

## DA/2021/1 - 128 Bunnerong Road, Eastgardens - Lot E

### Response to public submissions

ISSUE	RESPONSE
Excessive bulk and scale	<p>The Stage 2 Pagewood site has been identified as being suitable for high density development, including buildings of up to 20 storeys. Buildings to heights of AHD 78.01 are anticipated on this site. The redevelopment of the site has been the subject of extensive (and recent) masterplanning which has deemed the form of development proposed to be appropriate. Building heights involve a departure to the allowable height limit. The impact of this additional height has been extensively investigated in discussion with the Design Review Panel, with a particular focus on potential additional shadow impact to buildings immediately to the south (Lot B). The Panel has been supportive of the building forms proposed.</p>
<p>The tower element proposed on the western side of Lot E (Tower 1) comprises a part 15 and part 17 storey building with a maximum RL of 75.25. The tower element proposed on the eastern side of Lot E (Tower 2) comprises a part 14 and 16 storey building with a maximum RL of 77.30. Under the Concept Approval the Building Heights plan (A0201/14) only allows for</p> <p>Tower 1 of 16 storeys with a maximum RL of part 78.01 and 75.21 and for Tower 2 to comprise a 15 storey building with a RL of part 75.21 and 72.11. Upon further investigation, it is evident that the proposed building envelope is reliant on the approved Tower Zone as identified in the Building Envelope Plan (A0108) Concept Approval and does not consider the building envelopes approved on the Building Heights plan (A0201/14). It is Council's position that the proposed envelope E of the DA should be consistent with the latter plan being Building Heights (A0201/14). In this regard, the approved Concept Plan should not be subject to further variation to accommodate any increases to building envelopes.</p>	<p>The proposed development is generally consistent with approved Concept Plan sheet A0201/14. Under this plan maximum building height is specified in AHD and for Lot E is as follows:</p> <ul style="list-style-type: none"> <li>- Western building: AHD78.01</li> <li>- Eastern building: AHD75.21</li> </ul> <p>(Building heights on the architectural plans are shown in RL which is the same as AHD in this location).</p> <p>The proposed development includes buildings to RL78.00 (eastern building top of parapet) and RL78.05 (western building top of parapet). Rooftop plant projects above this to maximum heights of RL80.4 (eastern tower) and RL80.5 (western tower).</p> <p>The number of storeys in each building as shown on this plan is "indicative" as indicated on the legend and as such there is no departure to the concept plan with respect to proposed storeys. Building heights do however, involve a departure to the allowable height limit. The impact of this additional height has been extensively investigated in discussion with the Design Review Panel, with a particular focus on potential additional shadow impact to buildings immediately to the south (Lot B). The Panel has been supportive of the building forms proposed.</p>
<p>Concept Approval affords an overall GFA figure of 210,520sqm with an FSR 2.35:1 to the BATA 2 site. Individual GFAs and FSRs are not allocated to the individual lots within the BATA 2 site under the Concept Approval. The proposed additional GFA is highly reliant on Condition 15 of the BATA 2 site Concept Approval which allows for underutilised GFA</p>	<p>The Concept Plan does not restrict GFA by lot. The DA is accompanied by a GFA schedule which identifies the current allocation of GFA across the entire Stage 2 site. The increase in GFA on the Lot E site proposed under this DA compared to the GFA identified in the assessment of the Concept Plan is offset by reductions on other lots.</p>

ISSUE	RESPONSE
<p>within the BATA 2 site to be transferred to another lot that has not yet been developed as long as the maximum permitted GFA for the entire site and development standard for the site is not exceeded. As the development application for lot E is only the second lot of nine lots within the BATA 2 site to be assessed, Council is concerned that, if approved, the overall GFA figure afforded to the BATA 2 site could be significantly exceeded via a request for variation when the last remaining lots are developed.</p>	
<p>Building envelopes for each block have been established through an extensive master planning process and take into consideration the impact of each lot within the context of the BATA 2 site and the surrounding area. Council remains concerned about the cumulative impacts of any increase in the bulk and scale and how they will negatively affect the surrounding area.</p>	<p>The bulk and scale proposed is generally consistent with that envisaged under the Concept Plan approval. Building heights do however, involve a departure to the allowable height limit. The impact of this additional height has been extensively investigated in discussion with the Design Review Panel, with a particular focus on potential additional shadow impact to buildings immediately to the south (Lot B). The Panel has been supportive of the building forms proposed.</p>
<p>The application states that it does not comply with the respective controls in regard to unit mix and that a higher proportion of one-bedroom units is proposed. Any variances from the approved unit mix could result in a more intensive development with greater impacts. Council has previously raised concerns about departures from the approved unit mix and the potential negative flow-on impacts for Randwick City Council in terms of infrastructure, services parking demand and traffic generation.</p>	<p>The unit mix has been amended resulting in a reduction in one bed units. The unit mix proposed is consistent with that envisaged under the Concept Plan approval:</p> <ul style="list-style-type: none"> <li>- 1 bed – 15-35% - <b>23%</b></li> <li>- 2 bed – 35-65% - <b>59%</b></li> <li>- 3 bed – 10-30% - <b>18%</b></li> </ul> <p>Figure shown in red is proposed mix.</p>
<p>Original concept plans evolved to a concerning scale with significant imposition on surrounding streetscape</p>	<p>The Concept Plan was subject to a rigorous assessment process. The subject DA is consistent with the built form envisaged for the site, comprising two towers above a podium base.</p>
<p>This building (along with Lot D &amp; F) are not sufficiently stepped down in height/floor levels from the much higher Lot A, B &amp; C, creating a significant eye-sore on the local streetscapes as they blend into the existing single level residential dwellings surrounding the site. In effect, the development becomes an 'eye-sore' of towers amongst a once peaceful neighbourhood. The sheer density and height of hard surfaces across the site as viewed from adjacent residents properties is excessive and impedes on lines of sight /sunlight from and to surrounding properties.</p>	<p>Lot E is centrally located within the Stage 2 Pagewood site and as such will have little to no impact on sunlight access to existing lower density residential dwellings with any impacts being to the other buildings of the Pagewood site only. Opportunities for view lines through building forms were incorporated into the concept plan and have been maintained by this application. Lot E and the other more centrally located development Lots benefit from the greatest height among the future buildings on the site, with lower building forms to surrounding road frontages most notably to the north where the site interfaces with established low density residential areas.</p>

ISSUE	RESPONSE
<p>The recent DA submissions suggest the local traffic congestion from additional residents would be minimal. I cannot see logic in this assessment based on the number of new residents and parking made available. What I failed to see was acknowledgement of traffic congestion that will occur at peak periods such as morning and afternoon as people leave &amp; arrive home from work/school. Traffic already banks back along Heffron Rd in the mornings and evenings, and there have been numerous crashes along this road as a result. It can already take 2-3 sets of traffic light changes to get through from Banks Ave, up Heffron Rd and across Bunnerong Rd onto Maroubra Rd in today's peak hour traffic.</p>	<p>The redevelopment of the Pagewood Green site has been subject to significant masterplanning, through the rezoning process, and the Concept Plan application. This has included detailed consideration by the relevant authorities of potential traffic impacts and required mitigation measures to address public safety and amenity.</p> <p>The Applicant has completed the infrastructure improvements deemed necessary to manage the additional traffic impacts that will be generated by the future development of the site.</p>
<p>The recent submissions have not indicated any plans for what will occur along an already busy and noisy Heffron Rd (such as road resurfacing to reduce road noise, adequate parking remaining available for local sporting communities at Jellicoe Park etc)</p>	
<p>The submissions did not address the impact of the residents on local schooling and medical facility demands / availability. Getting children into local schools is already difficult enough without all the new residents across the new site.</p>	<p>The proposal is consistent with the development yields anticipated for the site, and the resulting population, as set defined by the applicable planning controls that apply in this case. As such consideration of adequate provision of public transport provision, infrastructure and local service provision are a matter for State Government to address. Notwithstanding, the redevelopment of the Pagewood Green site has been the subject of extensive (and recent) masterplanning which commenced with the rezoning of the site from industrial use to high density residential.</p> <p>The redevelopment of the Pagewood Green site is subject to a voluntary planning agreement, entered into by the Applicant and Bayside Council. The VPA provides for the following:</p> <ul style="list-style-type: none"> <li>- Provision and dedication of 50 affordable housing units containing a total of 100 bedrooms</li> <li>- Dedication and embellishment of 20,000sqm open space</li> <li>- Dedication of public roads within the development site.</li> <li>- Monetary contribution of \$23,900,000 for community facilities and infrastructure</li> </ul> <p>Monetary contributions continue to be payable under Section 7.11, in line with the requirements of Council's Section 7.11 Development Contribution Plan.</p>
<p>The imposing nature of the site will have a unwritten bearing on the property valuations of surrounding properties. No-one will ever want</p>	<p>Property values are outside the scope of the DA assessment process. Notwithstanding, the Applicant is of the view that the redevelopment of the Pagewood</p>

ISSUE	RESPONSE
to pay to buy a property across from such a large and imposing set of towers, which is something that needs to be taken into consideration when approving for the height of these remaining Lot developments on the site.	Green site, a former industrial site which was occupied by industrial buildings and frequented by heavy goods vehicles, signals investor confidence in the area and will result in the redevelopment of the site for a high quality, mixed use development that will contribute new facilities including retail, childcare centres, and new public open space. This in turn will make a contribution to improving property values.
<p>Car Parking and Traffic Impacts to Randwick LGA / Within the BATA 2 site, there are no new road intersections that adjoin with Bunnerong Road or any road under Council's care and control. Construction Traffic must use major roads and no construction traffic should use local roads within Randwick City Council area. / If this proposal results in increased traffic and parking demands over and above the original masterplan the consent authority must ensure that the level of service of intersections surrounding the development site are not adversely affected and that the parking provision is adequate.</p>	<p>The redevelopment of the Pagewood Green site has been subject to significant masterplanning, through the rezoning process, and the Concept Plan application. This has included detailed consideration by the relevant authorities of potential traffic impacts and required mitigation measures to address public safety and amenity.</p> <p>The Applicant has completed the infrastructure improvements deemed necessary to manage the additional traffic impacts that will be generated by the future development of the site.</p> <p>Parking in line with the rates specified by the Concept Plan approval for all proposed land uses is provided within the development.</p>
<p>Car Share Spaces - The application proposes 9 car share spaces to be provided on-street. The Concept Approval stipulates that car share spaces can be shared with visitor spaces and shall be located in a publicly accessible area. Council is concerned that by providing these parking spaces on-street that it could create greater pressure on parking spaces within the BATA 2 site and cause increased demand for on-street parking within the surrounding streets in the Randwick Local Government Area.</p>	<p>The application has been revised to include the provision of car share spaces strictly in accordance with the rates specified by the Concept Plan approval. Car share spaces are accommodated within the development's parking areas.</p>
<p>Company did not undertake dilapidation reports to Heffron Road properties, and now all properties have some level of cracking and damage. A 3<sup>rd</sup> party engineer came to assess damage during construction, this is blatant disregard for residents.</p>	<p>The closest constructed buildings to Lot E include the UB3 and UB4 buildings within the Stage 1 Pagewood site. UB3 remains primarily within the ownership of Meriton. The condition of this building is monitored regularly as part of Meriton's building maintenance programme.</p> <p>Given the distance of the UB3 and UB4 developments from the subject site, being separated by Tingwell Boulevard and Lot B, it is not anticipated that a dilapidation survey would be required.</p> <p>Dilapidation surveys have been undertaken voluntarily by Meriton with respect to properties on Heffron Road in connection with site preparation works being undertaken across the wider Stage 2 site.</p>

ISSUE	RESPONSE
<p>Lot E is 16 levels high, this is higher than concept plan / Meriton are increasing the height and number of units each time I read about this development. Why can they do this? It should not be allowed to be this high.</p>	<p>The number of storeys indicated on the Building Heights plan approved under the Concept Plan are indicative, as indicated in the legend. The proposal is entirely consistent with the maximum building height for each tower in this case involves a slight increase over that anticipated in the Concept Plan. The overall quantum of units across the development as a whole remains unchanged. As illustrated in the GFA schedule which accompanies the DA, the additional GFA proposed on this site when compared to that presented in the original Concept Plan application has been achieved through a reduction in GFA elsewhere on the wider Stage 2 site.</p>
<p>Adverse pedestrian safety issues to Bonnie Doon Golf Course from increase in traffic / Public and employee safety (Bonnie Doon Golf Club) on Heffron Road is significantly compromised by the increased traffic from the development / Bonnie Doon Golf Club would support the DA should there be funding provided to install additional traffic control signals at Heffron and Banks Avenue Pagewood</p>	<p>The redevelopment of the Pagewood Green site has been subject to significant masterplanning, through the rezoning process, and the Concept Plan application. This has included detailed consideration by the relevant authorities of potential traffic impacts and required mitigation measures to address public safety and amenity.</p> <p>The Applicant has completed the infrastructure improvements deemed necessary to manage the additional traffic impacts that will be generated by the future development of the site. A safe passage for pedestrians is provided in the form of a signalised time separated crossing at the Banks Avenue and Heffron Road intersection.</p>
<p>Adverse traffic impacts arising from development / only a matter of time before there is a serious traffic incident at corner of Tingwell Boulevard and Banks Avenue given number of vehicles and speed within Banks Avenue</p>	<p>The need for improvements to pedestrian safety on Tingwell Avenue was identified in the assessment of the Concept Plan application. Improvements, including the introduction of a new pedestrian crossing is a condition of consent. A separate application to introduce the crossing will be lodged.</p>
<p>Adverse congestion to public transport / ARUP report Issue 2 Sept 2020 acknowledges there may be capacity issues within the public transport system and 9 extra bus services are required during peak periods so that spare capacity is retained for existing routes further down the line / There will be a huge impact on public transport needs which will in turn have follow on effects to traffic on local roads (especially during peak hours) and increase travel times</p>	<p>The provision of additional bus services is a matter for the relevant transport agencies to address. The Government has released the South East Sydney Transport Strategy, which includes commitments for investigation into a number of mass public transport initiatives. Public transport will be enhanced within the Pagewood area with the implementation of these projects.</p>
<p>Being cornered by three major thoroughfares (Bunnerong Rd, Heffron Rd &amp; Wentworth Ave), the increase in Peak Hour Traffic since the introduction of Stage 1 of the development has become significant. Traffic is already backed up almost the full distance along Heffron Rd between Page St &amp; Bunnerong during Peak Hour – with all traffic having to filter through two intersections, this local road network will not cope with the increase traffic due to the increased number of units.</p>	<p>Parking in line with the rates specified by the Concept Plan approval for all proposed land uses is provided within the development.</p>

ISSUE	RESPONSE
Danger to pedestrian and cyclist safety along Banks Ave bike route	
Development will have significant flow on impact on local traffic, infrastructure, local parking, increased use in local parks and facilities.	
Aesthetics & clash of appearance with existing buildings	The proposed development has been designed by a well respected Tier 1 architectural firm and has been subject to review by Council's Design Review Panel who have determined that the design achieves Design Excellence. The appearance and form of the development is consistent with and complementary to the recently constructed and emerging buildings of the Pagewood Green development.
Adverse parking issues, Banks Avenue is constantly parked out / Developer should include large outdoor space for parking of cars for visitors / There is evidence of pressure for parking in local streets from the builders onsite at the development each day	Construction workers and contractors are encouraged to use alternative modes of transport to private vehicles, although in some instances this is impractical because of the need to transport equipment and the like. This is a temporary impact. Adequate parking to meet the needs of the development are provided, with the parking demands of the development (determined in accordance with the Council's requirements) met entirely within the development's basement areas.
Block E will have 383 new units, however only 286 residential parking spaces. This number is completely insufficient to support the new development	The parking rate for the residential component of the development has been increased through a modification to the Concept Plan. The Lot E proposal adopts this higher level of parking.
Overshadowing to 126 Banks Avenue, Pagewood (corner Banks Ave & Tingwell Boulevard).	<p>Lot E is well separated from this property, being centrally located within the Stage 2 site, the future Lot A development to the south west, internal roads and Tingwell Boulevard stand between the site and this building. Future Lot A and Lot B development will cast shadows to 126 Banks Avenue.</p> <p>The DA is accompanied by shadow diagrams which illustrate the extent of shadowing to surrounding buildings. Some additional overshadowing created by the development will extend to this building during the early morning period in midwinter. By 11am all shadows will have moved from this building.</p>
Dumped and abandoned shopping trolleys this situation will only get worse.	Addressing the dumping of trolleys outside the existing development is outside the scope of this application. With respect to the retail facilities proposed within the Lot E development, these are of a scale that are not anticipated to involve the use of shopping trolleys. The future supermarket in Lot B will be subject to further application for fit out of the premises and it is anticipated that a plan of management to guide the

ISSUE	RESPONSE
	operation of the premises (including managing shopping trolleys) will be prepared.
Overcrowding of site will create future social issues.	The site was rezoned from industrial to high density residential use. It has been identified for a mix of dwelling types including tall residential flat buildings.
Opposed to scale of development which is inconsistent with low density nature of area / scale is totally mis-aligned with the current local neighbourhood vicinity.	The scale of development on Lot E and the wider Stage 2 Pagewood site has been determined through an extensive masterplanning process and a rezoning process before that.
Set back of the buildings from the boundary has been reduced from 4.0m in the initial Stage II plans to now only be 3.0m. It is these changes that will have significant impact on the overshadowing of buildings, and access to greenspace on the footpaths. This will create a ghetto like feel and look to the area which is not desirable.	Setbacks for Lot E are a combination of 4m (northern boundary) and 3m (south and west boundaries). The setbacks proposed for the Lot E development are consistent with the requirements of the approved Concept Plan.
Tree choices should be reviewed, i.e not planting large trees (Norfolk Pines) on the nature strip. These trees grow to over 90 cms in trunk width and over 30 meters high (over years) and will cause damage to the street, road and paths. Although beautiful, they do not belong in a suburban setting. In addition, gum trees planted within the property will present similar problems	The trees selected for the development are consistent with Council's requirements for the treatment of public domain areas.