



APP Corporation



Planning Proposal - Amendments to Leichhardt Local Environmental Plan 2013

101-103 Lilyfield Road, Lilyfield

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Executive Summary

The Planning Proposal is submitted to Leichhardt Council (Council) in support of an amendment to Leichhardt Local Environmental Plan (LLEP) 2013 to accommodate a residential development at 101-103 Lilyfield Road, Lilyfield. Specifically, it is proposed to introduce new Floor Space Ratio development standard for the site. The proposal also seeks to introduce a scheduled additional permitted use for the site to permit food and drink premises at the ground floor. This proposal outlines the justification for the proposed amendments to LLEP 2013, provides an assessment of the likely impacts of the proposal and the suitability of the site for the proposed likely development.

The site is located adjacent to existing residential development to the north, east and west and has a frontage to Lilyfield Road. The site has an area of approximately 651m² and is located within the LGA of Leichhardt, approximately 5 kilometres (km) west of the Sydney Central Business District (CBD). The site has excellent access (walking distance) to the City West Link and Lilyfield Light Rail Station which are approximately 120 metres (m) and 150 m to the south, respectively. Existing surrounding development is predominantly residential with taller building reaching up to 6 storeys in height. The historic industrial rail yards located to the south of Lilyfield Road form part of 'The Bays Precinct' and a large sewer vent tower structure is adjoins the site immediately to the west.

This report has been prepared by APP Corporation Pty Ltd (APP) on behalf of Ozzy States Pty Ltd (the proponent) and is based on plans and information provided by Derek Raithby Architects and other supporting technical documents. It has been prepared in accordance with the Department of Planning and Environment's '*A guide to preparing planning proposals*' (October 2012) and includes the following:

- A statement of the objectives;
- An explanation of the provisions proposed;
- The justification for those objectives, outcomes and provisions and the process for their implementation;
- A FSR map which reflects the proposed development standard; and
- Acknowledges that community consultation will be undertaken.

The redevelopment opportunities on site facilitated by this planning proposal will help to revitalise the immediate area and will complement the proposed regeneration of the Rozelle Rail Yards, located opposite the site, which are situated within 'The Bays Precinct'. This precinct has been identified as a strategic growth area for Sydney by the NSW Government under the direction of Urban Growth NSW and the Rail Yards are included in the 'The Bays Precinct Urban Transformation Program'.

The planning proposal demonstrates that residential development in the form of a residential flat building development and parking can be developed on the site and would be in keeping with the two existing 6 storey residential flat buildings located immediately adjacent to the site, providing a sensitive transition from the existing R1 General Residential area to the regenerated precinct which is expected to comprise taller building forms further to the south. In addition the proposed amendments to LLEP 2013 will ensure the provision of additional much needed housing within the Leichhardt LGA when housing affordability and land supply are key issues of concern at the local, state and national level. The future development of the site will assist Leichhardt to achieve its housing targets for a growing population.

1. Objectives and Intended Outcomes

1.1. Statement of Intended Outcomes

This proposal is submitted to Leichhardt Municipal Council in support of an amendment to Leichhardt Local Environmental Plan 2013 (LLEP 2013). The LLEP 2013 amendment seeks to permit a residential development on land at 101-103 Lilyfield Road, Lilyfield (hereafter referred to as the site) and will involve an amendment to the development standards that presently apply to the site in relation to floor space ratio (FSR), commensurate with the proposed development. It will specifically enable redevelopment of the site for a residential flat building and parking incorporating a food and drink premises at the ground floor which will require the listing of an additional permitted use in Schedule 1 of the LLEP 2013.

The LLEP 2013 amendment has been prepared by APP Corporation Pty Ltd (APP) on behalf of Ozzy States Pty Ltd (the proponent) and is based on concept plans prepared by Derek Raithby Architects. The collection of concept plans demonstrates the ability of the site to accommodate a residential development suitable to its strategic location within Leichhardt Local Government Area (LGA). The development and detailed design of this building will be subject to a separate Development Application (DA) however the concept plans provided demonstrate how a future building can be sited on this unique parcel of land.

This proposal has been prepared in the context of the local and State strategies for the surrounding area and addresses the matters set out in section 55(2) of the *Environmental Planning and Assessment Act 1979* in relation to how it has been prepared. This includes a clear explanation and justification for the proposed amendments and their intended outcomes.

1.2. Background and Overview

The site is located at 101-103 Lilyfield Road, Lilyfield, within the Leichhardt LGA, approximately 5 kilometres (km) west of the Sydney Central Business District (CBD). The site is legally described as Lot 1 in Deposited Plan (DP) 432612 and has an area of approximately 651 m² (refer to Figure 1 below).

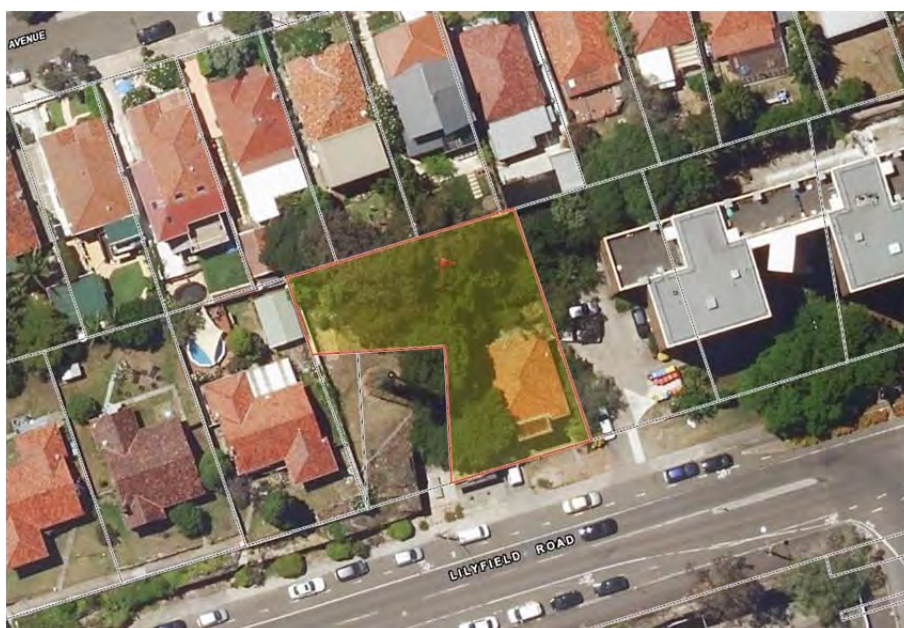


Figure 1 Site (Source: NSW Six Maps)

The site is located in a predominantly residential area and is currently occupied by a two storey residential flat building. The site is surrounded by residential development, comprising a range of miscellaneous ageing residential buildings, immediately to the north, east and west. Two 6 storey residential flat buildings accommodating social housing exist immediately to the east of the site. The existing residential development to the west of the site comprises predominantly single storey dwellings which sit above the street and on top of a 3.5 m high rock escarpment. From Lilyfield Road they have an approximate height of 2-3 storeys.

Immediately adjoining the site to the west exists two (2) smaller parcels under the ownership and management of Sydney Water. The land contains a large sewer vent tower structure which currently functions as part of the South Bondi sewer network. The tower is not a locally listed heritage item under the LLEP 2013 but it is listed on Sydney Water's s170 register as a locally significant heritage item.

The residential dwellings to the north and rear of the site are setback approximately 9 m from their southern boundaries and separated from the site by the rear yards of the dwelling themselves and existing vegetation within the subject site (which currently occupies two-thirds of the site).

The site is located opposite the Rozelle Rail Yards, which are included within 'The Bays Precinct'. The Rail Yards are to the south of Lilyfield Road and have been identified as a strategic growth area for Sydney by the NSW Government under the direction of Urban Growth NSW. The Rail Yards are included in 'The Bays Precinct Urban Transformation Program', the conceptual plan for which includes a new mixed use residential village, green links to existing open space and the harbour foreshore, as well as connectivity to adjoining precincts and access to existing light rail and future planned access to Westconnex - Stage 3: M4 South (Haberfield to St Peters), expected to be completed in 2023.

The site has access to the A4 City West Link 120m to the south, off Catherine Street and Lilyfield Light Rail Station on the Dulwich Hill Line is located 150 m to the south. Existing developments surrounding the site are identified in Figures 2 to 7 below.



Figure 2 Looking south towards the railyards and Catherine Street



Figure 3 Looking east along Lilyfield Road



Figure 4 Looking west along Lilyfield Road



Figure 5 Six (6) storey residential flat building to the immediate east of the site



Figure 6 O'Maras Valuers and Auctioneers to the east of the site



Figure 7 Residential properties to the east of the site

1.3. Land Ownership and Legal Description

The site is generally known as 101-103 Lilyfield Road, Lilyfield and consists of one lot, legally described as Lot 1 DP 432612.

1.4. Existing Development and Use

The site is currently occupied by a two storey residential flat building comprising of two separate units owned by the proponent; however the premises are currently unoccupied.

1.5. Landform and Topography

The topography of the area is characterised by rock escarpments and significant level changes arising out of a historically manipulated landscape. The subject site is divided by a rock wall which intersects through the centre of the property exhibiting a 7m level change from front to back.

1.6. Vegetation

An Arboricultural Impact Assessment prepared by Urban Forestry Australia, dated May 2016 has been prepared in support of the planning proposal and is attached in **Appendix F**. Twenty three (23) trees were assessed as part of the on-site survey and assessment which included thirteen (13) site trees. The report identified the likely affectation and removal of eleven (11) of the 23 trees surveyed including a Port Jackson Fig, Jacaranda, Red-flowered Yell Hum, Red Ironbark and River She-Oak amongst others which were identified as having varying degrees of retention value.

The report concluded that the envisaged tree removal is necessary for at least six of the site trees due to structural inadequacies and that the removal of other trees in moderate health and condition were unavoidable due to their location and extent of structural root zones. The tree removal is limited in so far as is practically possible and tree retention and protection measures are recommended for certain specimens.

1.7. Easement

An easement for sewerage purposes is located in the rear portion of the site, marked (A) on the site survey. A copy of the Site Survey Plan, prepared by StrataSurv is included at **Appendix A**.

Written advice from Ausflow Pty Ltd (certified Water Co-ordinators) provided in **Appendix G** has confirmed in their letter that Sydney Water will not provide specific approval for a concept proposal and will only issue approval to affect or impede upon an easement under a development application. This matter will be subject to further assessment and approval by Sydney Water at the development application stage.

1.8. Vehicular Access and Transport

Vehicular access to the site is currently from Lilyfield Road to the south, which is a west to east connection through Lilyfield and Rozelle. Lilyfield Road provides an undivided road with one traffic lane and one parking lane in each direction, clear of intersections. On-street bike lanes are also provided in each direction. In the vicinity of the site Lilyfield Road has a 4 tonne load limit and a 50km/hr speed restriction. The intersection of Lilyfield Road and Victoria Road is a priority controlled intersection providing left in and left out traffic arrangements.

The site is located directly opposite Catherine Street, which provides direct access to the City West Link to the south. The City-West Link provides an arterial east-west traffic route, parallel to Lilyfield Road, through the area. The City-West Link connects to The Crescent and to Lilyfield Road, via Balmain Road and Catherine Street, and provides a convenient route linking the city to areas to the west. The City-West Link, between The Crescent and Catherine Street, generally provides a four lane divided road.

Victoria Road is east of the site and provides the main arterial north-south traffic route through the area, Victoria Road provides a six lane divided road, clear of intersections. Main intersections along this road are generally controlled by traffic signals with additional storage lanes for turning vehicles. To the south of Lilyfield Road, Victoria Road links to the Western Distributor, via Anzac Bridge, providing convenient access to the city.

Grove Street and Trevor Street are residential streets located to the east and west of the site respectively, north of Lilyfield Road. They provide undivided roads with two traffic lanes, bicycle lanes and on road parking. There is a 50KM per hour speed limit along these roads. From 8am-9:30am and 2:30-4pm Monday to Friday the speed limit on Trevor Street is reduced to 40KM per hour due to the location within a school zone.

The site is north of the Inner West Light Rail Line that runs between Central Station and Dulwich Hill. The line used to be the Metropolitan Goods Rail Line, which was a freight rail line that connected the port with the main rail network at Dulwich Hill. It was closed in stages with the final section to Dulwich Hill ceasing in 2009, which allowed for extension of the light rail. The closest station is Lilyfield Light Rail Station, located 150 m to the south.

1.9. Open Space and the Public Domain

Trevor Street Playground recreation area is located approximately 130m to the North West of the site.

1.10. Heritage

The site is located in close proximity to the Catherine Street Railway Bridge which is identified as a State significant heritage item in the Sydney Regional Environmental Plan No. 26 – City West. Any future detailed design for the development of the subject site will need to be informed by a Heritage Impact Statement prepared by a suitably qualified heritage consultant in conjunction with correspondence from the Department of Office of Environment & Heritage (OEH). This being said, given the site's distance from the bridge it is expected that any future redevelopment of the site is capable of being undertaken without adversely affecting the structural or character of the bridge, or its heritage significance.

The Sydney Water ventilation sewer tower situated on the land immediately adjoining the site to the west is listed as an item of local heritage significance on the relevant section 170 register. The item is listed as No. 4570347 and the curtilage of the item extends to the boundaries of the site. The statement of significance from the heritage register is reproduced below:

Lilyfield sewer vent is significant because the site was also a night soil depot where the carts from the less elevated areas used to dump their loads into the Bondi Sewer. This practice stopped when the low-level sewage pumping stations were built. The driveway cutting for carts is still clear. Sewer vents were used as a means of ventilating the sewerage system and in turn to prevent the corrosion of the pipes within the system, to eliminate sewer gases from homes, streets and the sewerage system, hence making them safer places and reducing pressure within the system. Large brick vent shafts were the first used for these purposes but became too expensive when it was determined that vents were required at regular intervals to serve their purpose properly. Steel tube vents became more common as they were cheaper to construct and easier to erect. Representative examples of such sewer vents as this type are significant as items that show the progress of sewer ventilation in a major system in NSW, and increasing knowledge of the chemistry involved in wastewater. The residential area consists of homes that have been maintained since their construction at the turn of the 20th century. The operational curtilage of the sewer vent will be the property boundaries of the land (owned by Sydney Water) upon which the sewer vent is located.

Preliminary discussions with Sydney Water's Heritage Officer have indicated that the tower structures' heritage significance is determined by its construction and function in connection with the South Bondi sewer network. A further detailed assessment of the items' significance would be required to determine whether or not the application of a state listing would be reasonable or whether the listing should be removed altogether. Early indications suggest that there are other significant vent towers in close proximity but that the locational aspects of the site may contribute to its' significance.

1.11. Surrounding Development

The land surrounding the site consists of predominantly residential development of varying ages and architectural design. Immediately north of the site are 1 – 2 storey residential properties located along Garnet Avenue. Inner Sydney Montessori School is located approximately 70m to the North West of the site on the corner of Garnet Avenue and Trevor Street.

Residential development also occupies the areas to the east and west of the site. Two 6 storey residential flat buildings are located adjacent to the site to the east and are currently used for the provision of social housing.

To the south of the site are the Rozelle Rail Yards, which currently house industrial development. These sites run parallel to the Dulwich Hill light rail line.

2. The Vision and Concept Plan

This Planning Proposal has been prepared in order amend the FSR standard on the site to accommodate a new higher density residential development. The second part of the proposal is to amend Schedule 1 of the LLEP 2013 to include an additional permitted use in the form of a food and drink premises at the ground floor level. The proposed amendments to LLEP 2013 will ensure the provision of additional much needed housing within the Leichhardt LGA when housing affordability and land supply are key issues of concern at the local, state and national level. The future development of the site will assist Leichhardt to achieve its housing targets for a growing population. The locational advantages of the site, close to a number of centres, employment, infrastructure and public transport are expected to attract householders.

The planning proposal demonstrates that residential development in the form of residential flat building with ground floor level parking can be developed on the site and would be in keeping with the existing 6 storey residential flat building located immediately adjacent to the site and future development anticipated within The Bays Precinct.

In order to understand the site in a broader context, Derek Raithby Architects have prepared concept plans for the site that demonstrates the capability of the site to accommodate the vision for a mixed use development (refer to **Appendix B**). On the basis of the indicative floor plans demonstrated a number of apartments can be provided for on the site including single premium four-five bedroom apartments on each floor or a greater mix of single bedroom and two bedroom apartments. Retail floor space is proposed to be located on the ground floor of the development which will encourage an active street frontage to Lilyfield Road. Car parking can also be accommodated on the ground floor, with access provided to the south from Lilyfield Road.

In summary, the concept plan outlines the development potential of the site. This provides for a residential flat building with a total GFA of approximately 650m², including:

- 4 storeys including ground floor parking and a single commercial tenancy and residential apartments above;
- Retail space on the ground floor (subject to future separate development application after the residential flat building has been constructed) to permit a cafe;
- Between 4-8 apartments consisting of either:
 - One and two bedroom apartments; or
 - Four-Five bedroom 'premium' penthouse style apartments; and
- FSR of 1:1.

An urban design analysis including a concept of the proposed concept against the design principles under SEPP 65 and the provisions in the Apartment Design Guide (ADG) together with a view analysis is provided in the following sub-sections and **Appendix D**. Detailed planning and design for urban development will be addressed as part of a future development application for the site.

2.1. Urban Design Analysis

2.1.1 Key Benefits

The key benefits of the proposed amendment are as follows:

- The proposed development does not result in any significant land use conflict or result in any adverse impact of urban development on the natural, social, economic, physical and historical environment. The land to the immediate north, east and west of the site is zoned R1 General Residential. The proposed retail space at ground level is anticipated to accommodate a new café or similar to meet the day to day needs of residents and workers in the area, particular workers as they travel to work.
- The proposal does not give rise to any significant adverse amenity impacts in relation to solar access, privacy and view sharing, in particular:
 - Solar access - Due to the proposed scale of the development, there will be an increase in the shadow impact on the surrounding area. However, the impact on the amenity of surrounding residents will be minimal. This is due to the natural and built environment surrounding the site and its location along Lilyfield Road. Overall, the majority of the overshadowing will fall across Lilyfield Road and will not result in any detrimental impact to surrounding residences. To the west, there is a 5-6m rock escarpment on which 105 Lilyfield Road is located. As the property is located at a raised elevation, the shadow impact produced by the proposed development will be minor. Similarly, the 6 storey development at 97-99 Lilyfield Road will also experience no substantial overshadowing impacts. At 3pm on 21 June and 21 March, some overshadowing will affect the front eastern corner of the site but will not impact on the development itself due to the existing front setback of the development. There is no shadow impact to the developments to the rear.
 - Views – a key characteristic of the site's rear and northern boundary is a sandstone escarpment wall. The residential properties to the rear of the site and fronting onto Garnet Avenue are likely, if not currently obscured by existing vegetation, to have views of distant tree lines and buildings and sky. The view potentially affected by the proposed development is a district view that is presently available over the rooftops and rear yards of other house is not an offensive view but nor is it considered an iconic or highly valued view. Whilst there will be an impact to some residential properties in terms of view sharing, the overall impact is considered reasonable. Reasonable view sharing would still be achieved.
 - Privacy - The planning proposal would have no unacceptable impacts on privacy and amenity of the surrounding residential premises. The premises to the north of the site are set back 9 metres from the boundary and 12.4 metres from the northern edge of the future building on the site. Existing vegetation and variations in levels also ensure an appropriate level of mutual privacy and amenity.
- The proposal is consistent with the surrounding character of development within the vicinity of the site, in particular, the taller building forms located to the east. The proposal provides an appropriate transition to the adjoining development to the west of the site, although single storey these buildings sit above a 5-6m high rock escarpment and which have an approximate height at street level of roughly 8 m.
- The proposal will increase density within an accessible area, located on serviced land and supported by existing public transport networks.
- The proposal will not have an adverse impact to any heritage items or conservation area.
- The proposal maintains a high standard of urban design.
- The proposal will contribute to the range of housing within the locality and facilitate additional economic opportunities as two additional households move into the area.

2.1.2 Design Quality Principles

Discussion of the proposed design scheme and built form is provided against the design quality principles under SEPP 65 below:

Principle 1 Context and Neighbourhood Character

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.

Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

The surrounding area is characterised by a mixture of low density residential dwellings, multi dwelling housing developments in the form of town houses and two (2) six storey residential flat buildings which adjoin the property to the east.

The area is steeped with heritage in the form of pre and post-war dwellings and is predominated by the railyards directly to the south as well as the sewer tower structure to the west.

The proposal from a contextual and amenity perspective fits in as a “good neighbour” within the existing and likely future emerging character which is evolving into a higher density residential environment with scattered neighbourhood shops and retail premises.

Principle 2 Built Form and Scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

The prevailing scale presentation to Lilyfield Road is of two through to six storey buildings to the east and west of the site and a mixture of single through to three (3) storey residential developments to the north and further to the south.

The proposed building sits comfortably within the defined scale of the existing and likely future surrounding development which will have a similar height and respects in so far as is practicable.

A four (4) storey form is considered appropriate to the site, in terms of building alignment, proportion, building type and setbacks.

The development clearly defines the public and private domain and contributes in a positive manner to the character of the current and likely future streetscapes. Particular attention is given to the form of the building when viewed from Lilyfield Road being a prominent local thoroughfare.

The design presents an interesting whilst un-intrusive appearance to adjoining properties and from within the development itself.

Sound articulation points have been denoted. The facade of the building has been designed to distinctly define the upper and lower sections which are brought together under a unified contemporary roof form.

Principle 3 Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

The proposed development is located close to public transport, community facilities, recreational areas, shops and services all of which are within walking distance of the site. The immediate area is therefore appropriately zoned to take advantage of these attributes.

The proposed density is sustainable and consistent with the desired future density in the area and stated desired future character of the DCP and LEP which promotes alternate forms of accommodation in the R1 General Residential zoned areas.

The density proposed, importantly is sustainable in terms of its regional context, availability of infrastructure, public transport, community facilities and environmental quality.

Principle 4 Sustainability

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.

The proposed development makes efficient use of natural resources. The building utilises passive solar design principles for climate control, which reduce the consumption of energy.

Balconies and living room openings to all levels have been orientated northward and eastward where possible to promote daylight access and reduce the dependency on artificial lighting during the day. Similarly windows have been designed and located to allow for natural cross-ventilation with external louvres provided to sufficiently shade and protect against the harsh summer sun.

Three or more hours of direct solar access is capable of being achieved to over 70% of apartments between 9am and 3pm in mid-winter. Provision of glazing to northern and eastern aspects of the building will reduce the dependency on artificial lighting during the day.

More than 60% of the apartments are capable of achieving good natural cross-ventilation. The layout of the building will be designed to maximize cross-ventilation of apartments incorporating a number of cross-through designs. Windows have been sited to allow for natural cross-ventilation with smaller windows provided allowing for summer cooling north easterlies.

Energy efficiency parameters and water saving fixtures will also be adopted including rain saver shower roses, dual flush toilets and rainwater tanks for irrigation.

Further economies of scale will be achieved by use of modular bathroom, laundry and kitchen designs, and similar floor plates where applicable to minimise waste.

Principle 5 Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.

Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.

A minimum 25% of the site area will be designed as common open space in the form of a roof top terrace area in compliance with the minimum requirements of the Leichhardt DCP. Sufficient private open space areas in the form of balconies and ground floor terraces have been provided to each of the dwellings in accordance with the area and dimensional requirements of the ADG. Each will be designed to create individual treatment dependent on location, aspect, use, and season etc., and allow for both passive and formal entertaining.

Perimeter landscaping surrounding the building will accommodate sufficient deep soil zones for the planting of medium and large trees together with understorey hedging and gardens.

Principle 6 Amenity

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well-being.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.

The proposed design incorporates efficient layouts, which maximise the positive attributes of the site including the distant district views to the south and eastward towards the city, solar access, elevation and opportunity for natural cross-ventilation; screening and design to provide individuality, accessibility, security and privacy.

Indoor and outdoor spaces are available to the occupants of this building in the form of ground floor terraces, private balconies and the open roof top communal open space area.

Over 70% of apartments will receive at least 3 hours direct sunlight between the hours of 9.00am and 3.00pm of the winter solstice to both living areas and private open space areas which complies with the ADG and the Leichhardt DCP.

Optimising amenity will be achieved through appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor spaces, efficient layouts and outlooks.

Principle 7 Safety

Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.

Secure access to each will be available from the ground floor lobby area and from the car park which will be well lit 24 hours a day. Access to the carpark will be via intercom only for visitors or swipe card entry for occupants. An open roof top communal open space area has been provided with adequate safety barriers to the edges of the building to ensure a large passive recreational area is provided which is accessible for use by all future residents and visitors.

The proposed development has had regard to the principles of “Safer by Design”.

Aspects such as casual surveillance and controlled access have all been taken into consideration.

Principle 8 Housing Diversity and Social Interaction

Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.

Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.

Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.

The proposal will ensure a mixture of units with nominated apartments designed to be accessible and visitable. This design will allow for flexible living capable of accommodating demographic diversity in terms of household make up.

The design responds to the social context and needs of the local community in terms of lifestyle, low maintenance lots, alternate housing styles, affordability and access to social facilities.

Principle 9 Aesthetics

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.

The visual appearance of a well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

It is considered that the proposed development is capable of composing building elements, textures, materials and finishes which will contribute to a high quality, overall aesthetically appealing development. The materials will be carefully chosen to respond to the character of the surrounding natural and built environments.

The building adopts all the preferred design treatments advocated in the ADG, with particular attention to detail, materials, colours and textures. The materials, textures and colour palette will create a contemporary aesthetic that is expressed in the architectural language of the built form. The building will present a high quality architectural form to the streetscapes which in turn will provide a positive contribution to the area. The built form is also capable of being augmented with extensive perimeter landscaping that will soften the physical elements at the street level.

2.1.3 Apartment Design Guide Assessment

An assessment of the concept built form proposal against the relevant guiding provisions of the Apartment Design Guide (ADG) is provided attached in Appendix 4. The proposal is capable of achieving general compliance with all of the relevant guidelines. As requested by Council's Strategic Planning Officers the envisaged development has modelled compliant ADG separation distances to possible future builds on the sites immediately to the east and north to demonstrate that site isolation has been considered.

As per the separation distances under the ADG for buildings up to and inclusive of four (4) storeys a minimum distance of 6m between non-habitable elements needs to be provided. The ADG separation guidelines assume

that these distances be shared between two properties. Council's Strategic Planning Officers have raised initial concerns regarding the achievable separation distances to the Sydney Water owned land to the west at 105 Lilyfield Road which contains the existing sewer vent tower. The most recent reiterations of the concept floor plans by Derek Raithby Architects have demonstrated how a 1.5m setback could be comfortably achieved to the western boundary. This 1.5m setback distance would not strictly comply with the 3m share required under the ADG if the Sydney Water land was to be redeveloped (either in isolation or with lands further to the west). The chances of the Sydney Water parcel being redeveloped for residential purposes is considered low given the existence of the existing vent structure which still serves a functional purpose. Notwithstanding this, variations to the building separation distances under the ADG can be considered where sites benefit from northerly aspects and where buildings can be configured to reduce impacts arising from overshadowing, privacy and unsightliness. The separation distances under the ADG are intended as 'best practice' guidelines and are open to variation in circumstances where the proposed built form can demonstrate that the underlying aims and intent of the controls can otherwise be achieved. A reduced separation distance to the western boundary is considered acceptable in the circumstances given the nature of the adjoining site, the challenges associated with level differences and the ability of future developments on both sites being able to overcome challenges through quality design outcomes which take advantage of the northerly orientation.

2.1.4 View Analysis

A view analysis prepared by Derek Raithby Architects is provided attached in Appendix E. The analysis reveals the extent of the visual impact caused by the introduction of the proposed building to the immediate neighbours to the north. As demonstrated, there is no significant view loss given that any predominant views to the south achieved are currently skewed by the established trees and vegetation on the property which will be replaced by the proposed built form. The scale of the proposed built form are aligned with those established immediately to the east and are in keeping with the established character of the area and corridor along Lilyfield Road.

3. Explanation of Draft Provisions

3.1. Leichhardt Local Environmental Plan (2013)

Under LLEP 2013, the site and surrounding area is zoned R1 General Residential. Additional surrounding land uses include an area of RE1 Public Recreation and an Educational Establishment zoned SP2, both located directly to the northwest of the site on either side of Trevor Street. The site is also located immediately to the north of an area land covered by Sydney Regional Environmental Plan (SREP) 26, which is excluded from the provisions of LLEP 2013.

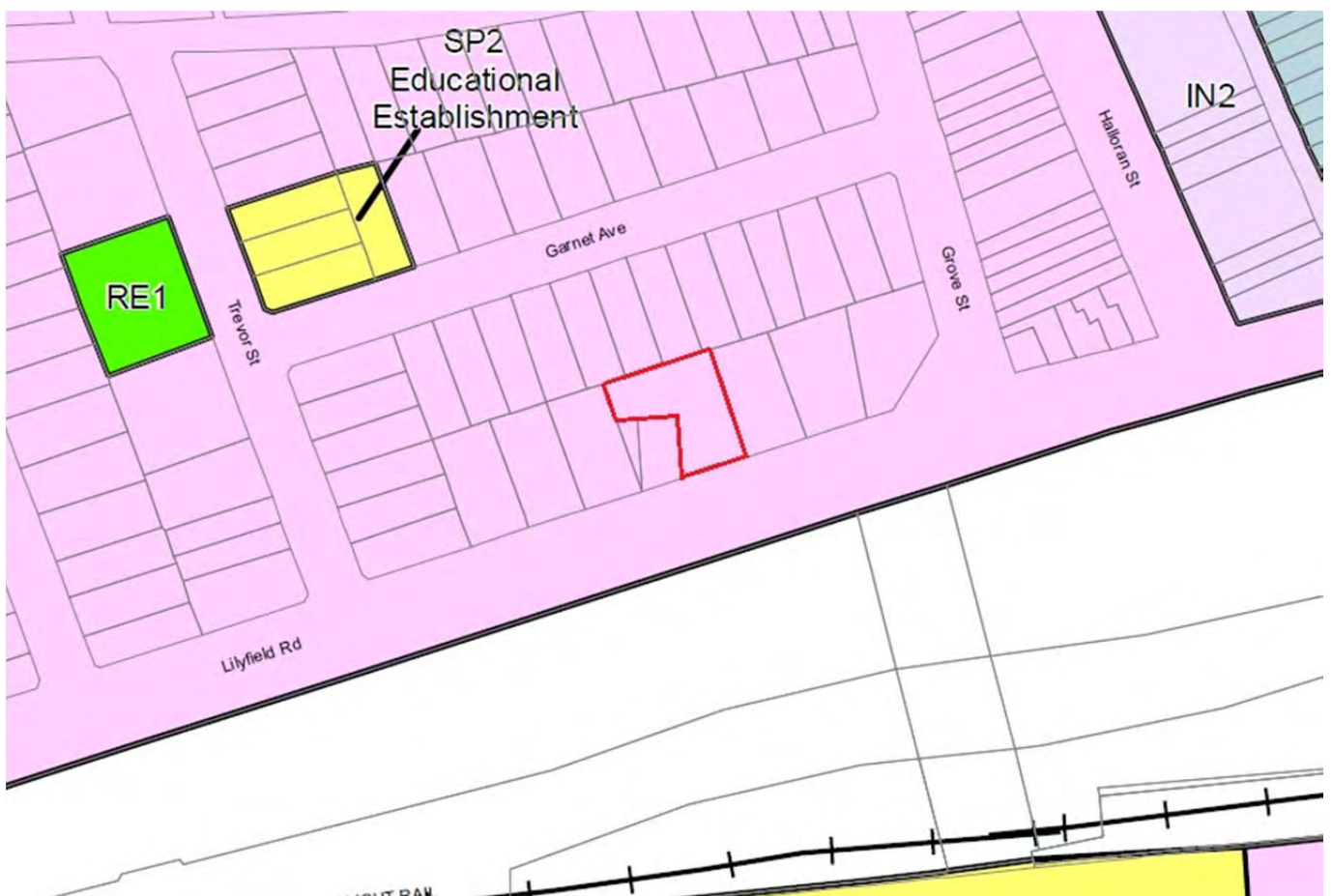


Figure 8 Extract from Leichhardt LEP 2013: Land Use Zone Map

The objectives of the R1 General Residential zone are as follows:

- To provide for the housing needs of the community
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To improve opportunities to work from home.
- To provide housing that is compatible with the character, style, orientation and pattern of surrounding buildings, streetscapes, works and landscaped areas.

- To provide landscaped areas for the use and enjoyment of existing and future residents.
- To ensure that subdivision creates lots of regular shapes that are complementary to, and compatible with, the character, style, orientation and pattern of the surrounding area.
- To protect and enhance the amenity of existing and future residents and the neighbourhood.

Within the R1 General Residential zone, residential flat buildings are permitted with consent.

There is currently no height control for the site, however it is subject to an FSR control of 0.5:1 (refer to Figure 12 below).

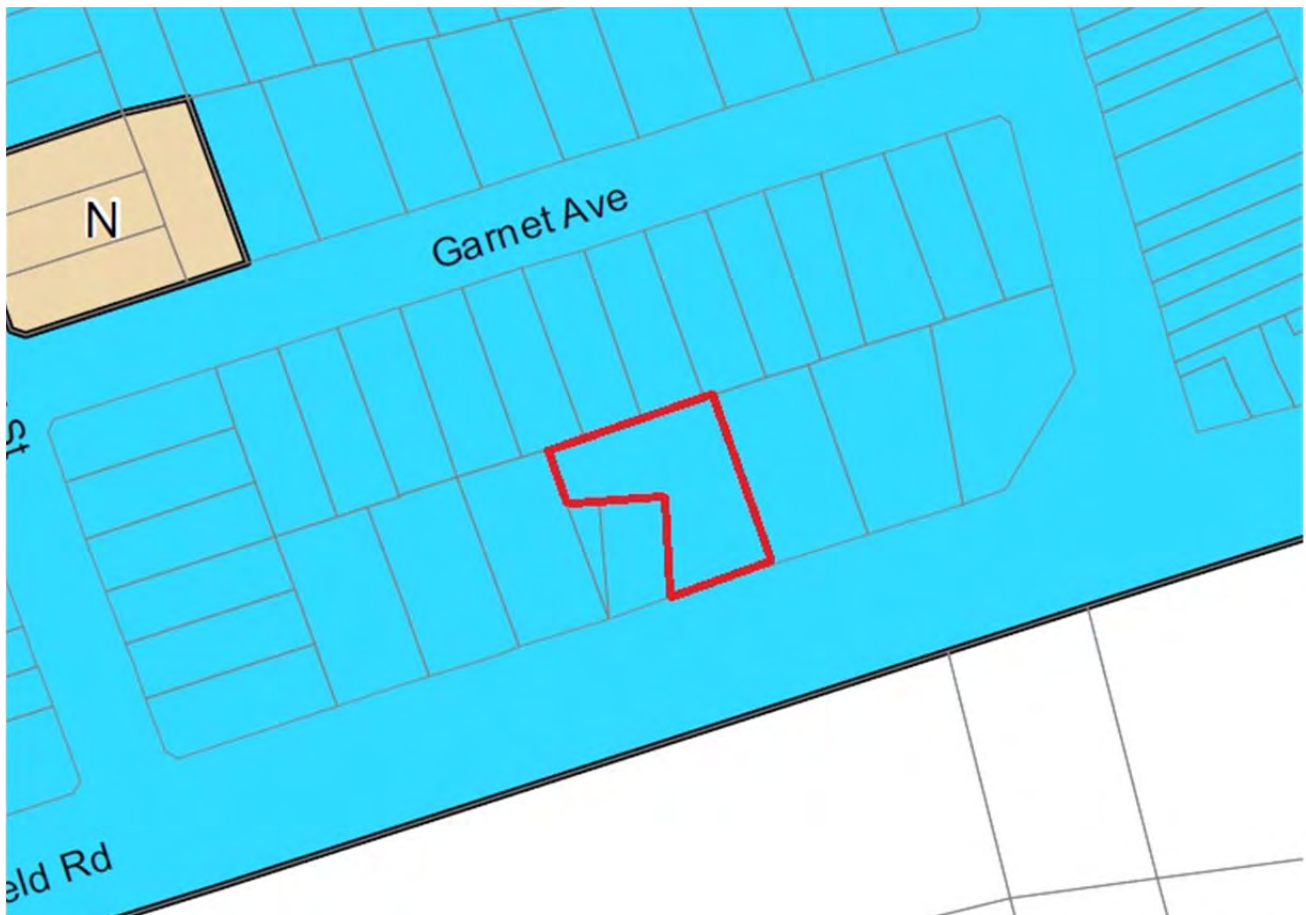


Figure 9 Extract from Leichhardt LEP 2013: FSR Map

The site is not a heritage item and is not located in a heritage conservation area, nor is it located in the immediate vicinity of any heritage item or heritage conservation area under any planning instrument. As identified previously, the site does immediately adjoin a listed item of local significance under the Sydney Water section 170 register.

3.2. LLEP Amendment

The LLEP 2013 amendment will only apply to the land on Lot 1 DP 432612.

It is proposed to amend LLEP 2013 to increase the FSR control of 0.5:1, which currently exists in order to support the proposed mixed use development. It is intended that the LLEP 2013 Amendment will contain a new principal FSR standard of 1:1 maximum FSR.

In order to allow for the construction of a mixed use development comprising a retail premises at the ground floor level to activate the primary street frontage to Lilyfield Road it is also proposed to add an additional permitted use (food and drink premises) in to Schedule 1 of the LLEP 2013.

4. Justification

The justification for this amendment to LLEP 2013 is set out under the following considerations in the NSW 'Guide to Preparing Planning Proposals', namely:

- Need for the proposal;
- Relationship to strategic planning framework;
- Environmental, social and economic impact; and
- State and Commonwealth Interests.

4.1. Need for the LLEP 2013 Amendment

It is proposed to amend LLEP 2013 to increase the existing FSR development standard for the site. No new height standard is proposed.

It is intended that the following outcomes will be achieved:

- Provision of a mixed use development on the site consistent with the objectives of the R1 General Residential zone;
- Encourage new development that can co-locate with the evolving revitalisation of the nearby Bays Precinct;
- Provide a modest component of retail space to accommodate a new local café;
- Provision of residential development to provide housing choice and diversity; and
- Efficient use of land that contributes to urban renewal.

4.1.1. Is the LLEP 2013 Amendment the best means of achieving the objectives or intended outcomes, or is there a better way?

LLEP 2013 is the principal environmental planning instrument applying to the site and was prepared in accordance with the Standard Instrument – Principal Local Environmental Plan (Standard Instrument). It is considered that a stand-alone planning proposal is the best means of achieving the objective and intended outcome.

The site is privately owned and located immediately adjacent to two existing 6 storey residential flat buildings at 97-99 Lilyfield Road. Therefore, an increase to the current FSR control on the site is appropriate and would be in keeping with the form and character of existing developments. The proposal is also in alignment with the wider vision for the future of the surrounding Bays Precinct development.

4.2. Relationship to the Strategic Framework

- *Is the planning proposal consistent with objectives and actions of the applicable regional or sub regional strategy including the Sydney Metropolitan Strategy and exhibited draft strategies?*
- *Is the planning proposal consistent with a council local strategy or other local strategy?*
- *Is the planning proposal consistent with applicable State Environmental Planning Policies*
- *Is the planning proposal consistent with applicable Ministerial Directions (S.117 directions)*

The relevant State, regional and local plans, strategies and policies applicable to the LLEP 2013 Amendment are:

- NSW State Plan 2021;
- A Plan for Growing Sydney (2104);
 - The Central Subregion (2014);
- Missing the Mark: An Audit of Housing Targets (Property Council Australia/MacroPlan Dimasi, July 2014)
- Leichhardt Community Strategic Plan (Leichhardt 2025+);
- Leichhardt Community and Cultural Plan 2011-2021;
- Leichhardt Residential Development Strategy (2010);
- Leichhardt Employment and Economic Development Plan 2013-2023; and
- State Environmental Planning Policies (SEPPs).

4.2.1. NSW State Plan 2021 (NSW 2021)

NSW 2021 is a plan to make NSW number one. It is a ten year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities. NSW 2021 has a series of goals and targets that are relevant to this proposal, outlined in Table 1.

Table 1: LLEP 2013 Amendment Compliance with NSW State Plan 2021.

Goal	Target	Compliance
Goal 5: Place downward pressure on the cost of living	Improve housing affordability and availability	The development will contribute to Leichhardt Council's housing targets as set under 'A Plan for Growing Sydney'. The development will improve housing diversity and affordability.
Goal 7 :Reduce travel times	Minimise public transport waiting times for customers and Increase the proportion of total journeys to work by public transport	The proposal will provide housing just 5km to major employment in Sydney CBD in close proximity to services and public transport. An increase in population will drive improvements in the frequency of public transport to minimise waiting times and ensure public transport is a more attractive transport option for commuters.
Goal 8: Grow patronage on public transport by making it a more attractive choice	Increase the proportion of total journeys to work by public transport in the Sydney Metropolitan Region by 28% by 2016	The development will increase opportunities for residents to access employment opportunities through walking, cycling or using good public transport links such as light rail and buses to local centres and the CBD. As the area develops, demand for services will further improve public transport.
Goal 16: Prevent and reduce the level of crime	Reduce crime levels	CPTED principles will be implemented into the design of the future building.
Goal 20: Build liveable cities	Planning policy to encourage job growth in centres close to	The proposal will increase the opportunity for residents to live close to work. Employment

	where people live and to provide access by public transport.	opportunities will be available on the site, within local centres or the CBD which can all be accessed via public transport, walking or cycling.
Goal 23. Increase opportunities for people to look after their own neighbourhoods and environments	Increase neighbourhood crime prevention	The site as exists is currently unoccupied. The proposed development would result in the reactivation of the site increasing the desirability of the surrounding area.

4.2.2. A Plan for Growing Sydney

A *Plan for Growing Sydney* was published in December 2014 with the intent of guiding land use planning decisions by the NSW Government for the next 20 years. A *Plan for Growing Sydney* provides a vision for Sydney as a strong global city, and a great place to live. To achieve this, the Government has set down goals that Sydney will be:

- a competitive economy with world class services and transport;
- a city of housing choice with homes that meet our needs and lifestyles;
- a great place to live with communities that are strong, healthy and well connected; and
- a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

A Plan for Growing Sydney identifies a housing target of 664,000 new homes and 689,000 jobs across Sydney in the next 20 years. This is a substantial increase on previous strategies and is recognised as the most important element of driving Sydney's economic growth.

Table 2: Consistency with A Plan for Growing Sydney.

Goal	Consistency
Goal 1: A competitive economy with world class services and transport: • Grow a more internationally competitive Sydney CBD; • Grow Greater Parramatta - Sydney's second CBD; • Establish a new priority growth area – Greater Parramatta to the Olympic Peninsula; • Transform the productivity of Western Sydney through growth and investment; • Enhance capacity at Sydney's gateways and freight networks; • Expand the global economic corridor; • Grow strategic centres providing more jobs closer to home;	The proposal is consistent with Goal 1 by providing an opportunity for both housing and a limited number of jobs close to the strategic centre of Sydney CBD and other local centres such as Lilyfield and Rozelle. This helps to strengthen the global economic corridor within which the site sits.

• Enhance linkages to regional NSW; • Support priority economic sectors; • Plan for education and health services to meet Sydney's growing needs; • Deliver infrastructure.	
Goal 2: A city of housing choice, with homes that meet our needs and lifestyles: • Accelerate housing supply across Sydney; • Accelerate urban renewal across Sydney – providing homes closer to jobs; • Improve housing choice to suit different needs and lifestyles; and • Deliver timely and well planned greenfield precincts and housing.	The proposal is consistent with Goal 2 by providing an opportunity for both housing close to the light rail and Lilyfield and Rozelle centres. The proposal will accelerate urban renewal within Lilyfield and Rozelle.
Goal 3: A great place to live with communities that are strong, healthy and well connected: • Revitalise existing suburbs; • Create a network of interlinked, multipurpose open and green spaces across Sydney; • Create healthy built environments; and • Promote Sydney's heritage, arts and culture.	This proposal is consistent with Goal 3 by revitalising an existing area and creating additional housing and some retail/commercial space close to existing centres. It improves opportunities for walking, cycling and use of public transport which creates a healthy built environment.
Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources: • Protect our natural environment and biodiversity; • Build Sydney's resilience to natural hazards; • Manage the impacts of development on the environment.	The proposal does not inhibit the directions and actions of Goal 4. Assessment of future DA's will include all relevant environmental investigations to ensure the development balances the use of land with natural resources.
Planning Principle	Consistency
Principle 1: Increasing housing choice around all centres through urban renewal in established areas.	The proposal is consistent with this principle as it will create new housing through urban renewal of an established area. This will increase housing close to centres and stations making it easier to walk or cycle to shops or services; travel to work or other centres; reduces traffic congestion; and makes our neighbourhoods more community oriented. Increasing the variety of housing available in Leichhardt will make it easier for people to find a home that suits their lifestyle, household size and their budget.
Principle 2: Stronger economic development in strategic centres and transport gateways.	This proposal supports <i>Sydney's largest and most important hubs for business and employment</i> are

	<i>'strategic centres' and Sydney's 'transport gateways'. Together, these locations account for 43 per cent of all jobs across Sydney. The site is close to Sydney CBD and the ongoing port functions at White Bay and Glebe Island. The strategy emphasises that these locations will be an important focus for future growth because of their size, diversity of activities, their connections and the presence of major institutional activities.</i>
Principle 3: Connecting centres with a networked transport system.	The site has good access to public transport, pedestrian and cycle links, so people will be well connected to centres, jobs, education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities.

4.2.3. The Central Subregion

A Plan for Growing Sydney includes six subregions. The Plan provides guidance on the desired planning outcomes for Sydney and how this is to be achieved. The site is located within the 'Central Subregion'. The Central Subregion takes in all of Sydney Harbour in recognition of it as a driver for economic and housing growth, whilst allowing holistic planning of the Harbour foreshore. It is expected that new sub regional Action Plans will be prepared in detail by the Department of Planning and Environment in the short term, in accordance with *A Plan for Growing Sydney*. This will involve input from various stakeholders, and will formalise local targets for housing and employment for the subregion.

The Central Subregion does not specify any housing or employment targets for the subregion. A previous version of *A Plan for Growing Sydney* (Draft Metropolitan Strategy for Sydney to 2031) included draft targets of 138,000 dwellings and 230,000 jobs by 2031; this is less than the targets required to achieve Sydney's overall housing targets as set out in *A Plan for Growing Sydney*.

Key priorities for the Central Subregion that are relevant to the proposed LLEP Amendment include:

- Accelerate housing supply, choice and affordability and build great places to live.

The proposal provides for infill housing and urban renewal in close proximity to public transport. This will enhance pedestrian connections and enables access to the Global economic corridor and Sydney global centre including access to employment, education, retail, cultural and recreational facilities.

- Protect the natural environment and promote its sustainability and resilience.

The proposal will not result in any negative impacts to the natural environment.

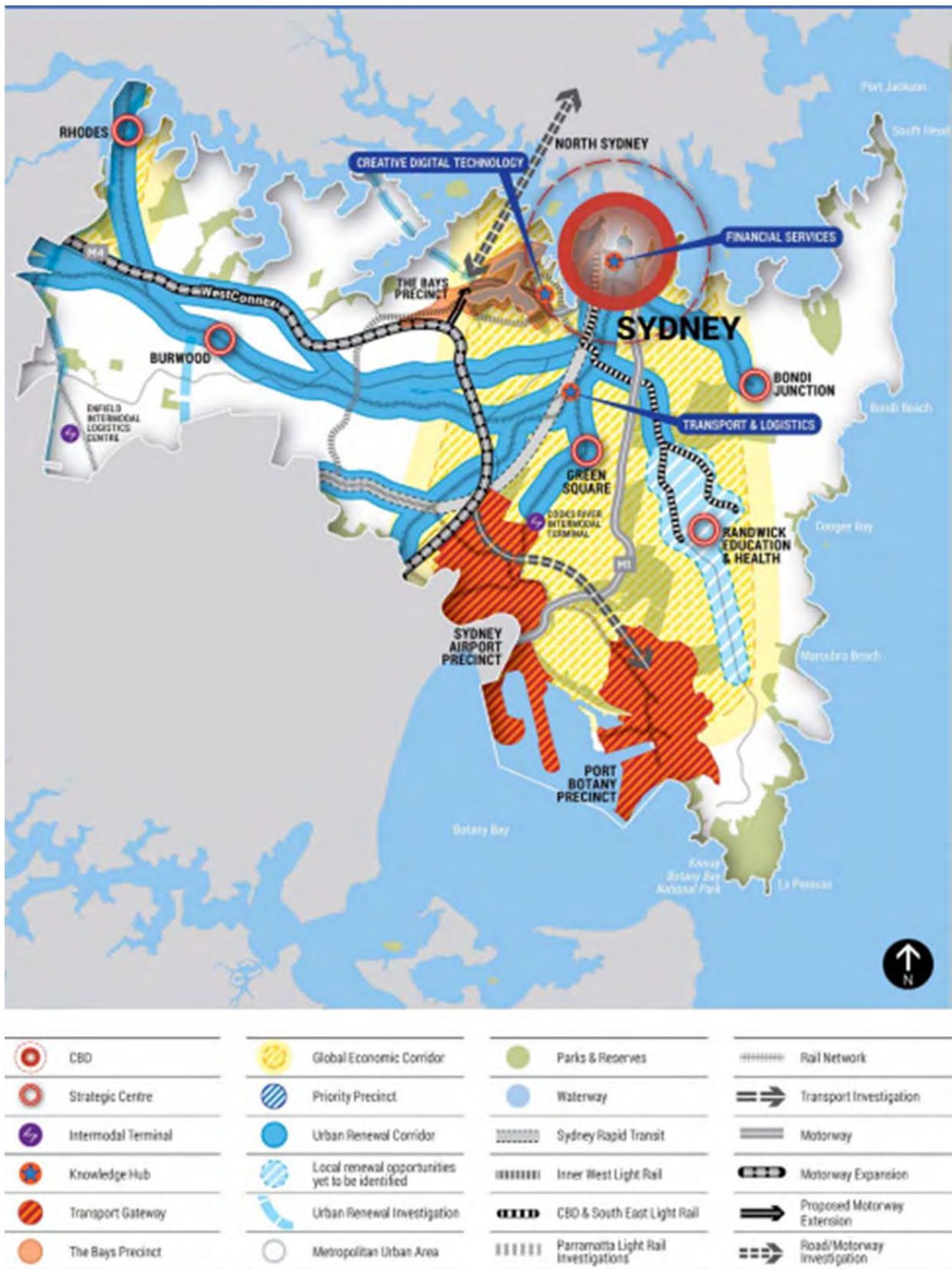


Figure 10 Central Sub-region (source: A Plan for Growing Sydney)

4.2.4. Missing the Mark: An Audit of Housing Targets (PCA/MacroPlan Dimasi, July 2014)

In relation meeting housing demand, the Property Council of Australia (PCA) commissioned an audit of housing targets across Metropolitan Sydney in July 2014. This review is based on the previous Metropolitan Strategy and its sub-strategies (2005) which produced housing targets for each Local Government Area (LGA). The findings of this audit further acknowledge the difficulties that many LGA's, including Leichhardt, are having in meeting their housing targets.

The audit applied a 'scorecard' to evaluate and benchmark the relative performance of Sydney's LGAs. Leichhardt was given a 'C' grading which means it 'underperformed and did not achieve housing potential and low population growth (below the Sydney average)'.

Leichhardt has under-produced new housing approvals at an average rate of 22 dwellings per annum; this is 30% below the annual housing approval target specified by the Metropolitan Strategy (2005). If the same dwelling approval rate continues and the predicted increased population growth rate is realised, the annual housing approval shortage is predicted to increase to 206 dwellings per annum.

Over the past decade, much of Sydney's population growth has been absorbed by existing housing stock. Sydney's population is forecast to grow at an increased rate over the next decade and so an increased rate of housing approvals is required. Notably, this will have implications for infill development sites and demand within inner and middle ring locations, such as Leichhardt.

The proposal can release this site for increased residential infill development in accordance with broader strategic priorities for the precinct and assist Council in responding to housing demand and population growth.

4.2.5. Leichhardt Community Strategic Plan

The Leichhardt Community Strategic Plan (Leichhardt 2025+) is the strategic plan for the local government area that "identifies the community's main priorities and aspirations for the future and guides the delivery of Council services over the next decade." The residential flat building development will house a sound mixture of dwelling types, including accessible units with adaptable layouts and configurations to meet the needs of the aging population and dynamic lifestyles. Apartment developments will also provide a contemporary form of housing to meet the predicted stronger balance of individuals between the ages of 25-39.

The redevelopment of the site for the purposes sought is capable of aligning with the underlying community values established in the plan. The development provides for a strong mix of apartment types in close proximity to places of work and essential local services. The development will also incorporate passive solar design and a building configuration which responds to the sites' orientation and natural attributes.

The proposal promotes transit orientated values and encourages accessibility in a neighbourhood which exhibits well-established public transportation services, key local thoroughfares and pedestrian and cycling routes. The proposal will provide for ground floor retail opportunities so as to promote local business growth and stability supported by higher residential densities.

4.2.6. Leichhardt Community and Cultural Plan 2011-2021

The Leichhardt Community and Cultural Plan is a plan for the next decade which seeks to guide a balance between achieving social cohesion, the underlying values of the local community and those goals set by the Council. The plan establishes five strategic objectives including *"connecting people to each other, connecting*

people to place, developing community strengths and capabilities, enlivening the arts and cultural life and promoting health and wellbeing.”

It is considered that the planning proposal and future envisaged development will achieve the intended outcomes set by the strategic objectives of the plan. Connection to community and place is instilled through the promotion of good urban design principles including accessibility, legibility, safety by design and creation of amenity which the future redevelopment of this site under the planning proposal is capable of achieving. Community presence is further strengthened through the creation of master-planned sites which incorporate higher densities integrated with retail, community services and public transportation.

4.2.7. Leichhardt Residential Development Strategy (2010)

The Leichhardt Residential Development Strategy was prepared in 2010 by Leichhardt City Council in response to NSW Government dwelling targets. This strategy assessed the capacity of the council to meet the target of 2,000 residential dwellings by 2031 as outlined in the draft Inner West Sub-regional Strategy. The draft Inner West Sub-regional strategy has since been superseded by A Plan for Growing Sydney: Central Subregion, although LGA based housing and employment targets are yet to feature in this plan. It is however notable that new projections developed as part of *A Plan for Growing Sydney* outlines significantly higher population growth and dwelling targets.

Council should anticipate a decline in the number of new dwellings being constructed as more difficult sites remain. This coupled with higher population projections and increased demand for residential property in Sydney will challenge the ability for council to meet housing targets. The proposal provides an opportunity to increase residential yield in the LGA and enable additional housing supply to meet demand.

4.2.8. Leichhardt Employment and Economic Development Plan 2013 -2023 (LEEDP) (June 2013)

The LEEDP strategies were informed by the Leichhardt Employment Lands Study (2011). The study identifies strategically important employment lands and aims to ensure sufficient land is zoned to accommodate existing and potential growth across a range of employment types including where expansion of employment related zones might be required.

The LEEDP is a 10-year strategy for the future of Council's economic development. Its purpose is to identify initiatives that can make a fundamental improvement to the local economy. The site does not form part of the study area and is not considered to contribute to Council's industrial/employment targets or ambitions.

It is noted that jobs within the Leichhardt LGA are predominantly service based, accounting for 85 per cent of all employment compared to 12 per cent construction and manufacturing jobs. Service industries are identified to include professional, health, retail, education, transport and administrative services. The shift in employment trends within the LGA is consistent with those across NSW and Australia.

Relevant outcomes and strategies presented in the plan are examined in the following table.

Table 3 - Consistency with the Leichhardt Employment and Economic Development Plan 2103 -2023.

Outcomes and Strategies	Consistency
Objective 3: Embrace the new economy Strategy 3.3 - Support the growth of creative industries.	This LLEP Amendment is consistent with the strategy by providing potential for a mixed use residential

	development that enables and will encourage some economic activities that are compatible with new uses on the site.
Objective 4: Protect and leverage economic assets Strategy 4.1 - Protect and enhance key employment lands.	This LLEP Amendment is generally consistent with the strategy by creating the opportunity for employment on the site.
Objective 5: Make business and employment easier	This LLEP Amendment is consistent with the policy direction by providing the opportunity for retail activity at ground floor. .

4.2.9. State Environmental Planning Policies (SEPPs)

Any future development of the subject site will need to address compliance with the relevant SEPPs including (but not limited to):

- *State Environmental Planning Policy No. 55 – Remediation of Land;*
A Preliminary Site Investigation will be undertaken to assess the sites' historical land use and ownership details in order to confirm the contamination history / status of the property. Given the long standing residential use of the property it is not anticipated that the site would have been the subject of significant ground surface contamination.
- *State Environmental Planning Policy (Infrastructure) 2007;*
Design considerations for sites adjoining railway lines will form a key part of any detailed design.
- *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development;*
A comprehensive discussion of the concept forms' consistency with the design principles of SEPP 65 is provided earlier in this report. A general assessment of the proposal against the ADG is also provided attached in Appendix D.
- *State Environmental Planning Policy – Building Sustainability Index (BASIX) 2004.*
Compliance with BASIX requirements will need to be achieved as part of any detailed design.

4.2.10. Is the LLEP amendment consistent with applicable Ministerial Directions (Section.117 directions)?

Section 117 Directions are only applicable to the making of a Local Environmental Plan (LEP). For the purpose of consistency with 'A Guide to Preparing Planning Proposals', the relevant Ministerial Directions have been considered.

Direction 3.1 Residential Zones

The objectives of this direction are:

- to encourage a variety and choice of housing typed to provide for existing and future needs,
- to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and

- *to minimise the impact of residential development on the environment and resource lands.*

The proposed FSR control would increase the housing stock available in the current market. The concept plans prepared by Derek Raithby Architects demonstrate the potential of the site for future development and particularly to accommodate a new mixed use residential development. The final mix of apartment types and built form will be determined as part of the detailed site investigations and structure planning to be undertaken before a development application is lodged. The development provides for the opportunity for development in a location with existing services and good public transport links to the City and local centres.

Direction 3.4 Integrating Land Use and Transport

The objective of this direction is to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- *improving access to housing, jobs, and services by walking, cycling and public transport, and*
- *increasing the choice of available transport and reducing dependence on cars, and*
- *reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- *supporting the efficient and viable operation of public transport service, and*
- *providing for the efficient movement of freight.*

The site is suitably serviced by existing road infrastructure and public transport services. The proposed mixed use residential development will increase residential and employment densities close to public transport services. This will support and strengthen the efficient and viable operation of public transport.

Direction 3.5 Development Near Licensed Aerodromes

This direction applies to the site as the proposal seeks to alter provisions relating to land which is located in the vicinity of the Sydney Aerodrome. In considering the proposal the consent authority needs to take into account that the site is located within the 20-25 ANEF. Higher densities are capable of being accommodated on the site subject to detailed design informed by a suitably qualified acoustic engineer.

Direction 4.1 Acid Sulphate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils. According to Council's LEP Mapping the site is identified as containing Class 5 Acid Sulphate Soils. Council can be satisfied that any future redevelopment of the site is unlikely to be significantly affected by acid sulphate soils.

Direction 6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The proposal does not seek to adopt any site specific provisions.

Direction 7.1 Implementation of A Plan for Growing Sydney

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.

The proposal is consistent with 'A Plan for Growing Sydney' in that it provides an opportunity for housing and jobs close to Sydney CBD and other local centres. It proposes to redevelop an existing site to provide a mixed use residential development with good opportunities for walking, cycling and the use of public transport.

4.3. Environmental, Social and Economic Impact

This section addresses the environmental assessment of the LLEP Amendment in respect to the relevant matters for consideration under Section 55(1) of the EP&A Act. The environmental assessment draws upon the site analysis, which justifies the configuration of the proposed development and the development controls proposed.

4.3.1. Traffic and Transport

A traffic assessment report has been prepared Traffic and Transport Planners and included at **Appendix C**. In summary: the report notes:

- *Under the Leichhardt Development Control Plan 2013, this development would be required to provide between 10 and 16 parking spaces. Plans indicate that at least 12 parking spaces can be accommodated, demonstrating that the site is large enough to accommodate parking demands associated with future development of the site.*
- *Traffic generation for the concept plan has been assessed as a net increase over existing conditions, generating a maximum of 9 additional vehicle trips per hour during peak periods. This equates to an extra vehicle trip every six (6) minutes and is considered to cause minimal traffic impacts that can be readily accommodated within the surrounding road network.*
- *The future access and internal car parking arrangements shall be provided in accordance with AS2890.1 (2004) and AS2890.6 (2009) to ensure safely and efficiency.*

Traffic and Transport Planners therefore conclude that the concept development is supportable on traffic planning grounds and future development of the site will operate satisfactorily.

4.3.2. Social Planning

The key social benefits potentially arising from the development include:

- The proposed development would be in alignment with existing surrounding developments and would support for the delivery of the NSW Government's strategic vision for the Bays Precinct area, located opposite the site to the south of Lilyfield Road. It is considered that the planning proposal has the potential to act as a catalyst project for regeneration of this area.
- Opportunities for employment during construction and post development due to the provision of a future food and drink premises at the ground floor.
- Opportunities to provide a diversity of housing in the Leichhardt area through future development of modern residential options.

The key social impacts potentially arising from the development include:

- Demand from incoming residents on community facilities and services in the area.

The following types of measures may be considered to maximise the potential benefits of the proposed development:

- Implement CPTED principles in to the design of the building and secure access points.
- Review potential to support local businesses access to retail/commercial floor space through local advertising.
- Consider the wider development plans for the future Bays Precinct.

- Consider specific S94 contributions to support appropriate social infrastructure in the area.

4.3.3. Community Consultation

Community Consultation will be undertaken in accordance with Council's requirements.

What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation has been undertaken with Council and relevant government agencies during the preparation of the Planning Proposal and supporting technical studies investigations, including:

- Department of Planning and Infrastructure;
- Department of Transport;
- Leichhardt Council; and
- Sydney Water.

Sydney Water in their letter dated 21 January 2016 requested that a Water Servicing Coordinator be engaged to assess the proposal, considering the potential impact to existing infrastructure. Ausflow Pty Ltd have since been engaged and provided clarification in their letter dated 20 April 2016 at **Appendix G** regarding the processes associated with addressing Sydney Water's requirements.

Leichhardt Council's Strategic Planning Officers reviewed the initial submission of the Planning Proposal and highlighted a number of issues including most importantly potential impacts of any future development to the Sydney Water infrastructure to the west of the site and concerns over non-compliant separation distances.

The Sydney Water site to the west is approximately 240m² and irregular in shape. The topographical constraints, location of the large heritage vent structure and restricted access to the land present significant impediments for the future redevelopment of this land. It is considered that both the subject site and the Sydney Water land to the west at 105 Lilyfield Road can be redeveloped in isolation without causing significant impacts to either, notwithstanding the identified non-compliant separation distances depicted on the concept plans.

5. Project Timeline

The project timeline for the progression of this proposal is subject to further direction from Council. It is expected that this amendment can be finalised within 12 months of the initial application. This is subject to all relevant supporting information and documentation being prepared to the satisfaction of Council.

On the basis of the revised supporting documentation submitted to Council on the 12 August 2016 it is anticipated that the Planning Proposal will be reported to Council for consideration at its meeting in October 2016.

6. Conclusion

The planning proposal is submitted to Leichhardt Council in support of an amendment to Leichhardt Local Environmental Plan 2013 to increase the applicable FSR standard from 0.5:1 to 1:1 and implement an additional permitted land use in the form of food and drink premises for the site located at 101-103 Lilyfield Road, Lilyfield. The proposed amendment addresses all environmental, social and economic effects and complies with Ministerial Directions. Technical studies undertaken to date strongly indicate that, in principle, development outcomes can be achieved on the land.

The planning proposal demonstrates that residential development in the form of a residential flat building with a modest component of ground floor food and drink premises and parking can be developed on the site which would be commensurate with the 6 storey flat buildings located at 97-99 Lilyfield Road. The redeveloped site would help to rejuvenate the existing street scape and would be in keeping with the future vision for the surrounding area in terms of the Bays Precinct redevelopment.

The redevelopment opportunities on site facilitated by this planning proposal will help to revitalise the immediate area and will complement the proposed regeneration of the Rozelle Rail Yards, located opposite the site, which are situated within 'The Bays Precinct'. This precinct has been identified as a strategic growth area for Sydney by the NSW Government under the direction of Urban Growth NSW and the Rail Yards are included in the 'The Bays Precinct Urban Transformation Program'.

The proposed amendments to LLEP 2013 will ensure the provision of additional much needed housing within the Leichhardt LGA and will assist Leichhardt to achieve its housing targets for a growing population through the provision of additional housing opportunities close to places of work.

The overall likely environmental impact of the proposal is positive with opportunities to increase residential uses close to good public transport. This strategic assessment has demonstrated that there is strong support at all policy levels for increasing the development standards for the land.

Appendix A – Survey Plan

NOTES

- IF DETAILED DESIGN IS TO BE UNDERTAKEN, IF DETAILED DESIGN IS TO BE UNDERTAKEN, SPOT LEVELS SHOULD BE USED.
- NO BOUNDARY HAS BEEN SURVEYED OR MARKED, ALL BOUNDARY DIMENSIONS AND AREAS HAVE BEEN COMPILED FROM THE DEPOSITED PLAN ONLY.
- RELATIONSHIP OF IMPROVEMENTS AND DETAIL TO BOUNDARIES IS DIAGRAMMATIC AND IF CRITICAL SHOULD BE CONFIRMED BY A FURTHER BOUNDARY SURVEY.
- NO SERVICE SEARCH HAS BEEN UNDERTAKEN. ONLY THOSE SERVICES WITHIN THE PROPERTY VISIBLE AT THE TIME OF SURVEY HAVE BEEN LOCATED.
- THIS DRAWING REMAINS THE COPYRIGHT OF STRATASURV P/L AND CANNOT BE REPRODUCED OR ALTERED WITHOUT PRIOR WRITTEN CONSENT.
- DIMENSIONS SHALL NOT BE OBTAINED BY SCALING THE DETAIL FROM THE DRAWING.
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE SHOWN.
- DETAILED DESIGN SHOULD CONSIDER THE ACCURACY OF THE DATUM PROVIDED BY STATE SURVEY MARKS AND PERMANENT MARKS NOTING THAT THE LANDS DEPT. MAY AT ANY TIMES RE-ADJUST ITS HEIGHT WITHIN THE NETWORK
- TITLE(S) SCHEDULES AND NOTATIONS NOT INVESTIGATED.

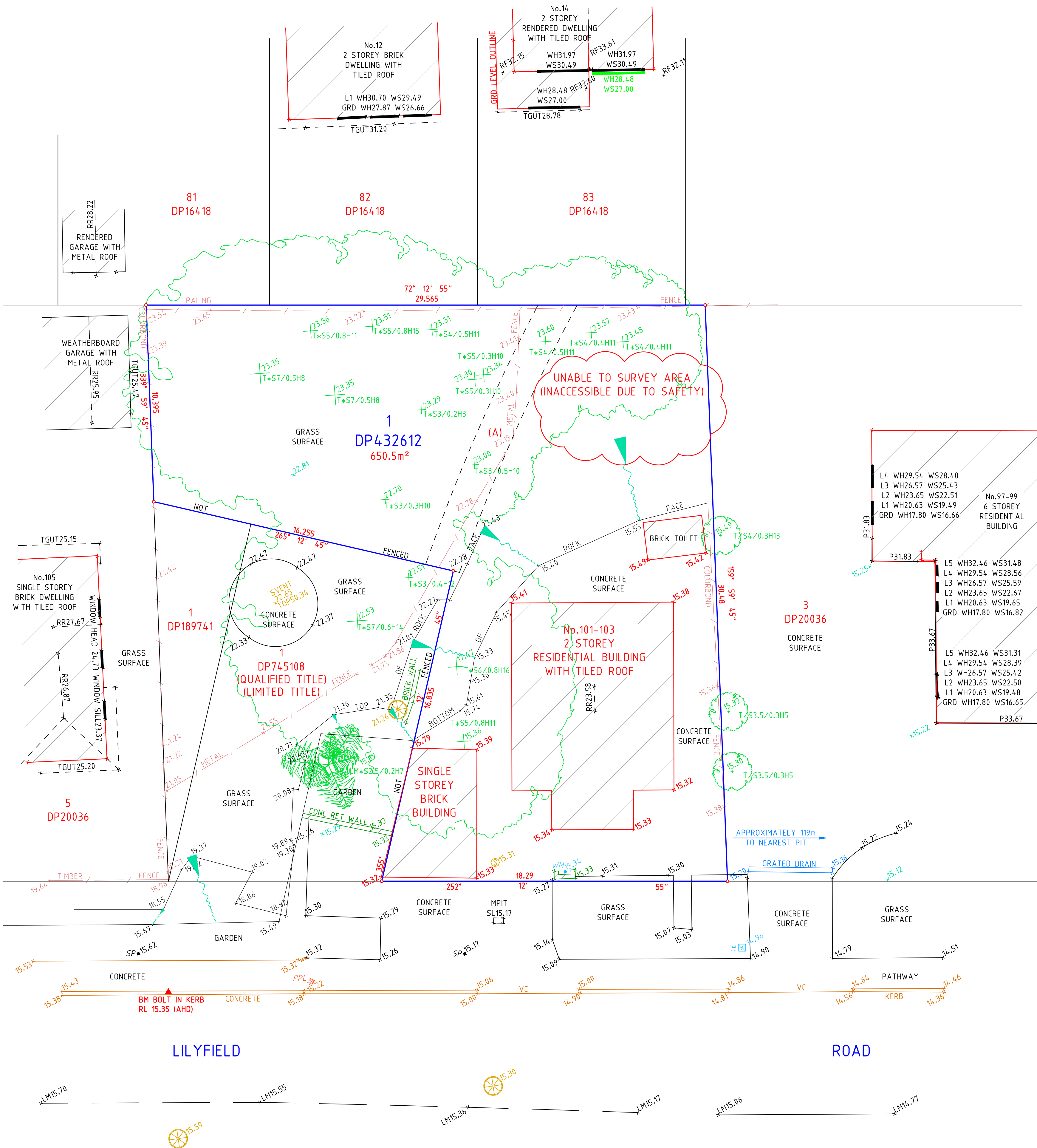
LEGEND:

- CONC CONCRETE
GPIT GRATED PIT
IL INVERT LEVEL
LM LINE MARKING
MPIT METAL PIT
P PARAPET
RET RETAINING
RF ROOF
RR ROOF RIDGE
SL PIT SURFACE LEVEL
SVENT SEWER VENT
TGUT TOP OF GUTTER
VC VEHICLE CROSSING
WS WINDOW SILL
WH WINDOW HEAD
Ø DIAMETER
- WM WATER METER
PPL POWER POLE WITH LIGHT
H HYDRANT
S STANDARD SEWER MANHOLE
S SEWER LAMP HOLE/ SEWER INSPECTION PIT
SP SIGN POLE
- TREE SPREAD (RADIUS)/TRUNK DIAMETER/HEIGHT
PALM SPREAD (RADIUS)/TRUNK DIAMETER/HEIGHT
- SW STORMWATER LINE UG (APPROX. POSITION)
- (A) EASEMENT FOR SEWERAGE PURPOSES (VIDE DP235579)

QUALIFIED TITLE. DENOTES CAUTION PURSUANT TO SECTION 28J OF THE REAL PROPERTY ACT, 1900. ENTERED 21.9.1987 (VIDE BK 1851 NO 545)

LIMITED TITLE DENOTES LIMITATIONS PURSUANT TO SECTION 28T(4) OF THE REAL PROPERTY ACT, 1900. THE BOUNDARIES OF THE LAND COMPRIMISED HEREIN HAVE NOT BEEN INVESTIGATED BY THE REGISTRAR GENERAL.

WARNING: A DETAILED STUDY OF THE LOCATION OF UNDERGROUND SERVICES WILL NEED TO BE UNDERTAKEN PRIOR TO COMMENCEMENT OF DESIGN WORK OR EXCAVATION.



CLIENT DETAILS

OZZY STATES PTY LIMITED

DATE OF SURVEY	18.08.15
ORIGIN OF RL'S	SSM64895 RL14.23
DATUM/CLASS/ORDER	AHD/D/4
CONTOUR INTERVAL	NA
CAD REF FILE:	3805DT01a1.dwg

PROJECT:

No.101-103 LILYFIELD ROAD,
LILYFIELD

STRATA SURV

REGISTERED SURVEYORS
DEVELOPMENT CONSTRUCTION STRATUM
Sydney · Melbourne · Brisbane · Newcastle · Gold Coast
Ph: 97127111 Fax: 97127333
EMAIL: surveyors@stratasurv.com.au

DRAWING TITLE
PLAN SHOWING DETAIL & LEVELS OVER
LOT 1 IN DP432612

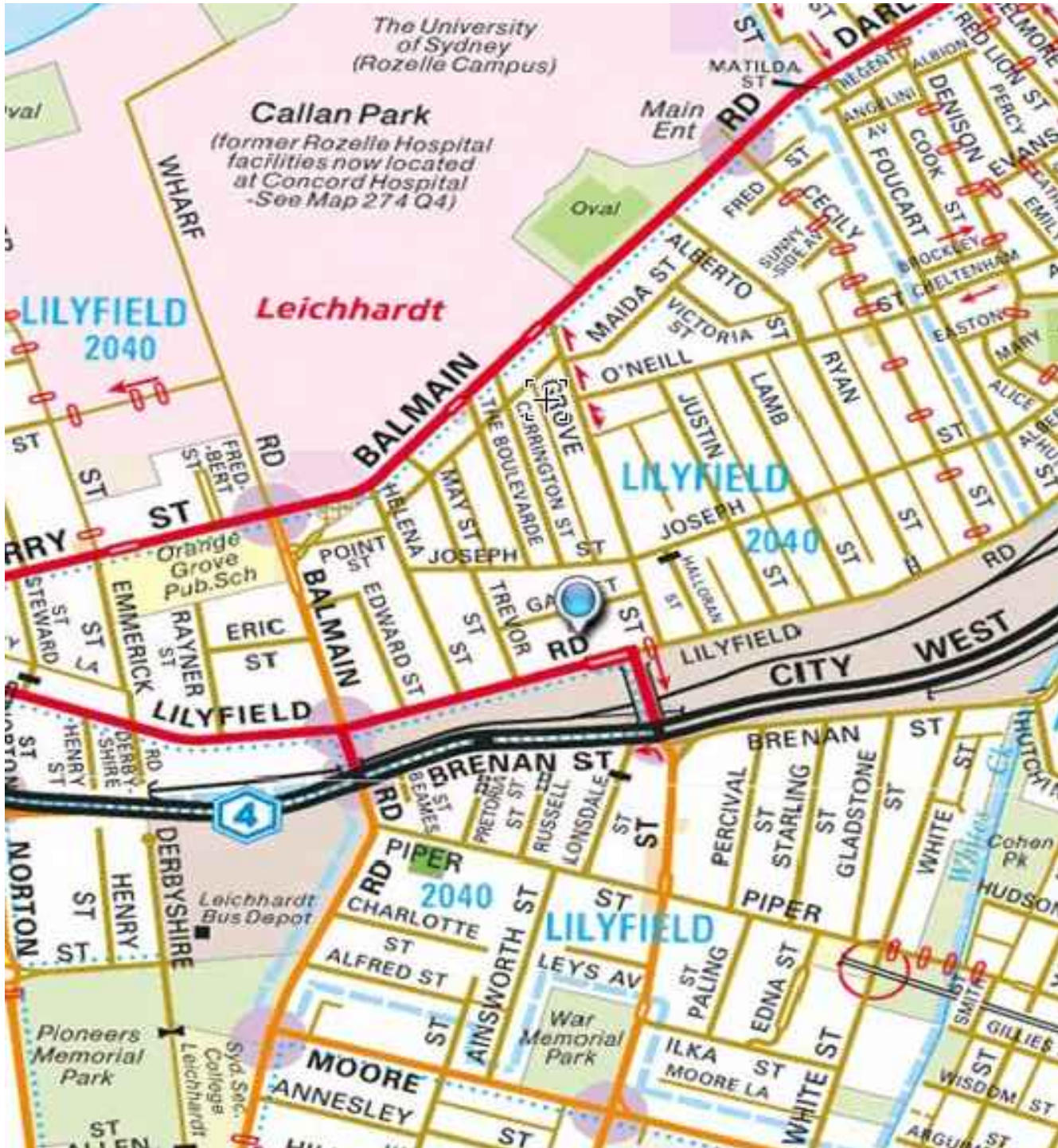
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Appendix B – Plans

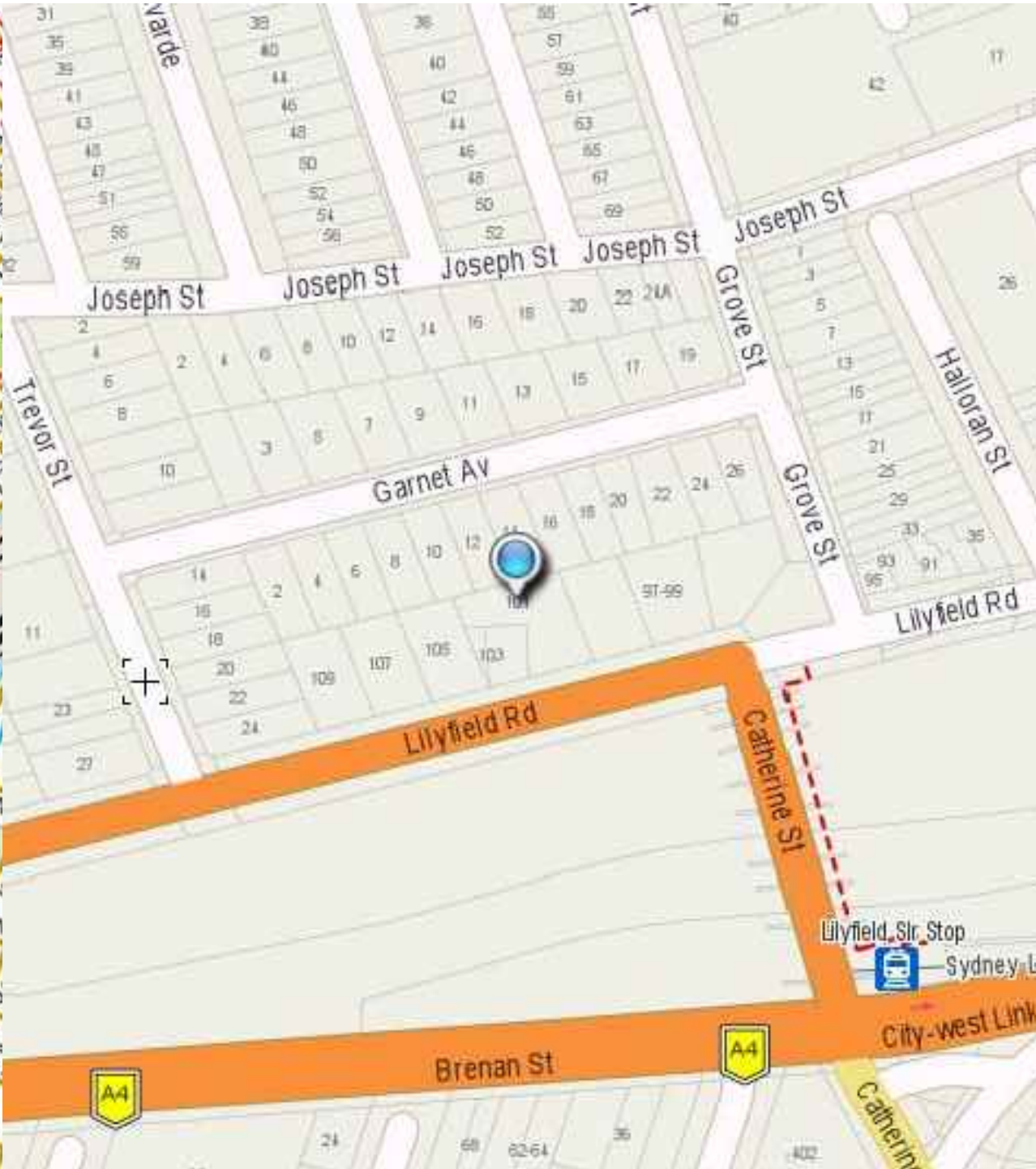


MIXED USE DEVELOPMENT

101-103 LILYFIELD ROAD LILYFIELD



STREET DIRECTORY (www.street-directory.com.au)



STREET DIRECTORY (www.street-directory.com.au)



AERIAL PHOTOGRAPH (maps.six.nsw.gov.au)



AERIAL PHOTOGRAPH - 1943 (maps.six.nsw.gov.au)

ARCHITECTURAL DRAWINGS

PROJECT#	DWG#	TITLE	SCALE	ISSUE	DATE
D1515	00	COVER SHEET	NTS @ A1	B	JAN 2016
	01	SITE ANALYSIS PLAN	NTS @ A1	B	JAN 2016
	02	GROUND FLOOR PLAN	1:100 @ A1	B	JAN 2016
	03	FIRST PAVEMENT PLAN	1:100 @ A1	B	JAN 2016
	04	SECOND PAVEMENT PLAN	1:100 @ A1	B	JAN 2016
	05	THIRD PAVEMENT PLAN	1:100 @ A1	B	JAN 2016
	06	FOURTH PAVEMENT PLAN	1:100 @ A1	B	JAN 2016
	07	FIFTH PAVEMENT PLAN	1:100 @ A1	B	JAN 2016
	08	ROOF TERRACE	1:100 @ A1	B	JAN 2016
	09	SOUTH/WEST ELEVATIONS	1:100 @ A1	B	JAN 2016
	10	NORTH/EAST ELEVATIONS	1:100 @ A1	B	JAN 2016
	11	ARTIST IMPRESSION	NTS @ A1	B	JAN 2016
	12	WIRE FRAME	NTS @ A1	B	JAN 2016
	13	GROSS FLOOR AREA CALCULATION	1:200 @ A1	B	JAN 2016
	14	DIAGRAM - COVERAGE & LANDSCAPE	1:200 @ A1	B	JAN 2016
	15	DIAGRAM - SOLAR ACCESS	NTS @ A1	B	JAN 2016
	16	DIAGRAM - SHADOW DIAGRAM	1:100 @ A2	B	JAN 2016

HYDRAULIC ENGINEER

PROJECT#	DWG#	TITLE	SCALE	ISSUE	DATE
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LANDSCAPE

PROJECT#	DWG#	TITLE	SCALE	ISSUE	DATE
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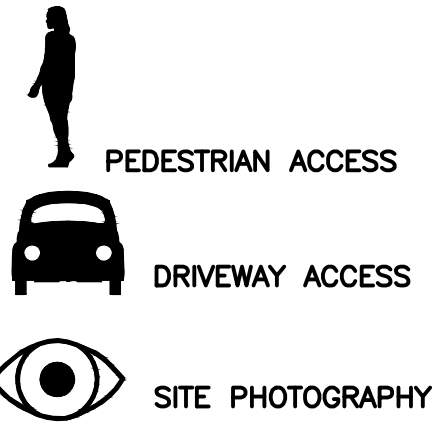
SURVEY

PROJECT#	DWG#	TITLE	SCALE	ISSUE	DATE
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ARTIST IMPRESSION

LEGEND



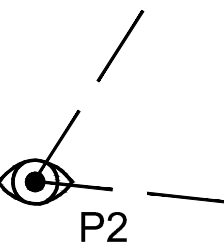
PREVAILING WINDS ANNUAL 3PM

VIEWS TO IRON COVE

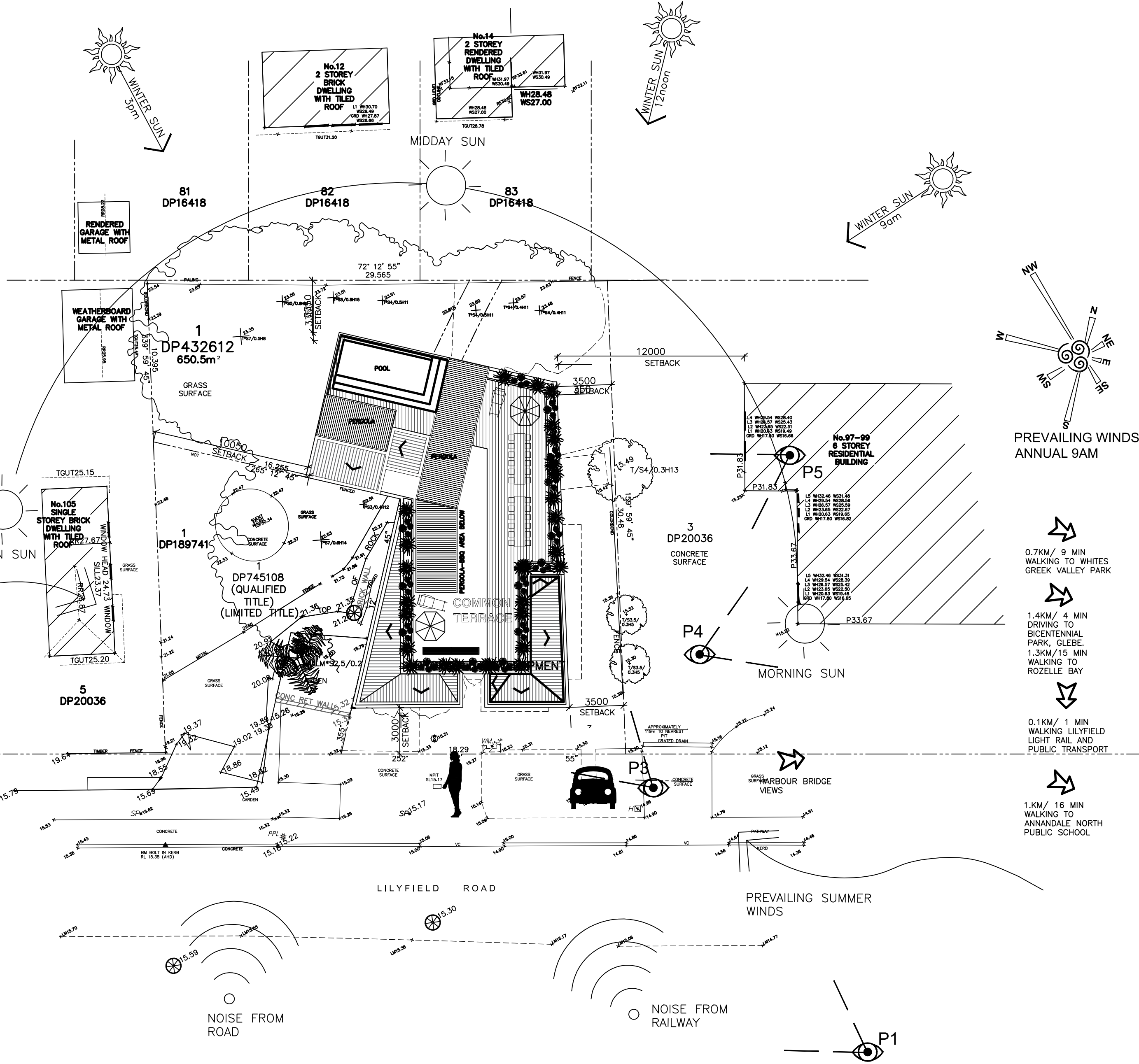
0.9 KM ROZELLE HOSPITAL
1.2KM/ 4 MIN DRIVING TO LEICHHARDT PARK

1.0KM/ 14 MIN WALKING TO SYDNEY SECONDARY SCHOOL LEICHHARDT

0.6KM/ 9 MIN WALKING TO SYDNEY BUS MUSEUM.



SITE ANALYSIS



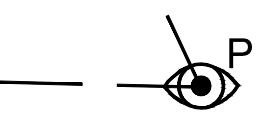
PREVAILING WINDS ANNUAL 9AM

0.7KM/ 9 MIN WALKING TO WHITES GREEK VALLEY PARK

1.4KM/ 4 MIN DRIVING TO BICENTENNIAL PARK, GLEBE.
1.3KM/15 MIN WALKING TO ROZELLE BAY

0.1KM/ 1 MIN WALKING LILYFIELD LIGHT RAIL AND PUBLIC TRANSPORT

1.1KM/ 16 MIN WALKING TO ANNANDALE NORTH PUBLIC SCHOOL



P1. LOOKING TOWARDS THE SITE FROM LILYFIELD ROAD



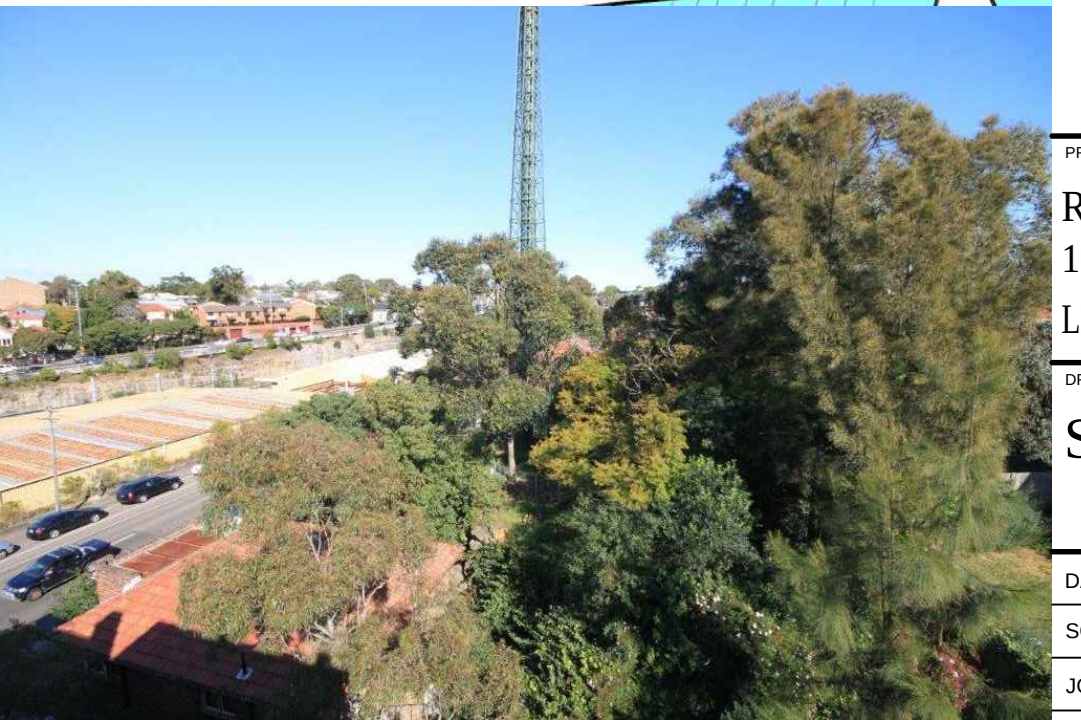
P2. LOOKING TOWARDS THE SITE FROM LILYFIELD ROAD.



P3. LOOKING TOWARDS EXISTING HOUSE AND SHOP ON SITE



P4. LOOKING TOWARDS ADJOINING SIX STOREY BUILDING (No 97-99)



P5. LOOKING TOWARDS THE SITE FROM ROOF OF ADJOINING BUILDING (No 97-99)

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Mixed Use
- B4 Business Park
- B5 Light Industrial
- R1 General Residential
- R2 Medium Density Residential
- R3 Public Recreation
- R4 Private Recreation
- SP1 Special Activities
- SP2 Infrastructure
- DM Deferred Matter
- GRE Sydney Regional Environmental Plan No. 28 - City West
- CP1 Callan Park

Cadastre

Base data 12/08/2014 © Land and Property Information (LPI)

Maximum Floor Space Ratio (n:1)

- D 0.5
- F 0.6
- H 0.7
- N 1.0
- T 2.15
- Refer to clause 4.4 A

Cadastre

Base data 19/08/2014 © Land and Property Information (LPI)

Acid Sulfate Soils

- Class 1
- Class 2
- Class 3
- Class 4
- Class 5

Cadastre

Base data 02/12/2013 © Land and Property Information (LPI)

Land application - excluded

- GRE Sydney Regional Environmental Plan No. 28 - City West
- CP1 Callan Park

Heritage

- Conservation Area - General
- Item - General
- Item - Archaeological
- Item - Landscape

Cadastre

Base data 02/12/2013 © Land and Property Information (LPI)

Minimum Lot Size (sq m)

- B 200

Cadastre

Base data 12/08/2014 © Land and Property Information (LPI)

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LEICHHARDT NSW 2040
T: (02) 9518 3563 ABN: 86738976625
info@derekraithby.com.au Architect #7469

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○ DA
○ CC
○ TENDER
○ CONSTRUCTION
○ AS-BUILT

A1 ORIGINAL SIZE

B	JAN 2016	UPDATED CONCEPT	DR
A	NOV 2015	ISSUED FOR DISCUSSION	DR
ISSUE	DATE	AMENDMENT	BY

CLIENT

OZZY STATES Pty Ltd
C/O APP CORPORATION Pty LIMITED

PROJECT MANAGEMENT / TOWN PLANNER

APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9556 1295
North Sydney NSW 2060 elise.cramer@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER

TRAFFIX Consultants
Suite 208, 50 Holt St Ph: (02) 8224 8700
Surry Hills, NSW 2010 Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

GEOTECHNICAL/CONTAMINATION

BCA CONSULTANT

PROJECT

RESIDENTIAL DEVELOPMENT
101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE

SITE ANALYSIS PLAN

DATE JAN 2016 DRAWING No.

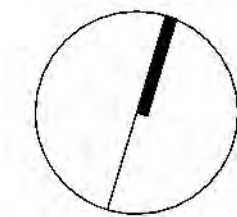
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JOB No. D1515

DRAWN BY DR

11

NOT FOR CONSTRUCTION



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☐ PRE-DA
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☐ AS-BUILT

A1 ORIGINAL SIZE

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on its right side, suggesting it is resting on a surface.

B	JAN 2016	UPDATED TO COUNCIL	DR
A	NOV 2015	ISSUED FOR DISCUSSION	DR
ISSUE	DATE	AMENDMENT	BY

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PROJECT MANAGEMENT / TOWN PLANNER
APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9956 1295
North Sydney NSW 1585 Email: enquiries@app.com.au

HYDRAULIC ENGINEER

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Suite 208, 50 Holt St, Ph: (02) 8324 8700
Surry Hills, NSW 2010 Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

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PROJECT

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101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE

GROUND FLOOR

DATE	JAN 2016	DRAWING No.
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JOB No.	D1515	
DRAWN BY	DR	

PRELIMINARY

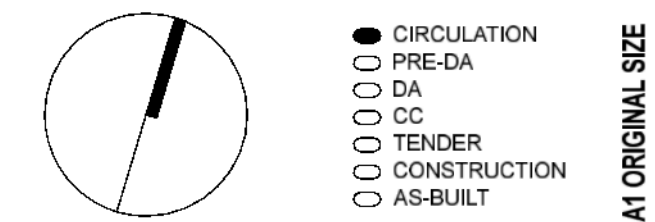


GROUND FLOOR

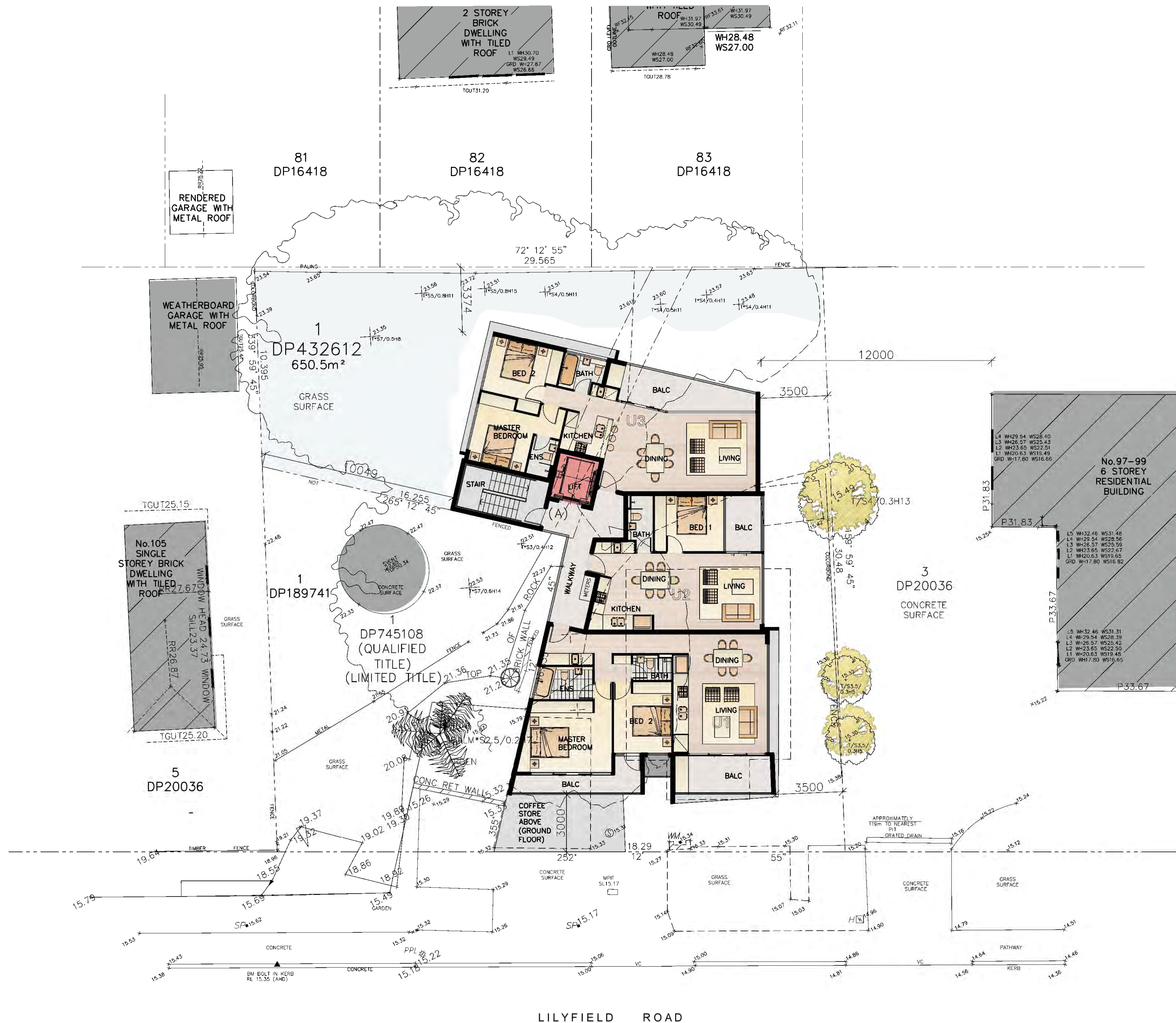


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1ST FLOOR

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APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9556 1295
North Sydney NSW 2060 Email: crane@app.com.au

HYDRAULIC ENGINEER

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LANDSCAPE DESIGN

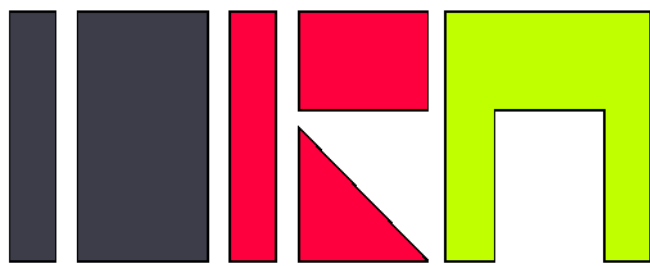
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101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE
FIRST FLOOR

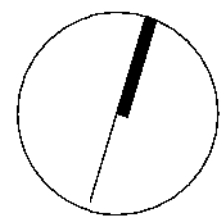
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A1 ORIGINAL SIZE

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PROJECT MANAGEMENT / TOWN PLANNER
APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9956 1295
North Sydney NSW 2060 email: cramen@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
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Surry Hills, NSW 2010 Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

GEOTECHNICAL/CONTAMINATION

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PROJECT
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101 LILYFIELD ROAD
LILYFIELD, NSW

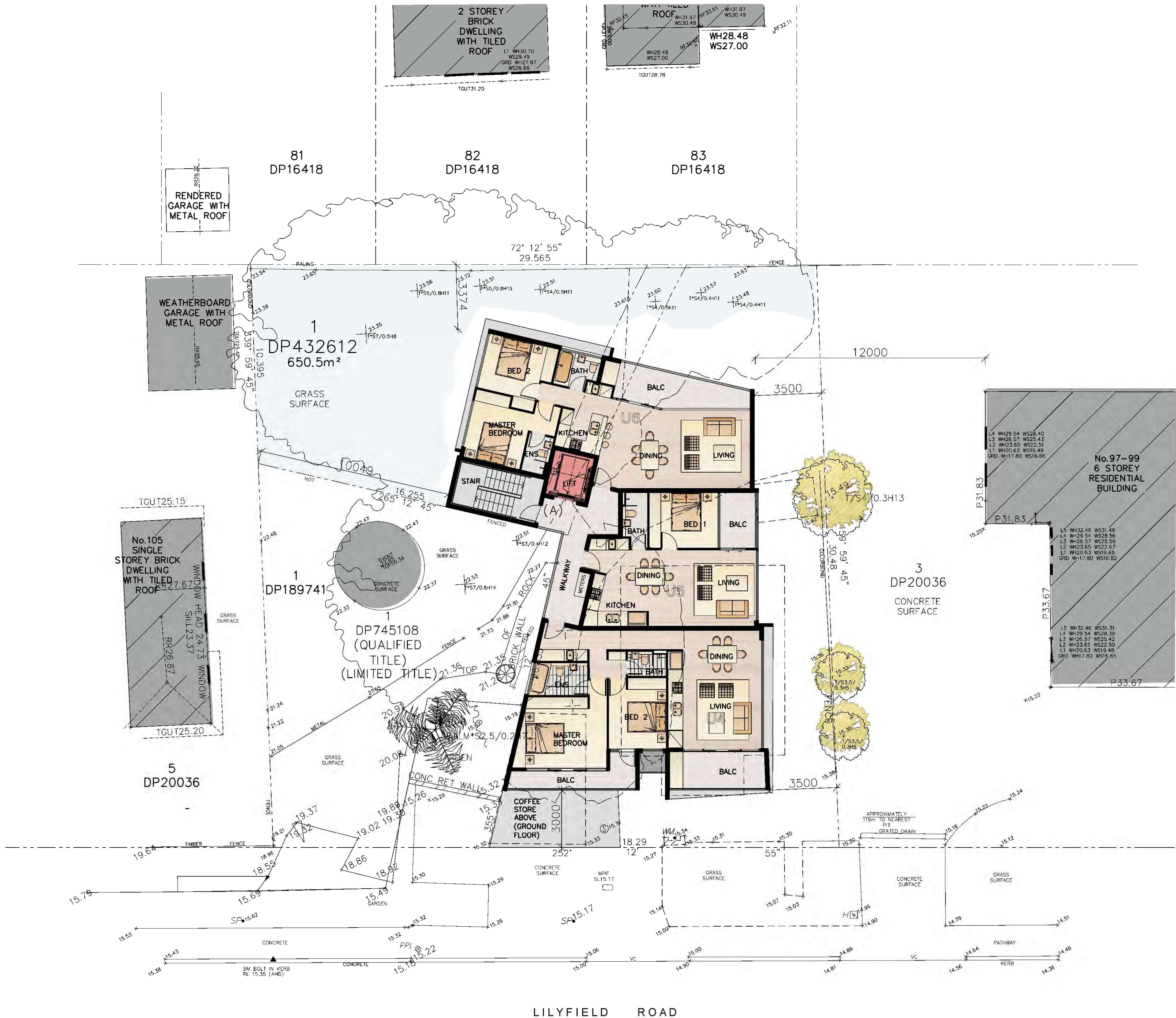
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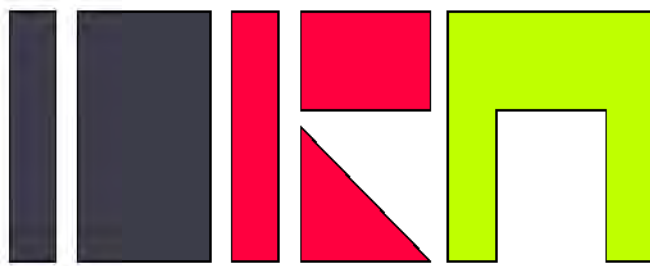
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PRELIMINARY

04



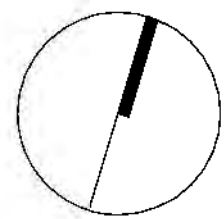
2ND FLOOR



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APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9956 1295
North Sydney NSW 2060 email: cramen@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
Suite 208, 50 Holt St. Ph: (02) 8324 8700
Surry Hills, NSW 2010 Paul.Corbett@trafix.com.au

LANDSCAPE DESIGN

GEOTECHNICAL/CONTAMINATION

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PROJECT
RESIDENTIAL DEVELOPMENT
101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE
THIRD FLOOR

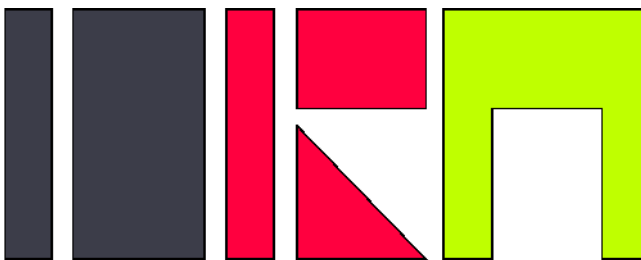
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05

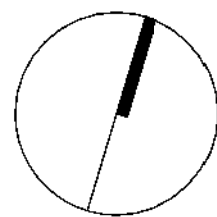


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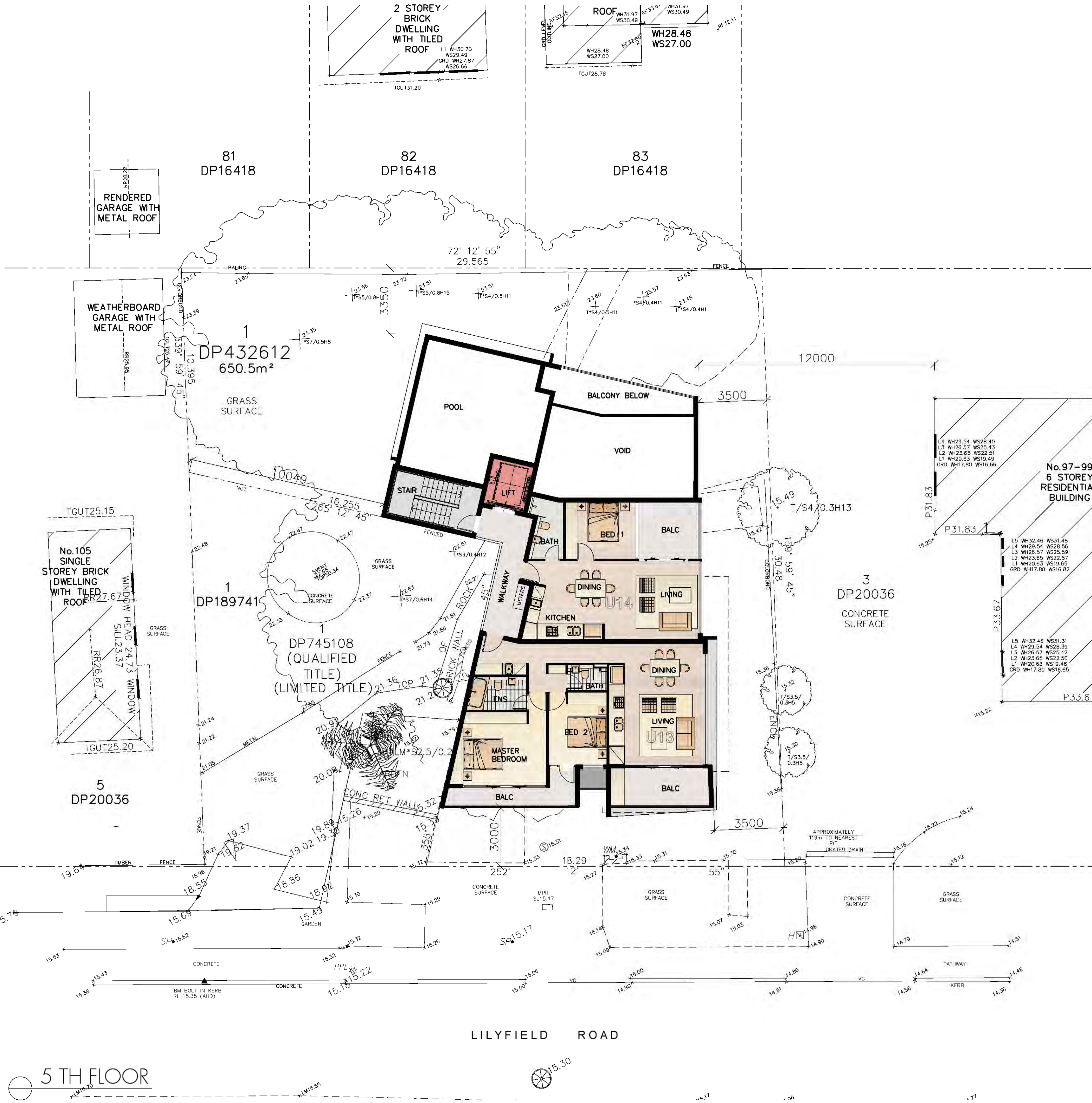
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APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9956 1295
North Sydney NSW 2060 email: cramen@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
Suite 208, 55 Holt St Ph: (02) 8324 8700
Surry Hills, NSW 2010 Paul.Corbett@traffix.com.au

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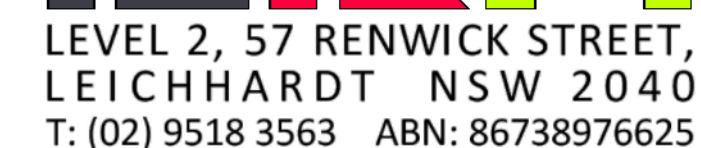
PROJECT
RESIDENTIAL DEVELOPMENT
101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE
FIFTH FLOOR

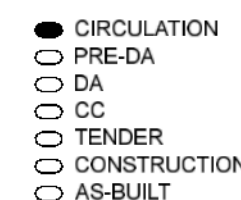
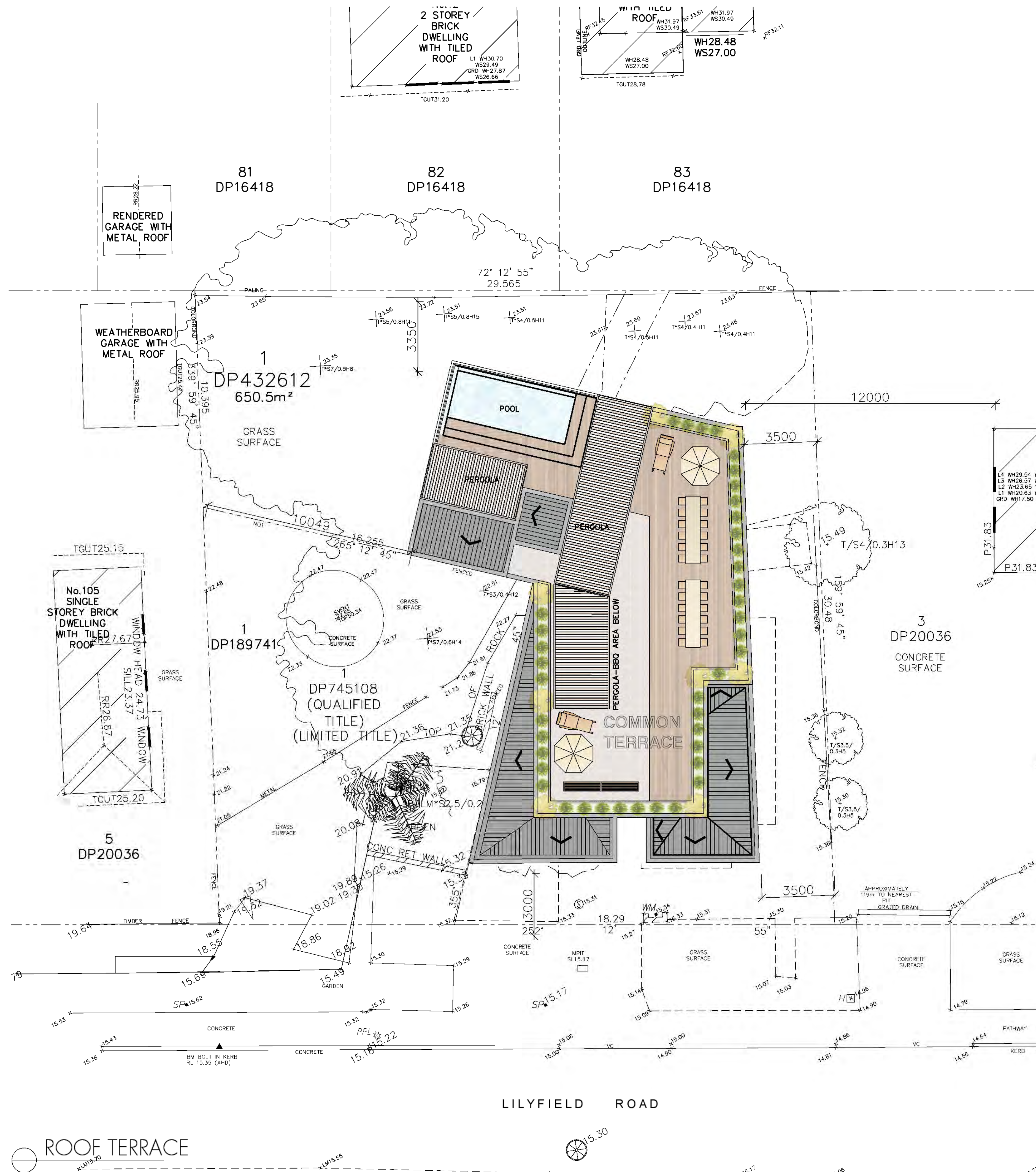
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DRAWN BY	DR	

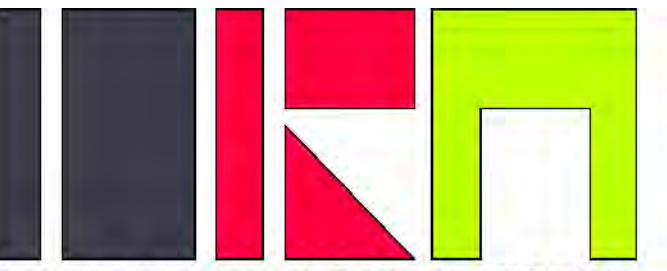
PRELIMINARY

07



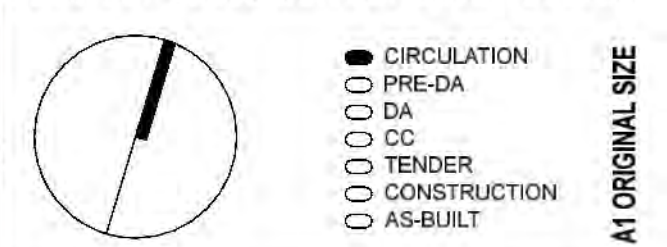
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T: (02) 9518 3563 ABN: 86738976625
info@derekraithby.com.au Architect #7469

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AT ORIGINAL SIZE

DATE	AMENDMENT	BY
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A	NOV 2015. ISSUED FOR DISCUSSION	DR
ISSUE	DATE	AMENDMENT
BY		

B	JAN 2016. UPDATED CONCEPT	DR
A	NOV 2015. ISSUED FOR DISCUSSION	DR
ISSUE	DATE	AMENDMENT
BY		

CLIENT
OZZY STATES Pty Ltd
C/O APP CORPORATION Pty LIMITED

PROJECT MANAGEMENT / TOWN PLANNER
APP CORPORATION PTY LIMITED
116 Miller Street Ph: (02) 9566 1295
North Sydney NSW 2060 Email: c.crameri@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
Suite 208, 50 Holt St. Ph: (02) 8324 8700
Sunny Hills, NSW 2010 Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

GEOTECHNICAL/CONTAMINATION

BICA CONSULTANT

PROJECT
RESIDENTIAL DEVELOPMENT
101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE
SOUTHWEST ELEVATION

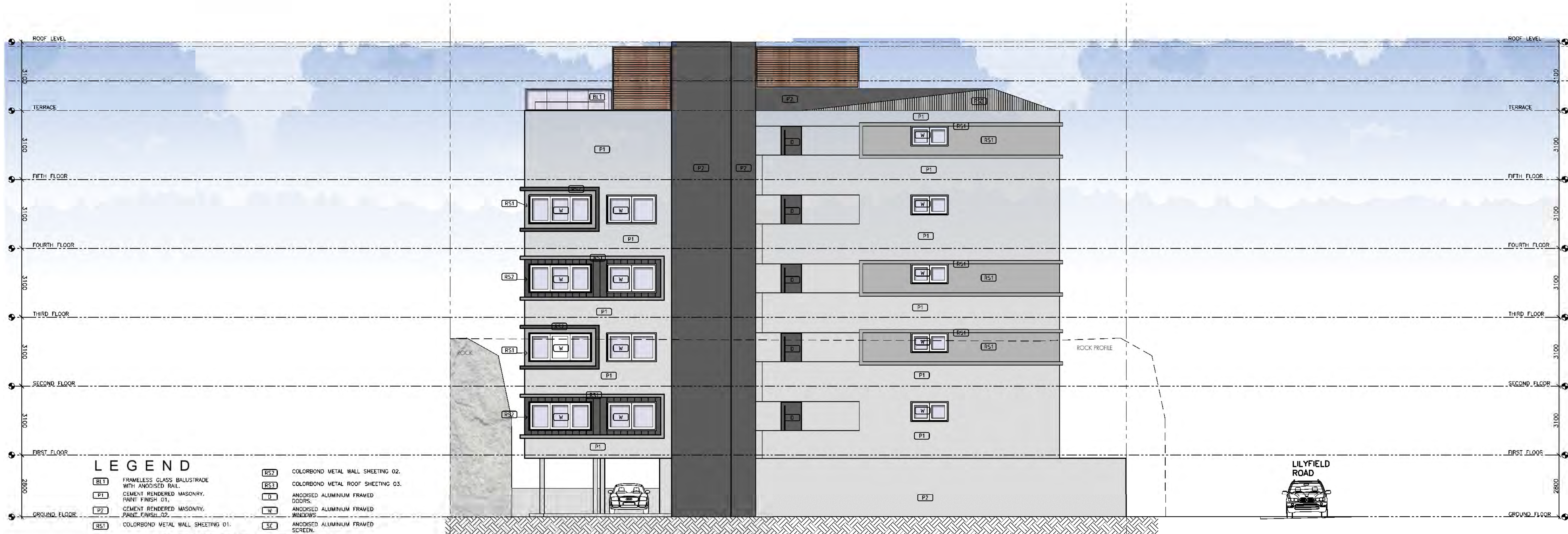
DATE JAN 2016 DRAWING No.

SCALE 1:100 @ A1

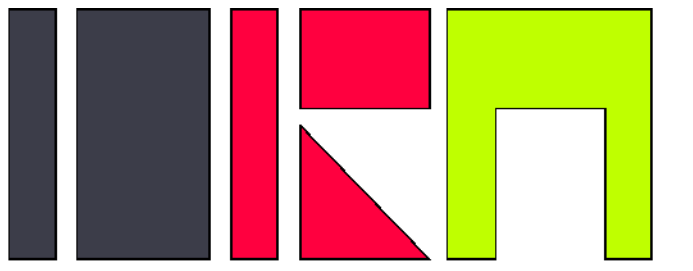
JOB No. D1515

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PRELIMINARY

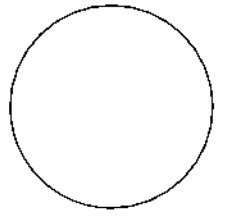


WEST ELEVATION



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● CIRCULATION
○ PRE-DA
○ DA
○ CC
○ TENDER
○ CONSTRUCTION
○ AS-BUILT

AT ORIGINAL SIZE



LEGEND

(BL1) FRAMELESS GLASS BALUSTRADE
WITH ANODISED RAL
CEMENT RENDERED MASONRY,
PAINT FINISH 01.
(P1) CEMENT RENDERED MASONRY,
PAINT FINISH 02.
(RS1) COLORBOND METAL WALL SHEETING 01.

(RS2) COLORBOND METAL WALL SHEETING 02.
(RS3) COLORBOND METAL ROOF SHEETING 03.
(D) ANODISED ALUMINIUM FRAMED
DOORS.
(W) ANODISED ALUMINIUM FRAMED
WINDOWS
(SC) ANODISED ALUMINIUM FRAMED
SCREEN.

B	JAN 2016	UPDATED CONCEPT	DR
A	NOV 2015	ISSUED FOR DISCUSSION	DR
ISSUE	DATE	AMENDMENT	BY

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PROJECT MANAGEMENT / TOWN PLANNER
APP CORPORATION PTY LIMITED
118 Miller Street Ph: (02) 9956 1295
North Sydney NSW 2060
aive.cranwell@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
Suite 208, 50 Holt St. Ph: (02) 8324 8700
Surry Hills, NSW 2010 Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

GEOTECHNICAL/CONTAMINATION

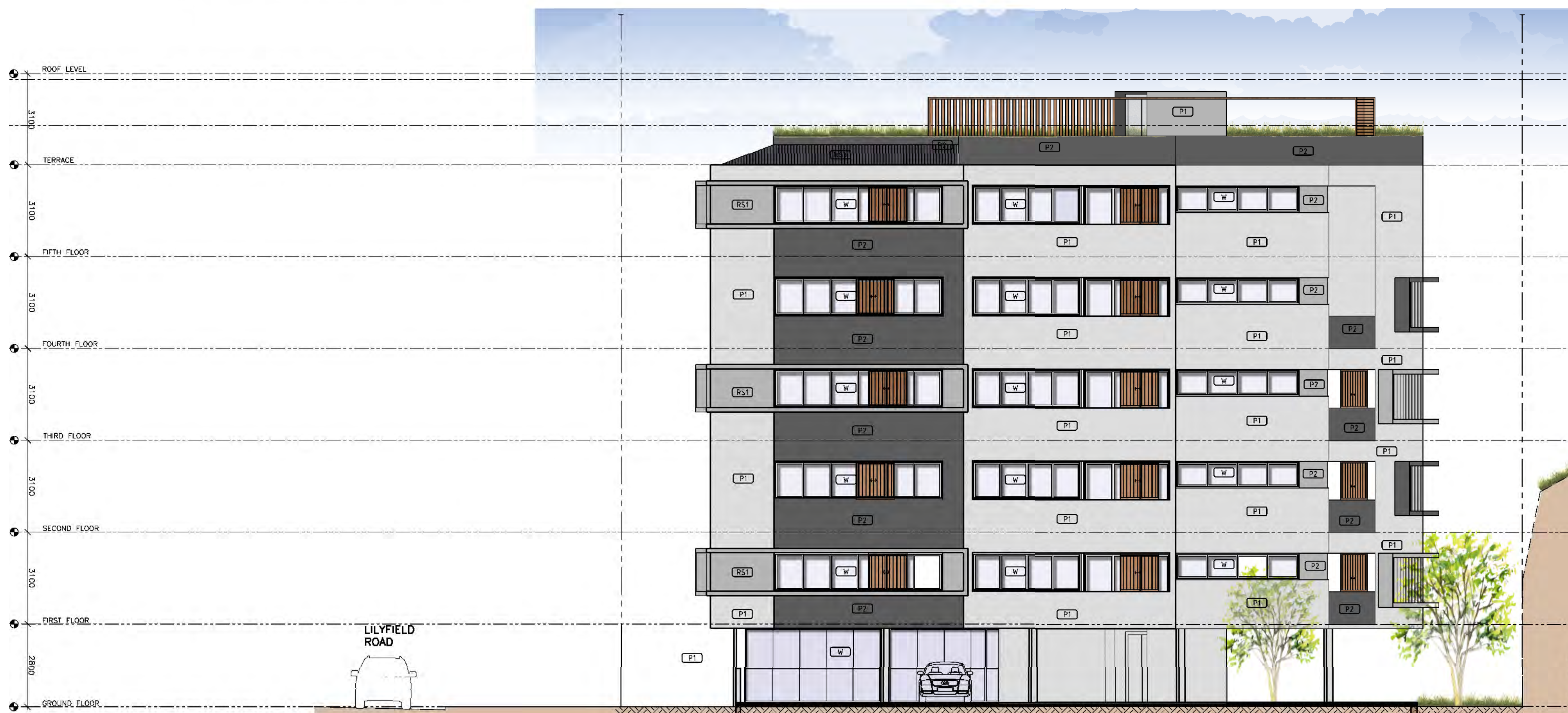
BICA CONSULTANT

PROJECT
RESIDENTIAL DEVELOPMENT
101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE
NORTH/EAST ELEVATION

DATE JAN 2016 DRAWING No.
SCALE 1:100 @ A1
JOB No. D1515
DRAWN BY DR

PRELIMINARY



LEGEND

(BL1) FRAMELESS GLASS BALUSTRADE
WITH ANODISED RAL
CEMENT RENDERED MASONRY,
PAINT FINISH 01.
(P1) CEMENT RENDERED MASONRY,
PAINT FINISH 02.
(RS1) COLORBOND METAL WALL SHEETING 01.

(RS2) COLORBOND METAL WALL SHEETING 02.
(RS3) COLORBOND METAL ROOF SHEETING 03.
(D) ANODISED ALUMINIUM FRAMED
DOORS.
(W) ANODISED ALUMINIUM FRAMED
WINDOWS
(SC) ANODISED ALUMINIUM FRAMED
SCREEN.

DATE JAN 2016 DRAWING No.
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PRELIMINARY

NORTH ELEVATION

EAST ELEVATION



VIEW 02
FACADE



VIEW 01
ENTRANCE



VIEW 03
BIRDS EYE



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CIRCULATION

PRE-DA

DA

CC

TENDER

CONSTRUCTION

AS-BUILT

A1 ORIGINAL SIZE

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APP CORPORATION PTY LIMITED

116 Miller Street
North Sydney NSW 2060
Pty (02) 9556 1295
elise.cramer@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER

TRAFFIX Consultants

Suite 208, 50 Holt St
Surry Hills, NSW 2010
Pty (02) 8224 8700
Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

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101 LILYFIELD ROAD

LILYFIELD, NSW

DRAWING TITLE

ARTIST IMPRESSION

DATE	DEC 2015	DRAWING No.
SCALE	NTS @ A1	11
JOB No.	D1515	
DRAWN BY	DR	

PRELIMINARY



VIEW 01
EXISTING PHOTOGRAPH



VIEW 02
EXISTING PHOTOGRAPH WITH WIREFRAME



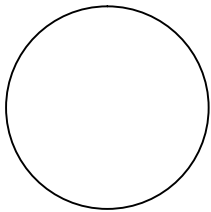
VIEW 03
EXISTING PHOTOGRAPH WITH PHOTOMONTAGE

CAMERA: CANON EOS 500D DSLR
LENSE: 20mm WIDE ANGLE
ACCESSORIES: 32GB STORAGE DISK
DATE TAKEN: 10TH APRIL 2015
TAKEN BY: DEREK RAITHBY

SURVEYOR: STRATA SURV
QUALIFICATIONS: B. SURVEYING, REG. NSW



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- CIRCULATION
- PRE-DA
- DA
- CC
- TENDER
- CONSTRUCTION
- AS-BUILT

A1 ORIGINAL SIZE

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APP CORPORATION PTY LIMITED
116 Miller Street Pty (02) 9956 1295
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HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
Suite 208, 50 Holt St. Pty (02) 8224 8700
Surry Hills, NSW 2010 Paul.Corbett@traffix.com.au

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DRAWING TITLE
WIRE FRAME

DATE	JAN 2016	DRAWING No.
SCALE	NTS @ A1	
JOB No.	D1515	
DRAWN BY	DR	

12

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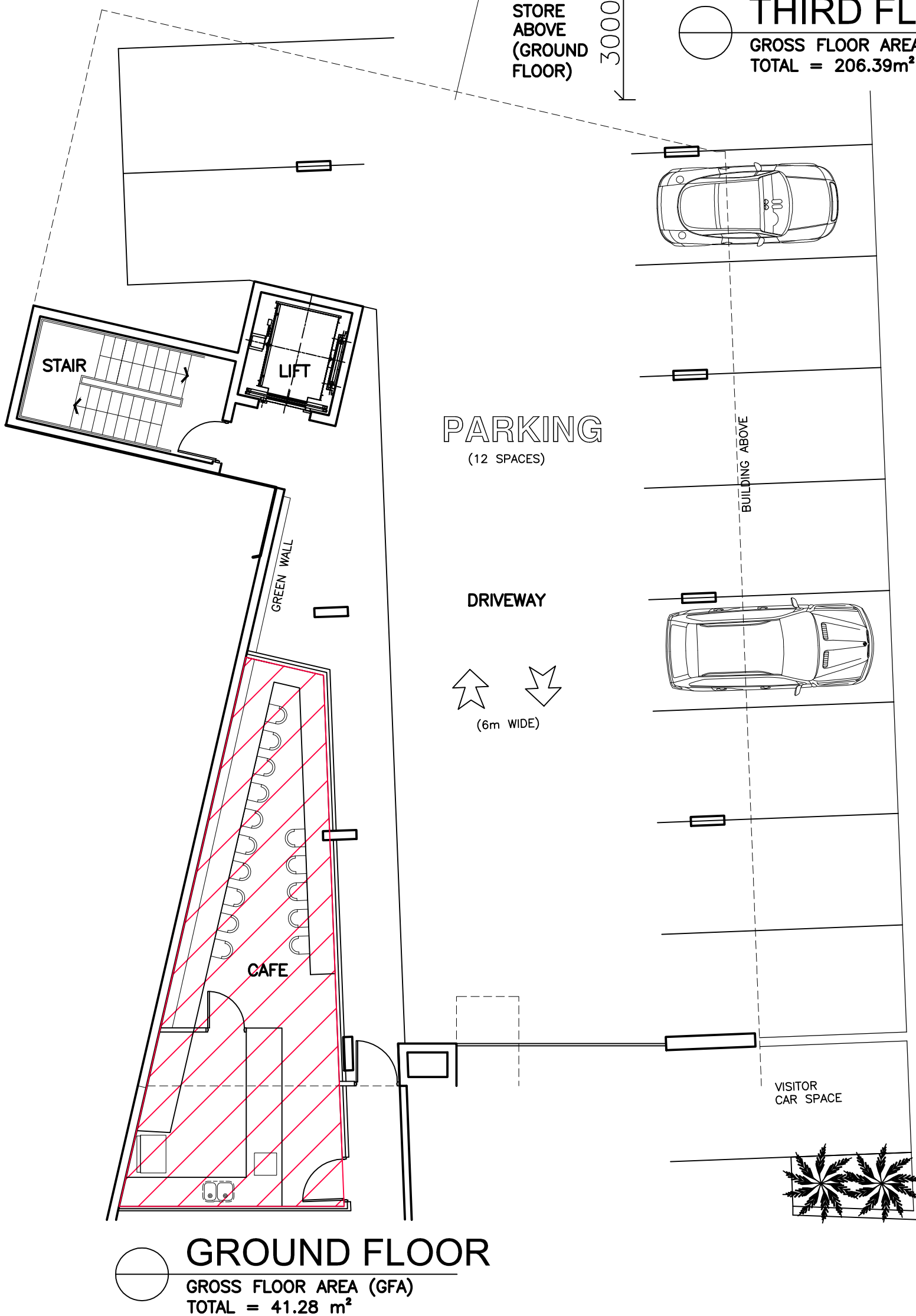
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LEGEND
CIRCULATION
PRE-DA
DA
CC
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CONSTRUCTION
AS-BUILT

A1 ORIGINAL SIZE

GROSS FLOOR AREA

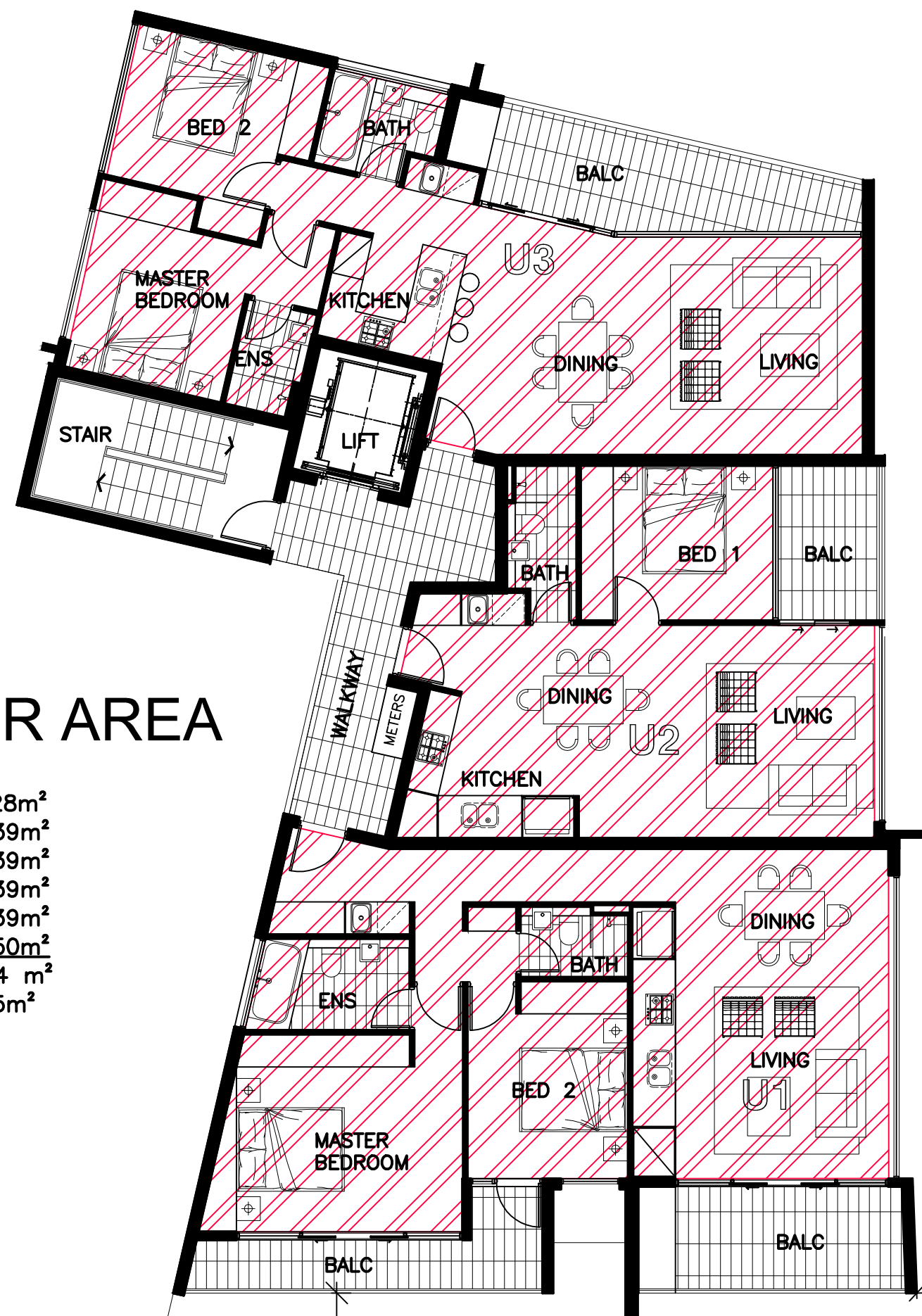
• GROUND FLOOR	= 41.28m ²
• FIRST FLOOR	= 206.39m ²
• SECOND FLOOR	= 206.39m ²
• THIRD FLOOR	= 206.39m ²
• FOURTH FLOOR	= 206.39m ²
• FIFTH FLOOR	= 132.50m ²
TOTAL SITE	= 999.34 m ²
FSR	= 1.53:1



PARKING
(12 SPACES)

DRIVEWAY
(6m WIDE)

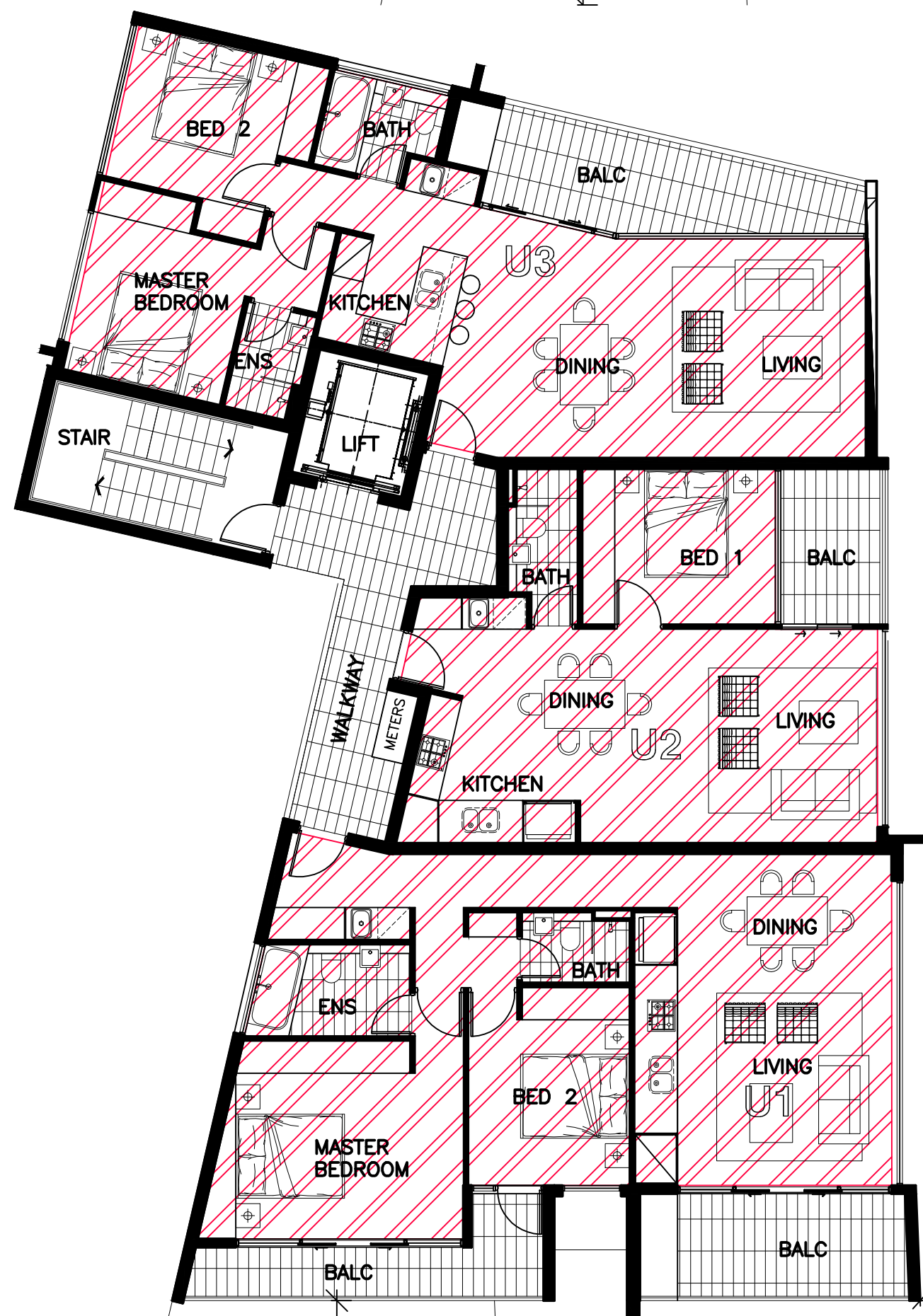
THIRD FLOOR
GROSS FLOOR AREA (GFA)
TOTAL = 206.39m²



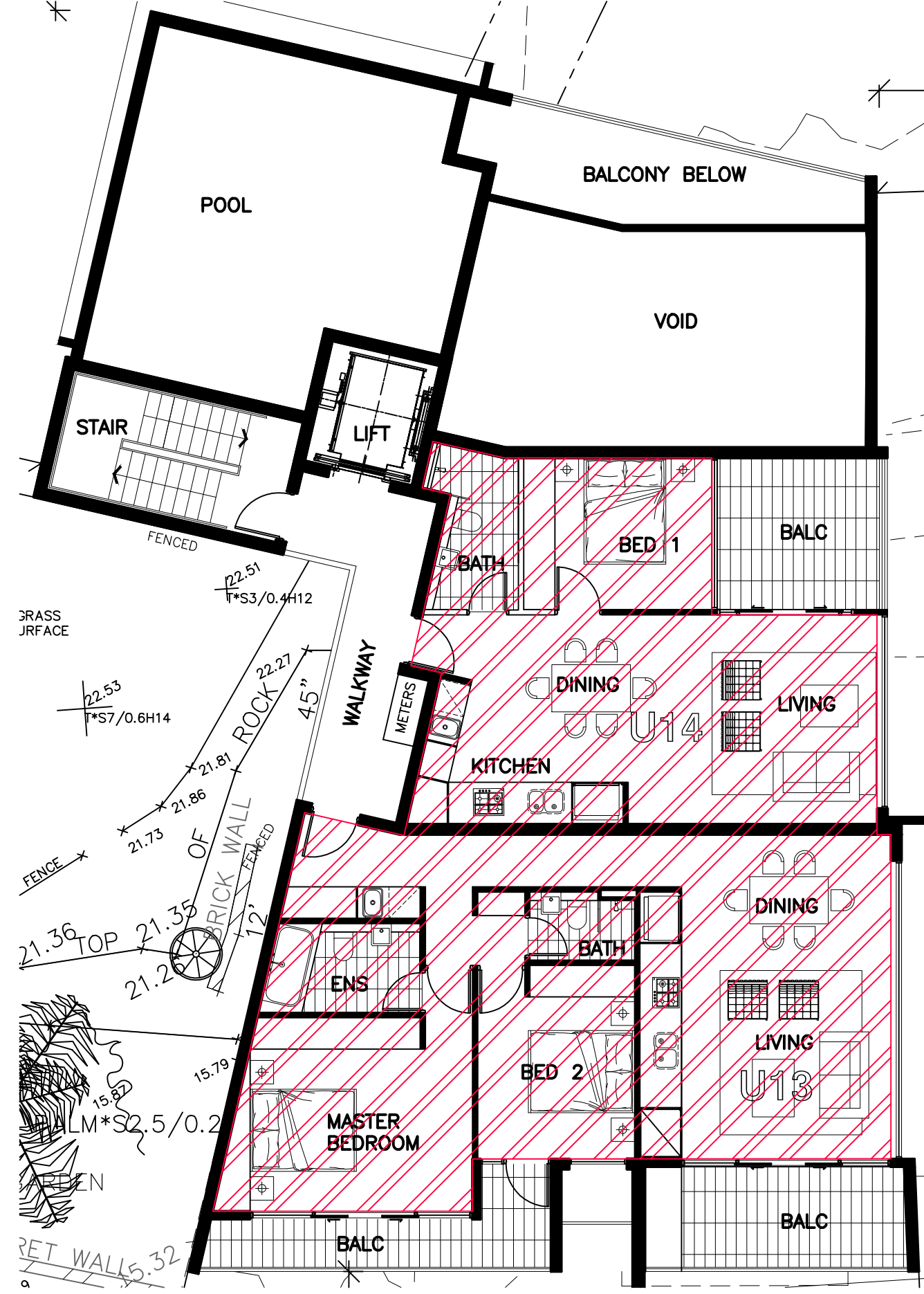
FOURTH FLOOR
GROSS FLOOR AREA (GFA)
TOTAL = 206.39m²



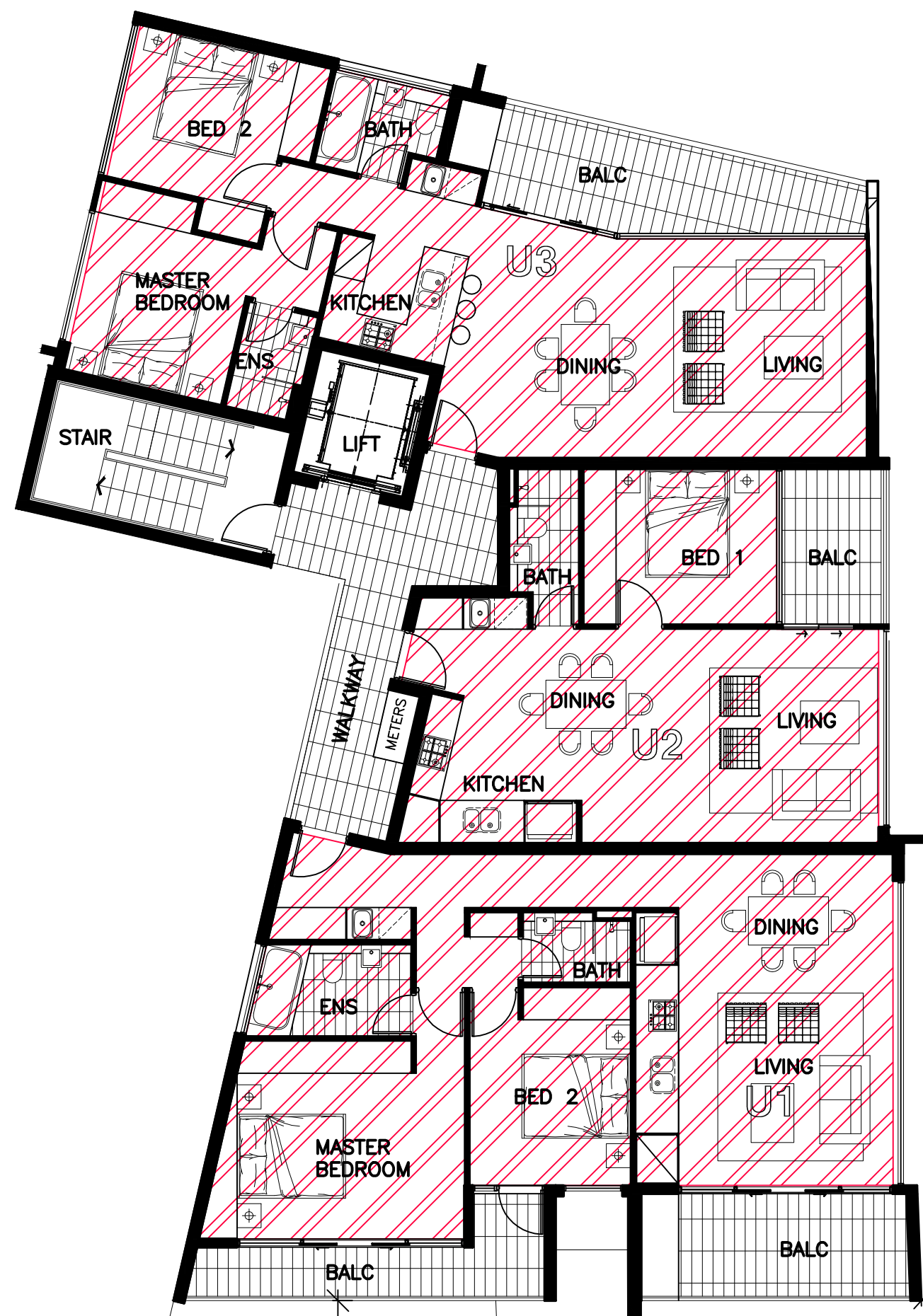
FIRST FLOOR
GROSS FLOOR AREA (GFA)
TOTAL = 206.39m²



FIFTH FLOOR
GROSS FLOOR AREA (GFA)
TOTAL = 132.50 m²



SECOND FLOOR
GROSS FLOOR AREA (GFA)
TOTAL = 206.39m²



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APP CORPORATION PTY LIMITED
116 Miller Street
North Sydney NSW 2060
Pty (02) 9556 1295
elise.cramer@app.com.au

HYDRAULIC ENGINEER

TRAFFIC ENGINEER
TRAFFIX Consultants
Suite 208, 50 Holt St.
Surry Hills, NSW 2010
Pty (02) 8224 8700
Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN

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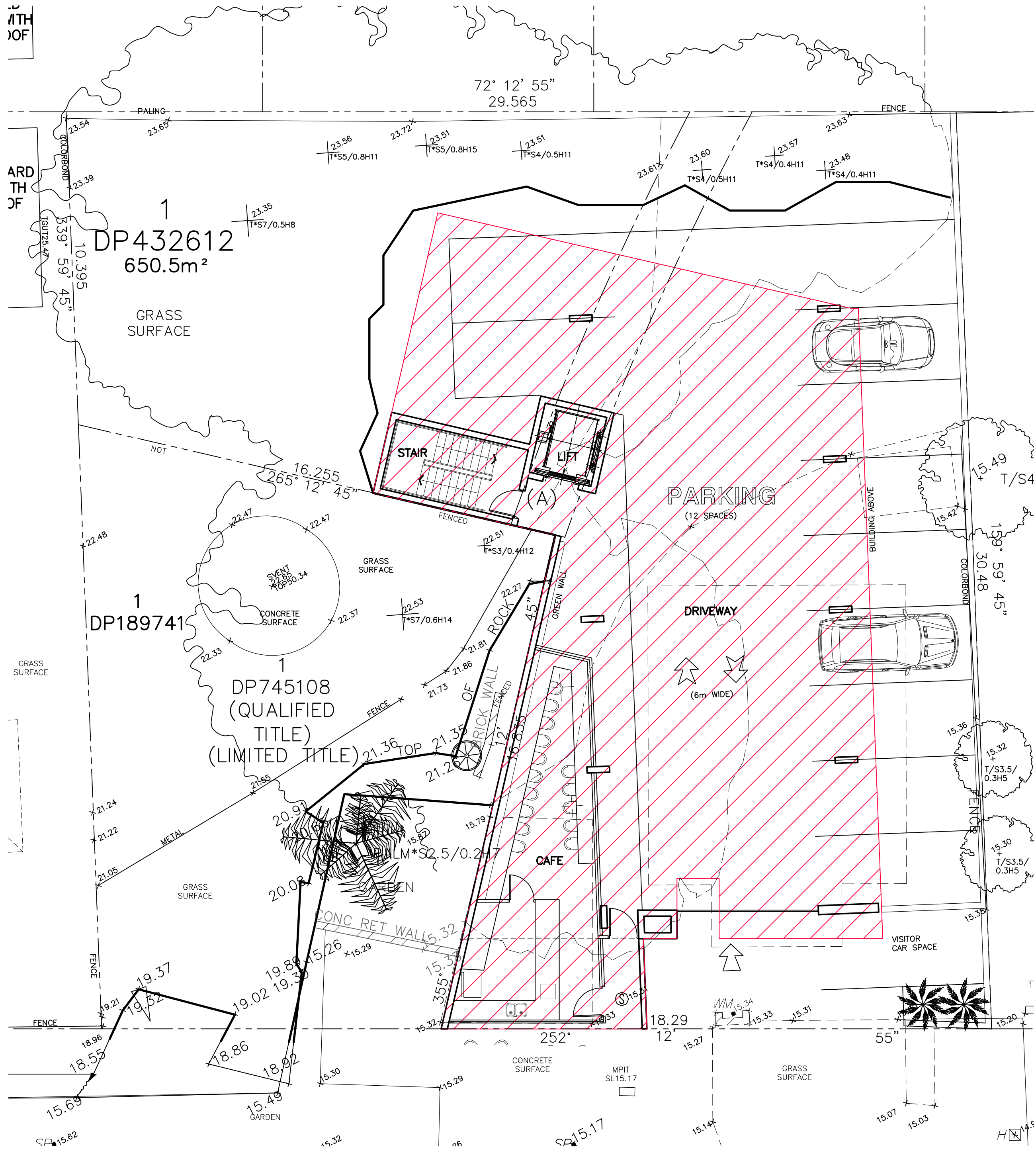
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101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE
GROSS FLOOR AREA

DATE	JAN 2016	DRAWING No.
SCALE	NTS @ A1	
JOB No.	D1515	13
DRAWN BY	DR	

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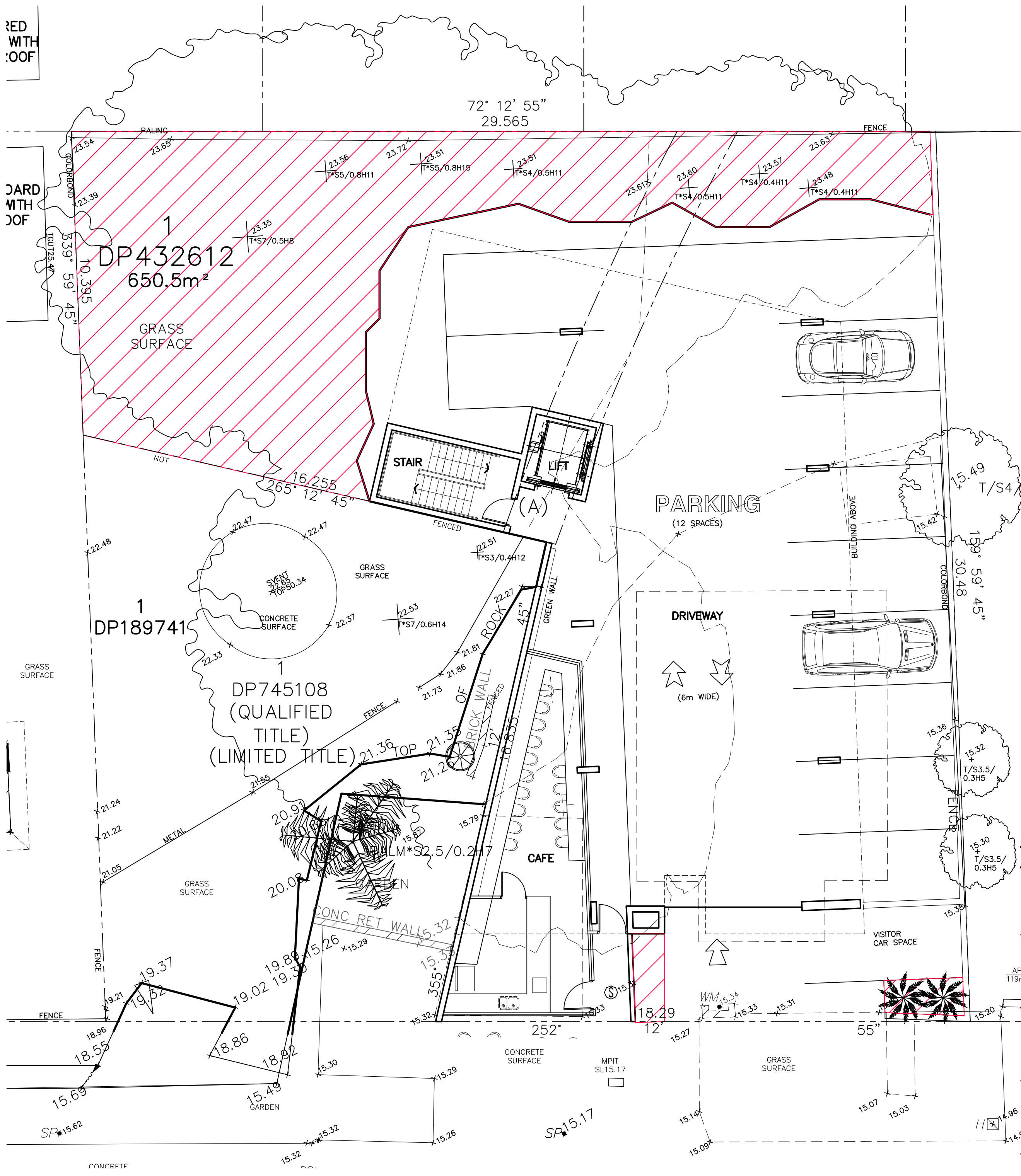


SITE COVERAGE

- GROUND FLOOR = 316.44m²
- FIRST FLOOR = 297.14m²
- SECOND FLOOR = 297.14m²
- THIRD FLOOR = 297.14m²
- FOURTH FLOOR = 297.14m²
- FIFTH FLOOR = 297.14m²

SITE COVERAGE = 316.44m² OR 49%
SITE AREA = 650.5m²

MAXIMUM PERMISSIBLE : 60%



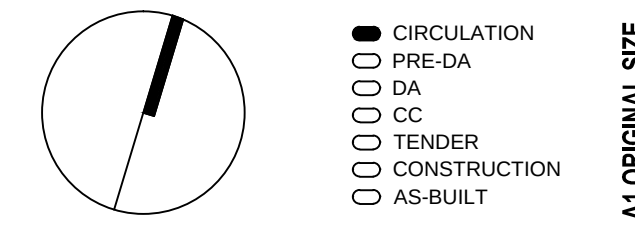
LANDSCAPE AREA

PROPOSED LANDSCAPE AREA= 177.5m² OR 27%
SITE AREA = 650.5m²

MINIMUM LANDSCAPE AREA REQUIRED : 10%



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HYDRAULIC ENGINEER	
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TRAFFIC ENGINEER	TRAFFIX Consultants
	Suite 208, 50 Holt St Surry Hills, NSW 2010 Ph: (02) 8224 8700 Paul.Corbett@traffix.com.au

LANDSCAPE DESIGN	
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GEOTECHNICAL/CONTAMINATION	
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PROJECT	
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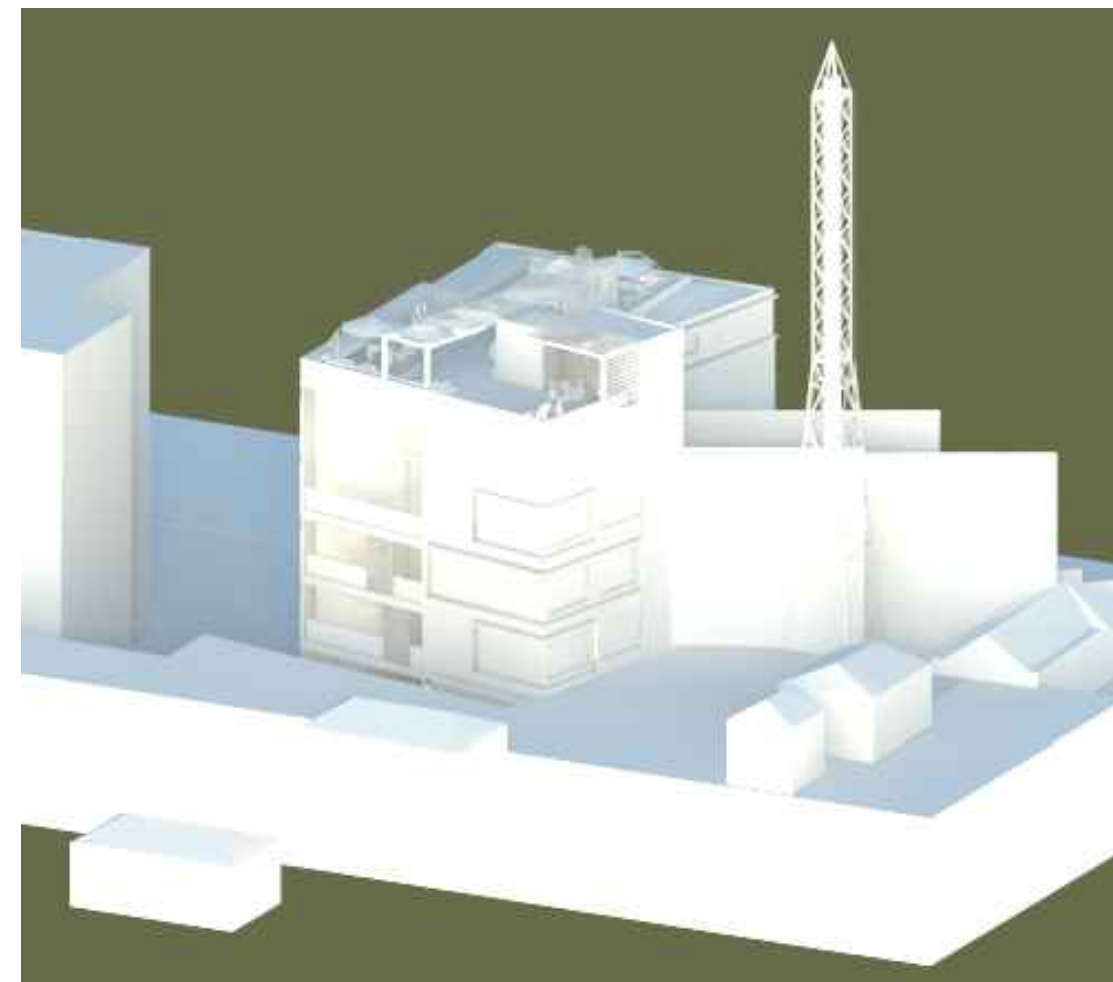
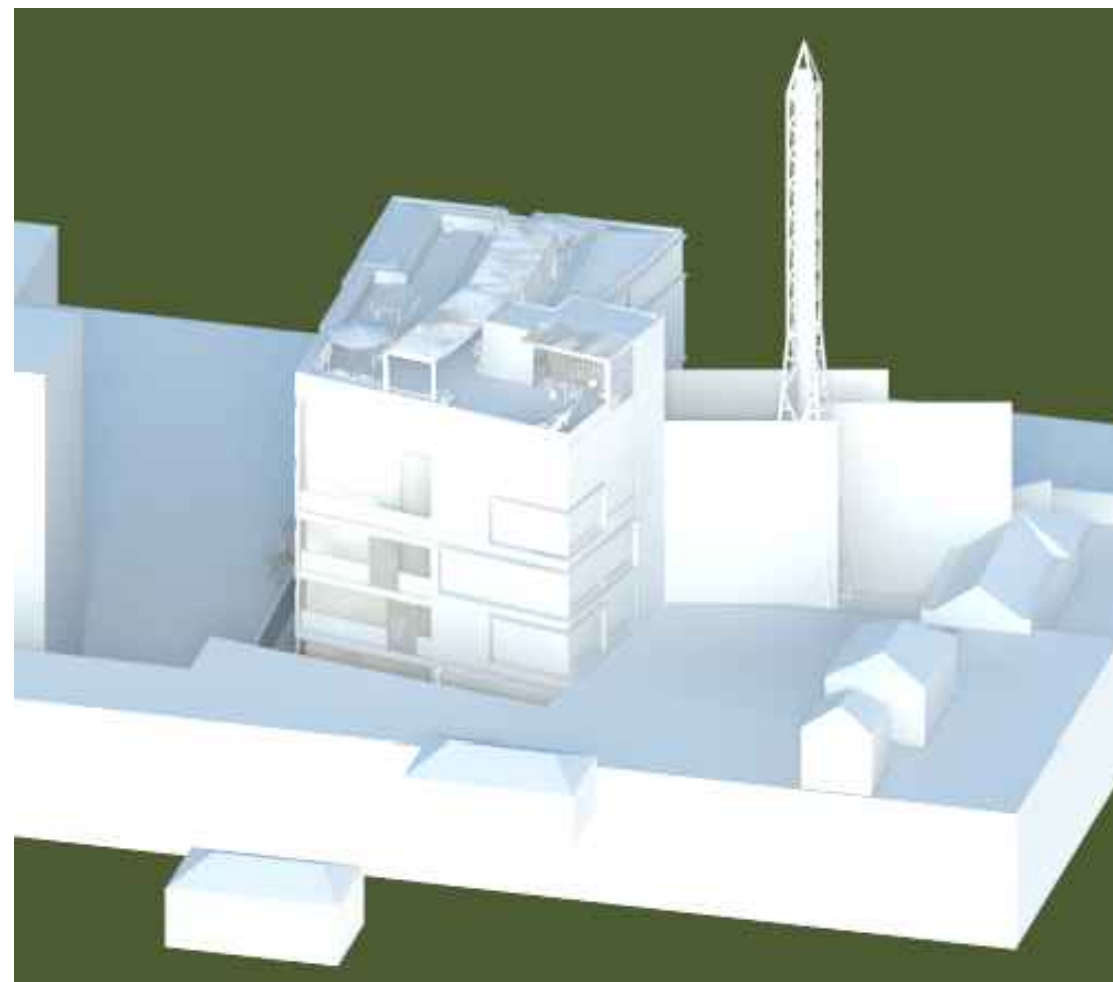
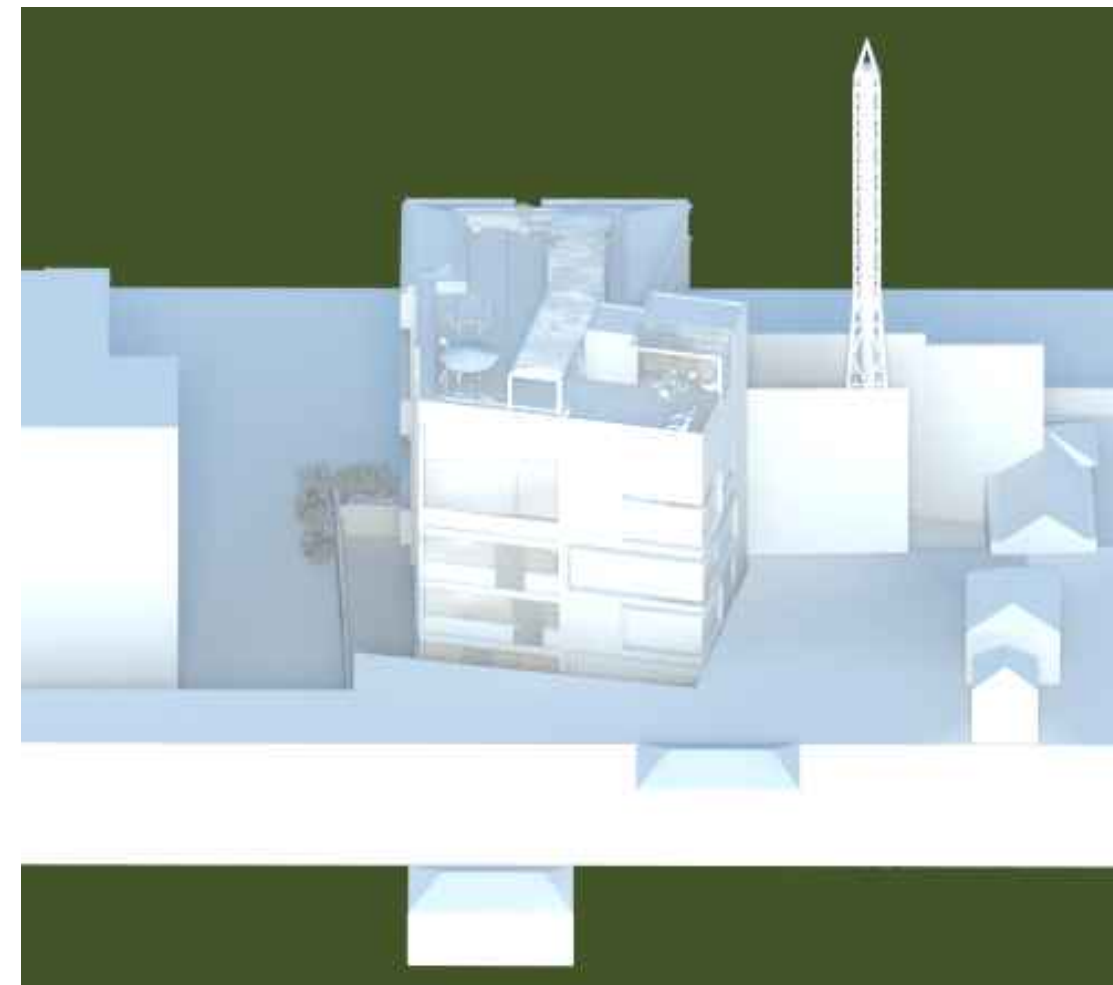
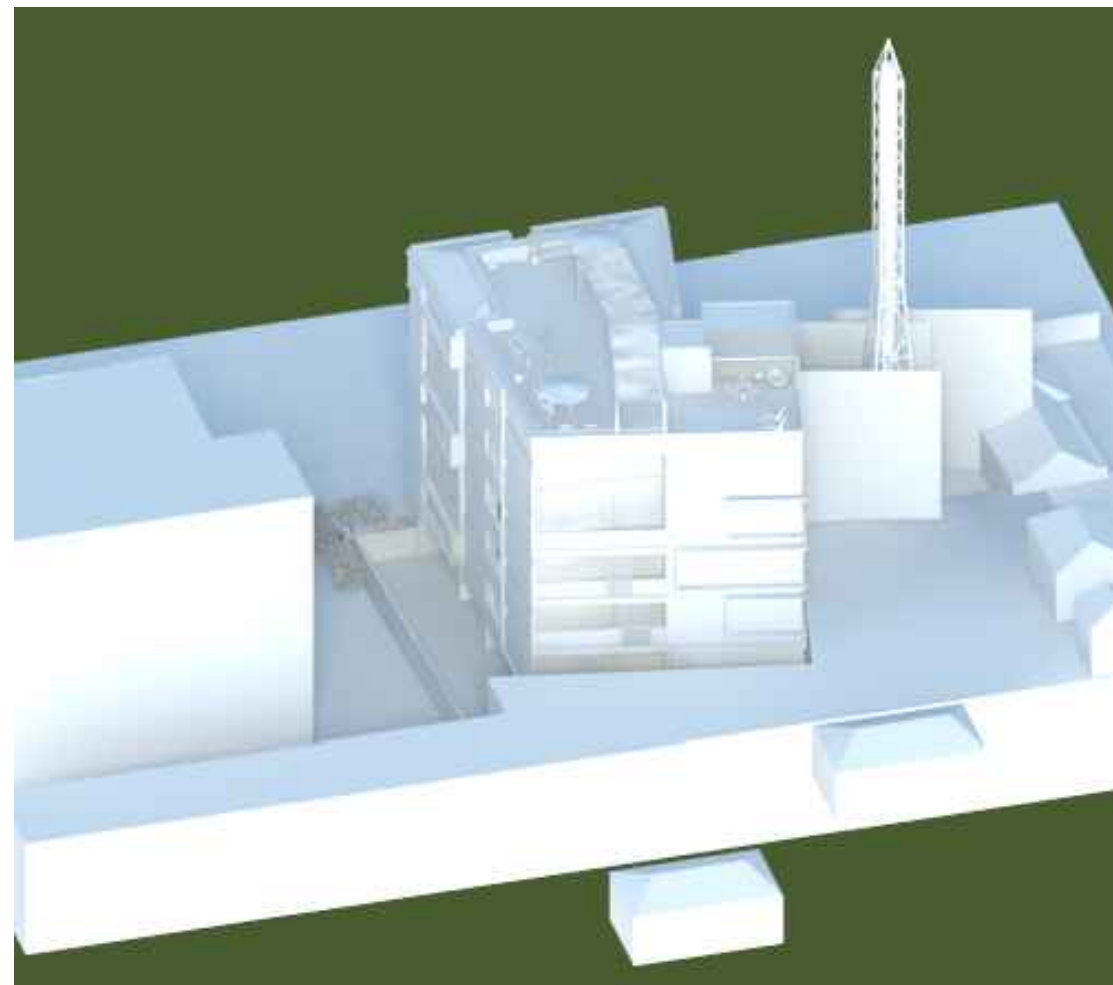
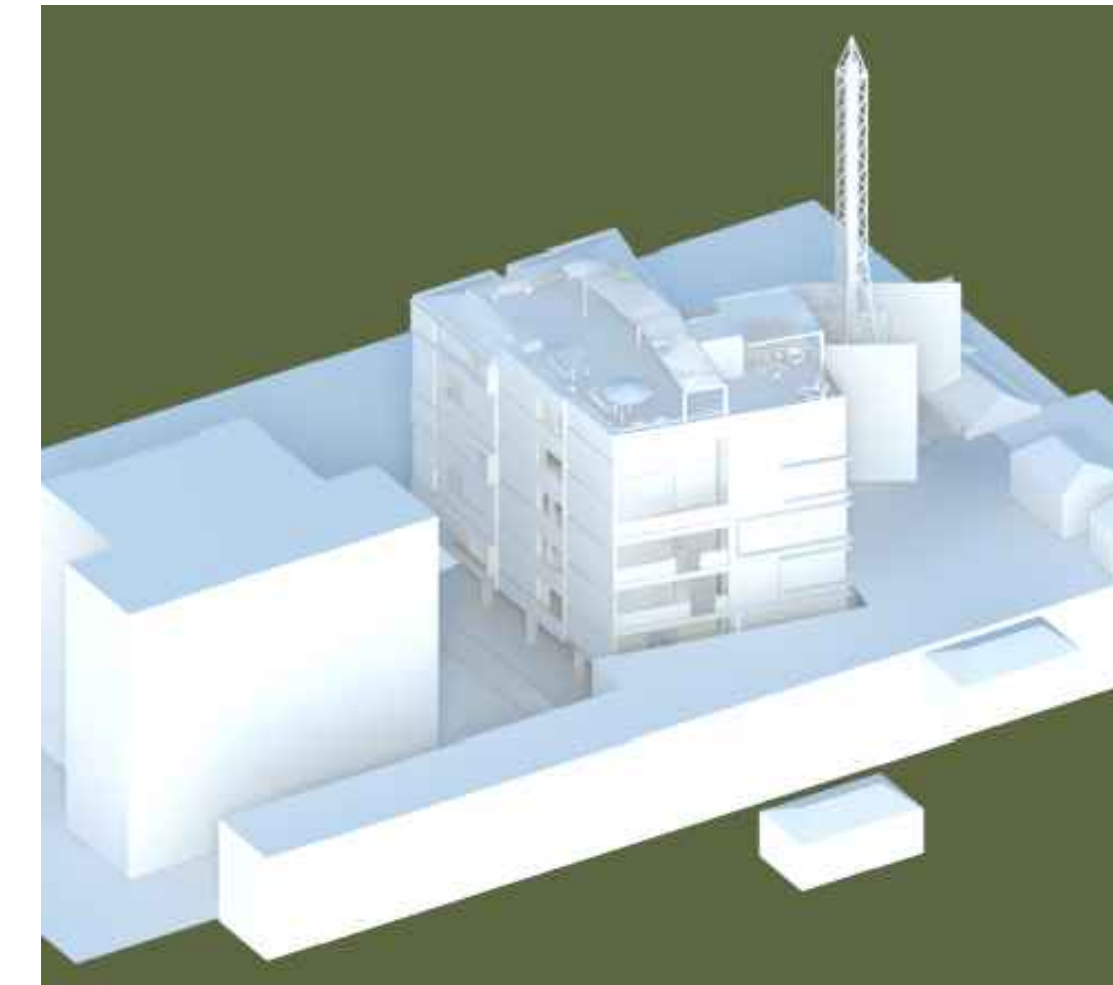
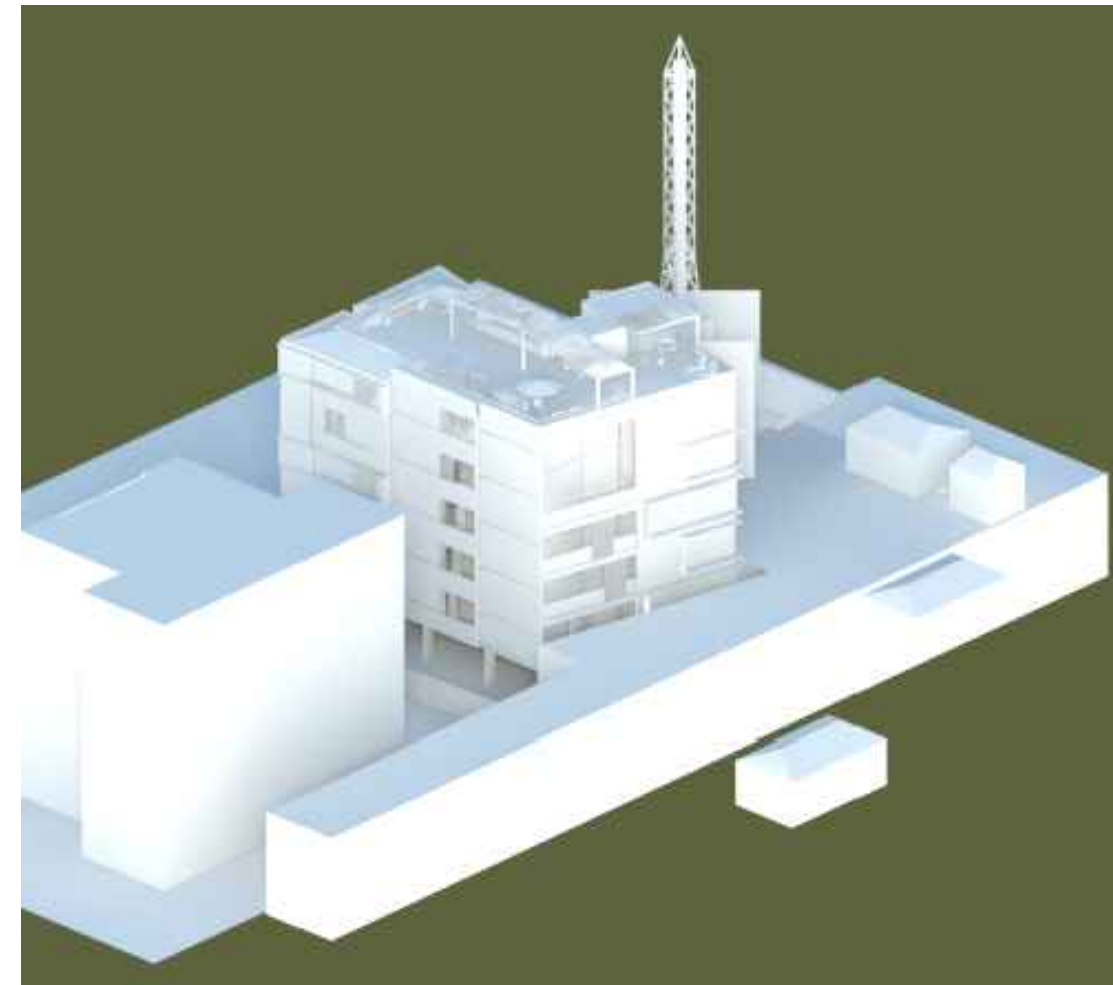
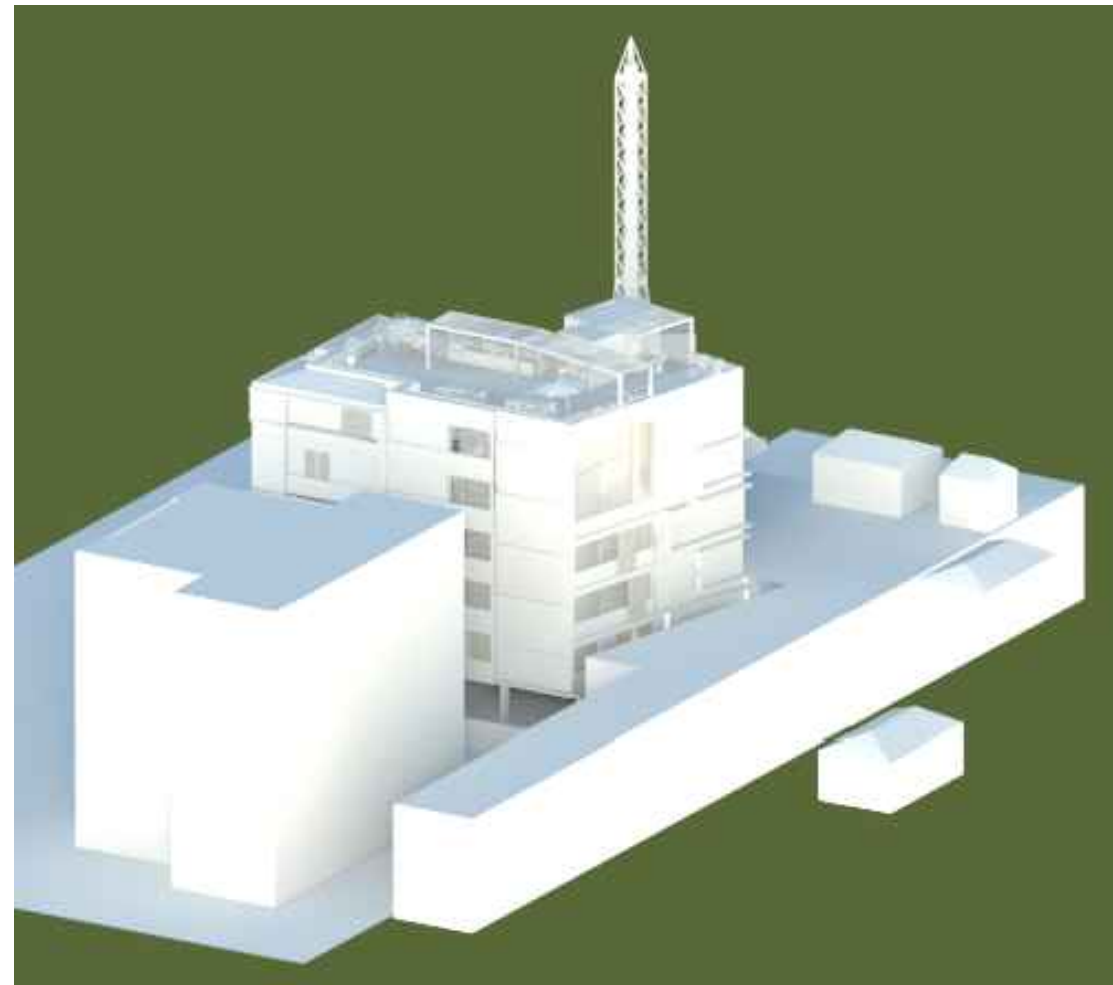
RESIDENTIAL DEVELOPMENT
101 LILYFIELD ROAD
LILYFIELD, NSW

DRAWING TITLE	
---------------	--

DIAGRAMS - SITE COVERAGE
AND LANDSCAPE AREA

DATE	JAN 2016	DRAWING No.
SCALE	NTS @ A1	
JOB No.	D1515	
DRAWN BY	DR	

PRELIMINARY



SOLAR ACCESS

14 APARTMENTS OUT OF 14 ACHIEVES AT LEAST 2 HOURS OF DIRECT SUN LIGHT BETWEEN 9am - 3pm

TOTAL	14 OF 14 UNITS
PERCENTAGE OF UNITS WITH SOLAR ACCESS	100%
SEPP 65 REQUIREMENT	70%

SOLAR ACCESS

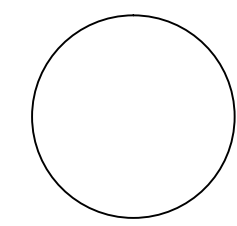
Unit No.	9am - 10am	10am - 11am	11am - 12pm	12pm - 1pm	1pm - 2 pm	2pm - 3pm	total
U1	0	0.5	1	1	0	0	2.5
U2	0	1	1	0	0	0	2
U3	1	1	1	1	1	1	6
U4	0	0.5	1	1	0	0	2.5
U5	0	1	1	1	0	0	3
U6	1	1	1	1	1	1	6
U7	0	1	1	1	0	0	3
U8	0	1	1	1	0	0	3
U9	1	1	1	1	1	1	6
U10	1	1	1	1	0	0	4
U11	1	1	1	1	0	0	4
U12	1	1	1	1	1	1	6
U13	1	1	1	1	0	0	4
U14	1	1	1	1	0	0	4

PRELIMINARY



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T: (02) 9518 3563 ABN: 86738976625

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A1 ORIGINAL SIZE

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LILYFIELD, NSW

DRAWING TITLE

SOLAR ACCESS DIAGRAM

DATE	JAN 2016	DRAWING No.
SCALE	NTS @ A1	
JOB No.	D1515	
DRAWN BY	DR	

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