

SYDNEY EASTERN CITY PLANNING PANEL

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| Panel Reference | PPSSEC-33 - Strathfield |
| DA Number | DA2020/08 |
| LGA | Strathfield |
| Proposed Development | Construction of a 25-storey mixed use development over an existing 4-level basement car park (approved under DA 2014/35) comprised of 2 ground floor retail tenancies, 7 floors of serviced apartments (77 apartments), and 17 floors of residential apartments (125 apartments) above. |
| Street Address | 21 Parramatta Road, Homebush |
| Applicant/Owner | Applicant: Hyside Projects Subtwo Pty Ltd Owner: Lyda Holdings Pty Ltd |
| Date of DA lodgement | 16/01/2020 |
| Date of Panel Briefing | 11/08/20 |
| Number of Submissions | Three (3) |
| Recommendation | Approval |
| Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011 | Development that has a capital investment value of more than \$30 million (CIV \$56,587,305.00. |
| List of all relevant s4.15(1)(a) matters | <ul style="list-style-type: none"> • List all of the relevant environmental planning instruments: s4.15(1)(a)(i) • List any proposed instrument that is or has been the subject of public consultation under the Act and that has been notified to the consent authority: s4.15(1)(a)(ii) • List any relevant development control plan: s4.15(1)(a)(iii) • List any relevant 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 s7.4: s4.15(1)(a)(iv) • List any coastal zone management plan: s79C(1)(a)(v) • List any relevant regulations: s4.15(1)(a)(iv) e.g. Regs 92, 93, 94, 94A, 288 • List all of the relevant environmental planning instruments: s4.15(1)(a)(i) <ul style="list-style-type: none"> - SEPP (Infrastructure) 2007; - SEPP (Building Sustainability Index) 2004; - SEPP 65 (Design Quality of Residential Apartment Development) and Apartment Design Guide (ADG);and - Strathfield Local Environmental Plan 2012. • List any proposed instrument that is or has been the subject of public consultation under the Act and that has been notified to the consent authority: s4.15(1)(a)(ii) N/A • List any relevant development control plan: s4.15(1)(a)(iii) <ul style="list-style-type: none"> - Strathfield Consolidated Development Control Plan 2005 - DCP 20 – Parramatta Road Corridor • Other relevant plans: <ul style="list-style-type: none"> - Strathfield Direct Development Contributions Plan 2010 – 2030 - Parramatta Road Urban Transformation Strategy • List any relevant planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into <ul style="list-style-type: none"> - N/A • List any coastal zone management plan: s4.15(1)(a)(v) |

| | <p>Not applicable.</p> <ul style="list-style-type: none">List any relevant regulations: s4.15(1)(a)(iv) <i>92: Additional matters the consent authority must consider</i> <i>98(1)(a): Compliance with Building Code of Australia</i> <i>98A: Erection of signs</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| List all documents submitted with this report for the Panel’s consideration | <table><tr><th>Annexure</th><th>Document</th><th>Prepared By</th></tr><tr><td>1</td><td>Draft Conditions of Consent</td><td>Assessment Officer - Council</td></tr><tr><td>2</td><td>Architectural plans (revised 12/06/20)</td><td>SJB Architects</td></tr><tr><td>3</td><td>Survey Plans</td><td>StrataSurv</td></tr><tr><td>4</td><td>Landscape Plans (revised 09/06/20)</td><td>Site Design + Studios</td></tr><tr><td>5</td><td>Landscape Design Intent Statement</td><td>Site Design + Studios</td></tr><tr><td>6</td><td>Statement of Environmental Effects</td><td>BBC Consulting</td></tr><tr><td>7</td><td>Traffic and Parking Assessment Report</td><td>Varga Traffic Planning Pty Ltd</td></tr><tr><td>8</td><td>Desktop Pedestrian Level Wind Assessment</td><td>GWTS</td></tr><tr><td>9</td><td>Reflectivity Report</td><td>Thermal Environmental</td></tr><tr><td>10</td><td>Section J Report</td><td>Thermal Environmental</td></tr><tr><td>11</td><td>SEPP 65 Report</td><td>SJB Architects</td></tr><tr><td>12</td><td>Acoustic Report</td><td>Acouras Consultancy</td></tr><tr><td>13</td><td>BASIX Certificate 1061924M</td><td>ESD Synergy Pty Ltd</td></tr><tr><td>14</td><td>BASIX Assessment Report</td><td>ESD Synergy Pty Ltd</td></tr><tr><td>15</td><td>Accessibility Report</td><td>ABE Consulting</td></tr><tr><td>16</td><td>Operational Waste Management Plan</td><td>EcCell Environmental Management Pty Ltd</td></tr><tr><td>17</td><td>Waste Management Plan Construction</td><td>Not specified</td></tr><tr><td>18</td><td>National Construction Code Assessment Report</td><td>Certis (NSW) Pty Ltd</td></tr></table> | Annexure | Document | Prepared By | 1 | Draft Conditions of Consent | Assessment Officer - Council | 2 | Architectural plans (revised 12/06/20) | SJB Architects | 3 | Survey Plans | StrataSurv | 4 | Landscape Plans (revised 09/06/20) | Site Design + Studios | 5 | Landscape Design Intent Statement | Site Design + Studios | 6 | Statement of Environmental Effects | BBC Consulting | 7 | Traffic and Parking Assessment Report | Varga Traffic Planning Pty Ltd | 8 | Desktop Pedestrian Level Wind Assessment | GWTS | 9 | Reflectivity Report | Thermal Environmental | 10 | Section J Report | Thermal Environmental | 11 | SEPP 65 Report | SJB Architects | 12 | Acoustic Report | Acouras Consultancy | 13 | BASIX Certificate 1061924M | ESD Synergy Pty Ltd | 14 | BASIX Assessment Report | ESD Synergy Pty Ltd | 15 | Accessibility Report | ABE Consulting | 16 | Operational Waste Management Plan | EcCell Environmental Management Pty Ltd | 17 | Waste Management Plan Construction | Not specified | 18 | National Construction Code Assessment Report | Certis (NSW) Pty Ltd |
| Annexure | Document | Prepared By | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Draft Conditions of Consent | Assessment Officer - Council | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Architectural plans (revised 12/06/20) | SJB Architects | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Survey Plans | StrataSurv | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Landscape Plans (revised 09/06/20) | Site Design + Studios | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Landscape Design Intent Statement | Site Design + Studios | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Statement of Environmental Effects | BBC Consulting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Traffic and Parking Assessment Report | Varga Traffic Planning Pty Ltd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Desktop Pedestrian Level Wind Assessment | GWTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | Reflectivity Report | Thermal Environmental | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Section J Report | Thermal Environmental | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | SEPP 65 Report | SJB Architects | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | Acoustic Report | Acouras Consultancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | BASIX Certificate 1061924M | ESD Synergy Pty Ltd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | BASIX Assessment Report | ESD Synergy Pty Ltd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | Accessibility Report | ABE Consulting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | Operational Waste Management Plan | EcCell Environmental Management Pty Ltd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | Waste Management Plan Construction | Not specified | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | National Construction Code Assessment Report | Certis (NSW) Pty Ltd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clause 4.6 requests | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Summary of key submissions | <p>Traffic</p> <ul style="list-style-type: none">Cumulative impact of approved development along Parramatta Road including the opening of the Westconnex entrance, on traffic congestionLoss of aural privacy amenity to residents at 52-58 Parramatta Road due to increased traffic volumeIncreased risk to pedestrian safety <p>Solar access + privacy</p> <ul style="list-style-type: none">Loss of solar access and privacy (visual and aural) to residential units at 52-58 Parramatta Road <p>Car park management</p> <ul style="list-style-type: none">Inadequate on-site parking <p>Demand for existing services and public facilities</p> <ul style="list-style-type: none">Increased demand on existing public facilities, schools, and shops | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Report prepared by | Philippa Frecklington (Consultant) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Report date | 17 September 2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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1 EXECUTIVE SUMMARY

- (i) The subject site forms part of an approved development (DA2014/35) on land at 5 Powell Street and 17-35 Parramatta Road, Homebush for the construction of 3 x 8-storey buildings A, B and C containing a total of 221 residential apartments above ground level retail and 4 x basement car parking levels.
- (ii) Buildings A and B and all basement car parking has been constructed. The portion of the site on which Building C was to be constructed is the subject of this application (Stage 2). The construction of Building C was deferred due to the release of the *Draft Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)*, which identified the site for increased density with associated increase in height and FSR.
- (iii) A planning proposal was subsequently lodged and ultimately gazetted (21/11/2014), which increased the maximum permitted height on the site (Key site 33) from 26m to 80m and maximum FSR from 2.7:1 to 4.5:1, in accordance with the *PRCUTS*.
- (iv) The subject application (lodged January 2020) involving the construction of a 25-storey mixed-use building above an already built basement car park (Under DA2014/35) does not exceed the SLEP 2012 height and FSR controls.
- (v) The application was referred to the Design Review Panel. The recommendations of the Panel have generally been incorporated in the revised set of plans (dated 12/06/2020).
- (vi) Concurrence from TfNSW has been obtained. No objections are raised to the proposal (as amended) by Council's traffic, engineering, heritage, environmental health, and landscaping officers, subject to recommended conditions of consent.
- (vii) There are no outstanding issues raised within the three (3) submissions received following notification of the application.
- (viii) The *Sydney Eastern City Planning Panel* (the Panel) was briefed on the application on 11/04/20. The Panel meeting minutes documented a compliant scheme and requested that justification be provided for the serviced apartments car parking shortfall.
- (ix) Revised basement plans (dated 25/08/2020) were submitted to address the serviced apartments car parking shortfall by borrowing 31 spaces from the already constructed Stage 1. It is noted that the serviced apartments car parking shortfall was incorrectly calculated at 35. The shortfall is 19 spaces.
- (x) The revised basement plans are not supported by Council's Traffic Engineer. A condition is included to re-allocate 19 residential car parking spaces to the serviced apartments component to achieve a compliant provision of spaces for the serviced apartments, residential and retail components (**Conditions 5.2 & 8.4**).
- (xi) The proposal is acceptable when considered against the matters of consideration under clause 4.15 of the *Environmental Planning & Assessment Act, 1979*.
- (xii) The application is recommended for approval, subject to draft conditions of consent (**Annexure 1**).
- (xiii) Draft conditions of consent have been provided to the applicant to review.

2 BACKGROUND

2.1 Relevant Application History

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| DA2014/35 | <ul style="list-style-type: none"> The site forms part of an approved development (10/11/2014) on land at 5 Powell Street and 17-35 Parramatta Road, Homebush for the construction of 3 x 8-storey mixed-use buildings A, B and C totalling 221 apartments above ground floor retail and 4 basement car parking levels. DA2014/35 has been the subject of 4 modification applications. A fourth basement level was approved under DA2014/35/2. Council approved DA 2014/35/3 to reconfigure the footprint of the southern building to create 2 separate buildings (i.e. Buildings B and C) and amended staging. Building C was approved to a height of 8-storeys and for 63 apartments. All works associated with Buildings A (5 Powell Street) and B (19 Parramatta Road) have been completed including the basement car parking levels. |
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2.2 SLEP 2012 – Amendment No. 12

| | |
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| SLEP 2012 Amendment No. 12 (Published 21/11/2014) | <ul style="list-style-type: none"> The release of the <i>NSW Government Draft Parramatta Road Urban Transformation Strategy</i> identified the site for higher density and accordingly recommended an increase in the maximum height and FSR permitted on the site from 26m to 82m and 2.7:1 to 4.5:1, respectively. A planning proposal was subsequently lodged and ultimately gazetted on 21/11/2014. SLEP 2012 was subsequently amended as follows: <ul style="list-style-type: none"> Clause 4.3A of SLEP 2012 amended to increase the maximum height on Key Site 33 (17-35 Parramatta Road & 5 Powell Street) to 80m; and Clause 4.4A amended to increase the maximum FSR on Key site 33 to 4.5:1. |
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2.3 Application Background

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| 16/01/2020 | DA lodged |
| 29/01/2020 to 21/02/2020 | DA notified |
| 18/03/2020 | Application considered by Design Review Panel |
| 15/04/2020 | Minutes of DRP issued |
| 15/05/2020 | Unsatisfactory DA letter issued. Minutes of the DRP and comments from Council referral staff included. |
| 17/06/2020 | <ul style="list-style-type: none"> Revised plans (dated 12/06/20) and additional information submitted: <ul style="list-style-type: none"> Landscape plans amended to address Council's landscaping recommendations to improve connection to Ismey Reserve and provide deep soil planting at the access points. Planter boxes deleted to Parramatta Road Minor changes to unit mix to increase 3-bed units Recommendations of DRP adopted re: height of ground floor undercroft – pedestrian height clearance increased. Greater articulation introduced as per DRP comments. Glass balustrades removed and solid materiality introduced to podium, and varied frame elements introduced to podium. Shading devices amended to reduce reflectivity. Balcony screening introduced to conceal clothesline facilities. BCA standards for indoor acoustic amenity to serviced apartments will be met. Note: not subject to ADG requirements. |

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| | <ul style="list-style-type: none"> - 70% solar compliance for units in accordance with ADG requirements. - Details of air conditioning units included on plans. - Plans updated to show % of communal open space and compliance with solar access requirements - Proposal amended to comply with LEP height control. |
| 08/07/2020 | <ul style="list-style-type: none"> • Additional information submitted: <ul style="list-style-type: none"> - Response to <i>Part P: Heritage</i>; and - <i>Part Q: Urban Design Controls</i> of SCDCP 2005. • Additional information determined to be acceptable by Council's Heritage Officer (subject to revisions to material palette, to be conditioned), and Council's assessment officer re: urban design modifications including greater façade articulation as requested by the DRP. |
| 11/08/2020 | <ul style="list-style-type: none"> • Sydney Eastern City Planning Panel Briefing • The Minutes of the Panel noted the following: <ul style="list-style-type: none"> - Generally, a compliant application. - Applicant to justify the shortfall of car parking allocated to the serviced apartments, with the suggestion that the shortfall be reduced to a maximum of 10 spaces. |
| 25/08/2020 | <ul style="list-style-type: none"> • Revised basement plans (dated 25/08/2020) submitted to address the serviced apartment car parking shortfall. |

2.4 Locality Plan



Figure 1. Locality plan showing the subject site, which includes land at 21 Parramatta Road, portion of basement parking below and pedestrian access from Powell Street to Ismay Reserve. Powell's Creek canal separates Strathfield and Canada Bay local government areas and connection to the Bakehouse Quarter (Source: Strathfield Council Maps).



Figure 2. Aerial locality plan (Source: Google Maps).

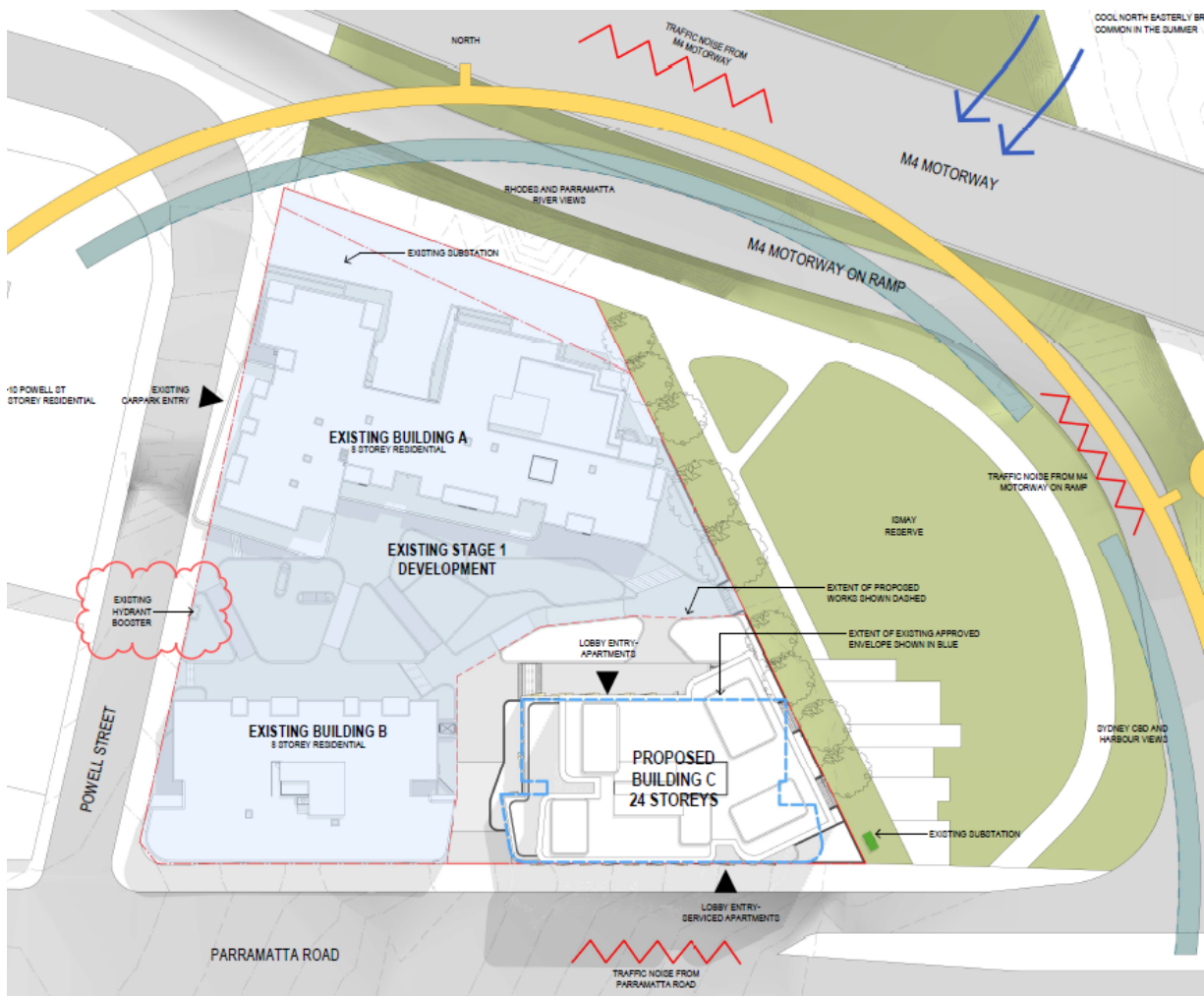


Figure 3. Location of Buildings A and B and proposed Building C (Source: SJB Architects).

2.5 Site and Locality Description

Physical features

- The subject site is located to the east of the corner of Powell Street and Parramatta Road and to the west of the M4 Motorway on ramp.
- The site is irregular in shape and has a southern frontage to Parramatta Road.
- The subject site forms part of an approved development on land at 5 Powell Street and 17-35 Parramatta Road. The total site has an area of 6,256m².
- This application relates only to the portion of land known as 21 Parramatta Road (Lot 3, DP1219481).
- Four levels of basement parking for the three (3) buildings has been constructed. Of the 443 car spaces, 242 car spaces are allocated to Buildings A and B. 201 spaces are set aside for the proposed building C.

Topography

- The portion of land to which this application relates is relatively flat.

Existing buildings and structures

- Buildings A and B and the 4-level basement car parking have been constructed.
- The central portion of the whole site is occupied by a courtyard including paving and planting on structures.
- The south-west portion of the site is vacant pending construction of the proposed Building C.

Surrounding Environment

To the north: Building A comprised of an 8-storey mixed-use building; M4 motorway on-ramp.

To the south: 2-storey warehouse at 38-40 Parramatta Road; 7-storey mixed-use building at 44-58 Parramatta Road, to the south-west.

To the east: The site adjoins Ismai Reserve to the east. This connects to Arnotts Reserve and Allen Street to the north-west. Connection to the Bakehouse Quarter is via Allen Street.

To the west: Building B comprised of an 8-storey mixed-use building.

2.6 Site and Locality Photographs



Figure 4. Constructed Buildings A and B under Stage 1 of DA2014/35.



Figure 5. Subject site as viewed from Ismay Reserve.



Figure 6. Ismay Reserve and M4 Motorway on ramp to the east to the site and existing development to the south-east.



Figure 7. Pedestrian connection from Powell Street to Ismay Reserve.



Figure 8. Subject site of the proposed Building C as viewed from Ismay Reserve to the east.



Figure 9. Connection to green corridor to the west of the M4 Motorway on ramp.



Figure 10. Building A frontage to Ismay Reserve.



Figure 11. Green corridor (Arnotts Reserve) alongside Powell's Creek canal. This connects to Allen Street and the Bakehouse Quarter. Council has secured funding and reached agreement with Canada Bay Council to deliver two bridge connections from Arnotts Reserve to the Bakehouse Quarter precinct.



Figure 12. *Pedestrian connection along Allen Street to the Bakehouse Quarter precinct.*



Figure 13. *As-built basement car park entry/exit to Powell Street for Buildings A, B and the proposed Building C.*

3 DESCRIPTION OF THE PROPOSED DEVELOPMENT

This application seeks approval for the construction of a 25-storey mixed-use development over an existing 4-level basement car park (approved under DA 2014/35) comprised of 2 ground floor retail tenancies, 7 floors of serviced apartments (77 apartments), and 17 floors of residential apartments (125 apartments) above.

3.1 Amended Plans

| Amended Plans –12/06/20 | |
|------------------------------|--|
| | Changes |
| Ground floor undercroft | <ul style="list-style-type: none"> Large planters removed to ground floor undercroft footpath to maximise connection to the street and active edges Height of undercroft in south-western corner to allow comfortable passage below |
| Façade design | <ul style="list-style-type: none"> Improved articulation to 8-storey podium Glass balustrades removed and solid materiality introduced Variety in materials palette introduced Eastern façade slab extension extended by 560mm to provide adequate shading to glass Solid upstands to first 8 levels to provide screening to clothes drying facilities on balconies. Obscure fixed glazed panels introduced to the Parramatta Road frontage to screen clothes drying facilities |
| Privacy to Unit 8.05 | <ul style="list-style-type: none"> Privacy screen and planter box introduced to the balcony to Unit 8.05 to improve privacy (visual and aural) from the communal open space area |
| Additional plantings | <ul style="list-style-type: none"> New plantings adjacent to Ismay Reserve Widening of planter beds at each end of the new building Additional deep soil planting |
| Facilities to communal areas | <ul style="list-style-type: none"> Communal area reconfigured to provide fixed benches, seating, soft planting to building edges, covered BBQ, and communal room (34m²) for resident gatherings. |
| Size of retail tenancies | <ul style="list-style-type: none"> Retail tenancies reduced from 2 to 4 with areas of 104m², 104m², 104m², and 104m² to improve activation of the adjoining public domain. |

3.2 Numerical Breakdown of the Proposal (as modified by amended plans, dated 12/06/20)

| | |
|---|---|
| Total Site Area: 6,256m² | |
| Building Height | |
| Building C | <ul style="list-style-type: none"> RL87.36 |
| Gross Floor Area | |
| Retail | 453m ² (317m ² NLA) |
| Serviced apartments | 5,292m ² (4,609m ² NLA) |
| Residential | 10,517m ² (9,266m ² NLA) |
| Total | 16,262m² GFA (14,192m ² NLA) |
| Apartment composition | |
| Serviced apartments (Levels 1-7) | |
| 1 bed | 49 |
| 2 bed | 28 |
| 3 bed | Nil |
| Total | 77 |
| Residential apartments (Level 8 to 24) | |
| 1 bed | 36 |
| 2 bed | 79 |
| 3 bed | 10 |
| Total | 125 |
| Communal open space | |
| Total across site | 27.3% (1,706m ²) |
| Total proposed for Building C | 191m ² - Level 8 communal open space) |
| Car | |
| Commercial | 7 including 1 accessible space |

| | |
|-----------------------|--|
| Serviced apartments | 36 including 4 accessible spaces |
| Residential | 133 including 8 accessible spaces |
| Residential visitors | 25 (including 2 accessible spaces) |
| Total | 201 car parking spaces (Building C) |
| Bicycle spaces | |
| Retail + visitors | 20 |
| Residents | 131 |
| Total | 151 bicycle spaces |

4 REFERRALS

4.1 Internal referrals

| REFERRAL | COMMENTS | SATISFACTORY |
|-----------------------------|--|--------------|
| Environmental Health | <ul style="list-style-type: none"> No objections, subject to standard conditions of consent re: noise, waste, first fit-out/use of a retail premises. | ✓ |
| Engineering | <ul style="list-style-type: none"> No objections <p>Key comments:</p> <ul style="list-style-type: none"> The site incorporates an approved stormwater management system, which included the future Stage 2 works. The proposed Stage 2 stormwater management system will connect directly to the existing approved system, hence no further comments. | ✓ |
| Traffic | <ul style="list-style-type: none"> No objections, subject to recommended conditions of consent. <p>Key comments:</p> <ul style="list-style-type: none"> Convex mirror, stop sign, and speed bump to be installed at the exit of the site (Condition 5.2). Bicycle parking provision acceptable. The proposed development will retain the loading/unloading arrangement under the Stage 1 approval. This is acceptable. Applicant advised that the serviced apartments do not require any pick-up or drop-off arrangements unlike a full-service hotel with a porte-cochere. Traffic generation associated with the development appears to be moderate and is acceptable. The proposed total on-site parking of 201 car spaces satisfies the 195-space minimum requirement under the <i>RMS Guide to Traffic Generating Developments</i>. However, the allocation appears to oversupply the residential component but undersupply the serviced apartments. Given the short-stay nature of the parking demand this allocation is considered acceptable. <p>Assessing Officer's Comments: A condition is included within the recommendation to increase the serviced apartment car parking provision to comply with the <i>RMS Guide to Traffic Generating Developments</i> (Conditions 5.2 & 8.4). The increase is offset by a reduction in residential parking spaces.</p> | ✓ |
| Landscaping | <ul style="list-style-type: none"> No objections, subject to standard conditions re: irrigation, planting on structures, accessibility to landscaped areas, and landscape maintenance. | ✓ |

4.2 External referrals

| Referral | Comments | Satisfactory |
|--------------|---|--------------|
| TfNSW | <ul style="list-style-type: none"> No objections, subject to General Terms of Approval, dated 12/06/20 (Condition 4.1). | ✓ |

5 SECTION 4.15 CONSIDERATIONS – EP&A ACT, 1979

The relevant matters for consideration under Section 4.15(1) of the Environmental Planning and Assessment Act 1979 include the following:

- 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 Planning Secretary 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,

- 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,*
- c) *the suitability of the site for the development,*
- d) *any submissions made in accordance with this Act or the regulations,*
- e) *the public interest.*

4.15(1)(a)(i) *the provisions of any environmental planning instrument*

5.1 State Environmental Planning Policy (Infrastructure) 2007

The proposal is consistent with the relevant objectives (e) and (f) under Clause 2 of SEPP (Infrastructure) 2007.

Clause 101: Development with frontage to a classified road

The proposal is consistent with objectives (a) and (b) under Clause 101(1).

The consent authority can be satisfied of the matters under subclause (2)(b) and (c), in that:

- existing vehicular access is provided from Powell Street and not the classified Road (a);
- the safety, efficiency, and ongoing operation of the classified road will not be adversely affected by the development (b); and
- the development is appropriately located and has been designed to ameliorate potential traffic noise arising from the adjacent classified road (c).

Clause 102: Impact of road noise or vibration on non-road development

Clause 102 *Impact of road noise or vibration on non-road development* applies to the residential component of the proposed development requires the consent authority to be satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:

- a) *in any bedroom in the residential accommodation—35 dB(A) at any time between 10 pm and 7 am,*
- b) *anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.*

An Acoustic Assessment has been undertaken by Acouras Consulting. The report concludes that the noise emission targets under Clause 102 can be achieved, subject to implementation of the recommendations in the report. Compliance with the recommendations in the Acoustic Report is conditioned (**Condition 4.1, No. 5**).

Pursuant to Schedule 3 of SEPP (Infrastructure), the proposal is deemed *traffic generating* development. Accordingly, consistent with Clause 104, the application was referred to RMS. General Terms of Approval have been obtained from RMS and are conditioned (**Condition 4.1**).

Conclusion

The proposal is acceptable regarding SEPP (Infrastructure) 2007.

5.2 State Environmental Planning Policy No 55 – Remediation of Land

The proposed 25-storey building is to be constructed over an existing basement car park.

As such, there are no further matters for consideration under SEPP 55.

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

The development application was accompanied by BASIX Certificate 1061924M (dated 19/12/2019) demonstrating compliance with the SEPP. These requirements are imposed through **Conditions 5.6, 8.1, 8.2, 12.1**.

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

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 replaces Clause 5.9 of SLEP 2012 which related to the preservation of trees and vegetation.

The objective of the SEPP is to protect the biodiversity values of trees and other vegetation and to preserve the amenity of the area through the preservation of trees and other vegetation.

There are no existing trees on the site. The eastern boundary of the site with Ismay Reserve is lined with mature trees on the adjoining land. Payment of a tree bond deposit is conditioned to ensure the protection of these trees (**Condition 5.1**).

5.5 State Environmental Planning Policy No. 65 (Design Quality of Residential Apartment Development)

Aims of SEPP 65

The proposal is consistent with the aims and objectives contained in Section 2 of *SEPP 65: Design Quality of Residential Flat Development* (SEPP 65).

Part 4: Application of design principles

An assessment of the proposal against the *design quality principles* and *design guidance* under the *Apartment Design Guide*, is provided below:

Design Principles:

| DESIGN PRINCIPLE | OBJECTIVE | COMMENTS | ACHIEVED |
|---|---|---|----------|
| Principle 1: Context and Neighbourhood Character | <p><i>Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.</i></p> <p><i>Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.</i></p> | <ul style="list-style-type: none"> The proposal (as emended) is contextually appropriate and would ensure a cohesive streetscape. | ✓ |
| Principle 2: 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. 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> | <ul style="list-style-type: none"> The proposal is consistent with the built form envisaged for the site by virtue of the height and FSR controls for the site under SLEP 2012. The 25-storey building is appropriate to the prominent corner location and will complement existing 8-storey built form to its north (Building A) and west (Building B). The proposal incorporates a podium element that is highly articulated to provide an appropriate bulk and scale at the pedestrian scale. The eastern portion of the proposed building design comprises a recess and is oriented to the east to reduce the actual and perceived bulk of the tower, and to enhance outlook to the south-east away from Parramatta Road. | ✓ |
| Principle 3: Density | <p><i>Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. 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> | <ul style="list-style-type: none"> The proposed building height and FSR is consistent with the LEP controls and PRCUTS. The site is strategically located in a transit-oriented development corridor and is well serviced by public transport. | ✓ |
| Principle 4: Sustainability | <p><i>Good design combines positive environmental, social and economic outcomes. 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</i></p> | <ul style="list-style-type: none"> The proposal incorporates sustainability principles in its design to maximise natural cross ventilation and sunlight for the amenity of residents. BASIX commitments included water and energy efficient | ✓ |

| DESIGN PRINCIPLE | OBJECTIVE | COMMENTS | ACHIEVED |
|-------------------------------|--|--|----------|
| | <i>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>fixtures and appliances.</p> <ul style="list-style-type: none"> The development's location and on-site bicycle parking provision promotes the use of active transport. | |
| Principle 5: 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-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. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity, provides for practical establishment and long-term management.</i></p> | <ul style="list-style-type: none"> The proposal incorporates landscaping at ground and Level 8. Suitable conditions are included to ensure adequate irrigation (Condition 5.25) and soil depth (Condition 5.24) is provided to planting on structures to encourage plant growth. The total communal open space provision across the whole site complies with ADG requirements. | ✓ |
| Principle 6: 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 wellbeing.</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> | <ul style="list-style-type: none"> Residential apartments have been designed to maximise cross-ventilation, natural ventilation, and access to sunlight. Room sizes, storage facilities, and private open space requirements comply with ADG requirements. Ground-floor retail will provide activation at the ground floor plane. The proposal (as amended) provides connection to Ismay Reserve and the Bakehouse Quarter Precinct. | ✓ |
| Principle 7: Safety | <p><i>Good design optimises safety and security, within the development and the public 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</i></p> | <ul style="list-style-type: none"> Building entrances are clearly defined and legible. Ground floor retail will encourage passive surveillance from the adjoining public domain. The existing basement car parking will require security access in the form of a swipe card and provide safe and secure connection to the residential lobby. | ✓ |

| DESIGN PRINCIPLE | OBJECTIVE | COMMENTS | ACHIEVED |
|--|--|---|----------|
| | <i>areas that are easily maintained and appropriate to the location and purpose.</i> | | |
| Principle 8: 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. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents.</i></p> | <ul style="list-style-type: none"> • The proposal provides for an appropriate mix of units. • The mix of uses will provide opportunities for social interaction. | ✓ |
| Principle 9: 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 well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.</i></p> | <ul style="list-style-type: none"> • The proposal (as amended) has been skilfully designed to reduce the actual and perceived bulk of the development. • The schedule of materials and finishes is acceptable, subject to Conditions 5.9 & 5.10. | ✓ |

Design Guidance:

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED |
|-------------------------------------|---|---|----------|
| 3B - Orientation | Objective 3B-1 Building types and layouts respond to the streetscape and site while optimising solar access within the development. | <ul style="list-style-type: none"> The building has been configured to achieve adequate solar access within the development. | ✓ |
| | Objective 3B-2 Overshadowing of neighbouring properties is minimised during mid-winter. | <ul style="list-style-type: none"> The building has been designed to minimise overshadowing of the neighbouring properties by breaking up the massing of the development. The proposal will not cause any overshadowing to Ismay Reserve to the east and will not reduce solar access to the ground floor central courtyard to Buildings A, B and C. | ✓ |
| 3C – Public domain interface | Objective 3C-1 Transition between private and public domain is achieved without compromising safety and security. | <ul style="list-style-type: none"> The residential apartments do not have direct street access. | ✓ |
| | Objective 3C-2 Amenity of the public domain is retained and enhanced. | <ul style="list-style-type: none"> The retail tenancies at ground level open directly onto a raised platform that overlooks Ismay Reserve to the east. No blank walls are proposed along the boundary. Three (3) access points are proposed to provide connection to Ismay Reserve. The revised landscape plans have introduced planter beds adjacent to the Reserve to enhance the landscaped amenity of the site. | ✓ |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED | | | | | | | | | | | | |
|------------------------------|--|--|-------------------------------|---------------------|-----------------------|----|----|-------------------------|----|------|-----------------------|-----|----|---|---|
| 3D – Public domain interface | <p>Objective 3D-1</p> <p>An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping</p> <ul style="list-style-type: none">Communal open space has a minimum area equal to 25% of the siteDevelopments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter). | <ul style="list-style-type: none">27.3% (1,706m²) of the total site area is provided as communal open space.A 191m² communal open space area is provided at Level 8 of the proposed Building CNo reduction in solar access will occur to the central courtyard between Buildings A, B and C. | ✓ | | | | | | | | | | | | |
| 3F – Visual privacy | <p>Objective 3F-1</p> <p>Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.</p> <p>Minimum required separation distances from buildings to the side and rear boundaries are as follows:</p> <table><tr><th>Building height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr><tr><td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>Over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table> | Building height | Habitable rooms and balconies | Non-habitable rooms | Up to 12m (4 storeys) | 6m | 3m | Up to 25m (5-8 storeys) | 9m | 4.5m | Over 25m (9+ storeys) | 12m | 6m | <ul style="list-style-type: none">Separation between Buildings B and C on the first 8 levels are as per the approved DA2014/35. | ✓ |
| Building height | Habitable rooms and balconies | Non-habitable rooms | | | | | | | | | | | | | |
| Up to 12m (4 storeys) | 6m | 3m | | | | | | | | | | | | | |
| Up to 25m (5-8 storeys) | 9m | 4.5m | | | | | | | | | | | | | |
| Over 25m (9+ storeys) | 12m | 6m | | | | | | | | | | | | | |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED |
|---|--|--|----------|
| 3G – Pedestrian access and entries | Objective 3G-1 Building entries and pedestrian access connects to and addresses the public domain. | <ul style="list-style-type: none"> Legible, clearly defined pedestrian entries provide connection to the public domain and Ismey Reserve. | ✓ |
| | Objective 3G-2 Access, entries and pathways are accessible and easy to identify. | <ul style="list-style-type: none"> Access, entries and pathways and circulation between private and public spaces are accessible and easy to identify. | ✓ |
| 3J – Bicycle and car park | Objective 3J-1 Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas. Fore sites within 800m of a railway station or on land zoned B4, the car parking needs for a development must be provided. | <ul style="list-style-type: none"> The existing basement parking provides a compliant provision of on-site parking for the proposed development. A condition is recommended to reallocate 19 residential spaces to the serviced apartments component to achieve compliant car parking numbers for each land use (Conditions 5.2 & 8.4). | ✓ |
| | Objective 3J-2 Parking and facilities are provided for other modes of transport. | <ul style="list-style-type: none"> Bicycle parking provision exceeds the DCP requirement. | ✓ |
| | Objective 3J-3 Car park design and access is safe and secure. | <ul style="list-style-type: none"> The existing car park design is safe and secure with vehicular access from Powell Street. | ✓ |
| 4A – Solar access and daylight | Objective 4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space. <ul style="list-style-type: none"> Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter | <ul style="list-style-type: none"> Living rooms and private open spaces of a minimum of 70% (87 units) of apartments will receive a minimum of 2 hours direct sunlight between 9am and 3pm in mid-winter. A maximum of 15% will receive no direct sunlight between 9am and 3pm in mid-winter. | ✓ |
| 4B – Natural ventilation | Objective 4B-3 At least 60% of apartments are naturally cross ventilated in the first nine storeys. Apartments at 10 storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed. | <ul style="list-style-type: none"> 60% of naturally cross ventilated apartments remain unchanged. | ✓ |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED | | | | | | | | | | |
|---------------------------------------|---|---|-----------------------|-----------------|------------------|---------------|------------------|-------------------------|---|-------------------------------|--|---|---|
| 4C – Ceiling height | <p>Objective 4C-1</p> <p>Measured from finished floor level to finished ceiling level, minimum ceiling heights are to be as follows:</p> <table><tr><th colspan="2">For apartment and mixed-use buildings</th></tr><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable</td><td>2.4m</td></tr><tr><td>For 2 storey apartments</td><td>2.7m for main living floor; 2.4m for second floor, where its area does not exceed 50% of the apartment area</td></tr><tr><td>If located in mixed-use zones</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table> | For apartment and mixed-use buildings | | Habitable rooms | 2.7m | Non-habitable | 2.4m | For 2 storey apartments | 2.7m for main living floor; 2.4m for second floor, where its area does not exceed 50% of the apartment area | If located in mixed-use zones | 3.3m for ground and first floor to promote future flexibility of use | <ul style="list-style-type: none">Minimum ceiling heights under the ADG are achieved. | ✓ |
| For apartment and mixed-use buildings | | | | | | | | | | | | | |
| Habitable rooms | 2.7m | | | | | | | | | | | | |
| Non-habitable | 2.4m | | | | | | | | | | | | |
| For 2 storey apartments | 2.7m for main living floor; 2.4m for second floor, where its area does not exceed 50% of the apartment area | | | | | | | | | | | | |
| If located in mixed-use zones | 3.3m for ground and first floor to promote future flexibility of use | | | | | | | | | | | | |
| 4D – Apartment size and layout | <p>Objective 4D-1</p> <p>The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity.</p> <ul style="list-style-type: none">Apartments are required to have the following minimum internal areas: <table><tr><th>Apartment type</th><th>Minimum internal area</th></tr><tr><td>Studio</td><td>35m²</td></tr><tr><td>1 bed</td><td>50m²</td></tr><tr><td>2 bed</td><td>70m²</td></tr><tr><td>3 bed</td><td>90m²</td></tr></table> | Apartment type | Minimum internal area | Studio | 35m ² | 1 bed | 50m ² | 2 bed | 70m ² | 3 bed | 90m ² | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ |
| | Apartment type | Minimum internal area | | | | | | | | | | | |
| Studio | 35m ² | | | | | | | | | | | | |
| 1 bed | 50m ² | | | | | | | | | | | | |
| 2 bed | 70m ² | | | | | | | | | | | | |
| 3 bed | 90m ² | | | | | | | | | | | | |
| | <p>Objective 4D-3</p> <p>Apartment layouts are designed to accommodate a variety of household activities and needs.</p> <ul style="list-style-type: none">Master bedrooms have a minimum area of 10m² and other bedrooms 9m² (excluding wardrobe space) | <ul style="list-style-type: none">All room dimensions are provided in accordance with ADG requirements. | ✓ | | | | | | | | | | |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED | | | | | | | | | | | | | | | |
|---|--|---|---------------|---------------|--------------|-----------------|---|-------------|-----------------|----|-------------|------------------|----|--------------|------------------|------|---|---|
| | <ul style="list-style-type: none">Bedrooms have a minimum dimension of 3m (excluding wardrobe space)Living rooms or combined living/dining rooms have a minimum width of 3.6m for studio and 1-bedroom apartments; and 4m for 2 – and - 3 bedrooms apartments.The width of cross-over and cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts. | | | | | | | | | | | | | | | | | |
| 4E- Private open space and balconies | Objective 4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity. <ul style="list-style-type: none">All apartments are required to have primary balconies as follows: <table><tr><th>Dwelling type</th><th>Minimum area</th><th>Minimum depth</th></tr><tr><td>Studio units</td><td>4m²</td><td>-</td></tr><tr><td>1 bed units</td><td>8m²</td><td>2m</td></tr><tr><td>2 bed units</td><td>10m²</td><td>2m</td></tr><tr><td>3+ bed units</td><td>12m²</td><td>2.4m</td></tr></table> | Dwelling type | Minimum area | Minimum depth | Studio units | 4m ² | - | 1 bed units | 8m ² | 2m | 2 bed units | 10m ² | 2m | 3+ bed units | 12m ² | 2.4m | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ |
| | Dwelling type | Minimum area | Minimum depth | | | | | | | | | | | | | | | |
| | Studio units | 4m ² | - | | | | | | | | | | | | | | | |
| | 1 bed units | 8m ² | 2m | | | | | | | | | | | | | | | |
| | 2 bed units | 10m ² | 2m | | | | | | | | | | | | | | | |
| 3+ bed units | 12m ² | 2.4m | | | | | | | | | | | | | | | | |
| Objective 4E-2 Primary private open space and balconies are appropriately located to enhance liveability for residents. | <ul style="list-style-type: none">Consistent with ADG requirements.A condition is included to require compliance with the balustrade height requirements, as recommended in the wind assessment report (Condition 5.8). | ✓ | | | | | | | | | | | | | | | | |
| Objective 4E-3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building. | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ | | | | | | | | | | | | | | | | |
| Objective 4E-4 Private open space and balcony design maximises safety. | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ | | | | | | | | | | | | | | | | |
| 4F – Common circulation and space | Objective 4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments. | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ | | | | | | | | | | | | | | | |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED | | | | | | | | | | |
|------------------------------|---|--|---------------------|--------------|-----------------|-------------|-----------------|-------------|-----------------|--------------|------------------|---|---|
| | <ul style="list-style-type: none">The maximum number of apartments off a circulation core on a single level is 8. Where this is not achieved, no more than 12 apartments should be provided off a circulation core on a single level.For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40. | | | | | | | | | | | | |
| | Objective 4F-2 Common circulation spaces promote safety and provide for social interaction between residents. | <ul style="list-style-type: none">2.5m wide corridors are proposed to promote social interaction and safety. | ✓ | | | | | | | | | | |
| 4G - Storage | Objective 4G-1 Adequate, well-designed storage is provided in each apartment. <ul style="list-style-type: none">In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: <table border="1"><tr><th>Dwelling type</th><th>Storage size volume</th></tr><tr><td>Studio units</td><td>4m²</td></tr><tr><td>1 bed units</td><td>6m²</td></tr><tr><td>2 bed units</td><td>8m²</td></tr><tr><td>3+ bed units</td><td>10m²</td></tr></table> <ul style="list-style-type: none">At least 50% of the required storage is to be located within the apartment. | Dwelling type | Storage size volume | Studio units | 4m ² | 1 bed units | 6m ² | 2 bed units | 8m ² | 3+ bed units | 10m ² | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ |
| Dwelling type | Storage size volume | | | | | | | | | | | | |
| Studio units | 4m ² | | | | | | | | | | | | |
| 1 bed units | 6m ² | | | | | | | | | | | | |
| 2 bed units | 8m ² | | | | | | | | | | | | |
| 3+ bed units | 10m ² | | | | | | | | | | | | |
| 4H – Acoustic privacy | Objective 4H-1 Noise transfer is minimised through the siting of buildings and building layout. | <ul style="list-style-type: none">Consistent with ADG requirements, subject to compliance with the recommendations contained in the Acoustic Report (conditioned). | ✓ | | | | | | | | | | |
| | Objective 4H-2 Noise impacts are mitigated within apartments through layout and acoustic treatments. | <ul style="list-style-type: none">Consistent with ADG requirements. | ✓ | | | | | | | | | | |
| 4K – Apartment mix | Objective 4K-1 A range of apartment types and sizes is provided to cater for different household types now and into the future. | <ul style="list-style-type: none">A mixture of 1, 2, and 3-bedroom apartments is proposed. | ✓ | | | | | | | | | | |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED |
|------------------------------------|--|--|----------|
| | Objective 4K-2 The apartment mix is distributed to suitable locations within the building. | <ul style="list-style-type: none"> Different apartment types are distributed evenly to maximise equitable access to sunlight and amenity. | ✓ |
| 4M - Facades | Objective 4M-1 Building facades provide visual interest along the street while respecting the character of the local area. | <ul style="list-style-type: none"> The proposal has been amended to provide greater articulation at the lower podium levels. The eastern portion of the development is oriented away from Parramatta Road to reduce the actual and perceived bulk of the development. The proposed planters to the Level 8 roof edge will soften the bulk of the development when viewed from the surrounding area. | ✓ |
| | Objective 4M-2 Building functions are expressed by the façade. | <ul style="list-style-type: none"> The serviced apartments are clearly separate from the residential tower above the podium levels and the retail uses at ground floor. | ✓ |
| 4N – Roof design | Objective 4N-1 Roof treatments are integrated into the building design and positively respond to the street. | <ul style="list-style-type: none"> Roof treatments are integrated into the building design. The proposal has been amended to comply with the SLEP 2012 height control. | ✓ |
| 4O – Landscape design | Objective 4O-1 Landscape design is viable and sustainable. | <ul style="list-style-type: none"> The proposed landscaping plan is generally supported. | ✓ |
| | Objective 4O-2 Landscape design contributes to the streetscape and amenity. | <ul style="list-style-type: none"> The proposed landscape design will enhance the streetscape and amenity. | ✓ |
| 4P – Planting on structures | Objective 4P-1 Appropriate soil profiles are provided. | <ul style="list-style-type: none"> A condition is included to require appropriate soil depths are provided to encourage plant growth in planting on structures. | ✓ |
| | Objective 4P-2 Plant growth is optimised with appropriate selection and maintenance amenity. | <ul style="list-style-type: none"> The proposed plant schedule is supported. | ✓ |
| | Objective 4P-3 Planting on structures contributes to the quality and amenity of communal and public open spaces. | <ul style="list-style-type: none"> Additional deep soil planting is provided in the revised drawings adjacent the eastern boundary with Ismey Reserve. The proposed planting on structures in the Level 8 communal open space area will enhance the amenity and useability of the space. | ✓ |

| TOPIC | OBJECTIVE | COMMENTS | ACHIEVED |
|--------------------------------|---|--|----------|
| 4Q – Universal design | Objective 4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members. <ul style="list-style-type: none"> Developments achieve a benchmark of 20% of the total apartments incorporating the Liveable Housing Guidelines silver level universal design feature. | <ul style="list-style-type: none"> A condition is included requiring the proposal to achieve the 20% benchmark (Condition 5.3). A standard condition is included to require compliance with the BCA and relevant AS regarding access for persons with a disability (Conditions 5.14 & 5.15). | ✓ |
| | Objective 4Q-2 A variety of apartments with adaptable designs are provided. | <ul style="list-style-type: none"> Consistent with Council's requirements. | ✓ |
| | Objective 4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs. | <ul style="list-style-type: none"> Rooms incorporate flexible design to support multiple functions. | ✓ |
| 4T – Awning and signage | Objective 4T-1 Awnings are well located and complement and integrate with the building design. | <ul style="list-style-type: none"> The design of awnings is well integrated into the overall design and building form. | ✓ |
| 4U – Energy efficiency | Objective 4U-1 Development incorporates passive environmental design. | <ul style="list-style-type: none"> Solar access, natural daylight and ventilation is maximised in the building design. | ✓ |
| 4W – Waste management | Objective 4W-1 Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents. | <ul style="list-style-type: none"> Waste service provision is adequate and provides for the separation of general household waste and recyclables. | ✓ |

5.6 Strathfield Local Environmental Plan (SLEP) 2012

The proposal is acceptable when considered against the general aims of SLEP 2012, as follows:

| 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> | ✓ |
| (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> | ✓ |
| (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> | ✓ |
| (d) | <i>To provide opportunities for economic growth that will enhance the local community</i> | ✓ |
| (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> | ✓ |
| (f) | <i>To identify and protect environmental and cultural heritage</i> | ✓ |
| (g) | <i>To promote opportunities for social, cultural and community activities</i> | ✓ |
| (h) | <i>To minimise risk to the community by identifying land subject to flooding and restricting incompatible development</i> | ✓ |

Permissibility

The subject site is Zoned B4 Mixed-Use under SLEP 2012.

The proposed development for a 25-storey mixed-use building is permitted with consent.

Zone objectives

The proposal satisfies the zone objectives in that:

- the proposal provides for a compatible mix of land uses; and
- the site is strategically located in proximity to public transport and encourages walking and cycling.

Part 4: Principal development standards

Clause 4.3A – Exceptions to Height of Buildings (Parramatta Road Corridor)

| Clause | Standard | Controls | Proposed | Complies |
|-------------------|---|-------------------|-----------------|-----------------|
| 4.3A | Height of buildings | 80m (Key Site 33) | 80m | ✓ |
| Objectives | | | | |
| (a) | To ensure that development is of a height that is generally compatible with or which improves the appearance of the existing area | | | ✓ |
| (b) | To encourage a consolidation pattern that leads to the optimum sustainable capacity height for the area | | | ✓ |
| (c) | To achieve a diversity of small and large development options. | | | ✓ |

Clause 4.4A – Exceptions to Floor Space Ratio (Parramatta Road Corridor)

| Clause | Standard | Controls | Proposed | Complies |
|-------------------|--|---------------------|-----------------|-----------------|
| 4.4A | Floor Space Ratio (land in Parramatta Road Corridor) | 4.5:1 (Key Site 33) | 0.45:1 | ✓ |
| Objectives | | | | |

| | | |
|-----|---|---|
| (a) | To ensure that dwellings are in keeping with the built form character of the local area | ✓ |
| (b) | To provide consistency in the bulk and scale of new dwellings in residential areas | ✓ |
| (c) | To minimise the impact of new development on the amenity of adjoining properties | ✓ |
| (d) | To minimise the impact of development on heritage conservation areas and heritage items | ✓ |
| (f) | In relation to Parramatta Road Corridor – to encourage a sustainable consolidation pattern that optimises floor space capacity in the corridor. | ✓ |

Part 5: Miscellaneous Provisions

Clause 5.10 - Heritage Conservation

The site is in the vicinity of several items of local heritage significance, as follows:

| Schedule 5, Strathfield LEP 2012 | | |
|--|--|-----------------------|
| Item | Address | Item No. (Schedule 5) |
| Railway bridge with Arnotts sign over road | Parramatta Road, Homebush | I29 |
| Milestone | Parramatta Road (south side) and Bridge Road (east side), Homebush | I30 |
| Former Homebush Theatre | 55–57 Parramatta Road, Homebush | I31 |
| Horse and Jockey Hotel | 70 Parramatta Road, Homebush | I32 |
| Commercial building—two storey inter-war stripped classical style building (shops) | 72–76 Parramatta Road, Homebush | I33 |
| Railway Viaduct over Powells Creek | Railway land, Homebush | I34 |
| Schedule 5, Canada Bay LEP 2013 | | |
| Baker House Quarter (former Arnott's complex) | 11, 20-22 George Street, North Strathfield | I541 |

Council's Heritage Advisor has considered the proposal against the matters of consideration under Clause 5.10.

The proposal is acceptable regarding Clause 5.10, subject to:

- (i) the incorporation of materials such as brick or sandstone that reflect the federation of period of listed items in the vicinity, within the retaining walls facing Ismay Reserve and Parramatta Road within the paved areas; and
- (ii) the incorporation of federation tiles and patterns into sections of the columns and retaining walls.

The changes sought to the external materials schedule is to be submitted to Council's Heritage Advisor for approval (**Conditions 5.9 & 5.10**).

Part 6: Local Provisions

Clause 6.1 Acid sulfate soils

As the basement car park below the development has already been constructed, there is no risk of acid sulfate soil affectation. As such, no further assessment is required under Clause 6.1.

Clause 6.2 Earthworks

No earthworks are proposed.

Clause 6.3 Flood planning

No objections are raised by Council's Engineer to the ground level of the proposed building having regard to the most recent flood study of Powells Creek to the east of Ismay Reserve.

Clause 6.4 Essential services

The site is serviced by all essential services.

4.15 (1)(a)(ii) any draft environmental planning instruments

None.

4.15(1)(a)(iii) any development control plan**5.7 STRATHFIELD CONSOLIDATED DEVELOPMENT CONTROL PLAN (SCDCP) 2005**

The following is an assessment of the proposal's compliance with the relevant provisions contained within SCDCP 2005.

Clause 1.3 Land to Which this Plan Applies

Clause 1.3 excludes the application of SCDCP 2005 to sites covered by site-specific DCP's including DCP 20 – Parramatta Road, Corridor.

An amendment to SCDCP 2005 to include the application of SCDCP 2005 to land within the Parramatta Road Corridor was adopted by Council on 04/08/20. The advertising period has now ceased (09/09/20), and a report is being prepared for the Council.

Thus, while the provisions of SCDCP 2005 do not strictly apply, the relevant sections of SCDCP 2005 are considered below:

5.7.1 Part H - Waste Management

A Waste Management Plan for the construction period and ongoing operation of the premises (prepared by EcCell Environmental Management Pty Ltd) has been submitted with the application.

The proposal is acceptable regarding Part H of SCDCP 2005.

5.7.2 Part I – Provision of off-street parking**On-site car parking provision**

As per SEPP 65, the site is located within 800m of a railway station and hence the minimum car parking requirements for residents and visitors should follow the RMS Guide to Traffic Generating Developments (GTTGD) or Council's DCP, whichever is less.

The GTTGD sets out the lesser requirement. The proposed development generates the following on-site car parking requirement:

| RMS Guide to Traffic Generating Development | | | |
|--|-----------------|----------------------------|-----------------------------|
| Residential | Quantity | Rate | Requirement (spaces) |
| 1 bed | 36 | 0.6 spaces per 1-bed unit | 21.6 |
| 2 bed | 79 | 0.9 spaces per 2-bed unit | 71.1 |
| 3 bed | 10 | 1.40 spaces per 3-bed unit | 14 |
| Visitor | 125 | 1 space per 5 units | 25 |
| Total | | | 131.7 |
| Serviced apartments* | | | |
| 1 bed | 49 | 0.6 spaces per 1-bed unit | 29.4 |

| | | | |
|--|-------------------|----------------------------|--------------------|
| 2 bed | 28 | 0.9 spaces per 2-bed unit | 25.2 |
| Total | | | 55 |
| DCP 20 – Parramatta Road Corridor | | | |
| | NLA | Rate | Requirement |
| Retail | 317m ² | 1 space / 50m ² | 7 (rounded up) |

*The visitor parking requirement does not apply to the serviced apartments.

The proposed total on-site parking of 201 car spaces (set aside under DA2014/35) satisfies the above minimum parking requirements. The proposed on-site car allocation is as follows:

- 7 spaces for commercial
- 36 spaces for serviced apartments
- 133 spaces for residential
- 25 spaces for residential visitors

This allocation appears to oversupply the residential component but undersupply the serviced apartments. As such, **Conditions 5.2 & 8.4** are recommended to redistribute 19 residential car parking spaces to the serviced apartment component, as follows:

Parking associated with the development is to be allocated as follows:

- 7 spaces for commercial
- 55 spaces for serviced apartments
- 114 spaces for residential
- 25 spaces for residential visitors

Vehicle traffic generation

Council's Traffic Engineer has undertaken an assessment of the estimated traffic generation from the proposed development. This is concluded to be moderate and acceptable.

On-site parking layout

Vehicular access is to be provided via an approved (existing) driveway off Powell Street. Council's Traffic Engineer has advised that the sightlines at the property boundary do not conform AS2890.1. As such, **Condition 5.2** is recommended requiring:

- convex mirrors to be installed at the driveway access within the property boundary, to improve drivers' sight lines to pedestrians; and
- the provision of a stop-sign and a speed hump at the exit from the site to improve safety. The stop sign must be accompanied by the associated line marking and the speed hump shall be set back by 1.5 metres from the boundary alignment.

Bicycle parking provision

The *Parramatta Road Corridor Urban Transformation Planning and Design Guidelines* stipulates the following bicycle parking rates:

- residents – one bicycle parking space per dwelling;
- residential visitors – one bicycle parking space per 10 dwellings;
- retail staff – one space per 250m²; and
- retail visitor – two spaces plus one additional one space per 100m².

| Residential | Quantity | Rate | Requirement (spaces) |
|--------------------|-------------------|--|-----------------------------|
| residents | 125 | 1 space per dwelling | 125 |
| visitor | 125 | 1 space per 10 dwellings | 12.5 |
| retail staff | 339m ² | 1 space per 250m ² | 1 |
| retail visitor | 339m ² | two spaces plus additional one space per 100m ² | 5 |
| Total | | | 144 |

The proposal includes 131 spaces for residents and 20 spaces for visitors and retails. The overall provision is satisfactory.

Loading/unloading

The proposed development will retain the loading/unloading arrangement under the Stage 1 approval. This is supported. It is noted that the serviced apartments will not operate like a hotel porte-cochere and does not require a designated pick-up/drop-off area within the basement.

Conclusion

The proposal is acceptable regarding Part I of SCDCP 2005.

5.7.3 Part P – Heritage

Section 3 of Part P sets out the guidelines for development in the vicinity of heritage items. This is discussed in **Section 6.6** under Clause 5.10 of SLEP 2012.

The proposal, subject to amendments to the materials schedule to better reflect the Federation materials of listed items in the vicinity (**Conditions 5.9 & 5.10**), is acceptable regarding Part P.

5.7.4 Part Q – Urban Design controls (SCDCP 2005)

The principal aim of Part Q is to facilitate design excellence to deliver the highest standard of architectural, urban and landscape design.

The proposal is acceptable regarding Part Q, for the following reasons:

- The building design will deliver a high-quality built-form outcome and provide a positive contribution to the streetscape.
- The proposal has been skilfully designed to reduce the actual and perceived bulk and scale of the building through the podium levels, orientation of the eastern portion of the development away from Parramatta Road, western-side setback of the residential tower component, highly articulated façade at the podium levels, and use of vertical landscape elements.
- The built form to site area ratio is appropriate to the location and corner site location.
- The proposal encourages active transport options.
- A high level of amenity will be provided to future occupants.
- The proposed landscape plan and connection to Ismay Reserve will enhance the landscape amenity of the site and streetscape contribution.
- Clearly defined, legible entries are provided.
- Activation of the adjoining public domain is achieved through ground floor retail uses.
- Noise and visual privacy attenuation measures are integrated into the design of the development.
- Through-site pedestrian linkages are well conceived including connection to Ismay Reserve and access to the Bakehouse Quarter Precinct.
- The building height at the street frontage and front setback is compatible with adjacent development.

5.7.5 PART W - WASTE SENSITIVE URBAN DESIGN

Council's engineer has commented on the proposal, as follows:

"I have reviewed the stormwater management report prepared by ACOR Consultants, Rev E, Project No. SY190976, Document No. SY190976_SWMR, dated 07.01.2020.

Section 3.2 of the report states that site incorporates an approved stormwater management system, which included future Stage 2 works. The proposed Stage 2 stormwater

management system will connect directly to the existing approved system, hence no further comments.”

As such, the proposal is acceptable regarding Part W of SCDCP 2005.

5.8 Strathfield DCP 20 – Parramatta Road Corridor

Strathfield Development Control Plan No. 20 came into force in May 2006.

This document has been superseded by SEPP 65 and the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS), except for the on-site car parking requirement for retail development under Clause 2.13.1. This is addressed in **Section 6.7.2** of this report.

5.9 Parramatta Road Corridor Urban Transformation Strategy (2016)

Land use

The proposal is consistent with the B4 mixed-use zoning of the site and would deliver a mixed-use development with an integrated range of uses appropriate to the location.

Built Form Guidelines

The 80m height limit and FSR of 0.5:1 recommended for the site is superseded by the current LEP controls of 80m and 4.5:1, respectively.

Section 117 Ministerial Direction

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was adopted by the NSW Government and is given statutory force by a Ministerial Direction under Section 117 of the Environmental Planning and Assessment Act 1979 (Section 117 Ministerial Direction).

The Planning Proposal is consistent with Part 7.3 *Parramatta Road Corridor Urban Transformation Strategy* of the Section 117 Ministerial Direction in the following manner:

- the proposal is consistent with the recommended heights, densities, and active transport goals;
- the proposed mix of uses would contribute to the greater Corridor and Precinct in terms of community, economic and environmental benefits; and
- the proposal would contribute to a diverse and resilient economy by providing a range of non-residential and complementary uses.

5.10 Parramatta Road Corridor Urban Transformation Planning and Design Guidelines - Implementation Tool Kit (2016)

Part 3.2: Heritage and Fine Grain guidelines in the corridor

The proposal, subject to **Conditions 5.9 & 5.10** requiring changes to the materials schedule, would not detract from listed items in the vicinity.

Part 3.6: Traffic and transport

The existing vehicular access via Powell Street is to be retained. Connection to the existing open space area under the M4 Motorway on ramp will be enhanced under the proposal.

The traffic and parking impacts associated with the proposal are acceptable.

Part 3.8: Car parking

The proposal utilises 201 existing basement car parking spaces constructed as part of DA2014/35. The basement parking is not visible from the public domain. The on-site car parking provision is compliant.

Part 3.9: Active transport

Active transport is encouraged through the provision of on-site bicycle parking facilities (in excess of the requirement) and proximity to public transport options.

Part 4.1: Building configuration and site planning

The proposed building siting is constrained by the construction of Buildings A and B under DA2014/35.

Active frontages are provided at the ground floor plane. The number of retail tenancies has been increased under the revised scheme to enhance activation of the adjoining public domain.

Part 4.2: Building massing, scale and building articulation

The revised proposal has introduced greater articulation to the podium levels.

The proposal incorporates an appropriately scaled podium with slender town form above to create a pedestrian scale at street level. The tower is setback on the western side, and the eastern portion is oriented away from Parramatta Road to reduce the actual and perceived bulk of the development when viewed from the surrounding area.

Part 4.3 – Setbacks and street frontage heights

New development along Parramatta Road is required to provide a 6m green setback. Under the original DA, Building C was approved with no setback to Parramatta Road. The location of the proposed building is constrained by the location of the existing basement and already constructed Buildings A and B.

The proposed nil setback to Parramatta Road will align with Building B and create a cohesive streetscape. Planter boxes originally proposed to Parramatta Road are conditioned to be reinstated to enhance the streetscape contribution (**Condition 5.2**). It is noted that the eastern portion of the building is oriented away from Parramatta Road towards Ismay Reserve to further reduce the bulk and scale of the development and to enhance visual interest when viewed from the surrounding area.

Part 4.5: Building Typologies

Floor to ceiling heights are consistent with ADG requirements. A greater ceiling height is provided at ground floor for the retail tenancies.

Part 4.5 states that for mixed-use developments, non-retail uses such as supermarkets, child-care centres, community facilities, and medical suites that service the local residential land worker population are to be provided. While the application does not propose non-retail uses and a large number of vacant ground floor tenancies are observed along Parramatta Road including that of Building B, it is considered that the market will ultimately determine the most appropriate use of the ground floor tenancies. A condition requiring that a DA be submitted for any first use of the retail premises is recommended (**Condition 2.3**).

Part 4.8: Amenity

The proposal meets the requirements under the ADG regarding amenity considerations.

4.15 (1)(a)(iia) any planning agreement or draft planning agreement

None.

4.15 (1)(a)(iv) matters prescribed by the regulations

Clause 92 Additional matters that the consent authority must consider

Clause 92(1)(b) of the EP&A Regulation 2000 requires all demolition works to be carried out in accordance with Australian Standard AS 2601-2004: *The demolition of structures*. While the proposal is for above-ground works, a condition to this effect is included within the Recommendation, in the event of any demolition works (**Condition 6.1**).

Clause 98(1)(a) Compliance with the Building Code of Australia (BCA)

All works are required to be carried out in accordance with the *Building Code of Australia*. This a prescribed condition of development consent under Clause 98(1) of the EP&A Regulation 2000 (**Condition 11.2**).

Clause 98A Erection of signs

A sign must be erected in a prominent position on the site on which building work, subdivision work or demolition work is being carried, in accordance with the requirements of clause 98A of the *Environmental Planning and Assessment Regulation 2000*. This a prescribed condition of development consent under Clause 98A of the EP&A Regulation 2000 (**Condition 11.3**).

4.15(1)(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

All likely impacts have been addressed elsewhere in the report or are satisfactory and not warrant further consideration.

4.15 (1)(c) the suitability of the site for the development

The proposal is suitable to the site for the following reasons:

- The suitability of the site for the proposed mixed-use development was established in the approval of DA2014/35 and SLEP 2012 Amendment No. 12 to increase the maximum building height and FSR on the site to 80m and 4.5:1, respectively. No variation is sought to these development standards.
- The proposal has been amended to provide greater modulation and articulation of the façade, improved connectivity to Ismay Reserve.
- The proposal is consistent with the *Parramatta Road Urban Transformation Strategy* and would provide for an appropriate mix of uses.
- The proposal is acceptable having regard to the SLEP 2012 and SCDP 2005, subject to conditions.
- The proposal would not give rise to any unacceptable environmental impacts on both the natural and built environments, and social and economic impacts in the locality. A condition is included to redistribute residential car parking spaces to address the serviced apartment car parking shortfall.
- The proposal is in the public interest.

4.15 (1)(d) any submissions made in accordance with this Act or the regulations

The application was notified from 29/01/2020 to 19/02/2020 in accordance with Council's notification policy. Revised plans (dated 12/06/20) have been uploaded to Council's website. The revised plans did not need to be re-notified to surrounding residents and objectors because the modifications would not give rise to any additional impacts.

Three (3) submissions were received from:

- 1) Adrian Yung & Elaine Lee, 35/52-58 Parramatta Road, Homebush;
- 2) Ming Liu and Zheng Chen, 23/52-58 Parramatta Road, Homebush; and
- 3) Himanshu & Mansi Desai, 20/52-58 Parramatta Road, Homebush.

The following issues were raised:

| Issue | Concerns | Assessing officer's comments |
|---------------------------------|--|---|
| Traffic | <ul style="list-style-type: none"> Cumulative impact of approved development within 50m of the site along Parramatta Road including the opening of the Westconnex entrance, on traffic congestion. Loss of aural privacy amenity to residents due to increased traffic volume. Increase in jaywalking across Parramatta Road and Station Street. Increased risk to pedestrian safety | <ul style="list-style-type: none"> Council's Traffic Engineer has assessed the estimated traffic generation of the proposal and determined this to be moderate and acceptable. An acoustic report has been prepared. The noise threshold established under SEPP (Infrastructure) 2007 for residential development adjoining a major road can be achieved, subject to recommendations in the report (conditioned). Pedestrian safety measures at the existing vehicular access point are conditioned. The impact to pedestrian safety from the proposed development is acceptable. |
| Solar access and privacy | <ul style="list-style-type: none"> Loss of privacy and views to residential units at 52-58 Parramatta Road (including units 23 and 35) due to the proposed 25-storey building height. Loss of solar access and privacy to roof top terrace of Unit 35, 52-58 Parramatta Road. Loss of solar access to two (2) bedrooms to unit 20/52-58 Parramatta Road on the south-western side of the proposed building. Loss of solar access to 52-58 Parramatta Road, Homebush. | <ul style="list-style-type: none"> The submitted shadow diagrams indicate that the proposal will cause overshadowing to 52-58 Parramatta Road at 9am mid-winter. At 12pm and 3pm 52-58 Parramatta Road will be cast in shadow by Building B. Overshadowing impacts to the surrounding properties was assessed in detail at the planning proposal stage and determined to be acceptable by virtue of the gazettal of LEP amendments to increase the height and FSR controls on the site. The proposal is consistent with the LEP height and FSR controls. There are no significant views impacted by the proposal. |
| Car parking | <ul style="list-style-type: none"> Based on the submitted traffic report, only 201 car spaces have been allocated for the new building, whereas the other two (2) buildings with less density will have 242 car spaces. Short-term accommodation will attract more visitors and result in an increased parking demand. Higher density on the site should not be approved without adequate solutions to | <ul style="list-style-type: none"> The on-site car parking provision is compliant. Redistribution of 19 residential spaces to the serviced apartment component to satisfy the shortfall, is conditioned. |

| | | |
|---|---|---|
| | address the traffic problems on Parramatta Road. | |
| Demand for existing services and public facilities | <ul style="list-style-type: none"> Increased density will increase demand on existing public facilities, schools, and shops. | <ul style="list-style-type: none"> The cumulative impact of development along Parramatta Road was considered in the release of the PRCUTS. A 7.11 contribution is payable and is conditioned. |

4.15 (1)(e) *the public interest*

The proposal is in the public interest.

6 SECTION 7.11 CONTRIBUTIONS

6.1 STRATHFIELD DIRECT CONTRIBUTIONS PLAN 2010 - 2030

Pursuant to section 7.11 of the EP&A act, the following contribution is payable (**Condition 5.1**):

| DEVELOPMENT CONTRIBUTIONS | |
|--|-----------------------|
| Roads and Traffic Management | 259,143.41 |
| Local Open Space | 1,161,460.68 |
| Major Open Space | 1,781,379.47 |
| Community Facilities | 383,567.96 |
| Administration | 33,739.45 |
| Total Payable under Strathfield Direct Development Contributions Plan 2010 - 2030 | \$3,619,290.95 |

7 CONCLUSION

The proposal subject to the recommended conditions of consent is acceptable against the relevant considerations under Section 4.15 for the following reasons:

- the proposal is acceptable having regard to *SEPP 65 – Design Quality of Residential Apartment Development* and *SEPP (Infrastructure) 2007*;
- the proposal is consistent with the *Parramatta Road Urban Transformation Strategy* and accompanying planning guidelines toolkit;
- the proposal is acceptable having regard to *Strathfield LEP 2012*, *Strathfield Consolidated DCP 2005*, and *DCP 20 – Parramatta Road Corridor*;
- the proposal would give rise to any unacceptable environmental impacts on both the natural and built environments, and social and economic impacts in the locality;
- the site is suitable for the proposed development; and
- the proposal is in the public interest.

8 RECOMMENDATION

Pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979*, the Sydney Eastern City Planning Panel as Consent Authority, approved Development Application No. 2020/08 for the construction of a 25-storey mixed use development over an existing 4-level basement car park (approved under DA 2014/35) comprised of 2 ground floor retail tenancies, 7 floors of serviced apartments (77 apartments), and 17 floors of residential apartments (125 apartments) above on land at 21 Parramatta Road, subject to draft conditions of consent (**Annexure 1**).

9 ANNEXURES

| Annexure | Document | Prepared By |
|----------|--|---|
| 1 | Draft Conditions of Consent | Assessment Officer - Council |
| 2 | Architectural plans (revised 12/06/20) | SJB Architects |
| 3 | Survey Plans | StrataSurv |
| 4 | Landscape Plans (revised 09/06/20) | Site Design + Studios |
| 5 | Landscape Design Intent Statement | Site Design + Studios |
| 6 | Statement of Environmental Effects | BBC Consulting |
| 7 | Traffic and Parking Assessment Report | Varga Traffic Planning Pty Ltd |
| 8 | Wind Assessment Report | GWTS |
| 9 | Reflectivity Report | Thermal Environmental |
| 10 | Section J Report | Thermal Environmental |
| 11 | SEPP 65 Report | SJB Architects |
| 12 | Acoustic Report | Acouras Consultancy |
| 13 | BASIX Certificate 1061924M | ESD Synergy Pty Ltd |
| 14 | BASIX Assessment Report | ESD Synergy Pty Ltd |
| 15 | Accessibility Report | ABE Consulting |
| 16 | Operational Waste Management Plan | EcCell Environmental Management Pty Ltd |
| 17 | Waste Management Plan Construction | Not specified |
| 18 | National Construction Code Assessment Report | Certis (NSW) Pty Ltd |