CLUB BURWOOD RSL CONCEPT DEVELOPMENT APPLICATION

ADDENDUM STATEMENT OF ENVIRONMENTAL EFFECTS

3 DEANE STREET BURWOOD

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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1. INTRODUCTION

1.1. PURPOSE OF THE REPORT

Development Application (DA) BD2017.085 was submitted to Burwood Council (the Council) on 29 June 2017 for concept approval of the mixed-use development associated with the proposed Club Burwood RSL (the Club). Under BD2017.085 concept approval was sought for a project that will result in the transformation of a significant landholding in the Burwood Town Centre. The project will:

- Deliver a landmark building that positively contributes to the urban form;
- Enhance and diversify the Club's offerings through the inclusion of new eateries, bars and lounges, a theatre, conference/event facilities, entertainment facilities and a hotel;
- Enable the Club to relocate its existing operations from 96 Shaftesbury Road to within the Burwood Town Centre;
- Deliver a significant number of new jobs in the hospitality, management, retail, entertainment and service sectors; and
- Result in streetscape improvements that will enhance the Burwood Town Centre.

The applicant has been in discussions with Council and their urban design advisor, GMU Urban Design and Architecture (GMU) to resolve issues raised during Council's assessment of the DA in relation to future built form, traffic, heritage and tree management. This addendum Statement of Environmental Effects (SEE) has been prepared in support of a refined proposal which addresses the issues raised and is submitted under clause 55 of the Environmental Planning and Assessment Regulation 2000.

This addendum SEE assesses the amended Building Control Drawings and concept design for the site, as prepared by The Buchan Group (Buchan) against the relevant considerations of section 4.15 of the Environmental Planning & Assessment Act 1979 (EP&A Act).

The project will enable the transformation of a significant landholding within the Burwood Town Centre. The new landmark building will extend the Club's current offerings through the inclusion of new eateries, bars and lounges, a theatre, a health and fitness centre, conference/event facilities, entertainment facilities and a hotel. All the Club's current operations at 96 Shaftesbury Road will move across to the new Club site on completion of the development and the existing premises will close permanently.

This concept approval does not seek approval for demolition or construction works, design of building exteriors, final arrangement of land uses, the public domain and landscape design or the layout, mix and number of hotel rooms. Such approvals will be sought via subsequent detailed Stage 2 DAs following approval of the concept DA.

Amended Indicative Concept drawings to support the concept approval have also been prepared. These demonstrate that the proposed building envelope can efficiently and viably support the future mix of land uses and car parking. However, approval for these conceptual architectural drawings is not sought as part of this DA. Approval for the design of the building exteriors will be sought as part of a future Stage 2 DA.

This analysis leading to the amended tower design was documented by Buchan in a Design Process Response Package. This package includes precedent imagery, sketches and perspectives to demonstrate the design inspiration and evolution. Approval of the Design Process Response Package is not sought as part of the DA. The package has been included as supporting material- refer Volume 2.

1.2. REPORT STRUCTURE

This SEE is an addendum to that which was submitted with the DA prepared by Urbis dated 29 June 2017. This addendum addresses the amended Building Control Drawings and updates the following sections of this report only:

- Section 1: Introduction

- Section 4: Background
- Section 5: Description of the proposed development; and
- Section 7: Assessment under s4.15 of the Environmental Planning and Assessment Act 1979 (EP &A Act).

Minor changes have been made throughout the report to reflect the changed numbering of the EP&A Act. This addendum SEE is comprised of the following components:

- **Volume 1:** Statement of Environmental Effects, prepared by Urbis (including supporting technical reports and studies).
- **Volume 2**: Building Control Drawings and Indicative Concept Drawings prepared by Buchan

1.3. SUPPORTING PLANS AND REPORTS

This addendum SEE has been prepared by Urbis on behalf of the Club. It is supported by the following material:

Consultant	Material	Reference
Urbis	Addendum Clause 4.6 variation request	**Appendix A1**
Urbis	Response to Council Request for Information – 7 November 2018	**Appendix B1**
Buchan	Building Control Drawings	**Volume 2**
Buchan	Indicative Concept Drawings	**Volume 2**
Buchan	Design Process Response Package	**Volume 2**

Technical reports that were submitted with development application BD2017.085 have not changed and remain valid. These are listed in Table 1.

The provisions of section 4.21 of the EP&A Act are applicable in the assessment of this and any subsequent DA(s) for the site as this is a concept DA.

As the estimated cost of works exceed $30 million, the Sydney Eastern City Planning Panel (SECPP) will be the consent authority for the development.

Table 1 – Consultant Inputs

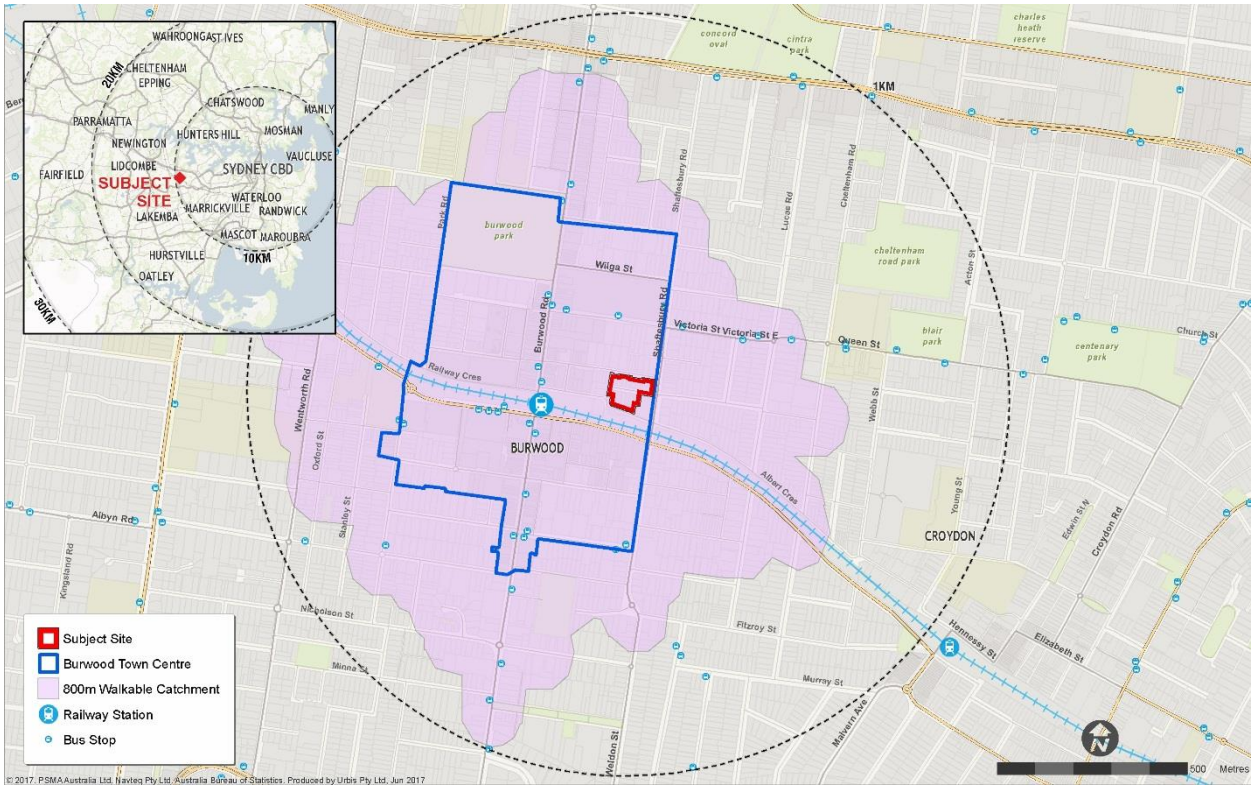
Consultant	Input	Reference
Degotardi Smith & Partners	Site Survey	**Volume 2**
Douglas Lachlan Maclean	Plan of Consolidation	**Volume 2**
Urbis	Heritage Impact Statement	**Appendix A**
JK Geotechnics	Geotechnical Report	**Appendix B**
ADP Consulting Engineers	Infrastructure Report	**Appendix C**
Traffic and Parking Consultants	Traffic and Parking Assessment	**Appendix D**
Urbis	Social Impact Assessment	**Appendix E**
MBM	Quantity Surveyor Statement	**Appendix F**
Cermak Peterka Peterson	Reflectivity Assessment	**Appendix G**
Renzo & Tonin & Associates	Acoustic Assessment	**Appendix H**
Environmental Investigation Services	Stage 1 Environmental Site Assessment	**Appendix I**
Urbis	Clause 4.6	**Appendix J**
Urbis	Burwood Development Control Plan 2013 (BDCP 2013) Compliance Assessment	**Appendix K**
Australis Tree Management	Arboricultural Impact Assessment	**Appendix L**
Cermak Peterka Peterson	Qualitative Wind Assessment	**Appendix M**
TTW	Stormwater Assessment	**Appendix N**
McKenzie Group	BCA Compliance Statement	**Appendix**
McKenzie Group	Design Review Accessibility Compliance Statement	**Appendix P**
Elephants Foot	Waste Management Plan	**Appendix Q**
Urbis	Crime Prevention through Environmental Design (CPTED) Assessment	**Appendix R**
TTW	Structural Statement	**Appendix S**

2. SITE AND SURROUNDS

2.1. REGIONAL CONTEXT

The site is located within the Burwood Town Centre in the Burwood LGA, approximately 10 kilometres west of the Sydney Central Business District (refer **Figure 1**). Key centres within proximity to the site include Parramatta (10 kilometres) and Sydney Olympic Park (4 kilometres).

Figure 1 – Site Location Plan



2.2. LOCAL CONTEXT

The site is located at the eastern edge of Burwood Town Centre, a Strategic Centre with recognised potential to provide capacity for additional mixed-use development including offices, retail, services and housing. Burwood Town Centre straddles both sides of the railway line and includes Burwood Council Administration Office, Burwood Police Station, Westfield Burwood, Burwood Plaza and an array of other commercial uses.

The site has excellent access to public transport, situated within 200m of Burwood Railway Station and is located less than 75m from bus stops located on Victoria Street. The site is located approximately 900m from Parramatta Road to the north and 1.3 kilometres from Liverpool Road to the south.

Burwood Town Centre is being progressively redeveloped into a dense urban centre, with approval being granted for a number of significant mixed use developments, many of which are under construction. Significant developments within the immediate locality include:

- **9-15 Deane Street and 18-20 George Street:** Construction of a 22-storey mixed use development comprising 4.5 levels of basement car parking, 2,640sqm of retail, 3,447sqm of commercial office space, 76 serviced apartments and 103 residential apartments.
- **1-3 Marmaduke Street and 7 Deane Street:** Construction of a 24-storey mixed use development comprising 4 levels of basement car parking, ground floor retail, 112 serviced apartments and 34 residential apartments (under construction).

- **23 – 27 George Street**: Construction of a 21-storey mixed use development comprising 3 levels of basement car parking, retail at the ground floor, 2 levels of commercial office space, residential apartments on Levels 4 – 20 (under assessment).
- **17 Deane Street:** Construction of a 23-storey mixed use development comprising commercial suites, retail shops, child care centre, restaurant, hotel and residential units over basement car parking (under assessment).

2.3. THE SITE

The site has an area of 9,248sqm and is bound by George Street to the north, Shaftesbury Road to the east, Deane Street to the south and Marmaduke Street to the west. The site includes the area of Waimea Street that is now closed and Marmaduke Street adjacent to the site that has been closed. The site excludes 63 Shaftesbury Road.

The site is indicated in the aerial photographs at **Figure** 2

Figure 2Table 2 – Site Details

Street Address	Legal Description
3 Deane Street Burwood	Lot 30 in DP1231727

Figure 2 – Aerial Photographs

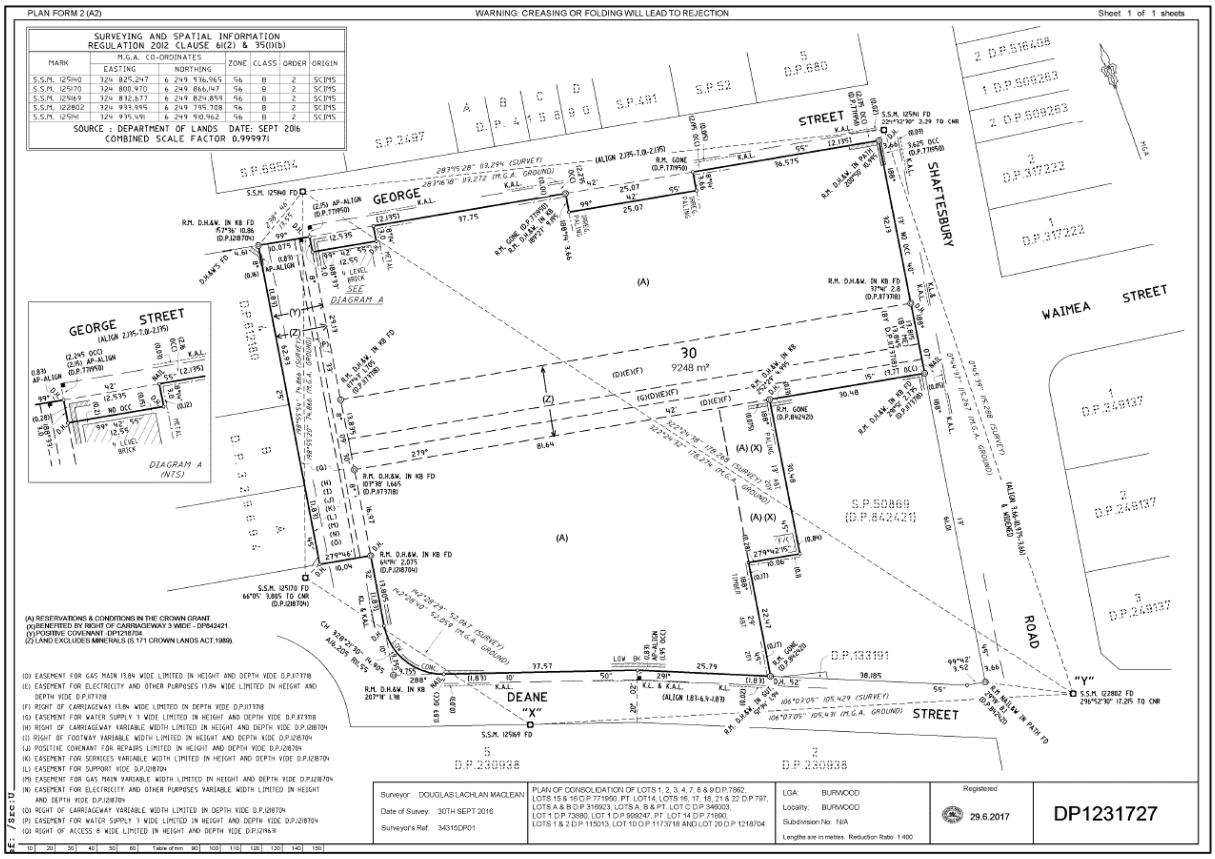
Picture 1 – Aerial Photograph

Picture 2 – Aerial Photograph (Close Up)

Source: Nearmaps 2017

2.3.1. Survey Plan

Figure 3 – Consolidated site



Source: Douglas Lachlan Maclean

2.3.2. Streets That Form Part of The Site

Waimea Street

The site includes that the section of Waimea Street, between Shaftesbury Road and Marmaduke Street (former Lot 10 in DP 1173718). Waimea Street presently provides pedestrian and/or vehicle access to the adjoining properties and includes traffic calming measures in the form of a speed hump. It is intended that with the development of the new club on the site the current access will be permanently closed.

Marmaduke Street

Marmaduke Street, between George Street and Deane Street also forms part of the site. Marmaduke Street currently provides for two-way traffic movements and includes a pedestrian footpath on either side.

Right of carriageway, footway and service easements have been created on the title to ensure that the public will continue to have a legal right of access across that land by pedestrian and vehicular traffic.

The roads have been closed and the land has been purchased by the Burwood RSL Club.

2.3.3. Easements

A series of easements have been registered on the title of Lot 30. The register of easements in the SEE has been updated to ensure consistency between with registered Certificate of Title and Deposited Plan (refer **Table 3**).

Table 3 – Easements

	Description	Burdened	Benefiting
x	3m wide right of carriageway.	Lot 1 (63 Shaftesbury Road)	Lot 30
D	13.84m-wide gas main easement limited in height (existing road surface) and depth (approx. 3m below existing road surface)	Lot 30	Jemena Gas Networks
E	13.84m-wide electricity main easement limited in height (existing road surface) and depth (approx. 3m below existing road surface)		Ausgrid
F	13.84m right of carriageway limited in depth (approx. 3m below existing road surface to approx. 9m above the existing road surface)		Ausgrid Sydney Water Corporation
G	3m wide water supply easement limited in height (existing road surface) and depth (approx. 3m below existing road surface)		Sydney Water Corporation
H	Right of carriageway variable width (Marmaduke Street)		Burwood Council
I	Right of footway easement variable width (Marmaduke Street)		Burwood Council
J	Positive covenant for repairs (Marmaduke Street)		Burwood Council
K	Easement for services variable width limited in height (approx. 9m above existing road surface) and depth (approx. 3m below existing road surface)		Burwood Council
L	Easement for support over the portion of the site (Marmaduke Street)		Burwood Council
M	Easement for gas main variable width limited in height (approx. 9m above existing road surface) and depth (approx. 3m below existing road surface)		Jemena Gas
N	Easement for electricity and other purposes variable width limited variable width limited in height (approx. 9m above existing road surface) and depth (approx. 3m below existing road surface)		Ausgrid
O	Right of carriageway variable width (Marmaduke Street)		Ausgrid Sydney Water Corporation
P	Easement for water supply 3m wide limited in height and depth		Sydney Water Corporation

Q	Right of access 8m wide limited in height and depth		A/329694 B/329694

2.4. EXISTING DEVELOPMENT AND SITE CONDITIONS

The site is presently developed by detached dwelling houses and two and three storey residential flat buildings (RFBs). As documented in the Heritage Impact Statement at **Appendix A,** the existing buildings on site are an amalgamation of buildings from a variety of periods with no heritage significance. A Scout Hall is located at 17 Waimea Street and a former library is located at 2- 4 Marmaduke Street. The buildings will also be demolished to facilitate the future development of the site.

The existing development is shown in the pictures at **Figure 4**.

Figure 4 – Existing Development

Picture 3 – Two Storey RFBs fronting Deane Street

Picture 4 – Vacant lot and Scout Hall on George Street

Picture 5 – Former Library, Deane Street Frontage

Picture 6 – Looking East along Deane Street

Picture 7 – Dwelling House Fronting George Street

Picture 8 – Vacant Lot Looking West Along Waimea Street

2.5. GROUND CONDITIONS

A Preliminary Geotechnical Report has been prepared by JK Geotechnics and is included at **Appendix B.**

The 1:100,000 geographical map of Sydney indicates that the site is underlain by Ashfield Shale of the Wianamatta Group, typically comprising shale and laminate (i.e. thinly interbedded shale and siltstone). The report assessed the known conditions of nearby sites, and determined that defects were present within the cored portions of shale bedrock at both sites. The report recommended further investigation of geotechnical conditions be conducted as part of the future Stage 2 DAs to inform design detail.

This detailed investigation and report will be submitted with the relevant Stage 2 DA.

2.6. UTILITIES AND INFRASTRUCTURE

All essential infrastructure services for electrical supply, communication services, water services and gas supply are provided to the site and are capable of extension/augmentation as required. A report confirming this is included at **Appendix C.**

2.7. SURROUNDING DEVELOPMENT

The surrounding locality is characterised by a mix of land uses and architectural styles. As identified in section 2.2, the Burwood Town Centre is currently experiencing significant renewal and redevelopment, predominantly comprising mixed use commercial and high density residential development.

The site is surrounded by the following:

- **To the north** of the site are a number of medium density residential buildings. Further north is Westfield Burwood.
- **To the east** of the site are a number of low density residential uses that reside outside the Burwood Town Centre. Immediately to the east of the site is 63 Shaftesbury Road, comprising a brick and tile three storey RFB.
- **To the south** of the site is the railway reservation.
- **To the west** of the site is Burwood Railway Station and the Burwood Town Centre, including shop top housing fronting Burwood Road and number of large scale commercial and residential developments.

Surrounding developments are shown at **Figure 5.**

Figure 5 – Surrounding Development

Picture 9 – Mural and Rail Infrastructure Adjacent to Deane Street

Picture 10 – RFB at 63 Shaftesbury Road

Picture 11 – RFBs on corner of George and Marmaduke Street.

Picture 12 – Dwelling Houses on Eastern Side of Shaftesbury Road

2.8. SURROUNDING ACCESS NETWORKS

The site is well located near several public transport networks and road networks, as described in the sections below.

2.8.1. Pedestrians

Existing pedestrian facilities in and around the site consist of paved pedestrian footpaths and a pedestrian crossing is provided across Shaftesbury Road, south of Waimea Street.

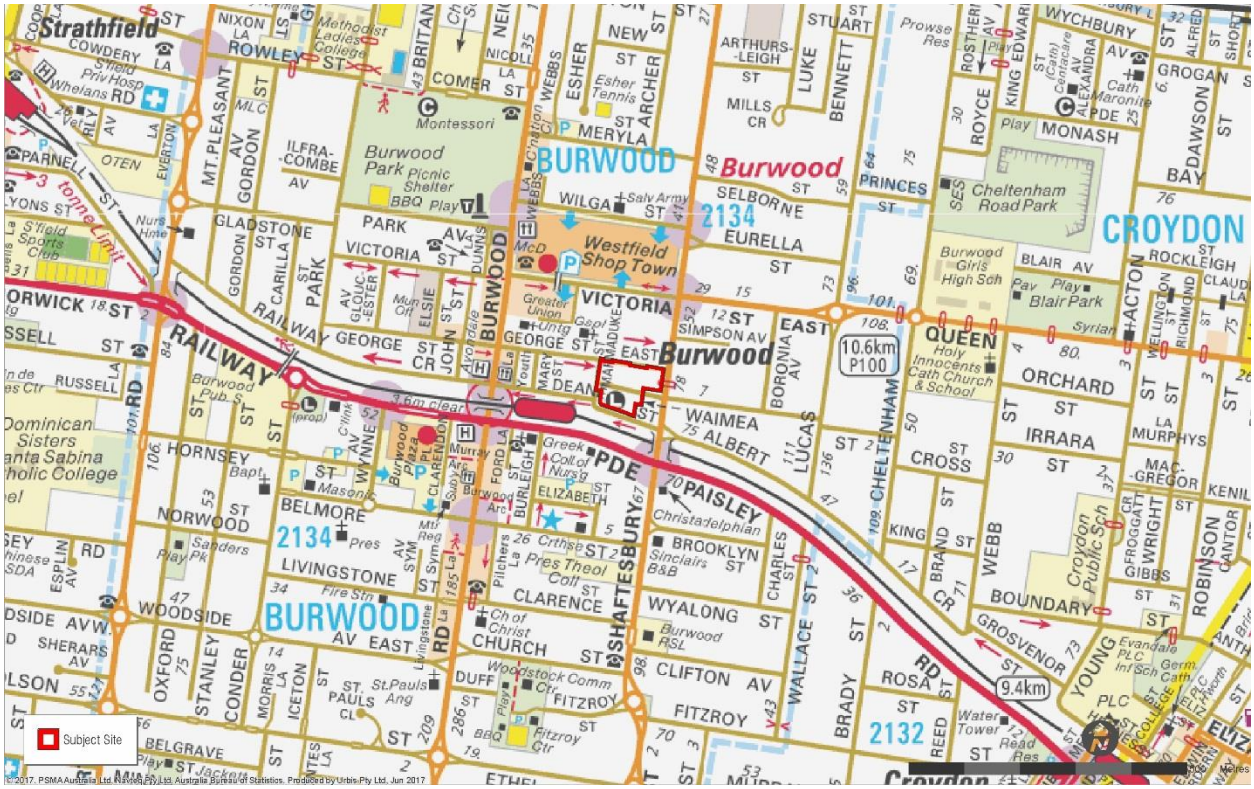
2.8.2. Vehicles

Road Configuration

As shown in **Figure 6** the site includes or is surrounded by several local roads. These roads, including their classification and directions of travel are identified as follows:

- **George Street (Local Road):** One-way vehicle direction from Burwood Road to Shaftesbury Road.
- **Shaftesbury Road (Local Road):** Two-way traffic direction featuring two lanes in each direction.
- **Deane Street (Local Road):** One-way vehicle direction from Shaftesbury Road to Burwood Road.
- **Marmaduke Street (Local Road):** Two-way traffic direction between George Street and Deane Street.
- **Waimea Street (Local Road):** Two-way traffic direction between Marmaduke Street and Shaftesbury Road.

Figure 6 – Surrounding Road Network



Future Road Configuration

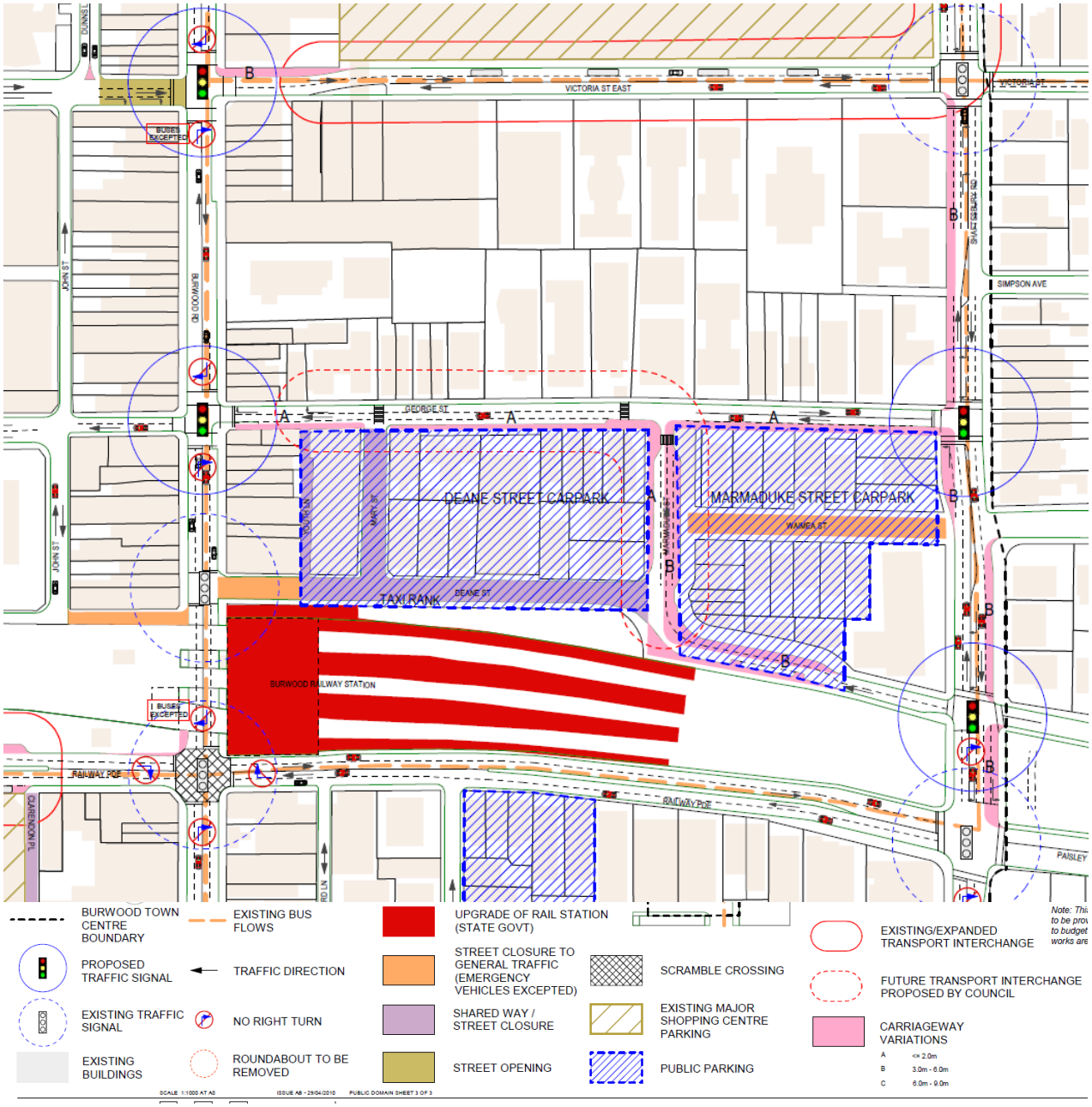
Part of the site frontages to George and Shaftesbury Road have been identified under the *Burwood Local Environmental Plan 2012* (BLEP 2012) as being reserved for road widening purposes. The land reservation acquisitions provided in the BLEP 2012 will result in alternate future traffic and access arrangements.

The Council's Public Transport, Traffic and Parking Plan for the Burwood Town Centre provides for the following improvements within proximity of the site over the next 35 years (refer **Figure 7**):

- Installation of traffic signals at the intersection of Shaftesbury Road and George Street, including a dedicated right turn lane southbound from Shaftesbury Road into George Street and left turn lane northbound from Shaftesbury Road into George Street.
- Installation of traffic signals at intersection of Deane Street and Shaftesbury Road including a designated right turn lane southbound from Shaftesbury Road into Deane Street.
- Widening of George Street for two lane operation.
- Closure of Waimea Street.
- No through access along Deane Street onto Burwood Road.

Council has confirmed that the car parks, transport interchanges and widening of Marmaduke Street detailed on the plan are not proposed and will not be pursued.

Figure 7 – Public Transport, Traffic and Parking Plan



Source: Burwood Council

2.8.3. Public Transport

The site has excellent and direct connectivity to public transport, being located within a close 3-minute walk via Deane Street and Burwood Road to Burwood Railway Station. Burwood Railway Station provides the site with links to the T1 North Shore, Northern and Western Lines and the T2 Inner West and South Line.

The site is close to two bus stops on either side of Burwood Road. These provide access to the routes 407, 408, 458, 461 – 466, MJ41 and M90.

3. CLUB BURWOOD RSL

3.1. ABOUT CLUB BURWOOD RSL

The Club was founded in 1919 following the establishment of the Burwood Returned Service League Sub-Branch. In 1950, the existing Club at 96 Shaftesbury Road was established. The club premises offer a range of facilities including dining venues, live entertainment, gaming, sports clubs and function centres.

The Club is a significant contributor to the wellbeing and vitality of Burwood and the wider community. This manifests through the delivery of a range of services and other offerings to its members and the wider community including live entertainment, food and beverage, function centres, gaming and sports clubs. The club makes regular contributions to local charitable, sport and community organisations. The Club attracts a significant and loyal membership base and maintains a strong presence in the local community.

3.2. RATIONALE AND VISION

In order to plan for its long-term sustainability and to continue to evolve in response to growing and changing memberships, as well as broader community appeal and relevance, the Club has been progressively acquiring land fronting Deane and Waimea Streets with the intention of developing a new club complex.

The Club is seeking to deliver a new iconic club complex on their consolidated landholdings. This landmark building will extend the Club's current offerings through the inclusion of new eateries, bars and lounges, a theatre, a health and fitness centre, conference/event facilities and a hotel.

As detailed in this addendum SEE, the concept DA will facilitate the realisation of this vision through establishing the building envelopes and mix of uses for the site in which reflects the Club's aspirations.

3.3. EXISTING PREMISES AT 96 SHAFTESBURY ROAD

The existing Club premises at 96 Shaftesbury Road has undergone a series of alterations and additions since commencing operations in 1950. In 1996 a comprehensive renovation of the Club was completed. An extension of trading hours was granted by Council in 2013.

The Club implements a series of management measures to mitigate potential impacts on surrounding residents. The best practice approach has been highly successfully, with no formal noise or antisocial behaviour complaints recorded since February 2014.

The Club and the immediate surrounds are zoned R2 Low Density Residential under BLEP 2012. A *registered club* is prohibited within the R2 Low Density Residential zone. The Club therefore relies on existing use rights as the basis for its permissibility. Reliance on existing use rights is restrictive and results in a number of uncertainties given:

- DAs are required to be lodged for extremely minor proposals which would typically be dealt with as exempt or complying development; and
- There are limited opportunities to evolve and respond to growing membership numbers and demands.

The Club is seeking to relocate all current operations from the existing Club premises to the site. All the Club's current operations will come across to the new Club site on completion of the development and the existing Club premises will permanently close. As discussed in section 9**,** the site is suitable for the proposed development, being both permissible in the zone and located within the Burwood Town Centre.

4. BACKGROUND

The Club and the Project Team have engaged in extensive consultation with Burwood Council and have sought feedback from the local community. Details of this engagement is provided below.

4.1. PRE-LODGEMENT CONSULTATION

4.1.1. Pre-Lodgement Briefing

A pre-lodgement briefing was held on 26 April 2016 with senior Burwood Council planning staff and technical officers, and representatives of the Club, APP, Urbis and Buchan. The key items for discussion included:

- Vehicle/loading access.
- Traffic.
- Road widening requirements.
- Residential interface.

4.1.2. Pre-DA Meeting (10 August 2016)

Following the initial briefing a pre-lodgement application was submitted to Council on 3 June 2016. The pre-lodgement application was referred internally to Council staff and externally to GMU. Formal correspondence was received on 4 August 2016 and a meeting was subsequently held on 10 August 2016

A summary of the key matters identified by Council staff and GMU arising from this feedback is summarised below.

Table 4 – Feedback Summary from 10 August 2016 Meeting

Matter	Issue	Response
GMU		
Height of Podium	• Concern was raised with the 21-30m high street wall.	• The concept design was subsequently amended to comply with the Burwood Development Control Plan 2013 (DCP 2013) by providing for a maximum 15m wall height to the surrounding streets. Additional height was setback a minimum of 6m from the boundary and between 3m and 12m from the level below. • At the meeting of 16 December 2016, Council staff and GMU advised that a 20m street wall height was appropriate in this instance. The proposal that has been submitted reflects this feedback.
Interface with 63 Shaftesbury Road	• Requested a 12m podium setback. • Concern with location of Deane Street vehicle access. • Plan prepared by GMU showed a nil setback to the southern (side) boundary with no openings at this location.	• BDCP 2013 permits a nil setback where no windows/openings are proposed. Where openings are proposed, the separation distances provided in the Apartment Design Guidelines (ADG) have been used as a guide. • The building has been setback in excess of the DCP 2013 control. Landscaping has been provided within the setback area. • The concept design demonstrates that openings would be limited at this location. Where openings are shown, the setback to the boundary is greater than that required under the ADG.

Matter	Issue	Response
		• Privacy screening can also be provided to mitigate overlooking. This would be detailed as part of the Stage 2 DAs. • The loading dock entry is capped and can be screened. Bathroom windows are located on the western elevation of 63 Shaftesbury Road at this location. Any adverse privacy impacts will be limited.
Interface with 25 Waimea Street	• Recommended that the podium height be reduced and the driveway to George Street be relocated.	• 25 Waimea Street has been incorporated into the site.
Through Site Link	• A through-site link was suggested and shown in the plan prepared by GMU.	• Waimea Street has been closed and is not identified in the BDCP 2013 as being retained for public access. A through-site link is not identified in BDCP 2013. • The proposal is for a registered club. Due to the requirement for patrons and their guests to sign-in it is not appropriate for a through site link to be included. There are also significantly liability issues with such access, including passage by unaccompanied minors. • The signalisation of George and Shaftesbury Road will necessitate the removal of the existing pedestrian crossing on Shaftesbury Road. This will shift the pedestrian desire line to the signalised intersection with pedestrians crossing Shaftesbury Road in the vicinity of George Street. • An entrance from Marmaduke Street has been provided. • The concept approval envelope provides for the widening of the footpaths to Marmaduke Street, Deane Street and George Street. This will provide a legible and safe pedestrian link to the Burwood Town Centre.
George Street Interface	• Nil setbacks to George Street at the ground floor and an internalised porte-cochere. • Not supportive of wide vehicle ramp at this location due to streetscape activation.	• A nil-setback (post-road widening) is provided to approximately 50% of the George Street frontage at the ground floor. Above the ground floor, the podium level has a nil setback. • The length of the porte-cochere has been significantly reduced. Alternate locations were considered, however, George Street is considered the optimal outcome as it can accommodate a coach pick-up/drop-off. • The vehicle ramp has been relocated from George Street to Marmaduke Street.
Shaftesbury Road Interface	• Nil setback required to Shaftesbury Road.	• The building setback to Shaftesbury Road is to the boundary (after road widening).

Matter	Issue	Response
	• Concern with the vehicle access adjacent the 63 Shaftesbury Road boundary.	• The vehicle entry/exit ramp has been internalised to mitigate potential acoustic impacts.
Towers	• Concern the north tower is too close to the residential flat building at 25 Waimea Street. Greater separation distance to 25 Waimea Street was requested. • Preference is for slender tower forms.	• 25 Waimea Street has been incorporated into the development site. • One tower is now proposed and is setback at least 34m from the boundary of 63 Shaftesbury Road. • The maximum length of the tower facades are limited to 45m and comply with the BDCP 2013 control.
Traffic and Parking		
Location of Signals	• It was suggested Shaftesbury Road and Waimea Street be signalised.	• Council's Public Transport Traffic and Parking Map identifies new signals at George and Shaftesbury Road. No signals are identified at the Waimea Street intersection as this road is identified for closure and has been consolidated into the site. • The proposed signalisation of the George and Shaftesbury intersection is considered the best location for traffic management. The closure of Waimea Street represents an opportunity to change pedestrian habits.
Pedestrian Link	• Provide a pedestrian link through the site to Shaftesbury Road.	• The proposal is for a registered club. Due to the requirement for patrons and their guests to sign-in, a through-site link cannot be accommodated. There is no requirement under the BDCP 2013 to provide this link.
Parking	• Detail of parking to be removed on Deane Street will need to be provided.	• The Traffic and Parking Report has addressed this.
Coach Access	• The proposed route of the coach egress via Deane Street and Burwood Road is not supported.	• Coaches will enter/exit the porte-cochere from George Street and will utilise Shaftesbury Road.
Porte cochere	• Design consideration of the porte-cochere area should take into consideration the residential properties opposite. • Porte-cochere should not be used for queuing of taxi vehicles.	• The porte-cochere has been redesigned to reduce its length and this area is now covered. As detailed in the Acoustic and Vibration Report, Acoustic screening will be provided to minimise noise generated. This detail will be provided as part of the Stage 2 DAs. • The operational management of taxis will be dealt with at the relevant Stage 2 DA, through a Plan of Management.

4.1.3. Pre-DA Meeting (16 December 2016)

On 25 November 2016, a pre-DA package was sent to Council and a meeting with Council staff and GMU was requested. A summary of the key matters arising from the meeting on 16 December 2016 is outlined in **Table 5**.

Table 5 – Feedback Summary from 16 December 2016 Meeting

Matter	Issue	Response
Consolidation of the Lots	• Council questioned the use of the gross floor area (GFA) available from the streets as these were on separate allotments.	• A Plan of Consolidation has been submitted which demonstrates that the site subject of the DA will be one allotment (Proposed Lot 30). • In accordance with clause 4.5 (3) of BLEP 2012 where the proposed development is to be carried out on one lot, the *site area* is taken to be the area of that lot. • Based on a site area of 9248sqm, BLEP 2012 permits a maximum of 37,173qm GFA.
Street Setbacks	• Setback the porte-cochere further back from the current street setback alignment and show future road.	• The conceptual architectural drawings demonstrate that the porte-cochere is compatible with George Street, as proposed to be widened in future. • The porte-cochere has been moved further west to enlarge the size of the lounge and increase surveillance of George Street.
Vehicle Entry/Exits	• Concern was raised with the location of the Marmaduke Street entry/exit. • Entry to Shaftesbury Road is be internalised.	• The entry/exit on Marmaduke Street has been moved further to the south. • The entry/exit ramp to Shaftesbury Road has been covered.
Truck Access	• Increase the setback to the capped loading dock.	• The truck access ramp to Deane Street has been straightened and capped. Landscaping is provided within the setback area.
Activation of Corner of Marmaduke Street and George Street	• Location of plant/back of house at the corner of Marmaduke Street and George Street. • Maximise street activation where possible.	• A food and beverage area is now included on the corner of Marmaduke Street and George Street to increase activation at the street level.
Deep Soil	• Provide deep soil within the setback area to 63 Shaftesbury Road to allow mature tree planting.	• Section A of the Control Drawings demonstrates that a deeper soil area is provided within the setback area. Details of the landscaping will be provided with the Stage 2 DAs.
Scale	• Wedding cake approach is not preferred. To address this GMU and Council Staff preferred a 20m street wall height.	• An average 20m street wall height has been provided. • The sloping topography and the commercial floor to ceiling heights required for the club operation are both barriers to achieving a consistent 20m street wall height across the site.

Matter	Issue	Response
	• Reduce the scale and width of the towers.	• The massing has been designed to provide for a consistent height datum. • The podium height is necessary to incorporate the spatial requirements of the Club uses proposed. The uses included within the podium require greater floor to ceiling heights (i.e. conference and theatre) than typical commercial or residential uses. • Level 3 has been setback from the street wall. The perspective drawings demonstrate that this level is not readily visible from the adjoining street. • Only one tower is now provided. The maximum length of the tower facades shown on the submitted concept is limited to 45m and complies with the BDCP 2013 control.

4.2. POST LODGEMENT CONSULTATION

The applicant has undertaken significant post lodgement consultation with Council and with GMU. A timeline of key meetings and information requests is provided below:

- On **28 September 2017**, a response to the initial urban design comments made by GMU was submitted to Council. This was supported by revised Control Drawings and Conceptual Architectural Drawings. Comments from Planning Ingenuity (Council's appointed independent planning consultant) were forwarded to Urbis on 6 November 2017.
- On **23 October 2017** a meeting with Council and GMU was held. Conceptual Architectural Floor Plans and Elevations were provided prior to the meeting for discussion.
- On **7 November 2017** amended Building Control Drawings and Indicative Concept Drawings were provided to Council. This included a submission outlining how each of the points raised at the meeting on 23 October 2017 had been addressed. A response to the Heritage, Environmental Health and Tree Management referrals was also provided.This submission has been included at **Appendix B1.**
- On **28 November 2017** comments and sketches were provided by GMU on the plans that had were submitted to Council on **7 November 2017.**These comments related to the podium levels, tower element, proposed material and podium roof landscape design.
- On **12 December 2017** a meeting with Council and GMU was held. At this meeting comments were made about the need for the podium and tower to demonstrate vertical articulation, including breaks in the building massing.
- On **12 January 2018** amended Building Control Drawings and Indicative Concept Drawings were provided to Council. Comments from GMU were received on **23 February 2018**. These comments requested further resolution of the proposal, to demonstrate that the proposed scheme was informed by the context of the site and streetscape and would be capable of providing a slender and balanced tower form.
- On **2 July 2018** amended Indicative Concept Drawings and a Design Process Response Package were submitted to Council for consideration**.** The Indicative Concept Drawings were developed following a comprehensive site and streetscape analysis which is further described at Section 5.2 below. On **10 July 2018** a meeting was held with Council and GMU to discuss the Indicative Concept Drawings and Design Process Response Package.
- On **29 July 2018** advice was received from Planning Ingenuity that the level of documentation in relation to urban design was acceptable would allow completion of the assessment of the DA and that further

urban design work was not required. The applicant was requested to provide an overlay of the indicative building form on the Building Control Drawings and more closely align the envelope with the proposed floor plates. This modelling exercise was undertaken and the Building Control Envelopes with the indicative tower form overlaid were submitted to Council on **30 August 2018**. A modified set of Building Control Drawings which reflected the 'winged' shape of the tower shown on the concept architectural plans were submitted to Council on **12 September 2018**.

- Council provided a response on **28 September 2018** advising that the Building Control Drawings were acceptable. A set of design principles were also provided. Urbis understands that the development consent for the concept DA will include a condition referring to these principles, and that the principles will direct the assessment of the future DA to achieve the expected level of design excellence.

4.3. OVERVIEW

Pursuant to section 4.22 of the EP&A Act, this DA seeks concept approval for the mixed-use redevelopment of the site including:

- Uses including registered club, hotel or motel accommodation, commercial premises, entertainment facilities, function centre and recreation facility (indoor);
- Building envelope associated with the podium;
- Building envelope for one tower above the podium, with a maximum height of 94.66 metres;
- Maximum GFA across the site of 37,173sqm;
- Vehicle access points; and
- A maximum of 1,250 car spaces provided within the basement envelope.

The concept DA does not seek approval for:

- Any works, including demolition, excavation, construction and public domain improvements;
- The final arrangement of land uses;
- Layout, mix or number of hotel rooms;
- The design of the building exteriors including facades and roofs; and
- Public domain and landscape design.

Separate Detailed DAs will be prepared and submitted to undertake physical works on site.

5. PROPOSED DEVELOPMENT

5.1. URBAN DESIGN

The Indicative Concept Drawings were amended in response to matters raised by Council and following a site and streetscape analysis. The review of the surrounding urban fabric informed the amended scheme, with reference drawn from the rhythm of the built fabric surrounding the site. This analysis was documented by Buchan Group in a Design Process Response Package- refer **Volume 2.**

This process led to the revisions in the facade of the podium, with the introduction of articulation reflecting the scale and massing of nearby developments. This also serves to provide a more interactive and permeable façade at street level for pedestrians.

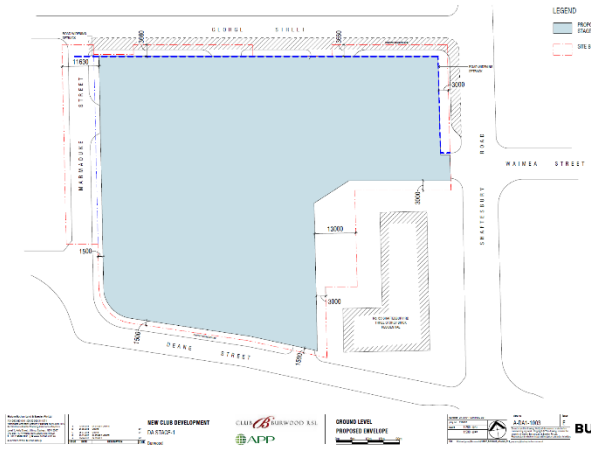
The design of the tower form was also modified, with the central tower element broke into two 'wings'. The indentation of the tower form breaks down the building mass of the tower. The Indicative Concept Drawings demonstrate that future detailed development applications will be able to present a proposal that achieves design excellence and provide a refined and slender tower form with strong vertical articulation within the envelopes presented in the Building Control Drawings.

The Indicative Concept Drawings to support the concept approval are included in **Volume 2**.

The Building Control Drawings were modified to provide sufficient flexibility to accommodate the tower and also provide a degree of certainty as to the future built form outcome for the tower.

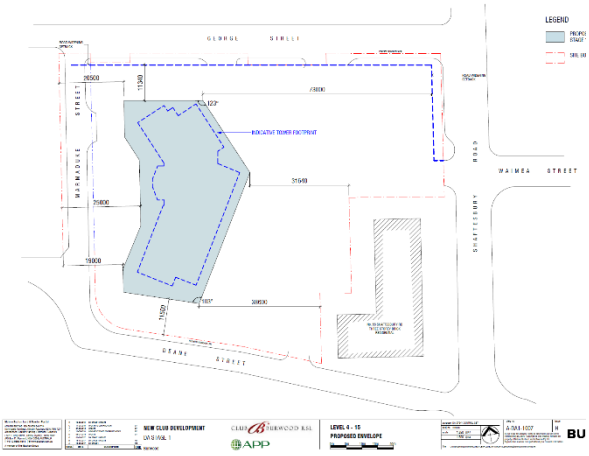
Excerpts from the Building Control Drawings (**Volume 2**) are shown at **Figure 8** and **Figure 9.**

Figure 8 – Proposed Floor Envelopes



Picture 13 – Ground floor Building Envelope

Source: Buchan



Picture 14 – Proposed Levels 4-15 Tower Envelope

Source: Buchan

5.2. BUILDING ENVELOPES

The Building Control Drawings comprise plans, elevations and sections for the concept DA (refer **Volume 2**). The Building Control Drawings define the building envelopes across the site. The different aspects of the envelope are discussed in detail below.

The Building Control Drawings have been developed to guide the overall permitted building heights and floor space ratio (FSR) across the site. Approval for a maximum of 1,250 car parking spaces is also sought as part of the concept DA. The envelopes set the framework within which a detailed building design can be established.

The Indicative Concept Drawings demonstrate that the building envelope can efficiently and viably support the future mix of land uses and car parking. The building envelope has been shaped to accommodate a tower element yet also provides flexibility for detailed design resolution.

The volume of the building envelope is moderately larger than the GFA present in the Indicative Concept Drawings. The extent of the envelope in relation to the tower form is considered reasonable, as:

- This allows for architectural detailing and articulation and design development during the detailed design of the project;
- The maximum GFA of 37,173m2 will not be exceeded;
- The defined shape of the building control envelope will guide the form of the tower as a slender form,;
- the building height plane over the site provides a fixed point against which the tower cannot encroach. The height plane prevents the tower moving significantly in a north or easterly direction, thus providing additional certainty about the parameters of the future tower element.

5.2.1. Basement Envelope

The proposal seeks consent for the basement car parking envelope to accommodate a maximum of 1,250 car spaces. The basement envelope proposed can accommodate six levels of basement car parking which would be accessible to patrons via a vehicle ramp from Marmaduke Street and a secondary ramp from Shaftesbury Road. The loading dock and service vehicle access has been provided for via a vehicle ramp from Deane Street.

5.2.2. Podium Envelope

The concept DA seeks concept approval for a new club complex which includes a mixed-use podium. The podium has largely been informed by the building height plane projected west from Shaftesbury Road and takes into consideration the relatively large floor to ceiling heights required for the envisaged uses within the podium.

In response to the sites varied topography, the mixed-use podium has a height of:

- Three storeys fronting George Street.
- Three storeys fronting Shaftesbury Road.
- Three storeys fronting Deane Street; and
- Four storeys (inclusive of the loading dock level) fronting Marmaduke Street.

The mixed-use podium will accommodate a number of uses including a variety of food and beverage outlets, club bar and gaming facilities, a theatre, conference facilities, a gym and a crèche for the use of club patrons.

The overview of the concept design for the podium levels are provided in **Table 6.**

Table 6 – Overview by levels

Level	Proposed
Basement 1 (Loading dock area)	• Vertical pedestrian connection to the Club from Marmaduke Street • Food and beverage tenancy fronting Deane Street. • Food and beverage tenancy on the corner of Marmaduke and George Street. • Kitchens, back of house facilities, storage and loading dock facilities (below existing ground level due to sloping site topography). • Vehicle entry/exit from Marmaduke Street
Ground Floor	• Porte-cochere accessible from George Street. • Club reception and hotel lobby.

Level	Proposed
	• Food area. • Beverage outlets, club bar and indoor and outdoor gaming facilities. • Vehicle entry/exit from Shaftesbury Road. • Loading dock entry/exit from Deane Street
Level 1	• Variety of restaurants, bars and eateries. • Outdoor terrace.
Level 2	• Conference facilities. • Theatre • Pre-function circulation spaces. • Back of house facilities and amenities.
Level 3	• Club facilities. • roof terrace including pool
Level 4 & 5	• Club facilities • Hotel

5.2.3. Tower

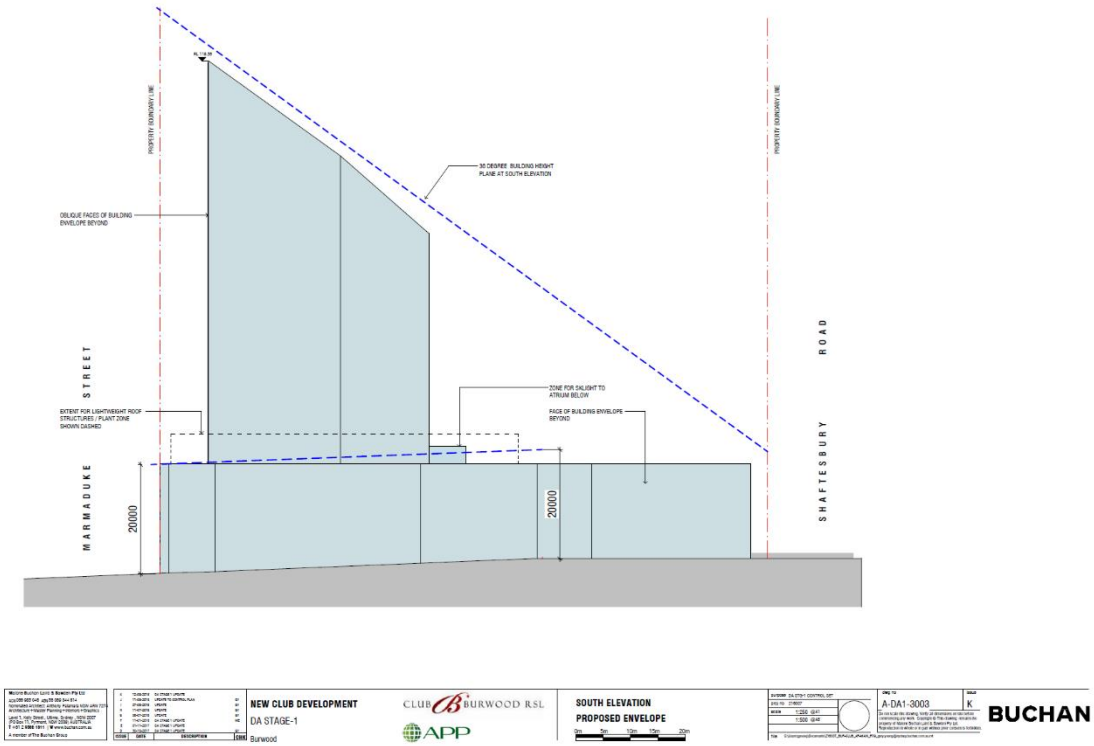
As shown in **Figure 9**, the concept DA seeks consent for a building envelope to accommodate one tower above the podium.

A numeric overview of the tower is summarised in **Table 7**.

Table 7 – Overview of Tower

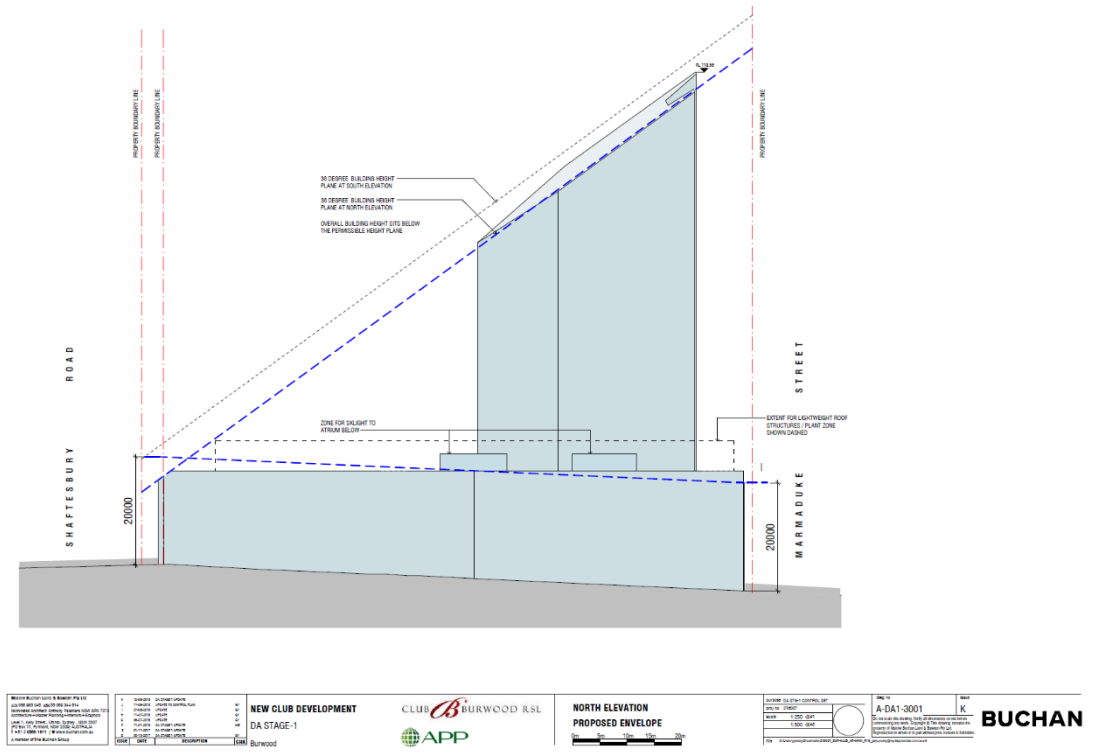
Overview	Tower
Height (m)	94.66 (RL 118.36m)
Height (storeys) above the podium	16 storeys + plant

Figure 9 – Proposed Building Envelope Elevations



Picture 15 – South Elevation

Source: Buchan



Picture 16 – North Elevation

Source: Buchan

5.3. LAND USE MIX

The Club is seeking to respond to a changing market and member demands. The architectural concepts show a layout internal to the buildings that can be reasonably adapted to respond to changing circumstances over the life of the project.

To this extent, the proposed uses for the podium and tower will allow some degree of flexibility in usage. There is no legal impediment to such an approach, noting further that the relevant mandatory matters (both amenity impacts and statutory and DCP considerations) have been approximately assessed in this SEE and accompanying technical reports.

Details of the proposed mixed uses within each envelope is summarised in **Table 8** below.

Table 8 – Proposed uses

Podium	**Tower**
Registered club, hotel or motel accommodation, commercial premises, entertainment facilities, function centre and recreation facility (indoor).	*Hotel or motel accommodation* *Registered club uses*

5.4. NUMERIC OVERVIEW

Table 9 below provides a summary of the numeric information relating to the concept DA.

Table 9 – Numeric Overview

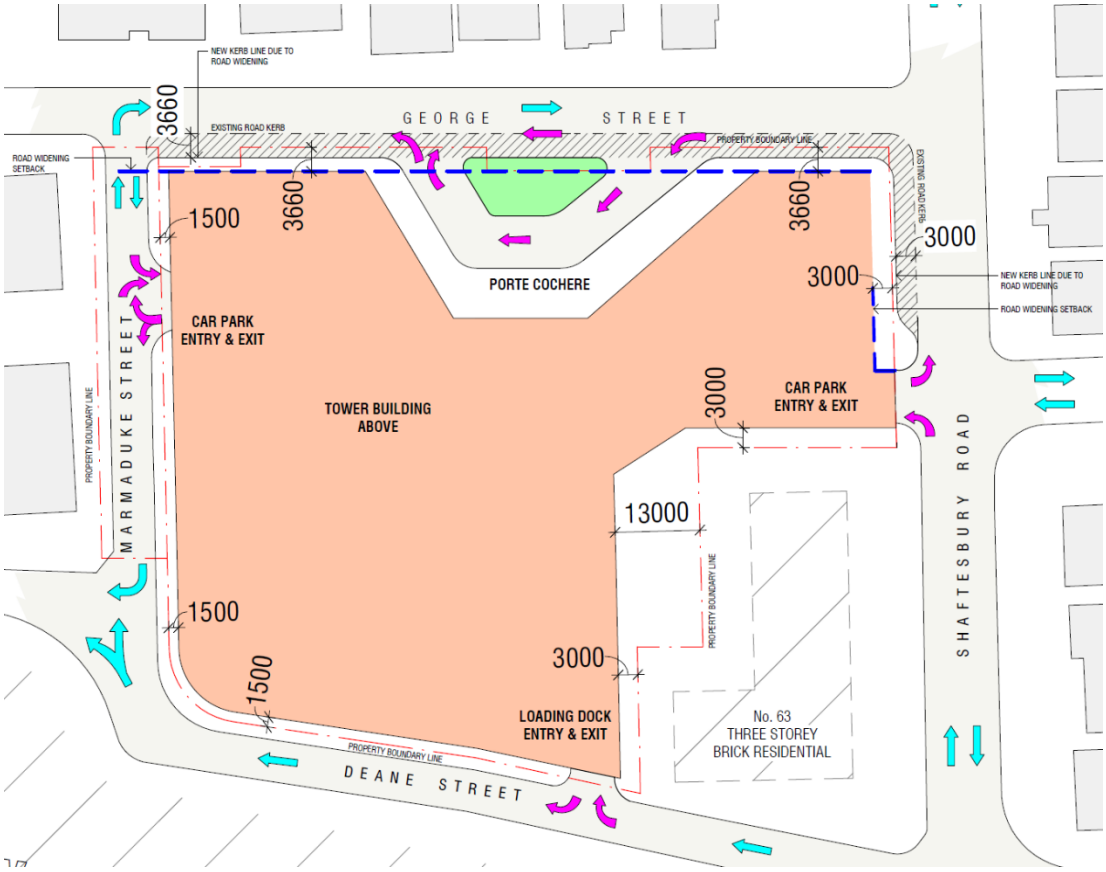
Component	**Proposal**	
	Podium	**Tower**
GFA	37,173sqm	
Proposed FSR	4:1	
Number of Storeys	4 levels	16 levels + plant
Building Height	20 metres (average)	94.6 metres (maximum)
Minimum Setbacks		
George Street	3.66 metres (to accommodate road widening)	11.34 metres
Shaftesbury Road	3.0 metres (to accommodate road widening)	31.64 metres – 73 metres
63 Shaftesbury Road	3.0- 13.00 metres	31.64 metres -38.60 metres
Deane Street	1.5 metres	11.50 metres
Basement Levels	7 levels	
Total Car Spaces	1,250 spaces	

5.5. VEHICLE ACCESS

Approval is sought for the location of the vehicular access points across the site. As shown in **Figure 10**, vehicular access points are described as follows:

- Basement parking for patrons with two access points provided from Marmaduke Street and Shaftesbury Road.
- Loading dock and service vehicle access provided from Deane Street.
- Porte-cochere accessed at street level for drop off/pick-up from George Street.

Figure 10 – Proposed Vehicle Access Points Control Drawing



Source: Buchan

5.6. DEVELOPMENT STAGING AND COST OF WORKS

As stated in the Quantity Surveyor Statement at **Appendix F**, the estimated Cost of Works of the project is $231,854,259.00.

The development is likely to occur over a three year period. A summary of the indicative staging is as follows:

- Stage 1: Construction of the basement car parking and podium.
- Stage 2: Construction of the tower.

This will be further detailed in the future detailed DAs.

6. RELEVANT ACTS AND REFERRALS

6.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The proposal is considered to be consistent with the objectives of the EP&A Act. The proposal has been designed having regard to the environmental sensitivities of the site. The proposal will also provide for the orderly and economic use of the land for employment generating land uses close to existing public transport connections.

An assessment against section 4.15 of the EP&A Act is provided in sections 7-10 of this SEE.

6.2. WATER MANAGEMENT ACT 2000

Pursuant to section 4.47 (2) of the EP&A Act, before granting development consent to 'Integrated Development', the consent authority must obtain from each relevant approval body the general terms of any approval proposed to be granted by the approval body in relation to the development.

As stated in the Geotechnical Report at **Appendix B**, the site is likely to be impacted by groundwater, and as such the proposed development constitutes a 'controlled activity' under the *Water Management Act 2000*. General terms of approval were provided by Water NSW on 24 August 2017.

6.3. REFERRALS

The application was referred by Council to relevant agencies. Sydney Trains granted concurrence on 18 October 2017.

7. ASSESSMENT OF ENVIRONMENTAL PLANNING INSTRUMENTS – SECTION 4.15(1)(A)

This chapter provides an assessment of the proposal against matters for consideration under section 4.15(1)(a) of the EP&A Act including the following plans and legislation:

Strategic Planning Policy

- *The Greater Sydney Region Plan: A Metropolis of Three Cities 2018*
- *Eastern Harbour City District Plan 2018*
- *Burwood Community Strategic Plan 2010*

Environmental Planning Instruments

- *Burwood Local Environmental Plan 2012* (BLEP 2012)
- *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55)
- *State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure)

Draft Environmental Planning Instruments

- Not relevant.

Development Control Plans

- Burwood Development Control Plan 2013 (BDCP 2013)

An assessment of the proposal's consistency and compliance with the relevant strategic and statutory plans and policies is provided below.

7.1. THE SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES

The Sydney Region Plan, a Metropolis of Three Cities (Region Plan) was released by the Department of Planning and Environment in 2018. To meet the needs of a growing and changing population the Region Plan seeks to transform Greater Sydney into a metropolis of three cities:

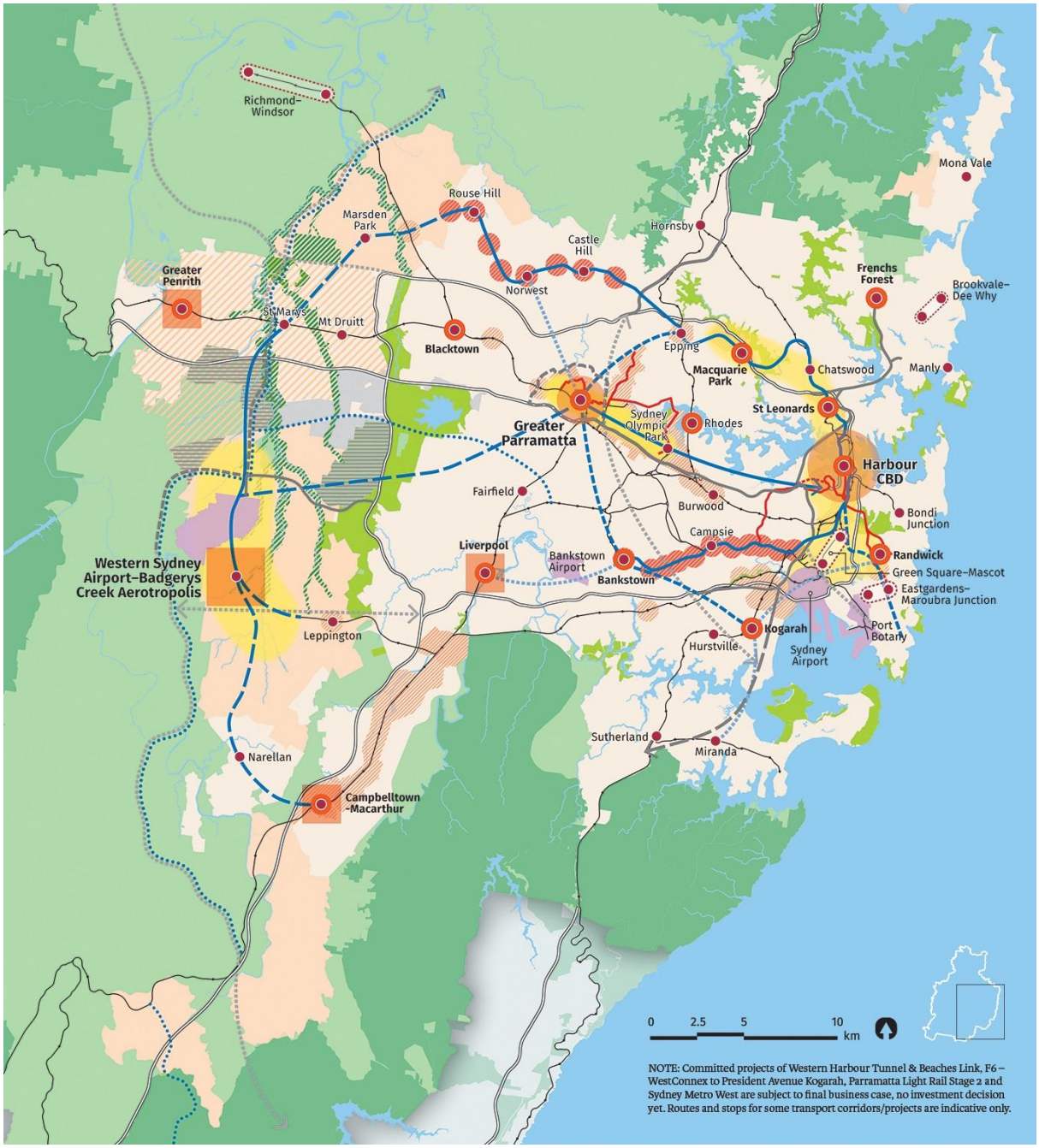
- the Western Parkland City
- the Central River City
- the Eastern Harbour City

Burwood is within the Eastern Harbour City, and as shown in Figure 11, is identified as a Strategic Centre in the Region Plan. The relevant priority for Burwood is to the delivery of additional mixed-use development in Burwood including offices, retail services and housing.

The concept DA and the Club's proposal supports this objective and the related directions in the Plan through the:

- Revitalisation of the Burwood Town Centre with the delivery of a wide range of services and functions associated with the mix of land uses;
- Job creation during both the construction and operational phase, delivering employment in a highly accessible location; and
- Provision of accommodation options to support greater visitation to Burwood Town Centre.

Figure 11 – A Metropolis of Three Cities- Centres



Source: A Plan for Growing Sydney: NSW Government

7.2. EASTERN CITY DISTRICT PLAN 2018

The Greater Sydney Commission published the Eastern City District Plan (District Plan) in 2018 alongside the release of the Metropolis of Three Cities.

Burwood Town Centre is identified as 'Strategic Centre' in the District Plan. The concept DA proposes a range of land uses which will provide vibrant day and night time activities including food and drink premises, entertainment facilities, conference uses and a hotel. This diverse mix of uses will not only facilitate the concept of a 'productive city', but will also activate a currently under-utilised site in the Burwood Town Centre for the benefit of residents and visitors.

7.3. BURWOOD COMMUNITY STRATEGIC PLAN 2010- BURWOOD 2030

Burwood 2030 was released by Council in 2010 to provide a strategic vision for growth in the Burwood LGA. The vision established five goals. The following goals are relevant to this proposal:

- *4.5 Vibrant and clean streetscape- activated streetscapes and aesthetically appealing buildings.*
- *5.3 Increase employment and training opportunities.*
- *5.1 Support and manage Burwood's major centre status- mixed use buildings.*

The proposal is consistent with the objectives of Burwood 2030, through its contribution as a significant mixed-use redevelopment in Burwood Town Centre. The proposed uses will enhance the liveliness of Burwood Town Centre through entertainment, food and drink and accommodation options as well as public domain improvements (undertaken as part of a future Stage 2 DA).

The proposal will generate short-term employment opportunities through the construction phase and will deliver a substantial number of permanent jobs to the locality during the operational phase.

7.4. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The aim of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) is to facilitate the effective delivery of infrastructure across NSW by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure such a classified roads and prescribing consultation requirements for certain development.

The proposal constitutes a traffic-generating activity, comprising a premise licensed under the *Registered Clubs Act 1976* with more than 200 car parking spaces. Clause 104 of the ISEPP requires that the consent authority is to give written notice to RMS. Accordingly; the proposal will be referred to RMS for comment.

The application is also subject to clause 45 of the ISEPP as the development is likely to affect an electrical transmission or distribution network. As such, an electricity substation will be required onsite. Referral to Ausgrid will likely be undertaken from Council during the assessment of the application. The location of the electricity substation would be detailed in the relevant Stage 2 DA.

The concept DA is also subject to clause 85 of the ISEPP which requires the consent authority to give written notice to Sydney Trains where development is located immediately adjacent to a rail corridor. The proposal does not comprise any physical works, however as the basement envelope is setback approximately 10m from the railway reservation, the concept DA was referred to Sydney Trains for concurrence. Sydney Trains provided their concurrence on 18 October 2017.

7.4.1. Development Near Rail Corridors and Busy Roads – Guideline 2008

The *Development near Rail Corridors and Busy Roads - Interim Guideline (2008)* was prepared to support specific rail and road provisions of ISEPP. The Guideline outlines matters for consideration for developments in, or adjacent to, rail corridors and busy roads. The objective of the Guideline is to protect the safety and integrity of key transport infrastructure from adjacent development.

The proposed development has been designed with careful consideration of the potential impacts on the adjacent rail corridor. The following technical documentation has been prepared, in accordance with the Guideline, to demonstrate the proposed development will have no impact on the ongoing operation or use of the railway line during the construction or operation phases:

- Geotechnical Investigation at **Appendix B;**
- Reflectivity Statement at **Appendix G;**
- Acoustic Assessment at **Appendix H**

Additional documentation and studies as may be required will be submitted as part of future detailed DAs.

7.5. STATE ENVIRONMENTAL PLANNING POLICY 55 – REMEDIATION OF LAND

State Environmental Planning Policy (SEPP) No. 55 – Remediation of Land (SEPP 55) was gazetted on 28 August 2005 and applies to the whole of the state. Clause 7(1) requires the consent authority to consider whether land is contaminated prior to consent of a DA.

A Stage 1 – Environmental Site Assessment has been prepared by EIS (**Appendix I).**

Based on a desktop environmental site assessment, the report determines that the potential for contamination is moderate to high (based on limited information). The site is not within an Acid Sulfate Soil Risk Area. Potential sources of contamination include imported fill of unknown origin, off-site commercial use which utilised underground fuel storage and hazardous building materials from previous home construction and/or demolition.

The report recommends a Stage 2 Detailed Site Investigation (DSI) be undertaken to assess the full risk of contamination. The requirement to prepare a Stage 2 DSI with the first detailed DA can be included as a condition of the development consent to the concept DA.

7.6. BURWOOD LOCAL ENVIRONMENTAL PLAN 2012

BLEP 2012 is the principle environmental planning instrument that applies to the site. The concept DA has been prepared based on the zoning, building height plane and FSR controls permitted across the site.

The site is zoned B4 Mixed Use under BLEP 2012. The relevant objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*

The proposed development is consistent with these objectives as:

- The proposal provides a genuine mixed use development with compatible land uses. Separate entries for the registered club and hotel uses are provided for in the conceptual architectural drawings.
- Public transport patronage, walking and cycling will be encouraged through the colocation of employment and entertainment facilities within the Town Centre.

The key provisions applicable to the site and the proposed development are addressed in **Table 10**.

Table 10 – Burwood Local Environmental Plan 2012 – Compliance Assessment

Consideration	Control	Proposal	Compliance
Zoning and Land Use Permissibility	B4 Mixed Use Zone	The proposed uses, defined as "*Registered club", "Commercial premises", "Entertainment facilities", "Function centres", "Hotel or motel accommodation", "recreation facilities (indoor)"* are permitted with consent in the B4 Mixed Use zone.	✓
Clause 4.3 Height of buildings	The maximum building height is 60m in the western portion of the site and 30m in the eastern portion of the site.	The proposed maximum heights of the building envelopes proposed are as follows: Podium: 20m (average) Tower: 94.66m Legal advice has been obtained and furnished separately to Council that	N/A

Consideration	Control	Proposal	Compliance
		advises a clause 4.6 variation request is not required as the exemption to the height of building control is provided in the operation of clause 4.3A. Notwithstanding this Council has requested that a written clause 4.6 variation request be submitted with the application and an updated Clause 4.6 variation request is included at **Appendix A1** of this addendum SEE**.**	
Clause 4.3A Exceptions to height of buildings	Despite Clause 4.3, the height of buildings on the site is not to exceed the building height plane established by the projection of a 36-degree angle cast 1m above the existing ground level on the eastern side of Shaftesbury Road.	The site is located on land marked "Area A" on the Height of Buildings Map and is subject to the provisions of clause 4.3A. The proposed building envelope detailed in the Building Control Drawings complies with the angled height plane established under clause 4.3A of BLEP 2012.	✓
Clause 4.4. Floor Space Ratio	The maximum FSR is 4.5:1 in the western portion of the site and 3:1 in the eastern portion of the site. Based on the consolidated site area a maximum of 37,021sqm GFA is permitted across the site.	The proposed building envelope will accommodate a maximum GFA of 37,173sqm.	✓
Clause 5.1A Development on land intended to be acquired for public purposes	Land adjacent to George Street and Shaftesbury Road is identified to be acquired for the purpose of roads. The purpose of this clause it to allow for the widening of George Street to facilitate the implementation of a two-way traffic system.	The proposed envelope has been setback to permit the future acquisition and dedication of land adjacent to George Street and Shaftesbury Road. As discussed in the Traffic and Parking Report **Appendix D** the proposal will facilitate two-way operation of George Street from Shaftesbury Road to Marmaduke Street.	✓
Clause 5.9 Preservation of trees or vegetation	Clause 5.9 requires development consent or a permit to be obtained for any tree that is prescribed in the BDCP 2013.	A total of 43 trees will be removed to accommodate the proposed building envelope.	Refer section 8.4

Consideration	Control	Proposal	Compliance
Clause 5.10 Heritage Conservation	The site does not contain any identified heritage items. The site is not located within a heritage conservation area (HCA), however, is adjacent to two heritage items	A Heritage Impact Statement (HIS) in support of the proposal.	✓ Refer section 7.6.1
Clause 6.5 **Design Excellence**	In determining whether a proposal exhibits design excellence, the consent authority is required to have regard to matters identified in clause 6.5 (4).		
	(a) whether a high standard of architectural, landscape and urban design has been achieved (including in the materials used and in detailing appropriate to the location, building type and surrounding buildings),	The concept DA does not seek approval for the building exteriors, including the facades or roofs. This matter is not relevant in the assessment of this concept DA, however, will be a relevant consideration in the assessment of future detailed DAs. Approval for the design of the building exteriors and landscaping will be sought as part of a future detailed DAs. The detailed DAs for the above ground work will exhibit a high standard of architectural, landscape and urban design.	
	(b) whether the form and external appearance of the proposed building, and ground level detailing, will significantly improve the quality and amenity of the public domain,	Whilst consent for the external finishes is not sought as part of the concept DA, the indicative architectural elevations demonstrate that the podium can include a substantial vertical rhythm of well-articulated segments. The plans also demonstrate that the tower form can be fractured, with angular forms and achieve a slender built form above the podium. These elements will be detailed on the elevation drawings submitted with the future detailed DA. The concept DA will facilitate a future built form that significantly enhances the quality and amenity of the public domain.	
	(c) how any streetscape and heritage issues have been addressed,	<u>Streetscape</u>	

Consideration	Control	Proposal	Compliance
		The indicative architectural drawings that support the building envelopes proposed under the concept DA demonstrate that the detailed design will address the surrounding streets with active frontages. <u>Heritage</u> The concept DA is supported by a Heritage Impact Statement (HIS). This concludes that the proposed built form will have no significant impact on the heritage significance of nearby items. The works have been designed and sited in a manner that is as sympathetic to the significance and setting of nearby heritage items. Council's Heritage Officer has recommended additional investigations and assessments be undertaken and submitted with future detailed DAs. The additional investigations and assessments identified by Council's Heritage Officer can be undertaken and submitted with detailed DAs. It is expected that conditions to this effect will be included in any development consent issued for the concept DA.	
	(d) whether the amenity of the surrounding area, including any view corridors, vistas or landmark locations, will be adversely affected,	The control drawings presented under the concept DA and included in Volume 2 of this addendum SEE will allow one tall slender tower positioned above a podium. No adverse impacts on identified view corridors, vistas or landmark locations will arise from a tower form as presented in the conceptual architectural plans. The provision of one slender tower is a superior urban design outcome to a development that strictly complies with the 60m height control under LEP 2012. Compliance with the 60m height control across the site would result in the redistribution of permissible floorspace to the lower levels. This would result in an increase in the length and width of the tower, which would have consequential	

Consideration	Control	Proposal	Compliance
		adverse amenity and streetscape impacts.	
	(e) how traffic circulation and vehicular access will be addressed and whether the proposed development supports the provision of high quality pedestrian, cycle and service access,	The concept DA seeks approval for the vehicle access points and a maximum of 1,250 car spaces provided within the basement envelope. <u>Pedestrian Access</u> The conceptual architectural drawings demonstrate that pedestrians can access the Club from Marmaduke Street and George Street. This provides legibility whilst also accommodating the operational parameters of a registered club, which requires patrons and their guests to sign-in. <u>Bicycle Access</u> Bicycle facilities will be provided as part of the development. Details of the bicycle parking provision will be provided with the Stage 2 DA. <u>Service Access</u> Service access to the development will be provided from Deane Street. This arrangement reduces the potential for traffic/pedestrian conflict given Deane Street will remain one-way. There are no properties or vehicle crossings on the opposite side of Deane Street. The location of service access from Deane Street also minimises the potential for acoustic impacts associated with vehicles entering and exiting the site. Loading activities including deliveries and waste collection will be confined to the basement. <u>Customer/Staff/Guest Car Parking Access</u> Access to the basement car park for customers, staff and hotel guests is available from Shaftesbury Road or Marmaduke Street. The access from Shaftesbury Road will have two entry and two exit lanes, and has been	

Consideration	Control	Proposal	Compliance
		designed to make use of the existing Waimea Street intersection. The Marmaduke access is located approximately mid-way between Deane Street and George Street and comprises two exit, and two entry lanes. The proposed access arrangements have been reviewed by Parking and Traffic Consultants (PTC) who conclude that patrons would be able to enter and exit the carpark efficiently. <u>Porte-Cochere</u> A porte-cochere is proposed mid-way along the George Street frontage, at the location of the main Club entrance. The porte-cochere will support the provision of safe and efficient access to the site. Coaches of up to 14.5 metres long are able to access the porte-cochere along George Street from Shaftesbury Road and egress by turning right onto George Street to return to Shaftesbury Road. PTC have reviewed and conclude that this arrangement can be accommodated.	
	(f) whether any adverse effect on pedestrian movement and experience will be avoided (and whether the public transport interchange as the focal point for pedestrian movement in the surrounding area will be reinforced and the ease of pedestrian access to and from that interchange will be facilitated),	There will be no adverse impact on pedestrian movements in the locality arising from the proposal. Waimea Street has been closed, is owned by the Club and is not identified in the Burwood Development Control Plan 2013 (DCP 2013) as being retained for public access. A through-site link is not identified in DCP 2013 and cannot be accommodated as the proposal is for a registered club. The signalisation of George and Shaftesbury Road will necessitate the removal of the existing pedestrian crossing on Shaftesbury Road. This will shift the pedestrian desire line to the signalised intersection with pedestrians crossing Shaftesbury Road in the vicinity of George Street	

Consideration	Control	Proposal	Compliance
		A Public Domain Landscape Plan will be submitted with the future detailed DAs. This will detail the improvements that will significant enhance the quality of the public domain and improve the pedestrian experience. The proposed envelope provides for the widening of the footpaths to Marmaduke Street, Deane Street and George Street. This, in conjunction with the streetscape improvements will provide for a legible and safe pedestrian link to the Burwood Town Centre and Burwood Trian Station.	
	(g) whether the development supports an integrated land use mix in Zones B2 and B4, including a diversity of public open spaces at the ground level, as well as the roof and other levels of buildings,	The concept DA seeks approval for a range of land uses which will provide vibrant day and night time activities including food and drink premises, entertainment facilities, conference uses and a hotel. This diverse mix of uses provide employment and activate a currently under-utilised site in the Burwood Town Centre for the benefit of residents and visitors The uses proposed will be accessible to members, their guests and hotel patrons. Public open space is not identified as being required on this site. A Landscape Plan for the private domain will be submitted with the detailed DAs. The conceptual landscape plan provided with the concept DA for Level 3 demonstrates how this roof level can be landscaped to include trees, shrubs and ground covers. This will significantly enhance the visual amenity of the rooftop, support ESD principles and offer an enhanced experience for Club patrons and hotel guests. A Public Domain Landscape Plan will be submitted with the future detailed DAs. This will have regard to Council's Public Works Elements Manual (Public Works Manual). The Public Works Manual outlines the requirements for paving, street trees and street furniture.	

Consideration	Control	Proposal	Compliance
	(h) how the bulk, mass, modulation, separation, setback and height of buildings have been addressed and whether they are appropriate in the context of existing and proposed buildings,	The proposed building height and setbacks are an appropriate urban design outcome for the site and Burwood Town Centre. The proposal complies with the FSR control and achieves the planned density of the site. The Project Team have engaged in extensive consultation with Burwood Council staff and their Urban Design Consultant, GMU. Council staff and GMU encouraged the delivery of a tall slender tower, as opposed to multiple tower forms or one tower with a large floorplate. The indicative architectural elevations show a podium articulated into segments sympathetic to the scale and massing provided by surrounding developments. The tower form is broken and separated, with indentations reducing the apparent building mass and emphasising the appearance of a slender built form above the podium. The proposed podium and tower envelopes are located below the angled height plane established under clause 4.4A of BLEP 2012. The building height plane identifies an acceptable maximum height limit which may be considered for sites within the Burwood Town Centre..	
	(i) whether a high standard of ecologically sustainable design (including low-energy or passive design) will be achieved and overshadowing, wind effects and reflectivity will be minimised.	ESD initiatives will be incorporated into the proposal at the detailed design phase. <u>Overshadowing</u> Due to the site's proximity and orientation to the railway line (directly south), the majority of overshadowing of a tower element will fall on the railway reservation. The shadow diagrams (Volume 2) confirm that proposal tower form on site will not result in any additional overshadowing on land zoned RE1 Public Recreation (public open space).	

Consideration	Control	Proposal	Compliance
		Potential shadow impacts are predominantly limited to the residential flat building (RFB) at 63 Shaftesbury Road. This shadow diagrams demonstrate that the east elevation of this RFB will receive solar access between 9am and 11am. Wind The qualitative wind assessment undertaken by Cermak Peterka Peterson (CPP) concludes that the future development can be appropriately sited and orientated from a wind perspective. The recommendations made in this assessment will be addressed in the detailed design phase of the proposal. Reflectivity The Reflectivity Assessment by CPP (**Appendix G**) finds that development within the proposed envelope will not produce significant glare onto motor vehicles travelling towards the development. Details of the recommended mitigation measures would be incorporated at the detailed design stage.	

7.6.1. Heritage Conservation

Whilst the site is not identified as a heritage item or within an HCA, it is located in the vicinity of a number of heritage items, including:

Table 11 – Summary of Heritage Items in the Vicinity

Item Name	Address	Lot and DP	Listing Level	Listing ID
Burwood Railway Station Group	Great Southern and Western Railway	Lots 1-4 DP 229037; Lots 2-6 DO 230938	State	I68 (LEP) 01106 (SHR)
Victorian Semi-Detached Houses	George Street	Lots C & D, DP 415890	Local	I56 (LEP)

The potential impacts of the development on these items have been considered as part of the HIS prepared by Urbis and included at **Appendix A**. The HIS finds:

> *The existing buildings and landscape within the Study Area have no heritage significance and heritage items within the vicinity will be wholly retained, and the proposed works will have no significant impact on the heritage significance of nearby items. The works have been designed and*

sited in a manner that is as sympathetic to the significance and setting of nearby heritage items as possible.

The internal referral to Council's Heritage Officer has recommended additional investigations and assessments be undertaken, including:

- An assessment on the visual catchment of the Burwood Railway Station Group (Item 68). As this item is also listed on the State Heritage Register (SHR) as an item of State Heritage Significance (SHR ID 01106), Council's Heritage Officer recommends that this be referred to the Heritage Council for concurrence.
- Photo archival recording and further research and preparation of an interpretation plan for the former Burwood Library and Health Centre buildings.
- Demonstrating through drawings and 3D modelling that the proposed porte-cochere elements respond sympathetically to the locally listed terraces at 9-11 George Street.

As the concept DA is not seeking consent for any physical works there is no potential for adverse impact on the heritage significance of the items in the vicinity of the site at this time Approval for the design of the building exteriors including facades is not sought as part of the concept DA. The additional investigations and assessments identified by Council's Heritage Officer can be undertaken and submitted with the future detailed DAs.

7.7. BURWOOD DEVELOPMENT CONTROL PLAN 2013

The BDCP 2013 applies to the site. An assessment of the proposal against the relevant provisions of the BDCP 2013 is provided at **Appendix K.**

As detailed in this assessment, the proposal is generally consistent with the relevant provisions and objects of the BDCP 2013. The key non-compliances are discussed below.

7.7.1. Podium Height and Setbacks

The concept DA provides an opportunity to establish consent for envelope controls that reflect the site context and the envisaged uses. In recognition of the characteristics of the proposed uses and attributes of the site, the envelope set by the Building Control Drawings seeks to vary the maximum podium height and certain street setbacks outlined in the BDCP 2013.

The site falls within two areas under the BDCP 2013, being the:

- Perimeter area; and
- Middle ring area.

These are discussed below.

7.7.1.1. Perimeter Area

An assessment of the proposal against the podium height and setbacks determined that the building envelope is generally consistent with the provisions of the 'Perimeter area' of the BDCP 2013 (refer **Appendix K**).

The building envelope has been appropriately setback from the residential flat building at 63 Shaftesbury Road. The setback of the proposal from 63 Shaftesbury Road is typically greater than the setback required for an RFB.

7.7.1.2. Middle Ring Area

Podium height:

The proposed podium height is on average 20 metres, with some variance across the site due to its sloping topography. Whilst the BDCP 2013 requires a 15-metre podium height, the proposed podium height is considered acceptable for the following reasons:

- At the pre-DA meeting of 16 December 2016 GMU, with the support of Council staff recommended a street wall height of around 20m. The envelope enables an average street wall height of approximately 20m.

- The site is effectively an 'island site', being surrounded by four street frontages. The podium height will therefore be consistent across the site and has been informed by the angled height plane that extends from Shaftesbury Road.
- The podium envelope comprises five levels, four of which front the street.
- The podium height exceedance is necessary to incorporate the spatial requirements of the Club uses proposed. The uses included within the podium require greater floor to ceiling heights (i.e. conference and auditorium facilities) than typical commercial/residential uses.

In view of the above, the exceedance of podium height is considered acceptable to provide a quality built form which is responsive to the site context, and envisaged land uses.

Setbacks:

The envelope complies with the nil setback requirements to George Street and Shaftesbury Road. BDCP 2013 requires a three metre setback to Marmaduke and Deane streets for commercial uses. However, a 1.5m setback is permitted for residential proposals. The proposed variation is considered appropriate as:

- The setbacks provided at the podium/street level will allow for the effective widening of the footpaths to Marmaduke and Deane Streets.
- Deane Street is also located opposite the rail corridor, and is a one-way street. As such, the variations proposed at this frontage will not adversely impact the amenity of surrounding properties or quality of the public domain.
- The podium envelope has been designed to maximise the interface between the development and the street, and contribute towards a lively public domain.
- Had a mixed-use/residential development been proposed, the setbacks would comply.

In view of the above, the proposed setbacks are considered appropriate given they are representative of a site-specific response and satisfy the needs proposed uses.

8. IMPACT ASSESSMENT - SECTION 4.15(1)(B)

The following assessment has been structured in accordance with section 4.15(1)(b)of the EP&A Act. An outline is provided in **Table 12.**

Table 12 – Impact Assessment

Section 79(C)(1)(b)	SEE Section	Technical Study & Reference
Building Form	Section 8.1	Building Control Drawing Set - Volume 2
Overshadowing	Section 8.2	Indicative Concept Drawing set- Volume 2
Visual Privacy	Section 8.3	Indicative Concept Drawing set- Volume 2
Trees	Section 8.4	**Appendix L**
Noise	Section 8.5	**Appendix H**
Wind	Section 8.6	**Appendix M**
Reflectivity	Section 8.7	**Appendix G**
Traffic, Transport, Parking and Access	Section 8.8	**Appendix D**
Stormwater Management	Section 8.9	**Appendix N**
BCA & DDA Compliance	Section 8.10	**Appendix O** **Appendix P**
Environmental Sustainability	Section 8.11	N/A
Waste Management	Section 8.12	**Appendix Q**
Construction Management	Section 8.13	N/A
Social Impacts	Section 8.14	**Appendix E**
Crime Prevention (CPTED)	Section 8.14.1	**Appendix R**
Economic Impacts	Section 8.15	N/A

8.1. BUILDING FORM

The proposal includes tower and podium elements to accommodate the requirements of a diverse mix of uses, and present a built form which is appropriate for the site and its context.

The bulk and scale of the proposed podium envelope is consistent with what could be reasonably expected from a use that requires greater floor to ceiling heights compared to typical commercial/residential uses. The size of the building envelope will also allow for architectural detailing, articulation and multiple design solutions. This will ensure a high standard of design can be achieved in the future detailed DAs.

The design refinements evident in the submitted Indicative Concept Drawings demonstrate that the future architectural design will draw upon the urban context of Burwood. The tower design will provide a contemporary architectural expression that reflects the urban fabric and built form context surrounding the site. The iterative process undergone by the architects in refining the supporting conceptual scheme and the

consequent refinements to the Building Control Drawings provide a strong indication that design excellence will be achieved in future detailed DAs.

The Building Control Drawings provide an envelope that will permit a building that is compliant with the FSR control of BLEP 2012. To achieve the permissible floor space, but also present a flexible building form that can be adapted to accommodate the final configuration of land uses, the proposal seeks development consent to vary the street frontage and setback controls of the BDCP 2013 as discussed above.

The proposed building height and setbacks are an appropriate urban design outcome for the site and Burwood Town Centre. These variations will not result in adverse environmental impact external to the site.

8.2. OVERSHADOWING

A shadow analysis of the indicative architectural design has been undertaken and is included at **Volume 2**.

Due to the sites proximity and orientation to the railway line (directly south), the majority of overshadowing falls on the railway reservation.

Shadow impacts are predominantly limited to the RFB at 63 Shaftesbury Road. The following observations are made:

- On June 21, the east elevation of the RFB at 63 Shaftesbury Road will receive solar access between 9am and 11am.

The shadow diagrams also confirm that the proposal will not result in any additional overshadowing to significant public open space areas.

8.3. VISUAL PRIVACY

The privacy of surrounding properties, including 63 Shaftesbury Road has been considered. The proposed building envelope will not result in adverse privacy impacts for the reasons outlined below:

- Whilst *State Environmental Planning Policy No. 65* and the Apartment Design Guide do not apply, the envelope proposed has been informed having regard to the distances prescribed by the ADG from habitable rooms to side/rear boundaries. Given the site predominately fronts streets, the only side/rear boundary is with the RFB at 63 Shaftesbury Road.

- Screen landscaping adjacent to the side boundaries can be provided. The section drawings demonstrate that sufficient soil depth will be achieved to support mature landscaping. This would be detailed as part of the relevant detailed DA and would reduce the potential for overlooking.

- The boundary setbacks ensure that the future development potential of 63 Shaftesbury Road is not compromised, and an appropriate level of privacy will be maintained.

- As demonstrated in the reference design, outdoor areas associated with restaurant/bar uses are located so that they front Deane Street and are orientated towards the railway reservation.

The relevant detailed DA will include design solutions to ensure that the surrounding residential amenity is protected. This may include the provision of louvres, privacy screens and architectural elements to mitigate overlooking.

8.4. TREES

An Aboricultural Impact Assessment has been undertaken and is included in **Appendix L.**

Development of the site would require the removal of 43 trees to accommodate the proposed building envelope. 2Twenty eight of these trees are located within the site and 13 are located on the nature strips of adjoining streets. This concept DA does not seek approval for the demolition of the existing buildings or the removal of the trees. Approval for the removal of the trees will be sought as part of the detailed DA.

The internal referral to Council's Tree Management officer has recommended additional investigations and assessments be undertaken to support the detailed DAs. These include a Public Domain Landscape Plan prepared having regard for Council's Public Works Elements Manual (Public Works Manual). The Public Works Manual outlines the requirements for paving, street trees and street furniture.

A Landscape Plan for the private domain will be submitted with the detailed 2 DA. The conceptual landscape plan demonstrates how the podium roof level could be landscaped to include trees, shrubs and ground covers. This will significantly enhance the visual amenity of the rooftop, support ESD principles and offer an enhanced experience for Club patrons and hotel guests. The landscape plan will detail the planting of replacement trees.

The additional investigations and assessments identified by Council's Tree Management Officer can be undertaken and submitted with the detailed DA.

8.5. NOISE

An Acoustic Assessment of the proposed development has been prepared by Renzo Tonin and Associates and is attached at **Appendix H.** The report assesses the existing noise environment, potential impacts to surrounding properties and potential noise and vibration impacts on the proposed future development. The anticipated sources of noise from the proposed development are:

- Operational noise emissions from proposed land uses (i.e. outdoor gaming and terraces associated with food and beverage tenancies);
- Noise breakout from internal areas;
- Vehicle movements and car-parking; and
- Mechanical services and refrigeration system plant and equipment.

The assessment also identifies the following potential noise and vibration impacts from the existing environment onto the proposed development:

- Rail noise and vibration from the existing rail reservation; and
- Traffic noise and vibration from surrounding road networks.

The report demonstrates the proposal is capable of compliance with the requirements set out in the *NSW EPA Industrial Noise Policy*, *Department of Industry Liquor and Gaming NSW*, *NSW Road Noise Policy*, *State Environmental Planning Policy (Infrastructure) 2007* and *Development near Rail Corridors and Busy Road- Interim Guideline*. The report also makes several recommendations that will be incorporated into the detailed design.

The report recommends a full assessment of compliance be undertaken for the relevant detailed DA once a final configuration of land uses has been determined. This will help to inform potential noise control and mitigation measures to ensure amenity for surrounding properties, and future users of proposed development.

8.6. WIND

To ensure a comfortable pedestrian environment is achieved, Cermak Peterka Peterson have been engaged to provide wind engineer services and have reviewed the indicative concept (see **Appendix M).**

The report concludes that the proposed development is appropriately sited and orientated from a wind perspective. The proposal is not anticipated to significantly change existing wind conditions, with the exception of minor increases in wind around corners on the ground level and podium and rooftop terraces.

The report recommends that ground floor building entrances and furniture on the podium and rooftop terraces be located away from building corners and a wind tunnel test be conducted. These recommendations will be considered as part of the detailed DAs.

8.7. REFLECTIVITY

A Reflectivity Assessment has been prepared by Cermak Peterka Petersen to qualitatively assess the proposal with regards to solar glare and is included **at Appendix G.**The reflectivity report concludes:

> *It is expected the proposed as currently configured will not produce significant disability glare onto motor vehicles travelling toward the development along the adjacent public roadways provided*

external glazing over the development's facades have a reflectivity coefficient of 20% or less as required by the Sydney DCP 2012, the recommended vertical fins are integrated into the podium's north, east and south facades, and consideration of solar ray blockage by adjacent and nearby buildings for the southern section of the podium's east façade.

Details of the recommended mitigation measures would be provided with the relevant detailed DA.

8.8. TRAFFIC, TRANSPORT AND ACCESS

A Traffic and Parking Report has been prepared by Parking and Traffic Consultants and is included at **Appendix D.** The assessment examines the existing traffic, parking and transport conditions, undertakes an operational traffic assessment, as well as an assessment of various aspects of the indicative concept, including the access, parking and loading arrangements.

8.8.1. Parking Provision

A maximum of 1,250 car parking spaces are proposed to be accommodated within the concept DA envelope.

The reference design has been used for the purpose of estimating car parking requirements. A car parking assessment based on the concept scheme has been undertaken and is summarised in **Table 13**.

Table 13 – Car Parking Summary

Land Use	Unit of Measure	Rate	DCP Car Parking Requirement
Hotel or motel accommodation	Hotel: 200 rooms	1 per room + 2 for employees	200 2
Club	Gaming: 3,300sqm	1 per 5sqm	660
	Food and Beverage: 7,750sqm	1 for first 400sqm 1 per 40sqm	185
	Event Theatre: 1,400sqm	1 per 5sqm	280
	Leisure, Pool, Gym: 1,160sqm	1 per 5sqm	232
	Office: 1,240sqm	1 for first 400sqm 1 per 120sqm	8
	Conference (600 seats)	1 per 3 seats	200
Total			1,767

The final provision of car parking and the allocation of spaces will be the subject of future detailed DAs. Justification for the provision of car parking is provided in section 5.1 of the Traffic and Parking Report. This finds that the proposal provides a car parking rate will adequately support the anticipated demands associated with the development.

8.8.2. Vehicular Site Access

The proposed vehicular access locations, as described in section 5.5 of this addendum SEE, have been designed so that access for loading/servicing is from Deane Street and access to the basement car parking is from Shaftesbury Road or Marmaduke Street.

Loading/Servicing

Service access is provided from Deane Street. This arrangement reduces the potential for traffic/pedestrian conflict given Deane Street will remain one-way in the future and there are no properties or vehicle crossings on the opposite side of Deane Street.

Loading activities including deliveries and waste collection are confined to the basement, which minimises amenity impacts on adjacent properties. Similarly, the location of service access from Deane Street minimises the potential for acoustic impacts associated with vehicles entering and exiting the site.

Customer/Staff Car Parking

Car-park access is available from Shaftesbury Road or Marmaduke Street. The access from Shaftesbury Road will have two entry and two exit lanes, and has been designed to make use of the existing Waimea Street intersection.

The Marmaduke access is located approximately mid-way between Deane Street and George Street and also comprises two exit, and two entry lanes.

Porte-Cochere

A porte-cochere is proposed mid-way along the George Street frontage, at the location of the main Club entrance. Coaches of up to 14.5 metres long are able to access the porte cochere along George Street from Shaftesbury Road and egress by turning right onto George Street to return to Shaftesbury Road. This arrangement reduces the need for coaches to travel through Burwood Town Centre.

8.8.3. Traffic Generation

The Traffic and Parking Report provides an assessment of the traffic that is likely to be generated. The traffic generation was based on RMS Guidelines taken from a comparable club. The results indicate that the proposal would generate an additional 449 vehicular trips during peak periods.

8.8.4. Road Network Impacts

In consultation with RMS and Burwood Council, intersection traffic modelling has been undertaken at various key intersection surrounding and within proximity to the site. As described in the report, four scenarios were modelled, these include:

- **Scenario 1:** Base model for the year 2016.
- **Scenario 2:** Models the 2020 traffic levels of the existing road layout. This is to determine the base scenario in the anticipated year of opening.
- **Scenario 3**: Models Scenario 2 with proposed road changes and the traffic generated by the Club development; and
- **Scenario 4**: An operational assessment of Scenario 3 inclusive of signalisation.

Following the results of the modelling and the intersection analysis, PTC conclude:

> *The modelling confirms that the proposed Club and the background traffic growth to 2020 will be accommodated by the road network due to the changes in permitted traffic directions, as well as the signalisation of key intersections proposed by Council.*

Potential improvements works have been identified at a number of intersections where modelling has determined that they are running at a high degree of saturation, and will operate above capacity in the near future as a result of background growth. The intersection at Shaftesbury Road and Victoria Street is already operating at Level of Service F without the proposed development.

Therefore, upgrades are required irrespective of the proposed development. Some upgrades have been identified by Council, including improvements to the road network and the introduction of traffic signals to provide additional future capacity at these intersections.

8.9. STORMWATER MANAGEMENT

A Stormwater Assessment has been prepared by TTW and included at **Appendix N**.This demonstrates that conceptual architectural design can accommodate onsite detention requirements and that compliance with Council's stormwater quality requirements can be met.

A detailed Stormwater Management Plan, prepared in accordance with Council's requirements would be submitted with the relevant detailed DA.

8.10. BCA & DDA

A preliminary design review of the conceptual architectural drawings against the BCA has been undertaken by McKenzie Group (refer **Appendix O**). This concludes that the project is capable of comply with the BCA 2016.

A preliminary design review of accessibility compliance has been prepared by McKenzie Group and is included at **Appendix P**. The statement concludes that the proposed scheme (including building accessibility and linkages) is capable of achieving compliance with the requirements of the Building Code of Australia (BCA) and Disability Discrimination Act (DDA) Access to Premises Standards.

A BCA and DDA assessment will be undertaken at the detailed design phase and accompany the relevant detailed DA.

8.11. ENVIRONMENTAL SUSTAINABILITY

Ecologically Sustainable Development (ESD) initiatives will be considered at the detailed design phase and included within the detailed DAs. ESD Initiatives may include:

- Motivating visitors, residents and workers to use sustainable forms of transport by encouraging the provision of public transport.
- Minimising recourse consumption during construction and operation phases through encouraging recycling.
- Minimising greenhouse gas emissions through the use of efficient car park ventilation systems, efficient hot water and lighting systems, efficient air conditioning systems and the provision of PV systems.
- Reducing potable water consumption through the use of high performance flush toilets, rainwater capture and reticulation for non-potable uses.
- Selection of building materials and internal fixtures that reduce environmental impact.
- Improving indoor environmental quality for building occupants through the consideration of thermal comfort, provision of natural light and acoustic treatment measures.

8.12. WASTE MANAGEMENT

A preliminary Waste Management Report has been prepared by Elephants Foot and is included at **Appendix Q.** The report assesses the likely volume of waste that would be generated by the various land uses of the development, and the capacity of the waste rooms detailed in the indicative concept plans. The key findings of the report include:

- Podium uses including gaming, food and beverage, entertainment facilities, gym, offices, conference facilities and crèche will generate a total of 391,650L of general waste and 93,653L of mixed recycling per week.
- Tower hotel uses will generate approximately 7,000L of general waste and 1,400L of mixed recycling per week.
- The proposed waste storage areas will be adjacent to the loading dock, and consist of a 40sqm waste room for recycling with 13 x 1100L MGBs and a 20sqm portable auger compactor for general waste.

- The waste storage area is to be accommodated adjacent to the loading dock on the lower ground floor level, accessible from Deane Street.

A refined Waste Management Report specific to the detailed design will be submitted with the detailed DAs.

8.13. CONSTRUCTION MANAGEMENT

It is anticipated that the preparation a Construction Management Plan (CMP) will form a condition of consent and will be required to be submitted with each detailed DA. The CMP would outline the measures to be undertaken to minimise disturbance and impact on the surrounding locality during the construction phase. Matters that would be required to be addressed within the CMP include:

- Staging.
- Waste generated during the construction phase.
- Stormwater and erosion.
- Noise and vibration.
- Dust.
- Site access and traffic.
- Crane locations.

Details relating to demolition, excavation and construction methodologies will be included in the CMP. These will comply with AS 2601-2001 Demolition of Structures, the Work, Health and Safety Act 2011 and Regulation; the Waste Avoidance and Resource Recovery Act 2011, and all other relevant acts and regulation.

Construction impacts can be suitably mitigated and managed with the implementation of a CMP and other appropriate conditions of consent.

8.14. SOCIAL IMPACTS

A Social Impact Assessment (SIA) has been undertaken by Urbis and is attached at **Appendix E.** The SIA has been undertaken to identify and analyse the key social impact associated with the relocation and expansion of Club Burwood RSL.

As detailed in the SIA, the key social benefits potentially arising from the development include:

- The relocation of the existing Club at 96 Shaftesbury Road to the Burwood Town Centre will have a significant positive impact. The relocation will activate the Burwood Town Centre and contribute to urban renewal of the area.
- The proposal will diversity the Club's offer by including hotel accommodation, a new theatre and additional food and beverage facilities and recreational opportunities. This will have a positive impact on the current and future members of the Club.

As described in the SIA, the key social impacts potentially arising from the development are capable of mitigation.

8.14.1. Crime Prevention

The proposal has been designed having regard to Crime Prevention Through Environmental Design (CPTED) principles. These principles are discussed in detail in the CPTED Assessment Report at **Appendix R.**

8.15. ECONOMIC IMPACTS

The development of the subject site for a registered club, hotel and function centre uses results in a positive economic impact for the locality. The project has the potential to generate a significant number of new jobs in

the hospitality, management, retail, entertainment and service sector. Furthermore, the development of the site will also provide for short-term construction employment within the locality.

The proposal will improve the viability and activity of the Burwood. Supporting the growth and viability of strategic centres is an important goal of the Plan and is recognised as an important goal to increase the economic performance of the State. As such, the proposal will result in a positive economic impact for the locality.

9. SUITABILITY OF THE SITE FOR THE DEVELOPMENT – SECTION 4.15(1)(C)

The following assessment has been structured in accordance with section 4.15(1)© of the EP&A Act. The site is suitable for the proposed development for the following reasons:

- The proposed development is permissible with consent in the B4 Mixed Use zone.
- The proposed land uses and future built form will provide a significant improvement to the current use of the site and are consistent with the State and local vision for Burwood LGA and Town Centre.
- The site is within walking distance of a train station.
- The site is already serviced by the necessary utility infrastructure and existing services can be extended, amplified or augmented to accommodate increased demand from the development.

10. THE PUBLIC INTEREST – SECTION 4.15(1)(E)

It is in the public interest to approve this concept DA. The development of Club Burwood RSL will have several important economic, social, cultural and environmental outcomes, including:

- The proposed development will facilitate the delivery of a significant number of new jobs in the hospitality, management, retail, entertainment and service sectors. Short term employment will also be generated through the construction of the project.
- The proposed mix of uses will enhance and diversify the offering of the Burwood Town Centre and to club patrons, through the delivery of new restaurants, bars, entertainment facilities, a theatre and conference/event facilities. These will be accessible by residents, workers and visitors to the Burwood Town Centre.
- The delivery of a hotel will strengthen and consolidate Burwood's role as a strategic centre.
- The redevelopment of the site represents a significant investment in the Burwood Town Centre.
- The redevelopment of the site will result in streetscape improvements and the delivery of a landmark building.

11. CONCLUSION

The proposed presented under theconcept DA has been assessed having regard to the provisions of section 4.15 of the EP&AC Act andDA is considered appropriate for the site as:

- The site is located within a strategic centre and is within close walking distance of public transport, services and infrastructure.
- It will expand the Club offerings to members, their guests and the local community through the delivery of new restaurants, bars, entertainment facilities, a theatre and conference/event facilities. The delivery of a new high quality hotel will contribute to the vitality and prosperity of Burwood.
- The proposal represents an opportunity to redevelop a significant landholding in the Burwood Town Centre. The delivery of a landmark building and associated streetscape upgrades will significantly enhance the amenity of the locality.
- The proposed development will facilitate the delivery of a significant number of new jobs in the hospitality, management, retail, entertainment and service sectors. Short term employment will also be generated through the construction of the project.
- It is consistent with the B4 zoning as it will integrate compatible land uses in an accessible location. The proposal is also consistent with the FSR control and is contained within the building height plane under BLEP 2012.
- There are no significant adverse environmental impacts as a result of the proposal.

DISCLAIMER

This report is dated 2 November 2018 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Club Burwood Group (**Instructing Party**) for the purpose of Statement of Environmental Effects (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A1 CLAUSE 4.6 VARIATION – HEIGHT OF BUILDINGS

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