STATEMENT OF ENVIRONMENTAL EFFECTS

ERECTION OF TWO 15 STOREY MIXED USE BUILDINGS CONTAINING 1440m² OF RETAIL SPACE, 542 APARTMENTS AND THREE LEVELS OF BASEMENT CARPARKING.

256 - 280 COWARD STREET,
MASCOT

25 JUNE 2014

Prepared by:

LJB Urban Planning Pty Limited

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TABLES

1.0 INTRODUCTION

1.1 This Statement of Environmental Effects (SEE) has been prepared by LJB Urban Planning Pty Ltd to support a Development Application (DA) made in accordance with section 78(A) of the Environmental Planning and Assessment Act 1979. The DA is submitted to the City of Botany Bay on behalf of the owner of the site Toplace Pty Ltd.

1.2 The subject site is located on the northern side of Coward Street near the corner of Kent Road and Coward Street. The site is to the east of 39 Kent Road, Mascot which is currently awaiting determination by the JRPP for a 15 storey mixed use building.

1.3 This development application is for the erection of two 15 storey mixed use building containing 1440m² of retail floor space, 542 apartments and three basement car park levels and 1 ground level of car parking containing 863 parking spaces plus 3 loading bays and 1 courier space.

1.4 The application seeks the creation of a through site link that links with the road to the north. The through site link is a wide landscaped space that is activated with retailing flanking each side.

1.5 The proposed western building known as Building A Stage 2 is designed to integrate with the proposed development at 39 Kent Road as the site has recently been purchased by the same developer. The building will provide additional retail opportunities along Coward Street and the through site link to improve activation of the public domain. The basement levels underneath the proposed western building will be linked with the levels proposed under DA 2013/227.

1.6 The proposed eastern building known as Building B Stage 2 is located on the eastern section of the site and is designed as a standalone building. Building B also provides retailing to Coward Street and adjacent the through site link. The building contains a dedicated public carpark providing for 93 parking spaces that provides an additional public benefit to the community.

1.7 The development application is integrated development as the site requires dewatering and therefore concurrence of the NSW Office of Water.

1.8 The apartments have been designed by Krikis Tayler Architects in consultation with the following consultants.

Table 1: List of Consultants

Town Planning	LJB Urban Planning
Architect	Krikis Tayler Architects
Surveyor	H Ramsay & Co
Hydraulic Engineers	Australian Consulting Engineers
Shadow Diagrams	Krikis Tayler Architects
Contamination assessment	Environmental Investigation
Geotechnical Engineers	Environmental Investigation
Photomontage	Australian Illustration and Modelling Co. Pty Ltd
Landscape Architects	iScape Landscape Architecture
Acoustic Assessment	The Acoustic Group
Waste Management	Elephants Foot Recycling Solutions Pty Ltd
Access Consultant	Accessibility Solution (NSW) Pty Ltd
Solar Access Expert	Steve King
Traffic Consultant	Thompson Stanbury Associates
Wind Consultant	Windtech Consultants Pty Ltd

BASIX Consultant	AGA Consultants
Economic Assessment	HillPDA

1.9 This report provides information on the subject site, the proposed development and undertakes an assessment against the relevant heads of consideration set out in the Environmental Planning and Assessment Act 1979.

1.10 The development of this scheme has been undertaken in consultation with Council and in accordance with Councils Planning controls for the locality. In addition, the development responds to a considered approach to development in the precinct in particular the proposed development to the north of John Street and 39 Kent Road. The scheme has been amended to take into consideration the proposed extension of John Street to Kent Road.

1.11 The development will provide a significant public benefit by a letter of offer to enter into a VPA for the following:

- Dedication and embellishment of a through site link to provide public pedestrian access from Coward Street to John Street.
- Provision of a 93 space public carpark accessed off John Street.

1.12 The proposed works will be further negotiated with Council and will be facilitated through a Voluntary Planning Agreement (VPA).

1.13 The development will significantly improve the streetscape, resulting in an architecturally designed building that will complement the development at the highly visible corner, existing buildings and proposed buildings. The development of the vacant site is in line with the desired future character of the Precinct. The development application is worthy of Council's support.

2.0 THE LOCALITY AND SITE DESCRIPTION

2.1 The subject site is located in the local government area of the City of Botany Bay. The LGA contains a variety of residential and industrial land uses. Several areas are going through transitional change from traditional industrial land to residential land, with land uses co-existing throughout the LGA.

2.2 The City of Botany Bay comprises an area of 2,675 ha and is located on the northern side of Botany Bay. The northern and eastern boundaries are generally formed by Gardeners Road and Bunnerong Road, respectively. Sydney airport forms the western boundary and continues along the Cooks River.

2.3 The LGA contains several suburbs that are dominated by residential land and include: Daceyville, Hillsdale, Eastlakes, Mascot and Pagewood. The variety of housing varies form single storey residential attached dwellings to large scale residential flat buildings, with the main style of housing being one and two storey detached residential dwellings.

2.4 Over the last decade, areas within the Botany Bay LGA have been in the process of transition with the conversion of industrial zoned land to residential, business and mixed use zoned land. This process has resulted in the emergence of stylish and high quality medium density housing in the Botany areas of Daphne Street, Banksia Street and William Street as well as the Mascot areas such as High Street and areas within the Mascot Station Precinct. This gentrification and Council's civic improvement program has created pleasant landscaped neighbourhoods.

2.5 The subject site is located within the Mascot area and identified as a key site within the Mascot Station Precinct. Mascot is located in a prominent position within the City as it abuts the airport, contains Mascot Station and is linked to the major regional and State road networks. As such the site has excellent accessibility to major transport and employment opportunities.

2.6 The site is located within the traditionally industrial part of Mascot. Recent changes to the Botany Bay LEP have resulted in rezoning of industrial land to Mixed Use zoned land being: B2, B4, B5 and B7 zoned land.

2.7 More traditional low density residential allotments are located at the eastern side of the suburb to the east of O'Riordan Street. With retail and shops located along Botany Road. Several parks are located nearby to the west being Mascot Park and Mascot Memorial Park.

2.8 Due to the past industrial use the majority of the land in the Precinct, is highly susceptible to land contamination, resulting in the majority of sites requiring some level of remediation. In addition, most sites within this locality have water table issues. These two factors alone contribute to the high cost associated with development in Mascot.

2.9 Given Mascot's excellent location to access major services, public transport, major roads, employment, shopping facilities, sporting grounds, regional parks and local conveniences it is considered an appropriate development opportunity. The location of the site is shown below:

Source: Google Earth

Subject Site

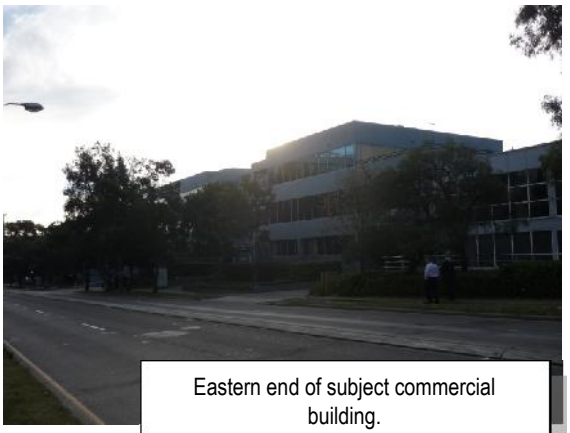
2.10 The site is located at 256-280 Coward Street, Mascot. The development occupies all of Lot 1, DP 805156. It also partially sits on Lot 1 DP 1081391 which is occupied by 39 Kent Road.

2.11 The site is located on the northern side of Coward Street to the east of the Kent Road and Coward Street intersection. The site is an irregular shaped allotment with an area of 10,525m², with a frontage to Coward Street of 182.825m. As noted above, the site also occupies a portion of 39 Kent Road which has an area of 3,712m2.

2.12 The site has a fall of approx. 3.6 metres from east to west along Coward and approx. 700mm to 2.5m south to north across the site. The site contains an existing part 1, 2 & 3 storey concrete building with basement carparking. These elements will be removed to allow for remediation of the site.

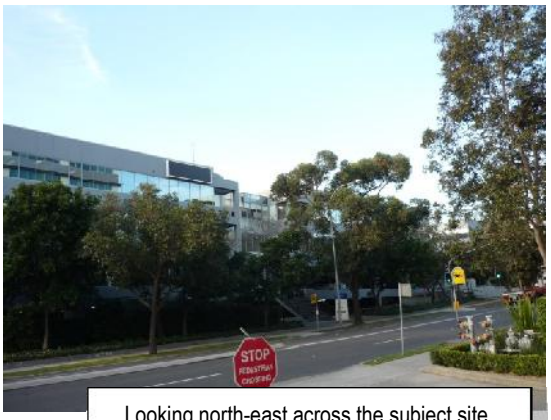
2.13 Surrounding development is mainly non-residential in nature, however, this area is undergoing significant change from industrial to mixed use with a high proportion of residential uses further east. The following photos identify the existing site 'Airlink' Business Park that occupy the site:

Existing commercial building on subject site



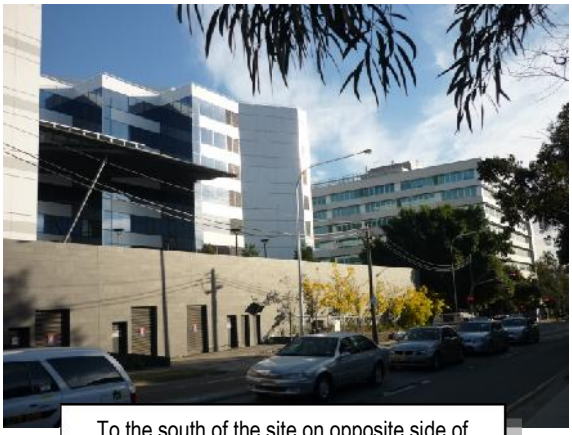
Eastern end of subject commercial building.

Western end of existing commercial building on subject site



Looking north-east across the subject site.

2.14 To the south west of the Coward Street frontage is a truck sales yard and an 8 storey commercial building. To the south is an existing 7 storey commercial building, as shown in the following photographs:



To the south of the site on opposite side of Coward St

To the south of the site on opposite side of Coward St

2.15 To the west of the Coward Street frontage is the open hardstand car park area that is currently pending determination from the JRPP for a 15 storey mixed use building (DA 2013/227) which will integrated with this development application, as shown in the follow photographs:

Vacant car park to the west of the subject site which has a current DA with Council for a 14 storey building under DA 2013/227 and this current DA seeks to integrate with this development.

2.16 On the northern side of the site is a very wide driveway that services the existing industrial/business site as shown below:

Driveway and industrial properties to the north.

Driveway and industrial properties to the north.

2.17 This site is owned by Meriton who have a current DA being considered by Council for the redevelopment of the site and provision of a new road that will connect to Kent Road to the west.

2.18 To the east of the site is 246-250 Coward Street, Mascot.

East towards 24+6-250 Coward St & 11 storey building on the opposite corner of Bourke St

2.19 DA13/173 is currently under assessment by Council for the redevelopment of the site as follows:

'Demolition of existing structures, removal of 16 trees and site excavation and remediation. Construction of a 13 storey mixed use building containing 3 basement levels with 177 parking spaces, 353sqm of retail on ground level and 88 residential apartments'.

2.20 The proposed development has been considered in the design of this development.

3.0 PROPOSED DEVELOPMENT & CONSULTATION TO DATE

Development Description

3.1 This development application proposes the demolition of the existing commercial building, removal of trees and erection of two 15 storey mixed use buildings containing 1440m² of retail and 542 residential apartments. Three basements levels and one ground level of car parking will be provided below Building A, linking with the basement for 39 Kent Road. Two basement levels and two above ground levels of car parking. In total 863 cars, 3 loading bays and 1 courier space will be provided.

3.2 A 1630m² through site link is proposed between the western and eastern buildings to provide pedestrian access north-south between Coward Street and John Street. The buildings have been designed with retail at ground level along Coward Street and wrapping around each building to provide active street frontage to the new through site link.

3.3 Pedestrian access will be provided to both buildings from Coward Street at the eastern or western corner of the through-site link. An additional lobby entry is provided at the eastern end of Building B.

3.4 Two lifts within a spacious lobby area adjacent to the through site link will service all levels within the proposed portion of the western building referred to as Building A Stage 2, being an extension of the Stage 1 DA.

3.5 While the eastern building referred to as Building B will have 2 separate lobby areas at the western and eastern ends of the building that will each contain two lifts that will provide access to all levels within the development.

3.6 Two levels of the basement associated with the Building B will be located completely beneath the ground with two levels proposed to be located above ground under the central communal open space or underneath the building footprint. The building will be designed to obscure the car parking area from Coward Street and through site link through provision of retail spaces and built form at ground level.

3.7 All ingress and egress for Building B will be via the proposed new entry and exit point on Coward Street.

3.8 The three levels of the basement associated with Building A Stage 1 and 2 will be located below ground with 1 level at grade and obscured by retail spaces that wrap around both Stages of Building A.

3.9 Ingress to Building A Stage 2 basement car park will be integrated with the Stage 1 DA to the west which provides a new entry from the proposed extension of John Street to the north and an egress point to Coward Street at the southern end of the site.

3.10 An offer to enter into a VPA accompanies this application to provide for a significant public benefit. The works proposed include:

- Dedication and embellishment of a through site link to provide public pedestrian access from Coward Street to John Street. The dedication and embellishment will provide a significant public benefit.
- Provision of a public carpark accommodating 93 cars.

3.11 The terms of the VPA will be negotiated with Council during the DA process. The intention for the public car park is that it will remain in private ownership but Council would be part of the team that sets operating conditions such as hours of operation and charges. Access to the public carpark is provided off John Street to the north. Pedestrian access is available from the through site link. The entry and exit point to the public carpark is separate to the residential and retail carpark entry.

3.12 The development comprises the following:

- 7 x studio apartments
- 294 x one bed apartments
- 234 x two bed apartments
- 7 x three bed apartments
- TOTAL 542 apartments

3.13 The development contains a total of 3 loading bays, 1 courier space and 863 parking spaces. The car spaces are allocated as follows:

Stage 2A
- 316 resident spaces (including 22 accessible spaces)
- 23 visitor spaces (including 1 accessible space)
- 10 retail spaces
- Subtotal 349

Stage 2B
- 467 resident spaces (including 32 accessible spaces)
- 38 visitor spaces (including 2 accessible space)
- 9 retail spaces
- Subtotal 514

- **TOTAL 863 car spaces**

3.14 In addition, the development provides as an additional public benefit, a public carpark under Building B which provides:

- 91 public car spaces
- 2 accessible spaces
- Total 93 car spaces

3.15 The configuration of the apartments, unit size, storage area and private open space to each apartment is provided in Table 2:

Table 2: Apartment Schedule

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
BLOCK A						
GROUND PLAN						
Retail 03	N/A	345				
Retail 04	N/A	205				

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
Retail 05	N/A	175				
LEVEL 1						
A101	1	75	12.0	8.0	YES	NO
A102	1	75	12.0	8.0	YES	NO
A103	2	103	22.0	10.0	YES	NO
A104	2	103	17.0	10.0	YES	NO
A105	2	103	17.0	10.0	YES	NO
A106	2	103	22.0	10.0	YES	NO
A107	1	89	17.0	8.0	YES	NO
A108	1	76	34.0	8.0	NO	NO
A109	1	76	34.0	8.0	NO	NO
A110	1	76	34.0	8.0	NO	NO
A111	2	100	39.0	10.0	NO	NO
A112	2	101	47.0	10.0	NO	NO
A113	3	137	94.0	12.0	YES	NO
LEVEL 2						
A201	1	75	12.0	8.0	YES	NO
A202	1	75	12.0	8.0	YES	NO
A203	2	103	22.0	10.0	YES	YES
A204	1	78	21.0	8.0	NO	NO
A205	1	76	12.0	8.0	NO	NO
A206	1	78	12.0	8.0	NO	NO
A207	1	77	12.0	8.0	NO	NO
A208	1	77	12.0	8.0	YES	NO
A209	STUDIO	60	12.0	6.0	NO	NO
A210	1	78	12.0	8.0	YES	NO
A211	1	75	12.0	8.0	YES	NO
A212	2	101	15.0	10.0	YES	NO
A213	2	100	15.0	10.0	NO	NO
A214	2	100	12.0	10.0	YES	NO
LEVEL 3						
A301	1	75	12.0	8.0	YES	NO
A302	1	75	12.0	8.0	YES	NO
A303	2	103	17.0	10.0	YES	YES
A304	2	103	17.0	10.0	YES	YES
A305	2	103	17.0	10.0	YES	YES
A306	2	103	17.0	10.0	YES	YES
A307	1	89	12.0	8.0	YES	YES
A308	1	76	12.0	8.0	NO	YES
A309	1	76	12.0	8.0	NO	YES
A310	1	76	12.0	8.0	NO	YES
A311	1	78	21.0	8.0	NO	YES
A312	1	76	12.0	8.0	NO	YES
A313	1	78	12.0	8.0	NO	NO
A314	1	77	12.0	8.0	NO	NO
A315	1	77	12.0	8.0	YES	NO

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
A316	STUDIO	60	12.0	6.0	NO	NO
A317	1	78	12.0	8.0	YES	NO
A318	1	75	12.0	8.0	YES	NO
A319	2	101	15.0	10.0	YES	NO
A320	2	100	15.0	10.0	NO	NO
A321	2	100	12.0	10.0	YES	NO
LEVEL 4						
A401	1	75	12.0	8.0	YES	NO
A402	1	75	12.0	8.0	YES	NO
A403	2	103	17.0	10.0	YES	YES
A404	1	78	21.0	8.0	NO	YES
A405	1	76	12.0	8.0	NO	YES
A406	1	78	12.0	8.0	NO	NO
A407	1	77	12.0	8.0	NO	NO
A408	1	77	12.0	8.0	YES	NO
A409	STUDIO	60	12.0	6.0	NO	NO
A410	1	78	12.0	8.0	YES	NO
A411	1	75	12.0	8.0	YES	NO
A412	2	101	15.0	10.0	YES	NO
A413	2	100	15.0	10.0	NO	NO
A414	2	100	12.0	10.0	YES	NO
LEVEL 5			0.0			
A501	1	75	12.0	8.0	YES	NO
A502	1	75	12.0	8.0	YES	NO
A503	2	103	17.0	10.0	YES	YES
A504	2	103	17.0	10.0	YES	YES
A505	2	103	17.0	10.0	YES	YES
A506	2	103	17.0	10.0	YES	YES
A507	1	89	12.0	8.0	YES	YES
A508	1	76	12.0	8.0	NO	YES
A509	1	76	12.0	8.0	NO	YES
A510	1	76	12.0	8.0	NO	YES
A511	1	78	21.0	8.0	NO	YES
A512	1	76	12.0	8.0	NO	YES
A513	1	78	12.0	8.0	NO	YES
A514	1	77	12.0	8.0	NO	NO
A515	1	77	12.0	8.0	YES	NO
A516	STUDIO	60	12.0	6.0	NO	YES
A517	1	78	12.0	8.0	YES	NO
A518	1	75	12.0	8.0	YES	NO
A519	2	101	15.0	10.0	YES	NO
A520	2	100	15.0	10.0	NO	NO
A521	2	100	12.0	10.0	YES	NO
LEVEL 6			0.0			
A601	1	75	12.0	8.0	YES	NO
A602	1	75	12.0	8.0	YES	NO
A603	2	103	17.0	10.0	YES	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
A604	1	78	21.0	8.0	NO	YES
A605	1	76	12.0	8.0	NO	YES
A606	1	78	12.0	8.0	NO	YES
A607	1	77	12.0	8.0	NO	NO
A608	1	77	12.0	8.0	YES	NO
A609	STUDIO	60	12.0	6.0	NO	YES
A610	1	78	12.0	8.0	YES	NO
A611	1	75	12.0	8.0	YES	NO
A612	2	101	15.0	10.0	YES	NO
A613	2	100	15.0	10.0	NO	YES
A614	2	100	12.0	10.0	YES	NO
LEVEL 7						
A701	1	75	12.0	8.0	YES	NO
A702	1	75	12.0	8.0	YES	NO
A703	2	103	17.0	10.0	YES	YES
A704	2	103	17.0	10.0	YES	YES
A705	2	103	17.0	10.0	YES	YES
A706	2	103	17.0	10.0	YES	YES
A707	1	89	12.0	8.0	YES	YES
A708	1	76	12.0	8.0	NO	YES
A709	1	76	12.0	8.0	NO	YES
A710	1	76	12.0	8.0	NO	YES
A711	1	78	21.0	8.0	NO	YES
A712	1	76	12.0	8.0	NO	YES
A713	1	78	12.0	8.0	NO	YES
A714	1	77	12.0	8.0	NO	YES
A715	1	77	12.0	8.0	YES	NO
A716	STUDIO	60	12.0	6.0	NO	YES
A717	1	78	12.0	8.0	YES	NO
A718	1	75	12.0	8.0	YES	NO
A719	2	101	15.0	10.0	YES	NO
A720	2	100	15.0	10.0	NO	YES
A721	2	100	12.0	10.0	YES	NO
LEVEL 8						
A801	1	75	12.0	8.0	YES	NO
A802	1	75	12.0	8.0	YES	NO
A803	2	103	17.0	10.0	YES	YES
A804	1	78	21.0	8.0	NO	YES
A805	1	76	12.0	8.0	NO	YES
A806	1	78	12.0	8.0	NO	YES
A807	1	77	12.0	8.0	NO	YES
A808	1	77	12.0	8.0	YES	YES
A809	STUDIO	60	12.0	6.0	NO	YES
A810	1	78	12.0	8.0	YES	NO
A811	1	75	12.0	8.0	YES	NO
A812	2	101	15.0	10.0	YES	YES
A813	2	100	15.0	10.0	NO	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
A814	2	100	12.0	10.0	YES	NO
LEVEL 9			0.0			
A901	1	75	12.0	8.0	YES	NO
A902	1	75	12.0	8.0	YES	NO
A903	2	103	17.0	10.0	YES	YES
A904	2	103	17.0	10.0	YES	YES
A905	2	103	17.0	10.0	YES	YES
A906	2	103	17.0	10.0	YES	YES
A907	1	89	12.0	8.0	YES	YES
A908	1	76	12.0	8.0	NO	YES
A909	1	76	12.0	8.0	NO	YES
A910	1	76	12.0	8.0	NO	YES
A911	1	78	21.0	8.0	NO	YES
A912	1	76	12.0	8.0	NO	YES
A913	1	78	12.0	8.0	NO	YES
A914	1	77	12.0	8.0	NO	YES
A915	2	103	15.0	10.0	YES	YES
A916	2	109	15.0	10.0	YES	NO
A917	1	75	12.0	8.0	YES	NO
A918	2	100	15.0	10.0	YES	YES
A919	2	100	15.0	10.0	NO	YES
A920	2	100	12.0	10.0	YES	NO
LEVEL 10						
A1001	1	75	12.0	8.0	YES	NO
A1002	1	75	12.0	8.0	YES	NO
A1003	2	103	17.0	10.0	YES	YES
A1004	1	78	21.0	8.0	NO	YES
A1005	1	76	12.0	8.0	NO	YES
A1006	1	77	12.0	8.0	NO	YES
A1007	1	77	12.0	8.0	NO	YES
A1008	2	103	15.0	10.0	YES	YES
A1009	2	109	15.0	10.0	YES	YES
A1010	1	75	12.0	8.0	YES	YES
A1011	2	100	15.0	10.0	YES	YES
A1012	2	100	15.0	10.0	NO	YES
A1013	2	100	12.0	10.0	YES	NO
LEVEL 11						
A1101	1	75	12.0	8.0	YES	NO
A1102	1	75	12.0	8.0	YES	NO
A1103	2	103	17.0	10.0	YES	YES
A1104	2	103	17.0	10.0	YES	YES
A1105	2	103	17.0	10.0	YES	YES
A1106	2	103	17.0	10.0	YES	YES
A1107	1	89	12.0	8.0	YES	YES
A1108	1	76	12.0	8.0	NO	YES
A1109	1	76	12.0	8.0	NO	YES
A1110	1	76	12.0	8.0	NO	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
A1111	1	78	21.0	8.0	NO	YES
A1112	1	76	12.0	8.0	NO	YES
A1113	1	78	12.0	8.0	NO	YES
A1114	1	77	12.0	8.0	NO	YES
A1115	2	103	15.0	10.0	YES	YES
A1116	2	109	15.0	10.0	YES	YES
A1117	1	75	12.0	8.0	YES	YES
A1118	2	100	15.0	10.0	YES	YES
A1119	2	100	15.0	10.0	NO	YES
A1120	2	100	12.0	10.0	YES	NO
LEVEL 12						
A1201	1	75	12.0	8.0	YES	NO
A1202	1	75	12.0	8.0	YES	NO
A1203	2	103	17.0	10.0	YES	YES
A1204	1	78	21.0	8.0	NO	YES
A1205	1	76	12.0	8.0	NO	YES
A1206	1	77	12.0	8.0	NO	YES
A1207	1	77	12.0	8.0	NO	YES
A1208	2	103	15.0	10.0	YES	YES
A1209	2	109	15.0	10.0	YES	YES
A1210	1	75	12.0	8.0	YES	YES
A1211	2	100	15.0	10.0	YES	YES
A1212	2	100	15.0	10.0	NO	YES
A1213	2	100	12.0	10.0	YES	NO
LEVEL 13						
A1301	2	100	16.0	10.0	YES	YES
A1302	2	100	16.0	10.0	YES	YES
A1303	3	143	37.0	12.0	YES	YES
A1304	2	103	17.0	10.0	YES	YES
A1305	2	103	17.0	10.0	YES	YES
A1306	2	103	17.0	10.0	YES	YES
A1307	2	103	17.0	10.0	YES	YES
A1308	2	103	17.0	10.0	YES	YES
A1309	1	88	17.0	8.0	YES	YES
A1310	1	76	12.0	8.0	NO	YES
A1311	1	76	12.0	8.0	NO	YES
A1312	1	76	12.0	8.0	NO	YES
A1313	3	132	27.0	12.0	YES	YES
A1314	2	113	35.0	10.0	YES	YES
A1315	2	113	35.0	10.0	YES	YES
A1316	2	101	31.0	10.0	YES	YES
A1317	2	121	34.0	10.0	YES	YES
A1318	2	121	34.0	10.0	YES	YES
A1319	3	130	37.0	12.0	YES	YES
A1320	2	114	24.0	10.0	YES	YES
A1321	2	114	33.0	10.0	YES	YES
A1322	2	113	34.0	10.0	YES	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
A1323	2	100	12.0	10.0	YES	NO
A1324	2	113	12.0	10.0	YES	YES
BLOCK B						
GROUND PLAN						
Retail 01	N/A	270				
Retail 02	N/A	215				
LEVEL 1						
Retail 03	N/A	230				
LEVEL 2						
B201	1	75	12.0	8.0	NO	NO
B202	1	75	12.0	8.0	YES	NO
B203	2	100	12.0	10.0	YES	NO
B204	2	100	15.0	10.0	NO	NO
B205	1	77	12.0	8.0	YES	NO
B206	1	77	12.0	8.0	YES	NO
B207	1	77	44.0	8.0	YES	YES
B208	1	77	81.0	8.0	YES	YES
B209	2	100	49.0	10.0	NO	NO
B210	2	100	46.0	10.0	NO	NO
B211	1	76	19.0	8.0	NO	NO
B212	2	102	64.0	10.0	NO	NO
B213	1	76	19.0	8.0	NO	NO
B214	2	100	46.0	10.0	NO	NO
B215	2	100	45.0	10.0	NO	NO
B216	1	77	80.0	8.0	YES	NO
B217	1	77	113.0	8.0	YES	NO
B218	1	77	56.0	8.0	YES	NO
LEVEL 3						
B301	1	75	12.0	8.0	YES	NO
B302	1	75	12.0	8.0	YES	NO
B303	2	100	12.0	10.0	YES	NO
B304	2	100	15.0	10.0	NO	YES
B305	1	77	12.0	8.0	YES	NO
B306	1	77	12.0	8.0	YES	NO
B307	1	77	12.0	8.0	YES	YES
B308	1	77	12.0	8.0	YES	YES
B309	2	100	15.0	10.0	NO	NO
B310	2	100	15.0	10.0	NO	NO
B311	1	76	16.0	8.0	NO	NO
B312	1	76	12.0	8.0	NO	NO
B313	1	76	12.0	8.0	NO	YES
B314	1	76	12.0	8.0	NO	YES
B315	1	76	16.0	8.0	NO	YES
B316	2	100	15.0	10.0	NO	NO
B317	2	100	15.0	10.0	NO	NO
B318	1	77	12.0	8.0	YES	NO

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B319	1	77	12.0	8.0	YES	NO
B320	1	77	12.0	8.0	YES	NO
B321	1	77	57.0	8.0	YES	NO
B322	2	100	79.0	10.0	NO	NO
B323	2	100	12.0	10.0	YES	NO
B324	1	75	12.0	8.0	YES	NO
B325	1	75	12.0	8.0	YES	NO
B326	2	103	22.0	10.0	YES	YES
B327	2	103	17.0	10.0	YES	YES
B328	2	103	22.0	10.0	YES	YES
B329	2	103	17.0	10.0	YES	NO
LEVEL4						
B401	1	75	12.0	8.0	YES	NO
B402	1	75	12.0	8.0	YES	NO
B403	2	100	12.0	10.0	YES	NO
B404	2	100	15.0	10.0	NO	YES
B405	1	77	12.0	8.0	YES	YES
B406	1	77	12.0	8.0	YES	NO
B407	1	77	12.0	8.0	YES	YES
B408	1	77	12.0	8.0	YES	YES
B409	2	100	15.0	10.0	NO	NO
B410	2	100	15.0	10.0	NO	NO
B411	1	76	16.0	8.0	NO	NO
B412	2	103	22.0	10.0	YES	NO
B413	1	76	16.0	8.0	NO	YES
B414	2	100	15.0	10.0	NO	YES
B415	2	100	15.0	10.0	NO	NO
B416	1	77	12.0	8.0	YES	NO
B417	1	77	12.0	8.0	YES	NO
B418	1	77	12.0	8.0	YES	NO
B419	1	77	12.0	8.0	YES	NO
B420	2	100	15.0	10.0	NO	NO
B421	2	100	12.0	10.0	YES	NO
B422	1	75	12.0	8.0	YES	NO
B423	1	75	12.0	8.0	YES	NO
B424	2	103	17.0	10.0	YES	YES
LEVEL 5						
B501	1	75	12.0	8.0	YES	NO
B502	1	75	12.0	8.0	YES	NO
B503	2	100	12.0	10.0	YES	NO
B504	2	100	15.0	10.0	NO	YES
B505	1	77	12.0	8.0	YES	YES
B506	1	77	12.0	8.0	YES	NO
B507	1	77	12.0	8.0	YES	YES
B508	1	77	12.0	8.0	YES	YES
B509	2	100	15.0	10.0	NO	NO

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B510	2	100	15.0	10.0	NO	NO
B511	1	76	16.0	8.0	NO	NO
B512	1	76	12.0	8.0	NO	YES
B513	1	76	12.0	8.0	NO	YES
B514	1	76	12.0	8.0	NO	YES
B515	1	76	16.0	8.0	NO	YES
B516	2	100	15.0	10.0	NO	YES
B517	2	100	15.0	10.0	NO	NO
B518	1	77	12.0	8.0	YES	NO
B519	1	77	12.0	8.0	YES	NO
B520	1	77	12.0	8.0	YES	NO
B521	1	77	12.0	8.0	YES	NO
B522	2	100	15.0	10.0	NO	NO
B523	2	100	12.0	10.0	YES	NO
B524	1	75	12.0	8.0	YES	NO
B525	1	75	12.0	8.0	YES	NO
B526	2	103	22.0	10.0	YES	YES
B527	2	103	17.0	10.0	YES	YES
B528	2	103	22.0	10.0	YES	YES
B529	2	103	17.0	10.0	YES	YES
LEVEL6						
B601	1	75	12.0	8.0	YES	NO
B602	1	75	12.0	8.0	YES	NO
B603	2	100	12.0	10.0	YES	NO
B604	2	100	15.0	10.0	NO	YES
B605	1	77	12.0	8.0	YES	YES
B606	1	77	12.0	8.0	YES	YES
B607	1	77	12.0	8.0	YES	YES
B608	1	77	12.0	8.0	YES	YES
B609	2	100	15.0	10.0	NO	NO
B610	2	100	15.0	10.0	NO	NO
B611	1	76	16.0	8.0	NO	YES
B612	2	103	22.0	10.0	YES	YES
B613	1	76	16.0	8.0	NO	YES
B614	2	100	15.0	10.0	NO	YES
B615	2	100	15.0	10.0	NO	YES
B616	1	77	12.0	8.0	YES	NO
B617	1	77	12.0	8.0	YES	NO
B618	1	77	12.0	8.0	YES	NO
B619	1	77	12.0	8.0	YES	NO
B620	2	100	15.0	10.0	NO	YES
B621	2	100	12.0	10.0	YES	NO
B622	1	75	12.0	8.0	YES	NO
B623	1	75	12.0	8.0	YES	NO
B624	2	103	17.0	10.0	YES	YES
LEVEL7						

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B701	1	75	12.0	8.0	YES	NO
B702	1	75	12.0	8.0	YES	NO
B703	2	100	12.0	10.0	YES	NO
B704	2	100	15.0	10.0	NO	YES
B705	1	77	12.0	8.0	YES	YES
B706	1	77	12.0	8.0	YES	YES
B707	1	77	12.0	8.0	YES	YES
B708	1	77	12.0	8.0	YES	YES
B709	2	100	15.0	10.0	NO	NO
B710	2	100	15.0	10.0	NO	YES
B711	1	76	16.0	8.0	NO	YES
B712	1	76	12.0	8.0	NO	YES
B713	1	76	12.0	8.0	NO	YES
B714	1	76	12.0	8.0	NO	YES
B715	1	76	16.0	8.0	NO	YES
B716	2	100	15.0	10.0	NO	YES
B717	2	100	15.0	10.0	NO	YES
B718	1	77	12.0	8.0	YES	NO
B719	1	77	12.0	8.0	YES	NO
B720	1	77	12.0	8.0	YES	NO
B721	1	77	12.0	8.0	YES	YES
B722	2	100	15.0	10.0	NO	YES
B723	2	100	12.0	10.0	YES	NO
B724	1	75	12.0	8.0	YES	NO
B725	1	75	12.0	8.0	YES	NO
B726	2	103	22.0	10.0	YES	YES
B727	2	103	17.0	10.0	YES	YES
B728	2	103	22.0	10.0	YES	YES
B729	2	103	17.0	10.0	YES	YES
LEVEL8						
B801	1	75	12.0	8.0	YES	NO
B802	1	75	12.0	8.0	YES	NO
B803	2	100	12.0	10.0	YES	YES
B804	2	100	15.0	10.0	NO	YES
B805	1	77	12.0	8.0	YES	YES
B806	1	77	12.0	8.0	YES	YES
B807	1	77	12.0	8.0	YES	YES
B808	1	77	12.0	8.0	YES	YES
B809	2	100	15.0	10.0	NO	NO
B810	2	100	15.0	10.0	NO	YES
B811	1	76	16.0	8.0	NO	YES
B812	2	103	22.0	10.0	YES	YES
B813	1	76	16.0	8.0	NO	YES
B814	2	100	15.0	10.0	NO	YES
B815	2	100	15.0	10.0	NO	YES
B816	1	77	12.0	8.0	YES	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B817	1	77	12.0	8.0	YES	YES
B818	1	77	12.0	8.0	YES	NO
B819	1	77	12.0	8.0	YES	YES
B820	2	100	15.0	10.0	NO	YES
B821	2	100	12.0	10.0	YES	NO
B822	1	75	12.0	8.0	YES	NO
B823	1	75	12.0	8.0	YES	NO
B824	2	103	17.0	10.0	YES	YES
LEVEL9						
B901	1	75	12.0	8.0	YES	NO
B902	1	75	12.0	8.0	YES	NO
B903	2	100	12.0	10.0	YES	YES
B904	2	100	15.0	10.0	NO	YES
B905	1	77	12.0	8.0	YES	YES
B906	1	77	12.0	8.0	YES	YES
B907	1	77	12.0	8.0	YES	YES
B908	1	77	12.0	8.0	YES	YES
B909	2	100	15.0	10.0	NO	YES
B910	2	100	15.0	10.0	NO	YES
B911	1	76	16.0	8.0	NO	YES
B912	1	76	12.0	8.0	NO	YES
B913	1	76	12.0	8.0	NO	YES
B914	1	76	12.0	8.0	NO	YES
B915	1	76	16.0	8.0	NO	YES
B916	2	100	15.0	10.0	NO	YES
B917	2	100	15.0	10.0	NO	YES
B918	1	77	12.0	8.0	YES	YES
B919	1	77	12.0	8.0	YES	YES
B920	1	77	12.0	8.0	YES	YES
B921	1	77	12.0	8.0	YES	YES
B922	2	100	15.0	10.0	NO	YES
B923	2	100	12.0	10.0	YES	NO
B924	1	75	12.0	8.0	YES	NO
B925	1	75	12.0	8.0	YES	NO
B926	2	103	17.0	10.0	YES	YES
B927	2	103	22.0	10.0	YES	YES
B928	2	103	17.0	10.0	YES	YES
B929	2	103	22.0	10.0	YES	YES
LEVEL10						
B1001	1	75	12.0	8.0	YES	NO
B1002	1	75	12.0	8.0	YES	NO
B1003	2	100	12.0	10.0	YES	YES
B1004	2	100	15.0	10.0	NO	YES
B1005	1	77	12.0	8.0	YES	YES
B1006	1	77	12.0	8.0	YES	YES
B1007	1	77	12.0	8.0	YES	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B1008	1	77	12.0	8.0	YES	YES
B1009	2	100	15.0	10.0	NO	YES
B1010	2	100	15.0	10.0	NO	YES
B1011	1	76	16.0	8.0	NO	YES
B1012	2	103	17.0	10.0	YES	YES
B1013	1	76	16.0	8.0	NO	YES
B1014	2	100	15.0	10.0	NO	YES
B1015	2	100	15.0	10.0	NO	YES
B1016	1	77	12.0	8.0	YES	YES
B1017	1	77	12.0	8.0	YES	YES
B1018	1	77	12.0	8.0	YES	YES
B1019	1	77	12.0	8.0	YES	YES
B1020	2	100	15.0	10.0	NO	YES
B1021	2	100	12.0	10.0	YES	NO
B1022	1	75	12.0	8.0	YES	NO
B1023	1	75	12.0	8.0	YES	NO
B1024	2	103	22.0	10.0	YES	YES
LEVEL11						
B1101	1	75	12.0	8.0	YES	NO
B1102	1	75	12.0	8.0	YES	NO
B1103	2	100	12.0	10.0	YES	YES
B1104	2	100	15.0	10.0	NO	YES
B1105	1	77	12.0	8.0	YES	YES
B1106	1	77	12.0	8.0	YES	YES
B1107	1	77	12.0	8.0	YES	YES
B1108	1	77	12.0	8.0	YES	YES
B1109	2	100	15.0	10.0	NO	YES
B1110	2	100	15.0	10.0	NO	YES
B1111	1	76	16.0	8.0	NO	YES
B1112	1	76	12.0	8.0	NO	YES
B1113	1	76	12.0	8.0	NO	YES
B1114	1	76	12.0	8.0	NO	YES
B1115	1	76	16.0	8.0	NO	YES
B1116	2	100	15.0	10.0	NO	YES
B1117	2	100	15.0	10.0	NO	YES
B1118	1	77	12.0	8.0	YES	YES
B1119	1	77	12.0	8.0	YES	YES
B1120	1	77	12.0	8.0	YES	YES
B1121	1	77	12.0	8.0	YES	YES
B1122	2	100	15.0	10.0	NO	YES
B1123	2	100	12.0	10.0	YES	NO
B1124	1	75	12.0	8.0	YES	NO
B1125	1	75	12.0	8.0	YES	NO
B1126	2	103	17.0	10.0	YES	YES
B1127	2	103	22.0	10.0	YES	YES
B1128	2	103	17.0	10.0	YES	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B1129	2	103	22.0	10.0	YES	YES
LEVEL12						
B1201	1	75	12.0	8.0	YES	NO
B1202	1	75	12.0	8.0	YES	NO
B1203	2	100	12.0	10.0	YES	YES
B1204	2	100	15.0	10.0	NO	YES
B1205	1	77	12.0	8.0	YES	YES
B1206	1	77	12.0	8.0	YES	YES
B1207	1	77	12.0	8.0	YES	YES
B1208	1	77	12.0	8.0	YES	YES
B1209	2	100	15.0	10.0	NO	YES
B1210	2	100	15.0	10.0	NO	YES
B1211	1	76	16.0	8.0	NO	YES
B1212	2	103	17.0	10.0	YES	YES
B1213	1	76	16.0	8.0	NO	YES
B1214	2	100	15.0	10.0	NO	YES
B1215	2	100	15.0	10.0	NO	YES
B1216	1	77	12.0	8.0	YES	YES
B1217	1	77	12.0	8.0	YES	YES
B1218	1	77	12.0	8.0	YES	YES
B1219	1	77	12.0	8.0	YES	YES
B1220	2	100	15.0	10.0	NO	YES
B1221	2	100	12.0	10.0	YES	NO
B1222	1	75	12.0	8.0	YES	NO
B1223	1	75	12.0	8.0	YES	NO
B1224	2	103	22.0	10.0	YES	YES
LEVEL13						
B1301	3	139	37.0	12.0	YES	YES
B1302	2	100	16.0	10.0	YES	YES
B1303	2	100	16.0	10.0	YES	YES
B1304	2	113	12.0	10.0	YES	YES
B1305	2	100	12.0	10.0	YES	YES
B1306	2	113	33.0	10.0	YES	YES
B1307	2	113	33.0	10.0	YES	YES
B1308	1	79	28.0	8.0	NO	YES
B1309	1	84	20.0	8.0	NO	YES
B1310	2	102	30.0	10.0	YES	YES
B1311	2	101	30.0	10.0	YES	YES
B1312	2	113	33.0	10.0	YES	YES
B1313	2	113	33.0	10.0	YES	YES
B1314	2	100	27.0	4.0	NO	YES
B1315	1	76	12.0	8.0	NO	YES
B1316	1	76	12.0	8.0	NO	YES
B1317	1	76	12.0	8.0	NO	YES
B1318	3	132	27.0	12.0	YES	YES
B1319	2	113	33.0	10.0	YES	YES

UNIT No.	No. of BED ROOMS	INTERNAL APARTMENT AREA (sq.m)	PRIVATE OPEN SPACE (sqm)	STORAGE (m3)	NATURAL CROSS VENTILATION	2 HOURS SUN JUNE 21 9.00 TO 3.00 LIV
B1320	2	113	33.0	10.0	YES	YES
B1321	2	101	30.0	10.0	YES	YES
B1322	2	102	30.0	10.0	YES	YES
B1323	1	84	20.0	8.0	NO	YES
B1324	1	79	28.0	8.0	NO	YES
B1325	2	114	33.0	10.0	YES	YES
B1326	2	113	33.0	10.0	YES	YES
B1327	2	100	12.0	10.0	YES	NO
B1328	2	113	12.0	10.0	YES	YES
B1329	2	100	16.0	10.0	YES	YES
B1330	2	100	16.0	10.0	YES	YES
B1331	3	135	37.0	12.0	YES	YES
B1332	2	103	17.0	10.0	YES	YES
B1333	2	103	17.0	10.0	YES	YES
B1334	2	103	17.0	10.0	YES	YES
B1335	2	103	17.0	10.0	YES	YES
B1336	2	103	17.0	10.0	YES	YES
B1337	2	103	17.0	10.0	YES	YES
TOTAL					**345**	**331**

3.16 The key components of the development are shown in the table below:

Table 3: Key Development Statistics

Component	Development
Site area*	256-280 Coward - 10,525m² 39 Kent Road – 3,712m2 Total 14,237m2
Through Site Link Dedication	1,638m²
FSR (based on total site area Stage 1 & 2)	4.56:1
GFA – Building A	20,343m²
GFA – Building B	28,988m²
GFA – 39 Kent	15,622
Total GFA	64,953m²
Site coverage (excluding basement)	7,823m² (74.3%)
Site coverage (including basement)	8,587m² (81.6%)
Communal Open Space with Stage 1 & 2 – Building A	1,481m² (24% of site area following dedication of through site link)
Communal Open Space Building B	1,738m² (27% of site area following dedication of through site link)
Total Communal Open Space	3,219m² (22% of site area)
Combined Communal Open Space and Through-Ste Link	4,857m² (34% of site area)
Deep Soil	293m² plus 1123m2 of deep soil on slab. = 1,416m² (10% of site area).
Cross ventilation	64% of units
Solar access (2 hours between 9am to 3pm)	61%
* as Building A sits partially on Lot 1, DP 1081391, the combined site area and cumulative GFA is measured across both lots as per the LEP.	

Development Documentation

3.17 Prior to the commencement of the amended architectural plans, a Site Analysis was undertaken by Krikis Tayler Architects. The site analysis presented the constraints and opportunities and guided the final development.

3.18 The Site Analysis forms part of the DA documentation which accompanies the DA and includes:

Table 4: Development Documentation

Plan number	Title	Issue	Dated
A01	Title Sheet, Location Plan & Site Plan	A	28.2.14
A02	Site Analysis	A	28.2.14
A03	Basement Level 3 Plan	E	30.5.14
A04	Basement Level 2 Plan	F	16.6.14
A05	Basement Level 1 Plan	E	30.5.14
A06	Ground Plan	F	16.6.14
A07	Level 1	G	16.6.14
A08	Level 2	G	30.5.14
A09	Typical Plan – Levels 3, 5 & 7	G	30.5.14
A10	Typical Plan – Levels 4, 6 & 8	G	30.5.14
A11	Typical Plan – Levels 9 & 11	G	30.5.14
A12	Typical Plan – Levels 10 & 12	G	30.5.14
A13	Level 13 Plan	H	10.6.14
A14	Level 14 Plan	H	10.6.14
A15	Roof Plan	F	10.6.14
A20	Elevations 1	B	3.6.14
A21	Elevations 2	B	3.6.14
A22	Elevations 3	B	3.6.14
A23	Section 1	D	30.5.14
A24	Section 2	D	30.5.14
A25	Section 3	D	30.5.14
A26	Section 4	D	30.5.14
A27	Section 5	D	30.5.14
A30	Shadow Diagrams – Equinox	01	3.6.14
A31	Shadow Diagrams – Winter Solstice	01	3.6.14
A32	Shadow Diagrams – Summer Solstice	01	3.6.14
A50	Materials Sample Board	A	3.6.14

Building Form & Configuration

3.19 The proposed development will consist of two 15 storey mixed use buildings known as the Building A Stage 2 (western building) and Building B (eastern). Each building is discussed separately below:

Building A

3.20 Building A is proposed to integrate with the current Stage 1 Development Application (DA 2013/2013/227) proposed on the adjoining site at 39 Kent Road. The subject site was recently acquired by the same developer and enables an improved development outcome across both sites.

3.21 The addition to the Stage 1 DA proposal will extend Building A east along Coward Street to wrap around to the north along the proposed pedestrian through-site link. This will partially enclose the internal communal open space proposed under Stage 1 and will create an improved interface with the public domain by increasing retail activities along Coward Street. The building will have an internal separation of 38.05m reducing to 37.65m at Level 13 and then increasing to 45.05m at Level 14.

3.22 The scale of the building is highly appropriate given the location of the site adjacent to the corner of Kent Road and Coward Street and to the east of the new through site link. The extended mixed use building will be 15 storeys high and have a minor non-compliance with the 44m height control under the LEP.

3.23 The public domain along Coward Street will result in significant improvements along the street with heavy planting of new street trees to soften the built form and improve amenity for future pedestrians. The proposed retail tenancies and eastern lobby area will further activate the surrounding streets as well as the north-south through site link to the east of Building A.

3.24 A generous 1032m² communal area of open space that includes landscaping, a communal room, BBQ facilities and seating proposed under Stage 1 DA D/2013/227, will service the extended building and this will be located above the ground level car park located at the centre of the 'U' shaped building for use by residents within both Stage 1 and 2 of Building A. The area will also contain a paved area with seating and a pergola that will cover the BBQ facilities. The podium landscaped area will also soften the development and provide a green outlook for units above.

3.25 Stage 1 of Building A will be accessed via one of the two entry forecourts being located at the corner of Kent Road and Coward Street (proposed under Stage 1 DA 2013/227). While Stage 2 of Building A will be accessed via a new lobby entry proposed at the south-eastern corner of the Coward Street and proposed through site link. The main entry lobbies to the residential units is provided as a generous two storey entry that is prominent in the streetscape and provides a strong building address clearly defining the entry points to the building.

3.26 The proposed eastern lobby area for Building A Stage 2 is oversized and will provide seating, be open and naturally lit and ventilated. Two lifts will provide access to all floors within the development.

3.27 One retail tenancy is proposed along Coward Street and two retail tenancies on the eastern ground floor of Building B Stage 2, orientated to overlook and activate the proposed through site link.

3.28 Due to recent Council discussions regarding the extension of vehicular traffic along John Street to Kent Road, vehicular traffic is able to enter the site from John Street as proposed under DA 2013/227. The proposed Building A Stage 1 basement will integrate with the ground level car park proposed under this current application. The service spaces will be located behind the retail tenancies and lobby entry at ground level and the remaining 3 levels of basement car park will be provided below ground.

3.29 The building has been designed to cantilever over the retail tenancies, entry forecourt and lobby area in parts. This provides not only articulation and depth but weather protection for pedestrians, customers and residents. A double height space will be provided over the entry forecourt.

3.30 The two vehicular access points proposed under Building A Stage 1 (refer DA No. 2013/227) being the entry located at the mid-point of the northern elevation along the extended John Street and the exit at the western end of the Coward Street frontage will be utilised to service the car spaces proposed underneath the extended Building A Stage 2.

3.31 Below the ground level car park will be a further 3 basement levels. All car parking levels (including Stage 1) will provide parking for 645 vehicles as well as 3 loading bays and 1 courier bay. A service area and loading/unloading area will be centrally provided at ground level within the Stage 1 DA area. This area will service all retail tenancies, future residents as well as enable garbage collection on-site. The residential apartments can be accessed internally via the lift cores.

3.32 The proposed building will integrate with the proposed Building A Stage 1 DA at the basement and ground levels. However, units located on Level 1 and above will all be accessed via the proposed lifts within the eastern lift lobby area.

3.33 At ground level the 3 new retail tenancies and lobby areas will obscure the visibility of the above ground car parking from Coward Street and the new through-site link. Awnings will be provided above the entry to the retail premises known as R04 and R05 adjacent to the through site link to provide weather protection for pedestrians.

3.34 Level 1 will provide a void space to retail shops R04 and R05 resulting in double height retail tenancies. Two storey residential units are provided along the proposed south facing section of the extended Building A Stage 2, where the building adjoins the Stage 1 DA. Double height units are provided on every alternate level to ensure dual orientation for solar access improving internal amenity.

3.35 Levels 1 to 12 alternate in floor layouts due to the provision of double height units at the southern portion of the building. This provides increased articulation and depth in building form and modulation while minimising the number of south facing units.

3.36 The floor plate reduces at level 13 and 14 minimise the overall building footprint with increased setbacks. These upper levels have been designed to appear lightweight with the heavy use of glass to minimise the bulk and scale of the development when viewed from the public domain.

Building B

3.37 Building B will be a 15 storey mixed use building that will be located at the eastern end of the site. The building will be 'U' shaped and will be consistent with the 3m setback proposed for Building A along Coward Street. The building proposes a zero lot line to the northern boundary up to landscaped podium levels abutting the Meriton development. RFDC compliant setbacks for the towers are proposed to the northern boundary above podium level. A zero lot line applies to the eastern boundary up to landscaped podium level with RFDC compliant setbacks above.

3.38 An internal building separation of 33.46m is provided

3.39 The building will also wrap around and address the proposed through site link to the west of the proposed building by providing 2 retail tenancies.

3.40 The fall of the land will result in two double height retail tenancies (R01 and R02) addressing the through site link at ground level, both of which will contain an awning above and along the frontage to these tenancies. While a new retail tenancy will be provided along Coward Street at Level 1 between the two proposed lobby entry points.

3.41 The building design partially encloses the internal communal open space located above the proposed basement and at grade car parking area. The communal open space has been designed to remain open to the north to enable reasonable levels of solar access given the Meriton redevelopment immediately to the north.

3.42 The scale of the building is highly appropriate given the location of the site adjacent to Building A stage 1 development at the corner of Kent Road and Coward Street, Meriton development to the north and the new through site link to the west. The mixed use building will be 15 storeys high and have a minor non-compliance with the 44m height control under the LEP at the western part of the building while the eastern part will achieve compliance.

3.43 The public domain along Coward Street will see significant improvements along the street with heavy planting of new street trees to soften the built form and improve amenity for future pedestrians. While the proposed retail tenancies and lobby areas will further activate the surrounding streets as well as the north-south through site link to the west of Building B.

3.44 A generous 1415m² communal grassed and landscaped area is proposed at the centre of the 'U' shaped building that extends along the northern boundary. The area will contain a paved area with seating and a pergola that will cover the BBQ facilities along with toilet and store room facilities. The podium landscaped area will also soften the development and provide a green outlook for units above.

3.45 The main lobby and pedestrian entries will be accessed via one of the two entry forecourts being located at the south-eastern and south-western corner of the building. Both lobby areas are clearly defined and generous in size providing a strong building address.

3.46 The Level 1 car park and services will be located behind the retail tenancies and lobby entries as well as under the communal landscaped podium. The remaining 3 levels of basement car park will be provided below ground.

3.47 The building has been designed to cantilever over the retail tenancies, entry forecourt and lobby area in parts. This provides not only articulation and depth but weather protection for pedestrians, customers and residents. A double height space will be provided over the entry forecourts.

3.48 The ingress and egress points to the car park will be positioned towards the eastern boundary of the Coward Street frontage. The width of the entry will be 6m being reduced to 4m for the exit. A 1m wide median strip will be provided to ensure cars enter and exit in a safe manner.

3.49 Below the building and level 1 car park will be a further 3 basement levels. All car parking levels will provide parking for 514 vehicles as well as 3 loading bays and 1 courier space. A service area and loading/unloading area will be provided on Level 1. This area will service all retail tenancies, future residents as well as enable garbage collection on-site. The residential apartments can be accessed internally via the lift cores.

3.50 At ground level the 3 new retail tenancies and building design will obscure the visibility of the above ground car parking from Coward Street and the new through-site link.

3.51 Levels 3 to 12 alternate in floor layouts due to the provision of double height units at the southern end of the building. This provides increased articulation and depth in building form and modulation while minimising the number of south facing units and improving solar access.

3.52 The floor plate reduces at level 13 and 14 to minimise the overall building footprint with increased setbacks. These upper levels have been designed to appear lightweight with the heavy use of glass to minimise the bulk and scale of the development when viewed from the public domain.

Public Carpark

3.53 The development application proposes the construction and provision of a public carpark. The intention is that the carpark would remain in private ownership, however the Council will be part of the team that sets operating conditions such as hours and charges.

3.54 The public carpark is separate to the residential and retail parking with a separate entry point off John Street at the eastern end of the site.

3.55 The parking area is designed as a commercial operation with a pay station located at the main exit point which provides a direct link to the through site link.

3.56 The provision of a public carpark will reduce the pressure on the surrounding road network and provide for visitors to the retail and commercial premises surrounding the subject site.

3.57 The public carpark will provide a substantial public benefit and would be unlikely to be realised in this section of Mascot if not provided as part of this development.

External Elevations

3.58 The form and design of the external facades of the building presents visually interesting building planes that utilise a combination of vertical and horizontal elements. The design incorporates varying window details, blade walls and balustrades that enhance the appearance of the development and provide visual interest.

3.59 The design of the building continues the architectural theme of 39 Kent Road.

3.60 The tower forms are well articulated into a series of vertical elements with the corners to each building flanking the dedicated public link being articulated with similar but unique fenestration to provide an identifiable address to the pedestrian link.

3.61 The roof plane at level 14 is emphasised with the continuation of the corner blade element providing a cap to both buildings. A lower awning provides appropriate scale and weather protection to each building's foyer entry.

3.62 The strong vertical massing is accentuated by the use of full height glazing of varying colours, aluminium cladding and privacy screens and glazed balustrades. Operable aluminium privacy screens are proposed to the majority of the north, east and west facing apartments for solar control and privacy.

3.63 Variations in material finish, texture, colour and form provide depth and modulation. A mixture of solid and light weight elements including obscure and coloured glass balustrades to balconies further enhances the building design.

3.64 The building is highly articulated and this has been achieved with the inclusion of the following design elements:

- Recessed and protruding balconies
- Rendered masonry walls in various colours;

- Expressed framing elements;
- Privacy screens; and
- Aluminium louvre panels

3.65 An architectural impression of the development and a finishes schedule have been prepared and accompanies this submission.

3.66 The building form and configuration is highly appropriate for this site and the Mascot Station Precinct. This will be further addressed in the assessment section of this report.

Landscape Design

3.67 The intent of the landscape design is to use predominately indigenous species, retain landscape stormwater for reuse on site, use of tree planting to complement the scale of development and strategic use of planting to incorporate hedge planting for privacy and wind mitigation.

3.68 Building A Stage 2 integrates with Building A Stage 1 building proposed under DA 2013/227. The landscaping will be a continuation of the design proposed as part of the Stage 1 DA. The

3.69 A landscape report has been prepared by IScape Landscape Consultants and it accompanies this application. In conjunction with the landscape plans, the design report provides the design intent for the landscape works.

Waste Management

3.70 A separate garbage room has been provided adjacent to lift lobby areas and service area on Level 1 of Building B and will contain a carousel compactor and allow for the storage of bins.

3.71 Building A will have two garbage rooms adjacent to each lobby area on the ground level. The western garbage area forms part of Stage 1 while the current proposal will be provide another garbage area adjacent to the new eastern lobby area which will service the proposed units within the eastern part of Building A Stage 2.

3.72 In both buildings small garbage rooms and garbage chutes will also be provided on each residential level above ground for convenient disposal by residents.

3.73 Retail tenancies will be responsible for their own waste movements and contracts for the removal of waste from the site. The retail waste facility within Building A will be located within the ground level car park to the north of the loading bays in the area that is subject to Stage 1 while the retail waste area for Building B will be located to the north of the loading spaces within the car park on Level 1.

3.74 The service area provided within Stage 1 of Building A will accommodate a garbage truck and all bins can be collected on site including the additional bins required under this application. This will be subject to Council agreement. All retail waste will be able to be collected on site by a private contractor.

3.75 The collection of waste and recycling for Building B will be via the loading bay and residential garbage room accessed at the eastern end of the site off Coward Street.

3.76 A waste management plan has been prepared by Elephants Foot Recycling Solution and accompanies this application. The waste management plan confirms that the residential component of the development will generate a need for:

Building A

- 37 x 240L bins for general residential waste;
- 24 x 240L bins for paper recycling
- 14 x 240L bins for mixed container recycling

Building B

- 54 x 240L bins for general residential waste;
- 35 x 240L bins for paper recycling
- 21 x 240L bins for mixed container recycling

3.77 The garbage rooms are of sufficient size to accommodate these requirements.

Construction Management

3.78 A detailed construction management plan will be prepared prior to commencement of work on the site. The plan will confirm the requirements to ensure the safe operation of construction activities on site and minimal environmental impact.

3.79 A sediment and erosion control plan has been prepared by Australian Consulting Engineers and accompanies this application. It includes details regarding:

- Location of sediment control fencing to minimise site runoff
- Detail silt fencing, or other sediment control measures such as hay bales, sandbags
- Protection of access points for construction traffic to minimise soil and other materials leaving the site.
- Location of stockpiles and method of cover to minimise runoff

3.80 Construction activities on the site will be in accordance with City of Botany Bay's standard hours of construction. This will form a condition on the DA consent.

3.81 Prior to commencement of work a traffic management plan will be prepared as a supplement to the traffic report prepared as part of this DA. The traffic management plan will identify truck access routes to minimise resident disturbance.

3.82 Site fencing will be erected prior to commencement of works on the site. This will include chain wire fencing to a height of 1.8 metres. Any scaffolding required will seek the necessary approvals as required prior to erection.

3.83 A detailed timetable and construction management plan will confirm the site staging prior to issue of the Construction Certificate.

Security Management

3.84 The dwellings have been designed to enable visual surveillance of the podium level communal landscaped area, through site link and along the street frontages.

3.85 The configuration of the buildings and future lighting of pedestrian paths will maintain a sense of security for future residents. The provision of retail tenancies along Coward Street and the proposed through site link and the location of the generous residential lobby entries at the corner of Coward Street and the proposed through site link will further activate the street frontages.

3.86 Appropriate signage will be provided to ensure clear direction for visitors. Details regarding lighting and illumination of these spaces will be provided with the construction certificate.

3.87 A security intercom system will be provided to access the basement car parks and the main lobby entries. Each unit will contain an intercom system to enable access for visitors to the basement car park and lobby. Detailed specifications of the security system will be provided with the construction certificate.

Stormwater Drainage

3.88 A Stormwater Drainage design has been prepared by Australian Consulting Engineers Pty Ltd.

3.89 The basement will be fully tanked and will incorporate a pump out system. A warning system will be installed in case of failure of the pump out system to ensure safety of residents and visitors.

3.90 The Stormwater Drainage Design incorporates on site detention to enable slow release into Council's stormwater system.

3.91 The Stormwater Drainage Design accompanies this application.

4.0 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979 ASSESSMENT

4.1 Consideration of Development Applications

4.1.1 The development application is not subject to the complying, prohibited, or advertised development provisions of the Act. There are no issues relating to endangered flora or fauna, watercourses, bush fire or aboriginal artefacts. The proposed development is submitted pursuant to the provisions of section 76 A (1) and (2) of the Act which provides if an environmental planning instrument requires development consent to be obtained, a person must not carry out the development unless such a consent has been obtained and is in force. The relevant environmental planning instrument requiring development consent to be obtained is Botany Bay Local Environmental Plan 2013. The application is submitted as Integrated Development.

4.1.2 In determining a development application, Section 79C(1) of the Environmental Planning and Assessment Act provides that a consent authority is to take into consideration such of the following matters as are of relevance:

> *"(a) The provisions of:*
>
> *(i) any environmental planning instrument, and*
> *(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority (unless the Director General has notified the consent authority that the making of the draft instrument has been deferred indefinitely or has not been approved), and*
> *(iii) any development control plan, and*
> *(iii) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, an*
> *(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),*
>
> *that apply to the land to which the development application relates,*
>
> *(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
>
> *(c) the suitability of the site for development,*
>
> *(d) any submissions made in accordance with this Act or the Regulations,*
>
> *(e) the public interest."*

4.1.3 An assessment of the proposal against these matters concludes the proposal is suitable for approval. This is demonstrated in the following assessment.

4.1.4 The Environmental Planning and Assessment Act 1979, requires the assessment of development proposals against the relevant 'heads of consideration' set out in Section 79(C) of the EPA Act. These are addressed below.

4.2 Planning Controls and Regulations

4.2.1 The relevant planning controls applicable to the development application are listed below:

- State Environmental Planning Policy No. 65
- State Environmental Planning Policy No. 55
- State Environmental Planning Policy (BASIX) 2004

- Botany Bay Local Environmental Plan 2013
- Botany Bay DCP 2013
- Residential Flat Design Code.

4.2.2 Compliance with the provisions of the above mentioned planning controls are discussed below.

State Environmental Planning Policy No. 65

4.2.3 This policy aims to improve the design quality of residential flat development in New South Wales. The SEPP requires consideration of 10 design quality principles.

4.2.4 SEPP 65 aims to raise the design quality of residential flat development across the state through the application of a series of design principles.

4.2.5 SEPP 65 applies to residential flat buildings of three or more storeys and developments with more than 4 self-contained dwellings; accordingly, the SEPP is a matter for consideration as the development proposes the erection of two mixed use buildings containing 14 storeys.

4.2.6 In determining a DA for consent to carry out a residential development, a consent authority is to take into consideration certain matters. These are listed in the table below.

Table 5: Matters to be considered under SEPP 65

Matters to be taken into consideration under SEPP 65	Assessment
a. The advice of a Design Review Panel.	Noted. The DA will be considered by the Botany Bay Design Review Panel following lodgement of the DA. The comments provided by the DRP in regards to the adjacent DA at 39 Kent Road have been considered in the preparation of this DA.

Matters to be taken into consideration under SEPP 65	Assessment
b. The design quality of the residential flat development when evaluated in accordance with the design quality principles: • Context • Scale • Built form • Density • Resource, energy, water efficiency • Landscape • Amenity • Safety and security • Social dimensions • Aesthetics	The building footprint, massing, height, parking arrangement, access and uses adheres to the planning objectives of Botany Bay LEP 2013 and the desired future character of the area. The development will have a minor exceedance above the height requirements of the LEP 2013 and exceeds the FSR maximum. This site can sustain additional bulk and scale due to the corner location of Building A Stage 1 and the extension of this building to the east. In addition, the development will not unreasonably affect adjoining properties by way of overlooking and shadowing. An assessment of the proposed development confirms that the form and scale of the development is acceptable on urban design grounds and will not adversely affect the amenity of the area or its surroundings. The architectural style and design of the buildings are appropriate in the context of the site. A landscape plan has been provided with the DA, which seeks to enhance the amenity of the landscaped areas. The proposal provides passive solar energy devices, such as deep balconies, cross ventilation of unit, solid hoods and vertical/horizontal fixed metal louvre and privacy screens. A BASIX report has been prepared, and accompanies this application which indicates that the development meets the water, energy and thermal comfort energy savings.
c. The publication *"Residential Flat Design Code"* (a publication of the Department of Planning, September 2002).	Given the detailed planning controls of the LEP & DCP, matters to be considered by the Code are adequately addressed via Council's current planning instruments. However an assessment against the key criteria is contained in the following section.

4.2.7 A Design Verification Statement prepared by Krikis Tayler Architects which addresses the 10 design quality principles accompanies this submission.

State Environmental Planning Policy No. 55

4.2.8 Clause 7 of State Environmental Planning Policy No. 55 – Remediation of Land requires the consent authority to consider whether land is contaminated prior to granting of consent to the carrying out of any development on that land.

4.2.9 An assessment is required to confirm that the land is suitable or is capable of being suitable for the intended purpose.

4.2.10 Environmental Investigations were engaged to undertake and prepare a Stage 1 Environmental Site Assessment for the proposed mixed-use redevelopment of the site.

4.2.11 The Stage 1 report was undertaken to determine past and current activities which may have impacted on the site soil and groundwater and assessed the sites suitability for redevelopment.

4.2.12 The report concluded the following:

In view of the findings of the Stage 1 ESA, it was concluded that a field-based soil and groundwater investigation be conducted in order to address the identified data gaps. An Acid Sulfate Soil Assessment would also be required.

Given that no evident sources of mobile contamination could be visually identified on site, it is considered that contaminants associated with past land uses, even if present, would be confined to the upper surficial material and the associated impact would be minimal.

Furthermore, it is considered that there would be no major difficulties in remediating the site, should it be required. Should site soils require excavation and disposal from the site, then these soils should be classified in accordance with the DECCW (2009) Waste Classification Guidelines and disposed to an approved landfill facility. Any soils to be imported onto the site (e.g. for the purpose of backfilling excavated areas) will require validation testing and possible inspection of the material source site to confirm their suitability for the proposed land use.

4.2.13 Due to the location of the existing buildings on the site, a further detailed analysis could not be undertaken. Following demolition of the buildings the further assessment can be undertaken.

4.2.14 The stage 1 report confirms that if contaminants are found, there would be no major difficulties in remediating the site. On this basis, it is therefore considered that the site is capable of being made suitable for the proposed development as required by the provisions of SEPP 55.

State Environmental Planning Policy (BASIX) 2004

4.2.15 State Environmental Planning Policy (BASIX) 2004 applies to all residential dwellings including multi-unit housing. It is an online assessment process that requires a development to meet water and energy targets.

4.2.16 An amended BASIX assessment has been undertaken and accompanies this submission. The BASIX assessment indicates that the development achieves the required targets for energy and water usage reduction.

Botany Bay LEP 2013

Zoning

4.2.17 The subject site is zoned B2 Local Centre. Shop top housing and residential flat buildings are permitted in the zone with development consent.

4.2.18 The objectives of the B2 zone are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.

4.2.19 The development provides for mixed uses in a highly accessible location consistent with the objectives of the zone.

4.2.20 The retail tenancies proposed at ground level along Coward Street and the proposed north-south through site link are highly compatible and consistent with the zone objectives. These uses will improve natural surveillance and increase activity within the local centre.

4.2.21 The proposed mixed use building and integration of Building A Stage 2 with Building A Stage 1 DA building at 39 Kent Road will achieve the intent of the B2 zone through the provision of retail at street level and residential above to support these uses.

4.2.22 The proposed through-site link will provide a more direct route to the potential future supermarket that is proposed on the Meriton site to the north. This link will significantly improve the permeability of the precinct.

Height

4.2.23 Clause 4.3 of the LEP relates to Height of Buildings. The accompanying map specifies a maximum building height of 44 metres.

4.2.24 The proposed building heights are as follows:

Table 6: Heights of Buildings.

Building	**Maximum Height**	**Non-Compliance**
Building A	45.80 – 46.35m	2.35 metres
Building B - Eastern	42.03 – 44.67m	670 mm

4.2.25 The proposed development has minor non-compliance with the LEP control. The plant does not extend beyond the roof as all floor space on Level 14, being the uppermost floor, will be connected with the units below and will be accessed internally via stairs. The lift overrun ends at level 14 with no protrusions above the roof line.

4.2.26 The development therefore results in a variation to the height control of a maximum of 2.35 metres for Building A Stage 2 and 670mm for Building B. The increased height is considered appropriate on this site and meets the objectives of the height control as addressed below. A Clause 4.6 variation to the development standard accompanies this DA.

4.2.27 The objectives of the height control are achieved as discussed below:

(a) to ensure that the built form of Botany Bay develops in a coordinated and cohesive manner,

4.2.28 Given the transitional nature of the area from industrial to mixed use, the design proposes an appropriate building form.

4.2.29 The height of the new mixed use building known as Building B is reflective of the surrounding area and desired future character established by the recent adoption of the new LEP controls. The building form enables the adjacent sites to develop in accordance with the planning controls.

4.2.30 The height of the integrated Building A Stage 2 is a continuation of a building form deemed appropriate under the current DA 2013/227 for Building A Stage 1. This extended building further reinforces the corner of Kent Road and Coward Street consistent with the desired future character of the area.

(b) to ensure that taller buildings are appropriately located,

4.2.31 Given the continuation of the corner Building, additional building height is considered appropriate, and reinforces the corner to Kent and Coward. The increased height results in no adverse impacts to surrounding buildings. The strong building form with strong vertical emphasis highlights the appropriateness of the taller form as a continuation of the corner site.

4.2.32 While Building B, which achieves partial compliance with the height control, the minor variation is appropriate gives its location adjacent to Coward Street, the proposed through site link and Meriton redevelopment site to the north.

(c) to ensure that building height is consistent with the desired future character of an area,

4.2.33 As discussed above, the building form is appropriate and will achieve the desired future character of the area. The additional building height enables the provision of the through site link which will significantly improve the permeability of the area.

(d) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,

4.2.34 The setback of both buildings and articulated facade ensures that the development will not unreasonably affect adjoining properties and in particular the adjacent sites which may redevelop in the future.

4.2.35 Privacy screens will be installed to balconies to minimise overlooking and adequate solar access can be maintained due to the orientation of the site and proposed setbacks within the site and with adjoining properties. A 12 metre setback increasing to 15 metres is provided to eastern boundary. Combined with the setback of 6.4 metre increasing to 12 metres for the proposed development to the east, well exceeds the recommended minimum separation distances.

4.2.36 The buildings will not unreasonably affect adjoining residential properties by way of overshadowing and view loss as demonstrated in this report and within the attached shadow diagrams.

(e) to ensure that buildings do not adversely affect the streetscape, skyline or landscape when viewed from adjoining roads and other public places such as parks, and community facilities.

4.2.37 The buildings will significantly improve the streetscape and the highly articulated facade, generous lobby entries, through site link and landscape treatment will ensure the scale is appropriate for the surrounding streetscape.

4.2.38 The proposed north-south through-site link between the two buildings will also minimise the bulk and scale presented to the street by providing a break in building form along Coward Street.

4.2.39 The integration of plant, services and lift overrun to be concealed behind residential units on the uppermost residential level also ensures that the top of the building offers a slick clean line with no additional height protrusions.

Floor Space Ratio

4.2.40 Clause 4.4 of the LEP relates to floor space ratio. The accompanying map specifies a maximum floor space ratio of 3.2:1.

4.2.41 The development proposes a FSR of 4.56:1 across the entire site which includes the corner site known as 39 Kent Road. In accordance with Clause 4.5(3) the proposed development extends onto the lot known as 39 Kent Road and therefore in determining the site area, the area of that lot is included. In addition, Clause 4.5(8) provides for the GFA of proposed development to be included in the total FSR for the site. On this basis, the FSR of the development incorporating Stage 1 & 2 is 4.56:1. This is demonstrated in the following table:

Table 7: GFA & FSR calculations

Component	Development
Site area*	256-280 Coward - 10,525m² 39 Kent Road – 3,712m2 Total 14,237m2
FSR (based on total site area Stage 1 & 2)	4.56:1
GFA – Building A	20,343m²
GFA – Building B	28,988m²
GFA – 39 Kent	15,622
Total GFA	64,953m²
* as Building A sits partially on Lot 1, DP 1081391, the combined site area and cumulative GFA is measured across both lots as per the LEP.	

4.2.42 The development exceeds the maximum permitted for the site, however is considered appropriate as discussed below:

4.2.43 The objectives of the FSR control are:

(a) *to establish standards for the maximum development density and intensity of land use,*

(b) *to ensure that buildings are compatible with the bulk and scale of the existing and desired future character of the locality,*

(c) *to maintain an appropriate visual relationship between new development and the existing character of areas or locations that are not undergoing, and are not likely to undergo, a substantial transformation,*

(d) *to ensure that buildings do not adversely affect the streetscape, skyline or landscape when viewed from adjoining roads and other public places such as parks, and community facilities,*

(e) *to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain,*

(f) *to facilitate development that contributes to the economic growth of Botany Bay.*

4.2.44 The proposed development satisfies the FSR objectives in the following ways:

- Building A Stage 2 will integrate with the Stage 1 DA at the corner of Kent Road and Coward Street and has been designed to further accentuate the corner of Kent Road and Coward Street to create a gateway building which is consistent with the desired future character of the Mascot Station Precinct.
- The building in its integrated form creates a strong definable street edge that will continue east along Cowards Street and along the proposed through site link.
- Building B will have a similar building footprint to Building A forming a 'U' shape and it will also successfully address Coward Street and the proposed through site link.
- The elevations of both buildings will be similar in design but will have their own individual treatments with varied wall and balcony elements protruding and recessing at different points on each facade. This reduces the visible bulk and scale and provides increased depth and modulation.

- The increased residential density will assist in meeting the increased housing targets within Botany Bay LGA and as set out in the Metropolitan Plan.
- The proximity of the development to Mascot Station makes it an ideal location to support this increased density and encourages the use of public transport.
- An adequate number of car parking spaces will be provided to accommodate 1440m² of retail space and 542 new residential apartments. This will ensure that the development will not unreasonably impact on any existing on-street parking within close proximity to the site.
- The site is located on the western edge of the Mascot Station Precinct and the form and design of the development will not unreasonably affect sites to the south which are outside the precinct and are zoned: Business Park, General Industrial or Business Development. All the zones opposite, currently do not generally permit residential accommodation with the exception of dwelling houses in the Business Park zone on the western side of Kent Road. Sufficient separation is achieved due to the width of adjoining roads.
- The extended Building A Stage 2 will significantly improve this corner of Kent Road and Coward Street by removing an underutilised car park, providing non-residential uses along each street front and the proposed through site link and providing an architecturally designed building that will frame the adjoining streets and through site links.
- Building B is generally consistent in form with the proposed redevelopment of the site to the north and a continuation of the building form proposed for the adjoining site which will integrate with Building A. The building will activate Coward Street and the through site link to be consistent with the desired future character of the area.
- A significant public benefit will be provided to Council and the community as part of this development application including the following:
  - Dedication and embellishment of a through site link to provide public pedestrian access from Coward Street to John Street. The dedication and embellishment will provide a significant public benefit and enhance the permeability of the precinct
  - Construction of a 93 space public car park within the ground floor below Building B with access off John Street.
- The proposed works will facilitate improved pedestrian access around the site and in the vicinity of the site enabling Coward Street to connect through to John Street.
- The proposed development will not unreasonably overshadow adjoining properties or the public domain due to the orientation of the site with the majority of the shadow falling across Coward Street.
- The proposed setbacks from adjoining sites are compliant and will not detrimentally affect the future redevelopment of these sites. Privacy screens have been installed or highlight windows to minimise any adverse impacts.
- The internal separation between Building A and B will be 26m while the separation across the internal courtyard for each building will be 38.05m for Building A and 33.46m for Building B. The separation is sufficient to ensure adequate levels of privacy for not only residents within the development but on adjoining sites.
- The redevelopment of the site will contribute positively to the economic growth of Botany Bay LGA by providing residential accommodation that will support the surrounding industry and services within the immediate locality.

4.2.45 On the basis of the above, notwithstanding the numerical non-compliance, the development maintains compliance with the objectives of the FSR standard. A Clause 4.6 variation to the standard accompanies this amended application.

Exceptions to Development Standards

4.2.46 Clause 4.6 of the LEP allows for the consideration of a development that may contravene a development standard.

4.2.47 The application contravenes Clause 4.3 and 4.4 by exceeding the maximum Height of Building and FSR controls, respectively. As discussed above a variation to the Height and FSR control is considered appropriate. A Clause 4.6 Variation Report has been prepared by LJB Urban Planning and accompanies this submission.

Architectural Roof Features

4.2.48 Clause 5.6 of the LEP allows for architectural roof features to exceed the maximum height limits under Clause 4.3, in this case being 44m, but only with development consent and if the consent authority is satisfied that:

(a) the architectural roof feature:

(i) comprises a decorative element on the uppermost portion of a building, and

(ii) is not an advertising structure, and

(iii) does not include floor space area and is not reasonably capable of modification to include floor space area, and

(iv) will cause minimal overshadowing, and

(b) any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) contained in or supported by the roof feature is fully integrated into the design of the roof feature.

4.2.49 The proposal does not incorporate an architectural roof feature. The plant and lift overruns are concealed on the uppermost residential level.

Preservation of Trees or Vegetation

4.2.50 Clause 5.9 of the LEP requires Council consent or permission prior to the removal of any tree/s and or vegetation from site.

4.2.51 All existing trees and shrubs will be removed from the site. This is necessary to ensure that the site is suitably remediated.

4.2.52 The proposed landscape design will see the site heavily planted and will contain advanced species to ensure that the replacement trees provide privacy and visual interest when viewed from inside and outside the development.

Heritage Conservation

4.2.53 Clause 5.10 of the LEP outlines the requirements for development of or within close proximity of heritage items and within or nearby heritage conservation areas. The subject site is not heritage listed and is not located within close proximity to a heritage item nor a conservation area.

Acid Sulfate Soils

4.2.54 Clause 6.1 of the LEP identifies the site as being Class 2. The site requires preparation of an acid sulfate Assessment as works will extend below the natural ground level surface.

4.2.55 The Environmental Assessment prepared by Environmental Investigations accompanies this report and recommends that an Acid Sulphate assessment be undertaken.

Earthworks

4.2.56 Clause 6.2 of the LEP requires development consent for significant works. The proposal seeks excavation for the basement levels and therefore Council's consent is sought. Accordingly, a geotechnical report has been prepared and accompanies this application.

4.2.57 The level of excavation is appropriate for this type of development and will not detrimentally affect adjoining properties.

Stormwater Managements

4.2.58 Clause 6.3 of the LEP seeks to minimise impacts of urban stormwater on adjoining properties, native bushland and receiving waters.

4.2.59 Development consent must not be granted unless the design maximise permeable surfaces, if practicable provides on-site retention and avoids any significant stormwater run-off.

4.2.60 The proposed stormwater system is suitable and this is detailed on the accompanying stormwater plans prepared by Australian Consulting Engineers.

Airspace Operations

4.2.61 Clause 6.8 of the LEP requires consultation with the relevant Commonwealth body if the development will penetrate the Limitation or Operations Surface.

4.2.62 The proposed development has a maximum height of RL 51 which is complaint with the max level of RL 51 permitted in the Mascot Station Precinct. The DA will be referred to Sydney Airport Corporation Limited as it exceeds a height of 15.24m.

Development in Areas Subject to Aircraft Noise

4.2.63 Clause 6.9 of the LEP requires consideration of the effects of noise from aircraft on sensitive land uses and to minimise noise impacts associated with aircraft.

4.2.64 The site is affected by aircraft noise and is located between ANEF 25 and 26.5.

4.2.65 The proposed development has been designed to maximise acoustic privacy in accordance with the Australian Standards and an aircraft noise assessment has been undertaken by The Acoustic Group and accompanies this application.

Active Street Frontages

4.2.66 Clause 6.15 of the LEP requires any development on the site to have an active street front. A building has an active street frontage if all premises on the ground floor of the building facing the street are used for the purpose of business premises or retail premises.

4.2.67 Retail uses have been proposed along Coward Street and along the proposed north-south through site link from Coward Street to John Street in the north. The development satisfies the intent of this requirement.

Design Excellence

4.2.68 The subject site is identified as being within the Mascot Station Precinct area on the Key Sites Map under the Botany Bay LEP 2013.

4.2.69 Council is required to consider whether the development exhibits design excellence prior to granting of consent. The matters that they need to consider are listed below:

(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,

(c) whether the development detrimentally impacts on view corridors,

(d) the achievement of the principles of ecologically sustainable development.

4.2.70 The proposed development exhibits a high degree of design excellence as detailed below:

- The buildings have been architecturally designed to respond to the transitional environment of the Mascot Station Precinct and Council's desired future character for the area.
- The height of the development exceeds the maximum permitted under the Botany Bay LEP 2013 but provides for a strong building edge definition along Coward Street and the proposed through-site link.
- The extension of the Building A development further accentuates the corner of Coward Street and Kent Road. The two upper levels on each building have been designed to be light weight to minimise bulk and scale.
- The articulation and depth of the building planes provides not only architectural interest but ensures the building is of a more human scale to minimise bulk and scale when viewed from the existing and future public domain surroundings.
- No view corridors will be affected by the development and the dedicated land and increased setbacks will ensure that the future public domain and outlooks are not compromised.
- The proposed building will comply with the BASIX requirements and incorporate ESD principles such as OSD, rainwater tanks and re-use of water on-site where possible and energy efficient fixtures and fittings.

4.2.71 There are no other provisions in the LEP relevant to the subject application.

4.2.72 It is therefore concluded that the development achieves the intent of the relevant provisions of the LEP.

BOTANY BAY DCP 2013

4.2.73 Botany Bay DCP 2013 was recently adopted by Council and came into effect on 12th December 2013. The amended design has been assessed against this DCP.

4.2.74 The DCP supplements the provisions of the LEP, but provides more detailed controls.

4.2.75 Section 1 provides general information about the plan and its structure.

4.2.76 Section 2 provides details about notification and advertising.

4.2.77 Section 3 provides a series of general provisions that apply generally to a wide variety of development.

4.2.78 Section 4C provides specific planning requirements for residential flat buildings, which does not strictly apply to the proposed development.

4.2.79 Section 8 provides character precincts of particular localities, in the case of this development the Mascot Precinct.

4.2.80 Section 9A contains specific provisions for sites located within the Mascot Station Town Centre Precinct. These controls apply as site is located within this precinct.

4.2.81 The following table provides a summary of the requirements of Section 3 applicable to the development application:

Table 8: Assessment against requirements of Botany Bay DCP 2013.

Cl. **CONTROL**	**COMMENT**	
General Provisions		
3A Parking & Access		
3A.2. Parking Provisions of Specific Uses		
All required car parking and bicycle parking to be provided on-site	Able to comply	☑
Studio/1 bed =1 space 2 or more beds = 2 spaces Visitor = 1 space per 5 dwellings. (MSPDCP permits 1 per 7) (round calculations up before being added together) Business Premises = 1 space per 40m² (MSPDCP consistent with Mascot TMAP 1 space per 80m2)	**Parking Stage 2A** 128 x studio/1 bed = 128 spaces 94 x 2/3 bed = 188 spaces 222/7 = 32 spaces 725m²/80m² = 9 spaces TOTAL required = 357 spaces. Provided = 349 spaces A reduction in the visitor parking rate is proposed. The site is highly accessible, within walking distance to the Mascot Station. In addition, a public carpark is proposed on the site. A variation to the visitor rate is considered reasonable. The variation is addressed in detail in the accompany Traffic Report. **Parking Stage 2B** 173 x studio/1 bed = 173 spaces 147 x 2/3 bed = 294 spaces 320/7 = 46 spaces 725m²/80m² = 9 spaces TOTAL required = 522 spaces. Provided = 514 As noted above, a reduction in the visitor parking rate is proposed. The site is highly accessible, within walking distance to the Mascot Station. In addition, a public carpark is proposed on the site. A variation to the visitor rate is considered reasonable. The variation is addressed in detail in the accompany Traffic Report.	X☑
Max of 2 tandem spaces and be allocated to the same unit.	All tandem spaces will be allocated to a single unit.	☑

Cl. CONTROL	COMMENT	
Small parking spaces only allocated to visitors and max of 5%.	Noted.	☑
RFBs greater than 600m² provide secure bicycle storage as per AS 2890.3.	Secure bicycle facilities have been provided within the basement.	☑
3A.3.1 Car Park Design		
Comply with AS2890.1 and AS2890.6 (for people with disabilities.	Able to comply.	☑
Entry and exit in a forwards direction.	All cars enter and exit in a forward direction.	☑
Small car spaces to comply with AS2890.1.	Noted.	☑
Swept path analysis to be provided.	Able to comply.	☑
Parking bays to be clearly designated	All bays will be line-marked prior to occupation.	☑
Stormwater disposal systems to comply with Stormwater Management Technical Guidelines.	Able to comply.	☑
Walking routes to be clearly delineated.	Lifts will be easily identifiable within the basement.	☑
Off-streets parking not permitted within front setback, have safe and direct access and not to dominate the streets.	The majority of parking will be below ground within the basement car park. However, car parking will be provided at grade but will be screened from the public way by the proposed retail tenancies and residential lobby areas.	☑
Separate pedestrian and vehicular entry points. Max of 1 entry per property. Provided from secondary street or lane where possible. Max gradient for first 6 metres 1 in 20 (5%). Location of vehicle control points to allow for sufficient queuing areas.	<u>Building A</u> 1 vehicular entry point will be provided from John Street and 1 vehicular exit point will be provided near the eastern boundary on Coward Street (refer to DA 2013/227). These entry/exit points will be separate from the pedestrian entry which is located at the corner of Coward Street and Kent Road. This entry and exit will be utilised by residents and visitors of the extended Building A Stage 2. <u>Building B</u> The entry and exit point to the car parking area will be provided at the eastern end of the Coward Street frontage. <u>Public Car park</u> The entry point to the public car park is separate to the residential entries at the eastern end of John Street. <u>Both Buildings</u> The driveway gradients will not exceed 1 in 20 for the first 6m. Driveways have been designed to provide sufficient area for queuing on site.	☑
Landscaping to comply with Part 3L – Landscaping.	Landscaping complies with Part 3L. Refer to accompanying landscape plan and design statement.	☑
Basement parking preferred directly beneath building footprints. Ventilation grilles and screening to be integrated into the façade and landscape design.	The basement car parks will extend outside the building footprint, this is due to the high water table which limits the depth of excavation across the site.	☑

Cl. CONTROL	COMMENT	
	The northern wall of the above ground car park for Building A Stage 2 will be visible from John Street. The exposed wall is rendered and the intention is that the area to the south of the John Street extension will be landscaped in conjunction with the DA to the north. The landscaping will screen and soften the exposed basement. The northern wall of the above ground car park for Building B in part abuts the wall of the adjacent development. Above this point, it will be visible from the adjoining property to the north and will not visible along Coward Street or the new through site link as it will be obscured by the retail and lobby entry points, this is an appropriate design outcome.	
Tandem spaces permitted when allocated to same dwelling. Min 5.5m for 2-way access driveway.	Able to comply as discussed above.	☑
Internal circulation areas to be sealed.	All car parking will be sealed.	☑
Adequate lighting to be provided.	The basement car parks and entry points will all be suitably lit.	☑
Accessible spaces to comply with AS2890.6 and be located near lifts. Spaces to have a permanent sign. Adaptable housing must be allocated accessible spaces.	All accessible spaces will be located adjacent to the lifts within Basement Level 1 and Ground Level for Building A and on basement 1 of Building B. Accessible spaces will be assigned to adaptable units.	☑
Waste vehicles All loading to occur on level site. Min vertical clearance of 4.5m. Enter and exit in a forward direction. Max grades 1:20 for 1st 6m then max 1:8 with a transition of 1:12 for 4 meters at the lower end. Min turning circle of 10.5m. Waste collection points to be located within the basement for residential developments.	Waste collection is located within the building and will not be visible from the street The design ensures that the basement service area has been designed to accommodate medium rigid vehicles refer to accompanying Traffic and Parking Assessment.	☑
3A.3.2 Bicycle Park Design		
Comply with AS2890.3. Minimise conflict with vehicles. Be located underground in secure place.	Bicycle parking is provided within the ground floor for Building A and within Level 1 of Building B and will be designed to comply with the Australian Standards.	☑
3A.3.3 Traffic and Transport Plans and Reports		
Traffic and parking assessment required for development listed in Schedule 3 of SEPP (Infrastructure) 2007.	Refer to accompanying traffic and parking assessment prepared by Thompson Stanbury and Associates.	☑
3A.3.4 On-site Loading and Unloading Facilities		
1 service bay per 50 dwellings	A service loading and unloading area has been provided within the ground level of Building A Stage 1 (DA No. 2013/233). These spaces will also be utilised by residents and tenants in the extended Building A Stage 2.	☑

Cl. CONTROL	COMMENT	
	A service and loading area will be provided on Level 1 within Building B adjacent to the eastern lift and lobby area refer to the accompanying architectural plans and traffic and parking assessment.	
3B Heritage		
3B.7 Development in the Vicinity of Heritage Item or Conservation Areas 3B.7.1 General Requirements		
Maintain character of the streets and setting form.	Not Applicable	☑
Colours and materials to be recessive.		
Roofscape and materials to relate to nearby heritage items. Include hipped and gabled forms.		
Landscaping to minimise visual appearance of building and be compatible with the area.		
Setbacks to reflect orientation of a heritage items.		
Fences and gates of new development to be contemporary, simple and compatible in style and in materials to adjoining heritage items.		
3C Access and Mobility		
3C.1.2 Requirements for Submitting a Development Application		
DA to be accompanied by an Access Report prepared by a suitably qualified and experienced person.	An Access Report has been prepared by Accessibility Solution (NSW) Pty Ltd and accompanies this application.	☑
3C.2 Access, Mobility and Adaptability		
Comply with the provisions of the DDA, Premises Standards and relevant Australian Standards. Min of 10% to be adaptable (min of 17). 1 accessible car space per adaptable dwelling.	The development is capable of complying with the relevant requirements, refer to attached Access Report. 54 adaptable units are proposed. 1 accessible space will be allocated to each unit. In addition, disabled access is provided to the entry lobby and all levels of the building.	☑ ☑
3G Stormwater Management		
3G.2 Stormwater Management		
Comply with Stormwater Management Technical Guidelines. Protect the quality of receiving waters.	Australian Consulting Engineers have prepared Stormwater drawings and they accompany this application.	☑
3G.3 Water Sensitive Urban Design		
New developments to adopt the 10 WSUD design elements: (i) Integrating the design; (ii) Respecting the site; (iii) Conserving water; (iv) Preventing increased flooding; (v) Preventing increased stream erosion; (vi) Maintaining water balance; (vii) Reducing ecotoxic risk; (viii) Controlling stormwater pollution;	Refer to accompanying stormwater plans.	☑

Cl. CONTROL	COMMENT	
(ix) Managing the construction site; and (x) Ensuring long-term effectiveness		
C6 - C7 RFBs require: • Compliance with State Environmental Planning Policy - Building Sustainability Index (BASIX); • Site analysis; • Detailed Water Sensitive Urban Design Strategy (WSUD Strategy); • Erosion and Sediment Controls Plan (for sites with area _ 2,500m²); • Soil and Water Management Plan (for sites with area > 2,500m²); • Water Management Statement (for development containing 15 dwellings); and • Integrated Water Cycle Plan (for development containing > 15 dwellings	A BASIX certificate accompanies this application and demonstrates that the development achieves the Water, energy and thermal comfort targets of BASIX. A site analysis and erosion and sediment control plan has been prepared and accompanies this application. Refer to accompanying Hydraulic Engineering Plans.	☑
3G.4 Stormwater Quality		
Satisfy the objectives of "Botany Bay & Catchment Water Quality Improvement Plan.	The accompanying stormwater plans satisfy Council's intent.	☑
3I Crime Prevention Safety and Security		
Design development taking into consideration the CPTED principles.	Building A and B both have clearly identifiable entries at the corner of Coward Street and the proposed through site link, which are large and spacious in design, combined with the ground level non-residential tenancies they will minimise risk to future residents. Building B has another entry at the south-eastern corner of the building. All units have been designed to overlook the public domain to provide for natural surveillance to Coward Street, the through-site link and internal communal area.	☑
More than 20 dwellings requires formal crime risk assessment.	A formal assessment has not been undertaken. Notwithstanding this, the principle of casual surveillance and minimising areas that may attract undesirables has been considered in the design of this development.	☑
3J Aircraft Noise and OLS		
Development greater than 15.24m in height is required to be referred to Sydney Airport Corporation.	Council will refer the application to SAC.	☑
Indoor design sound levels for determination of aircraft noise to be considered including AS2021.2000. Consider ANEF charts applicable to the City of Botany Bay Council – applies to all development within the 20ANEF range.	An aircraft Assessment has been prepared by The Acoustic Group and accompanies this application.	☑
3K Contamination		
Consider Contaminated Land Management Act 1997 and provision of SEPP 55	Environmental Investigation has prepared a Stage 1 Assessment which accompanies this	☑

Cl. CONTROL	COMMENT	
	application. It determines that the site can be made suitable for mixed use development.	
Consider the 5 Steps of Investigation: 1) Initial Evaluation; 2) Preliminary Investigation; 3) Detailed Investigation; 4) Site Remedial Action Plan; and 5) Validation & Reporting.	Noted.	☑
Containment or Capping of Contaminated Material is not encouraged.	Noted.	☑
3L Landscaping		
New RFBs require a: • Tree survey and arboriculture Report/Tree Assessment. • Detailed landscape documentation, site analysis and schedule of finishes. • Landscape Maintenance Schedule. Minimum of 80% of plants to be native. Maintain and embellish the visual and environmental amenity of the City. Ensure new development incorporates high quality landscaping and planting designs integral to overall development. Ensure landscaping is responsive, retains trees and provides adequate and appropriate landscaping.	The development requires removal of trees on site and this will enable remediation of the contaminated site. A landscape plan has been prepared by iScape Landscape Architects and accompanies this application. The landscape plan will provides for substantial street trees to be planted along the Coward Street frontage and new through site link. This will enhance the public domain, soften the built form and improve amenity for pedestrians. The podium level communal open space will be suitably landscaped to provide a highly usable area for future residents with high amenity.	☑
Deep soil landscape zone required for all development and must comply with Part 4 – Residential Development.	Part 4 of the DCP requires 25% of the site to be deep soil landscaping. Such a requirement is not possible to achieve in a mixed use zone where retail uses are required which facilitate an increased hard paved area. The development provides 10% of the site area as deep soil and deep soil on slab which is considered reasonable given the mixed use nature of the zone. The provision of retail space to all frontages and in particular flanking the through site link with associated paved areas to encourage outdoor dining impacts on the ability to provide deep soil landscaping. However, deep soil zones have been provided to compliment this space and enhance the useability, functionality and amenity of the space. The provision of deep soil is considered appropriate given the zoning and mixed use nature of the site.	x
Green roof encouraged for RFBs with a GFA greater than 2000m²: As a guide the size of the green roof is as follows: (i) 2000m² - 9999m² = 30% of the roof area. (ii) 10,000m² - 19,999m² = 45% of the roof area; and (iii) 20,000m² or greater = 60% of the roof area.	Noted. A green roof is not proposed but generous landscaped podium communal areas are provided.	☑

Cl. CONTROL	COMMENT	
3N Waste Minimisation & Management		
Site waste minimisation and Management Plan be prepared and submitted with DA in accordance with Section 3N of the DCP. Multi-unit waste generation is approximately 80L per unit per week and recyclable materials is 40L per unit per week.	A waste management plan has been prepared by Elephants Foot Recycling Solutions and accompanies this application.	☑
RFBs must provide following: • 1 x 360L recyclable bin per 5 dwellings or pert thereof; • 1 x 360L waste bin per 5 dwellings or part thereof; and • 1 x 140L or 1 x 240L (optional) green waste bins per 2 dwellings or part thereof.	The total number of waste bins are required based on 542 units including compaction is: 94 x 240L recycling bins; and 91 x 240L waste bins Green waste will be removed by a private contractor. Refer to accompanying Waste Management Plan. Waste facilities will be provided within the ground floor of Building A and Level 1 of Building B and a Waste Management Plan accompanies this application, refer to waste management discussion in SEE.	☑
Buildings with 4 or more storeys are required to provide a garbage chute system for access on each level. Multi-storey developments with 10 or more dwellings must provide a caged area with a minimum volume of 4m3 and be allocated for the storage of discarded bulky items	A garbage room has been provided on every level adjacent to the lift lobby with a garbage chute system.	☑
4C Residential Flat Buildings – does not apply to B2 zone		
Part 8 Character Precincts		
8.7 Mascot Character Precinct		
8.7.1 Existing Character		
Mascot abuts the Airport, contains Mascot Station Precinct and is linked to major regional and State road networks. Dominant land uses are industrial/airport related uses, residential and retail. The uses are clearly segmented with industrial uses being located in the area bound by O'Riordan St, Alexandra Canal, Gardeners Road and the Airport. Linear retail strips are situated along Botany Road and Gardeners Road and residential occupies remaining parts of precinct.	Noted. The subject site proposes to demolish the existing commercial buildings, remediate the site and construct a mixed use development which is consistent with the desired future character. Building A will be an extension of the Stage 1 DA and will further accentuate the corner of Coward Street and Kent Road and improve the public domain through provision of additional retail tenancies at ground level.	☑
8.7.2 Desired Future Character		
Function & Diversity: • Enhance public domain and streetscapes. • Focus and limit activity to MSTCP • Non-residential along street frontage • Encourage different housing styles • Consistent streetscape	The redevelopment will significantly improve the public domain through the extension of Stage 1 of Building A and the construction of an additional mixed use building. Both buildings will increase activation along Coward St. Non-residential uses will be provided along the Coward Street frontage and along the proposed through site link. In addition, the generous lobby and forecourt entries will be provided at the corner of the Coward Street and the through site link being a highly appropriate location to activate and improve the public domain.	☑

Cl. CONTROL	COMMENT	
Form, Massing, Scale & Streetscape: • Facilitate 12 storey development in MSTCP • Promote site access and facilities that do not dominate streetscape • New development to complement existing development • Maintain roof forms.	The 15 storey building exceeds the 12 storey height recommended within the MSTCP. An increase in height is considered appropriate for the following reasons: • Building A Stage 1 and 2 is located on and near the corner of Kent Road and Coward Street and the resultant building form has no adverse impact on surrounding properties. • The extension of Building A further accentuates the corner of Kent Rd and Coward St and is of appropriate scale. • The buildings will be consistent with surrounding development and the highly articulated form with the two uppermost levels being designed to be lightweight ensures that the development is of an acceptable bulk and scale.	x
Setbacks: • Retain consistent front setbacks • Retain consistent side setbacks	Setbacks are consistent with Part 9A of the DCP.	☑
Landscaping: • Maintain view lines • Encourage landscaping of setbacks • Promote landscaping in rear POS for privacy	Landscaping has been designed for the site and softens the built form while providing privacy and wind mitigation for future residents	☑
Heritage: • Promote Urban design and uses to enhance the character • Conserve and enhance heritage items	Not Applicable	☑
Fencing: • Encourage and retain fencing consistent with the street.	Not Applicable	☑
Noise: • Minimise traffic and aircraft transmission.	Refer to accompanying Acoustic Report. The development is capable of complying.	☑
Subdivision: • Retain rectilinear grid	Not Applicable	☑
Public Domain & Environment: • Encourage links to open space with pedestrian linkages • Encourage landscaping • Enhance pedestrian amenity	The proposed development will provide a new through site link between Coward Street and John Street, this is desirable as it further activates the B2 Local Zone and connects to the site to the north which will contain a future supermarket adjacent to the Mascot Station. A substantial amount of street trees will be planted along Coward Street and along the new through-site link which will significantly improve the public domain, soften the built form and improve amenity for pedestrians.	☑
Solar Access: • Maximise solar access to adjoining properties and public	Refer to accompanying shadow diagrams, adequate sunlight can be provided to proposed	☑

Cl. CONTROL	COMMENT	
domain. • Preserve solar access to adjoining properties.	units and adjoining sites, as discussed above.	
Traffic & Access: • New development to have minimal impact on traffic flow and demand for on street parking and public open spaces. • Provide adequate on-site parking. • Discourage through traffic throughout the Precinct.	Refer to accompanying Traffic and Parking Assessment. Adequate car parking is provided on site.	☑
Views: • Retain existing views	No view will be affected.	☑
Part 9A Mascot Station Town Centre Precinct		
General Provisions		
9A.3 Urban Block Character Statements		
9A.3.1.2 Existing Character – Urban Block 1		
Typical land uses include industrial warehouses, distribution centres, transport related uses and offices contained on large sites within 1 and 2 storey industrial buildings. The existing character of the low rise industrial style buildings are inappropriate to their location in the urban core of Mascot Station Town Centre. There is some evidence of redevelopment activity within the urban block, including small pockets of mixed use development and residential high rise.	Noted.	☑
9A.3.2 Desired Future Character – Urban Block 1		
Land uses: • Mixed use area with retail ground floor uses on Bourke St, Coward St and Kent Rd, residential and commercial uses elsewhere. • Gardeners Rd and Kent Rd to have continuous ground floor commercial, with residential and commercial uses above. • New supermarket located close to Bourke St and railway station.	The extension of the mixed use building within Stage 1 (known as Building A) and a new mixed use building (known as Building B) are proposed with non-residential uses at ground level. This is consistent with the desired future character of the precinct.	☑
Street Character: • Bourke St to be Main Street in precinct. • Church Ave to be predominately residential. • New local streets to provide vehicular, pedestrian and cycle access to high rise residential. • Building facades to align with new streets and interface between private and public open space to be visually open. • New public domain to provide access to buildings and public open space for recreation. • Extension of John St will provide access to vehicles and pedestrians. • Kent Rd and Coward St Buildings to have continuous commercial ground floor with residential or commercial above.	No new streets required across this site. However, the development will create improved pedestrian links with the provision of a new north-south through-site link between John Street and Cowards Street. The buildings will also create a much improved interface with the existing streets and public domain. Non-residential uses will be provided at ground level and will suitably integrate with the public domain. As mentioned in DA 2013/227, the extension of John Street to through traffic from Kent Road enables a driveway entry for Building A to be constructed along this road creating a more desirable outcome for the development with all traffic exiting left onto Coward Street only, this operation will not change as a result of the	☑

Cl. CONTROL	COMMENT	
	extension of Stage 2 of Building A. In addition, the development provides for a public car park accessed off John Street which will assist in reducing parking congestion in the area.	
Built Form: • Street frontages at the lower levels to be generally continuous, enhancing pedestrian interest and amenity. • Residential floors above to be designed using environmental design strategies. • Upper levels to facilitate daylight to street and avoid street canyons be being setback from building alignment.	The building form is appropriate for the corner site and along Coward Street and has been demonstrated in the SEE. The upper levels of both buildings reduce in size to minimise bulk and scale.	☑
Public Domain: • Urban Block 1 will undergo major transformation with new publicly dedicated streets and parks on existing lots. • Density and requirements for car parking will reduce potential of deep soil planting but new parks to make up the shortfall. • New local parks to provide recreation needs. • Public domain improvements.	The design of the buildings will respond to the future character of the area and will not unreasonably affect adjoining properties as demonstrated in the SEE. Deep soil opportunities on this site have been reduced due to the high water table and required number of car parking spaces on site. This is appropriate on this site for reasons discussed above in this SEE.	☑
Road widening: • New streets shown in Figure 7. Does not affect site but shows the extension of John Street to the west and the western closure of the street adjacent to Kent St. • Road widening required along Kent Rd as well as corner of Kent Rd and Coward St within 39 Kent Rd site. Obtain further information from Council.	Not applicable. Notwithstanding, Kent Road and Coward Street are proposed to be widened under the Stage 1 DA 2013/227.	☑
9A.4 General Controls		
9A.4.2 General Control Plans		
6 storeys. Road widening along Kent Rd and at the corner of Kent Rd and Coward St.	The proposed buildings will be 15 storeys high and this has been justified in the LEP height discussions and Clause 4.6 variation accompanying this application. The buildings will not unreasonably affect adjoining properties due to current zoning, separation distances and future public domain improvements. The heights of both buildings have a minor exceedance with the maximum height permitted under the Botany Bay LEP 2013, which prevails. The road widening has been provided under the Stage 1 DA.	x ☑
9A.4.3.1 Height		
Comply with Botany Bay LEP 2013 Clause 4.3 – 44m	The proposed height has been justified in the LEP discussion within the SEE and the accompanying Clause 4.6 Variation	x
Council may require a reduction in height if the building has	Noted. The development will not unreasonably	☑

Cl. CONTROL	COMMENT	
unacceptable adverse impacts: overshadowing, view loss, design excellence, inappropriate transition etc.	affect surrounding properties as residential development is not permitted on the B5 zone to the south. Accordingly there will be no impact by way of overshadowing or view loss. Adequate separation has been provided with adjoining sites and internally on the same site to minimise privacy and overlooking impacts.	
Conform to maximum height of 6 storeys in Urban Block 1 as shown in Figure 16.	The development will be 15 storeys high and will exceed the 6 storey height. This is acceptable as discussed above under the LEP Height discussion and accompanying Clause 4.6 Variation.	x
9A.4.3.2 FSR		
Comply with Botany Bay LEP 2013 Clause 4.4 – 3.2:1.	The proposed FSR has been justified in the LEP discussion within the SEE and the accompanying Clause 4.6 Variation.	x
Council may require a reduction in FSR if the building has unacceptable adverse impacts: overshadowing, view loss, design excellence, inappropriate transition etc.	Noted. The site can sustain the proposed FSR as justified within the SEE and Clause 4.6 Variation.	☑
Development must comply with the future layout and built form controls for Urban Block 1 refer to Figure 11. This requirement may not result in the FSR being achieved. Figure 11 shown below: 	The height of the building will be 15 storeys. This exceeds the recommended layout option but is appropriate as addressed above.	x
9A.4.3.3 Site Amalgamation and Subdivision		
Must conform to amalgamation pattern shown in Figures 21, 22, 24 and 35.	Not Applicable	☑
Lot alignments to conform to Figures 26, 27, 28 and 29. 	Not applicable. However, the road widening forms part of the Building A Stage 1 DA 2013/227 and the architectural plans that accompany this already submitted DA show the new site alignments are beyond the requirements of the DCP following discussions with the RMS.	☑
Subdivision plan will be required where land needs to excised to create new parks, public domain spaces or roadways.	Noted.	☑

Cl. CONTROL	COMMENT	
9A.4.3.4 Street Setbacks		
Urban Block 1 to comply with setbacks in Figure 30 and 31: Levels 1 - 4: • Kent Rd = 3m • Coward St = 3m • John St = 0m Levels 5 -13: • Kent Rd = 3m • Coward St = 3m • John St = 0m	The following setbacks are proposed for all levels: Coward St = 3m; and John St = min 3m .	☑
All development within Urban Blocks 1, 3 and 4 must comply with the section plans in Figures 36, 37, 38, 39, 40, 41 and 42:	Not Applicable	☑
All property boundary front setbacks must be deep soil (landscaped area) and must not have underground intrusions such as basement car parking or OSD.	Noted. A reduced amount of deep soil planting is provided along the Coward Street frontage of Building B and on the podium but is limited due to the requirement of commercial at ground level and basement parking. The design is acceptable in this instance. In addition, the through-site link will provide additional deep soil planting opportunities.	x
9A.4.3.5 Side and Rear Setbacks		
All development within Urban Blocks 1, 3 and 4 must comply with the side and rear setbacks identified in **Figures 11, 12, 14 and 15**.	The setbacks are acceptable as outlined above.	☑
Side and rear setbacks must be planted to create visual separation between residential and commercial uses.	The site has been landscaped where possible to soften the built form, mitigate wind and provided privacy. Refer to accompanying landscape plan. The development provides sufficient setbacks from the northern and eastern boundaries to enable compliant separation distances with adjacent developments.	☑
The side and rear setbacks must be deep soil (landscaped area) and must not have any underground intrusions such as underground car parking or on site detention.	Deep soil planting has been provided in the form of deep planters on the podium due to the high requirement of car parking and high level water table.	x
9A.4.3.6 Building Separation		
Residential Flat Buildings and Mixed Use Developments containing residential units must comply with the principles and provisions of State Environmental Planning Policy No 65 (SEPP 65) and the Residential Flat Design Code in relation to building separation.	The separation is acceptable for reasons outlined under the SEPP 65 discussion within the SEE.	☑
9A.4.3.7 Building Envelopes		
RFBs and Mixed Use Developments containing residential units must comply with SEPP 65. Figures 43, 44, 45, 46, 47 and 48 are indicative only. Figure 43 relates to subject site:	As discussed above and within the SEE the built form is acceptable. The form of the buildings creates a strong building edge to Coward Street which is appropriate given the B5 zoning to the south. The development	x

Cl. CONTROL	COMMENT	
	meets the requirements of SEPP 65 and the guidelines established in the RFDC.	
9A.4.4.1 Design Excellence		
Require SEPP 65 Design Statement.	Refer to accompanying statement.	x ☑
Development must comply with Part 4 Development.	Noted. The development achieves design excellence and will make a substantial contribution to the public domain.	☑
The proposed building design and form must identify and justify: (i) How it will define the public domain and contribute to the character of the streetscape; and (ii) How it will meet the SEPP 65 Residential Flat Design Code recommendations.	As discussed above, the proposed street setbacks and retail uses at ground level will improve the Coward Street frontage and proposed through sit link. The new through site link will encourage pedestrians to walk between Buildings A and B. The buildings will create very strong street edges that will define the public domain. While the proposed street plantings will soften the public domain and built form while improving the amenity for pedestrians. Refer to SEPP 65 table below to demonstrate how SEPP 65 has been achieved.	☑
Drawings and examples must be provided regarding the building features, textures, materials, finishes and colours suitable to the site, building type and context.	Refer to accompanying photomontages and materials and finishes schedule.	☑
Prior to its lodgement as a Development Application, the proposed development must be presented to the City of Botany Bay Design Review Panel.	The DA has not yet been presented to the DRP, however, the comments of the DRP in regards to 39 Kent Road have been considered as part of the development of this DA. The DA will be referred to the DRP following lodgement.	☑
9A.4.4.2 Streetscape and Building Form		
A 'sense of place' and contemporary character for the precinct is to be maintained via a high quality built form and energy efficient architectural design.	The buildings have been architecturally designed and will provide a much improved interface with the public domain.	☑
Development must comply with Part 4 - Residential Development.	Refer to Part 4 assessment above.	☑
Buildings must have a consistent street wall height (in terms of the number of storeys) and provide a continuous street frontage along all significant streets.	The buildings will provide a continuous street frontage and wall height that will address Coward St, John Street and the new through site link.	☑
Diversity and activity is to be ensured via providing a variety of frontage widths for retail shops along the street.	Noted.	☑

Cl. CONTROL	COMMENT	
Blank walls are to be avoided fronting principal streets and the public domain.	Blank walls have been minimised. The podium to the John Street extension will be screened with landscaping in conjunction with the development to the north.	☑
9A.4.4.3 Public Domain Interface at Ground Level		
• Clearly definable entry and address to the street. • Primary outdoor open space not to be located on the street frontage. • Side or rear boundary fencing is not permitted fronting the public domain except where appropriate landscaping is located in front of the fence. • The visual connection between the building frontage and the public domain must be considered carefully in all development.	Entry to the buildings will be via the generous entry forecourt at the corner of Coward Street and the through site link with another generous lobby area at the south-eastern corner of Building B. These areas are clearly definable through the design of the building.	☑
9A.4.4.4 Active Street Frontages and Awnings		
• Provide retail and commercial street frontages. • Provide awnings. • Outdoor dining to provide safe pedestrian circulation. • Minimum passage of 2m between adjacent buildings and leased outdoor area. • Number of tables and chairs to be based on leased area. • No A-frame advertisements permitted.	Non-residential uses are provided at ground level and awnings provided above retail entry points for weather protection.	☑
9A.4.4.5 Residential and Non-Residential Interface		
• Clear boundaries between public and private domain. • Shadow diagrams required for summer and winter solstices at 9am, 12pm and 3pm. • Design and positioning of plant and equipment to be included in early design process.	Clear boundaries are provided between landscaping and the built form features. Refer to accompanying shadow diagrams. All plant has been incorporated into the design of the building.	☑ ☑ ☑
9A.4.4.6 Building Articulation		
• Corner buildings to address both streets. • Blank external walls of greater than 100m² to be avoided.	Building A successfully accentuates the corner of both Kent Rd and Coward St and the proposed extension under Stage 2 to the east will further accentuate this important corner.	☑
9A.4.4.7 Dwelling Size and Mix		
Minimum unit size: Studio = 60m² 1 bed = 75m² 2 bed = 100m² 3 bed = 130m² 4 bed = 160m² Combined number of studios and 1 bed units must not exceed 35%.	All units comply refer to unit schedule in Section 3 of the report. 54% of units will be 1 bed a variation to the control. Refer to justification at the end of this table.	☑ ☑
9A.4.4.8 Landscaped Area		

<table>
<tr><th>Cl.
CONTROL</th><th>COMMENT</th><th></th></tr>
<tr><td>• Residential setbacks from streets and parks are to support planting, at a scale that allows passive surveillance of the public domain. This requirement may vary with each block.
• To comply with Part 3L – Landscaping.
• Relate design to proportion and character if streets and parks along the boundaries.
• Use appropriate plants to screen that do not block sun light and air for neighbouring sites.
• Provide sufficient depth above paving slabs in accordance with SEPP 65.
• Minimise maintenance.
• Ensure planters are well designed.
• Execute all nominated public domain works refer to Figures 57, 58, 58 and 60.
• Public park to have a minimum of 80% deep soil.
• Comply with SEPP 65.
• No minimum percentage of landscaped area for mixed use sites for residential it is 10%.</td><td>Refer to accompanying landscape plans. The design softens the built form, provides wind mitigation and privacy measures.
The substantial street tree planting along Coward Street and along the through site link will significantly improve the public domain.</td><td>☑</td></tr>
<tr><td colspan="3">9A.4.4.9 Private Open Space and Communal Open Space</td></tr>
<tr><td>Comply with SEPP 65.
Minimum POS per unit:
Studio/1 bed = 12m²
2 bed = 15m²
3 bed = 19m²
4 bed = 24m²
POS to be directly accessible from living areas.
Primary outdoor area not to be located at grade on street level.</td><td>Refer to SEPP 65 discussion in report.

37 of the 542 with the minimum amount of POS. Notwithstanding this; part 4C of the DCP requires a minimum of 12m2 per unit which is fully complied with. 12m2 for a two bedroom unit is a spacious balcony area that can accommodate the outdoor living needs of the residents, The balconies are of sufficient size to accommodate tables and chairs and each balcony will have direct connection to living areas.</td><td>☑

x</td></tr>
<tr><td>Min of 20% of the site area to be communal open space for RFBs. More than 70% of the area to be capable of growing plants.
Basement and/or OSD not to extend into the street or rear setback.</td><td><table>
<tr><td>Communal Open Space with Stage 1 & 2 – Building A</td><td>1,481m² (24% of site area following dedication of through site link)</td></tr>
<tr><td>Communal Open Space Building B</td><td>1,738m² (27% of site area following dedication of through site link)</td></tr>
<tr><td>Total Communal Open Space</td><td>3,219m² (22% of site area)</td></tr>
<tr><td>Combined Communal Open Space and Through-Site Link</td><td>4,857m² (34% of site area)</td></tr>
</table></td><td>☑</td></tr>
<tr><td colspan="3">9A.4.4.10 Crime Prevention, Safety and Security</td></tr>
<tr><td>• Any construction plans with the development application</td><td>The buildings have been designed to enable</td><td>☑</td></tr>
</table>

Cl. CONTROL	COMMENT	
must show the location of smoke detectors, together with a specification on their installation in accordance with the Building Code of Australia (BCA). • Development must comply with Part 3I - Crime Prevention, Safety and Security. • Building and open space designed to enable casual surveillance, minimise access between areas within the development and provide adequate lighting. • Secure entry and exit points. • Blank walls to be avoided. • Provide clear signage.	casual surveillance, will have secure entry points and will have an easily definable entry. All this ensures safety of future residents and visitors.	
9A.4.4.11 Car Parking		
Car parking to be provided at the following rates: Commercial/Retail = be consistent with the Mascot TMAP 1 bed = 1 parking space 2 bed = 2 parking spaces 3 bed or more = 2 parking spaces Visitor = 1 space per 7 dwellings Car parking to be provided underground. Compliance with Australian Standards. Comply with Part 3A – Car Parking.	Development complies with the minimum parking rates as outlined in Section 3A above with the exception of the visitor parking. Refer to detailed justification in accompanying Traffic Report. 863 car spaces will be provided and all parking will be generally provided underground in accordance with the Australian Standards.	☑
9A.4.4.12 Loading and Unloading		
• Development must comply with Part 3A - Car Parking. • All commercial developments and mixed use developments must provide onsite loading and unloading areas. • Loading and unloading areas should be well hidden or screened from the public domain and should be located underground where practical. • Loading docks must be located so that vehicles do not stand on any public road, footway, laneway or service road • Where possible vehicles using the loading and unloading areas should entering and leaving in a forward direction. • Loading docks should comply with AS 2890/2 (2002) – Off street commercial vehicle facilities.	All loading and unloading can be accommodated on site and will be hidden from view by the design of the building and all vehicles can enter and leave site in a forward direction.	☑
9A.4.5.1 Acoustic Privacy		
Acoustic Report may be required.	Refer to accompanying Acoustic Report.	☑
9A.4.5.2 Visual Privacy		
Comply with SEPP 65 and Part 4 – Residential Development. In some case the following privacy mitigation measure may be incorporated: • Fixed screens min 75% block out. • Fixed windows with translucent glazing • Appropriate screen planting or planter boxes • Windows are to be off-set	Adequate separation and setbacks have been provided refer to SEPP 65 assessment. Privacy screens, planting, high level windows, blank blade walls and off-set balconies all ensure a high level of privacy.	☑

Cl. CONTROL	COMMENT	
• Windows with sill heights of 1.8m or windows below the 1.8m must have fixed translucent glazing.		
9A.4.5.3 Natural Ventilation		
Residential Flat Buildings and Mixed Use Developments containing residential units shall comply with the principles and provisions of State Environmental Planning Policy No 65 (SEPP 65) and the Residential Flat Design Code in relation to natural ventilation and **Part 4 – Residential Development.**	Refer to SEPP 65 table within the SEE. The development responds adequately to these controls and any variation has been suitably justified.	☑
9A.4.5.4 Solar Access and Shadow		
Comply with SEPP 65 and Part 4 – Residential Development. Development must demonstrate: (i) Neighbouring developments will obtain at least three hours of direct sunlight to 50% of the primary private open space and 50% of windows to habitable rooms; and (ii) 30% of any common open space will obtain at least two hours of direct sunlight between 9am and 3pm on 21 June. Development sites and neighbouring dwellings are to achieve a minimum of 2 hours direct sunlight between 9am and 3pm on 21 June onto at least 50% of the required minimum amount of private open space.	Refer to accompanying shadow diagrams. The configuration of the buildings on the site ensures that the site to the east (which is zoned B2 consistent with this site) is capable of achieving solar access during the middle of the day. It is noted that the proposed development to the north will have a significant impact on the available solar access of the site to the east.	☑
9A.4.5.5 Sustainable Building Design		
Comply with Part 3H – Sustainable Design. Comply with provisions of SEPP (BASIX). Comply with SEPP 65.	Refer to accompanying BASIX certificate which achieves energy, water and thermal requirements.	☑
9A.4.5.6 Views		
Development to preserve views and encourage view sharing between sites	No views affected.	☑
9A.4.5.7 Wind Mitigation		
Wind report may be requested.	Refer to accompanying wind analysis.	☑
9A.4.5.8 Reflectivity		
Reflectivity not to exceed 20%. A reflectivity report may be necessary.	Able to comply.	☑
9A.4.5.9 Stormwater Management and Flooding.		
Development must comply with Part 3G – Stormwater Management and Council's Stormwater Management Technical Guidelines.	Refer to accompanying stormwater engineering drawings.	☑
9A.4.6.4 Maintenance		
Consider easy maintenance material.	The chosen materials and finishes will require low maintenance.	☑
9A.4.6.2 Signage		
Not Applicable	N/A	☑
9A.4.6.3 Fencing		
Not Applicable	N/A	☑

Cl. CONTROL	COMMENT	
9A.5 Public Domain Works		
9A.5.1 Overview		
To be in accordance with Council requirements.	Refer to accompanying plans which provide a through site link between Coward Street and John Street. Landscaping of the link will be in accordance with Council requirements. The streets will be upgraded in accordance with Council requirements.	☑
9A.5.2 Streets		
New streets and changes to existing streets are to be provided in accordance with **Figures 57, 58, 59 and 60**, the Public Domain Strategy and Appendix A of the Mascot Town Centre Precinct Masterplan.	Noted. As discussed above, land will be dedicated for future road widening along the Kent Rd frontage and corner under the Building A Stage 1 DA No. 2013/227.	☑
9A.5.3 Parks		
New parks and changes to existing open space areas are to be provided in accordance with **Figures 57, 58, 59 and 60**, the Public Domain Strategy and **Appendix A** of the Mascot Town Centre Precinct Masterplan.	The subject site is not identified as being required to provide a new park.	☑
9A.6 Development Contributions and Planning Agreements		
To be discussed with and agreed to with Council.	An offer to enter into a VPA accompanies this submission.	☑

Further Discussion – Unit Mix

4.2.82 The development proposes the following unit mix:

Table 9: Unit Mix

Unit Type	TOTAL	UNIT MIX
Studio	7	1%
One bed	294	54%
Two bed	234	43%
Three bed	7	1%
Total	542	100%

4.2.83 The DCP permits a maximum combined total of studio and one bed units of 35%. The development application proposes 55% a variation to the controls. The proposed dwelling mix

is responsive to the market demand which is a trend towards higher densities with a greater portion of studio and one bedroom units.

4.2.84 The subject site is located within the Mascot Station Precinct which is an area identified in the Metropolitan Strategy as an area to support higher density living due to the proximity to the airport, major transport corridors and major public transport nodes including Mascot Station. A higher proportion of studio and one bedroom units enables the provision of higher density housing in this ideal location.

4.2.85 Hill PDA was engaged to prepare a Mascot Residential Demand Assessment Report to accompany this DA. A summary of the report is provided below:

The key findings of this report in respect of the demographic characteristics are:

- *The suburb of Mascot has experienced significant population growth between 2001 and 2011 and population projections indicate that this will continue;*
- *The age profile of residents in Mascot is getting younger with the median age falling from 37 years to 35 years between 2001 and 2011. This is contrary to broader trends for the Botany Bay LGA and Greater Sydney where the median age of residents has increased over the period.*
- *The proportion of flat-unit-apartments in Mascot has increased between 2001 and 2011 as has the proportion of households comprising lone persons and couples with no children. Mascot has experienced declining dwelling occupancy rates over the same period;*
- *Two bedroom dwellings represent the greatest proportion of homes in Mascot, compared to significantly fewer studios and 1 bedroom units, equivalent to 10% of the stock in 2011. This is despite these dwellings being the most affordable and in high demand by younger residents and families without children; and*
- *The improved accessibility and attraction of Mascot to a wider market has led to a changing socio-economic character with a growing share of residents employed in white collar occupations and a declining proportion employed in blue collar occupations.*

The key findings of the report in respect of market trends are:

- *Two (2) bedroom dwellings make up the greatest proportion of dwellings in Mascot with studio and one (1) bedroom dwellings making up only 10% of stock in 2011;*
- *Demand for studio and 1 bedroom dwellings in Mascot is particularly strong*
- *Demand for smaller units is likely to remain strong owing to declining household sizes in Mascot, a reduced fertility rate and increasing house prices;*
- *The market is observed as being price sensitive. Studio and 1 bedroom units are in particularly high demand from all components of the buyer market as these are more affordable and more aligned to the requirements of buyers;*
- *There is a shortage of studio and one bedroom units in Mascot. 79% of current dwellings for rent are 2 or more bedroom properties. This demonstrates the undersupply of studio and 1 bedroom units.*
- *The increased provision of studio and 1 bedroom units is a positive market response. The ability of development to "meet the market" underpins feasibility which is the key driver of residential supply;*

- *Constrained supply of smaller units results in an inability of the development industry to address the needs of the growing residential population;*
- *Housing affordability is a key demand driver for the purchase or rental of studios and 1 bedroom units in Mascot. A household with a median income for Greater Sydney ($75,000p/a in 2011) could not afford to purchase a new 1 bedroom apartment in Mascot without being subject to mortgage stress;*
- *Increasing the supply of studio and 1 bedroom units in Mascot will positively support the needs of the community, which is increasingly single persons/couples;*
- *Mascot and the Botany LGA are under-represented with one bedroom apartments (8%) when benchmarked against Inner Sydney and Eastern Suburbs (22%);*
- *There is a strong relationship between the size of residential units and their price. A 25sqm increase in size of apartments in the Botany LGA was shown to lead to well over $100,000 (over 20%) price increase; Strict enforcement of the unit mix/size control will lead to a fall in demand for apartments in the order of 30-40%.*

4.2.86 The findings of the report confirm that there is a strong demand for studio and one bedroom units and accordingly the proposed unit mix will result in a positive contribution to the social mix in the precinct and assist in supporting affordable housing in Mascot.

4.2.87 The variation to the unit mix control is therefore considered appropriate.

Residential Flat Design Code

4.2.88 The Residential Flat Design Code is a resource to enable councils, planners, developers and architects to improve residential flat design. The Code sets broad parameters for good residential flat design by illustrating the use of development controls and consistent guidelines.

4.2.89 The Design Code supports the ten design quality principles identified in State Environmental Planning Policy No. 65 — Design Quality of Residential Flat Development. It supplies detailed information about how development proposals can achieve these principles.

4.2.90 The following table provides an assessment of the proposed development against the key guidelines in the Code:

Table 10: Assessment against Residential Flat Design Code

Code Requirements	*Comments*	Compliance
PART 1. LOCAL CONTEXT		
Relating to the local context		
Good design responds and contributed to its context. Context includes the social, economic and environmental factors as well as the physical form of the area and its surrounds.	*The form of the buildings is highly appropriate within the surrounding context. The building configurations respect the existing adjoining uses and possible future development to ensure high levels of residential amenity.*	☑
Residential flat building types	*Noted.*	
Amalgamation and subdivision	***Not applicable.***	
Building Envelopes%		

Code Requirements	*Comments*	Compliance
The building envelope is the three dimensional zone that limits the extent of a building.	*Noted.*	☑
Building Depth		
10-18 metres for adequate daylight and natural ventilation.	*Both buildings have a maximum east-west depth of 27m and a maximum north-south depth of 22.6m. Notwithstanding the building depth, the units achieve high residential amenity.* *The development has been designed to achieve high levels of amenity with all corner units and/or units with a dual/triple frontage for good natural light and ventilation.* *A large proportion of units are 2 storey in height providing dual orientation and increased amenity*	☑ ☑
Primary Development controls		
Building Separation Buildings up to 4 storeys / 12 metres • 12 metres between habitable rooms/balconies • 9 metres between habitable /balconies and non-habitable rooms • 6 metres between non-habitable rooms For buildings five to eight storeys / 25 metres • 18 metres between habitable rooms/balconies • 13 metres between habitable /balconies and non-habitable rooms • 9 metres between non-habitable rooms For buildings nine storeys and above • 24 metres between habitable rooms/balconies • 18 metres between habitable /balconies and non-habitable rooms • 12 metres between non-habitable rooms	*Internal separation Stage 1 & Bld A* • *38 metre separation, reducing to 37.65m at Level 13, increasing to 45.05m at Level 14.* *Building A & Building B* • *26 metres* *Internal separation Building B* • *33.46 metres* *Eastern boundary* • *12 metres increasing to 15 metres at level 14* *Approved Bld to the north & Building A* • *18 metre separation increasing to 21 metres at Level 13. There are no unscreened openings above level 9.* *Approved Bld to the north & Building B* • *18 metre separation increasing to 31 metres at level 9 & 25.3 metres at level 13. There are no unscreened openings above level 9.* *The assessment confirms that the proposed separation distances are*	☑

Code Requirements	*Comments*	Compliance
	acceptable.	
Street setbacks Identify the desired streetscape character and the common setback in the street.	*The buildings will provide a 3m setback from Coward Street being consistent with the desired future character.*	☑
Site and rear setbacks Relate side setbacks to existing streetscape patterns	*A rear and side setback with deep soil landscaping above slab is proposed along the northern frontage of both buildings and along part of the eastern setback of Building B.* *Where possible, setbacks allow for deep soil planting.*	☑
Floor space ratio	*Refer to Council's controls and discussion above.*	N/A
PART 2. SITE DESIGN		
Site Analysis		
Development application should be accompanied by a site analysis.	*Site analysis has been undertaken as part of the design development.*	☑
Site Configuration		
Deep Soil Zones A minimum of 25% of the open space should be deep soil landscaping.	*293m² of the site contains actual deep soil planting while a further 1123m² is above slab in deep planters. Overall 1416m² (10%) of the site contains deep soil planting.* *Deep soil planting is limited and this is primarily due to the high level of the water table which restricts further excavation across the site resulting in car parking accommodating a large portion of the site. In addition, the extensive retail activation and opportunity for outdoor dining consistent with the objectives of the B2 zone limits the opportunity for deep soil landscaping. The proposed public domain street upgrade will see a substantial amount of trees planted which will still soften the built form.*	X
Fences and walls Respond to the architectural character for the street. Clearly delineate public and private domain without compromising safety and security.	*Due to the retail frontage, no fencing is proposed along the street frontages.*	☑
Landscape Design Improve the amenity of open space with landscape design that provides shade, screening and accessible routes. Landscaping should contribute to the streetscape character. Provide sufficient depth of soil above slabs to enable growth of mature trees.	*A detailed landscape plan has been prepared and accompanies this application. The landscape design selects appropriate species for the area to facilitate lushly landscaped spaces.*	☑

Code Requirements	*Comments*	Compliance
Open Space The area of open space should generally be between 25 – 30% of the site area. Minimum recommended area of private open space in the form of courtyards is 25m2.	*The area of communal open space is:* *24% for Building A; and* *27% for Building B.* *However, the above calculations are based on site area less the future dedicated through-site link.* *If the through-site link was incorporated into the calculation overall 34% of the site will be communal open space.*	X☑ ☑
Orientation Position buildings to maximise north facing walls. Detail building elements to modify environmental conditions as required to maximise sun access sin winter and shading in summer.	*The orientation of the buildings maximises the opportunity for north, eastern and western facing units. Shading devices including deep balconies with overhangs are proposed to enable sun shading. The number of south facing units has been minimised and all units are at least double fronted.*	☑
Planting on structures Recommended minimum standards for planting on structures: • Large trees (1m canopy) ○ Min soil volume 150m3 ○ Min soil depth 1.3m ○ Min soil area 10m x 10m • Medium trees (8m canopy) ○ Min soil volume 35m3 ○ Min soil depth 1m ○ Min soil area 6m x 6m • Small trees (4m canopy) ○ Min soil volume 9m3 ○ Min soil depth 800mm ○ Min area 3.5m x 3.5m • Shrubs ○ Min soil depth 500-600mm • Ground cover ○ Min soil depth 300-450mm • Turf ○ Min soil depth 100-300mm	*The landscaped areas on podium will have a sufficient soil depth to accommodate a variety of landscaping as shown on the accompanying landscape plan.*	☑
Stormwater Reduce the volume impact of stormwater on infrastructure by retaining on site.	*Stormwater plans have been prepared and accompany this application.*	☑
Site Amenity		
Safety Carry out a risk assessment for residential developments of more than 20 dwellings.	*Sufficient lighting of communal areas and pedestrians paths will be provided. All units face either the street frontage or communal courtyards, so passive surveillance of these spaces is provided. The layout avoids long enclosed corridors and facilitates high visibility.*	☑

Code Requirements	*Comments*	Compliance
Visual privacy Maintain compliance with building separation controls to ensure sufficient privacy between buildings.	*Sufficient separation is provided to maintain privacy to all residents*	☑
Site Access		
Building entry Ensure entries are clearly identifiable and utilise multiple entries to activate the streetscape. Provide separate entries for cars and pedestrians.	*The main building entries areas clearly defined and given prominence at the corner of Coward Street and the new through site link as well as at the south-eastern corner of Building B.* *The vehicular and pedestrian entries are separate.*	☑
Parking Minimise carparking. Give preference to underground parking. Avoid exposed basements on the street frontage.	*Basement and at grade car parking is provided for all residents as per the requirements of Council's current MSP DCP and On-Street Parking DCP. Refer to the MSP table above for further discussion.*	☑
Pedestrian Access Identify the access requirements from the street or car parking area to the apartment entrance. Provide barrier free access to 20% of apartments.	*Clearly defined pedestrian access is provided from Coward Street and along the through site link.* *Individual entry to ground floor units is provided to majority of ground level units.* *Disabled access is provided to the building and enables barrier free access to the units.*	☑
Vehicle Access Generally limit the width of driveways to 6metres. Locate vehicle entries away from main pedestrian entries.	*Two separate driveways are proposed under Stage 1 DA for Building A. The ingress will be provided from John St and the egress along Coward St with Stage 2 Building A sharing the driveways. The pedestrian entries are sufficiently separated from the vehicular entry/exit points. The extension of Building A will not affect this design.* *Building B has a combined entry and exit driveway at the eastern end of the Coward Street frontage. The driveway is wider but necessary due to the level of traffic along Coward Street daily.* *A separate driveway is proposed for the public carpark.*	☑ ☑
PART 3. BUILDING DESIGN		
Building configuration		
Apartment layout Max depth 8 metres from a window for single aspect units. Back of kitchen shall be max 8 metres from a window.	*All units comply with the recommended minimum sizes and combined with the external balcony have a high level of amenity. Refer to schedule in section 3 of this report and discussion within the MSP DCP*	☑

Code Requirements	*Comments*	Compliance
If Council chooses to standardise apartment size, as a guide: • One bed – min 50m2 • Two bed – min 70m2 • Three bed – min 95m2	*table above.*	
Apartment mix Provide a variety and diversity of apartment types.	*A mix of studio, one, two and three bedroom units in various sizes are provided.*	☑
Balconies Provide primary balconies for all apartments with a min depth of 2 metres.	*All units comprise a private balcony with minimum dimension of 2 metres.*	☑
Ceiling Heights Recommended ceiling heights are: • 2.7m – habitable rooms • 2.4m – non-habitable rooms • For two storey units, 2.4 metres for the second storey if 50%or more of the apartment has 2.7m ceiling height. Developments which seek to vary the above must demonstrate that apartments will receive satisfactory daylight.	*All units achieve a minimum floor to ceiling height of 2.7 metres.*	☑
Flexibility Provide apartment layouts that accommodate the changing use of rooms Promote accessibility.	*Flexible units have been designed. Some units contain additional study areas.*	☑
Ground Floor apartments Optimise the number of ground floor apartments with separate entries and consider incorporating accessible units. Provide ground floor apartments with access to private open space.	*Retail will be provided along the Coward Street and through site link frontages, this will suitable activate these areas..* *All ground level units have access to private open space.*	☑
Internal circulation Limit number of units off a double loaded corridor to 8.	*The 'U' and 'L' shaped corridors minimises the length of the corridors and divides into 2 separate spaces being the north-south corridor and east-west corridors.* *The east-west section within Building A provides access to a max of 9 but reduces to 2 units on every second level due to 2 storey units and the north-south section provides access to a maximum of 13, this variation is supported as the internal amenity of the units is high.* *The east-west section within Building B provides access to a max of 15 but reduces to 2 units on every second level due to 2 storey units and the north-south section provides access to a maximum of 7 units, this variation is supported as the internal*	☑

Code Requirements	*Comments*	Compliance
	amenity of the units is high. *Due to the 'U' and 'L' shaped design and generous lobby areas on each floor which have expansive natural light and ventilation this is considered acceptable.*	
Mixed use. Choose a mix that complements and reinforces the character of the area. Consider building depth and form in relation to each uses. Ensure the building positively contributes to the public domain and streetscape. Address acoustic requirements.	*The retail spaces at ground level are appropriate for the site and will activate Coward Road and the through site link.* *An acoustic report has been prepared to accompany this application and addresses the acoustic requirements between uses.*	☑
Storage Provide storage areas as follows: Studio – 6m3 One bed – 6m3 Two bed – 8m3 Three + bed – 10m3	*Adequate storage has been provided. Refer to schedule in section 3 of this report.*	☑
Building Amenity		
Acoustic Privacy Utilise the site and building layout to maximise the potential for acoustic privacy. Arrange apartments to minimise noise transmission.	*The design facilitates this.*	☑
Daylight access 70% of living rooms and private open space to receive a minimum of 3 hours solar access between 9am to 3pm. Can be reduced to 2 hours in urban areas.	*61% of the apartments achieve in excess of two hour's solar access in mid-winter. An expert amenity consultant was engaged to assess the proposed development and confirm whether the quantum of solar access is reasonable and the development provides good residential. The accompanying report prepared by Steve King confirms the appropriateness of the development and justifies the variation to the control.*	X
Lightwells Limit the use of lightwells as a source of daylight by prohibiting their use as a primary source of daylight. Design of lightwells to relate to building separation. Where smaller dimensions are proposed, satisfactory acoustic privacy, visual privacy and daylight access must be demonstrated. Conceal building services and provide appropriate detail and materials to visible walls. Ensure lightwells are fully open to the sky. Allow exceptions for adaptive reuse buildings, if satisfactory performance is demonstrated.	*Not applicable.*	*N/A*

Code Requirements	*Comments*	Compliance
Natural ventilation Building depths that typically support natural ventilation range from 10 to 18 metres. 60% of units should be cross ventilated. 25% of kitchens should have access to natural ventilation.	*The building depth has been justified above and considered appropriate.* *64% of units achieve natural cross flow. All kitchens will have access to natural ventilation via the living area.*	☑ ☑
Building Form		
Awnings & signage	*A continuous awning wraps the street frontages adjacent to the retail tenancies.* *No signage is proposed.*	☑
Facades Compose facades with an appropriate scale, rhythm and proportion, which respond to the buildings use and desired contextual character. Design facades to reflect the orientation of the site. Coordinate and integrate building services.	*The facades respond appropriately to the current and desired future streetscape. They are highly articulated.*	☑
Roof Design Relate roof design to the desired built form. Design the roof to relate to the size and scale of the building. Minimise the visual intrusiveness of service elements.	*The roof design is well integrated with the overall design as shown on the elevations.*	☑
Building Performance		
Energy Efficiency Incorporate passive solar design techniques. Improve the control of mechanical space heating and cooling by targeting areas, allow adjustable awnings, provide gas bayonets and ceiling fans. Reduce the reliance on artificial lighting by providing a mix of lighting types and high efficient lighting. Maximise the efficiency of household appliances.	*The development complies with the requirements of BASIX.*	☑
Maintenance Select manually operated systems for blinds, sunshades etc. Select durable materials. Select appropriate landscape elements and vegetation and provide appropriate irrigation systems.	*Noted.*	☑
Waste management Prepare a waste management plan.	*A Waste Management Plan has been prepared and accompanies this report.*	☑
Water conservation Use AAA rated appliances. Encourage the use of rainwater tanks. Collect, store and use rainwater on site. Incorporate local indigenous native vegetation in landscape design.	*The development achieves the water saving requirements of BASIX.*	☑

4.3 The Likely Impacts

4.3.1 This statement of effects has considered the potential impact of the development on surrounding properties, the streetscape and the environment.

4.3.2 The proposed development is not considered to pose any unacceptable impacts upon the surrounding environment.

4.3.3 The development will not result in any unreasonable impact on adjoining properties in terms of solar access, visual privacy or loss of views beyond what would be reasonably expected given the planning controls. The form of the development responds to the transitional nature of this site from non-residential uses to mixed use.

4.3.4 The design accommodates the unique attributes of the site and maximises the opportunity for passive surveillance of the surrounding streets, communal open space and future public open space.

Traffic generation & Parking

4.3.5 The projected traffic generated by this development is considered reasonable given the desired future character of the precinct, future planned road widening (under Stage 1 DA), traffic changes and intent to increase residential densities in close proximity to major transport nodes.

4.3.6 Retail and residential car parking has been provided on site in accordance with the requirements of the Mascot Station DCP. A variation to the % of visitor spaces is proposed given the proximity of the site to the Mascot Station and the provision of a public carpark on the site.

4.3.7 The provision of parking and traffic generation has been considered in detail in the accompanying traffic report where it is considered to meet the intent of the Mascot Station DCP.

4.3.8 The provision of a public carpark in this location will provide an additional public benefit that will assist in relieving the pressure on kerb side parking.

Visual & Acoustic Privacy

4.3.9 The buildings have been designed to maintain visual and acoustic privacy to neighbouring buildings and between apartments within the development. The design incorporates a combination of measures including separation distance, orientation of units, highlight windows and privacy screens.

4.3.10 On this basis, the design facilitates reasonable levels of visual and acoustic privacy within the development and to surrounding properties.

Overshadowing

4.3.11 The proposed development maintains compliant levels of solar access to the surrounding sites and proposed residential apartments as demonstrated in the accompanying shadow diagrams and the foregoing assessment.

Bulk and scale

4.3.12 The form of the building is considered appropriate in this area which is undergoing transition from an industrial precinct to a mixed-use precinct.

4.3.13 The building is highly articulated which reduces the perceived bulk and scale. The architectural detailing assists in refining and minimising the overall form of the buildings particularly with the glazing of the upper two levels to soften the built form.

4.3.14 The building will successfully integrate with the building proposed on the corner of Kent Road and Coward Street. The building will further enhance the Mascot Station Precinct and streetscape in this transitional area.

4.3.15 It is therefore considered that the proposed development is appropriate and will not have an adverse impact on the surrounding locality.

4.4 The Suitability of the Site for the Development

4.4.1 The site is ideally suitable for the proposed development. Due to the sites proximity to Mascot Railway Station, major arterial roads, CBD and Sydney Airport, it is more suited to a mixed use development which is predominantly residential.

4.4.2 The removal of the commercial uses is appropriate enabling the site to achieve the desired future character for the Precinct and provide a highly articulated architecturally designed development that will successfully integrate with Stage 1 of Building A at the corner of Kent Road and Coward Street and will further activate the surrounding streets.

4.4.3 The site is not known to be affected by any site constraints or other natural hazards likely to have a significant adverse impact on the proposed development. The accompanying Contamination Assessment confirms that subject to further testing the site can be remediated and made suitable for the proposed development. The proposed development is permissible in the zone and satisfies the objectives of the zone. The traffic impacts have been considered in this SEE and the accompanying Traffic Report.

4.4.4 The proposed development, being a mixed use development is located within the B2 – Local Centre zone, is considered a suitable development in the context of the site and locality.

4.4.5 Accordingly, the site is considered suitable to accommodate the proposed development.

4.5 Submissions

4.5.1 We will consider any submissions received at the close of the public exhibition period.

4.6 The Public Interest

4.6.1 It is in the public interest to allow development that reasonably complies with planning controls, has no adverse environmental, economic or social impacts, and has general merit.

4.6.2 The development will make a substantial contribution to visual interest in the area, by providing an architecturally designed building of high quality and visual interest for Mascot.

4.6.3 The development presents a form and scale that is reflective of the desired future character of the area.

4.6.4 It is in the public interest to see the more compatible land uses in this part of the Mascot Station Precinct and see increased residential density on sites closer to major railway stations.

4.6.5 The development will provide a significant public benefit by a letter of offer to enter into a VPA for the following:

- Dedication and embellishment of a through site link to provide public pedestrian access from Coward Street to John Street.
- Provision of a 93 space public carpark accessed off John Street.

4.6.6 The proposed works will be further negotiated with Council and will be facilitated through a Voluntary Planning Agreement (VPA).

4.6.7 The above works will provide a tangible public benefit to the surrounding area and will significantly improve pedestrian circulation adjacent and surrounding the site.

5.0 CONCLUSION

5.1 The site provides an opportunity for a quality mixed use development consistent with the desired character of the Mascot Station Precinct and appropriate given the sites location and continuation from the proposed Stage 1 Building A development at the corner of Kent Road and Coward Street.

5.2 The design facilitates natural cross flow ventilation and enhanced single sided ventilation to 64% of the apartments and 61% receive in excess of the two hours of solar access in mid-winter. All units achieve the generous minimum apartment sizes of City of Botany Bay.

5.3 The building will make a substantial contribution to the area and will significantly improve the Coward Street streetscape by defining the street edge and providing an architecturally designed building that will enhance the Mascot Station Precinct.

5.4 The proposed built form will successfully address the proposed through-site link and activate the public domain around the site.

5.5 The relevant planning controls have been considered in the forgoing assessment ie:

- State Environmental Planning Policy No. 65
- State Environmental Planning Policy No. 55
- State Environmental Planning Policy (BASIX) 2004
- Botany Bay Local Environmental Plan 2013
- Botany Bay Development Control Plan 2013
- Residential Flat Design Code.

5.6 As demonstrated in this assessment, the development complies with the majority of planning controls applicable to the site. Any departure from the controls has been clearly justified in this Statement of Effects and accompanying consultant's reports.

5.7 The proposal is consistent with the desired future character of the Mascot Station Precinct. The building height although exceeding the numerical standards, meets the objectives of the standard. The form, character and architectural expression is appropriate for the transitional area.

5.8 Accordingly, it is recommended that the City of Botany Bay approve the subject development application.