

Detailed information about the amended DA proposal and related submission material

1 Overview

1.1 The amended application as lodged on 10 April 2019 comprises:

- subdivision to provide for road widening of Railway Terrace, creation of 1 lot for road construction (extension to Minerva Street) and 1 development lot
- removal of 2 trees and site works including demolition of concrete footings in the centre of the site
- construction of 4 x part 5 / part 6 storey and 1 x 5 storey shop top housing development, comprising:
 - 229 residential apartments
 - 2,345 m² of commercial GFA (8 retail units at ground level). Note: retail use is subject to a separate Development Application
 - 2,050 m² of supermarket GFA at the first level within Buildings A and B serviced by 2 goods lifts from the ground level loading dock
 - 767 parking spaces at ground level and part 3 / part 4 basement levels
- road construction of public road and private laneways, associated infrastructure and landscaping including street tree planting.

1.2 Proposed buildings A, B, C, D and E are located on 10,065 m² within the site area of 11,140 m². The remaining area is required for roadworks.

1.3 The total cost of works under the original proposal was \$70,375,828. The revised cost of works is \$66,656,967.

1.4 The proposed residential apartment mix is as follows:

Bedrooms	Building					Total apartments
	A	B	C	D	E	
1 bed	4	9	10	7	4	34
2 bed	25	40	44	39	34	182
3 bed	0	0	4	8	1	13
Total	29	49	58	54	39	229

1.5 The proposal provides an FSR of 2.33 (3.5:1 is permitted).

1.6 The proposal will have 767 car parking spaces in total.

1.7 The part 3 / part 4 basement levels accommodate all parking, as well as waste storage and collection facilities, general loading bays, storage areas for residents, car wash bays and bicycle parking spaces.

		Building					Total
		A	B	C	D	E	
Residents							
Car spaces	provided		214	106	108	65	493

	(required)	(78)	(60)	(58)	(40)	(236)
Accessible parking 10%	provided (required)	16 (8)	10 (6)	10 (6)	8 (4)	44 (24)
Visitors						
Car spaces	provided (required)	32 (16)	19 (12)	15 (11)	10 (8)	76 (47)
Accessible parking 10%	provided (required)	3 (2)	2 (1)	2 (1)	1 (1)	8 (5)
Car wash bays (incl. in visitor parking)	provided (required)	1 (1)	1 (1)	1 (1)	1 (1)	4 (4)
Bicycle spaces	provided (required)	56 (26)	35 (19)	21 (18)	21 (13)	133 (76)
Retail for GFA:		2,050 m ²	850 m ²	965 m ²	530 m ²	
Car spaces	provided (required)	91 (91)	39 (39)	44 (44)	24 (24)	198 (198)
Accessible parking 10%	provided (required)	2 (1.8)	1 (0.8)	1 (0.9)	1 (0.5)	5 (4.2)

Comment [BO1]: This information not available from original tables.

- 1.8 Vehicular access into the basement level carpark is via Jerralong Drive which can be accessed from Railway Terrace. Vehicular access into the site is also afforded from the future Minerva Street.
- 1.9 In the future, the majority of traffic will rely on Railway Terrace to access the site via Jerralong Drive. In the future when Minerva Street is constructed, access will be afforded to the eastern side of the site from future Manchester Drive. The DA includes road construction of Minerva Street, widening of Railway Terrace and internal private driveway/pedestrian linkages between the buildings and located north-south through the site. These driveways will service the loading docks and the basement car parking areas. These driveways are a low speed environment which enables a shared zone with pedestrians and residents. Minimal pavement treatment is proposed with concrete being the main ground finish. No attempts to distinguish pedestrian lines or to connect pedestrian pathways have been shown on the plans and this is not acceptable.
- 1.10 Waste collection is to be undertaken by a private contractor using a MRV 8.8 m in length.
- 1.11 The applicant has not proposed any common rooms in the 5 buildings for use by residents. The majority of communal open space has been allocated to the 5 rooftops, with an additional large communal area on Level 2 which is shared by Buildings A and B.

2 Staging of residential and retail components

Comment [BO2]: Headings are for example only.

- 2.1 Construction is to be staged in the following manner:
- Stage 1 – Buildings A and B
 - Stage 2 – Building C
 - Stage 3 – Building D
 - Stage 4 – Building E.
- 2.2 The construction of Buildings A and B in Stage 1 consists of:
- 78 apartments
 - retail GFA of 2074 m²

- 337 car spaces and 56 bicycle parking spaces
- storage area of 630 m³ (in excess of the 352 m³ required).

2.3 The construction of Building C in Stage 2 consists of:

- 58 apartments
- retail GFA of 1,004 m²
- 106 car spaces and 35 bicycle parking spaces
- storage area of 404 m³ (in excess of the 227 m³ required).

2.4 The construction of Building D in Stage 3 consists of:

- 54 apartments
- retail GFA of 1,143 m²
- 108 car spaces and 21 bicycle parking spaces
- storage area of 221 m³ (in excess of the 203 m³ required).

2.5 The construction of Building E in Stage 4 consists of:

- 39 apartments
- retail GFA of 673 m²
- 65 car spaces and 21 bicycle parking spaces
- storage area of 240 m³ (in excess of the 153 m³ required).

3 Subdivision component

- 3.1 The site consists of 1 lot registered as Lot 14 DP 1203330. This lot was created due to Council acquiring Lots 11, 12 and 13 in DP 1203330 for public road, drainage purposes and public reserve.
- 3.2 Lot 14 is to be subdivided to create a lot for the shop top housing development of 10,065 m².
- 3.3 The other lot will be provided for road construction of the future Minerva Street connection, being 882 m². This lot for public road will provide frontage to the future public park to the east of the site. This will also create opportunities for on-street parking.
- 3.4 An area of 192 m² fronting Railway Terrace will be required for the road widening of Railway Terrace.

4 Height and scale of buildings

- 4.1 The proposed amended development is to be 4 x part 5 / part 6 storey buildings and 1 x 5 storey building.
- 4.2 The building height to the roofline has an exceedance of up to 1 m.
- 4.3 The building heights to the rooftop plant and equipment has an exceedance that ranges from 2.63 m to 4.6 m. This includes lift overruns that provide access to the rooftop communal open space areas on each of the buildings, the fire stair access areas on each building and the elements provided within the communal open space areas including shade structures, planters and the like.
- 4.4 Height exceedances proposed relate to the parapet, lift overruns, stair access areas, shade structures and planters (rooftop COS) on each building as follows:

Building	Exceedance	Departure from height
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		control
A	2.63 m	14.0%
B	4.13 m	22.0%
C	3.91 m	21.0%
D	4.60 m	24.8%
E	4.01 m	21.6%

- 4.5 Figures 1 and 2 within attachment 8 provide a visual representation of the height exceedance across the development. It shows that the maximum exceedance to the roofline and parapet is 1 m, and thus the height exceedance does not create any additional residential level, or indeed any increase in habitable floor space.
- 4.6 The buildings are stepped across the site, and respond to the topography of the site which has a crossfall which ranges from RL 30.78 - 30.96 at the western boundary of the site, where the bitumen level for Railway Terrace is at RL 31.67. At the eastern edge of the building's location, adjoining the edge of future Minerva Street, the levels range from RL 27.49 – 28.27. The centre of the site at the northern boundary is mapped at RL 27.94 and the centre of the site at the southern boundary is mapped at RL 29.69.
- 4.7 The buildings present a multi storey shop top housing development gradually stepped across the site, to enable the provision of commercial/retail development within the ground floor level of the development and residential apartments above this, within the B2 Local Centre zone in close proximity to the railway station and bus interchange, and opposite 2 areas of public open space.
- 4.8 As shown in the table above, the height exceedances across the site range in their departures from the building height control from 14% to 24.8%. This equates to 2.63 m to 4.6 m in exceeding the control.
- 4.9 It is noted that the proposal is generally consistent with the height limit, as the exceedance relates in the majority to plant and equipment, shade structures which are located within the centre of each rooftop, with planters around the edges of each rooftop area.

5 Traffic and parking matters

- 5.1 The applicant submitted a Traffic Impact Assessment Report prepared by Ason Group with the original proposal. The final amended plans were lodged with Council in April 2019 and were accompanied by a Traffic Impact Assessment prepared by Traffix Traffic and Transport Planners dated February 2019.
- 5.2 The second report which addressed the amended application provided an assessment of the road network and traffic conditions, public transport services, traffic generation, the proposed parking, access, internal circulation and servicing of the proposal.
- 5.3 The Traffix report highlights the roads of particular interest in the vicinity of the site which include Schofields Road, Railway Terrace and Jerralong Drive.
- Schofields Road is a Regional Road, which is anticipated to carry in the order of 27,600 - 39,700 vehicles per day, with a classification upgraded to an RMS State Road.
 - Railway Terrace is a Regional Road which is anticipated to carry in the order of 26,700 - 34,900 vehicles per day under full development of the precinct, with current works underway to accommodate this traffic which includes providing 2 lanes in each direction and upgrade of the intersection with Schofields Road.

- Jerralong Drive is a local road currently under construction with a single lane of traffic in each direction, with traffic signal control proposed for the intersection with Railway Terrace.
- 5.4 The Traffix report states that this proposal will generate additional traffic movements, being a total of 117 additional daily vehicle trips during the AM peak and 399 additional daily vehicle trips during the PM peak across the residential, supermarket and specialty retail components.
- 5.5 The residential component of this is 44 vehicles per hour during the morning peak hour and 34 vehicles/hour during the evening peak hour. The consultant observes that given the FSR is below that of the maximum permissible, and the FSR includes a significant proportion of high density residential development, this is a relatively low generator of traffic. Thus the traffic anticipated by the proposal will be lower than the assumed generation for the site and can be accommodated by the planned upgrades for the precinct currently under construction, and therefore no additional external road network upgrades are required to support the development subject to the necessary roadworks being undertaken by the applicant.
- 5.6 The assessment concludes that the proposed access road system, including the private laneways through the site, will be suitable and appropriate, there will be no adverse or unsatisfactory traffic implications, the proposed parking provision will be more than adequate and appropriate, the proposed vehicular access, internal circulation and servicing provision will be satisfactory, and the convenience and accessibility of public transport services will ensure a sustainable development outcome.
- 5.7 The applicant justifies the excessive over-provision of parking on the following grounds:
- The level of provision as proposed will preserve and protect the amenity of the local area by ensuring that all parking demands are met wholly on site.
 - The parking provision will accommodate occasional extraordinary peak demands, above the normal 85th percentile demand level.
 - There are no on-street parking opportunities in the locality, such that no 'safety valve' is otherwise available to accommodate occasional peak demands. That is, there is no significant adjoining local road that can be used for occasional parking.
 - The level of provision reflects the fact that the site is presently relatively remote from a broad range of established services and facilities, which will take some years to be provided as the Schofields commercial centre emerges. In this context it may be considered that the parking provision is regarded as a necessary staged approach to parking provision.

6 Road layout and timing

- 6.1 The proposal will be situated so that it is consistent with the new public roads required to be provided by the Indicative Layout Plan (ILP) for the Alex Avenue Precinct. Jerralong Road has already been constructed which provides the northern boundary to the site.

7 Trees, landscaping and open space

- 7.1 The proposal seeks to remove 2 trees on the site and the existing 11 m² of concrete footings.
- 7.2 In terms of urban design, the relationship of this shop top housing development at street level with its zero setbacks to the 3 street frontages require that street tree planting is set within the footpaths adjoining the development. This will ensure an outcome which demonstrates an appropriate level of streetscape presentation, with landscaping complimenting the exterior building facades.

- 7.3 The proposal provides for street tree planting within Railway Terrace, Jerralong Drive and Minerva Street. The applicant is required to plant new street trees along the new public roads behind the back of kerb, and maintain them until they are fully established.
- 7.4 The proposal includes communal open space areas incorporated on the rooftops of Buildings A - E. The amended application revised the communal open space areas to provide for these spaces, which are setback 3 m from the edge of each building to ensure that privacy levels are maintained.
- 7.5 High quality landscaping treatments are proposed for the 5 rooftop communal open space areas, which include a wide range of species including 16 types of trees, 11 types of shrubs, 16 groundcovers and 9 accent plants. This range provides environmental diversity and attractive features year round (according to the season).
- 7.6 Each rooftop area will include trees, shrubs, groundcovers, walkways and turf areas.
- 7.7 Across the rooftop areas, the inclusions provided are: turf areas; outdoor picnic areas, kids play area (on Buildings B and D) which is shaded and with soft fall base, areas shaded by pergolas, planters around the perimeter of the roof edges, timber seats, timber decks, electric BBQS and water features.
- 7.8 The tree species include both endemic and exotic: palms, Frangipani, Little Gem Magnolia, Chinese Elm and Crepe Myrtle.
- 7.9 Landscaping features include sandstone boulders, cast in-situ concrete seats, pebble seats and water feature pots.
- 7.10 The communal open space areas include a range of hard and soft landscaping features, plants and facilities, including BBQs, tables, chairs, pergolas, walking paths, turfed areas and tree shaded areas. The communal open space areas are in line with the Apartment Design Guide (ADG) and provide for gathering spaces and quiet seating/reading nooks.
- 7.11 As the site has a zero setback on 3 sides, and has a 6 m wide laneway along its southern boundary, the site is severely constrained due to its location and cannot provide a deep soil zone at ground level as there are no areas of soil not covered by building or structures, and the basement levels have a zero setback on all sides. Thus due to the location of this proposed development within the Local Centre zone, no deep soil zones are proposed at ground level.
- 7.12 The applicant seeks to rely on Objective 3E of the Apartment Design Guide. This advises that in circumstances where deep soil zones may be constrained by the size of the lot or by its location, it can be co-located with communal open space. To meet this objective the applicant proposes landscaped 3 m deep perimeter planting boxes at the podium level of each building, in addition to communal open spaces on each building's rooftop, and a 495 m² communal open space area which is fenced and located at Level 2 between Buildings A and B. Each of these areas is capable of being planted with trees, and so small and medium sized trees have been incorporated within the development, especially on each of the rooftop communal open space areas.
- 7.13 Private open space areas are provided for each apartment, with all apartments having balconies which comply with the Apartment Design Guide.
- 7.14 District views will be afforded over the SP2 zoned land to the north and to the east over the future public park. The development provides surveillance of these areas.

8 Design

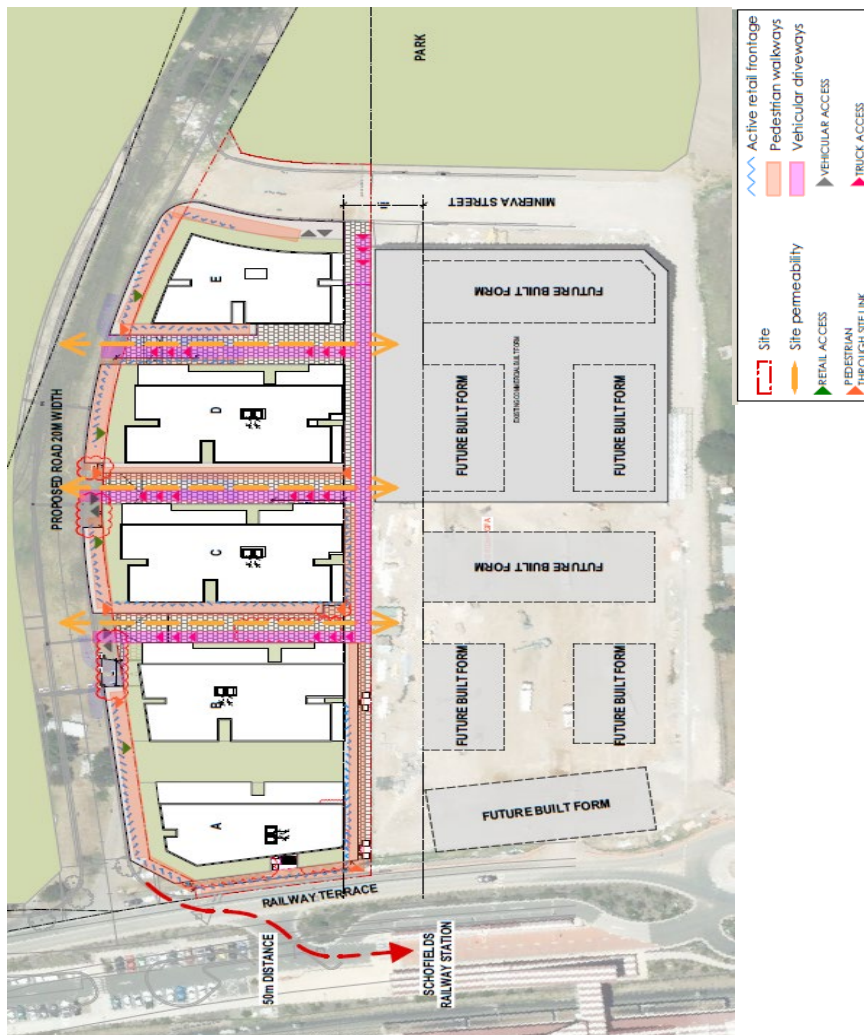
- 8.1 The proposed development is considered to be appropriate in terms of the composition of building elements, materials, finishes and colours. The figure on the next page shows the active retail frontage on 3 sides of the site, the 3 pedestrian walkways through the site which will connect with the site adjoining to the south (shown in orange with arrow), the vehicular driveways through the site which permit only 1 way movement for vehicles via 1

entry from Minerva Street and 3 exits out into Jerralong Drive, and 3 truck accesses into the site from Jerralong Drive.

- 8.2 Each building addresses the street frontages along the 3 connector roads on the western, northern and eastern frontages. The buildings are highly articulated on all façades which generates an expressive architectural form and high levels of amenity to all residential apartments and improves the experience for visitors to the commercial/retail premises within the development.
- 8.3 The façades are made up of a combination of rendered masonry in a selection of neutral colours (white, dark grey), Alucobond perforated metal cladding in gold and copper and Alucobond natural copper cladding, to present an overall palette of neutral tones with bright highlights. Other finishes include glass balustrades, metal garage doors, aluminium louvres to the exterior, aluminium palisade balustrading and horizontal aluminium screens.
- 8.4 The buildings are broken up into distinct sections to create focal points and break up the scale of the buildings. **This** is supported by a combination of vertical and horizontal elements. This reinforces the steps in the buildings and physical breaks in the façades. Recesses are created to provide visual relief and interest.

Comment [B03]: This sentence was far too long. Even the second part is still about double the ideal length.

Figure 1 Site – Context Plan



- 8.5 A review of the proposal was also undertaken by Planning Ingenuity and by our Senior Architect, in addition to internal Planner review. The proposal has been amended on several occasions during 2016 and 2017. Following the further review in October 2018 which raised a number of fundamental issues, we then requested further amendments to the proposal. The issues we sought to be addressed included:
- the provision of communal open space at podium level (Level 2 between Building A and Building B)
 - interface between the street and the ground floor retail tenancies
 - the relationship of the building in its presentation at street level with the broader precinct and the railway station including its landscaping at ground level
 - street frontage activation at the Minerva Street frontage opposite the future public park
 - additional communal open space to be provided to ensure compliance with Apartment Design Guide requirements
 - further details to be provided in relation to car parking provision
 - amended architectural plans to address the non-compliance with building separation along the southern elevation at the top 2 levels of the buildings so that solar access in relation to the adjoining property to the south complies with the Apartment Design Guide.
 - the nature of the site through links need to be a pleasant space for the residents and shoppers to use and not just for trucks and cars and therefore the ground finishes must be high quality and not just concrete or asphalt.
- 8.6 The subsequent amendments by the applicant provided in October 2018 and April 2019 have addressed only some of these concerns and have provided compliance in relation to building separation, solar access and communal open space. This included addressing the non-compliances with the height and Apartment Design Guide separation requirements that may have impacted on the development potential of the Woolworths site to the south. However, pavement treatment has not been addressed to the City Architect or Planners satisfaction to date.
- 8.7 The applicant was requested to redesign Building E in order to provide sufficient emphasis on the town park as required by the Growth Area DCP. It was requested that the design of the ground level of Building E be reconsidered, in order to relocate back of house equipment that faced the park and relocate the driveway to the area behind Building E. This was so that street activation of the Minerva Street frontage could occur, with commercial activity to front onto the park, and the driveway be relocated. To achieve this the basement and ground levels of Building E were redesigned.
- 8.8 In addition to providing additional communal open space areas at Level 2 of Buildings A and B (which was required to be screened from the units immediately adjoining to minimise amenity issues for bedrooms in proximity), landscaping at ground level was also provided. This achieves an enhancement of the pedestrian linkages through the site, creating pathways which include functional and attractive landscaping with seating features. These embellishments can be appreciated from the public realm and, together with the additional landscaping that has been provided at the podium levels of each of the buildings, the embellishments work together to enhance the streetscape presentation of the development.
- 8.9 The applicant has not proposed any communal rooms in the 5 buildings for use by residents. This is ordinarily required for such a large development, as it provides an area for regular meetings of the body corporate, and as a gathering space. This will be conditioned, to require an area of at least 80 m² to be provided in each building. This will be a deferred commencement condition.

- 8.10 The urban design of the proposed development has the potential to provide a quality appearance for an attractive shop top housing development within this Local Centre which is currently under development. It will provide street activation and can relate well to public places, with pedestrian pathways via rights of way through the site that link Railway Terrace to Jerralong Drive and Minerva Street, and from Jerralong Drive connecting to the retail uses at ground level, subject to conditions dealing with ground level finishes.
- 8.11 All materials for use on the external walls will be conditioned to achieve compliance with the relevant fire resistance levels required by the National Construction Code. Pavement details are to be provided and pedestrian linkage to be made clearer on the plans as a deferred commencement matter.
- 8.12 The proposal provides for staging of the development, which will enable access arrangements for the site to develop as each stage is built, until such time as the extension of Minerva Street is constructed prior to the construction of Building E, which will complete the surrounding road network and make it available to the public.
- 8.13 A Design Verification Statement prepared by registered architect Aleksandar Jelcic of Aleksandar Design Group has been prepared for the development, in line with the requirements of State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development.

9 Setbacks

- 9.1 The proposal provides nil setbacks to the western, northern and eastern boundaries of the site and a 6 m setback/building separation to the southern boundary.
- 9.2 The amended proposal now complies with the building separation requirements of the Apartment Design Guide. A compliant building envelope was sought for each building. This was to ensure that the solar access requirements were met and that there was no impact on the development potential of the adjoining site to the south.
- 9.3 The building separation has been amended to comply with the objective of the Apartment Design Guide at the 5th and 6th storeys. The proposal was also amended to remove the parts of the building which were encroaching within the setback to the southern boundary. The amended application complies with the Apartment Design Guide requirements for setback and building separation. The external design and materials of the facades are broken up into distinct sections, which assist with providing a high quality visual appearance between buildings and in its presentation to the public domain.

10 Acoustic impacts

- 10.1 The proposal is accompanied by an acoustic assessment prepared by Rodney Stevens Acoustics dated 15 March 2016.
- 10.2 This assessment is limited to addressing the rail noise and vibration impacts from the Richmond rail line on the amenity of the proposed residential development. It provides acoustic attenuation measures to ensure all apartments are afforded an appropriate level of acoustic privacy in relation to this noise impact.
- 10.3 The assessment was reviewed by Transport for NSW, which has provided a condition to be included within the consent requiring an additional acoustic assessment to be submitted to Council prior to the Construction Certificate, which demonstrates compliance with the DPIE document entitled 'Development Near Rail Corridors and Busy Roads - Interim Guidelines'.
- 10.4 This additional acoustic assessment will also address noise emissions in relation to plant and equipment within the development.

11 Contamination

- 11.1 The application is accompanied by a Phase 1 Contamination Report dated 9 September 2016 by Sullivan Environmental Sciences. A Phase 2 Contamination Report has also been provided dated 23 January 2017, also prepared by Sullivan Environmental Sciences.
- 11.2 The Phase 1 report confirmed that there are areas of environmental concern due to contaminants, including potential asbestos from imported materials and building materials, heavy metals such as fertilisers and pesticides, hydrocarbons from imported fill and leaks/spills, and pesticides (POPs). The report concludes that the site can be made suitable for the proposed residential development subject to the implementation of a remediation plan.
- 11.3 The Phase 2 report confirmed that the site is considered suitable for the multi-storey residential land use. Contaminated material is required to be removed and disposed of off-site.

12 Heritage

- 12.1 A Preliminary Heritage Advice report was provided by Heritage 21 dated 19 July 2016 which stated that the site is not listed on any heritage register, has no views to and from any sites of heritage significance; and concludes that there are no indicators that the site contains items of non-indigenous heritage significance.
- 12.2 The consultant also recommended that, in order to manage the key aspects of the site's heritage significance from an indigenous perspective, a Due Aboriginal Diligence Assessment be submitted as a condition of the deferred commencement consent for an unexpected finds protocol.