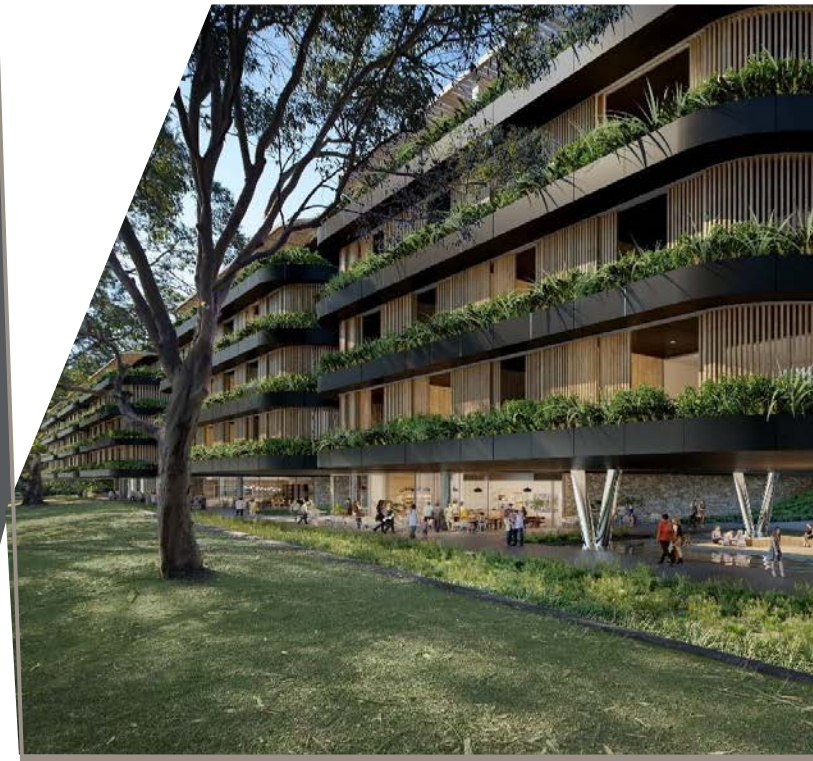
4 Mitchell St, Enfield
Planning Proposal

Independent Urban Design and Traffic Assessment



July 2018

Prepared for Burwood Council

Cardno
Shaping the Future

Document Information

Prepared for	Burwood Council
Project Name	Independent Urban Design and Traffic Assessment
File Reference	Independent Urban Design & Traffic Review Report
Job Reference	80218011
Date	July 2018

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Document Control

Version	Date	Description of Revision	Prepared By	Prepared (Signature)	Reviewed By	Reviewed (Signature)
1	8/08/2017	Working Draft	Deborah Sutherland	D. Sutherland		
	09/08/2017	Working Draft	Tracy Davey		DGS	D. Sutherland
	18/06/2018	Draft	Deborah Sutherland			
	18/07/2018	Draft	Deborah Sutherland			
	24/07/2108	Final	Deborah Sutherland	D. Sutherland		

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1 Purpose of this report

This report has been prepared by Cardno in response to Burwood Council's request for an independent urban design assessment of a Planning Proposal, submitted by Tian an Enfield Pty Ltd to amend the Burwood Local Environmental Plan 2012 (BLEP 2012) in relation to the site at No.4 Mitchell St in Enfield. The objective of the Planning Proposal (PP) is to formally amend BLEP 2012 to alter the maximum Building Height and Floor Space Ratio (FSR) development standards applicable to the site, to ultimately facilitate the construction of medium to high density residential development on the site. The Planning Proposal package was lodged with Council on 6th July 2017.

Council engaged Cardno to undertake an urban design review of the originally submitted PP Urban Design Report, prepared by DEM Architects, and subsequently the amended PP Urban Design Report prepared by Bureau of Urban Architecture. Cardno also attended a number of meetings with the Proponents and Council planners and assisted in the preparation of a Request for Information letter to the Proponent. This report provides Cardno's urban design assessment of the final amended PP (lodged on 29th May 2018) in terms of:

- Visual & solar impacts;
- Streetscape quality;
- Built form, building massing, building separation and building length;
- Public domain impacts (including Henley Park) and other urban design details;
- Consistency with the provisions of SEPP 65 and the Apartment Design Guide; and
- Impact on any heritage items.

In addition, Council have engaged Cardno to undertake a review of the Traffic and Parking Impact Assessment, prepared by Bitzios consulting, submitted with both the original and amended PP. This has included:

- Review background information (including the Planning Proposal submitted with the Traffic and Parking Impact Assessment);
- Review of the traffic assumptions including proposed development traffic generation;
- Review transport assessment findings; and
- Provision of commentary on any mitigation measures proposed / deemed necessary to enable the development to occur without significant detrimental impacts on the surrounding road network performance.

Our assessment is structured in line with the relevant sections of the Department of Planning & Environment's *Guide to Preparing Planning Proposals*. Our review of the submitted Urban Design Report provides an assessment of the proposal's performance against key urban design principles including those set out in Council's LEP and DCP.

2 Introduction

2.1 Site details

The legal description of the site is Lot 3 DP 585664 and its total area is some 12,619.9sqm. The site is in a single ownership. The NSW Head Office of Vision Australia is currently located on the site, in a large-scale collection of connected commercial/industrial buildings varying in height from one to three commercial storeys which equate to approximately 2-5 residential storeys. The existing building is a concrete monolithic structure in the Brutalist architectural style. Vision Australia are currently relocating into more modern and suitable premises for their operation elsewhere.

The current use is a nonconforming use in the R1 – General Residential under the Burwood LEP. That is it is prohibited in the current zone and therefore Vision Australia operated under the Existing Use Rights provisions of the Environmental Planning & Assessment Act 1979. Residential flat buildings are permissible in this zone and as such, the proposed land use will not require a zoning amendment. A maximum FSR of 0.85:1 and a maximum building height of 8.5m are currently permissible under the Burwood LEP 2012.

Figure 1 Site aerial existing Vision Australia buildings

Source: nearmap

2.2 Site Context

Context is the fundamental consideration that urban design principles respond to. These include the physical social, environmental, economic and cultural aspects of settlement and development. Each of these elements is discussed in detail below.

2.2.1 Physical regional context

The site is physically located west of Burwood Road, and between the Hume Highway (Liverpool Road) to the north and Georges River Road to the South. It is approximately 2km south of Burwood CBD and 900m west of Croydon Park local shopping centre.

The site is located approximately 2km from Burwood Railway Station and 3km from Strathfield Railway Station, both of which are north of the site and are on the Western Line (T2). The nearest Railway Stations south of the site are Campsie Railway Station (approximately 1.8km) and Canterbury Railway Station (approximately 2.5 km) from the site. Both of which are on the Bankstown Line (T3). None of the Railway Stations are within a comfortable walking distance.

The site is within 100m of the Burwood Road and Mitchell St Bus Interchange. Buses connect from this point to a number of key destinations including Parramatta Railway Station (B483), Wynyard, Strathfield and Town Hall Railway Stations (463) and to Central Railway Station via Route 400. The site is well connected to regional and local bus services.

The site is reasonably well serviced by shopping and amenities as it is 900m west of the Croydon Park local shopping centre.

Figure 2 Location map

Source: nearmap

2.2.2 Physical Local Context

The site is located within a predominately residential area, characterised by detached one to two storey dwellings. There are the occasional townhouse complexes and an existing two-storey apartment building at 93-95 Burwood Road, is located at the north-east corner of the site and comprises 11 x two storey town houses.

Most recently a Planning Proposal (PGR-2014-BURWO_001_00) was approved by the Sydney East JRPP for the Flower Power site at 25 -29 Mitchell St on Mitchells St just south west of the Site across the road from the Henley Park. That PP rezoned that site from Part IN2 Light Industrial and part R2 Low Density Residential to R1 General Residential to enable it to be redeveloped for medium to high density residential development. The PP rezoning permitted:

- Floor Space Ratio up to 1.2:1 (from part 1:1 and part 0.55:1)
- A maximum height of 11 metres across the site (from part 8.2m and part 10m)
- 9 detached, three level buildings over a single level of basement car parking.
- Potential for 286 residential apartments

2.2.3 Social Context

There are a number of social and educational institutions in the area including:

- St. Josephs' Catholic Primary School;
- Enfield Public;
- Croydon Park Public School;
- Australian International Academy; and
- St. Francis Xavier Catholic School.

2.2.4 Environmental Context

The site does not contain any fauna or flora that constitute "threatened species'. The site is however surrounded by well-established Eucalyptus trees which contribute significantly to the character of area, and as such should be retained. The site is located adjacent to an extensive area of recreational open space, Henley Park. The Park contains the following community amenities:

- 2 playgrounds with shade structures;
- Picnic shelters;
- Cricket pitch and practice nets;
- Sports fields;
- 1.5km exercise track with exercise equipment;
- Change rooms / public toilets / kiosk;
- Barbecues;
- Unfenced dog off-leash area;
- Liberty Swing (for mobility impaired); and
- Drinking fountains.

Henley Park adjoins Enfield Aquatic Centre and Grant Park. The site is well serviced with environmental and recreational amenities.

2.2.5 Economic Context

The median sales price for units in Enfield, 2016 was $685,000. Compared to the same period, five years ago, the median unit sales price for units increased 52.2% which equates to a compound annual growth rate of 8.8%. The medium rent is $480 per week. (Source: realestate.com.au). The data suggests that there is a growing demand for apartments in the area.

3 The Proposal

3.1 Summary of original PP scheme and issues raised by Cardno and Council planners

The originally submitted DEM architects design PP proposed to amend the Burwood LEP to increase the maximum building height control from 8.5 metres to 21metres and to increase the maximum floor space ratio control from 0.85:1 to 1.4:1, facilitating a total GFA of 17,667.9sqm of residential floor space and approximately 157 apartments, 26 town houses and 255 car parking spaces.

Figure 3 Original PP Photomontage Perspectives from Mitchell St, Enfield

Source: Source: DEM Architects (Urbis Planning Proposal Report)

Figure 4 Original PP Landscape Plan

Source: DEM Architects (Urbis Planning Proposal Report)

3.2 Key issues raised with original PP indicative development

Following review of the original PP development design Cardno and Council planners and engineers met with the Proponents on a number of occasions and assisted Council in preparing a RFI letter to the Proponents seeking the redesign of the scheme to better address the surrounding context. Key issues raised in the RFI letter and subsequent meetings were:

1. Strategic justification

It was accepted that under the Burwood LEP 2012 the Site was rezoned R1 General Residential and that commercial premises are prohibited, which would include the Vision Australia offices which occupy the site and currently operates . However, additional justification was required for the use of the site for residential purposes, noting that the Burwood LGA is already on track to meeting its housing targets.

2. Land Use

It was commented that as the site is not close to shops, some convenience retail/café uses and possibly some form of community facility could be provided on the site.

This is considered important as 129 jobs will be lost from the site and it was requested that the Proponent explore retention of some employment generating development on the Site.

3. Development Concept Layout

The site has a North-South Orientation and excellent views west over Henley Park. It is surrounded by low density residential to the North, South and West.

Given the unique elements of the site it was recommended that the massing and height of the proposed buildings be revised to better integrate with the bulk and mass of the surrounding low density residential dwellings and better address the park edge.

Granted the existing buildings are out of character in terms of use and building form with the surrounding low density residential area and parklands. In addition it was suggested that the design would benefit from greater through-site visual connections to the park and being more oriented towards the park.

It was also believed that the original scheme did not achieve acceptable levels of solar access both for adjacent residents or future residents of the development, particularly the central communal space

A revised Concept Plan was requested to address issues.

4. Height of Building

The existing Vision Australia buildings exceed the height of the residential dwellings surrounding the site and it was agreed that this provides some justification for the future development to be 'bulked up' in the area of the existing building. The building heights in this area should approximate the height of the existing main building roof lines which equate to an average of approximately 3.5 storeys, not the minor building services elements that protrude above the main roof line of the existing building as suggested in the PP. Taller elements could potentially be considered setback from the building edge in the central part of the site.

Accordingly, the Proponent was requested to review the Concept Plan built forms to better address/adopt existing building heights on the site, minimise solar and visual impacts on the surrounding area and immediate streetscapes. The outcome of this would be a much lower development of three – four storeys with the fourth storey portions being setback from the main building edge.

5. SEPP 65, particularly solar access

Cardno questioned whether the concept plan could meet the Apartment Design Code under SEPP 65 and particularly the proposed dwellings almost underground which would get basically no direct sunlight.

Cardno raised concerns regarding the useability of the central open space proposed in the concept layout due to its linear form and significant overshadowing and requested redesign.

6. Traffic impacts

Cardno's traffic specialists requested that additional traffic impact modelling and details be provided to compare existing and proposed traffic generation and access arrangements on the local traffic network.

7. Retention of Trees

The site is surrounded by significant Eucalypts and other established trees. A detailed Ecological & Arborist assessment is required to identify trees on and surrounding the site that need to be retained together with required building setbacks to ensure their continued survival.

8. Affordable Housing & community facilities

It is understood the Proponent intends to provide 5% affordable housing and community facilities either on the Site or in the adjacent park as part of a VPA to be negotiated with Council. Details of these plans were requested.

9. Outcome – Complete redesign of Concept Layout Plan

As a result of the numerous meetings and discussions, the Proponent decided to commission new project architects, Bureau of Urban Architecture who prepared a range of new built form options for the Site which were subject to various reviews by Cardno and Council planners and engineers. The current amended PP Concept Layout and development statistics described and reviewed below represent the Proponent's preferred option for the redevelopment of the Site.

3.3 The current (amended) Planning Proposal

3.3.1 Introduction

As detailed in the amended PP documents, subsequent receipt of feedback from both Council and Cardno following an initial assessment of the proposal the PP has been significantly amended since the original lodgement of the Planning Proposal in July 2017. The Proponent appointed a new architect for the project, Bureau of Urban Architecture (Bureau) and has worked collaboratively with Cardno and Council staff through a series of design workshops and presentations, to create an amended proposal in response to Cardno's comments and to improve upon the original Planning Proposal submission design by the previous architectural firm DEM.

The final PP Concept Plan scheme creates two U-shaped buildings that allow the largest number of apartments possible to address and have views of Henley Park.

These two buildings are significantly lower than the previous heights of buildings proposed for the site and they fit within the new proposed 18m upper height limit, previously 21m. The Concept Plan supporting the PP now seeks to accommodate 183 residential dwellings, consisting of 1, 2 and 3 bedroom apartments.

Based on feedback from Cardno and Council it is also proposed that provision is made for a potential shop, café and business use on site which would potentially meet day to day needs of the future residents at the development and within the local area. It is proposed that this will be provided at the lower ground floor level adjacent to Henley Park which will serve to activate the park edge and provide a pleasant outlook for these uses.

Figure 5 Existing Mitchell St view showing form of existing Vision Australia Building

Source: PP

Figure 6 Proposed view of PP Concept Plan development from Mitchell St

Source: PP

Figure 7 Existing view from Henley Park

Source: PP

Figure 8 Proposed view of PP Concept development from Henley Park

Source: PP

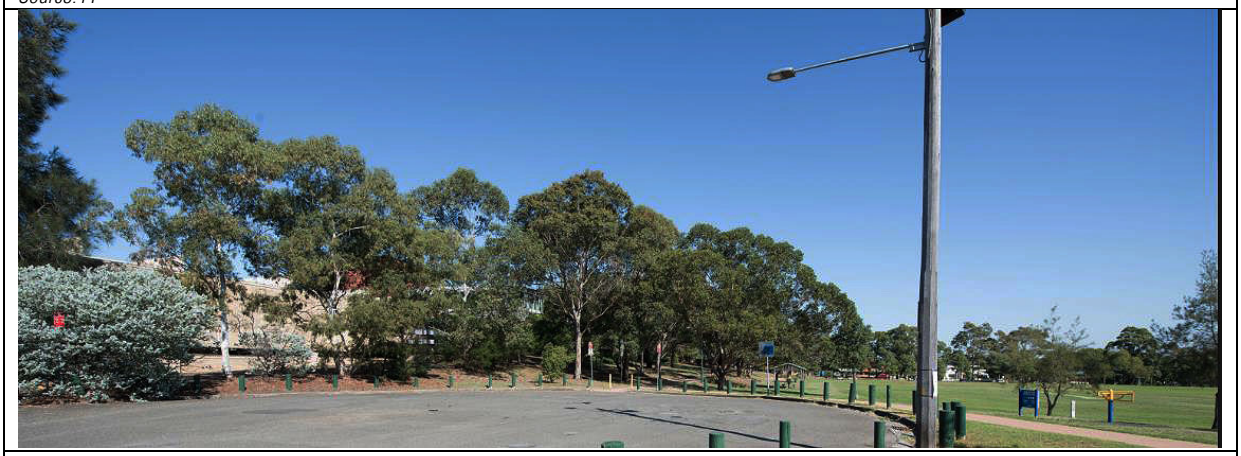


Figure 9 Existing view from Baker St of Vision Australia car park and buildings beyond

Source: PP

Figure 10 Proposed view of PP Concept Plan development from Baker St

Source: PP

3.3.2 Key LEP amendments sought by the current PP

The PP seeks to amend the Burwood Local Environmental Plan 2012 to amend the 'Height of Buildings' and 'Floor Space Ratio' provisions, in order to facilitate the future development of residential apartment development on the Site.

Furthermore, as part of this updated Planning Proposal request, it is proposed to introduce a small component of non-residential uses on the site along the park edge to activate and create a connection with the park, and to provide some additional local convenience shopping and café style facilities. To permit these uses it is proposed to introduce additional permitted uses under Schedule 1 of the BLEP, along with an additional clause for local provisions under Part 6 of the BLEP which would facilitate these non-residential uses to be exempted from FSR calculations at the site. This is intended to provide active uses at the ground level edge with the park and also to address the Ministerial direction to retain employment wherever possible in the Sydney region.

Specifically:

Height:

1. Amend the BLEP 'Height of Buildings Map – Sheet HOB_002'

It is proposed that the LEP 'Height of Buildings Map' be amended to provide a variable building height across the site with a maximum 18m, stepping down to 15m and 12m at various points within the site, as shown on the updated LEP Maps at Appendix E. The heights have been based on assessment of the potential impacts on the surrounding area.

FSR:

2. Amend the BLEP 'Floor Space Ratio Map – Sheet FSR_002'

It is proposed that the LEP 'Floor Space Ratio Map' be amended to provide a maximum FSR of 1.4:1.

Non-residential uses:

3. Amend Part 6 of the BLEP to add:

Part 6 Additional Local Provisions

6.6 – 4 Mitchell Street, Enfield
(1) This clause applies to development on the land at 4 Mitchell Street, Enfield, being Lot 3 DP585664.
(2) Despite Clause 4.4 of Burwood LEP, the ratio of gross floor area to the site area of any part of a building used for the purpose of residential accommodation at the site area must not exceed 1.4:1 FSR.
(3) Between 200sqm and 400sqm of non-residential gross floor area, is to be provided at the site within the lower ground level of a building in addition to the maximum residential FSR permitted by subclause 6.6(2).

4. Amend Schedule 1 of the BLEP to add:

Schedule 1
3 – Use of certain land at 4 Mitchell Street, Enfield
(1) This clause applies to land at 4 Mitchell Street, Enfield, being Lot 3 DP585664.
(2) Development for the purposes of the following uses on the lower ground level of a proposed development is permitted with development consent;
a) Business premises
b) Food and drink premises
c) Retail premises (up to a maximum of 300sqm GFA per retail premises)

3.3.3 Concept Plan

The final Concept Plan seeks to accommodate 183 residential dwellings, consisting of 1, 2 and 3 bedroom apartments plus allowance for approximately 300sqm of non-residential space on the ground level fronting the park interface.

The Plan incorporates two U-shaped buildings that allow the largest number of apartments possible to have either frontal or oblique views of Henley Park.

The two buildings on the site are separated by an 18m wide landscape space in the centre of the site with each building addressing Henley Park address as well as a street address on either Mitchell St or Baker St.
These two buildings are lower than the original PP and fit within the new proposed 18m upper height limit.

Each building is also conceived around a communal open space courtyard that is approximately 25m x 28m in size. This means that non-park facing apartments can also enjoy a landscape outlook set well back from the neighbours to the east between 12 and 40m and between 12 and 14m from property boundaries to the north (Baker St) and south (Mitchell St). These setback areas are proposed to be extensively landscaped to provide visual and privacy protection to neighbouring properties.

The Mitchell St frontage has been designed with a stepped form to diminish its bulk and scale in the streetscape and to ensure no significant additional overshadowing would result that would affect any Mitchell St properties.

The substantial landscaped separations and modulation of the building forms are also designed to allow the buildings to sit in a landscaped setting and it is intended that the park edge plantings enhance the connection between the development and the pathway along the park edge, thereby improving the relationship between built form and Henley Park. In addition, a landscaped roof garden has also been introduced, along the park edge of the building forms to soften the appearance and also provide pleasant communal spaces for future residents. In this regard, these rooftop spaces have been located so as not to impact on the privacy of any adjacent neighbours.

The Concept Plan also makes provision for the inclusions of some non-residential uses on the ground floor park edge of the development to accommodate a potential shop, café and small business use on site which would potentially meet day to day needs of the future residents at the development and within the local area. It is proposed that this will be provided at the lower ground floor level adjacent to Henley Park to activate the park edge and provide facilities for both future residents and the wider community.

As illustrated on Figures 14 and 15 below, the revised building heights have been formulated to ensure the built forms are no higher than the highest parts of the existing buildings on the Site, with the majority of the building forms being substantially lower than existing and the now proposed 18m maximum height limit, particularly towards the boundaries with adjacent dwellings and Baker and Mitchell St's.

Figure 11 Concept Plan – buildings and landscaping

Source: Site Image

Figure 12 Concept Plan – roof plan

Source: Bureau of Urban Architecture Urban Design Report

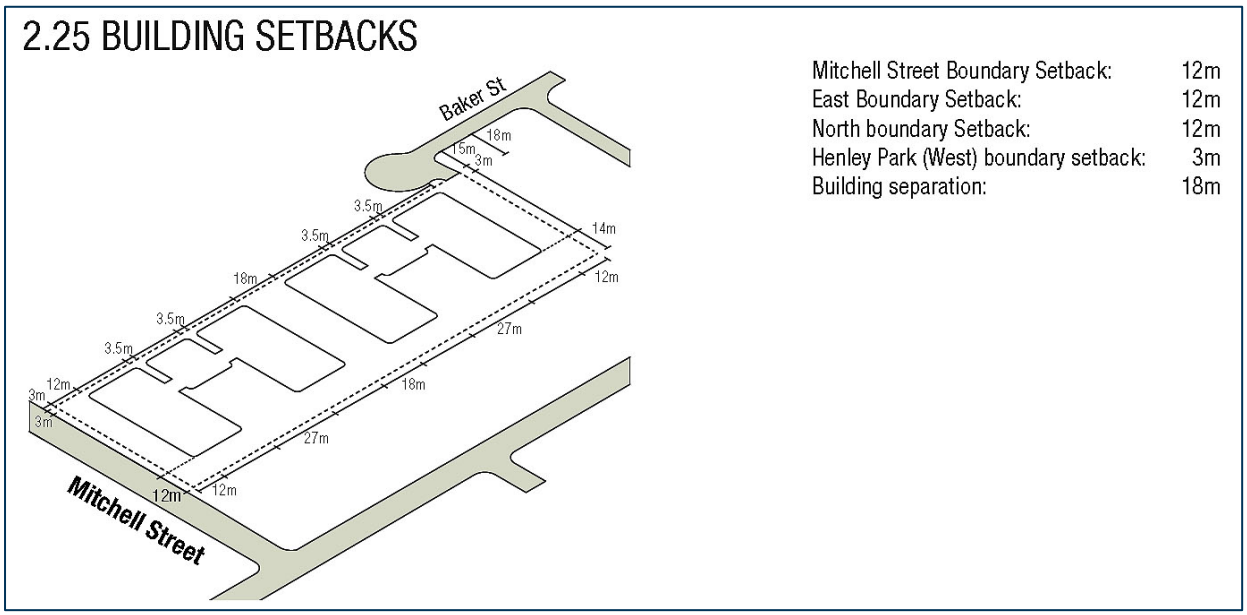
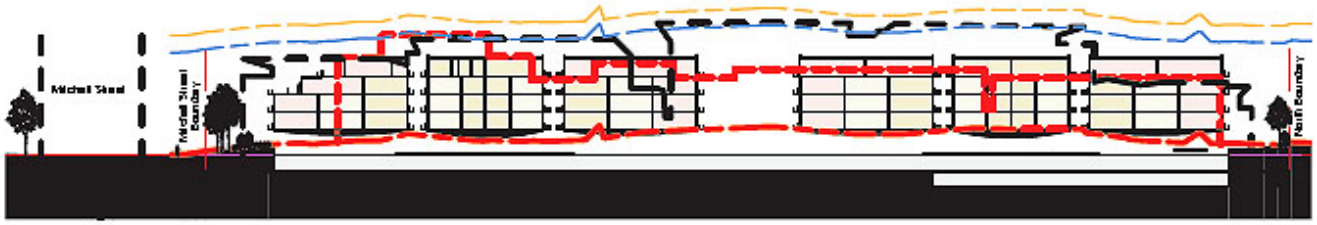
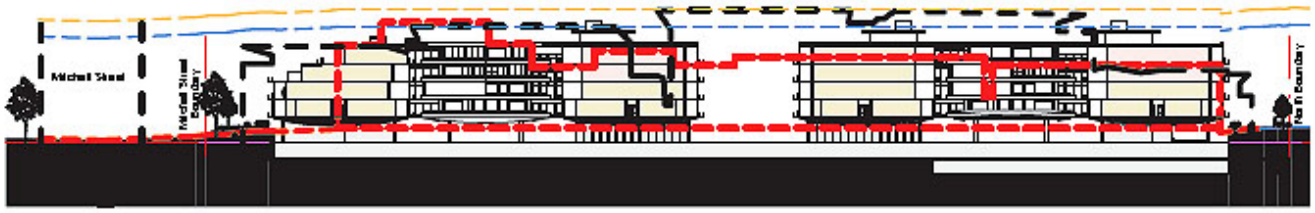


Figure 13 Concept Plan – Setbacks plan

Source: Bureau of Urban Architecture Urban Design Report



1 - NORTH -SOUTH SECTION



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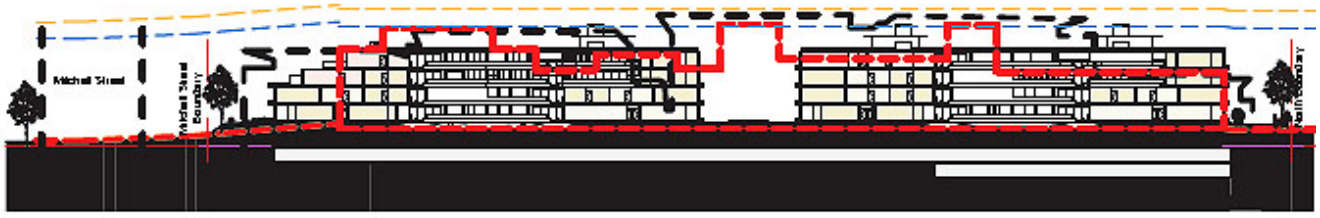
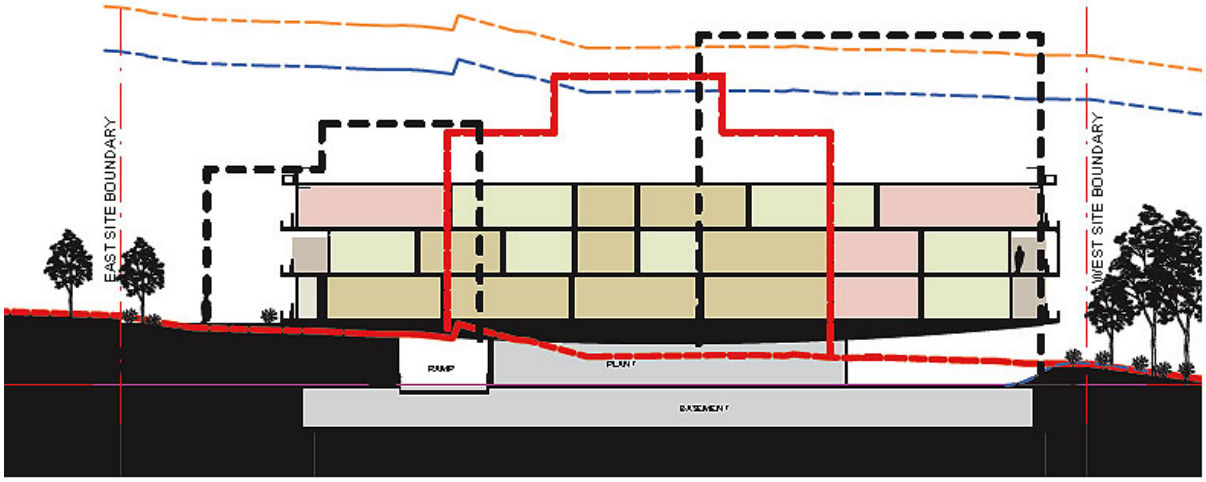


3 - NORTH - SOUTH SECTION

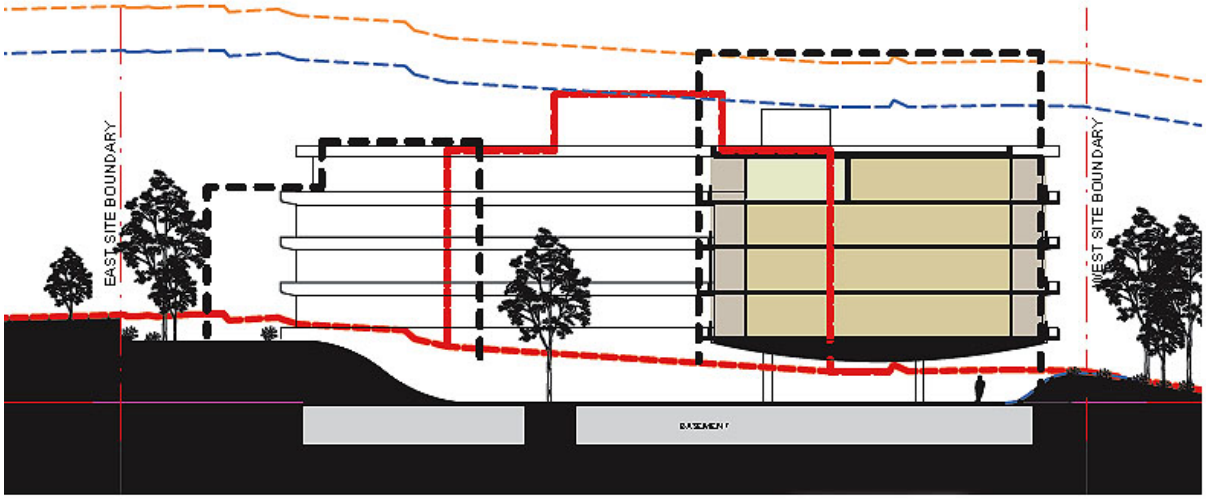
21m height DEM PP submission (excluding lift over run)
DEM PP proposed scheme outline
18m height proposed
Natural ground + existing building outline

Figure 14 Concept Plan – north south sections comparison diagrams

Source: Bureau of Urban Architecture Urban Design Report



1 - EAST / WEST SECTION



2 - EAST / WEST SECTION

21m height DEM PP submission (excluding lift over run)
DEM PP proposed scheme outline
18m height proposed
Natural ground + existing building outline

Figure 15 Concept Plan – east west sections comparison diagrams

Source: Bureau of Urban Architecture Urban Design Report

4 Need & Justification

The Department of Planning Guidelines seeks answers to a range of questions designed to require the Proponent to demonstrate that the Planning Proposal is necessary and justifiable. These are discussed below.

Guideline Questions	Commentary
Q1. Is the planning proposal a result of any strategic study or report? ***Comment:*** **Partial. Enfield is not identified as an area of Strategic importance, although the site has potential to contribute to housing targets.**	A Plan for Growing Sydney – Metropolitan Plan. Direction 1.7: Enfield is not identified as an area of Strategic importance, although Burwood is identified as a Strategic Centre. While the site per se is not identified to be of strategic importance it is in close proximity to Burwood Centre. The site does have potential to contribute to the provision of additional housing in Sydney in support of the following Directions, Planning Principles and Actions contained in the Plan: *Direction 2.1:* Accelerate housing supply across Sydney. This location is appropriate to contribute to additional housing, as it is serviced by public transport and is in proximity to Burwood Town Centre and other local centres, as well as recreational land uses. *Planning Principle 3:* Connecting centres with a networked transport system; *Direction 2.1:* Accelerate housing supply across Sydney; *Direction 2.3:* Improve housing choice to suit different needs and lifestyles; *Action 3.1.1:* Support urban renewal by directing local infrastructure to centres where there is growth.
Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way? ***Comment:*** **Yes.**	A Planning Proposal is the best mechanism to increase height and floor space ratio. The other option would be to lodge a DA and argue for greater bulk and scale on the basis of the existing buildings on the Site.
Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)? ***Comment:*** **Partial**	Eastern District Plan Enfield is not identified as a "District Centre". However, Burwood is identified as a 'District Centre', which is indicated as having a relatively high level of economic activity, proving a range of retail and commercial activities, health care and community services. As the site is in proximity to Burwood Town Centre, it means that future residents will benefit from these services and facilities which can be readily accessed along Burwood Road.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan? ***Comment:*** **Partial.**	<u>The Burwood 2030 – Community Strategic Plan</u> The proposal demonstrates consistency with the following actions under the Burwood Community Strategic Plan 2030: *Action 4.2.8:* Improve accessibility of Council owned facilities. The site is opposite Henley Park, a large parcel of Council-operated open recreational space. The Proponent is prepared to enter into a Planning Agreement with Council to undertake improvements and/or provide additional public facilities in the park. *Action 4.5.3:* Encourage architectural integrity and aesthetically appealing buildings. Improving aesthetics of buildings within Burwood LGA can be achieved through compliance with Burwood's Development Control Plan and the new Apartment Design Code; The development of the Site as envisaged in the PP would also contribute to a greater mix of quality housing types in the Croydon Park / Enfield locality. *Strategic Goal 4.1:* Effective traffic management and adequate parking provision under the Community Strategy has been addressed through the traffic study, provided by the proponent.
Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPP)? ***Comment:*** **Yes, has the potential to be consistent.**	While the Planning Proposal relies on development plans, it is considered the final DA plans should be designed to be consistent with the following SEPPs: ▪ SEPP 55 _ Remediation of Land (subject to further investigations); ▪ SEPP 65_ Design Quality of Residential Flat Development and the Apartment Design Guide; ▪ SEPP (Building Sustainability Index BASIX) 2004.
Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)? ***Comment:*** **Yes.**	The Planning Proposal generally supports the following Ministerial Directions: ▪ 3.1 Residential Zones; ▪ 3.4 Integrating Land Use and transport; and ▪ 7.1 Implementation of the Metropolitan Plan for Sydney 2030.
Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal? ***Comment:*** **No predicted impacts**	No issues associated with critical habitat, threatened species, populations or ecological communities or habitats.

Q9. Has the planning proposal adequately addressed any social and economic effects? ***Comment:*** **Yes**	Vision Australia employed 129 employees at the existing site, including 72 full-time, 49 part-time and 8 casual workers. It is unclear as to whether they will remain in the LGA. The PP proposes to include some non- residential uses on the Site which would result in some employment generation. However, it is noted that the Vision Australia use is now a prohibited use in the zone. This is therefore considered an acceptable outcome.
Q10. Is there adequate public infrastructure for the planning proposal? ***Comment:*** **Yes.**	The Planning Proposal advises that the full range of utility services including electricity, telecommunications, water, sewer and stormwater are all currently available on the site.

We conclude that the need and justification for the Planning Proposal is warranted given the unique attributes of the site and its broader context. The Site is zoned for Residential purposes and the development facilitated by the Height and FSR amendments will enable the removal of an existing non-conforming use and building form and enable better connections between the park and surrounding residential areas, and potentially improvements to landscaping and facilities within the Henley Park.

5 Development Standards, Controls & Policies

5.1 State Environmental Planning Policy No. 65

SEPP 65 was introduced in 2002 to improve the design quality of residential flat buildings in NSW. It contains principles for good design and provides guidance for evaluating the merit of design solutions. It requires that residential flat buildings be designed by registered architects. It is supported by the Residential Flat Design Code. The SEPP and Design Code have been reviewed and a new SEPP *Design Quality of Residential Apartment Development* has been gazetted and supporting *Apartment Design Guide* has been released by the Minister of Planning & Environment.

The new SEPP Design Principles are as follows:

- *Context and Neighbourhood Character* - Good design responds and contributes to its context.
- *Built Form and Scale* - Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.
- *Density* - Good design has a density appropriate for a site and its context, in terms of the number of units or residents.
- *Sustainability* - Good design involves design features that provide positive environmental and social outcomes.
- *Landscape* - Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity.
- *Amenity* - Good design positively influences internal amenity for residents and external amenity for neighbours.
- *Safety* - Good design optimises safety and security, within the development and the public domain.
- *Housing Diversity and Social Interaction* - Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.
- *Architectural Expression* - Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure.

It is our assessment that the final PP and Concept Plan is consistent with these principles.

The critical quantitative guidelines relevant at the Planning Proposal stage are identified and discussed below. At Development Application stage further detailed design would be available and once the bulk, mass and height of the proposed development has been refined, the development will be capable of meeting the relevant design criteria.

Guideline	Commentary	Consistency
2E – Building Depth Use a range of appropriate maximum apartment depths of 12-18m from glass line to glass line when precinct planning and testing development controls. This will ensure that apartments receive adequate daylight and natural ventilation and optimise natural cross ventilation	Detailed building depth is not dimensioned at PP stage however in principle the proposed development will be able to meet this design criteria.	✓
2F – Building Separation Minimum separation distances for buildings are: Up to four storeys (approximately 12m): 12m between habitable rooms/balconies 9m between habitable and non-habitable rooms 6m between non-habitable rooms Five to eight storeys (approximately 25m): 18m between habitable rooms/balconies 12m between habitable and non-habitable rooms 9m between non-habitable rooms	Concept Plan indicates minimum of 18m separation between all buildings	✓
3B – Orientation Objective 3B-1 Building types and layouts respond to the streetscape & site while optimising solar access within the development Design guidance Buildings along the street frontage define the street, by facing it and incorporating direct access from the street (see figure 3B.1) Where the street frontage is to the east or west, rear buildings should be orientated to the north Where the street frontage is to the north or south, overshadowing to the south should be minimised and buildings behind the street frontage should be orientated to the east and west (see figure 3B.2) Objective 3B-2 Overshadowing of neighbouring properties is minimised during mid-winter Design guidance	Unlike the original PP Concept Plan the final Concept Plan submitted better addresses and respects the Baker and Mitchell St frontages to Henley Park.	✓

Guideline	Commentary	Consistency
3C – Public Domain Interface Objective 3C-1 Transition between private and public domain is achieved without compromising safety and security Design guidance Terraces, balconies and courtyard apartments should have direct street entry, where appropriate. Upper level balconies and windows should overlook the public domain Length of solid walls should be limited along street frontages Opportunities should be provided for casual interaction between residents and the public domain. Design solutions may include seating at building entries, near letter boxes and in private courtyards adjacent to streets	Agree with the following statement in the PP: *"The proposal will create a new link between the site and neighbouring Henley Park, which will enhance the accessibility of the park to future residents."* Balconies overlooking the park and walkway in front have been maximised to enhance opportunities for passive surveillance of this space. The Concept Plan indicates that the future development will be highly articulated and the separated buildings would ensure limited length of building walls. Potential non-residential uses proposed at ground level accessed directly from the park will provide opportunities for casual interaction between residents and the broader community.	✓
3D -Communal and public open space 1. Communal open space has a minimum area equal to 25% of the site (see figure 3D.3) 2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter)	>30% Achieved (Between Ground, Roof Top and other areas)	✓
3E – Deep soil zones Design criteria 1. Deep soil zones are to meet the following minimum requirements: 7%	8% achieved Planting details not provided will be assessed at DA stage.	✓

<table>
<tr><th>Guideline</th><th>Commentary</th><th>Consistency</th></tr>
<tr><td>3F – Visual privacy</td><td>Substantial setbacks to all boundaries with landscape buffer plantings, orientation of apartments to either central courtyards or the park and siting of rooftop communal area along the park edge of the buildings away from adjacent residences should minimise any opportunities for visual impact on the surrounding neighbours.</td><td>✓</td></tr>
<tr><td>Design criteria
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:
<table><tr><th>Building height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr><tr><td>up to 12 m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>up to 25 m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr></table></td><td>This is especially important pertaining to the buildings located on the south and east of the site. Current level of detail suggests these setbacks are being achieved.
A minimum of 18m separation provided in Concept Plan. Therefore more than complies.</td><td>✓</td></tr>
<tr><td>3G – Pedestrian access and entries
Multiple entries (including communal building entries and individual ground floor entries) should be provided to activate the street edge
Entry locations relate to the street and subdivision pattern and the existing pedestrian network
Building entries should be clearly identifiable and communal entries should be clearly distinguishable from private entries
Pedestrian links through sites facilitate direct connections to open space, main streets, centres and public transport
Pedestrian links should be direct, have clear sight lines, be overlooked by habitable rooms or private open spaces of dwellings, be well lit and contain active uses, where appropriate</td><td>Details will be provided at the DA stage. The Concept Plan indicates that the development can readily meet these guidelines.
The development is planned to directly link to the adjacent parkland and streets via pedestrian pathways.</td><td>✓</td></tr>
</table>

Guideline	Commentary	Consistency
3H – Vehicle access Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes	Details will be provided at the DA stage. The Concept Plan indicates that the development can readily meet these guidelines.	✓
3J – Bicycle and car parking Integrating car parking within apartment buildings has a significant impact on site planning, landscape and building design. On-site parking can be located underground, above ground within a structure or at grade. Provision of parking for alternative forms of transport such as car share vehicles, motorcycles and bicycles should also be considered	Details will be provided at the DA stage. The Concept Plan indicates that carparking would be provided in basement levels and an area of bicycle parking could be provided on the ground level.	✓
4A – Solar and daylight access To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space Design criteria 1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours' direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas 2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours' direct sunlight between 9 am and 3 pm at mid-winter 3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.	Details will be provided at the DA stage. The Concept Plan indicates that 2+ hours direct sunlight between 9am and 3pm mid-winter is achievable for 80% of the future apartments & private open spaces. 85% of apartments will be designed to achieve at least 15 minutes direct solar access	✓
Objective 4B-Natural ventilation Design criteria 1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building.	Details will be provided at the DA stage. The Concept Plan indicates that 100% of the future apartments can be naturally ventilated and that at least 70% cross ventilated.	✓
4C – Ceiling heights 2.7m habitable rooms	Details will be provided at the DA stage. Appears to be capable of compliance within requested height limits	✓

<table>
<tr><th>Guideline</th><th>Commentary</th><th>Consistency</th></tr>
<tr><td>4D – Apartment size and layout.
Objective 4D-1
The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity
Design criteria
1. Apartments are required to have the following minimum internal areas:
<table>
<tr><td>Apartment type</td><td>Minimum internal area</td></tr>
<tr><td>Studio</td><td>35m2</td></tr>
<tr><td>1 bedroom</td><td>50m2</td></tr>
<tr><td>2 bedroom</td><td>70m2</td></tr>
<tr><td>3 bedroom</td><td>90m2</td></tr>
</table>
</td><td>Details will be provided at the DA stage.
The proposed development appears capable of achieving this design criteria.</td><td>✓</td></tr>
<tr><td>4E - Private Open Space and balconies
Objective 4E-1
Apartments provide appropriately sized private open space and balconies to enhance residential amenity
Design criteria
1. All apartments are required to have primary balconies as follows:
<table>
<tr><td>Dwelling type</td><td>Minimum area</td><td>Minimum depth</td></tr>
<tr><td>Studio apartments</td><td>4m2</td><td>-</td></tr>
<tr><td>1 bedroom apartments</td><td>8m2</td><td>2m</td></tr>
<tr><td>2 bedroom apartments</td><td>10m2</td><td>2m</td></tr>
<tr><td>3+ bedroom apartments</td><td>12m2</td><td>2.4m</td></tr>
</table>
</td><td>Details will be provided at the DA stage.
The proposed development appears capable of achieving this design criteria.</td><td>✓</td></tr>
</table>

Guideline	Commentary	Consistency
4H – Acoustic privacy Adequate building separation is provided within the development and from neighbouring buildings/adjacent uses	Details of individual apartment layouts will be provided at the DA stage. The Concept Plan includes substantial setbacks to all boundaries with landscape buffer plantings, orientation of apartments to either central courtyards or the park, siting of rooftop communal area and non-residential uses along the park edge of the buildings away from adjacent residences, minimising any opportunities for acoustic impacts on the surrounding neighbours.	✓
4O – Landscape design Landscape design is viable and sustainable Landscape design contributes to the streetscape and amenity	Details of individual apartment layouts will be provided at the DA stage. The Concept Plan landscape plan indicates substantial screen planting at all boundaries and seamless connection with the park.	✓
4S – Mixed use Mixed use developments positively contribute to the public domain.	The non-residential uses proposed are to be located on the ground floor directly addressing the park edge and pathway.	✓

5.2 Burwood Local Environmental Plan 2012

We note the site is zoned R1 General Residential under the Burwood Local Environmental Plan (BLEP) 2012 with a maximum FSR of 0.85:1 and a maximum building height of 8.5m under the Burwood LEP 2012. The objectives of this zone are:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents

The Planning Proposal is consistent with these objectives.

5.3 Burwood Development Control Plan 2012

Under the Burwood Development Control Plan (BDCP) 2012, Section 4.1 Residential Flat Building in the R1 Zone of the Burwood DCP applies to this assessment. The majority of the criteria are aligned to SEPP 65. The additional Clauses are identified below.

Clause	Commentary
Roof Design and Rooftop Gardens P3 Integrate the design of the roof to the proposed built form and adjacent properties and reduce the bulk and scale through articulation. P4 The design of the roof should respond to the orientation of the site, minimise the visual intrusiveness of service elements and support the use of the roof for open space and for functions that improve the environmental sustainability of the building. P5 Residents shall have access to rooftop and podium gardens wherever possible. At least 50% of the roof area shall be vegetated with grasses, shrubs and trees.	While detail design is not required at this stage, a commitment or design intention to utilise the roof for recreational and communal space is included in the Concept Plan along the building edge facing the park. This location will minimise potential visual or acoustic impacts on the surrounding residents.
Facilities and Amenities P32 an amenities room (for meetings etc.) is to be provided where the building has more than 15 residential units. The room shall have minimum dimensions of 4m and be available for the use of residents.	Details will be provided at the DA stage, assumed can comply.
P36 Adaptable Housing All development for residential flat buildings in the R1 zone must provide 10% of dwellings for adaptable housing to cater for ageing in place and/or mobility impaired residents.	The Planning Proposal does not specifically address this issue. Details will be provided at the DA stage, assumed can comply.
P38 Car Parking and Ground Level Basement car parking is to be located fully below natural ground level. However, where slope conditions necessitate protrusion above natural ground level, the protrusion is not to exceed 0.75 metres. Otherwise, it will be counted as floor area.	Details will be provided at the DA stage. The Concept Plan indicates carparking in basement levels – exact protrusions not detailed. Assumed can comply within height limits sought.

6 Proposal Response to urban design principles

This chapter of the report includes a review of the performance of the proposal against industry best practice principles.

6.1 Urban Context and Streetscape Quality

The subject site is not a site that is of strategic importance, notwithstanding its redevelopment for a predominantly residential land use has merit, particularly given the size of the site, that it is in single ownership, on a bus route, adjacent to Henley Park and surrounded by low density residential development. The site has the potential to be a landmark development contributing positively to the neighbourhood.

The place making aspects of a residential use is appropriate, however it needs to be complementary and compatible with the low density character of the surrounding area. The streetscape has been largely protected by the retention of the extending mature trees, which is a strength of the Proposal.

Figure 16 Street view of Mitchell St, approaching No. 4.
Note two storey residential dwellings surrounding subject site.

Figure 17 View of No.4 Mitchell St and adjoining Henley Park in a northerly direction.

Figure 18 View of current access off Mitchell St

Note interface with existing residential dwellings to the east of the subject site.

Figure 19 Typical older style built forms in Mitchell St

Figure 20 Existing Vision Australia Building

Figure 21 Existing building and hard stand car parking

Figure 22 View towards Henley Park

Figure 23 View eastwards identifying Eucalyptus Trees surrounding the subject site.

6.2 Built Form and Building Massing

Based on the advice of Cardno and Council planners the final PP Concept Plan has been redesigned to better recognise the existing building forms on the Site and the relationships with surrounding residential dwellings streets and park. In our view this has resulted in a better urban design fit in terms of height and bulk in the context. Building forms in the Concept Plan have been kept at or below the height of the existing buildings on the Site. Substantial landscaped setbacks are provided along all boundaries with streets and residential properties and an active ground floor edge of uses such as café's and convenience shops provided along the boundary with the park.

6.3 Public Domain Impacts

At the suggestion of Cardno and Council planners, active ground floor uses and the public domain space have been included in the Concept Plan fronting Henley Park and indicative landscaping proposed to seamlessly link with the parkland vegetation and public walkway. A large through site link is also proposed.

The front street setback from Mitchell St has been sensitively treated by ensuring that the existing trees are maintained and the building forms have now been stepped to minimise any potential overshadowing of public domain areas more than the existing buildings.

We agree with the statement in the PP report that:

"The existing commercial buildings on site do not provide a strong relationship with the streetscape or residential character of the locality.

The proposal will provide a positive contribution to improving the public realm through enhancing the interface with the streetscape and residential character of the local area. This will be achieved by providing ground floor commercial uses and activation, generous communal open space and landscaping."

Figure 24 Artist impression interface with Henley Park

Source: Bureau of Urban Architecture Urban Design Report

6.4 Impact on Heritage Items.

While we have not received a Heritage Impact Assessment to review as part of our urban design assessment of the Planning Proposal we are aware that the Site sits adjacent to two heritage listed cottages, No.s 99 and 109 Burwood Road. No.109 sits well towards the front of that block with substantial vegetation in the rear yard while No. 99 appears to have a new building addition to the rear with the heritage portion also towards the front of the block. Proposed separation distances and boundary screen planting indicated in the Concept Plan should minimise potential impacts on these two properties' heritage value.

Figure 25 109 Burwood Rd

Figure 26 99 Burwood Rd

7 Transport and traffic

Bitzios consulting, traffic specialists provided a Traffic and Parking Impact Assessment of the amended PP. It contained an assessment of:

- ☐ existing traffic operations and the proposed site access locations on Mitchell Street and Baker Street;
- ☐ existing traffic operations at the Burwood Road/Mitchell Street intersection during the weekday morning and afternoon peak periods, and Saturday late morning;
- ☐ likely traffic impacts resulting from the development-generated traffic at the site access;
- ☐ SIDRA modelling of the Burwood Road/Mitchell Street intersection of the existing and future conditions, and the distribution onto the surrounding road network; and
- ☐ development plans and parking provisions in accordance with Australian Standards and Burwood Council's Development Control Plan (DCP).

Bitzios found:

The proposed development is expected to generate 96 trips in the AM peak and 116 trips in the PM peak. There is expected to be a net increase in trips relative to the existing use of the site during the AM peak, and a slight increase in net trips during the PM peak. No AM peak trip generation is expected for the Café/ Restaurant component of the development, as it is highly unlikely to be an attractor to the site during that AM peak period. The visitors would most likely be residents of the development or customers from the neighbouring park and nearby houses.

The proposed development requires a minimum 308 parking spaces, comprising 254 car spaces and 58 bicycle spaces.

And concluded:

- *there are significant existing traffic volumes along Burwood Road during the AM, PM and Saturday peaks, however only minimal delays are predicted at the Mitchell Street/Burwood intersection and the subject site;*
- *traffic generated by the proposed development is expected to be slightly less than the existing site based upon trip generation, and more based on the conducted site survey. However, it is not expected to impose any significant impacts on the surrounding road network;*
- *the SIDRA analysis and site observations conclude that the difference in future performance of the Mitchell Street/Burwood intersection with development and without development scenarios in 2022 and 2027 are negligible (certain intersection parameters are better with the new development). Further, the impacts to the surrounding road network can at worst, be satisfactorily catered for by the existing intersection's configuration, assuming that the cycle time can be increased; and*
- *although private vehicle trips may be utilised by residents, given the site's proximity to local facilities, the site's walking access to frequent bus services should encourage public transport as a good alternative option for transport to and from the proposed development.*

Cardno traffic engineers have reviewed the amended traffic impact assessment report and made comments which have been shared with Bitzios who have provided responses in the table below.

Table 2 Traffic Impact Assessment review and responses

<table>
<tr><th>Amended PP
Bitzios TIA (18 May 2018)</th><th>Cardno Review (5/07/2018)</th><th>Bitzios responses to Cardno comments</th></tr>
<tr><td rowspan="2">Table 4.1 Traffic Generation</td><td>It is unclear why no data exists for the existing site traffic generation in the PM peak hour. This needs to be clarified given that AM data exists and the same methodology (assumed to be used to derive the car parking peaks) would apply to the PM.</td><td>Existing traffic generation for the AM peak was taken from site observations. Subsequent surveys were undertaken for both peaks on 11 to 16 September 2017. The surveyed traffic generation was an average of 39 in the AM peak and 27 in the PM peak.
The busiest AM peak was Monday with 56 trips between 8.00 and 9.00am.
The busiest PM peak was Wednesday with 36 trips between 4.00 and 5.00pm.</td></tr>
<tr><td>There is no consideration to staff vehicle movements in the morning peak hour associated with the retail component</td><td>The traffic generation for the ancillary retail use was taken as the peak hour for restaurants, which is an evening peak hour rate.
We agree there may be some staff vehicle movements in the AM peak, but they would be minimal. The staff trips are expected to be about 4 trips for the 400 m2 retail floor area.
The traffic generation rates used for the residential components are conservative, so the total traffic volume used for the analysis would also cover the staff trips and there is no need to redo the analysis for the AM peak.</td></tr>
<tr><td>4.2.1 Existing Operation</td><td>It is unclear if the intersection analysis adopts signal data typically provided by RMS (i.e. phase times / frequencies) and reflects the current queue conditions experienced at the intersection. This needs to be clarified.</td><td>The intersection analysis uses IDM data provided by RMS.</td></tr>
<tr><td>4.2.2 – Future Operation</td><td>The assessment only considers the AM peak hour and does not assess the Weekday PM or Weekend Midday peak hour.
Cardno believe the Weekday PM peak hour also needs to be considered as the site is identified to have the largest net traffic increase (if adopting the same AM peak hour generation).</td><td>The PM peak traffic generation is tabulated below. The analysis is conservative. It uses higher traffic generation rates for residential than suggested by TDT2013/04a.
The net traffic for the PM peak is based on the above existing surveyed traffic generation and rates in our report.
Table 4.1: PM Peak Traffic Generation
<table>
<tr><td>Existing</td><td>Proposed</td><td>Net trips</td></tr>
<tr><td>27</td><td>116</td><td>89</td></tr>
</table>
The proposed trips were used in SIDRA rather than the net traffic for a conservative analysis.</td></tr>
</table>

Amended PP Bitzios TIA (18 May 2018)	Cardno Review (5/07/2018)	Bitzios responses to Cardno comments
	There is no discussion on what background growth rate has been adopted to development the 2022 and 2027 base line assessment	*Census data was used to determine the growth rate. Population increased in Enfield by 5% between 2011 and 2016. This increase was applied to the traffic data – 5% increase from 2017 to 2022, and 10% increase from 2017 to 2027.*
	Any modifications to the traffic signal operation requires concurrence from the RMS. This would be required if the application is to proceed. It is noted however the results may not significantly change however the above is requested for transparency.	*Agreed*
	There is no consideration to potential impacts on Baker Street as a result of traffic generated from the northern driveway.	*Journey to Work data was used to determine that 19% of trips would be to the west. The traffic generated at this access would be an insignificant increase to traffic on Baker Street and connecting streets.*
Appendix C – SIDRA Outputs	There are no SIDRA outputs for the Weekday PM peak.	*The future operation of the Burwood Road/Mitchell Street intersection during the PM peak traffic period (17:00-18:00) was analysed in SIDRA. The scenarios analysed were 2022 and 2027 both with and without the proposed development. These scenarios use an Optimum Cycle Time of 120 seconds.* *This method allows for cycle times of more than the existing 55 seconds based on future traffic volumes and to optimise the performance measures indicated in the SIDRA outputs. It should be noted that the results assume that the Burwood Road /Mitchell Street intersection will operate with cycle times of more than 55 seconds. As such, the future operation may appear more optimal than the existing operation, which uses the User Given Phase Times method.* *Key points from the SIDRA outputs for the future operation of the Burwood Street/Mitchell Street signalised intersection in the PM peak include that:* • *it is expected to operate at a LoS A and B in the 2022 and 2027 with development scenarios respectively;*

Amended PP Bitzios TIA (18 May 2018)	Cardno Review (5/07/2018)	Bitzios responses to Cardno comments
		• *the increases in delay per vehicle due to the development are expected to be negligible in all assessed scenarios;* • *the 95th percentile queues are higher in the with development scenarios than the without development scenarios (16 metres in 2022 and 18 metres in 2027); and* • *it is expected to operate at the practical capacity of 0.90 in the 2027 with development scenario.* *Therefore, it is assumed, based on the SIDRA analysis and site observations, the development's traffic generation and impacts to the surrounding road network can be adequately catered for by the existing intersection configuration, assuming the existing cycle time can be increased.*
	It is preferable to review the electronic SIDRA files to confirm input parameters.	*SIDRA files provided to Cardno for review.*

8 Issues considered and recommendations

Issue and discussion	Recommendation
Strategic imperative for the proposal: While the Site is not specifically identified for additional housing in any regional or district strategic plan, the proposed housing on the site would be in support of the general need for more and greater mix of housing in established urban areas under the Plan for Growing Sydney. Notwithstanding the site has site-specific merit for development for residential purposes. Residential flats are a permitted use in the zone. Planned to replace an existing prohibited use on the Site the residential and minor non-residential uses proposed support the objectives of the R1 zone in which it sits in an area surrounded by residential development fronting a large public park with good access to public buses and essential infrastructure. The objectives of the zone are: • *To provide for the housing needs of the community.* • *To provide for a variety of housing types and densities.* • *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*	Support on basis of providing additional housing in a residential area, replacement of prohibited use and Site-specific merits.
Height of Building The final (amended) Concept Plan and proposed building heights have been designed to have careful regard for the height of the existing structures on the site, the protection of solar access to surrounding residences and the park, and the presentation of the development in the streetscapes and park interface. Bulking up the building forms towards the front and centre of the site, stepping the building forms down towards the boundaries, breaking the development into two buildings, introducing a significant central through site link and boundary setbacks, and retention of some existing boundary plantings together with new landscape screening all work to ensure the future development should fit well in its context.	Support
Floor Space Ratio The Site has a current FSR maximum of 0.85:1 under the LEP. The proposed FSR is a function of the building forms that have evolved through the design process. The additional 300sqm of non-residential uses will enable the provision of such uses as café's, convenience store and/or other day to day services which will activate the park-side frontage of the future development. We believe this is a better planning outcome.	Support

Issue and discussion	Recommendation
Loss of Employment Although the Vision Australia use is a prohibited use in the R1 zone, its vacation of the Site will result in a loss of employment on the Site. The proposed non-residential uses will go part way to relacing some of those jobs lost. This area of Enfield is not identified in any strategic plan as an employment area and this historic use of the Site is now not supported by the current zoning.	Supported on the basis that the Site is zoned for residential purposes and the existing commercial uses are now prohibited in the zone. Some employment uses are proposed to activate the ground floor park edge of the future development in the Concept Plan.
Concept Layout The final Concept Plan and proposed building heights have been completely redesigned in close and frequent consultation with Cardno and Council planners. In our view it now positively addresses all issues raised in discussions and correspondence. Cardno and Council planners recommended that any approach would need to respect the character of the surrounding local area (particularly as the built form relates to the streetscape in Mitchell and Baker St's and Henley Park), carefully manage interfaces to surrounding properties and impacts on these and address any potential traffic impacts on the local road network. Specifically: *Concept Layout:* The Concept Plan has been reoriented 90 degrees to now accommodate two 'U' shaped buildings separated by large boundary and central landscaped breaks. Apartments facing the park have been maximised and others look onto two courtyards and the central through site link. Provision has also been made for active non-residential uses on the ground floor park front edge of the development. Large side and rear setbacks will enable the retention of many of the existing mature trees and provide space for additional screen plantings to protect the visual privacy of neighbours and views from the street. All setbacks more than comply with the ADG and are as follows: Mitchell St Boundary Setback: 12m East Boundary Setback: 12m North boundary Setback: 12m Henley Park boundary setback: 3m Building separation: 18m *Building heights*: Building forms in the Concept Plan have been kept at or below the height of the existing buildings on the Site with the majority	Support

Issue and discussion	Recommendation
of the building forms being substantially less than the now proposed 18m, particularly towards the boundaries with adjacent dwellings and Baker and Mitchell St's. Concentrating the highest building forms towards the centre and park front of the Site. Stepping in the building mass eliminates overshadowing of Mitchell St properties at 9:00am during the winter solstice (21 June). The stepping also creates a height variation reflecting the existing Vision Australia building and responds to the scale of Mitchell and Baker St's properties. *Communal spaces:* The Concept Plan indicates that non park front apartments will address two central courtyards of approximately 700sqm each. These have been set back from the boundaries of the residential properties to the east. Park front rooftop communal space is also now proposed to provide additional amenity to future residents allowing elevated enjoyment of the park while protecting visual and acoustic privacy of neighbours. *Park interface:* The existing commercial buildings on site do not provide a strong relationship with the streetscape or residential character of the locality. The Concept Plan has been designed to better address and connect with the park edge than the existing building which is surrounded by hardstand carparking at the park edge. Active ground floor uses are proposed to enable residents and the broader community to utilise this edge of the development.	
Traffic and access The final PP Traffic and Parking Impact Assessment prepared by Bitzios Consulting concluded: > *Traffic generated by the proposed development is expected to be slightly less than the existing site based upon trip generation. The proposed development is not expected to impose any significant impacts on the surrounding road network.* > *The SIDRA analysis and site observations conclude that the difference in future performance of the Mitchell Street/ Burwood Road intersection between the with and without development scenarios in 2022 and 2027 are negligible, whilst any impacts to the surrounding road network can be satisfactorily catered for by the existing intersection's configuration,* ***assuming the cycle can be increased.***	Accepted that increase in traffic in the surrounding area will be minimal.

Issue and discussion	Recommendation
Solar access and natural ventilation In response to concerns raised by Cardno and Council planners the Concept Plan was refined to include further stepping of building heights to ensure no significant impacts on adjacent properties in Mitchell St or the communal courtyards proposed on the Site. ADG compliance now achieved.	Support
Visual and acoustic privacy Substantial setbacks from surrounding residential properties now proposed should ensure the visual and acoustic privacy of neighbours is protected.	Support

9 Concluding comments

On balance in our view the proposed reuse of the Site for residential apartments as demonstrated in the final PP Concept Plan has urban design and planning merit for the following reasons:

- The Site currently contains a large-scale collection of connected commercial buildings varying in height from one to three commercial storeys which equate to approximately 2-5 residential storeys. The existing buildings are monolithic structures in the Brutalist architectural style with tenuous connections to the surrounding residential area and park. Vision Australia have recently relocated and the property is now vacant.
- The Site is a large 12,619sqm parcel in one ownership which has enabled comprehensive master planning to address potential impacts on the surrounding neighbourhood.
- The current use is a nonconforming use in the R1 – General Residential under the Burwood LEP. That is it is a prohibited use and does not support the objectives of the current residential zoning.
- The proposed residential flat buildings are permissible in the R1 zone and as such, the proposed land use will not require a zoning amendment.
- The Site is well located in terms of access to public transport, other services and employment centres.
- All essential utilities are available to accommodate the proposed apartment development.
- The site does not contain any fauna or flora that constitute "threatened or endangered species".
- The Site is surrounded by residential uses and fronts a major public park.
- The Site presents the opportunity to provide greater housing choice and supply in Enfield.
- The PP is supported by a comprehensive Urban Design Report and final Concept Plan which has responded to all urban design and technical issues raised in numerous meetings with Cardno and Council planners and engineers.
- The final Concept Plan and proposed building heights and footprints have in our view been designed to have careful regard for the height of the existing structures on the site, the protection of solar access to surrounding residences and the park and the presentation of the development in the streetscapes and park interface. Bulking up the building forms towards the front and centre of the site, stepping the building forms down towards the boundaries, breaking the development into two buildings, introducing a significant central through site link and boundary setbacks, and retention of some existing boundary plantings together with new landscape screening, all work to ensure the future development should fit well in its context.
- The Concept Plan and proposed LEP amendments also include provision for new local day to day facilities to serve the future residents of the Site as well as the broader community which will also serve to activate the park frontage and provide a level of replacement employment generation at the site.
- The PP Urban Design Report has demonstrated that the future development facilitated by the proposed LEP amendments and Concept Plan can readily achieve the Apartment Design Guide objectives, principles and guidelines.
- The Traffic Impact of the future development facilitated by the PP is assessed to be acceptable.