

PLANNING



BUILDING



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URBAN DESIGN

Submission to Draft Bayside West Precinct Land Use and Infrastructure Strategy

130 - 140 Princes Highway, 2-22 Wickham Street and 1-13
Charles Street, Arncliffe NSW

Submitted to NSW Department of Planning and Environment
On Behalf of Combined Projects (Arncliffe) Pty Ltd

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Attachments

Architectural Study by Turner Studios

1. Summary of Submission

In summary, we support the general principles of the Arncliffe and Banksia Precinct Proposal. However, it is our considered opinion that having regard to:

- The locational and physical attributes of the site, including its notable area of more than 1.5 hectares;
- The pattern of development occurring in the nearby locality; and
- The potential development outcomes that may arise under revised controls, considering net public benefits to be provided including provision of public open space,

that the proposed height and floor space ratio controls do not make optimal use of the opportunity to increase housing supply and choice and public open space in a strategically appropriate location.

In this regard, we recommend that provided the individual allotments comprising the site are amalgamated via a single development application:

- The proposed building height control be increased to 70m; and
- The floor space ratio control be increased to 3.65:1.

2. Subject sites

The sites which are the subject of this submission comprise 24 individual allotments of mostly regular shapes and sizes with a combined area of approximately 1.524 hectares.

This submission has been prepared on behalf of Combined Projects Pty Ltd who either own, or hold options to purchase, all but one of the allotments.

The individual allotments and their key physical characteristics are set out below in Table 1.

Table 1 – Site descriptions.

Address	Lot	DP	Frontage width	Parcel Size
130 Princes Highway, Arncliffe+	1	314139	19m	1163sqm
132-136 Princes Highway, Arncliffe+	1	126737	14m	3770sqm
	2	126737	13m	
	1	133643	13m	
	B	403508	13m	
	1	374145	No frontage	
140 Princes Highway, Arncliffe+	1	656046	15m	456sqm
2 Wickham Street, Arncliffe*	1	712522	13m	473sqm
4 Wickham Street, Arncliffe*	41	563926	8m	229sqm
4A Wickham Street, Arncliffe*	42	563926	9m	215sqm
6 Wickham Street, Arncliffe*	5	9399	15m	527sqm
8A Wickham Street, Arncliffe*	1	504282	10m	275sqm
8 Wickham Street, Arncliffe*	2	504282	12m	329sqm
10 Wickham Street, Arncliffe*	7	9399	30m	575sqm

16 Wickham Street, Arncliffe*	2	374145	16m	663sqm
18 Wickham Street, Arncliffe*	B	350566	11m	462sqm
20 Wickham Street, Arncliffe*	18	6602	14m	585sqm
22 Wickham Street, Arncliffe*	19	6602	13m	575sqm
11-13 Charles Street, Arncliffe*	SP 49203		25m	1722sqm
9 Charles Street, Arncliffe*	13	6602	12m	759sqm
7 Charles Street, Arncliffe*	12	6602	12m	684sqm
5 Charles Street, Arncliffe*	11	6602	12m	613sqm
3 Charles Street, Arncliffe*	A	954947	9m	413sqm
1 Charles Street, Arncliffe	B	954947	29m	666sqm

+ Indicates owned by Combined Projects Pty Ltd * Indicates option to purchase

The site has street frontages to the Princes Highway, Wickham Street and Charles Street. Figure 1 below shows an aerial view of the site.



Figure 1 - Aerial view, amalgamated site outlined in red and shaded in yellow (Source: Sixmaps NSW)

The Princes Highway properties are characterised by predominantly single storey buildings used for businesses including car mechanics, car repairers and an electrical wholesaler. Common characteristics include a consistent setback, provision of a small number of car parking spaces to each building and a generally poor presentation to the street.

The area along Wickham Street is characterised by one and two storey residential detached dwellings, extending a significant length along Wickham Street to the east. Common characteristics include a consistent front setback to Wickham Street, front fencing and driveways to a car port or garage to the rear of the property. The topography has a moderate fall along Wickham Street to the east.

The eastern boundary of the site, being Charles Street is characterised by a much quieter and residential area, with on-street parking, a mix of detached dwellings and multi dwelling housing development, including street trees and a consistent street setbacks.



Figure 2 - Existing development at 130-138 Princes Highway

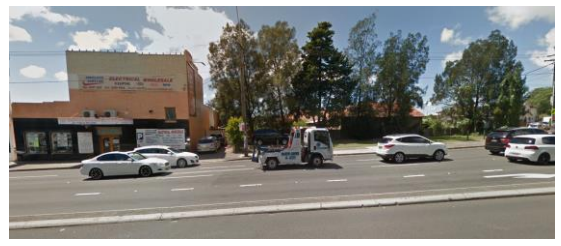


Figure 3 - Existing development at 140 Princes Highway and 2 Wickham Road



Figure 4 - Existing development at 2-8 Wickham Street



Figure 5 - Existing development at 10-20 Wickham Street



Figure 6 - Existing development at 10-20 Charles Street



Figure 7 - Existing development at 8-13 & 7 Charles Street

3. Opportunities and constraints analysis

Opportunities

The site is located approximately 210m from the Arncliffe Town Centre and is a convenient 400m (6 minute) walk) to the Arncliffe Train Station. During peak hours, trains arrive at Arncliffe Railway Station every 10 minutes, taking approximately 15 minutes to reach the Sydney CBD. The site therefore, is well connected to public transport to the CBD, with the opportunity to encourage an active lifestyle by walking to public transport terminals for commuting as well as general travelling into the CBD, Sydney Airport and other destinations.

The Arncliffe Town Centre provides a range of shops and services to meet daily needs including an IGA supermarket, a post office, news agency, medical practice, pharmacy and various cafes and food shops. The Precinct Proposal is expected to further strengthen the Town Centre and the proposed zoning of the site fronting Princes Highway as a B4 Mixed Use zoning anticipates the creation of a variety of local shops, services and stores on-site. In addition, the site is 210m (3 minutes' walk) from Arncliffe Public School and a new primary school is proposed in at Cooks Cove.

The site is located on the intersection of Wickham Street, Forest Road and the Princes Highway and is an important visual marker to the entrance of the Town Centre.

The large area of the combined site presents unique opportunities, which are not immediately apparent when viewing a cadastral map. Generally, small lots and the need for site amalgamation is a constraint on the development of sites. Large sites, as observed in the Arncliffe and Banksia Precincts Urban Design Report (Gallagher Studio and Architectus, November 2016), are more likely to have the potential to contribute to the public domain and

achieve higher densities than other sites. Under the heading of future opportunities, the Urban Design Report (p.40) later identified "*There is a need to develop urban design and built form principles to demonstrate how site amalgamation can be achieved if higher densities are proposed.*"

We submit that the subject site is an example of how higher densities can facilitate site amalgamation and result in an improved public domain and increased housing opportunities in a strategically appropriate location.

Constraints

The site is not affected by flooding nor does it contain items of environmental heritage.

The site is affected by the operations of Sydney Airport in so much as an OLS (51m AHD) and PANS-OPS (100m-110m AHD) apply. Therefore, any development on the site exceeding 51m AHD will require the approval of Sydney Airport. Provided it is below the PANS-OPS (100m-110m AHD), however, approval is likely to be granted. The existing site elevation is approximately 27m AHD, indicating that buildings of up to 70m in height will remain below the PANS-OPS.

The site is not affected by aircraft noise and would require no special treatments in this regard.

We note that the intersection of Wickham Street and Charles Street is identified to be upgraded in the Strategy and that the upgrade is to be delivered by 'Council/developer'. In this regard redevelopment of the site provides a further opportunity to upgrade this intersection.

4. Strategic planning setting

Regional Plan

A *Plan for Growing Sydney* sets a series of actions to accelerate urban renewal across Sydney including undertaking urban renewal in transport corridors. The Regional Plan identifies a need to provide 725,000 additional dwellings in the Greater Sydney Region by 2036. Facilitating urban renewal of the site to its optimal capacity is consistent with the Regional Plan.

Draft Central District Plan

The draft District Plan implements the delivery of the objectives and outcomes of A Plan for Growing Sydney and outlines how the Government will make decisions on public spaces, community facilities, housing, jobs, transport options, schools and hospitals to meet the community needs across Greater Sydney.

In terms of overall housing supply, the draft District Plan proposes a 5-year housing target of 46,650 for the Central District, and a 20-year target of 157,500 dwellings. Of the 5-year target, the Bayside LGA is required to accommodate 10,150 dwellings. The 20-year target has not been disaggregated to individual local government areas in the draft District Plan and will be subject to the preparation of housing strategies for the individual local government areas.

Given the scale of the housing task across Sydney generally, and the excellent locational characteristics of Bayside relative to employment, amenity and services, it is apparent that optimal use will need to be made of opportunities to increase housing supply where they exist near transport infrastructure. In this regard the site is particularly well located.

Making optimal use of opportunities to increase housing supply in locations well served by public transport and near employment centres is particularly important in terms of productivity. Badged as "the 30-minute city", the draft Central District plan observes "*enhancing access to a broader range of jobs and services within 30 minutes is a key consideration.... And the objective of a 30-minute city does go beyond accessing major job centres of metropolitan significance. It includes access to health services, education, local*

employment opportunities, retail shops, public open spaces and recreational facilities around strategic and district centres". As discussed already, the site is located a convenient walking distance from Arncliffe Town Centre with excellent public transport and the availability of shops and services.

Planning priorities that directly apply to the site are:

- Enable greater housing choice, education and health services to support children and adults over 65.
- Provide a range of affordable housing that supports key workers, people who live on their own, older residents and families.
- Support the development of a network of liveable centres and community hubs with good links to public transport and green spaces.

5. Draft Precinct Proposal

The vision for the Arncliffe Precinct is to create vibrant, attractive and connected communities, where people can live and work with good access to public transport, community facilities, open space, shops and cafes.

The key design principles for the precinct are:

- Create a vibrant and connected centre;
- Improve accessibility;
- Provide more homes and housing choice;
- Revitalise the Princes Corridor;
- Improve and provide new areas of open space;
- Achieve design excellence.

In relation to building heights, the Precinct Proposal explains that *"taller towers (up to 22 storeys) are to be located on larger sites which have the potential to provide new areas of public open space as part of their redevelopment"*. FSR controls are then *"determined to ensure a balance between a high quality built form, the capacity of infrastructure and financially viable development."* (p.32)



Figure 8 - Extract of land ownership map from Urban Design Report identifying large sites considered suitable for higher densities.

Characteristics of the large sites identified in Figure 8 above are set out below. It should be noted that the combined area of the subject site is equal to the largest of the identified large sites.

Table 3: Proposed controls for identified large sites

LEP	Identified large sites		
	Eden Street	Allen Street*	Burrows Road
Site area	1.3 hectares	1.5 hectares	1 hectare
Land use	B4 Mixed Use	B4 Mixed Use	B4 Mixed Use
Building height	70m	70m	70m
FSR	4:1	2:1	4.5:1
Open space	0.4 ha	0.5 ha	Nil

* Note the Allen Street site is constrained by flooding.

The proposed height and FSR controls for the subject site would have been determined on the basis that the sites were all smaller lots, which the Urban Design Report observed is a “key constraint on the development of sites.”

The proposed zoning, height and FSR controls for the sites are set out in Table 2 below.

Table 2: Existing and proposed LEP controls

LEP	Existing Control	Proposed Control
Land use	B6 Enterprise Corridor R2 Low Density Residential	B4 Mixed Use R4 High Density Residential
Building height	14.5m 8.5m	31m 26.5m
FSR	1.5:1 0.5:1	2.5:1 2.2:1

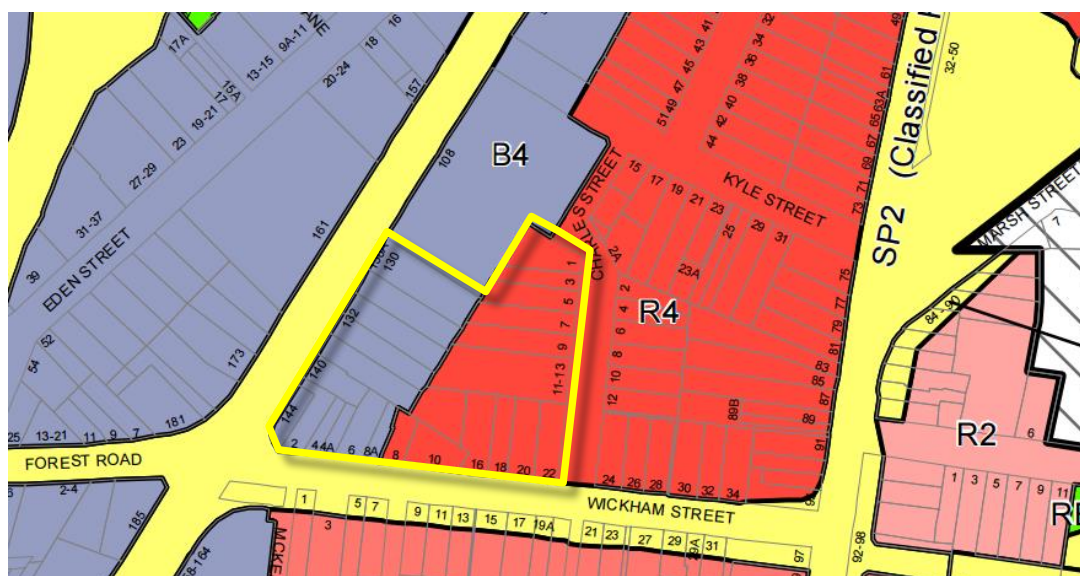


Figure 9 - Extract of the proposed Land Zoning Map, site outlined in yellow (Source: NSW DP&E)

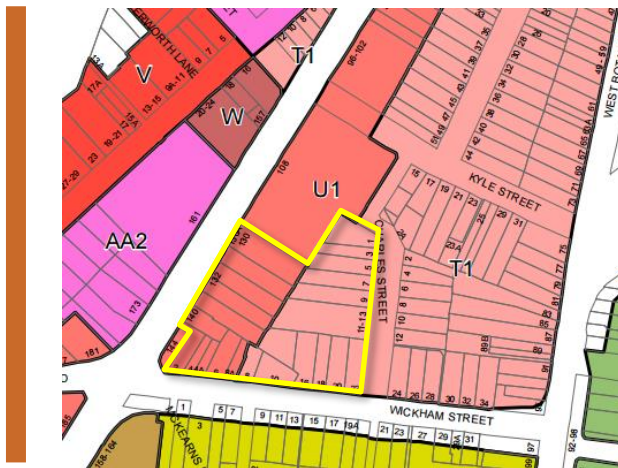


Figure 10 - Extract of the proposed Height of Buildings map, site outlined in yellow (Source: NSW DP&E)

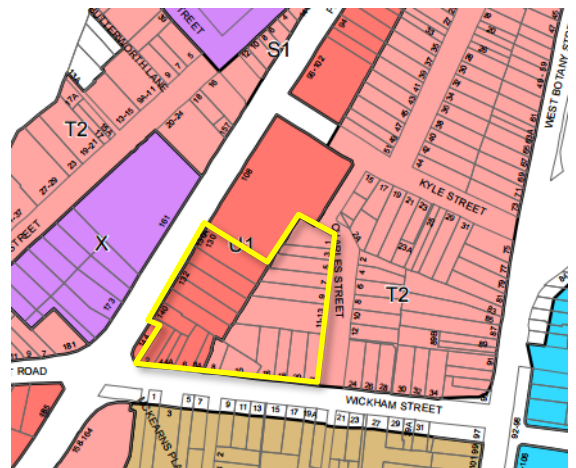


Figure 11 - Extract of the proposed Floor Space Ratio map, site outlined in red (Source: NSW DP&E)

6. Urban design testing - large site

Turner Studios were engaged to undertake urban testing on the assumption that the site was consolidated and developed as a whole (attached). In other words, as a large site. The following principles were applied when preparing the urban design study:

- An urban park was to be accommodated to provide public amenity and a community focal point for the immediate neighbourhood on the eastern side of the Highway;
- The building massing was to enable the creation of a high quality built form and high levels of residential amenity;
- The tower element would provide a visual marker at the key road intersection in the Arncliffe precinct.

The resulting development scheme proposes building heights ranging from 5 storeys up to a 21-storey tower located on the intersection. An 1,800 sqm urban park creates amenity and a community focal point. The resulting FSR of 3.65:1 is calibrated with the site dimensions and height limit (70m) to ensure the ability to create a high quality built form.

7. Recommended changes

We consider that the proposed building height and FSR standards should be modified to facilitate and make optimal use of the amalgamated site area, which has the potential to provide public open space and additional housing in a strategically suitable location.

Specifically, we recommend the following changes:

Building Height

We recommend that a maximum building height of 70 metres should apply to the combined site.

To ensure that the site is consolidated and developed as a whole, we recommend that the site be identified as area "K" on the height of buildings map, and a new sub-clause 4.3(2A)(j) be included in the *Rockdale LEP 2011* as follows:

(j) 70 metres—if the building is in Area K identified on the Height of Buildings Map and each of the allotments in Area K is amalgamated in the proposal.

Floor space ratio

We recommend that a floor space ratio of 3.65:1 should apply to the combined site.

To ensure that the site is consolidated and developed as a whole, we recommend that the site be identified as area “H” on the floor space ratio map, and a new sub-clause 4.4(2C)(g) be included in the *Rockdale LEP 2011* as follows:

(g) 3.65:1—if the building is in Area H identified on the Height of Buildings Map and each of the allotments in Area H is amalgamated in the proposal.



Properties ☐

PRINCES HIGHWAY :: WICKHAM STREET :: ARNCLIFFE

27 February 2017

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DLCS Quality Endorsed Company ISO 9001:2015, Registration Number 20476
Notified Architect Nicholas Turner 6885, ABN 99 394 394 811

Project Title
Princes Highway :: Wickham Street :: Arncliffe
MASTER PLAN
Drawing Title
**GENERAL
Title Sheet**

Rev.	Date	Approved by	Revision Notes	Project No.	Drawn by	North
				16106	XX	
				Dwg No. SK-001-001	Rev 00	
				For Information		

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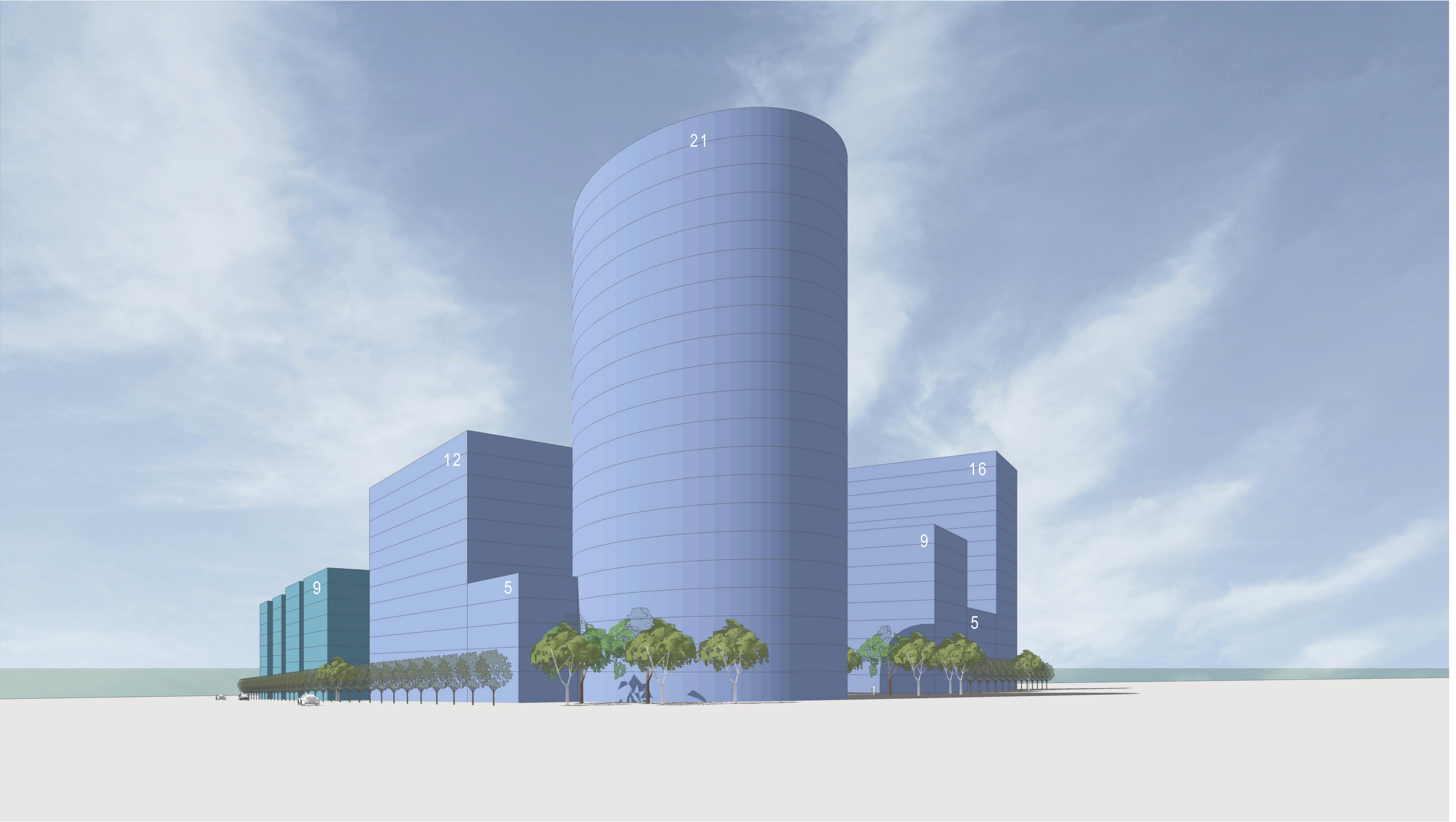
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Notified Address: Nicholas Turner 6885, APR 88 304 304 811

Project Title
Princes Highway :: Wickham Street :: Arncliffe
MASTER PLAN
Drawing Title
GA Plans
Master Plan _ MASSING PLAN

Rev.	Date	Approved by	Revision Notes	Project No.	Drawn by	North
1	500	A1	50%	A3	16106	XX
For Information				Dwg No.	SK-110-102	Rev 00

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VIEW FROM SOUTH ALONG PRINCES HIGHWAY

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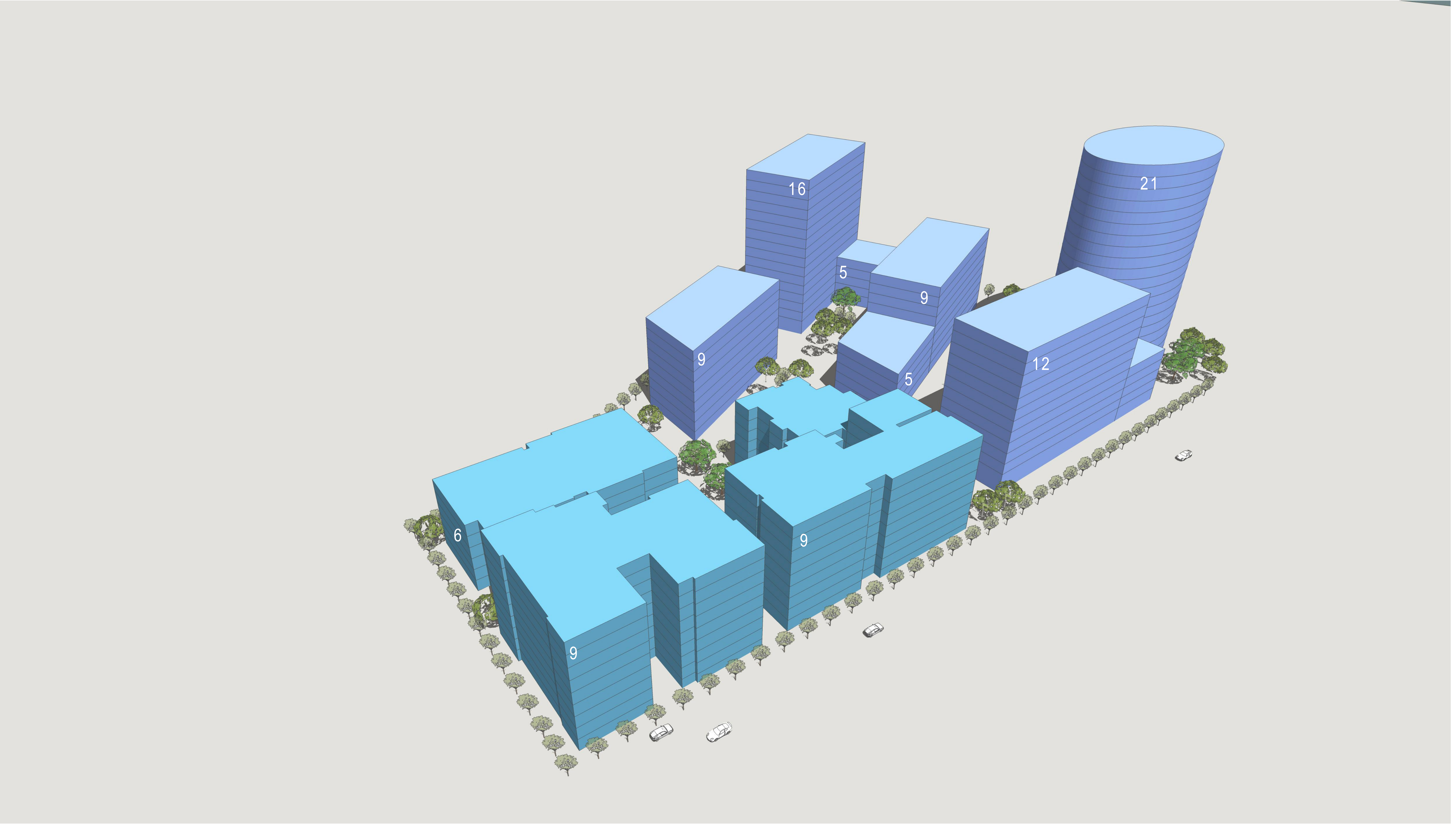
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AERIAL VIEW FROM NORTH

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Project Title
Princes Highway :: Wickham Street :: Arncliffe
MASTER PLAN
Drawing Title
GA Plans
Master Plan _ VIEW 5

Rev.	Date	Approved by	Revision Notes	Project No.	Drawn by
				16106	XX
Scale					
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