

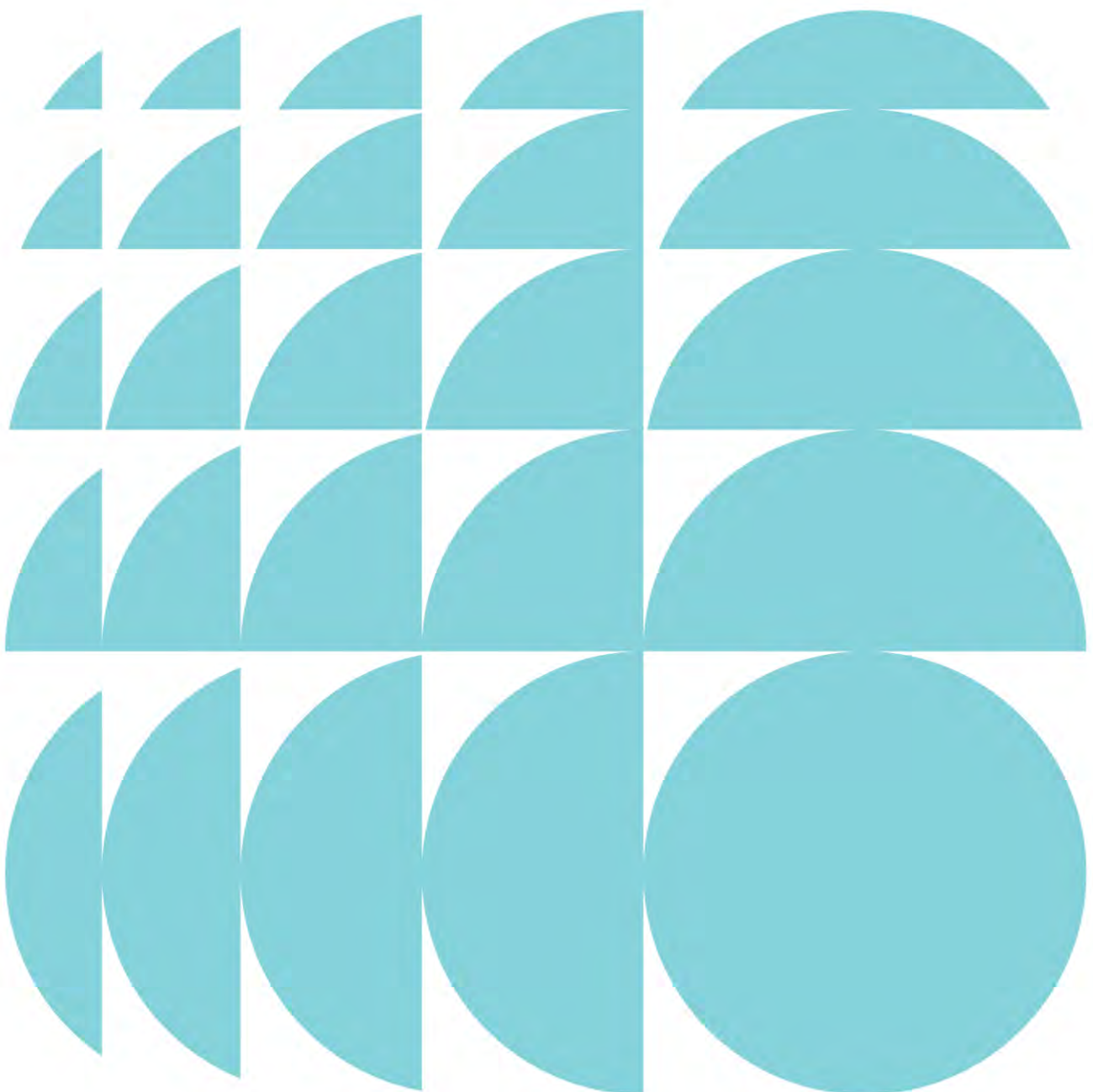
ETHOS URBAN

Statement of Environmental Effects

182-198 Victoria Road and 28-30 Faversham
Street, Marrickville
Mixed Use Development

Submitted to Inner West Council
On behalf of TOGA Wicks Park Developments Pty
Ltd

18 March 2019 | 218520



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report has been prepared and reviewed in accordance with that system. If the report is not signed, it is a preliminary draft.

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1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to Inner West Council in support of a Development Application (DA) for a Mixed Use Development for the Wicks Park Precinct at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville. The DA seeks approval for:

- Demolition of all existing structures, select tree removal and site preparation
- Construction of a mixed-use development comprising:
 - a building that transitions from a 6 storey street wall height fronting Victoria Road to 14 storeys at the eastern end of the site
 - 270 residential apartments comprising:
 - 101 x 1-bedroom apartments
 - 156 x 2-bedroom apartments
 - 13 x 3-bedroom apartments
 - 2,368m² of retail floorspace, located on the ground level and comprising a variety of tenancies
 - loading area, ancillary storage and building plant
- The construction of a two-level basement for resident, staff and visitor use, incorporating:
 - 214 car parking spaces for the residential component, including 54 adaptable spaces, plus 1 car wash bay
 - 65 retail spaces (including 2 accessible spaces)
 - 27 visitor vehicle spaces (including 5 accessible spaces)
 - 16 motorbike parking spaces and 143 bicycle parking spaces
- Public domain improvements and landscaping works, including:
 - a publicly accessible share way along the site's northern boundary between Victoria Road and Hans Place / Faversham Street as envisaged in Part 9.47 Victoria Road Precinct of the Marrickville DCP 2011
 - provision of a publicly accessible pedestrian through-site link connecting to Wicks Park. This will contribute toward the delivery of a through site link connecting to the publicly accessible share way between Victoria Road and Faversham Street, and Wicks Park
 - a publicly accessible open arcade providing pedestrian access to ground floor retail uses and a thoroughfare between Wicks Park and the proposed publicly accessible share way
 - plantings throughout the site.

It is noted that the demolition of the buildings on site at 28-30 Faversham Street is being undertaken to enable construction of the through-site link, and vehicle and machinery access to the site during construction of the proposal (as shown in the Construction Management Plan at **Appendix R**). The proposal does not use any available GFA from 28-30 Faversham Street, which will be the subject of a future, separate DA for its redevelopment.

This SEE has been prepared by Ethos Urban on behalf of TOGA Wicks Park Developments Pty Ltd (TOGA), and is based on the Architectural Plans provided by Turner Studio (see **Appendix A**) and other supporting technical information appended to the report (see Table of Contents). It is noted that the land is owned by Danias Holdings Pty Ltd (Danias) and Dina Danias are the landowners of the site and have given TOGA owner's consent to lodge this development application. Danias have engaged TOGA as their project and development manager for the subject site.

This report describes the site, its environs and the proposed development, and provides an assessment of the environmental impacts of the proposed development and where necessary identifies the measures to manage and mitigate these potential impacts.

2.0 Background and Planning Framework

2.1 Marrickville Local Environmental Plan 2011 (Amendment No.14)

The site is located on land identified within Precinct 47 under the Marrickville DCP, and sits within a smaller sub-precinct known as the Victoria Road Precinct which has been the subject of a Planning Proposal known as the Victoria Road Precinct. **Figure 1** identifies the location of the site in relation to these precincts.

The Victoria Road Precinct Planning Proposal was lodged with (then) Marrickville Council in August 2015. The objectives of the Planning Proposal was to:

- provide a 15 to 20-year strategic plan for Precinct 47;
- maintain and grow employment within the precinct;
- provide a broader mix of businesses that better meet the local employment profile and changing demographics of the Marrickville LGA whilst ensuring that new development does not directly compete with existing retail centres;
- incorporate medium to high-density residential development along the Victoria Road strategic bus corridor where appropriate;
- ensure that all new development achieves compliance with standards for internal acoustic amenity;
- create a vibrant hub for Marrickville's burgeoning creative industries that complements the existing arts and cultural premises in the precinct.
- facilitate improvements to permeability, streetscapes and amenity within the precinct;
- facilitate continuation of industrial, warehousing and other business uses;
- ensure appropriate interfaces between the precinct, surrounding residential and industrial areas;
- create unique retail experiences that do not compete with established retail along Marrickville Road and at Marrickville Metro by providing an opportunity to build on the precinct's existing home renovation showrooms and cafes.

During December 2017, the Marrickville Local Environmental Plan 2011 (Amendment No.14) reflecting the final Planning Proposal was gazetted. A Draft Development Control Plan Amendment, prepared concurrently with the Planning Proposal, was adopted by Inner West Council on 26 September 2018.

This Development Application represents the second proposal to deliver upon the strategic vision of the Victoria Road Precinct Planning Proposal, providing for the significant urban renewal of an existing under-utilised industrial site for a modern mixed-use precinct that will be characterised by a retail ground floor with residential above. The high-quality design massing, building architecture and landscape design will continue to make a positive contribution to the amenity of the Marrickville area and set a high benchmark in design quality for future urban renewal throughout the Victoria Road Precinct.

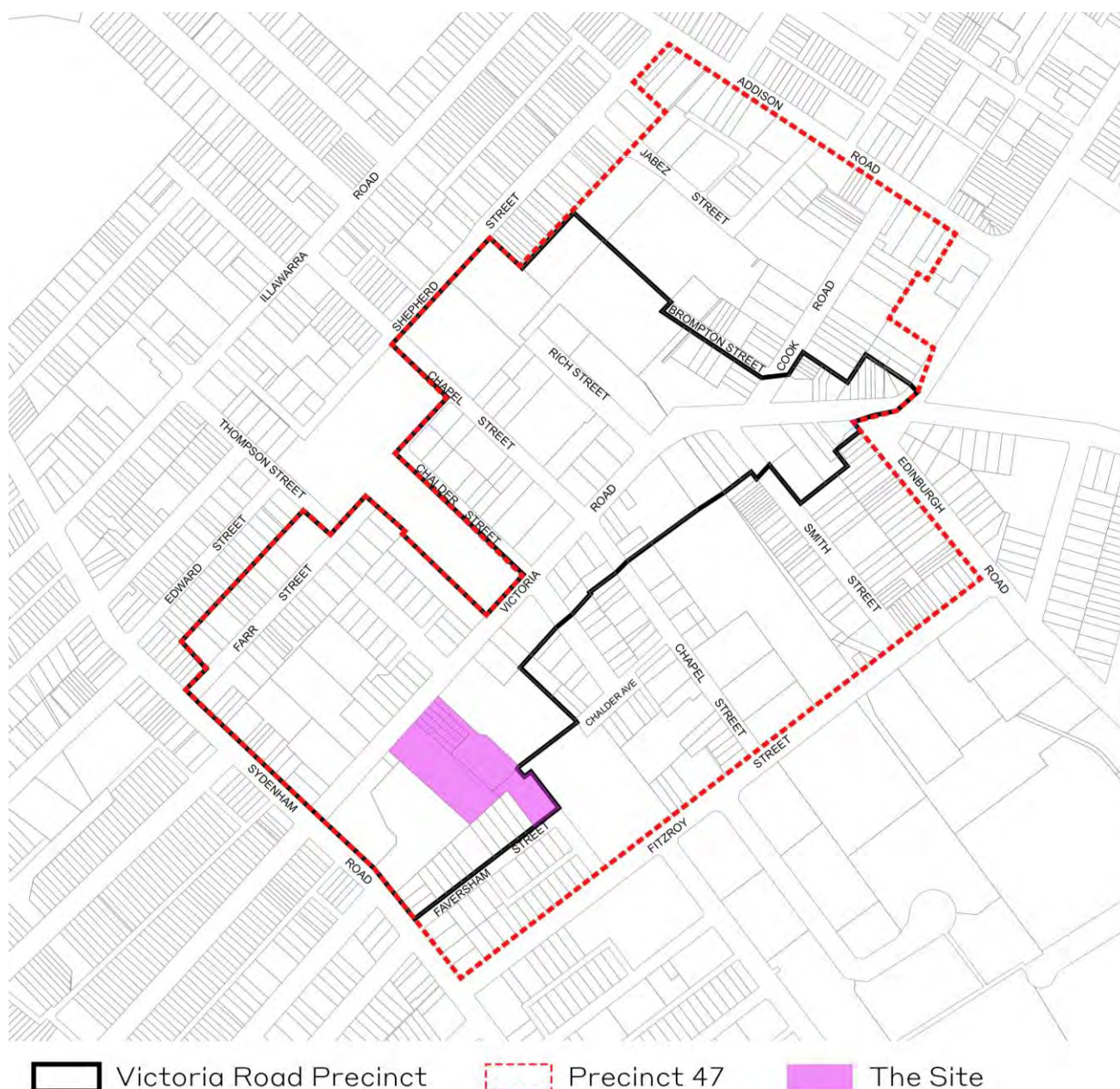


Figure 1 Outline of boundaries for Precinct 47, the Victoria Road Precinct and the site

Source: Ethos Urban

2.2 Relevant Consent Authority

The estimated cost of the proposed development is \$129,149,000 (as noted in the Quantity Surveyor Report at **Appendix S**), and accordingly the Development Application will be assessed by Inner West Council and determined by the Sydney Eastern City Planning Panel.

2.3 Referral and Integrated Development

The DA is required to be referred to the NSW Road and Maritime Service (RMS) pursuant to clause 104 of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) as it proposes 75 or more dwellings and has access within 90 metres of Victoria Road, which is a classified road (Secondary Road/Regional Road).

The DA is also integrated development under the *Roads Act 1993*, as the proposal falls under the matters covered by both (1)(b) and (1)(e) of Clause 138 of the *Roads Act 1993*.

2.4 Consultation and Stakeholder Engagement

Consultation with a range of government agencies, infrastructure authorities, stakeholders, businesses and community members has occurred during the progression of the Victoria Road Precinct Planning Proposal.

Consultation during the Gateway Planning Process for the Victoria Road Precinct

Extensive community consultation and formal feedback periods were carried out during the preparation of the Victoria Road Precinct Planning Proposal. These included two community drop-in sessions, as well as a formal 60-day public exhibition period during which 541 individual submissions were received as well as eight petitions with 68% of total submissions being in support of the urban renewal of the precinct. In addition to the above, the proponent undertook the following activities over a period of nearly three years:

- Established a project website (www.victoriaroadprecinct.com) that contains comprehensive details of the project and planning process. This website has been continuously updated as the Planning Proposal has progressed through the assessment process;
- Letterbox-dropped the entire precinct and immediate surrounds informing the community about the project;
- Attended public meetings about the project;
- Offered to meet with the local community group;
- Discussed the proposal with the Marrickville Public School and the P&C;
- Doorknocked every landowner in the Planning Proposal precinct;
- Responded to all local media enquiries;
- Met with numerous authorities and agencies including DIRD, SACL and RMS; and
- The proponent continues to meet with landowners, business operators and local residents about the planning proposal.

Inner West Council

A Pre-DA meeting was held with Inner West Council on 19th of December 2018 to present the preliminary scheme and design rationale to Council Officers. The elements of the proposed scheme presented to Council, included:

- approach to building configuration and massing
- non-residential component and ground floor configuration
- residential component
- access and parking
- servicing
- laneway design
- interface with Wicks Park
- DA Documentation Requirements
- timeframe for lodgement.

A meeting with the Inner West Council Architectural Excellence Panel was also held on site on the 26th of February 2019 to present the proposed scheme and design rationale to the panel.

3.0 Site Analysis

3.1 Site Location and Context

The site is located at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville within the Inner West Council Local Government Area.

The site's locational context is shown at **Figure 2**. The site is approximately 650 metres north of Sydenham Station and is approximately 250 metres from four bus stops located on Victoria Road. Sydenham Station and Marrickville Station will be converted to accommodate the new Sydney Metro City and Southwest line which is due to commence operations in 2024. The new metro service will provide for a significant increase in rail service frequency and capacity, and works to Sydenham Station as part of this package will include a new pedestrian concourse and station entrance located approximately 150-200 metres closer to the site than the existing entrance.

The site is located within the north-western portion of the Sydenham-Marrickville industrial precinct, and sits within a sub-precinct known as the Victoria Road Precinct. The site's locational context is shown in at **Figure 2**.

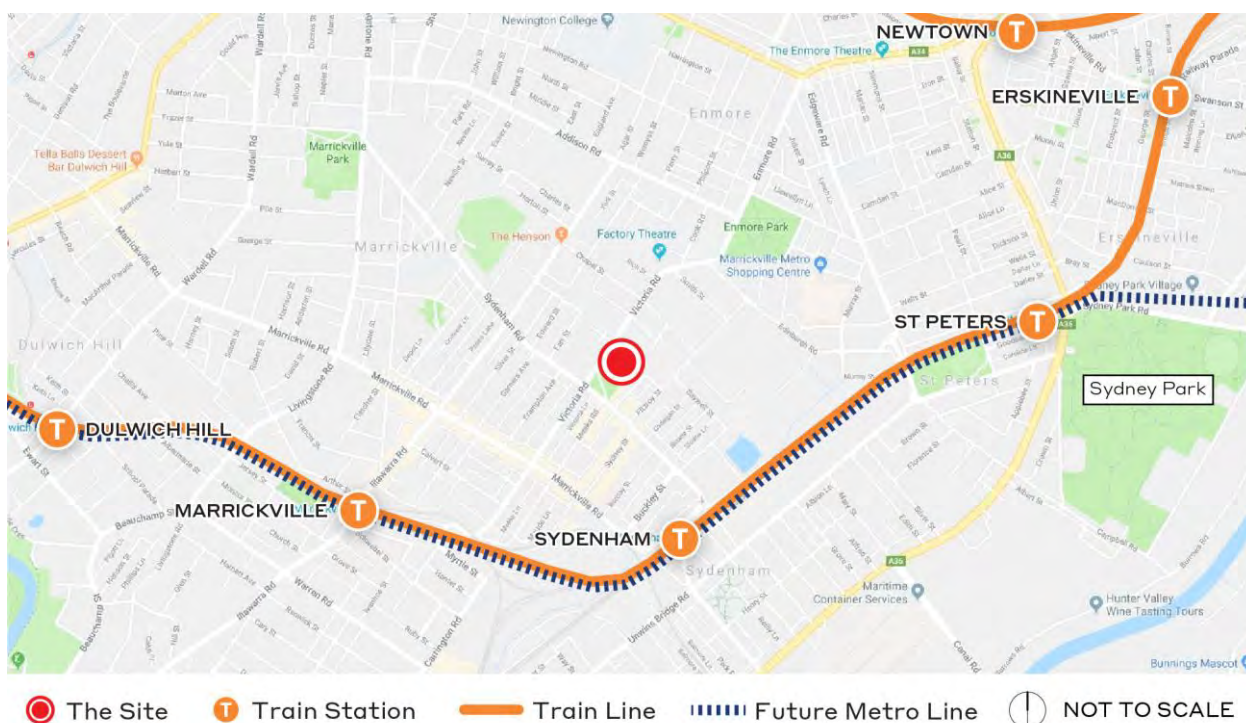


Figure 2 Site Context

Source: Google Maps and Ethos Urban

3.2 Site Description

A Survey Plan prepared by True North Surveys is provided at **Appendix D** and outlines the property boundaries and existing site features. The site comprises of five separate allotments as defined in **Table 1** below. The land is owned by Danias Holdings Pty Ltd and Dina Danias, and has a total area of 10,677m².

Table 1 Site description

Lot	Deposited Plan	Current use
6	226899	Manufacturing and associated light industrial uses.
100	1239681	Vehicle body repair workshop
1	74200	Tile and stone display area
10	701368	Tile and stone showroom and associated light industrial facilities
4	226899	Manufacturing

An aerial photo of the site is shown at **Figure 3**.



Legend

The Site



NOT TO SCALE

Figure 3 Site Aerial

Source: Nearmap and Ethos Urban

The sites are currently occupied by a range of showroom and light industrial uses, as noted in **Table 1** above, and shown in **Figure 4** to **Figure 7** below.



Figure 4 182 Victoria Road, as viewed from Victoria Road, looking east.

Source: Ethos Urban



Figure 5 'Sydney Prestige Autobody' site, on the northern portion of 184-188 Victoria Road. Viewed from Victoria Road, looking east.

Source: Ethos Urban



Figure 6 'Harmony Stone Gallery' tile and stone showroom and associated light industrial facilities and hardstand areas at 190-198 Victoria Road. Viewed from Victoria Road, looking (clockwise from top left) north-east, south-east, south-east, and east.

Source: Ethos Urban



Figure 7 'SydneySide' cabinetry maker at 28 Faversham Street. Viewed from Faversham Street, looking north

Source: Ethos Urban

3.2.1 Topography

The general fall of the site is from west to east. There is a level difference of up to 1.3m from the site's north western corner to the site's south-eastern corner, and a difference of 1.5m from the site's north western corner to the site's eastern boundary, fronting Faversham Street. Given the depth of the site (at one point over 105m for the development portion of the site, and approximately 150m from the Victoria Road frontage through to the Faversham Road frontage) it reads as only a modest gentle fall.

Site levels are shown on the Survey Plan at **Appendix D**.

3.2.2 Vegetation

The site is largely devoid of vegetation, with most of the site covered by hardstand areas and buildings. Vegetation on the site consists of:

- Low-lying formed hedges and associated low-lying plantings fronting Victoria Road on the 'Sydney Prestige Autobody' site (184-188 Victoria Road), as shown in **Figure 5**; and
- A series of tall palm trees along the Victoria Road frontage of the 'Harmony Stone Gallery' site (190-198 Victoria Road), as shown in **Figure 8** below.

Three of the palm trees fronting Victoria Road will be retained and relocated to the eastern pedestrian link as part of the proposal, with the remaining vegetation on site proposed to be removed. Vegetation within the adjoining Wicks Park, and the existing street tree along Victoria Road will not be affected.



Figure 8 Palm trees along the Victoria Road frontage of 190-198 Victoria Road. Viewed from Victoria Road, looking north-east (left) and south (right).

Source: Ethos Urban

3.2.3 Heritage

The site is not a heritage item and is not located within a heritage conservation area.

3.2.4 Site Access and Parking

Vehicular Access

Vehicular access to the site is currently available from Victoria Road, Faversham Street, and off Chalder Avenue. Multiple points of access are provided from Victoria Road (as shown in the pictures above), and a single access point is provided off Faversham Street. There is also a single driveway to Chalder Avenue, shown in **Figure 9** below. Internal roads within the eastern portion of the site allow vehicles to move within and between most parts of the site and enter and exit from a range of access points.

Victoria Road is classified as a regional road and is a significant north-south road connection within the suburbs of Marrickville, Enmore and Sydenham.



Figure 9 Chalder Avenue, looking south-west. Driveway right of frame provides vehicular access to site

Source: Ethos Urban

Public Transport

The site is located approximately 650m north-west of Sydenham Station (a 7 minute bus ride or 11 minute walk), and approximately 1km north-east of Marrickville Station (an 8 minute bus ride or 17 minute walk). Frequent services operate through both stations, along the T3 Bankstown, T4 Eastern Suburbs & Illawarra, and T8 Airport & South lines at Sydenham Station, and along the T2 Inner West & Leppington and T3 Bankstown lines at Marrickville Station.

Sydenham Station and Marrickville Station will be converted to accommodate the new Sydney Metro City and Southwest line, which is due to commence operations in 2024. The new metro service will provide for a significant increase in rail service frequency and capacity, and works to Sydenham Station as part of this package will include a new pedestrian concourse and station entrance located approximately 150-200 metres closer to the site than the existing entrance. Construction has commenced at Sydenham Station on a new northern concourse for the Metro line

Sydenham Station also has a bus interchange, through which the 418 Kingsford to Burwood via Mascot, Sydenham & Dulwich Hill, 425 Tempe to Dulwich Hill, and M30 Sydenham to Taronga Zoo bus lines operate.

There are also four bus stops within a 300m radius from the site. Two of these bus stops are located on Victoria Road just south of the intersection of Sydenham Road and Victoria Road (a 2 minute walk from site), and the other two are located on Victoria Road, on either side of the intersection of Chapel Street and Victoria Road (a 3 minute walk from site). Frequent services operate from these bus stops along the 423 Kingsgrove to City Martin Place, 426 Dulwich Hill to City Martin Place, and M30 Sydenham to Taronga Zoo lines.

3.2.5 Utilities and Services

The site is currently served by water, electricity, gas and telecommunications. The existing utilities will be augmented/upgraded as required.

3.3 Surrounding Development

The site is within the southern section of the Victoria Road Precinct, and the broader Precinct 47 area. As discussed in **Section 2.1**, the Victoria Road Precinct is an employment area which has recently been rezoned for a mix of residential and business uses. This application is the second proposal to deliver upon the strategic vision of the Victoria Road Precinct, and accordingly the surrounding area is currently primarily light industrial, with some detached and attached residential dwellings further beyond. Development surrounding the site are shown in **Figure 10** to **Figure 21** below.

To the north of site are a range of light industrial and commercial developments. Also to the north is Marrickville Public School, a co-ed government primary school. There are a range of further industrial developments to the east of site.

Wicks Park adjoins the site to the south. It features four tennis courts, a public toilet, BBQ facilities, and a playground. Also to the south of site is the Red Rattler Theatre, the Marrickville Bowling & Recreation Club, and a range of industrial and commercial developments. There are further industrial developments to the site's west, including the Danias Timber timberyard, which faces the site across Victoria Road. Further west are a range of residential flat buildings, and a variety of attached, semi-detached, and detached residential dwellings, as well as Henson Park (a rugby league/AFL field, and the home ground of the Newtown Jets) and Marrickville High School (a co-ed government secondary school).



Figure 10 Commercial and industrial developments to the north of site. Viewed from Victoria Road, looking west along Mitchell Street.

Source: Ethos Urban



Figure 11 Commercial and industrial developments to the north of site. Viewed from Victoria Road, looking north-east.

Source: Ethos Urban



Figure 12 Commercial and industrial developments to the north of site. The rear of Marrickville Public School is in the centre of frame. Viewed from Victoria Road, looking north.

Source: Ethos Urban



Figure 13 Commercial/industrial unit development, which adjoins the site to the north. Viewed from Victoria Road, looking east.

Source: Ethos Urban



Figure 14 Commercial and industrial developments along Chalder Avenue to the north-east of site. Vehicular access to the site is also provided from the end of Chalder Ave, via adjoining sites.

Source: Ethos Urban



Figure 15 Commercial and industrial developments along Fitzroy Street to the east of site. Viewed from Fitzroy Street, looking north-east.

Source: Ethos Urban



Figure 16 Commercial and industrial developments along Fitzroy Street to the east of site. Viewed from Fitzroy Street, looking south.

Source: Ethos Urban



Figure 17 Commercial and industrial developments along Faversham Street, adjoining the site to the east and south. Viewed from Faversham Street, looking west – 28-30 Faversham Street, which forms part of the site, can be seen in the distance.

Source: Ethos Urban



Figure 18 Commercial and industrial developments along Faversham Street. Viewed from Faversham Street near Sydenham Road, looking north-east.

Source: Ethos Urban



Figure 19 Danias Timber timberyard opposite the site along Victoria Road. Viewed from Victoria Road, looking north-west.

Source: Ethos Urban



Figure 20 Playground and BBQ facilities within Wicks Park. Viewed from near Victoria Road, looking east.

Source: Ethos Urban



Figure 21 Tennis courts within Wicks Park. The site can be seen in the background. Viewed from within Wicks Park, looking north-east.

Source: Ethos Urban

4.0 Description of Proposed Development

This application seeks approval for the following development:

- Demolition of all existing structures, select tree removal and site preparation
- Construction of a mixed-use development comprising:
 - a building that transitions from a 6 storey street wall height fronting Victoria Road to 14 storeys at the eastern end of the site
 - 270 residential apartments comprising:
 - 101 x 1-bedroom apartments
 - 156 x 2-bedroom apartments
 - 13 x 3-bedroom apartments
 - 2,368m² of retail floorspace, located on the ground level and comprising a variety of tenancies
 - loading area, ancillary storage and building plant
- The construction of a two-level basement for resident, staff and visitor use, incorporating:
 - 214 car parking spaces for the residential component, including 54 adaptable spaces, plus 1 car wash bay
 - 65 retail spaces (including 2 accessible spaces)
 - 27 visitor vehicle spaces (including 5 accessible spaces)
 - 16 motorbike parking spaces and 143 bicycle parking spaces
- Public domain improvements and landscaping works, including:
 - a publicly accessible share way along the site's northern boundary between Victoria Road and Hans Place / Faversham Street as envisaged in Part 9.47 Victoria Road Precinct of the Marrickville DCP 2011
 - provision of a publicly accessible pedestrian through-site link connecting to Wicks Park. This will contribute toward the delivery of a through site link connecting to the publicly accessible share way between Victoria Road and Faversham Street, and Wicks Park
 - a publicly accessible open arcade providing pedestrian access to ground floor retail uses and a thoroughfare between Wicks Park and the proposed publicly accessible share way
 - plantings throughout the site.

It is noted that the demolition of the buildings on site at 28-30 Faversham Street (Lot 4 DP226899) is being undertaken to enable construction of the through-site link, and vehicle and machinery access to the site during construction of the proposal (as shown in the Construction Management Plan at **Appendix R**). The proposal does not use any available GFA from 28-30 Faversham Street, which would be subject of a separate DA for its redevelopment.

Architectural drawings illustrating the proposed development are included at **Appendix A**. A photomontage of the proposed development is shown at **Figure 22**.



Figure 22 Photomontage of 182-198 Victoria Road, Marrickville

Source: Virtual Ideas

4.1 Numerical Overview

The key numeric development information is summarised in **Table 2**¹.

Table 2 Numeric Overview

Component	Proposal
Site area	<ul style="list-style-type: none"> 7,262m²
GFA	<ul style="list-style-type: none"> 25,417m²
FSR	<ul style="list-style-type: none"> 3.50:1
Maximum Height	<ul style="list-style-type: none"> Building Component A (Fronting Victoria Road) – 23m from existing ground level Building Component B (Remainder of Building) – RL 49.00 (maximum height – to top of plant)
Boundary Setbacks <ul style="list-style-type: none"> North South East West 	<ul style="list-style-type: none"> 8.5m (accommodating proposed share way) Varies (3m to 6.6m) Varies (6.5m to 9m from boundary shared with 18-26 Faversham St) 1.5m
Apartment Mix <ul style="list-style-type: none"> 1 bedroom 2 bedroom 3 bedroom. Total 	<ul style="list-style-type: none"> 101 (37.4%) 156 (57.8%) 13 (4.8%) 270 - 54 units (20%) are provided as adaptable units

¹ Note: 28-30 Faversham Street (Lot 4 DP226899) is excluded from the numerical development information of the proposed development. The inclusion of this parcel within this development application is to enable the construction of the through-site link, and access during construction.

Component	Proposal
Cross Ventilation Below Level 9	<ul style="list-style-type: none"> 133/219 units (60.7%)
Greater Than 2 Hours of Solar (At Mid-Winter)	<ul style="list-style-type: none"> 189/270 units (70%)
Less Than 15 Minutes of Solar (At Mid-Winter)	<ul style="list-style-type: none"> 28/270 units (10%)
Communal Space Area	<ul style="list-style-type: none"> Ground Floor Communal Facility Room – 250m² (3.4% of site area) Level 1 Podium – 1,550m² (21.3% of site area) Total – 1,800m² (24.8% of site area)
Landscaped Area	<ul style="list-style-type: none"> Level 1 Podium – 1,550m² Ground Floor Public Domain – 2,477.04m² Total - 4027.04m²
Car Parking <ul style="list-style-type: none"> Retail Residential Visitor Total 	<ul style="list-style-type: none"> 65 (includes 2 accessible spaces) 214 (includes 54 adaptable spaces) 27 (includes 5 accessible spaces) 306 (includes 61 accessible/adaptable spaces)
Bicycle & Motorbike Parking <ul style="list-style-type: none"> Motorbike Bicycle 	<ul style="list-style-type: none"> 16 143 spaces in basement, with additional 32 space on ground level

4.2 Site Preparation and Tree Removal

This DA seeks consent for the demolition of all existing structures within the site, including removal of existing slabs and hardstand. A Demolition Plan is provided within the Architectural Plans (**Appendix A**) as Drawing Number A-DA-004.

To accommodate the proposed development, it is proposed to remove the majority of trees on the site and replace with new plantings, while relocating the existing palms to the proposed pedestrian through-site link to the rear of the site, as detailed at **Section 5.5.4**, and Arboricultural Impact Assessment at **Appendix E**. Trees located in the adjoining Wicks Park to the south, and the street tree along Victoria Road will be retained. A Tree Retention and Removal plan identifying the trees to be removed, relocated or retained is included within the Arboricultural Impact Assessment at **Appendix E**.

4.3 Basement Construction

The scheme provides two (2) subterranean basement levels. The basement footprint is setback from the rear boundary to provide a consolidated deep soil area. The basement achieves an overall depth of RL 3.2m, or 6.3m below ground level (BGL).

Vehicular access to the building is provided off a proposed share way along the site's northern boundary. **Figure 23** and **Figure 24** illustrate the layout of Basement Level 1 and 2. Basement Level 1 accommodates sections of residential, retail, and visitor parking, with fencing and security garage doors preventing access to the residential section of carparking from the retail parking area. Basement Level 1 also provides motorbike and bicycle parking areas, trolley bays, and access via traveller to the ground floor. Basement Level 2 provides residential parking spaces, bicycle and motorbike parking, and storage areas.



Figure 23 Basement Level 2

Source: Turner Studio



Figure 24 Basement Level 1

Source: Turner Studio

4.4 Built Form and Design

4.4.1 Building Massing

The proposed building is designed as a U-shaped building form with frontages to Victoria Road, Wicks Park, a proposed share way along the site's northern boundary and a proposed pedestrian through site link on the eastern edge of the site.

The proposed massing and built form has been designed to respond to the site's context and provisions of Part 9.47 Victoria Road Precinct of MDCP 2011. The building is designed as a U-shape built form that steps up progressively towards the east as it moves away from Victoria Road, in keeping with the design objectives in the MDCP. This design approach has been adopted as a deliberate strategy to maximise sunlight to the adjacent Wicks Park.

Building Component A comprises a 6 storey street wall frontage to Victoria Road that defines the desired future character of the arterial road to create a coherent, human-scale street wall. A 1.5 metre setback for the purposes of extending the pathway width is provided along Victoria Road to improve the level of comfort, amenity and safety for pedestrians.

Building Component B comprises of a series of stepped terraces along a proposed shared way along the north boundary of the site, which steps up to the tallest part of the proposed development at the eastern end of the site.

4.4.2 Building Height

The proposed development is designed as a U-shaped apartment building with a stepped built form. The maximum building height proposed for proposal is set out in **Table 3** below. For clarity, an elevation view (north elevation) of the proposed development and the two building components is provided at **Figure 25**.

Table 3 Maximum building height

Building Component	Top of Building (AHD)
Building A	23m from existing ground level
Building B	RL 49.00

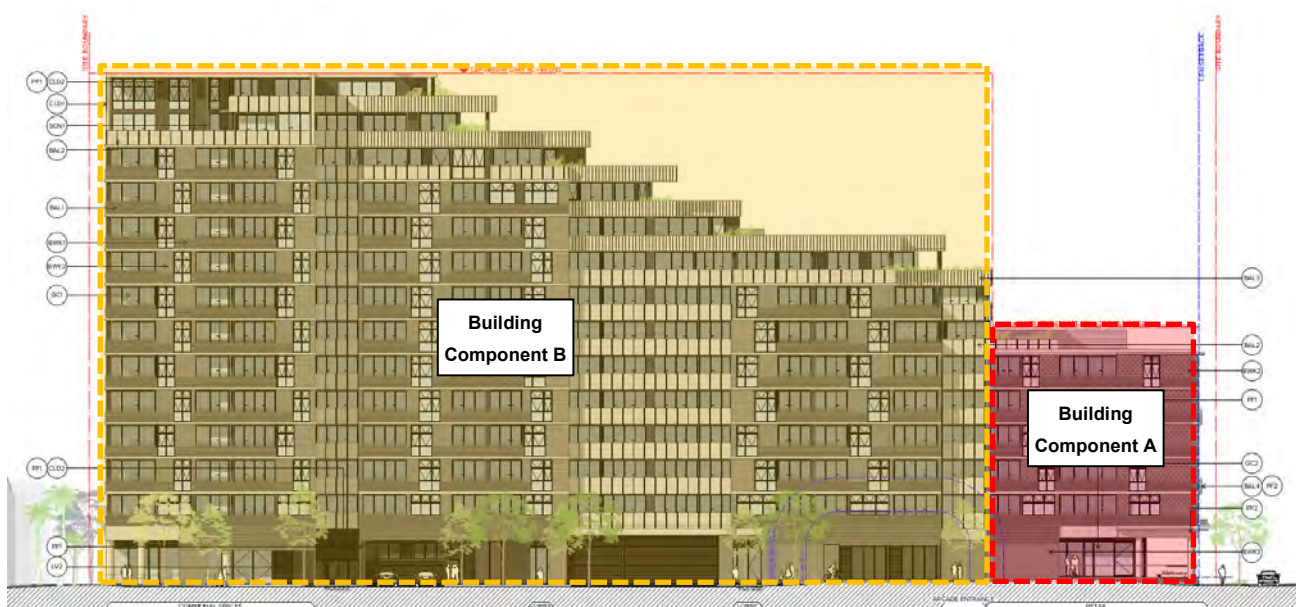


Figure 25 Northern Elevation of Proposed Development. Building Component A is shown shaded red, Building Component B is shown shaded orange.

Source: Turner Studio

Floor to Ceiling Heights

The proposal provides a minimum floor to floor height of 3.1m and a floor to ceiling height of 2.7m for all habitable spaces within the building, with allowances made for bulkheads (ceiling height of 2.4m) (Refer to Drawing A-DA-090 for further information). Floor to floor height has been maximised to the Ground floor, with the retail level for tenancies (5.4m) able to achieve minimum 3300mm clear ceiling height or greater to the front of house areas of retail tenancies. It is unlikely that Level 1 will ever be converted from residential use to retail use, therefore the height has been maximised at Ground Floor level.

4.4.3 Setbacks and Separation

Ground Level Setback

The building setbacks have been derived from the MDCP 2011 (Part 47 Victoria Road Precinct). In accordance with the MDCP 2011, the ground level has a minimum setback of 1.5 metres from Victoria Road to allow for widening of the existing pedestrian pathway.

The built form is also setback at ground level between 4.8m to 8.1m from the southern boundary fronting Wicks Park to provide relief from the adjacent tennis court structure and electrical substation and to allow for a pedestrian thoroughfare to be provided along this interface.

An 8.5m Ground Level setback from the northern boundary will allow for a new single lane share way that serves to provide vehicular access for the building and part delivery of the intended share way connecting Victoria Road with Hans Place/Faversham Street.

The rear ground level setback of the built form from the rear boundary varies between 8.5m to 11.2m, to the boundary shared with 18-26 Faversham Street. Ground Level will be built to the proposed alignment accommodating the pedestrian through-site link connecting Wicks Park to the proposed single lane share way.

Upper Level Setback

From Victoria Road, Level 6 is setback approximately 20m from the street alignment to prevent exceedance of the 23m maximum building height, with Levels 7 to 13 progressively stepping back further to be approximately 70m from the street alignment at Level 13. The building setback from the rear site boundary (adjoining 18-26 Faversham Street) varies from 6.5m to 9m. The building is generally setback from the northern boundary by 8.5m.

Vertical modulation of façades is incorporated to articulate and visually break up the appearance of each frontage, and reduce the perceived depth of the building. This is further assisted through the incorporation of a range of materials and colours, as described in **Section 4.7**.

The primary façade line of Levels 1 to 3 of Building A are setback 2.5m to 2.8m from the southern boundary line, while Levels 4 and 5 of Building A are setback a further distance, to have a total setback of 5.2m to 5.4m from the southern boundary alignment. For Building C, the building setback from southern boundary is split between 3.2m and 6.6m at Level 1, and 5.2m and 6.6m at Level 2 to 12. The latter (larger) setbacks for Building C at all levels is to avoid encroaching the existing easement for the Sydney Water trunk drainage system which is in the south-eastern corner of the site.

4.5 Proposed Land Uses and Operations

The following section provides further description of the range of uses which would be accommodated within the proposed development.

Retail Premises

The proposed development incorporates a retail ground floor, with frontages to Victoria Road and Wicks Park.

The retail ground floor comprises five (5) smaller modular cold shell units with floor areas ranging between 46.75m² to 195.66m², and one (1) larger format cold shell unit with a floor area of 1,500.68m². The total floor area of the retail component is 2,368m². The smaller tenancies can be used as single retail tenancy or subdivided into two smaller format tenancies.

The final design of interiors and end user tenants will be the subject of a future tender process to be undertaken by TOGA. Accordingly, the retail units are designed as flexible cold shell spaces for the purpose of this development application.

Fit out, signage and use of tenancy will be subject to separate future applications. The distribution of ground level uses is illustrated in **Figure 26**.

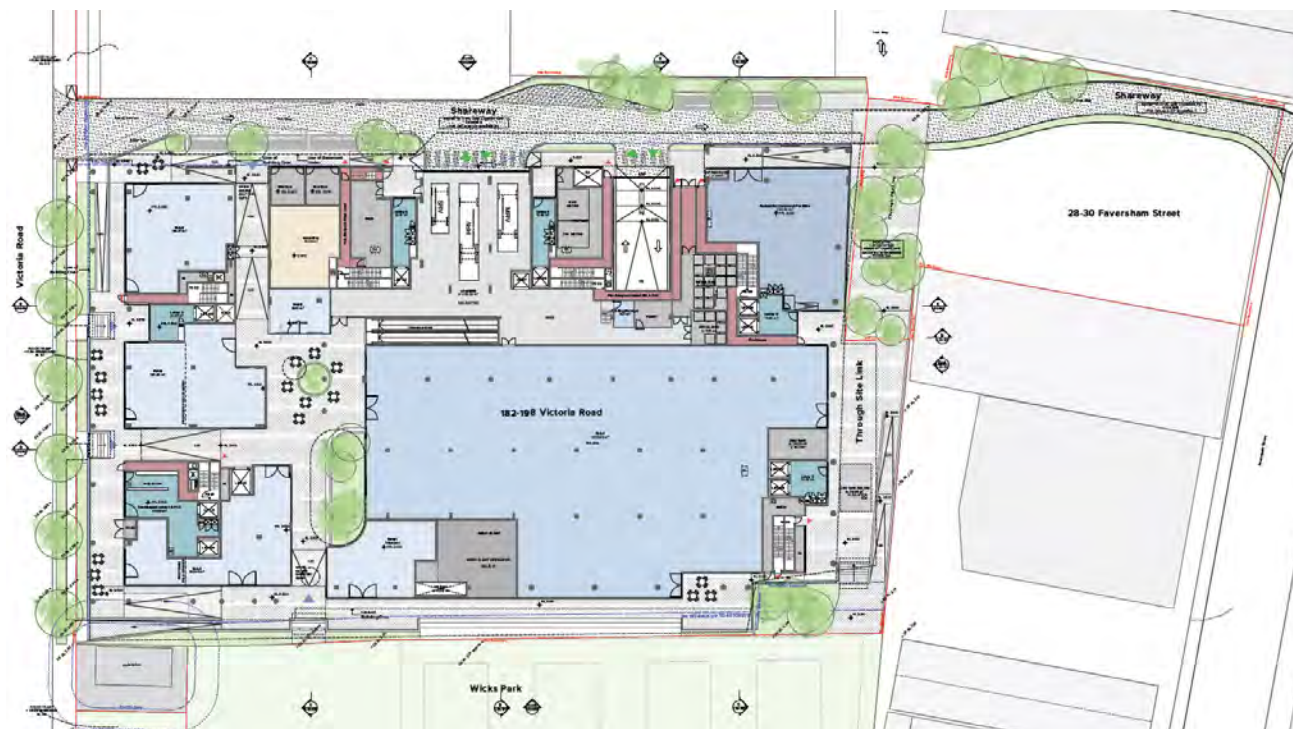


Figure 26 Ground Floor Retail

Source: Turner Studio

Residential Apartments

270 Residential apartments will be provided within Levels 1 to 13 of the building. A range of apartment types will be provided, specifically:

- 101 x 1-bedroom apartments (37.4% of apartments)
- 156 x 2-bedroom apartments (57.8% of apartments)
- 13 x 3-bedroom apartments (4.8% of apartments)

4.6 Building Entries and Circulation Core

4.6.1 Residential Entries and Circulation Core

Six (6) separate ground level pedestrian entries are proposed for the development along Victoria Road and Wicks Park frontages, from the proposed share way along the northern boundary, and pedestrian through-site link at the rear of the site.

Along Victoria Road, two separate ground level pedestrian entries are proposed for the development. Both of these entries will service the building's western (Victoria Road) component via the residential lobby and circulation cores 1 and 2. Circulation core 1 is provided with two (2) lifts, and circulation core 2 provided with one (1) lift, where both cores will service the residential apartments within this building component.

Two separate ground level pedestrian entries are provided along the proposed share way along the northern edge of the site. These entries will service the northern building component via the residential lobby and circulation cores 3 and 4. Both circulation core 3 and 4 are each provided with one (1) lift to service residential apartments within this building component.

Another two separate ground level pedestrian entries are proposed along the rear of the site. These entries will service the tallest building component via the residential lobby and circulation cores 5 and 6. Both circulation cores are each provided with two (2) lifts to service the residential apartments of this building component.

The concierge and main lobby for the building is located at residential entry 1 within the 6-storey component.

4.6.2 Retail Entries and Circulation Core

The small retail tenancies at ground level are provided with separate individual entries from Victoria Road, while the larger retail tenancy will be accessed via an internal open arcade that can be accessed from frontages to Victoria Road, Wicks Park and the proposed share way to the north.

4.7 Materials and Finishes

The selected materials and finishes of the proposed scheme aim to complement the existing character of the precinct. Brick materials reference the industrial history of the wider Victoria Road Precinct and the evolution of this area into a contemporary mixed use precinct. This is evident through the dry pressed brickwork with a mix of corbel pattern work, natural concrete finish and glass which adds aesthetic quality, durability and longevity.

A schedule of materials and finishes has been provided within the Architectural Drawings at **Appendix A** and the Landscape Plans at **Appendix C**.

4.8 Landscaping and Public Domain

The Landscape Plans for the development have been prepared by Black Beetle Landscape Architecture and Design (refer to **Appendix C**). A detailed planting schedule is provided within **Appendix C**. Key features of the landscaping and public domain design are discussed in more detail below.

Ground Floor Public Domain

The landscape scheme proposes a variety of trees and low-lying vegetation around all sides of the perimeter of the building, as well as in central planters in the middle of the arcade, as shown in **Figure 27**.

Along the Victoria Road frontage, five street trees of the *Lophostemon confertus* (Queensland Brush Box) variety will be planted, in accordance with Section 5.5 of the Marrickville Street Tree Master Plan. The existing street tree near the site's south-west corner will be retained and protected during construction. Large planters will run along the majority of the Victoria Road frontage, with occasional gaps to provide pedestrian and vehicular access. These planters will feature a range of low-lying species as detailed in the Landscape Plans at **Appendix C**. The utilisation of low-lying species in these planter boxes ensures that clear sight lines between the site and the adjoining public domain are maintained, which enhances safety.

Planting areas are incorporated into the design of the shareway along the northern boundary of site. Along the shareway, a total of 6 street trees of the species *Tristanopsis laurina* (Kanooka, or Water Gum) will be planted, and will be underplanted with a range of plants.

The through-site link at the rear of site will be planted with a 'grove of palms' of the *Livistonia australia* (Fan or Cabbage Palm) variety. The three palms currently on site, fronting Victoria Road, will be transplanted and form part of this 'grove of palms'. As a pedestrianised link, this area will also feature a number of places for bicycle parking, and a range of public seating.

Along the site's southern boundary are large sections of paving, to provide strong connectivity between the site and the adjoining Wicks Park. This boundary also features two gardens, underplanted with the same species. The eastern garden also features three trees – two of the *Howea forsteriana* (Kentia Palm) variety, and one *Elaeocarpus reticulatus* (Blueberry Ash).

The central atrium in the retail arcade also includes two planters, which feature a range of lower lying species and, for the larger planter (which is open to the sky), a variety of palms/ferns including *Howea forsteriana* (Kentia Palm), *Livistonia australia* (Fan or Cabbage Palm), *Cyathea cooperi* (Lacy Tree or Australian Tree Fern), and *Dicksonia antarctica* (Soft Tree or Man Fern) varieties.

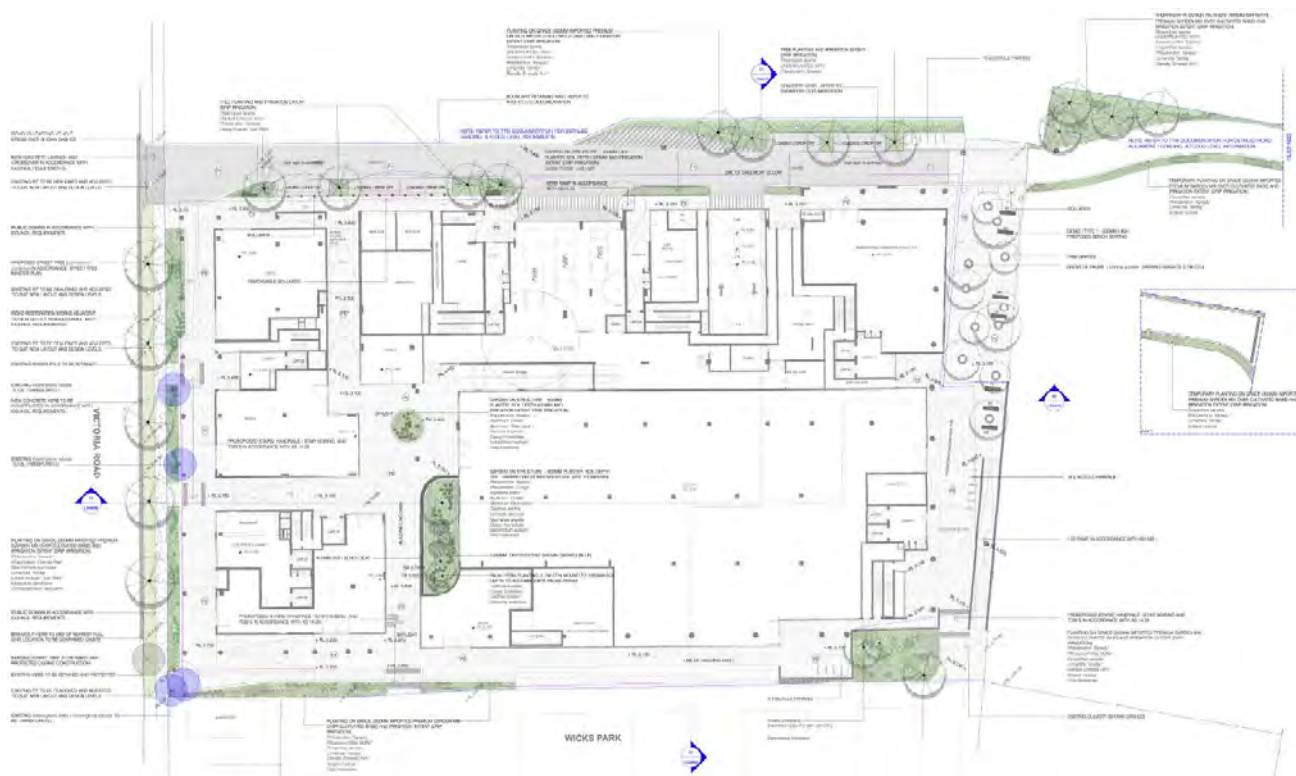


Figure 27 Ground Floor Public Domain Landscape Plan

Source: Black Beetle

Level 1 Podium Courtyard

The podium courtyard on Level 1 incorporates a series of communal garden spaces, which are designed to support a variety of activities including relaxation, contemplation, entertainment, dining and interaction. The courtyard includes:

- Built in seating benches and a pergola structure over a BBQ/dining area with outdoor dining facilities;
- A separate outdoor lawn area featuring a *Magnolia grandiflora* (Bull Bay or Southern Magnolia), and an open communal courtyard space;
- Perimeter planting incorporating a lush evergreen garden with herbs and vegetable pods that can be accessed through garden steppers; and
- A range of palm plantings, of species used on the ground floor public domain.

The design of the courtyard is shown in **Figure 28** below.

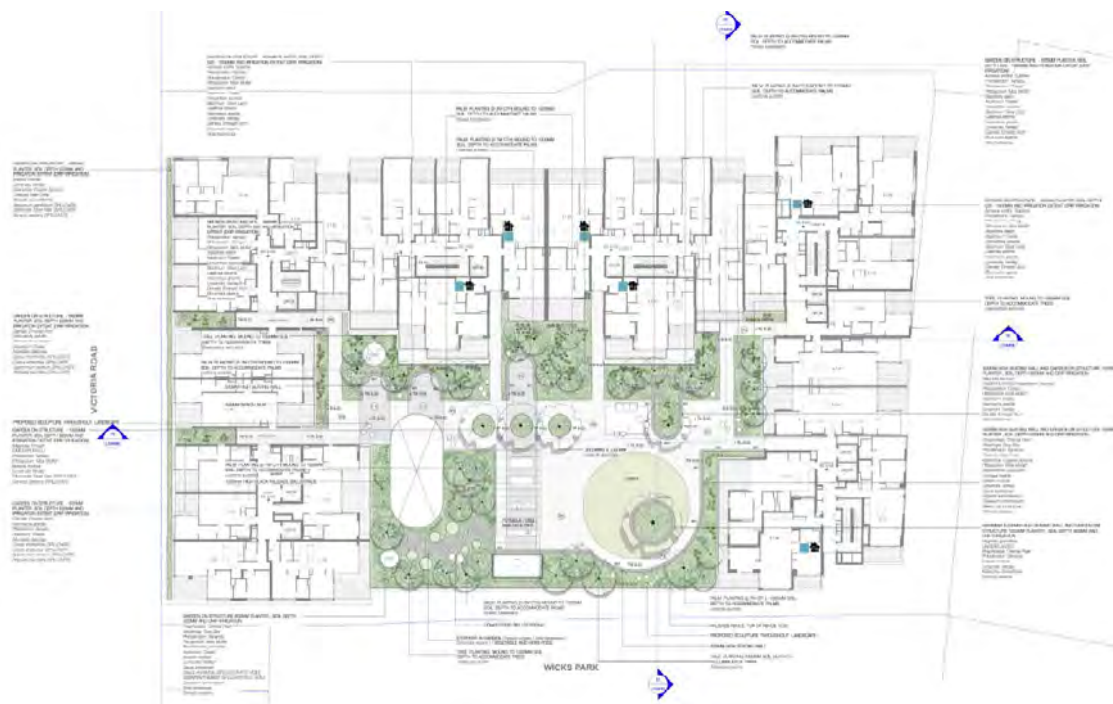


Figure 28 Level 1 Podium Courtyard Landscape Plan

Source: Black Beetle

Private Terrace Balconies

A continuous planter box is provided on the Level 1 Podium, fronting Victoria Road. This planter has a soil depth of 520mm, and will be planted with a range of species, including several which are intended to spill over the planter box, and hang down. The building component which adjoins Victoria Road also features a range of planters in the breezeways on each level, which alternate each level between facing Victoria Road and the internal Podium Courtyard. These planters feature a range of species, including a number designed to spill over the edge of the planters. An example of these plantings is provided at **Figure 29**.

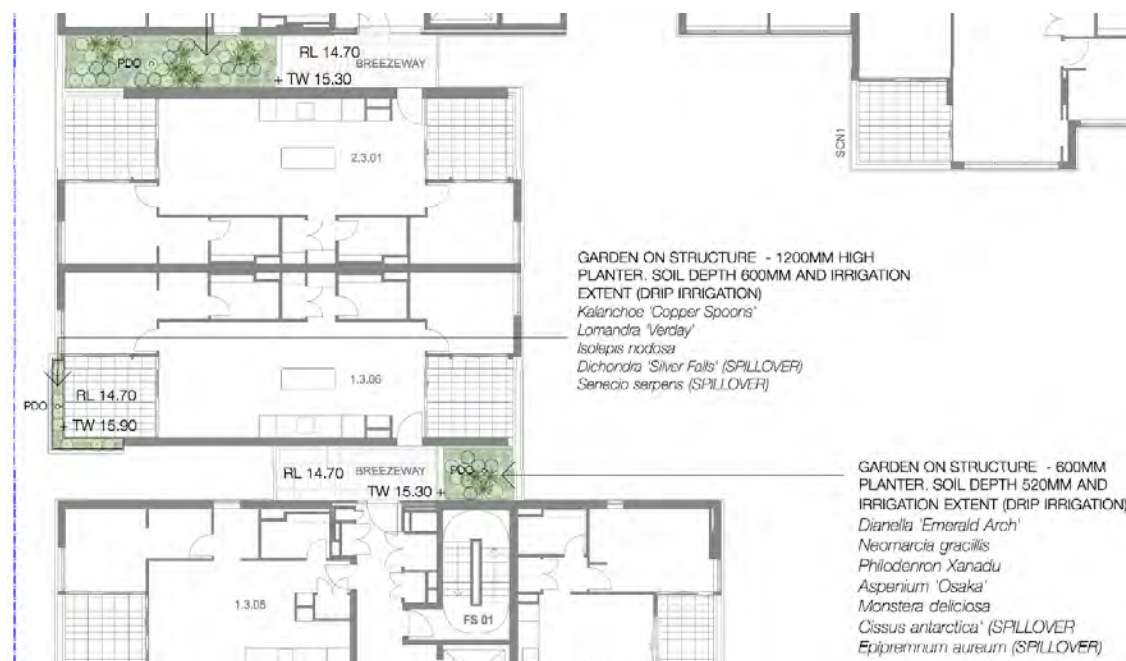


Figure 29 An example of Breezeway and Balcony Planters (on Level 3, fronting Victoria Road)

Source: Black Beetle

4.9.2 Vehicle Access

As previously mentioned in this report (refer to **Section 4.3**), vehicular access is provided by a one-way eastbound share way from Victoria Road to Hans Place along the site's northern boundary. This share way will provide vehicle access to the site access ramp to/ from the basement car park, and the at-grade access to an on-site loading dock.

Access to the basement car park will be adequately controlled through security gates, with internal security gates proposed to separate retail parking from resident parking areas.

4.9.3 Bicycle Parking and Facilities

The basement car park contains 142 bicycle parking spaces for residents and staff, including a mix of storage cages suitable to accommodate bicycles as well as separate racks. Another 32 visitor bicycle spaces, in the form of bicycle racks, are proposed to be located on ground floor in the public domain to provide easily accessible bike parking and to encourage more sustainable modes of transport.

There will be opportunity to provide end of trip facilities as part of the ground floor amenities area, for use by staff and visitors as required.

4.9.4 Loading and Servicing

Three (3) off street loading bays are provided via the designated loading dock area at Ground Level that is accessed from the proposed share way. The loading dock includes a services vehicle loading area with appropriate dimensions to accommodate independent access by a 6.4 metre small rigid vehicle (SRV), 8.8 metre medium rigid vehicle (MRV) and 12.5 metre heavy rigid vehicle (HRV).

Given the current site constraints and dimensions of the proposed share way, swept path diagrams demonstrate the functionality of the loading dock, but will require small, medium and heavy rigid vehicles to enter in a forward direction and exit by reversing into the proposed share way. A minimum head height clearance of 4.5m is provided to the loading dock to accommodate services vehicles. Further analysis and assessment of the loading dock is undertaken at **Section 5.7.5**.

4.10 Waste Management

A Waste Management Plan (WMP) has been prepared by Elephants Foot (**Appendix F**) that details the proposed waste management practices and procedures for waste generated by the residential and retail components of the development.

4.10.1 Residential Uses

The WMP details the key waste management features and requirements for the proposal. These include:

- Each building core being supplied with an eDiverter system which comprises of a single waste chute on each level fitted with a recycling diversion, and will be stored (uncompacted) in 660L bins in the respective waste rooms. The discharge is located in the waste discharge rooms on basement 2 & the ground level.
- Building Core E will require linear track and/or carousel systems for both garbage and recycling.
- The building management will be responsible for monitoring the capacity of all Mobile Garbage Bins (MGBs) on a daily basis (7 x per week) and replace full bins with empty MGBs under the chute discharge points when required. Each waste discharge room must have the capacity to hold 2 x 660L MGBs for garbage and 2 x 660L MGBs for recycling. All excess MGBs will be stored in the residential bin holding room.
- On collection days, all full MGBs will be transferred to the residential bin holding room on basement 2. Building management will utilise the designed bin hoist to transfer MGBs to the loading area on the ground level for Council servicing.

4.10.2 Retail Premises

The WMP also details the waste requirements and features for the retail aspect of the proposal. These include:

- That 16 x 1,100L MGBs will be provided for garbage collection, and 6x 1,100L MGBs will be provided for recycling collection.
- That waste will be collected 5 days per week, with a private waste contractor engaged to collect retail waste;
- The waste collector will pull into the designated vehicle loading area, and service the retail MGBs directly from the Retail Waste Room;
- During trading hours each day, tenants will store garbage and recycling within their Back Of House (BOH) area (tenants are responsible for organising their BOH waste management). At the end of each trading day, the tenancy staff or their cleaners will transport the waste to the Retail Waste Room on the ground level, and place the waste in the respective bins;
- Tenants are to be made aware of the practices listed in the WMP regarding the management of their waste; and
- Consideration should be given to the engagement of a single service provider to collect waste cooking oils from all relevant tenancies. This will reduce the amount of commercial traffic into the loading bay and around the precinct.

5.0 Assessment of Environmental Impacts

This section considers the planning issues relevant to the proposed development and provides an assessment of the relevant matters prescribed in section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

5.1 Environmental Planning Instruments

The DA's consistency and compliance with the relevant statutory plans and policies is located in **Table 4** below. The key standards and guidelines highlighted in the table are discussed in the following sections of this environmental assessment.

The following legislation, strategies and planning instruments, are relevant to the proposed development and have been addressed:

- State Environmental Planning Policy No 55 – Remediation of Land;
- State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development;
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP);
- State Environmental Planning Policy (BASIX) 2004;
- Marrickville Local Environmental Plan 2011;
- Marrickville Development Control Plan 2011; and
- NSW Apartment Design Guideline.

Table 4 Summary of consistency with key statutory plans and policies

Table 4 – Summary of consistency with key statutory plans and policies		
Plan	Comments	
Strategic Plans Instruments		
SEPP 55	Refer Section 5.10.2 for details.	
SEPP 65	A Design Verification Statement prepared by Turner Studio that addresses the principles of SEPP 65 is included at Appendix B . Consideration of the NSW Apartment Design Guideline is set out at Section 5.6.4 and Appendix B .	
SEPP (Infrastructure)	The proposed development is traffic-generating development for the purpose of clause 104 of the ISEPP and accordingly referral to the RMS is required.	
SEPP (BASIX)	A BASIX Certificate is located at Appendix L and demonstrates that the proposed development will comply with the relevant provisions.	
SEPP (State and Regional Development) 2011	As the proposal is a class of development described in Schedule 4A of the EP&A Act, being a development that has a capital investment value of more than \$20 million (refer QS Statement under separate cover). Part 4 of the State and Regional Development SEPP applies to the DA. Under Part 4 of the SEPP the Council's consent function is exercised by the Sydney Eastern City Planning Panel.	
Local Planning Instruments and Controls		
Marrickville Local Environmental Plan 2011	Clause 2.1 – Zone	<p>The proposed shop top housing use is permissible with development consent in the B4 Mixed Use zone.</p> <p>The proposed share way extends on to Lot 4 DP226899, which is zoned B5 Business Development. No specific land use is proposed for this part of the site under this development application.</p>
	Clause 4.3 – Height of Buildings	The proposed development complies with the applicable maximum building height controls. Refer Section 5.4.3 for details.
	Clause 4.4 – Floor Space Ratio	Proposal complies with the maximum FSR applicable to the site. Refer Section 5.4.4 for details.

Plan	Comments	
	Clause 5.10 – Heritage conservation	The site does not contain a locally listed heritage item, nor is within a heritage conservation area.
	Clause 6.1 – Acid sulphate soils	Refer Section 5.10.3 for details.
	Clause 6.3 – Flood planning	Refer Section 5.11.2 for details.
	Clause 6.5 – Development in areas subject to aircraft noise	Refer Section 5.2 for details.
	Clause 6.6 – Airspace operations	Refer Section 5.9 for details.
	Clause 6.17 - Preparation of Site-Specific Development Control Plan	The obligation under Clause 6.17 of the MLEP 2011 to prepare a site-specific Development Control Plan for the land to which this DA applies has been satisfied by Amendment No. 10 of the Marrickville DCP 2011. This relates to an amendment to Part 9.47 Victoria Road Precinct of MDCP 2011, to replace the Strategic Context controls for the precinct with new planning controls for the precinct.
	Clause 6.18 – Satisfactory arrangements for State public infrastructure	Refer to below for details.

Clause 6.18 of Marrickville Local Environmental Plan 2011 – State Public Infrastructure

There have been long-running discussions with the NSW Roads and Maritime Service and the NSW Department of Planning and Environment in relation to the requirements for future development within the Victoria Road Precinct to contribute toward the provision of State public infrastructure to satisfy the needs that arise from development within the Victoria Road Precinct.

These discussions in the context of this Development Application will continue with the intention of making satisfactory arrangements which are able to be certified by the Secretary of the NSW Department of Planning and Environment prior to the determination of this DA as required by clause 6.18(3) of the MLEP 2011. These discussions are now well advanced and in the final stages of negotiation. A certificate confirming that satisfactory arrangements have been made will be provided to Council prior to determination of the application.

5.2 Marrickville Development Control Plan 2011

The DA's consistency with the Marrickville Development Control Plan 2011 (DCP) is located in **Table 5** below. The proposed development is consistent with the objectives of the DCP. As required under Section 4.15(3A) of the EP&A Act, a consent authority is required to apply DCP provisions flexibly and allow reasonable alternative solutions that achieve the objects of those standards. Where alternate solutions to the provisions are proposed, they are identified in the table and discussed in the following sections of this environmental assessment.

Table 5 Summary of consistency with Marrickville Development Control Plan 2011

Control	Control	Compliance
Part 2 Generic Provisions		
2.1 – Urban Design	<ul style="list-style-type: none"> Must be consistent with the relevant aspects of the 12 urban design principles that make good public environments, including: <ul style="list-style-type: none"> Structure and connections; Accessibility; Complementary mix of uses and types; Appropriate density; Urban form; Legibility; Activation; Fit and adaptable public space; 	<p style="text-align: center;">✓</p> <p>The development is considered to be of a high quality having regard to the relevant aspects of the 12 urban design principles and is therefore considered to achieve an acceptable urban design.</p>

Control	Control	Compliance
	<ul style="list-style-type: none"> - Sense of place and character in streetscapes and townscape; - Consistency and diversity; - Continuity and change; and - Sensory pleasure. 	
2.5 - Equity of Access and Mobility	<ul style="list-style-type: none"> • Adaptable housing – 1 per 5 dwellings. • Parking – 1 adaptable space per adaptable dwelling. 1 accessible visitor space per 4 visitor. 	<p>✓ Complies. 54 (20%) adaptable dwellings provided.</p> <p>✓ Complies. 54 (20%) adaptable car spaces provided.</p>
2.6 – Acoustic and Visual Privacy	<ul style="list-style-type: none"> • Aircraft noise – Considered ANEF and applicable Australian Standards • General acoustic – consider noisy sources such as road and rail and design dwellings accordingly • Visual privacy – private open space and windows to be located and designed to offer privacy 	<p>✓ Refer to Section 5.9 and Appendix I</p> <p>✓ Refer to Section 5.8 and Appendix H</p> <p>✓ Windows have been suitably located to minimise visual privacy impacts. Mitigation measures such as screening is provided where necessary.</p>
2.7 – Solar Access and Overshadowing	<ul style="list-style-type: none"> • Shadow diagrams – required at hourly intervals between 9am and 3pm on 21 June • Direct solar access to windows of principal living areas and principal open space of nearby residential must not be reduced to less than 2hrs between 9am-3pm on 21 June • At least one habitable room (other than a bedroom) must have a window having an area not less than 15% of the floor area of the room, positioned within 30 degrees east and 20 degrees west of true north and allow for direct sunlight for 2 hours over a minimum of 50% of the glazed surface between 9am and 3pm on 21 June. • Private open space receives a minimum two hours of direct sunlight over 50% of its finished surface between 9.00am and 3.00pm on 21 June. • Common areas must receive a min 2hrs sunlight over 50% of its area 9am-3pm on 21 June. 	<p>✓ Provided with architectural drawing package at Appendix A</p> <p>✓ Complies. Surrounding uses are currently primarily non-residential. Future residential opportunities are located north and west of the site, which will be capable of receiving required direct solar access to principal living areas and principal open space.</p> <p>✓ Complies. Orientation and apartment layout of the development aims to maximise direct solar access to north-facing living areas.</p> <p>✓ Complies, refer to Shadow Diagrams (Appendix A) and Design Verification Statement (Appendix B).</p> <p>✓ Complies, refer to Shadow Diagrams (Appendix A) and Design Verification Statement (Appendix B).</p>
2.8 – Social Impact Assessment	<ul style="list-style-type: none"> • Developments comprising greater than 50 apartments require a Social Impact Assessment. 	<p>✓ Refer to Section 5.14 for further comments on the social impact of the proposal and Appendix N.</p>

Control	Control	Compliance
2.9 – Community Safety	<ul style="list-style-type: none"> Various controls centred on the four key principles of surveillance, access control, territorial reinforcement and space management. 	<p>✓</p> <p>Refer to Section 5.12 for further comment.</p>
2.10 – Parking (Parking Area 2 rates)	<ul style="list-style-type: none"> Residential car parking (non-accessible) - 0.5 spaces per studio, 1 spaces per 1br unit, 1 space per 2br unit, 1.2 spaces per 3+br unit and 0.1 spaces per unit for visitors Residential car parking (accessible) - 1 mobility space per studio, 1br, 2br or 3+br unit for residents + 0.25 visitor mobility spaces per unit Retail car parking - 20 + 1/ 30m² GFA over 1,000m² GFA (including 1 accessible space / 50 car spaces as per the Building Code of Australia) Bicycle parking - 1 per 2 units for residents and 1 per 10 units for visitors Motorcycle parking – 5% of car spaces 	<p>Alternate solution. Refer to Appendix G for full details.</p> <p>Alternate solution. Refer to Appendix G for full details</p> <p>Alternate solution. Refer to Appendix G for full details</p> <p>✓ Refer to Appendix G for full details.</p> <p>✓ Refer to Appendix G for full details.</p>
2.16 – Energy Efficiency	<ul style="list-style-type: none"> Various 	<p>✓</p> <p>Refer to the BCA report by City Plan Services (Appendix P) and BASIX report by EMF Griffiths (Appendix L) for details of the proposal's compliance.</p>
2.17 – Water Sensitive Urban Design	<ul style="list-style-type: none"> Various 	<p>✓</p> <p>Refer to the report by TTW (Appendix K).</p>
2.18 – Landscaping and Open Spaces	<ul style="list-style-type: none"> Landscape areas determined on merit and the overall streetscape and the desired future character for the area/precinct. 	<p>✓</p> <p>Refer to Part 9.47 Victoria Road Precinct</p>
	<ul style="list-style-type: none"> Min private open space of 8m² and 2m width 	<p>✓</p> <p>The vast majority of units either comply or exceed this standard. Further discussion is provided with respect to the ADG at Section 5.6.4.</p>
	<ul style="list-style-type: none"> For developments with more than 12 large units (85sqm plus) min 10% communal open space. 	<p>✓</p> <p>A total of 21.3% of the site area is provided as communal open space (plus an additional 250m² (3.4% of site area) is provided as internal communal space).</p>
2.21 – Site Facilities and Waste Management	<ul style="list-style-type: none"> Various 	<p>✓</p> <p>Refer to Section 4.10 of this Statement and Appendix F for further consideration.</p>
2.22 – Flood Management	<ul style="list-style-type: none"> Various 	<p>✓</p> <p>Refer to Section 5.11.2 of this Statement and Appendix K for further consideration.</p>
2.23 – Acid Sulfate Soils 2.24 – Contaminated Land	<ul style="list-style-type: none"> Various 	<p>✓</p> <p>Refer to Section 5.10 of this Statement and Appendices J, W and Y for further consideration.</p>
2.25 – Stormwater Management	<ul style="list-style-type: none"> Various 	<p>Refer to Section 5.11 of this Statement and Appendix K for further consideration.</p>

Control	Control	Compliance
Part 5 Commercial and Mixed Use Developments		
5.1.4 Building Form 5.1.5 Building Detail 5.1.6.1 Mixed Use Development	<ul style="list-style-type: none"> • Various 	<p>✓</p> <p>The proposal is consistent with the built form envisioned for the site, as established in Part 9.47 of the MDCP. Refer to the below for further information.</p>
5.1.6.2 Dwelling Mix	<ul style="list-style-type: none"> • Studio 5 – 20% • 1 bedroom 10 – 40%; • 2 bedroom 40 – 75%; and • 3 bedroom or bigger 10 – 45%. 	<p>Alternate solution. Studio – 0 (0%) Refer to Section 5.6.1.</p> <p>✓</p> <p>1 bedroom - 101 (37.4%).</p> <p>✓</p> <p>2 bedroom – 156 (57.8%).</p> <p>Alternate solution. 3 bedroom or bigger – 13 (4.8%). Refer to Section 5.6.1.</p>
5.1.6.3 Ceiling heights	<ul style="list-style-type: none"> • 3.3 metre minimum for ground floor and any other retail or commercial floors; • 3.3m ground floor fronting the street for future flexible uses and 2.7m min for habitable rooms 	<p>✓</p> <p>In excess of 3.3m ground floor ceiling height provided. 2.7m achieved for all residential floors above Ground Level, with exception of areas accommodating kitchen bulkheads, which provide 2.4m ceiling height.</p>
5.1.7 Vehicle access, parking, loading and services	<ul style="list-style-type: none"> • Various 	Refer to Section 5.7 of this report and Appendix G for further consideration.
Part 9.47 Victoria Road Precinct		
9.47.5 Indicative Master Plan	<ul style="list-style-type: none"> • Development to be consistent with Masterplan 	<p>✓</p> <p>Generally consistent, barring a few variations that are consistent amongst all approved development within the precinct.</p> <p>Refer to Section 0 for full assessment of the proposal with the adopted Victoria Road Precinct indicative masterplan.</p>
9.47.6 Movement Network	<ul style="list-style-type: none"> • Development should be generally consistent with Movement Network Plan and Street Characteristics <ul style="list-style-type: none"> – A 1.5m pathway dedication along Victoria Road – New laneways to support rear lane servicing for non-residential uses. – Extending Hans Place as a shared zone through to Victoria Road 	<p>✓</p> <p>A 1.5m landscaped setback from Victoria Road is provided with the potential to be dedicated to Council subject to their confirmation.</p> <p>✓</p> <p>The proposed share way along the northern boundary will support the servicing of non-residential uses.</p> <p>✓</p> <p>Refer to 9.47.6.2 Shared zones</p>

Control	Control	Compliance
	<ul style="list-style-type: none"> - A pedestrian through site link between the Hans Place extension and Wicks Park • The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain. • Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity. • Development should avoid vehicle entry points along Victoria Road and Sydenham Road, except under exceptional circumstances. • One-way shared zone reservation width to between 4-6m 	<p>✓</p> <p>Part-delivery of this pedestrian through-site link is proposed as part of this proposal.</p> <p>✓</p> <p>Single vehicle entry point into the site provided off Victoria Road to maximise the visual amenity along this frontage. Two internal vehicle entries along internal share way.</p> <p>✓</p> <p>Adequate separation between the two vehicle entry points is provided to maximise the pedestrian amenity and streetscape design of the proposed share way along the northern boundary of the site.</p> <p>✓</p> <p>Single point of access is proposed off Victoria Road, as this is the only road frontage. The proposed development however, reduces the number of vehicle entry point when compared to the existing development.</p> <p>✓</p> <p>8.5m-wide share way provided along the north boundary.</p>
9.47.6.2 Shared zones	<ul style="list-style-type: none"> • Shared zone to be provided along the proposed extension of Hans Place to Victoria Road • Shared zones are to generally conform with shared zone characteristics 	<p>✓</p> <p>An 8.5m-wide share way is provided along the north boundary of the site that will part-deliver the desired connection through to Hans Place.</p> <p>Alternate solution Refer to Section 5.5.</p>
9.47.6.3 Green links	<ul style="list-style-type: none"> • Incorporate green links generally in accordance with following characteristics: <ul style="list-style-type: none"> - Footpaths are to allow adequate space for the planting of street trees. - New street trees are aligned along existing and proposed footpaths and shared zones. - Street trees are to be planted in a co-ordinated, regularly spaced manner. - The proposed species of street trees is in accordance with Council's Street Tree Master Plan. - Deep soil verges are to be provided as part of any street tree planting for infiltration of stormwater. - Street trees provide shade and enhance the level of thermal comfort within the public domain. 	<p>✓</p> <p>Street trees of the <i>Lophostemon confertus</i> (Queensland Brush Box) species are proposed along Victoria Road, <i>Tristanopsis laurina</i> (Kanooka, or Water Gum) street trees are proposed along the shareway, and <i>Livistonia australia</i> (Fan or Cabbage Palm) are proposed along the shared pedestrian through-site link. Proposed street tree planting will comply with required characteristics set out by this control.</p>
9.47.8 Stormwater management	<ul style="list-style-type: none"> • Deep soil verges are to be provided as part of any street tree planting for stormwater infiltration purposes. 	<p>✓</p> <p>Street trees will be provided with sufficient deep soil verges for stormwater infiltration and to support tree growth.</p>

Control	Control	Compliance
9.47.9.1 Building height	<ul style="list-style-type: none"> Development is to be generally in accordance with Building heights map Buildings have a consistent street wall height along Victoria Road. Building height ensures 50% of the total area of Wicks Park receives a minimum of 3 hours of direct sunlight from 9:00am to 3:00pm on 21 June. 	<p>✓ The proposed scheme has a 6-storey building height fronting Victoria Road which transitions to a 14-storey building through a terraced-style built form. This is generally consistent with proposed height transitions from 7, 9 and 14 storeys shown in the Building heights map.</p> <p>✓ A six-storey street wall frontage is provided along Victoria Road.</p> <p>✓ The proposed building design and height of the proposal provides more than 3 hours of direct sunlight to 50% of Wicks Park between 9am and 3pm.</p>
9.47.9.2 Building form and design	<ul style="list-style-type: none"> A considered approach has been applied in the siting of buildings within Wicks Park sub-precincts in order to protect resident's acoustic amenity from noise and vibration impacts of airport operation within ANEF 25. New development is to address existing and proposed streets or shared zones Buildings are designed to maximise apartment orientation to adjoining private or public open spaces to optimise outlooks and views to areas of high amenity. Buildings incorporate design measures to visually break long building facades through façade modulation. Building facades are articulated within a cohesive overall design composition Buildings are designed in accordance with the provisions of Schedule 1: Victoria Road Precinct Aircraft Noise Policy. High quality communal open space is to be provided and designed to be usable and appealing to maximise activity and to provide pleasant views for residents. The length of building entry foyers is to be minimised. Buildings are to be elongated and aligned with the indicative street blocks fronting Victoria Road to reinforce the commercial corridor. 	<p>✓ Refer to Section 5.8 and the Acoustic Assessment within Appendix H</p> <p>✓ The proposal includes retail ground floor uses with multiple entry point from all sides of the building to maximise its address to the existing and future public domain.</p> <p>✓ The proposed building has been designed to maximise orientation, outlook and amenity.</p> <p>✓ Modulation through materiality, form, scaled recess and projection visually breaks the building facades.</p> <p>✓ Modulation through materiality, form, scaled recess and projection visually breaks the building facades.</p> <p>✓ Refer to 9.47.15 Victoria Road Precinct Aircraft Noise Policy</p> <p>✓ Refer to Section 5.6.4.</p> <p>✓ Multiple building entry foyers are provided with frontage lengths minimised.</p> <p>✓ Building component fronting Victoria Road is elongated north-</p>

Control	Control	Compliance
	<ul style="list-style-type: none"> Building design of mixed use development along Victoria Road must avoid long sections of blank walls in order to positively contribute to the public domain. the siting and orientation of taller buildings within the sub-precinct must ensure that Wicks Park receives sufficient solar access in accordance with Section 9.47.9.1 Building Heights buildings adjacent to Wicks Park are to have non-residential uses addressing Wicks Park for the full extent of the ground floor. 	<p>south, with a strong six-storey street wall to reinforce desired commercial corridor.</p> <p>✓ Refer to Section 0.</p> <p>✓ Refer to Sections 0, 5.4, and 5.6.2.</p> <p>✓ Ground floor retail uses address Wicks Park for the vast majority of the southern extent through clear glazing treatments. Refer to Section 0.</p>
9.47.9.3 Setbacks	<ul style="list-style-type: none"> 3m ground level setback from Wicks Park 0m ground level setback along Victoria Road (with consideration of 1.5m pathway dedication) 0m ground level setback from north and eastern boundary (with consideration of proposed shared zone and through-site link) 2m upper level setback above 4th storey fronting Wicks Park 4m upper level setback above 6th storey fronting Victoria Road For buildings that address Wicks Park, balconies may project into the setback zone by 0.5 metres, provided that it achieves an articulated building facade within a cohesive overall design composition. 	<p>✓ Complies. Refer to Section 5.4</p> <p>✓ Complies</p> <p>✓ Refer to Section 5.4</p> <p>Generally complies. Refer to Section 5.4</p> <p>✓ Exceeds 4m upper level setback above 6th storey</p> <p>N/A No balconies project into setback zone.</p>
9.47.9.4 Active frontages	<ul style="list-style-type: none"> The location of active land uses and frontages at ground level along Victoria Road, future shared zone and north-east corner of site. Buildings that require active frontages are to be built to the street alignment. Active frontages are to be designed with the ground floor level at the same level as the footpath. Active frontages incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as reception, seating and dining areas. Residential foyer entries are to be minimised along active frontages Development provides fixed awnings that are integrated with the overall design of the building along areas that have active ground floor uses. 	<p>✓ Generally complies. Refer to Section 5.5.3</p> <p>✓ Refer to Section 5.5.3</p> <p>Alternate solution. Ground floor needs to be raised to achieve necessary flood freeboard. Refer to Sections 5.5.3 and 5.11.2.</p> <p>✓ Complies. Refer to Architectural Drawing package at Appendix A.</p> <p>✓ Complies. Refer to Architectural Drawing package at Appendix A.</p> <p>✓ Complies. Fixed awnings provided where active frontages are proposed.</p>
9.47.10 Architectural excellence	<ul style="list-style-type: none"> Development applications identified within the Wicks Park Sub-precinct are to be subject to Council's Architectural Excellence 	<p>✓ The proposed scheme has been designed to exhibit design</p>

Control	Control	Compliance
	Panel process to review the architectural merit of the proposed design.	excellence and will be subject to review by the Architectural Excellence Panel during the assessment process.
9.47.11 Operation of Sydney Airport	<ul style="list-style-type: none"> New development, alterations and additions must not incorporate reflective materials as part of the walls, windows or roofing structure. 	<p>✓</p> <p>Non-reflective colours and materials are proposed as part of walls, windows and roofing structures. Refer to Section 5.9.</p>
	<ul style="list-style-type: none"> The maximum building height shall not exceed the LEP maximum heights, which should be measured in terms of Reduced Levels (RLs), not vertical distance from ground level (existing). 	<p>✓</p> <p>Complies. Refer to Section 5.4.3.</p>
	<ul style="list-style-type: none"> The maximum height of any building shall not exceed the OLS, PAN-OPS, or PAPI surfaces for the approach to Sydney Airport under any circumstances: <ul style="list-style-type: none"> For further advice on whether a building would penetrate the OLS, details of the proposed building, including elevation diagrams, building footprint set out using MGA94 co-ordinates, the location of the tallest elements including lift overruns, lightning masts etc, set out using MGA94 co-ordinates would need to be provided to make an accurate assessment; Where construction cranes are required to operate at a height greater than that of the proposed development, approval for the operation of the construction equipment (i.e. cranes) is required to be obtained prior to commencement of construction. 	<p>Alternate solution.</p> <p>The proposed development exceeds the heights of the OLS. Exceeding the heights of the OLS does not, in itself, limit the height of the proposed buildings, rather it requires approval by the Commonwealth DIRD under the APAR prior to construction.</p>
	<ul style="list-style-type: none"> Any building proposed greater than 15.24 metres in height shall be referred to Sydney Airport for comment. 	<p>✓</p> <p>The proposed scheme exceeds 15.24 metres in height and will be referred to Sydney Airport Corporation Limited during the assessment process.</p>
9.47.12 Noise and Vibration	<ul style="list-style-type: none"> New development is to be in accordance with Schedule 1: Victoria Road Precinct Aircraft Noise Policy. 	<p>✓</p> <p>Refer to Section 5.8.</p>
9.47.15 Schedule 1 – Victoria Road Precinct Aircraft Noise Policy	<ul style="list-style-type: none"> Development applications are to be accompanied by adequate supporting technical information that demonstrates how the proposed development has been designed to meet the requirements of Victoria Road Precinct Aircraft Noise Policy. 	<p>✓</p> <p>Refer to Section 5.8 and Acoustic Assessment at Appendix H</p>

5.3 Site Layout

The proposal provides a site layout that is generally consistent with the desired future outcome of the Victoria Road Precinct Indicative Masterplan. In particular it is noted that the building footprint, proposed share way and publicly accessible pedestrian through site link are consistent with the Marrickville DCP (see **Figure 31**).

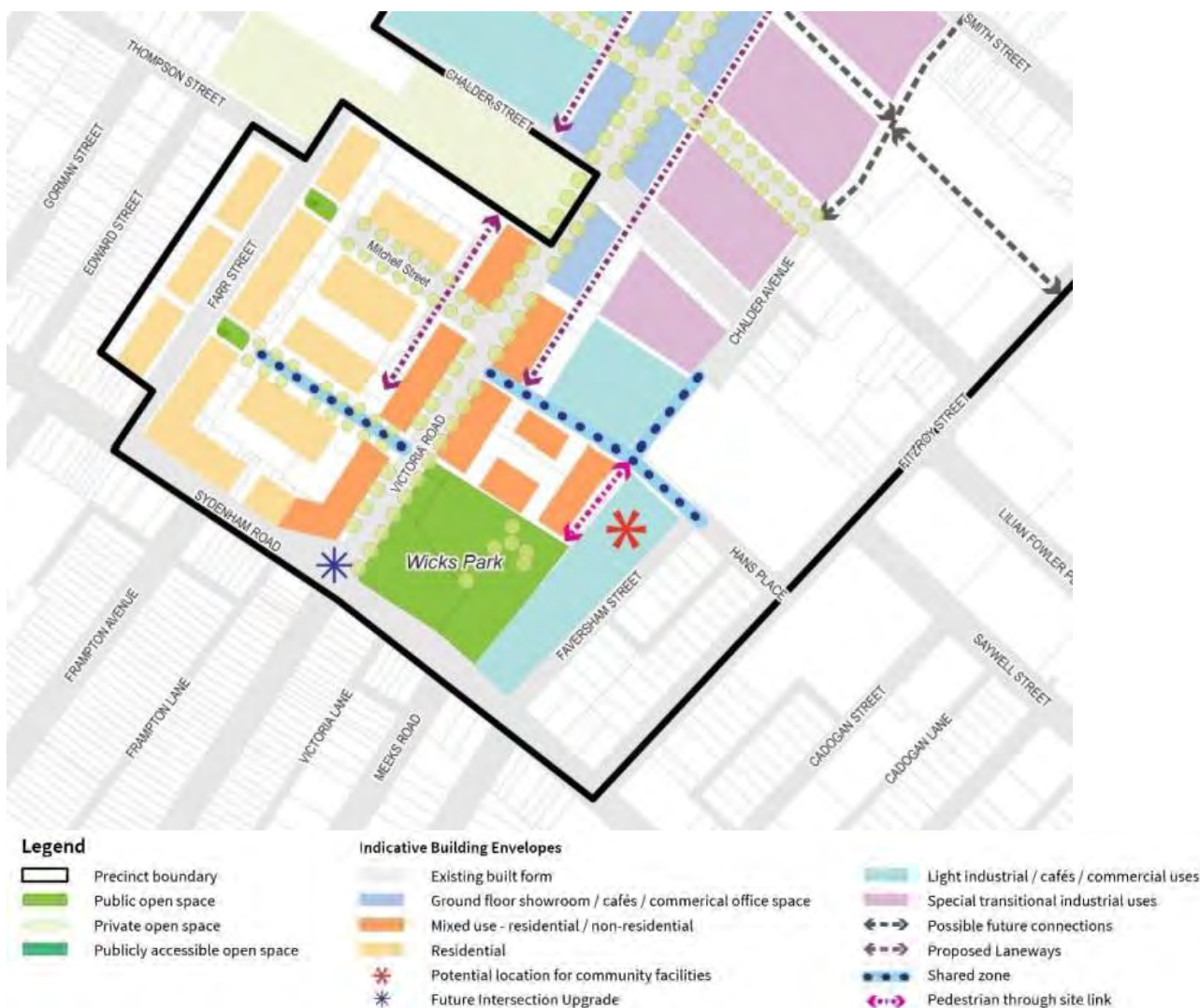


Figure 31 Victoria Road Indicative Masterplan

Source: Marrickville DCP 2011

The proposal incorporates a similar layout to the masterplan, with the primary variation being the allocation of massing above the podium structure, which is proposed in a U-Shape form that aims to deliver an improved design outcome for the site and surrounding context (further described in **Section 5.4**). In particular, it seeks to deliver increased solar access to Wicks Park compared to the solution set out in the Marrickville DCP 2011.

Fronting Victoria Road, the building layout has provided additional relief to the public domain through a 1.5m setback that will support new street tree planting to establish a strong urban tree canopy along the Victoria Road Commercial Corridor, while also supporting the growth of understorey species to further define the streetscape. The proposed building will also create a physical street edge that clearly defines Victoria Road by presenting a six-storey street wall height along this frontage.

The proposed pedestrian through-site link connects with Wicks Park and incorporates plantings of a 'grove of palms', along with other plant species to deliver on the desired 'Green Link' between Wicks Park and Chaldey Avenue (refer to **Figure 32**). As a pedestrianised link, this area will also feature a number of places for bicycle

parking, and a range of public seating that will support its functionality and attractiveness as a key thoroughfare and link to proposed ground floor retail uses that address this space.

The single lane share way connecting Victoria Road through to Hans Place will also deliver upon the outcomes to improve circulation within the precinct and will support vehicular and servicing access into the site. The share way will generally satisfy the guidelines identified under the shared zone characteristics of the Marrickville DCP 2011. It will also deliver a comfortable and attractive environment to support pedestrian and cyclist movements through large sections of paving and landscaped areas.



Figure 32 Public Open Space Network

Source: Marrickville DCP 2011

5.4 Built Form and Design

The built form of the proposed development is result of an in depth analysis of the site specific opportunities and constraints, which has taken into consideration the site's contextual relationship to adjacent Wicks Park, surrounding buildings, its proximity to public transport, and the need to protect the amenity of future residents within the proposed building.

The design process undertaken by Turner Studio involved the further interrogation of the building form presented within the Marrickville DCP 2011 for the Wicks Park Precinct. Through iterative design testing, a building envelope was further shaped and defined that could minimise amenity impacts to Wicks Park while achieving the desired building mass on the site. The outcome of this interrogation is a built form that delivers an improved solar amenity outcome to Wicks Park compared to the DCP envelopes, and which also enhances the level of SEPP65 compliance.

Key design issues are addressed in the Architectural Design Verification Statement provided at **Appendix B** and are discussed further below.

5.4.1 Building Massing

As previously highlighted, the proposed development responds to the adjacent public open space of Wicks Park to the south through a U-Shaped built form above a single storey podium.

Terraced massing along the northern boundary, with heights transitioning from 6 to 14 storeys to the rear aims to minimise overshadowing to Wicks Park and allow for the minimum requirement for sunlight to 50% of the principal useable communal open space on Level 1. The absence of massing above Level 1 on the central southern portion of the site allows for a more generous outdoor communal open space area that will benefit from visual outlooks toward Wicks Park and the Marrickville Town Centre. It also allows for a far improved visual interface with Wicks Park, with the landscaped communal terrace visually connecting to the park, instead of a nine (9) storey building which is envisaged under the DCP.

The massing along the northern boundary and rear of the site is vertically modulated to break up long building façades along these frontages.

5.4.2 Building Setbacks

Part 9.47 of the Marrickville DCP 2011 specifies that development along Victoria Road provides a 1.5m setback from the boundary to accommodate a future pathway dedication, with an upper level setback of 4m above the sixth storey. A 1.5m setback is provided along this frontage, which will accommodate future landscaping to disguise level changes between the proposed finished floor levels and the existing street level. Levels above the sixth storey are setback approximately 20m from Victoria Road to comply with the 23m building height limit along this frontage, with setbacks gradually increasing as the building increases in height.

The Marrickville DCP 2011 specifies that development should not be setback from the future 'shared zone' and pedestrian through-site link along the western and northern boundaries of the site, respectively. The development is proposed to be built to these public domain features.

Ground level setbacks to Wicks Park will not encroach into the 3m setback requirement and have been setback further to provide a new pathway along the site's southern boundary and interface with Wicks Park. Given the increased ground level setbacks to Wicks Park, the upper level massing toward the south-east corner of the site extends in height without further setback to establish a strong corner feature to Wicks Park and the proposed pedestrian through-site link.

Massing on Levels 1 to 3 on the south-west corner of the site is cantilevered above southern pedestrian pathway with a setback of 2m from the southern boundary line. A 3m upper level setback above Level 3 is provided to comply with the upper level setback requirements of the Marrickville DCP 2011.

5.4.3 Height in Storeys

Overall, the proposed composition of building height generally complies with the height of building in storeys controls of the Marrickville DCP 2011, with a six storey built form fronting Victoria Road that cascades up to a fourteen storey mass to the rear eastern end of the site. This generally reflects the desired transition of heights shown in the DCP's height of buildings map (**Figure 33**), elevating from seven storeys fronting Victoria Road, to nine storeys within the central area of the site, and fourteen storeys to the rear.

The proposed scheme does not propose for a nine storey built form to the central south portion of the site, with this massing proposed to be redistributed to the terraced massing along the development's north facing building element. A single storey podium is proposed for a large extent of the site to accommodate the proposed ground floor retail uses and will support the communal open space area on Level 1.

The proposed location of building heights within the site will ensure high levels of amenity, including enabling appropriate and higher levels of solar access to Wicks Park compared to the DCP scenario, and for the principal useable communal open space on Level 1. The proposed cascading heights along the northern side of the site will

also establish a visually interesting urban form and skyline to support the Victoria Road Precinct's transition to a high density, urban neighbourhood character.



Figure 33 Height of buildings in storeys

Source: Marrickville DCP 2011

5.4.4 Floor Space

The proposed development is subject to a floor space ratio (FSR) controls of 3.5:1 under MLEP 2011. **Table 6** identifies the relevant areas and the allowable and proposed gross floor area (GFA), demonstrating that the proposed development complies with the maximum allowance GFA. GFA plans have been prepared by Turner Studio and are provided at **Appendix B**.

Table 6 Calculation of FSR/GFA compliance

Site Area	FSR	Allowable GFA	GFA Proposed	Complies?
7,262m ²	3.5:1	25,417m ²	25,417m ²	Yes

It is noted that the 28-30 Faversham Street site is not included in the site area – as discussed above, the proposal in relation to this site only relates to demolition to enable construction access, and for construction of the through site link – the proposal does not utilise any of the GFA of this site.

5.5 Public Domain

The proposed site configuration facilitates future connections to and integration with surrounding sites in accordance with the Marrickville DCP 2011 (refer **Figure 34**). This is particularly the case with regard to the adjacent buildings fronting Faversham Street and 168 Victoria Road, Marrickville.

- Pedestrian through-site link linking to Wicks Park; and
- A share way to eventually connect to Chalder Ave and Faversham St.



Figure 34 Movement Network Map

Source: Marrickville DCP 2011

5.5.1 Share Way

The Marrickville DCP 2011 outlines that a two-way shared zone is provided off Victoria Road, which connects to Chalder Avenue, and transitions to a single-lane shared zone to connect to Hans Place / Faversham Street (refer to **Figure 34**).

A single-lane share way off Victoria Road is proposed to run along the north boundary alignment to the rear of the site, connecting to Hans Place/Faversham Street. The share way off Victoria Road will be the primary access point for resident and visitor vehicles and service vehicles. Vehicles exiting the site will continue along the share way toward Hans Place / Faversham Street.

The share way will generally satisfy the guidelines identified under the shared zone characteristics of the Marrickville DCP 2011. Traffic calming measures will be incorporated through reduced street space provision at the entry point. Measures to delineate the street space and pedestrian pathway will be implemented through the incorporation of street bollards, while paving treatments will be provided to establish an overall appearance and composition of a shared zone. Whilst kerbs will be provided along the northern side of the carriageway, the remainder of the share way will be flush across its full extent. Five marked loading / drop-off bays are also provided along the share way to provide easy drop-off and unloading points for retail tenancies and visitors of the development. Active uses and wider footpath verges on the north-west corner of the site will also allow for outdoor dining opportunities.

There will opportunity to widen the share way to convert the access route into a two-way share way as part of any future development proposal on the adjoining site to the north.

Given the existing constraints of the site, the proposed single-lane share way is considered an appropriate outcome for the site and will deliver upon the desired outcome for the Victoria Road Precinct's movement network by ensuring that the street network provides a high level of amenity and safety for all users.

5.5.2 Pedestrian Through-Site Link

The Marrickville DCP 2011 outlines that a 6m-wide pedestrian through-site link is provided, connecting Wicks Park to the proposed shared zones between Victoria Road, Hans Place / Faversham Street and Chalder Avenue (refer to **Figure 34**).

A pedestrian through-site link with a width between 8.5m and 10.5m is proposed as part of the development, which will meet/exceed the minimum reservation width requirement under the Marrickville DCP 2011. The proposed link will increase permeability and enable direct pedestrian and cycle access to Wicks Park from the north. Street furniture in the form of paving, bicycle parking and seating benches, along with significant landscaping features, including the Grove of Palms trees, are proposed to create a comfortable and attractive environment for pedestrian and cyclists.

5.5.3 Active Frontages

The proposed development will provide active street frontages along Victoria Road and part of the proposed share way and is generally in accordance with the requirements of Section 9.47.9.4 of the Marrickville DCP 2011, with a range of tenancy entrances and glazed frontages contributing direct activity and casual surveillance to these frontages. In addition, the proposed development provides a high level of activation to the open arcade within the site which will ensure that these spaces are well-utilised, safe and make a positive contribution to the amenity of the local area.

5.5.4 Tree Removal and Replacement

An Arboricultural Impact Assessment (AIA) has been prepared by Urban Forestry and is provided at **Appendix E**. This AIA assesses the impact of the proposed development on existing vegetation and trees on the subject site, as well as one street tree, which is on Council land immediately adjoining the site.

14 trees were identified as part of the AIA, being those located on or (as noted above) immediately adjoining the site. Of these 14 trees;

- Six are rated as having a low retention value;
- Four are rated as having a medium retention value;
- Three are rated as having a high retention value; and
- One has already been removed.

Redevelopment of the site in accordance with the vision for the site and the planning framework requires the removal of these aforementioned trees, with exception to the three trees with high retention value. The retained

trees are proposed for relocation to the rear of the site to contribute to the urban tree canopy along the proposed pedestrian through-site link.

It is noted that of the 13 trees currently on site (noting that one of the trees assessed in the AIA has subsequently been removed), four are exempt from protections under Section 2.20 of the Marrickville DCP 2011 (being three Cocos Palms, a Ponytail Palm, and a Camphor laurel).

The retention of the trees in their current locations would require design changes to the proposal that would substantially obstruct the delivery of the site's redevelopment in accordance with the vision. Despite the loss of existing mature vegetation, the proposed development includes new plantings with a mix of complimentary plant species which will compensate for the vegetation loss, with a net increase of trees on site. It is noted that none of the trees has special significance, nor is listed as a threatened species under applicable State or Federal legislation.

On balance, the proposed removal of trees is considered appropriate in the context of the broader community benefits delivered by the site's redevelopment.

5.6 Residential Amenity

The built form of the proposed development promotes design excellence and has been designed to maximise amenity within the site without having an adverse impact on the amenity of surrounding sites. The proposed development has been designed to provide all dwellings with a high quality of internal amenity and outlook. As outlined within the Design Verification Statement, provided at **Appendix B**, the proposal has been designed in accordance with the nine principles of *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development*.

A high degree of amenity for future occupants is achieved through careful building and apartment designs that respond to the constraints and opportunities of the site and surrounds, and the relevant planning controls, including the Victoria Road Precinct Indicative Masterplan and the Apartment Design Guide. To this end, the proposal provides the following key performance indicators in terms of residential amenity.

- **Building Separation** – Provided in excess of ADG requirements internally. The proposed 8.5m setback along the northern boundary will allow any future mixed use development along north of the site capable of meeting minimum separation requirements
- **Communal Open Space** – The proposal provides communal open space at the equivalent of 21.3% of the site area (plus an additional 250m² (3.4% of site area) for an internal communal facility). Suitable residential amenity is assured through extensive landscaping, planting, seating and facilities spread through three separate and distinct areas of private open space.
- **Public Connectivity** – A pedestrian through site link will be provided through the eastern end of the site which will provide part of the desired connection between Wicks Park and the proposed share way that will run along the northern boundary of the site. This will enhance the permeability of the Victoria Road Precinct
- **Natural Cross-Ventilation** – The proposal achieves cross ventilation for 60.7% of apartments which is a minor non-compliance of the minimum standards; and
- **Solar Access** – It is calculated that 70% of apartments will achieve greater than 2 hours of sunlight in mid-winter to living rooms and balconies between 9am and 3pm.

5.6.1 Apartment Mix

The proposal provides an apartment mix that is aligned with the demands of the locality. The proposal is compliant with the DCP requirements under Clause 4.2.3, with the exception of the number of Studio and 3-bedroom apartments being provided. The proposal does not provide apartments as Studios where the DCP requires between 5 – 20%, while 4.8% of apartments are 3-bedrooms, where the DCP requires a minimum of 10%.

Despite above, when considering Studio and 1 bedroom apartments together, they are required to consist of between 15-60% of units. The proposal provides a combined 37.4% of apartments as both Studio and 1 bedroom, thus providing an outcome that is consistent with the range envisaged by the DCP. In formulating the proposal, market demands found in the locality do not warrant Studio style apartments in such considerable numbers,

however it is found that compact 1 bedroom units with flexible and variable configurations are in much greater demand.

As of 2016, the average household size in the Inner West LGA was 2.32 persons in occupied private dwellings, compared to 2.72 for Greater Sydney (profile.id, 2016). Accompanying the smaller household characteristics of the LGA, household composition within the LGA identifies a greater proportion of lone persons and couple without children households. This suggests demand within the LGA is focussed toward smaller bedroom sizes, such 1-2 bedroom apartments. Given the likely low demand for 3-bedroom dwellings, a 5% proportion of 3-bedroom is considered appropriate for the scheme.

Notwithstanding this variation, the resultant design is considered to meet the intent of the Marrickville DCP whilst also being specifically designed to meet the market demands of the locality. The proposal is therefore considered to meet the objective of the control which is to provide well designed and diverse housing with flexible uses that respond to its context, market and locality.

5.6.2 Overshadowing

A shadow analysis has been prepared by Turner Studio and is provided with the Architectural Plans at **Appendix A**. This study identifies the shadow cast by the proposed buildings at hourly intervals between 9:00am and 3:00pm on June 21. The solar analysis employs a comparison between the existing built form on site, and the subject development by the way of hourly views from the sun.

The shadow diagrams illustrate that the shadow cast by the proposed development largely falls upon Wicks Park during the hours of 9am to 10am, with overshadowing significantly reduced between 10am to 3pm. It is also noted that more than 50% of the total area of Wicks Park will receive direct sunlight between the hours of 10am to 3pm on June 21 (4 hours). This exceeds the DCP's requirements for a minimum of 3 hours of direct sunlight to 50% of the total area.

Furthermore, a shadow comparison analysis has been undertaken between the proposed scheme and the indicative built form envelope under the DCP with the Architectural Plans at **Appendix A**. The comparison demonstrates the improved amenity outcome for Wicks Park under the proposed scheme, with additional direct sunlight reaching Wicks Park from 9am to 3pm.

Therefore, based on the whole the extent of the shadows cast by the proposed development, it is considered to be a superior design outcome for the site and surrounding area.

5.6.3 Privacy

Visual privacy has been carefully considered in the placement of walls, windows and screening devices to avoid overlooking between apartments. Balcony and window separation is as per ADG requirements.

5.6.4 Apartment Design Guide

The proposed is generally consistent with the Objectives and Design Criteria in the NSW Apartment Design Guide (ADG) and will achieve a high level of residential amenity. **Table 7** provides an assessment of the proposed development against the Design Criteria. Where alternative solutions are proposed to the Design Criteria they are discussed in further detail below the table.

Table 7 Consistency with the NSW Apartment Design Guide

Objectives and Design Criteria			Consistent
Part 3 Siting the Development			
3D Communal and Public Open Space			
Objective An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping.			
Design Criteria Communal open space has a minimum area equal to 25% of the site.			Alternative Solution. 21.3% of the site area is provided as communal open space, with an additional 3.4% of the site provided as an internal communal facility (bringing the total to 24.8%). This mix is considered appropriate, as the noise environment of the site means that residents will benefit from having an internal communal space which is acoustically more protected. Further, the slight (0.2%) shortfall to the design criteria is considered appropriate, given the highly urbanised nature of the site and surrounds, and the proportion of public domain open space provided by the proposal, including the 1,745m ² (+24.03%) of space provided for the publicly accessible shareway and pedestrian through-site link.
Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter).			✓
3E Deep Soil Zones			
Objective Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.			
Design Criteria Deep soil zones are to meet the following minimum requirements:			Alternative Solution (see below)
Site Area	Minimum Dimensions	Deep Soil Zone (% of site area)	
Less than 650m ²	-	7%	
650m ² – 1,500m ²	3m		
Greater than 1,500m ²	6m		
Greater than 1,500m ² with significant existing tree cover	6m		
3F Visual Privacy			
Objective Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.			✓
Design Criteria			✓

Objectives and Design Criteria			Consistent
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:			<p>The permissible land uses and maximum building heights of neighbouring sites have informed the setbacks from site boundaries to ensure future development is capable of meeting minimum building separation distances, including:</p> <ul style="list-style-type: none">• North - B4 Mixed Use/23m height limit + B5 Business Development/20m height limit• East - B5 Business Development/ part RL49 AHD and part 20m height limit <p>From site boundary</p> <ul style="list-style-type: none">• 8.5m setback from the northern boundary• Varied setback to rear boundary (minimum 6m reservation provided for future through-site link)• Southern boundary adjoins Wicks Park <p>Internal</p> <ul style="list-style-type: none">• 47.8m between Building Components C and A over the communal open space
Building Height	Habitable rooms and balconies	Non-habitable rooms	
Up to 12m (4 storeys)	6m	3m	
Up to 25m (5-8 storeys)	9m	4.5m	
Over 25m (9+ storeys)	12m	6m	
3K Bicycle and Car Parking			
Objective Car Parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas.			✓
Design Criteria For development in the following locations: <ul style="list-style-type: none">• on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or• on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre <p>The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.</p> <p>The car parking needs for a development must be provided off street.</p>			Alternative solution. Refer to Section 5.7.4
Part 4 Designing the Buildings			
4A Solar and Daylight access			
Objective To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.			✓
Design Criteria Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.			✓ 189 (70.0%)
A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter.			✓ 28 (10.4%)
4B Natural Ventilation			
Objective The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents.			✓

Objectives and Design Criteria		Consistent
Design Criteria At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.		✓ 133/219 (60.7%)
Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.		✓ Maximum depth is 16.8m
4C Ceiling Height		
Objective Ceiling height achieves sufficient natural ventilation and daylight access.		✓
Design Criteria Measured from finished floor level to finished ceiling level, minimum ceiling heights are:		✓
Minimum ceiling height		2.7m ceiling heights provided for habitable rooms, with exception to areas accommodating bulkheads, which provide 2.4m ceiling height. 2.4m ceiling heights provided for non-habitable rooms Ground Level capable of providing 3.3m ceiling heights on ground level.
Habitable rooms	2.7m	
Non-habitable	2.4m	
For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area	
Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope	
If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use	
These minimums do not preclude higher ceilings if desired.		
4D Apartment Size and Layout		
Objective The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity		
Design Criteria Apartments are required to have the following minimum internal areas:		✓
Apartment Type	Minimum internal area	All apartments comply or exceed the minimum area standards.
Studio	35m ²	
1 bedroom	50m ²	
2 bedroom	70m ²	
3 bedroom	90m ²	
The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m ² each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m ² each.		
Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.		✓
Objective Environmental performance of the apartment is maximised.		
Design Criteria Habitable room depths are limited to a maximum of 2.5 x the ceiling height.		✓ See below.
In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.		✓ Maximum habitable room depth (in open plan layouts) is 8m, compliant with this control.
Objective Apartment layouts are designed to accommodate a variety of household activities and needs.		

Objectives and Design Criteria			Consistent
Design Criteria Master bedrooms have a minimum area of 10m ² and other bedrooms 9m ² (excluding wardrobe space).			✓ Met or exceeded for all bedrooms.
Bedrooms have a minimum dimension of 3m (excluding wardrobe space).			✓ Complies
Living rooms or combined living/dining rooms have a minimum width of: <ul style="list-style-type: none">3.6m for studio and 1 bedroom apartments4m for 2 and 3 bedroom apartments.			✓ Complies
The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.			✓ Complies
4E Private Open Space and Balconies			
Objectives Apartments provide appropriately sized private open space and balconies to enhance residential amenity.			
Design Criteria All apartments are required to have primary balconies as follows:			✓ Complies
Dwelling Type	Minimum Area	Minimum depth	
Studio apartment	4m ²	-	
1 bedroom apartment	8m ²	2m	
2 bedroom apartment	10m ²	2m	
3+ bedroom apartment	12m ²	2.4m	
The minimum balcony depth to be counted as contributing to the balcony area is 1m.			
For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m ² and a minimum depth of 3m.			✓ Complies
4F Common Circulation and Spaces			
Objective Common circulation spaces achieve good amenity and properly service the number of apartments.			
Design Criteria The maximum number of apartments off a circulation core on a single level is eight.			✓ Complies
For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.			Alternate Solution For Lobby 4, there is one lift servicing 49 units. This is acceptable, as stated in Appendix U , as the proposed lift will deliver an appropriate performance level of service to all units.
4G Storage			
Objective Adequate, well designed storage is provided in each apartment.			
Design Criteria In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:			✓ Complies
Dwelling Type	Minimum Volume		
Studio apartment	4m ³		
1 bedroom apartment	6m ³		
2 bedroom apartment	8m ³		
3+ bedroom apartment	10m ³		
At least 50% of the required storage is to be located within the apartment.			

Deep Soil

The ADG suggests that deep soil zone areas equate to more 7% of the total site area. Despite not achieving the minimum deep soil zone requirement, the ADG provides guidance that the design criteria for deep soil zones may not be achievable on sites where non-residential uses are proposed at ground level. This is applicable to the proposed development with retail uses proposed at Ground Level, along with the proposed share way and through-site link which provides an important function for pedestrian, cycling and vehicle movements within the site and for the wider Victoria Road Precinct.

To address the limited deep soil areas provided on site, appropriate stormwater management measures have been incorporated to manage overland flows (refer to **Section 5.11**), while alternative forms of planting have been incorporated along the ground floor public domain and on the Level 1 courtyard that will support healthy plant and tree growth.

Communal Open Space

Overall, the proposed scheme provides approximately 1,800m² of communal space, consisting of 1,550m² of open space and 250m² of internal space. This internal space consists of a communal facility room located on ground floor for residents' use that can be adaptively used for a variety of communal activities.

The communal open space provided on the Level 1 Podium will serve a range of outdoor activities and is designed to function as spaces for entertainment, dining and interaction. The location of the outdoor space will also provide residents' with greater visual amenity, with pleasant views toward the adjoining Wicks Park to the south.

5.7 Transport and Accessibility

A Traffic and Parking Impact Assessment has been prepared by GTA Consultants (GTA) (refer **Appendix G**) in respect of the proposal. A summary of that assessment is provided below.

5.7.1 Proposed Traffic Generation

The existing uses on the site currently cover approximately 5,100m² of GFA, resulting in an anticipated traffic generation of 77 vehicle trips in any peak hour.

Based on the proposed scheme, GTA have estimated that traffic generation from the proposed development of 160, 260 and 310 vehicle trips during the weekday AM and PM, and Saturday midday peak hours, respectively. This factors in a reduction of traffic generation rates (20% for retail) based on internal trips to occur from residents accessing the proposed ground floor retail uses.

Overall, it is estimated that the proposed development would generate a net increase of between approximately 80 and 240 vehicle trips during any peak hour.

5.7.2 Intersection Performance

The key intersections near the site have been surveyed and modelled with the anticipated additional traffic from the proposed development. Overall, GTA confirm that the surveyed intersections will continue to operate satisfactorily in the all peak periods.

In summary, the intersections surveyed and their performance based on the proposed scheme, include:

- **Sydenham Road / Victoria Road** – This intersection is expected to experience a minor increase in 95th percentile queues of up to six metres (one car) and delays of up to three seconds in any peak hour. Overall, the existing level of service is expected to be maintained during the respective peak hours.
- **Sydenham Road / Faversham Street** - The Sydenham Road / Faversham Street intersection is expected to experience some change to delay, primarily for the right turns from Faversham Street. Notwithstanding, delays are expected to remain within satisfactory levels of service in all peak hours.
- **Sydenham Road / Fitzroy Street** - The Sydenham Road/ Fitzroy Street intersection is already operating close to capacity, with the proposed development unlikely to materially change the overall intersection operation. The intersection is expected to experience a minor increase in delay (of one second) for the right turn from Fitzroy

Street during the AM peak hour. The weekday PM and Saturday midday peak hours are expected to continue operating at a LOS E and D respectively, similar to existing conditions.

- **Hans Place / Fitzroy Street** - Minimal delay and queuing are expected at the Hans Place/ Fitzroy Street intersection in all peak hours.

Overall, GTA confirm that the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network.

5.7.3 Site Access

The proposed scheme includes a one-way share way along the northern boundary of the site, which is in the same location as an existing access road. Consolidating the site access into a single crossover will also reduce conflict of multiple turning movements in several locations and maintain a more consistent layout.

There is likely to be delay associated with vehicles turning right into the site. To mitigate these effects on northbound Victoria Road traffic, parking restrictions could be in place along the western side of Victoria Road. Currently, there are existing parking restrictions along Victoria Road during 7am-9am along Victoria Road (northbound), and 4pm-6pm along Victoria Road (southbound).

It is recommended that on-street parking on the western side of Victoria Road opposite the proposed access be extended further during peak periods to maintain northbound through traffic flows on Victoria Road.

A review of the existing conditions and parking on this section of Victoria Road indicates such a treatment would result in the loss of approximately five parking spaces on the western side outside the morning peak period (7am-9am).

Current arrangements include a total of 12 crossovers to Victoria Road, each providing direct access for both north and southbound vehicles. Under the proposal, these 12 driveways will be removed and replaced with the single through site link from Victoria Road, improving vehicle, cyclist and pedestrian amenity. The removal of the existing driveways would reinstate approximately seven on-street parking spaces. Considering the above and the available sight lines, the proposed access arrangements would significantly improve existing arrangements and likely contribute to reduced delay to Victoria Road through traffic.

SIDRA modelling at the site access driveway confirms that the operation of the Victoria Road / Sydenham Road intersection would improve and reduce delay to northbound through traffic on Victoria Road.

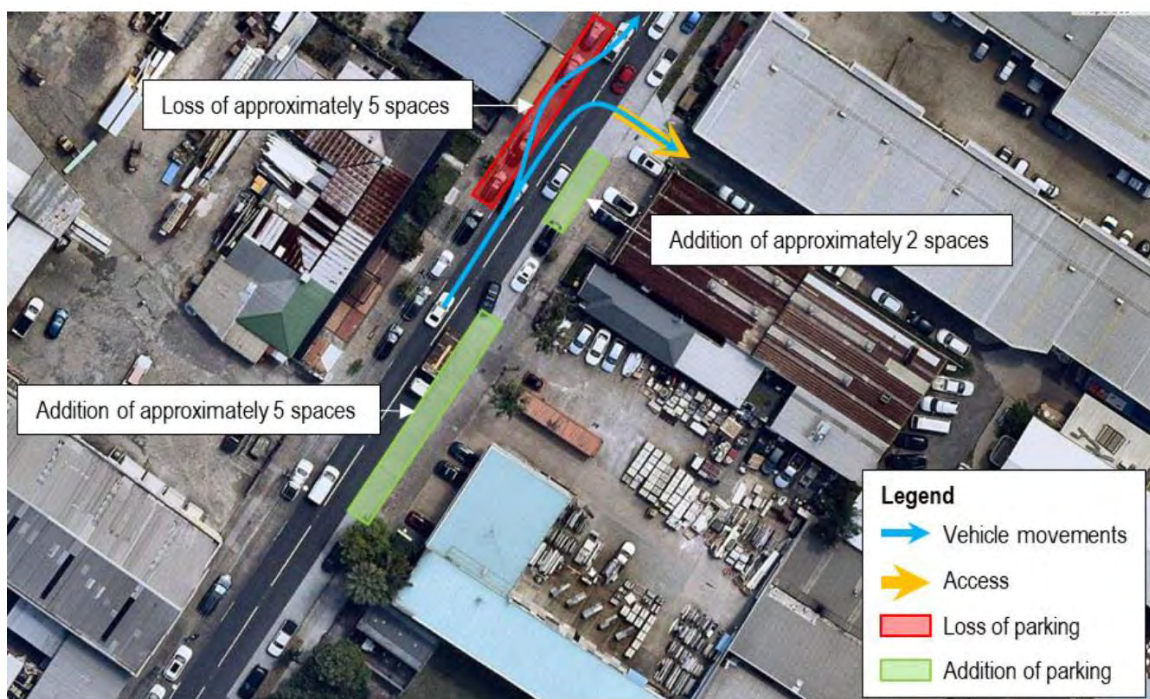


Figure 35 Potential Victoria Road parking modifications and site access

Source: GTA Consultants

5.7.4 Parking and Vehicular Access

Marrickville DCP 2011 provides different parking rates for various areas throughout the former Marrickville LGA. In general, areas close to town centres, light rail stops and/ or railway stations are in Parking Area 1 and have a lower parking requirement. Whereas areas generally located further from transport and services are designated as Parking Area 2 and 3, which have higher parking requirements.

The site is identified within Parking Area 2. Based on the proposed scheme, the Marrickville DCP 2011 requires 321 car parking spaces including 259 spaces for the residential apartments and 62 retail spaces, based on the DCP's Parking Area 2 rates.

Despite the above, GTA highlight the merit in considering a reduced parking rate, compared to those designated under Parking Area 2. A reduced parking rate could be considered more effective for the site due to the following reasons:

- the intent of the Victoria Road Precinct to transition into a vibrant, and sustainable mixed use precinct increased employment opportunities that will make the precinct a highly desirable place to work and live
- the proposed mixed-use of the development which will comprise of retail uses that are likely to serve a population serving purpose. This will encourage more internal trips and pedestrian activity from residents of the development, along with surrounding residents and workers
- the site's close proximity to high frequency public transport, including multiple bus services along Victoria Road, the existing heavy rail station at Sydenham Station that is proposed to be converted to support the future Sydney Metro line.

The proposal provides a total car parking of 306 spaces accommodated across the two (2) basement levels for resident, staff and visitor use. The car parking provision is broken down as:

- 214 residential vehicle spaces (including 54 adaptable spaces)
- 65 retail spaces (including 2 accessible spaces)
- 27 visitor vehicle spaces (including 5 accessible spaces)

- 16 motorcycle parking spaces.

In addition, one car wash bay is proposed in the basement car park.

The above represents a minor shortfall of 18 car parking spaces compared to the strict numerical requirements under the DCP's Parking Area 2, and an excess of 72 on Parking Area 1 requirements. The proposed 16 motorbike spaces meets the DCP's Parking Area 2 requirement.

As outlined in the Traffic Impact Assessment, these spaces are proposed to be designed in accordance with relevant Australian Standards (AS2890.1-2004, AS2890.6-2009 and AS2890.2-2002). There will be no direct vehicle access from buildings to Victoria Road, with all vehicle access to be off the proposed share way.

Overall, GTA conclude that while the parking rate is lower than the numerical requirement of the Marrickville DCP 2011, the proposed provision strikes a balance between the applicable rates and takes into consideration the site's location in a changing environment close to expanding public transport services. It is also recommended that a green travel plan be implemented to encourage residents, staff and visitors to travel to and from the site by modes other than private vehicle. An outline of a green travel plan with some initiatives which could be implemented as a way of limiting the parking and travel demand of the site has been provided within the Traffic Impact Assessment.

5.7.5 Loading Facilities

DCP 2011 requires one service vehicle space per 50 apartments up to 200 apartments, plus one space per 100 apartments thereafter. DCP 2011 also specifies a rate of one truck space per 400m² GFA up to 2,000m² GFA, plus one bay per 1,000m² GFA thereafter. Based on these rates, the proposed development is required to provide five service vehicle spaces for the residential apartments and spaces for the retail uses.

The proposed development proposes three loading bays. Swept paths have been completed that show each area is independently accessible by all service vehicles and with typical dock management in place, the loading area and loading spaces in the share way are considered acceptable and able to accommodate the servicing demands of the site. The swept path assessment is included as an appendices to GTA's Traffic Impact Assessment Report.

Implementation of a dock management system to manage and control the use of the dock has been recommended by GTA to limit the potential effects of trucks reversing in on entry and impacts on residents and retail customers entering the basement car park. Such measures include pavement treatments, linemarking, signage and/ or simple signal systems.

5.8 Acoustic Impacts

An Acoustic Assessment has been undertaken by Renzo Tonin & Associates, and is provided at **Appendix H**. The assessment considers the potential noise emissions during construction and operation of the proposed development, as well as internal acoustic amenity for future building occupants, having regard to the site's exposure to traffic and aircraft noise.

As part of this report, Renzo Tonin & Associates collected long-term noise monitoring from a location fronting Victoria Road, opposite the site, and they also conducted an assessment of aircraft noise intrusion in accordance with Australian Standard AS2021:2015. External noise intrusions into the development have been assessed in accordance with the Marrickville Development Control Plan 2011, *State Environment Planning Policy (Infrastructure) 2007, Development Near Rail Corridors & Busy Roads – Interim Guideline 2008* by the Department of Planning, and Australian Standard AS/NZS 2107:2000 *Acoustics – Recommended design sound pressure levels and reverberation times for building interior*.

5.8.1 Construction Noise and Vibration

The assessment notes that construction activities will be undertaken so that noise generated will comply with the Department of Environment and Climate Change's *Interim Construction Noise Guide* (July 2009). The report also notes that the nature of the proposed construction process for this development does not “*present difficulties in ensuring that the associated noise limits at surrounding properties are achieved.*”

5.8.2 Operational Noise

A detailed assessment of mechanical plant noise will be undertaken at the detailed design stage, including identification of any requirement mitigation measures such as use of enclosures, noise barriers and other acoustic attenuation. To assist in this, Renzo Tonin & Associates have provided a list of recommendations for mechanical plant, which are:

- Procurement of 'quiet' plant;
- Strategic positioning of plant away from sensitive neighbouring premises, maximising the intervening shielding between the plant and sensitive neighbouring premises;
- Utilisation of commercially available silencers or acoustic attenuators for air discharge and air intakes of plant;
- Acoustically lined and lagged ductwork;
- Acoustic screens and barriers between plant and sensitive neighbouring premises, and/or partially enclosed or fully enclosed acoustic enclosures over plant;
- Checking of noise specifications and proposed locations of mechanical plant prior to installation; and
- Mounting of fans on vibration isolators, balanced in accordance with Australian Standard 2625 "Rotating and Reciprocating Machinery – Mechanical Vibration".

5.8.3 Internal Noise Conditions

The Acoustic Assessment (**Appendix H**) considered the impacts of traffic and aircraft noise on the internal noise environment of the proposed residences. It found that, in order to meet the maximum internal noise levels (given the traffic and aircraft noise), the recommended minimum sound insulation rating of glazing was Rw 39 for bedrooms, and Rw 35 for Living, Dining, and Kitchen areas. This results in a recommendation for 10.5mm V-Lam Hush acoustic laminated glass to be used for glazing to bedrooms, and 10.38mm laminated glass to be used for glazing to Living, Dining, and Kitchen areas.

The Acoustic Assessment outlines that the proposed development is capable of meeting the minimum internal noise levels based on the recommended glazing treatment for the building facades, which will achieve the relevant targets for aircraft and traffic noise, which are summarised in **Table 8** below. Further investigation at the Construction Certificate stage will provide more details on the specific requirements relating to requirements for glazing and the like to ensure internal noise conditions are compliant with relevant legislations and policies.

Table 8 Recommended Internal Traffic & Aircraft Noise Levels

Dwelling Component	Time Period	Maximum Noise Level
Recommended Maximum Internal Road Traffic Noise Levels		
Living areas (includes open-plan kitchens, dining, family room, media and study rooms)	7am – 10pm	40 dB(A) $L_{Aeq, 15hr}$
Sleeping areas	10pm – 7am	35 dB(A) $L_{Aeq, 9hr}$
Recommended Maximum Internal Aircraft Noise Levels		
Sleeping areas, dedicated lounges	N/A	50 dB(A) $L_{A, max}$
Other habitable spaces		55 dB(A) $L_{A, max}$
Bathrooms, toilets, laundries		60 dB(A) $L_{A, max}$

Source: Renzo Tonin & Associates

5.8.4 Aircraft Noise Information Pack

The Marrickville DCP 2011 requires an 'Aircraft Noise Information Pack' to be provided to any potential purchaser as part of the Contract of Sale. The Aircraft Noise Information Packs are to contain the following information:

- An explanatory note on aircraft noise and how it may affect living within the Victoria Road Precinct;
- An explanation of the policies and controls that govern aircraft noise;

- An explanation of Sydney Airport's operations and its relationship to the Victoria Road Precinct;
- The airports hours of operation and likely times that aircraft noise will affect the Victoria Road Precinct;
- Likely average number of aircraft movements per day;
- Aircraft noise affecting the Victoria Road Precinct;
- A list of the material treatments used in the construction of the building;
- A map of the current/latest ANEF Contours in relation to the site; and
- A plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents.

An Aircraft Noise Information Report has been prepared by Renzo Tonin & Associates (refer to **Appendix I**), which provides the required information listed above and will be provided potential purchasers as part of the Contract of Sale. This will be imposed as a condition of any development consent.

5.9 Airspace Operations

The potential impact of the development has been considered having regard to the 'Prescribed Airspace' for Sydney Airport. Preliminary consultation has occurred with Sydney Airport Corporation Limited (SACL) to understand the existing airspace constraints on the site. In the event the proposed development and / or temporary structures (i.e. cranes) penetrates the existing prescribed airspace (i.e. Obstacle Limitation Surface and Procedures for Air Navigation Services – Aircraft Operations), airspace height approval will be sought in accordance with the Airports Act 1996 and regulations.

The proposal will be referred to the Commonwealth authority for approval during the assessment process of this development application.

5.10 Ground Conditions

EI Australia have undertaken an Additional Site Investigation (**Appendix J**) into soil and ground conditions to determine the suitability of the site for the proposed development and identify any specific requirements for construction management and building design. The report complements previous assessments undertaken for the site, completed by Aargus Pty Ltd (Aargus) in 2014 and 2018, which concerned 182-198 Victoria Road and 18-28 Faversham Street, Marrickville (comprising 1.037 hectares in total area). These reports include:

- Aargus (2014a) *Geotechnical Investigation Report*. Aargus Pty Ltd Report Ref. GS5611/1A, Revision 0, dated 22 January 2014.
- Aargus (2014b) *Detailed Site Investigation*. Aargus Pty Ltd Report Ref. ES5611/2, Revision 0, dated 30 April 2014.
- Aargus (2014c) *Acid Sulfate Soils Assessment*. Aargus Pty Ltd Report Ref. ES5611/3, Revision 0, dated 8 May 2014.
- Aargus (2018) *Due Diligence*. Aargus Pty Ltd Ref. ES7185, Revision 0, dated 16 March 2018.

5.10.1 Geotechnical and Groundwater

The Geotechnical Investigation Report by EI Australia (**Appendix X**) and the Additional Site Investigation Report, also by EI Australia (**Appendix J**) finds that the site is underlain by a layer (of approximately 0.1-1.9m thickness) of anthropogenic filling comprising silty sandy clay/gravelly sand/silty gravel, with some building rubble and ash. This overlays layers of natural (sandy) silty clay and clayey sand of approximately 2.6-7.4m thickness in depth and (weathered) sandstone.

Groundwater was encountered on the site between 2.0-4.5m below ground level, and the inferred flow direction was south easterly, toward Alexandra Canal. Local groundwater was considered to be slightly acidic (pH 5.25-5.95) and slightly saline to brackish (EC: 831-5347 $\mu\text{S}/\text{cm}$). The soil (being silty clay) indicated low permeability, and was generally neutral to slightly acidic, with measurements ranging from a pH of 6.5 to 7.7. Overall, the soils were

classified as Non-aggressive for both buried concrete structural elements, and buried steel structural elements (as per AS 2159:2009).

The Geotechnical Investigation Report (**Appendix X**) and Additional Site Investigation Report (**Appendix J**) concludes that the site is suitable for the proposed development subject to compliance with the recommendations of the report, which can be imposed as a condition of any development consent.

A Groundwater Take Assessment was also undertaken by EI Australia (**Appendix Z**) and has concluded that groundwater take will be approximately:

- 1.1ML / 150 days during construction; and
- 3.4ML / year during operation.

EI Australia have concluded that expected groundwater volumes per year appear to be manageable using a drained basement system for the proposed development's lifetime.

5.10.2 Contamination

EI Australia have carried out an Additional Site Investigation Report (**Appendix J**) to determine the suitability of the site for the proposed development in accordance with the requirements of *State Environmental Planning Policy No.55 – Remediation of Land* (SEPP 55).

The assessment identified some areas of potential environmental concern, in relation to heavy metals and presence of polycyclic aromatic hydrocarbons, asbestos and heavy metals on site. The EI Australia have indicated that the potential source of these contaminants could come from imported fill of unknown origin, previous and current commercial and industrial uses of the site and surrounds, the potential presence of hazardous materials in current or past building structures and deeper natural soils containing residual impacts.

Given the presence of these contaminants, the report recommends the preparation and implementation of a Remediation Action Plan (RAP).

Remediation Action Plan

As mentioned, the Additional Site Investigation Report recommends the preparation of a Remediation Action Plan (RAP), to establish the appropriate approach to remediate the site. This has been undertaken, and the RAP is provided at **Appendix Y**. The RAP establishes a seven-stage remediation works schedule, an Unexpected Finds Protocol, and a Validation Plan (which confirms whether the remediation actions undertaken are acceptable). EI Australia concludes that, through the implementation of this RAP, the site can be made suitable for the proposed development.

5.10.3 Acid Sulfate Soils

The Acid Sulfate Soils Map of the *Marrickville Local Environmental Plan 2011* (MLEP 2011) identifies the site as being designated as Class 2 acid sulfate soils. In accordance with Clause 6.1 of MLEP 2011, development consent must not be granted for any works below the natural ground on Class 2 land unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the EPA Acid Sulfate Soils Manual (1998). This is unless a preliminary assessment of the proposed works indicates that an acid sulfate soils management plan is not required for the works.

An Acid Sulfate Soil Assessment Statement has been prepared by EI Australia, and is provided at **Appendix W**. This Statement finds that, from testing undertaken in 2014 and 2019, there is no presence of either potential acid sulfate soils or actual acid sulfate soils. Accordingly, an Acid Sulfate Soil Management Plan is not required for the site.

5.11 Water Cycle Management

A Civil Report has been prepared by Taylor Thomson Whitting (TTW) (refer to **Appendix K**) to assess the existing flood conditions and consider the impacts and suitability of the proposed development from a flood and stormwater

management perspective. The assessment has regard to the Marrickville Valley Floodplain Risk Management Study and Plan (2017) and flood management provisions of Marrickville DCP 2011.

The site is identified on the Flood Planning Map contained within the Marrickville LEP 2011 as being within a flood planning area and has an existing box culvert that runs through the south-east corner of the site that is owned by Sydney Water. The existing site is 98% impervious as a result of large hardstand areas and buildings.

5.11.1 Stormwater Management

Stormwater from the ground level will be collected on site and discharged to the existing box culvert (owned by Sydney Water) at the south-west corner of the site via new infrastructure as shown in the Civil Infrastructure Drawings prepared by TTW (**Appendix K**). Sydney Water has indicated they will accept a direct connection to the culvert. Stormwater will be managed to meet Sydney Waters requirements for permissible site discharge and water quality.

Water Quantity

Section 4.2 of the Marrickville Stormwater and On Site Detention Code states that an OSD is not required “for sites that discharge directly to the Cooks River or into a major Sydney Water Corporation controlled trunk drainage system”. Despite this, Sydney Water has advised that the site requires On-Site Detention (OSD) with a volume of at least 108m³ and Permissible Site Discharge (PSD) of 259 L/s. The volume of the OSD tank and PSD was based on a 100% impervious site area of 7,262m².

The site was modelled in DRAINS to simulate stormwater flow and design the OSD tank (refer to stormwater concept design in **Figure 36**). Due to the site’s constraints, two separate OSD tanks have been proposed, with the following specifications:

- OSD 1 will be 85m³ with an orifice of 240mm and discharge into OSD 2. OSD 1 is the receiving point for stormwater from the building roofs and level 1 courtyard.
- OSD 2 will be 35m³ with an orifice of 350mm and discharge into the existing box culvert on the south-west corner of the site. Stormwater from the driveway, through site link and other areas on the ground level discharge directly to OSD 2.

The combination of OSD tanks will meet the PSD requirement set by Sydney Water and the combined OSD volume is greater than required (more conservative).

Further, as is noted in **Section 5.11.2**, the proposal’s stormwater quantity management improves and lessens the impacts of flooding on site and in the broader locality in an 1% AEP event.

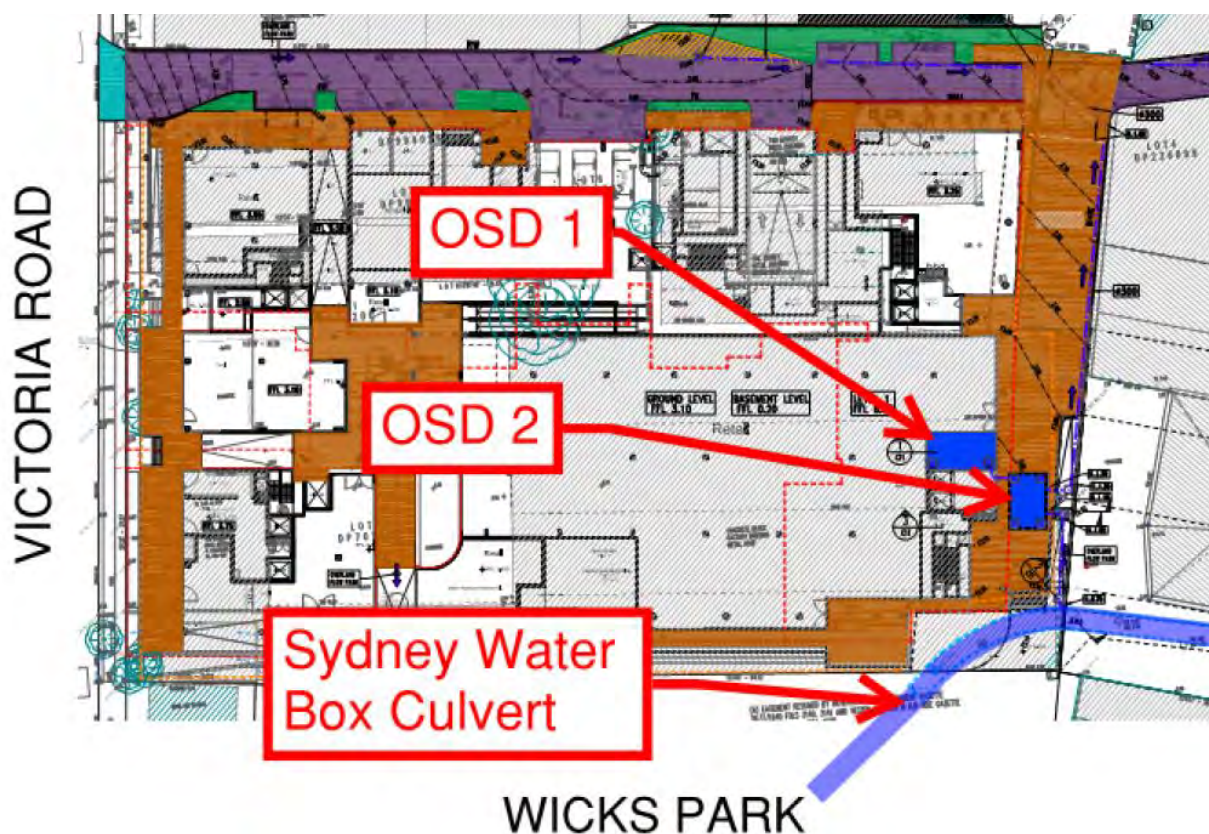


Figure 36 Stormwater Concept Design

Source: Taylor Thomson Whitting Pty Ltd

Water Quality

The Civil Report which has been prepared by TTW (**Appendix K**) assesses the potential water quality impacts of the development using MUSIC modelling and outlines the incorporation of stormwater treatment measures in the development, including enviropod GPTs along the share way and through-site link, and StormFilter cartridges (or equivalent) placed in the OSD 2.

TTW's assessment demonstrates that the proposed development will achieve and exceed the pollutant reduction targets that have been set by Sydney Water and Marrickville DCP 2011 (Section 2.17.4) and will result in a net improvement to water quality from the site, as shown in **Table 9** below.

Table 9 Water Quality Results from MUSIC Modelling

Pollutant	Sydney Water Target (% reduction)	Marrickville DCP Target (% reduction)	Proposed Site (% reduction)
Gross Pollutants	90	90	99
Total Suspended Solids	85	85	86
Total Phosphorous	65	60	69
Total Nitrogen	45	45	46

Source: Taylor Thomson Whitting (NSW) Pty Ltd

5.11.2 Flood Levels

Figure 37 identifies the existing and proposed flooding outcomes during the 1% AEP event. During this event, the majority of the site that is not covered by buildings is currently subject to flooding, with the greatest flood depths located on the eastern portion of the site where depths of up to 2m occurs.

The development has the following impact on surrounding flood levels:

- Flood levels on Victoria Road are reduced by a small amount (less than 100mm).
- Limited increase in flood levels of less than 50mm on Faversham street immediately downstream of the proposed through site link.
- There is no negative impact on surrounding properties.

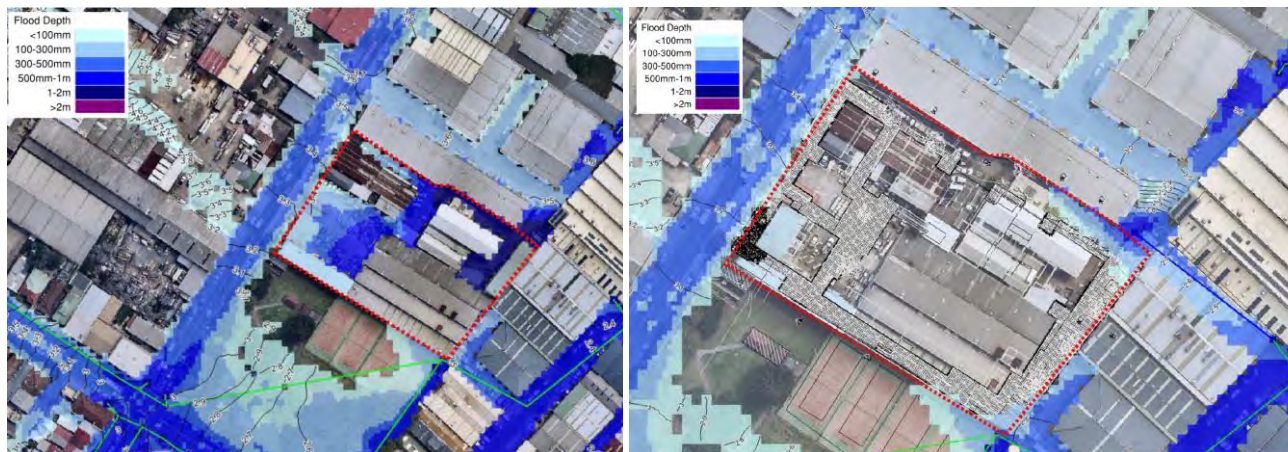


Figure 37 Existing (left) and proposed (right) flood depths during 1% AEP event

Source: Taylor Thomson Whitting (NSW) Pty Ltd

Marrickville DCP 2011 requires that for non-residential development the floor levels are a minimum of 500mm higher than the 1% AEP flood level. The flood depth on Victoria Road is greater than 300mm and as such the residential areas fronting Victoria Road have been provided with a 500mm freeboard to the 1% AEP flood level (refer to **Figure 38**). The driveway adjoining Victoria Road has been designed with a crest of 3.80m AHD, giving 300mm freeboard to the 1% AEP flood level. In this location the flood depth is limited to 300mm. The driveway crest protects the loading dock and driveway from flooding.

Entry to the basement has a crest of 3.20m AHD to give 500mm freeboard to the flood level in the north eastern corner of the site (near the through site link) of 2.70m AHD.

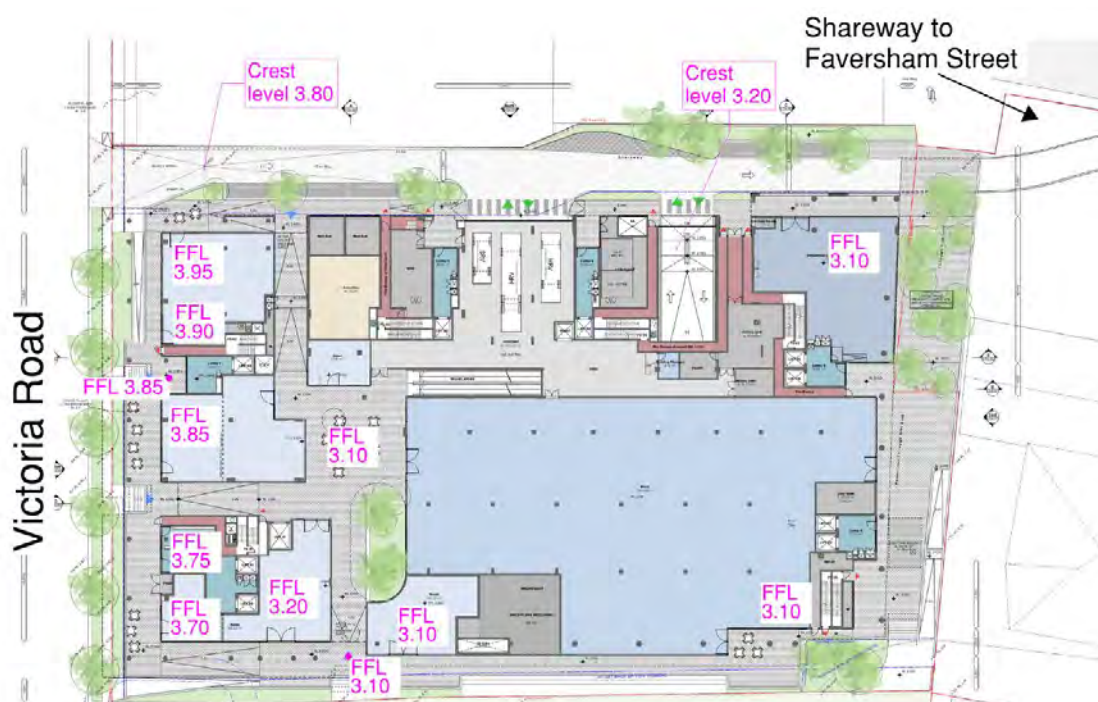


Figure 38 Proposed Flood Planning Levels

Source: Taylor Thomson Whitting (NSW) Pty Ltd and Turner Studio

5.11.3 Construction Phase Stormwater Management

During the construction phase of the project, an erosion and sediment control plan will be implemented to prevent sediment laden stormwater from entering the council drainage network. This will form part of the civil drawing set and will be in accordance with the “Blue Book” - Managing Urban Stormwater: Soils and Construction (Landcom NSW). The proposed mitigation measures to manage erosion and sedimentation, include:

- Sediment fences
- Vehicle shaker grid and wash down
- Sand bags or geotextile filter surrounding pits

5.12 Crime and Public Safety

The proposed development has been designed to respond to the four Crime Prevention Through Environment Design (CPTED) principles of surveillance, access control, territorial reinforcement and space management. Key design considerations are described below.

Surveillance

Effective natural and incidental surveillance can reduce the opportunities for crime. The principle indicates that offenders are often deterred from committing a crime in areas with high levels of natural surveillance.

Surveillance is provided through casual overlooking of streetscape, proposed share way and through-site link from apartment windows, and the ground floor retail tenancies, which have substantial glass frontages to Victoria Road, Wicks Park, and the through-site link. Further, a ground floor communal facility for residents is proposed within the development and will provide further informal and regular casual surveillance of the public realm.

Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and through designated areas. Effective access controls make it clear where people are permitted to go or not go and makes it difficult for potential offenders to reach and victimise people and damage property.

Access control strategies are well considered and clearly evident in the proposed development, and include:

- Access control is achieved through security entry (smart key entry and video intercom) for the lobby, basement and communal open space entry points
- One primary visitor entry point which is access controlled and requires check in at reception
- The arcade will be closed with security gates outside of operational hours of the retail tenancies.

Territorial Reinforcement

Territorial reinforcement refers to the clear identification of public spaces, and the creation of a sense of community ownership over such spaces. Users are more likely to visit areas that are maintained and to which they feel they have a vested interest in. Well used places also reduce opportunities for crime and increase risk of capture to criminals.

Territorial reinforcement is provided through landscaping and material changes where appropriate to delineate public and private spaces within the development with appropriate maintenance and management policies.

Space Management

Space management refers to providing attractive, well maintained and well used spaces. Space Management strategies include site cleanliness, rapid repair of vandalism and graffiti and the removal of damaged physical elements.

As envisioned by the photomontages the proposed development will provide for a high quality mixed use development. Space management will be achieved through selection of appropriate materials/finishes and routine maintenance of the share way, through-site link, paving, wayfinding signage and illumination, to ensure a positive

contribution to the public realm and to resist graffiti and anti-social behaviour. This illumination will occur throughout the public domain and within the open arcade to reinforce the thoroughfare as a safe space to use.

5.13 Environmentally Sustainable Development

The proposed development has been designed incorporating the principles of Environmentally Sustainable Development. To demonstrate the compliance of the proposal with the relevant ESD requirements, a BASIX Report (for the residential component) and Section J Report (for the commercial (retail) component) have been prepared by EMF Griffiths. The reports are provided at **Appendix L** and **M**, respectively.

As is demonstrated in the BASIX Report, the residential component of the development achieves the targets in relation to water, thermal comfort, and energy performance. A number of ESD initiatives will be implemented in the proposed development to achieve this compliance – these include;

- LED lighting;
- High Energy Star-rated appliances; and
- High WELS-rated taps and fixtures.

As noted in the Section J Report, the specific JV3 modelling to ensure compliance with Section J of the National Construction Code 2016 will be undertaken at a later stage of the development process. Whilst this is the case, a number of ESD initiatives will be incorporated in the proposed development to ensure compliance. These include;

- Extensive sub-metering for utilities, to monitor energy and water usage;
- Provision of high-efficiency LED lighting;
- Provision of chillers for the supermarket which have a high Coefficient of Performance (COP)/Energy Efficiency Ratio (EER) – chillers will aim to be at least 15% higher than Section J requirements;
 - Provision of packaged air-conditioning units for smaller retail outlets that will aim to have a higher COP/EER than the requirements under Minimum Energy Performance Standards (MEPS);
- Provision of water heaters which have a thermal efficiency at least 15% higher than Section J requirements;
- Provision of HVAC fans, motors, and pump powers which are equipped with variable speed drives, and are at least 15% less than Section J requirements;
- All new water fittings and fixtures to be specified with the highest WELS star rating available, where applicable;
- Domestic hot water to be powered by either renewables, natural gas, or electric heat pump with a minimum COP greater than 3.5; and
- Building materials to have low VOC and formaldehyde emissions, to improve internal environmental quality.

While full JV3 modelling will be undertaken at a later stage, preliminary Deemed To Satisfy calculations undertaken at this time have highlighted that a very stringent glazing level would be required for the development – grey tinted laminate glazing for commercial areas, and at least low-e grey tinted double glazing for residential areas on the ground floor. Given the negative aesthetic and financial impacts of proceeding with these glazing types, an alternate solution will be adopted, where more financially and aesthetically acceptable glazing will be used. The impact of this glazing (which is of lower performance) will be offset by the performance of the remaining building fabric insulation, which will be enhanced to exceed Section J requirements.

5.14 Social Impact

A Social Impact Statement (SIS) has been prepared by Ethos Urban in relation to the proposed development, and is provided at **Appendix N**. This SIS has been undertaken in accordance with the requirements for Social Impact Statements provided in the Marrickville DCP 2011, and examines the strategic policy context, local social context, and potential social impacts from the proposed development, and opportunities for mitigation and enhancement of those impacts.

The analysis within the SIS observes that the proposal has social impacts in five key areas, which are;

- Improvements to open space;
- Housing choice and diversity;
- Economic and employment opportunities;
- Amenity impacts associated with construction; and
- Improvements to pedestrian amenity.

The potential impacts of the proposal on these five areas are detailed in the SIS (**Appendix N**), and are summarised in **Table 10** below.

Table 10 Summary of Potential Social Impacts of the Proposal

Social Impact Theme/Key Area	Summary	Overall Impact
Improvements to Open Space	The location of the proposal presents an opportunity to enhance the quality, connectivity, safety, and activation of Wicks Park, which currently has challenges relating to poor quality facilities and limited accessibility after hours due to poor perceptions of safety.	Positive
Housing Choice and Diversity	The proposal will provide a diverse range of apartment dwellings, which will assist in meeting housing needs in Marrickville. The housing is high-quality, and provided in an area within walking distance to social infrastructure, local centres (Sydenham and Marrickville) and public transport. The proposal has the potential to contribute to broader demographic shifts in the area, and will likely change the character of the area, due to the renewal of industrial land.	Mixed
Economic and Employment Opportunities	The proposal will provide diversified employment opportunities on the site due to the change of use from industrial to retail uses. Ground floor retail also has the potential to increase the economic vibrancy of the local area, increase activation of Victoria Road and Wicks Park, and improve convenience for local residents and visitors.	Positive
Amenity Impacts Associated with Construction	Construction of the proposal has the potential to create social impacts relating to traffic changes during construction. These include possible changes to mode of transport for students accessing the nearby Marrickville Public School, and also impacts on driving time, traffic, road safety, and parking associated with increased traffic due to construction activities. Potential health and wellbeing impacts for local residents and workers related to increased noise, dust, and disruption during construction works.	Negative
Improvements to Pedestrian Amenity	The proposal increases permeability, walkability, and pedestrian accessibility to and through the site, due to the provision of through-site links, a shared path, and a pathway through the ground floor of the proposed development. The proposal also provides increased pedestrian amenity associated with landscaping and ground floor retail activation, which in turn has the potential to encourage increased walking and cycling, and improve perceptions of safety in the area.	Positive

Overall, the SIS concludes that the proposed development meets community needs in the local area, including those of increased housing choice and diversity in a location close to social infrastructure and other amenities, open space improvements, improved pedestrian amenity and new economic and employment opportunities. It also states that potential negative social impacts associated with the proposal can be mitigated through a robust Construction Management Plan and high-quality design.

5.15 Accessibility

A Statement of Compliance – Access for People with a Disability Report has been prepared for the proposed development by Accessible Building Solutions, which is provided at **Appendix O**. This report assesses the ability of the proposed development to comply with the applicable standards for access, which are the:

- Access provisions of the BCA;
- Access To Premises Standards;
- Part 4Q of SEPP 65;
- Access component of the Marrickville DCP 2011; and
- Relevant Australian Standards, being AS1428, AS2890.6, AS1735.12, and AS4299.

Compliance with the DCP requirements for accessible parking are discussed in detail at **Section 4.9** of this report. Overall, the review concludes that the proposed development complies, or is capable of complying, with the relevant accessibility requirements, subject to detailed design at Construction Certificate stage.

5.16 Building Code Compliance and Fire Safety

A BCA Report prepared by City Plan Services is provided at **Appendix P** and Fire Engineering Report by PGA is provided at **Appendix Q**. The reports confirm that the development is largely consistent with the Deemed to Satisfy provisions of the code. The reports also identify areas where strict compliance has not been achieved, and recommends that these areas are addressed either by the deemed to satisfy provisions or design alternatives at construction certificate stage to ensure that all relevant provisions can be met.

5.17 Construction Management

A Construction Management Plan (CMP) prepared by TOGA is provided at **Appendix R**. The Construction Management Plan addresses matters such as site security & access, safety, construction vehicle traffic management, pedestrian circulation surrounding the site, erosion and sediment control, contamination management, noise and vibration, and dust suppression. Construction of the proposed development will be carried out in accordance with this plan to ensure construction impacts are minimised and controlled.

5.18 Public Benefits and Contributions

The development would be subject to the Council's contributions requirements under section 7.11 of the EP&A Act. The Marrickville Section 94/94A Contributions Plan 2014 levies a contribution against new development within the former Marrickville LGA to assist in funding public facilities, amenities and services to meet the needs of an increased population as a consequence of future development.

The Plan sets out the recreation facilities works proposed which includes land acquisition and embellishment works to open space. A Letter of Public Benefit Offer (refer to **Appendix T**) has been prepared by TOGA to outline the Planning Agreement Offer to be provided alongside the proposed development. Proposed works, include:

- Upgraded park lighting and way finding signage;
- Upgraded perimeter fencing around the park;
- Upgrades to the tennis court fencing and clubhouse; and
- Upgrades to landscaping where considered necessary.

In undertaking these works and/or providing contributions to such works it is proposed that these contributions and works be carried out in exchange for a credit against Section 7.11 (formerly Section 94) obligations associated with the development.

5.19 Site Suitability

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

- The proposed development is permissible with consent within the B4 Mixed Use zone, and is compliant with the applicable development standards, including those of the Marrickville LEP 2011 and DCP 2011;
- The site will have access to all utility services to accommodate the demand generated by the proposal;

- The local road network and key intersections have been assessed as being able to accommodate the traffic volumes generated by the proposal, without adverse impact on performance or safety; and
- The proposal will not result in any unacceptable environmental impacts for surrounding properties.

5.20 Public Interest

The proposed development will provide a diverse range of high-quality residential apartments and retail premises that assist in meeting community housing and retail needs in the local area. The design and orientation of the residential and retail areas also ensures that the building appropriately addresses and responds to the adjoining Wicks Park and Victoria Road transport corridor, and provides activation and passive surveillance for both these spaces. While the proposed 2,368m² of retail floor space has the potential to support 118 jobs on site.²

The proposal is of a high quality and careful design, which responds appropriately and sympathetically to the existing and desired future character of the area. It provides an appropriate and steady transition in height and density from the low-lying medium-density residential to the south and south-west of site, to the higher densities of the desired future developments to the north of site (as part of the broader Victoria Road Precinct renewal area). The proposal also incorporates a range of design aspects to mitigate and minimise the development's impact on adjoining and surrounding sites.

² Calculated based on Worker per square metre rate for 'retail use' under Marrickville Section 94/94A Contributions Plan 2014

6.0 Conclusion

The proposed development seeks approval for the redevelopment of 182-198 Victoria Road and 28-30 Faversham Street, Marrickville for a new mixed-use development comprising retail and residential uses.

This Development Application represents the second proposal to deliver upon the strategic vision of the Victoria Road Precinct Planning Proposal, providing for the significant urban renewal of an existing under-utilised industrial site for a modern mixed-use precinct that will be characterised by a retail ground floor with residential above. The high-quality design massing, building architecture and landscape design will continue to make a positive contribution to the amenity of the Marrickville area and set a high benchmark in design quality for future urban renewal throughout the Victoria Road Precinct.

This SEE has provided a detailed assessment of the proposal against the relevant matters under section 4.15(1) of the EP&A Act. The application is recommended for approval given the following reasons:

- The proposed development is consistent with the aims and objectives of the Marrickville LEP 2011 and Marrickville DCP 2011 as well as the relevant State Environmental Planning Policies;
- The environmental assessment provided in **Section 5.0** demonstrates that the matters for which approval is sought will have no adverse environmental impacts;
- The proposed development is also generally consistent with the objectives of the relevant statutory planning instruments and guidelines with the exception of a proposed built form massing to facilitate the optimised development scheme and an improved amenity outcome for the adjoining Wicks Park;
- The proposed development is of a high quality in terms of architectural and landscape design and will make a positive contribution to the locality;
- The proposed 2,368m² of retail floor space has the potential to support 118 jobs on site;
- The proposed development delivers upon the intended share way and pedestrian through-site link that will enhance the permeability of Victoria Road Precinct and deliver a high quality, comfortable and attractive environment for pedestrian and cyclists;
- Supporting technical studies which accompany this DA confirm that the environmental impacts associate with the proposal are generally positive and will not give rise to any adverse impacts; and
- The proposed development is suitable for the site and is in the public interest.

In light of the above and the detailed assessment of the proposal, we have no hesitation in recommending this DA be approved.