

RESPONSE TO REQUEST FOR INFORMATION – DA2020/256 2-6 Pilgrim Avenue and 11-13 Albert Road, Strathfield

The following table includes a response to Strathfield Municipal Council's (Council) Request for Information, dated 31 March 2021 and 26 April 2021, the Design Review Panel's (DRP) Meeting Report and Recommendations dated 20 January 2021 and 19 May 2021, comments from Transport for NSW (TfNSW) dated 23 March 2020 and Record of Briefings at the Sydney Eastern City Planning Panel (the Planning Panel) held on 22 April 2021 and 10 June 2021. For completeness, the full text of each request is provided in the left-hand column, accompanied by the Proponent's corresponding response in the right-hand column. The Proponent's responses have been informed by input by the expert consultant team and, upon completion of the formal RFI response (to be submitted to Council post-Panel briefing) should be read in conjunction with the covering letter and accompanying technical reports and plans.

In response to concerns relating to the built form and massing, the following key changes and design response was adopted:

- Deletion of Building B and subsequent creation of two towers, Building A at the south of the site with 11 storeys and Building P (formerly known as Building C) at the north of the site with 15 storeys, above a four-storey podium.
- Increase of Building P height by two storeys (from 13 to 15 storeys) to accommodate a redistribution of floorspace from the removal of Building B.
- Internal re-planning of apartment layouts in both buildings.
- Setting back Building P 800mm from the northern boundary with the rail corridor to allow for building maintenance.
- Revising setbacks at the interface with the adjoining site at the north-eastern corner to enable future development on the adjoining site.

In addition, the follow changes to the original DA scheme are proposed in response to a variety of amenity issues:

- Creation of three distinct areas of communal open spaces being the sensory garden passive open space on Level 1, communal garden on Level 5 and semi-active roof terrace above Building A to improve landscape amenity for residents.
- Improved façade articulation through the introduction of screens, louvres, fins.
- Redesign of the wall to Raw Square to create a series of stepped terraces to improve the interface with the adjoining site.
- Improved interface between the street and commercial tenancies, especially at the corner of Pilgrim Avenue and Albert Road, by increasing the seating area, rationalising entrance points and stairs, providing lower awnings and reconfiguring the commercial tenancies to maximise internal amenity, street presentation and street activation.
- Introduction of anti-throw measures such as glazing, restricted louvres and fixed angled fins to the northern balconies to achieve compliance with Sydney Trains requirements and mitigate pollution impact.
- Installation of acoustically attenuated plenums to all single aspect and/or noise-affected units.

Matter Raised		Response
Council RFI (31 March 2021)		
Design Review Panel		
1A	The Application was referred to Council's DRP. Their letter which includes recommendations for changes to the design has been provided concurrently with this letter. Council makes the following comments in relation to each matter raised by the DRP:	In responding to the range of matters raised the DRP, a number of amendments have been made to the proposed works. The nature and range of these changes are in keeping with the intent of the proposed development. They are outlined in the amended Architectural Plans. These responses are outlined below, and in more detail at matters 9-17 of this RFI Table.
1B	<p><u>DRP Point 3. Building Height and Distribution of FSR</u></p> <p>The proposed design should be amended to address the DRP's comments. Council acknowledges the DRP comments suggest exceedance of the height guidelines in Development Control Plan No 26 (DCP 26) to modulate the building façade along Pilgrim Avenue. Council is open to this suggestion, provided the design outcome is of an exceptional quality and the merits of the exceedance are adequately demonstrated.</p>	<p>The proposed design has been amended to a two tower scheme with a more pronounced podium. While the maximum height of Building P exceeds that permitted in the DCP, it is acceptable as it results in a built form that is still compliant with the LEP height limit, whilst delivering a design that is appropriately broken up into two more slender forms, and that redistributes the FSR lost in the removal of Building B. Moreover, the proposed massing maintains the general principles outlined in the DCP being:</p> <ul style="list-style-type: none"> • a taller built form in the northern portion of the site (towards the Railway Corridor) • a lower built form in the southern portion of the site (towards the Albert Road Frontage) • a four storey 'street wall height', along both frontages
1C	Any revised design must address the general point from the DRP being that the façade along Pilgrim Street is undesirable.	The façade along Pilgrim Avenue has not only been modulated by the adoption of a two tower scheme, but has also been improved by the introduction of privacy and shade screens, louvres and fins. The podium has also been modified to relate to the upper level changes and to enhance the street interface with the commercial frontage and the residential frontage.
1D	<p><u>DRP Point 4. Floor Level and Commercial Tenancies</u></p> <p>Council has no preference for how the Applicant responds to the DRP's comments under Point 4, provided any re-design is supported by a revised Flood Impact Assessment and Stormwater Management Plan.</p>	Following further investigation, Kennedy Associates Architects found that it is not possible to amend (through lowering) the level of the commercial tenancies, such as complexities associated with access to the basement via lifts. However, the colonnade to the commercial spaces has been amended to include additional stairs connecting to the street. Further changes are described in Matters 14C and 32A.
1E	<p><u>DRP Point 5. Air Conditioning Units</u></p> <p>A design based response is expected for items 5.1 – 5.3.</p>	The opportunity to include air conditioning units on each floor was investigated, however, could not be achieved due to spatial constraints. Air conditioning plant has been fully consolidated at the roof level and will be appropriately screened. Centralisation of air conditioning plant to the roof top also reduces the acoustic

Matter Raised		Response
		impacts and urban heat island effect at ground level. Refer to Matter 13 for further explanation.
1F	<p><u>DRP Point 6. Built Form and External Facades</u></p> <p>A design based response is expected for items 6.1 – 6.5. The comments relating to the western façade are generally covered by discussion under Point 3.</p>	The new two tower scheme presents two more slender tower forms, with added articulation through the use of screens and angled louvres. As such, the scheme no longer presents a hard, relentlessly dense and monolithic built form, but has been logically broken up and articulated. The architectural expression and façade articulation of the two towers has been improved by a combination of screens and angled louvres and fins across both buildings. Refer to Matter 11 for further explanation.
1G	The eastern façade and how the building relates to Site 1 as well as the Proposal's current presentation to Raw Square requires review. In its current form, the building will present an 8m concrete wall facing Raw Square as well as the additional concrete façade for Building C Levels 1-4. The screening effect this has for apartments along the eastern boundary is noted, however the resulting presentation to Raw Square and the Strathfield Town Centre is harsh and not of a human scale. The landscaping outcome referred to by the DRP (point 6.4) does not appear to be a feature of the proposal, but rather a depiction of the landscaping inside the petrol station boundary (referred to as Site 1).	<p>The scheme's presentation to Raw Square and interface with Site 1 has been improved with an amended landscape solution that incorporates stepped and terraced elements, as well as more substantial planting to break up that 8m wall, reduce the harshness of the eastern façade and introduce a more human scale.</p> <p>The presentation of the upper facades of the buildings have been better articulated through a combination of painted render, vertical fin screens and textured precast concrete panels at various angles to create a more interesting façade.</p>
1H	It is acknowledged that the proposed outcome anticipates future redevelopment of Site 1, however this logic is problematic considering Site 1 may not be developed, a point that is made in various Application documents.	It is anticipated that Site 1 will be redeveloped in due course, to reflect the strategic intent and subsequent development potential provided by the gazetted planning proposal. As such, provision has been made to accommodate future redevelopment of Site 1 while producing a well-articulated and landscaped outcome on the eastern façade that will provide an effective design treatment and interface until Site 1 is developed in the future.
1I	If Site 1 is redeveloped, the proposed outcome for Building C Levels 1-4 assumes Site 1 will accommodate the full depth of ADG building separation requirements, establishing poor site planning.	Levels 1-4 of Building P (formerly Building C) have been extended to the site boundary in direct response to this comment. This will allow the adjacent site to also develop to the boundary without compromising either site.
1J	How the site allows for adequate building separation and siting in accordance with the Apartment Design Guide (ADG) is addressed in further detail below.	Noted. See responses below in Matter 3.
1K	<p><u>DRP Point 7. Cross Ventilation</u></p> <p>A design based response is expected in response to points 7.1 and 7.2 from the DRP. Use of alternative natural ventilation systems may be required to address the DRP's comments and achieve compliance with the ADG.</p>	The cross-ventilation summary in the Architectural Plans demonstrates ADG compliance in that 60% of the apartments in the first 9 storeys achieve cross ventilation either via multiple aspects or ventilated plenums over the lobbies for single aspect units. These plenums, being alternative natural ventilation systems, have been designed in consultation with Windtech Consultants. A

Matter Raised		Response
		Natural Ventilation Report prepared by Windtech Consultants (which will be provided as part of the formal RFI response) confirms that the proposed design solutions will allow for adequate cross ventilation, while not compromising acoustic performance.
1L	The DRP's comments have been focused on apartments adjoining the rail corridor, however the point may also be applicable to apartments adjoining Raw Square and Albert Road and this should be addressed in your response.	Kennedy Associate Architects have been working with both wind and acoustic consultants on the project.
1M	Along with the Architectural Drawings, the acoustic report should be revised to address the design outcome for apartments that require windows and doors to be closed to achieve suitable noise levels. Council does not support a design outcome that restricts cross ventilation in order to achieve acceptable noise levels. Architectural Drawings should detail movement of air through apartments as per the ADG diagrams.	The typical unit layouts indicate where the plenums will be provided. Plenums to balconies and units will not be located on the external face of the building and will not impact on the architectural expression. These plenums will facilitate natural ventilation without compromising acoustic amenity and air quality.
1N	<u>DRP Point 8. Solar Access</u> How the development responds to the comments is at the Applicants discretion. However, comments relating to effective sun shading for the western façade should be considered in relation to solar access.	
1O	<u>DRP Point 9. Acoustic and Air Pollution</u> Consistent with the comments above regarding points 7.1 and 7.2, Council considers the DRPs comments relating to acoustic and air pollution impacts a major concern. The design should be revised to achieve an improved outcome adjoining the rail corridor and apartment designs that respond to the site constraints.	
1P	Winter gardens offer a suitable outcome for addressing natural air flow requirements and noise impact mitigation, especially with the inclusion of mechanical ventilation systems as outlined above. Notwithstanding this, the DRP is correct in expecting that wintergardens will be included in FSR calculations.	Balconies facing the railway have been carefully designed to contain a combination of either glazing or adjustable louvres and permanently open fixed angled fins or planters with vertical wire trellises. These have been adopted to mitigate noise and pollution impact, while also addressing anti-throw measures required by Sydney Trains. These apartments will be provided with acoustically attenuated plenums to deliver natural ventilation to each unit. As decided in <i>Haralambis Management Pty Ltd v Council of the City of Sydney</i> [2013] NSWLEC 1009, the floor area inside permanently open louvres above a solid balustrade are to be excluded from the calculation of GFA as they are exposed to the elements and therefore function fundamentally as an outdoor space. As

Matter Raised		Response
		permanently open fins are proposed, these balconies will be permanently exposed to the elements (and cannot be fully enclosed to become weatherproof, with rain and wind always able to impact on the use of the balcony) and therefore are not included as, or counted towards, GFA.
1Q	In light of this and the current GFA calculations which exclude wintergardens, the development exceeds the allowable FSR and is not supported by a Clause 4.6 variation request. With wintergardens provided for each balcony subject to acoustic attenuation measures, this variation is significant and the Applicant should consider revising the design to achieve FSR compliance and improved amenity as per the above comments.	<p>See above. The amended scheme is compliant with the maximum 5:1 FSR of the site.</p> <p>As a precaution, a Cl.46 variation request, for an amount of additional FSR equivalent to the proposed winter gardens has also been prepared, in case of a difference of interpretation of the ability exclude the areas of winter gardens from GFA calculations.</p>
Additional Comments relating to Strathfield Development Control Plan (DCP) 2005		
2A	A preliminary review of Council's DCP 2005 has been undertaken. Additional information and/or comment is required to address the following under DCP No. 26:	Noted.
2B	<p><u>Section 3.2.2 – Building Form, Materials, 3.2.3 Setbacks, 3.3 Building Design and Adaptable Housing</u></p> <p>The zero setback DCP control is noted. However, the resulting outcome for the ground floor residential area at the northern end of Pilgrim Avenue is undesirable. Additional articulation at ground floor through features such as planter boxes is required to soften the interface with the public domain and achieve a site responsive design that considers existing residential land to the west.</p>	Planter boxes have been introduced to provide additional articulation for the ground floor residential units at the northern end of Pilgrim Avenue. They will soften the interface with the public domain while continuing to provide adequate screening and privacy.
2C	The DRP's comments regarding the buildings western façade are relevant to compliance with Section 3.2.2 of the DCP.	The introduction of privacy and shade screens, fins and louvres to modulate the façade have improved the articulation of the western façade, resulting in a more interesting and cohesive design that reduces the development's perceived bulk and scale.
2D	A higher standard of above ground communal open space is required. A more detailed landscape concept should be submitted showing a mix of mass planting, low and medium height planting and integrated shade and seating structures that encourage usage. Pavement design and other forms of landscaping embellishment (such as perimeter landscape beds) should assist in directing people to spaces within the larger open space area. Demonstration of how the Level 1 space creates a useable environment with regard to the	The Landscape Plans prepared by Taylor Brammer to be updated post-Panel briefing) demonstrate a much-improved landscape outcome that provides high quality fine grain outdoor communal open space for residents of all ages. Three separate communal open spaces are proposed. On Level 1, there will be a sensory garden which is a passive open space with strong geometry and vibrant planting to provide visual interest from resident spaces above. It will have a mix of canopy tree and shrub planting, as well as a shaded pergola,

Matter Raised		Response
	proximity to Raw Square and the Petrol Station is required. Plans should clearly show access and movement corridors and address DCP requirements.	water feature and seating to provide for useability. On Level 5, a communal garden is proposed. On the rooftop of Building A, a semi-active open space for family groups and children's play is proposed. It will have play equipment and barbecue facilities. Perimeter landscaping planters achieve compliance with the ADG, while the terraced landscaping at Level 1 provides a visually interesting landscape outcome for the eastern facade. In each of these areas, seating and feature paving that references the grid language of the architectural expression is proposed.
2E	The effectiveness of the podium should be reviewed in light of the DRP's comments. The merit of balconies protruding into the 5th floor setback is not accepted.	The podium has been retained to provide a solid base and human scale for the development.
2F	<p><u>Section 3.4 Affordable Housing</u></p> <p>A letter of offer is required confirming the Applicant will provide a minimum of 5% of the overall dwellings to Council for the purposes of affordable housing, in perpetuity. The mix of units dedicated for affordable housing is to reflect the overall mix of units in the development.</p>	While it is acknowledged that Council requires detail on which apartments will be provided for affordable housing, this matter is intended to be further discussed post-determination, with the understanding that a condition of consent will be imposed requiring the provision of affordable housing in the proposed development.
2G	<p><u>Section 3.6 Active Frontages</u></p> <p>The outdoor commercial space at ground floor should be reviewed and is recommended to be increased. Currently this space ranges in width between 2.5 and 2m, which limits opportunity for outdoor seating/congregation and pedestrian movements.</p>	The relationship of the commercial spaces has been reviewed in light of further commentary received from the DRP. Setbacks have been increased substantially at the corner (10m x 10m). The extent of stairs connecting the street to the commercial colonnade have been reduced to provide sufficient area for outdoor seating.
2H	<p><u>Section 3.7 Access and Linkages</u></p> <p>A wayfinding plan and strategy is to be provided demonstrating how public access to the carpark will be achieved. The plan/strategy is to address access arrangement during all hours. The CPTED assessment undertaken for the Proposal suggests secured access for the shared basement. How this is achieved using the lifts for Building A requires clarification/further detail.</p>	It is requested that the preparation of a wayfinding plan and strategy be prepared post-determination and can form a condition of consent. Notwithstanding, it is noted that one of the lifts at the Raw Square frontage will provide public access to the public car park. This lift will ensure access is afforded from the publicly accessible areas of the building. The car park itself is to be segregated into the public and private areas by clearly marked signage and a security grill from the private car park for residents.
2I	<p><u>Section 3.9 Noise</u></p> <p>Additional information is required as per Council's Environmental Health referral comments below.</p>	Refer to Matter 5E below.
Additional Comments relating to the Apartment Design Guideline		

Matter Raised		Response
3A	A preliminary review of the ADG has been undertaken. Additional information and/or comment is required to address the following:	Noted.
3B	2F – Building Separation: For Building ‘A’, in the context of achieving an integrated outcome with Site 1 in the future, the merit of the built to boundary outcome along the eastern boundary is noted, as well as the apartment layouts in this location. However, this has implications for solar access which will need to be addressed as the proposal is relying on an integrated outcome with Site 1 to justify inconsistencies with 2F Building Separation and 3F – Visual Privacy (refer below). The use of the building massing, which is presented in the Architectural Drawings should be carried over into solar access diagrams and other compliance diagrams considering how this diagram is relied on for other merit based discussions.	Notwithstanding the built to boundary outcome, the majority of the easternmost apartments of Building A still receive a minimum of 2 hours solar access from their north facing windows. Further justification is provided in the Revised SEPP 65 Report prepared Kennedy Associates.
3C	For Building ‘C’, the above comments also apply for the built to boundary outcome at Levels 1-4. This outcome also results in a large blank façade presenting to Raw Square currently and a poor outlook for apartments orientated westward under any future development scenario at Site 1. A podium style structure for Levels 1-4 in this location is well received, however the materials, setback to the boundary and presentation to Raw Square should be reviewed and improved.	The built to boundary condition does not affect the solar access of apartments facing the railway. The materiality and articulation of the eastern façade has been improved through the use of angled fins.
3D	2H – Side and Rear Setbacks: Side setbacks have been addressed under the DCP comments above. However, issues with rear setbacks allowing for an appropriate amenity for residents orientated toward the rail line should be addressed with regard to the ADG.	The setbacks have been considered and addressed, noting there is a further 800mm setback provided for maintenance purposes along the railway.
3E	3C – As outlined above, use of terracing and landscaping at the ground floor interface with Pilgrim Avenue (for the residential component to the north) is required to soften the interface with the public domain.	As outlined above, landscaping in the form of planters have been introduced at ground level to soften the interface with the Pilgrim Avenue public domain.
3F	3D – The quality of communal open space must be improved as outlined under the DCP comments.	The quality of communal open space has been improved, as demonstrated on the Landscape Plans. Refer to Matter 2D for more information.
3G	3F – How the development plans for future compliance within Site 1 in terms of visual privacy requires additional justification. The discussion in the Design Verification Statement is noted and comments relating to interpretation of what is habitable are considered to have some merit in the context of the site and how the apartments have been orientated to benefit from internal amenity or aspect to the north or south. However, the proposal is not presenting an outcome that ‘shares’ the building separation with Site 1 equitably (especially Building ‘C’)	Levels 1-4 of Building P (formerly Building C) has been amended to a built to boundary condition. As done on the remainder of the site, those apartments have been orientated to benefit from internal amenity or aspect to the north or south to maintain visual privacy. The sharing of a built to boundary condition with a future development on Site 1 effectively removes the issue of a balanced ‘sharing’ between the sites.

Matter Raised		Response
	Levels 1-4). The siting and separation for the proposed building should be considered on a long term basis with regard to the service station.	
3H	4A – Solar and Daylight Access. Compliance with the ADG criteria is noted, however as outlined above the relationship with Site 1 should be incorporated into solar access diagrams.	The relationship of solar access to Site 1 has been incorporated into the solar access diagrams. Refer to the Amended Architectural Plans. It can be seen that the redevelopment of Site 1 to its maximum envelope does not affect solar access to the subject development.
3I	4B Natural Ventilation - Issues with cross flow ventilation due to acoustic attenuation requirements are raised elsewhere in this letter and must be addressed.	The cross-ventilation summary in the Architectural Plans demonstrates ADG compliance in that 60% of the apartments up to Level 9 achieve cross ventilation either via multiple aspects or ventilated plenums over the lobbies for single aspect units. These plenums, being alternative natural ventilation systems, have been designed in consultation with Windtech Consultants. The Natural Ventilation Report prepared by Windtech Consultants confirms that the proposed design solutions will allow for adequate cross ventilation.
3J	4E – Private Open Space and Balconies – It is requested that all unit dimensions, including balconies, are shown on the floor plans rather than as a separate product sheet.	All unit dimensions, including balconies, have been included in the Amended Architectural Plans.
3K	4G Storage – Storage cage dimensions in the basement are not detailed. Each floor plan should note the storage within the unit and how much storage for that unit is located in the basement.	Storage cage dimensions in the basement have been included in the Amended Architectural Plans.
3L	4O – Landscape Design – As outlined in the DCP comments, a higher standard of landscape concept is expected. In addition to above ground communal open space requirements outlined above, the concept should clearly show landscape design at street level within the site and road verge. Shade bearing canopy trees appropriate for the site should be prioritized.	The quality of communal open space has been improved, as demonstrated on the Landscape Plans. Refer to Matter 2D for more information. The Landscape Plans include landscape design at street level within the site and road verge. Shade bearing canopy trees appropriate for the site have been included where possible.
Waste Management Comments (Council)		
4A	The Application was referred to Council's Waste Management Team who provided the following comments:	Dickens Solutions have prepared responses to these comments. Refer to the Revised Waste Management Report for further detail.
4B	<p><u>1. Domestic Waste Generation and Bins Requirement:</u></p> <p>Domestic waste generation expected for 172 dwellings is of 20,640 liters of general waste per week and 10,320 liters of recycling per week. Therefore, the development is to comply with Council's waste collection frequency as follows:</p>	<p>In accordance with Council requirements, the Waste Management Plan has been revised to provide for the following:</p> <ul style="list-style-type: none"> Residential Waste – 32 x 660-litre red lidded mobile waste bins, serviced one (1) day per week, Residential Recycling – 86 x 240-litre yellow lidded mobile recycling bins, serviced one (1) day per fortnight,


Matter Raised	Response
<ul style="list-style-type: none"> • General Waste: 32 X 660L red bins (collected weekly) – Current Waste Management Plan and Floorplan indicates 31 X 660L bins, • Recycling: 86 X 240L yellow bins or 32 X 660L yellow bins (collected fortnightly) – Current Waste Management Plan and Floorplan indicates 43 X 240L bins, • Garden / Vegetation Waste: to be organized with licensed private waste collection contractor, • Household Bulky Waste: Council collects household bulky waste. Development needs to provide a minimum 68.8m² bulky goods storage area (rate of 4m² per 10 units). Current Floorplan indicates a 37m² room. 	<ul style="list-style-type: none"> • Green Waste – to disposed of with a licensed private waste collection contractor, • Household Bulky Waste – Provision of a bulky waste storage area with a floor area of 70.0sqm.
<p>4C <u>2. Commercial Waste Generation and Bins Required:</u></p> <p>For mixed use developments separate bin storage areas must be provided (and indicated on the Architectural Drawings) for commercial premises that can only be accessed by their intended users, totally separated from residential waste and recycling collection. Written evidence that onsite waste collection can be arranged by private licensed contractor must be provided for commercial waste and recycling collections, as well as a specific Waste Management Plan for commercial waste.</p>	<p>As detailed in Part 5.7.5 on page 38 of the Revised Waste Management Report prepared by Dickens Solutions, a separate Commercial (Retail) Waste Storage Area (WSA), is provided for the storage of all waste and recycling bins associated with the use and occupation of all commercial and retail units within the complex.</p> <p>The Commercial WSA is located on the ground floor adjacent to the waste room for Building A. It is a fully enclosed rectangular structure measuring 4.8m x 2.3m and an area of 11sqm, and will provide space for:</p> <ul style="list-style-type: none"> • 5 x 240 litre waste bins and • 3 x 240 litre recycling bins
<p>4D <u>3. Onsite Waste Collection</u></p> <p>The development proposed at-grade shared waste collection/loading dock area. Swept paths have been provided for 8.8m MRV utilising this proposed loading dock. Council Waste Collection Policy requires 10m rear loader to service this type of development. Accordingly, the swept paths should demonstrate compliance with the following requirements:</p> <ul style="list-style-type: none"> • 10m rear loader accessible – turning circle 18m kerb to kerb, • Length of standing area 10m, • 3.6m height clearance, and • Gradient of ramps maximum 1 in 5. 	<p>Council has permitted all waste and recycling services to be provided by a rear loading MRV collection vehicle with a length of 8.8m. Refer to Part 5.6.5.6 of the Revised Waste Management Report prepared by Dickens Solutions for further detail.</p>
<p>4E <u>4. Waste Areas:</u></p>	<p>All residential waste areas have been designed to accommodate 32 x 660-litre red waste bins and 86 x 240-litre yellow lidded recycling bins as detailed in Part. Additionally, there is sufficient room to access and manoeuvre the bins. All</p>

Matter Raised	Response
<ul style="list-style-type: none"> The domestic waste bin holding area must have the capacity to accommodate (in total) 32 x 660L red bins and 86 x 240L yellow bins (or 32 x 660L yellow bins) and sufficient room to access and manoeuvre the bins. Waste room must be built to comply with Part H of Council's DCP and EPA's "Better practice guide for resource recovery in residential developments". Bin areas must be enclosed and covered to protect from weather, odour and disease vectors (such as rodents, insects and pests). Bin areas must include an appropriately sized communal repair hub and bin wash areas, with accessible power and facilities for cleaning and draining bins. Drainage system is subject to authorization by Sydney Water. Areas must also be enclosed and out of sight from adjacent dwelling units, surrounding buildings and the street. Development design must include measures to minimise noise associated with the use and servicing of the waste management facilities and chutes. Residential units shall be insulated from noise if adjacent to or above: waste and recycling storage facilities, chute and compaction systems or waste and recycling collection and vehicle access points. Waste bin areas design must incorporate ventilation for enclosed waste storage areas that complies with the relevant codes and standards. Bin storage areas must include access routes sufficiently lit to allow their use after dark, and not be located in a high pedestrian traffic area. 	<p>waste areas will be constructed to comply with Part H of Council's DCP and EPA's "Better practice guide for resource recovery in residential developments". Refer to Part 5.6.5.6 on pages 33-34 of the Revised Waste Management Report prepared by Dickens Solutions for further detail.</p>
<p>4F <u>5. Waste Collection:</u></p> <ul style="list-style-type: none"> Access to waste discharge rooms should be provided to the building manager/waste caretaker only. Under no circumstances should access be provided to any residents. Transfer bin route to collection point must have a minimum of 2.5m wide and made of a hard surface, be free of steps and excessive gradients. Travel distance and transfer grade suitable for the bin size and capacity. Transfer of waste and all bin movements require minimal manual handling; the operator must assess manual handling risks and provide any relevant documentation to building management. Where the bin-carting route from the storage area to the collection point exceeds 5m distance for 660L waste bins or a large number of bins need to be moved around the site, a dock leveller, bin lift or a tow tug device must be 	<p>Detailed responses to this matter can be found throughout the Revised Waste Management Report prepared by Dickens Solutions, and are summarised below.</p> <p>Access to all Waste Rooms (excluding the Bulky Waste Area) will be restricted to the Building Manager or their authorised representative. Resident access to these rooms is not permitted (Part 4.6.4 on page 27).</p> <p>All bin routes from the respective waste rooms to the collection points have been provided with a minimum width of 2.5m, and are constructed of impervious 'hard' surfaces and are free of steps and excessive gradients. All travel distances and transfer of bin sizes and capacity are considered acceptable (Part 5.10 – Item 12 – page 40).</p> <p>As the transfer of waste and all bin movements involve manual handling, all operational, work health and safety task will undergo risk assessments and</p>

Matter Raised	Response
<p>used (according to EPA's "Better practice guide for resource recovery in residential developments").</p>	<p>documentation will be provided to support these assessment and their results (Part 5.10 – Item 13 – page 40).</p> <p>Where the bin-carting route from the storage areas to the collection point exceeds the acceptable maximum permitted distances for 660-litre or a large number of bins need to be moved around the site, a Mobile Bin Towing Device will be provided (according to EPA's "Better practice guide for resource recovery in residential developments") (Part 5.10 – Item 14 – page 40).</p>
<p>4G <u>6. Waste chute system:</u></p> <ul style="list-style-type: none"> • Room where the chute dispenses into must have restricted access for residents. • Bin storage and serving rooms allocated on each habitable floor must be designed to comply with BCA and be fire-rated. • Chutes and compaction equipment must be designed in accordance with the requirements of the BCA. 	<p>Details of the waste chute system are provided in Part 4 of the Revised Waste Management Report prepared by Dickens Solutions on pages 24-28.</p>
<p>4H <u>7. Waste Education and Signage:</u></p> <ul style="list-style-type: none"> • All waste rooms and common areas must have signs providing information on proper waste management, litter prevention, clean up collection and better recycling. 	<p>Details of waste education and signage are provided in Part 5, Item 11 of the Revised Waste Management Report prepared by Dickens Solutions on page 40.</p>
<p>4I <u>Recommendation:</u></p> <p>The Applicant is required to submit an amend Waste Management Plan (WMP) and Architectural Drawings that demonstrate compliance with:</p> <ul style="list-style-type: none"> • Waste storage and collection areas with capacity to accommodate (in total) 32 x 660L red bins and 86 x 240L yellow bins (or 32 x 660L yellow bins). • Bin presentation area for collection with capacity to 32 x 660L red bins and 86 x 240L yellow bins (or 32 x 660L yellow bins). • Provide a minimum 68.8m² bulky goods storage area (rate of 4m² per 10 units). • Swept paths provided for 10m rear loader, with swept paths demonstrating compliance with the following requirements: <ul style="list-style-type: none"> - 10m rear loader accessible – turning circle 18m kerb to kerb - Length of standing area 10m 	<p>Compliance with these recommendations is reflected in the Amended Architectural Plans and the Revised Waste Management Report prepared by Dickens Solutions.</p> <p>It is however noted that Council has permitted the swept path design for the collection vehicle at a length of 8.8m.</p>

Matter Raised		Response
	<ul style="list-style-type: none"> - 3.6m height clearance - Gradient of ramps maximum 1 in 5 	
Environmental Health Comments (Council)		
5A	The Application was referred to Council's Environmental Health Team who provided the following comments:	Noted.
5B	<u>Contamination and Remediation</u> The Preliminary Site Investigation prepared for the site demonstrates the site can be made suitable for the proposed development, subject to the preparation of a Remedial Action Plan and additional investigations post-demolition.	Noted.
5C	Supplementary investigations and remediation works to be conducted once demolition has been completed and preparation of a final site validation report is to be completed certifying the site suitability of soils and groundwater. This will be conditioned if approval is granted.	Noted.
5D	A detailed site investigation is recommended for the site, to overcome the limitations noted in the PSI. This must be submitted to Council prior to determination of the Development Application. Any further questions should be directed to Council's Environmental Health Team.	An Additional Site investigation has been prepared by the Contamination consultant, EI Australia. EI Australia concludes that the site can be made suitable for the proposed development, subject to the implementation of its recommendations. While EI Australia have found that the site is affected by localised lead impact, given bulk excavation of site soils will occur to allow construction of the basement (with that soil to be classified and disposed off-site in accordance with EPA (2014) Waste Classification Guidelines), the risk to human health and the environment is considered low. Refer to the Additional Site Investigation prepared by EI Australia for further detail.
5E	<u>Noise Impacts</u> Review of the Noise Impact Assessment submitted with the Application has identified the following should be addressed in a revised report: <ul style="list-style-type: none"> • Revised attended noise measurements for Raw Square and Albert Road taken at peak or high traffic periods. A sound justification must be provided should this not be possible and the previous location of noise measurement must be clarified. • Detail on vibration impacts from the rail line. 	A Revised Noise Impact Assessment has been prepared by Dural Group Consulting, including the revised attended noise measurements for Raw Square and Albert Road taken at peak periods, and detail on vibration impacts from the rail line. As a result, glazing recommendations have been revised. Dural Group Consulting concluded that the amended design will achieve compliance with all relevant noise and vibration requirements.

Matter Raised		Response
	<ul style="list-style-type: none"> Revised recommendations if required and Architectural Drawings consistent with these recommendations. <p>The revised report should also address matters commented above under the DRP's feedback.</p>	
Traffic Comments (Council)		
6A	The Application was referred to Council's Traffic Engineer who provided the following comments:	Noted.
6B	<p><u>1. On-site car parking provision</u></p> <p>The proposed on-site parking provision includes a total of 266 cars, including 30 commuter spaces and 5 car share spaces which is considered satisfactory. It however would oversupply car parking exceeding the minimum required by 53 spaces.</p>	Both the RMS Guide to Traffic Generating Development and Strathfield DCP 2005 contain minimum car parking rates. The proposal is compliant with the minimum car parking rates.
6C	Council DCP Part C Clause 2.9 requires a designated car washing bay for residential development of 10 or more dwellings. The development however proposes one shared wash bay/disabled parking space (nominated as Carwash Bay 1 in Basement 02). This does not conform to the DCP requirement.	A dedicated car wash bay is now provided. Refer to Amended Architectural Plans.
6D	A minimum of 15% of the units are required to be adaptable totalling 26 units. It is noted that 27 disabled parking spaces are allocated to residential which is satisfactory.	Noted.
	In line with the ADG guidelines, future tenants shall not be eligible for participating in Council's residential parking schemes.	Noted.
6E	<p><u>2. Vehicle traffic generation</u></p> <p>This traffic generation post-development appears to be moderate. For a wider road network impact assessment, the net traffic generation increase is unknown as no comparison was made against the existing traffic generation associated with the current land use.</p>	Noted.
6F	For a localised assessment, as the vehicular access of this development as well as Site 2 at 9 Albert Road will be via Pilgrim Avenue only, it is crucial to consider the adequacy of the traffic control at the intersection of Albert Road and Pilgrim Avenue and the intersection upgrade as required.	Noted. This is being addressed by the traffic consultants.

Matter Raised	Response
<p>6G <u>3. On-site parking layout</u></p> <p>Pursuant to AS2890.1 Clause 3.2.4, a sight splay of 2m x 2.5m shall be provided adjacent to the driveway as indicated in blue below.</p> 	<p>A slight splay of 2m x 2.5m has been added to the Amended Architectural Drawings.</p>
<p>6H <u>4. Bicycle parking provision</u></p> <p>It is acknowledged that DCP does not stipulate bicycle parking rates. The proposed bicycle parking provision as follows, based on Austroads rates is considered acceptable.</p>	<p>Noted.</p>
<p>6I <u>5. Loading/unloading</u></p> <p>The development proposed at-grade shared waste collection/loading dock area. Swept paths have been provided for 8.8m MRV utilising this proposed loading dock. Council Waste Collection Policy typically requires 10m rear loader to service this type of development. With this regards, the swept paths should demonstrate compliance with the following requirements:</p> <ul style="list-style-type: none"> • 10m rear loader accessible – turning circle 18m kerb to kerb • Length of standing area 10m • 3.6m height clearance • Gradient of ramps maximum 1 in 5 	<p>Council has permitted all waste and recycling services to be provided by a rear loading MRV collection vehicle with a length of 8.8m. As such, this matter is no longer an issue.</p>

Matter Raised		Response
6J	<p><u>6. Car Share</u></p> <p>No details have been provided with regards to the car share arrangement. Car share providers on the market must be consulted in order to ensure a viable car share scheme.</p>	<p>The proposed development makes provision for 5 car share spaces within basement level 1. At this stage it is unknown who the future operator will be, and this will be further investigated post development consent. There are several operators in the car share space, including the most common, GoGet. A general FAQ information sheet from GoGet is attached to the Traffic Impact Assessment which provides details as to how the service operates. It is therefore considered that a suitably worded condition could be included in any development consent issued.</p>
6K	<p><u>Recommendation</u></p> <p>The proposed parking provision suggests an oversupply of the minimum requirement by 53 spaces. There is an opportunity to further reduce the on-site parking provision.</p> <p>Further information is required before any assessment of the application can be undertaken:</p>	<p>Both the RMS Guide to Traffic Generating Development and Strathfield DCP 2005 contain minimum car parking rates. The proposal is compliant with the minimum car parking rates.</p>
6M	<p>Demonstrate compliance with Council DCP Part C Clause 2.9 which requires a designated car washing bay for residential development of 10 or more dwellings.</p>	<p>A dedicated car wash bay is now provided. Refer to Amended Architectural Plans.</p>
6N	<p>Demonstrate compliance with AS2890.1 Clause 3.2.4, a sight splay of 2m x 2.5m shall be provided adjacent to the driveway.</p>	<p>A sight splay of 2m x 2.5m has been added to the Amended Architectural Drawings.</p>
6O	<p>Demonstrate compliance with Council's Waste Collection requirements and submit swept paths analysis (unless advised otherwise by the Environmental Section):</p> <ul style="list-style-type: none"> • 10m rear loader accessible – turning circle 18m kerb to kerb • Length of standing area 10m • 3.6m height clearance • Gradient of ramps maximum 1 in 5 	<p>Council has permitted all waste and recycling services to be provided by a rear loading MRV collection vehicle with a length of 8.8m. As such, this matter is no longer an issue.</p>
6P	<p>Provide written evidence from a car share provider confirming in-principle agreement with the proposed car share scheme</p>	<p>The proposed development makes provision for 5 car share spaces within basement level 1. At this stage it is unknown who the future operator will be, and this will be further investigated post development consent to ensure that one is appointed and satisfaction with the proposed access arrangements. There are several operators in the car share space, including the most common, GoGet. A general FAQ information sheet from GoGet is attached to the Traffic Impact Assessment which provides details as to how the service</p>

Matter Raised		Response
		operates. It is therefore considered that a suitably worded condition could be included in any development consent issued.
6Q	Update the Traffic and Parking Assessment Report to include: Net traffic generation information (post-development generation offset by the existing traffic generation) and associated impact on the surrounding road network.	Refer to the amended Traffic Impact Assessment.
6R	A review of the intersection control at the Albert Road and Pilgrim Avenue intersection against future traffic anticipated post- development. The net traffic generation should not only consider the traffic generation associated with this development but also the likely accumulative traffic of Site 2 at 9 Albert Road. When considering the net traffic generation increase, the post-development traffic should not be fully offset by the existing traffic generation as not all existing vehicular accesses are via Pilgrim Avenue. The review shall also consider the intersection upgrade as required. As the proposed commercial component would activate the Pilgrim Avenue street frontage, the infrastructure upgrade should also accommodate the increased pedestrian activities anticipated.	Refer to the amended Traffic Impact Assessment.
6S	Delete reference to "Powell Street"	The reference to "Powell Street" has been deleted.
Transport for NSW (TfNSW)		
7A	Having regard for the above, TfNSW has reviewed the information provided and raises no objection to the DA and as such would provide concurrence to Council under Section 138 of the Roads Act 1993 subject to Council being satisfied with the proposed access arrangements in terms of safety and efficiency and the inclusion of the following requirements in any determination issued:	Noted.
7B	1. All buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Albert Road boundary.	All buildings and structures proposed are wholly within the boundaries of the freehold property along the Albert Road boundary.
7C	2. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2 – 2018 for heavy vehicle usage. Parking	The amended Traffic Impact Assessment confirms compliance with these Australian Standards.

Matter Raised		Response
	Restrictions may be required to maintain the required sight distances at the driveway.	
7D	3. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.	The width of the existing footpaths will accommodate the additional pedestrian movements, while lighting from the development will promote pedestrian safety.
7E	4. Current 'No Stopping' zone along the frontage of Albert Road shall remain unchanged.	Noted. There is no change proposed to the 'No Stopping' zone along the frontage of Albert Road.
7F	5. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Albert Road.	Noted. This will be reflected in construction management documentation to be prepared post-determination.
7G	6. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Albert Road during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf .	Noted. Should any works impact on traffic flows on Albert Road during construction activities, a Road Occupancy Licence will be obtained.
7H	<p>In addition to the above, TfNSW provides the following comment for Council's consideration in determining the application:</p> <p>The Statement of Environmental Effects (SEE) under section 5.3.1 states that the proposed development is consistent with the objectives of Strathfield Development Control Plan (DCP) 2005 and Strathfield DCP No 26. This is documented in Appendix J, which was not provided to TfNSW as part of the referral.</p>	Noted.
7I	However, TfNSW notes that the Strathfield DCP indicates that access to sites 1 and 2 should be via Pilgrim Avenue. Noting that the subject DA is for site 1, TfNSW recommends that Council is satisfied that any future development of site 2 can achieve the DCP's objective of access via Pilgrim Avenue, which would support the safety and efficiency of the classified road network as site 2 has currently multiple accesses to the classified network.	Any future development on Site 1 will be accessed from Site 2.
7J	Council acknowledges the proposed access from Pilgrim Avenue allows for continuation of the ramp into Site 1. To ensure this outcome can be accommodated in the future, Council will apply a condition of consent that requires a right of carriageway for Site 1 over the access from Pilgrim Avenue along the northern boundary of the subject site. This advice is being provided now should the Applicant wish to submit a Survey Plan showing this right of carriageway as part of the assessment process for this DA.	Noted. This will form part of a condition of consent.

Matter Raised		Response
7K	In addition to the above, Council has sought advice from TfNSW in relation to their comments on the amended traffic modelling required at DA stage from their letter of 23 March 2020 which related to the Planning Proposal for the site and adjoining site. These comments are enclosed with this letter and Council encourages the Applicant to liaise directly with TfNSW to address the matters raised.	It is noted there is a nett reduction in traffic generation potential from that under the Planning Proposal, and as such Varga Traffic Planning consider the proposal satisfactory.
Sydney Trains		
8A	Trains has undertaken an initial assessment of the relevant documentation as provided through the Planning Portal. Sydney Trains is not in a position to make a decision on the granting of concurrence until additional information that meets Sydney Trains requirements are prepared and submitted to Sydney Trains for review.	Noted.
8B	Therefore, Sydney Trains requests that Council to 'stop-the-clock' on the assessment of this proposal until such time as the applicant consults with Sydney Trains and/or provides the additional documentation as detailed below:	Noted.
8C	a) Revised Architectural plans including cross-sections to show the offset of all building structures from Transport Asset Holding Entity (TAHE) land boundaries, buildings, rail corridor and nearest infrastructure. In this regard, a setback is to be provided along the northern elevation of the proposed development as it abuts TAHE land.	An 800mm setback from the northern boundary has been provided to ensure construction and maintenance of the proposed development can be carried out entirely within the confines of the site boundary.
8D	b) Detailed Survey Plan (in plan and section) showing the relationship of the proposed development with respect to rail land and infrastructure. The detailed survey plans must be prepared by a registered surveyor, must clearly indicate TAHE land (incl. Lot 2 DP 862623) and any existing and proposed encroachments. Note: Any form of encroachment, reliance or use of TAHE land and airspace/rights is subject to approval/obtaining TAHE Land Owners Consent prior to provision of any associated Development Application Consent. Additionally, it is required that you address and provide an update on any sale negotiations regarding Lot 2 DP 862623.	A process to resolve the lot ownership issue with Sydney Trains is currently in motion. A number of options have been discussed to formulate the most efficient outcome to allow for Sydney Trains to issue landowners consent in the interim. A meeting was held with Strathfield Council on Friday 11 June to further close out the matter.
8E	c) Geotechnical and Structural report/drawings including rail specific potential impacts.	These details have been provided in the following reports and plans:
8F	d) Construction methodology with details pertaining to structural support during excavation.	<ul style="list-style-type: none"> Revised Stormwater Plans and Covering Letter, prepared by Alpha Engineering.

Matter Raised		Response
8G	e) Cross sectional drawings (both architectural and structural) showing ground surface, nearest rail tracks & infrastructure, sub soil profile, proposed basement excavation and structural design of sub ground support (ie footings/piles etc) adjacent to the rail corridor.	<ul style="list-style-type: none"> • Structural Report, prepared by Alpha Engineering. • Derailment Risk Assessment prepared by Alpha Engineering. • Electrolysis & Stray Traction Current Report, prepared by ANACIVIL.
8H	f) Drainage details (confirming no drainage into rail corridor)	<p>In relation to whether the existing stormwater channel has enough capacity to cater for the proposed development, as per the flood information and advice provided from Council, the pipe capacity is not enough to carry the flow from the upstream catchment which is resulting in water ponding in Raw Square and the neighbouring site (Shell Coles Express Petrol Station) during 1% AEP flood event. In addition, the proposed development is part of the different catchment, and is being discharged to pits and pipe network in Pilgrim Avenue and Albert Road.</p> <p>Thus, the amended stormwater plan A20219 Revision F Drawing No. SW06 (refer to the Revised Stormwater Plans) shows the stormwater outlet, from the proposed development property, being connected to the existing stormwater pit along Pilgrim Avenue.</p>
8I	g) Drawings/details showing anti-throw mechanisms for openings etc (windows, balconies, terraces and the like) within 20m and facing the rail corridor.	<p>Drawings within the Architectural Plans detail the proposed anti-throw measures, which include:"</p> <ul style="list-style-type: none"> • fixed aluminium fins • adjustable glass louvre windows • planters with vertical wire trellises <p>Each of these measures will be restricted to a maximum opening of 80mm.</p>
8J	In addition to the above, and subject to the outcome of Sydney Trains review of the above documentation, Sydney Trains may also require the preparation of a numeric modelling analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.	Numerical modelling analysis has not been requested by Sydney Trains. It is noted this is more a construction matter for consideration.
8K	The Applicant is advised that consultation regarding the proposed development should be sought with Sydney Trains prior to the submission of any additional or amended documentation given the complexities in relation to the above items.	The proposed responses to the Sydney Trains queries and design comments have been submitted directly to Sydney Trains on 28 April 2021 with no further response received.

DRP Meeting Report and Recommendations (20 January 2021)

Matter Raised		Response
1. Preface		
9A	<p>1.1 Due to the situation with Covid-19, the subject site was inspected separately by panel members prior to the meeting. Site photos taken by the assessing officer along with Google maps/street view and general knowledge of the area have also been relied on.</p> <p>At its meeting date of 18 September 2019, the Panel reviewed and made recommendations on a Planning Proposal for the subject site. At this meeting the Panel advised that ADG compliance cannot be established from the DCP document that was supplied to the Panel and on this basis was unable to provide its opinion. Instead the advice provided by the Panel was focused on block planning principles, specifically the perimeter block pattern and issues pertaining to the dual ownership of the site.</p> <p>The Panel notes that the final site specific DCP for 2-6 Pilgrim Avenue and 9 -13 Albert Road, Strathfield, adopted on 6 October 2020, does not incorporate the previous DRP comments, which therefore remain relevant to this challenging proposal.</p> <p>The site specific DCP covers two sites being site 1 at Nos.2-6 Pilgrim Avenue and site 2 at Nos.11-13 Albert Road however the development application pertaining this review relates to site 1 only.</p>	Noted.
2. Key Issues and Recommendations		
10A	<p>2.1 The Panel has previously acknowledged the difficulties in achieving the maximum allowable yield for this development and recognises the efforts of the architect to mitigate this significant urban design issue. The Panel does not however support the proposed development in its revised form. This is further discussed below.</p>	<p>Noted. A number of amendments have been made to the proposed works in response to the DRP's recommendations and key issues identified. These responses are outlined in detail below, and summarised in the covering letter. At the supplementary meeting with the DRP on 19 May 2021, in-principle support for the amended scheme was received.</p>
3. Building height and distribution of FSR		
11A	<p>3.1 The proposed development is based on the planning controls stipulated in the Strathfield LEP and site specific DCP.</p>	Noted.
11B	<p>3.2 Under the Strathfield LEP a maximum building height of 54m applies to the entire site (site 1 and site 2), however under the site specific DCP building height is governed by maximum number of storeys.</p>	Noted.

Matter Raised		Response
11C	3.3 The 54m height limit under the LEP is to allow for a 16 storey building on site 2, located closer to Strathfield railway station and town centre (not part of this application).	Noted.
11D	3.4 Under the DCP, the northern half of site 1 (corner of Pilgrim Avenue and Railway) is limited to a maximum height of 13 storeys with the southern half of the site 1 (corner of Pilgrim Avenue and Albert Road) limited to 11 storeys.	Noted.
11E	3.5 The Panel re-iterates its previous comment that the DCP planning control relating to maximum number of storeys does not allow adequate flexibility in the distribution of the permissible FSR, if maximum FSR is to be sought.	Noted.
11F	3.6 The most appropriate design approach would be for a development comprised of a lower podium level with two towers above that could exceed the number of storeys under the DCP.	The design has been amended to a two-tower scheme, with Building A being 11 storeys, and Building P (formerly Building C) increased by 2 storeys to 15 storeys, removing Building B, and incorporating a four-storey podium.
11G	3.7 The proposal has been designed to achieve the maximum permissible yield within the DCP height control. The Panel considers that should the project required to comply with the maximum number of storeys under the DCP, the project would need to be designed with a lesser yield to allow for an improved, more acceptable urban response and better amenity provision for residents.	Noted. As such, the increase in height beyond the DCP control has allowed for a stronger and more contextually appropriate urban design outcome while maintaining the yield afforded by the site's permissible FSR.
11H	3.8 Should maximum yield continue to be pursued, the Panel recommends that building C (northern building adjacent to the railway) be increased in height up to the maximum of 54m under the LEP. This would allow for a lower central element (building B) connecting to the 11-storey south building which would remain compliant with the DCP maximum number of storeys (building A). The built form adjacent the railway whilst breaching the maximum number of storeys under the DCP, would not result in any LEP statutory building height non-compliance and as this design approach is less likely to result in any unacceptable impacts, it offers the possibility of being supported by the Panel.	<p>In accordance with the DRP recommendation, Building P (formerly Building C) has been increased in height up from 13 storeys to 15 storeys (approximately 51.96m in height to the top of the parapet, and 53.64m to the top of the railing around plant). Building A remains at 11 storeys, while Building B has been removed to create a two tower scheme above a four-storey podium.</p> <p>As noted by the DRP, while this represents a variation to the site-specific DCP, it complies with the 54m maximum height of buildings development standard in the Strathfield LEP 2012. It does not result in unacceptable overshadowing, residential amenity or visual impact.</p> <p>In-principle support for the amended massing was received at the supplementary meeting with the DRP on 19 May 2021.</p>
11I	3.9 The Panel appreciates that the development application will be determined by the Regional Planning Panel which may refer to the site specific DCP and maximum number of storeys permissible. In this instance the Design Review Panel is providing its advice in relation to achieving an acceptable design outcome, notwithstanding numerical non-compliance with the DCP.	Noted. The variations to the DCP are justified in the covering letter.

Matter Raised		Response
4. Floor level to commercial tenancies		
12A	4.1 The architect advised that the site is located within a flood prone area, requiring the ground floor level to be raised one metre above existing ground level.	Noted.
12B	4.2 The commercial tenancies are located on the corner of Pilgrim Avenue and Albert Road. Disabled access into the commercial tenancies is via chair lifts rather than ramps, which would visually dominate the front setback and entrances and screen street front retail activity.	Noted.
12C	4.3 The Panel suggested that commercial uses may not require this extent of elevation above existing ground levels in a flood prone area, and recommends that this is investigated further so that more direct access into the commercial tenancies from footpath level could be provided.	Following further investigation, Kennedy Associates Architects found that it is not possible to amend (lower) the level the commercial tenancies for both physical and commercial reasons, such as complexities associated with access to the basement. However, the colonnade to the commercial spaces has been amended to include an additional stair to Pilgrim Avenue to provide greater visibility and accessibility. The colonnade area has also been modified to increase the potential for outdoor, protected seating areas adjacent to the commercial spaces.
5. Air conditioning units		
13A	5.1 The location of external air conditioning plant and units should be shown on the DA plans.	The location of external air conditioning plant and units have been shown on the Architectural Drawings on the roof level.
13B	5.2 The Panel suggested an alternative option of a consolidated/dedicated condenser unit area on each floor with access to fresh air, rather than air-conditioning units placed on individual balconies. A/c units on balconies can create noise impacts, look unsightly and be a climbing hazard.	The opportunity to include air conditioning units on each floor was investigated, however, could not be achieved due to spatial constraints.
13C	5.3 Consideration should therefore be given to locating the a/c units elsewhere however should they need to be located on the balconies, they need to be well integrated into the building fabric and clear of minimum ADG balcony areas.	Air conditioning plant has been fully consolidated at the roof level, and will be appropriately screened. Centralisation of air conditioning plant to the roof top also reduces acoustic and urban heat island effect at ground level.
6. Built form and External facades		
14A	6.1 The scheme presents as a hard, relentlessly dense building with monolithic built form and architectural expression.	The new two tower scheme presents two more slender tower forms, with added articulation through the use of screens and angled louvres. As such, the scheme no longer presents a hard, relentlessly dense and monolithic built form, but has been logically broken up and articulated.

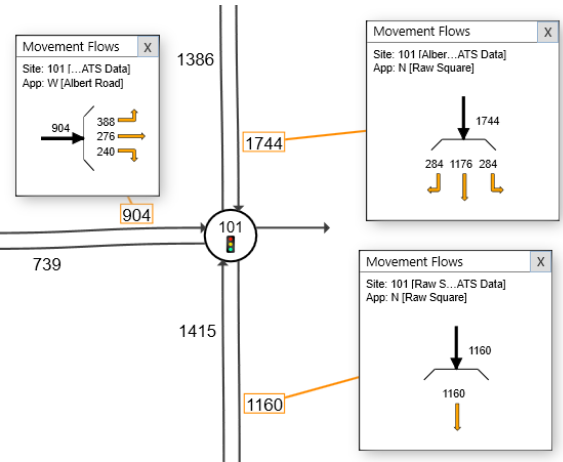
Matter Raised		Response
14B	6.2 The Panel recommends that a much greater diversity of architectural expression and façade articulation be introduced so that the development presents more as several harmonious elements.	The architectural expression and façade articulation of the two towers has been improved by a combination of screens and angled louvres and fins across both buildings.
14C	6.3 The resolution to the corner of Albert Road and Pilgrim Avenue could be improved, with a more legible entrance to Building B slightly relocated to sit under the articulation the built form.	<p>The resolution of ground floor access at the corner of Albert Road and Pilgrim Avenue has been improved by the following changes:</p> <ul style="list-style-type: none"> • redesign of both commercial spaces • increased connection with the street through projecting terraces • reduction in stairs to both spaces • increased outdoor areas to both spaces • introduction of new awnings over the entry stairs <p>Moreover, as Building B has been effectively removed, access to the units has been rationalised to two entry points, from the Building A and Building P foyers, which are clearly defined by key columns and façade fenestration, and therefore legible at each end of the development.</p>
14D	6.4 The Panel notes that some landscaping is provided on the boundary to site 2 however questions the interface with this site when developed.	Landscaping at the boundary with Site 2 has been improved through a series of terrace and stepped landscaping elements located within the site. These terraces have adequate soil depth to accommodate significant tree planting. Their design has considered and mitigated all relevant risks associated with the interface with the service station's operation. Therefore, these landscaping interventions will remain should Site 2 be developed in the future.
14E	6.5 The western façade does not include effective external sun shading. The architect stated that the environmental consultant for the project had advised it to not be necessary, however the Panel notes it could be an opportunity to introduce articulation into the facade.	As recommended, sun shading bi-fold screens have been introduced onto the western façade for shading and articulation purposes.
7. Cross Ventilation		
15A	7.1 The Panel does not accept that the proposal achieves compliance with the ADG requiring 60% of apartment to be naturally cross ventilated. This should be demonstrated to the satisfaction of Councils planning officers.	The cross-ventilation summary in the Architectural Plans demonstrate that 60% of the apartments achieve cross ventilation either via multiple aspects or ventilated plenums over the lobbies for single aspect units. These plenums have been designed in consultation with Windtech Consultants. A Natural Ventilation Report prepared by Windtech Consultants confirms that the proposed design solutions will allow for adequate cross ventilation.
15B	7.2 The provision of natural ventilation through openable windows/glass doors to the apartments facing the railway is not considered to be desirable due to	Acoustically attenuated plenums / openings to all noise affected units will be installed to ensure cross ventilation of noise affected units facing the railway. They have been designed in consultation with Windtech Consultants to ensure

Matter Raised		Response
	acoustic impacts. It is therefore questionable how these apartments will access fresh air and achieve ADG compliance.	they achieve the required performance requirements. This is supported by a Natural Ventilation Report prepared by Windtech Consultants.
8. Solar Access		
16A	8.1 The Panel recommends that the heavy planted balconies on Level 4 are removed for improved solar access into the apartments.	<p>Level 4 units have been provided with an increased floor to ceiling height largely to ensure the legibility of articulation between the podium below and tower massing above.</p> <p>The increased ceiling heights for this floor will allow for both the planters to be retained without compromising the solar amenity of the units.</p>
9. Acoustic and Air Pollution Impacts		
17A	9.1 The apartments facing the rail way will be subject to airborne acoustic impacts and the Panel raises concern with amenity, including adequate access to fresh air and overall planning of affected apartments and their minimal setback from the railway corridor.	Balconies with a combination of glazing and angled fins have been introduced for all apartments facing the railway to mitigate acoustic and air pollution impacts.
17B	9.2 The architect explained that wintergardens are provided to the apartments on Levels 2 and 3 facing the railway to mitigate noise and pollution impacts and assist with safety. The Panel notes that as wintergardens are enclosed they are likely to count as FSR, and further questions if wintergardens will allow these units to achieve ADG compliant natural cross ventilation. The Panel questions the absence of similar strategies to mitigate noise and pollution for apartments on other levels facing the railway, on Level 1 and on Level 4 and upwards.	<p>Balconies with a mix glazing with adjustable glass louvres and permanently-open fixed angled fins have been adopted for all apartments facing the railway. These have been adopted to mitigate noise and pollution impact, while also addressing anti-throw measures required by Sydney Trains. These apartments will be provided with acoustically attenuated plenums to deliver natural ventilation to each unit. As decided in <i>Haralambis Management Pty Ltd v Council of the City of Sydney</i> [2013] NSWLEC 1009, the floor area inside permanently open louvres above a solid balustrade are to be excluded from the calculation of GFA as they are exposed to the elements and therefore function fundamentally as an outdoor space. As permanently open fins are proposed, these balconies will be exposed to the elements and therefore will not count towards GFA.</p> <p>As a precaution, a Cl.46 variation request, for an amount of additional FSR equivalent to the proposed winter gardens has also been prepared, in case of a difference of interpretation of the ability exclude the areas of winter gardens from GFA calculations.</p>
17C	9.3 The Panel advises that the railway facade needs more finesse to ensure that natural ventilation and acoustic measurements are working together.	The introduction of acoustically attenuated plenums to deliver natural ventilation to the units facing the railway address both natural ventilation and acoustic conditions.

Matter Raised		Response
Council Follow-up RFI (26 April 2021)		
18A	On 22 April 2021, Council briefed the Sydney Eastern Planning Panel (The Panel) on the details of the Application and its current status, including the indicative response submitted by Ethos Urban to bulk and scale issues raised by the Design Review Panel (DRP). The Panel has issued the Applicant with a record of the briefing and provided below are Council's comments on the outcomes of the meeting to assist in progressing the Application:	Noted.
Building Design and Presentation		
19A	Council and the Panel members were in agreeance that the revised building proportions presented in the massing response (received April 2021) are a general improvement and respond to the DRPs recommendation (DRP Point 3.8).	Noted.
19B	However, the Panel and Council also agree that the indicative massing response does not adequately address the need for greater architectural expression and is not supportive of the buildings presentation (on all facades) in its current form. Noting that the indicative massing response may have only focused on addressing massing, Council emphasizes the need for a comprehensive review of the materials and building articulation to address all of the DRP's criticisms.	Noted.
19C	The above comments also apply to the eastern façade. In addition, Council and the Panel agreed that the proposal needs to demonstrate a more considered approach to the relationship with the existing service station and how a human scale is achieved along the portion of the site which addresses the Strathfield Town Centre. The revised design DA material must address how an integrated approach can be achieved with the service station remaining and in a scenario where it is redeveloped.	Noted.
Sydney Trains		
20A	Council and the Panel agreed that Sydney Trains must be satisfied with the final outcome prior to approval. A deferred commencement will not be considered to address any outstanding concerns Sydney Trains has. This includes, but is not limited to any concerns in relation to setbacks, geotechnical matters or issues associated with excavation and access (see below for further comment on access).	These matters are currently being resolved by the respective consultants to the satisfaction of Sydney Trains in order to achieve their support, noting that information has been sent to Sydney Trains with no response received.
Land Ownership and Access		

Matter Raised		Response
21A	The Pilgrim Avenue land ownership circumstances were discussed with the Panel.	Noted.
21B	Council is investigating the circumstances of the gazettal and will provide updates to the Applicant as this process progresses.	<p>A meeting was held with Strathfield Council representatives on 11 June 2021 to discuss this matter. It is understood Sydney Trains have generally agreed to provide landowners consent. An approach was made to Sydney Trains via email on 16 June 2021 requesting landowners consent be issued. The response provided was:</p> <p><i>For Land Owner Consents requests, Sydney Trains is acting as agent for Transport Asset Holding Entity (TAHE) – formerly known as RailCorp. It is noted that the issuing of TAHE Land Owners Consent is dependent on final version of DA plans/reports being provided for our review and satisfaction. We need to await the submission of additional/amended information...and the information will then need to be reviewed to ensure all relevant Sydney Trains/TAHE matters are adequately addressed.</i></p> <p>As such, landowners consent will be issued by Sydney Trains upon formal submission of this RFI package and their review.</p>
21C	Notwithstanding, the Panel and Council agreed that the circumstances are the failure of the Applicant to undertake due diligence during site planning and that the onus is on the Applicant to achieve site access as well as owners consent in the short term. It is possible any transition of land ownership that Council is involved in could take an extended period of time and involve various levels of Government and Stakeholders. To aid a timely determination of the Application, such alternative access arrangement and owners consent should be pursued by the Applicant. A deferred commencement will not be supported by Council to address the issue.	
21D	The contents of the letter prepared by Ethos Urban dated 1 April 2021 relating to Affordable Housing were discussed with the Panel. The Panel and Council agreed considering the scale of the development, recent floor area increases resulting from the rezoning and the potential need for merit based assessment against other development controls, the position presented by Ethos is a disappointing one and ill-considered in the context of the development.	
21E	Council intends to pursue the provision of affordable housing as part of the subject Application.	It is understood that Council will impose a condition of consent relating to affordable housing.
Objections		
22A	Council has received a number of objections to the Application which are available on Council's DA Tracker. Council recommends the Applicant review these objections and endeavor to address the issues in the revised DA material. The objections include a proforma objection from 45 residents and a submission made by Viva Energy raising concerns specific to the Service Station adjoining the site.	The matters raised in the objections are addressed in a detailed Response to Submissions Table. The detailed response to the Viva Energy submission has been informed by the completion of further contamination investigations at the site. The proforma objections received appears to object to the planning proposal, not the subject DA, even though the planning proposal was gazetted on 17 July 2020, however the concerns raised in the proforma objections will be responded to.
Timing		

Matter Raised		Response
23A	The Panel recommended that the Applicant provide the revised design material for consideration by the Design Review Panel at the May meeting (typically held mid-month). This will require the material to be submitted to Council by Tuesday 4th May. Noting that the Applicant and consultants are working through a number of issues, Council recommends that the revised Architectural Drawings and Landscape Concepts are provided by this date, with any other outstanding information to follow if this cannot be delivered by this time.	A follow-up meeting with the DRP was held on 19 May 2021. A response to additional comments from that meeting is provided in Matters 29 to 38 below.
TfNSW Comments		
24A	TfNSW has reviewed the amended traffic modelling and the letter of advice provided by the proponents traffic consultant and provides the following comments for Council's consideration:	Noted.
24B	1. The previous TfNSW comments regarding the traffic inflow and outflow in the road segments of the future models have still not been addressed.	Refer to the Traffic Impact Assessment for a response to this matter.
24C	<p>The traffic inflow should balance with the traffic outflow for each mid-block section unless there is a specific reason for the volumes to change mid-block, such as a major car park, and needs to be documented/justified.</p> <p>For example: Please refer to the below extract from the network 2029 Friday PM (Post Development). As can be seen, the sum of right turn and through movements at north approach is 1416 veh/h (240+1176) while it has dropped to 1160 veh/h at the other end of the same road segment.</p>	

Matter Raised	Response
 <p>To address this for future case models, one method would be preparing a network diagram which shows the additional trips on each road segment. These additional trips (sum of the background growth and development generation) need to be balanced as well, so that if a number of vehicles are added to one end of a road segment they also need to exist at the other end.</p>	
<p>24D 2. An appropriate funding mechanism/ agreement should be in place prior to the finalisation of any amendment to the LEP for the precinct to ensure that developer contributions are obtained on an equitable basis for the provision of state and regional transport infrastructure required to support development uplift and future growth in the Strathfield precinct and LGA.</p>	<p>No funding mechanism/agreement is required as there is no proposed amendment to the LEP.</p>
<p>24E With the increase in mixed use type of developments on the western side of Raw Square in the vicinity of the site, there is likely to be a substantial increase in the number of pedestrians crossing the western leg of the Albert Road/Raw Square intersection, which currently does not have a pedestrian crossing installed. Council may wish to consider the funding mechanism to collect developer contributions towards an upgrade to the intersection to provide a pedestrian crossing.</p>	<p>Council has not indicated any specific funding mechanism to collect developer contributions towards an upgrade to the intersection to provide a pedestrian crossing.</p>
<p>24F 3. Given the site's proximity to Strathfield Station, travel demand management measures should be implemented to promote the use of public and active transport and reduce reliance on private vehicle travel over the long term.</p>	<p>Both the RMS Guide to Traffic Generating Development and Strathfield DCP 2005 contain minimum car parking rates. Council has not changed its LEP or DCP to mandate maximum parking rates. Therefore, there is no non-</p>

Matter Raised		Response
	Council may wish to give consideration to incorporating more restrictive maximum car parking controls within its DCP or LEP, in conjunction with car share and local area parking schemes and on-street parking restrictions.	compliance by delivering a surplus of parking spaces and is considered acceptable.
Sydney Eastern City Planning Panel Record of Briefing (22 April 2021)		
Key Issues Discussed		
25A	<ul style="list-style-type: none"> • Overview of application • Design based issues, including: <ul style="list-style-type: none"> – Building presentation of the Western façade, adjoining Pilgrim Avenue – Further work required on articulation and the treatment of the building façade – Reduction and Treatment of the concrete wall on the Eastern façade and the interface with the future development of the service station site on the adjoining site – Massing of building and presentation to public domain – Floor Space Ratio – Cross ventilation and acoustic attenuation – Consideration of integrated air-conditioning to serve units – Further details of Landscape treatment for the project 	These matters have been discussed above in the sections addressing comments from the DRP (Matters 9-17) and Council's follow-up RFI following the Planning Panel briefing (Matters 18-23).
25B	<ul style="list-style-type: none"> • Provision of affordable housing given large scale of project 	While it is acknowledged that Council requires detail on which apartments will be provided for affordable housing, this matter is intended to be further discussed post-determination, with the understanding that a condition of consent will be imposed requiring the provision of affordable housing in the proposed development.
25C	<ul style="list-style-type: none"> • Sydney Trains/ Rail Corp issues related to ownership of access between Pilgrim Ave and the site • The Panel notes without owner's consent in place, the Panel does not have the authority to determine this application. The applicant may wish to withdraw the application should owner's consent not forthcoming in near future issue. 	A process to resolve the lot ownership issue with Sydney Trains is currently in motion. A number of options have been discussed to formulate the most efficient outcome to allow for Sydney Trains to issue landowners consent in the interim.
25D	<ul style="list-style-type: none"> • Traffic and parking - Council has requested the applicant provide an updated parking and traffic generation study 	A Revised Traffic and Parking Assessment Report containing an updated parking and traffic generation study, is currently being prepared by Varga Transport Planning and will be provided as part of the full RFI package.

Matter Raised		Response
25E	<ul style="list-style-type: none"> The Panel requires a full set of amended plans to be referred to Council's Design Review Panel in mid May 2021 for comment 	A full set of amended Architectural Drawings was included with this preliminary RFI for issue for the Planning Panel for the next briefing meeting on 10 June 2021.
Submissions		
26A	<ul style="list-style-type: none"> 48 submissions received and issues raised include: <ul style="list-style-type: none"> Solar access and overshadowing Privacy impacts Increased congestion (vehicular and pedestrian) as a result of commercial component View loss Proximity of the development to the existing service station 	The matters raised in the objections will be addressed in a detailed Response to Submissions Table. Refer to Matter 22A above for further detail.
Follow Up		
27A	<p>To ensure this matter is determined in a timely manner the Panel requests the Council write to the Applicant to obtain owner's consent for the strip of land that it relies on for access to the development. It appears this was not provided when the application was lodged and is a necessary requirement prior to the granting of development consent.</p> <p>While it is understood there may be some historic issues about registration of ownership this could still be pursued. However, in the interim and in order not to delay determination, the current registered owner's consent needs to be provided as a matter of priority. Alternatively, the Applicant may wish to consider withdrawing the development application until such time as this fundamental issue is resolved.</p>	A process to resolve the lot ownership issue with Sydney Trains is currently in motion. A number of options have been discussed to formulate the most efficient outcome to allow for Sydney Trains to issue landowners consent in the interim.
Briefing Date		
28A	<ul style="list-style-type: none"> The Panel requests a further briefing with Council on 10 June 2021 to discuss: an update on unresolved issues; the amended plans and Council's Design Review comments; and owner's consent for strip of land that provides access to the development site. Panel requests that Council actively engage with the applicant to resolve issues. 	Noted.
DRP Meeting Report and Recommendations (19 May 2021)		
1. Preface		

Matter Raised	Response
<p>29A Due to the situation with Covid-19, the subject site was inspected separately by panel members prior to the meeting. Site photos taken by the assessing officer along with Google maps/street view and general knowledge of the area have also been relied on.</p> <p>At its meeting date of 18 September 2019, the Panel reviewed and made recommendations on a Planning Proposal for the subject site. Advice on ADG compliance was not possible at this early stage; instead the advice provided by the Panel was focused on block planning principles, specifically the perimeter block pattern.</p> <p>At its meeting date of 20 January 2021, the Panel reviewed a development application for the site comprising of Demolition of existing buildings, removal of six (6) trees and the construction of a part 11, part 13 storey mixed use development comprising 172 dwellings, three (3) ground floor commercial spaces and four (4) basement levels comprising 235 car parking spaces, and ancillary and landscaping works. This proposal did not incorporate the recommended broader block planning principles provided at the first meeting which the Panel therefore advised remained valid.</p> <p>The key recommendations by the Panel at its meeting on 20 January 2021 are summarised as follows:</p> <ul style="list-style-type: none"> • The most appropriate design outcome for the site would be for a building comprising of a podium level with two towers above - building C that faces the railway could be increased in height up to the maximum of 54m under the LEP which would allow for a lower central link (building B) connecting to the 11 storey building (building A) which would remain compliant with the DCP maximum number of storeys. • Investigate whether commercial uses are required to be elevated above existing ground level in a flood prone area and explore the possibility to lower the commercial tenancies in order to improve the interface between the commercial tenancies and the footpath/pedestrian. • Location of air conditioning units should be shown on the plans • Incorporate more articulation to so that the development presents more as several harmonious elements rather than one monolithic facade. • Improve the treatment to the corner of Albert Road and Pilgrim Avenue 	<p>Noted.</p>

Matter Raised		Response
	<ul style="list-style-type: none"> How does ventilation and acoustic attenuation to the units facing the railway work? 	
2. Key Issues and Recommendations		
30A	The Panel notes that the proposal has been amended and generally provides a strong response to the previous comments raised, particularly in relation to mass and articulation however a few minor issues remain unresolved. This is further elaborated below.	Noted.
3. Commercial Tenancies		
31A	<p>The Panel notes that the interface between the commercial spaces and footpath level/pedestrians remains disconnected as the retail tenancies remain elevated and setback.</p> <p>The Panel recommends that there needs to be an emphasis on engagement with the street which will provide a more successful retail/commercial offering; Issues to be addressed:</p> <ul style="list-style-type: none"> The deeply recessed glass line to be reviewed Currently the eastern retail has a very narrow aperture to the street and is very deep. This should be reportioned to ensure adequate light penetration into the tenancy could be achieved The extent and proportion of stairs are to be reassessed and alternative threshold treatment to be investigated such as seating and terracing <p>The retail/commercial solution is not supported in its current form.</p>	<p>The design of the commercial spaces has been improved to provide a more successful retail/commercial offering through the following changes:</p> <ul style="list-style-type: none"> The extent of the western commercial tenancy has been reduced to allow for increased seating space at the corner of the site. The number of entrance stairs from Pilgrim Avenue has been reduced to rationalise entrance points to the tenancies and increased opportunities for seating and activation. The aperture of the eastern tenancy to Albert Road has been widened, while the tenancy has also been reduced in depth to ensure adequate light penetration. The connection with the street has been increased through projecting terraces. New awnings have been introduced over the entrance stairs. <p>The recessed glass line has not been able to be altered, as the provision of outdoor seating and congregational space has been prioritised.</p>
4. Corner of Pilgrim Street and Alfred Road		
32A	<p>The Panel notes that treatment of the corner of Albert Road and Pilgrim Avenue has improved by extending the awning out with the corner now presenting a stronger reading of the built form. However, the Panel recommends that the awning is lowered to a more pedestrian friendly scale to represent a typical street, particularly as the proposed ground level (and commercial tenancies) is substantially elevated above the footpath.</p> <p>A lower awning would also allow additional light to infiltrate into the ground floor level of the building through the glazing situated above the awning.</p>	The treatment of the corner of Pilgrim Avenue and Albert Avenue and its interface with the street level has been addressed through the introduction of additional and lower awnings to the Albert Road and Pilgrim Avenue facades.

Matter Raised		Response
5. Air Conditioning Units		
33A	<p>The air conditioning units are located at roof level. The Panel raises no issues in this regard however advises that the condensers will need to be located in suitable enclosures to be mitigate acoustic impacts due to the number and size proposed/required for a building of the proposed scale.</p> <p>The location of the AC units on the roof should be a condition of consent.</p>	<p>The air conditioning condensers are located on the roof level within suitable screen enclosures to mitigate acoustic impact.</p>
6. Railway Façade		
34A	<p>The elevation facing the railway is how most people will view the proposed building. This elevation has a simple and blank expression and would benefit from additional detail and articulation. The Panel recommends that this elevation requires further articulation and development.</p> <p>The northern façade is not supported in its current form.</p>	<p>The north eastern elevation facing the railway corridor has been further developed to provide greater articulation and character through:</p> <ul style="list-style-type: none"> • further modelling of the façade • reconfiguration of the allocation of louvres on the façade • providing a series of planters and wire frames to bedroom balconies creating a 'green wall' for substantial portions of the façade
7. Ventilation/Acoustic Attenuation		
35A	<p>The Panel questioned how adequate acoustic attenuation to the apartments facing the railway corridor is ensured whilst providing natural ventilation and advised that glazing or screening may be required to the balconies.</p> <p>The architect advised that natural ventilation is provided through vertical plenums located in the walls of the sliding doors. The Panel advised that plenums and any other acoustic treatments need to be clearly shown on the architectural plans as these will impact on the architectural presentation of the completed building.</p>	<p>The proposed plenums are shown on the typical unit layouts on the amended Architectural Drawings. The introduction of plenums will be clearly shown on the detailed final DA package and will not compromise the architectural expression.</p>
8. External Finishes		
36A	<p>The Panel suggests that finishes are integrated rather than applied finished. I.e. off form concrete is preferred for longevity and good patina rather than applied paint finishes, which will not age well and require more regular maintenance.</p>	<p>Noted. This can be addressed through a condition of consent.</p>
9. Unit Plans		
37A	<p>The private open space outside the ground floor living room to the apartments 1+2 on the Pilgrim elevation are quite small compared to the area outside the bedrooms. The Panel recommends that this should ideally be reversed.</p>	<p>The entrances to units PO 01 and 02 have been amended, with the internal layout of the apartments reconfigured to locate the living room adjacent to the widest extent of the open space.</p>

Matter Raised		Response
37B	The following unit types require further development: Units on the southern elevation have oversized balconies and dark internal spaces due to the excessive overhangs – these units (A017- A107)	The depth of the balconies units A0 17, 26 and 37 have been reduced, while internal layouts have also been amended to improve amenity.
37C	The units, where the Pilgrim notation meets the Albert notation on levels 2, 3 + 4, have greater potential as dual fronted units – the current design is not planned well and a full redesign of these units should be undertaken to maximise the potential amenity of these apartments.	Units A0 18, 28 and 38 and PO 19, 29 and 39 have been redesigned to maximise their amenity.

10. FSR

38A	The Panel have questions relating to the FSR calculations. On Level 1 the risers behind kitchens in A012, A018, P019 and behind laundries and kitchens on P024 and P025 do not seem to have any purpose in the servicing of the building and could be turned into floor space.	Kennedy Associates believe that the provision of ducts on projects of this scale require substantial provision of ducts for electrical, mechanical hydraulic and fire services, as well as stair pressurisation, waste and the like. As such, these ducts were provided as projects of this scale tend to be undersupplied with ducts and service cupboards rather than oversupplied, in Kennedy Associates' experience. Notwithstanding, the ducts behind units A0 18 & P0 19 have been deleted.
38B	The panel also question whether the area in front of the lifts can be excluded. It is recommended that these areas be confirmed with council.	GFA calculations have been re-considered.
38C	The Panel do not support non-compliance with FSR in this project.	The GFA of the building has been reworked to achieve full compliance with the site's permissible FSR of 5:1 through the following changes: <ul style="list-style-type: none"> deleting the study from Units A0 11/ 21/ 31/51/61/71/81/ 91& 101 (the units on the corner of Pilgrim & Albert) to make them into 1 bed units rather than 1 bed + study; and deleting a bedroom and redesigning Units P0 56 & above to make them into 1 bed units.

Sydney Eastern City Planning Panel Record of Briefing (10 June 2021)

Key Issues Discussed

39A	<ul style="list-style-type: none"> Overview of application Sydney Trains easement along Pilgrim Ave Building height and distribution of FSR The lack of a clause 4.6 Traffic and parking Affordable Housing 	These matters have been discussed above in the sections addressing comments from the DRP (Matters 9-17), Council's follow-up RFI following the Planning Panel briefing (Matters 18-23) and Council's follow-up RFI following the second DRP (Matters 29-38).
-----	---	--

Matter Raised		Response
	<ul style="list-style-type: none"> Communal open space 	While we believe that the semi enclosed balconies do not constitute GFA, a precautionary clause 4.6 request to vary the FSR development standard has been prepared in response to the Panel's interpretation that the 'semi-enclosed' balconies should be included as GFA.
Assessment Report & Tentative Determination Date		
40A	<ul style="list-style-type: none"> The Panel is concerned that the provision of affordable housing referenced in the Planning Proposal has not been translated to the development. The applicant should address the extent of the affordable housing provision prior to the determination session. 	It is understood Council will impose a condition of consent relating to affordable housing in the proposed development.
40B	<ul style="list-style-type: none"> The Panel urges the applicant to obtain owners consent for the lodgement of the application from Sydney Trains as a matter of urgency. 	A meeting was held with Strathfield Council on Friday 11 June as outlined above.
40C	<ul style="list-style-type: none"> Panel request that Council actively engage with the applicant to have conditions agreed prior to submission of the Assessment Report. Any unresolved conditions to be noted in the assessment report. 	As above, a meeting was held with Strathfield Council on Friday 11 June to address all remaining matters ad these can be appropriately conditioned.