

Appendix D – Strathfield Development Control Plan No. 26 Compliance Assessment

Control	Proposal	Assessment Location	Consistency
3.0 Development Controls			
3.1 Site Layout			
Development on the land is to comprise a podium component with taller elements above. Buildings are to present attractive active frontages to the street and be designed to respond to principles of SEPP65 and the Apartment Design Guide. Any development of either site is to take into consideration the likely future built form layout of the adjacent site to ensure that an appropriate consolidated design solution is achieved.	<p>The proposed development comprises a podium component for the ground floor to Level 3 which is created by a 1m setback from Level 4. The ground floor commercial spaces present an active frontage to Albert Road and Pilgrim Avenue.</p> <p>A SEPP 65 Design Verification Statement (Appendix F) and ADG Compliance Table (Appendix G) demonstrate the proposal's compliance with the principles of SEPP 65 and the ADG.</p> <p>The easternmost walls do not contain any windows, and only a secondary balcony and therefore do not prohibit future development of the adjacent Shell site. Refer to the SEPP 65 Design Verification Statement (Appendix F) for further discussion on acceptability.</p>	<p>Appendix F Appendix G Section 5.4.1 Section 5.4.2</p>	Yes
3.2.1 Building Height			
O1 – To ensure building heights visually reinforce the Strathfield Town Centre's role as a key focal point and transit connection to broader Sydney	The 13 storey building height is commensurate with the built form of Strathfield Town Centre's existing high density development. Therefore, it visually reinforces Strathfield Town Centre's role as a key focal point and transit connection to broader Sydney.	Section 5.4.1	Yes
O2 – To ensure building heights contribute to the creation of a high density, urban neighbourhood character compatible with the sites location directly adjacent to the Strathfield Town Centre and Strathfield Railway Station	The building height of 13 storeys is an appropriate density for the site located near the centre of Strathfield's Town Centre. A high density urban neighbourhood is appropriate as the site is located near to Strathfield Railway Station.	Section 5.4.1	Yes
O3 – To ensure building heights are varied across the site to create a visually interesting urban form and skyline, as illustrated in Figure 2.	The proposed development is consistent with Figure 2 of the DCP as it steps from 11 storeys on Albert Road to 13 storeys adjacent to the rail corridor to create a visually interesting urban form and skyline.	Section 5.4.1	Yes
C1 – Buildings are to address existing and proposed streets or shared spaces	The proposed development addresses Albert Road and Pilgrim Avenue through a zero setback and raised ground floor sheltered area, ground floor commercial spaces and multiple lobbies.	Section 5.4.1	Yes

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C2 – 2. Buildings are to incorporate design measures to visually articulate and vary building facades, through façade modulation, including but not limited to: a. recessed and / or projecting balconies b. windows and other openings c. sun control devices such as eaves, louvres and screens d. privacy screens e. blades or fins	The proposed built form is visually articulated through façade modulation, a range of façade materials, recessed balconies, projecting balconies in a 'wave-like' design, privacy screens and windows. While the podium has a curved corner form, the upper levels have a more angular form. Key recessed and setbacks break up the building mass to clearly delineate the podium and Building C.	Section 5.4.1	Yes
C3 – Building facades are to be expressed within a cohesive overall design composition	The proposed development has been designed as a singular building, and therefore exhibits a cohesive design composition.	Section 5.4.1	Yes
C4 – High quality communal open space is to be provided and designed to be usable and appealing to maximise activity and to provide amenity for residents	Two high quality communal open spaces are provided, on Level 1 and Level 11 respectively. These spaces will contain both paved and grassed areas with seating facilities to allow maximum useability.	Section 5.4.2	Yes
C5 – Any building on the site is to be designed to have a podium component that is visually distinct from the upper level built form	The podium component is visually distinct as the lower four floors have a distinctly more solid expression with brickwork providing textural contrast, and Level 4 and above is generally setback by 1m from the street frontage height. Moreover, the podium has a curved corner form at the corner of Albert Road and Pilgrim Avenue in contrast with the angular corner form from Level 4 onwards.	Section 5.4.1	Yes
C6 – Building designs are to be designed to a high quality that positively contributes to the visual amenity of the area	The building is designed with high quality materials and finishes and, in conjunction with the building articulation described above, the proposal will positively contribute to the visual amenity of the area.	Section 5.4.1	Yes
C7 – Designs will have regard to the principles of good residential flat building design as outlined in the Apartment Design Guide	The proposal generally achieves compliance with all key ADG controls. Where there are non-compliances, the design guidelines are satisfied through the use of alternate solutions and are therefore acceptable on merit.	Section 5.4.2	Yes
C8 – Access to common areas should be direct and without unnecessary barriers. Obstructions which cause difficulties should be avoided. These include: a. uneven and slippery surfaces b. steep stairs and ramps c. narrow doorways, corridors and paths d. devices such as door handles that require two hands to open	The proposal does not have any obstructions to common areas. All access points and routes have been designed according to the relevant Australian Standards and are accessible, as confirmed by the BCA Report (Appendix V) and Access Report (Appendix X)	Appendix V Appendix X	Yes
C9 – Colours used on the proposed finishes are to provide visual interest fronting the Town Centre and intersection of Raw Square and Albert Road. Where cement rendering or textured finishes are proposed to be used, the colours of the proposed finishes are to be provided by way of colour charts submitted with the development application	The proposed materials and finishes, shown in the Architectural Drawings at Appendix A , add visual interest, especially to the eastern elevation oriented towards the Town Centre. Moreover, there are more pronounced material changes on the Pilgrim Avenue elevation with face brick, in-situ concrete, painted concrete and planters.	Appendix A	Yes

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3.2.3 Setbacks			
O1 – To ensure that buildings along Albert Road and Raw Square create a coherent street wall consistent with the Town Centre, with a 4-storey primary street wall height	The proposal comprises a podium with a four storey primary street wall height.	Section 5.4.1	Yes
O2 – To ensure that buildings provide appropriate human scale	The proposed development provides an appropriate human scale through the podium component and upper level setback. The ground plane is also articulated with a colonnade, planters and good access to all entrance points and commercial spaces.	Section 5.4.1	Yes
O3 – To reflect the existing built form of other development in the Town Centre	The proposed development reflects the bulk and scale of other nearby residential flat buildings in the Town Centre.	Section 5.4.1	Yes
O4 – To achieve articulation in the building form	As explained above, the proposal achieves a high quality of building articulation.	Section 5.4.1	Yes
C1 – Setbacks are to be in accordance with Figure 2	The zero setback for the first four storeys to Albert Road and Pilgrim Avenue is consistent with the DCP controls. Certain projecting balconies project beyond the 1m upper level setback however are considered acceptable as they are minor and for visual articulation purposes. They do not contribute to the building bulk and instead provide enhanced visual interest.	Section 5.3 Section 5.4.1	On Merit
C2 – The buildings are to create a coherent street wall of 4 storeys	The proposal comprises a podium with a four storey primary street wall height.	Section 5.4.1	Yes
C3 – Zero setbacks are to be provided to buildings facing Raw Square	N/A	N/A	N/A
C4 – Zero setbacks are to be provided to the first four storeys of buildings facing Albert Road and Pilgrim Avenue	A zero setback is provided for the first four storeys of buildings facing Albert Road and Pilgrim Avenue	Section 5.4.1	Yes
C5 – From the 5th storey and up, buildings facing Albert Road and Pilgrim Avenue are to be setback a minimum 1m	The proposed development is generally consistent with the 1m setback from the fifth storey. However, certain projecting balconies project beyond the 1m upper level setback, but are considered acceptable as they are minor and for visual articulation purposes. They do not contribute to the building bulk and instead provide enhanced visual interest.	Section 5.3 Section 5.4.1	On Merit
3.3 Building Design and Adaptable Housing			
O1 – To ensure that a choice of housing is available throughout the Strathfield Municipality.	The proposed development provides a choice of housing with a mix of 1 bedroom, 2 bedroom and 3 bedroom dwellings.	N/A	Yes
O2 – To ensure that housing is accessible to older people and people with mobility disabilities.	The proposed development includes 26 adaptable dwellings.		Yes
O3 – To encourage materials used in new developments to be compatible with adjoining developments and the streetscape in terms of type, form and colour	The proposed materials and finishes are consistent with the type and form of the contemporary residential flat building on the southern side of Albert Road.		Yes

Control	Proposal	Assessment Location	Consistency
C1 – A minimum of 15% of the total number of dwellings within every multiple unit development must be designed in accordance with Australian Standard AS 4299 – Adaptable Housing (Class C) to ensure units are internally designed to allow occupation by older people and people with disabilities	There are 26 units provided as adaptable dwellings, which equates to 15.2% of total dwellings provided.		Yes
C2 – For mixed use or residential flat developments, at least one main entry which is convenient and provides a barrier free access must be provided for access (complying with AS1428.1) to ground floor units	The ground floor units can be accessed from the Building B and Building C lobbies. These lobbies provide barrier free and accessible access. The BCA Report confirms that they are in accordance with the relevant standards.	Appendix V	Yes
C3 – Access to common areas should be direct and without unnecessary barriers. Obstructions which cause difficulties should be avoided. These include: - uneven and slippery surfaces - steep stairs and ramps - narrow doorways, corridors and paths - devices such as door handles that require two hands to open.	The proposal does not have any obstructions to common areas. All access points and routes have been designed according to the relevant Australian Standards and are accessible, as confirmed by the BCA and Access Reports (Appendix X)	Appendix V Appendix X	Yes
C4 – Adequate and convenient seating and amenities for people with mobility disabilities is to be provided.	Adequate seating and amenities are provided in the communal open spaces	N/A	Yes
C5 – Adequate parking for people with mobility disabilities, and safe, easy and convenient access to the building shall be provided. Parking spaces for persons with disabilities which is provided within basements is to have wheelchair access to the residential units by either a ramp with a 1:14 gradient, a passenger lift complying with AS1735.12 1999 or a fixed stair lift complying with AS1735.7 -1998	There are 28 adaptable parking spaces provided, along with passenger lifts where there are changes in levels from the public domain. The Access Report (Appendix X) confirms that they comply with the relevant Australian Standards.	Appendix X	Yes
C6 – Design of the building must comply with the Building Code of Australia and Australian Standard AS1428 1 – 2001 Design for Access and Mobility	The proposed development complies with the relevant BCA and access requirements, as confirmed in the BCA Report (Appendix V) and Access Report (Appendix X).	Appendix V Appendix X	Yes
3.4 Affordable Housing			
O1 – Provide diverse housing options for people at all lifecycles	Diverse housing options are provided, with a dwelling mix of 1-3 bedroom units.	Section 5.3	Yes
O2 – Provide affordable housing for key workers and very low to low income workers	This will be subject to discussion with Council at the appropriate time.	N/A	N/A
C1 – A minimum of 5% of the total number of units be provided as affordable housing in Council ownership (in perpetuity) at no cost to Council	This will be subject to discussion with Council at the appropriate time.	N/A	N/A

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3.5 Landscaping			
O1 – To ensure an area of open space for residents of future development on the site with high amenity, solar access and protection from acoustic impacts from the rail corridor	Two communal open space areas are proposed for residents' use. They contain grassed and paved areas, seating and table facilities and potted trees for shading. They are both shielded from the rail corridor by the proposed built form. While the Level 1 communal open space is relatively shaded throughout the day, the Level 11 communal open space receives solar access during most hours of the day. Further detail is provided in the Landscape Plans at Appendix D .	Section 4.7 Appendix D	Yes
O2 – To ensure an acoustic screen of natural vegetation is provided along the rail corridor boundary of the site to the north	Landscaping in the form of 1.1m high planter boxes with Crassula planted in them are provided above the boundary wall height along the rail corridor. Further detail is provided in the Landscape Plans at Appendix D .	Section 4.7 Appendix D	Yes
O3 – To ensure communal open space within the development is designed to incorporate landscaping	The communal open spaces incorporate landscaping in the form of multiple planter boxes, large pots with trees, paved areas, grassed areas benches, tables and seating. Further detail is provided in the Landscape Plans at Appendix D .	Section 4.7 Appendix D	Yes
C1 – Communal open space areas are to be designed to incorporate tree species that provide canopy coverage	The communal open space incorporates trees in pots such as Eumundl Quandong, Fragipani, Evergreen Ash and Japanese Maple that provide canopy coverage and shade. Further detail is provided in the Landscape Plans at Appendix D .	Section 4.7 Appendix D	Yes
C2 – Landscaping is to be provided in accessible spaces for use by residents as common open space	The communal open spaces are accessible by all residents and are centrally located. Further detail is provided in the Landscape Plans at Appendix D .	Section 4.7 Appendix D	Yes
3.6 Active Frontages			
O1 – To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along main streets	Commercial spaces are proposed on the ground floor along Albert Road and the southern end of Pilgrim Avenue.	Section 5.4.1	Yes
O2 – To encourage greater pedestrian activity along Raw Square in order to reinforce its role as a commercial corridor	N/A	N/A	N/A
O3 – To ensure active frontages make a positive contribution to the public domain and streetscape	The active frontages proposed along Albert Road and Pilgrim Avenue will make a positive contribution to the public domain and streetscape by increasing activity and drawing pedestrians into the site.	Section 5.4.1	Yes
C1 – The location of active land uses and frontages at ground level is to be in accordance with Figure 3	The location of active land uses and frontages on the ground level along Albert Road and Pilgrim Avenue is consistent with Figure 3.	Section 5.4.1	Yes
C2 – Buildings with active frontages are to be built to the street alignment	The proposed development is built to street alignment.	Section 5.4.1	Yes

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C3 – Active frontages are to be designed to provide equitable access	Equitable access is provided to the active frontages by lifts from the basement and platform lifts from the existing street level. Platform lifts are required as the elevated entry levels are necessary to respond to the flood level affecting the site. Further assessment is provided in the Access Report at Appendix X .	Appendix X	Yes
C4 – Active frontages incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as residential foyers, seating and dining areas for any food and drink premises	The ground floor commercial spaces will incorporate large areas of transparent glazing to enable clear sightlines between the public domain and internal areas.	Section 5.4.1	Yes
C5 – Development provides fixed awnings that are integrated with the overall design of the building along areas that have active ground floor uses	Fixed awnings on the ground level are provided as the commercial spaces are setback from the site boundary. As such, they are well-integrated into the design of the building.	Section 5.4.1	Yes
C6 – Commercial premises or shops are to be provided along the street frontages to Albert Road and Raw Square to support the adjacent Town Centre	Commercial premises are provided on the Albert Road frontage.	Section 5.4.1	Yes
C7 – Frontage to Pilgrim Avenue is to address the residential character of the street through materiality and design	The Pilgrim Avenue frontage addresses the street's residential character through façade modulation, projected and recessive balconies, and orientation of the balconies towards the street frontage.	Section 5.4.1	Yes
3.7 Access and Linkages			
O1 – To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling	The use of public transport is encouraged due to the site's location and the clearly defined access route to Strathfield Railway Station.	Section 4.8	Yes
O2 – To minimise vehicular access from Raw Square	No vehicular access is provided from Raw Square.	Section 4.8	Yes
O3 – To ensure clearly defined connections to the Strathfield Railway Station and Town Centre	A clearly defined connection to Strathfield Railway Station and Town Centre is provided on Albert Road by direct access to the existing traffic light crossing.	Section 4.8	Yes
C1 – Development within the site should be generally consistent with Figure 3 that includes: a. Internal pedestrian access to on-site public car parking; b. Direct access to the existing traffic light crossing on Raw Square to ensure safe, controlled access to the Strathfield Railway Station and Town Centre	Internal pedestrian access to onsite public car parking is provided through the Building A lobby and lifts. The proposed development provides and does not inhibit direct access to the existing traffic light crossing on Raw Square to ensure safe, controlled access to the Strathfield Railway Station and Town Centre	Section 4.8	Yes
C2 – Pedestrian access is to be provided to the site from Albert Road and Raw Square	Pedestrian access along Albert Road to Raw Square is provided.	Section 4.8	Yes

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C3 – The number of vehicle entry points per block should be minimised and located to maximise safety and visual amenity within the public domain	The proposed development is limited to one vehicle access point at the end of Pilgrim Avenue to maximise visual amenity and safety within the public domain. Pedestrian access to the lobbies do not require traversing any driveways associated with the site.	Section 4.8	Yes
C4 – Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity	The sole vehicle entry point for the site is provided at the end of Pilgrim Avenue. By being at the northern boundary of the site, it minimises the impact on streetscape design and allows for an uninterrupted pedestrian path along the western and southern boundaries of the site.	Section 4.8	Yes
C5 – Provision for future vehicle access to the site is to be from Pilgrim Avenue only and is to be included in any future development	Vehicle access is provided from Pilgrim Avenue only.	Section 4.8	Yes
C6 – Vehicular access is to be provided to the site from Pilgrim Avenue as shown in Figure 3. No vehicle access is permitted from Albert Road or Raw Square.	Vehicular access is provided at the northern end of Pilgrim Avenue in accordance with Figure 3.	Section 4.8	Yes
3.8 Parking			
O1 – To ensure adequate provisions of on-site public car parking for use by members of the public to access the railway station and Town Centre	There are 30 public commuter car park spaces provided in Basement Level 1.	Section 5.4.3	Yes
O2 – To ensure the off-street car parking provisions support the demand generated by the development	The Traffic and Parking Report (Appendix B) concludes that the proposed parking provision supports the estimated demand.	Section 5.4.3 Appendix B	Yes
C1 – Basement car parking is to be designed and provided in accordance with the applicable planning controls	Basement car parking has been informed by Council's DCP controls, and is consistent with the <i>ADG Section 3J – Bicycle and Car Parking</i> and <i>RMS Guide to Traffic Generating Developments</i> , as the site is within 800m of a railway station. Car parking provision is consistent or exceeds the minimum provision required by the relevant controls in all instances.	Section 5.4.3 Appendix B	On Merit
C2 – Parking is to be provided in accordance with the relevant Council parking rates	Car wash, commercial and commuter car parking have been provided in accordance with Council's parking rates in the DCP. As the site is within 800m of a railway station, the relevant parking rates in the <i>RMS Guide to Traffic Generating Development</i> have been adopted as provided for in the <i>ADG Section 3J – Bicycle and Car Parking</i> .	Section 5.4.3 Appendix B	On Merit
C3 – Public car parking is to be provided on-site, with a maximum of 60 car spaces allocated for public use as follows: a. Pilgrim Avenue: 30 allocated public car spaces (Site 1) b. Raw Square: 30 allocated public car spaces (Site 2) The spaces are to be provided to the public at no cost to Council, with the owner/developer entering an agreement with Council, who will manage and maintain the public parking spaces.	The site, identified as Site 1, contains the required 30 public commuter car parking spaces. The spaces will be provided to the public at no cost to Council, with the owner/developer entering an agreement with Council, who will manage and maintain the public parking spaces.	Section 5.4.3 Appendix B	Yes

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C4 – Vehicular access to development sites 1 and 2 is to be restricted to Pilgrim Avenue.	Vehicular access to the site is only provided on Pilgrim Avenue.	Section 5.4.3	Yes
C5 – Future development within the site is to be designed to support an integrated basement that services both Site 1 and Site 2, with vehicular access from Pilgrim Avenue relevant easements and rights of carriage-way over site 1 in favour of site 2.	The proposal does not inhibit a future integrated basement that services both site 1 and site 2.	Section 5.4.3 Appendix B	Yes
C6 – Pedestrian access to the public car parking to each of Site 1 and Site 2 is to be provided from the Albert Road frontage.	Pedestrian access to the public car park is provided from Albert Road at the Building A lobby and lifts.	Section 5.4.3 Appendix B	Yes
3.9 Noise			
O1 – To ensure that development does not unreasonably impact on the amenity of the surrounding residential area and other sensitive land uses by way of noise or vibration	The development does not result in adverse acoustic amenity impacts on the surrounding area.	Section 5.4.4 Appendix K	Yes
O2 – To ensure buildings are designed and orientated in such a way to ensure adequate internal acoustic privacy for occupants	The Noise Impact Assessment (Appendix K) confirms that the proposed development achieves adequate internal acoustic privacy.	Section 5.4.4 Appendix K	Yes
C1 – An acoustic assessment is to be submitted with development applications proposing residential development on the site and any noise mitigation measures that are recommended are to be implemented	The Noise Impact Assessment (Appendix K) includes recommended mitigation measures and building specifications to reduce noise intrusion.	Section 5.4.4 Appendix K	Yes
C2 – Any development of the site is to consider and address various matters raised within the Department of Planning's publication titled 'Development Near Rail Corridors and Busy Roads – Interim Guideline' or the applicable publication at the time of DA lodgement	The Noise Impact Assessment (Appendix K) addresses noise impact from the rail corridor and includes recommended mitigation measures and building specifications to reduce noise intrusion from the rail corridor.	Section 5.4.4 Appendix K	Yes
3.10 Stormwater Management			
O1 – To ensure that stormwater management is integrated within the layout and design of the development	The Stormwater Plans (Appendix P) show that stormwater management is integrated into the layout and design of the proposed development.	Appendix P	Yes
O2 – To ensure that stormwater management is appropriate to the site and the proposed development	The Stormwater Plans (Appendix P) confirm that the proposed stormwater management are appropriate for the site.	Appendix P	Yes
O3 – To ensure that stormwater management measures effectively treat and dispose of stormwater and protect future development from flooding	The Stormwater Plans (Appendix P) include a range of stormwater treatment measures.	Appendix P	Yes
C1 – Any future development of the site is to incorporate stormwater design measures that are designed in	The Stormwater Plans (Appendix P) incorporate stormwater design measures that accord with the stormwater management measures set out in Strathfield DCP 2005.	Appendix P	Yes

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accordance with the stormwater management measures set out in SDCDP 2005			
C2 – Driveways providing access to the site are to be designed to achieve the necessary flood free planning level for the site	The proposed driveway on Pilgrim Avenue is above the adopted flood planning level for the site.	Appendix P	Yes