

## SYDNEY WESTERN CITY PLANNING PANEL ASSESSMENT REPORT

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| Panel Number:  | PPSSWC-113.  |
| Application Number:  | 2020/721/1.  |
| Local Government Area:   | Camden.  |
| Development:   | Construction of a mixed use development premises comprising three buildings, basement car parking, drainage, landscaping and associated site works.  |
| Capital Investment Value:  | \$32,216,544   |
| Site Address(es):  | 3-7 Digitaria Drive, Gledswood Hills.  |
| Applicant:   | Ted Roleski – Form Design Studio.  |
| Owner(s):  | Gledswood Lot 825 Pty Ltd.<br>Gledswood Lot 826 Pty Ltd.<br>Gledswood Lot 827 Pty Ltd.   |
| Date of Lodgement:   | 29 September 2020.   |
| Number of Submissions:   | Nil.   |
| Number of Unique Objections:   | Nil.   |
| Classification:  | Regionally significant.  |
| Recommendation:  | Refuse.  |
| Regional Development Criteria (Schedule 7 of State Environmental Planning Policy (State and Regional Development) 2011): | General development capital investment value >\$30 million.  |
| List of All Relevant Section 4.15(1)(a) Matters:   | <ul style="list-style-type: none"> <li>• State Environmental Planning Policy (State and Regional Development) 2011.</li> <li>• State Environmental Planning Policy (Sydney Region Growth Centres) 2006.</li> <li>• State Environmental Planning Policy (Infrastructure) 2007.</li> <li>• State Environmental Planning Policy No 55 - Remediation of Land.</li> <li>• Sydney Regional Environmental Plan No 20 - Hawkesbury-Nepean River.</li> <li>• Camden Development Control Plan 2019.</li> <li>• Turner Road Development Control Plan 2007.</li> </ul> |
| List all Documents Submitted with this Report for the Panel's Consideration:   | <ul style="list-style-type: none"> <li>• Assessment report.</li> <li>• State Environmental Planning Policy (Sydney Region Growth Centres) 2006 assessment table.</li> </ul>  |

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|  | <ul style="list-style-type: none"> <li>Camden Development Control Plan 2019 assessment table.</li> <li>Turner Road Development Control Plan 2007 assessment table.</li> <li>Reasons for refusal.</li> </ul> |
| Development Standard Contravention Request(s): | Nil.  |
| Summary of Key Submission Issues:              | No submissions were received.   |
| Report Prepared By:                            | Jessica Mesiti, Executive Planner   |
| Report Date:                                   | November 2021.  |

### Summary of Section 4.15 Matters

|  | Yes                                 |
|--|-------------------------------------|
| Have all recommendations in relation to relevant Section 4.15 matters been summarised in the Executive Summary of the assessment report? | <input checked="" type="checkbox"/> |

### Legislative Clauses Requiring Consent Authority Satisfaction

|   | Yes                                 |
|---|-------------------------------------|
| Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed and relevant recommendations summarised in the Executive Summary of the assessment report? | <input checked="" type="checkbox"/> |

### Development Standard Contraventions

|  | Yes                      | N/A                                 |
|--|--------------------------|-------------------------------------|
| If a written request for a contravention to a development standard has been received, has it been attached to the assessment report? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### Special Infrastructure Contributions

|  | Yes                                 | No                       |
|--|-------------------------------------|--------------------------|
| Does the application require Special Infrastructure Contributions? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Conditions

|   | Yes                      | No                                  |
|---|--------------------------|-------------------------------------|
| Have draft conditions been provided to the applicant for comment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## **PURPOSE OF REPORT**

The purpose of this report is to seek the Sydney Western City Planning Panel's (the Panel's) determination of a development application (DA) for a mixed use development at 3-7 Digitaria Drive, Gledswood Hills.

The Panel is the consent authority for this DA as the capital investment value (CIV) of the development is \$32,216,544. This exceeds the CIV threshold of \$30 million for Council to determine the DA pursuant to Schedule 7 of State Environmental Planning Policy (State and Regional Development) 2011.

## **SUMMARY OF RECOMMENDATION**

That the Panel determine DA/2021/45/1 for a mixed use development pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* by way of refusal for the reasons set out at the end of this report.

## **EXECUTIVE SUMMARY**

Council is in receipt of a DA for mixed use development at 3-7 Digitaria Drive, Gledswood Hills.

The DA has been assessed against the *Environmental Planning and Assessment Act 1979*, the *Environmental Planning and Assessment Regulation 2000*, relevant environmental planning instruments, development control plans and policies.

A summary of the assessment of all relevant environmental planning instruments is provided below with a detailed assessment provided later in the report.

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| State Environmental Planning Policy (State and Regional Development) 2011.             | The Panel is the consent authority for this DA as the development has a CIV of \$32,216,544 which exceeds the CIV threshold of \$30 million for Council to determine the DA.   |
| State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth SEPP). | The development is permitted with consent in the applicable B5 Business zone.  |
| State Environmental Planning Policy (Infrastructure) 2007 (ISEPP).                     | The DA was referred to Transport for NSW and Endeavour Energy for comment pursuant to the ISEPP and the comments received have been considered.  |
| State Environmental Planning Policy No 55 - Remediation of Land.                       | Council staff have assessed a Phase 1 detailed contamination assessment and associated information submitted in support of the DA. Council staff are satisfied that the site is suitable (from a contamination perspective) for the development. |
| Sydney Regional Environmental Plan No 20 - Hawkesbury-Nepean River (SREP 20).          | The development is consistent with the aim of SREP 20 (to protect the environment of the Hawkesbury-Nepean   |

|  |   |
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|  | River system) and all of its planning controls. |
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The DA was publicly exhibited for a period of 14 days in accordance with Camden Development Control Plan 2019. The exhibition period was from 23 October to 19 November 2020 and no submissions were received.

### AERIAL PHOTO



### THE SITE

The site is commonly known as 3-7 Digitaria Drive, Gledswood Hills and is legally described as Lots 837, 838 and 839 in DP1203105 and has a combined area of 6,698sqm. The site is currently vacant and clear of vegetation.

The site is regular in shape, with the area of proposed development located to the south of the South Creek Riparian Area and separated via Redbank Drive. The site has a frontage of 117.345 metres to Redbank Drive and 134.505 metres to Digitaria Drive.

The land has a cross fall from Digitaria Drive towards Redbank Drive of approximately 3 metres at the eastern end and 1 metre at the western end of the site.

The development site is located within the Oran Park and Turner Road Precinct of the South West Growth Precinct.

The surrounding locality to the north (Gledswood Hills), east (Gregory Hills), and to the west (Oran Park and Catherine Fields) is currently undergoing transformation to residential subdivision development. To the south, new developments within the Gregory Hills Business Park continue to be erected upon newly created business lots for a variety of business uses. To the north of the site, opposite Redbank Drive, the South Creek Riparian Area exists, with residential development located further north. To the immediate south and west of the development, vacant lots exist. To the

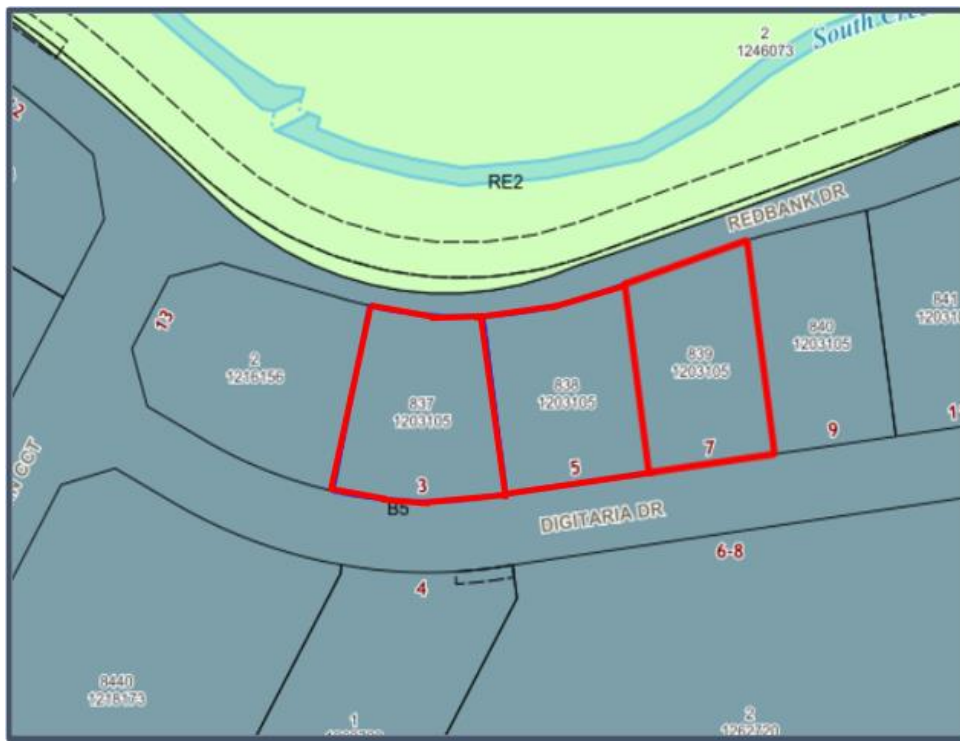
immediate east, a 130 place childcare centre exists. To the south east, the Soma Wellness Centre building exists, with a child care centre currently under construction at 4 Digitaria Drive, Gledswood Hills.

An aerial image showing the location of the site is provided below:

### [AERIAL IMAGE](#)

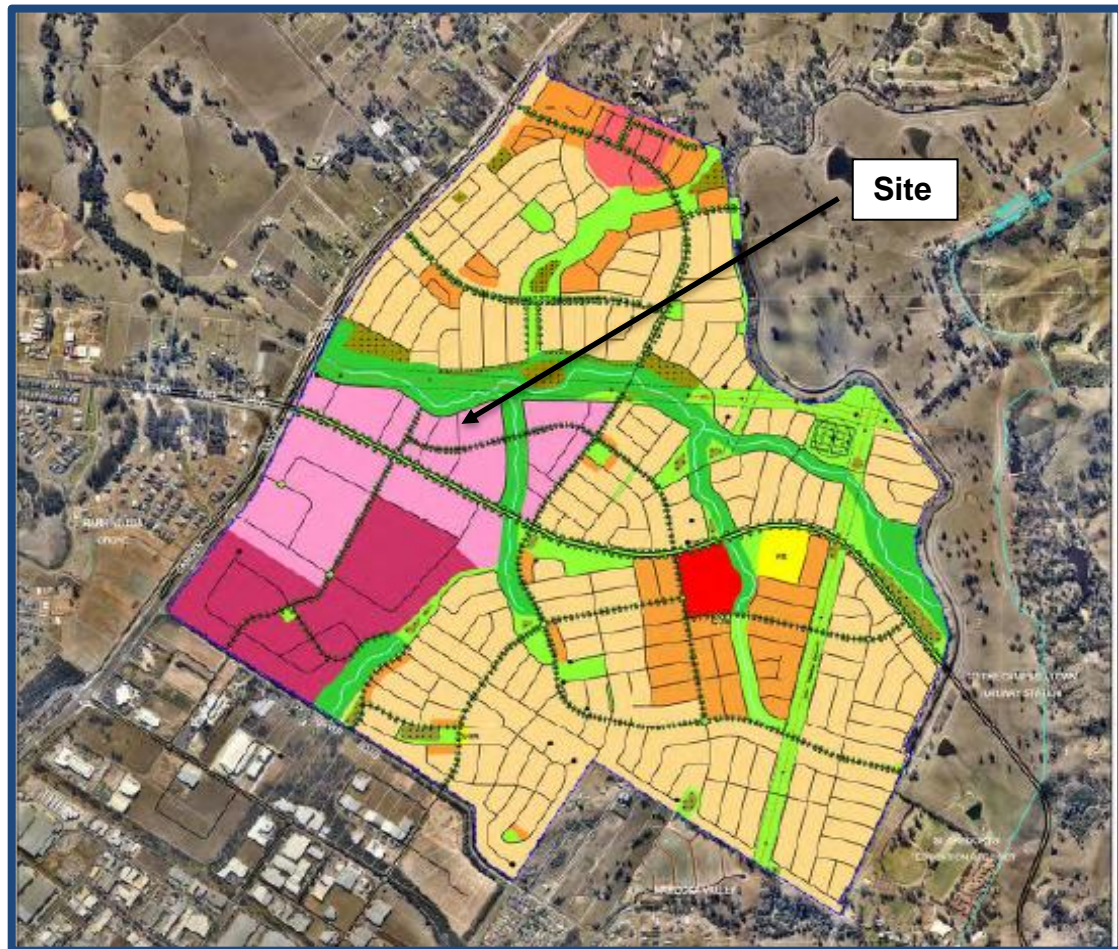


### [ZONING PLAN](#)





## AREA MASTER PLAN



## THE PROPOSAL

DA/2020/721/1 seeks approval for the construction of a mixed-use development premises.

Specifically, the development involves:

- Construction of 295 car parking spaces within basement, lower ground level and mezzanine level;
- Construction of a mixed use development comprising of three buildings (A, B and C) creating a total of 31 tenancies, ranging in height from 3 to 4 storeys;
- The internal use and fit-out of all tenancies are proposed to be obtained via separate approvals. The applicant anticipates that some of the future uses on site will consist of a children's amusement centre, food and drink premises, bulky goods and business premises;
- Landscaping; and
- Associated site works.

## DA HISTORY AND PANEL BRIEFING

The DA, which was lodged on 29 September 2020, was considered by Council's Design Review Panel (DRP) on 29 October 2020. The DRP raised the following concerns with the proposed development:

- The development displays an excessive building mass;
- Greater articulation in the roof line is required;
- The northern façade does not provide an active presentation to Redback Drive;
- The development gives priority to vehicles over pedestrians;
- There is a need to rationalise the number of vehicle crossovers;
- The edges and corners of the building lack architectural merit;
- The façade to Digitaria Drive is not inviting and lacks connectivity; and
- Insufficient landscaping is proposed.

On 25 November 2020, Council staff issued a request for information (RFI), raising several concerns with the proposed development relating to traffic (including additional information requested by TfNSW); variations from the objectives and controls contained in the Turner Road Precinct Development Control Plan; engineering issues; and waste management issues.

On Monday 7<sup>th</sup> December 2020, the application was briefed to the Panel and the key issues discussed in the *Record of Briefing* is copied below:

*"The comments of Council's Design Review Panel are the principal issue of concern. Without in any way attempting to limit the ways in which the issues raised by the DRP could be overcome, some variety in the facades might allow potential to introduce taller canopy trees along the frontage.*

*While the façade includes significant articulation, the building is of such a size that the built form would benefit by being broken up, likely by interrupting the roof from of the main building presenting to Redbank drive. The zero-set back presenting to the east also raises the potential for a substantial built form when it connects with a development in that direction. Again, this needs to be addressed in the architecture and landscaping. The panel might be assisted by a further follow up review by the DRP.*

*Signalising ramps within a basement carpark would seem inappropriate for a commercial development of this scale, and this issue would seem to require attention by the traffic engineer."*

On 24 February 2021 the applicant submitted amended plans. The amended plans only included very minor changes and did not address the fundamental urban design and DCP non-compliances raised by Council officers and the DRP.

Further amended plans were provided to Council on 2 and 23 June 2021. While the amended plans provided some improvement (breaking up of the building mass / provision of through site links), the development still failed to adequately address both street frontages and the adjoining sites.

The DA was re-briefed the Panel on 23 August 2021. Council expressed the view that several aspects of the architectural resolution of the building remained unsatisfactory, including:

- The inappropriate response to the topography of the land);
- The failure to provide active frontages and universal access to Digitaria Drive and Redbank Drive;
- The use of extensive blank walls to the east and west;
- The car dominance of the development driven by multiple vehicle entries; and
- Insufficient landscaping.

The Panel were also advised of errors / inconsistencies in the architectural plans and remaining outstanding information.

The Panel recommended the DA be re-referred to Council's DRP for review of the urban design matters and guidance be given to the applicant to achieve a more sympathetic design.

The DA was re-briefed to the Council's DRP on 21 September 2021. The DRP noted that there is insufficient fall across the site (particularly at the western end) to cater for a building form that includes a lower ground floor facing Redbank Drive and a ground floor fronting Digitaria Drive. The Panel commented that the design needs to accentuate the topographical change where a balanced presentation to Redbank Drive and Digitaria Drive is achieved. Varying the levels between the three buildings would allow people to access the site with ease. The Panel formed the view that in its current form the buildings failed to provide an appropriate visual and physical connection to achieve an active street frontage or universal access to either street frontage.

The DRP also noted concerns regarding:

- The lack of articulation of the buildings to the east and west;
- The priority of vehicular access into the buildings rather than emphasis on pedestrian access;
- The location of lifts from the basement opening into the central of the buildings into narrow corridors with bathroom amenities;
- Poor internal layout and pedestrian links between buildings; and
- Insufficient landscaped setback and deep soil zones.

In line with the minutes from the *Record of Briefing* with the Panel, Council requested the applicant to advise whether any design feedback from the DRP would be incorporated into amended plans and the timeframe for these changes. No response to this request was received from the applicant.

## **ASSESSMENT**

### ***Environmental Planning and Assessment Act 1979 - Section 4.15(1)***

In determining a DA, the consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the DA:

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

The environmental planning instruments that apply to the development are:

- State Environmental Planning Policy (State and Regional Development) 2011.
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006.
- State Environmental Planning Policy (Infrastructure) 2007.
- State Environmental Planning Policy No 55 - Remediation of Land.



- Sydney Regional Environmental Plan No 20 - Hawkesbury-Nepean River.

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The SRD SEPP identifies development that is State significant and regionally significant development.

The Panel is the consent authority for this DA as the CIV of the development is \$32,216,544. This exceeds the CIV threshold of \$30 million for Council to determine the DA pursuant to Schedule 7 of the SRD SEPP.

State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth SEPP)

The Growth SEPP aims to co-ordinate the release of land for residential, employment and other urban development in the North West Growth Centre, the South West Growth Centre, the Wilton Growth Area and the Greater Macarthur Growth Area.

*Site Zoning*

The site is zoned B5 Business Development Recreation pursuant to Appendix 1, Clause 2.2 of the Growth SEPP.

*Development Characterisation*

The development is characterised as a 'mixed use development' comprising 'bulky goods premises', 'business premises', 'food and drink premises' and 'recreation facilities (indoor)' by the Growth SEPP.

*Permissibility*

All of the development is permitted with consent in the zones in which it is proposed pursuant to the land use table in Appendix 1 of the Growth SEPP.

*Planning Controls*

An assessment table in which the development is considered against the Growth SEPP's planning controls is provided as an attachment to this report.

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The ISEPP aims to facilitate the effective delivery of infrastructure across the State.

*Transport for NSW (TfNSW)*

The DA was referred to TfNSW for comment pursuant to Clause 104 of the ISEPP as, pursuant to Schedule 3 of the ISEPP, the development is classed as traffic generating development.

TfNSW requested additional information including clarification on the trip generation rates used in the applicant's traffic report and additional traffic modelling. The applicant provided a response to the TfNSW request on 26 October 2021 which was subsequently re-referred to TfNSW for further comment.

Further comments were received in which TfNSW had no further comment on the proposed development.

#### *Endeavour Energy (Endeavour)*

The DA was referred to Endeavour for comment pursuant to Clause 45 of the ISEPP as the site contains an existing pad mounted electrical substation.

Endeavour Energy raised no objections to the development and recommended compliance with a number of technical guidelines and requirements.

#### State Environmental Planning Policy No 55 - Remediation of Land (SEPP 55)

SEPP 55 provides a Statewide planning approach to the remediation of contaminated land.

Clause 7 of SEPP 55 requires the consent authority to consider if the site is contaminated. If the site is contaminated, the consent authority must be satisfied that it is suitable in its contaminated state for the development. If the site requires remediation, the consent authority must be satisfied that it will be remediated before the land is used for the development. Furthermore, the consent authority must consider a preliminary contamination investigation in certain circumstances.

The applicant has submitted a phase one contamination assessment as part of the subject DA. This assessment found the site to be suitable for the development from a contamination perspective. Council staff have reviewed the assessment, agree with its findings and are satisfied that the site is suitable for the development from a contamination perspective.

#### Sydney Regional Environmental Plan No 20 - Hawkesbury-Nepean River (SREP 20)

SREP 20 aims to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

The development is consistent with the aims of SREP 20 and all of its planning controls. There will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of the development.

***(a)(ii) the provisions of any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)***

#### Draft Environment State Environmental Planning Policy (Draft Environment SEPP)

The development is consistent with the Draft Environment SEPP in that there will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of it.

#### Draft Remediation of Land State Environmental Planning Policy (Draft Remediation SEPP)

The development is consistent with the Draft Remediation SEPP in that the site is suitable for the proposed development from a contamination perspective.

***(a)(iii) the provisions of any development control plan***

The development control plans that apply to the development are:

- Camden Development Control Plan 2019.
- Turner Road Development Control Plan 2018.

Camden Development Control Plan 2019 (Camden DCP)

*Planning Controls*

An assessment table in which the development is considered against the Camden DCP is provided as an attachment to this report.

Turner Road Development Control Plan 2018 (Turner Road DCP)

*Planning Controls*

An assessment table in which the development is considered against the Turner Road DCP is provided as an attachment to this report.

***(a)(iia) the provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4***

No relevant planning agreement or draft planning agreement exists or has been proposed as part of this DA.

***(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)***

The *Environmental Planning and Assessment Regulation 2000* prescribes several matters that can be addressed via conditions should the application be approved.

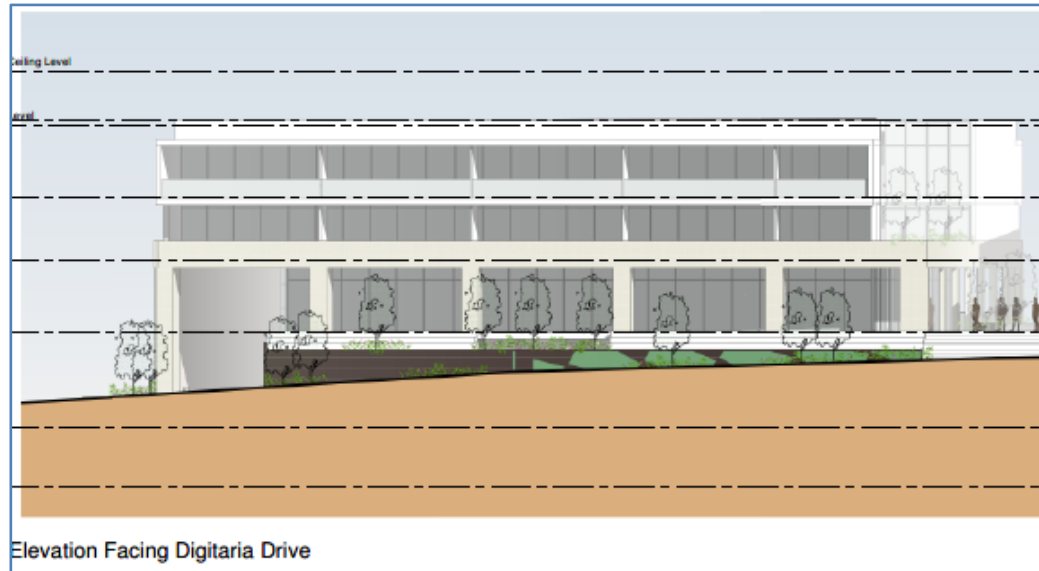
***(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality***

Streetscape and General Appearance

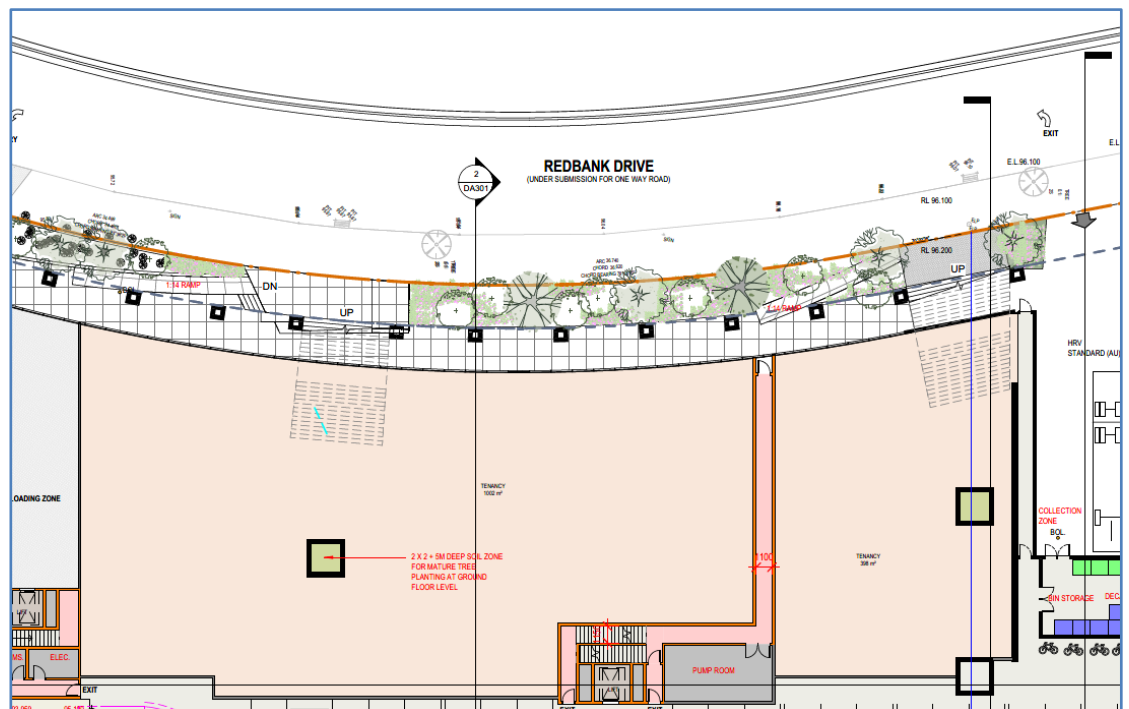
The proposed development does not appropriately respond to the streetscape for the following reasons:

- There is insufficient fall across the site (from Digitaria Drive to Redback Drive) to support the proposed building form. While at the eastern end of the site the fall is up to 3 metres, at the western end there is only a 1 metre fall from Digitaria Drive to Redbank Drive. This is an insufficient fall (particularly at the western end) to cater for a building form that includes a lower ground floor facing Redbank Drive and a ground floor fronting Digitaria Drive.
- Given the above fundamental issue, the building fails to provide an active street frontage and universal access to either street frontage.

- There are steep steps leading up to the ground floor and no elevator access from Redbank Drive. Access to the ground floor from Digitaria Drive is also required via steps.
- The image below indicates how the western most building presents to Digitaria Drive. The ground floor level of that building is up to 3.5 metres above footpath level. This is a poor urban design outcome, both in terms of streetscape appearance and activation. The building also fails to provide reasonable disabled access and the vehicle entries off Digitaria Drive also detract from the appearance of this façade.



- The lower ground floor tenancies facing Redbank Drive have floor levels below footpath level (up to 1 metre). This results in poor presentation and activation of the street and compromised / less than desirable universal access (refer image below)





- The built form does not provide legible, safe and easy access for pedestrians.
- The lifts from the basement open into narrow corridors with bathroom amenities providing poor amenity for workers and visitors arriving at the complex (refer image below).



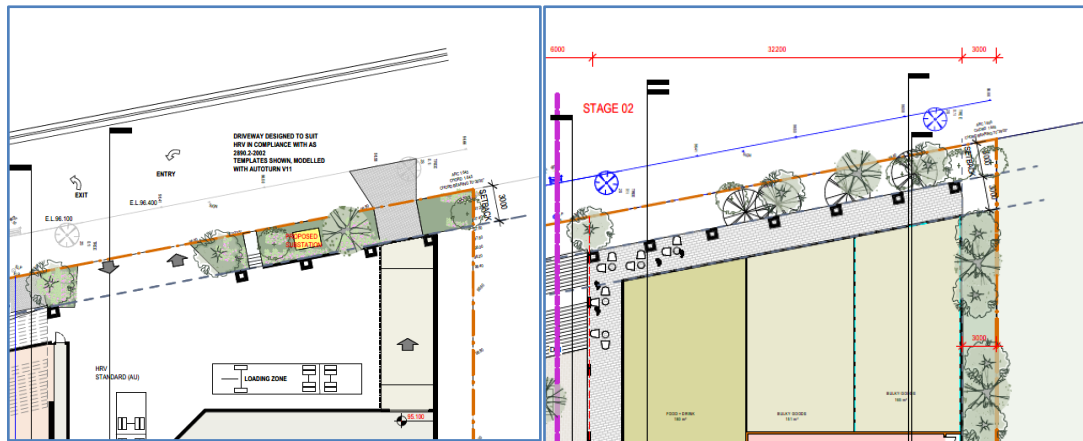
- The building presents extensive blank walls to the east and west. These blank walls are highly visible and have an adverse visual impact to the neighbouring properties and the streetscape (refer image below).



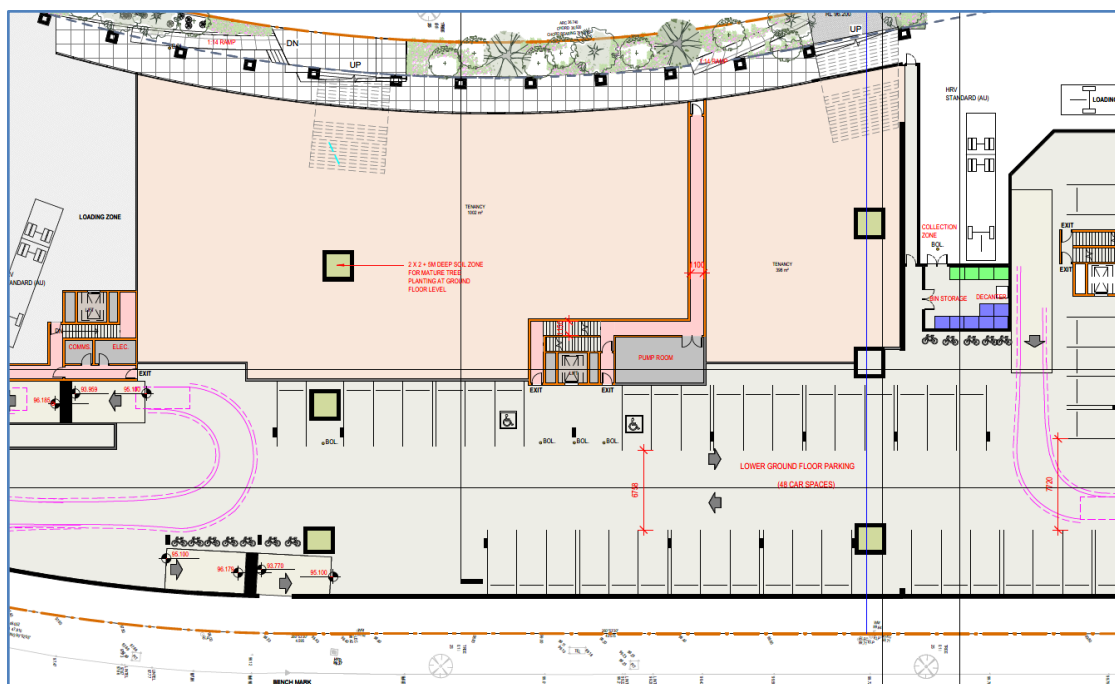
- The development presents a car dominant environment to Redbank Drive where more than half of the street frontage is occupied by four (4) vehicle entries and two (2) loading docks.

#### Errors and inconsistencies in Architectural Plans

There are errors and inconsistencies in the architectural plans. For example, the lower ground floor plan indicates a driveway in the south eastern corner of the site, while this driveway is missing in the ground floor plan and replaced with landscaping (refer images below):



The architectural plans also propose impractical design solutions, such as deep soil landscaping being provided via six (6) wells which are 2m x 2m and aim to support mature planting at upper ground level (refer image below – deep soil wells marked in green):



**(c) the suitability of the site for the development**

Based on the insufficient information submitted with the application, as identified within the attached compliance tables, the site is considered unsuitable for development.

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

The DA was publicly exhibited in accordance with Camden Development Control Plan 2019. The exhibition period was from 23 October to 19 November 2020 and no submissions were received.

**(e) the public interest**

The public interest is served through the detailed assessment of this DA under the *Environmental Planning and Assessment Act 1979*, the *Environmental Planning and Assessment Regulation 2000*, environmental planning instruments, development control plans and policies. Based on the assessment, the development is inconsistent with the public interest.

**EXTERNAL REFERRALS**

The external referrals undertaken for this DA are summarised in the following table:

| External Referral  | Response                                    |
|--------------------|---|
| Transport for NSW. | No objection and no recommended conditions. |
| Endeavour Energy.  | No objection and conditions recommended.    |

**FINANCIAL IMPLICATIONS**

This matter has no direct financial implications for Council.

**CONCLUSION**

The DA has been assessed in accordance with Section 4.15(1) of the *Environmental Planning and Assessment Act 1979* and all relevant instruments, plans and policies. The DA is recommended for refusal for the reasons outlined at the end of this report.

**RECOMMENDED**

**That the Panel refuse DA/2020/721/1 for the construction of a mixed use development premises comprising three buildings, basement car parking, drainage, landscaping and associated site works at 3-7 Digitaria Drive, Gledswood Hills for the following reasons:**

1. The development is inconsistent with Section B5.1 of the Camden Development Control Plan 2019 as the proposal provides insufficient car parking. The proposal requires 331 parking spaces and only 295 car parking spaces are proposed.
2. The development is inconsistent with the following sections of the Turner Road Development Control Plan 2018:
  - (a) Part A, Section 2.2 Vision and Development Objectives – The proposal is inconsistent with the following objectives:
    - b) *To ensure all development achieves a high standard of urban and architectural design quality.*
    - f) *To create walkable neighbourhoods with good access to public transport*
  - (b) Part A, 8.6 Safety and Surveillance and Part B3, Section 3.4.3 Public Domain and Interface Areas – The proposal fails to provide casual surveillance, avoid blank walls and comply with Crime Prevention Through Environmental Design (CPTED) principles as the proposal

does not achieve an active street frontage or acceptable level of pedestrian amenity which impacts on passive surveillance to both street frontages and to the riparian corridor.

- (c) Part B3, Section 3.4.3, Table 24(2) – The proposed buildings fail to provide an appropriate visual and physical connection to the riparian corridor to achieve an active street frontage. There are multiple vehicle entry points concentrated along the Redbank Drive frontage which has visual impacts on the streetscape and an unreasonable impact on the activation of this elevation or pedestrian movements from the riparian zone.
- (d) Part B3, Section 3.4.3, Table 24(3) and Part B3, Section 3.9 - A landscape plan has not been submitted for the amended building design. The designated landscape setback identified on the site/floor plans is unsatisfactory and fails to provide sufficient deep soil zones for some larger tree canopy heights to soften the appearance of the building.
- (e) Part B3, Section 3.4.3, Table 24(7) - The proposal fails to provide openings in facades fronting the riparian corridor to provide passive surveillance. The ground is up to 1m below street level with pedestrian access into the upper ground floor elevated and disconnected from the street level. The buildings fail to provide passive surveillance to the riparian corridor available at street level.
- (f) Part B3, Section 3.4.3, Table 24(8) - The proposal fails to provide appropriate and safe pedestrian and cyclist connections between the riparian corridor and the subject site. The streetscape is dominated by vehicle entries and loading docks and elevated access to the ground floor via steep stairs with no elevator. The built form does not provide legible, safe, and easy access for pedestrians or pedestrian connections to the riparian corridor.
- (g) Part B3, Section 3.5.2 – The front setbacks are dominated by vehicle cross overs and loading docks. The two loading docks located on Redbank Drive negatively impact on the streetscape and impact on the safety and amenity of pedestrians accessing the building. A 3m landscape setback is shown on the site/ground floor plan; however insufficient information has been submitted to include a detailed landscape plan.
- (h) Part B3, Section 3.6.1 – The scale of the building does not reinforce the desired urban design character of the streetscape. There is insufficient fall across the site (from Digitaria Drive to Redback Drive) to support the proposed built form. The floorplate of the southwestern end of the proposed development rises approximately 3 metres out of the ground, whereas the north eastern corner is excavated more than a 1 metre below the footpath level. This represents a poor urban design outcome, both in terms of streetscape appearance and activation.
- (i) Part B3, Section 3.6.4 - The eastern and western facades present as blank facades that are visible from the public domain. They have not been sufficiently articulated and no glazing has been proposed on these elevations.



- (j) Part B3, Section 3.6.9 - An unsatisfactory schedule of finishes has been submitted. The plan provides a list of materials; however, it does not clearly label the sections of the buildings to identify where specific materials and sun shading devices are proposed.
  - (k) Part B3, Section 3.7.1 - The proposal provides insufficient car parking. The proposal requires 331 parking spaces and only 295 car parking spaces are proposed.
- 3. The proposed development presents an unsatisfactory urban design and built form for the subject site with respect to the topography of the land, activation of the streetscape, public domain interface, articulation of facades, execution of the development's layout, pedestrian permeability and universal access, vehicular access, and landscaping.
- 4. Insufficient information has been submitted to enable a full and proper assessment of the application and its likely impacts, including:
  - (a) Amended civil engineering plans, amended stormwater report, amended MUSIC and DRAINS Models and swept paths for the amended proposal to demonstrate compliance with Council's Engineering Specifications.
  - (b) Detailed landscape plans.
  - (c) An appropriate schedule of finishes, materials and colours.
  - (d) An amended Building Code of Australia report to reflect the amended building design.
  - (e) Information regarding services and plant room locations.
  - (f) The architectural plans contain errors and inconsistencies.
- 5. Based on the information submitted with the application, the site is considered unsuitable for development.
- 6. In consideration of the unreasonable adverse impacts that will result from the proposal, the development is not considered to be in the public interest.