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SYDNEY WEST CENTRAL PLANNING PANEL

RE: DA/1157/2016 – 657-661 VICTORIA ROAD & 4-6 WHARF ROAD MELROSE PARK NSW

Att: Alex McDougall

Dear Alex

This is a joint submission prepared by Allen Jack + Cottier (AJC) and KEYLAN Consulting (KEYLAN) on behalf of PAYCE in relation to the above Development Application currently under consideration by the Sydney West Central Planning Panel. This submission specifically addresses the proposed *Part A Concept Plan Conditions, Condition 4 - The Approved Building Envelopes* of the Draft Development Consent.

The current condition proposes a 5 metre setback from the proposed Road NSR-2. This submission seeks to amend the proposed condition to require a minimum setback of 3 metres to NSR-2 as detailed below (strikethrough bold our emphasis)

THE APPROVED BUILDING ENVELOPES

- 5.4. *The Concept Plan approved envelopes do not guarantee that a future building form will be approved in that location. All subsequent detailed Staged Development Application must provide for building forms that address SEPP 65 building separation and articulation standards, amongst other matters, and if not provide reasonable alternative planning solutions to compliance.*

*Notwithstanding the building envelopes outlined on the concept plans hereby approved, all buildings in future detailed applications must be setback a minimum of **53m** from NSR-2 unless otherwise agreed by Council.*

Reason: To ensure future detailed building forms achieve a suitable standard of design.

BEIJING
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The proposed amendment to the setback is based on the following key areas of planning and urban design analysis:

- A 3m setback will lead to a superior urban design outcome for the site and wider precinct
- The proposed 3m setback is consistent with agreed urban design principles set out in the Melrose Park Planning Proposal and Structure Plan as adopted by Council (now subject to a Gateway Determination to proceed to public exhibition)
- The proposed 3m setback is entirely consistent with the Parramatta Development Control Plan 2011 for the site subject to conditions
- The proposed amendment meets the Reason for the Condition and addresses issues raised in the Council assessment report to the Panel on this issue

Urban Design Response

The proposed NSR-2 is the main gateway to Melrose Park North. The road width at the intersection with Victoria Road is 26.8m wide (5 lanes) with a reservation for an additional 3.5m wide lane, or potentially a 30.3m wide road. The proposed road design, public domain and building setbacks for NSR-2 results in a generous gateway at the junction with Victoria Road (~30 - 40m wide) and adjacent to the Victoria Road Site frontage).

This urban design outcome is entirely consistent with the Masterplan to the south, which adopts a minimum 3m building setback for all streets. The proposed minimum 3m building setback will result in ~36m width between buildings – see attached NSR-2 road section.

Increasing the minimum building setback to 5m would result in a minimal increase in the overall road width (~10%). In this instance, the ~40m width between buildings would be approximately twice as wide as a local street and would be inconsistent with an orderly hierarchy of road types and widths.

There is a gentle bend in the road to match the alignment of Kissing Point Road intersection, and the width of the road transitions to 22m wide at the EWR-4 intersection at ~250m south of Victoria Road. The gradual transition of the road width maintains sightlines along NSR-2 from Victoria Road to EWR-8 at ~500m south of Victoria Road.

Based on a minimum 3 metre setback, the proposal is able to provide for a zone for the future building articulation to setback further from this line. If the setback is increased to 5m it's likely the articulation of the adjacent buildings will be more difficult to achieve because the buildable area of the lot is reduced, and will restrict the proposed density for the site, in line with the Draft Development Consent.

Masterplan and DCP Controls

The land to the south of the Victoria Road Site along the NSR-2 frontage is proposed B2 Zone. The applicable DCP control is Preliminary Building Envelope Table 3.1.3.9 as detailed below. The proposed NSR-2 is a new street and there is no existing predominant street setback.

Site specific provisions for Melrose Park North are likely to be included in Part 4 of the DCP. The provisions will be based on the setbacks in the Planning Proposal urban design report, endorsed by Council July 2017 and as per the Gateway Determination September 2017.

The Masterplan and typical street sections show a consistent 3m building setback (see attached Avenue section) which demonstrate the provision of ample pedestrian amenity.

Table 3.1.3.9
 Business Zone - B2

NOTE 1: The provisions in this table relating to the B4 Mixed Use Zone apply to all the land uses permitted in this zone.

NOTE 2: The provisions in this table relating to shop top housing apply to all zones (except for the B4 Mixed Use Zone) where this development type is permitted.

NOTE 3: Area specific provisions are contained in Part 4 of this DCP.

NOTE 4: Setbacks are to be measured from their respective wall elevation.

NOTE 5: The provisions in this table do not apply to the Parramatta City Centre identified in Section 4.3.3 of this DCP

NOTE 6: Refer to Glossary for definition of 'Landscaped Area'

	General B2 Zone
height	refer to the Parramatta LEP 2011 Height of Buildings Map and transition requirements at 3.1.2
floor space ratio	refer to Parramatta LEP 2011 Floor Space Ratio Map
minimum site frontage	18 metres where more than 10 metres in height
front setback	Nil. A greater setback may be required to align with the predominant street setback.
side setbacks	dependent upon amenity impact/s on adjoining development.*
rear setback	15% of site length where boundary adjoins a residential development or a residential zone; and otherwise on merit.*
deep soil zone	rear setback area is to be a deep soil landscaped area for the following:
landscaped area	<ul style="list-style-type: none"> in the B4 Zone if residential development is proposed at ground level for all business zones, if site adjoins residential development or a residential zone, or otherwise on merit.

* Where development proposes a residential use (if permitted in the zone) or adjoins a residential use and is more than 2 storeys in height, building separation is to be provided as per the *Apartment Design Guide* published by NSW Department of Planning and Environment.

The land is zoned B4 in the Parramatta DCP 2011, Clause 3.1.3 Preliminary Building Envelope Tables. Clause 3.1.3.11 applies. The proposed NSR-2 is a new street so no existing predominant street setback exists, and is therefore acceptable on merit.

Table 3.1.3.11
 Business Zone - B4

NOTE 1: The provisions in this table relating to the B4 Mixed Use Zone apply to all the land uses permitted in this zone.

NOTE 2: The provisions in this table relating to shop top housing apply to all zones (except for the B4 Mixed Use Zone) where this development type is permitted.

NOTE 3: Area specific provisions are contained in Part 4 of this DCP.

NOTE 4: Setbacks are to be measured from their respective wall elevation.

NOTE 5: The provisions in this table do not apply to the Parramatta City Centre identified in Section 4.3.3 of this DCP

NOTE 6: Refer to Glossary for definition of 'Landscaped Area'

	General B4 Zone
height	refer to the Parramatta LEP 2011 Height of Buildings Map and transition requirements at 3.1.2
floor space ratio	refer to Parramatta LEP 2011 Floor Space Ratio Map
minimum site frontage	18 metres where more than 10 metres in height
front setback	<ul style="list-style-type: none"> 3 metres except where specified in Part 4 of the DCP. a lesser setback may be permitted if consistent with predominant street setback.
side setbacks	dependent upon amenity impact/s on adjoining development.*
rear setback	15% of site length for residential component; and/or where boundary adjoins a residential development or a residential zone; and otherwise on merit.*
deep soil zone	rear setback area is to be a deep soil landscaped area for the following:
landscaped area	<ul style="list-style-type: none"> in the B4 Zone if residential development is proposed at ground level for all business zones, if site adjoins residential development or a residential zone, or otherwise on merit.

* Where development proposes a residential use (if permitted in the zone) or adjoins a residential use and is more than 2 storeys in height, building separation is to be provided as per the *Apartment Design Guide* published by NSW Department of Planning and Environment.

Summary

This submission and attachments provide a detailed response to Council's concerns raised in the Report, based on strong planning and urban design grounds. In summary, the proposed 3m setback should be supported on NSR-2 for the following key reasons:

- it is consistent with the proposed setbacks in the Masterplan for the adjoining development to the south of the site, which is part of the adopted Planning Proposal for Melrose Park adopted by Council and subject to a favourable Gateway Determination
- it maintains sightlines on the main boulevards
- it provides for good pedestrian amenity
- is consistent with the relevant DCP control (for both the existing B4 Mixed use zone and proposed B2 Local Centre zone to the south)

In our opinion the 3m minimum setback is appropriate for the site to achieve the desired urban design outcomes as an entrance to the Melrose Park Precinct, where increasing the setback to 5m restricts the approved density, contrary to the intention of the Draft Development Consent.

If you wish to discuss any aspect of this submission, please do not hesitate to contact the undersigned.

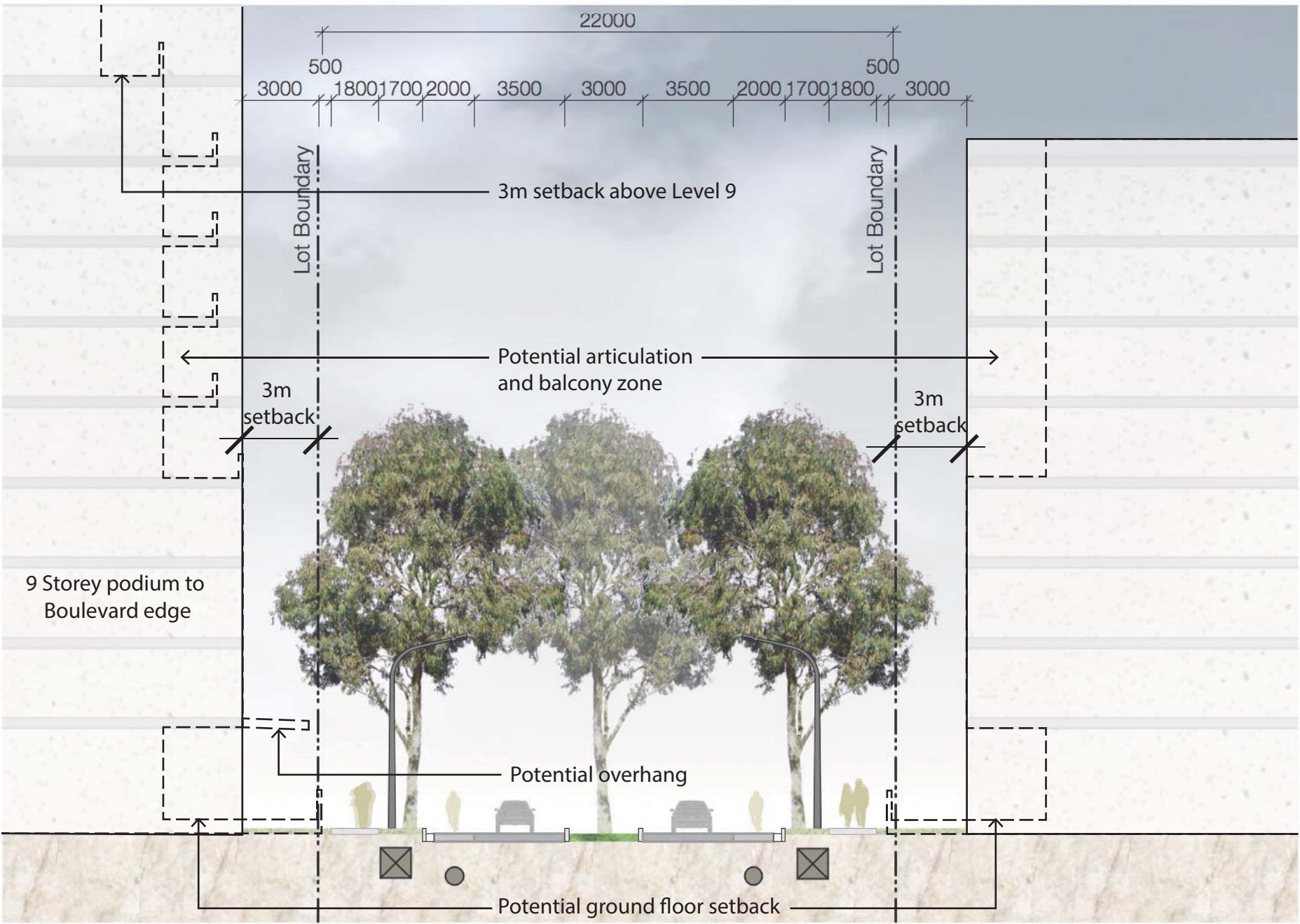
Sincerely



Michael Heenan
CEO, Principal
ALLEN JACK+COTTIER



Michael Woodland
Director
KEYLAN Consulting



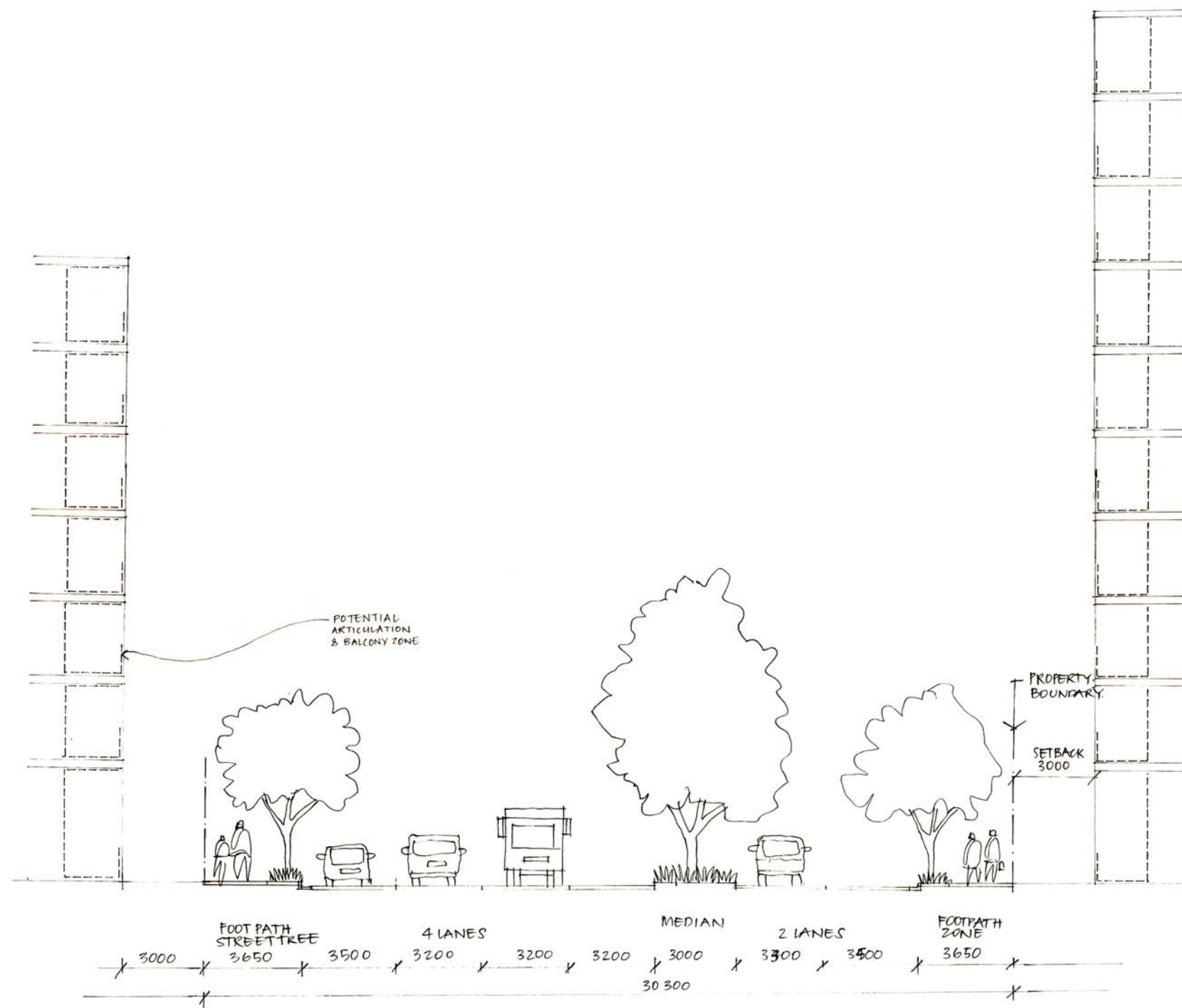
section

Melrose Park Avenue



plan

- footpath
- landscape strip
- cycle way
- slotted kerb
- bio swale
- asphalt road
- barrier kerb
- native tree planting
- building envelope



MELROSE PARK - TYPICAL ROAD SECTION:
 NSR-2 AT JUNCTION VICTORIA ROAD
 30.3 m WIDE STREET WITH 3m SETBACKS
 Scale 1:100