

In reply please quote: DA 303.1/2022

Contact: Miss G Pham on 9725 0319

22 February 2023

Traders in Purple  
PO Box W287  
PARRAMATTA NSW 2150

Dear Sir/Madam,

**RE: Lot: 37 DP: 202006, Lot: 39 DP: 202006, Lot: 136 DP: 16186, Lot: 381 DP: 1232437, Lot: 382 DP: 1232437 2 Kamira Avenue VILLAWOOD  
DEVELOPMENT APPLICATION NO.: 303.1 / 2022  
PAN NO.: PAN-238065**

I refer to Development Application No.303.1/2022 proposing Stage 2 of the Redevelopment of Villawood Town Centre comprising a combination of 8-11 storey Mixed Use buildings containing a total of 222 residential units including a community facility, supermarket, retail premises, childcare centre, medical centre, associated landscaping and car parking as well as 2000m<sup>2</sup> of public open space at the abovementioned premises.

Based on the assessment of the application, a number of issues have been identified and are brought to your attention as follows:

**Provision of social housing units within the subject site**

The proposal involves the redevelopment of the LAHC site which previously contained 111 social housing units. The subject application proposes the provision of 222 private units and no social housing units are proposed in this stage.

As you are aware, Council recently completed the assessment of the Stage 1 Development Application which proposed 32 social housing units and 80 private units. Presently, the total amount of social housing units proposed on the overall site once both stages are completed will represent 9.6% of the housing stock.

The development does not achieve the 30:70 social to private tenure mix set out in the Future Directions for Social Housing in NSW (Future Directions). The applicant shall reconsider the number of social housing units and provide the same amount of social housing units at the very least to ensure that the site continues to provide for the social housing needs of the community.

## **Urban Design and SEPP 65 Assessment**

Council has engaged the services of an independent consultant urban designer/architect to conduct a SEPP 65 and ADG and Urban Design peer review of the proposed development. The following comments from the independent consultant are provided below for your consideration:

### **Site Analysis**

The urban design approach and the solar assessment of Stage 2 must include more detailed description of the impacts on all neighbours including Stage 1 development, as well as existing and approved buildings/DAs on neighbouring properties such as Villawood Place and Pedestrian Mall.

Accordingly, the 3D modelling shall be updated to include a schematic/concept-built form of the R4 residential precincts to the west and south. The current UDR presents these sites as single storey dwellings. It would also be beneficial to understand what is happening north of Villawood Road adjacent the rail line on the mixed-use site to better understand the character of Villawood Road and the gateway when arriving from the west and east. The analysis of the rail precinct would benefit from an investigation to determine any visual or physical link across this road at the proposed new internal pedestrian street.

The site analysis shall be updated to indicate the current Development Applications for adjacent buildings and the potential massing of the R4 sites to west and south. The analysis plans shall include all public parks and street verges/public domain, major infrastructure such as substations etc in adjacent sites including Hilwa Park to provide a comprehensive analysis of the context of the town centre.

### **Building Design**

The reliance on a podium approach across the site does not provide the variety or building and landscape interaction that is ideal for this type of development. It is considered that there is an over use of surface paint and ideally the upper buildings should include some buildings in brick and metal balustrades to break up the masses and deliver more variety. This may also include scale change at the top of key buildings and/or roof elements.

The applicant shall consider incorporating the following changes to the building design:

- Provide some buildings with sense of being grounded on the site with identifiable destinations and lobbies.
- Create a signature building with more character onto the park corner at building B (Perspective 2) this could include the upper levels which are currently shown as dark recessive as same material and incorporate curves in plane and /or elevation to deliver a destination building visible across the park.

- Investigate the provision of some variety to the skyline/roof line to potentially include more identifiable buildings within the mix.
- Remove the podium car park to provide greater landscaped areas, internal courtyard areas and reduce the bulk and scale/visual impacts from the extent of the podiums and add variety to design including definitive corner residential units with well-articulated corner, especially for Block C where the car park is located on south and western elevations.
- Create additional breaks in buildings to reduce the monolithic appearance and provide a clearer picture of individual buildings rather than one.
- Façade to be improved by providing defined lobbies, roof and additional use of bricks in upper levels, particularly the NE elevation of Block A.
- Building C (Western Block) could be improved to incorporate more grounded deep soil central zones to provide more access to light, ventilation and open space.
- Many of the buildings have no real recognition of the roof or top, one or two key buildings within the development may benefit from some added emphasis on the roof with top projections or adjusted proportions to facade elements for top two floors.

#### Connectivity

- The plans shall be updated to show the connection between the ground floor retail uses and pedestrian areas to facilitate active edges and pedestrian connection.
- Wayfinding plans shall be submitted to show how different entries can be accessed and the route to the mailboxes.
- The access routes for removalists shall be clarified.
- The floor level of retail/ shops to external pedestrian areas shall be identified so as to achieve uniform accessible level frontages.

#### Street Activation

- The new 3000m<sup>2</sup> public open space is located on the western portion of the site and adjoins ground floor residential units to the east, the future pedestrian link to the north east and the subject development to the north. Given the location of the childcare centre on the ground level of Building C, this arrangement effectively sterilises the street edge with minimal or no activity and the site is left with large fully undercover childcare. The large external areas at ground level for the childcare to Building C do not constitute as active edges and will lead to long screened facades at

pedestrian level with no activation and no connection to the east-west pedestrian link.

- The provision of back of house areas and services on the ground floor results in the loss of opportunity for street activation and should be relocated to a basement level and out of view from the public domain.
- There is no identifiable street address due to location of residential lobbies on Pedestrian Mall. This arrangement shall be reconsidered.
- Given the concerns raised in relation to street activation, the applicant shall review the suitability of the ground floor childcare centre, the provision of the back of house areas within a basement level to conceal these uses and the provision of a more prominent street address.

#### Building Separation Distances

The proposed building separation distances do not comply with the ADG requirements:

- Across the new north-south pedestrian laneway balconies and windows for levels 1 and 2 face each other with less than the required 12 metres.
- On Building A levels 3 and 4 facing the Stage 1 development across the east-west pedestrian laneway may not comply as the dimensions are not shown on the drawings to enable review.
- On Building C all levels involve 2 situations where bedrooms face living areas across a building gap of 3 to 4 metres, typical units of A306 to A313 and A314 to A320 and levels above.
- On Building C west elevation where units C30 to C307 have bedrooms facing public corridors, there is a narrow separation which does not appear to comply with the required separation distance. Furthermore, the separation distances between Units C304 to C305 where the bedroom window for ventilation is included do not appear to comply.

The design of the development shall be updated to ensure compliance with the ADG separation distance controls.

#### Private Open Space

The plans shall be updated to clearly indicate the dimensions of the private open spaces (balconies) provided for the residential units. Any obstructions such as air conditioning units shall be indicated on the plans and shall be excluded from the POS area calculation as these structures reduce the usable area of the POS. Furthermore, the ADGs require all POS located on podiums to be at least 15m<sup>2</sup> in area.

### Unit/Room Size and Dimensions

The plans shall be fully dimensioned to enable assessment of unit and room size and dimensions against the ADGs. The applicant shall ensure that all units and rooms comply with the ADGs.

### Solar Access

Solar access requires further review and clarification as some units are restricted by location, penetration size and balcony depths. The applicant shall submit internal solar access diagrams to confirm that Units A114, A214, C301, C307, C401, C406, C407, A412, A415, C501, A512, 515, C601, C612, C615, A701, C712, C715, C812, C815, C912, C915, C1012, C1015 can achieve the required 2 hours of solar access to both the POS and living areas in accordance with ADG guidelines.

In addition to the above, the solar modelling should include a detailed analysis upon the Stage 1 development to demonstrate that the solar access currently achieved by the Stage 1 design is not impacted by the proposed development, particularly due to the non-compliant separation distance on the northern setback on Level 4 of the Stage 1 building. The building setback is 15.2m and the ADG requires 18m.

### Cross Ventilation

The development relies on the use of a number of return wall windows on the same façade to achieve cross ventilation. This arrangement relies on the pressure difference created by the building design rather than wind direction and therefore shall be verified by a wind engineer. These windows include C304, C404, C504, C604, A311, A411, A511, A611, A705, A805, A316 A416. In the event that the wind engineering report does not confirm that these windows comply, they shall be redesigned to facilitate cross ventilation.

### Awning

The awning over the ground floor retail areas should provide at least one side of the pedestrian areas with consistent rain protected access through the site. The current awning arrangement appears to be broken and may not have a sufficient width to provide adequate weather protection. Accordingly, a continuous awning path shall be provided and the height to width ratios need to be checked against rain and human scale.

### Pergolas

The pergolas indicated on the landscape plans shall be shown on the DA plans to ensure consistency across documentation.

## Sustainability Measures

Given the nature and scale of the development, it is considered necessary that a sustainability initiative is developed for the whole of the site. Specific sustainable design outcomes and sustainability measures such as vehicle charging stations shall be demonstrated in the application.

## **Car Parking**

Council's assessment of the application has identified the following concerns regarding the proposed car parking arrangement:

### Podium Parking

The proposal involves 2 levels of podium parking on levels 1 and 2 on both buildings. Only one level of basement car parking is provided. Clause 4.8.4 (2) of the Villawood Town Centre DCP states that car parking is to be provided in an underground basement, or where appropriate, sleeved with active uses to main street frontages. Furthermore, Clause 4.8.4 (3) states that sleeved car parking at ground level or above ground level must be architecturally designed and meet design excellence controls outlined within Fairfield LEP 2013. It is considered that the parking spaces are not in a sleeved arrangement on the southern elevation of Building A and south-west elevation of Building C.

The submitted plans do not clearly demonstrate the type of building material that will be used to conceal the parking spaces. Furthermore, no 3D perspective has been submitted to illustrate the visual impact of the podium from the public domain and the residential units in Stage 1 which is located directly opposite Building A. It is not considered that this façade treatment exhibits design excellence which is a requirement of Clause 6.12 of the FLEP 2013 and therefore results in an unacceptable design outcome.

Furthermore, concern is raised for the amenity impacts of the fumes, light and noise from the Building A podium car park due to the interface with the residential units in Stage 1. In addition, the proposed split parking arrangement may cause difficulty for wayfinding and access to the parking spaces for the different uses on site.

The applicant shall consider providing additional levels of basement car park to conceal additional parking spaces and reduce the extent of the podium parking which is likely to resolve the key issues identified, particularly in relation to bulk and scale.

### Number of spaces provided

- The development provides a total of 400 parking spaces, including 268 spaces for the residential component. The submitted Traffic Report states that the number of residential parking spaces provided is in accordance with the rates under the RMS Guide to Traffic Generating Developments (2002). Council considers it appropriate that the residential parking rates within the Fairfield DCP 2013 be applied as these rates provide a more accurate representation of the parking needs within the Fairfield LGA. The DCP 2013 requires a total

of 278 spaces (222 residential spaces and 56 visitor spaces) to be provided for the residential component. The proposal provides 268 residential parking spaces and therefore has a shortfall of 10 spaces.

- The application proposes a range of non-residential uses on the ground floor including a supermarket, 9 retail tenancies, medical centre, community facility and childcare centre. The submitted Traffic Report states that “the parking rates specified in Fairfield Citywide Development Control Plan have been adopted for Supermarket, Retail and Medical centre”. Council’s DCP 2013 imposes the parking rate of 3 spaces per consulting room or per health care professional, whichever is the greater for medical centres and the rate of 1 space per 5m<sup>2</sup> gross leasable area or 1 space per 6 seats (whichever is the greater) of entertainment/recreation area for community facilities. Given that no floor layout or information on the operation of these uses have been provided, the car parking calculation cannot be undertaken. The Traffic Report states that “114 bays (incl. 07 accessible/adaptable) are proposed in basement for above non-residential component”. No breakdown on the car parking allocation has been provided.
- In accordance with the Childcare Planning Guideline, the number of parking spaces provided shall be based on Council’s DCP. The Fairfield Citywide Development Control Plan 2013 imposes the rate of 1 space per employee and 1 space per 10 children in care. The development provides 12 parking spaces for the 120 children under care which leaves 6 parking spaces remaining for staff. In the event that each staff member is allocated 1 parking space, there will be 6 staff for 120 children under care. This is considered to be an unrealistic ratio and unlikely to meet the childcare legislative provisions. In this regard, the applicant is to review and confirm the number of staff with respect to the operation of the Childcare Centre and adjust the car parking provided for on site.

Given the range of parking deficiencies noted in the assessment, it is considered that additional parking will be required to be provided on site to accommodate all uses and activities.

#### Tandem Parking Arrangement

The application proposes 30 tandem parking spaces across the two buildings for the residential units on levels 1 and 2. The submitted Traffic Report does not indicate which units these tandem spaces will be allocated to or how they will be managed. Tandem parking is unlikely to be supported due to difficulty of management and providing access for motorists. In this regard, the tandem parking spaces shall be converted into singular spaces.

#### **Villawood Town Centre Development Control Plan 2020**

It is noted that the amendments to the Villawood Town Centre Development Control Plan 2020 was adopted on the 21<sup>st</sup> of February 2023. Assessment of the application

against the development controls within the DCP revealed the following issues and non-compliances:

#### Communal Open Space

Clause 4.18.2 of the DCP requires the development to provide a communal open space with an area equivalent to 30% of the site area or 200m<sup>2</sup> (whichever is the greater) on the podium level in one contiguous area. Assessment of the application revealed that the total COS area equates to 25% of the site area. Consideration shall be given to providing additional communal open space to facilitate a wide range of outdoor recreational uses and provide a high level of amenity for residents. Furthermore, additional deep soil zones shall be provided on the podium COS as well as terraces, vistas into courtyards from the public domain to provide further variety.

#### Street Activation

Clause 4.14 (Active Street Frontages) of the DCP requires active frontages and pedestrian links to be provided to encourage pedestrian activity to interact with the active shop fronts to create a positive, usable and attractive space.

The provision of the back of house areas, a substation and extensively screened facades along the childcare centre elevations on the ground floor results in loss of opportunity for street activation and connectivity to the proposed public park. Accordingly, it is considered that this arrangement is not consistent with the objectives of the DCP. The applicant shall consider relocating the back of house areas into the basement and reconsider the location and design of the childcare centre in order to provide active uses on the ground level. Furthermore, the substation shall be provided within the building to reduce the visual impact of this structure.

#### **Childcare Centre**

The proposal includes the fitout of a childcare centre on the ground floor of Building C for up to 120 children. The applicant has indicated that the future use of the centre will be the subject of a separate development application. Notwithstanding, it is considered that any approval of the area effectively approves the future use as the floor area and car parking has been purposely designed for the intended use and forms a part of the subject DA. Based on the configuration of the childcare centre and number of parking spaces allocated, the following concerns have been identified from the assessment of the childcare component:

#### Absence of Outdoor Play Area

The application proposes a childcare centre on the ground floor of Building C comprising two enclosed areas to be used as the indoor and outdoor unencumbered play areas for up to 120 children. The childcare centre is located beneath the car park on level 1. The submitted plans indicate that glass skylights will be provided along the building facade to provide some solar access and natural ventilation.



The proposed outdoor unencumbered area is not considered to constitute as an open outdoor area as it is wholly located underneath the building. The childcare centre is located below the 2 levels of podium parking on levels 1 and 2. Concern is raised for the amenity of children due to the noise and fumes emitted from the car park. An air quality assessment has not been undertaken to confirm that this arrangement will not result in adverse air quality impacts on the children.

Furthermore, the reliance on skylights and glazing on the building elevation for solar access and ventilation is not considered to be a suitable arrangement as this does not allow children to be within an open air environment which is essential for their amenity. A suitable open unencumbered outdoor area is required to enable children to participate in outdoor activities and enjoy exposure to direct sunlight.

It is noted that a non-compliant outdoor play area requires concurrence from the Department of Education. It is noted that the applicant has not identified that the application is Integrated Development and therefore it is unknown if the outdoor area could be licenced by the Department.

The outdoor area located within the built form is not considered appropriate and would result in a reliance of the use of a public park by the service which is not an acceptable or practical outcome.

### Street Activation

Clause 4.14.2 of the Villawood DCP encourages active street frontages and pedestrian connectivity. The inclusion of a large scale childcare centre on the ground level of Building C effectively sterilises the street edge with minimal or no activity along the south western corner of the building due to the extensively screened facades which are required to protect the safety and privacy of the children. This also results in the loss of opportunity to provide a well-connected pedestrian route connecting to the east west pedestrian link which is encouraged by the DCP.

### Connectivity

Concern is raised for wayfinding and access to the ground floor childcare centre from the basement car parking spaces where drop offs and pickups will be undertaken. There is no identifiable childcare lobby /drop off area that has direct access to the basement parking spaces. Concern is raised that the proposed arrangements are impractical and unlikely to be utilised as proposed.

There is no direct access from the childcare centre to the childcare waste storage area. It is unclear how waste will be transported to the waste room for storage and collection.

With regard to the above, the applicant shall reconsider the location of the childcare centre and how it is accessed from the pickup and drop off area. The applicant shall also ensure that any development on the ground floor encourages active street frontages and pedestrian links in accordance with the DCP.

## **Non-Residential Uses**

The application proposes other non-residential uses including a medical centre and a community facility. The submitted SoEE states that the fit out and operation of these uses will be provided within subsequent DAs. The floor area and parking spaces for these uses are proposed in the subject application. Council is unable to undertake an assessment of the site suitability, parking requirement and any potential amenity impacts of these uses without details on their operation. Accordingly, further information on the operation of these uses shall be submitted to enable Council to assess the suitability of these uses within the development at the subject site.

## **Floor Space Ratio**

The submitted GFA Calculations plan indicates that the horizontal circulation areas and waste storage areas on the ground floor have not been included in the FSR calculation such areas are defined as GFA. The applicant shall ensure that the FSR calculation includes all areas that constitute as gross floor area as defined in the FLEP 2013. Accordingly, amended GFA plans shall be submitted to demonstrate that the horizontal circulation areas and waste storage areas on the ground floor have been included in the calculation. The applicant shall ensure that the total GFA complies with the maximum FSR permitted on site.

## **Site Contamination**

Council's Public Health and Environment Division has assessed the application and requested the following information to undertake further assessment of site contamination and remediation:

- The submitted Detailed Site Investigation Report, prepared by Douglas Partners, dated March 2020, Ref;86819.01 has been reviewed by Council. Page 1 of the Detailed Site Investigation Report refers to a Preliminary Site Investigation (PSI) (DP 2019) which was previously completed at the site which included a limited intrusive investigation and a review of previous investigations. The PSI concluded that there was a low likelihood of significant contamination risks to human health or the environment at the site. However, the PSI did not include a groundwater investigation, and parts of the current site, including soils beneath Kamira Court, were not included in the investigation. The applicant shall submit to Council a copy of the *Preliminary Site (Contamination) Investigation, Proposed Residential Development, Kamira Avenue and Villawood Road, Villawood*. DP Report 86819.00.R.001.Rev1 dated 22 August 2019 for review.
- The objectives of a detailed site investigation are to define the extent and degree of contamination and obtain sufficient information for the development of a remedial action plan (if necessary). Additional groundwater testing shall be conducted to verify the result and ascertain whether actual significant contamination is migrating on site.
- The conclusion of the submitted Detailed Site Investigation report did not clearly state if the site is suitable for the proposed residential development. In

the case that the site is not suitable for the proposed residential development due to contamination, a Remedial Action Plan shall be prepared in accordance with the EPA Guidelines for consultants reporting on contaminated site.

- In the submitted Detail Site Investigation Report, it is recommended that an unexpected finds protocol be prepared and implemented during any site works to address any soils potentially impacted by contamination (such as asbestos). Accordingly, an unexpected finds protocol shall be prepared and submitted to Council for review.

### **Acoustic Assessment**

Council's Public Health and Environment Division has assessed the application and requested the following information to undertake further assessment of the acoustic impacts:

- The applicant shall submit to Council a copy of the Acoustic Logic Report titled *Stage 1 Kamira Avenue, Villawood*, (ref. 20210202.1 dated 23rd July 2021 to Public Health and Environment Division for review.
- Given that the proposal incorporates a childcare centre for 120 children, a comprehensive acoustic assessment and report shall be carried out for the proposed childcare centre to assess traffic noise, machinery noise on the proposed residential units above and the acoustic report shall comply with the EPA Noise Policy for Industry and Association of Australasian Acoustical Consultants Guideline for Child Care Centre Acoustic Assessment (V3).

### **Heritage Assessment**

Council's Heritage Advisor has assessed the application and provided the following comments for your consideration:

*The proposed development is in the vicinity of Villawood Railway Station. The footbridge is included on the Sydney Trains (RailCorp) Section 170 Heritage and Conservation Register and on Schedule 5 of the Fairfield Local Environmental Plan 2013. Overall, the proposal seeks to reinforce the existing entrance to Villawood Railway Station, which includes recognising the location of the historic stairs.*

*Due to the size of the proposed development and its visual prominence from nearby streets and the railway, the applicant shall reconsider their choice of finishes and brickwork to include greater variation in colour and texture. This selection should be based on an earthier colour palette and may include the use of recycled bricks. Suggested case studies to reference include Arkadia, Alexandria and The Benevolent Building at No.1 Wentworth Park Road, Glebe.*

## **Stormwater Drainage**

The stormwater plans prepared by MRC Consulting Engineers shall include the following additional details:

1. Roof drainage at all relevant levels shall be shown on the stormwater plans showing indicative location of gutters, rainwater inlets and down pipes.
2. The applicant shall provide detailed calculations of the OSD system. The Drains model used in the determination of the OSD storage and discharges shall be submitted for review.
3. The OSD system shall be provided with an emergency weir flow in case of any blockages in the OSD system.

Accordingly, amended stormwater plans shall be submitted to include the above information.

## **Traffic Impacts**

Council's Traffic Engineer has assessed the application and provides the following comments for further consideration:

- Based on the traffic generation, the applicant shall submit to Council an operational traffic management plan (OTMP) detailing how peak traffic generation will be managed within the site without creating internal manoeuvring issues or without adversely impacting traffic flows on the external adjoining road network.
- The SIDRA modelling result indicates that key intersections are expected to operate at a similar levels. However, certain locations are proposed to be working at level of service E and F in 2031 which is considered to be insufficient. It is considered that providing additional traffic generation will impose additional pressure to the network. Accordingly, the applicant shall undertake investigations and determine possible mitigation measures to help reduce traffic congestion related issues at the intersections in long-term.
- The applicant shall submit swept path diagrams to demonstrate that the largest vehicle can satisfactorily turn into, within and out of the site without impacting other vehicles. In addition, the design of the intersection areas (areas between the ramps and circulating roadways) shall comply with Clause 2.5.2 (c) of AS/NZS 2890.1:2004. According to AS/NZS 2890.1:2004, intersections between circulation roadways and ramps and with parking aisles shall be designed so that both approach roadways and the intersection areas are adequate to accommodate turning vehicles (for a B85 vehicle to pass a B99 vehicle) and there is adequate intersection sight distance. The swept path analysis provided for the proposed intersection areas at various levels of basement car parks is not clear and the B99 vehicle shows that it mounts the median island.

- Should there be anticipated vehicles to service the development site on a daily and weekly bases, a loading management plan detailing the number, the type of vehicles and turning path analysis shall be submitted to Council for assessment. It is noted that the bulky waste collection area is located internally, the applicant shall provide details and turning path assessment for the waste collection vehicle.
- The car park on level 1 building A and C indicates two way movement; however, the turning path assessment does not demonstrate that the driveways facilitate two way movement. Accordingly, the design of the driveways shall be amended to facilitate two way movement at all times.
- All parking spaces shall be clearly dimensioned and comply with the Australian Standards AS/NZS 2890.1:2004.
- All regulatory signs and pavement marking for visitor, staff and parking space for people with a disability shall be in accordance with Australian Standards AS1742.11:2016.

### **Truck Turntables**

The proposal involves the provision of two (2) truck turntables within the back of house area in each building. Council is not in support of the proposed turntables as concern is raised for servicing and access issues which may arise in the event that the turntables malfunction or fail. Accordingly, provisions shall be made for trucks to undertake U-turn or three point turn movements within the building or within a basement level.

### **Transport for NSW Referral**

The application was referred to Transport for NSW for their assessment. TfNSW have provided the following comments:

- 1. TfNSW is concerned with the impact that the proposal may have upon the surrounding road network including intersections with the state road network. The Traffic Impact Assessment prepared by Traffwise Consultants dated 13 April 2022 identifies that SIDRA modelling has been prepared to support the proposal. TfNSW requests that the SIDRA modelling be provided in ".sip" file format to enable it to be reviewed prior to final comment being provided.*
- 2. The Traffic Impact Assessment has not provided information showing how the development trips being distributed to the broader network.*
- 3. The proposal uses the 2020 dataset for the traffic modelling base scenario, which doesn't represent the typical situation, due to the pandemic period. The traffic model should be updated with a more up to day dataset. A traffic survey should be undertaken and used for the base case scenario.*

*TfNSW requests the abovementioned information/amendments for further assessment prior to the determination of the application. Upon receipt of the amended application, TfNSW will undertake an assessment and provide response accordingly.*

## **Public Submissions**

The application was notified for a period of 21 days in accordance with Council's Community Engagement Strategy. Four (4) submissions were received. The concerns raised by the objectors include suitability of site for a childcare centre, traffic congestion, parking adequacy, clarification on type of community facility to be provided, security arrangements for the public park, loss of street parking during construction, reliance on parking spaces located in surrounding commercial properties including the ALDI site by future users and residents of the site. Given the nature of the issues raised, your further consideration and response to the issues raised should be provided as part of the overall review of the application and other matters raised in this correspondence. A redacted copy of the submission letters can be found on Council's DA Tracker.

## **Waste**

Please be advised that Council's Waste Branch is presently in the process of reviewing the application. In the event that any issues arise at the completion of this assessment, the applicant will be advised as soon as possible.

## **Landscaping**

Please be advised that Council's Tree Preservation officer is presently in the process of reviewing the application. In the event that any issues arise at the completion of this assessment, the applicant will be advised as soon as possible.

## **Conclusion**

Given the issues identified from the assessment of the application, the proposed development shall be further reconsidered by the Applicant and will require amendments in order to address and respond to the abovementioned issues raised.

To enable Council to further consider this application, you are required to provide to Council the abovementioned information within a period of **twenty one days** from the date hereon.

When amended plans are required to be submitted for further assessment by Council, the legend table shall be amended to show the new issue number and date of re-drafting.

Council requires that subsequent incoming documentation / amended plans is submitted via the NSW Planning Portal.

Should you wish to discuss this matter further, please contact Miss G Pham via email on [gpham@fairfieldcity.nsw.gov.au](mailto:gpham@fairfieldcity.nsw.gov.au) or telephone 9725 0319 at Council's City Development Group.

Yours faithfully,

A handwritten signature in cursive script, appearing to read "Geraldine".

Miss G Pham  
**Senior Development Planner**