

Statement of Environmental Effects

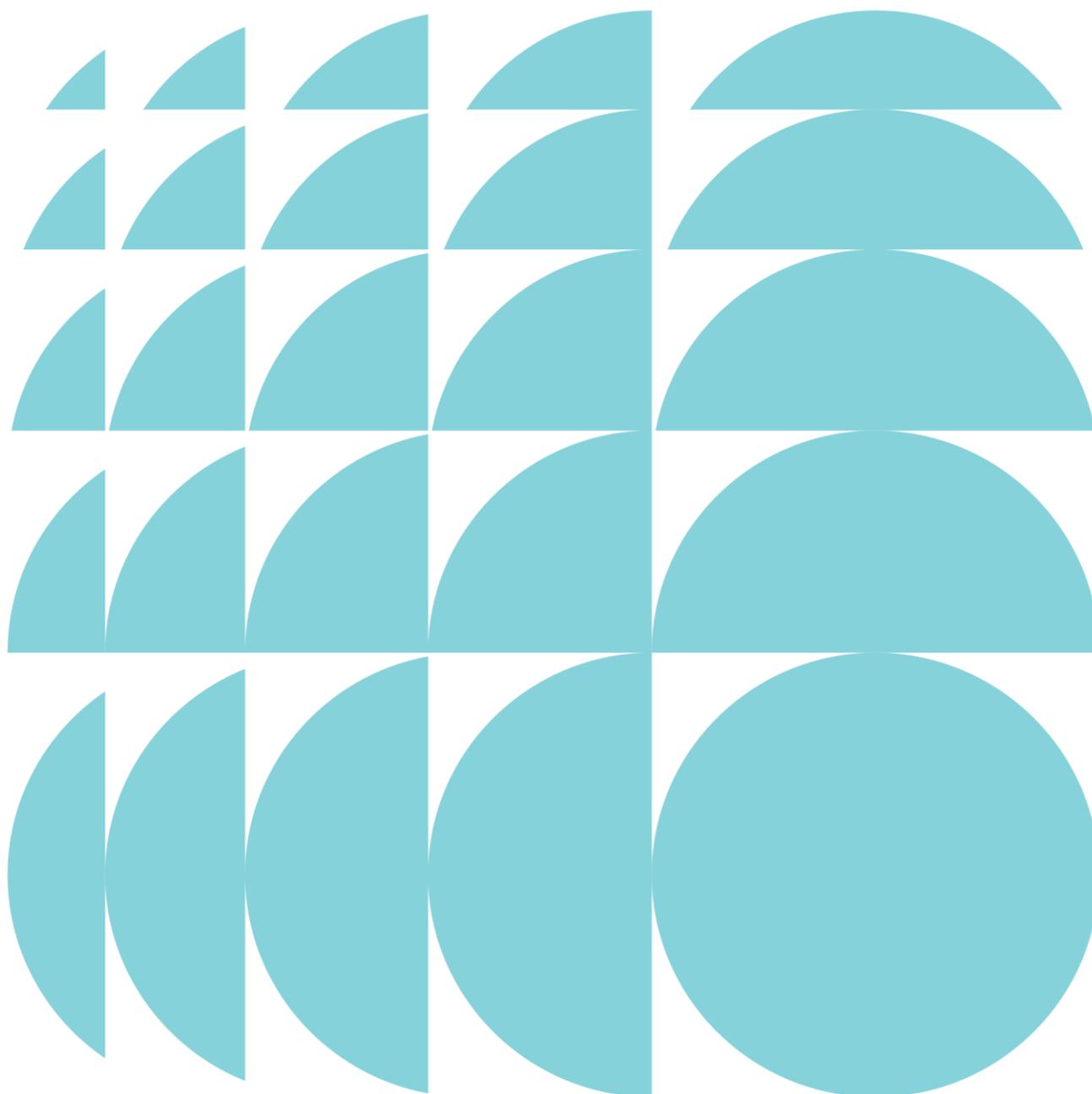
2-6 Pilgrim Avenue & 11-13 Albert Road,
Strathfield
Mixed Use Development

Submitted to Strathfield Municipal Council
On behalf of Convertia Pty Ltd

22 December 2020 | 2200600

STRATHFIELD COUNCIL
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1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to Strathfield Municipal Council (Council) in support of a Development Application (DA) for a Mixed Use Development at 2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield. The site is subject to a recently gazetted planning proposal to increase the permissible building height and floor space ratio. It is also subject to a site-specific Development Control Plan (DCP).

The DA seeks approval for:

- Demolition of all buildings on the site and removal of six trees;
- Construction of a part 11, part 13 storey mixed use development comprising:
 - 172 dwellings;
 - 3 ground floor commercial spaces;
 - 4 basement levels providing 235 car parking spaces;
- Landscaping works for communal open space;
- Vehicular access from Pilgrim Avenue; and
- Augmentation of infrastructure and services as required.

A photomontage of the proposed development is provided at **Figure 1** below.

This SEE has been prepared by Ethos Urban on behalf of Convertia Pty Ltd, and is based on the Architectural Plans provided by Kennedy Associates Architects (see **Appendix A**) and other supporting technical information appended to the report (see Table of Contents).

This report describes the site, its environs and the proposed development, provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.



Figure 1 Photomontage of the proposed development looking south-east

Source: Kennedy Associates Architects

2.0 Background

2.1 Planning Proposal

The site has been the subject of a site-specific Planning Proposal lodged in June 2015 to make the following amendments to the Strathfield Local Environmental Plan 2012 (Strathfield LEP):

- Amend the maximum building height from 35m to 54m; and
- Amend the maximum floor space ratio from 3.5:1 to 5:1.

As part of the Planning Proposal process, Council raised a number of concerns including traffic, urban design, overshadowing and interface with the adjacent service station.

The Planning Proposal was endorsed by Council on 4 October 2018, but was subject to the preparation of a site-specific DCP and a traffic study for the entire Strathfield Town Centre. These key issues took a further two years to be resolved and are discussed below.

Formal endorsement from Council was received on 5 May 2020. Accordingly, the Planning Proposal was finalised and gazetted on 17 July 2020 as part of Tranche 3 of the fast-tracked assessments under the Planning System Acceleration Program.

2.1.1 Site-specific DCP

On 4 October 2018, Council requested that a site-specific DCP be prepared to address detailed urban design considerations for any future development of the site including the provision of public access, built form, boundary setbacks, deep soil areas, tree retention, vehicular access, the potential for a pedestrian access link to the railway station, the residential character of Pilgrim Avenue and any other relevant issues.

The draft site-specific DCP underwent multiple iterations at the request of Council officers before proceeding to the Design Review Panel on 18 September 2019. The Design Review Panel provided recommendations on the built form, streetscape and street edge, which were incorporated into the draft site-specific DCP, which was publicly exhibited from December 2019-January 2020.

Subject to some minor amendments, the site-specific DCP was adopted by Council on 6 May 2020 and commenced operation on 21 July 2020 once the Planning Proposal for the site had been gazetted and the LEP amended accordingly.

Importantly, a key provision in the site-specific DCP includes the requirement for the subject site to deliver a minimum of 30 allocated public car spaces on the uppermost basement level accessed from Pilgrim Avenue.

This DA addresses all objectives and controls contained within the site-specific DCP.

2.1.2 Traffic

On 4 October 2018, Council requested that an independent traffic study be undertaken having regard to the Council's Parramatta Road Traffic Strategy being prepared by Bitzios and also taking into account the cumulative impact of existing approved developments and potential developments in the Strathfield CBD and inclusive of the site.

The resolution of this item was ultimately delayed by a series of administrative errors that resulted in the notification of state agencies, including RMS, from 9 April to 3 May 2019. One submission from RMS was received, which noted that the Parramatta Road Corridor Urban Strategy had not been progressed and that the associated traffic modelling was not available for public viewing. This means that this study cannot be referred to or referenced in any additional traffic analysis work carried out by the proponent.

To resolve RMS's concerns, the Applicant undertook consultation with TfNSW from June 2019 to prepare an addendum Traffic Impact Analysis.

On March 23, 2020 Council received correspondence from TfNSW stating that they had no objection to Council processing the Planning Proposal and that any further matters could be addressed as part of any future development application.

Accordingly, the outstanding traffic matters raised by RMS are discussed in **Section 5.4.2** and in the **Traffic Impact Assessment** prepared by Varga Traffic Planning at **Appendix B**.

3.0 Site Analysis

3.1 Site Location and Context

The site is located at 2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield within the Strathfield Municipal Council Local Government Area. It is situated close to the boundary of the Strathfield LGA with the LGAs of Canada Bay Council and Burwood Council.

The site’s locational context is shown at **Figure 2**.

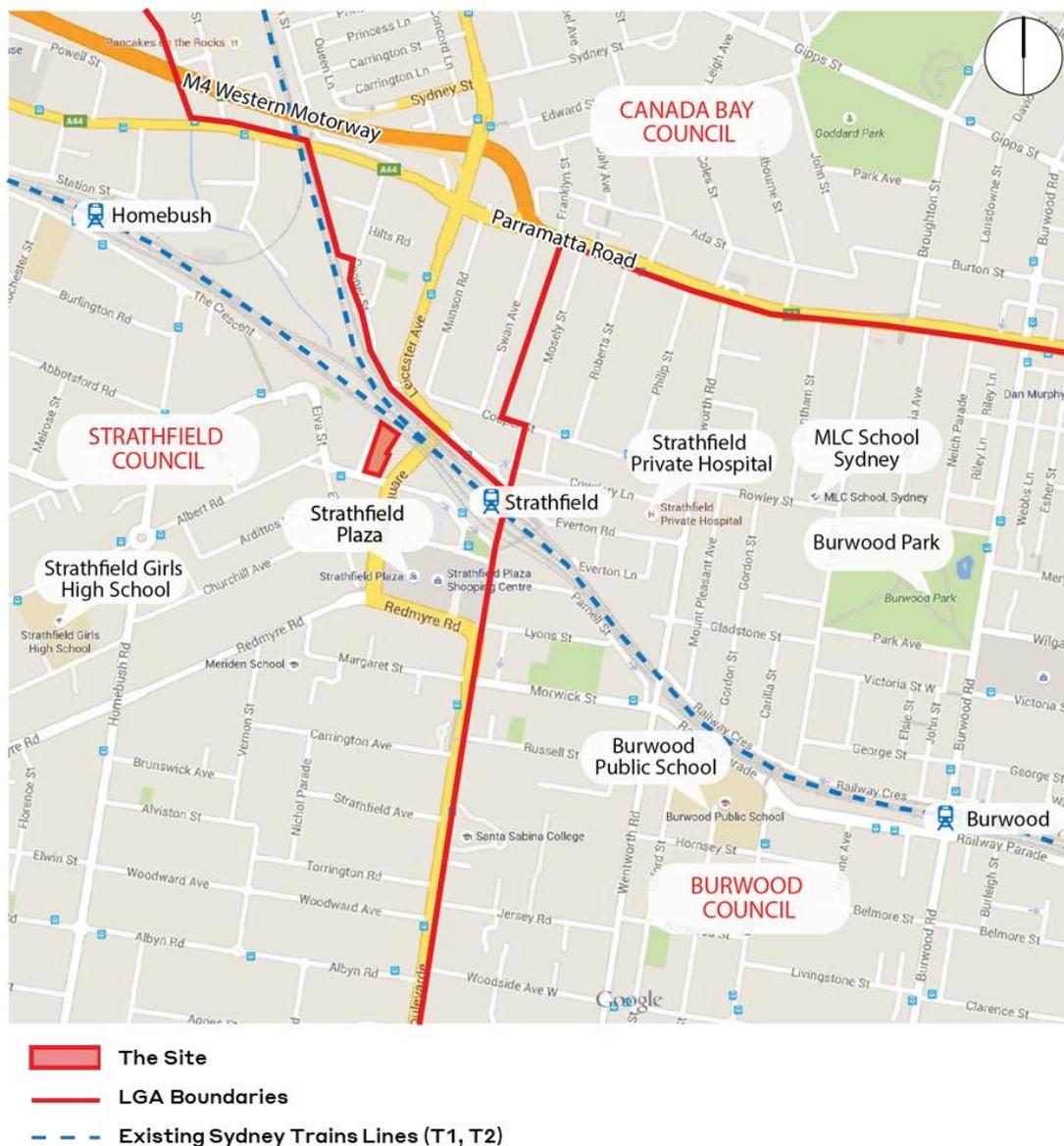


Figure 2 Location Plan

Source: Google Maps

The general Strathfield area varies in its style, with a mix of high-rise and low-rise residential development. The Strathfield Railway Station is located approximately 200m to the east of the site, providing fast, direct and reliable access to the north, south, east and west of the metropolitan Sydney area. The M4 Motorway and West Connex also begin to the north of the site, heading west to Parramatta, Blacktown and Penrith, and east to the Inner West and Sydney CBD, respectively.

The site itself is located approximately 10km west of the Sydney CBD, and 10kms south-east of Parramatta.

3.2 Site Description

The site comprises six lots as outlined in **Table 1**, and is irregular in shape, with a total area of 2,868.8m². The primary frontage is approximately 95m to Pilgrim Avenue, with secondary frontage to Albert Road of approximately 40m. The site is generally flat. A site survey prepared by W. Buxton Pty Ltd is attached at **Appendix C** and provides full details of the lot boundaries, levels and easements. An aerial photograph, identifying the subject lots is provided at **Figure 3**.

Table 1 Lots subject to this DA

Reference	Street address	Legal description	Area
Site A	2 Pilgrim Avenue	SP8785	500 m ²
Site B	4 Pilgrim Avenue	Lot 9 DP15917	472 m ²
Site C	6 Pilgrim Avenue	Lot 8 DP15917	433 m ²
Site D	13 Albert Road	Lot A DP100558	748 m ²
Site E	11 Albert Road	Lot B DP100558	715 m ²



Figure 3 Aerial photograph identifying lots within the Site

Source: Nearmap & Ethos Urban

3.2.1 Existing Development and Site Access

The site is currently used for residential purposes. Site A contains a two storey unit building with a driveway off Pilgrim Avenue to a rear at-grade parking area. Sites B and C contain detached single storey brick residential dwellings, with associated landscaping and outbuildings and each with their own driveways off Pilgrim Avenue. Sites D and E each contain two storey unit buildings, with a central driveway off Albert Road to a rear at-grade parking area. Gaps in the fence along Pilgrim Avenue provide informal pedestrian and motorbike access to the rear at grade parking rear. Photographs of the site are provided in **Figure 4**.



Site D and E looking north-east from corner of Pilgrim Avenue and Albert Road



Site D looking north-east from corner of Pilgrim Avenue and Albert Road



Rear of Site D and E looking south-east from Pilgrim Avenue



Site E looking west from Shell Service Station on Raw Square



Site B and C looking east from Pilgrim Avenue



Pilgrim Avenue looking north from Albert Road



Site A looking east from Pilgrim Avenue



Site D and E driveway from Albert Road

Figure 4 Photographs of the Site

Source: Ethos Urban

3.2.2 Landform and Vegetation

The site is generally flat. Vegetation on the site is limited to five trees along the western boundary of the site and one tree on the eastern boundary.

Surrounding the site are two street trees along Pilgrim Avenue, three trees between the site and rail corridor and 14 trees along the eastern boundaries of the site.

A plan showing the existing trees within and surrounding the site is provided in **Figure 5** below.

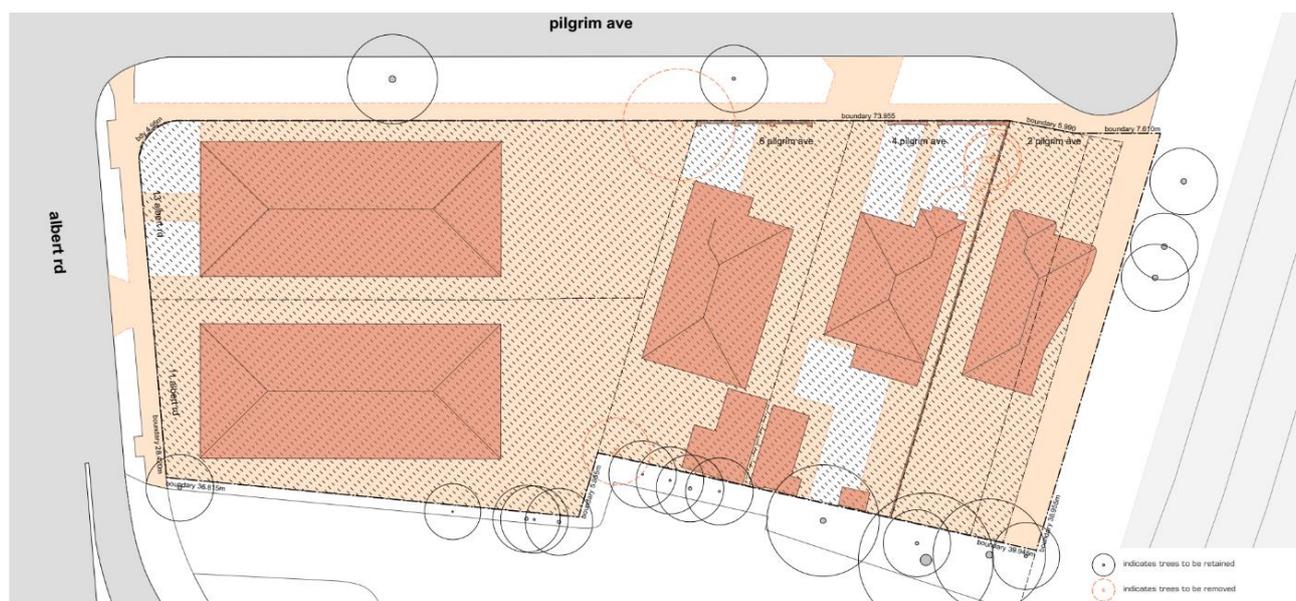


Figure 5 Existing Tree Plan

Source: Kennedy Associates Architects

3.2.3 Public Transport

The site is well-served by public transport. Frequent rail bus services are available from the nearby Strathfield Railway Station that is approximately 200m east of the site. It provides access to several major rail lines (the T1 North Shore, Northern and Western Line, and T2 Airport, Inner West and South Line) and is served by a nine different Sydney Bus routes that utilise the Railway Station as an interchange.

In addition, there is a bus stop on Albert Road that is serviced by multiple bus routes (routes 407, 408, 480 and 483).

3.2.4 Utilities and Infrastructure

The site is connected to a 150mm Sydney Water sewer line and a 1000mm stormwater pipe.

3.3 Surrounding Development

The surrounding locality comprises a mix of commercial, retail, low-density residential, high-density residential, public spaces and transport infrastructure land uses.

3.3.1 East

Immediately to the east of the site is a Shell Service Station (forming part of the broader site that was subject to the Planning Proposal). Further to the east is the Sandalwood Apartments residential tower (approximately 18 storeys high) and the Strathfield Railway Station approximately 200m from the site. Strathfield Railway Station is a key interchange on the Sydney Trains rail network with a number of key rail services stopping at the station including the T1 North Shore, Northern and Western Line and the T2 Airport, Inner West and South Line provide frequent

services from the station into wider Sydney. Photographs of the surrounding development to the east are provided in **Figure 6** below.



Shell Service Station looking north from corner of Albert Road and Raw Square



Sandalwood Apartments looking east from corner of Albert Road and Raw Square

Figure 6 Development to the east

Source: Ethos Urban

3.3.2 South

Across Albert Road to the immediate south of the site is a new 11 storey mixed use development addressed 38 Albert Road and a mix of single storey detached residential dwellings. The Regal Court mixed use development (approximately 18 storeys high) is located to the site’s south-east with smaller ground level retail shops and residential above. Further to the south-east is the Strathfield Plaza shopping complex and a mix of commercial and residential buildings. Photographs of the surrounding development to the south are provided in **Figure 7** below.



New 11 Storey Mixed Use Development looking south from Raw Square



New 11 Storey Mixed Use Development looking south from Albert Road



Regal Court Mixed Use Development looking south-east from corner of Albert Road and Raw Square



Single storey detached dwellings along Albert Road

Figure 7 Development to the south

Source: Ethos Urban

3.3.3 West

West of the site across Pilgrim Avenue are a number of older style 1970's residential flat buildings that vary between two to four storeys in height. The higher residential unit blocks generally front Elva Street, and overlook the rail corridor. Further to the west the height of the residential flat buildings along Elva Street, such as Strathbelle Apartments, increases to approximately 10 storeys. Photographs of the surrounding development to the west are provided in **Figure 8** below.



Three storey residential flat building on Pilgrim Avenue



Ten storey Strathbelle Apartments development on Elva Street

Figure 8 Development to the west

Source: Ethos Urban

3.3.4 North

The site overlooks the rail corridor to the north. Additional residential areas, within the Canada Bay LGA, are located to the north-east, and generally comprise single storey detached dwellings. A light industrial and warehouse precinct is located approximately 400m to the north-west of the site. Further north is the Strathfield Triangle, which contains a mix of detached dwellings and residential flat buildings up to approximately 10 storeys. Photographs of the surrounding development to the west are provided in **Figure 9** below.



Rail corridor adjacent to the Pilgrim Avenue cul-de-sac



Fence and landscaping adjacent to the rail corridor

Figure 9 Development to the north

Source: Ethos Urban

4.0 Description of Proposed Development

This application seeks approval for a part 11, part 13 storey mixed use residential and commercial development at 2-6 Pilgrim Avenue and 11-13 Albert Road, Strathfield.

Specifically, the DA seeks approval for:

- Demolition of all buildings on the site and removal of six trees;
- Construction of a part 11, part 13 storey mixed use development comprising:
 - 172 dwellings;
 - 3 ground floor commercial spaces;
 - 4 basement levels providing 235 car parking spaces;
- Landscaping works for communal open space;
- Vehicular access from Pilgrim Avenue; and
- Augmentation of infrastructure and services as required.

Architectural drawings illustrating the proposed development are included at **Appendix A**. A photomontage of the proposed development is shown at **Figure 10** below.



View from corner of Albert Road and Pilgrim Avenue



View from rail corridor



View from corner of Albert Road and Raw Square



View from Albert Road

Figure 10 Photomontage

Source: Kennedy Associates Architects

4.1 Numerical Overview

The key numeric development information is summarised in **Table 2**.

Table 2 Key numeric development information

Component	Proposal
Site area	2,868 m ²
Total GFA	14,339 m ²
FSR	5:1
Maximum Height	45.29 m
Apartments	172
Apartment Mix	<ul style="list-style-type: none"> • 1 bedroom: 47 (27.3%) • 2 bedroom: 122 (70.9%) • 3 bedroom: 3 (1.7%)
Commercial Tenancies	3 (245.6 m ²)
Car spaces	<ul style="list-style-type: none"> • Residential spaces: 175 • Public commuter spaces: 30 • Commercial spaces: 20 • Visitor spaces: 35 • Car share spaces: 5 • Car wash space: 1 • Total spaces: 266
Communal Open Space	789 m ² (27%)
Planting Area	373 m ² (13%%)

4.2 Demolition, Tree Removal and Excavation

All existing buildings on the site are proposed to be demolished. Six existing trees on the site are proposed to be removed. Excavation to a depth of approximately 13m below existing ground level will be required to accommodate the four basement levels.

4.3 Built Form

The proposed development is composed in a 'perimeter block' arrangement around a central 'podium top' communal open space, with three connected buildings of 11 – 13 storeys arranged above a four storey podium, creating one continuous building mass (see **Figures 11** and **12**). The podium is created by 1m setback from the fifth storey. The design is focused on the ability to enable the adjacent service station site to be redeveloped in the future.

The three buildings are referred to as 'Building A', 'Building B' and 'Building C', (see **Figure 13**). Each building is serviced by an individual core, lobby and internal circulation area with a maximum of 8 units per floor. The southernmost part of the development is referenced as 'Building A' with a lobby access from Albert Road. Accessed from Pilgrim Avenue, the northern-most part of the development is referenced as 'Building C', and the remaining part of the development in between is referenced as 'Building B'. All three lift cores service their respective apartments up to Level 10. The Building C lift core services the apartments on Level 11 and 12.

The proposed development has a stepped built form which places a taller 13 storey element on Pilgrim Avenue, closest to the rail corridor that steps down to 11 storeys towards the corner of Albert Road and Pilgrim Avenue (see **Figure 14**).



Figure 11 Proposed built form looking south-west

Source: Kennedy Associates Architects



Figure 12 Proposed built form looking north-east

Source: Kennedy Associates Architects

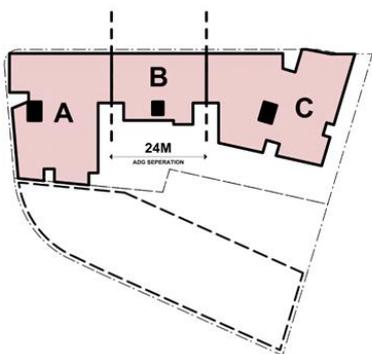


Figure 13 Diagram showing Buildings A, B & C

Source: Kennedy Associates Architects

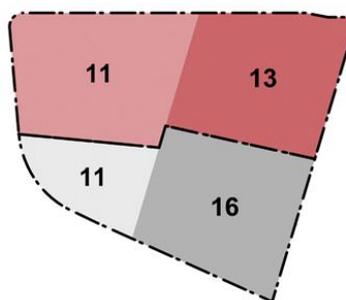


Figure 14 Diagram showing stepped heights

Source: Kennedy Associates Architects

4.4 Land Uses

4.4.1 Residential Apartments

The development proposes 172 apartments. The dwelling mix is summarised in **Table 3** below.

Table 3 Summary of dwelling mix

Number of bedrooms	Apartment size	Number of apartments
1 bedroom	50.16m ² – 67.69m ²	47
2 bedrooms	74.41m ² – 85.75m ²	122
3 bedrooms	102.26m ² – 110.93m ²	3

The proposed development includes 26 adaptable apartments.

4.4.2 Commercial Spaces

Three commercial spaces on the ground floor are proposed (**Table 4**), fronting Albert Road and Pilgrim Avenue as shown in **Figure 15** below, with a combined GFA of 269.96m². The commercial spaces are set back from the site boundary, creating a covered area above the raised ground floor area at the corner of Albert Road and Pilgrim Avenue. They will have large transparent glazing which allow sight lines from the public domain into the internal areas, and each will have internal access to the Building A waste room.

Table 4 Summary of commercial spaces

Commercial space	GFA	Frontage
Commercial space 1	70.54m ²	Albert Road
Commercial space 2	65.2m ²	Pilgrim Avenue
Commercial space 3	109.85m ²	Albert Road

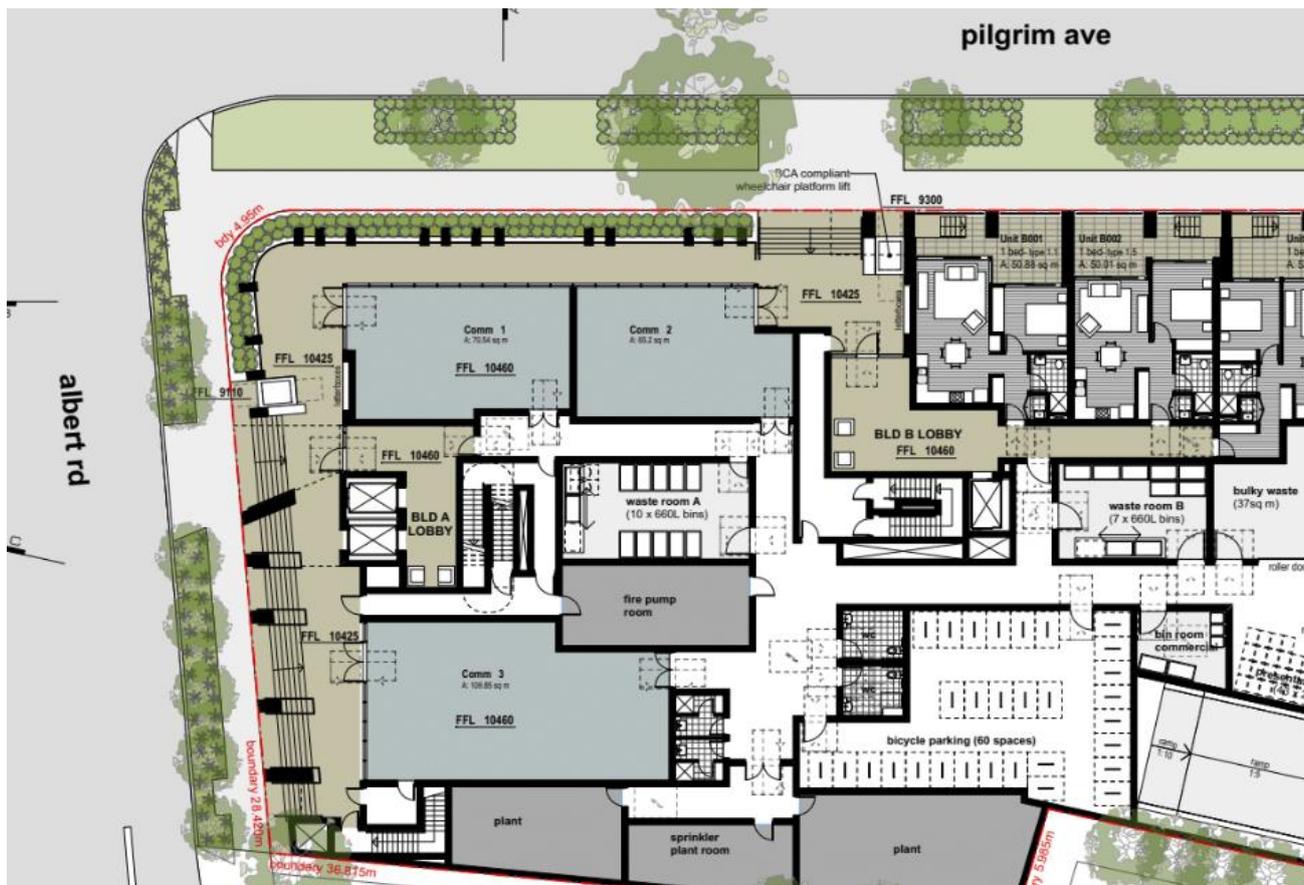


Figure 15 Proposed ground floor commercial spaces

Source: Kennedy Associates

4.5 Materials and Finishes

The proposed materials and finishes (see **Figure 16**) include:

- La Paloma 'Miro' coloured face brick for the podium;
- White painted render for the upper levels;
- Concrete oil form finish for the blank walls;
- Anodised aluminium clear finish window frames and vertical fin screens;
- Clear glass and powdercoated aluminium balustrades; and
- Textured concrete.

A detailed schedule of materials and finishes is provided in the Architectural Drawings at **Appendix A**.

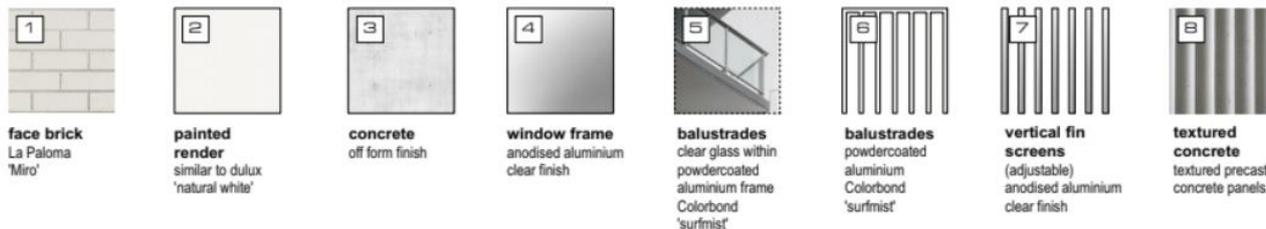


Figure 16 Proposed materials and finishes

Source: Kennedy Associates Architects

4.6 Landscaping and Public Domain

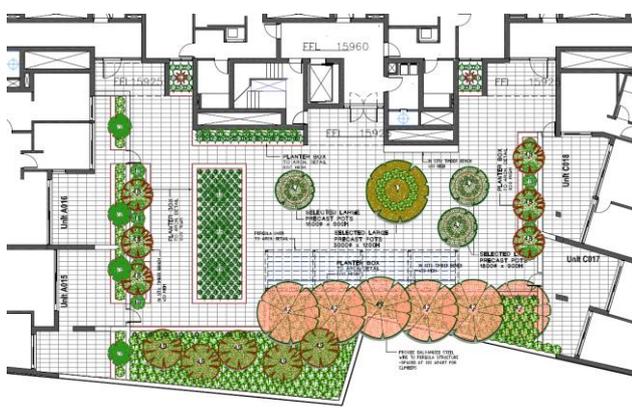
4.6.1 Communal Open Space

Two communal open spaces for use by residents are proposed, shown in **Figure 17**. The main communal open space is located on Level 1, flanked by the three buildings to the north, west and south. It can be accessed from all three internal circulation areas. On Level 11, a rooftop communal open space is proposed.

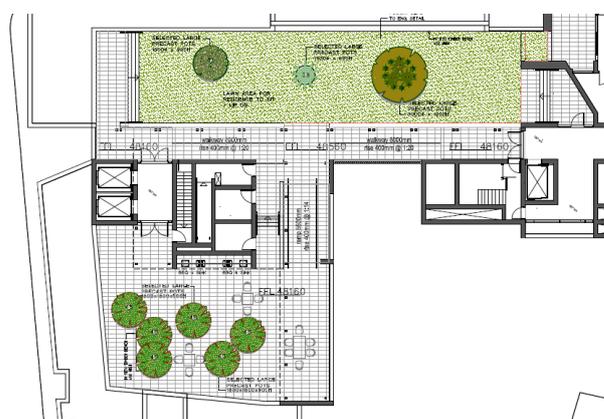
These communal open spaces contain the following landscaping and facilities:

- Planter boxes and garden beds with various shrubs and trees;
- Large precast pots with trees for shading;
- Seating benches and tables; and
- Paved areas.

A total of 786m² of communal open space is proposed, equating to 27% of total site area. Further detail on the proposed communal open space, landscaping and planting schedules are provided in the Landscape Plans prepared by Vision Dynamics at **Appendix D**.



Level 1 Communal Open Space



Level 11 Communal Open Space

Figure 17 Proposed communal open spaces

Source: Vision Dynamics

4.6.2 Private Open Space

Each apartment from Level 1 upwards is afforded private open space in the form of balconies. Apartments on the ground floor will have a courtyard that is screened from view from Pilgrim Avenue.

4.6.3 Perimeter Landscaping

Perimeter landscaping in the form of planter boxes and shrubs are proposed in the following locations:

- Ground floor site boundary at the corner of Albert Road and Pilgrim Avenue;
- Level 1 southern, northern and north-eastern balconies;
- Level 2 southern and western balconies; and
- Level 4 southern, western and north-eastern balconies.

A detailed perimeter planning schedule and dimensions of planter boxes is provided in the Landscape Plans prepared by Vision Dynamics at **Appendix D**. These areas form the additional landscaped area of the site, noting that there is planting proposed on the structure in the absence of the ability to provide deep soil zones, per the Objective 3E-1 Design Guidance of the Apartment Design Guide (ADG).

Table 5 Proposed car parking provision on basement levels

Basement Level	Car parking type	Number of spaces
Basement Level B1	Visitor	9
	Car share	5
	Commercial	20
	Council – Public	30
Basement Level B2	Residential	33
	Visitor	26
	Carwash	1
Basement Level B3	Residential	71
Basement Level B4	Residential	71

Public Commuter Car Park

Specific operational parameters are proposed for the commuter car park in response to the principles of crime prevention through environmental design. These include the following:

- The public commuter car park will operate under a booking system. Only vehicles that have pre-booked a space will be allowed through a boom gate into the car park;
- Public commuter car park entry is restricted to 6am-10pm. Outside of those times, public vehicles may only exit the car park;
- Pedestrian access to the car park is through the Building A lift core, which can be accessed from Albert Road. The public cannot access other levels of the building as the residential levels require swipe card access; and
- A gate on Basement Level 1 restricts access to residents only for the remaining basement parking levels.

A detailed Plan of Management for the public commuter car park is anticipated to be provided prior to the operation of the car park by Council.

4.7.3 Bicycle Parking

The proposed development will contain 60 bicycle parking spaces on the ground floor.

4.7.4 Pedestrian Access

Three entrance lobbies for pedestrian access are proposed. The Building A lobby can be accessed from Albert Road and will be serviced by two lifts. The Building A lobby also provides general access to the Basement Level 1 public commuter car park. The Building B lobby can be accessed from the northern end of Pilgrim Avenue and will be serviced by one lift. The Building C lobby can be accessed from the southern end of Pilgrim Avenue and will be serviced by two lifts.

5.0 Planning Assessment

This section considers the planning issues relevant to the proposed development and provides an assessment of the relevant matters prescribed in section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

5.1 Strategic Planning Policies

The DA's consistency with the relevant strategic planning policies is considered in the sections below.

5.1.1 Greater Sydney Region Plan – Metropolis of Three Cities

The Greater Sydney Region Plan (GSRP) is the overarching strategic planning document for Greater Sydney. It is built on a vision of three cities where most residents will live within 30 minutes of their jobs, education and health facilities. The site is located in the Eastern Harbour City.

The DA is consistent with Objective 10 Greater Housing Supply. In particular, the proposal is consistent with the GSRP's locational criteria for new housing in that it is located in an identified urban renewal area and is aligned with the following locational criteria:

- The site is located within walking distance of Strathfield Station, which is a key regional transport node. It is also within walking distance to Strathfield Town Centre which provides for the everyday needs of local residents.
- The site's locational proximity to key regional transport links provides great access to jobs, especially those in Greater Sydney's metropolitan and strategic centres such as Parramatta, the Sydney CBD, Burwood, Rhodes and Epping through the T1 and T2 lines.

5.1.2 Eastern City District Plan

The Eastern City District Plan is the applicable subregional plan, sitting under the Greater Sydney Region Plan. The District covers an area which includes Strathfield, Burwood, Rhodes, Harbour CBD, Green Square-Mascot, Randwick, Bondi Junction, Rhodes, Campsie and Kogarah.

The proposal is consistent with Planning Priority E5 'Providing housing supply, choice and affordability with access to jobs, services and public transport'. The site's location is consistent with the identified urban renewal areas in the Plan and is suitably located near a key public transport interchange. A suitable dwelling mix with 1-3 bedroom dwellings is provided, while its location within walking distance of Strathfield Station provides good access to public transport and jobs in nearby strategic centres.

The proposal is also consistent with Planning Priority E6 'Creating and renewing great places and local centres, and respecting the District's heritage' as it will contribute to the renewal of Strathfield which is identified as a local centre. In particular, the proposed mixed use development will, upon completion, strongly contribute to the renewal of the Strathfield Town Centre as it evolves and undergoes redevelopment in the future.

5.1.3 Strathfield Local Strategic Planning Statement

The proposal is consistent with the following priorities in Strathfield's Local Strategic Planning Statement (LSPS):

- P2 Connected, integrated, efficient and accessible transport options connect Strathfield's people to their neighbourhoods, centres, jobs, community and recreation areas – as the proposal provides high density development that is well-located near Strathfield Station;
- P6 Development balances growth with best practice planning and infrastructure provision to deliver sustainable, liveable and well-designed neighbourhoods – as the proposed development provides a high-quality public domain, sufficient communal open space and built shade. It also does not result in any adverse stormwater or flooding impact; and
- P8 Diverse housing options provide for people at all lifecycles and connects them to jobs, recreation, services and transport – as the proposal provides a range of dwelling types, is well-located near Strathfield Station and contributes to Strathfield Council's 6-10 year housing target of 4,800-7,300 new dwellings.

5.2 Environmental Planning Instruments

The DA's consistency and compliance with the relevant environmental planning instruments is considered in the sections below. Variations to the key standards and guidelines highlighted in the table are discussed in the following sections of this environmental assessment.

5.2.1 State Legislation

Environmental Planning and Assessment Act 1979

The proposed development is consistent with the objects of the EP&A Act for the following reasons:

- The proposed development promotes the proper management of the environment through a new mixed-use development that is appropriately located near a major railway station and does not result in adverse environmental amenity impacts.
- The proposed development promotes the orderly and economic use of land by maximising the development potential of the site that has recently been rezoned for high density development.
- The proposed development will pursue ecologically sustainable development targets such as BASIX, NatHERS and Section J.
- The proposed development promotes good design through high-quality architecture and building articulation while achieving residential amenity and preserving environmental amenity.
- The proposed development will provide the required utility and infrastructure services.
- The proposed development has been evaluated and assessed against the relevant heads of consideration under section 4.15(1).

5.2.2 State Environmental Planning Policies

The relevant state environmental planning policies are assessed in **Table 6** below.

Table 6 Summary of consistency with State Environmental Planning Policies

Plan	Assessment
SEPP 55	A Preliminary Site Investigation has been prepared for the site (see Appendix E). It demonstrates the site can be made suitable for the proposed development, subject to the preparation of a Remedial Action Plan and additional investigations post-demolition.
SEPP 65	A Design Verification Statement prepared by Kennedy Associates Architects that addresses the principles of SEPP 65 is included at Appendix F . Consideration of the NSW Apartment Design Guideline is set out at Section 5.4.3 and Appendix G .
SEPP (Infrastructure)	As the site is adjacent to a rail corridor, the DA must be referred to Transport for NSW per Clause 86 of the ISEPP due to the proposed basement excavation of greater than 2m, within 25m of a rail corridor.
SEPP (State and Regional Development)	As the proposed development has a capital investment value of over \$30 million, it is declared as regionally significant development.
SEPP (BASIX)	A BASIX and NatHERS Assessment Report provided at Appendix H outlines the energy efficiency initiatives adopted for the proposed development. A BASIX Certificate provided at Appendix I confirms that the proposed development can achieve the necessary BASIX targets for water, thermal comfort and energy.

5.2.3 Strathfield Local Environmental Plan 2012

Table 7 Assessment against Strathfield Local Environmental Plan 2012

Clause	Provision / Standard	Proposal	
Clause 2.3 Zone Objectives and Land Use Table	B4 Mixed Use	Residential Flat Building, commercial premises, car park	The proposed development is consistent with the objectives of the zone. The proposed residential flat building, commercial premises and car park uses are permissible with development consent in the B4 Mixed Use.

Clause	Provision / Standard	Proposal	
Clause 4.3 – Height of Buildings	54m	45.29m	The proposed development is consistent with the 54m height limit.
Clause 4.4 – Floor Space Ratio	5:1	4.99:1	The proposed development is consistent with the 5:1 maximum FSR.

5.3 Development Control Plans

5.3.1 Strathfield Development Control Plan 2005 and Strathfield Development Control Plan No 26

The proposed development is consistent with the objectives of the Strathfield Development Control Plan 2005 and Strathfield Development Control Plan No 26. A detailed assessment against the Strathfield Development Control Plan No 26 is provide at **Appendix J**. The proposed development is generally consistent with the controls of the applicable sections of the Strathfield Development Control Plan 2005.

In particular, the proposed development has been designed to achieve the Planning Principles as outlined in the Strathfield Development Control Plan No 26, noting these were developed as part of the site specific Planning Proposal. These Principles have strongly informed the design of the proposed mixed-use development, being:

- Density, bulk and scale;
 - The built form has considered the design of the development to be consistent with the character of the Strathfield Town Centre;
- Site access and circulation;
 - Vehicular access is afforded only from Pilgrim Avenue, and the active frontages of the building promote pedestrian access to the Strathfield Town Centre and Railway Station;
- Parking;
 - Sufficient on-site parking is provided including public use car parking in the uppermost basement;
- Environmental amenity;
 - The residential apartments achieve the requirements of the ADG and provide a high level of amenity;
- Open space and landscape;
 - Substantial areas of open space and landscaping are provided on-site in a range of styles;
- Safety and security;
 - The site has been designed to achieve the relevant aspects of crime prevention through environmental design;
- Site remediation;
 - The site can be remediated and made suitable for its future intended use;
- Building design and materials; and
 - The development has been designed to a high quality with a broad range of materials to provide for compatibility with the surrounding area;
- Site drainage and water management.
 - The proposal manages the stormwaters that affect the site.

As required under Section 4.15(3A) of the EP&A Act, a consent authority is required to apply DCP provisions flexibly and allow reasonable alternative solutions that achieve the objects of those standards. Where alternate solutions to the provisions are proposed, they are identified and discussed below.

Part 1.5 of the Strathfield Development Control Plan 2005 states that Council may consider variations to DCP controls if they are unnecessary or unreasonable in the circumstances of the case, or that the variation will result in a better design solution for the site and its surrounds and still satisfy the underlying objectives of each provision. Part 1.5 also requires that written justification in the SEE is required where a variation is sought. Accordingly, written justification is provided below for the variations sought relating to car parking and fifth storey setback.

Variation to DCP Residential Flat Building Car Parking Rates

Part I – Provision of Off-Street Parking Facilities, Part C – Multiple Unit Housing requires car parking for residential flat buildings to be provided at the following rates:

- 1 bedroom apartments: 1 space per dwelling;
- 2 bedroom apartments: 1.5 spaces per dwelling;
- 3 bedroom apartments: 2 spaces per dwelling; and
- Visitors & car wash: 1 space per 5 dwellings plus a dedicated car wash bay.

Under these rates, a total of 236 residential and 34 visitor car parking spaces would be required.

The proposed development proposes 175 residential car parking spaces and 35 visitor car parking spaces. This represents a variation of 31 residential car parking spaces.

The variation is justified as the DCP car parking rates are not necessary for a site located within 800m of a railway station in the Sydney Metropolitan Area, as the residential component of the development is subject to the parking requirements of SEPP 65. Clause 30(a) of SEPP 65 provides that Council cannot refuse consent based on the following standard:

if the car parking for the building will be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide

Part 3J of the ADG requires car parking provision for development within 800m of a railway station to be in accordance with the RMS Guide to Traffic Generating Development or Council's rates, whichever is less.

As such, the lesser rates for high density residential flat buildings in the RMS Guide to Traffic Generating Development have been adopted:

- 0.6 spaces per 1 bedroom unit;
- 0.9 spaces per 2 bedroom unit;
- 1.4 spaces per 3 bedroom unit; and
- 1 space per 5 units for visitor parking.

These rates would require a minimum of 142 residential spaces and 34 visitor spaces. The proposed car parking exceeds these minimum rates, as 175 residential car parking spaces, and 35 visitor spaces will be provided, which is a surplus of 33 residential spaces and 1 visitor space.

Moreover, the proposal still meets the objectives of the DCP as the Traffic and Parking Report (**Appendix B**) confirms that adequate off-street car parking for residents and visitors will be provided. Therefore, this variation is justified and considered acceptable, particularly given the site's location in close proximity to the major transport interchange of Strathfield Railway Station.

Variation to Fifth Storey 1m Setback

Part 3.2.3 of Strathfield Development Control Plan No 26 (the site specific DCP for the site as developed as part of the Planning Proposal), Control 5, requires that from the fifth storey and up, buildings facing Albert Road and Pilgrim Avenue are to be setback a minimum 1m.

While the proposed development largely complies with this 1m setback from the fifth storey, the depth and angle of some projecting balconies project 1m into the 1m upper level setback plane. This variation has allowed the balconies on the Pilgrim Avenue façade to be articulated in a ‘wave-like’ form to create a sense of ‘movement’ and visual interest that breaks up the façade as shown in **Figure 19**.

This results in a better design outcome that also facilitates the achievement of the DCP Objective 4 to achieve articulation in the building form.

Moreover, despite the variation, the full 1m setback at the fifth storey results in a clear datum line that creates a distinct four-storey ‘street wall’ and podium (see **Figure 20**) that achieves the DCP Objective 1 and 3 of creating a coherent street wall that reflects the primary four-storey primary street wall height within the Town Centre.



Figure 19 Articulation creating sense of ‘movement’ in the Pilgrim Avenue façade

Source: Kennedy Associates Architects



Figure 20 1m setback provided at fifth storey to create four-storey street wall height and podium

Source: Kennedy Associates Architects

5.4 Key Assessment Matters

5.4.1 Built Form and Urban Design

Urban Design

The proposed development has been designed to respond to both its existing and potential future context and neighbourhood character. In particular it:

- is of a residential flat building typology that is increasingly prevalent immediate and broader area;
- is of a similar (or lesser) height, bulk and scale than a number of existing and recently constructed developments in the locality;
- incorporates a four-storey ‘street wall’ with a 1m upper-level setback and high-quality articulation, consistent with the massing of similar developments in the immediate vicinity;
- incorporates a stepped built form that responds to the context of the site’s frontages towards the rail corridor and Town Centre;
- is of a high quality contemporary design which responds to and enhances the streetscapes, setting an appropriate precedent for future nearby redevelopment; and
- does not inhibit the future redevelopment of the neighbouring service station site.

The site is suitable for the proposed density and quantum of additional housing as it is well-located near Strathfield Railway Station for public transport access (both rail and bus), and Strathfield Town Centre for residents’ day-to-day needs and services.

As explained in **Section 2.1**, the site was subject to a recently approved Planning Proposal which included a rigorous design review process and extensive urban design analysis. The built form is consistent with the LEP and

site-specific DCP controls formulated in the Planning Proposal process such as the stepped building heights, active frontages and upper level setback which ensure that future development would respond to its urban context.

Built Form and Scale

The proposed development is consistent with the height and FSR controls set out in the Strathfield LEP 2012. The built form and massing has been articulated to further promote an attractive and visually engaging streetscape. Specifically, the following articulation strategies have been employed to minimise the building bulk and enhance the building's presentation to the streetscape:

- vertical articulation has been utilised to 'break down' the length of the Pilgrim Avenue façade, into a series of smaller volumes;
- variation has been incorporated into the depth and angle of balconies, to create 'movement' in the facades, particularly towards the Pilgrim Avenue streetscape;
- a fifth storey setback and datum line has been incorporated, creating a distinct 'street wall' and reflecting the form of similar developments in the locality. A planter is included at the edge of this setback, softening the appearance of the street wall edge; and
- prominence is given to the building volume at the corner of Albert Road and Pilgrim Avenue, through the use of a rounded corner (at the podium levels), a sharp corner (at the upper levels) and a deep recess in the first third of the Albert Road frontage.

Overshadowing

While the proposed development results in some overshadowing to surrounding high density mixed used developments, its massing and 'island' urban block site location ensure that surrounding developments continue to achieve at least 2 hours of solar access on winter solstice, as illustrated in the shadow analysis plans contained within the Architectural Drawings (**Appendix A**):

- 38 Albert Road: solar access from 9am-11am
- Sandalwood Apartments: solar access from 9am-1pm
- Regal Court: 11am-1pm

It is noted that Regal Court is currently substantially overshadowed by Sandalwood Apartments from 9am to 11am, and 38 Albert Road from 1pm to 3pm. The proposed development does not overshadow Regal Court between 11am and 1pm as shown in **Figure 18**.



Figure 21 Shadow analysis plans showing no overshadowing of Regal Court between 11am and 1pm

Source: Kennedy Associates Architects

Active Frontages

The proposed development provides three ground floor commercial premises fronting Albert Road and Pilgrim Avenue. These allow for a variety of active uses such as commercial, retail and food and beverage premises. The glazed windows will provide sight lines from the public domain into internal areas and improve the locality's street activation and passive surveillance. A colonnade and perimeter planter boxes are incorporated at the ground floor, providing an inviting, active edge that engages with the public domain.

As such, the proposed development is not only consistent with the active frontage required by the site-specific DCP on Albert Road, but also provides an active frontage at the southern end of Pilgrim Avenue to reinforce the street corner as the entrance into the Strathfield Town Centre becomes visible. This provides for a clear recognition and wayfinding feature.

The legibility of the ground plane has also been addressed through deep vertical recesses at the lower levels, signifying building entries and providing relief in the 'street wall'. The dispersion of the Building A, B and C entrance lobbies ensure street presence and activation along the entire Albert Road and Pilgrim Avenue street frontages.

5.4.2 Residential Amenity

As demonstrated in the SEPP 65 Design Verification Statement at **Appendix F**, the proposed development achieves the Objectives of Part 3 and Part 4 of the NSW Apartment Design Guide (ADG) and will achieve a high level of residential amenity. Specifically, the proposed development meets or exceeds all ADG requirements for amenity including solar access, cross ventilation, apartment size and layout, private open spaces, visual privacy, storage, and communal open spaces. A summary of the proposed development's compliance with the ADG is provided in **Table 8** below.

Table 8 Summary of ADG Compliance

Objective	Complies	Complies	Acceptable Outcome
3D-1	1. Communal Open Space Provision	Yes	-
3D-1	2. Solar Access to Communal Open Space	Yes	-
3E-1	1. Deep Soil Zone Provision	N/A	-
3F-1	1. Building Separations	Alternative Solution	Yes
3J-1	1. Car Parking Provision	Yes	-
4A-1	1. Solar Access to Living Rooms and Private Open Space (Sydney Metro Region)	Yes	-
4A-1	2. Solar Access to Living Rooms and Private Open Space (Other Areas)	N/A	-
4A-1	3. Apartments Receiving 0 hrs Solar Access at Mid-Winter	Yes	-
4B-3	1. Cross Ventilation	Yes	-
4B-3	2. Maximum Depth of Cross-Over or Cross- Through Apartments	Yes	-
4C-1	1. Ceiling Heights	Yes	-
4D-1	1. Minimum Apartment Sizes	Yes	-
4D-1	2. Habitable Room Windows	Yes	-
4D-2	1 Habitable Room Depths	Yes	-
4D-2	2. Combined Kitchen / Dining / Living Depth	Yes	-
4D-3	1. Minimum Bedroom Areas	Yes	-
4D-3	2. Minimum Bedroom Dimensions	Yes	-
4D-3	3. Minimum Living Room Width	Yes	-
4D-3.	4. Maximum Width of Cross-Over or Cross- Through Apartments	Yes	-
4E-1	1. Primary Balcony Dimensions	Yes	-
4E-2	1. Ground Floor Private Open Space	Yes	-
4F-1	1. Maximum Apartments Per Core (per floor)	Yes	-

Objective	Complies	Complies	Acceptable Outcome
4F-1	2. Maximum Apartments Per Core (10 storeys)	Yes	-
4G-1	1. Storage	Yes	-

Source: Kennedy Associates

Alternative solutions to the Design Criteria are proposed to the design criteria of Part 3F-1 Building Separations and Balconies in three locations:

- a) the glazed corridor ‘end’ at the eastern edge of Building C, on levels 1 – 3;
- b) the secondary living room windows at the eastern edge of Building C, on levels 8 – 12; and
- c) the secondary balcony at the at the eastern edge of Building A, on levels 1 – 10.

The proposed variations relate to building separation to the eastern boundary of the site. The neighbouring site to the east, which shares this boundary, is currently occupied by a single storey service station and, as such, there are no material privacy concerns between the proposed development and the existing land use on the neighbouring site. Notwithstanding, the neighbouring site was subject to the same planning proposal which sought additional height and FSR. As such, the potential future redevelopment of the service station site, and the achievement of reasonable levels of privacy to and from the proposed development have been considered. It is however understood that the service station will not be redeveloped at the current time.

The proposed variations are discussed in detail below.

Glazed Corridor, Building C, Levels 1 – 3

Part 3F requires a 6m separation habitable rooms and balconies up to 12m (4 storeys). Specifically, it states that ‘gallery access circulation should be treated as habitable space when measuring privacy separation distances....’. As such, the 4.5m separation for the glazed corridor end, shown in **Figure 22**, results in a variation. As outlined in the SEPP 65 Design Verification Statement prepared by Kennedy Associates at **Appendix F**, the proposed variation is considered to be acceptable as:

- the glazed corridor end is of a modest size, having a width of approximately 2m. As such, there are limited view opportunities to and from the window.
- only two units per floor are accessed in close proximity to the window. As such, there is likely limited activity adjacent to the glazed corridor end.
- the amenity (light and ventilation) provided to the corridor by the proposed glazing results in a better outcome than a blank wall in this location, which would be fully compliant with this part.

On merit, due to the limited view opportunities and activity near the window and the better outcome delivered by the proposed glazing, Kennedy Associates have concluded that the proposed variation to the required building separation achieves a reasonable level of privacy and is acceptable and capable of support.



Figure 22 Glazed Corridor, Building C, Levels 01 – 03 variation (level 1 shown)

Source: Kennedy Associates Architects and Ethos Urban

Secondary Living Room Windows, Building C, Levels 8 – 12

Part 3F requires a separation of 12m for habitable room windows, for a building height of over 25m (9+ storeys). The secondary living room windows for two units per floor are set back 9m from the site boundary from Level 8-12, resulting in a variation, shown in **Figure 23**. As outlined in the SEPP 65 Design Verification Statement prepared by Kennedy Associates at **Appendix F**, the proposed variation is considered to be acceptable as:

- the east facing windows are secondary windows only and incorporate screening measures, with the primary outlook of the living rooms facing the private open space of the dwellings, to the north or south.
- fixed angle vertical screening is included across the face of the windows, allowing for light and ventilation while directing views away from the neighbouring site.
- including a single ‘step’ in the setback of this building element (from 0m to 9m) results in a more attractive building form than would be achieved with the addition of another step (12m) to increase the setback at levels 8 – 12. Including this additional step would create a ‘ziggurat’ appearance, which is actively discouraged by the ADG.
- the amenity (light and ventilation) provided to the units by the proposed east facing secondary windows results in a better outcome than blank wall in this location, which would be fully compliant with this part.

On merit, due to the secondary nature of the windows and fixed vertical screening that will direct views away from the neighbouring site, Kennedy Associates have concluded that *the proposed variation to the required building separation achieves a reasonable level of privacy and is acceptable and capable of support.*



Figure 23 Secondary Living Room Windows, Building C, Levels 8 – 12 variation (level 8 shown)

Source: Kennedy Associates Architects and Ethos Urban

Secondary Balcony, Building A, Levels 1 - 10

Part 3F requires a separation to neighbouring boundaries of between 6m – 12m for, balconies. The proposed development incorporates a secondary balcony, for one unit (per floor), on the eastern façade of Building A that has a 0m setback shown in **Figure 21**. While it does not currently present any significant privacy concern to the neighbouring site, the privacy of this balcony may result in design concerns, should the neighbouring site be redeveloped in the future.

As outlined in the SEPP 65 Design Verification Statement prepared by Kennedy Associates at **Appendix F**, the proposed variation is considered to be acceptable as:

- *The remainder of the wall, in this location, is blank. As such, future redevelopment of the neighbouring site can be reasonably expected to ‘abut’ the wall of the proposed development, in this location. This is consistent with the indicative scheme submitted with the planning proposal.*
- *The proposed secondary balcony has been designed to allow for enclosure and conversion to a storeroom, should redevelopment of the neighbouring site proceed sometime in the future. That is, should the neighbouring site be redeveloped, the balcony will be ‘removed’ and the privacy concern it represents will be effectively ‘deleted’.*
- *The proposed secondary balcony is not relied upon to achieve compliance with any provisions of the ADG, however, the amenity it provides to the unit, including light, ventilation, views and additional useable outdoor space results in a better outcome than a blank wall in this location, which would be fully compliant with this part.*

On merit, as the future potential for conversion of balconies to an enclosed storage space will remove any privacy concerns should a built-to-boundary redevelopment eventuate on the neighbouring site, Kennedy Associates have concluded that *the proposed variation to the required building separation achieves a reasonable level of privacy and is acceptable and capable of support.*



Figure 24 Secondary Balcony, Building A, Levels 1 – 10 variation shown outlined in red

Source: Kennedy Associates Architects and Ethos Urban

Deep Soil Zones

Part 3E-1 requires 7% of the site area to be deep soil zones. However, given the constraints of the site, high density development and location in a high density local centre near a major railway station which require 100% site coverage, this design criteria cannot be achieved. This is acceptable as Part 3E-1 states that *'the location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres)*. The design guidance of Part 3E states that: *'Where a proposal does not achieve deep soil requirements, acceptable stormwater management should be achieved and alternative forms of planting provided such as on structure'*. Accordingly, acceptable stormwater management is provided, as shown in the Stormwater Plans (**Appendix P**), and planting and landscaping is provided in courtyards and on the building perimeter on Levels 1, 4 and 11. These planting areas include trees, shrubs, and planter boxes, and equate to 373m² of 13% of the site area. As such, adequate alternative planting is provided.

5.4.3 Traffic and Parking

A Traffic and Parking Report has been prepared by Varga Traffic Planning. It has assessed the projected change in traffic generation whilst considering alternative modes of transport given the site's highly accessible location. It has also assessed the proposal's compliance with the relevant parking controls.

Projected Traffic Generation

The projected additional traffic generation during peak hours as a result of the proposed development, based on the RMS *Technical Direction* or rates adopted in the Planning Proposal traffic assessment, is summarised below in **Table 9**.

Table 9 Projected traffic generation

Land use	Rate	Future projected AM traffic generation (vehicles per hour)	Future projected PM traffic generation (vehicles per hour)
Residential (172 apartments)	AM: 0.19 peak hour vehicle trips per unit PM: 0.15 peak hour vehicle trips per unit (RMS Technical Direction)	33	26
Commercial (246m ²)	5.6 peak hour vehicle trips per 100m ² (Rate adopted in Planning Proposal Traffic Assessment)	14	14
Commuter Parking (30 spaces)	1 peak hour vehicle trips per car space (Rate adopted in Planning Proposal Traffic Assessment)	30	30
Total:		77	70

Source: Varga Traffic Planning

A comparison of projected traffic generation against the expected traffic generation of the approved planning proposal scheme on the site is provided in **Table 10**. The Traffic and Parking Report has found that the projected traffic flows associated with the development proposal are a nett reduction of 35 vehicles per hour from the traffic generation of the approved planning proposal scheme on the site, as shown in **Table 9**. The development proposal will therefore have no unacceptable traffic implications in terms of road network capacity, nor should any further traffic modelling be required.

Table 10 Comparison of projected traffic generation of the proposed development to the expected traffic generation of the approved planning proposal scheme

Land use	AM traffic generation (vehicles per hour)	PM traffic generation (vehicles per hour)
Estimated traffic generation indicated in the Planning Proposal	112	105
Proposed development future traffic generational potential	77	70
Net change in traffic generation potential	-35	-35

Source: Varga Traffic Planning

Public Transport

A mandatory Travel Plan will be prepared in consultation with residents and employees to promote sustainable modes of transport. The proposed development can take advantage of the site's ideal 250m walking distance to the Strathfield Railways Station and bus interchange, and the site's close proximity to essential services everyday needs such as Strathfield Plaza which is 300-400m south of the site. In addition, bicycle parking has been provided within the basement car park for residents, employees and their visitors/customers which further shows the commitment of the development to a more sustainable approach to travel. On the above basis, it is clear that the site is readily accessible by existing public transport services and is ideally located to facilitate travel by sustainable modes of transport.

Car Parking

As explained in **Section 5.3.1**, the residential car parking rates for high density development in the RMS Guide to Traffic Generating Development have been adopted as the site is located within 800m of a railway station in the Sydney Metropolitan Area, and is therefore subject to the parking requirements of SEPP 65. Under these rates a minimum of 142 residential spaces and 34 visitor spaces will be required. The proposed car parking exceeds these minimum rates, as 175 residential car parking spaces, and 35 visitor spaces will be provided.

The retail car parking rates in the Strathfield Development Control Plan 2005 have been adopted for the commercial spaces as they are a higher rate than commercial development. This would require a minimum of 15 car parking spaces. The proposed development exceeds this minimum by providing 20 commercial car parking spaces. Retail and commercial car parking rates in the Strathfield Development Control Plan 2005 have been adopted

As such, the proposal satisfies the relevant parking requirements under SEPP 65 and the Strathfield Development Control Plan 2005.

Bicycle Parking

As the Strathfield Development Control Plan 2005 does not specify a bicycle parking rate, bicycle parking has been provided in accordance with the *Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles*, which nominates the following parking rates for bicycles. Under these controls, a minimum of 55 bicycle parking spaces would be required. The proposed development makes provision for a total of 60 off-street bicycle parking spaces in a secure Class 2 storage room located on the ground floor level thereby satisfying Council's bicycle parking requirements.

Loading and Servicing

The proposed development is expected to be serviced by a variety of commercial vehicles up to and including 8.8m long MRV trucks, within a dedicated service area proposed on the ground floor level. The manoeuvring area has been designed to accommodate the swept turning path requirements of these MRV trucks, allowing them to enter and exit the site whilst driving in forward direction at all times.

The geometric design layout of the proposed loading / service area has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of loading bay dimensions and manoeuvring requirements for MRV trucks.

Overall, it is therefore reasonable to conclude that the proposed development will not have any unacceptable implications in terms of road network capacity or off-street parking, loading or access requirements.

5.4.4 Acoustic Amenity

Dural Group have prepared a Noise Impact Assessment, provided at **Appendix K**. Attended noise measurements were taken on 22 October 2020. However, historical data will be used to represent the predicted road traffic data as the COVID-19 pandemic prevented accurate and representative results to be taken. Unattended noise measurements were taken at the site from 22-25 October 2020 nearest to the railway corridor.

These measurements informed the project amenity noise trigger levels:

- Residential receiver day – 55 dB(A)

- Residential receiver evening – 55 dB(A)
- Residential receiver night – 50 dB(A)
- Commercial receiver when in use – 63 dB(A)

To mitigate acoustic impact, Dural Group have recommended a suite of noise mitigation measures and building specifications to reduce outside noise intrusion. Further detail is contained within the Noise Impact Assessment (**Appendix K**).

The Noise Impact Assessment also found that the predicted noise levels from the operation of the car park at the nearest noise sensitive receivers adjacent to the site boundary were 60dB(A)_{Leq(15min)}. To manage this, it is recommended that entry and exit speeds for cars are limited to 5km/h.

In terms of mechanical plant, the location of key plant items have not been selected so the detailed assessment of mechanical services noise could not be undertaken. Notwithstanding, any mechanical plant should not be more than 50 dB(A) at the nearest boundary.

5.4.5 Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (CPTED) Review has been prepared by Ethos Urban and is provided at **Appendix L**. The review identifies the potential security concerns in and around the site and provides recommendations to guide crime prevention, safety and security arrangements as part of detailed design of the development.

This strategy includes a detailed assessment which includes:

- A review of the Safer by Design Manual by the NSW Police Force
- Collection and analysis of local and NSW State crime statistic from the Bureau of Crime Statistics and Research (BOSCAR)
- A crime risk assessment, in accordance with the current NSW policy and practice, of the following regulation and assessment principles:
 1. Surveillance
 2. Lighting and Technical Supervision
 3. Territorial Reinforcement
 4. Environmental Maintenance
 5. Activity and Space Management
 6. Access Control
 7. Design, Definition and Designation.

Key findings of the CPTED Report undertaken have been detailed at **Table 11** below and should be incorporated in the delivery of development.

Table 11 CPTED Report Recommendations

Principle	Recommendations
Surveillance	<ul style="list-style-type: none"> • Ensure opportunities for natural and incidental surveillance are maintained through effective lighting, access control and environmental maintenance. • In the absence of technical supervision, ensure natural surveillance is maximised in areas of shared amenity, such as open spaces. • Ensure opportunities for concealment are minimised by seeking to reduce any alcoves and recesses throughout building exteriors. • Ensure driveways and pedestrian pathways do not lead to concealed spaces. • The pedestrian entry/egress to/from the site from Albert Road as well as Pilgrim Avenue are to be clearly defined and have an appropriate width, be appropriately lit and be provided with clear sight lines to ensure natural surveillance. • Where possible all new landscaping and existing vegetation should retain and improve sightlines. In this regard, existing and proposed vegetation, shrubs and trees should not (as far as possible) impede sightlines for pedestrians and should be regularly maintained to minimise concealment

Principle	Recommendations
	<p>opportunities throughout the site. This is particularly important along the frontage to Pilgrim Avenue and should be detailed in the Owners Corporation Manual to be prepared following issue of an Occupation Certificate.</p>
Lighting and Technical Supervision	<ul style="list-style-type: none"> • All lighting provided within and around the development, should meet or where possible exceed the minimum Australian Lighting Standard AS/NZ 1158 specifically addressing crime reduction. • Consistent and uniform lighting is recommended throughout all publicly accessible areas and ground level communal areas (where appropriate) within the proposed development. This lighting should also aim to minimise light pollution and light spill on to future residential building windows. • Lighting along publicly accessible pathways and the frontage to Albert Road should provide a lux level and uniformity level that is appropriate for urban areas. This shall be determined in consultation with an experienced lighting expert with experience in community safety principles. • In the basement car park, lighting should provide a lux level and uniformity level that is appropriate for large shared basements that service functions. This shall be determined in consultation with an experienced lighting expert with experience in community safety principles. It is noted that a standby lower lux level is acceptable for power saving reasons, but this will brighten to full lux levels where motion is detected. • Outdoor lighting is recommended to have a minimum Colour Rendering Index (CRI) of 60 for accurate identification of colour. All outdoor lighting within the proposed development should comply with AS4282-1997. • A lighting design should be prepared by a suitably qualified and experienced lighting expert. • The implementation of a CCTV network is recommended to be considered for the proposed development, consistent with the existing CCTV presence on site (albeit dysfunctional). Should a CCTV network be implemented it is recommended that a discrete style of camera (such as a small dome camera) that is integrated/attached to the street lighting or buildings. This is to minimise the perception of inherent insecurity associated with large and prominent cameras that can have a negative social effect. • The CCTV network is suggested to cover the entrance/egress points of the site and the basement vehicle entrance/egress points. • It is recommended that a security consultant with a Class 2A licence under the Security Industry Act 1997 is engaged to provide specific advice on placement, installation, monitoring and maintenance of the CCTV network.
Territorial Reinforcement	<ul style="list-style-type: none"> • Maintain that the building entrance/s remains free of unnecessary clutter to ensure entry points are highly visible from both Albert Road and Pilgrim Avenue. • Display CCTV security notice signs to convey that the site is under constant surveillance (if applicable). • Clearly delineate between publicly and privately accessible areas along the boundary to Albert Road and Pilgrim Avenue with dense landscaping and/or fencing. High landscaping and/or fencing is discouraged. • Provide signage within internal pathways and the underground car park to direct pedestrian movements. • In general, street boundary fencing should not visually enclose the site with high fencing for access control purposes, rather the fencing and associated gates should typically be a visual and physical cue not an intruder barrier. Additional treatment to the existing northern boundary which abuts the transport corridor should also be considered to minimise break and enter into the development from the railway corridor land. • Where and when possible ensure that pathways within lobbies and corridors are unobstructed to avoid blind spots. • Provide wayfinding signage where appropriate to reinforce perceptions of safety and legibility and clearly define the use of the building.
Design, Definition and Designation	<ul style="list-style-type: none"> • Appropriate wayfinding signage to be provided in and around the development to achieve a clear spatial definition and clarity. • Clear wayfinding signage should be provided to the ancillary facilities such as the car park, storage spaces and garbage rooms within the basement to prevent unauthorised individuals from inadvertently or intentionally accessing these spaces.
Activity and Space Management	<ul style="list-style-type: none"> • The proponent shall require that the Owners Corporation take an active management approach to any public spaces related to the building, via the Owners Corporation Manual to be prepared following issue of an Occupation Certificate.

Principle	Recommendations
Environmental Maintenance	<ul style="list-style-type: none"> Ensure building and wayfinding signage is appropriate to deter access to private spaces and direct pedestrian movements through the site. Ensure mechanisms are in place to facilitate the ongoing maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and removal of graffiti. Anti-graffiti materials should be sourced, given the high evidence of graffiti, which is prevalent on site, even after removal. Consistently manage vegetation so that sight lines are maintained and opportunities for concealment are minimised.
Access Control	<ul style="list-style-type: none"> Secure access gates/fencing to be provided to prevent public access to the landscaped communal open space to the west of the building. These are resident only areas and as such are to be restricted to the public. Any gates/fencing shall be located behind the front building line. The western boundary of the site at Pilgrim Avenue shall be enclosed and secured with appropriate fencing to restrict access to the western landscaped areas of the site to residents and maintenance workers only. Any publicly accessible parts of the car park (such as visitor car parking or a car share scheme), be located near the entry to the car park prior to the restricted access area, with the residential car parking being secured. Access to the shared basements is via a secured roller door with secured access is recommended. Furthermore, the shared basement (as far as possible and in accordance with the relevant statutory and code requirements) should be physically divided (via secure roller doors or the like) into logical sections to separate public, visitors and car share parking areas from the private resident parking areas. Secure lift access for the building is recommended to ensure lift access is only provided to the residents (and their guests), for the building and is not allowable for employees occupying the ground floor retail tenancies. It is recommended that residents will require an access card or similar to access to access the secure entries. It is further recommended that access is only provided to the relevant floor of each resident (except for floors with communal areas). All apartment mailboxes should be both secure and accessible for residents. Mailboxes should be located immediately adjacent to each building's entry to enable maximum surveillance to avoid mail theft. CCTV may also be considered appropriate to monitor these areas.

5.5 Suitability of the site for the development

The proposed development is suitable and appropriate for the site, and will be in the public interest given the significant benefits it proposes.

In particular, the site is suitable for the proposed development as it has been the subject of a recent planning proposal to increase its height and floor space available for redevelopment as a mixed-use development. The proposed development will be located in very close proximity to Strathfield Railway Station and will also deliver a public benefit in the form of 30 public commuter car parking spaces.

The proposed development demonstrates a high standard of architectural design, provides ample car parking, provides diverse housing choice near public transport and activates and improves the streetscape. Furthermore, the proposed development achieves a high level of residential amenity and will not result in adverse environmental amenity impacts on neighbouring properties. For these reasons, the proposed development is both suitable for the site and in the public interest.

5.6 Other Assessment Matters

An assessment of the other impacts of the development have been undertaken by the relevant specialist consultants and are appended to this SEE as set out in **Table X** below.

Table 12 Summary of other technical assessments

Consideration	Consultant	Summary	Reference
Quantity Surveyor	QPC&C	The Quantity Surveyor Report has determined the estimated total cost of the development.	Appendix M

Consideration	Consultant	Summary	Reference
Geotechnical	Morrow	A Geotechnical Report has been provided that makes observations on subsurface and groundwater conditions and recommendations for excavation, soil and rock removal, excavation vibration, foundation design, and earthquake site risk classification. Further geotechnical inspections during construction have been recommended. These include waste classification, pump out tests to assess hydraulic conductivity, assessment of the condition of exposed material at foundation or subgrade level, and regular inspections of battered and unsupported excavations. Morrow have	Appendix N
Contamination	EI Australia	A Preliminary Site Investigation has been prepared for the site. It demonstrates the site can be made suitable for the proposed development, subject to the preparation of a Remedial Action Plan and additional investigations post-demolition of the existing buildings on the site.	Appendix E
Flooding	Alpha Engineering & Development	A Flood Impact Study has been provided as the site is affected by overland flood hazard with Minimum 1% AEP Level of RL 9.44 and Maximum 1% AEP Flood Level of RL 9.95. It concludes that the flood levels post-development are generally consistent with the existing pre-development flood conditions, with only some negligible changes to overland flow paths and flood depths. To mitigate flood impact, it recommends minimum finished ground floor levels and non-habitable floor levels, flood compatible building materials below the minimum finished floor level, flood warning signs and a flood evacuation plan to be completed at the Construction Certificate stage. It concludes that subject to these recommended flood controls, there will be no flood risks to the future occupants of the building.	Appendix O
Stormwater Management	Alpha Engineering & Development	Stormwater Plans have been provided that detail the proposed drainage arrangements and sediment and erosion control plan. It also concludes that the proposed development complies with Council's WSUD target requirements.	Appendix P
Sewer Service Location	Joseph Plumbing	A Sewer Service Protection and Location Report has been provided to confirm the location and specifications of the existing sewer lines beneath the site.	Appendix Q
Stormwater Service Location	Joseph Plumbing	A Stormwater Service Protection and Location Report has been provided to confirm the location and specifications of the stormwater pipe beneath the site.	Appendix R
Waste Management	Dickens Solutions	A Waste Management Plan has been provided to assess the estimated waste and proposed waste management of demolition/construction waste and operational waste. It details how demolition/construction waste will be reduced and reused/recycled, and the proposed storage and disposal arrangements. In terms of operation, residential waste will be collected by Strathfield Council, while commercial waste will be collected by a private contractor. It concludes that the proposed waste management is in accordance with Part H of the Strathfield DCP 2005 and 'Better Practice Guide for Waste Management in Multi Unit Dwellings and Mixed-Use Developments'.	Appendix S
ESD	Dural Group	An Energy Efficiency Report has been provided to identify and summarise the ESD initiatives to be adopted for the proposed development. These include shading and screening, high performance glazing, natural lighting and ventilation, roof gardens, energy efficient lighting, energy monitoring, and water efficient fixtures. The Energy Efficiency Report also provides a Solar Energy Study which concludes that a solar PV system is an effective and appropriate renewable energy solution for the proposed development.	Appendix T
Section J	Dural Group	A Section J Report has been prepared for the proposed commercial premises. It has concluded that the proposed building fabric and glazing are compliant with the performance requirement JP1. It has also concluded that the services designs must achieve all applicable DtS requirements for the development to achieve compliance with Section J.	Appendix U

Consideration	Consultant	Summary	Reference
BCA	Incode Solutions	The BCA Report concludes that the proposed development can achieve compliance with the relevant BCA requirements subject to its recommendations.	Appendix V
Fire Safety	Fire Safety Studio	The Fire Engineering Letter has assessed the relevant variations from the BCA DtS provisions and concluded that the proposed development can achieve compliance with the relevant fire safety Performance Requirements of the BCA.	Appendix W
Access	Vista Access Architects	An Access Report has confirmed that the proposal complies with the relevant requirements of the Access Code of Disability (Access to Premises-Building) Standards 2010, Disability Access sections of the BCA, Objective 4Q1 – Liveable Housing requirements of SEPP 65 and the essential criteria of AS4299-Adaptable Housing. Further assessment of detailed accessibility requirements such as internal fit-out, stairs and ramps will occur at the Construction Certificate Stage.	Appendix X

6.0 Conclusion

The proposed development seeks approval for a mixed-use development at 2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield. The site is subject to a recently gazetted planning proposal to increase the permissible building height and floor space ratio. It is also subject to a site-specific DCP.

The new mixed-use development represents a key opportunity to deliver high quality and diverse housing in close proximity to Strathfield Railway Station. It will contribute towards meeting the strategic aim of the 30-minute city and the growing housing demand of the Strathfield LGA. It also provides community benefit through a 30-space commuter car park and an improved streetscape.

This SEE has provided a detailed assessment of the proposal against the relevant matters under section 4.15(1) of the EP&A Act. The application is recommended for approval given the following reasons:

- The proposed development will provide a diverse housing mix within a mixed use development that achieves a high level of residential amenity and public transport accessibility.
- The built form and massing have been subject to high quality architectural articulation and are generally consistent with site-specific urban design parameters contained within the site-specific DCP.
- The proposed development will result in a net reduction in traffic generation compared to the planning proposal scheme and therefore will have no unacceptable traffic implications in terms of road network capacity.
- Ample car parking is provided which exceeds the relevant RMS parking rates.
- The proposed development is consistent with the aims and objectives of the Strathfield LEP 2012, Strathfield DCP 2005 and site-specific Strathfield DCP No. 26, as well as the relevant State Environmental Planning Policies.
- Supporting technical studies which accompany this DA confirm that the environmental impacts associated with the proposal are generally positive and will not give rise to any adverse impacts; and
- The proposed development is suitable for the site and is in the public interest.

In light of the above reasons, we recommend the proposal be approved to ensure the benefits of the proposed mixed-use development can be delivered.