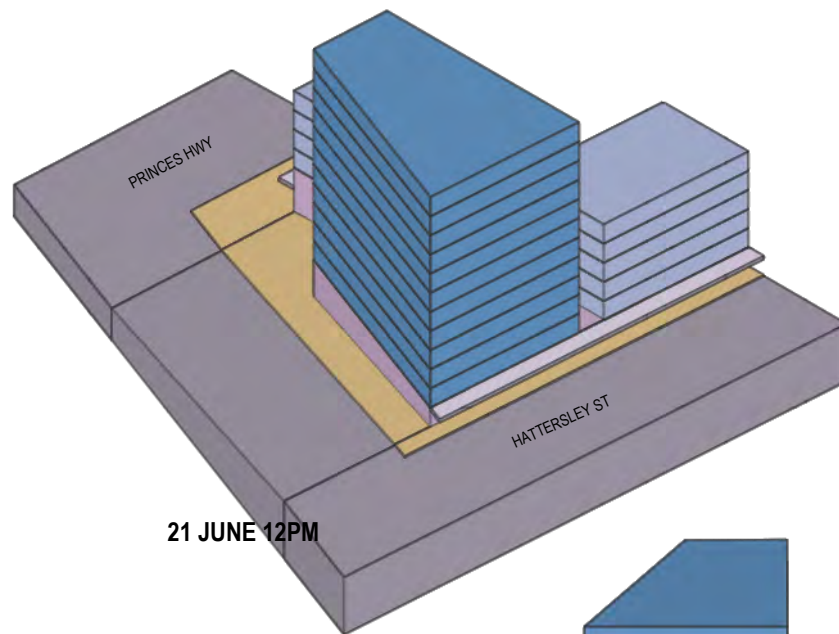
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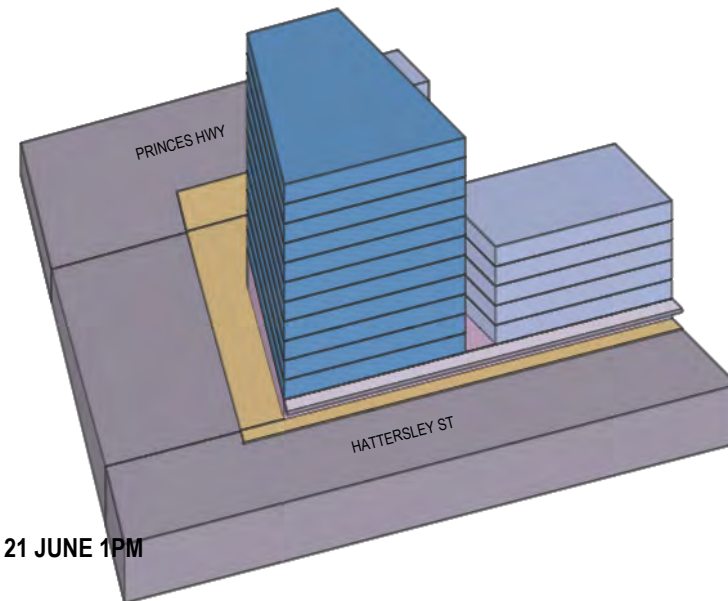
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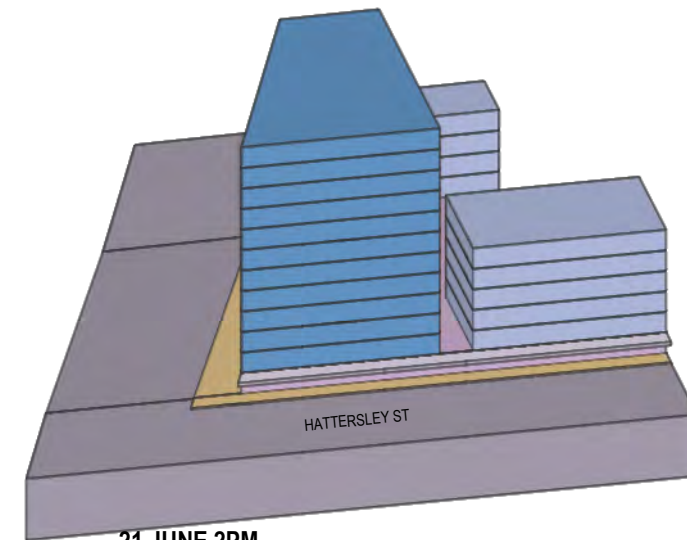
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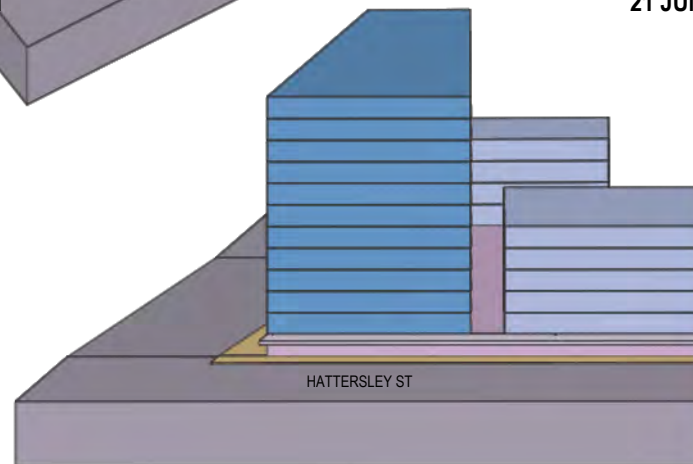
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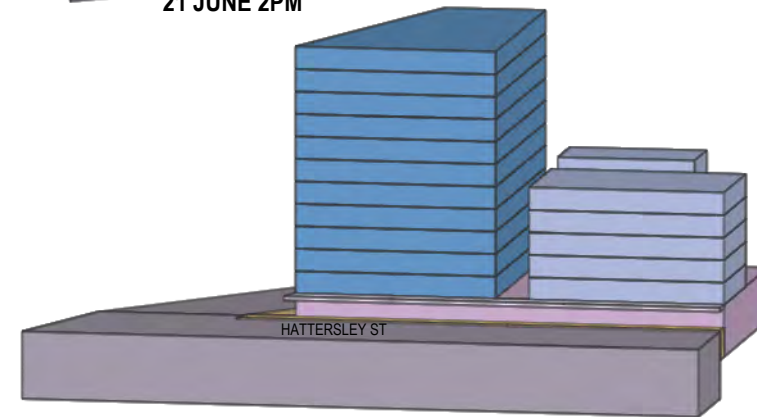
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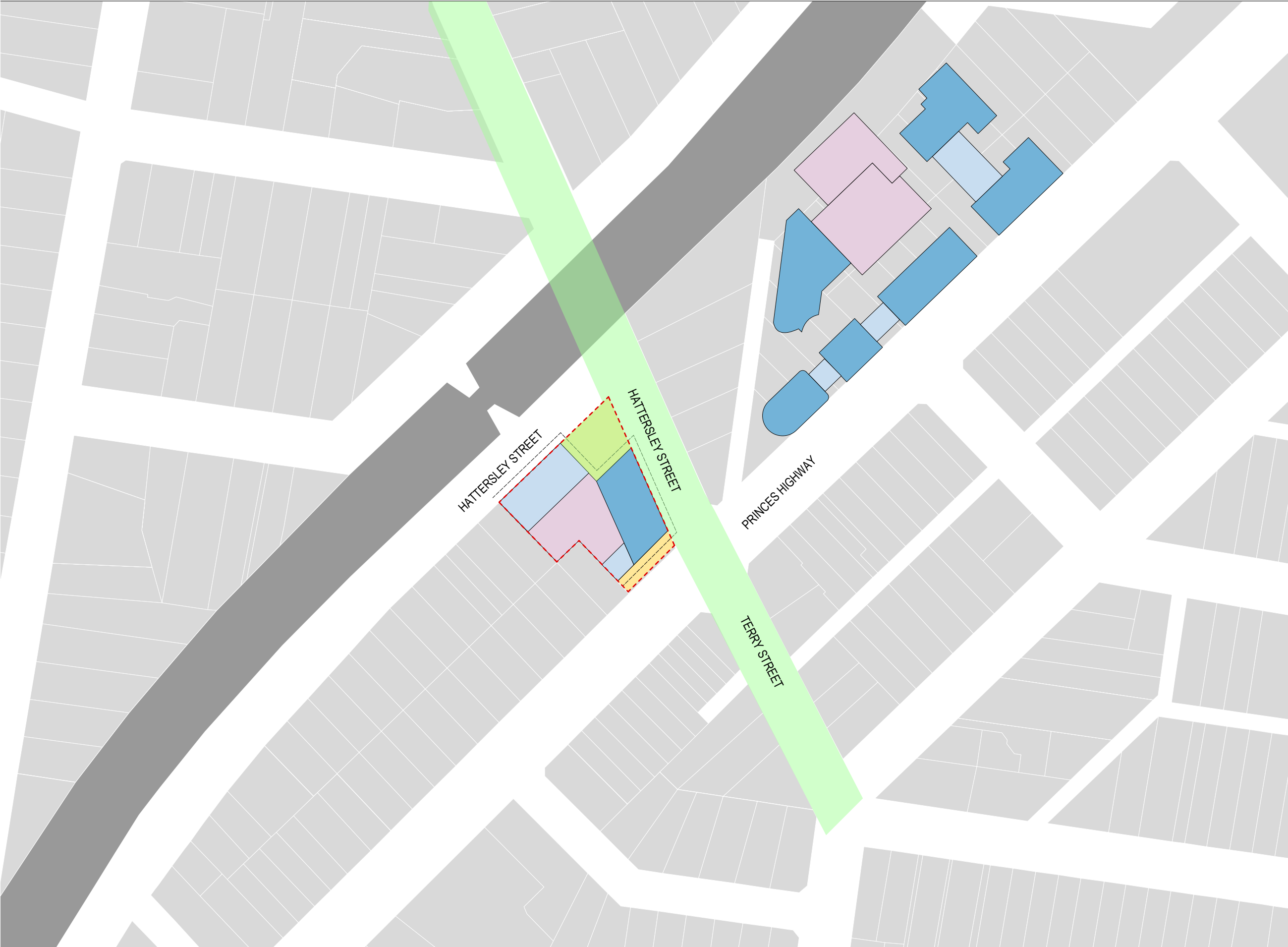


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The combination of some taller buildings wi a predominant street wall type has teh following advantages:

- The small footprint tower elements are in response to the new public domain created, which is a significant benefit to the wider area;
- Purposefully placing taller elements in relation to street vistas;
- The tower elements are smaller in footprint than the 750m² which is the footprint control in Victoria Park / Green Square, and consistent with the controls put forward by us for other sites in the Bayside Council area;
- Proved a more varied skyline and silhouette, particularly when viewed from the higher land to the north and west;
- The towers would have excellent residential amenity, and provide for a variety of housing;
- The towers should all have communal open space, so that all residents have available outlook to Botany Bay and the ridges behind, and sunny roof gardens;



A proposal for the entire block containing the site 251 Princes Highway draws from many of the elements in Architectus's urban strategy report. These include a;

- 6m setback to the Highway frontage;
- Walkway connection to Hattersley Street from the Princes Highway - an important initiative to make the higher density area more walkable;
- Predominant 6 storey scale, with a higher 'point' building as an urban marker of the new public connection;
- SEPP 65 / ADG separation distances;
- Thin section 'noise barrier' type building fronting the highway, so that all dwellings can gain amenity from the sunnier, quieter courtyard side;
- Deeper building type to Hattersley Street.

