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ADDENDUM STATEMENT OF ENVIRONMENTAL EFFECTS – DA 2019/143

11-17 Columbia Lane,
Homebush

Prepared for
COLUMBIA LANES DEVELOPMENT PTY LTD
27 July 2020

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Clare Brown
Associate Director	Samantha Wilson
Consultant	Jack Kerstens, Eliza Scobie
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CONTENTS

1.	Introduction	1
2.	Amended Development Application.....	3
2.1.	Summary of Changes – DA 2019/143	3
2.2.	Comparison of RFI and Amended Development Proposal.....	4
2.3.	Revised Development Description – DA 2019/143	9
3.	Response to Matters Raised by Council.....	11
4.	Planning Assessment	33
4.1.	Environmental Planning Instruments	33
4.1.1.	State Environmental Planning Policy No. 55 (Remediation of Land).....	33
4.1.2.	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	33
4.1.3.	State Environmental Planning Policy (Infrastructure) 2007.....	33
4.1.4.	State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development.....	34
4.1.5.	Strathfield Local Environmental Plan 2012	36
4.2.	Local Policies	38
4.2.1.	Paramatta Road Corridor Urban Transformation Strategy.....	38
4.2.2.	Strathfield Development Control Plan 2005	45
4.2.3.	Strathfield Development Control Plan No. 20 – Parramatta Road Corridor.....	52
5.	Section 4.15 Assessment	56
6.	Conclusion	58
7.	Disclaimer	60
Appendix A	Revised Architectural Plans	
Appendix B	Revised Design Verification Statement	
Appendix C	Revised Landscape Design Report	
Appendix D	Addendum Urban Design Peer Review	
Appendix E	BASIX Advice Letter	
Appendix F	Heritage Impact Statement	
Appendix G	Heritage Interpretation Strategy	
Appendix H	Revised Acoustic Report	
Appendix I	Revised Transport Impact Assessment	
Appendix J	Updated Operational Waste Management Plan	
Appendix K	Lift Operation Traffic Analysis Report	
Appendix L	Go Get Letter of Support	

FIGURES

Figure 1	View looking west along Gramophone Lane towards Powells Creek	4
Figure 2	View looking south-west from the corner of Gramophone Lane and Nipper Street.....	5
Figure 3	View looking north along Powells Creek from the southern edge of the development.....	6
Figure 4	View looking south-east from 14-16 Station Street across the Powells Creek corridor.....	7
Figure 5	View looking south west from the corner of Columbia Lane and Gramophone Lane.....	8

TABLES

Table 1 Key Numerical Summary of Amended Proposal	9
Table 2 Response to Council's Letter dated 22 May 2020.....	11
Table 3 Summary of ADG Assessment.....	34
Table 4 Strathfield LEP 2012 Assessment	36
Table 5 Planning and Urban Design Guidelines Assessment.....	38
Table 6 SDCP 2006 Assessment	45
Table 7 Consistency with Strathfield DCP 2006 No. 20	52
Table 8 Section 4.15 Assessment	56

1. INTRODUCTION

This addendum Statement of Environmental Effects (**SEE**) has been prepared by Urbis on behalf of Columbia Lane Developments Pty Ltd (**the Proponent**). The purpose of this addendum SEE is to respond to the matters raised by Strathfield Council (**Council**) in the letter dated 22 May 2020 in relation to Development Application (**DA**) D/2019/143 at 11-17 Columbia Lane, Homebush (**the site**).

This site has been the subject of a lengthy planning process. On 19 July 2019, the Department of Planning, Industry and Environment gazetted a site-specific amendment to the *Strathfield Local Environmental Plan 2012* (**Strathfield LEP 2012**) to amend the land use zoning, height, and floor space ratio development standards applicable to the site. These amendments intended to achieve consistency with the Paramatta Road Corridor Urban Transformation Strategy and the Paramatta Road Corridor Implementation Tool Kit.

Following gazettal, a Development Application (DA 2019/143) was lodged with Council in September 2019 after extensive discussions with Council and their independent advisors during a formal pre-DA process. The discussions with Council continued through the assessment process, which led to a re-design of the proposal in response to a Council Request for Information in December 2019.

In April 2020, a Class 1 appeal (“deemed refusal”) was submitted to the Land and Environment Court of NSW (**LEC**). Notwithstanding this, the proponent is willing to work through key considerations with Council and the Sydney Eastern Planning Panel (**the Panel**) to achieve a positive outcome that is in the public interest, outside of the LEC process.

This current design refinement of the design of the proposal follows the presentation of the scheme and briefing to the Panel on 14 May 2020. At this meeting, the Panel recommended an opportunity be afforded to the Proponent, prior to determination, to ascertain whether significant amendments to the design would be considered that address Council’s outstanding concerns.

Accordingly, in response to the matters raised by Council, we are formally seeking to amend DA 2019/143 in accordance with clause 55 of the *Environmental Planning and Assessment Regulations 2000* (**the Regulations**). The objective of the DA remains to redevelop the site for the purpose of a mixed-use development incorporating residential and retail land uses, affordable housing units, basement car parking and servicing, and delivery of a significant area of communal open space at the intersection of Gramophone Lane and Columbia Lane. The revised design has responded to the issues raised by the Council and the Panel, and it responds to the local context and to mitigate environmental and amenity impacts on the adjacent land. Specifically, the amended scheme seeks to address urban design and heritage feedback obtained from Council and specialist consultant advisors.

This amended DA presents an improved proposal than previously submitted and presented to Council and the Panel. This addendum SEE and associated documentation reaffirms the application’s consistency and compliance with the relevant environmental planning instruments and policies, including the Parramatta Road Corridor Urban Transformation Strategy and Strathfield Development Control Plan 2005. This application provides Council with sufficient information and certainty to support approval of the application subject to relevant conditions of consent.

This addendum SEE is accompanied by a range of plans and reports prepared by specialist consultants to provide a comprehensive analysis of the revised design. These address the key issues and impacts associated with the amended development, and includes the following documentation:

- Revised Architectural Plans prepared by MPA (**Appendix A**);
- Revised Design Verification Statement prepared by MPA (**Appendix B**);
- Revised Landscape Plans and Report prepared by Clouston Associates (**Appendix C**);
- Addendum Urban Design Peer Review prepared by Architectus (**Appendix D**);
- BASIX advice letter prepared by Building and Energy Consultants (**Appendix E**) (to be followed by a final BASIX submitted subsequent to this addendum SEE);
- Heritage Impact Assessment prepared by Urbis (**Appendix F**);
- Heritage Interpretation Strategy prepared by Urbis (**Appendix G**);
- Revised Acoustic Report prepared by EMM (**Appendix H**);

- Revised Traffic and Transport Impact Statement prepared by MLA (**Appendix I**);
- Updated Operational Waste Management Plan prepared by Elephants Foot (**Appendix J**);
- Lift Operation Traffic Analysis Report prepared by Schindler (**Appendix K**); and
- Letter of Support prepared by GoGet (**Appendix L**).

This addendum SEE should be read in conjunction with the Statement of Environmental Effects prepared by Urbis and appended reports which was initially lodged in September 2019, and the Response to Request for Information submitted in December 2019.

2. AMENDED DEVELOPMENT APPLICATION

In response to Council's letter dated 22 May 2020 and the recommendations put forward by the Panel, this section summarises the amendments to the proposal under Development Application 2019/143 in accordance with clause 55 of the Regulations.

2.1. SUMMARY OF CHANGES – DA 2019/143

The follow amendments are proposed to the detailed design and works sought under DA 2019/143 (as amended by the revised plans and supporting documentation):

- Reduction in gross floor area from 32,840sqm to 30,839sqm, resulting in a total floor space ratio of 4.69:1.
- Reduction in the number of apartments from 389 to 360 with the following apartment mix:
 - 1-bedroom: 118 apartments (33%)
 - 2-bedroom: 210 (58%)
 - 3-bedroom: 32 (9%)
- Amendment to building envelope massing as follows:
 - Reduction in the podium height of Building A from Level 13 (RL47.6) to Level 8 (RL32.35). This creates a consistent podium height across the site and significantly reduces overshadowing of properties to the west.
 - Increase to the western podium setback of Building A from 0.445m to part 1.6m at its smallest distance and part 10.11m at its greatest distance. This significantly reduces building bulk, provides greater separation distances to the future Powells Creek corridor, and significantly reduces overshadowing of properties to the west.
- Alterations and additions to residential apartment planning as follows:
 - Addition of internal acoustic walls and acoustic ventilation plenums to achieve compliance with residential acoustic criteria.
 - Re-planning of the internal floor plan and amendment to the area of private residential terraces to improve amenity and usability on Building A.
 - Provision of a communal resident terrace on the Building A podium rooftop.
- Amendment to façade typologies and materiality as follows:
 - Addition of glazed louvres on the southern elevation for winter gardens in apartments B1.10, B2.10, B3.10, B4.10, B5.10, B6.10, B7.10 and B8.10.
 - Use of brickwork for the podium of Building A to create a consistent materiality along the podium and to differentiate between the podium and tower form.
 - Use of painted white finish on the western elevation of Building A to reduce building bulk.
 - Amendment to the façade bays of the eastern elevation of Building B to provide three façade bays with varying glazing types.
- Landscaping and urban design amendments as follows:
 - Refinement of landscaping and public domain design in the central courtyard.
 - Addition of two public plazas, located at the northern intersection of Powells Creek and Gramophone Lane and at the southern intersection of Powells Creek and Columbia Lane to allow future integration with the public recreation corridor.
 - Provision of landscaping and public domain elements within the communal resident terrace on the Building A podium rooftop.

- Reduction in basement car parking from 488 spaces to 381 spaces. This reduction is in response to Council's request to adopt the Apartment Design Guide / RMS car parking rates, as well as the revised unit mix. The reduction in spaces has enabled a refinement of circulation and access and consolidation of plant and servicing.
- Addition of four van loading bays at Basement Level 1 (3.7m x 5.5m) to complement the Ground Level loading bay.
- Addition of three car share bays along the shared zone.
- Re-design of the Ground Level western interface with Powells Creek including replacement of two residential apartments with services and additional landscaping, provision of accessible ramp access along the boundary and additional public seating areas.
- Reduction in the number of waste storage receptacles on Ground Level, and addition of a 5.5m retaining wall surrounding the southern boundary of the waste storage area to provide visual screening. The proposed materiality is dark Austral brick to correspond with the building elevation.
- Addition of 260.5sqm of solar panels on the rooftop of Building A.

2.2. COMPARISON OF RFI AND AMENDED DEVELOPMENT PROPOSAL

The following series of CGIs has been prepared to demonstrate the comparison between the architectural and landscape scheme presented in the December 2019 RFI proposal and the amended development July 2020 proposal.

As depicted in the comparison at Figure 1, significant improvements have been made to the interface with Gramophone Lane and Powells Creek. The building has been setback at the ground level to allow for additional street tree planting, the podium has been reduced in height from 13 to 8 storeys, and the building has been further setback along the western edge to improve solar access to the communal open space, Powells Creek corridor and neighbouring residential properties.

Figure 1 View looking west along Gramophone Lane towards Powells Creek



As depicted in the comparison at Figure 2 the reduced height, increased setback and amended material pallet of the western podium significantly improves building bulk and scale, opens up views of the sky, and provides a consistent streetscape appearance. The reduction in building bulk has significantly improved solar access to the communal open space, Powells Creek, and adjacent residential units at 14-16 Station Street.

Figure 2 View looking south-west from the corner of Gramophone Lane and Nipper Street



As depicted in the comparison at Figure 3 significant changes have been made to the north-west podium to improve the interface with Powells Creek, reduce impacts on the adjacent residential development, and provide greater amenity for future residents. In addition to the significant changes to the western podium, the landscape design has been amended to incorporate a new access / egress point from Gramophone Lane along the western edge, new seating and BBQ areas, and a new rooftop communal terrace. Apartments have been reoriented to provide passive surveillance and improved outlook.

Figure 3 View looking north along Powells Creek from the southern edge of the development



As shown in the comparison at Figure 4, significant improvements have been made along the western edge of the development to activate the Powells Creek corridor and provide greater amenity for future residents. Improvements include providing a greater building setback (up to 10 metres), reducing the height of the podium, providing a pedestrian entry / egress point, incorporating seating and BBQ areas within the communal open space, and providing an accessible connection to the future pedestrian bridge.

Figure 4 View looking south-east from 14-16 Station Street across the Powells Creek corridor



As depicted in the comparison at Figure 5, the significant reduction in bulk and scale at the north-western edge ensures there is a consistent podium height and streetscape appearance, improves the interface between the development, Powells Creek and the neighbouring residential properties, and provides increased amenity for existing and future residents through the provision of new street tree plantings, pedestrian connections through and around the site, and ample open space.

Figure 5 View looking south west from the corner of Columbia Lane and Gramophone Lane



2.3. REVISED DEVELOPMENT DESCRIPTION – DA 2019/143

Development Application D/ 2019/143 is seeking development consent for the redevelopment of vacant land at 11-17 Columbia Lane, Homebush, comprising:

- Site preparatory works including demolition, excavation, and remediation.
- Construction of a mixed-use development incorporating two residential towers of 25 storeys (Building A) and 26 storeys (Building B), connected by an eight-storey podium. Specifically, the development will include:
 - A total GFA of 30,839 sqm comprising retail and residential land uses, including 360 residential apartments (including three live-work suites) and two retail tenancies.
 - The provision of affordable housing units (representing 5% of the FSR uplift from the rezoning of site under Planning Proposal 2019-348).
 - Development of four basement levels to accommodate a maximum of 381 car parking spaces, 398 bicycle parking spaces, 4 van loading bays, as well as storage, plant, and services.
 - Additional bicycle storage area accommodating 40 bicycle parking spaces at Ground Level.
 - Services loading area at Ground Level, with access from Columbia Lane.
- Site landscaping works, including the embellishment of a new communal open space area in the north-eastern portion of the site, internal courtyard, and rooftop terraces.
- Provision of a new share-way which forms an extension of Nipper Street to the south, providing a connection between Gramophone Lane and Columbia Lane, a pick-up and drop-off point for residents and visitors, and three dedicated car share bays.
- Public domain works including streetscape landscaping to Columbia Lane and Gramophone Lane, and provision of two new public plazas to integrate with the future Powells Creek recreation corridor.

Key numerical aspects of the modified proposal are summarised in the table below.

Table 1 Key Numerical Summary of Amended Proposal

Component	Amended Proposal
Site Area	6,568sqm
Maximum Building Height	80 metres (RL 87)
Building A (height)	25 Storeys
Building B (height)	26 Storeys
Total GFA	30,839 sqm
Floor Space Ratio	4.69:1
Residential Dwellings	
– 1 Bedroom	– 118 (33%)
– 2 Bedroom	– 210 (58%)
– 3 Bedroom	– 32 (9%)
Total	360

Retail GFA	2 x tenancies with total GFA of 186.67 sqm 3 x live/work suites
Communal open space	3,771sqm (3,042sqm provided at Ground Level)
Deep Soil	1,484sqm
Vehicle Parking	
– Resident	– 305 (including 59 accessible spaces)
– Visitor	– 72
– Retail	– 4
Total	381
Loading Bays	5 (4 x van bays at Basement Level 1 and 1 x loading bay at Ground Level)
Bicycle Parking	438 spaces

The amended proposal is illustrated in the revised Architectural Plans provided at **Appendix A** and other supporting documentation provided at **Appendix B** to **Appendix K**.

3. RESPONSE TO MATTERS RAISED BY COUNCIL

Table 2 provides a response to the matters raised by Council in their letter dated 22 May 2020. Overall, it is considered that the amended DA has responded to and considered Council's commentary to address outstanding concerns.

Table 2 Response to Council's Letter dated 22 May 2020

Council Concern	Proposal's Response
<p>OVERSHADOWING</p> <p><i>Impacts on properties to the west</i></p> <p><i>The shadow diagrams submitted do not provide certainty that the properties to the west (14 – 16 Station Street) receive adequate sunlight at mid winter (minimum 2hrs) to maintain the amenity of the occupants of the premises.</i></p> <p><i>Council's Architect has requested clearer diagrams which demonstrate the impacts on individual apartments, contemplating current and future shadows and the different orientations of individual apartments.</i></p> <p><i>It is evident the proposal seeks to utilise the floor space ratio allowance to its maximum extent, however it should not be at the detriment of the amenity of the units within the development or on neighbouring sites. Use of the FSR allowance is currently having a negative impact on achieving a site responsive, detailed design with regards to overshadowing, bulk and scale.</i></p>	<p>Detailed overshadowing analysis and revised shadow diagrams have been prepared by MPA and are provided at Appendix A.</p> <p>Plans for the three existing buildings to the southwest of the site (14-16 Station Street) have been obtained. It is noted that the development does not impact Building A or B. Building A contains 10 units, all of which receive more than 2 hours of solar access in mid-winter. Building B contains 89 units, 68 or 76% of these receive more than 2 hours of solar access in mid-winter. The proposed development does not cast any shadow over these buildings.</p> <p>Building C contains 109 units, 75 or 69% of these currently achieve more than 2 hours of solar access in mid-winter. The proposed development will overshadow the southeast units in Building C between 9am and 9:50am in mid-winter. By 9:55am there is no overshadowing impact whatsoever on the residential properties at 14-16 Station Street.</p> <p>Significant amendments have been made to the north-west podium and Building A tower floorplate, including lowering the height of the podium from 13 to 8 storeys, providing a greater setback to the west, and cutting back the north-west leading edge of the tower floorplate. These amendments have resulted in a significant improvement in the overshadowing impact on Building C of 14-16 Station Street.</p> <p>A total of 21 units within Building C will have reduced solar access as a result of the proposed development. However, all of these units will continue to receive at least 1 hour of solar access between 9am and 3pm in mid-winter. 54 or 50% of units in Building C will continue to achieve more than 2 hours of solar access in mid-winter.</p> <p>It is noted that the proposal is consistent with the Apartment Design Guide (ADG) with regards to overshadowing. Specifically: Objective 3B-2 "Overshadowing of neighbouring properties is minimised during midwinter" provides:</p> <ul style="list-style-type: none"> – "If the proposal will significantly reduce the solar access of neighbours, building separation should be increased beyond minimums contained in section 3F Visual privacy". The western podium has been further setback to up to 10 metres. The nearest point of the Building A tower is approximately 44m from the closest point on 14-16 Station Street, almost double the typical ADG separation of 24m.

Council Concern	Proposal's Response
<p><i>Future development to be considered</i></p>	<ul style="list-style-type: none"> – “Where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%”. The proposed development does not further reduce solar access to those apartments that currently do not receive the required hours of solar access. All units impacted within Building C currently receive 2 hours or more of solar access and will continue to receive 1 hour or more of solar access in mid-winter.
<p><i>Solar access diagrams and overshadowing diagrams must include building massing for the ‘Kennard’s site’ that accurately depicts the development potential as represented in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). It is noted the Sydney Eastern Planning Panel initially deferred the Planning Proposal for a number of reasons including this concern; deciding it should be addressed at DA stage. The proposal, as submitted, inadequately addresses this issue.</i></p>	<p>It is not appropriate to consider the massing for the Kennards site given the difficulties in anticipating the design requirements. Due to the site’s large size there are many different potential configurations that may be explored.</p> <p>Thus, any building massing drawn on this site will be misleading with regard to solar impacts. Should the Kennards site be developed in the future and potentially result in overshadowing impacts to the subject site or other surrounding sites, any proposal will be required to address the same standards as this proposal with regards to the ADG’s Objective 3B-2 “Overshadowing of neighbouring properties is minimised during midwinter”. This would be consistent with what has been required / requested of the applicant as part of this amended DA.</p>
<p><i>Overshadowing / solar access for communal open space</i></p>	<p>The design has been amended by significantly reducing the height and bulk of the north-west wing of the proposal and provision of an increased setback to the western boundary adjacent to Powells Creek to improve ground level solar access to communal open space.</p>
<p><u><i>Ground floor communal open space adjoining Powell’s Creek</i></u></p>	<p>The Design Verification Statement and Urban Design Peer Review identifies that:</p>
<p><i>The Design Review Panel (DRP) raised serious concerns regarding the impact of the podium and 8-storey gallery cut-out on the</i></p>	<ul style="list-style-type: none"> – The design achieves the numeric standard for solar access to communal open space set out in the ADG and provides more than twice the total of open space as is required under the ADG (3,693 sqm of total communal open space where 1,642sqm of communal open space is required, and 918sqm which receives 2 hours of direct solar access).
<p><i>ground floor communal open space adjoining Powell’s Creek. They also raised the issue of the south facing apartments orientated into the gallery</i></p>	<ul style="list-style-type: none"> – The design amendments have resulted in an increase of solar access to the Ground Level communal open space. The amount of open space receiving direct sunlight for 2 hours in mid-winter has been increased from 77sqm to 227sqm. In addition, the design of the public domain along the western boundary has been refined to optimise the increased sunlight and future views over Powells Creek.

Council Concern	Proposal's Response
<p><i>and concerns relating to ground floor connectivity. These issues all remain unresolved.</i></p> <p><i>The application includes the ground floor landscaped area in communal open space calculations, contributing 1,631m² to the total 3,798m², however adversely, it is only 77.9m² which receives the minimum 50% direct sunlight for 2 hours in mid-winter as recommended by the Apartment Design Guide (ADG).</i></p> <p><i>Major improvements in solar access to the communal open space is required. Significant change is to be considered in combination with issues relating to sight lines along Powell's Creek and setbacks that improve the development's interface with Powell's Creek and Gramophone Lane. While Council acknowledges the area is constrained by an overhead power line easement, the design should contemplate a better, integrated interface with Powell's Creek following the future decommissioning of the substation and delivery of the Powell's Creek open space.</i></p> <p><u><i>Triangular ground floor communal open space area</i></u></p> <p><i>The inclusion of the BBQ area and shade sail do improve the amenity of the communal open space on Level 8. However, this is a</i></p>	<ul style="list-style-type: none"> – The ADG does not require communal open space (COS) with solar access to be at solely at ground level and allows for COS on podium or roof tops. It also provides for a range of activities that can occur in COS, not all of which require sun (deep soil planting, circulation spaces, passive use, and outlook areas etc.). – It is considered appropriate to provide COS on the podium or rooftops which receive solar access. – The site will have direct access to the Powell's Creek corridor park once completed which will maintain good solar access throughout the year given there is not development to the north. <p>In addition, the landscape design has been revised to improve usability of the spaces in line with Council's comments as outlined below.</p> <ul style="list-style-type: none"> – The revised design incorporates gathering spaces with fixed seating options (plazas) located along the Powells Creek corridor at the intersection with Gramophone Lane to the north west of the site, and Columbia Lane to the southeast. This is intended to optimise solar access and view corridors towards Powells Creek, with seating oriented towards the open space. The transformation of these 'dead end' lanes into attractive, accessible plazas will strengthen the linkage of open space across and along the creek corridor. – The plazas will contribute to the local character of the public domain network throughout the area. Upon completion, these spaces will complement the staged delivery of open spaces including Gramophone Lane as part of the Stage 1 works, and Columbia Lane as a consequence of the future decommissioning of the adjacent substation / open space extension. – The approach to the Gramophone Lane plaza takes full advantage of the reduction in scale of building (north-west corner), the increased setback from the canal edge, and the widening of the lane's southern footpath, to open up views to and along the creek corridor. The plaza will provide a sunny west and north facing rest/wayfinding node on the pedestrian and cycle links through the area. A secondary pedestrian gateway to the development off the plaza will also add to convenience and utilisation of the wider open space for future residents. – Both plazas will be fully accessible and integrate with the future pedestrian/bicycle networks, as proposed in the PRCUTS. – The ground floor courtyard has been redesigned to address its open, sunny western aspect and visually engage with the adjacent Powell's Creek parkland corridor. As part of this reconfiguration, a creek-side promenade will extend along the western edge of the courtyard, with three wide viewing picnic courts. This promenade provides a well-defined pedestrian connection to the residents' Gramophone Lane gateway, public open space corridor, train station and neighbouring facilities. – The viewing picnic courts will incorporate quiet seating areas, BBQ facilities and shade structures, complimenting those also provided atop the roof gardens. These additions will activate the entire Ground Floor courtyard as well as connect into the axial entries into the communal open space to the east.

Council Concern	Proposal's Response
<p><i>relatively small and exclusive congregational area with regard to the number of apartments/future residents and impacts to solar access for the ground level communal open space. More could be done to achieve greener and more interesting above ground communal open space.</i></p> <p><i>Noting the value above ground communal open space provides, these spaces cannot be used to justify a building design that does not prioritise the delivery of solar access for communal open space at ground level as these spaces are likely to be more accessible and provide greater public benefit through aesthetic improvements. The solar access challenges emphasise the need for greater setbacks and clear well landscaped pedestrian connections to surrounding public open space.</i></p>	
APARTMENT AMENITY	
<p><i>It is the opinion of Council that the proposal represents a mediocre, marginally compliant design in terms of solar access, cross flow and ventilation standards under the ADG. Whilst it is understood that the ADG determines a minimum threshold criteria, future development within the Parramatta Road corridor should reflect the spirit of the PRCUTS and deliver design excellence. Council agrees with the DRP that a redesign of the buildings could improve the overall amenity of apartments, ground floor communal open space areas, the public domain and neighbouring development and undeveloped sites. The following is not an exhaustive list of issues that remain unresolved, and is provided to direct consideration:</i></p>	
<p><i>(i) Apartments A1.01, repeated above. Council remains unsupportive of this corner of the building. A combination of limited cross ventilation and limited solar access is a poor outcome. The amendment</i></p>	<p>The north-west corner of the development has been amended in response to Council's concerns by reducing the height, bulk, and scale, resulting in a reduction in units in this north-western wing from 6 units to 4 units. This reconfiguration has provided an opportunity to locate a 3-bedroom dual aspect apartment with a refined residential floor plan.</p>

Council Concern	Proposal's Response
<p><i>to the balcony doesn't appear to improve either of these issues;</i></p> <p><i>(ii) Apartments B1.01, B2.02, repeated above. The design response elected to resolve Council's concern was to raise the sill height. This is not considered particularly innovative and does not propose a solution reflective of 'design excellence'.</i></p> <p><i>The DRP suggested design solutions along this part of the building that could improve amenity, increase diversity of apartments and create interest in the façade treatment.</i></p> <p><i>Council agrees that a creative response is needed to resolve amenity issues for these apartments. It is noted the Acoustic Report accompanying your application references the need for additional natural ventilation methods, which are lacking in the design. The ADG recommends plenums for single aspect apartments and it is evident this has not been explored;</i></p> <p><i>(iii) The new 3-bedroom design in Building A results in bedrooms adjoining living and dining areas. This is inconsistent with the design principles included in the Acoustic Report accompanying your application which states that "bedrooms of one</i></p>	<p>Internally, living areas now face west towards Powells Creek and connect onto the private open space, optimising view corridors, solar access and ventilation. A second area of private open space is also provided from the main bedroom, providing adequate cross-ventilation through the dwelling. This apartment will achieve solar access between 2:30pm – 3:30pm.</p> <p>In order to improve the amenity of apartments B1.01 and B2.02 and above, additional acoustic measures have been incorporated into the design in response to ADG design guidance by maximising amenity where midwinter sun is unavailable. While these dwellings are provided with a dual aspect to provide ventilation, amendments to the façade glazing system in this area to provide glazed louvres for winter gardens up to Level 8 will simultaneously improve amenity and create interest in the façade treatment. For other apartments that require addition natural ventilation methods, the design incorporates acoustic plenums or an acoustic transfer duct system for the first nine levels for bedrooms on the eastern and southern facades of Building B.</p> <p>The proposed winter gardens will ensure usable private outdoor space is provided for residents, whilst ensuring noise intrusion will not compromise the amenity of the space. The dual aspect of apartments B1.01 and above and the corner view of the terrace provides views from this winter garden west towards the Powells Creek corridor.</p> <p>Overall, the revised design has sought to minimise the number of apartments relying solely on a southern aspect through providing a dual western and southern aspect for the subject apartments.</p> <p>Refer to the revised Architectural Plans (Appendix A) which identify where the acoustic treatments are proposed and the revised Acoustic Impact Assessment (Appendix H) for further detail.</p> <p>This design principle of the SDCP 2006 (DCP No. 20 Paramatta Rd Corridor Area) has been largely adopted throughout the proposed development. To provide improved solar amenity to living room spaces, a limited number of apartments have bedrooms that adjoin living / dining areas.</p>

Council Concern	Proposal's Response
<p><i>dwelling do not adjoin living rooms of adjacent dwellings". There are numerous examples of this contradiction within the development;</i></p>	<p>While this is inconsistent with the design principle, this will provide improved overall amenity for the apartment, and will not impact internal acoustic amenity through the construction of party wall to achieve a rating greater than the minimum BCA requirement of $Rw+Ctr$ 50.</p>
<p><i>(iv) Operable screens for balconies could improve the building articulation and help manage solar access for the northern orientated apartments;</i></p>	<p>It is noted the floor plan layout and the co-location of living / dining areas and bedrooms is inconsistent with the previous Acoustic Report. This has since been removed from the revised Acoustic Impact Assessment (Appendix H).</p>
<p><i>(v) A number of apartments do not achieve storage requirements under the ADG. A development of such high density should provide an adequate provision of residential storage to its occupants.</i></p>	<p>The amended application includes a revised façade design that provides additional building articulation. As illustrated in the Architectural Plans (Appendix A), this includes amendment to the façade bays of the eastern elevation of Building B to provide three façade bays with varying glazing types, use of brickwork for the podium of Building A and addition of glazed louvres on the southern elevation for winter gardens in apartment B1.10 and above. All northern oriented balconies are recessed into the building façade, with performance glazing and blinds to manage solar access.</p>
<p><i>Council's architect has requested that any revised material detail in specific terms, the apartment layouts with solar overlays to ensure living areas and private open spaces are receiving the minimum of 2 hours of sunlight.</i></p>	<p>The design has been amended to ensure all apartments achieve the required ADG storage requirements. Where apartments cannot accommodate all storage requirement within the apartment, no more than 50% of the required area is provided in storage cages located in the basement. Supplementary drawings SP07 have been prepared and are provided at Appendix A to illustrate storage locations.</p>
<p><i>Such information should be illustrated using contrasting colours for solar/non-solar access areas and correspond with 3D modelling.</i></p>	<p>The Architectural Plans (Appendix A) have been amended in response to Council comments. This includes:</p> <ul style="list-style-type: none"> - Amended drawings SP04.1 identifying solar access table, refined 3D solar access diagrams (highlighting living areas), refined 2D solar access diagrams (highlighting living areas) and detailed 3D solar access diagrams. - Supplementary drawings SP03.1 identifying natural cross ventilation with arrows showing air movement through the apartment.
<p><i>Further, cross flow diagrams are to include arrows to clarify the movement of air through apartments. To date, this information has not been provided to Council and hinders a thorough</i></p>	

Council Concern	Proposal's Response
<p><i>interrogation of the proposal.</i></p>	
<p>BUILDING DESIGN</p>	
<p><i>As previously advised, Council shares significant concern with the matter of the residential towers leading the design resulting in substandard outcomes for the podium design and gallery area. These features of the development influence solar and cross flow issues (as outlined above) and compromise the standard of the development. Whilst these issues have been previously noted by Council and the Design Review Panel, they continue to remain unresolved.</i></p>	
<p><i>(i) The circulation core for Building A serves 11 apartments and the corridor widths are substantially longer the 12m design standard.</i></p>	<p>The circulation core for Building A has been reduced to service a maximum of 10 apartments, and the western facing corridor has been reduced in length due to the redesign of the north-west wing.</p>
<p><i>The ADG is specific in its direction that a variation requires a higher level of amenity for common lobbies, corridors and apartments. The amenity of many apartments in this area is substandard (as noted above). It is unclear whether the gallery will receive solar access and by and large, the common spaces do not achieve design excellence.</i></p>	<p>Whilst the proposed servicing of 10 apartments exceeds the design criteria recommendation of eight apartments, it is consistent with the design guidance which recommends that no more than 12 apartments should be provided of a circulation core on a single level.</p>
<p><i>The Urban Design report accompanying your application refers to the new opening of the corridor at the western end, which improves upon the original scheme. However the corridor still appears to be relatively narrow, with standard ceiling heights and it is unclear how much solar access this space would receive. The ADG recommends increased ceiling heights, wider corridor widths and break out spaces with windows;</i></p>	<p>As indicated in the Urban Design Peer Review prepared by Architectus (Appendix D), the revised design of the circulation core for Building A provides significant daylight, ventilation and a generosity of space around Lift Lobby A, as well as some balconies / terraces (i.e. level 7 and 8). This is considered consistent with the ADG's guidance for corridors over 12 metres where more than eight apartments are serviced by the lift core.</p> <p>Further, the lift lobby of Building A benefits from generous daylight and ventilation amenity, demonstrating adequate amenity for the common lobby spaces.</p>

Council Concern	Proposal's Response
<p><i>(ii) In total, the number of lifts serving apartments exceeds the 40 apartments per lift recommendation, with over 60 apartments per lift.</i></p>	<p>It is noted that the ADG objective 4F-1 and relevant design criteria states that the maximum number of apartments sharing a 'single lift' should not exceed 40 apartments.</p>
<p><i>Further, the circulation core for Building B also exceeds the eight apartment benchmark, with circulation spaces providing little amenity.</i></p>	<p>Building A and Building B are serviced by separate lift cores that contain three (3) lifts each. The proposed design has been amended so that the lift core of Building A now serves a maximum of ten (10) apartment from levels 1-8, and the lift core for Building B now serves a maximum of nine (9) apartment from levels 1-8.</p>
<p><i>(iii) The podium design does not reflect the transitions in height objectives detailed in PRCUTS and emphasised in previous Council correspondence.</i></p>	<p>The lifts services an average of 60 units per lift, while this exceeds the nominated 40 unit maximum, this is considered acceptable as the lifts are capable of high levels of handling capacity with low waiting times, as shown in the Lift Operation Traffic Analysis Report prepared by Schindler at Appendix K.</p>
<p><i>Noting the submitted Urban Design Report refers to a desire to match surrounding built scale, Council considers alternate design options are necessary.</i></p>	<p>The Urban Design Peer Review prepared by Architectus (Appendix D) considers that the podium height appropriately responds to the existing development to the north. The reduction in height of the Building A podium to eight storeys will correspond with the existing built scale of the locality, including the eight-storey landscaped podium and open space at 10 Parramatta Road to the immediate north of the site, and the nine-storey landscaped podium at 4 Nipper Street to the immediate north of the site.</p>
<p><i>Council considers inclusion of measures such as splitting the podium at the third or fourth floor, incorporating landscaping along the split, providing large and distinctive setbacks and annexing landscaped elevations, will soften the towers outward appearance and contribute a depth in public presentation and visual relief;</i></p>	<p>Further, Council's letter raises the "transitions in height objectives detailed in PRCUTS" which appear to (as described for Homebush on page 134-135 of the Planning and Design Guidelines) relate to transitions to nearby heritage items and new open space. The revised podium height of the development corresponds to the surrounding public open space through podia landscaping, creating a horizontal and vertical integration of built form and open space.</p> <p>The amended design further softens the outward appearance of the proposal and contributes to visual relief through:</p> <ul style="list-style-type: none"> – Reduction in height and increase in the western setback of Building A to the western site boundary. – Creation of a consistent materiality across the site podia of Building A and Building B. This is proposed in brick render to reference the historic use of brick within the Strathfield locality. – Inclusion of landscaping and rooftop open space within the podia. – Use of painted white finish on the western elevation of Building A to reduce building bulk. – Amendment to the façade bays of the eastern elevation of Building B to provide three façade bays with varying glazing types.

Council Concern	Proposal's Response
<p><i>(iv) Increased widths of entry points are noted, however the podium design and gallery limits site lines from entry points and gating the entry points are discouraged.</i></p> <p><i>Other forms of internal security could open up movement between communal open spaces and should the north western corner of the building be significantly set in, would improve movement and sight lines along Powell's Creek and the future linear open space.</i></p> <p><i>Improvements to drawing presentation, with perspectives, sight lines and solar access to specific spaces would aid Council's interpretation of the design.</i></p>	<p>In direct response to Council's recommendations, the north-western corner of the site has been improved through increasing the setback to the western site boundary. This has enhanced legibility and view corridors along the western boundary, and the addition of the promenade walkway, plazas and viewing picnic courts, enhances the usability and security of this space and encourages use of alternative points of entry. Overall, this will improve permeability and movement throughout the site.</p> <p>The revised Architectural Plans (Appendix A) have been updated and refined to aid in Council's interpretation of the proposal.</p>
PUBLIC DOMAIN	
Gramophone Lane	
<p><i>Council has significant concerns regarding the interface of the development with Gramophone Lane. The development 'turns its back on' an active transportation corridor and does not present a pedestrian friendly environment along the corridor that links the development, surrounding developments and the triangular communal open space to the Powell's Creek linear open space. It should be noted that the Powells Creek linear open space provides regional links to greater Sydney. Key limitations for this area include:</i></p>	
<p><i>(i) The location of the basement car park access, in combination with the existing basement access to the residential tower development at 6 – 18 Colombia Lane, concentrates car movements along the link to the Powell's Creek linear open space;</i></p>	<p>From an urban design perspective, the location of the basement car park access is the preferred location as it does not front any major open space. It is not considered that this vehicular access point should prevent the use of Gramophone Lane as an attractive pedestrian link.</p> <p>The public domain of Gramophone Lane has been enhanced with a wider footpath along the site frontage. strengthening public pedestrian and cycle links from Columbia Lane at the eastern extent of the site to the Powell's Creek bridge plaza at the western edge.</p> <p>The amended development proposes an increase to deep soil planting in the north-western corner of the site adjacent to Gramophone Lane, which will be utilised for large canopy tree planting to assert a sense of pedestrian priority and enhance the scale of the green canopy within the built form.</p>

Council Concern	Proposal's Response
<p><i>(ii) The setback along Gramophone Lane provides a 6 metre distance from the boundary to the primary building façade. However, this does not result in an activated or interesting interface with the public domain.</i></p> <p><i>On the western side of the basement car park ramp, the depth of private open space restricts pedestrian movements to a narrow footpath (approximately 2m wide) and landscaping treatments do not indicate an interesting outcome that softens the public/private interface.</i></p> <p><i>In this location, the building does not incorporate stepping or consider alternatives to modulate the</i></p>	<p>Both will add to the separation of pedestrians from vehicles along the trafficable section of the lane leading to the underground car park.</p> <p>From a traffic impact perspective Gramophone Lane provides the most optimal location for basement access. The following is noted:</p> <ul style="list-style-type: none"> – The majority of the traffic accessing the subject proposed development and the one at 6-18 Parramatta Road would do so using the Nipper Street intersection with Parramatta Road. – The current location enables traffic to turn right into Gramophone Lane from Nipper Street and then turn directly into the basement without having to circulate around the entire site, which would be required if access was provided from the Nipper Street extension or Columbia Lane. – The proposed footpath on the southern side of Gramophone Lane has a width of 2.8m (measured from the proposed planter boxes adjacent to the building to the edge of Gramophone Lane). Therefore, the proposed pedestrian footpath will have width well in excess of the Austroads suggested minimum footpath width of 1.2m. – The road environment on Gramophone Lane is such that it offers good visibility between drivers and pedestrians as the alignment of the road is straight and the terrain is level and flat. <p>In light of the above, Gramophone Lane would provide a pedestrian friendly environment along the corridor linking the site to the Powell's Creek linear open space. Please refer to the Traffic Impact Assessment for further details of the traffic matters (Appendix I).</p> <p>The refined design provides a variable setback to Gramophone Lane of up to 10m which provides an opportunity to deliver a landscaped and interesting façade between the building and the public domain, as demonstrated in the Landscape Plans (Appendix C).</p> <p>The proposed plaza at the intersection of Gramophone Lane and Powells Creek will provide a convenient wayfinding and social gathering space. This will align with the proposed bridge crossing into the Powell's Creek corridor, providing connectivity and integration with the surrounding context.</p> <p>The addition of deep soil planting and canopy tree planting in this north-western corner will soften the interface, and similarly enhance the amenity of this space. The promenade link, public domain paving and canopy tree planting will facilitate vistas down the Powells Creek corridor.</p> <p>Amendment to the built form in this location has significantly improved the amenity of this space and emphasised the pedestrian-nature of this corridor. These amendments include an increase to the western setback of Building A, reduction in podium height, revised façade articulation and consistent materiality. The consistency of height across both podia creates a clear and legible stepped tower form that contributes to the modulation of the built form.</p>

Council Concern

built form; presenting little articulation.

Increased setbacks are required to allow for a pedestrian orientated environment coupled with modulation of the building and significant improvements to landscaping within the public and private domain.

(iii) The submitted Urban Design report refers to generous planter boxes however these are approximately only 1.2m in depth and little detail is provided on how they are to be arranged.

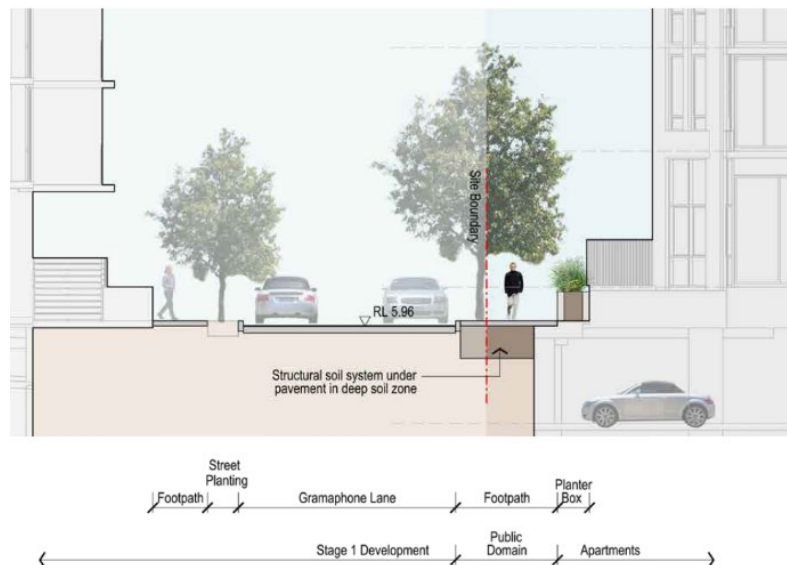
The expectation of design excellence along this frontage requires a variety of landscaped spaces in different locations and at different levels.

Landscape strips with mature trees along the footpath should be provided, which will require revisions to setbacks. Council notes the basement car park limits opportunity for deep soil landscaping along Gramophone Lane, however upon considering the traffic and parking comments in this letter, Council believes this can be reviewed and deep soil landscaping provided.

The design guidance for the public domain interface outlined by the ADG should be exceeded to achieve a higher standard and showcase a credible development of design

Proposal's Response

The proposed development extends the deep soil zones under the widened footpath and incorporates redesigned planter beds along Gramophone Lane, as well as avenue street planting along the northern building frontage. This will create a more amenable pedestrian space and greener character for the public access link to the creek corridor.



The section diagram above obtained from the Landscape Report (**Appendix C**) illustrates the provision of deep soil and planter boxes along the Gramophone Lane frontage. The provision of a plaza in the north-western corner of the site will further contribute to the amenity and design excellence of this space.

The corner address of the development where the commercial tenancies are has been redesigned to be more open, inviting and active frontage. The provision of an at-grade connection with the adjacent shared zone and footpath enhances the interaction of the commercial activities with the adjacent public space, including the shared zone footpath and communal open space.

Council Concern	Proposal's Response
<p><i>excellence as one of the first development under PRCUTS in the Homebush Precinct.</i></p>	<p>The extension of Nipper Street as a private shared zone facilitates vehicular, pedestrian and cyclist connectivity through the site, however, also provides a space for recreation and social connection. Clearly distinguishable from a public roadway, the shared zone supports occasional vehicle pick up and drop off for residents (including the elderly and disabled). Primarily however, the shared zone provides convenient, at-grade pedestrian access for residents and visitors to the adjacent communal open space.</p>
<p><i>(iv) The north-western corner of the building restricts sight lines along the corridor, creating concealed spaces and an imposing built form with inadequate spatial relief adjoining a key public asset for the future community within the Homebush Precinct.</i></p>	<p>The stronger definition of the entrance / gateway features at each end of the developments eastern frontage to the shared zone will reinforce the pedestrian priority in this urban space and promote integration with the softer green spaces and play facilities within the communal open space.</p>
<p><i>This undesirable outcome also influences the lack of solar access to the ground floor communal open space within the site and adjoining Powell's Creek;</i></p>	<p>The revised design incorporates an increased setback from the Powells Creek corridor to allow for a promenade along the Powell's Creek interface, which connects two public plazas and three viewing picnic courts. This will also connects to a secondary pedestrian entrance and Gramophone Lane plaza at the bridge to the Stage 1 future open space.</p> <p>Notably, this space benefits from solar access between 1pm – 3pm on the winter solstice, and view corridors west towards Powells Creek. Once completed, this promenade will complement the adjacent open space corridor along Powells Creek. In addition, the deep soil zone within the north-western corner and proposed planting of trees creates a highly amenable and usable space.</p> <p>The landscape design proposes BBQ and picnic facilities with shade structures, raised planter planting and open turf space to provide active and passive recreational spaces.</p>
<p><i>(v) Ground floor private open spaces on the eastern side of the basement car park ramp and retail spaces are pushed out to approximately 2m from the property boundary.</i></p>	<p>While the amended application does not propose to increase the northern Ground Level setback to Gramophone Lane, the revised design incorporates a wider pedestrian footpath and the provision of street tree planting. An increase to the building setback is not considered necessary to achieve this amenity.</p>
<p><i>Council acknowledges this design feature of the podium allows for a more human scale at street level, however the building setback should be increased further to support additional landscaping along the street whilst retaining the first floor</i></p>	<p>The increased footpath width will provide improved pedestrian and bicycle links to the future Powell's Creek corridor and access bridge, while the landscaping will provide shade, soften the bulk of the building and integrate the development with the surrounding area. Refer to the Landscape Design Report for further details (Appendix C).</p>

Council Concern	Proposal's Response
<p><i>stepping of the podium and associated human scale;</i></p>	<p>A plaza space has been introduced at the termination of Gramophone Lane at the proposed Stage 1 bridge crossing to the future open space. The plaza space includes an accessible pedestrian and bicycle access to the future bridge whilst allowing for a usable space for residents and visitors.</p>
<p><i>The submitted documentation ignores how Gramophone Lane integrates with the Stage 1 Powell's Creek works and the timing for delivery of this work. This is also true of the future of the overhead power lines. Council considers this an important piece of the context material that should be detailed in any landscape plan.</i></p>	<p>A plaza space has been introduced at the termination of Gramophone Lane at the proposed Stage 1 bridge crossing to the future open space. The plaza space includes an accessible pedestrian and bicycle access to the future bridge whilst allowing for a usable space for residents and visitors.</p>
<p><i>In considering the impacts of overshadowing on the proposed communal open space area and the movement of pedestrians in and surrounding the development, accessibility to the Powell's Creek linear open space area is to be prioritised. The Powell's Creek active travel corridor is a local asset and will service occupants of surrounding developments.</i></p>	<p>As discussed throughout this addendum SEE and demonstrated in the revised Architectural Plans (Appendix A) and Landscape Design Report (Appendix C), the ground floor courtyard has been redesigned to face towards Powell's Creek and new open space corridor.</p>
<p><i>As such it is vital that the development account for its contribution through a redesign which contemplates safe paths of travel, accessibility without conflict and soft transitions from residential density to public open space.</i></p>	<p>As part of this reconfiguration, a promenade and three viewing picnic courts have been introduced along the site's western boundary, adjacent to Powells Creek. This area of open space receives solar access between 1pm – 3pm on the winter solstice. These gathering spaces include shade structures for use during summer and in winter afternoons, and BBQ facilities to compliment those provided on roof gardens.</p>
Powell's Creek	<p>The provision of a secondary pedestrian entrance from Gramophone Lane and direct access to the promenade along Powells Creek will encourage physical activity and use of this space, whilst also providing a convenient connection to the central courtyard and through to the communal open space.</p>
<p><i>As previously emphasised, the north western corner of the building does not provide sufficient spatial relief adjoining Powell's Creek.</i></p>	<p>The introduction of a plaza in the site's north-western corner adjacent to the Stage 1 bridge crossing and Powell's Creek corridor will provide a convenient place for gathering and wayfinding within the environment. The provision of this plaza, and the increased western building setback, provides sufficient spatial relief to Powells Creek and will increase solar access to this area.</p>

Council Concern	Proposal's Response
<p><i>This restricts a sense of space, limits sight lines and solar access for ground floor communal open space.</i></p>	<p>The proposed plaza and promenade along the western boundary will enhance vistas and view corridors along Gramophone Lane and towards Powell's Creek corridor, and provides a usable space for pedestrians, cyclists and visitors.</p>
<p><i>Again, further design refinement is required to improve the outcome in this location.</i></p>	
<p>Nipper Street</p>	
<p><i>The extension along Nipper Street for vehicles is not supported. Council will support the introduction of bollards to the south to allow for access by emergency service vehicles, however the Nipper Street extension is to facilitate a principally pedestrian orientated environment.</i></p>	<p>The amended proposal retains the shared vehicular/ pedestrian use of the Nipper Street extension. While this shared zone provides for car share and pick-up/ drop-off services, the intention of this space is for a shared pedestrian / vehicular environment with primary vehicular activity (including heavy vehicles and services) to utilise the adjacent road network via Gramophone Lane and Columbia Lane. Heavy vehicles will not be permitted to use the Nipper Street extension and will access the loading bay via Columbia Lane.</p>
<p><i>It is noted that heavy vehicles are to be re-routed around the site, utilising Colombia Lane, however it is pertinent that this is tested as a viable solution and capable of accommodating all vehicle activity.</i></p>	<p>Delineating the shared use of the zone will be achieved through design measures such as a raised driveway entry into the pedestrian shared zone, pedestrian plaza seating, planting and paving at the driveway ramps. These measures will act as informal gates to convey the shared use of this space. As such, day to day use of the Nipper Street shared zone would only generate low volumes of traffic.</p>
<p><i>The Applicant should incorporate additional landscaping in spaces previously required for parking along Nipper Street.</i></p>	<p>If the Nipper Street extension is provided as proposed by Council i.e. with bollards at one end and only emergency vehicles are permitted to use it, there would be no centrally designated facilities within the site to accommodate drop-off and pick up areas. This could result in drop-offs occurring randomly throughout the site at non-designated areas which could potentially lead to unintended traffic issues such as queuing.</p>
<p><i>The landscaping outcome for the planter boxes also requires more detail and a much greener outcome for this area is desirable. The mature tree height along Nipper Street, with the new 1m stepping, should be clarified in landscape plans.</i></p>	<p>Due to the required extent of the basement structure and the central location of the extension, deep soil planting cannot be accommodated along the Nipper Street extension. However, the amended proposal incorporates a 1m step in the slab to accommodate at-grade avenue street planting in this area. This is illustrated in the figure below, obtained from the Landscape Design Report (Appendix C).</p>

Council Concern

Considering traffic and parking comments, if the deep soil zone can be extended to capture the park side edge of Nipper Street, mature trees along the path would be ideal.

Columbia Lane

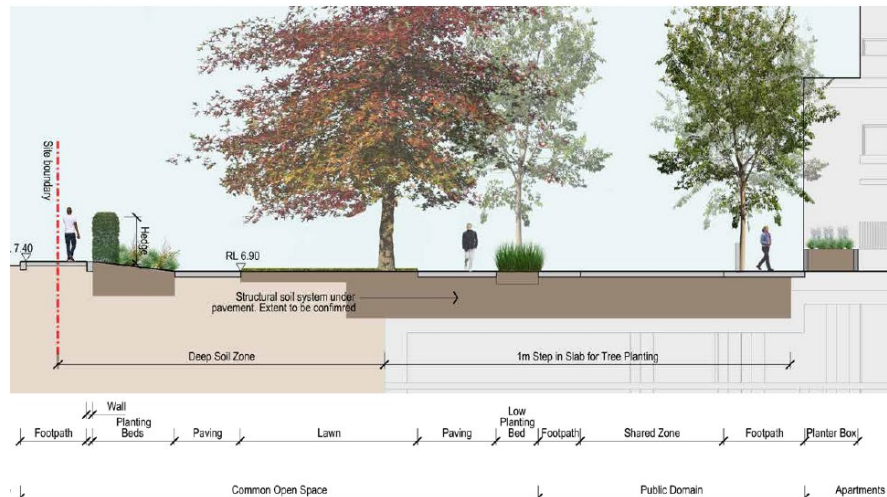
At the south eastern corner of the site, the podium stretches out to within a metre of the property boundary (Level 2-6 Architectural Drawings). At ground level, this area incorporates the edge of the bin collection area (refer to Section 6 for waste collection design comments).

The amenity of the south eastern corner of the site appears to have been neglected. It is expected that pedestrian movement along Nipper Street and under the train line will only increase in popularity encouraging greater movement of pedestrians along Columbia Lane.

The future-proofing of this development must be considered, including the potential effects of the decommissioning of the electricity substation.

AFFORDABLE HOUSING

Proposal's Response



The ground floor bin storage area and service vehicle entry has been shifted further to the west to increase the setback from the site boundary to open up sight lines down Columbia Lane, from the park to the substation and the bridge at the entry to the Sydney Trains Depot. Further, the amended proposal incorporates a 5.5m retaining wall surrounding the southern boundary of the waste storage area to provide visual screening to this area. The proposed materiality is dark Austral brick to correspond with the building elevation.

The integration of a small plaza at the intersection of Columbia Lane and the Powells Creek corridor, and at the site of the “future” bridge across the canal to the decommissioned substation site (not as part of this DA), will further improve the amenity of this south-eastern corner.

Council Concern	Proposal's Response
<p><i>Council notes that the Planning Team Report (dated 22 May 2017) clearly defines that a 5% contribution of the development is to be affordable housing, not 5% of the uplift. This is to be adhered to and the affordable housing units are to include a range of unit types and are to be managed by Council in perpetuity.</i></p>	<p>The Parramatta Road Corridor Urban Transformation Strategy (November 2016) requires “A minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day”. This is consistent with the Greater Sydney Commission’s draft District Plans at the time (2016-2017) which recommended: “A target of 5% to 10% of new floor space will be applied at the rezoning stage so that it can factored into the development equation: to all new floor space (above the existing permissible floor space)”.</p> <p>The Department’s Planning Team Report (June 2017) which accompanied the Gateway Determination stated: “The Strategy outlines that a minimum of 5 per cent of new housing must be affordable housing (or in line with Government policy) and that this is also to be provided as a form of inclusionary zoning. The proposal outlines on Page 46 that it is “consistent with the objectives, directions, and actions set out in ‘A Plan for Growing Sydney’, Towards 2056, and the Draft Central District Plans, the proposal will provide affordable rental housing dwellings to be managed by a Community Housing Provider” and will facilitate the implementation of the Strategy and supporting Tool Kit. The Department is satisfied that the requirement for affordable housing has been adequately addressed in the planning proposal.</p> <p>The Department’s Additional Information Report (July 2018) – provided to the Planning Panel prior to their determination meeting – confirmed there was no legal mechanism to ‘lock in’ the affordable housing provision for this site as part of the Planning Proposal. Hence, there is no specific control in the Strathfield LEP 2012 that requires the Proponent provide any affordable housing on this site. Nevertheless, the Proponent remains committed to providing affordable housing equivalent to 5% of the uplift in floor space achieved via the Planning Proposal.</p> <p>The Proponent agrees to dedicate the affordable housing units to Council to be managed in perpetuity.</p>
<p>WASTE</p>	
<p><i>The bin collection area is to be at grade, undercover and located as far as possible from Powells Creek to reduce the risk of overflow litter entering the stormwater system.</i></p> <p><i>Previous landscaping advice for buffer planting should be applied in all areas adjoining Powell’s Creek.</i></p> <p><i>Council determines that bin areas must be wholly enclosed and covered to</i></p>	<p>The amended proposal provides a bin collection area that is at grade and fully enclosed. This will ensure the area is not visible from the adjacent dwellings, the internal shareway, public domain areas, or the Powell’s Creek corridor and neighbouring properties.</p> <p>While the location of the area has not been amended since the previous scheme, the revised Operational Waste Management Plan (OWMP) outlines construction requirements to manage and minimise odours, vermin, and overflow of waste (refer to Appendix J). This location also enables the safe and efficient loading and collection of waste from the adjacent loading bay, accessed from Columbia Lane. As indicated in the revised Traffic and Transport Impact Statement (Appendix I), the loading bay is compliant with dimensional requirements outlined in the Strathfield DCP 2006 and the swept path analysis indicates that waste collection vehicles will be able to adequately access and exit the loading bay to/from Columbia Lane.</p>

Council Concern	Proposal's Response
<p><i>protect from weather, odour and disease vectors (such as rodents, insects and pests). Bin storage areas must be out of sight from adjacent dwelling units, surrounding buildings and the street.</i></p>	<p>In response to Council's commentary, buffer plating is proposed along Powells Creek to protect the waterway from the build-up of weeds and rubbish, whilst also improving the amenity of the corridor.</p>
<p><i>Bin areas must include an appropriately sized communal repair hub and bin wash areas, with accessible power and facilities for cleaning and draining bins subject to Sydney Water authorisation.</i></p>	<p>The amended proposal incorporates a bin repair hub and wash down area on basement level 1. The area will include all necessary features including power and has adequate space provisions for cleaning and draining facilities. This area has direct access to the Building B waste storage room, bin lift and bin collection area at grade.</p>
<p><i>Revisions to the design and a more detailed demonstration that these requirements are achieved is necessary.</i></p>	<p>Given the reduction in apartment numbers, the OWMP (Appendix J) indicates that the bin holding area must have capacity to accommodate 132 x 660L MGBs and sufficient room to access and manoeuvre MGBs. The amended Architectural Plans indicate adequate bin holding rooms for both Building A and Building B and a bin wash down area located on basement level 1 (refer to Appendix A).</p>
<p><i>The domestic waste bin holding area is to have the capacity to accommodate 146 x 660L MGBs and sufficient room to access and manoeuvre MGBs.</i></p>	<p>Waste chutes have been strategically situated away from apartment entry doors and circulation corridors, and waste garbage rooms and compactors are located on basement level 1 within enclosed rooms. This is considered good practice for apartment developments and adequately controls noise from such activities.</p>
<p><i>A bin wash down area is to be provided within this area.</i></p>	<p>Operational management measures to be incorporated in future operational waste plans include limiting waste management activities such as truck movements to the hours of 7am to 6pm weekdays and 8am to 6pm on weekends and public holidays. This is generally consistent with the NSW EPA's defined daytime period.</p>
<p>TRAFFIC AND PARKING</p>	<p>The amended proposal incorporates Council's suggested reduction in off-street parking. It is proposed to provide a total of 381 car parking spaces, comprising:</p> <ul style="list-style-type: none"> – 305 resident car parking spaces – 72 visitor car parking spaces, and
<p><i>Development design must include measures to minimise noise associated with the use and servicing of the waste management facilities, chutes and compactors.</i></p> <p><i>The proposed on-site car parking provision results a surplus of 77 spaces. It is Council's position that a reduction in basement level parking will provide improved ground level</i></p>	

Council Concern	Proposal's Response
<p><i>amenity and public domain interfaces.</i></p> <p><i>A reduction in on-site parking provision will minimise impact on the existing road network and improve landscaping outcomes by providing additional deep soil zones.</i></p> <p><i>The application does not provide an up-to-date analysis of intersection performance. Council requires an updated SIDRA analysis be submitted which:</i></p> <p><i>i. Is based on the latest traffic survey results;</i></p> <p><i>ii. Incorporates all approved and committed developments to confirm and re-consider the scale and access arrangement as this may have changed since 2015;</i></p> <p><i>iii. Ensures all intersection LoS is D or above;</i></p> <p><i>iv. Includes the Parramatta Road and Columbia Lane intersection;</i></p> <p><i>v. Uses SIDRA network modelling as required or otherwise provide justification;</i></p> <p><i>vi. Provide details of the SIDRA analysis, in particular queuing analysis, SCATS data, and signal setting.</i></p> <p><i>The basement layout does not satisfy the minimum queuing requirements and accessible parking requirements.</i></p> <p><i>Council considers a turnaround porch area</i></p>	<p>– 4 retail car parking spaces (for retail staff).</p> <p>It is noted that 488 car parking spaces was previously proposed.</p> <p>An updated SIDRA analysis has been prepared by MLA Transport Planning and can be found at Appendix I. The SIDRA analysis based on the latest traffic surveys conducted on Thursday 28 May 2020 and Saturday 30 May 2020 for the following peak periods:</p> <ul style="list-style-type: none"> – Weekday morning (7:00am to 9:00am) – Weekday evening (4:00pm to 6:00pm), and – Saturday (11:00am to 1:00pm). <p>Modelling scenarios have been developed as follow:</p> <ul style="list-style-type: none"> – Scenario 1 2020 existing traffic conditions (based on May 2020 traffic surveys), and – Scenario 2 2020 traffic conditions with traffic from the proposed development on the subject site and known development. <p>In summary, the analysis indicated that in the future the assessed intersections of Parramatta Road-Nipper Street and Parramatta Road - Columbia Lane would continue to operate with level of service (LoS) D or better in all peak periods. This satisfies Council's concerns with the level of service of the subject intersections.</p> <p>Please refer to the Traffic Impact Assessment for further details (Appendix I).</p> <p>Queues generated by inbound vehicles would have the most impact to the surrounding road network. In this regard, during the busiest period, the inbound movement would have up to 60 vehicle movements per hour.</p> <p>Using the queue assessment method provided in Austroads <i>Guide to Traffic Management Part 2: Traffic Theory</i>, the 98th percentile queue for the inbound movement during the busiest period has been estimated to be approximately than 1.43 vehicles or 8.6m long (assuming a queued length of 6m per vehicle).</p>

Council Concern	Proposal's Response
<i>should be included prior to the control point.</i>	<p>The available queue storage area on the driveway is 10.6m from the roller shutter door to the property boundary. As such, there is sufficient queue storage area to accommodate the 98th percentile queue.</p> <p>In relation to accessible car parking spaces, as indicated in the traffic report submitted in the initial DA/2019/143 application, the DCP does not have specific requirements for accessible parking. On this basis, reference is made to the Building Code of Australia (BCA). The BCA requires at least one accessible car parking space (3.8m wide) to be provided for each adaptable apartment.</p> <p>In addition, accessible car parking spaces provided in accordance with the design requirements set out in AS2890.6:2009 (i.e. 2.4m wide spaces plus 2.4m wide shared area) would also meet the intent of AS4299 in this regard.</p> <p>The amended proposal includes 59 adaptable apartments. Therefore, 59 accessible spaces are proposed. In addition, up to 5 per cent of the visitor car parking spaces will be provided as accessible car parking spaces for residential visitors.</p> <p>Council requested for a turnaround area prior to the control point. It is noted that the amended design permits a visitor vehicle to turn around to leave the site in a forward direction in the event that the tenant is not available. Swept path diagram provided in Traffic Impact Assessment (Appendix I) demonstrates that an Australian Standard B99 vehicle can turn around on the driveway prior to the control point using five movements.</p>
<p><i>Other loading/unloading activities associated with future tenants and retails must be accommodated in the basement, as should wash bays for the buildings occupants.</i></p>	<p>It is not considered feasible for the loading bay to be provided within the basement. The amended proposal provides four van/ service vehicle bays at basement level 1 and one loading / service bay at-grade.</p> <p>The loading bay on the ground floor would be used predominantly for waste collection and delivery of bulky items, while the two service vehicle bays in the basement would be used for deliveries of smaller items.</p>
<p><i>The development appears to rely on movement at ground level, conflicting with the pedestrianised environment envisaged at ground level.</i></p>	<p>The at-grade loading bay will not conflict with the pedestrianised environment at ground level as the ground floor loading bay would generate minimal traffic movements. Any traffic movements generated by the ground floor loading bay would be restricted to off-peak periods, particularly during service hours in the early morning period where there would be minimal pedestrians around.</p>
<p><i>Any design changes to the loading and unloading activities must be supported by justification detailing loading bay dimensions and numbers.</i></p>	<p>Relocation of the loading bay in the basement would require the basement to be excavated an additional 1.4 metres (minimum) so to provide sufficient headroom to comply with DCP requirements. Given the design requirements contained within the Australian Standard for service vehicle ramps, the excavation of an additional 1.4m would result in the basement ramp being lengthened by approximately 10m which would significantly impact upon the interface with the Powell's Creek corridor and the developments frontage to Gramophone Lane.</p>

Council Concern	Proposal's Response
<p><i>Car share providers on the market must be consulted in order to ensure a viable car share scheme. It is inadequate to suggest the integration of such providers without determinative detail.</i></p> <p><i>Any reliance on car share schemes need to consider public access requirements.</i></p> <p><i>The waste collection point is inadequate and requires redesign to demonstrate compliance with the following:</i></p> <ul style="list-style-type: none"> <i>i. Along-side the driveway into the site;</i> <i>ii. 10m rear loader accessible – turning circle 18m kerb to kerb;</i> <i>iii. Length of standing area 10m;</i> <i>iv. 3.6m height clearance;</i> <i>v. Gradient of ramps maximum 1:5.</i> 	<p>This would adversely affect pedestrian and bicycle movement, landscaping and activation along this frontage. The amended proposal is considered a more adequate solution that balances these considerations.</p> <p>The amended proposal provides three car share spaces located along the shared zone. The vehicles will be provided by GoGet.</p> <p>A Letter of Support from GoGet is provided at Appendix L. As encouraged by the PRCUTS (Planning and Design Guidelines), the car share spaces are located on-street in an easily identifiable and publicly accessible area.</p> <p>The amended proposal provides a shared loading bay at ground level adjacent to Columbia Lane. This responds to Councils comments as follows:</p> <ul style="list-style-type: none"> – The loading bay is located adjacent to Columbia Lane, providing direct and efficient access to the road network. – MLA has conducted swept path analysis of a 10m waste collection vehicle accessing the proposed loading bay. The swept path analysis indicates the waste collection vehicle is able to access the loading bay without any issues. – The dimensions of the proposed loading bay comply with the dimensional requirements set out in the SDGP 2006. This includes a length of 10m and a 3.6m height clearance. – The loading bay is at grade and as such ramp access is not necessary.
<p>HERITAGE</p> <p><i>Council considers the preparation of a Heritage Impact Statement to identify additional opportunities for interpretation of heritage items in the vicinity of the site an important mechanism to direct future development on the subject and surrounding sites.</i></p> <p><i>The inclusion of an awning along Nipper Street,</i></p>	<p>Urbis has prepared a Heritage Impact Statement (HIS) in response to Council's request. The site is not an item of heritage significance under any statutory legislation, however, it is located within the vicinity of a number of local heritage items.</p> <p>The HIS indicates that the amended proposal will have no detrimental impact on the heritage significance of any items within the vicinity given the substantial distance between the site and various items and the built-up surrounds and evolving character of the area.</p> <p>The amended proposal incorporates recessive colours and masonry in the façade to respond to the heritage fabric of nearby items, and optimise view corridors towards the heritage items.</p>

Council Concern	Proposal's Response
<p><i>combined with increased setbacks and a stronger pedestrian wayfinding network that links the site to surrounding heritage items enhances the credibility of the development within its broader context.</i></p>	<p>In addition, following discussions with Strathfield Council's Heritage Officer a standalone Heritage Interpretation Strategy (The Strategy) has been prepared. The Strategy has identified opportunities for the heritage interpretation of the vicinity heritage items and the industrial character of the area, recommending the following interpretation elements to be considered during the future design development stages of the proposal:</p> <ul style="list-style-type: none"> – Heritage Interpretation Signage within the park/open area. – Through site links that respond to the Parramatta Road Corridor Urban Plan. – Built form response to the industrial character of the area. – Lighting Strategy. <p>Refer to the HIS (Appendix F) and Heritage Interpretation Strategy (Appendix G) for further details.</p> <p>The recommended elements from the Heritage Interpretation Strategy have been integrated into the public domain and communal open space. This includes wayfinding signage together with a location map in the communal open space. To highlight the local and surrounding heritage features, the amended proposal incorporates brickwork features within the detail design of the public areas, streetscape infrastructure and seating walls, as well as the incorporation of street names within paving in the public domain.</p> <p>Furthermore, the planting palette adopted for the softworks design also reflects the natural heritage of the creek corridor. It incorporates native and indigenous plant species for revegetation and habitat creation along the creek line interface and in the large canopy trees throughout the site.</p>
<p>BASIX</p> <p><i>As previously raised, the proposal is to achieve the BASIX targets detailed by the PRCUTS (Energy Target: BASIX Energy 40 and Water Target: BASIX Water 60).</i></p> <p><i>The development should be a reflection of best practice and reflect the spirit of the PRCUTS. It is not accepted that these targets are not required by the SEPP, given the premise for the additional development potential facilitated through the rezoning was PRCUTS, which includes specific benchmarks for</i></p>	<p>In accordance with Section 3.10 of the PRCUTS 'Planning and Design Guidelines', the BASIX requirements are:</p> <ul style="list-style-type: none"> – BASIX energy 40 – BASIX water 60 for all new dwellings within the Precinct <u>where recycled water is available</u> – BASIX water 50 for all new dwellings within the Precinct <u>where recycled water is not available</u>. <p>As required, the updated BASIX Advice prepared by Building and Energy Consultants (Appendix E) states that the amended proposal is capable of achieving a score of 50 for water and 40 for energy. Given there is no Sydney Water infrastructure for recycled water within the area, the development needs to achieve a BASIX Water score of 50. An updated BASIX Certificate will be submitted prior to the determination of development application 2019/143.</p>

Council Concern	Proposal's Response
<i>sustainable, high quality developments.</i>	

It is noted that Council also requested that the applicant demonstrate how the development is consistent with the PRCUTS 'Planning and Design Guidelines', as well as the relevant sections of the *Strathfield Development Control Plan 2006* (SDCP 2006). An assessment of the proposal against the relevant statutory framework policies is provided in **Section 4** of this addendum SEE.

4. PLANNING ASSESSMENT

4.1. ENVIRONMENTAL PLANNING INSTRUMENTS

4.1.1. State Environmental Planning Policy No. 55 (Remediation of Land)

State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55) requires that the consent authority consider whether the land is contaminated, and if so, whether the land is able to be remediated prior to that land being used for the intended purpose.

The amendments to the application do not amend the proposed land uses or the suitability of the site for the development. As such, the findings of the Detailed Site Investigation, Remedial Action Plan and Acid Sulfate Soils Management Plan submitted with the D/2019/143 in September 2019 remain relevant. The recommendations provided within these documents, including the preparation of a Site Validation Report, remain current and will be assessed in undertaking the site redevelopment.

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

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 commenced on 1 July 2004. The policy applies to proposed BASIX affected or BASIX optional development across the State. The aim of the policy is to provide consistent implementation of the BASIX Scheme across the State.

Throughout the design refinement process, Building and Energy Consultants Australia have worked closely with the project architects MPA to achieve compliance with the water, thermal comfort and energy requirements of the Basix Scheme and the Parramatta Road Urban Transformation Strategy 2016 targets. The amended design achieves compliance with these targets, specifically achieving a score of BASIX 50 for water and a score of BASIX 40 for energy.

Specifically, the amended Architectural Plans now incorporate the following which has resulted in a significant improvement to the water and energy Scores:

- Clothes washers with 3.5 star water rating to all units
- Tank to collect and reuse fire sprinkler test water
- Clothes dryers with a 2.5 star energy rating to all units
- BMS/Lighting controls
- 4 Star refrigerators added to all units
- Photovoltaics - 70kW

The BASIX certificate for the development as originally submitted is certificate number 1030689M_02. The BASIX scheme allows for a current certificate to be modified as many times as required. An updated BASIX certificate reflecting the scores of 50 for water and 40 for energy will be provided to the consent authority prior to determination of development application DA2019/143.

4.1.3. State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP 2007) aims to facilitate the effective delivery of infrastructure across the State.

Clause 87

Clause 87 applies to development of residential accommodation on land adjacent to a railway corridor and requires the consent authority to ensure appropriate measures are incorporated into the design to provide appropriate internal residential acoustic amenity.

An assessment of this provision is provided in the Revised Acoustic Report (**Appendix H**). Where required, acoustic mitigation measures have been incorporated into the design to comply with the internal noise targets of 35 dB (A) in any bedroom and 40 dB (A) in other areas. While a number of dwellings initially exceeded these targets, mechanical ventilation plenums have been provided to affected apartments to provide natural ventilation whilst operable façade elements such as windows and doors are closed, such that the noise requirements can be achieved. The plenums operate to provide natural ventilation without the need to open the external windows and achieve compliance with the internal noise targets.

Clause 104

In accordance with Clause 104 and Schedule 3 of ISEPP 2007, developments in excess of 300 residential dwellings is identified as 'traffic generating development' and must be referred to the TfNSW for concurrence prior to determination of the application. The amended development application seeks consent for the provision of 360 residential dwellings.

In accordance with clause 55 of the Regulations, the consent authority must re-refer the application to TfNSW to obtain concurrence for the amended application.

(3) If the development application is for—

(a) development for which concurrence is required, as referred to in section 4.13 of the Act, or

(b) integrated development,

the consent authority must immediately forward a copy of the amended or varied application to the concurrence authority or approval body.

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

The amended design of the proposal satisfies the relevant provisions of *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65)* and the relevant design criteria contained in the Apartment Design Guide (**ADG**).

An assessment of the amended proposal against the SEPP 65 design quality principles and the ADG has been prepared by MPA in the revised Design Verification Statement provided at **Appendix B**. In addition, a revised Urban Design Peer Review has been prepared by Architectus and is provided at **Appendix D**.

Overall, the proposal achieves a high level of compliance with the relevant provisions of the ADG as summarised in **Table 3**. Where strict numerical compliance has not been achieved, the amended proposal achieves the objectives of the provision as outlined in the design criteria of the ADG.

Table 3 Summary of ADG Assessment

Design Criteria	Amended Proposal
Solar Access (min 70%)	290 apartments (81%) receive greater than 2 hours of direct sunlight between 9 am and 3pm.
South Facing Apartment (max 15%)	42 apartments (12%) receive no direct sunlight in mid winter between 9am and 3pm.
Natural Cross Ventilation (min 60%)	96 apartments (64.4%) are naturally ventilated in the first 9 storeys.
Adaptable Housing (min 20%)	73 apartments (20%) comply with the Liveable Housing Guidelines. In addition, 54 apartments (15%) are capable of being made adaptable.

Design Criteria	Amended Proposal
Deep Soil (min 7%)	1,484sqm of deep soil area is provided (20% of the site area). This is located within the western and eastern communal open spaces on Ground Level.
Communal Open Space (min 25%)	<p>The proposed development provides communal open space at Ground Level, Level 7 and Level 8. In total, 3,693sqm (56.2% of the site area) is provided.</p> <p>Of this communal open space, 918sqm (56% of the total communal open space) achieves direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.</p>
Building Separation	<p>Building separation is provided as follows:</p> <ul style="list-style-type: none"> – 18m building separation provided to the building located at 6-18 Parramatta Road to the north of the site. – Ground Level to Level 21 – 21.31m between Building A and Building B. – Level 22 to Level 24 - 27.124m between Building A and Building B.
Private Open Space	All apartment types achieve the minimum balcony areas and depths.
Ceiling Heights	<p>Ceiling heights comply with the minimum heights established under 4-1.1 of the ADG as follows:</p> <ul style="list-style-type: none"> – Habitable rooms: 2.7m – Non-habitable rooms: 2.4m – Ground Level and Level 1 in mixed-use areas: 3.3m
Circulation & Common Area – Lifts	<p>Building A and Building B are serviced by separate lift cores that contain three lifts each. The proposed design has been amended so that the lift core of Building A now serves a maximum of 10 units from levels 1-8, and Building B now serves a maximum of nine units from levels 1-8.</p> <p>The Lift Operation Traffic Analysis Report (Appendix K) prepared by Schindlers provides a rating of the amended design. The lifts achieve a rating between 3.8 – 4.9 stars, identified as ‘medium’ and ‘premium’ segments.</p>
Apartment Size and Mix	The amended mix of apartments is as follows:
1 bed (50sqm)	– 33% (118) one-bedroom apartments
2 bed (70sqm)	– 58% (210) two-bedroom apartments
3 bed (90sqm)	– 9% (32) three-bedroom apartments

4.1.5. Strathfield Local Environmental Plan 2012

The Strathfield LEP 2012 is the principal environmental planning instrument governing development at the site.

Zoning and Permissibility

The site is zoned B4 Mixed Use. There is no change to the proposed use of the site for the purposes of a *residential flat building* and *commercial premises* sought within this addendum SEE. These uses remain compatible with the objectives of the B4 Mixed Use zone through the delivery of a mixture of compatible land uses within an accessible location proximate to Homebush railway station, thereby facilitating urban growth surrounding the station.

Assessment of Provisions

An assessment of the amended proposal against the principal development standards and local provisions of the Strathfield LEP 2012 is contained in **Table 4**.

Table 4 Strathfield LEP 2012 Assessment

Provision	Amended Proposal
Clause 4.3 Height of buildings	<p>The site is identified as Key Site 92 under the Strathfield LEP 2012. Pursuant to clause 4.3 and clause 4.3A of Strathfield LEP 2012, the maximum height of buildings permitted on the western portion of the site is 80 metres.</p> <p>Consistent with the provision, the amended DA2019/143 seeks consent for a proposed building height of 80m.</p>
Clause 4.4 Floor space ratio Clause 4.4A Exceptions to floor space ratio (Parramatta Road Corridor)	<p>Clause 4.4 and Clause 4.4A of Strathfield LEP 2012 establishes the maximum floor space ratio (FSR) for the site at 5:1.</p> <p>The amended plans present a proposal with a GFA and FSR of less than proposed in the original Architectural Plans. The proposed GFA is 30,839 sqm with an FSR of 4.69:1 consistent with the maximum FSR of the site. Additional GFA detail is provided in the Architectural Plans at Appendix A.</p>
Clause 5.10 Heritage conservation	<p>The site is not identified as a local or State heritage item, or subject to an interim heritage order. Schedule 5 of Strathfield LEP 2012 identifies a number of local heritage items in proximity to the site. These items include:</p> <ul style="list-style-type: none"> Item 29, "Railway Bridge with Arnott's sign", Parramatta Road, Homebush. Item 34, "Railway Viaduct over Powell Creek", Railway land, Homebush. <p>The amended proposal will have no detrimental impact on the heritage significance of vicinity items due to the substantial distance between the subject site and the heritage items. The proposed development has also incorporated recessive colours and masonry into the façade to reduce the visual impact on nearby heritage items.</p> <p>Further, in response to with Council feedback, a Heritage Interpretation Strategy has been prepared for the proposed development (Appendix G). This Strategy identifies opportunities for the heritage interpretation of the vicinity heritage items and the industrial character of the area. Indicative opportunities for heritage interpretation include heritage interpretative signage, brickwork, street names in pavers and lighting. The recommended elements from the</p>

Provision	Amended Proposal
	Heritage Interpretation Strategy have been integrated into the public domain and communal open space. These include wayfinding signage together with a location map in the communal open space. Post-approval and prior to the issue of a Construction Certificate, the Strategy will be updated to incorporate commitments to heritage interpretation elements.
Clause 6.1 Acid sulfate soils	In accordance with clause 6.1 of the Strathfield LEP 2012 and the associated 'Acid Sulfate Soils Map', the site is identified as being located within Class 5. A Detailed Site Contamination and Acid Sulfate Soils Management Plan were prepared and submitted with development application D/2019/143. There is no change to the consideration of contamination matters and acid sulphate soil within this addendum SEE.
Clause 6.9 Additional provisions for development in Parramatta Road Corridor	<p>Clause 6.9 of the Strathfield LEP 2012 aims to encourage a mix of commercial, and residential land uses and achieve the vertical and horizontal integration of land uses in the area.</p> <p>The amended proposal remains consistent with the key objectives of clause 6.9 through the provision of two retail tenancies on ground level with a combined GFA of 186.67sqm, and the provision of three 'live-work' suites to encourage small scale employment generating land uses. The accommodation of land uses both within the towers and throughout the ground level plane will achieve the vertical integration of land uses, whilst the provision of a vehicular shared zone, communal open space and entry courtyard will encourage pedestrian accessibility through the site, achieving horizontal integration with adjacent land uses.</p>
Clause 7.1 Arrangements for designated State public infrastructure	<p>The site is identified on the 'Intensive Urban Development Area Map' and is therefore required to contribute to the provision of designated State public infrastructure.</p> <p>The Proponent has submitted an offer to enter into a State Planning Agreement with the Minister for Planning and Public Spaces under section 7.4 of the EP&A Act for contributions to be made towards STATE PUBLIC INFRASTRUCTURE to satisfy Clause 7.1 of the SLEP 2012. These infrastructure arrangements will be confirmed prior to the determination of the application.</p>

4.2. LOCAL POLICIES

4.2.1. Paramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (UrbanGrowth NSW, 2016) (**the Strategy**) is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The Strategy is supported by the Implementation Tool Kit, a suite of four documents that aim to guide the implementation of the Strategy. The Planning and Urban Design Guidelines (November 2016) aim to guide design excellence and ensure future development on the corridor responds to the distinct character and identity of the eight precincts located along the corridor. An assessment of the amended proposal against Section 3 – Corridor Guidelines, Section 4 – Built Form Guidelines and Section 7 – Homebush Guidelines is provided in **Table 5**.

Table 5 Planning and Urban Design Guidelines Assessment

Provision	Amended Proposal
Section 3 – Corridor Guidelines	
Guideline 3.1 Urban Structure	The site is located within East Corridor, specifically within the Homebush precinct. The structure plan identifies an active frontage is to be provided along Parramatta Road, with north-south connections to the station. The structure plan does not identify specific built form requirements for the site. However, the amended proposal is consistent with these objectives through the delivery of active commercial floor space at Ground Level and a shared zone traversing the site in accordance with the structure plan.
Guideline 3.2 Heritage and Fine Grain	<p>This addendum SEE has considered the impact of the amended proposal on the heritage significance of proximate local items. Specifically, design changes have responds to the heritage and fine grain requirements of the Guideline as follows:</p> <ul style="list-style-type: none"> ▪ The amended proposal is sited and setback an appropriate distance from the heritage items, which are located to the north, north-east and south-east of the site. The closest item, the "Railway Viaduct over Powells Creek", is located 75m south-east of the site and is appropriately distanced by industrial land uses, Powells Creek and the railway. Similarly, Parramatta Road, the Western Motorway and existing built form provides an appropriate visual and physical separation between heritage items to the north, including "Railway Bridge with Arnott's sign" and the "Bakehouse Quarter". This transition similarly ensures view corridors towards these items are not disrupted. ▪ The amended proposal will maintain the prominence and legibility of these items through the use of recessive building materials to minimise the visual dominance of the towers. The proposed masonry façade of the podium responds to the industrial heritage character of the area. ▪ The proposed landscaping treatment is consistent with and references the public domain treatment of the heritage Bakehouse Quarter (local heritage item I541), including planting, materials and design styles. ▪ The amended proposal has reduced the podium building height of Building A from Level 13 (RL47.6) to Level 8 (RL32.35), which results in an appropriate form and mass compatible with the scale of heritage items and contributory buildings, particularly when viewing the heritage items located to the north of the site. The provision of communal open space on the site's north-eastern

Provision	Amended Proposal
	<p>corner will further contribute to an appropriate transition between the built form and the low-scale heritage items located to the north-east and south-east of the site, which includes Item 29 “Railway Bride with Arnott’s sign” and Item 34 “Railway Viaduct over Powell Creek”.</p> <ul style="list-style-type: none"> ▪ The proposed landscape treatment has been designed to integrate the development with the local open space network, including the proposed creek crossing at Gramophone Lane and Council’s planned future pedestrian and bike networks. Similarly, the proposed use of local and exotic plant species responds to the Homebush character area.
Guideline 3.3 Creek and Watercourses	<p>The site has a direct interface with the Powells Creek corridor adjacent to the western site boundary. The amended proposal will have no impact on flooding, stormwater quality or vegetation of the Powells Creek corridor. Notably, the amended proposal will provide an improved interface with the corridor, through the provision of additional landscaping, increased Building A western setback and the promenade and seating areas along this interface. The addition of buffer planting along Powells Creek will improve the amenity of the canal and protecting from the waterway from accumulation weeds and rubbish.</p>
Guideline 3.4 Open Space and Public Domain	<p>The development provides a significant public domain contribution and extension of the public domain through the site. The amended proposal includes various areas of open space including the communal open space on north-eastern corner, two plazas located at the junction of the Powells Creek courtyard, three wide viewing picnic courts and the central resident courtyard, rooftop communal open spaces and private balconies. These spaces provide high quality and sustainable landscaping and will accommodate active and passive recreational uses to respond to community preferences. Further, the at-grade connection between the existing pedestrian footpath along Gramophone Lane, the shared zone and entries into the ground level residential and retail tenancies will provide a direct connection with pedestrian and cycle paths.</p>
Guideline 3.5 Community Facilities	<p>While the amended proposal does not incorporate community facilities as required by clause 7.1 of the Strathfield LEP 2012, satisfactory arrangements to contribute to designated State public infrastructure (such as hospitals, schools, emergency services) will be confirmed by the Department prior to determination of the development application. It is noted that during pre-lodgement discussions, Council indicated to the proponent that the site was not considered a suitable location for the provision of a community facility.</p>
Guideline 3.6 Traffic and Transport	<p>The amended proposal responds to the traffic and transport requirements outlined in Guideline 3.6 as follows:</p> <ul style="list-style-type: none"> ▪ The provision of an improved urban environment with areas designated for greater levels of street activity, including the shared zone, communal open space, landscaping and public domain features. ▪ The amended proposal will improve street network permeability through the provision of a north-south shared zone and extension of Nipper Street. The prioritisation of pedestrians and cyclists in this area will be achieved through public domain upgrades such as street tree planting along the shared zone,

Provision	Amended Proposal
	<p>bollards, feature walls and a raising of the shared zone to delineate from the adjacent local road network.</p> <ul style="list-style-type: none"> ▪ The provision of bicycle parking within the site will encourage sustainable travel methods and discourage car use. ▪ The location of a mixed-use development in proximity to Homebush and Strathfield railway stations will encourage residents, visitors and employees to utilise public transport methods. ▪ Public domain elements such as the two plazas, shared zone and extensions of the pedestrian footpath along Gramophone Lane will link the site with surrounding transport nodes, the Powell's Creek corridor and adjacent land uses. <p>Further discussion of traffic and transport upgrades in relation to the site is discussed under Guideline 7.6.</p>
Guideline 3.7 Street Function	Improvements to public domain interface and provision of a shared zone will encourage local traffic calming and facilitate local access through the site, providing an extended connection of Nipper Street through to Columbia Lane.
Guideline 3.8 Car Parking and Bicycle Parking	<p>This amended proposal reduces car parking provision from 488 spaces to 381 spaces.</p> <p>The Guideline identifies a maximum of 406.2 residential spaces, 72 residential visitor and 3.73 retail spaces can be accommodated on the site. The amended provision of 305 resident spaces and 72 residential visitor spaces is consistent with this provision. The provision of 4 retail spaces represents a minor 0.27 variation to the maximum, and it is appropriate to round the provision up to a whole number.</p> <p>The amended application provides 438 bicycle spaces, accommodated within the residential storage cages, in a bicycle storage room on ground level and within the basement. These bicycle spaces are provided to service the residents, residential visitors and the retail land uses.</p>
Guideline 3.9 Active Transport	The provision of bicycle parking, a dedicated shared zone and open spaces will encourage uptake of active transport methods to ensure efficient use of existing public transport.
Guideline 3.10 Sustainability and Resilience	As discussed in the BASIX Statement (Appendix E), the amended development will achieve BASIX energy 40 and BASIX water 50, consistent with the Guidelines. Stormwater runoff to Powells Creek will be minimised through landscaping strategies as previously discussed. The provision of solar panels on the roof of Building A will similarly improve environmental sustainability of the proposal. A BASIX certificate will be submitted to Council prior to the determination of the development application
Section 4 – Built Form Guidelines	
Guideline 4.1 Block Configuration and Site Planning	The amended design of the proposal incorporates significant design changes to improve the massing and height of the building form to create a pedestrian scale at street level and improve the activity within the public domain. Notably, the reduction in building height of Building A to create a 8-storey podium and increase to the

Provision	Amended Proposal
	western setback of Building A delivers an improved urban edge, slimmer towers and consistent street wall definition – thereby enhancing the pedestrian scale at street level.
Guideline 4.2 Building Massing, Scale and Building Articulation	<p>The amended design of the proposal will deliver a built form that has a building massing and scale to address and define the surrounding urban character. These amendments have been explored by MPA in consultation with Architectus to enhance the built form relation with the corner public open space, Powells Creek corridor and surrounding properties. The proposal responds to the built form requirements outlined in Guideline 4.2 as follows:</p> <ul style="list-style-type: none"> ▪ The reduction in podium height of Building A to correspond with the podium height of Building B achieves an integration with the individual building elements within the proposal. ▪ The increase to the western building setback of Building A provides an appropriate transition to the Powells Creek corridor, the north-eastern plaza at the termination of Gramophone Lane and the adjacent land uses located to the north of the site. ▪ The amendments to the built form of Building A, the façade design and proposed materiality creates additional building articulation and visual interest. This will improve the amenity of the public domain, particularly the communal open space on the site which sits directly adjacent to the built form. ▪ The floor plate of Levels 9 –25 do not exceed the maximum 750sqm GFA provision, delivering two slender tower forms. ▪ The reduction in podium height of Building A creates a clear and legible distinction between the podium and tower forms across the site. This clear expression creates an appropriate street scale and compliance with street frontage height requirements and will deliver amenity benefits such as minimising wind down draft and increasing sky views. ▪ The proposal responds to the attributes of the Homebush Precinct through integration of brickwork in the podium facade, a material that has been historically used throughout the Strathfield locality. Paving materials used in the Bakehouse Quarter, a precinct to the north of the site, will be continued through the public domain works. ▪ The amended proposal provides a clear sense of address for future residents through the central entry courtyard and internal ‘U’ shaped corridor which enables increased light penetration and ventilation. ▪ Entrance to the basement car park is provided from Gramophone Lane. This entrance will be concealed through a security roller shutter, in accordance with design requirements. <p>Overall, the amended proposal achieves a high level of compliance with the massing plan for sites east of Hawthorne Canal is indicated in Figure 4.5 of the Guideline.</p>

Provision	Amended Proposal
<p>Guideline 4.3</p> <p>Setbacks and Street Frontage</p>	<p>The site is not identified as adjacent to a green setback, heritage or active and commercial frontage. As such, the street wall and setback heights for 'all other conditions' is relevant. This includes a maximum street frontage height of 18m, and minimum building setback of 3-6m up to the street frontage and 2-6m at upper levels.</p> <p>The amended proposal is generally consistent with Guideline 4.3 requirements as follows:</p> <ul style="list-style-type: none"> ▪ The reduced podium height of Building A creates a consistent street wall height of 25m. ▪ Up to the street frontage height, the building provides varied setbacks. The average setback provided is 2.2m from the northern boundary, 1.6m from the western boundary, and 1.52m from the southern boundary. While these setbacks are less than the recommended 3m setback, the provision of a significant area of communal open spaces along the eastern boundary which compensates for these minor numerical non-compliances. The amenity of these setbacks is also enhanced through the provision of landscaping, public domain elements and multiple site entries along these frontages. ▪ In regard to tower setbacks, Tower A is setback 6.5m from the northern boundary and 15m from the eastern boundary. Tower B is setback 1.5m from the eastern boundary and 2.3m from the western boundary. While these setbacks represent a departure from the typical controls, these are considered acceptable based on merit due to the site's large scale, significant provision of public open space and consolidation of building bulk in one portion of the site, and compliance with relevant building separation distances of the ADG. ▪ A positive pedestrian environment at street level is achieved through the building setbacks, which facilitates the provision of landscaping, widened pedestrian footpaths and provision of public access routes along the western and eastern boundaries. ▪ The two retail tenancies reinforce the streetscape edge through a direct a-grade connection with the adjacent shared zone and use of transparent glazing along the store front to provide a direct visual connection with the public domain.
<p>Guideline 4.4</p> <p>Transition Zones and Sensitive Interfaces</p>	<p>The definition of a clear podium through the reduction in podium height of Building A achieves a gradual stepping of built form that will reduce overshadowing, improve amenity of surrounding sites, and complement the scale of surrounding properties.</p>
<p>Guideline 4.5</p> <p>Building Typologies</p>	<p>The amended proposal provides two retail tenancies fronting Gramophone Lane to activate the frontage and service the local community, in addition to three live/ work suites to respond to market demand for flexible working spaces. Legible entries are provided for the residential apartments through the central entry courtyard, and for the retail tenancies via the shared lane, to provide security and privacy. Compliance with the ADG is outlined in Section 4.1.1.</p>
<p>Guideline 4.6</p>	<p>The site is not identified in the structure plan as requiring an active or commercial frontage. However, to diversify the site and enhance pedestrian activity, two retail</p>

Provision	Amended Proposal
Active and Commercial Frontages	tenancies are provided on Gramophone Lane adjacent to three live/work suites, in order to create a vibrant streetscape and promote variety in employment opportunities.
Guideline 4.7 Building Entries and Fencing	<p>The amended proposal provides multiple building entries that address the street and assist in the identification and legibility of the development. This includes:</p> <ul style="list-style-type: none"> ▪ The central entry courtyard and internal 'U' shaped corridor accessed from Gramophone Lane which provides access to residential lift lobbies and services such as the mail room, gym and bicycle storage area within this courtyard enhances the privacy and amenity of the proposal. The design of this space also facilitates increased daylight penetration and ventilation. ▪ The provision of resident terraces along all building elevations facilitates passive surveillance of the surrounding area. ▪ Access to ground floor apartments and retail tenancies is provided from the shared zone, and via Gramophone Lane for apartment AG.02. ▪ The improvements to the western frontage to provide a walkway and opportunities for seating provides an additional western entry into the entry courtyard, and west-bound through to the shared zone and communal open space. ▪ Vehicular access to the basement is consolidated on the western edge of Gramophone Lane, in order to prioritise pedestrian movement and avoid vehicular/ pedestrian collision along the shared zone. A security shutter is provided to conceal this entry. ▪ No fencing is proposed, improving the permeability of the site.
Guideline 4.8 Amenity	While the proposed development will not disrupt views towards heritage items, recessive materials are used to reduce the scale of the buildings and emphasise the site landscaping and communal open space. As outlined in the Shadow Diagrams, the extent of shadow is reduced through increased setbacks and reduced height of Building A. The resulting shadow cast falls primarily within the railway corridor and Sydney trains site. The inclusion of glazing is provided to deliver visual privacy between buildings, whilst the inclusion of internal acoustic walls and ventilation plenums will ensure apartments comply with internal noise criteria whilst remaining appropriately ventilated.
Guideline 4.9 Accessibility, Safety and Security	The principles of Crime Prevention Through Environmental Design have been incorporated in the scheme to minimise crime and support community life. 54 apartments (15%) are capable of being made adaptable. In addition, 73 apartments (20%) comply with the Liveable Housing Guidelines.
Guideline 4.10 Signage and Advertising	Not relevant.
Section 7 – Homebush Precinct	

Provision	Amended Proposal
Guideline 7.1 – Guideline 7.3 Precinct Context, Existing Character, Opportunities and Constraints	The amended application responds to the existing site context and character of the Homebush precinct through the provision of a mix of compatible land uses, integration with the Powells Creek corridor, interpretation of the local heritage items in the surrounding area (including the Bakehouse Quarter and local shops) and integration with adjacent pedestrian and cycle linkages. The application will build upon the opportunities presented by the site whilst mitigating site constraints through design and site planning.
Guideline 7.4 Future Character	The precinct has a total population projection of 19,570 residents and 12,853 jobs by 2050. This application will respond to this through the delivery of 360 dwellings, retail tenancies and short- and long-term employment opportunities. The proposed mixed-use development and public open space is consistent with the Homebush Structure Plan outlined in Figure 7.4 of the Guideline.
Guideline 7.5 Open Space, Linkages & Connections & Public Domain	Consistent with the Guideline and specifically Figure 7.5, a new public open space is provided on the site to contribute to the quality and quantum of open space in the Homebush precinct. The landscape design includes play area, seating and communal open space. The application similarly seeks to integrate with the future Powells Creek corridor through ramp access, landscaping and public seating.
Guideline 7.6 Street Function and Precinct Transport	Gramophone Lane and Columbia Lane perform local street functions. Consistent with Figure 7.6 of the Guideline, a north-south shared zone is provided through the site to enhance connectivity and permeability. Compliance with the Corridor Guidelines in Section 3 is outlined previously in this table.
Guideline 7.7 Fine Grain	Urban design improvements and built form articulation is proposed to deliver an amenable fine-grain character. These are proposed within this amended proposal in response to Council commentary.
Guideline 7.8 Green Edge Setbacks, Transitions & Activity & Commercial Zones	Consistent with Figure 7.8 of the Guideline, the amended proposal provides a generous 5.6m setback to the Powells Creek corridor that has been increased at the upper tower levels within this application. The inclusion of accessible ramps, walkways and public seating along this frontage will provide connectivity with the future open space corridor. Ramp and stairway access is provided to connect the Ground Level FFL with the street level, due to the topography of the site. Notwithstanding this level difference, consistent paving, planting and lighting will be provided to activate the frontage.
Guideline 7.9 Recommended Planning Controls	As discussed in Section 4.1.5 , the amended proposal achieves a high level of compliance with applicable planning controls.

4.2.2. Strathfield Development Control Plan 2005

The relevant matters to be considered under Strathfield Development Control Plan 2005 (**Strathfield DCP 2005**) are outlined in **Table 6** below. Overall, the amended proposal achieves a high level of compliance with these provisions.

Table 6 SDCP 2006 Assessment

Clause	Proposed
PART C – MULTIPLE-UNIT HOUSING	
C.2.1 Site Analysis and Design Principles	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
C2.2 Density, Bulk and Scale	As discussed previously within this addendum SEE, the additional western setback and reduction in podium height of Building A achieves compliance with the built form character of the surrounding area. The proposal achieves compliance with the setback provisions identified for the Parramatta Road Corridor, notably for the Homebush Precinct, as discussed in Section 4.2.1 .
C2.3 Dwelling Unit and Building Design	20% (73) apartments achieve the Liveable Housing Australia Standard and 15% (54) apartments of mixed types are capable of being adapted to accessible apartments. A 21.3m separation between the two tower forms is provided to reduce the scale of continuous building bulk. This similarly provides privacy, visual and acoustic amenity to residents. Accessible entries are provided to all units.
C2.4 Energy Efficiency and Water Conservation	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
C2.5 Streetscape and Building Orientation	<p>The site has three street frontages and has been designed to address the human scale with buildings facing the street and incorporating direct access where possible and appropriate. Notably, the vehicular crossover and basement access is consolidated on the north-western corner and does not dominate the street frontage. Facades are conceived to create visual interest when viewed from a range of distances. Materials and colour palette are used appropriately to reflect the existing character of the Strathfield area, reduce the scale of the tower form and provide visual interest.</p> <p>As discussed in the Revised Acoustic Assessment (Appendix H) acoustic measures such as internal acoustic walls, winter gardens and ventilation plenums been implemented to mitigate noise impacts from the nearby rail corridor.</p>
C2.6 Heritage and Conservation	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .

<p>C2.7</p> <p>Open Space and Landscaping</p>	<p>The amended proposal provides 2,964sqm of landscaping at Ground Level (45% of the site area). Whilst this represents a minor numerical departure from the DCP control of 50% of site area, it is noted an additional 792sqm of landscaping is provided at rooftop terraces. The total provision of 3,693sqm of landscaping achieves compliance with the 50% provision. These spaces have a variety of active and passive areas, vegetation (both exotic and native), and paving to contribute to the amenity of the public domain. 56% of the communal open space receive greater than the minimum 2 hours of direct sunlight, ensuring these spaces provide amenable areas for recreation. In accordance with the ADG, 20% of the site area is provided as deep soil. As discussed previously, the consolidation of vehicular parking, services and storage within the basement reduces the potential area for deep soil, however, ensures the Ground Plane is pedestrian-oriented. All residential dwellings have access to external terraces or balconies.</p> <p>Communal open spaces have been carefully considered to minimise impact on privacy. A range of strategies have been used such as: orientation, courtyard fencing, screening devices and landscaping.</p>
<p>C2.8</p> <p>Privacy and Security</p>	<p>The amended proposal provides a building separation distance of 21.31m between the tower form of Building A and Building B in accordance with ADG and DCP requirements, thereby providing visual and acoustic privacy and amenity to residents. The site layout and orientation of buildings aims to reduce the level of intrusion from noise sources such as the railway and Parramatta Road. Dwellings affected by this noise intrusion have been designed to incorporate noise mitigation measures such as glazing in winter-gardens, mechanical ventilation, internal acoustic walls and use of thick glazing to reduce this acoustic impact.</p> <p>Further resolution of detailed urban design elements including external lighting and signage will be resolved during the detailed design stage, ensuring safe access is provided within the site.</p>
<p>C2.9</p> <p>Access and Parking</p>	<p>The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Parramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3.</p>
<p>C2.10</p> <p>Site Facilities and Water Management</p>	<p>The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Parramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3.</p>
<p>C2.11</p> <p>Section 94 Contributions</p>	<p>The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Parramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3.</p>
<p>C2.12</p> <p>Excavation of Sites</p>	<p>The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Parramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3.</p>

C3.0 Development in Business Zones	The built form of the amended proposal accords with the Built Form Guidelines of the Parramatta Road Corridor Urban Transformation Strategy, as discussed in Section 4.2.1 .
PART H – WASTE MINIMISATION AND MANAGEMENT PLAN	
H2.1 Waste Management Plans	An Updated Operational Waste Management Plan (Appendix J) has been prepared by Elephants Foot to outline the waste management strategy for the amended proposal.
H2.2 Application	Waste minimisation and management strategies have been incorporated into the design, as discussed in the Updated Operational Waste Management Plan.
H2.3 Generation Rates	The Updated Operational Waste Management Plan adopts the waste and recycling generation rates provided in Appendix B of the DCP.
H2.4 Implementing a Waste Management Plan	The proponent will implement the Updated Operational Waste Management Plan once the development is fully operational.
H2.5 Identification and Educational Signage	Waste management signage is shown in Appendix B.2 of the Operational Waste Management Plan. This signage will inform and educate residents and employees of waste management practices, ensuring best practice waste reduction is adopted.
H2.6 Additional Approval Requirements	The amended proposal will not generate large quantities of waste, trade waste, clinical waste or other hazardous waste. The Detailed Site Investigation submitted with the initial DA 2019/143 identified concentrations of asbestos on the site. In accordance with the Remedial Action Plan and Acid Sulfate Soils Management Plan, any asbestos fibres will be appropriately handled and transported from the site in accordance with the applicable guidelines to ensure the site is suitable for the proposed development. Appropriate waste storage is provided to ensure compaction of waste is not required.
H3.1 Demolition	A Construction Waste Management Plan will be prepared prior to the granting of a Construction Certificate and will be prepared in accordance with Council controls.
H3.2 Construction	A Construction Waste Management Plan will be prepared prior to the granting of a Construction Certificate and will be prepared in accordance with Council controls.
H3.3	Waste storage, waste chutes and two waste collection areas are included in the design. Waste will be organised by building management and serviced by a private waste collection from the waste collection area on the Ground Plane from Columbia

Design and Use of Buildings	Lane. The Architectural Plans (Appendix A) and Traffic and Parking Statement (Appendix I) outline the necessary manoeuvring of bins within the area during collection.
H3.4 Automated Waste Collection System	The Automated Waste Collection System is not available on the site.
H3.8 Mixed-Use Development	The Updated Operational Waste Management Plan (Appendix J) outlines compliance with the DCP requirements, including provision for onsite collection, two waste storage areas and provision of a waste collection area within an accessible location. As discussed in the Acoustic Report (Appendix H), waste chutes are strategically situated away from apartment entry doors and circulation corridors, and waste garbage rooms are located in the basement level 1 within enclosed rooms to ensure proximate dwellings are not impacted.
PART I – PROVISION OF OFF-STREET PARKING FACILITIES	
I2.0 Main Provisions	<p>Off-street parking is provided within the basement with access provided from Gramophone Lane. The revised basement parking layout provides car parking spaces in accordance with the design requirements set out in the AS/NZS 2890.1:2004. All vehicles can enter and exit the basement parking area in a forward direction. Swept paths have been provided to illustrate that whilst services vehicles will need to reverse to exit the Ground Level loading bay, circulation is provided to allow safe manoeuvring on Columbia Lane. The addition of four van spaces on Basement Level 1 to be used for smaller items will provide flexibility in site loading and access.</p> <p>Areas of the internal ramp access will provide a slope of 1:8. While this exceeds Council's 1:7 slope maximum requirement, it is noted the average slope of ramps is 1:4 and appropriate vehicular safety mechanisms such as signage and lighting will be incorporated at the detailed design stage post-determination.</p>
I3.1.2 Residential Flat Buildings	The amended proposal is in accordance with the relevant off-street parking requirements as outlined in Part C of the DCP, addressed previously within this table.
I3.4.1 Shops	The Strathfield DCP 2005 permits 6.2 spaces/ 100sqm gross leasable floor area. Accordingly, 11.57 spaces can be provided for the two retail tenancies. The amended proposal provides 4 retail spaces, consistent with the updated controls provided within the Parramatta Road Corridor Urban Transformation Strategy which permits 3.73 spaces under Guideline 3.8 - Car Parking and Bicycle Parking.
PART N – WATER SENSITIVE URBAN DESIGN (WSUD)	
N3.1 Water Conservation	As discussed in Section 4.1.2 , the amended proposal is compliant with the BASIX SEPP and a modification to the current BASIX Certificate 1030689M_02 will be lodged in response to the amended design. Specifically, the proposal achieves a BASIX water Score of 50 through incorporation of water-sensitive principles such as

	3.5 Star washing machines, water tank to collect and reuse fire sprinkler test water and appropriate management of stormwater runoff.
N3.2 Stormwater Quality	The findings of the Stormwater Management Plan submitted with D/2019/173 remain relevant to the amended proposal. Implementation of the recommended stormwater treatment measures will ensure that there will be no detrimental effects on the quality of stormwater from the proposed development.
PART Q – URBAN DESIGN CONTROLS	
Q2.1 Public Domain and placemaking	<p>The amended proposal has had regard to the relevant provisions of all local policies including the Strathfield DCP 2005, Strathfield DCP No. 20 and Parramatta Road Corridor Urban Transformation Strategy. The design maximises public access through the provision of a shared vehicular/ pedestrian zone, public open space, and canopy cover permitting pedestrian access to the central courtyard. The podium and tower envelopes are oriented towards the public open space, providing passive surveillance without privatising the space.</p> <p>The amended proposal incorporates significant improvements to the façade design and materiality to provide visual interest along the public domain interface.</p>
Q2.2 Streetscape	The reduced podium height of Building A will correspond with the street frontage height and building alignment of adjacent properties to the north of the site on Nipper Street, thereby relating to the existing pattern of development in the area. The proposal's compliance with the relevant LEP development standards including building height and FSR ensures the building design is in harmony with the form and mass of the local area. The amended setbacks are in accordance with the provisions adopted in the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area, addressed in Section 4.2.3 .
Q2.3 Siting	The proposed siting of the building form within the podium and two towers responds to the site conditions including multiple street frontages, provision of public open space and interface with Powells Creek to the east and railway corridor to the south. The proposed orientation and provision of a lower-scale 8 storey podium balances acoustic, visual, solar access and privacy considerations and will not result in an adverse impact on the surrounding area.
Q2.4 Building envelope	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q2.5 Building massing and scale	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q2.6 Transition zones	The amended proposal responds to the interface with the residential zone to the east of the site through the provision of an area of significant public open space along the frontage. This ensures an appropriate transition between the zones and varying built form, minimising overshadowing and overlooking onto low-scale

	properties to the east. The provision of landscaping within the public open space and shared zone will similarly aid in this transition.
Q2.8 Roof forms	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q3.1 Accessibility and connectivity	In accordance with the DCP provisions and the Structure Plan identified in the Parramatta Road Corridor Urban Transformation Strategy, pedestrian through site linkages are provided in a north-south direction across the site. This shared zone will facilitate improved connectivity between housing and the future parkland corridor along Powells Creek. Significant landscaping has been designed to activate this through site link including street trees, shrub landscaping and provision of public open space adjacent incorporating seating areas and children's play equipment. The provision of communal open space for exclusive use of residents within two rooftop terraces ensures there is a clear delineation between private and publicly accessible space.
Q3.2 Building entries	A number of building entries are provided to improve legibility, permeability and accessibility of the site. The design optimises the multiple site frontages and provides building entries from Gramophone Lane, the shared zone and Columbia Lane. Building lobbies are located internally accessed via the internal entry courtyard, providing safe and convenient access during day and night.
Q3.3 Visual and acoustic privacy	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q3.4 Acoustic amenity and air quality	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q3.5 Solar access and cross ventilation	<p>Due to the site's interface with the railway to the south of the site, the extent of the shadow cast by the development does not have a significant impact on solar access to private and communal open space to adjoining dwellings. 290 apartments (81%) receive greater than 2 hours of direct sunlight between 9 am and 3pm. The residential floor plan locates living areas along the northern aspect to optimise this solar access.</p> <p>96 apartments (64.4%) are naturally ventilated in the first 9 storeys. Where apartments along the southern elevation of Building B are affected by noise and may need to close operable façade elements such as windows and doors, acoustic ventilation plenums are incorporated into the design.</p>
Q3.6 Safety and security	The amended design minimises opportunities for crime through incorporation of crime prevention through environmental design principles. The residential floor plan orients the dwellings towards the central courtyard and the public open space in order to provide passive surveillance to these areas from ground and upper levels. While the proposal provides a number of building entries, these entries are clearly legible through use of materiality and design to emphasize their visible presence in

	the surrounding area, in addition to more detailed measures to be incorporated in the design development stage including lighting and external signage.
Q3.8 Views	The amended building envelope will not disrupt any significant prevailing views. Notably, the site is not located within proximity to a local heritage item and will not disrupt view corridors towards the item. Notwithstanding this, the articulated podium form and two slender tower forms maximises views of open sky from the public open space and surrounding area.
Q3.9 Landscaping	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q3.10 Private and communal open space	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q3.11 Energy efficient design	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q4.1 Car parking and vehicular access	The site is located within the Parramatta Road Corridor and is subject to the provisions of the Strathfield DCP No. 20, 2006 – Paramatta Road Corridor Area. As such, this control is addressed in Section 4.2.3 .
Q4.2 Front Fences	The application does not include a front fence as part of the development. Not applicable.
Q4.5 Signage and advertising	The application does not seek consent for signage. Not applicable.
Q4.6 Flood Affected Land	As stated in the original DA, the amended proposal will not result in any adverse flooding impacts on the locality.
Q4.8 Development within Mixed Use Zones	The amended proposal complements and is consistent with the built form and natural context of the surrounding area. Notably, the proposal integrates with the adjacent Powells Creek corridor, interprets local heritage items including the Bakehouse Quarter, and utilises brick materiality in the podium to correspond with the Strathfield urban character. The application will significantly improve upon the amenity of the existing site, which is currently vacant and in degraded condition, and will deliver public open space and landscaping consistent

Q4.10 The Parramatta Road Urban Transformation Strategy	The amended proposal achieves a high level of compliance with the Parramatta Road Corridor Urban Transformation Strategy and the supporting Implementation Tool Kit, as discussed in Section 4.2.1 .
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4.2.3. Strathfield Development Control Plan No. 20 – Parramatta Road Corridor

The relevant matters to be considered under the Strathfield DCP No. 20, 2006 – Parramatta Road Corridor Area (**Strathfield DCP 2006 No. 20**) are outlined in **Table 7** below. Overall, the amended application achieves a high level of compliance with these provisions.

Table 7 Consistency with Strathfield DCP 2006 No. 20

Provision	Amended Proposal
2.1 Site Analysis	A Site Analysis Plan is provided within the Architectural Plans at Appendix A . The amended proposal responds to the existing site characteristics, opportunities and constraints to provide a building form that is consistent with the existing and future character and minimise environmental amenity impacts. The amendments to the proposal including reduction in building scale of Building A, façade articulation and further consideration of the external detailing of the proposal through materiality ensures the development is consistent with the streetscape character, will have no impact on proximate heritage items and does not impact the amenity of residential properties (including 14-16 Station Street) or public open spaces.
2.2 Building Footprint	The building footprint of the amended proposal generally accords with the Built Form Masterplan identified in Figure 8 of the Strathfield DCP 2006 No.20. The building bulk of Tower B is located along the south-west of the site, in order to provide adequate building separation.
2.3 Building Height	While the Masterplan identifies the site for a 3-6 storey development, the maximum building height development standard have since been revised through the determination and gazettal of the site-specific Planning Proposal in 2019. As such amended application is consistent with these revised statutory controls.
2.4 Built Form	The provision of underground car parking, building separation, roof terraces, balconies and sun-shading and a public open space with deep soil accords with the built form provisions contained within the Strathfield DCP No 20.
2.5 Roof Form	The amended proposal provides a harmonious roof form that integrates and conceals services. The provision of a communal terrace on the Building A podium roof, solar panels on the Building A tower roof, and skylights on the Building B roof, represents an efficient use of the roof plate whilst remaining within the maximum building height plane.
2.6 Facade Composition	The façade materiality responds to the local character of the area whilst providing visual interest and environmental benefits. The entire podium is to be constructed of Austral Bricks to reference the traditional character of the Strathfield Municipality, whilst also complementing the primary façade materiality of a curtain glass wall with alternating metal screen and white concrete. The incorporation of landscaping

Provision	Amended Proposal
2.7 Heritage and Conservation	<p>throughout the ground floor and internal resident courtyard contributes to the fine grain character and improves the legibility of the development.</p> <p>A Heritage Impact Statement and Heritage Interpretation Strategy has been prepared by Urbis (Appendix F) which states that the proposed amendments have no detrimental impact upon the heritage significance of the nearby heritage items. In response to Council feedback, a Heritage Interpretation Plan has been prepared by Urbis.</p>
2.8 Visual and Acoustic Privacy	<p>Visual privacy is provided to all residents and neighbouring properties through compliance with relevant building separation distances and use of operable façade elements to provide an additional level of privacy. The internal floor plan of residential dwellings largely orientates main living areas to the external façade.</p> <p>The acoustic impact from the development, and on to the development, has been considered in the Revised Acoustic Statement at Appendix H. Due to the site's proximity to the railway line, additional acoustic measures have been incorporated into the design to provide appropriate internal acoustic amenity for future residents. This includes the provision of internal acoustic wall treatment, mechanical ventilation for the eastern and southern facades of Building B and introduction of a glazed louvre winter garden arrangement to balconies for apartments B2.01 and B2.02. Specifically, the mechanical ventilation is required to ensure affected dwellings achieve both natural ventilation and acoustic amenity where operable façade elements are required to remain closed to achieve internal noise targets.</p> <p>The central communal open space is partially protected from the rail operations and the existing electricity asset to the south of the site by site planning and building footprint. Consistent with the NSW EPA's Rail Infrastructure Noise Guideline, this area is expected to be well below the 65 dB L_{Aeq} daytime target and 60 dB L_{Aeq} night-time amenity target, achieving external acoustic amenity.</p> <p>Additionally, waste chutes and garbage rooms have been located away from residential dwellings to control waste management noise, to be complemented by management practices restricting activities to between 7am to 6pm weekdays and 8am to 6pm on weekends and public holidays.</p>
2.9 Private Open Space	<p>The development provides 1,484sqm of deep soil across the site (20% of the site area). This is located within the western and eastern communal open spaces on Ground Level. While this represents a departure from the Strathfield DCP No. 20 provision of 35%, the proposal is compliant with the ADG requirements and in total provides 3,693sqm of landscaping across the site. The consolidation of services, vehicular access, bicycle and car parking within the basement beneath the site reduces the amount of available deep soil, however, ensures that the ground plane is largely a pedestrian zone for public, resident and visitor use.</p> <p>There is currently no significant landscaping on the site to retain. The amended proposal will therefore improve the site condition, through the provision of avenue street tree planting along the shared zone, native tree planting in the communal open space, low shrub planting along Gramophone Lane and Columbia Lane, and low planting to delineate between the shared zone and park areas.</p>

Provision	Amended Proposal
	<p>All residential dwellings have balcony or Ground Level terrace access. Where external areas are affected by noise intrusion, particularly on the southern façade of Building B, glazed louvres for winter gardens are provided to improve amenity and usability. Access to balconies and terraces is provided from living room areas.</p>
<p>2.10</p> <p>Energy Efficiency and Water Conservation</p>	<p>The amended proposal achieves/ targets the following sustainability measures in accordance with the DCP:</p> <ul style="list-style-type: none"> ▪ NatHERS average star rating of 6.1. ▪ BASIX water 50 and energy 40 score target. ▪ 96 apartments (64.4%) are naturally ventilated in the first 9 storeys. ▪ 290 apartments (81%) receive greater than 2 hours of direct sunlight between 9 am and 3pm. ▪ Provision of 260.5sqm of solar panels on the rooftop of Building A. ▪ Shadows cast by the development largely falls within the railway corridor, thereby maintaining solar access to existing neighbouring solar collectors. ▪ Building orientation and site planning to maximise solar access and orientation of living areas to the north. ▪ Use of thermal mass to retain solar height, through use of brick materiality within the podium. ▪ Rainwater collection tank to collect and reuse fire sprinkler test water.
<p>2.11</p> <p>Stormwater, Sewerage and Drainage</p>	<p>The amended proposal does not result in any adverse flooding impacts on the locality and implementation of the recommended stormwater treatment measures will ensure that there will be no detrimental effects on the quality of stormwater from the proposed development. The stormwater management system for the development remains consistent with the Stormwater Management Plan submitted in the initial September 2019 application. This includes the provision of a below ground OSD tank, overland flow paths to carry major storms through and around the site and a pit and pipe network to collect minor storm runoff.</p>
<p>2.12</p> <p>Access for People with Mobility Disabilities</p>	<p>54 apartments (15%) are capable of being made adaptable. In addition, 73 apartments (20%) comply with the Liveable Housing Guidelines.</p> <p>The amended proposal is compliant with the Australian Standard for Adaptable Housing (AS4299) which requires at least one accessible car parking space (3.8m wide) to be provided for each adaptable apartment. Accordingly, 59 accessible spaces are proposed, with up to 5% of the visitor car parking provided as accessible.</p>
<p>2.13</p> <p>Vehicular Access and Car Parking</p>	<p>The amended proposal reduces car parking spaces from 488 to 381 parking spaces comprising of:</p> <ul style="list-style-type: none"> ▪ 305 resident car parking spaces ▪ 72 visitor car parking spaces, and

Provision	Amended Proposal
	<ul style="list-style-type: none"> ▪ 4 retail car parking spaces (for retail staff). <p>The basement parking, loading area and building access has been designed to comply with Council controls and relevant regulations.</p>
<p>2.14</p> <p>Site Facilities and Services</p>	<p>The revised ground floor design accommodates the substation and telecommunication services on the north-western corner of the site, adjacent to Gramophone Lane. This provides improved access for service providers and will maintain the security of the basement levels. Notably, these services are internally located and concealed behind façade grills and fencing to maintain the visual amenity of the area. The communal mail area is provided on the Ground Level adjacent to the entry gate, providing secure and convenient access for collection.</p> <p>The amended proposal also incorporates clothes dryers with a 2.5-star energy rating within all dwellings, comparable to a SEDA Greenhouse Score of 4, considered an 'acceptable' score within the Strathfield DCP No.20.</p> <p>The findings of the Stormwater Management Plan or Flooding Assessment submitted with DA/2019/173 remain relevant to the amended proposal.</p>
<p>2.15</p> <p>Section 94 Contributions</p>	<p>The proponent will comply with any condition of development consent requiring the payment of development contributions in accordance with the Strathfield City Council Section 7.11 Contributions Plan.</p>
<p>2.16</p> <p>Excavation of Sites</p>	<p>The amended proposal provides a reduced level of basement floor plate in response to a reduction in the required amount of car parking, servicing, and loading. The amended basement design is provided in the Architectural Plans at Appendix A. Notwithstanding these amendments, the excavation of the site will be conducted in accordance with the relevant regulations, BCA standards and the recommendations of the Geotechnical Investigation, Detailed Site Investigation, Remediation Action Plan and Acid Sulphate Soils Management Plan submitted with the development application lodged in September 2019.</p>

5. SECTION 4.15 ASSESSMENT

The amended proposal has been assessed in accordance with the relevant matters for consideration listed in section 4.15 of the EP&A Act 1979, as outlined in **Table 8**.

Table 8 Section 4.15 Assessment

Matter for Consideration	Amended Proposal
Environmental Planning Instruments	The amended proposal has been assessed in accordance with the relevant State and local environmental planning instruments Section 4.1 of this Addendum SEE. The assessment concludes that the proposal complies with the relevant provisions of the identified instruments.
Draft Environmental Planning Instruments	No draft environmental planning instruments are relevant to this proposal.
Development Control Plan	An assessment of the amended proposal against the relevant provisions of the Strathfield Development Control Plan 2006 is provided in Section 4.3 of this Addendum SEE. The assessment confirms the proposed works are consistent with the relevant principles and controls contained in the DCP.
Planning Agreement	The Proponent has submitted an offer to enter into a State Planning Agreement with the Minister for Planning and Public Spaces under section 7.4 of the EP&A Act for contributions to be made towards STATE PUBLIC INFRASTRUCTURE to satisfy Clause 7.1 of the SLEP 2012.
Matters Prescribed by the Regulations	This addendum SEE has been prepared to support an amendment to D/2019/143 submitted under clause 55 of the Regulations. Section 2.1 of this addendum SEE outlines the particulars to indicate the nature of the changed development. All other relevant provisions of the Regulations have been considered during the preparation of this application.
Likely impacts of the proposal	An assessment of the likely impacts and key considerations of the amended proposal is addressed in Table 2 of this Addendum SEE. Overall, the amended proposal will not result in significant adverse environmental, social or economic impacts on the locality.
The suitability of the site for the development	<p>The site is suitable for the amended proposal. The amended proposal is permissible with consent in the B4 Mixed Use zone, is consistent with the development standards established under the recent site-specific Planning Proposal and Strathfield LEP 2012 amendments and will facilitate the redevelopment of the site.</p> <p>The site is located within a former industrial precinct which has been identified for urban renewal purposes. The emerging residential character is mixed-use high-density development, which is consistent with the amended proposal.</p> <p>The site is connected to all required servicing, which will be augmented where necessary. Notably, the site is not within an area recognised as being subject to landslip, bushfires or flooding hazards, and its redevelopment will not result in adverse environmental risk. The proximity to existing transport networks including the Homebush, North Strathfield and Strathfield railway stations will encourage use of sustainable modes of transport.</p>

Matter for Consideration	Amended Proposal
Any submissions made in accordance with this Act or the regulations,	The amended proposal has been informed by and responds to the issues raised by members of the community, Council and the Panel during the assessment and public exhibition of D/2019/143.
The public interest	<p>The proposal will have no detrimental impact on the public interest. It is in the public interest to facilitate the redevelopment of a vacant and decaying site into a vibrant neighbourhood precinct providing a variety of experiences for future residents and visitors. The provision of a range of compatible land uses including residential (affordable and private housing), live-work suites and commercial tenancies is in accordance with the B4 Mixed Use zoning of the site, and will diversify the typology, affordability and quality of housing available in the Eastern City District.</p> <p>The delivery of an area of communal open space at the intersection of Gramophone Lane and Columbia Lane that is of high quality landscape design will complement the streetscape, connect with the future Powells Creek corridor and improve both the amenity and quality of the public domain. In addition to the contribution to designated State public infrastructure, the delivery of these elements is entirely within the public interest.</p>

6. CONCLUSION

This addendum SEE supports DA D/2019/143 which seeks development consent for a mixed-use development at 11-17 Columbia Lane, Homebush. This report and supporting documentation have been prepared to address Council's outstanding concerns and respond to the matters raised in the letter dated 22 May 2020.

The application has been amended in response to Council feedback, and additional information provided to demonstrate these amendments result in a reduction in environmental impacts on the surrounding properties. The scheme has been developed and refined following extensive discussions with Council, specialist consultant input and an Urban Design Peer Review undertaken by Architectus. Notably, this has resulted in an improvement on the proposed bulk, massing, and scale of the development in consideration of the local context and adjacent areas of public recreation and open space. The refinements to the design, particularly the Building A tower and podium massing, significantly improves upon the schemes previously presented to Council and the Panel and is considered to adequately respond to Council feedback.

This amended proposal is considered acceptable and worthy of Council support for approval and ultimate determination by the Panel for the following reasons:

- The proposal is consistent with State, regional and local strategic planning objectives. In particular, the application is consistent with Eastern City District Plan and Paramatta Road Corridor Urban Transformation Strategy through the delivery of a mix of residential and retail land uses in proximity to existing transport opportunities which link to key employment precincts.
- The proposal satisfies the applicable local and state planning policies. Specifically, the development contains permissible land uses which address objectives and intent of the Strathfield LEP 2012 and achieves a high level of consistency with key planning controls in the Paramatta Road Corridor Urban Transformation Strategy Implementation Tool Kit – Planning and Design Guidelines, and the relevant provisions of the Strathfield DCP 2005 and Strathfield DCP No. 20 2005.
- The proposal provides an improved public domain and communal open space areas, whilst supporting delivery of a finer grain road network with enhance pedestrian connection to Paramatta Road and Homebush, North Strathfield, and Strathfield train stations. Improvements to the western interface with the Powells Creek corridor through the provision of landscaping, seating areas and accessible ramp access will further encourage connectivity and permeability.
- The reduction in building scale and podium height of Building A results in significant improvements to the amenity of the site, solar access to adjacent properties, residential amenity, and view corridors. These amendments create two slender tower forms over a consistent podium to correspond with the built form character of the surrounding area and provide solar access, natural cross ventilation, and residential amenity within the site. The corresponding amendments to the façade materiality aim to further articulate the building form whilst referencing the historical use of brick within the Strathfield locality.
- The internal residential floor plan has been refined and amended to significantly improve upon the residential amenity in accordance with SEPP 65 and the ADG. While this has required a reduction in the number of residential dwellings, it is considered the high amenity of the remaining 360 dwellings will suitably respond to the demand within the Homebush housing market.
- The design and location of built form responds to existing site conditions, planning controls and the surrounding urban environment. The site can accommodate the proposed level and density of uses proposed.
- The preparation and implementation of a Heritage Interpretation Strategy that focuses on the industrial character and history of the area accords with Council recommendations and will promote the heritage character of the area.

Having considered all the relevant matters, we conclude that the proposal represents an appropriate development outcome that continues to strengthen and contribute to the locality. The proposal is therefore considered well-worthy of Strathfield City Council support and approval by the Sydney Eastern Planning Panel.

7. DISCLAIMER

This report is dated 21 July 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of COLUMBIA LANE DEVELOPMENT PTY LTD (**Instructing Party**) for the purpose of Addendum SEE (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

REVISED ARCHITECTURAL PLANS

APPENDIX B

REVISED DESIGN VERIFICATION STATEMENT

APPENDIX C

REVISED LANDSCAPE DESIGN REPORT

APPENDIX D

ADDENDUM URBAN DESIGN PEER REVIEW

APPENDIX E

BASIX ADVICE LETTER

APPENDIX F

HERITAGE IMPACT STATEMENT

APPENDIX G

HERITAGE INTERPRETATION STRATEGY

APPENDIX H

REVISED ACOUSTIC REPORT

APPENDIX I

REVISED TRANSPORT IMPACT ASSESSMENT

APPENDIX J

UPDATED OPERATIONAL WASTE MANAGEMENT PLAN

APPENDIX K

LIFT OPERATION TRAFFIC ANALYSIS REPORT

APPENDIX L

GO GET LETTER OF SUPPORT

