



STATEMENT OF ENVIRONMENTAL EFFECTS

AMENDED DA: DA484/2017

**280-300 LAKEMBA STREET AND 64-70
KING GEORGES ROAD, WILEY PARK**

OCTOBER 2020
SA6492
FINAL
PREPARED FOR LAKEMBA STREET DEVELOPMENT PTY LTD



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1. INTRODUCTION

This amended Statement of Environmental Effects (SEE) accompanies amended Architectural Plans relating to development application DA-484/2017 (the DA). The amended design scheme and related documentation have been prepared for Lakemba Street Development Pty Ltd (Applicant) in support of shop top housing at 280-300 Lakemba Street and 64-70 King Georges Road, Wiley Park (the site).

The amended scheme has been prepared pursuant to Clause 55 of the *Environmental Planning and Assessment Regulations 2000*. Clause 55 states that a development application may be amended prior to determination with the agreement of the consent authority.

The key design changes incorporated into this revised submission include:

- The relocation of vehicular access for residential and commercial parking via the public laneway proposed along the eastern boundary of the site which will be dedicated to Council.
- The implementation of a full 7m wide building break to the eastern building, creating two separate buildings at the rear of the site. The building break reduces the bulk of the building and facilitates greater pedestrian connections to the publicly accessible plaza at ground level.
- Increased upper level setbacks (from the fourth storey and above) to the eastern boundary to ensure compliance with the Canterbury Development Control Plan (CDCP) setback control to other residential zones.
- Revision of apartment layouts to improve the overall amenity of apartments including natural ventilation and solar access of the development.

Based on these amendments, the amended DA now seeks consent for:

- Demolition of the existing buildings on site and the removal of 18 trees, which includes 8 trees classified as exempt species which do not require approval for removal.
- Excavation to a depth of approximately 12.5m below existing ground level for basement parking, storage, and waste management.
- Construction of a shop top housing development comprising four buildings with a maximum building height of 29.65 (RL 70.35) including:
 - Part 3, part 4 basement levels accommodating a supermarket, car parking for 251 cars, storage, loading areas, substation and waste facilities.
 - 4 x eight storey buildings, with communal rooftop open space for residents.
 - 2,437 sqm of retail floor space (including a 1,044sqm supermarket), 150 residential units, and communal facilities.
 - Communal open space and associated landscaping at level 8 (Rooftop Terrace).
 - Private open space for each dwelling.
- An FSR of 2.49:1 based on the existing site area (before land dedication). This equates to an FSR of 2.95:1 following the future land dedication.
- A central public plaza at ground level, providing opportunity for public art, community access and pedestrian connections. Associated landscaping of the plaza.
- Construction of an 8.475m wide laneway (comprising 6.675 metre wide access lane and 1.8 metre footpath) along the eastern side of the site, extending from Lakemba Street to the southern boundary of the property. Dedication of this laneway to Council.
- Construction of an additional traffic lane on Lakemba Street along the northern frontage of the site, facilitating the westbound left turn movement into King Georges Road.
- Construction of a 3 metre wide footpath along the site's Lakemba Street frontage. Dedication of this footpath to Council.

- Relocation of in-ground services from within the current footpath alignment to the proposed footpath alignment.
- Torrens Title subdivision of land to enable dedication of the laneway and footpath areas to Council and result in amalgamation of the remaining land into a single lot.

The proposal is a contemporary high-quality development that satisfies the design principles of *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* and the key provisions of the Apartment Design Guide.

The proposal will provide housing and local jobs close to transport, consistent with metropolitan planning for Sydney. The proposal will inject much needed investment into Wiley Park Local Centre which will benefit from the vitality of new public space, high quality housing, retail and commercial uses in close proximity to the railway station.

This SEE should be read in conjunction with the supporting technical documentation provided at **Appendices A-Y**.

1.1. COST OF DEVELOPMENT

The cost of works for the proposed development is calculated in accordance with Clause 255 (1) of the *Environmental Planning and Assessment Regulation 2000* at \$41,970,733.14 excluding GST. This is detailed in the Quantity Surveyors Cost Assessment at Appendix A. As the cost of works exceeds \$30 million, the DA will be determined by the Sydney South Planning Panel.

1.2. PROJECT TEAM

This amended development application is supported by technical reporting and inputs (as amended) from the following consultants:

Table 1 – Project Team

Document	Consultant	Appendix
QS Report	TBG Pty Ltd	A
Survey Plan	Higgins Surveyors	B
Architectural Plans	Marchese Partners	C
Geotechnical Report	JK Geotechnics	D
Traffic and Parking Report	Varga Traffic Planning Pty Ltd	E
Landscape Plans	Taylor Brammer Landscape Architects Pty Ltd	F
Civil and Stormwater Management Plan	LP Consulting	G
Waste Management Plan	Elephants Foot	H
Construction Management Plan	Caverstock Group	I
Acoustic Report	Renzo Tonin & Associates	J
Stage 1 Environmental Site Assessment	Environmental Investigation Services	K
BASIX Certificate	Efficient Living	L
Design Verification Statement and ADG Assessment	Marchese Partners	M

Document	Consultant	Appendix
Services Report	LP Consulting	N
Arborist Report	Birds Tree Consultancy	O
CDCP 2013 Compliance Table	Urbis	P
Wind Impact Assessment	Windtech Consultants Pty Ltd	Q
Economic Impact Assessment	Urbis	R
BCA and Fire Safety Statement	Holmes Fire	S
Accessibility Report	Accessibility Solutions (NSW) Pty Ltd	T
Rooftop Management Strategy	Urbis	U
Letters of Offer	Lakemba Street Development Pty Ltd	V
Clause 4.6 Variation to Height of Building Standard	Urbis	W
Response To RFI From Canterbury-Bankstown Council (Dated August 19 2020)	Urbis	X
Plaza Management Plan	Urbis	Y

2. BACKGROUND

A collaborative process between Lakemba Street Development and Council has been undertaken in the preparation of this DA and the subsequent amendments.

DA/484/2017 was lodged on 8 December 2017 seeking development approval for the redevelopment of the subject site for shop top housing. As submitted on the 8 December 2017, DA/484/2017 sought consent for:

Demolition of all existing onsite structures and removal of twelve (12) trees and the construction of two blocks of nine (9) storey shop top development, including a ground level plaza, three (3) levels of basement car parking and ground floor retail and residential apartments above.

The application was placed on public exhibition from 14 December 2017 to 2 January 2018. Two submissions were received by Council during the notification period.

On 20 June 2018, Council issued a request for additional information, including revised architectural plans. A request for additional information letter from RMS was also issued by Council at this time. Feedback from the Sydney South Planning Panel (SSPP) was issued in a separate letter dated 2 August 2018.

The proponent and design team met with Council planners and engineers on 8 August 2018 and 20 September 2018 to discuss the issues raised in the request for information letters. The proponent and design team met separately with RMS on 4 September 2018. The applicant agreed to undertake the following:

- Investigate site planning options to accommodate a public laneway from Lakemba Street to the rear of the site and options allowing the widening of Lakemba Street; and
- Investigate design solutions to reduce the extent of the height non-compliance.
- An amended DA was lodged in December 2018 which included the reduction of one floor of residential accommodation and revised site planning for the construction of a rear laneway within the site to benefit adjacent sites. The proposal also included the widening of the Lakemba Street road reserve to accommodate a turning lane and relocated footpath. In-principle RMS support has been received for these works and is attached at Appendix E of the amended DA. Both of these public domain elements would result in the dedication of 914 sqm of land to Council.
- Letters of Offer were submitted to Council in August 2019 to formalise the offer of delivery and dedication of land relating to:
 - 7.7m wide laneway connecting Lakemba Street to the rear of the site; and
 - Road widening for an additional dedication left turn lane on Lakemba Street and relocated footpath.

It is important to note that the laneway is not identified in the *Canterbury Local Environmental Plan 2012* as land reserved for acquisition. There is no statutory requirement for the land to be development and dedicated to Council for a laneway. The laneway is identified in Section D7.8 of the *Canterbury Development Control Plan 2012* as a “proposed laneway”. Development control plans provide guidance for development, they have no statutory weight. These Letters accompany the amended DA at Appendix V.

- On 30 September 2019, Council issued a request for additional information, including comments regarding the long street frontage length of the building fronting King Georges Road, the non-compliance with the CDCP 2012 building height plane control, in addition to other technical matters relating to waste and traffic.
- The proponent and design team met with Council planners and engineers on 7 November 2019 to discuss the issues raised in the request for information letters. Council's letter did not contain feedback on Urban Design Related matters (these were outstanding), however Council's preliminary feedback was discussed in the meeting.
- Following this meeting, the proponent engaged with Council to obtain feedback on the eastern side setbacks and the implementation of a full building break (to result in two separate buildings on King Georges Road).
- An amended DA was lodged with Council on 11 June 2020. The key design amendments presented under this amended DA have been informed by extensive consultation with Council and include:

- The implementation of the side setback height plane angle as per the controls under the CDCP 2012. The building now provides a stepped transition to the neighbouring lower density property on Lakemba Street. Setbacks range from 7.7m at ground level to 18.7m at the roof level.
 - The implementation of a full 7m wide building break to the building fronting King Georges Road, creating two separate buildings on this road frontage. The building break provides visual separation and modulation to the street frontage and facilitates greater pedestrian connections to the publicly accessible plaza at ground level.
 - Increased upper level setbacks (from the fourth storey and above) to ensure compliance with the CDCP 2012 front setbacks control.
 - Revised materials palette to create distinctive elements between the podium level and storeys above.
- The application was placed on public exhibition 8 July to 4 August 2020. Two submissions were received by Council during the notification period.
 - On 13 August 2020, Council issued a further RFI, including a request for revised architectural plans. Comments from Council were received in regard to the access lane, building height, compliance with the NSW Apartment Design Guidelines, amenity issues and consistency between plans.
 - A detailed response to the RFI received on 13 August 2020 is enclosed in Appendix X.

These revisions and the previous revisions submitted in December 2018 and June 2020 result in a decrease in dwelling yield by 60 units from the original application. Despite the reductions to the dwelling yield, the proposal has retained the publicly accessible plaza, which is considered an important public benefit to the local community.

Fundamentally, the amended scheme will facilitate the urban renewal of the subject site whilst providing a number of direct public benefits including

- The construction and dedication of roadworks within Lakemba Street;
- The delivery and dedication of a new public laneway to benefit adjacent sites; and
- The delivery of a publicly accessible plaza which will dramatically improve pedestrian connections and open space provisions within Wiley Park.

3. THE SITE AND SURROUNDING CONTEXT

3.1. LOCAL CONTEXT

The site is located in Wiley Park, which provides a variety of housing types, commercial space, public transport connections and employment opportunities within the South District. The site benefits from excellent access to Wiley Park Station and is located approximately 70 metres from the station entrance. Wiley Park Station is currently undergoing upgrades in preparation for the Sydney Metro project, which will deliver fast and frequent train services between Bankstown and the CBD and north western Sydney making Wiley Park and the subject site more liveable, vibrant and connected.

Wiley Park is identified as a Village Centre under Council's recently adopted Local Strategic Planning Statement. The key characteristics of village centres under the LSPS are noted as follows:

- Village Centres are to be places designed for pedestrians.
- Village Centres are places designed for community life with high quality public, civic and community spaces.
- Village Centres are identified as potential areas for housing growth.

The LSPS notes that Council will continue to work with Department of Planning, Industry and Environment (DPIE) to investigate opportunities for further growth in the centres located along the Sydenham to Bankstown Corridor.

Wiley Park is identified for urban renewal and transit orientated development within the 2018 revised *Sydenham to Bankstown Draft Urban Renewal Corridor Strategy* (the draft Strategy) and *A Metropolis of Three Cities* (Regional Plan). In January 2020, DPIE announced a new approach to precinct planning, whereby the Sydenham to Bankstown Urban Renewal Corridor was identified as a strategic project to be undertaken collaboratively between DPIE and Council. It is understood that DPIE and Council will be evolving the strategy to address the community's and Council's visions for the area.

The previous revised Strategy released in 2018 recommends significant uplift for Wiley Park (including a significant uplift for the site up to 12 storeys [approximately 35m] in height). This would see Wiley Park transition to facilitate greater mixed-use development and residential density adjacent to the rail line and addressing the context of King Georges Road.

The Wiley Park Local Centre is dissected by the six lane arterial King Georges Road, which has limited successful commercial frontages due to the poor pedestrian environment along the main road. The local centre is surrounded by an area of medium density housing which is predominately strata titled apartment buildings and single detached residential dwellings. Wiley Park is generally rundown, with older strata development and vacant commercial tenancies. Significant investment is needed to maximise the potential of the local centre given its proximity to Wiley Park Railway Station.

The site has high visibility on the corner of King Georges Road and Lakemba Street, in the heart of the local centre. The site presents a significant opportunity to deliver a high quality mixed-use development and publicly accessible spaces within Wiley Park. This is supported by **Figure 1**, which illustrates the relevant size of the site and its strategic positioning within the centre.

As shown in this figure, given the total site area, the combined site represents one of few opportunities in the locality to realise a consolidated and well planned development that contributes to the public domain and the community, through the provision of a public plaza and town centre offerings such as a speciality retail and a supermarket.

Figure 1 – Site Location



3.2. SITE DESCRIPTION

The site is located at 280-300 Lakemba Street and 64-70 King Georges Road, Wiley Park and comprises 11 individual lots. The legal descriptions of each lot are:

- Lot A, DP962951.
- Lot A, DP402053.
- Lot B, DP402053.
- Lot 1, DP 501587.
- Lot 2, DP 501587.
- Lot 3, DP 501587.
- Lot 2, DP6970.
- Lot 2, DP 206965.
- Lot 1, DP 124635.
- Lot 1, DP124613.
- Lot 1, DP 124636.

The site is within the Canterbury Bankstown Local Government Area (LGA) in the Wiley Park Station Precinct. The site is approximately 14km south-west from the Sydney CBD and 13km south-east of the Paramatta CBD.

The site is rectangular in shape with an area of 5,851sqm. Following the dedication of the laneway and the pedestrian footpath on Lakemba Street, the overall site area is reduced to 4,937sqm. It has frontage to King Georges Road to the south west and Lakemba Street to the north west, as illustrated in **Figure 2**.

A Survey Plan is included at **Appendix B**.

Figure 2 – Subject site



3.2.1. Existing Development

The site is predominately developed. Vegetation is scattered across the site and includes 21 trees. The existing development comprises low scale single storey commercial developments fronting King Georges Road (vacant and operating tenancies) and five single storey dwelling houses.

3.2.2. Topography

The site falls moderately from its existing ground level of RL 42.78 at the southern portions of the site towards the Lakemba Street frontage at RL 38.65.

3.2.3. Site Access and Parking

The site currently contains three left-in, left-out crossovers onto Lakemba Street, to the residential dwellings on the site. The primary access point is via Lakemba Street and connects to an on-site bitumen car park in the centre of the site. A left-in, left-out crossover is provided to a vacant portion of the site onto King Georges Road.

3.3. SURROUNDING DEVELOPMENT

The site is currently surrounded by the following:

Table 2 – Surrounding Development

Direction	Development
North	Lakemba Road On the opposite side of Lakemba Road is a six storey shop top housing development and single residential dwellings.
East	Medium density three storey residential development.
South	3-4 storey residential buildings. Further to the south is Wiley Park Railway line and station.
West	King Georges Road On the opposite side of King Georges Road, low scale commercial buildings (Wiley Park Hotel, local services)

3.4. ACCESS AND TRANSPORT

3.4.1. Road Network

The site is close to several motorways, main roads, and local arterial roads:

- **Punchbowl Road:** approximately 500m to the north.
- **Lakemba Street:** directly adjacent the subject site to the north.
- **Haldon Street:** approximately 800m to the east.
- **The Boulevarde:** approximately 150m to the south.
- **Kings George Road:** directly adjacent the subject site to the west.

3.4.2. Public Transport

The site is highly accessible by train and bus:

Train:

Approximately 70m to the south of the site is the Wiley Park railway station. This station services the T3 Bankstown line, which provides direct throughout Canterbury-Bankstown, parts of the Inner-West and Western Sydney. The Wiley Park railway station will form part of the Sydney Metro City & Southwest which will convert the T3 Bankstown line stations to metro standards.

Sydney Metro City & Southwest will address one of Sydney's biggest rail bottlenecks, providing more frequent services and increasing accessibility and amenity at all 11 stations along the T3 Bankstown line. The Sydney Metro City & Southwest was approved by the Department of Planning in 2017. In 2024, patrons benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

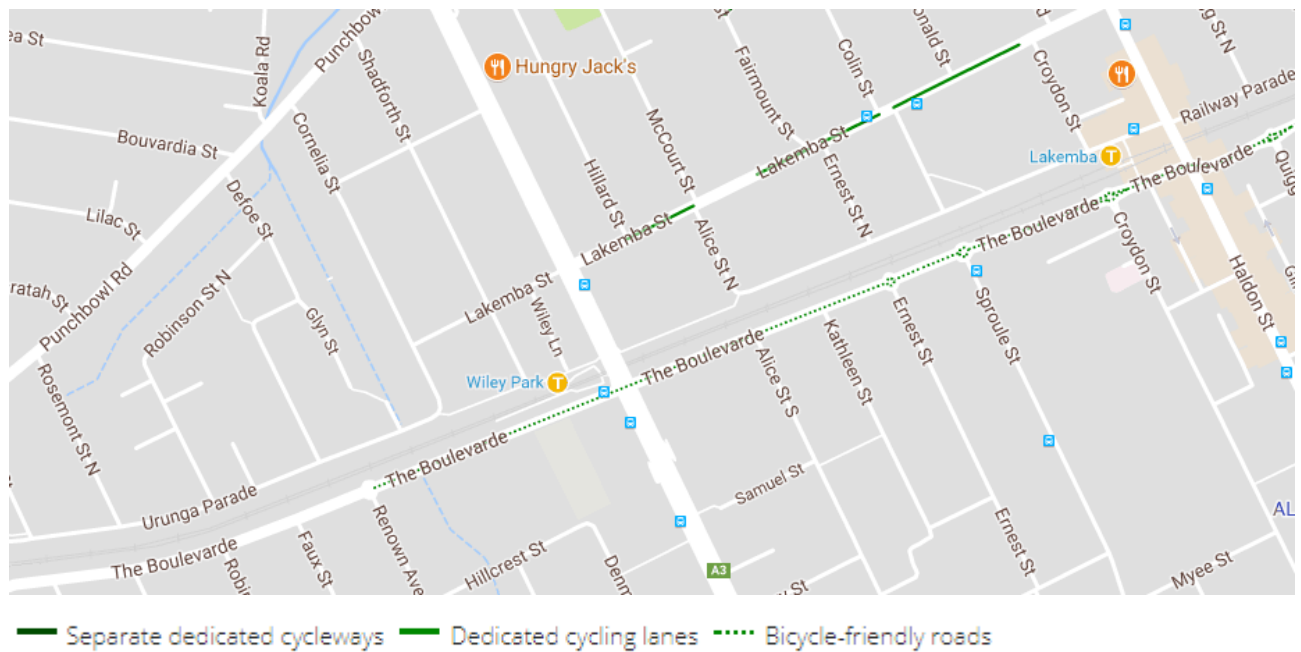
Bus:

The site is adjacent a bus interchange that services the 942 bus route, which connects from Lugarno to Campsie. There is another bus interchange located on The Boulevarde which services the N40 bus route which connects from East Hills to City Town Hall.

3.4.3. Cycleways

There is limited dedicated cycleway lanes on Lakemba Street. The Boulevard is located on the southern side of the rail line and is identified as a bicycle-friendly road as identified in **Figure 3**.

Figure 3 – Surrounding Bike Network



4. PROPOSED DEVELOPMENT

4.1. OVERVIEW

The amended DA seeks consent for:

- Demolition of the existing buildings on site and the removal of 18 trees, which includes 8 trees classified as exempt species which do not require approval for removal.
- Excavation to a depth of approximately 12.5m below existing ground level for basement parking, storage, and waste management.
- Construction of a shop top housing development comprising four buildings with a maximum building height of 29.65 (RL 70.35) including:
 - Part 3, part 4 basement levels accommodating a supermarket, car parking for 251 cars, storage, loading areas, substation and waste facilities.
 - 4 x eight storey buildings, with communal rooftop open space for residents.
 - 2,437 sqm of retail floor space (including a 1,044sqm supermarket), 150 residential units, and communal facilities.
 - Communal open space and associated landscaping at level 8 (Rooftop Terrace).
 - Private open space for each dwelling.
- An FSR of 2.49:1 based on the existing site area (before land dedication). This equates to an FSR of 2.95:1 following the future land dedication.
- A central public plaza at ground level, providing opportunity for public art, community access and pedestrian connections. Associated landscaping of the plaza.
- Construction of an 8.475m wide laneway (comprising 6.675 metre wide access lane and 1.8 metre footpath) along the eastern side of the site, extending from Lakemba Street to the southern boundary of the property. Dedication of this laneway to Council.
- Construction of an additional traffic lane on Lakemba Street along the northern frontage of the site, facilitating the westbound left turn movement into King Georges Road.
- Construction of a 3 metre wide footpath along the site's Lakemba Street frontage. Dedication of this footpath to Council.
- Relocation of in-ground services from within the current footpath alignment to the proposed footpath alignment.
- Torrens Title subdivision of land to enable dedication of the laneway and footpath areas to Council and result in amalgamation of the remaining land into a single lot.

A photomontage of the proposed development is provided below in **Figures 4 and 5**. The Architectural Plans detailing the proposal as prepared by Marchese Partners are attached at Appendix C.

Figure 4 – View from King Georges Road looking south east

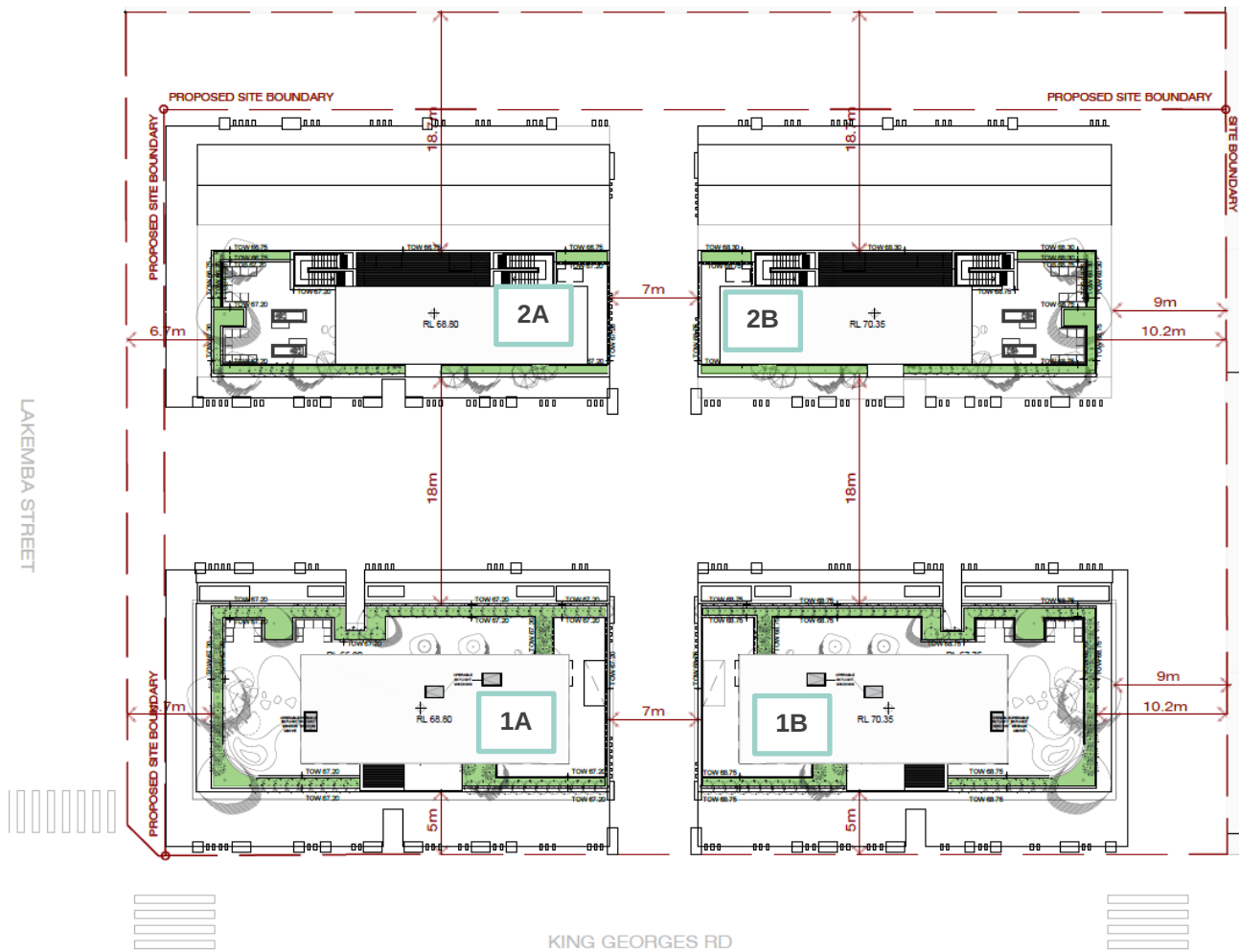


Figure 5 - View from King Georges Road looking north



Figure 6 shows the relative building locations in plan form, with building reference names which are use throughout this report.

Figure 6 – Site Plan with Building References



Source: Marchese Partners

4.2. NUMERICAL OVERVIEW

The key numeric aspects of the amended proposal are provided within **Table 4**.

Table 3 – Proposed development overview

Component	Proposal
Site area	Existing: 5,851sqm Future (following land dedication): 4,937sqm
Gross floor area (GFA) Residential Retail Total	12,103 sqm 2,437 sqm, which comprises a 1,044sqm supermarket 14,575 sqm
Floor space ratio (FSR)	Based on existing site area: 2.49:1 Based on future site area: 2.95:1
Maximum building height	29.65 (RL 70.35) (inclusive of the rooftop awning and lift overrun)
Number of storeys	8 storeys and a rooftop terrace, plus 3-4 levels of basement
Apartment Mix - Studio - One bedroom - Two bedroom - Three bedroom Total Apartments	14 (9%) 45 (30%) 85 (57%) 6 (4%) 150
Car parking - Residential - Residential visitor - Commercial Total Car Spaces	123 30 98 251

4.3. DEMOLITION

The proposal will demolish the existing buildings on the site and all ancillary improvements including at grade vehicle parking. In addition, 18 trees will be removed, 8 of which are categorised as pest species. It is noted that three existing trees will be retained at the south eastern corner of the site.

A Geotechnical Report has been prepared by JK Geotechnics which provides preliminary comments on subsurface conditions and which has informed recommendations regarding excavation conditions, retention, footings, on-grade slabs, and hydrogeology. The report is included at Appendix D and assesses the geotechnical findings for the site and provides recommendations to be implemented at the commencement of demolition and excavation works.

4.4. DESIGN INTENT, MATERIALS AND FINISHES

The articulation and use of different materials on the façade ensures a positive response to the desired future character of the site and the precinct in relation to aesthetics, scale, and bulk. The materials and finishes are amended under this submission to provide a stronger street edge and podium expression. This has been achieved through the use of dark brick and louvers. As outlined within the Architectural Plans, finishes proposed include:

- Combination of brick tones and timber louvers at the podium level.
- Rendering and dark metal window frames above the podium.

4.5. ACCESS, CAR PARKING AND LOADING

The amended proposal includes vehicular access for commercial and residential vehicles via the new laneway along the eastern side of the site. Proposed parking includes:

- 123 residential car spaces (including accessible).
- 30 visitor spaces.
- 98 commercial car spaces.
- 72 bicycle spaces.
- 13 motorcycle spaces.

The proposed driveway will provide access to all parking, storage and the loading bay for the overall site. The proposed access off the laneway removes the need for direct access to the site from King Georges Road.

The pedestrian pathways across the site have been informed by the central public plaza and pedestrian movement towards the Wiley Park railway station. Multiple through-site links and pedestrian access points help to achieve this objective.

The two loading bays have also been replaced by a single loading dock accommodating a turntable to allow front-in, front out movement for all service vehicles. Loading arrangements, movements and garbage collection details are provided at **Appendix E** and **Appendix H**.

4.6. PUBLIC DOMAIN WORKS AND LAND DEDICATION

4.6.1. Public laneway

The amended proposal includes the construction of a two-way laneway along the eastern boundary of the site. A Letter of Offer was submitted to Council for the construction works and land dedication in August 2019. An amended Letter of Offer and supporting information was included with the amended DA in June 2020. A final amended Letter of Offer and supporting information has been included with this amended DA at **Appendix V**. The laneway will connect from Lakemba Street to the southern boundary of the subject site and will facilitate future vehicular access to the adjacent social housing property at 76 King Georges Road, delivering a significant public benefit.

It is important to note that the laneway is not identified in the *Canterbury Local Environmental Plan 2012* as land reserved for acquisition. There is no statutory requirement for the land to be developed and dedicated to Council for a laneway. The laneway is identified in Section D7.8 of the Canterbury Development Control Plan 2012 as a “proposed laneway”. It is important to note that whilst development control plans provide guidance for development, they have no statutory weight. The value of the constructed laneway and land to be dedicated to Council is **\$5,282,748**.

As guided by ongoing discussions with Council, the laneway has been designed to incorporate a 8.475m wide laneway including a 6.675 metre access lane and 1.8 metre pedestrian footpath along the eastern boundary of the site.

This is a significant cost to the Proponent with no uplift granted to offset the land dedication and associated works. Council has also advised that the Proponent is not able to offset the cost of public domain works against s.7.11 contributions.

4.6.2. Lakemba Street public footpath

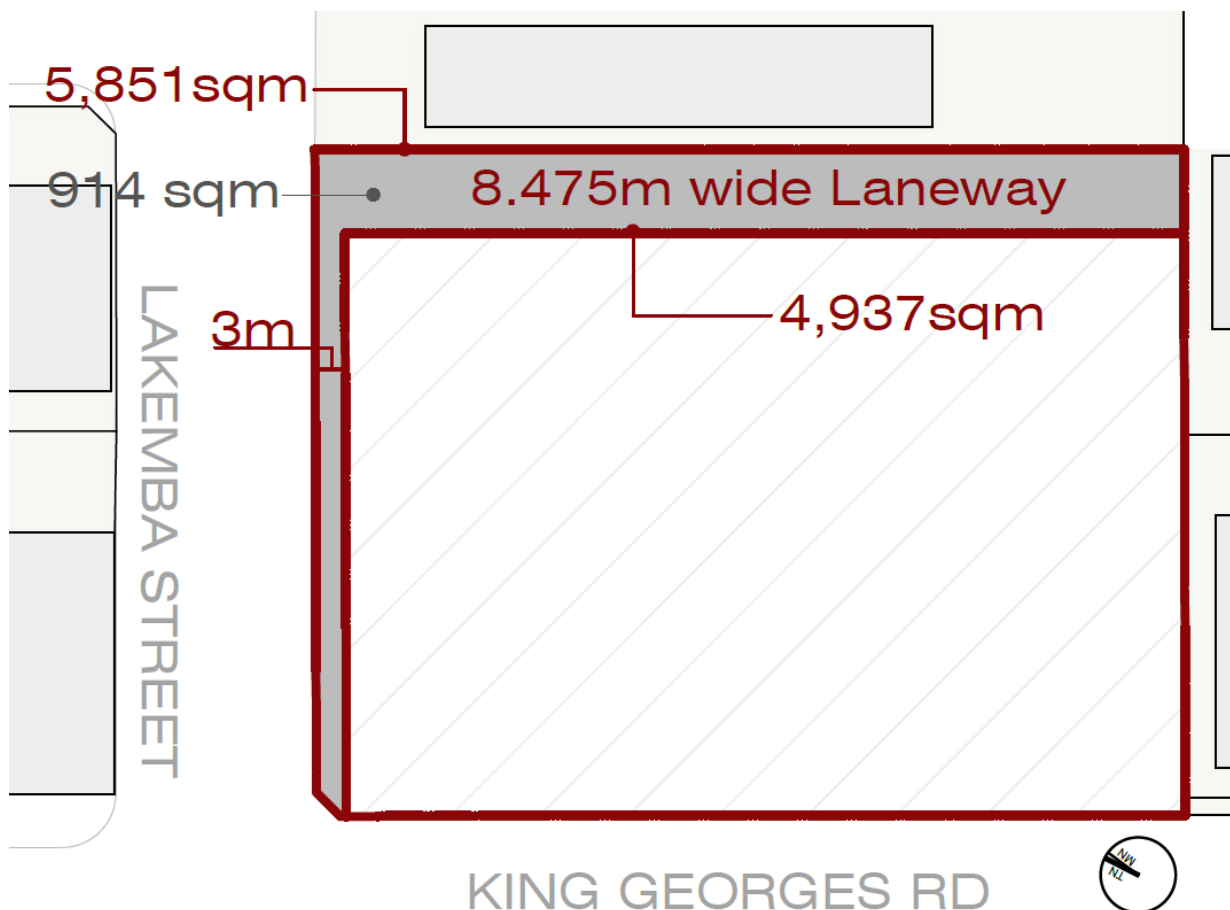
Revised site planning has been undertaken along the Lakemba Street frontage to allow for road widening works to Lakemba Street. The Lakemba Street footpath will be relocated onto the subject site. The footpath will be constructed and then dedicated to Council. A 3m wide slip lane will also be constructed as part of the development. This will be a dedicated left turn lane at the Lakemba Street and King Georges Road Intersection which has been agreed to by RMS. A Letter of Offer was submitted to Council for the construction of the footpath and land dedication in August 2019. An amended Letter of Offer and supporting information was included with the amended DA in June 2020. A final Letter of Offer and supporting information has been included with this amended DA at **Appendix V**. The value of the lane and footpath and land to be dedicated to Council is **\$3,376,154**.

It is important to note that this is a significant cost to the Proponent with no uplift granted to offset the land dedication and associated works. Council has also advised that the Proponent is not able to offset the cost of public domain works against s.7.11 contributions.

4.6.3. Land dedication

The land comprising the public laneway and the Lakemba Street footpath, to be dedicated to Council, has an area of 914sqm and is shown in Figure 7 below. The laneway and footpath will be constructed and dedicated prior to the release of an OC for the development.

Figure 7 – Land to be dedicated



4.7. LANDSCAPING

Amended landscape plans have been prepared by Taylor Brammer Landscape Architects and are included at **Appendix F**. The landscaping strategy for the site includes landscaping and planting for the deep soil zone along the southern boundary of the site and landscaping and facilities for residential communal open space provided within the development. The key elements of the landscape strategy and communal open space include:

- Landscaped deep soil zone of 486 sqm (9.7% of the revised site area) comprising the planting of 7 new trees and the retention of three existing trees in the south eastern corner of the site.
- Significant landscaping throughout the public plaza including planting of trees within planter boxes.
- Planting at podium level.
- Rooftop residential communal open spaces at Level 8, including planter boxes, tree planting, tables and seating, barbeque facilities and children's play areas.

Appendix F includes landscape sections through planter boxes to demonstrate the required soil depths to support mature planting can be achieved.

4.8. PUBLICLY ACCESSIBLE PLAZA

Public domain improvements include the provision of a 1,882sqm public plaza at ground level for public use (**Figure 8**). Proposed street furniture, a potential location for a sculpture, trees, shade structures and a potential children's play area will make this a place for the community to gather. Subject to future leasing, restaurants and shops will line the plaza and will activate the site and the Wiley Park Local Centre. This provides an opportunity for residents to interact with the public domain and introduces multiple site links to connect the site with the surrounding street network providing an alternative accessible route for pedestrians to the railway station which is protected from noise and the car dominated environment of King Georges Road.

Figure 8 – Landscape Plan - Public Domain Proposal



Source: Taylor Brammer

4.9. STORMWATER MANAGEMENT

An amended Stormwater Management Plan has been prepared for the site in response to Council's guidelines and requirements of Canterbury Development Control Plan 2012 (CDCP) (**Appendix G**). Stormwater will be captured and conveyed across the site via an in-ground and suspended stormwater pit and pipe network. The pit, pipe and roof drainage systems collect/convey site runoff and control discharge a specific point of connection to Council's drainage system. As shown on the plans at **Appendix G**, the existing sewer line is required to be diverted along eastern boundary to accommodate the development.

The development proposes stormwater quality controls and the provision of on-site stormwater detention (OSD) as detailed within the Site Stormwater Drainage drawings at **Appendix G**.

4.10. WASTE MANAGEMENT

An amended Waste Management Report has been prepared by Elephant's Foot and is submitted at **Appendix H**. The Waste Management Report outlines the proposed waste management system including the handling, separation, and collection of waste in addition to design requirements for the proposal to accommodate the generated waste volumes. The key features of waste management for the proposal include the following:

- The development has the waste storage capacities for waste and recycling to both be collected twice weekly. The building manager will be responsible for transferring all full garbage bins from the residential discharge rooms to the collection room on level 00. Recycling bins from the compartments on each level will be transferred to level 00 using the regular lifts.
- Separate residential and commercial garbage rooms are located at ground level adjacent to the loading dock with a mechanical turning circle.
- Four waste chutes will be installed with access provided on all residential levels of each core. A 240L recycling bin will be situated in the waste compartment on each residential level for collection of recyclable items. Full waste and recycling bins will be transferred to the large storage rooms adjacent to the loading bay at Ground Level.
- There are waste collection areas in each unit (generally in the kitchen, under bench or similar alternate area) to deposit garbage and collect recyclable material suitable for one days storage.
- A bulky goods waste rooms of approximately 30 sqm with a 2 metre wide door is also located adjacent to the residential portion of the loading dock.
- Waste streams from the supermarket and associated areas will be detailed in separate waste management plan(s) as part of any approval for fit-out. It is envisaged that waste and cardboard recycling will be collected by a nationally appointed private waste contractor. A second commercial storage room is located on Basement Level 1 adjacent to the supermarket.
- The loading dock is located at ground level and will be accessed off the new laneway which will be dedicated to Council. All access and egress details including a swept path analysis for all vehicle movements on site is provided by the Traffic Consultant's report at **Appendix E**. The amended design with mechanical turning circle ensures that all HRVs can enter and exit the site in a forward direction.

A Construction Waste Management Plan has been prepared and is included at **Appendix I**.

5. STRATEGIC PLANNING CONTEXT

5.1. OVERVIEW

The following strategic planning documents are relevant to the assessment of the subject application:

- *Greater Sydney Region Plan*
- *South District Plan*
- *Connective City 2036 - Canterbury Bankstown Local Strategic Planning Statement*
- *Draft Sydenham to Bankstown Corridor Strategy.*
- *NSW State Priorities.*

5.2. A METROPOLIS OF THREE CITIES: GREATER SYDNEY REGIONAL PLAN (2018)

On 18 March 2018, the Greater Sydney Commission (GSC) finalised five District Plans and the Greater Sydney Regional Plan. The Metropolis of Three Cities: Greater Sydney Region Plan (2018) (the Region Plan) supports the vision for a metropolis of three cities that is intended to rebalance growth and deliver benefits more equally and equitably to residents across Greater Sydney.

The plan identifies Sydenham to Bankstown as a key urban renewal area. The amended proposal aligns with the key directions and objectives of the plan, specifically in the delivery of additional dwellings to achieve the minimum 0-5 year housing supply target between 2016-2021 in the South District of 23,250 dwellings.

The amended proposal will assist in achieving the objectives and the supporting directions because:

- It will contribute to housing supply in the Sydney Metropolitan Region through the construction of 150 new apartments in an area with excellent access to employment and services.
- It will contribute to housing choice, through the provision of studio, 1 bedroom, 2 bedroom, and 3 bedroom apartments including 15 adaptable apartments.
- It will contribute to the urban renewal of Wiley Park and the Sydenham to Bankstown corridor along a major transit corridor.
- It will facilitate a healthy built environment through good design and the construction of an open central publicly accessible plaza and landscaping.

5.3. SOUTH DISTRICT PLAN

The site is within the South District of the Sydney metropolitan area. Wiley Park is identified within the Sydenham to Bankstown urban renewal corridor for future investigation of opportunities for housing capacity. Canterbury-Bankstown Council is to support the delivery of 13,250 dwellings over the next five years and facilitate growth through infill development and a focus on transport corridors and areas of high accessibility.

The amended proposal will assist in meeting local housing targets with 150 new dwellings, in addition to 2,437 sqm of commercial floor space, to support a growing local population and renewal of the identified urban renewal corridor.

5.4. CONNECTIVE CITY 2036 - CANTERBURY BANKSTOWN LOCAL STRATEGIC PLANNING STATEMENT

Connective City 2016 (LSPS) was adopted by Council in December 2019 and provides the overarching strategic direction for Council to review and develop their planning policies and controls to implement the Regional Plan and the District Plan.

Wiley Park is identified as a Village Centre under the LSPS. The key characteristics of village centres under the LSPS are noted as follows:

- Village Centres are to be places designed for pedestrians.
- Village Centres are places designed for community life with high quality public, civic and community spaces.
- Village Centres are identified as potential areas for housing growth.

The LSPS notes that Council will be working DPIE to investigate opportunities for further growth in the centres located along the Sydenham to Bankstown Corridor.

This amended DA is entirely consistent with the principles established under the LSPS for the Wiley Park Village Centre. Through the incorporation of the public plaza, the development delivers a pedestrian friendly urban environment activated by retail uses. The development provides housing and jobs in excellent proximity to the train station. Importantly, the project is consistent with the existing built form controls for the site, meaning that the development will contribute to the short term housing targets for the locality irrespective of the work being undertaken by DPIE and Council to understand whether there will be further uplift and increased populations for centres such as Wiley Park along the Sydenham to Bankstown Urban Renewal Corridor.

5.5. SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR

The draft Sydenham to Bankstown Urban Renewal Corridor Strategy was released by the NSW Department of Planning and Environment (The Department) for public notification in October 2015. The strategy has since been revised based on feedback received and was re-released for public notification to 3 September 2017.

In January 2020, Department of Planning, Industry and Environment (DPIE) announced a new approach to precinct planning, whereby the Sydenham to Bankstown Urban Renewal Corridor was identified as a strategic project to be undertaken collaboratively between DPIE and Council. It is understood that DPIE and Council will be evolving the strategy to address the community's and Council's visions for the area.

The draft strategy provides the framework for future development within the Sydenham to Bankstown Corridor, which comprises of 12 station precincts surrounding each existing railway station between Sydenham and Bankstown and plans for 35,400 new homes and 8,700 jobs over the next 20 years. The draft strategy identifies Wiley Park as a station precinct.

5.5.1. Wiley Park Station Precinct

The key vision for the Wiley Park Station Precinct is detailed below:

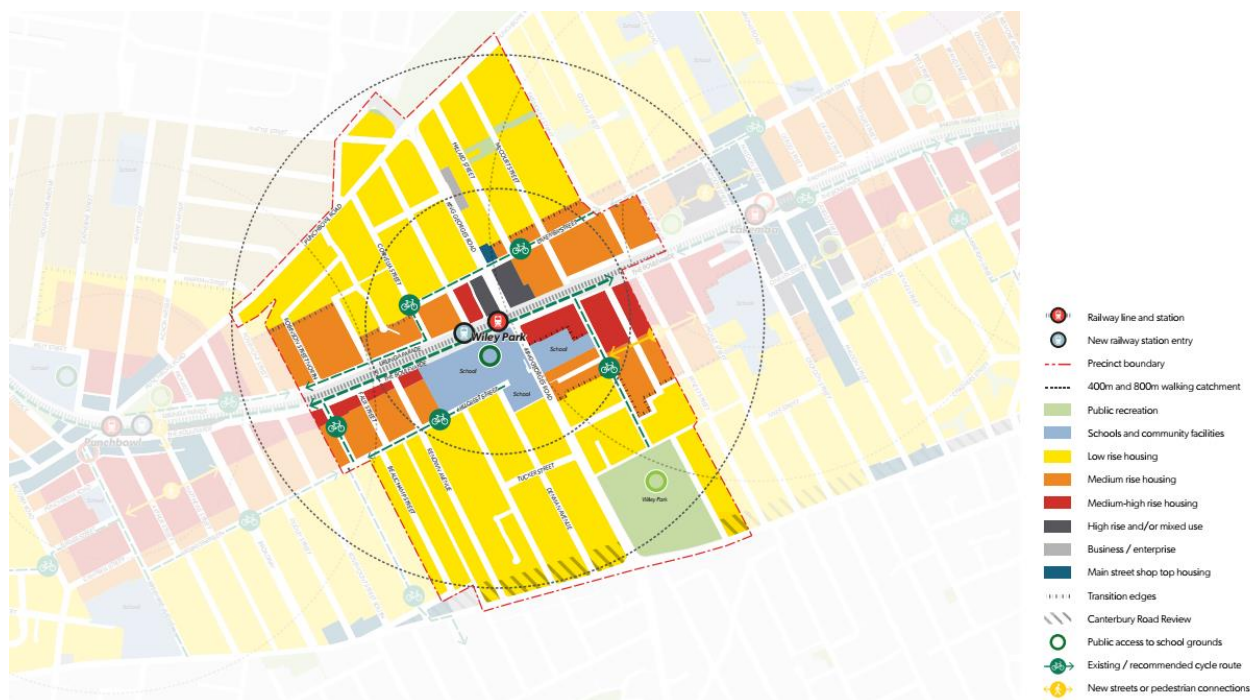
- *A great place for families with a range of new and existing housing, good access to schools and improved public open space;*
- *New and improved pedestrian and cycle access to Lakemba and Punchbowl will be facilitated by the revitalisation of The Boulevarde;*
- *New high-quality showroom developments on King Georges Road will provide an alternative focus more suited to heavy vehicular traffic; and*
- *A new linear park along the train line will provide a new and interesting place for leisure and recreation.*

The site is located along Lakemba Street and King Georges Road which is a site identified for significant uplift and high rise/mixed use development up to 12 storeys in height (35m) (**Figure 9**). The redevelopment of the site will assist in meeting the demands of a growing population and contribute to reaching the forecast dwelling target of 6,717 by 2036. The proposal will:

- Contribute to the diversity of housing opportunities with studio, 1 bedroom, 2 bedroom and 3 bedroom units.
- Enhance the public domain with a central public plaza and additional pedestrian access routes.

- Encourage the co-location of local jobs, housing and transport to reduce time and travel costs for future residents.

Figure 9 - Wiley Park Station Precinct Land Use Plan



5.5.2. Submission to the Draft Strategy

A submission to the draft strategy was lodged to The Department on behalf of Lakemba Street Developments Pty Ltd, the owners of the site, on 1 September 2017. The submission sought to:

- Support the nomination for *“high rise and/or mixed-use development up to 12 storeys”*
- Identify the site as a Catalyst Site within the Wiley Park Precinct. The site is the only known consolidated parcel of land with an area greater than 5,000sqm under single ownership in Wiley Park within close proximity to the railway station. Most lots within Wiley Park have an area less than 1,000sqm and are mostly strata sites. This will be a challenge in achieving redevelopment and urban renewal. The site is ideal for redevelopment, and may be the only site that can genuinely assist with meeting housing targets in Wiley Park in the short to medium term.
- Reiterate the considerable size of the site, which allows for the design of a publicly accessible plaza which can be activated by ground floor retail uses. The plaza will create activated pedestrian connections to the station and will create a more desirable pedestrian environment compared with King Georges Road, which experiences heavy traffic.
- Relook at the forecasted dwelling targets and update them to reflect the future redevelopment of the subject site with a 12 storey (approximately 35m) height control.

It is understood that the draft strategy has now been handed to Canterbury Bankstown Council to finalise as part of their comprehensive review of their LEP in the next few years.

6. PLANNING CONTROLS ASSESSMENT

6.1. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

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

The site is located adjacent to a classified road, being King Georges Road. The relevant provisions of the Infrastructure SEPP are addressed in **Table 5** below.

Table 4 – SEPP (Infrastructure) 2007 Requirements

Relevant Clause	Comment
Clause 101 Development with frontage to a classified road Clause 101 states that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that: - Where practicable, vehicle access to the land is provided by a road, other than a classified road; and - The safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of: - The design of vehicular access to the land, or - The emission of smoke or dust from the development, or - The nature, volume or frequency of vehicles using the classified road gain access to the land. - The development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.	The site fronts King Georges Road and the DA has been referred to Roads and Maritime Services (RMS) for review and comment. In their correspondence to Council and the proponent, RMS have provided their support for the proposal and the delivery of a dedicated turning lane on Lakemba Street. Their in-principle agreement for the revised traffic signals is provided at Appendix E. The proposal removes the existing vehicular access driveway on King Georges Road. Vehicular access will be from Lakemba Street via the proposed laneway which will be dedicated to Council. The vehicular access arrangement proposed under this amended DA will result in a favourable outcome with regards to the safety, efficiency, and ongoing operation of King Georges Road. The amended scheme also reduces any potential impacts on Lakemba Street between residential and commercial vehicles. An Acoustic Report has been prepared to support this DA and is attached at Appendix J. The report concludes that the proposal can meet the noise requirements under the Infrastructure SEPP and the Australian Standards. A Traffic and Parking Report has been undertaken for the proposed development (Appendix E). The assessment concludes that the anticipated traffic generation resulting from the proposal is considered acceptable within the context of the Wiley Park Railways Station and nature of uses and demand peak periods. Traffic generation is further discussed in Section 6.3.2 of this SEE.
Clause 102 Impact of road noise or vibration on non-road development If the development is for the purposes of a building for residential use, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq measures are not exceeded:	King Georges Road is a State classified road. The Acoustic Report concludes that the proposal can meet the noise requirements under the Infrastructure SEPP and the Australian Standards.

Relevant Clause	Comment
– In any bedroom in the building – 35dB(A) at any time between 10pm and 7 am – Anywhere else in the building (other than a garage, kitchen, bathroom or hallway) – 40dB(A) at any time.	

6.2. STATE ENVIRONMENTAL PLANNING POLICY 55 – REMEDIATION OF LAND

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

A Limited Stage 1 Environmental Site Assessment with Soil Sampling (**Appendix K**) prepared by Environmental Investigation Services outline that the Contaminants of Potential Concern identified at the site could pose a risk to receptors. The assessment concluded that a Stage 2 ESA to address data gaps and to include soil and groundwater sampling be undertaken.

A Stage 2 ESA has subsequently been carried out over the site and is included at Appendix K. This assessment identified that elevated concentrations of contaminants, above the Health Investigation Level criteria were not encountered in the soil or groundwater analysed, however minor elevations of copper, nickel and zinc were identified. The areas of concern pose a relatively low risk to the site receptors and the site is considered to be suitable for development subject to the following:

- Undertake some additional analysis to assess whether the fill in the south section can remain on-site;
- If the concentrations remain elevated after the additional analysis the fill should be removed as part of the basement excavation; and
- Undertake a Hazardous Materials Assessment (Hazmat) for the existing buildings prior to the commencement of demolition work.

6.3. STATE ENVIRONMENTAL PLANNING POLICY (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

The BASIX SEPP requires that all residential development in NSW achieves a minimum target for energy efficiency, water efficiency, and thermal comfort. The proposal has been assessed in accordance with the relevant requirements and a formal BASIX Certificate has been issued (Certificate Number: 858702M). The certificate confirms that the proposed development meets the NSW Government's requirements for sustainability.

The BASIX Certificate is included at **Appendix L**.

6.4. STATE ENVIRONMENTAL PLANNING POLICY NO. 65 – DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT

State Environmental Planning Policy No 65 (Design Quality of Residential Flat Development) (SEPP 65) applies to development for the purposes of a building that comprises three or more storeys and four or more self-contained dwellings.

6.4.1. Design Quality Principles

An updated Design Verification Statement has been prepared by Marchese Partners (**Appendix M**). The statement outlines how the proposed development responds to the nine Design Quality Principles of SEPP 65.

6.4.2. Apartment Design Guide

An assessment of the amended proposal has been made against the relevant objectives and design criteria in the Apartment Design Guide (ADG) (refer **Appendix M**). As demonstrated in the accompanying table, the proposal achieves a high degree of compliance with the objectives and controls contained within the ADG. Where minor areas of non compliance are proposed, these are discussed below.

Objective 3D: Communal and Public Open Space

The Design Criteria under the ADG requires that communal open space has a minimum area equal to 25% of the site. Despite this criteria, the Design Guidance notes that where developments are unable to achieve the design criteria (such as within business zones), the development should demonstrate that it is in good proximity to public open space and/or provides contributions to public open space.

The proposed communal open space totals 719 sqm, equating to 14.5% of the site area.

This area is for the exclusive use of residents.

The area of communal open space has reduced from earlier schemes due to

- The area of land dedication along the site's eastern and northern boundary totalling 914sqm,
- Compliance with the Canterbury DCP Height Plane Control (in addition to ADG building separation requirements), and
- Council's request to split the eastern building into two separate elements.

As a result, the eastern building has been stepped to provide a greater height transition to the neighbouring lower density site to the east. This has required a reduction in the roof area of this eastern building and the subsequent reduction in communal open space on these buildings. Despite these design amendments, the proposal remains entirely consistent with Design Guidance and demonstrates excellent proximity and contribution to local public open space.

- The proposal will deliver a publicly accessible ground level plaza of 1,856sqm, which equates to 37.6% of the site area.
- The proposed rooftop communal space caters for a diverse range of uses and activities. The spaces have been designed to include landscapes and seating area, children's play areas and BBQ areas.
- If strict compliance of the Design Criteria were to be applied, the delivery of the publicly accessible plaza would not be possible. It is considered that the public benefits of the plaza at the ground plane strongly outweigh the requirement for strict compliance with the ADG.
- The amended proposal also provides a full building break between the two buildings on the eastern boundary. This building break further contributes to the area of public plaza available at ground for the benefit of future residents and visitors. The amended design provides a through site link between the plaza, linking King Georges Road to potential future development to the east of the site.

The proposal is considered to provide a sufficient mix of private communal open space coupled with the benefits of the activated publicly accessible plaza, and therefore will provide residents with sufficient open space.

Objective 3E: Deep Soil Zones

The Design Criteria under the ADG requires a minimum of 7% of the site area be provided as deep soil zones. The Design Guidance, however, notes that provision of 7% deep soil area may not be possible on specific developments where non-residential uses are located at ground floor.

The proposal is located in a business zone and provides retail uses on the ground floor. The development provides 324sqm of deep soil (6.6% of the site area) and also provides alternative forms of planting including within the public plaza and within the rooftop communal space. Overall, the proposal is considered to provide a sufficient extent of deep soil landscaping given the site location and context, the extent of publicly accessible plaza area with landscape planters, and rooftop communal space.

Objective 3F: Visual Privacy

The Visual privacy provisions contained within Objective 3F of the ADG provide design criteria for the location of buildings relative to site boundaries and other buildings on the same development lot. The objective is to ensure that

Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.

The proposal achieves a high degree of compliance with the setback and separation distances under the ADG. General setbacks and separations are shown on the plan extract at Figure 10.

Boundary Setbacks

- Residential dwellings within buildings 2A and 2B are set back from the eastern boundary 9m (Level Ground – 4) and then steps from 12m to 16.8m (Levels 5-8)
- Residential dwellings within buildings 1B and 2B are set back from the southern boundary 9m (Levels Ground – 4) and 10.2m (levels 5-8)

These setback distances meet or exceed ADG requirements. A combination of privacy louvres and frosted glazing / screens are proposed on the south facing bedroom windows, living rooms and balconies within buildings 1B and 2B notwithstanding the setback distance to the southern boundary provided.

Internal Separation

Separations between building 1A and 2A, and 1B and 2B, across the internal plaza are

- 13.5m between habitable rooms from residential level 1-3
- 18m between habitable rooms/balconies from residential level 4-7.

These separations meet or exceed the minimum ADG requirements.

Separations between building 1A and 1B, across the pedestrian through links are

- 7m between habitable rooms from residential level 1 – 3.
- 7m between habitable balconies from residential levels 4-7.

Separations between building 2A and 2B, across the pedestrian through links are

- 7m between habitable rooms from residential level 1 – 7.

These separations fall short of the 12m guideline for facing habitable rooms, but have resulted from Council's request to split the original two buildings (building 1 and building 2) into 2 buildings each (buildings 1A and 1B, and 2A and 2B), to reduce the building mass and provide pedestrian links to and through the site.

Notwithstanding the reduction from the guideline of 12m separation, the following measures are incorporated into the design to ensure visual privacy between dwellings is achieved.

- All balconies for the subject dwellings are oriented to the east or west and are proposed to be screened on their side with a 1.8m frosted screen to ensure visual privacy is achieved.
- The facing walls are generally blank. Where windows are required these are proposed to be either frosted or highlight windows maintain visual privacy.
- An angled "cut-out" is also proposed to allow for light and ventilation to eastern facing bedroom windows in buildings 2A and 2B and on residential levels 1-3 in buildings 1A and 1B. These windows have been carefully designed to not allow for any overlooking but to ensure that natural ventilation of these rooms can be achieved.
- Specific acoustic measures have been incorporated into the design to mitigate any impacts between apartments including orientating window openings 90 degrees to create a recess in the building façade, as shown in Figure 10. The recessed area will incorporate sound absorptive materials. Solid fins will also protrude off the façade for additional acoustic privacy.

Figure 10 – Proposed Building Separation



Source: Marchese Partners

6.5. CANTERBURY LOCAL ENVIRONMENTAL PLAN 2012

The *Canterbury Local Environmental Plan 2012* (CLEP 2012) is the principal environmental planning instrument applying to the site. The key provisions applicable to the site and the proposal are addressed below.

6.5.1. Zoning and Permissibility

The site is zoned B2 Local Centre under the CLEP 2012. ‘*Shop top housing*’ is permitted with consent in the B2 Local Centre zone. The proposal is permitted with consent. The objectives of the B2 zone are detailed below:

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To facilitate and support investment, economic growth and development for active, diverse and well-designed centres.*

The amended proposal is consistent with the zone objectives as it:

- provides a mix of retail and residential uses that are appropriate for the site and the Wiley Park Station Precinct. The retail will serve the needs of the residents of the development, the surrounding community and commuters getting off at the Wiley Park Railway Station.
- locates jobs within the development, and close to transport connections to other centres and employment opportunities.
- has ground floor commercial uses and public domain improvement works, which will create a vibrant, active and safe environment for the benefit of residents and the broader community. This will primarily be achieved through passive surveillance, ground level activation, and key pedestrian linkages through the site.
- provides investment into Wiley Park Centre and will be a catalyst for further much needed investment in the area.

The amended proposal is clearly consistent with the objectives of the zone.

6.5.2. Subdivision

Clause 4.1 and the Lot Size Map provides that there is no minimum lot size applicable to the site.

6.5.3. Height

Clause 4.3 of CLEP 2012 and the Height of Buildings Map provides a maximum 27m height control across the site. The proposed maximum height of the development is 29.65 (RL 70.35) from the top of the rooftop awning to the ground floor level below, a 2.65m exceedance at the greatest point. Elements comprising the height breach include planter boxes, lift access and shelter structures serving the communal rooftop open space to ensure a high quality and usable space is available for residents.

A clause 4.6 variation request seeking departure from the height of buildings standard is provided at Appendix W. The variation request concludes that the development standard is unreasonable and unnecessary in the circumstances as

- The proposal is consistent with the objectives of the development standard and objectives of the B2 Local Centre zone.
- The site is not subject to a maximum FSR under CLEP 2012. The area the subject of the of variation to the height of buildings standard results from the redistribution floor space to achieve the most favourable outcome for the site, including provision of a public plaza which improves ground floor activation for the Wiley Park Local Centre.
- The exceedance in height does not comprise any gross floor area, rather it relates to the rooftop elements which ensure lift access, overruns and plant is provided for equitable access to the rooftop

communal open space. These elements improve the overall accessibility and amenity of rooftop communal space without impacting on the overall amenity of the proposed development and neighbouring sites.

- The proposed non-compliance is inconsequential and will not result in any adverse impacts on residents or neighbouring properties. No additional shadowing impacts will result from the subject building elements nor do they contribute to building bulk when viewed from the public domain.
- Strict compliance would rely a redesign of the scheme. Communal open space would be provided at the ground level resulting in a reduction in the publicly accessible plaza and removing the significant public benefit generated by provision of this space.

6.5.4. Floor Space Ratio

Clause 4.4 and the Floor Space Ratio Map provides that the site is not subject to a maximum floor space ratio (FSR) under CLEP 2012. The proposed GFA is 14,540 sqm, representing an FSR of 2.49:1 (existing site area calculation) which is entirely appropriate for this key site located in a Village Centre within 70m of the railway station. The amended scheme results in a reduction in total GFA of approximately 1000sqm from the scheme originally lodged.

6.5.5. Earthworks

Clause 6.2 of the CLEP provides that criteria must be considered by the consent authority before granting consent to earthworks that the proposed works will have any detrimental impacts on the site and neighbouring properties.

A Geotechnical Report prepared by JK Geotechnics is enclosed in Appendix D. This report outlines that the proposed cut and fill necessary for the basement excavation is unlikely to impact on the water table or impact future development on surrounding properties. Initial investigations found that the soil onsite is a mix of high strength sandstone and shale.

The report recommends specific mitigation measures for construction to ensure that the proposed works have no detrimental impacts on the site and surrounding properties including:

- Continuous vibration monitoring should be undertaken particularly during excavation of large rocks
- Installation of batter slopes and shoring systems to anchor cut and fill
- All footing excavations should be inspected by a geotechnical engineer

6.5.6. Stormwater Management

Clause 6.4 of CLEP 2012 provides that the consent authority must be satisfied that the development maximises water permeable surfaces, includes on site stormwater retention for use as alternative supply means and avoids adverse impacts of stormwater runoff on adjoining properties.

Stormwater will be captured and conveyed across the site via an in-ground and suspended stormwater pit and pipe network. The pit, pipe and roof drainage systems collect/convey site runoff and control discharge a specific point of connection to Council's drainage system. As shown on the plans at **Appendix G**, the existing sewer line is required to be diverted along eastern boundary to accommodate the development.

The development proposes stormwater quality controls and the provision of on-site stormwater detention (OSD) as detailed within the Site Stormwater Drainage drawings at **Appendix G**.

6.5.7. Essential Services

Clause 6.6 of CLEP requires that essential services must be provided to the site. The subject site is serviced by water, electricity, sewerage, stormwater drainage and will provide adequate vehicular access from Lakemba Street via the proposed laneway. Services currently located within the site will be moved as part of the land dedication of the Lakemba Street slipway as outlined in the Letters of Offer.

6.6. CANTERBURY DEVELOPMENT CONTROL PLAN 2012

The *Canterbury Development Control Plan* (CDCP 2012) is the applicable development control plan applying to the site. A detailed compliance assessment has been undertaken and is attached at **Appendix P**. The amended proposal is generally compliant with the objectives and controls of the CDCP 2012. Minor non-compliances still occur with DCP car parking rates and setbacks. These are addressed below.

6.6.1. Parking Provision Rates

Part B1.3 Parking Provision Rates requires specific off-street parking rates for residential and commercial development within the B2 zone.

Given the site's proximity to the Wiley Park Railway Station, and in accordance with SEPP 65, the car parking rate as defined within the RMS' *Guide to Traffic Generating Developments Guidelines* has been utilised to determine car parking rates for the residential component of the development. This results in a demand for 121 residential car parking spaces and 30 visitor spaces.

The proposal provides 251 off-street car parking spaces within the basement, including 123 residential car spaces (including accessible), 30 visitor spaces, 98 commercial car spaces, 72 bicycle spaces, and 13 motorcycle spaces.

The proposal does not comply with the DCP rates, however under Section 3J of the ADG, developments within 800m of a railway station, may provide parking in accordance with the RMS Guide to Traffic Generating Developments if these rates are less than the DCP. The proposal complies with the RMS rates as confirmed in the Traffic and Parking Report at Appendix E.

6.6.2. Setbacks

Front Setbacks

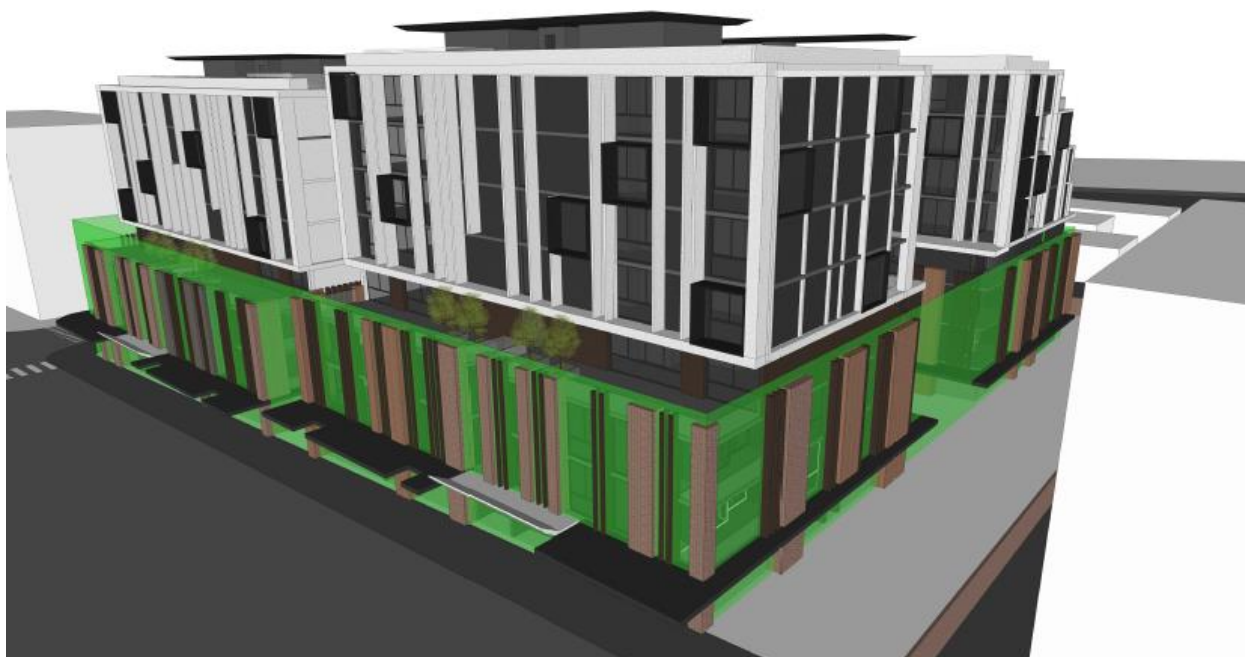
Part D1.3.4 Setbacks (C2) requires that development in the B2 zone provides

- Zero setback for 1-3 storeys
- 5 metre setback for level 4 and above

The proposal is set back approximately 1m from the King Georges Road frontage and the future Lakemba Street frontage for the podium. Upper level setbacks are proposed at 5.5m from the current Lakemba Street frontage (2.5m from the relocated boundary) and 5m from the King Georges Road frontage.

Small protrusions, illustrated in Figure 11 below, are proposed from the podium façade along the King Georges Road and Lakemba Street frontages to add visual interest to the street. As outlined in the Architectural Plans prepared by Marchese, these protrusions extend approximately 500-1000mm from the building façade and comprise approximately 13% of the total façade area of the first 4 storeys. This design provides for architectural interest and variability at the ground plane and does not comprise GFA.

Figure 11 – Side Height Plane



Source: Marchese Partners

Side setbacks

Part D1.3.4 Setbacks (C4) requires that for development adjacent to a lower density zone, a 45 degree height plane is to be projected from the boundary. The amended proposal applies the height plane from the eastern boundary. Compliance with the height plane provision is illustrated in Figure 12.

Figure 12 – Side Height Plane



Source: Marchese Partners

6.6.3. Ground Level Interface

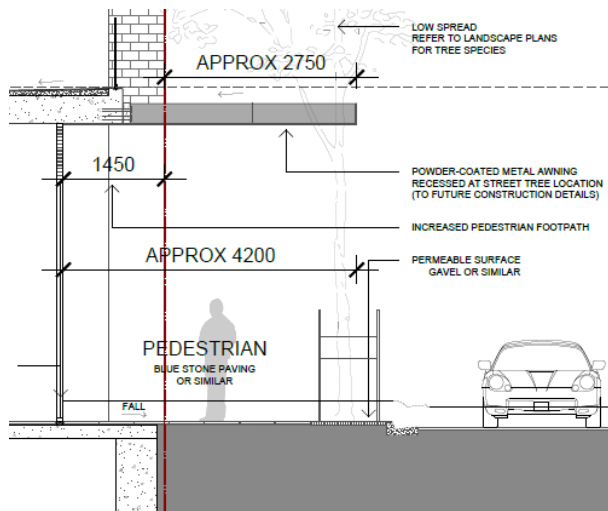
Part D1.3.4 Setbacks requires that a cantilevered awning from the building façade shall overhang the footpath at a minimum width of 3m and be of a height in the range of 3.2m to 4.2m from natural ground level. Two types of awnings are proposed as part of the amended development as illustrated in Figure 13.

A powder coated metal awning is proposed with an approximate width of 2.75 metres above retail tenancies within the public plaza and along both street frontages. This awning provides a high level of weather protection, has no impact on power lines and does not overhang onto any public roads.

To identify residential entrances from the street, a slanted concrete awning is proposed above the residential lobbies of each building. These awnings also do not comply with the DCP widths for awnings but assist in providing a higher level of identification for residential lobbies in the development.

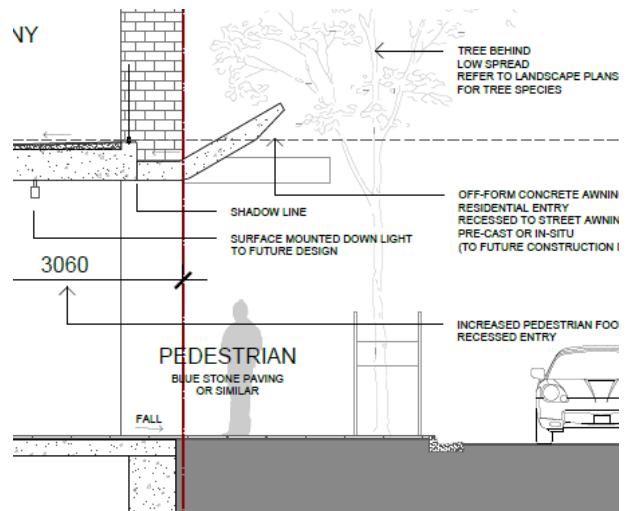
All awnings are recessed from the ceiling of the ground floor and are generally 4 metres from natural ground level.

Figure 13 – General Sections showing cantilevered awning



Picture 1 – Retail awning

Source: Marchese Partners



Picture 2 – Residential awning

7. LIKELY IMPACTS OF THE DEVELOPMENT

The impacts of the proposal are considered in the following sections.

7.1. OVERSHADOWING

A shadow analysis of the amended proposal at 21 June between 8am and 4pm has been undertaken by Marchese Partners and is included within the architectural drawings package at Appendix C.

The shadow diagrams have specifically reviewed the impacts on three neighbouring sites based on Council's comments. These sites include:

- 278 Lakemba St to the east;
- 72-74 King Georges Road to the south; and
- 76 King Georges Road (Buildings 1-4) to the south.

Survey information has been prepared for the three properties to assess the potential impacts on living and private open spaces within individual apartments.

The key findings of the analysis undertaken are:

- The proposed scheme has no additional shadow impacts on 278 Lakemba Street to the east.
- Overshadowing occurs to the northern elevation of 72-74 King Georges Road at various parts of the façade between 9:00am and 4:00pm with the building already in shadow at 8:00am. Based on survey data, it is assessed that all windows to living rooms receive a minimum of 2 hours solar access at midwinter. Those windows whose solar access is reduced serve non-living room areas within the dwellings (bedrooms and studies).
- Overshadowing occurs to the northern façade of the four buildings at 76 King Georges Road in the afternoon hours. All buildings on this site receive sun between 9:00am and 12 noon, exceeding the minimum 2 hour requirement under the ADG. The two most easterly buildings (Buildings 1 and 2) receive additional solar access between 1pm to 2pm. The western elevations of Building 1 and 3 also receive some solar access between 2.00 and 3 but are generally already overshadowed.
- Overshadowing also occurs to the properties along the western frontage of King Georges Road between 8:00am-10:00am. These properties receive full sun for the rest of the day.

The overshadowing impacts are considered reasonable for the following reasons:

- Based on survey data, living areas and private open space of 72-74 King Georges Road are assumed to be oriented to the west adjacent their balconies fronting King Georges Road. Along the northern elevation, living rooms to the west have no windows which are impacted by solar access and living rooms to the east receive solar access between 12:00pm-2:00pm. This is generally consistent with CDCP 2012 controls which seek to avoid overshadowing onto neighbouring dwellings primary living areas and private open space.
- As indicated in the shadow diagrams at Appendix C, the height non-compliance does not result in any additional overshadowing on any neighbouring properties.
- The Draft Sydenham to Bankstown Corridor Strategy identifies 72-74 King Georges Road for future medium rise housing (12 storeys). Any future redevelopment of the site would need to comply with appropriate setbacks and alleviate any issues of overshadowing.
- Given the orientation and topography of the site and the scale of development permitted, it is reasonable to expect that additional overshadowing will occur. However, it is noted that living rooms and private open spaces of the southern neighbouring buildings still achieve 2 hours of solar access at midwinter.
- The proposal provides four north-south linear buildings either side of a public plaza. The design ensures solar access is received in the public plaza in the afternoon hours. A development that concentrated built form to the north and a plaza to the south would overshadow the plaza most of the day. This is not a good urban design outcome and it would reduce the amenity for people using the public plaza.

- The sites to the south are identified in the Sydenham to Bankstown Corridor as future high-density development. These properties may be redeveloped in the future and will be able to achieve good urban design outcome, with appropriate setbacks on their sites.

Overshadowing impacts are reasonable in the circumstances given the public benefits of the proposal, the limited setbacks on the adjoining sites and the orientation of the site.

7.2. PEDESTRIAN ACCESS

An Accessibility Report has been prepared Accessibility Solutions and is included in Appendix T. Access is available to the public plaza via King Georges Road and Lakemba Street. Due to the sloping topography of the site, ramps are located within the east-west corridor allowing accessibility to all retail tenancies and residential entrances on the ground floor.

The development proposes four lift lobbies at the ground level with level internal accessways and appropriate circulation spaces to access the lifts which facilitate equitable access.

7.3. TRAFFIC, ACCESS AND PARKING

A Traffic and Parking Assessment Report has been prepared by Varga Traffic Planning and is included at Appendix E. Access, traffic and parking arrangements are discussed below.

7.3.1. Access

The scheme has been amended to incorporate the basement access point and loading dock access directly from the proposed new laneway along the eastern extent of the site. The new public laneway has also been amended to be designed as a formal intersection with Lakemba Street with left-in, left-out access only, as required by RMS. All redundant driveway crossovers will be closed and restored to kerb and gutter.

7.3.2. Traffic Generation

A Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002) and the updated traffic generation rates in the recently published RMS *Technical Direction* (TDT 2013/04a) have been used to estimate the traffic which will be generated from the proposed development.

The amended proposal yields a traffic generation potential of 143 vph during the AM peak period and 250 vph during the PM peak period which is an overall reduction of 26 cars in the AM peak and 46 cars for the PM peak from the originally proposed scheme. The traffic report concludes that the projected traffic generation potential of the site as a consequence of the development proposal, will not have any unacceptable traffic implications in terms of road network capacity.

The RMS has identified that the new left turn laneway from Lakemba Street into King Georges Road is required to ensure adequate intersection performance. This new laneway is proposed and will be delivered as part of this development.

7.3.3. Operations of car park and loading dock

The Parking and Traffic Report at Appendix E confirms that the design layout of the proposed car parking and loading facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp gradients and aisle widths.

The two loading docks (one for residential waste, one for commercial waste) have been replaced with one mechanical turntable in the ground level loading bay accessed off the proposed laneway. The amended design and turntable will allow all service vehicles to enter and exit the loading dock in a forward direction and improve the overall safety of the rear laneway for pedestrians and vehicles.

7.3.4. Car Parking

Given the site's proximity to the Wiley Park Railway Station, the car parking rate as defined within the RMS' *Guide to Traffic Generating Developments Guidelines* has been utilised to determine car parking rates for the residential component of the development. This results in a demand for 121 residential car parking spaces and 30 visitor spaces.

The proposal provides 251 off-street car parking spaces within the basement, including 123 residential car spaces (including accessible), 30 visitor spaces, 98 commercial car spaces, 72 bicycle spaces, and 13 motorcycle spaces.

The proposal does not comply with the DCP rates, however under Section 3J of the ADG, developments within 800m of a railway station, may provide parking in accordance with the RMS Guide to Traffic Generating Developments if these rates are less than the DCP. The proposal complies with the RMS rates as confirmed in the Traffic and Parking Report at Appendix E.

7.4. NOISE IMPACTS

Renzo Tonin & Associates has undertaken an acoustic assessment of the proposed development which is included at Appendix J. The report includes an external assessment of noise sources that may impact on the amenity of future residents. It also determines mitigation measures and treatments to achieve a reasonable level of amenity for future occupants.

The Acoustic Assessment provides recommendations for the proposed façade construction to ensure that the required noise criteria provided within the Industrial Noise Policy is met. These recommendations include:

- Glazing requirements to external walls, specifically the south-west façade facing King Georges Road to ensure acoustic performance of no less than Rw45 (weighted sound reduction index) is met.
- Private open space for units fronting the new laneway on Levels 1-3 has been provided in the form of winter gardens to increase acoustic screening.
- Reduction of mechanical plant noise emission through mitigation measures including:
 - Procurement of 'quiet' plant
 - Strategic positioning of roof and balcony plant equipment away from sensitive neighbouring premises, maximising the intervening shielding between the plant and sensitive neighbouring premises
 - Installation of commercially available silencers or acoustic attenuators for air discharge and air intakes of plant
 - Acoustically lined and lagged ductwork
 - Provision of acoustic screens and/or acoustic louvres between plant and sensitive neighbouring premises
 - Provision of partially enclosed or fully enclosed acoustic enclosures over plant
 - Mechanical plant shall have their noise specifications and proposed locations checked prior to installation
 - Fans shall be mounted on vibration isolators and balanced in accordance with Australian Standard 2625 "Rotating and Reciprocating Machinery – Mechanical Vibration".
- Noise generated by construction activities will comply with the Department of Environment Climate Change & Water's Interim Construction Noise Guide (ICNG).

Additional recommendations have been identified in relation to the new mechanical turntable on the ground level including the selection of sound absorption materials for the loading dock to ensure the space is satisfactorily acoustically treated.

As the proposed development is not fully compliant with building separation between the east-west corridor across the public plaza, additional acoustic mitigation measures including glazing requirements have been outlined by Renzo Tonin to ensure this has no acoustic impacts on residents.

Renzo Tonin & Associates concludes that 'appropriate noise control measures can be incorporated into the building design such as acoustic glazing to achieve compliance with the acoustic requirements stipulated in Council DCPs, State Environment Planning Policy ISEPP 2007 and Australian Standard AS/NZS 2107.'

7.5. TREE REMOVAL AND REPLACEMENT LANDSCAPING

There are 21 trees over the subject site. The proposal will remove 18 trees on the site, eight of which are considered exempt species and do not require approval for removal. An Aboricultural Impact Assessment Report has been prepared by Birds Tree Consultancy and is submitted at Appendix O.

The report recommends that the 18 trees are suitable for removal based on the following:

- Despite Council's preference for the retention of trees 1, 9 and 10, this is unviable due to the location of the basement under the development. The proposal has been designed to accommodate significant new planting within the deep soil zones and within new raised planters within the plaza as illustrated in the Landscape Plans at Appendix F.
- Five trees (Trees 4, 5 6, 7 and 8) were identified as being environmental pests (*Ligustrum lucidum*) and will be removed.
- One tree (Tree 11) was identified for bark inclusion (a structural defect) and will be removed.
- Trees 1-3, 9, 10, 12, 16 and 17 were identified as not viable for retention given the encroachment by the basement excavation of the proposed development.
- Trees 18-21 along King Georges Road were assessed as not able to be retained as their TPZs will be encroached by pedestrian pavement works.

The report confirms that there are no significant tree or vegetation issues arising from the proposal.

The three trees to be retained (Trees 13-15 Crepe Myrtle) are located in the south eastern corner of the site and will remain within the proposed deep soil zone along the southern boundary. An additional 7 trees are proposed to be planted along the deep soil zone, with other plantings within planter boxes in the central plaza area.

Both the public plaza and communal rooftop space provide high quality landscaping with mature plantings, seating, childrens play areas and a high level of green coverage.

7.6. WIND IMPACTS

Windtech Consultants has assessed the impact of the amended proposal on the local wind environment and prepared a report included at Appendix Q. The assessment included an analysis of the wind effects in the context of the local wind climate, building morphology, and land topography.

The proposal benefits from the shielding provided by surrounding developments and the proposed development built form. The outdoor trafficable areas within and around the subject site are potentially exposed to outdoor wind effects generated by prevailing winds for the area.

The assessment identifies mitigation measures for the ground level, private balconies, and Level 08 communal outdoor areas to address localised wind conditions. These include:

- Retention of the proposed awning along King Georges Road and Lakemba Street.
- Inclusion of street trees and dense shrubs along the two street frontages and within the plaza.
- Restricting outdoor dining and seating at the corner of the buildings at both ground level and on the rooftop. Whilst some seating areas are provided at the corners, the majority of seating and tables at the roof level are provided in the centre of the space.
- Inclusion of densely foliating vegetation such as trees or shrubs/hedge planting on the rooftop as indicated in the architectural drawings.
- Retention of the proposed balustrades, blade walls and full-height privacy screens as indicated in the architectural drawings.

The above recommendations have been coordinated with the building design and landscape response.

Windtech concludes that *the 'inclusion of additional wind mitigation elements such as baffle screens, pergolas and densely foliating vegetation such as trees or shrubs/hedge planting within the various outdoor*

trafficable areas; in particular around outdoor seating areas or communal open spaces, is expected to be effective in further enhancing the localised wind conditions.'

7.7. ECONOMIC IMPACTS ON THE LOCALITY

An Economic Impact Assessment has been prepared by Urbis and is included at Appendix R. The assessment details the market demand, trading impacts, and economic benefits of the proposed development.

The assessment confirms that there is sufficient market growth to accommodate the proposed development without adversely impacting the viability of existing retail centres. The key economic benefits associated with the proposal are detailed below:

- Generation of 115 direct jobs and 205 indirect jobs over the construction phase of development.
- Creation of 120 direct jobs (full-time, part-time and casual) during the on-going operation period and a further 23 indirect jobs (full-time, part-time and casual) as a result of flow-on effects.
- The extension of retail choice, particularly in food retail and retail services will promote greater competition, with possible benefits in terms of keener prices and better quality.
- The proposed development is consistent with strategic plans for the development of the Sydenham to Bankstown Urban Renewal Corridor. The mixed-use development will create more homes and jobs close to the future upgraded Wiley Park metro station and also provide convenient amenity through the proposed retail centre. The proposed retail centre will be attractive to local residents without having a detrimental impact on the existing retail hierarchy.
- Ground level retailing will activate the Wiley Park Station Precinct, providing a safe, well-lit, vibrant and attractive precinct for residents of the future development and surrounding suburb. The development will be an important investment and catalyst for achieving the future vision for Wiley Park Station Precinct as a growing residential activity hub, adding high quality urban public space that is currently lacking in the precinct.

The assessment concludes that *'the proposed development should therefore be supported from an economic perspective.'*

7.8. SAFETY THROUGH DESIGN

Crime Prevention Through Environmental Design (CPTED) seeks to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture.
- Increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended.
- Reducing the potential rewards of crime by minimising, removing or concealing crime benefits.
- Removing conditions that create confusion about required norms of behaviour.

The Department of Urban Affairs and Planning publication "Crime Prevention and the Assessment of Development Applications" sets out four main principles to guide the design of new developments to minimise the risk of crime. The proposal has been designed to consider these four principles and is fully consistent with these principles as summarised in Table 6 below:

Table 5 – CPTED Compliance Table

Criteria	Design Response
Surveillance	• Building design does not include any deep re-entrant angles on the ground floor to ensure a relatively continuous straight line for clear sightlines through the public plaza and the pedestrian connections to King Georges Road.

Criteria	Design Response
	- Internal and external lighting will ensure the building line is visible at all times with no blackspots. - CCTV cameras will be provided throughout the plaza.
Access Control	- Residential entrances front the plaza and King Georges Road, with clear sightlines afforded to entrances and glass doors facing the street frontage. Entrances will be clearly labelled and well-lit to reduce confusion and increase security. - Access to residential lobbies and lifts will require an access card which is restricted to residents of individual buildings. - Accessibility for all age groups and the disabled has been an important consideration in the design. Users are provided with appropriate access arrangements and equal access is provided to each roof terrace.
Territorial Reinforcement	The communal open space has been provided on the rooftop where access is restricted via card access to ensure there is no confusion or conflicts between this communal space for residents only and the publicly accessible plaza at Ground Level.
Space Management	- Detailed design would take maintenance and vandal proofing into consideration in areas of high pedestrian use. Materials used will be robust and hard wearing. Lighting would be, as far as possible, located in inaccessible areas. Detailed design plans will be prepared at the Construction Certificate Stage of the project. - Sensor lights will be applied to recessed fire escape doors, which are required to be recessed under the BCA.

7.9. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The land is zoned B2 Local Centre under CLEP 2012. The proposal is permissible with consent and consistent with the land use objectives of the B2 zone.
- The CLEP 2012 and the CDCP 2012 outline the desired character of the locality and the detailed controls for the redevelopment of the site. The proposal is generally consistent with the built form envisaged for the site and will aid in the revitalisation of Wiley Park.
- Wiley Park is identified as a Village Centre under the Canterbury Bankstown LSPS. It is also identified as an Urban Renewal Area under the District Plan. The objective for Village Centres includes creating pedestrian friendly environments and civic spaces. The proposal is entirely consistent with this vision and presents a unique opportunity to deliver publicly accessible spaces in the centre of Wiley Park. The opportunities facilitated by such are large consolidated site in Wiley Park are unparalleled.
- The site is in close proximity to Wiley Park Railway Station (within 70m) and high frequency bus services. The proposal is considered consistent with the objectives of *A Plan for Growing Sydney* and the *draft South District Plan* including contribution to housing targets for Canterbury-Bankstown Council. Traffic and parking will not be significant issues for the development.
- The environmental site investigation concludes that the site can be made suitable for the proposed shop top housing development.
- Where trees are required to be removed to accommodate the basement of the development, the proposal has demonstrated that significant mature replacement planting can be achieved on the site.

7.10. THE PUBLIC INTEREST

The amended DA provides the following direct public benefits:

- Site planning to accommodate a public laneway on the site to provide future access for any possible future redevelopment of the adjacent properties on King Georges Road at no cost to Council or the general public.
- Site planning to accommodate widening of Lakemba Street to provide a dedicated left turning lane in the road reserve and a relocated public footpath on the subject site at no cost to Council or the general public.
- Provision of a publicly accessible plaza at ground level, which will be activated by retail uses and located away from busy road frontages. The plaza will encourage interactions between residents and the broader public, will enhance vibrancy within Wiley Park, encourage community interaction and provide an alternative pedestrian friendly route from the Wiley Park Station through the site.
- The land is zoned for local centre purposes which envisages shop top housing on the site. The proposal will contribute dwellings to the housing stock and local jobs close to home.
- The proposal is of a high quality design which responds to the opportunities and constraints of the site. The proposal results in the consolidation of numerous smaller sites to achieve an excellent urban renewal outcome for Wiley Park which will be a catalyst for much needed future investment in the area.

The proposal is therefore in the public interest and should be approved.

8. CONCLUSION

The amended DA has been considered against the relevant provisions of Section 4.15 of the *Environmental Planning and Assessment Act, 1979*. The proposal is appropriate for the site and the surrounding area. This is demonstrated through the following elements:

- **Consistency with state and local strategic planning policies** – The proposal contributes to state strategic planning requirements to facilitate new dwelling and mixed-use approvals adjacent to major transport corridors and within 400m of a future train station. It is also consistent with the Council's LSPS and the draft Sydenham to Bankstown Urban Renewal Corridor Strategy and Wiley Park Station Precinct Plan which seeks to redevelop Wiley Park to deliver a vibrant mixed use precinct.
- **The proposal will deliver significant public benefit** – Revised site planning has been undertaken to accommodate a public laneway on the site to provide future access to adjacent properties on King Georges Road and to accommodate widening of Lakemba Street which will allow for a future left turning lane in the road reserve and a relocated public footpath on the subject site.
- **The proposal is consistent with the applicable state and local planning controls** – The proposal is generally consistent with the objectives of the planning controls. Where minor departures from controls occur, the proposal has demonstrated that desired outcomes and objectives of these controls have been met.
- **The proposal will offer a high standard of amenity** – The proposal will provide future residents with a high standard of residential amenity. The proposal achieves a high degree of consistency with the objectives and provisions of SEPP 65 and the Apartment Design Guide (ADG). The apartment configuration maximises amenity with the majority of apartments offering multiple aspects to their living areas. Solar access and natural ventilation, as key design criteria, are also satisfied.
- **The proposal has social and economic benefits** – The proposal will make a positive contribution to the Wiley Park Station Precinct and will significantly enhance the visual amenity of the site and be a catalyst for much needed investment in Wiley Park. The proposal incorporates a diversity of uses, provides for an active frontage and will enhance the public domain with a central plaza and retail offering at ground level.

The proposal is in the public interest and should be approved.

DISCLAIMER

This report is dated 2 October 2020 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 Lakemba Street Development Pty Ltd (**Instructing Party**) for the purpose of SEE (**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 A QS REPORT

APPENDIX B SURVEY PLAN

APPENDIX C ARCHITECTURAL PLANS

APPENDIX D GEOTECHNICAL REPORT

APPENDIX E

TRAFFIC AND PARKING REPORT

APPENDIX F LANDSCAPE PLANS

APPENDIX G CIVIL AND STORMWATER MANAGEMENT PLANS

APPENDIX H WASTE MANAGEMENT PLAN

APPENDIX I CONSTRUCTION MANAGEMENT PLAN

APPENDIX J ACOUSTIC REPORT

APPENDIX K STAGE 1 ENVIRONMENTAL SITE ASSESSMENT

APPENDIX L BASIX CERTIFICATE

APPENDIX M DESIGN VERIFICATION STATEMENT AND ADG ASSESSMENT

APPENDIX N SERVICES REPORT

APPENDIX 0

ARBORIST REPORT

APPENDIX P

CDCP 2013 COMPLIANCE TABLE

APPENDIX Q WIND IMPACT ASSESSMENT

APPENDIX R ECONOMIC IMPACT ASSESSMENT

APPENDIX S

BCA AND FIRE SAFETY STATEMENT

APPENDIX T ACCESSIBILITY REPORT

APPENDIX U ROOF TOP MANAGEMENT STRATEGY

APPENDIX V LETTERS OF OFFER

APPENDIX W CLAUSE 4.6 VARIATION TO HEIGHT OF BUILDING STANDARD

APPENDIX X RESPONSE TO RFI FROM CANTERBURY- BANKSTOWN COUNCIL (DATED AUGUST 19 2020)

APPENDIX Y PLAZA MANAGEMENT PLAN



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