

STATEMENT OF ENVIRONMENTAL EFFECTS

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Lot 3 in DP 1219481: 21 Parramatta Road, Homebush
25 Storey, Mixed-Use Building | Volume 1

PREPARED FOR
HYSIDE PROJECTS SUBTWO PTY LTD

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CONSULTING PLANNERS



STATEMENT OF ENVIRONMENTAL EFFECTS

**MIXED-USE BUILDING CONTAINING GROUND
FLOOR RETAIL, 77 SERVICED APARTMENTS AND
125 RESIDENTIAL APARTMENTS OVER 25
STOREYS**

**LOT 3 in DP 1219481, AT 21 PARRAMATTA ROAD,
HOMEBUSH**

VOLUME 1

**Prepared for
Hyside Projects Subtwo Pty Ltd**

**By
BBC Consulting Planners**

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Table of Contents

1.	INTRODUCTION	1
2.	THE SITE.....	3
	2.1 Location	3
	2.2 Real Property Description.....	3
	2.3 Area and Frontages	3
	2.4 Existing Buildings, Car Parking and Landscaping.....	3
	2.5 Utilities	3
	2.6 Heritage	3
	2.7 Recent Planning History	3
3.	SURROUNDING DEVELOPMENT.....	5
	3.1 General Observations.....	5
	3.2 To the North	5
	3.3 To the East	5
	3.4 To the South.....	5
	3.5 To the West	5
	3.6 Public Transport	5
4.	THE PROPOSAL.....	7
	4.1 Description.....	7
	4.2 Communal Open Space and Landscaping.....	7
	4.3 Stormwater Management	7
	4.4 Vehicular Access and Parking.....	7
	4.5 Residential Apartment Mix and Size Range.....	7
	4.6 Serviced Apartment Mix	8
	4.7 Building Height	8
	4.8 GFA/ FSR.....	8
	4.9 Acoustic Considerations.....	8
	4.10 Pedestrian Level Wind Considerations	8
	4.11 Reflectivity Considerations.....	8
	4.12 National Construction Code Assessment.....	8
	4.13 Access Considerations	8
	4.14 Section J DTS Considerations.....	9
	4.15 Waste Management	9
	4.16 BASIX	9
5.	PLANNING CONTROLS	10
	5.1 State Enviromental Planning Policy No 55 – Remediation of Land.....	10

5.2	State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development.....	11
5.2.1	Relevance	11
5.2.2	Aims and Objectives	11
5.2.3	Design Verification Statement.....	12
5.2.4	Design quality principles	12
5.2.5	Apartment Design Guide.....	17
5.3	State Environmental Planning Policy (Infrastructure) 2007	17
5.3.1	Development with frontage to classified road (Clause 101)	17
5.3.2	Impact of road noise or vibration on non-road development (Clause 102)	18
5.3.3	Traffic-Generating Development (Clause 104)	19
5.4	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	20
5.5	State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	20
5.6	Strathfield Local Environmental Plan 2012.....	20
5.6.1	General Aims	20
5.6.2	Zoning, Zone Objectives and Permissible Uses	21
5.6.3	Building Height	22
5.6.4	Floor Space Ratio	23
5.6.5	Heritage Conservation	24
5.6.6	Acid Sulphate Soils	24
5.6.7	Earthworks	24
5.6.8	Flood Planning	24
5.6.9	Essential services	25
5.6.10	Additional provisions for development in Parramatta Road Corridor.....	25
5.6.11	Arrangements for designated State Public Infrastructure Clause 7.1 of SLEP 2012	25
5.7	Strathfield Development Control Plan No. 20 – Parramatta Road Corridor 2006	26
5.7.1	Introduction.....	26
5.7.2	Objectives.....	27
5.7.3	Compliance with General Controls	27
5.8	Strathfield Consolidated DCP (SCDCP) 2005.....	32
6.	SECTION 4.15(1) CONSIDERATIONS	33
6.1	Section 4.15(1)(a) – Statutory Planning Considerations	33
6.2	Section 4.15(1)(b) – Environmental, Social and Economic Impacts.....	33
6.2.1	Impacts on the natural environment.....	34
6.2.2	Impacts on the built environment	34
6.2.2.1	<i>Bulk and Scale Impacts</i>	34
6.2.2.2	<i>Overshadowing impacts</i>	34
6.2.2.3	<i>Visual Privacy impacts</i>	35

6.2.2.4	<i>Acoustic Privacy Impacts</i>	35
6.2.2.5	<i>Visual impacts</i>	35
6.2.2.6	<i>Stormwater and drainage impacts</i>	35
6.2.2.7	<i>Pedestrian level wind impacts</i>	35
6.2.2.8	<i>Reflectivity impacts</i>	35
6.2.2.9	<i>Traffic and parking impacts</i>	35
6.2.3	Social and economic impacts.....	36
6.3	Section 4.15(1)(c) – The suitability of the site	36
6.4	Section 4.15(1)(d) – Submissions	36
6.5	Section 4.15(1)(e) – Public interest	37
6.6	Section 4.15 (3A) Compliance with Development control plans	37
7.	CONCLUSION	39

FIGURES

Figure 1:	Location
Figure 2:	Site
Figure 3A:	Aerial Photo – Detail
Figure 3B:	Aerial Photo – Wider Area
Figure 4A:	Zoning Map – Strathfield LEP 2012
Figure 4B:	Height Map – Strathfield LEP 2012
Figure 4C:	FSR Map – Strathfield LEP 2012
Figure 4D:	Heritage Map – Strathfield LEP 2012
Figure 4E:	Acid Sulphate Soils Map – Strathfield LEP 2012
Figure 4F:	Key Sites Map – Strathfield LEP 2012
Figure 4G:	Intensive Urban Development Area Map – Strathfield LEP 2012

APPENDICES

Note: All plans are provided at A3 size in Volume 2

Appendix 1:	Survey Plans (see Volume 2)
Appendix 2:	Architectural Plans (see Volume 2)
Appendix 3:	Landscape Plans (see Volume 2)
Appendix 4:	Stormwater Plans (see Volume 2)
Appendix 5:	SEPP 65 Design Verification Statement, Design Principles Report and ADG Compliance Table
Appendix 6:	Traffic Report



- Appendix 7: Acoustic Report
- Appendix 8: Wind Report
- Appendix 9: Reflectivity Report
- Appendix 10: National Construction Code Assessment Report
- Appendix 11: Access Report
- Appendix 12: Section J DTS Report
- Appendix 13: Waste Management Plan: Operational
- Appendix 14: Waste Management Plan: Construction
- Appendix 15A: BASIX Assessment Report
- Appendix 15B: BASIX Certificate
- Appendix 15C: NatHERS Report
- Appendix 16: Landscape Design Intent Statement
- Appendix 17: Stormwater Management Report

1. INTRODUCTION

This Statement of Environmental Effects (“SEE”) has been prepared on behalf of Hyside Projects Subtwo Pty Ltd (“the Applicant”) to accompany a development application (“DA”) lodged pursuant to Section 4.12 of the Environmental Planning and Assessment Act 1979 (“the Act”) for the construction of a 25 storey mixed-use building on Lot 3 in DP 1219481 (“the site”) at 21 Parramatta Road, Homebush.

The proposed mixed-use building is to contain 339m² of ground floor retail space, 77 serviced apartments and 125 residential apartments, over 25 storeys.

The site forms part of a property which is the subject of the development consent granted to DA 2014/35 on 12 September 2014, (as subsequently modified via several Section 96 modifications: see Section 2.7 of this SEE for details). The consent became operational on 10 November 2014, following satisfaction of deferred commencement conditions. Pursuant to the consent, as modified, the following development has been approved: -

- Buildings A, B and C, each of 8 storeys containing 221 residential apartments and 593m² of ground floor retail; and
- four basement levels of car parking.

Two of the three approved buildings (referred to as Buildings A and B), and the full four levels of basement parking, have been constructed. Buildings A and B contain 158 residential apartments. Of the 443 car spaces on the four basement levels, 242 are allocated to Buildings A and B. (The remaining 201 basement car parking spaces are unused, pending construction of the new mixed-use building which is now proposed and to which this SEE relates).

At ground level, the part of the site on which the new building is to be erected is “capped off” ready for construction of approved Building C above; pursuant to the consent to DA 2014/35 Building C was to contain 63 residential apartments. Construction of Building C did not occur concurrently with the two already completed buildings (i.e. Buildings A and B) because, as construction of those buildings was underway, the NSW Government in September 2015, released the Draft Parramatta Road Urban Transformation Strategy pursuant to which 5 Powell Street and 17-35 Parramatta Road were identified for high density/ high rise development, with associated development control changes whereby the maximum height would increase from 26m to 82m and the maximum floor space ratio would increase from 2.7:1 to 4.5:1, subject to an owner-initiated planning proposal.

An owner-initiated planning proposal was duly submitted to Strathfield Council on 4 November 2016. On 9 November 2016, the Final Parramatta Road Corridor Urban Transformation Strategy was released. As Strathfield Council had not demonstrated support for the owner-initiated planning proposal within 90 days of the planning proposal having been submitted to Council, the owner lodged a “Rezoning Review” request with the Department of Planning. On 20 April 2017, the former Sydney Central Planning Panel determined that the owner-initiated planning proposal had both strategic and site-specific merit and recommended that the planning proposal should proceed to Gateway Determination subject to the maximum building height and FSR being no more than 80 metres and 4.5:1, respectively.

The planning proposal process then took its lengthy course, culminating in amendments being made to Strathfield LEP 2012 on 19 July 2019 so as to: -

- increase the maximum height control from 26m to 80m; and
- increase the maximum FSR control from 2.7:1 to 4.5:1.

The 25 storey mixed-use building (in lieu of approved Building C) now proposed for the site is consistent with these new controls.

2. THE SITE

2.1 Location

The site is located to the east of the corner of Powell Street and Parramatta Road at Homebush (see **Figure 1**). It is adjoined by Ismay Reserve (which incorporates former Arnott's Reserve and Allen Street Reserve) to the east.

2.2 Real Property Description

The site comprises Lot 3 in DP 1219481, and is known as 21 Parramatta Road, Homebush. Survey plans are provided in **Appendix 1**.

2.3 Area and Frontages

The site is irregular in shape, and extends over multiple levels. It has frontages to Parramatta Road and to Powell Street.

The extent of Lot 3 in DP 1219481 at ground level is identified on **Figure 2**. It is on this part of the site that the proposed new building is to be erected.

2.4 Existing Buildings, Car Parking and Landscaping

As shown on **Figure 3A**, there are two completed buildings (i.e. Building A and B) on the northern and south-western parts of the property formerly known as 5 Powell Street and 17-35 Parramatta Road – these buildings are now respectively known as 5 Powell Street and 19 Parramatta Road; the central part is occupied by landscaping; and, the south eastern part (i.e. the subject site) is vacant, pending construction of the mixed-use building which is now proposed. Beneath the site are four levels of basement parking accessed from a driveway in Powell Street. Of the 443 car spaces in the four-level basement car parking area, 242 car spaces are allocated to the two completed buildings, with the remaining 201 car spaces set aside for the new 25 storey building proposed for the site.

2.5 Utilities

Electricity, telephone, water and sewage services are all available to the site. These services are to be adapted/extended and/or expanded, where necessary, to meet the demands of the proposed development.

2.6 Heritage

The site does not contain any heritage-listed item and is not located in a heritage conservation area.

2.7 Recent Planning History

The recent approval history of the property previously known as 5 Powell Street and 17-35 Parramatta Road, of which the site forms part, is set out below: -

- DA 2014/35: deferred commencement consent was granted on 12 September 2014 for the demolition of existing buildings and the construction of two (2) eight (8) storey mixed-use buildings comprising a total of 221 residential units and 6 commercial tenancies. The deferred commencement consent subsequently became operational on 10 November 2014.
- DA 2014/35/1: Section 96 application for minor building footprint changes, reconfiguration of apartment layouts and unit mix. Approved on 12 September 2014.
- DA 2014/35/2: Section 96 application to reconfigure the layout of the approved basement parking levels 1, 2 and 3 and to construct a fourth level of basement parking comprising additional parking spaces to meet the needs of future development. Approved on 2 July 2015.
- 2014/35/3: Section 96 application to reconfigure the footprint of the southern building to create two separate buildings (i.e. Buildings B and C) and alter Condition 5 relating to the staging of construction works. Approved on 30 June 2016.
- 2014/35/4: Section 96 application to delete and amend conditions relating to undergrounding of overhead wires. Approved on 31 August 2016.

All works associated with Buildings A and B, have been completed along with most of the central landscaping and all the basement car parking levels.

3. SURROUNDING DEVELOPMENT

3.1 General Observations

The locality which surrounds the site (see **Figure 3B**) has a mixed and evolving land use character with a range of land uses including some mixed-use buildings (residential apartments above ground floor retail/ commercial), residential flat buildings, commercial activities, a pub, major roads, and open space. The locality is undergoing a substantial transition, reflected in and promoted by the zoning, which is transforming the character of the area into a predominantly residential precinct with active ground levels comprising retail and commercial tenancies to serve the increasing number of local residents.

The wider locality includes the “Parramatta Road Corridor”, Homebush and Strathfield railway stations, the Bakehouse Quarter to the east, the M4 to the north, and Ismay Reserve which extends under the M4 and the associated new on-ramp (westbound).

3.2 To the North

To the north of the site, beyond Building A (i.e. 5 Powell Street) which forms part of the completed development on the property previously known as 5 Powell Street and 17-35 Parramatta Road, is a landscaped footpath which extends between Powell Street and Ismay Reserve. A high concrete retaining wall supporting the new westbound M4 on-ramp (off Parramatta Road) runs along the northern side of the landscaped footpath. The M4 has recently been widened. Further north is a corridor of open space which has been set aside for public recreational use and which is now forms part of and known as Ismay Reserve.

3.3 To the East

To the east of the site is Ismay Reserve, a linear open space system adjacent to Powells Creek. An electricity transmission line passes through the reserve. To the east of Ismay Reserve is the new (westbound) on-ramp to the M4. Further to the east is the multi-faceted retail, commercial, entertainment and leisure/ dining precinct known as the Bakehouse Quarter.

3.4 To the South

To the south of the site, beyond Parramatta Road, which is 25m wide, is a 7 storey mixed-use building consisting of retail/commercial premises on the ground floor with residential apartments above. Other land uses to the south include retail shops, a pub, former industrial workshops and sites ear-marked for/ awaiting redevelopment.

3.5 To the West

To the west of the site beyond Building B (i.e. 19 Parramatta Road), on the western side of Powell Street, is a commercial building (two storeys) at the Parramatta Road corner, a mechanic’s workshop and a 5 storey residential flat building.

3.6 Public Transport

The site is located approximately 150 metres north of Homebush Railway Station. Strathfield Railway Station is also within walking distance.

Bus stops are located nearby Parramatta Road. State Bus Services 525 and 526 serve the bus stop. Service 525 operates between Parramatta and Burwood (via University of Western Sydney, Rydalmere, Ermington, Silverwater, Newington, Sydney Olympic Park and Strathfield). Service 526 operates between Rhodes and Burwood (via Wentworth Point, Newington, Sydney Olympic Park and Strathfield).

Both services operate from approximately 6am to 1am (the following day) Monday to Friday, 7am to 1am (the following day) Saturdays and 7am to 11pm Sundays.

The bus services provide easy access to Burwood Westfield, Strathfield Plaza Shopping Centre, the Parramatta Campus of the University of Western Sydney, Sydney Olympic Park as well as several train stations and a ferry terminal.

Therefore, the site is in a locality which is extremely well supported by a range of public transport options.

4. THE PROPOSAL

4.1 Description

The proposal is for the construction of a new mainly 25 storey but in part 26 storey mixed-use building containing: -

- 339m² of ground level retail space;
- 77 serviced apartments over 7 levels; and
- 125 residential apartments over 17 levels.

DA plans, including visualisations of the proposed new building, are provided in **Appendix 2**.

4.2 Communal Open Space and Landscaping

The ground level open space on the site, and its associated landscaping (as generally already approved pursuant to the consent to DA 2014/35), will be provided as shown on the Landscape Plan in **Appendix 3**.

Additional communal open space for residents of the proposed building is to be provided on Level 8. An area of 192m² of open space will be provided, off the eastern side of which will be a communal facilities room of 59m². A landscape design intent statement is provided in **Appendix 16**.

4.3 Stormwater Management

Stormwater management plans are provided in **Appendix 4**. A Stormwater Management Report is provided in **Appendix 17**.

4.4 Vehicular Access and Parking

Space to provide parking for the proposed development already exists within the four levels of basement parking. The proposed provision of 201 parking spaces is allocated as follows: -

- parking for the ground level retail space: 7 spaces;
- parking for the serviced apartments: 36 spaces; and
- parking for the residential apartments: 132 resident spaces and 26 visitor spaces.

Driveway access to the basement car park is in Powell Street. The driveway already exists. No design changes are required to the existing driveway or to the existing basement car park.

A traffic report, detailing the proposed parking, is provided in **Appendix 6**.

4.5 Residential Apartment Mix and Size Range

The mix and size range of residential apartments will be as follows: -

- 1 bedroom: 38 (50 – 52m²);
- 2 bedroom: 74 (77 – 91m²); and

- 3 bedroom: 13 (101 – 102m²);

4.6 Serviced Apartment Mix

The 77 serviced apartments will be located on Levels 1-7 and will comprise the following mix:-

- 1 bedroom: 49; and
- 2 bedroom: 28.

4.7 Building Height

The proposal has been designed to fit within the 80m height limit except for part of the roof parapet (see Drawing DA-0601/9 in **Appendix 2**).

4.8 GFA/ FSR

GFA/ FSR calculations are provided on drawing number DA 2901 in **Appendix 2**. The proposed building contains 16,262m² of GFA which when added to the 11,892.5m² of GFA in Buildings A and B (i.e. in Stage 1) equates to 28,154.5m². On a site area of 6,256.7m², this represents an FSR of 4.499:1 (but say 4.5:1).

4.9 Acoustic Considerations

An acoustic report is provided in **Appendix 7**. It recommends standards and requirements for façade glazing, the building façade, mechanical services, apartment ventilation, commercial/ residential separation, and commercial delivery and waste collection vehicles, which if satisfied will ensure that relevant acoustic considerations/ requirements will be satisfied.

4.10 Pedestrian Level Wind Considerations

A pedestrian level wind report is provided in **Appendix 8**. It investigates the wind environment around the site by considering its form and exposure, nearby existing buildings, the local wind climate and the proposed use of ground level areas. It contains recommendations to ensure that the proposal satisfies relevant wind-related considerations.

4.11 Reflectivity Considerations

A reflectivity report is provided in **Appendix 9**. It assesses the potential impact of solar reflections and recommends that all glazing has a visible light reflectance of less than 20% to reduce the likeliness of adverse solar glare.

4.12 National Construction Code Assessment

A NCCA assessment report is provided in **Appendix 10**.

4.13 Access Considerations

An access report is provided in **Appendix 11**. It provides an Accessibility Design Review against Part D3, Clause F2.4 and Clause E3.6 'deemed to satisfy' requirements of the BCA 2019, the Disability (Access to Premises - Buildings) Standards 2010 and the relevant

Australian Standards. It states that the proposal can readily achieve compliance with the relevant accessibility provisions.

4.14 Section J DTS Considerations

A Section J DTS report is provided in **Appendix 12**.

4.15 Waste Management

Two waste management plans have been prepared in support of the DA: -

- an operational waste management plan, which is provided in **Appendix 13**; and
- a construction waste management plan, which is provided in **Appendix 14**.

4.16 BASIX

A BASIX Assessment Report is provided in **Appendix 15A**.

A BASIX Certificate is provided in **Appendix 15B**.

A NatHERS report is provided in **Appendix 15C**.

ABSA stamped plans are provided under separate cover.

5. PLANNING CONTROLS

5.1 State Environmental Planning Policy No 55 – Remediation of Land

The objectives of State Environmental Planning Policy No. 55 - Remediation of Land ("SEPP 55") include:

"....to provide for a Statewide planning approach to the remediation of contaminated land".

"....to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:

- (a) by specifying when consent is required, and when it is not required, for a remediation work, and*
- (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and*
- (c) by requiring that a remediation work meet certain standards and notification requirements."*

SEPP 55 provides that a consent authority must not consent to the carrying out of development on land unless it has considered whether the land is contaminated and, if the land is contaminated, it is satisfied that the land is suitable (or will be suitable after remediation) for the purpose which is proposed to be carried out. Furthermore, SEPP 55 requires that a consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned, carried out in accordance with the contaminated land planning guidelines before determining an application for consent to carry out development that would involve a change of use of that land.

A preliminary, or "Phase 1", Environmental Site Assessment was carried out by Argus Laboratories Pty Ltd ("Argus") in support of the original DA (i.e. DA 2014/035). Prior to the determination of the original DA, further investigations were carried out by Argus who confirmed by letter dated 26 July 2014 that the site was suitable in its then current state for the development which was proposed. The site has subsequently been developed in accordance with the consent to DA 2014/035.

As the proposed building will be located above the existing basement car park, constructed as part of the consent to DA 2014/035, and will involve no excavation, which might disturb potentially contaminated soils, no new or additional issues arise from or in relation to SEPP 55.

5.2 State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development

5.2.1 Relevance

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (“SEPP 65”) applies to residential flat buildings comprising three or more storeys and four or more self-contained dwelling units. Accordingly, SEPP 65 applies to the residential flat building component of the proposed new building. (SEPP 65 does not apply to the serviced apartment component).

5.2.2 Aims and Objectives

SEPP 65 has the following aims and objectives, as set out in Clause 2 of the Policy:

- “(1) This Policy aims to improve the design quality of residential apartment development in New South Wales.*
- (2) This Policy recognises that the design quality of residential apartment development is of significance for environmental planning for the State due to the economic, environmental, cultural and social benefits of high quality design.*
- (3) Improving the design quality of residential apartment development aims:*
 - (a) to ensure that it contributes to the sustainable development of New South Wales:*
 - (i) by providing sustainable housing in social and environmental terms, and*
 - (ii) by being a long-term asset to its neighbourhood, and*
 - (iii) by achieving the urban planning policies for its regional and local contexts, and*
 - (b) to achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define, and*
 - (c) to better satisfy the increasing demand, the changing social and demographic profile of the community, and the needs of the widest range of people from childhood to old age, including those with disabilities, and*
 - (d) to maximise amenity, safety and security for the benefit of its occupants and the wider community, and*
 - (e) to minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions.*
 - (f) to contribute to the provision of a variety of dwelling types to meet population growth;*
 - (g) to support housing affordability; and*
 - (h) to facilitate the timely and efficient assessment of applications for development to which this Policy applies.*
- (4) This Policy aims to provide:*
 - (a) consistency of policy and mechanisms across the State, and*
 - (b) a framework for local and regional planning to achieve identified outcomes for specific places.”*

The residential flat building component of the proposed development is entirely consistent with all of the aims and objectives of SEPP 65.

5.2.3 Design Verification Statement

In accordance with Clause 50(1A) of the *Environmental Planning and Assessment Regulation 2000* a DA for a residential apartment building must be accompanied by a statement from a qualified designer, being a statement in which the qualified designer must:

- (a) *“verify he or she designed, or directed the design, of the development, and*
- (b) *provide an explanation that verifies how the development –*
 - (i) *addresses how the design quality principles are achieved, and*
 - (ii) *demonstrates, in terms of the Apartment Design Guide, how the objectives in Parts 3 and 4 of that guide have been achieved”*

The DA plans have been prepared by SJB Architects. A SEPP 65 Design Verification Statement prepared by the project architect is provided in Section 1 of the architect’s design report in **Appendix 5**.

5.2.4 Design quality principles

SEPP 65 establishes design quality principles which, pursuant to Clause 28(2)(b), are to be taken into consideration in evaluating the design quality of the proposed residential apartment development. A design principles assessment of the proposal against the 9 design principles in SEPP 65 is provided in Section 2 of the architect’s design report in **Appendix 5**.

A summary of the design principles report is provided below: -

State Environment Planning Policy 65: Design Principles Compliance Table

Principle	Objective	Proposal
Context and neighbourhood character	<p><i>Responding to context involves identifying the desirable elements of an area’s existing or future character.</i></p> <p><i>Well designed buildings respond to and enhance the qualities and identify of the area including the adjacent sites, streetscape and neighbourhood.</i></p> <p><i>Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.</i></p>	<p>The site is located on a prominent corner between Parramatta Road and the M4 Motorway. It’s immediate context is typified by 2-3 storey retail and commercial buildings, interspersed with low to medium density residential developments up to 8 storeys high.</p> <p>The site has high connectivity to its immediate and surrounding context. It is located within 150m of Homebush Station, while Parramatta Road is a major road with bus stops nearby. Adjacent to the site is Ismay Reserve, a park that offers connectivity to the Bakehouse Quarter and Arnotts Reserve further north.</p> <p>Onsite, two 8 storey residential buildings (Buildings A and B) have already been completed. At 25 storeys, the proposal will be</p>

		<p>one of the first developments in the area of a higher density, with several other sites in the area also seeking consideration of increased heights and densities over that permitted by the current controls.</p> <p>The proposed scheme will respond to the following site context conditions:</p> <ol style="list-style-type: none"> 1. Ismay Reserve - Functioning as a backdrop to the park, the eastern edge will be activated by retail. 2. Parramatta Road Retail - The scheme will continue the colonnade of the existing development and retail streetscape. 3. 8 Storey Datum - The podium of the development will reflect the scale of existing and proposed developments on both streets, creating a cohesive streetscape. 4. Parramatta Road and the M4 - The tower of the development will function as a landmark at the fork between Parramatta Road and the M4.
Built form and scale	<p><i>Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.</i></p> <p><i>Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.</i></p> <p><i>Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.</i></p>	<p>The proposal will respond to the existing built environment in a variety of ways. Firstly, an 8 storey podium is established that is similar in size to the existing Building B. The ground level set back and colonnade is carried through from Stage 1, resulting in a double height retail space that activates the ground plane.</p> <p>A tower element is then introduced for the residential component of the proposal. It is set back from the western edge of the podium up against the eastern boundary, to emphasise the corner and location of site.</p> <p>The eastern portion of tower is 'split' and oriented east, reducing the perceived bulk of the tower and directing views away from Parramatta Road.</p> <p>Through these manoeuvres, the proposal responds to the existing low to medium density built form of the area while providing a transition to that of the new and future higher density surrounding development.</p>
Density	<i>Good design achieves a high level of amenity for residents and each apartment, resulting in a</i>	The proposal has a floor space ratio of 2.6:1, which contributes to a total site FSR of 4.5:1

	<p><i>density appropriate to the site and its context.</i></p> <p><i>Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.</i></p>	<p>and is consistent with LEP and other Council controls.</p> <p>The number and mix of dwelling types achieves the objectives and goals of the Apartment Design Guidelines, particularly in regards to privacy, orientation, cross flow ventilation and diversity of housing choice</p> <p>The proposal is well served by public transport, with Parramatta Road a primary connection between Parramatta and the CBD with a number of bus services. It is also within walking distance of Homebush train station, with ferry services to both Parramatta and the CBD. The majority of apartments are provided with a carspace.</p>
Sustainability	<p><i>Good design combines positive environmental, social and economic outcomes.</i></p> <p><i>Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.</i></p>	<p>The proposal incorporates a number of principles of sustainability:</p> <ul style="list-style-type: none"> - Maximising direct sun to apartments while utilising overhangs and shading devices to control summer heat gain (87% of residential apartments receive a minimum of 2 hours direct sunlight in mid-winter); - Natural ventilation to the majority of apartments (60% of residential units in the first 9 levels are cross-ventilated); - Provision of bicycle parking facilities for visitors and residents; - A material palette that has longevity, low embodied energy and minimise maintenance; - Waste management including separation of household waste by general and recyclables; - Energy and water efficient fixtures and appliances; - Proximity to public transport and local shops; - Compliance with BASIX requirements
Landscape	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well</i></p>	<p>The proposal incorporates landscaping at Ground, Level 8 and roof levels.</p> <p>At ground level, the public domain is enhanced by both hard and soft landscaping, extending the public domain and Ismay Reserve into the site and providing a visual</p>

	<p><i>designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.</i></p> <p><i>Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.</i></p> <p><i>Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.</i></p>	<p>buffer between the building and Parramatta Road.</p> <p>On Level 8, the communal open space also consists of hard and soft landscaping. Raised planter beds on the perimeter extend inwards to form alcoves, with seating and areas for communal interaction. Barbecue facilities will also be provided.</p> <p>On the roof, provision has been made for planting around the perimeter, forming a green edge to the roof.</p>
Amenity	<p><i>Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being.</i></p> <p><i>Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.</i></p>	<p>Through the development of the scheme design the following issues have been considered:</p> <ol style="list-style-type: none"> 1. The development contributes to the general public amenity at ground floor through the activation of frontages via retail, lobby spaces, access and balcony orientation 2. Public spaces within the buildings such as common lobbies at each level are naturally lit 3. Apartment depths have been restricted to maintain reasonable access to natural daylight to all rooms. 4. Significant communal landscaped spaces and communal facilities have been provided for residents 5. Majority of apartments have views directed away from Parramatta Road 6. Residential levels are located on upper levels to mitigate noise and pollution from Parramatta Road and the M4 7. A maximum of 8 apartments per floor plate
Safety	<p><i>Good design optimises safety and security within the development and the public</i></p>	<p>The safety and security of residential apartment buildings is a function of both the private and public realm. In this regard</p>

	<p><i>domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.</i></p> <p><i>A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.</i></p>	<p>principles have been established for the interfaces between the public and private domain to ensure that safe and equitable spaces are supported.</p> <p>The following safety initiatives have been incorporated into the design:</p> <ol style="list-style-type: none">1. Principle building entrances are highlighted through the use of building form and articulation of materials, well lit, and allow for passive surveillance.2. Retail tenancies and apartments fronting Parramatta Road, Ismay Reserve and the existing courtyard encourage activity and passive surveillance3. The use of appropriately scaled landscaping and built form elements to ensure privacy without creating spaces to hide.4. Car park layouts are designed to minimise opportunities for alcoves. Columns or walls do not obstruct sight lines and the car parks are generally open. Security access in the form of swipe card access will be provided.						
Housing diversity and social interaction	<p><i>Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.</i></p> <p><i>Well designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.</i></p> <p><i>Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.</i></p>	<p>There will be a diverse range of residential product within the project, as well as facilities to catalyse social interaction and a sense of community. These include:</p> <ul style="list-style-type: none">- Residents communal facilities on Level 8- A landscaped communal open space- A mix of apartment sizes and types:<table><tr><td>1 Bedroom Apartments</td><td>30% 50-52m2</td></tr><tr><td>2 Bedroom Apartments</td><td>60% 77-91m2</td></tr><tr><td>3 Bedroom Apartments</td><td>10% 101-102m2</td></tr></table> <p>The project will contribute in this regard within the wider Homebush context by providing:</p> <ul style="list-style-type: none">- Retail tenancies at ground level- Housing within walking distance to public amenities and employment- Bicycle parking for residents and visitors	1 Bedroom Apartments	30% 50-52m2	2 Bedroom Apartments	60% 77-91m2	3 Bedroom Apartments	10% 101-102m2
1 Bedroom Apartments	30% 50-52m2							
2 Bedroom Apartments	60% 77-91m2							
3 Bedroom Apartments	10% 101-102m2							

		<ul style="list-style-type: none"> - Adaptable housing in accordance with council's controls - Activation of the building edges facing Ismay Reserve
Aesthetics	<p><i>Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.</i></p> <p><i>The visual appearance of a well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.</i></p>	<p>Massing and detailing is designed to respond to both the emerging character of the area and the existing surrounding context. The following principles have been observed in the design process:</p> <ol style="list-style-type: none"> 1. Subtle hue variations will shift across the tower shading fins, creating a play of light and allowing a change in expression at each aspect. Changes in the sky, season and time of day will be reflected in these facades, forming a backdrop to the public life below. 2. A building which is scaled sensibly, incorporating careful articulation of the building form to reduce the perceived bulk of the building 3. Landscaping elements at ground, middle and roof levels. 4. The use of 'natural' and robust materials such as concrete and glazed tiles which require minimal maintenance, are long lasting and weather naturally, 5. The use of darker recessive colours so the building is not 'shouting' to the surrounding context

5.2.5 Apartment Design Guide

Clause 28(2)(c) of State Environmental Planning Policy No. 65 requires that the publication the Apartment Design Guide ("the ADG") be taken into consideration when assessing DAs for residential flat buildings. The project architects address the ADG in the Section 3 of their design report in **Appendix 5**.

5.3 State Environmental Planning Policy (Infrastructure) 2007

5.3.1 Development with frontage to classified road (Clause 101)

Clause 101(2) of State Environmental Planning Policy (Infrastructure) 2007 ("the ISEPP") states:-

"(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

- (a) *where practicable, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.”*

No changes are proposed to the existing vehicular access arrangements to the site as part of this DA.

Notwithstanding the above, in relation to Clause 101(a), vehicular access is from Powell Street and not from Parramatta Road.

In relation to Clause 101(b), relevantly, the traffic generation of the proposed development (in terms of the net additional traffic generation when compared with the development already approved), can readily be accommodated on Powell Street and will have no unacceptable traffic implications in terms of road network capacity. (See Traffic Report in **Appendix 6**).

In relation to Clause 101(c), the proposal will result in satisfactory internal acoustic amenity for future residents, as detailed in the Acoustic Report in **Appendix 7**.

5.3.2 Impact of road noise or vibration on non-road development (Clause 102)

Clause 102 of the ISEPP applies to certain development, including residential accommodation development, which is adjacent to a road corridor with an annual average daily traffic volume of more than 20,000 vehicles (which therefore includes Parramatta Road). Clause 102(3) states: -

- “(3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:*
 - (a) *in any bedroom in the building—35 dB(A) at any time between 10 pm and 7 am,*
 - (b) *anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.”*

This requirement is addressed in the acoustic report in **Appendix 7**.

5.3.3 Traffic-Generating Development (Clause 104)

Clause 104 of the ISEPP states as follows in relation to traffic-generating development:-

“(1) This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves:

- (a) new premises of the relevant size or capacity, or*
- (b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.*

(2) In this clause, relevant size or capacity means:

- (a) in relation to development on a site that has direct vehicular or pedestrian access to any road—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3, or*
- (b) in relation to development on a site that has direct vehicular or pedestrian access to a classified road or to a road that connects to a classified road where the access (measured along the alignment of the connecting road) is within 90m of the connection—the size or capacity specified opposite that development in Column 3 of the Table to Schedule 3.”*

Schedule 3 – Traffic-generating development to be referred to the RTA		
Column 1 Purpose of development	Column 2 Size or capacity- site with access to a road (generally)	Column 3 Size or capacity- site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)
Residential accommodation	300 or more dwellings	75 or more dwellings

Clause 104(3) of the ISEPP states

“(3) Before determining a development application for development to which this clause applies, the consent authority must:

- (a) give written notice of the application to the RTA within 7 days after the application is made, and*
- (b) take into consideration:*
 - (i) any submission that the RTA provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, the RTA advises that it will not be making a submission), and*

- (ii) *the accessibility of the site concerned, including: (A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and (B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and*
- (iii) *any potential traffic safety, road congestion or parking implications of the development.”*

The site has access to a road that connects to a classified road and the proposed building contains 125 residential apartments and 77 serviced apartments. Council will therefore need to refer the DA to the RMS for comment.

5.4 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index) 2004 applies to DA's for new residential dwellings.

A BASIX Assessment Report is provided in **Appendix 15A**. The BASIX Certificate is provided in **Appendix 15B**. A NatHERS report is provided in **Appendix 15C**. A set of ABSA stamped plans for the proposal is submitted under separate cover.

5.5 State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

This SEPP, although it applies to the site, is of limited relevance only as no trees are proposed to be removed. The “footprint” of the proposed building is occupied by the completed ground floor slab of approved Building C, with four levels of basement parking below.

5.6 Strathfield Local Environmental Plan 2012

5.6.1 General Aims

The proposed development's performance against the general aims of the Strathfield LEP 2012 (SLEP 2012) is addressed below: -

Cl. 1.2(2)	Aims	Complies
(a)	<i>To achieve high quality urban form by ensuring that new development exhibits design excellence and reflects the existing or desired future character of particular localities and neighbourhoods in Strathfield</i>	Yes
(b)	<i>To promote the efficient and spatially appropriate use of land, the sustainable revitalisation of centres, the improved integration of transport and land use, and an appropriate mix of uses by regulating land use and development</i>	Yes
(c)	<i>To promote land uses that provide a wide range of employment, recreation, retail, cultural, service, educational and other facilities for the local community</i>	Yes

(d)	<i>To provide opportunities for economic growth that will enhance the local community</i>	Yes
(e)	<i>To promote future development that integrated land use and transport planning, encourages public transport use, and reduced the traffic and environmental impacts of private vehicle use</i>	Yes
(f)	<i>To identify and protect environmental and cultural heritage</i>	N/A
(g)	<i>To promote opportunities for social, cultural and community activities</i>	N/A
(h)	<i>To minimise risk to the community by identifying land subject to flooding and restricting incompatible development</i>	N/A

5.6.2 Zoning, Zone Objectives and Permissible Uses

The site is zoned B4 Mixed-use (see **Figure 4A**). The objectives of the B4 Mixed-use zone are as follows: -

- *“To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To facilitate mixed-use urban growth around railway stations and transport nodes and corridors, commercial centres and open space.*
- *To provide local and regional employment and live and work opportunities.”*

The proposed new building is consistent with the above objectives.

The following development is permissible with consent in the B4 Mixed-use zone (item 3) in the land use table:-

*“Boarding houses; Centre-based child care centres; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Oyster aquaculture, Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; **Serviced apartments**; **Shop top housing**; Tank-based aquaculture; Any other development not specified in item 2 or 4”* (our emphasis).

The following development is prohibited in the B4 Mixed-use zone (item 4) in the land use table:-

“Advertising structures; Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Eco-tourist facilities;

Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Rural industries; Sex services premises; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Water recreation structures; Water supply systems; Wholesale supplies”

The proposal for ground level “commercial premises” (the definition of which includes “retail premises”) with “serviced apartments” and “shop top housing” above, is permissible with consent in the B4 zone.

5.6.3 Building Height

Clause 4.3 of SLEP 2012 provides that the maximum height of a building should not exceed the height on the Height of Buildings Map (see **Figure 4B**). “Building height” is defined to mean:-

“(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or

(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.”

Clause 4.3A of SLEP 2012, applies to land in the Parramatta Road Corridor and states:-

“Despite clause 4.3, the height of a building on land in “Area 1” identified on the Height of Buildings Map that comprises a key site shown in Column 1 of the Table to this clause and is identified as a key site on the Key Sites Map is not to exceed the maximum height shown opposite in Column 2. “

Column 1	Column 2
Key site number	Maximum height
33	80 metres

The site is within “Area 1” on the height of buildings map (see **Figure 4B**) and is identified as a “Key Site” (i.e. Key Site 33) on the “Key Sites Map” in SLEP 2012 (see **Figure 4F**) and, as a result is subject to a maximum building height of 80 metres.

The proposal complies with this height limit but for a part of the roof parapet. Pursuant to Clause 5.6 of SLEP 2012, the roof parapets comprise an “architectural roof feature” which having regard to Clause 5.6(3)(a): -

- is a decorative element on the uppermost portion of the proposed building;
- is not an advertising structure;
- does not include floor space area and is not reasonably capable of modification to include floor space area; and
- will cause minimal overshadowing.

5.6.4 Floor Space Ratio

Clause 4.4 of SLEP 2012 provides that the maximum Floor Space Ratio (FSR) for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map (see **Figure 4C**).

Gross Floor Area (GFA) is defined under SLEP 2012 to mean:-

“the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

(a) the area of a mezzanine, and

(b) habitable rooms in a basement or an attic, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

(d) any area for common vertical circulation, such as lifts and stairs, and

(e) any basement:

(i) storage, and

(ii) vehicular access, loading areas, garbage and services, and

(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(g) car parking to meet any requirements of the consent authority (including access to that car parking), and

(h) any space used for the loading or unloading of goods (including access to it), and

(i) terraces and balconies with outer walls less than 1.4 metres high, and

(j) voids above a floor at the level of a storey or storey above.”

Clause 4.4A of SLEP 2012 applies to land in the Parramatta Road Corridor, states:-

“Despite clause 4.4, the floor space ratio of a building on land in “Area 1” identified on the Floor Space Ratio Map that comprises a key site shown in Column 1 of the Table to this clause and is identified as a key site on the Key Sites Map is not to exceed the floor space ratio shown opposite in Column 2.”

Column 1	Column 2
Key site number	Floor space ratio
33	4.5:1

The site is within “Area 1” on the FSR map (see **Figure 4C**) and is identified as a “Key Site” (i.e. Key Site 33) on the “Key Sites Map” in SLEP 2012 (see **Figure 4F**) and as such is subject to a maximum FSR limit of 4.5:1. The proposed new building contains 16,262m² of GFA which, when added to the GFA of the two existing buildings (i.e Buildings A and B) gives a total GFA of 28,154.5m². On a site area of 6,256.7m², this equates to an FSR of 4.499:1 (but say 4.5:1).

5.6.5 Heritage Conservation

The site does not contain a heritage item and is not in a heritage conservation area (see **Figure 4D**).

5.6.6 Acid Sulphate Soils

The site is identified as Class 5 on the Acid Sulphate Soils Map in SLEP 2012 (see **Figure 4E**). The site is also located within 800m of Class 2 and 3 soils, located to the west and north-west of the site, respectively. As the basement car park beneath the proposed building has already been constructed no issues arise from an acid sulphate soils perspective.

5.6.7 Earthworks

Clause 6.2 of the SLEP 2012 requires consideration to be given to the potential impact of proposed ancillary earthworks on drainage within the locality, the future redevelopment of the site, adjoining development and any environmental sensitive area.

The proposal involves no earthworks as the basement parking levels beneath the proposed buildings are already constructed.

5.6.8 Flood Planning

Clause 6.3 of SLEP 2012 requires that consideration be given to the compatibility of development on flood prone land with the flood hazard risk of the land.

Powells Creek is located to the east of Ismay Reserve which adjoins the eastern boundary of the site. Powells Creek has been the subject of several flood studies, the most recent being the “Powells Creek and Saleyards Creek Revised Flood Study” dated November 2016.

The ground level of the proposed building is the same as the as-yet unbuilt mixed-use building on the site. Council can be satisfied that the proposed building is compatible with the flood hazard of the land, is not likely to significantly affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, will not adversely

affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or water courses and will not result in unsustainable social and economic costs to the community as a consequence of flooding.

5.6.9 Essential services

Clause 6.4 of the SLEP 2012 requires consideration to be given to the adequacy of essential services which are available to the subject site. The subject site is well-serviced, being located in an area in which substantial future growth is anticipated by the planning controls which apply.

5.6.10 Additional provisions for development in Parramatta Road Corridor

Clause 6.9(3) of SLEP 2012 contains additional provisions for development in the Parramatta Road Corridor and applies to land identified as a “Key Sites Area” on the Key Sites Map (see **Figure 4F**) and states:-

“(3) Development consent must not be granted for development on land to which this clause applies unless the consent authority is satisfied that the development will contribute to:

(a) the general mix of residential and non-residential land uses in the area, and

(b) the vertical and horizontal integration of land uses in the area.”

The proposal will increase the supply of both serviced apartments and residential apartments, as well as of ground level retail/commercial tenancies.

5.6.11 Arrangements for designated State Public Infrastructure Clause 7.1 of SLEP 2012

This applies to land identified on the Intensive Urban Development Area Map. As shown on **Figure 4G**, the site is identified as an Intensive Urban Development Area.

Clause 7.1 states as follows: -

“Arrangements for designated State public infrastructure

(1) The objective of this clause is to require satisfactory arrangements to be made for the provision of designated State public infrastructure before the development of land wholly or partly for residential purposes, to satisfy needs that arise from development on the land, but only if the land is developed intensively for urban purposes.

(2) Despite all other provisions of this Plan, development consent must not be granted for development for the purposes of residential accommodation (whether as part of a mixed use development or otherwise) in an intensive urban development area that results in an increase in the number of dwellings in that area, unless the Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to the land on which the development is to be carried out.

(3) *This clause does not apply to a development application to carry out development on land in an intensive urban development area if all or any part of the land to which the application applies is a special contributions area (as defined by section 7.1 of the Act).*

(4) *In this Part—*

designated State public infrastructure means public facilities or services that are provided or financed by the State (or if provided or financed by the private sector, to the extent of any financial or in-kind contribution by the State) of the following kinds—

- (a) *State and regional roads,*
- (b) *bus interchanges and bus lanes,*
- (c) *land required for regional open space,*
- (d) *social infrastructure and facilities (such as schools, hospitals, emergency services and justice purposes).*

intensive urban development area means the area of land identified as “Intensive Urban Development Area” on the Intensive Urban Development Area Map.

Intensive Urban Development Area Map means the Strathfield Local Environmental Plan 2012 Intensive Urban Development Area Map.”

The Applicant will liaise with the Department of Planning, Industry, and Environment, in this regard.

5.7 Strathfield Development Control Plan No. 20 – Parramatta Road Corridor 2006

5.7.1 Introduction

Development Control Plan No.20 – Parramatta Road Corridor (“DCP 20”) applies to the site. It was formulated on the findings of the Parramatta Road Corridor Study 1997 and the Parramatta Road Corridor Analysis and Masterplan 1999. The controls in DCP 20 are currently under review as some of them are in conflict with and have been superseded by SLEP 2012. Council is in the process of preparing a new DCP, although it is yet to be exhibited.

Clause 6(1) of SEPP 65 provides that, in the event of any inconsistency between the controls in the ADG and the controls in Council’s DCP, the objectives, design criteria, and design guidance set out in the ADG prevail.

The above provision in SEPP 65 confirms that if a DCP contains provisions that specify requirements, standards or controls in relation to the following matters, those provisions are of no effect: -

- a) visual privacy;

- b) solar and daylight access;
- c) common circulation and spaces;
- d) apartment size and layout;
- e) ceiling heights;
- f) private open space and balconies;
- g) natural ventilation;
- h) storage; and
- i) parking.

As set out in the assessment in **Appendix 5**, the proposal is satisfactory when assessed against the above provisions in the ADG.

DCP 20 is structured into 2 main parts each with sub-sections which relate to specific advice or controls. The provisions of DCP 20 are addressed below.

5.7.2 Objectives

The aim of DCP 20 is to achieve development within the Parramatta Road Corridor Area which is sympathetic and appropriate for the natural and built environment, optimises opportunities for utilising public transport, acceptable to the community, and economically feasible.

5.7.3 Compliance with General Controls

The following table sets out the proposal's compliance with the relevant controls in DCP 20, which, as noted above, is currently under review as it contains a number of development controls which have been superseded by the gazettal of the SLEP 2012.

Development Control Plan No.20 – Parramatta Road Corridor

Section	Development Control	Required	Proposed	Compliance
2.2	Built form / footprint	<i>Proposal to conform to the building footprint shown in figure 9.</i>	The building footprint generally accords with the approved building footprint for Building C. The modification of the approved footprint to orientate the eastern end of the new building away from Parramatta Road is an improvement.	No longer applicable
	Land Consolidation	<i>Proposal to conform to the consolidation pattern identified in figure 12.</i>	The approved development (and the proposed development) conforms with the consolidation pattern of SLEP 2012 for Key Site 33.	No longer applicable
2.3	Building Height	<i>Proposal to conform to building height identified in figure 12, which requires max. 3 storeys</i>	The maximum height for the site in SLEP is now 80m.	No longer applicable

	Minimum Unit Sizes	<i>Proposal to comply to the following min. unit sizes: 1 bed- 70m² 2 bed – 85m² 3 bed – 100m²</i>	1 bed – 50 - 52m ² ; 2 bed – 77 – 91m ² ; 3 bed – 101–102m ²	All units are SEPP 65 compliant
2.5	Roof Form	<i>Lift and service plant concealed within roof structure</i>	The lift overrun is suitably and appropriately concealed.	Yes
		<i>Provide and interesting skyline and enhance views from adjoining developments.</i>	The proposed building will contribute positively to the skyline, in the manner anticipated by the 80m height control which now applies to the site.	Yes
2.6	Façade Composition	<i>Entrance should be distinguishable in the façade</i>	The entrances will be distinguishable.	Yes
		<i>Facades should maintain a human scale to the street by incorporating appropriate architectural features</i>	The proposal has an appropriate presentation at pedestrian level and the facades are modulated and articulated to ensure a high quality design outcome.	Yes
		<i>Materials and finishes should blend together with min. 30% to incorporate face brickwork</i>	The materials and finishes are of a high quality (see Drawing DA 3401 in Appendix 2) and respond appropriately to the two existing buildings in Stage 1.	Yes
		<i>Consider the use of glass in facades on northern and western elevations in terms of glare impacts</i>	A reflectivity report is provided in Appendix 9 .	Yes
2.8	Visual and Acoustic Privacy	<i>Visual privacy to be provided by separation or screening</i>	The orientation of balconies maintains privacy for existing and future residents.	Yes
		<i>Main living areas oriented to the street or rear garden to prevent overlooking</i>	Main living areas are appropriately located and oriented.	Yes
		<i>Acoustic privacy must be considered in relation to proposal and surrounding environment</i>	The Acoustic Report in Appendix 7 identifies the measures required (eg. glazing specifications) to achieve ensure an acceptable level of acoustic amenity.	Yes
		<i>Buildings designed and sited to minimize transmission of noise</i>	The proposed building will not emit or transmit unreasonable noise level to adjoining development.	Yes

		<i>to adjoining developments</i>		
		<i>Developments adjoining major road or railway line to consider potential noise impacts</i>	See Acoustic in Assessment Report in Appendix 7	Yes
		<i>Shared pedestrian entries shall be capable of being locked and serve a limited no. of dwellings</i>	The pedestrian entry to the residential lobby will be unsecured.	Yes
		<i>Casual surveillance maintained of public streets and spaces with at least one habitable room window facing that area.</i>	The ground level retail tenancies and configuration of apartments provide excellent surveillance.	Yes
2.9	Private Open Space	<i>Proposal to provide 35% deep soil landscape area on the site</i>	The approved development provides 20.5% of the site as open space with 44% of that area provided as deep soil. The new building now proposed, in lieu of approved Building C, does not change that provision.	Yes
		<i>Retain and protect existing significant trees</i>	There are no significant trees on the part of the site on which the new building is to erected.	Yes
		<i>Each contiguous landscape area shall provide large trees.</i>	The landscape plans (see Appendix 3) provide for suitable planting consistent with the existing landscaping already installed.	Yes
		<i>Trees and pergolas to shade external areas and control sunlight into buildings</i>	The landscaping is appropriate.	Yes
		<i>Proposal to provide common open space to the following dimensions: 10% of site or 100m² (whichever is greater); Min dimensions of 7m; Positioned to receive sunlight, be conveniently located</i>	The common open space already provided equate to 20.5% of 5 Powell Street and 17-35 Parramatta Road. The communal open space on Level 8 will receive excellent solar access.	Yes

		<i>for residents with good opportunities for passive surveillance and contain durable children's play equipment. Located behind front setback.</i>		
	Balconies	<i>Dwellings without ground level open space shall have balconies to the following requirements: (i) 12m² up to 2 bed; and (ii) 15m² for 3 or more bed; Min. dimension of 2.0m; Located off living areas and with good solar access; and Balustrades designed to provide privacy and conceal service areas whilst allowing passive surveillance.</i>	All balconies comply with the ADG in terms of their areas, minimum dimensions and design.	Yes
		<i>Achieve required BASIX rating</i>	BASIX Certification and assessment is provided (see Appendices 15A, 15B and 15C).	Yes
	Solar Access	<i>Main living and 50% of POS receive min. 3 hours solar access. Min. 3 hours solar access maintained to habitable rooms and POS of adjoining development.</i>	87% of apartments receive a minimum of 2 hours solar access in mid-winter which significantly exceeds the ADG requirement.	Yes
	Stormwater, Sewerage and Drainage	<i>Site to be adequately serviced by stormwater, sewerage and drainage in accordance with Council's Stormwater Management Code.</i>	See Stormwater Management Plans in Appendix 4 and the Stormwater Management Report in Appendix 17 .	Yes
2.11	Disabled Access	<i>One main entrance barrier free and accessible</i>	The entrances and ground level spaces are barrier free and accessible (see Appendix 11).	Yes

2.12	Vehicle Access and Parking	Accessible parking provided	15 accessible spaces are provided.	Yes				
		15% (15 units) of units designed to allow occupation by older people and people with disabilities.		See Appendix 11.				
		Car parking to be provided on the following basis: 1 and 2 bed – 1 space (112 spaces) 3 bed – 1.5 spaces (19.5 spaces) Visitor – 1 space per 5 units (25 spaces) Commercial – 1 space per 50m ² (6.8 spaces) Wash bay – 1 Total required 163.3 spaces plus parking for the serviced apartments (No rate for serviced apartments is identified in the DCP)	Parking is provided as follows: - <table><tr><td>Ground level retail</td><td>7 spaces</td></tr><tr><td>Residential apartments</td><td>132 residential spaces and 26 visitor spaces</td></tr><tr><td>Serviced apartments</td><td>36 spaces</td></tr></table>	Ground level retail	7 spaces	Residential apartments	132 residential spaces and 26 visitor spaces	Serviced apartments
Ground level retail	7 spaces							
Residential apartments	132 residential spaces and 26 visitor spaces							
Serviced apartments	36 spaces							
2.13	Site Facilities and Services	Comply with driveway ramp gradient and dimension requirements	No changes are proposed to the existing driveway.	Yes				
		Electricity and telecommunication supplies shall be undergrounded	The necessity for undergrounding of these services was removed for Buildings A, B and C pursuant to a modification to the original consent (see page 4 of this SEE for details). No change is proposed to the existing servicing arrangement to the site.	No, but see explanation				
2.14		Letterbox provision	Letter boxes will be provided in the lobby area of the new building.	Yes				
		Master TV antenna provided	Will be provided.	Yes				

		<i>Clothes drying facilities provided</i>	Clothes drying racks or balconies will not be visible from public areas.	Yes
		<i>Comply with BCA</i>	See Appendix 10 .	Yes
2.16		<i>Dilapidation report for all adjoining development</i>	Should not be required as Building C is already approved and the proposed building occupies the same site.	Yes

5.8 Strathfield Consolidated DCP (SCDCP) 2005

The relevant provisions in the SCDCP 2005 are addressed below.

Part H – “Waste Management”

The proposal is accompanied by two waste management plans: an operational waste management plan (see **Appendix 13**) and a construction waste management plan (see **Appendix 14**).

The proposal satisfies the relevant requirements of Part H of SCDCP 2005 in relation to the management of operational waste and construction waste.

Part N “Waste Sensitive Urban Design”

The proposal ties into the stormwater management system already in plan on 5 Powell Street and 17-35 Parramatta Road. There already exists: rainwater tanks, a bio-retention system and an on-site detention system which anticipate construction of approved Building C. They achieve the required water quality performance requirements as required by Part N of SCDCP 2005.

The proposed 25 storey mixed-use building does not increase the impervious or pervious area of the site and the proposed roof water downpipes and podium area drainage will directly interconnect to the existing site stormwater management system.

6. Section 4.15(1) Considerations

In determining the subject DA, Council is required to consider those relevant matters listed in Section 4.15(1) of the Environmental Planning and Assessment Act, 1979 ("the Act"). Each of the relevant matters is addressed below.

6.1 Section 4.15(1)(a) – Statutory Planning Considerations

Section 4.15(1)(a) of the Act requires the consent authority to take into consideration:-

"(a) the provisions of:

- (i) any environmental planning instrument; and*
- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved); and*
- (iii) any development control plan; and*
- (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph);*
- (v) (Repealed)"*

that apply to the land to which the development application relates,"

In relation to **Section 4.15(1)(a)(i)** and **(a)(iii)** of the Act, these matters are addressed in Section 5 of this SEE.

In relation to **Section 4.15(1)(a)(ii)**, there are no other current draft instruments applicable to this DA.

In relation to **Section 4.15(1)(a)(iii)(a)**, no planning agreement with Council is proposed or required.

In relation to **Section 4.15(1)(a)(iv)**, Clause 92 of the Environmental Planning and Assessment Regulation 2000 relevantly requires that in the case of development involving demolition of a building the provisions of Australian Standard AS 2601 – 2001: the Demolition of Structures need to be taken into consideration. However, no demolition is proposed.

In relation to **Section 4.15(1)(a)(v)**, this sub-section of the Act does not apply to this proposal.

6.2 Section 4.15(1)(b) – Environmental, Social and Economic Impacts

Section 4.15(1)(b) requires the consent authority to consider:-

“(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.”

The relevant matters are addressed below.

6.2.1 Impacts on the natural environment

The site is already approved for, and forms part of, a high-density mixed-use development, consistent with its B4 Mixed Use zoning. The site also contains 4 levels of basement parking beneath the ground floor slab.

The proposal will therefore have no impact on the natural environment.

6.2.2 Impacts on the built environment

6.2.2.1 Bulk and Scale Impacts

The site has been identified as a suitable location for increased densification and height having regard to its location in the Homebank Precinct, along the Parramatta Road Corridor, within easy walking distance of excellent public transport services, close to open space and to retail and entertainment/ leisure and other facilities, and with excellent access to the regional road network.

The proposal satisfies the design principles in SEPP 65 and the relevant considerations in the Apartment Design Guide (see **Appendix 5**), and is consistent with the development standards in SLEP 2012.

The design setbacks, modulation and articulation of the proposed new tower result in a high-quality presentation to adjoining roads and to Ismay Reserve, as illustrated on the visualisations in **Appendix 2**.

The design provides an 8 storey podium element, similar to the scale of adjacent Building B, the ground level of which is setback from the Parramatta Road frontage to continue the existing colonnade to the west and to activate the ground plane. It also provides for a tower element which is setback from the western edge of the 8 storey podium (which provides the opportunity for a roof top communal open space on Level 8) and which is 'split into two parts with the eastern part splayed, and with its eastern façade oriented away, from Parramatta Road. These design initiatives reduce the perceived bulk of the tower form.

6.2.2.2 Overshadowing impacts

A mid-winter shadow diagram showing overshadowing impacts from the proposed building at 9.00am, 12.00 pm and 3.00 pm is provided in **Appendix 2**. The tower footprint, with 8 apartments per floor and its splayed design (with the eastern end of oriented away from Parramatta Road) results in a slender form with a shadow impact which is wholly anticipated by the new 80m height limit.

6.2.2.3 Visual Privacy impacts

The proposed building is separated from Building A to the north by the central landscaped courtyard, and is bounded to the east by Ismay Reserve and by 25m wide Parramatta Road to south.

The separation between the proposed 8 storey podium and Building B is as per the approved Condition for Building C. The design of the western elevation of the proposed 8 storey podium, and of the eastern elevation of existing Building B, ensures a satisfactory visual privacy outcome between the two buildings.

6.2.2.4 Acoustic Privacy Impacts

Acoustic privacy impacts have been well-considered in the design of the proposed tower, particularly the orientation of its eastern part away from Parramatta Road, and the use of Levels 1-7 as serviced apartments. Specifications for façade glazing are provided in the Acoustic Report in **Appendix 7** to ensure that all future residents will have a satisfactory level of acoustic amenity.

Nearby residents of existing buildings will not be adversely impacted by noise from the proposed development, as also detailed in **Appendix 7**.

6.2.2.5 Visual impacts

Visualisations of the proposal are included in **Appendix 2**. The proposal will have a high quality appearance when seen from Parramatta Road, Ismay Reserve, the M4 and locations more distant.

6.2.2.6 Stormwater and drainage impacts

The proposal ties into the existing on-site stormwater management arrangements and will have no adverse impact on any other property or on public land (see **Appendix 17**).

6.2.2.7 Pedestrian level wind impacts

The proposal will have no significant impacts on the pedestrian level wind environment as detailed in the report in **Appendix 8**.

6.2.2.8 Reflectivity impacts

The proposal will have no adverse reflectivity impacts as it adopts the recommendations in the reflectivity report in **Appendix 7**.

6.2.2.9 Traffic and parking impacts

The traffic and parking impacts arising from the increased number of residential apartments and from the serviced apartments, which are all acceptable, are addressed in detail in the Traffic Report in **Appendix 6**.

Basement parking for the building has already been constructed as per the existing consent relating to DA 2014/035, as modified. The 201 spaces which will be provided for the proposed development therefore already exist and are sufficient to meet the needs of the ground level retail space, the 77 serviced apartments and the 125 residential apartments .

The traffic generation from the proposal can readily be accommodated on the local street system and regional road network.

6.2.3 Social and economic impacts

The social and economic impacts of the proposal will be positive, in that:

- a site of substantial proportions in the B4 Mixed-use zone, will be used more efficiently and effectively in a manner which is more consistent with the desired future character of the Parramatta Road Corridor, with all the benefits which flow from that including proximity to employment, retail services and public transport;
- the stock of quality residential apartments (and availability of housing choice) in the locality will be increased;
- strong market demand for serviced apartments in this locality will be better-satisfied;
- future residents will have good amenity with ready access to public transport, shopping and employment opportunities; and
- many and varied employment opportunities will be created during marketing, construction and fit-out of the new residential apartments and serviced apartments.

6.3 Section 4.15(1)(c) – The suitability of the site

Section 4.15(c) requires the consent authority to consider:

“(c) the suitability of the site for the development.”

The site is zoned B4 Mixed-use in which “mixed-use development” comprising of “shop top housing”, “commercial premises” (the definition of which includes “retail premises”) and “serviced apartments” are permissible with consent, is adjoined by other land in the same zone to the west and south, and has already been approved for mixed-use development in the form of shop top housing above ground level retail (i.e Building C).

The site is the subject of an amendment to SLEP 2012 to allow a tower, 80m high, and with an FSR of 4.5:1 on the land to which the amendment applies. The site is therefore clearly suitable for the development which is proposed.

6.4 Section 4.15(1)(d) – Submissions

Section 4.15(d) requires the consent authority to consider:

“(d) any submissions made in accordance with this Act or the regulations”.

Any relevant submissions will need to be considered by Council.

6.5 Section 4.15(1)(e) – Public interest

Section 4.15(e) requires the consent authority to consider:

“(e) the public interest”.

The public interest is best served by the orderly and economic use and development of land for permissible purposes in a form which is cognisant of and does not impact unreasonably on surrounding uses, and which satisfies a market demand, in this case for new serviced and residential apartments and ground level retail/commercial premises.

The proposal is in the public interest as it will:-

- provide additional housing stock and expanded housing choice within Homebush to meet future demand;
- provide serviced and residential apartments within close proximity (i.e. easy walking distance) to Homebush Station, bus services on Parramatta Road, Ismay Reserve and the Bakehouse Quarter;
- exhibit a high quality design which will provide a high level of amenity for future residents; and
- be highly consistent with the planning controls which apply to the site.

6.6 Section 4.15 (3A) Compliance with Development control plans

These provisions of Section 4.15(3A) state:-

“(3A) Development control plans

If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority:

- (a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and*
- (b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and*
- (c) may consider those provisions only in connection with the assessment of that development application.*

In this subsection, standards include performance criteria.”

Therefore, pursuant to Section 4.15(3A), Council is able to apply flexibility when analysing the extent of the proposal's compliance with DCP No. 20 – Parramatta Road Corridor, which, in any event, is very high overall (see Section 5.7 of this SEE). It is also important to note that DCP 20 is under review and is likely to be replaced with a new DCP (yet to be exhibited).



The proposal will provide a high level of amenity for future residents, without diminishing in any unreasonable way the amenity of existing residential or non-residential properties or future residents on adjoining or nearby sites once they are developed. The proposal also exhibits design excellence in combination with the already constructed development (i.e Buildings A and B).

7. Conclusion

Commensurate with its B4 Mixed-Use zoning and the new height and FSR controls which apply to the site pursuant to a recent amendment of SLEP 2012 (which followed an owner-initiated planning proposal), the site is suitable for additional high density, mixed-use development.

Adequate building separation distances are maintained between the proposed tower and existing Buildings A and B. The amenity of the proposed residential and serviced apartments will be excellent in terms of their location, access to facilities and services, appearance, landscaped surrounds, cross-ventilation and layout.

The proposal exhibits a high degree of compliance when assessed against the relevant controls and guidelines in SEPP 65, the ADG, SLEP 2012 and SDCP 20.

The proposal is reasonable and appropriate in the circumstances of the case and warrants positive assessment by Council and determination by the District Panel.



FIGURES



APPENDICES



APPENDIX 1

Survey Plans (see Volume 2)



APPENDIX 2

Architectural Plans (see Volume 2)



APPENDIX 3

Landscape Plans (see Volume 2)



APPENDIX 4

Stormwater Plans (see Volume 2)



APPENDIX 5

**SEPP 65 Design Verification Statement, Design Principles Report
and ADG Compliance Table**



APPENDIX 6

Traffic Report



APPENDIX 7

Acoustic Report



APPENDIX 8

Wind Report



APPENDIX 9

Reflectivity Report



APPENDIX 10

National Construction Code Assessment Report



APPENDIX 11

Access Report



APPENDIX 12

Section J DTS Report



APPENDIX 13

Waste Management Plan: Operational



APPENDIX 14

Waste Management Plan: Construction



APPENDIX 15A

BASIX Assessment Report



APPENDIX 15B

BASIX Certificate



APPENDIX 15C

NatHERS Report



APPENDIX 16

Landscape Design Intent Statement



APPENDIX 17

Stormwater Management Report