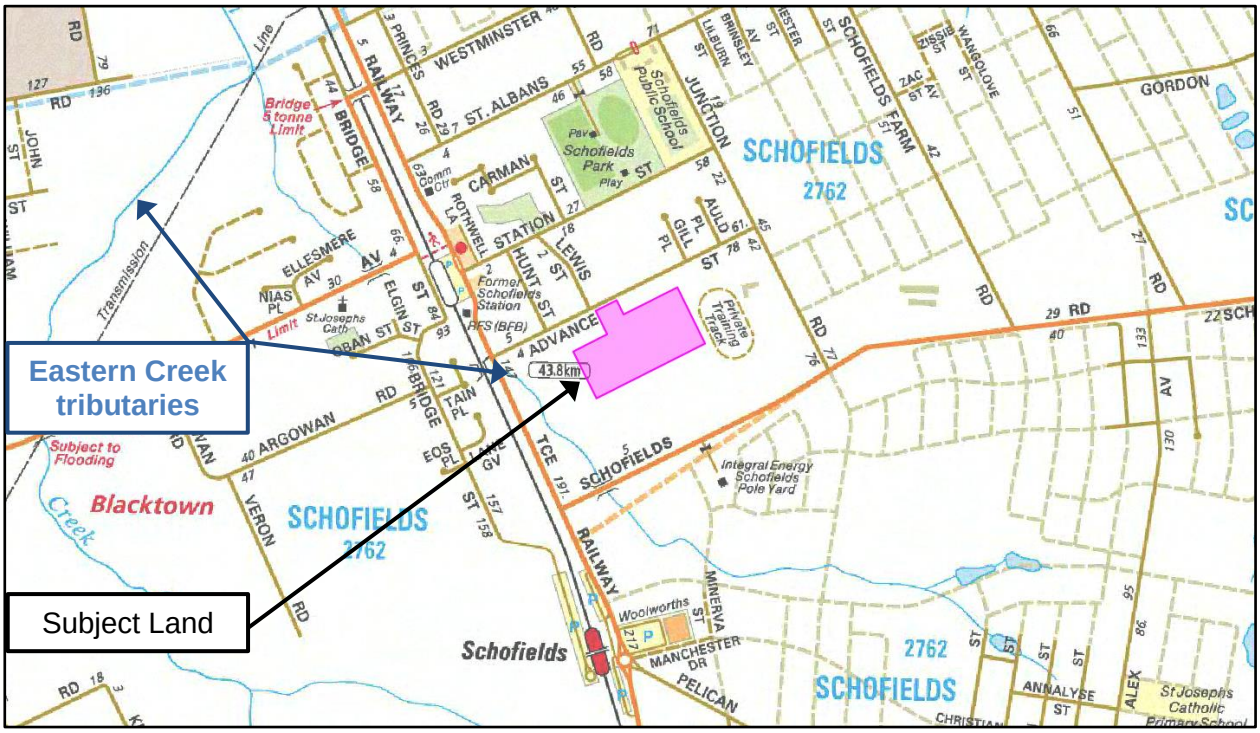
Location map

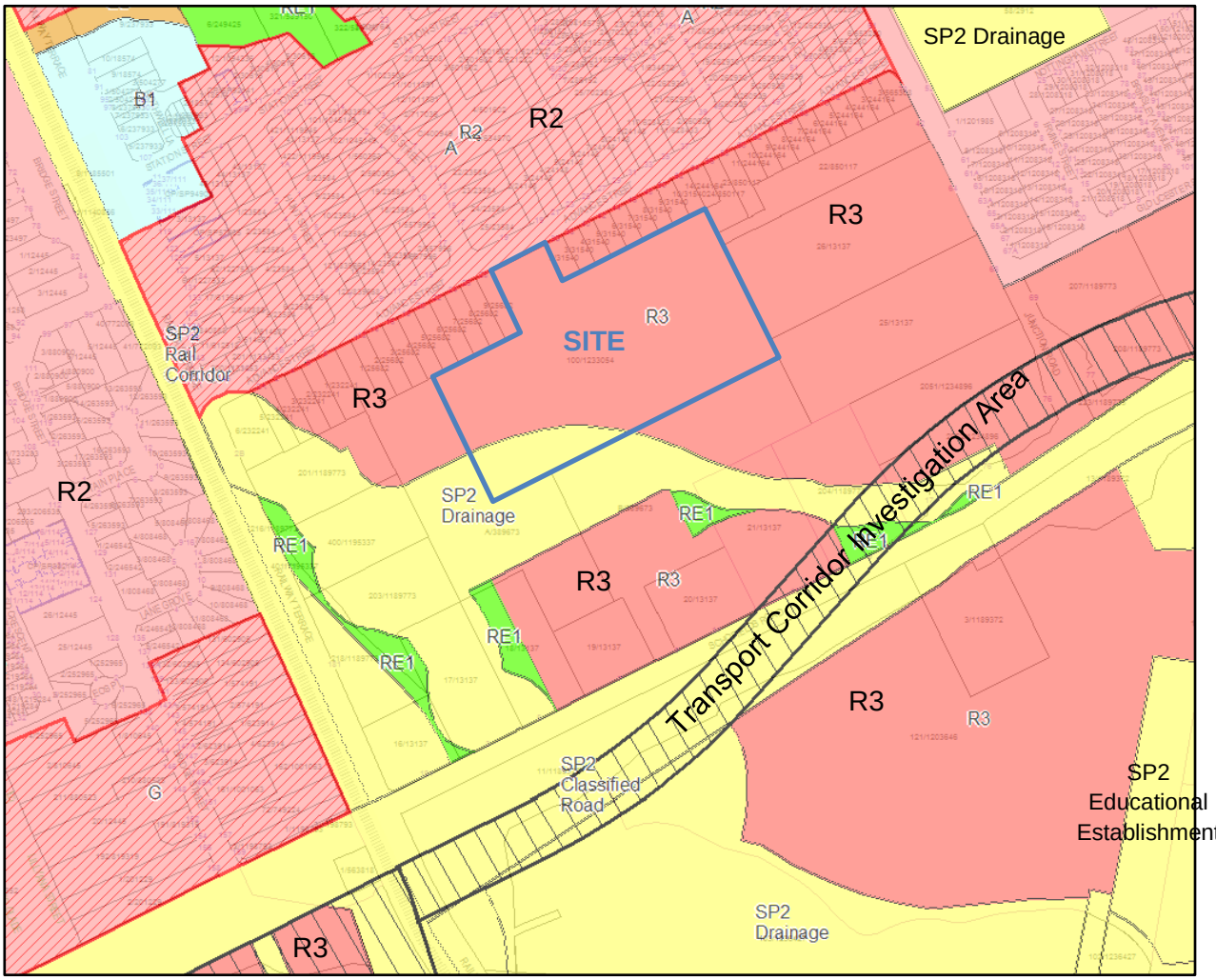


Precinct plan extract

Aerial image (as at 30 July 2018)

Zoning map extract

SEPP Sydney Region Growth Centres 2006



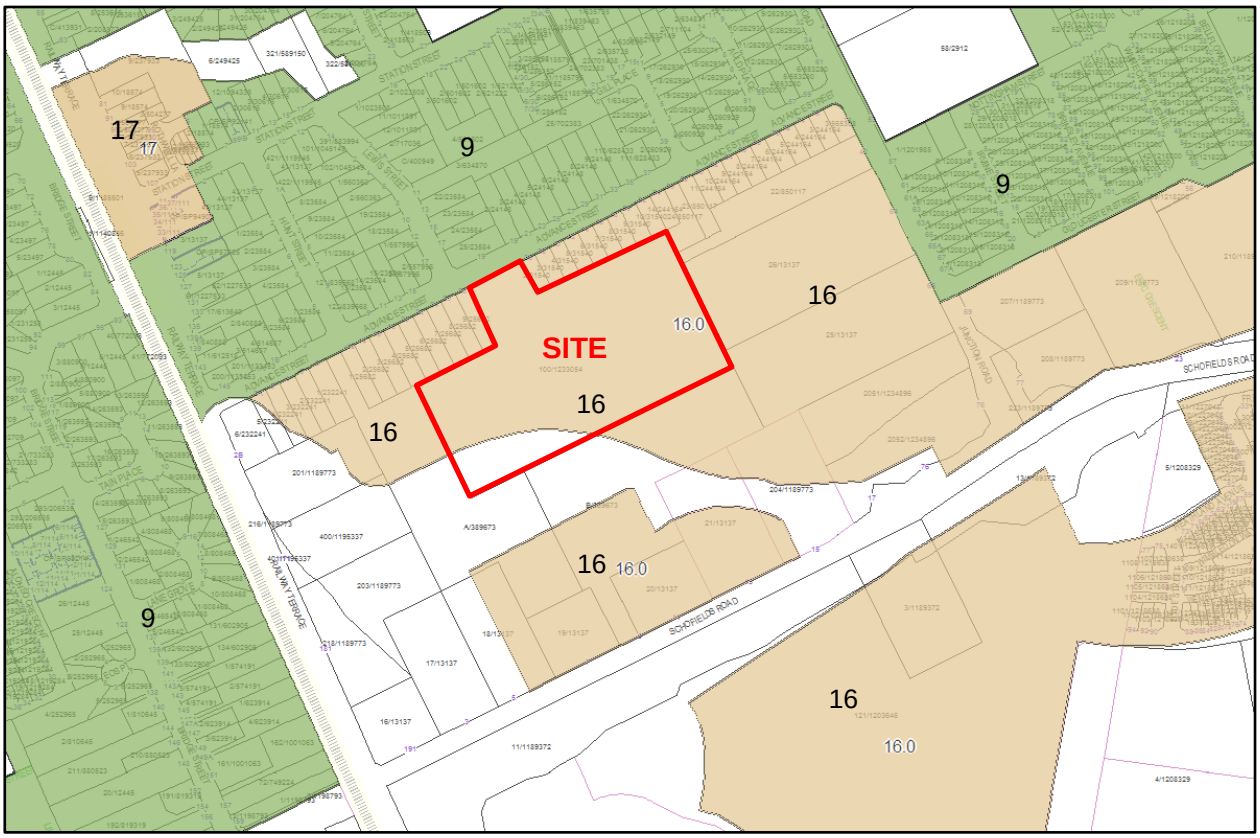
LEGEND
Zone

- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- E2 Environmental Conservation
- B1 Neighbourhood Centre

R2 A — Land zoned R2 Low Density Residential which is capable of redevelopment for multi dwelling housing development where a site has an area over 1,500 m^2 under Appendix 4, Clause 2.5 'Additional permitted uses of particular land'.

Height of buildings map extract

SEPP Sydney Region Growth Centres 2006



Detailed information about proposal and DA submission material

1 Overview

1.1 This Development Application (DA) has been lodged by Toplace for the following works at 30 Advance Street, Schofields:

- demolition of existing structures and removal of trees
- subdivision to create 1 lot for temporary access via Advance Street (Lot 1), 3 development lots (Lots 2, 3 and 4), 1 residue lot for the part of the land zoned SP2 Infrastructure - Drainage and 1 lot for new public roads
- staged construction of 11 x part-5 and part-6 storey residential flat buildings comprising 587 apartments
- 775 parking spaces in 2 to 3 basement levels, comprising 614 resident parking spaces and 161 visitor parking spaces
- basement levels which accommodate waste storage and collection, service/loading bays, bicycle parking spaces, motorcycle parking spaces and storage (except for Building A)
- staged construction of new public roads to be constructed and dedicated to Council
- associated stormwater drainage works and landscaping.

1.2 The proposal has a gross floor area of 48,987 m^2 and a Floor Space Ratio (FSR) of 1.4:1, which complies with the maximum permitted FSR of 1.75:1 on this site under the Growth Centres SEPP.

1.3 The apartment mix consists of 148 x 1 bedroom apartments (25%), 387 x 2 bedroom apartments (66%) and 52 x 3 bedroom apartments (9%).

1.4 59 adaptable dwellings will be provided, being 10% of the apartments.

1.5 Access to the basement levels is provided by 1 driveway for each proposed lot. Basement parking and associated loading and services are amalgamated and shared between the buildings in each lot. Proposed Building A does not have any basement levels, and its waste storage/collection and parking facilities are provided at the southern portion of Lot 3.

2 Staging

2.1 The proposed construction staging is shown in Figure 1 below.

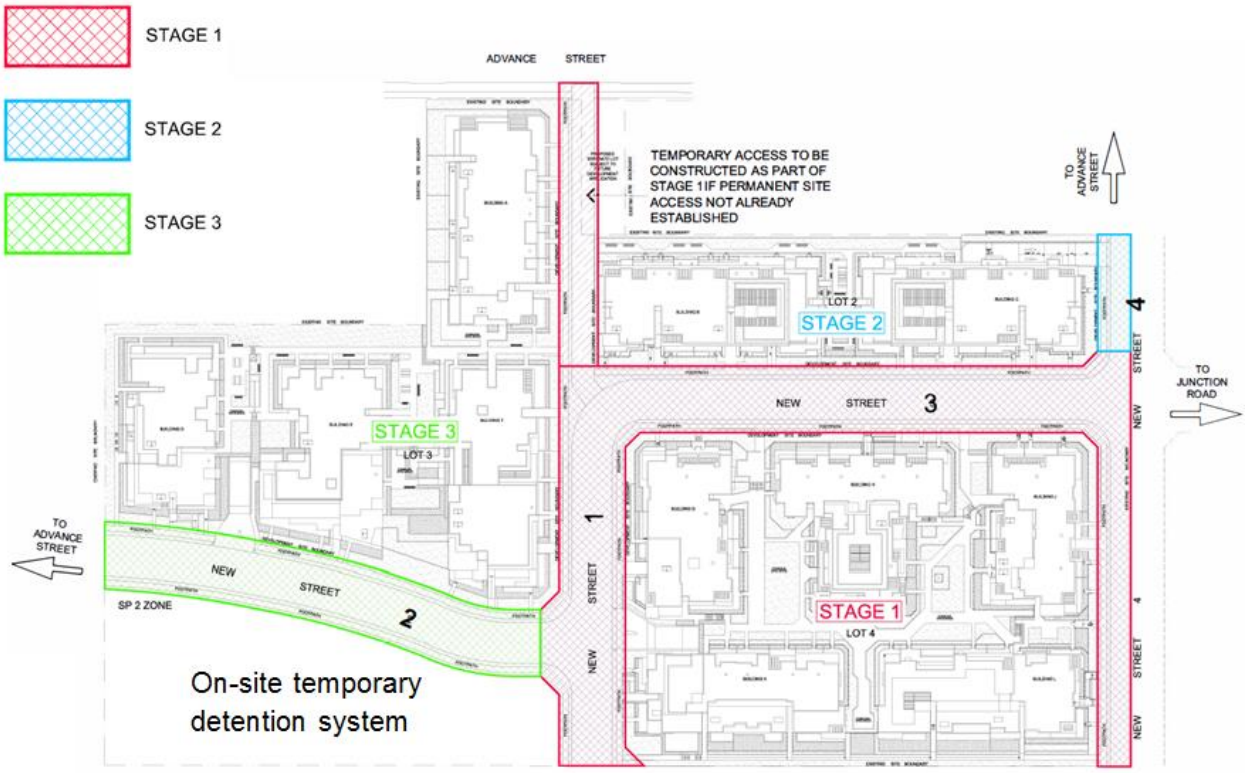


Figure 1: Extract from the proposed staging plan for construction

2.2 Stage 1 comprises construction of:

- new Street 1, including intersection with new Street 2
- new Street 3
- half of new Street 4 to the north of new Street 3, including intersection with new Street 3
- temporary access, including the formation of new footpath crossing, that connects new Street 1 and new Street 3 to Advance Street, if permanent site access is not already established by another public road
- temporary on-site stormwater detention (OSD) at the part of the site zoned SP2 Infrastructure - Drainage
- all drainage within the abovementioned new streets and temporary access, if applicable, including connection to temporary OSD
- Stage 1 buildings in proposed Lot 4.

2.3 Stage 2 comprises construction of:

- the remaining section of new Street 4 to the north of new Street 3
- all drainage within the abovementioned road, including connection to Stage 1 drainage/temporary OSD
- Stage 2 buildings in proposed Lot 2.

2.4 Stage 3 comprises construction of:

- new Street 2

- all drainage in new Street 2, including connection with Stages 1 and 2 drainage works and temporary OSD
- Stage 3 buildings in proposed Lot 3

3 Height and scale of buildings

3.1 The proposed development is for 11 part-5 and part-6 storey buildings. The building heights to the roofline and rooftop plant and equipment range from 15.2 m to 20.26 m.

3.2 The majority of the buildings have a scale of 5 storeys. However, the southern portion of Building F and the western portion of Building K have a scale of 6 storeys, as shown in Figure 2 below. The slope of the land creates the opportunity for a 6th storey to be achieved in these locations. The 6th storey is also provided with a greater street setback compared to the levels below, to mitigate the visual impact and provide a positive streetscape outcome. The sixth level of Building F complies with the maximum permitted height of buildings. The sixth level of Building K exceeds the maximum permitted height of buildings by 4.26 m.

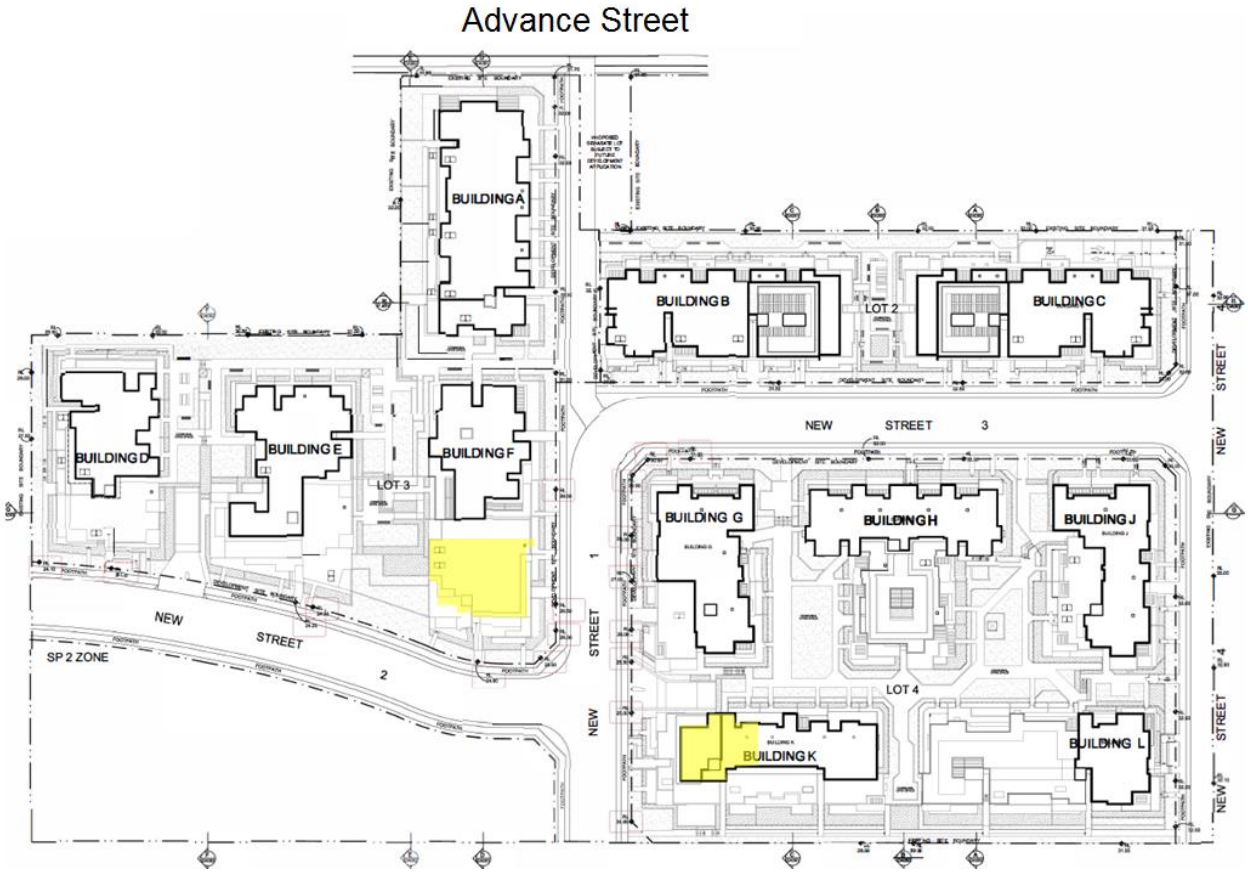


Figure 2: Site plan demonstrating the components of the buildings with a scale of 6 storeys (highlighted in yellow)

3.3 The buildings generally satisfy the maximum permitted building height of 16 m, with the exception of minor portions of the roofline and the rooftop plant and equipment which result in a height variation of up to 4.26 m. The variation to buildings E, F and H relate to the access to the rooftop communal open space. Components of the development are offset above and below the height plane, as shown in the figures below.

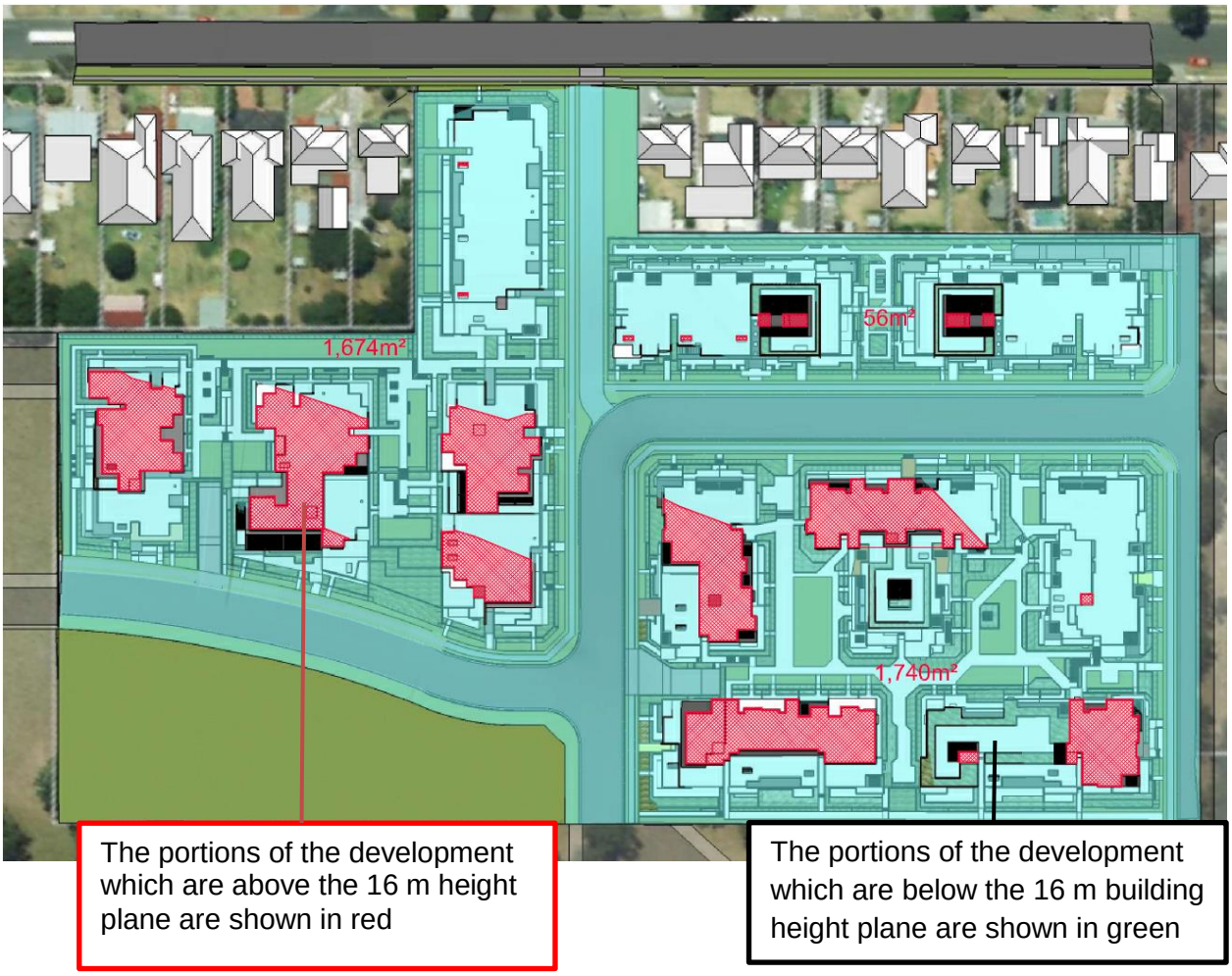


Figure 3: Aerial view demonstrating the components of the development which are above and which are below the 16 m height plane relative to the ground levels created by the new roads

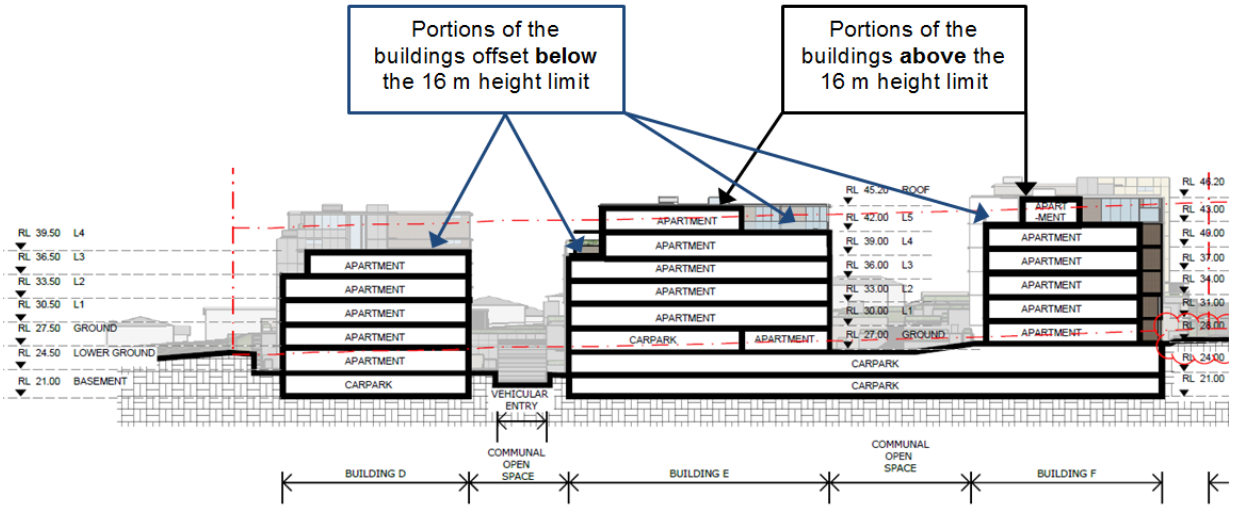


Figure 4: Extract from the Section Plan for Buildings D, E and F demonstrating the components of the development which are above and which are offset below the 16 m height plane

3.4 As measured from the ground levels created by the new roads, the proposed overall building heights and extent of variation for each building is as follows:

Building	Overall height and variation %		Height above 16 m	Offset height under 16 m
A	16.66 m	4.1%	0.66 m over	2.22 m under
B	18.14 m to 19.17 m	19.8%	3.17 m over	0.85 m under
C	18.32 m to 19.30 m	20.6%	3.3 m over	0.69 m under
D	19.56 m	22.3%	3.56 m over	2.72 m under
E	19.93 m	24.6%	3.93 m over	2.34 m under
F	18.61 m	16.3%	2.61 m over	2.49 m under
G	18.53 m	15.8%	2.53 m over	3.20 m under
H	18.42 m	15.1%	2.42 m over	2.81 m under
J	16.60 m	3.8%	0.60 m over	3.87 m under
K	20.26 m	26.6%	4.26 m over	2.33 m under
L	18.30 m	14.4%	2.3 m over	2.12 m under

3.5 The buildings have been designed to respond to the topography of the site and have been stepped. Due to the stepping of the buildings and the predominant compliance with the height control, the perceivable height of the buildings is reduced.

4 Road layout

4.1 The proposal seeks to provide new public roads which differ from the Indicative Layout Plan (ILP) in the Riverstone Precinct Plan. The ILP is shown in Figure 5 below.

Figure 5: Extract from the Riverstone Precinct Plan showing the location of the new public roads in line with the Indicative Layout Plan (ILP). The site is outlined in red.

4.2 Per the DA lodged in November 2016, the Applicant proposed to modify the ILP as shown in Figure 6 below.

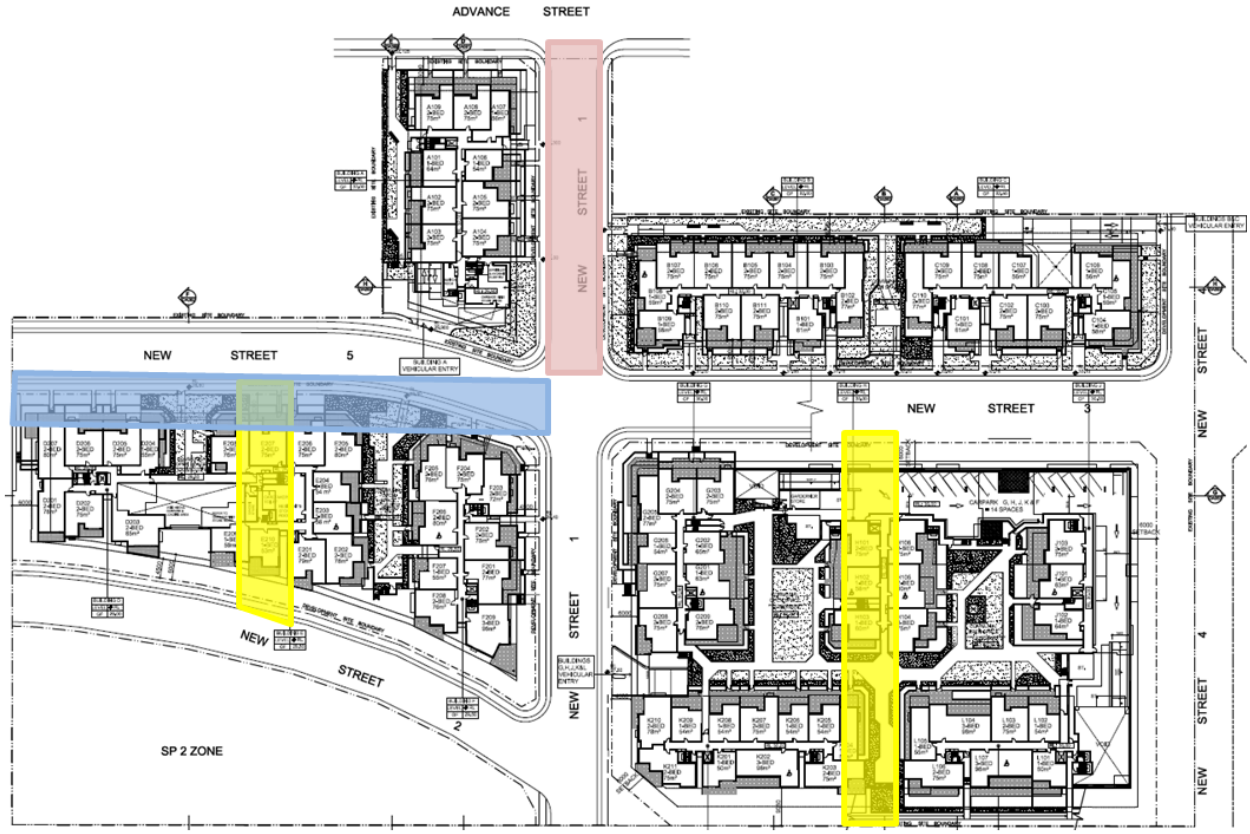


Figure 6: Extract from the proposed Ground Floor Plan, as lodged, which is not consistent with the ILP. 2 north-south roads were proposed to be deleted (shown in yellow). 1 east-west road was proposed to be re-aligned further to the north to meet the property boundary shared with 18

to 28 Advance Street, Schofields (shown in blue). 1 road is proposed to be added to provide access to Advance Street (shown in pink).

4.3 In November 2017, the Applicant submitted amended plans which further modified the proposed road layout. This version of the plans was publicly exhibited to the owners and occupants of the surrounding properties in December 2017, and reflects the proposal in its current form, as shown in Figure 7 below.

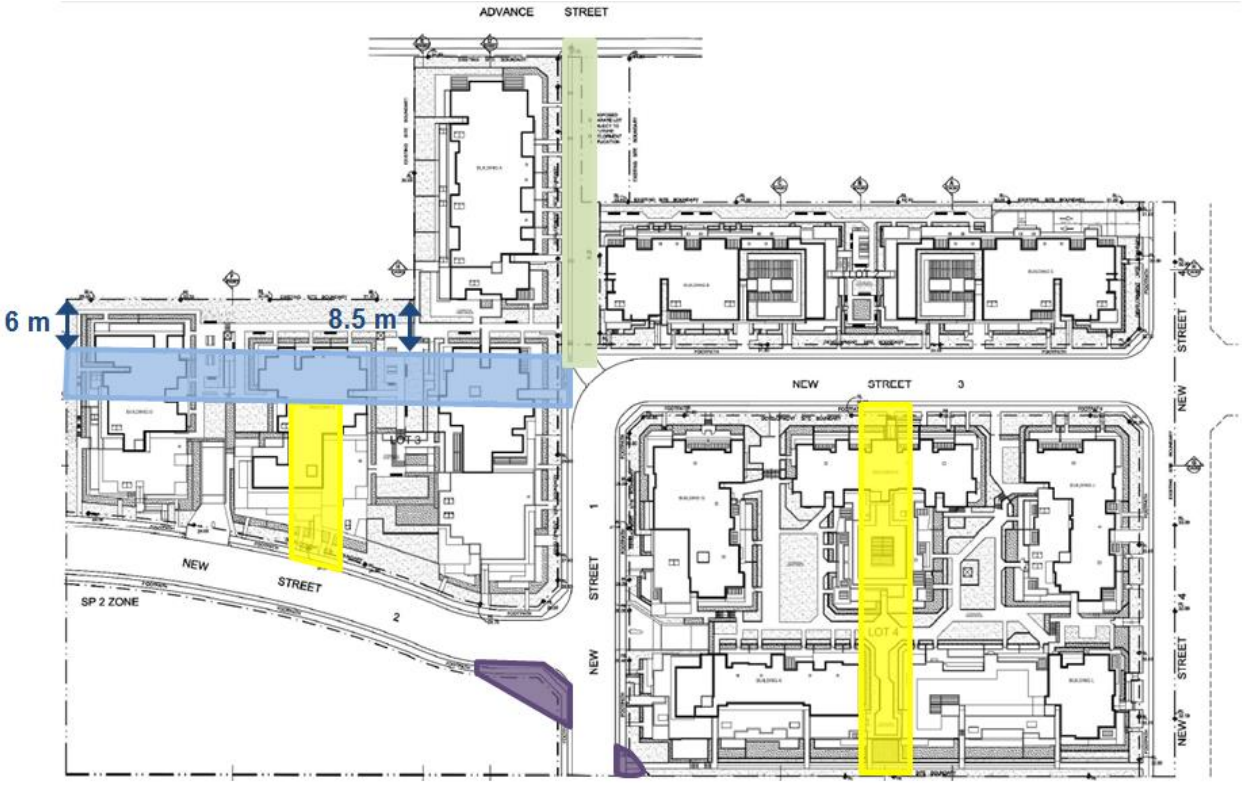


Figure 7: Extract from the proposed Ground Floor Plan, as amended, which is not consistent with the ILP. 2 north-south roads are proposed to be deleted (shown in yellow). 1 east-west road is proposed to be deleted (shown in blue). 1 temporary road is proposed to be provided to provide access to Advance Street (shown in green). The road intersection next to the part of the site zoned SP2 Infrastructure - Drainage is proposed to be re-aligned (shown in purple).

4.4 The Applicant's justification for amending the road ILP (as shown in Figure 7 above) is as follows:

- The deletion of the 2 roads shown in yellow creates suitably sized street blocks and improves the relationship with the surrounding street network.
- The deletion of the road shown in blue avoids creating parcels of residual land that could not be reasonably developed. This includes a strip of land between the ILP road and 18 to 28 Advance Street which has a variable width of 6 m to 8.5 m.
- The deletion of 1 road (shown on the right in yellow), which is also proposed to be applied to the adjoining property to the south) will enable the adjoining property to the south to be developed as envisaged by the site's zoning.
- The deletion of the road shown in blue allows the proposed buildings to be shifted to the north and enables the provision of additional land (approximately 352 m^2) to form part of the site zoned SP2 Infrastructure - Drainage. This SP2 land is identified as a residue lot which accommodates the future stormwater basin which services this development and other developments in this area. Without the additional land that results from shifting the development to the north and deleting a road, the servicing of the Precinct would be impacted.

- The shifting of the development and new Road 2 to the north enables a significant improvement to the intersection with new Road 1. The ILP provided an awkward intersection that did not provide safe and convenient circulation. As a result of the deletion of a road and shift in position of new Road 2, the intersection is able to achieve a more suitable 'T' arrangement which will improve traffic circulation.

4.5 The deletion of the blue road avoids creating a strip of residue land between the ILP road and 18 to 28 Advance Street, which ranges in width from 6 m to 8.5 m. If this strip of land were to be retained in this application, the properties at 18 to 28 Advance Street would be required to purchase this strip of land to amalgamate it with their property/properties to achieve street access from the south. This is considered to be an onerous requirement to be imposed on 18 to 28 Advance Street, which is capable of redevelopment in the form of residential flat buildings with vehicular access via Advance Street along their northern boundaries, i.e. their future development is not reliant on the blue road. Given the properties at 18 to 28 Advance Street are not required to rely on street access via the ILP road, we consider the deletion of this ILP road to be an appropriate development outcome.

4.6 If necessary, temporary access to the development will be provided via a 10.5 m wide easement that will facilitate both vehicular and pedestrian access from Advance Street to future new streets 1 and 3 (shown in green in Figure 7 above). These easements will be created over portions of Lots 1, 2 and 4 to the benefit of Lots 1, 2 and 3 and Council. Once permanent access to the site is established via future roads on adjacent properties from either Advance Street or Junction Road, as envisaged by the ILP, the easements over Lots 2 and 4 will be extinguished. However, the private easement over Lot 1 will remain and will be restricted to pedestrian access only.

4.7 The temporary access via Advance Street and the future permanent road pattern provide suitable traffic circulation and suitable street parking options. The lost on-street parking (due to the deletion of ILP roads) will be offset on-site with 104 additional parking spaces for residents and 41 additional parking spaces for visitors.

4.8 The temporary access via Advance Street also results in creating Lot 1 fronting Advance Street, as shown in Figure 8 below.

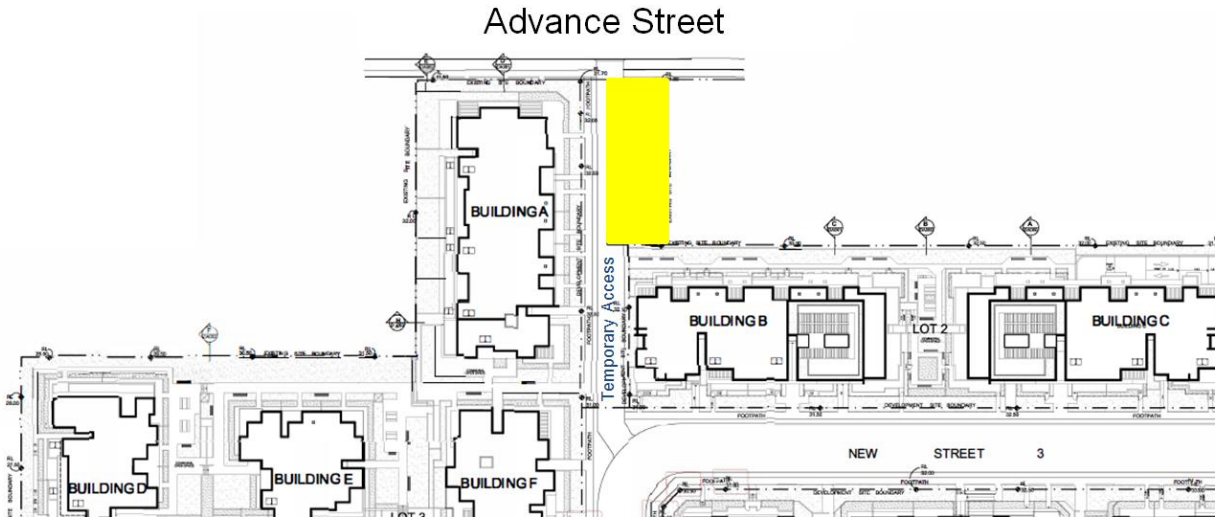


Figure 8: Extract from the site plan demonstrating the location of proposed Lot 1 (shown in yellow).

4.9 The temporary access road via Advance Street will be removed once the future permanent road pattern to the east or west of the site is completed. At this time, Lot 1 will be available to be amalgamated with the adjoining properties to the east for redevelopment for residential flat buildings. Alternatively, the adjoining sites to the east are currently capable of amalgamation and redevelopment, for example 36 to 42 Advance Street. Should this occur, Lot 1 will be required to be retained in the Applicant's ownership and the temporary access removed and suitably landscaped. This will be managed by conditions of consent and restrictions on title.

4.10 The Applicant is continuing to negotiate with the owner of the adjoining site to the east to construct the ILP road which connects the subject site to Junction Road. If this is successful and this road is constructed, the proposed temporary access road to Advance Street will not be required to be constructed.

4.11 Compared to a road layout which complies with the ILP, the variation to the ILP now proposed in this DA increases the developable area available by 19% or 4,439 m².

4.12 The adjoining development site to the south also benefits because the deletion of the north-south road creates a larger site for redevelopment, as shown in Figure 9.

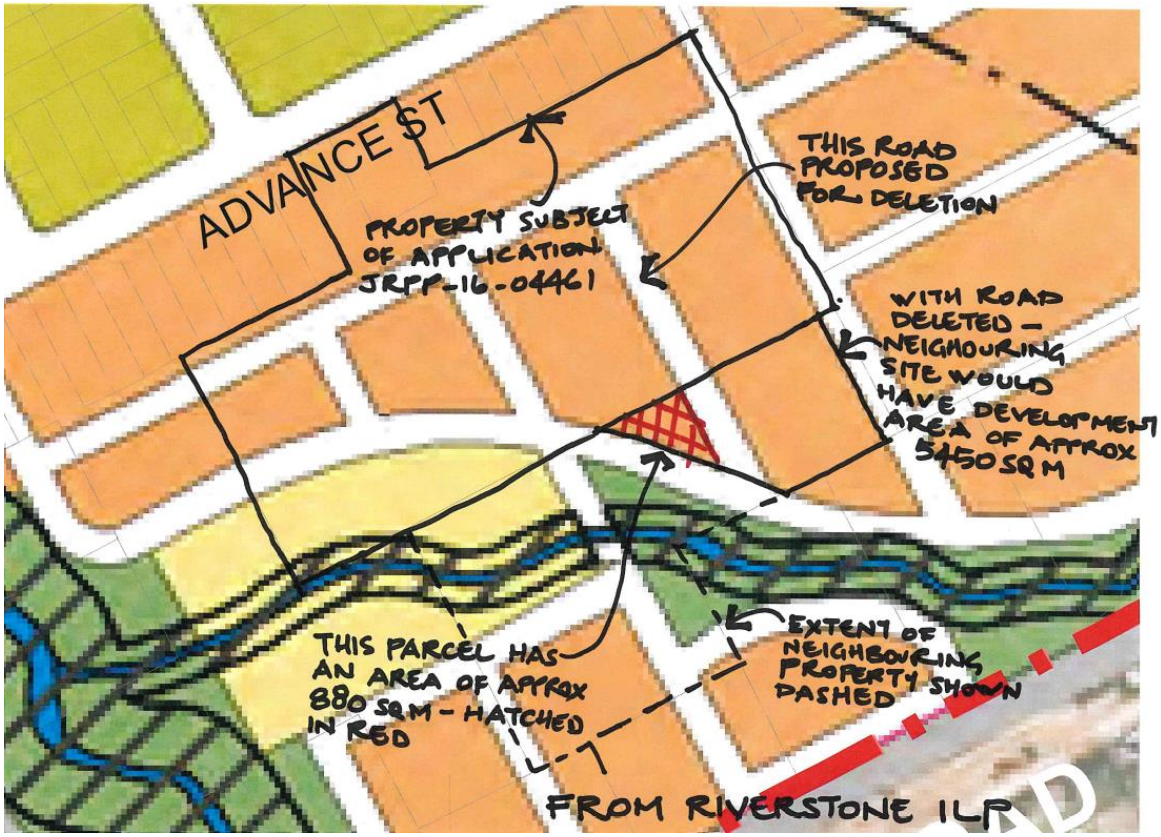


Figure 9: Applicant's analysis of the impact of the deletion of the north-south ILP road in the eastern part of the adjoining site to the south, 9 Schofields Road, Schofields. As a result, the red hatched part of this site is afforded suitable dimensions and road frontages with a developable area of 5,450 m^2.

5 Setbacks

5.1 The proposal provides a minimum street setback to the building line of 6 m to all boundaries, with the majority of private balconies and architectural design features encroaching into this street setback area by up to 1.5 m.

5.2 With regard to the front setback, the Growth Centre Precincts Development Control Plan (DCP) 2016 permits this encroachment for the first 3 levels. However, the controls require levels 4 and above to have a setback of 6 m.

5.3 With regard to the secondary setback for corner lots, the side setbacks and rear setbacks, the DCP requires a setback of 6 m.

5.4 This application seeks to vary these development controls, with some private balconies and architectural elements having a setback of only 4.5 m (as shown in blue in the figure below). Some architectural features have a setback of only 5.5 m (such as sunhoods as shown in green in the figure below).

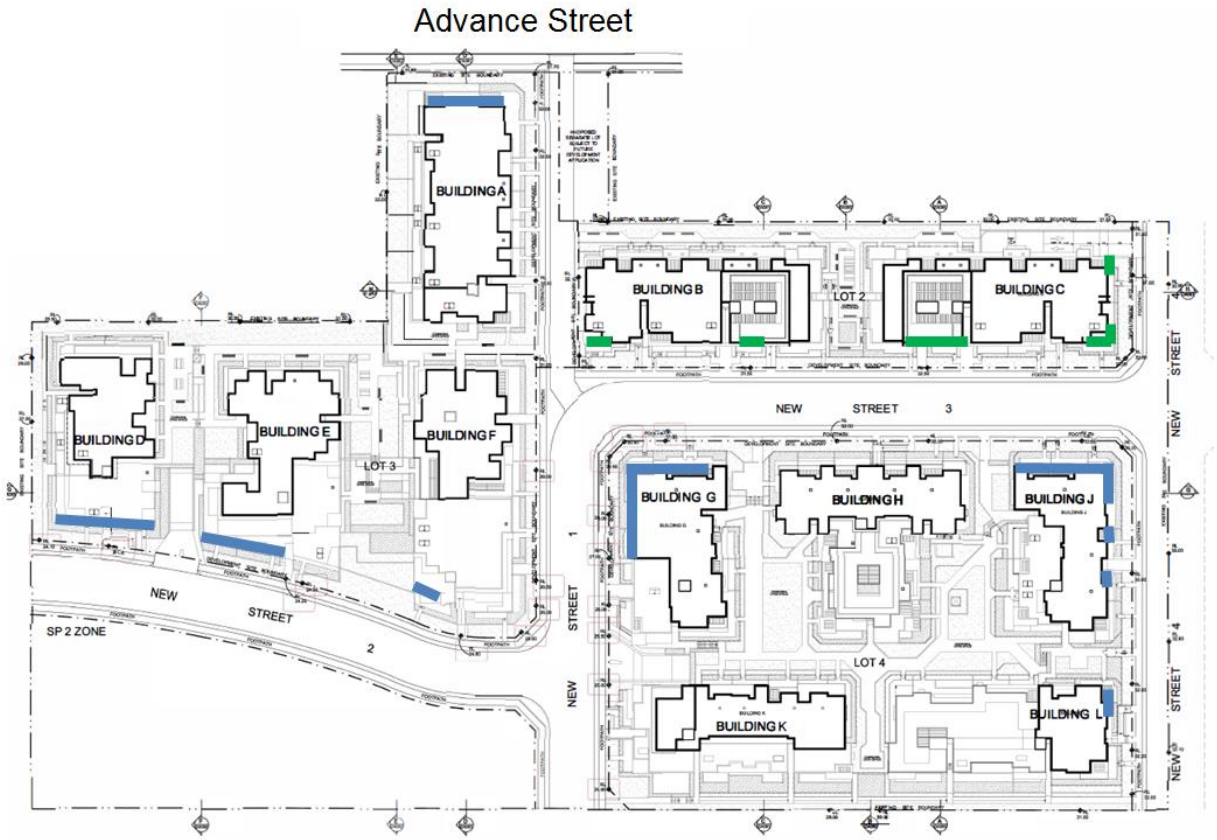


Figure 10: Site plan demonstrating the components of the buildings which have a reduced building setback. The parts of the buildings which have a reduced building setback to architectural features and private balconies are shown in blue. The parts of the buildings which have a reduced building setback to sunhoods are shown in green.

5.5 The proposed setback variations are supported because they provide design features which enhance the character of the buildings, in particular for Buildings D, E and F which overlook the SP2 Drainage zone to the south. Refer to Section 7 of the Assessment Report for further details.

6 Trees, landscaping and open space

6.1 The proposal seeks to remove all trees on the site. The majority of the trees are sought to be removed to enable the construction of the new public roads and residential flat building development. The proposed works comprise extensive earthworks and regrading to achieve the necessary road levels and stormwater infrastructure.

6.2 The south-eastern portion of the site consists of scattered trees and is identified as Shale Plains Woodland. These trees continue to the adjoining sites to the east and south. There are 91 trees on the site which are proposed to be removed for 1 or more of the following reasons:

- 25 trees are recommended to be removed as they are dead, in poor and declining condition, or have significant and extensive decay and/or cavities within their trunks
- 83 trees are proposed to be removed to enable the construction of the roads and development

- 14 trees are located in the southern part of the site zoned SP2 Infrastructure - Drainage and are not capable of being retained due to the temporary aboveground on-site detention system being constructed in this location.

6.3 There are 10 existing trees on the adjoining site to the south (Lot B DP 389673, 9 Schofields Road, Schofields) which are in close proximity to these proposed works. Appropriate tree protection measures will be imposed as a condition to retain these trees, until such time as development consent is issued for the removal of these trees and residential redevelopment.

6.4 The landscape concept plans include a myriad of landscaped areas incorporating through-site connections and open spaces, to provide residents of each building with easy access to and a variety of different environments for recreation, relaxation and entertaining. An interesting mix of native and exotic planting and trees are proposed.

6.5 The primary areas of communal open space are located:

- to the south-western portion of Building A
- between Buildings B and C (Lot 2)
- between Buildings D, E and F (Lot 3)
- the inner courtyard areas of Buildings G, H, J, K & L (Lot 4)
- on the rooftops of Buildings B, C, E, H and L.

6.6 The communal areas include a range of hard and soft landscaping features, plants and facilities, including BBQs, tables and seating, children's play equipment between buildings G and H, 'reading nooks', walking pathways, turfed areas and tree shaded areas.

6.7 The rooftop communal open space areas on Buildings B, C, E, H and L are also appropriately embellished with hard and soft landscaping elements. An irrigation system (using site harvested water) is proposed to be installed to ensure the rapid establishment and long term success of the planting. The communal open space areas are in line with the Apartment Design Guide (ADG).

6.8 Deep soil zones have been provided throughout the development to ensure sufficient planting can be achieved; most are co-located with the communal open space areas, in line with the ADG.

6.9 Large private open space areas are provided for the ground floor apartments, both within the street setback areas and adjoining the communal open space areas. Feature privacy fencing and native planting are also applied as privacy screening. All apartments above ground level have balconies.

6.10 The Applicant is required to plant new street trees along the new public roads.

7 Design

7.1 The proposed development is considered to be appropriate in terms of the composition of building elements, textures, materials, finishes and colours, and reflect the use, internal design and structure of the buildings.

7.2 The façades are made up of a combination of face brick and rendered/painted finishes. A series of finishes will be applied to give each building its own identity. The design of the buildings includes physical breaks in the facades and deep recesses to provide visual relief and interest, so the buildings do not consist of flat facades.

7.3 The contemporary design assists in setting a suitable appearance for the transitioning character of this locality and creates a desirable streetscape.

7.4 All materials for use on the external walls will be conditioned to achieve compliance with the relevant fire resistance levels.

7.5 The proposal provides a suitable interface to sensitive adjoining land uses, such as the existing dwelling houses on Advance Street which adjoin proposed buildings A, B, C, D and E. This is achieved by providing compliant building separation, orientation of window and door openings, fencing and landscape screening.

7.6 A Design Verification Statement prepared by registered architect Nick Taylor of Krikis Tayler Architects Pty Limited has been prepared for the development, in line with the requirements of State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development.

8 Traffic and parking matters

8.1 The Applicant has submitted a Traffic and Parking Impact Assessment prepared by Thompson Stanbury Associates dated October 2017. This assessment provides an assessment of the:

- planned road network in the immediate vicinity of the subject development
- suitability of the proposed direct vehicular access arrangements based on Australian Standards
- adequacy of the proposed off-street parking provision having regard to the rates specified by the Blacktown City Council Growth Centre Precincts DCP
- the proposed parking, internal circulation and servicing layout with respect to internal circulation and vehicle manoeuvrability.

8.2 Refer to Section 4 above which demonstrates the proposed variation to the ILP road pattern.

8.3 The assessment states that this proposal will generate additional traffic movements, being a total of 335 vehicle movements to and from the site during peak periods. Based on the future land use associated with this area, a significant portion of vehicle trips generated by the proposed development are likely to travel to/from Schofields Road via Junction Road. The report considers the traffic generation for all future developments in this Precinct, and future improvements to the local road network (including Section 7.11 Contributions Plan signalised road intersection upgrades) and concludes that the local road network is capable of accommodating all projected future traffic needs.

8.4 The report also concludes that the proposed internal circulation and manoeuvring arrangements are capable of providing for safe and efficient vehicular movements during peak times.

9 Acoustic impacts

9.1 The proposal is accompanied by an Environmental Noise Impact Assessment prepared by Day Design Pty Ltd Consulting Acoustical Engineers dated 5 October 2016. This assessment considers the impact of noise associated with the proposed development on surrounding properties, including noise from traffic, residential uses including the basement carparks and mechanical plant. The assessment also considers the acoustic amenity of future occupants of the proposed development.

9.2 The assessment concludes that noise emissions are expected to be within acceptable limits and provides recommendations for noise attenuation, including ensuring that rooftop and basement mechanical plant are appropriately located and treated in terms of acoustic and vibration attenuation measures. These measures will be imposed as conditions of consent to ensure the proposed development satisfies the relevant Australian Standards and the NSW Environment Protection Authority's *Industrial Noise Policy*.

10 Contamination

10.1 The application is accompanied by a Preliminary and Detailed Site Investigation prepared by Trace Environmental dated 27 May 2015. The report confirms that there is no evidence of potential contamination at the site and the site is suitable for the proposed high/medium density residential development.

11 Stormwater drainage works

11.1 All stormwater runoff from the buildings and hard-standing areas will be directed into below ground pump-out systems, rainwater tanks or to Council's stormwater system.

11.2 A temporary aboveground on-site detention system will be constructed at the southern part of the site on the land zoned SP2 Infrastructure - Drainage.

11.3 The proposed stormwater drainage works correlate with the levels and civil infrastructure design of the surrounding approved and proposed DAs. Subject to deferred commencement conditions, the proposal is capable of satisfying Council's requirements for water sensitive urban design measures and section 7.11 infrastructure and regional stormwater measures.