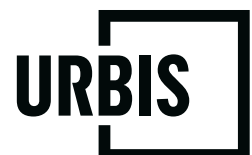




TELOPEA CONCEPT PLAN AND STAGE 1A

Response to Request for
Further Information
SSD-14378717

Prepared for
FRASERS PROPERTY TELOPEA DEVELOPER PTY LTD
December 2022



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1. INTRODUCTION

This Report has been prepared for Frasers Property Telopea Developer Pty Ltd (**FPA, the Proponent**) on behalf of Land and Housing Corporation (**LAHC**) in relation to the concept approval for the staged redevelopment of the 'Telopea Concept Plan Area' (**Telopea CPA, the site**), as well as a detailed proposal for the first stage of development known as 'Stage 1A'.

The State Significant Development Application (**SSDA**) was lodged with the Department of Planning and Environment (**DPE**) in accordance with Schedule 1, Clause 26 of *State Environmental Planning Policy (State and Regional Development) 2011*.

Updated documentation was lodged in April 2022 in response to submissions received during the exhibition period. This package was prepared in accordance with the DPE *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) July 2021*. Following the receipt of the refined documentation, supplementary submissions were received from City of Parramatta Council (**Council**), Transport for NSW (**TfNSW**), Environment and Heritage Group (**EHG**) within the DPE and Sydney Water.

Following the receipt of the additional submissions, DPE issued a letter to the Applicant on 28 July 2022, requesting a response to a range of matters. The following specific matters were identified by DPE in its Request for Additional Information:

- Voluntary Planning Agreements (VPA)
- Social Impacts
- Design Excellence
- Design Guidelines
- GFA/FSR
- Concept Plan Layout
- Isolated Lots
- Setbacks
- Open Space, Trees and Deep Soil
- Traffic and Car Parking
- Biodiversity
- Stage 1A Built Form and Amenity

The following government agency submissions were also received in June 2022:

- Heritage Council of NSW
- Heritage NSW
- Endeavour Energy.

One additional public submission was received in June 2022.

This Report also outlines the proposed refinements to the Concept Plan and Stage 1 A built form and responds to all matters raised within submissions.

1.1. EXHIBITED PROJECT

The SSDA seeks concept approval for the staged redevelopment of the Telopea CPA, as well as a detailed proposal for the first stage of development. The original EIS sought consent for the following:

Telopea CPA Proposal

The Telopea CPA proposal comprises:

- A mixed-use development including:
 - Approximately 4,700 dwellings, including a mix of social, affordable and market dwellings
 - Inclusion of a new retail precinct with a new supermarket, food and beverage, and speciality retail
 - Proposed childcare facility
 - Proposed combined library and community centre
 - Proposed combined Church, Residential Aged Care Facility (RACF) and Independent living unit's (ILU) facility
- Delivery of new public open space, including:
 - A new light rail plaza
 - Hill top park
 - Eyles pedestrian link
 - Open space associated with the proposed library
- Retention of existing significant trees
- Road and intersection upgrades
- Cycle way upgrades
- Upgrade of utility services.

Stage 1A Works

The first stage of works to be delivered (known as 'Stage 1A') is located within the Core precinct adjacent to the Parramatta Light Rail station and will include:

- Site establishment works including demolition of all existing buildings and structures, tree removal, site preparation, excavation, and services augmentation.
- Construction of a new arrival plaza for the PLR known as 'Telopea Station Plaza' incorporating a hilltop park surrounding existing significant trees.
- Construction of the Sturt Street West extension over the PLR including Adderton Road intersection works and cycleway connection.
- Upgrade of Sturt and Shortland Streets including kerb realignment, new footpaths and verge landscaping, new indented parking bays, bus zones and pedestrian crossing.
- Construction of five residential buildings between 4 and 14 storeys in height with a shared basement, comprising a total of 446 studio, one-, two- and three-bedroom apartments.
- Construction of two basement levels with ingress/egress from Sturt Street, comprising a total of 421 car parking spaces and 476 bicycle storage spaces, waste and loading facilities.
- Associated open space and landscaping works, including construction of a new public park and through site link, retention of existing significant trees, and ground and rooftop communal open space.
- Construction of a new publicly accessible mews street, providing access to the five residential buildings and new public park.
- Torrens Title Subdivision.

1.2. SUPPORTING DOCUMENTATION

This Submissions Report is supported by the following technical reports and documentation.

Table 1 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	List of Plans for Approval	Urbis
Appendix B	Concept Proposal Drawings	Bates Smart
Appendix C	Concept Response to Submissions Report	Bates Smart
Appendix D	Design Guidelines	Bates Smart + Hassell
Appendix E	Design Excellence Strategy and Stage 1A Design Excellence Waiver	Urbis
Appendix F	Concept Proposal Landscape Drawings	Hassell
Appendix G	Concept Proposal Civil Drawings	J Wyndam Prince
Appendix H	Stage 1A Architectural Plans	Plus Architecture
Appendix I	Stage 1A Design Report	Plus Architecture
Appendix J	Stage 1A Landscape Plans	Hassell
Appendix K	Stage 1A Public Domain Plans	Hassell
Appendix L	Stage 1A Civil Drawings	J Wyndam Prince
Appendix M	Stage 1A Subdivision Plans	LTS
Appendix N	Clause 4.6 Variation to height in relation to the Concept Plan	Urbis
Appendix O	Clause 4.6 Variation to height in relation to Stage 1A	Urbis
Appendix P	Clause 4.6 Variation to FSR in relation to the Concept Plan	Urbis
Appendix Q	Addenda Visual Impact Assessment	Urbis
Appendix R	Noise Impact Assessment	White Noise Acoustics
Appendix S	Traffic Modelling Report	ASON
Appendix T	Stage 1A Addendum Waste Management Plan	SLR
Appendix U	Stage 1A Wind Assessment	SLR
Appendix V	Stage 1A BCA Report	City Plan
Appendix W	Stage 1A Access Report	Wall to Wall

Appendix	Report	Prepared By
Appendix X	Stage 1A Fire Safety Report	Affinity Fire
Appendix Y	Concept Proposal BDAR	ACS Environmental
Appendix Z	Stage 1 Proposal BDAR	ACS Environmental
Appendix AA	Arborist Report – Stage 1A Proposal	Naturally Trees
Appendix BB	Arborist Report – Concept Proposal	Naturally Trees
Appendix CC	BASIX Certificates	Integral
Appendix DD	LAHC Letter regarding Potential Isolated Sites	LAHC
Appendix EE	QS Advice	WT Partnership

2. ACTIONS TAKEN SINCE EXHIBITION

In response to the key issues raised within the submissions, FPA and its consultants have undertaken further consultation with the DPE, CoP, and TfNSW to clarify the key concerns and to make design refinements to the proposed development. This section summarises the further consultation undertaken by FPA and the project team since the preparation of the Response to Submissions package.

2.1. FURTHER CONSULTATION

2.1.1. Department of Planning and Environment

FPA has proactively engaged with the DPE's Key Sites Assessments Team and Infrastructure Partnerships & Agreements Team since receiving the DPE's Request for Additional Information letter. This has included phone calls, emails and meetings to clarify technical aspects of the Request for Additional Information, provide project updates, seek DPE's intervention to accelerate a response from TfNSW, and specifically progress negotiations on the State VPA.

At the time of receiving the DPE's Request for Additional Information, FPA had not received a formal response to its Revised Letter of Offer dated 9 May 2022. FPA subsequently sought feedback from the DPE's Infrastructure Partnerships & Agreements Team, culminating in a meeting on 12 October 2022 to understand the implications for the future State VPA resulting from the NSW Government's recent announcement not to proceed with the Environmental Planning and Assessment Amendment (Infrastructure Contributions) Bill 2021.

At that meeting, the key discussion points can be summarised as follows:

- FPA reiterated its position that affordable and social housing dwellings should be exempt from paying a contribution and acceptance that market dwellings should be subject to a contribution;
- FPA's strong position is that the works in kind being delivered across the Telopea CPA should offset any monetary contribution attributed to market dwellings;
- DPE's position that market dwellings should be subject to a circa \$10,000/dwelling contribution, consistent with a Government directive that has been issued;
- FPA's counter position that application of a \$10,000/dwelling rate must be reduced on the basis of the significant material public benefit being provided through the construction of a minimum of 740 new social dwellings and 256 affordable housing dwellings;
- FPA reiterated its ongoing commitment to a cash contribution as offered; and
- LAHC and DPE agreed to have a further meeting to discuss implications of State contributions on LAHC projects generally.

In response to the DPE's specific request that FPA continues working with the DPE's Infrastructure Partnerships and Agreement Team to resolve any outstanding issues prior to lodging the additional RtS, FPA has prepared **Table 2** to demonstrate the effort invested in progressing the State VPA since receipt of the DPE's Request for Additional Information letter.

Table 2 Further Consultation with DPE Infrastructure Partnerships & Agreements Team

Date	Meeting summary
July 2022	DPE issued Request for Further Information
11 August 2022	FPA request feedback from DPE on the proposed drafting options.
18 August 2022	FPA request feedback from DPE on the proposed drafting options.
19 August 2022	DPE email to FPA advising drafting options are not agreed and the offer should be in line with Draft RIC.

Date	Meeting summary
12 September 2022	DPE Director of State Infrastructure Policy introduced to FPA via the Planning Delivery Unit.
21 September 2022	FPA write to new DPE Director to request review of current May 2022 Revised Letter of Offer.
26 September 2022	FPA follow up request for meeting to discuss the May 2022 Revised Letter of Offer.
27 September 2022	DPE confirm availability after 7 October 2022.
12 October 2022	FPA & DPE meet to discuss the May 2022 Revised Letter of Offer.
17 October 2022	DPE email to FPA requesting a \$10,000 dwelling rate for market dwellings.
20 October 2022	FPA email DPE reiterating FPA and LAHC's position, requesting consideration that social and affordable housing is acknowledged as 'infrastructure' providing material public benefit, and also consideration of other recently gazetted SVPA's where social and affordable housing was recognised as WIK.
26 October 2022	FPA email to DPE requesting feedback on the email and arguments put to DPE in email on 20 October 2022.
28 October 2022	DPE email to FPA noting LAHC/DPE corresponding separately,
10 November 2022	FPA email to DPE requesting feedback on the email and arguments put to DPE in email on 20 October 2022.
15 November 2022	FPA awaits feedback from DPE in relation to email sent on 20 October 2022 reiterating principles behind the offer as proposed.

FPA remains committed to progressing the VPA and will continue to pursue discussions with the DPE's Infrastructure Partnerships & Agreements Team. It is prudent however to emphasise that any future State VPA must appropriately recognise:

- Section 7.4(1) and (2) of the EP&A Act clearly provide that a planning agreement can be entered into for a material public benefit that is used for a public purpose, and that a public purpose includes affordable housing.
- There are recent precedent examples of State VPAs executed by the DPE which capture payment of contributions for Affordable Housing (most recently 2-10 Darling Drive, Sydney 2000, Mirvac Planning Agreement. No. SVPA2022-33 executed in August 2022), suggesting that there is established precedent which recognises that social and/or affordable housing has been deemed a public material benefit and a public purpose.
- The total 996 social and affordable dwellings represents 21% of the total dwelling yield over the Telopea Concept Plan Area, representing a substantially greater contribution of dwellings than the 5-10% (where feasible) target encouraged by the Central District Plan.

The detailed response to DPE's Request for Additional Information letter provided at **Section 4.1** of this report reflects these engagement activities.

2.1.2. City of Parramatta Council

FPA has continued to progress discussions with CoP in response to the CoP RTS submission, with detailed discussions particularly focussed on the proposed Design Excellence Strategy and Design Excellence Waiver for the Stage 1A Works, and the proposed Local VPA.

Each of these are summarised below and reflected in the detailed response to DPE's Request for Additional Information letter provided at **Section 4.1** of this report.

Design Excellence Strategy and Design Excellence Waiver for Stage 1A Works

FPA and members of its consultant team met with CoP on 29 September 2022 to present an updated Design Excellence Strategy and a Design Excellence Waiver Request for Stage 1A in response to the CoP and DPE's RTS submissions. Copies of both documents were submitted to CoP for consideration on 26 October 2022.

FPA wrote to Council on 15 November 2022 seeking a status update on Council's consideration of the Design Excellence Strategy and Design Excellence Waiver Request. At the time of writing this report, Council Officers have indicated they are supportive of the amendments made to the Design Excellence Strategy relating to architectural competitions. In relation to the Design Excellence Waiver Request Council Officers have indicated this will be considered as part of the RTS package.

Local VPA

In response to the DPE's specific request that FPA continues working with the Council to resolve the outstanding issues raised in relation to the VPA offer prior to lodging the additional RtS, FPA has prepared **Table 3** to demonstrate the effort invested in progressing the Local VPA since receipt of the DPE's Request for Additional Information letter.

Table 3 Further Consultation with CoP

Date	Meeting summary
July 2022	DPE issued Request for Further Information
12 August 2022	FPA appoint Savills to Telopea in a strategic advisory capacity and to undertake a comprehensive review of all proposed documents forming part of the SSDA assessment, and advising FPA in relation to the refinement of those documents.
24 August 2022	Savills contact CoP on behalf of FPA to request a meeting to discuss the project.
26 August 2022	CoP request that a Revised Letter of Offer is submitted to Council by 26 September 2022 in order to report to Council prior to the end of the calendar year.
7 September 2022	Savills meet with CoP officers to understand key issues with the proposed offer so that these areas may be addressed as part of the future submission.
27 September 2022	FPA submit a further Revised Letter of Offer to CoP.
27 September 2022	FPA present the September 2022 Revised Letter of Offer to CoP in a meeting.
28 September 2022	FPA confirm escalation assumptions in the Revised Letter of Offer to CoP via email.
29 September 2022	FPA circulate the September 2022 Revised Letter of Offer to ensure it was received by all stakeholders.

Date	Meeting summary
20 October 2022	CoP request clarifications in relation to the Cost Plan provided with the September 2022 Revised Letter of Offer by 26 October 2022.
24 October 2022	CoP request clarifications in relation to the Cost Plan provided with the September 2022 Revised Letter of Offer by 26 October 2022. CoP note that a Councillor workshop is scheduled for the 9 November 2022 at which time the Letter of Offer will be presented.
25 October 2022	FPA provide cost plan clarifications to CoP. CoP request further information to the clarifications provided by FPA.
26 October 2022	CoP request further information to the clarifications provided by FPA.
8 November 2022	CoP request a meeting with FPA to discuss the proposal to be presented to Councillors in a workshop. FPA and CoP meet to discuss the proposal being shared with CoP Councillors at a workshop proposed on the 9 November 2022. CoP send email request to FPA for in principle agreement on elements of the Offer being presented to Councillors at a workshop proposed on the 9 November 2022. FPA request clarity on other items of the Offer prior to responding to items in isolation. CoP respond via email noting items (on-costs) that are unacceptable, and propose no values are included in the VPA.
9 November 2022	FPA respond to CoP email, reiterating that the Offer to fully fund a library was made on the basis that the Open Space would be dedicated to Council.
14 November 2022	CoP provide a verbal update to FPA in relation to the Councillor briefing.
15 November 2022	FPA awaits confirmation from CoP in relation to next steps.

At the time of writing this report, FPA is yet to receive formal feedback on the outcomes of the Councillor workshop. FPA remains committed to progressing the VPA and will continue to pursue discussions with Council officers. It is prudent however to emphasise that any future Local VPA negotiation progress on the basis of the following principles:

- FPA's commitment to design, construct and build to an agreed standard the shell of the 4,150sqm Community and Library Facility and associated car parking.
- FPA's in principle agreement to pay a monetary contribution towards the fit out of the Community and Library Facility at the time of Development Consent of the Library when the form and timing of the facility is certain (as opposed to at the time of the Concept Plan approval as sought by Council).
- The VPA must make adequate provision for scope, costs, timing, contingencies and oncosts, noting that at this stage of the planning process, the concept designs for the scope of works to be captured in the VPA are extremely preliminary, and the proposed timeframe for construction for some items is many years away. FPA cannot commit to a VPA negotiation that is not underpinned by a value and/or does not

identify an appropriate allocation for on costs and contingency allowances for consultants, authority fees, any uncertainties.

In addition to the above, FPA highlight the Offer to fully fund a regional library is wholly contingent on open space across the Telopea CPA, and particularly the Eyles Street Pedestrian Link, would be dedicated to Council. FPA maintains (with the support of the State Design Review Panel) that open space is a superior amenity outcome than the road based outcome Council is seeking to secure in this location. Notwithstanding this, to ensure VPA discussions progress, FPA would consider removing the lower two portions of the Eyles St Link between Manson St and Bernaud Lane from the VPA and would seek to retain these portions in private ownership to ensure high quality open space is achieved for the Telopea CPA.

2.1.3. Transport for NSW

On 25 May 2022, TfNSW wrote to DPE raising concerns with the proposed Parramatta Light Rail New Link Road design. Numerous meetings have been held with TfNSW and the project team since this time with consultation since August 2022 summarised in **Table 4**. FPA issued updated final Stage 1A civil plans to TfNSW, which include the revised/final New Link Road design. TfNSW has acknowledged receipt of the plans and advised that they are currently assessing. TfNSW has also advised that no amendments to the MOU between LAHC and TfNSW are required. TfNSW has given a verbal in principle acceptance of the proposed design. Detailed investigation of the proposal is currently being completed by TfNSW.

A response to TfNSW's submission within **Section 4.3** of this report.

Table 4 Further Consultation with TfNSW

Date	Meeting summary
July 2022	DPE issued Request for Further Information (including TfNSW referral)
3 August 2022	Ahead of the scheduled meeting (4th Aug) FPA shared a powerpoint presentation with all the invitees of the meeting which detailed all of the items raised by TfNSW in their referral letter and how FPA intended to address these items.
4 August 2022	Meeting with TfNSW occurred - this included DPE, LAHC, FPA, JWP, and ASON
5 August 2022	Following advice received during the meeting, FPA reached out to another TfNSW contact with the intent of arranging another time to discuss the PLR crossing. This was one of the items raised within the RtS letter.
8 August 2022	FPA followed up with TfNSW regarding an available meeting time.
11 August 2022	FPA followed up with TfNSW regarding an available meeting time.
12 August 2022	FPA followed up with TfNSW regarding feedback on the proposed traffic surveying methodology. TfNSW responded regarding status of their traffic surveying methodology review advising that FPA should anticipate a response by Monday 15th August 2022.
16 August 2022	FPA again followed up with TfNSW regarding an available meeting time.
17 August 2022	FPA reached out to another contact within TfNSW who was recommended by LACH/PDU to understand if anyone at TfNSW could work in the capacity of a 'case manager' to coordinate referrals internally and achieve outcomes in a more efficient manner.
22 August 2022	TfNSW proposed a meeting time for 29th August with PLR operators. FPA accepted.

Date	Meeting summary
23 August 2022	TfNSW provided feedback/comments on the proposed modelling methodology. TfNSW advised that upon receipt of modified SIDRA modelling and traffic report satisfying comments within the abovementioned document, TfNSW will undertake further assessment and review of the traffic report.
26 August 2022	TfNSW postponed the upcoming meeting on the basis of requiring further information pertaining to the PLR crossing. Namely details of the MOU requirements and request for updated civil design plans.
29 August 2022	<p>FPA reached out to TfNSW requesting that the meeting was confirmed for 3:00PM on 1st September 2022.</p> <p>With the intent of taking a proactive approach, FPA issued TfNSW 3 sketches, each being an option that could potentially address TfNSW's concerns in relation to the New Link Rd. FPA requested that TfNSW reviewed the proposals ahead of the meeting on 1st September 2022.</p> <p>FPA met with a senior staff member from the Land Use Assessment Team at TfNSW. This staff member would effectively work as a case manager to help progress matters internally at TfNSW. FPA provided a list events that occurred to date, including details of matters that remained open and unresolved.</p>
30 August 2022	TfNSW advised that they were not in a position to provide comment on the 3 x options that were provided and therefore proposed that the meeting scheduled for 1 September 2022 be postponed until 15 September 2022.
31 August 2022	Senior TfNSW (Land Use Assessment Team) reached out and advised that TfNSW would have their own separate internally meetings and deliberate on which proposed option is best.
5 September 2022	FPA issued TfNSW with an updated Modelling Methodology Report, and Matrix of TfNSW comments with responses against how each item has been addressed by the traffic consultant (ASON).
7 September 2022	ASON (FPA Traffic Consultant) requested additional advice be provided in response to STFM Output advice.
12 September 2022	FPA Followed up with TfNSW regarding PLR Discussion / Review of provided options.
23 September 2022	FPA Followed up with TfNSW.
26 September 2022	FPA Followed up with TfNSW.
27 September 2022	ASON followed up with TfNSW re: PTPM Outputs for Future Demand.
30 September 2022	TfNSW advised that they had received all internal stakeholder comments and were working on a consensus response. Advised to expect response next week.

Date	Meeting summary
5 October 2022	<p>FPA followed up with TfNSW</p> <p>ASON again followed up TfNSW re: PTPM Outputs for Future Demand. In order to avoid further delay, ASON advised TfNSW that in order to avoid delays that it proposed to adopt the supplied STFM traffic growth (Wednesday, 31 August 2022) along key study corridors and the details traffic growth assumptions are listed in the previous email.</p> <p>TfNSW responded to ASON advising that they should expect a response by 7 October 2022.</p>
6 October 2022	TfNSW met with FPA and verbally provided some feedback on the proposed new link road schemes.
7 October 2022	<p>TfNSW provided feedback on the modelling methodology requests made by ASON.</p> <p>ASON responded with acknowledgement to the above.</p>
21 October 2022	FPA & LAHC met with PDU to discuss lack of responses from TfNSW.
25 October 2022	TfNSW issued their response email on the options that were provided on 29th August 2022.
26 October 2022	TfNSW confirmed with the PDU that they were coordinating the appropriate attendees to meet with FPA/LAHC to discuss the proposed options and the MOU between LAHC and TfNSW.
27 October 2022	FPA reached out to TfNSW requesting feedback regarding the SIDRA base model assumptions provided by ASON
4 November 2022	PDU hosted a meeting with LAHC, FPA, and TfNSW to discuss MOU and potential solution to new link road design. Minutes of this meeting were subsequently issued on Monday 14th November 2022.
10 November 2022	FPA issued updated final Stage 1A civil plans to TfNSW. The Stage 1A plans included the revised/final new link road design.
15 November 2022	<p>TfNSW acknowledged receipt of the plans and advised that they are currently assessing. TfNSW also advised that no amendments to the MOU are required.</p> <p>TfNSW has given a verbal in principle acceptance of the proposed design. Detailed investigation of the proposal is currently being completed by TfNSW.</p>

3. REFINEMENTS TO THE PROJECT

A number of refinements have been incorporated in response to the RTS submissions received. These refinements do not fundamentally alter the proposal and comprise of changes which fit within the limits set by the project description, and therefore an Amendment to the proposal is not required under the *Environmental Planning & Assessment Regulation 2021 (EPA Regulation)*.

In relation to the heights of buildings and floor to floor levels, since public exhibition of the SSDA, the National Construction Code (NCC) has been amended (2022). The exhibited Stage 1A DA proposed 3,100mm floor to floors, which was compliant at the time. The NCC amendments have necessitated a re-evaluation of floor-to-floor heights for the residential floors and accordingly a 3150mm floor to floor has been adopted as part of the refined design. The NCC amendments have necessitated an adjustment to all floor levels across the site and accordingly this assesses the impacts of the revised building heights.

3.1.1. Concept Plan

In response to comments received following the formal submissions package, the following updates have been incorporated into the Architectural Plans prepared by Bates Smart for the Telopea CPA at **Appendix B**:

- Typical floor to floor heights increased from 3100mm to 3150mm (to meet NCC requirements) across the Telopea CPA.
- Envelope Control Plans have been refined for the Core & East Precinct (DA01.MP.130.4), North Precinct (DA01.MP.230.4) and South Precinct (DA01.MP.330.3) to illustrate the relationship to envelopes and compliance with ADG building separation criteria. The refined plans also capture increased setbacks across development blocks (further described below) to achieve numerical compliance and support deep soil zones across the precinct.
- GFA Plans have been updated for the Core Precinct (DA02.MP.150.1), North Precinct (DA02.MP.250.1) and South Precinct (DA02.MP.350.1) to illustrate typical floorplan areas and reflect the redistribution of GFA as a consequence of revisions to building envelopes to accommodate proposed setbacks and deep soil zones further described below.

Core and East Precincts

Within the Core and East Precinct, building heights have been adjusted in response to the NCC amendment and reconfigured building envelopes, as illustrated in **Figure 1** below and the Concept Plan drawings provided at **Appendix B**.

In the Core Precinct, the following adjustments to heights have been made in direct response to NCC amendments:

- Building C1.1: Increased from 70m to 72m.
- Building C1.2 and C2.1: Increased from 86m to 87m.
- Building C6.1a: Increased from 35m to 36m.

Further refinements have been introduced as a consequence of revisions to building envelopes across the CPA to accommodate proposed setbacks and deep soil zones. These refinements remain compliant within the relevant LEP height development standard and ADG design criteria:

- Building C5.1c: Increased from 24m to 30m.
- Building E1: Increased from 12m to 15m with the 2-3 storey terraces replaced with 4 storey apartments.

In response to requested amendments to the Design Guidelines made by DPE, a number of refinements have been proposed including:

- The introduction of building breaks to a number of buildings including C1.1, C2.1, C5.1b, C6.1b, C8 and E1.
- Removal of ground level through site link in Building C8.

Figure 1 Refined Core and East Precinct Envelope Control Plan



Source: Bates Smart

North Precinct

Within the North Precinct, building heights have been adjusted to provide a consistent street wall within the Precinct. Refinements to the following buildings and illustrated in **Figure 2**, include:

- N3, N6.1 and N8 redesigned to provide a consistent 25 metre street wall height to Shortland Street;

To reflect the current Design Guidelines and comments received from CoP and DPE, a number of refinements have been made including:

- Increasing street setbacks from 3 to 4 metres;
- Ensuring all basements are setback from the street frontage to maximise deep soil opportunities within the front setback;
- Introducing building breaks to Buildings N3, N4, N7.2, N9.1 and N9.2; and
- Increasing rear setbacks of Buildings N8, N9, N10 from 3 or 4 metres to 6 metres to maximise amenity to southern neighbours.

Figure 2 Refined North Precinct Envelope Control Plan



Source: Bates Smart

Increase in Deep Soil Landscaping

The refinements have increased deep soil landscaped areas and tree retention across the precinct as documented in **Figure 3**. Overall, the refinements increase the overall deep soil from 10,431sqm to 12,004sqm resulting in 31% deep soil across the precinct (refer to DA01MP.220.3 in the Architectural Plans enclosed in **Appendix B**). This results in an additional 6% of the precinct being considered deep soil. The proposed deep soil provisions exceed the minimum DCP quantitative requirements (30%) but have been delivered in a slightly different format with consideration of:

- Significant clusters of existing substantial trees which have been retained to create local pocket parks, celebrating the site's existing terrain and landscape with retention of 85% of Category AA trees (6 of 7) and 45% of total trees across the precinct. It is also acknowledged that a substantive tree replacement strategy forms part of the Concept Plan.
- Consideration of through site links (N5 and N6) and increased side boundary setbacks adjacent to isolated lots to prioritise deep soil zones in areas that benefit neighbouring developments.
- While deep soil is located within rear setbacks as noted in the Telopea DCP, the proposed concept generally encourages a stepped form, forming smaller courtyards rather than one large continuous 10 metre deep soil zone to rear boundaries.

Overall, the proposed development maintains significant trees and increases the overall deep soil across the North Precinct as well as providing larger areas of deep soil with increased depths in comparison to the Telopea DCP.

Figure 3 Comparison of Deep Soil in the North Precinct

Measured Deep Soil - DCP					
North DCP					
	4-6m %	>6m %	Total		
N1	461 21%	197 9%	658	29%	
N2	379 22%	313 19%	692	41%	
N3	557 11%	320 6%	877	18%	
N4	346 17%	405 20%	751	36%	
N5	705 15%	952 20%	1,657	35%	
N6+N7	1,243 10%	2,127 17%	3,370	27%	
N8+N9	677 8%	2,147 24%	2,824	32%	
N10	303 15%	542 27%	845	42%	
			-		
			-		
			-		
			-		
Total	4,671	7,003	11,674	18%	30%

Picture 1 DCP Deep Soil metrics



Picture 3 DCP Deep Soil (10m rear boundary)

Source: Bates Smart + Hassell

Refinements to Upper Level Setbacks

As part of CoP RtS submission, it was requested that development of 7 and 8 storeys shall provide a 6 storey street wall and provide one upper level setback 3 metres from the building line (for 7 storey developments) or two upper level storey setback 6 metres from the building line (for 8 storeys). The majority of the buildings comply with the feedback received.

In the North Precinct, three buildings have an 8 storey height limit (N3, N6 and N8). Due to the site's curved streetscapes and orientation, concept building envelope depths are 22.5m with a 21.5 building depth proposed for the reference design to maximise solar access and amenity. The requested 6m setback to the upper two storeys would result in a 15.5m building depth which is highly inefficient and would result in a 3.5 metre width for apartments on Levels 7 and 8. An alternative 7 storey street wall is proposed for all three buildings with a single storey upper level setback 3m from the building line. Refer to **Figure 4**.

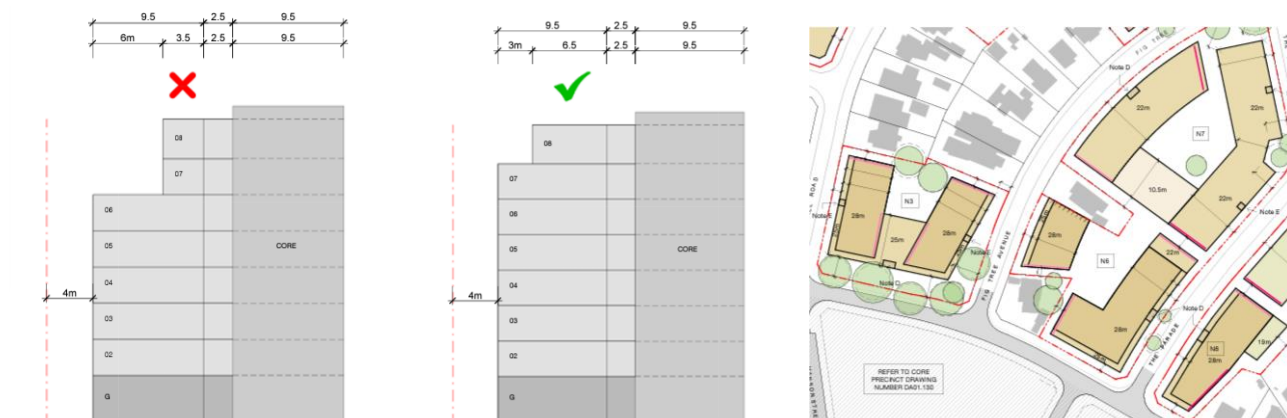
Measured Deep Soil					
North					
	4-6m %	>6m %	Total		
N1	256 11%	508 23%	764	34%	
N2	358 21%	301 18%	659	39%	
N3	296 6%	1,690 34%	1,986	40%	
N4	217 11%	585 28%	802	39%	
N5	451 10%	1,110 23%	1,561	33%	
N6+N7	923 7%	2,009 16%	2,932	23%	
N8+N9	1,146 13%	1,584 18%	2,730	31%	
N10	84 4%	486 24%	570	28%	
			-		
			-		
			-		
			-		
Total	3,731	8,273	12,004	21%	31%

Picture 2 Proposed Deep Soil metrics



Picture 4 Proposed Deep Soil

Figure 4 Analysis of eight storey setback for N3, N6 and N8



Picture 5 CoP recommended setback

Picture 6 Proposed setback

Picture 7 Proposed envelopes with upper level setback in pink

Source: Bates Smart

South Precinct

To reflect the current Design Guidelines and comments received from CoP and DPE, a number of refinements that are illustrated in **Figure 5** have been made to the proposed building envelopes in the Southern Precinct including:

- Increasing street setbacks from 3 to 4 metres;
- Ensuring all basements are setback from the street frontage to maximise deep soil opportunities within the front setback;
- Introducing building breaks to Building S2;
- Reconfiguring Buildings S1 and S3 to allow adequate separation for 11 Cunningham Street as an isolated lot including:
 - Increased six metre side setback between S1 and 11 Cunningham Street
 - Reconfiguration of Building S2 with a 21.5m deep building form providing a nil boundary setback to 11 Cunningham Street to enable future street wall extension
- Refining Building S3 to remove the irregular building envelope:
 - Introduction of a four storey street wall to the southern wing to provide a consistent street wall along Chestnut Avenue;
 - Removal of 1 Category AA tree; and
 - Introduction of a five storey street wall along the eastern wing with upper level setbacks.

Figure 5 Refined South Precinct Envelope Control Plan



Source: Bates Smart

Increase in deep soil landscaping

Similar to the North Precinct, the proposed refinements have improved deep soil and tree retention across the precinct (refer to DA01MP.320.3 in the Architectural Plans enclosed in **Appendix C**). Overall, the refinements increase the overall deep soil from 6,472sqm to 7,726sqm resulting in 30% deep soil across the precinct. The proposed deep soil provisions are consistent with the minimum DCP quantitative requirements (30%) but have been delivered in a slightly different format with consideration of:

- Significant clusters of existing substantial trees have been retained to create local pocket parks, celebrating the site's existing terrain and landscape with retention of 50% of Category AA trees (2 of 4) and 53% of total trees. It is also acknowledged that a substantive tree replacement strategy forms part of the Concept Proposal.
- Increased side boundary setbacks adjacent to isolated lots to prioritise deep soil zones in areas that benefit neighbouring developments.
- While deep soil is located within rear setbacks as noted in the Telopea DCP, the proposed concept generally encourages a stepped form, forming smaller courtyards rather than one large continuous 10 metre deep soil zone to rear boundaries.

Overall, the proposed development improves tree retention and maintains overall deep soil across the South Precinct while providing larger areas of deep soil with increased depths in comparison to the Telopea DCP.

Figure 6 Comparison of Deep Soil in the South Precinct

Measured Deep Soil - DCP					
South DCP					
	4-6m %	>6m %	Total		
S1	377 18%	274 13%	651	30%	
S2	358 13%	632 23%	990	36%	
S3	442 14%	334 10%	776	24%	
S4	416 15%	389 14%	805	29%	
S5	423 12%	843 24%	1,266	36%	
S6	403 14%	581 20%	984	34%	
S7	463 11%	873 20%	1,336	31%	
S8	528 12%	905 20%	1,433	32%	
Total	3,410	4,831	8,241	18%	32%

Picture 8 DCP Deep Soil metrics

Measured Deep Soil					
South					
	4-6m %	>6m %	Total		
S1	279 13%	382 18%	661	31%	
S2	301 11%	416 15%	717	26%	
S3	455 14%	444 14%	899	28%	
S4	338 12%	552 20%	890	32%	
S5	528 15%	531 15%	1,059	30%	
S6	252 9%	804 28%	1,056	37%	
S7	158 4%	904 21%	1,062	25%	
S8	104 2%	1,278 28%	1,382	31%	
Total	2,415	5,311	7,726	20%	30%

Picture 9 Proposed Deep Soil metrics



Picture 10 DCP Deep Soil (10m rear boundary)



Picture 11 Proposed Deep Soil

Source: Bates Smart + Hassell

3.1.2. Stage 1A

In response to submissions received, further refinements have been incorporated into the Stage 1A Plans. A summary of amendments proposed are incorporated in the amended Stage 1A Design Report prepared by Plus Architecture (**Appendix I**) with further detail provided in the Stage 1A Architectural Plans (**Appendix H**) prepared by Plus Architecture. This report confirms that the refined scheme does not result in any additional impacts and remains compliant with the relevant ADG controls.

A summary of proposed changes is included in **Table 5** below. Key updates include:

- Increasing street setbacks to 4 metres for northern elevation of Building A and B to reflect the Parramatta DCP;
- Increasing the rear setback of Building D to 10 metres to reflect the Parramatta DCP;
- Reconfiguring apartments including the introduction of two level apartments within Building B resulting in an additional storey;
- Introducing building breaks into Building E;
- Amendments to basement parking; and

- Minor amendments to the window and façade arrangement due to increased setbacks.

These changes result in a total of 449 apartments across Stage 1A resulting in 6 additional apartments than the original scheme lodged with DPE. **Table 5** provides a level by level description of the minor refinements to the Stage 1A Plans.

Table 5 Refinements to Stage 1A Plans

Level	Minor Amendment
Basement 02	Building A: <ul style="list-style-type: none"> ▪ Increased northern setback to Sturt Street to minimum 5m to A.B2.01 resulting in increased private open space.
Basement 01	Building A: <ul style="list-style-type: none"> ▪ Increased northern setback to Sturt Street to minimum 4m resulting in minor reduction in private open space and apartment size and reconfiguration of A.B1.02, reduction in apartment size for A.B1.03 and reduction of open space and FCR.
Lower Ground Floor Plan	Building A: <ul style="list-style-type: none"> ▪ Increased northern setback to Sturt Street to minimum 4m resulting in minor reconfiguration of A.LG.04 and A.LG.08 Building B: <ul style="list-style-type: none"> ▪ Introduction of separated bulky waste room accessible from the loading dock ▪ Increased northern setback from 3 metres to 3.6 metres to balcony and 4 metres to glass line of B.LG.01, D.LG.02 and B.LG.03 resulting in increased open space and reconfiguration of apartment layouts ▪ Internal reconfiguration of D.LG.02, D.LG.03, D.LG.04 and D.LG.05
Upper Ground Floor	Building A: <ul style="list-style-type: none"> ▪ Increased northern setback to Sturt Street to minimum 4m resulting in reconfiguration of A.UG.04 from 3 bedroom apartment to 2 bedroom + study and minor reconfiguration of A.UG.05 Building B: <ul style="list-style-type: none"> ▪ Increased northern setback from 3 metres to 3.6 metres to balcony and 4 metres to glass line of B.UG.11 – B.UG.17 resulting in increased open space and reconfiguration of apartment layouts in particular: <ul style="list-style-type: none"> - B.UG.15 revised from 1 bedroom to 1 bedroom + study (now referenced as B.UG.16). - Reconfiguration of B.UG.10 and B.UG.11 from 3 bedroom and 1 bedroom to 2 bedroom (B.UG.11) and 3 bedroom (B.UG.12) apartments. Building D: <ul style="list-style-type: none"> ▪ Internal reconfiguration of D.UG.01, D.UG.07, D.UG.09, D.UG.10
Level 01	Building A: <ul style="list-style-type: none"> ▪ Increased northern setback to Sturt Street to minimum 4m for Building A resulting in reconfiguration of A.01.04 from 3 bedroom apartment to 2 bedroom + study and minor reconfiguration of A.L1.05

Level	Minor Amendment
	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback from 3 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of apartment layouts in particular <ul style="list-style-type: none"> Reconfiguration of B.01.06 (2 bed), B.01.05 (1 bed), B.01.04 (1 bed) into two new apartments - B.01.05 (3 bed) and B.01.04 (2 bed) Reconfiguration of B.01.01 (studio) and B.01.01 (2 bed) into two 1 bed apartments (B.01.01 and B.01.02) Minor internal reconfiguration of B.01.03 <p>Building D:</p> <ul style="list-style-type: none"> Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.01.07 – B.01.10 including reconfiguration of D.01.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.01.12 to improve articulation along the street frontage
Level 02	<p>Building A:</p> <ul style="list-style-type: none"> Increased northern setback to Sturt Street to minimum 4 metres resulting in a reduction of private open space for A.02.05. <p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback from 3 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of apartment layouts in particular: <ul style="list-style-type: none"> Reconfiguration of B.02.11 (1 bed), B.02.12 (1 bed) and B.02.12 (2 bed) into one 2 bed (B.02.11) and one 3 bed (B.02.12) Reconfiguration of B.02.08 (1 bed + study) and B.02.09 (2 bed) into one 2 bed (B.02.08) and one 1 bed (B.02.09) Minor internal reconfiguration of B.02.10 <p>Building D:</p> <ul style="list-style-type: none"> Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.02.07 – B.02.10 including reconfiguration of D.02.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.02.12 to improve articulation along the street frontage
Level 03	<p>Building B</p> <ul style="list-style-type: none"> Increased northern setback from 3 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of apartment layouts in particular: <ul style="list-style-type: none"> Reconfiguration of B.03.06 (2 bed), B.03.05 (1 bed), B.03.04 (1 bed) into two new apartments - B.03.05 (3 bed) and B.03.04 (2 bed) Reconfiguration of B.03.01 (studio) and B.03.01 (2 bed) into two 1 bed apartments (B.03.01 and B.03.02) Minor internal reconfiguration of B.03.03

Level	Minor Amendment
	<p>Building D:</p> <ul style="list-style-type: none"> Internal reconfiguration of D.03.01 Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.03.07 – B.03.10 including reconfiguration of D.03.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.03.05, E.03.06, E.03.12 to improve articulation to the building frontages
Level 04	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback from 3 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of apartment layouts in particular: <ul style="list-style-type: none"> Reconfiguration of B.04.06 (2 bed), B.04.05 (1 bed), B.04.04 (1 bed) into two new apartments - B.04.05 (3 bed) and B.04.04 (2 bed) Reconfiguration of B.04.01 (studio) and B.04.01 (2 bed) into two 1 bed apartments (B.04.01 and B.04.02) Minor internal reconfiguration of B.04.03 <p>Building D:</p> <ul style="list-style-type: none"> Internal reconfiguration of D.04.01 Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.04.07 – B.04.10 including reconfiguration of D.04.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.04.05, E.04.06, E.04.12 to improve articulation to the building frontages
Level 05	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback from 3.05 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.05.06 – B.05.09 <p>Building D:</p> <ul style="list-style-type: none"> Internal reconfiguration of D.05.01 Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.05.07 – B.05.10 including reconfiguration of D.05.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.05.05, E.05.06, E.05.12 to improve articulation to the building frontages
Level 06	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback from 3.05 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.06.06 – B.06.09 <p>Building D:</p> <ul style="list-style-type: none"> Internal reconfiguration of D.06.01

Level	Minor Amendment
	<ul style="list-style-type: none"> Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.06.07 – B.06.10 including reconfiguration of D.06.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.06.05, E.06.06, E.06.12 to improve articulation to the building frontages
Level 07	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback from 3.05 metres to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.07.06 – B.07.09 including reconfiguration of B.07.08 and B.07.09 from 2 beds to 3 beds + study over two levels Reconfiguration of B.07.10, B.07.11 and B.07.12 to introduce two level apartments <p>Building D:</p> <ul style="list-style-type: none"> Internal reconfiguration of D.07.01 <p>Building E:</p> <ul style="list-style-type: none"> Reconfiguration of E.07.05, E.07.06, E.07.12 to improve articulation to the building frontages
Level 08	<p>Building B:</p> <ul style="list-style-type: none"> Introduction of an additional level associated with B.07.08, B.07.09, B.07.10, B.07.11 and B.07.12 <p>Building D:</p> <ul style="list-style-type: none"> Internal reconfiguration of D.06.01 Increased southern setback from 9.1 metres to 10 metres resulting in the internal reconfiguration of B.06.07 – B.06.10 including reconfiguration of D.06.07 from 2 bedrooms to 1 bedroom. <p>Building E:</p> <ul style="list-style-type: none"> Minor update to overall roof form to allow for articulation on lower levels
Level 09	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.09.06 and B.09.09 <p>Building D:</p> <ul style="list-style-type: none"> Minor refinements to the roof including introduction of skylight
Level 10	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.10.06 and B.10.07
Level 11	<p>Building B:</p> <ul style="list-style-type: none"> Increased northern setback to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.11.06 and B.11.07

Level	Minor Amendment
Level 12	Building B: <ul style="list-style-type: none"> Increased northern setback to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.12.06 and B.12.07
Level 13	Building B: <ul style="list-style-type: none"> Increased northern setback to 3.6 metres to balcony and 4 metres to glass line Building B resulting in reconfiguration of B.13.06 and B.13.07 Reconfiguration of B.13.01, B.13.02, B.13.03, B.13.04, B.13.05 to introduce two level apartments Introduction of B.13.08, an additional 3 bedroom apartment
Level 14	Building B: <ul style="list-style-type: none"> Introduction of an additional level associated with B.13.01, B.13.02, B.13.03, B.13.04, B.13.05 and B.13.06
Roof	<ul style="list-style-type: none"> Amended roof for eastern portion of Building B

Overall, the refined built form provides for a transition in built form and land use intensity from the highest building forms of the Core Precinct to medium-rise buildings in the Stage 1A and the wider Telopea Precinct beyond. The refined design is considered an improved outcome that responds to CoP and DPE requested amendments. for the following reasons:

- The proposed development has been carefully designed and sited to minimise visual impact, disruption of views and loss of privacy, delivery a high standard of amenity for existing and future residents.
- The proposed built form maintains a high level of solar access to the public domain and public open space and any overshadowing impacts have sought to be minimised and are considered acceptable;
- The proposed built form maintains solar access to residents with 337 apartments receiving a minimum of 2 hours solar access (75.1%) from 8.00am-4.00pm in winter and 298 apartments (66.4%) achieving a minimum of 2 hours sunlight solar access from 9.00am-3.00pm.
- The proposed development will not have any impacts on heritage items or historic views;
- The proposal prioritises maintaining the existing landscape character of Telopea with the built form and layout respecting and reinforcing the topography of the site, and new public spaces and building layout being designed around the retention of existing mature trees and groupings;
- In response to SDRP and CoP feedback, the proposed building heights allow high quality, high density residential development to be delivered in a varied and interesting building typology and form which provides greater amenity for the Telopea community;
- The proposal includes high quality public open spaces including parks, gardens, and landscaped pedestrian links with a varied planting palette for the benefit of existing and future residents;
- The proposed built form allows for a high-quality pedestrian link from the new Telopea Station Plaza to the site and the precinct beyond to be delivered, as well as a loop access road within the site to provide an improved sense of address and access for the new residences;
- Three of the four buildings that propose a variation to the PLEP 2011 height control have a height variation of approximately one storey or less and mainly result from roof features and lift overruns;

- Additional height has been strategically located on Building B immediately adjacent to the Upper Core Area of Telopea to provide a transition in height from the marker buildings adjacent to Telopea Station to the remainder of the site and Precinct;
- The proposal development is in accordance with the revised Telopea CPA Design Guidelines; and
- The proposal will deliver high quality public space as part of the new Telopea Station Plaza.

4. RESPONSE TO RFI

4.1. DEPARTMENT OF PLANNING AND ENVIRONMENT

The following table sets out a response to each issue raised by DPE in correspondence dated 28 July 2022.

Table 6 DPE Comments

Comment	Response	Supporting Documentation
1. Voluntary Planning Agreements (VPA)		
<u>Council VPA</u> Continue working with CoP to resolve the outstanding issues raised in relation to the VPA offer prior to lodging the additional RtS.	As outlined in Section 2.1.1 of this Report, FPA has invested significant effort in seeking to progress the Local VPA. At the time of writing, FPA awaits Council's formal response to the Revised Offer. It is understood officers are proposing to report the matter to Council's December 2022 meeting.	Not applicable
<u>State VPA</u> Continue working with the DPE Infrastructure Partnerships and Agreement Team to resolve any outstanding issues prior to lodging the additional RtS.	As outlined in Section 2.1.2 of this Report, FPA has invested significant effort in seeking to progress the State VPA. At the time of writing, FPA awaits DPE's formal response to the Revised Offer.	Not applicable
2. Social Impacts		
DPE does not support the potential loss and closure of the CoP community facility at 21 Sturt Street, unless a full replacement facility is provided as part of the development.	FPA have made a commitment to CoP, as party of the Revised Letter of Offer for the Local VPA, that it will construct a cold/warm shell library and community centre of 4,150sqm (specification to be agreed) and provide a monetary contribution towards the fit out of the facility, with payment of the monetary contribution to occur at the time the relevant development consent is secured.	Not applicable

Comment	Response	Supporting Documentation
	As set out in the Revised Offer, Frasers has confirmed the existing library will remain in operation until such time the new facility is handed over to Council.	
3. Design Excellence		
<p><u>Design Excellence and Design Excellence Strategy</u></p> <ul style="list-style-type: none"> ▪ Obtain a waiver from CoP for an architectural design competition for the Concept and Stage 1A proposal in accordance with clause 6.12(6) of the Parramatta Local Environmental Plan 2011 (PLEP 2011). ▪ Amend the Design Excellence Strategy (DES) to: <ul style="list-style-type: none"> ○ Identify the PLEP 2011 thresholds for architectural design competitions and include an architectural design competition for Building C4. ○ Update the composition of Jury members in the DES to comprise of one nominee from the consent authority, one nominee from CoP and one nominee from the Applicant. ○ Address the design excellence processes for both buildings and the public domain. The DES should reference the Public Domain Plan (see Appendix B) as well as the Design Guidelines. ○ To ensure that buildings which feature a key integrated public space component (for example Blocks C1 and C2) and are subject to a competitive design process, include the public space components in the competition scope to ensure an integrated design response is achieved. Landscape expertise 	<p>FPA submitted a formal Waiver Request to CoP on 26 October 2022. FPA is seeking CoP endorsement for an alternative design excellence process for Stage 1A in place of an architectural design competition that is otherwise required to satisfy Clause 6.12 (5) of the PLEP 2011. The Waiver Request is sought on the basis that:</p> <ol style="list-style-type: none"> 1. The Stage 1A proposal involves an integrated public domain and built form outcome that must adhere to the operational and technical requirements of TfNSW, Parramatta Light Rail, the State Transit Authority, and CoP for the light rail station plaza, light rail crossing, and road and intersection upgrades. 2. An alternative design excellence process has already been undertaken to ensure that the final design outcome of Stage 1A is capable of exhibiting design excellence, including: <ol style="list-style-type: none"> a. A selective process to appoint the design team. b. Robust site analysis and interrogation including consideration of Connecting with Country. c. Design review and refinement through engagement and collaboration with CoP and the SDRP. d. A commitment to ensuring design integrity through retention of the design team for the duration of the detailed design and delivery phases and establishment of a Design Integrity Panel. 	<p>Appendix E Design Excellence Strategy and Stage 1A Design Excellence Waiver Request.</p>

Comment	Response	Supporting Documentation
<p>will be essential to design teams as part of any future endorsed brief.</p> <ul style="list-style-type: none"> ○ To include design integrity and post competition processes. This should include the retention of winning design teams and the implementation of a Design Integrity Panel (DIP) process. Regular review and endorsement from the DIP from competition to completion shall be outlined. ○ To reference that the public domain will be delivered in accordance with a precinct-wide Public Domain Plan. A precinct-wide Public Domain Plan will be required prior to the next stage of development. 	<ol style="list-style-type: none"> 3. Undertaking an architectural design competition is not expected to achieve a significantly superior design outcome than currently proposed given the rigour and analysis invested to date. 4. CoP has indicated its support for the Stage 1A application, subject to resolution of outstanding details. The outstanding matters relate to the amount of visitor parking, ground level setbacks, footway widths and tree retention within the public and private domain. These matters are addressed as part of this RTS package. 5. An architectural design competition would significantly delay delivery of the public domain and compromise critical coordination with Parramatta Light Rail. <p>Under the provisions of Clause 6.12 (6) of the PLEP 2011, CoP may grant a waiver if it determines that the development is one for which an architectural design competition is not required. At the time of writing this report, Council's response to the Waiver Request was that it would be considered with the RTS package.</p> <p>The Design Excellence Strategy for the Telopea Concept Plan Area has been amended to address comments provided by the DPE and CoP officers. Notably:</p> <ol style="list-style-type: none"> 1. The Strategy now adopts the thresholds for architectural design competitions as per Clause 6.12(5) of the <i>Parramatta Local Environmental Plan 2011</i> (PLEP 2011), including: <ul style="list-style-type: none"> a. Development in respect of a building that is, or will be, higher than 55 metres above ground level (existing), 	

Comment	Response	Supporting Documentation
	<ul style="list-style-type: none"> b. Development having a capital value of more than \$100,000,000, c. Development for which the applicant has chosen to have such a competition. <p>2. The Strategy identifies those sites within the Telopea Concept Plan Area that currently meet the thresholds for architectural design competitions (based on the current proposed staging and indicative Capital Investment Value). Refer to Section 2.2 of the updated Design Excellence Strategy for further details.</p> <p>3. The Strategy includes a commitment to prepare a template 'model brief' and supporting terms of reference articulating the critical metrics FPA is contractually obligated to deliver under the executed Project Delivery Agreement. The model brief is proposed to be prepared to the satisfaction of the Government Architect NSW prior to the commencement of any future architectural design competitions.</p> <p>4. The composition of the selection panel (Jury) has been amended to comprise a minimum of five members, including: a Government Architect NSW nominated representative (as Chair), FPA nominated Architect, FPA nominated development representative, consent authority nominated representative, and Council nominated representative. The Strategy also indicates that DPE and Council will be invited as observers for all competitions.</p> <p>Where future proposals the subject of a design competition comprise key public open space or public domain, the requirement to ensure one of these Jury members has</p>	

Comment	Response	Supporting Documentation
	<p>demonstrated landscape expertise can be confirmed in the endorsed brief.</p> <p>5. The Strategy outlines design integrity and post competition processes including the establishment of a Design Integrity Panel, consistent with the Draft Government Architect's Design Excellence Competition Guidelines, 2018. This includes regular review and endorsement from the Design Integrity Panel throughout the planning, design and construction processes.</p> <p>6. The Strategy makes clear that future design competition processes will cover built form, public domain and key integrated public open space components. It also emphasises that the Design Guidelines will be used during the design competition evaluation process to determine whether a proposal achieves design excellence.</p>	
<p><u>Design Guidelines</u></p> <ul style="list-style-type: none"> Amend the Design Guidelines in accordance with the recommendations outlined Attachment B. Amend the Design Guidelines to reference that the public domain will be delivered in accordance with a precinct-wide Public Domain Plan rather than localised PDPs for individual buildings over a certain height (see Attachment B) Amend the Design Guidelines to ensure a robust design excellence process is put in place to deliver a good public domain design outcome in accordance with the requirements of the Parramatta Public Domain Guidelines and precinct-wide Public Domain Plan. 	<p>Updated Design Guidelines have been prepared by Bates Smart and Hassell to reflect DPE's comments and guide the ongoing architectural and urban design of the Telopea CPA.</p> <p>The Updated Design Guidelines have been written to complement the SEPP 65 Apartment Design Guide, the objectives of which apply to all residential apartment developments in NSW.</p> <p>Several of the DPE's requested amendments to the Design Guidelines have not been made on the basis that they would result in an inferior design outcome. These departures are discussed, below:</p> <ul style="list-style-type: none"> Provision 1.1 (2) – <i>In the lower core and precincts, buildings should adopt a street wall or perimeter block typology.</i> 	<p>Appendix D Design Guidelines</p> <p>Appendix E Design Excellence Strategy</p>

Comment	Response	Supporting Documentation
<ul style="list-style-type: none"> Amend the Design Guidelines to reference the Apartment Design Guide. Amend the Design Guidelines to clearly identify what provisions apply to the Core, the Precincts, or both. Update the terminology in the Design Guidelines to refer to the Core and Precincts. Amend the Concept and Stage 1A design drawings to be consistent with the recommendations outlined in Attachment B. 	<p>This provision applies to all precincts, apart from the upper core, where tower buildings are setback from de-scaled podiums of 12-25 metres in height, which is appropriate to manage the scale of the tower forms on the public domain.</p> <ul style="list-style-type: none"> Provision 1.1 (6) - The Department recommended that development of 7 and 8 storeys shall provide a 6 storey street wall and provide one upper level setback 3 metres from the building line (for 7 storey developments) or two upper level storey setback 6 metres from the building line (for 8 storeys). The majority of the buildings comply with the feedback received. <p>In the North Precinct, three buildings have an 8 storey height limit (N3, N6 and N8). Due to the site's curved streetscapes and orientation, concept building envelope depths are 22.5m with a 21.5 building depth proposed for the reference design to maximise solar access and amenity. The requested 6m setback to the upper two storeys would result in a 15.5m building depth which is highly inefficient and would result in a 3.5 metre width for apartments on Levels 7 and 8. An alternative 7 storey street wall is proposed for all three buildings with a single storey upper level setback 3m from the building line. Refer to Figure 4.</p> <ul style="list-style-type: none"> Provisions 1.1 (3&4) – Tower setbacks in the upper core area generally adopt a minimum 3 metre setback from the street wall. Inclusion of provision 4 to allow tower setbacks to reduce to 0m is provided where significant existing trees have been retained. Provision 1.1 (7) – In the precincts, developments are to have a minimum side setback of 3 metres and 6 metres where habitable rooms face the side boundary. Zero side boundary 	

Comment	Response	Supporting Documentation
	<p>setbacks have been provided to neighbouring sites, where a better amenity outcome is achieved.</p> <ul style="list-style-type: none"> • Recommended new provision – Rear setbacks in the Precincts should be a minimum 10m / 15% of the total length of the site. This recommended new provision has not been adopted for the Precincts. Analysis by Bates Smart has demonstrated a consistent 10m deep or 15% site length rear setback does not consider a precinct wide tree retention strategy. The North and South precincts priorities the retention of significant trees and achieves compliant deep soil landscaping DCP requirements. • Provision 1.6 – 5% of market dwellings incorporate the adaptable housing requirements of AS4299 Class C. The provisions also require 90% of social dwellings should incorporate the Liveable Housing Guideline's silver level universal design features, with the remaining 10% of all social housing dwellings incorporating the Liveable Housing Guidelines' Gold level universal design features. • New provision 2.2 (7) – The new provision recommending Precinct Public Domain Plans be prepared before the next DA or any Design Competition has not been included in the updated Design Guidelines. Public Domain Plans for each precinct have been prepared for this Concept DA and referenced in the Design Guidelines and Design Excellence Strategy. The Public Domain Plan for the Concept Proposal addresses the matters listed in the recommended new provision, as follows: 	

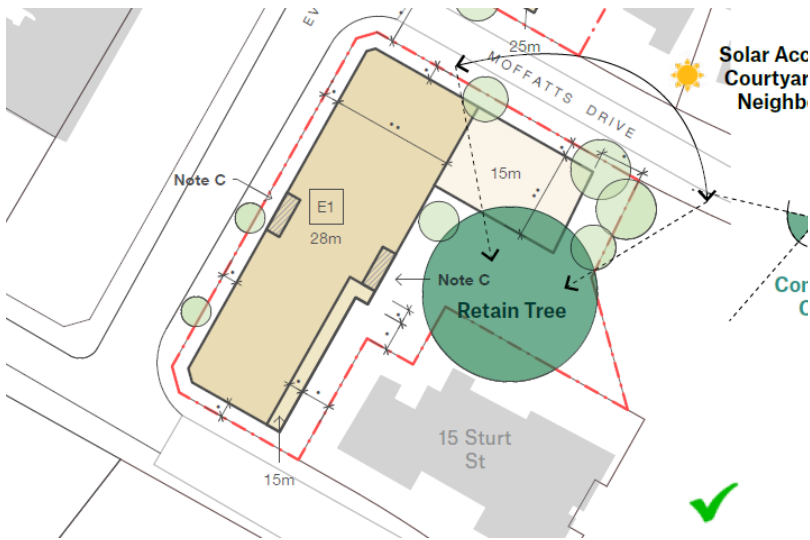
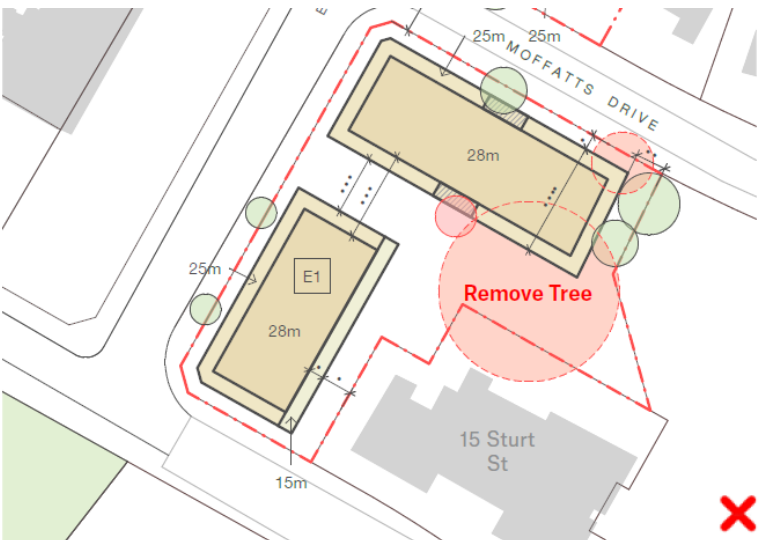
Comment	Response	Supporting Documentation
	<ul style="list-style-type: none"> ○ The Telopea Public Domain Plan will guide the design of streets, public and communal spaces within the revitalised Telopea precinct. ○ Public and communal open spaces are planned to maximise solar access, deep soil zones, pedestrian connectivity and the retention of significant existing trees. ○ The 'Telopea Connecting with Country Strategy' prepared by the Fulcrum Agency identifies opportunities for deepening the project's connecting with Country response. The Public Domain Plan for the Concept Proposal provides a summary of the opportunities for Connecting with Country. These are seen as idea generators to assist in future engagement with Traditional Custodians when designing public open spaces. ○ The Telopea Public Domain Plan builds upon Parramatta's Public Domain Guidelines to ensure the co-ordination of materials and finishes while establishing a material palette that is responsive to the Telopea precinct. ○ Provision 2.2(5) requires a Public Domain Plan to be provided for all new developments over 6 storeys. The Public Domain Plan is to detail upgrades to the surrounding public domain network, including foot paving, street tree planting, street furniture, street lighting and the like. 	

Comment	Response	Supporting Documentation
	<ul style="list-style-type: none"> • A new provision requiring Public Domain Plans is therefore not necessary. • Provision 2.3 (1) – The Design guidelines propose different provisions for deep soil zones. The proposed provision requires deep soil is to have a minimum dimension of 4m ,and each precinct is to provide a minimum of 15% of its Concept Proposal site area as deep soil with a minimum dimension of 6m, which will achieve the intent of the DPE's recommendations to provide high quality landscaping for new tree planting and tree retention. • Section 3.1.1 of this report provides a summary of the analysis of proposed vs DCP Deep Soil Zones for the North and South Precincts. Overall, the proposed development in the North and South Precincts improves tree retention and maintains overall deep soil zones across the Precincts while providing larger areas of deep soil with increased depths in comparison to the Telopea DCP. <p>Provisions for built form have been split to define specific controls for the Core & East Precinct and other Precincts within the Telopea CPA.</p> <p>The updated Design Guidelines reference a requirement that public domain will be delivered in accordance with a precinct-wide Public Domain Plan. A precinct-wide Public Domain Plans has been prepared for the Telopea CPA by Hassell and is provided at Appendix F.</p> <p>The updated Design Guidelines reference the Design Excellence Strategy, which has been updated to include reference to design excellence requirements for the public domain.</p>	

Comment	Response	Supporting Documentation
	<p>The updated Design Guidelines identify what provisions apply to the Core, the Precincts, or both.</p> <p>The terminology in the updated Design Guidelines refer to the Core and Precincts.</p> <p>The Concept and Stage 1A drawings have been updated to reflect the updated Design Guidelines.</p>	
4. GFA/FSR		
<ul style="list-style-type: none"> Amend the clause 4.6 variation request to identify the FSR variation being sought with reference to clause 4.5 of PLEP 2011, including in the scenario where land transfer/swap arrangements do not proceed. Amend the Clause 4.6 variation request to focus on the aspect or element of the development that contravenes the development standard. Provide updated indicative scheme drawings and indicative GFA diagrams for the Concept proposal to demonstrate how the proposed GFA can be accommodated in the building envelopes. Confirm the total GFA of the Concept proposal, including updating Table 17 of the EIS to provide a breakdown of the maximum GFA, site area, and applicable bonus for each building. Confirm the GFA of the new retail precinct. Clarify if the GFA generated by the Telopea Station Plaza area, which is zoned RE1 Public Recreation, has been applied to the GFA for the Stage 1A proposal. 	<p>A revised clause 4.6 variation has been prepared to reflect DPE's comments and refinements to the proposal. For each development block across the Telopea CPA, the revised clause 4.6 variation request clearly articulates:</p> <ul style="list-style-type: none"> the maximum permissible GFA and proposed GFA, thereby ensuring the request focusses on the aspect of the proposal that contravenes the development standard; and the total GFA of the Concept Proposal, including a breakdown of the maximum GFA, site area, and applicable bonus for each development block. <p>On the basis that discussions between LAHC and Council are progressing positively, a scenario where the land swap does not occur has not been contemplated.</p> <p>As part of the revised Architectural Plans prepared by Bates Smart, refined GFA Plans have been prepared for the Core Precinct (DA02.MP.150.1), North Precinct (DA02.MP.250.1) and South Precinct (DA02.MP.350.1).</p> <p>An Area Schedule has also been prepared and incorporated into the amended Clause 4.6 for FSR prepared by Urbis.</p>	<p>Appendix P</p> <p>Clause 4.6 Variation to FSR in relation to the Concept Plan</p>

Comment	Response	Supporting Documentation
	<p>Based on the Area Schedule provided by Bates Smart, the refined scheme provides 8,535sqm of retail GFA within Buildings C1.0 + C2.0.</p> <p>The area of the Stage 1A site is 20,594sqm including the RE1 Public Recreation zoned land. The Stage 1A site is subject to a base Floor Space Ratio (FSR) of 1.7:1 (equating to 35,009.8sqm of floor space). An additional 20% bonus FSR or 0.2:1 (equating to 4,118sqm of floor space) is available under the Affordable Rental Housing (AFR) SEPP as the development is on land owned by LAHC and qualifies as affordable housing. The total permitted floor space is accordingly 39,128.6sqm. The proposed GFA of 37,096sqm is compliant with the applicable FSR controls.</p>	
5. Concept Plan Layout		
<p><u>Height</u></p> <ul style="list-style-type: none"> Provide an updated Clause 4.6 variation request that focuses on the aspect or element of the development that contravenes the development standard and outline the extent to which the additional height is attributed to the bonus FSR available under the PLEP 2011, SEPP (Affordable Rental Housing) 2009, and SEPP (Housing for Seniors or People with a Disability) 2004. Amend the building envelope heights of Buildings N1, S3 and S7(as shown in the Response to Submissions, Appendix E – Concept Proposal Drawings) to comply with the PLEP 2011height controls. Provide revised maps illustrating building height exceedances as per Appendix J of the EIS Concept Design Report. 	<p>A revised clause 4.6 variation has been prepared to reflect refinements to the Concept Plan.</p> <p>The refined plans update the heights on N1, S3 and S7 to replace an error in the RTS drawings and remain compliant with the relevant height controls for the site.</p> <p>To replace the previous axonometric plans prepared by Bates Smart, elevations have been prepared that identify the height plane to illustrate any height non-compliances, and included in the revised clause 4.6 variation. This is complemented by 3D renders which form part of the Concept Design Report prepared by Bates Smart and the addendum Visual Analysis prepared by Urbis.</p>	<p>Appendix N Clause 4.6 Variation to height in relation to the Concept Plan</p>

Comment	Response	Supporting Documentation
<p><u>Urban Design</u></p> <ul style="list-style-type: none"> ▪ DPE recommends that all plans are updated to comply the Design Guidelines and the recommendations outlined in Attachment B, specifically: <ul style="list-style-type: none"> a. Buildings greater than 45 m in length should contain two or more building breaks. DPE notes the following buildings are greater than 45 m in length and contain no or insufficient building breaks: Building C1.1, C1.2, C2.1, C2.2, C5.1B, C6.1B, E1, N1, N3, N4, N5, N6.1, N7.1, N7.2, N8, N9.1B, N9.2, S1, S2, S3, S4, S5, S6, S7, S8. b. Building breaks should be provided on each façade greater than 45 m in length and provided to all levels of the building. All building breaks must be identified on the plans. c. Consider breaking up Building E1 (measuring 76 m) into two separate building envelopes. 	<ul style="list-style-type: none"> a. Additional building breaks are incorporated into the revised Architectural Plans prepared by Bates Smart. As noted in Section 2 of this report, building breaks (Articulation zones) have been specifically added to the following buildings: <ul style="list-style-type: none"> ▪ Core & East Precinct: C1.1, C2.1, C5.1b, C6.1b, C8 and E1 ▪ North Precinct: N3, N4, N7.2, N9.1 and N.92 ▪ South Precinct: S2 <p>Other design refinements outlined in Section 3 of this report ensure that articulation is provided reflecting the intended design outcome.</p> b. This is acknowledged and forms part of the revised Architectural Plans prepared by Bates Smart. c. The updated Design Guidelines provided at Appendix D have considered the DPE's suggestion to break up Building E1 into two separate envelopes. <p>The analysis provided in the revised Design Guidelines demonstrates the reconfiguration of Building E1 as suggested by the DPE would necessitate the removal of one (1) significant Category AA tree and two (2) Category A trees. Refer to Figure 7. The reconfiguration would also compromise the size and future solar access provision to the development block's communal open space, as well as the visual connections to the creek. Most notably, the reduced building diversity would result in a less height modulation that would result in reduced amenity</p> 	

Comment	Response	Supporting Documentation
	<p>(views, solar access) and building separation to the adjoining 15 Sturt Street.</p> <p>On the basis that two building envelopes would deliver a n inferior outcome, FPA has determined not to depict Building E1 as two separate building envelopes.</p> <p>Further details are incorporated in the Concept Response to Submissions Report prepared by Bates Smart provided at Appendix C.</p>	
<p>Figure 7 Lot E1</p>  <p>Picture 12 Proposed Envelope</p> <p>Source: Bates Smart</p>	 <p>Picture 13 Alternative Envelope</p>	
<p>d. Through-block connections should be open to the sky and read as safe, accessible public spaces.</p>	<p>d. The refined scheme has removed the through block connections from C8 and C6.2 to reflect DPE's comments. Two</p>	

Comment	Response	Supporting Documentation
<p>e. Buildings in the Core should adopt a podium and tower typology with a street wall height of 2-4 storeys and a minimum tower setback of 3 metres.</p> <p>f. Ensure buildings in the Precincts adopt a street wall and upper-level setback compatible with the Parramatta DCP 2011.</p> <ul style="list-style-type: none"> ▪ Update all plans to identify building lengths and depths for podiums and towers. ▪ Provide the area of typical floorplates for all development blocks. 	<p>new mid-block links (N5 and N7) have also been introduced in the North precinct to increase permeability and reduce longer street blocks.</p> <p>e. As noted in the Concept Response to Submissions Report prepared by Bates Smart, a greater mix of street wall and building heights have been proposed to create a diverse neighbourhood with a range of building heights and types. Heights have been reduced to benefit the public domain and improve solar access to open space. Upper level setbacks are also proposed in key locations to further enhance streetscape diversity.</p> <p>f. As noted in the Concept Response to Submissions Report prepared by Bates Smart, the majority of the buildings comply with the feedback received for upper level setbacks in the precincts.</p> <p>In the North Precinct, three buildings have an 8 storey height limit (N3, N6 & N8). The 8 storey buildings in the North precinct have been re-designed to accommodate a single storey upper level setback 3m from the building line. Further assessment is included in Section 3.1.1 of this report.</p> <p>As part of the revised Architectural Plans prepared by Bates Smart, Envelope Control Plans have been prepared for the Core & East Precinct (DA01.MP.130.4), North Precinct (DA01.MP.230.4) and South Precinct (DA01.MP.330.3) as well as GFA plans which describe typical floorplan areas. The revised plans include building length and depth dimensions for podiums and towers as requested by the DPE.</p>	

Comment	Response	Supporting Documentation
<p><u>Building Separation</u></p> <ul style="list-style-type: none"> Outline how the proposal complies with the building separation design criteria in the ADG for the proposed buildings and neighbouring properties and provide clear justification for any non-compliances. DPE has identified at least 7 buildings in the Core and 18 buildings in the north and south precincts which do not comply with the ADG minimum separation distances. DPE requests that building separation in the North and South Precincts be amended so that building separations distances comply with the ADG building separation design criteria. 	<p>As part of the revised Architectural Plans prepared by Bates Smart, Envelope Controls Plans have been prepared for the Core & East Precinct (DA01.MP.130.4), North Precinct (DA01.MP.230.4) and South Precinct (DA01.MP.330.3) which identify building separation distances.</p> <p>Envelope Control Plans for the North and South Precincts clearly define the building separation requirements in accordance with the ADG for habitable to non habitable rooms, which must be screened or angled non-perpendicular to boundaries, and non habitable to Non habitable where non windows are permitted. The Envelope Control Plans also show locations where nil boundary separation to isolated lots is proposed to facilitate future continuation of the streetwall and maximise amenity. No windows are permitted to elevations where this situation occurs in the Telopea CPA.</p>	
6. Isolated Lots		
<ul style="list-style-type: none"> Confirm and provide evidence of the process undertaken to amalgamate isolated lots as part of the proposed redevelopment. Given the scale and timeframe of the proposed concept, DPE considers the creation of isolated lots should be avoided for reasons of amenity impacts and building separation. Amend the Isolated Sites Study to include the property at 11 Cunningham Street and which addresses CoP concerns. 	<p>LAHC has prepared a letter addressed to the DPE provided at Appendix DD of this Report which provides details of the process undertaken to amalgamate isolated lots as part of the proposed redevelopment.</p> <p>Three (3) isolated sites were initially identified by Frasers/LAHC in the exhibited EIS, Appendix RR, and the Telopea Submissions Report for potential acquisition:</p> <ul style="list-style-type: none"> Site A: 22 Marshall Road; Site B: 8 Fig Tree Avenue; and Site C: 25 The Parade. This property address should read 26 The Parade. 	<p>Appendix C Concept Response to Submissions Report</p> <p>Appendix DD LAHC letter regarding Potential Isolated Sites</p>

Comment	Response	Supporting Documentation
	<p>A further two (2) isolated lots were identified by the DPE during the assessment of the SSDA:</p> <ul style="list-style-type: none"> one (1) property has recently been redeveloped as a contemporary dual occupancy (11 & 11A Cunningham Street) and one (1) isolated lot has been identified for potential acquisition (3 Marshall Road). <p>Since the lodgement of the SSDA, LAHC has identified five (5) further isolated properties as potential acquisitions either for inclusion with the SSDA in future or as LAHC development sites.</p> <p>Negotiations continue with seven (7) of ten (10) property owners, noting that two (2) property owners have indicated they are not interested in selling and 11 Cunningham Street is a recently redeveloped as a contemporary dual occupancy. The negotiation process typically takes six months from the time a Commencement Letter (also called an Opening Letter) is issued to provide sufficient time for valuation reports to be carried out, offers to be considered, purchase contracts to be finalised, and any relocation arrangements reached.</p> <p>LAHC remains committed to progressing these negotiations within the bounds of Treasury Guidelines it is empowered to operate in.</p> <p>In the event that acquisition of the isolated lots is unable to be achieved, LAHC and FPA have concurrently investigated the development potential of each of the isolated lots to confirm that they are able to be developed independently consistent with the Telopea DCP. The proposed envelopes propose nil setback to the southern boundary of an isolated site and 6m setback to the</p>	

Comment	Response	Supporting Documentation
	<p>northern boundary of an isolated site to maximise amenity to neighbours.</p> <p>The revised Isolated Lots Study prepared by Bates Smart demonstrates that the Concept Plan is not reliant upon, nor contingent on securing all isolated lots, and that each of the isolated lots can be redeveloped under current planning controls to deliver a complying residential typology.</p> <p>The negotiation and design testing processes progressed to date are also consistent with the Land and Environment Court's judgment <i>Karavellas v Sutherland Shire Council</i> [2004] NSWLEC 251 relating to site isolation. Reasonable efforts have been undertaken to acquire the isolated lots and will continue in order to facilitate amalgamation into the development site as part of future relevant stages.</p> <p>The Concept Plan cannot be used as the mechanism to amalgamate properties that are not within LAHC's ownership and are subject to ongoing negotiations. In the event that acquisition, and amalgamation does not occur, testing has demonstrated that orderly and efficient development can occur.</p>	
7. Setbacks		
<ul style="list-style-type: none"> Update plans to include all podium and tower setbacks and any upper-level setbacks. Update the street wall heights and tower setbacks for the Core in accordance with the recommendations outlined in Attachment B. Amend setbacks in the North and South precincts to provide: 	<p>As part of the revised Architectural Plans prepared by Bates Smart, Envelope Controls Plans have been updated for the Core & East Precinct (DA01.MP.130.4), North Precinct (DA01.MP.230.4) and South Precinct (DA01.MP.330.3) which identify all podium, tower and upper level setbacks. The updated Design Guidelines have also been updated to reflect both the revisions made to the Envelope Control Plans, and street wall heights and tower setbacks within the Core as outlined in Attachment B, where FPA and its</p>	<p>Appendix B Concept Proposal Drawings</p>

Comment	Response	Supporting Documentation
<ul style="list-style-type: none"> - street setback between 4 metres and 6 metres - side setback of 3 metres and 6 metres where habitable rooms face side boundaries - rear setback of 10 metres/15% of the total length of the site. 	<p>project team have determined the design changes can be supported.</p> <p>A summary of updates to setbacks in the North and South Precincts is included in Section 3 of this report. Refinements have incorporated:</p> <ul style="list-style-type: none"> ▪ Street setback: increased from 3 to 4 metres; ▪ Side setbacks: generally between 4 to 6 metres where habitable rooms face side boundaries; and ▪ Rear setbacks: While deep soil is located within rear setbacks as noted in the Telopea DCP, the proposed concept generally encourages a stepped form, forming smaller courtyards rather than one large continuous 10 metre deep soil zone to rear boundaries. Further assessment of the refined scheme is included in Section 3.1.1. 	
8. Open Space, Trees and Deep Soil		
<ul style="list-style-type: none"> ▪ Confirm the total amount of public open space and communal open space for the Concept proposal for the Core, North and South Precincts, as well as the Stage 1A proposal. 	<p>Across the Telopea CPA, the proposed development provides:</p> <ul style="list-style-type: none"> ▪ Core & East Precinct provides a total of 23,995sqm of open space including 13,404sqm of public open space and 10,591sqm of communal open space for residents. ▪ North Precinct provides a total of 10,008sqm of open space including 10,008sqm of communal open space for residents. ▪ South Precinct provides a total of 11,612sqm of open space including 11,612sqm of communal open space for residents. 	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix C Concept Response to Submissions Report</p> <p>Appendix H Stage 1A</p>

Comment	Response	Supporting Documentation
	<p>Stage 1A provides a total of 5,520sqm of open space including 3,536sqm of public open space and 1,984sqm of communal open space for residents.</p>	<p>Architectural Plans</p> <p>Appendix I Stage 1A Design Report</p>
<ul style="list-style-type: none"> Investigate further opportunities for tree retention in the Concept proposal and Stage 1A proposal. 	<p>The Concept Plan and Stage 1 development prioritises the retention of the sites most significant trees clustered around new open spaces. Tree retention has been a core principle of the overall Concept Plan.</p> <p>Tree retention diagrams are included in the Concept Response to Submissions Report at Appendix D which compare the LAHC Master Plan and proposed tree retention strategy for the Core & East, Northern and Southern Precincts against the arborist reports tree categorisation. Table 7 provides a summary of the proposed tree retention comparison.</p> <p>The proposal will retain an increased number of trees across the Telopea CPA when compared to the original Telopea Concept Proposal including a 25% increase in Category AA trees retained across the site.</p> <p>The Concept Proposal priorities the retention of all 6 out of 7 of the most significant trees in the North Precinct. The Concept Plan prioritises the co-location of open space around retained trees.</p> <p>As part of the RFI response, a review of all tree removal has been undertaken to ensure consistency is provided in all technical inputs.</p>	<p>Appendix J Stage 1A Landscape Plans</p> <p>Appendix AA Arborist Report – Stage 1A Proposal</p> <p>Appendix BB Arborist Report – Concept Proposal</p>

Comment	Response							Supporting Documentation	
	Table 7 Core & East, Northern and Southern Tree Retention								
		LAHC Master Plan Tree Retention				Proposed Concept DA Tree Retention			
	Precinct	Category AA Trees		Category A Trees		Category AA Trees		Category A Trees	
	Core & East	Retained	Removed	Retained	Removed	Retained	Removed	Retained	Removed
	# of Trees	20	29	69	141	32	17	52	158
	Total	49		210		49		210	
	% Retained	40%		32%		65%		25%	
	Total Trees	89		170		84		174	
	% Retained	34%				32%			
	Northern	Retained	Removed	Retained	Removed	Retained	Removed	Retained	Removed
	# of Trees	1	6	36	42	6	1	31	47
	Total	7		78				78	
	% Retained	14%		46%		85%		40%	
	Total Trees	37		48		38		47	
	% Retained	44%				45%			
	Southern	Retained	Removed	Retained	Removed	Retained	Removed	Retained	Removed
	# of Trees					2	2	36	32

Comment		Response		Supporting Documentation
	Total	No precinct scale studies of the LAHC Master Plan were prepared.	4	68
	% Retained		50%	53%
	Total trees		38	53
	% Retained		53%	
		<p>Stage 1A retains 14 Category AA trees with 34 trees proposed for removal.</p> <p>Refinements to the Telopea CPA retain 80 Category AA and A trees and increase deep soil coverage across the site with a key focus on providing open space in locations of significant clusters of existing substantial trees, celebrating the site’s existing terrain and landscape. Refer to Section 3.1.1 for a summary of refinements to open space across the Telopea CPA.</p> <p>As noted in the Concept Proposal Arborist Report prepared by Naturally Trees, a comprehensive landscaping scheme is proposed including semi-mature trees to be planted within available areas in prominent locations. The new trees have the potential to reach a significant height without excessive inconvenience and be sustainable into the long term, significantly improving the potential of the site to contribute to local amenity and character.</p> <p>In the Core & East, North and South Precincts the following tree succession strategy is proposed for Category AA and Category A Trees:</p> <ul style="list-style-type: none">Category AA Trees removed are proposed to be replaced at a rate of 10:1	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix F Concept Proposal Landscape Drawings</p> <p>Appendix G Concept Proposal Civil Drawings</p> <p>Appendix H Stage 1A Architectural Plans</p> <p>Appendix I Stage 1A Design Report</p>	

Comment	Response	Supporting Documentation
	<ul style="list-style-type: none"> Category A Trees removed are proposed to be replaced at a ratio of 5:1 	Appendix J Stage 1A Landscape Plans
<ul style="list-style-type: none"> Address CoP concerns regarding tree removal and revise documentation to show tree removal consistently in all plans. 	<p>The refined plans for both Concept and Stage 1A have been updated to ensure tree removal is consistently identified throughout all plans.</p>	Appendix K Stage 1A Public Domain Plans
		Appendix L Stage 1A Civil Drawings
<ul style="list-style-type: none"> Provide further information on the public domain as requested by CoP. 	<p>A response with further information on the public domain has been provided in Table 8.</p>	
<ul style="list-style-type: none"> Provide a detailed breakdown of the quantity of deep soil proposed for each development block for the Concept proposal. DPE prefers a contiguous deep soil network rather than reliance on deep soil within road corridors (for example Wade Lane and portions of the Mews loop road). 	<p>A breakdown of deep soil per precinct within the Telopea CPA is provided in the Concept Response to Submissions Report prepared by Bates Smart and the Public Domain Plan prepared by Hassell and in Section 3.1.1 of this report. In summary, a consistent 10m deep or 15% site length rear setback does not consider a precinct wide tree retention strategy. The current proposal remains consistent with the minimum DCP quantitative requirements but have been delivered in a slightly different format to retain significant trees.</p> <p>Amendments to Stage 1A described in Section 3.1.2 including the introduction of a 10 metre rear setback to Building D have increased the opportunity for deep soil within Stage 1A. A breakdown of deep soil within Stage 1A is incorporated in the Stage 1A Design Report.</p> <p>The proposed deep soil zone in Wade Lane are within a consolidated area as part of the Eyles Street Link and public open</p>	Appendix C Concept Response to Submissions Report
		Appendix I Stage 1A Design Report
		Appendix K Stage 1A Public Domain Plans

Comment	Response	Supporting Documentation
	space in a location where there are retained trees. The portions of Mews Road that are deep soil have a minimum dimension of 6 metres with proposed tree planting.	
9. Traffic and Car Parking		
<ul style="list-style-type: none"> Review and respond to the traffic issues raised in TfNSW's submissions, including providing updated warrants assessments, further assessment of Adderton Road/New Link intersection, further assessment of impacts on the light rail and providing updated SIDRA modelling and traffic surveys. 	A consolidated response has been provided in response to TfNSW comments below in Table 9 .	Appendix S Traffic Modelling Report
<ul style="list-style-type: none"> Review and respond to the traffic issues raised in the CoP submission including providing further information for the Stage 1A proposal, providing warrants assessments for the Concept proposal, addressing inconsistencies in plans, resolving outstanding road and intersection design issues. 	<p>As part of the proposed Concept DA, traffic signals are proposed for the following intersections:</p> <ul style="list-style-type: none"> Adderton Road/ New Link Road Adderton Road/ Manson Street Sturt Street/ Manson Street Evans Road/ Shortland Street <p>A traffic warrant assessment has been carried out based on traffic demand from the Traffic Signal Design – Section 2 Warrants guideline (TfNSW). The traffic warrant assessment found that none of the intersections satisfy the traffic warrant criteria, based purely on traffic demand.</p> <p>Although the signal warrants are not met at any of the intersections, the following observations are made by ASON:</p> <ul style="list-style-type: none"> Given the Adderton Road/ New Link Road includes a level crossing, and potential conflict between road users and the 	Appendix B Concept Proposal Drawings Appendix G Concept Civil Drawings Appendix S Traffic Modelling Assessment Report

Comment	Response	Supporting Documentation
	<p>Parramatta Light Rail, a signal will likely be required on safety grounds, regardless of traffic demands.</p> <ul style="list-style-type: none"> The warrant assessment has not considered pedestrian safety as not enough information is currently available to forecast pedestrian flows across the study area. Given the proximity of the intersections on Sturt Street and Evans Road to areas of high commercial and residential development, as well as the Parramatta Light Rail stop, it is likely that pedestrian volumes will increase significantly to what can be observed at present. Community feedback to the Concept DA has highlighted that there are safety issues at the Adderton Road/ Manson Street intersection due to poor visibility driven by tight horizontal and vertical curvature, a signal may still be warranted due to safety. Manson Street can be used as an alternative route to the proposed New Link Road, or as a rat run to avoid congested intersections on Kissing Point Road. The inclusion of TCS sites on either end will allow network operators to reduce the attractiveness of this route if required and provide flexibility in traffic management. <p>Refinements have been made to the Architectural and Civil Plans to ensure consistency across all plans.</p>	
<ul style="list-style-type: none"> Confirm what road upgrades are proposed as part of the concept proposal. 	<p>To facilitate accessibility to the Telopea CPA, several upgrades are proposed to the existing road network:</p> <ul style="list-style-type: none"> Adderton St/ New Link Rd Adderton Rd/Manson St Sturt St/ Manson St 	<p>Appendix G Concept Proposal Civil Drawings</p>

Comment	Response	Supporting Documentation
	<ul style="list-style-type: none"> • Shortland St/Marshall St • Evans Rd/Shortland St • Kissing Point Rd/Sturt St <p>Intersection layouts have been considered as part of the Traffic Modelling Assessment Report at Appendix T.</p> <p>Kissing Point Rd/ Sturt St intersection</p> <p>The issue with the Kissing Point Road/ Sturt Street intersection was driven by heavy southbound congestion forecast on Sturt Street, on approach to Kissing Point Road. ASON has recommended a mitigation scenario with the provision of a 50m southbound right turn bay and updating the existing short southbound left turn/ right turn lane, to a short dedicated left turn lane.</p> <p>The mitigation works are not immediately required for the Stage 1A development. The exact timing of the mitigation shall be developed in consultation with TfNSW and Council in future stages of the Telopea Development.</p> <p>Any future requirement for an additional 50m southbound right turn bay and/or any amendments to the existing short southbound left turn/right turn lane into a short dedicated left turn lane can be accommodated within the existing road reserve.</p>	<p>Appendix L Stage 1A Civil Drawings</p> <p>Appendix S Traffic Modelling Assessment Report</p>
<ul style="list-style-type: none"> ▪ Confirm what road upgrades are proposed as part of the Stage 1A proposal. 	<p>Stage 1A will see the construction of the following road upgrades:</p> <ul style="list-style-type: none"> ▪ The upgrade of Sturt Street between Evans Road and a New Link Road across the rail line to Marshall Road ▪ The signalisation of the intersection of Adderton Rd/Sturt St. 	<p>Appendix L Stage 1A Civil Drawings</p>

Comment	Response	Supporting Documentation
	<ul style="list-style-type: none"> ▪ The upgrade of Sturt St adjacent to Station Plaza. ▪ Construction of Mews St, a new private road connecting to Sturt St providing fully directional access at its eastern connection and a left-out only at its western connection. 	
<ul style="list-style-type: none"> ▪ Confirm the number of loading bays proposed for Stage 1A proposal. 	<p>As noted in the Architectural Plans and Traffic Report, Stage 1A provides two loading bays (1 x HRV and 1 x SRV) to support the freight and servicing of the development. The loading bays comply with the CoP design specifications.</p>	<p>Appendix H Stage 1A Architectural Plans</p> <p>Appendix S Traffic Modelling Assessment Report</p>
10. Biodiversity Development Assessment Report (BDAR)		
<p>The Environment and Heritage Group have determined that a BDAR is required. Provide a BDAR that considers the entire Concept proposal area as well as the Stage 1A proposal.</p>	<p>BDARs have been prepared by ACS Environmental for both the Telopea CPA and Stage 1A.</p> <p>The subject land is comprised of a managed landscape with planted street trees and groups of trees within housing complexes, small trees and shrubs in garden areas and extensive maintained exotic grassy lawns including mostly exotic herbaceous ground cover species. Most of the natural vegetation, which may have included Sydney Turpentine Ironbark Forest and possibly Blue Gum High Forest was almost totally cleared for farming land use before 1943.</p> <p>The total area of locally-occurring planted native vegetation cover within the Telopea CPA was estimated by ACS Environmental at</p>	<p>Appendix Y Concept Proposal BDAR</p> <p>Appendix Z Stage 1 Proposal BDAR</p>

Comment	Response	Supporting Documentation
	<p>about 36% of the total planted vegetated cover. Overall, the vegetation is assessed as having a very low floristic, structural and functional integrity in the canopy tree, shrub and ground strata. There is very low composition of natural species in the assemblage, a low spread of tree diameter at breast height over bark (DBH) sizes with no regeneration occurring and little functional aspects to the vegetation to provide foraging, sheltering or breeding habitat opportunity for any threatened fauna.</p> <p>Given the low scores for vegetation integrity (lower than 15) the ACS Environment proposal does not generate the requirement for biodiversity offset costs and is not associated with habitat for threatened species.</p> <p>ACS Environmental, have provided the following recommendations in relation to mitigating impacts on fauna:</p> <ul style="list-style-type: none"> • Identified habitat within the study area is to be treated as potential roosting habitat and retained where practicable to minimise potential impacts to microbats, including threatened species; • During demolition of buildings, specifically that shown in Figures 17A & 17B of the Concept DA BDAR an experienced fauna ecologist should be present to oversee removal of the roof of that building. Hollow-bearing trees should be preserved as a priority as these provide valuable roosting and breeding habitat for common avian species, arboreal mammals and microbats; and • A qualified ecologist undertake a pre-clearance survey prior to building demolition and any hollow-bearing tree removal. 	

Comment	Response	Supporting Documentation
	FPA will implement the above recommendations at each stage of the development of the Telopea CPA.	
11. Stage 1A: Built Form and Amenity		
<ul style="list-style-type: none"> Outline how the proposal complies with the building separation design criteria in the ADG for the proposed buildings and neighbouring properties and provide justification for any non-compliances. Amend or justify articulation zones that are non-compliant with the Design Guidelines, noting these should be a minimum of 3m x 3m as measured from façade edge to façade edge. 	<p>An amended ADG compliance table has been prepared by Plus which outlines the overall compliance with ADG for building separation. The overall design has been amended to ensure building separation is fully compliant with ADG design criteria.</p> <p>Amended plans have been prepared by Plus which provide compliant articulation zones.</p>	<p>Appendix H Stage 1A Architectural Plans</p> <p>Appendix I Stage 1A Design Report</p>
12. Other Matters		
<ul style="list-style-type: none"> Confirm the site boundary for the Concept proposal and Stage 1A proposal. 	An updated plan which confirms the Concept Proposal Area and Stage 1A Area has been prepared by Bates Smart and is included in the updated plan set. Refer to DA02.MP.003 Indicative Scheme Telopea – Key Plan. An updated proposed subdivision has also been included in the revised package detailing proposed lot area of Stage 1A.	Appendix B Concept Proposal Drawings
<ul style="list-style-type: none"> Confirm the number of construction and operational jobs for the Stage 1A proposal. 	WT Partnership have estimated there will be 250 to 300 construction jobs and zero operational jobs created by the Stage 1A development.	Appendix EE QS Advice
<ul style="list-style-type: none"> Provide an updated ADG assessment for the Concept proposal and Stage 1A proposal which clearly details how each building meets the criteria in the ADG and justify any non-compliances, including any specific design solutions. 	<p>Concept Proposal</p> <p>An updated ADG assessment has been prepared by Bates Smart in relation to the Concept Proposal. The Concept Proposal achieves a high degree of consistency with the design criteria of the ADG.</p>	Appendix C Concept Response to Submissions Report

Comment	Response	Supporting Documentation
	<p>Performance against the key ADG design criteria is summarised as follows:</p> <p><u>Communal open space</u></p> <p>Communal open space is to be assessed lot by lot during stage 2 DAs. The Indicative Scheme proposes ground and rooftop communal open space greater than 25% of the overall site area.</p> <p><u>Solar access</u></p> <p>A schedule with a building by building and lot by lot assessment of solar access to apartments and apartments with no solar access is appended to the Concept Response to Submissions Report. Whilst there are a small number of buildings which are not consistent with the solar access to apartments design criteria, the Indicative Scheme demonstrates building designs on a lot by lot basis are capable of consistency with the ADG.</p> <p><u>Natural cross ventilation</u></p> <p>An assessment against the relevant provisions of the ADG is appended to the Concept Response to Submissions Report. The Indicative Scheme demonstrates building designs are capable of consistency with the ADG criteria for natural cross ventilation.</p> <p><u>Visual privacy and building separation</u></p> <p>The Building Envelope Control Plans provide notations with requirements for façade treatments where building separation distances are less than the recommendations in the ADG. The Indicative reference design demonstrates scheme is capable of complying.</p>	<p>Appendix I Stage 1A Design Report</p>

Comment	Response	Supporting Documentation
	<p><u>Deep soil landscaping</u></p> <p>Consistent with the DCP and DPIE recommendation, greater than 15% of the masterplan site area is provided as deep soil with a minimum dimension >6m, and greater than 30% of the masterplan site area is provided as deep soil with a minimum dimension of 4m.</p> <p><u>Floor to ceiling height</u></p> <p>Proposed floor to floor heights of 3150mm ensure compliance with minimum floor to ceiling heights.</p> <p><u>Vehicle access</u></p> <p>Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes, consistent with the ADG. Car park entry and access points are located on secondary streets or lanes where available except where tree retention is given a priority.</p> <p>The need for large vehicles to enter or turn around within the site can not be avoided in the Core Precinct, where most buildings will be serviced from below ground loading areas.</p> <p><u>Common circulation areas</u></p> <p>On high rise levels of some buildings up to 12 apartments per circulation core is provided. The indicative scheme shows that multiple sources of daylight, natural ventilation, and amenity through views out can be achieved in floorplates with up to 12 apartments per floor.</p>	

Comment	Response	Supporting Documentation
	<p><u>Storage</u></p> <p>The Indicative schemes have been designed to be capable of complying with the storage design criteria.</p> <p><u>Ground floor apartments</u></p> <p>The ADG requires retail or home office spaces to be located along street frontages. The Indicative schemes for ground floor frontages generally have residential dwellings activated with direct street entries. Retail uses are concentrated in the upper area of the Core Precinct, as it is desirable to concentrate retail activities in this location and promote a residential character in other parts the Core, and Precincts.</p> <p>The ADG promotes ground floor apartment layouts that support SOHO use & provide opportunities for future conversion into commercial or retail areas. In these cases higher floor to ceiling heights & easy conversion to ground floor amenities are provided. Higher floor to ceilings are proposed in the mixed use zone where non-residential uses are proposed at ground level</p> <p>Stage 1A</p> <p>An updated ADG assessment has been prepared by Plus Architecture in relation to Stage 1A. The Stage 1A development achieves a high degree of consistency with the design criteria of the ADG. Performance against the key ADG design criteria is summarised as follows:</p> <p><u>Communal open space</u></p> <p>The proposal achieves greater than 25% of the site area as communal open space The proposed communal open spaces will</p>	

Comment	Response	Supporting Documentation
	<p>receive more than 50% of direct sunlight for a minimum of 2 hours on 21 June. The proposed new public park to the north will enhance the solar amenity for the development.</p> <p><u>Solar access</u></p> <p>The development proposes a total of 449 new apartments. Of these, 337 receive a minimum of 2 hours sunlight (75.1%). From 8am-4pm in winter. 298 apartments (66.4%) achieve solar access from 9am-3pm, which represents a minor inconsistent with the minimum 70% design criteria.</p> <p>There are number of apartments receiving sunlight from 8am- 9am and 3pm - 4pm based on the orientation to the site and building forms and current and potential future development of the adjacent sites.</p> <p>There are less than 15% of total apartments proposed with south facing aspect receiving no solar access.</p> <p><u>Natural cross ventilation</u></p> <p>The development proposes a total of 449 apartments up to 15 storeys. Of these, 254 are naturally cross ventilated (63.5%) with complies with the minimum 60% design criteria.</p> <p><u>Deep soil landscaping</u></p> <p>The proposed basement is largely contained below the proposed built form and maintains 3,768sqm (18.2%) of deep soil area for existing and proposed planting which is consistent with the ADG design criteria. The public open space is intended to support large scale planting, providing for a deep soil zone within the site.</p>	

Comment	Response	Supporting Documentation
	<p><u>Floor to ceiling height</u></p> <p>The hierarchy of rooms within apartments will be emphasised by providing 2.7m ceiling heights for habitable rooms such as bedrooms and living areas, with 2.4m ceilings to service zones such as bathrooms.</p> <p><u>Common circulation areas</u></p> <p>Some floor plates provide up to 13 apartments per circulation core. The proposal does not strictly comply with the design criteria as it has between 8 and 13 apartments per level and a single core.</p> <p>The core is adjacent to an opening in the building floorplate, which allows for the provision of natural daylight creating an inviting circulation space.</p> <p><u>Storage</u></p> <p>The proposal will accommodate the recommended amount of storage per apartment. 50% or greater of the required area being accessible from with the apartment living areas. Apartment storage allocation is consistent with the ADG design criteria, as follows:</p> <ul style="list-style-type: none"> • Studio apartments: 4m³ • 1 bedroom: 6m³ • 2 bedrooms: 8m³ • 3 bedrooms: 10m³ 	

Comment	Response	Supporting Documentation
<ul style="list-style-type: none"> Provide a description of the viewpoints in the Stage 1A perspective plans. 	<p>A description of the viewpoints for 3D perspectives is included in the Stage 1A design report, as follows:</p> <ul style="list-style-type: none"> Perspective 01 – View from Stuart Street looking north west Perspective 02 – View from Stuart Street looking south east Perspective 03 – View from Adderton Road link looking south east Perspective 04 – View from proposed public open space looking south Perspective 05 – View from proposed laneway looking west 	<p>Appendix i Stage 1A Design Report</p>
<ul style="list-style-type: none"> Further justify overshadowing at Telopea Public School and Sturt Park. 	<p>Solar access shadow diagrams have been prepared by Bates Smart and are included in the Concept Response to Submissions Report. Shadow diagrams have been prepared for hourly intervals from 9am to 3pm for 21st June, representing the greatest overshadowing impact through the year.</p> <p>The shadow diagrams compare the shadow cast by existing development at the site, shadow cast by a building height compliant with the PLEP 2011, shadow cast by the proposed Concept Approval building envelopes, and shadow cast by the reference scheme.</p> <p>The overshadowing impact of the proposed envelopes when compared to compliant LEP envelopes for key public open areas is discussed below.</p> <p><i>Telopea Public School</i></p> <p>Between 1pm and 3pm on 21st June, the proposed building envelopes cast shadow beyond that cast by a PLEP 2011 compliant</p>	<p>Appendix C Concept Response to Submissions Report</p>

Comment	Response	Supporting Documentation
	<p>building height. At 1pm and 2pm additional shadow is cast over a portion of the Telopea Public School site. The additional overshadowing is only to a small portion of the school and park sites. The additional overshadowing at 1pm occurs at the western corner on the school site in an area which is already shaded by mature trees and at 2pm the additional overshadowing mainly occurs to existing school buildings and an area of car parking. The additional overshadowing, which is limited to approximately an hour, does not occur to the main areas of the school grounds during recess or lunchtime break periods.</p> <p>As shown in Section 4.6 of the Concept Response to Submissions Report proposed building envelope produces 1,585sqm less shadow across Telopea Public School, with the reference scheme producing 7,635sqm less shadow. Utilising the reference design, the Concept DA shadows 7.2% of Telopea Public School at its worst case being 2pm.</p> <p><i>Sturt Park</i></p> <p>In relation to Sturt Park, the additional overshadowing occurs at 3pm towards the northern boundary of the park to an area which is already partially shaded by mature trees. A majority of the grassed area of the Park will continue to receive full solar access.</p> <p>As shown in Section 4.6 of the Concept Response to Submissions, the proposed building envelope produces 1993sqm more shadow across Sturt Park, with the reference scheme producing 573sqm more shadow. Utilising the reference design, the Concept DA shadows 9.3% of Sturt Park at its worst case being 3pm.</p> <p>While representing a minor increase based on the reference scheme, the impacts are considered acceptable on balance that the</p>	

Comment	Response	Supporting Documentation
	shadow is cast at 3pm onwards and not continuously throughout 9am – 3pm.	
<ul style="list-style-type: none"> Provide an electronic 3D model of the Concept proposal and Stage 1A proposal in pdf format. 	3D model of the Concept Proposal and Stage 1A Proposals are provided in the Design Reports accompanying this report.	Appendix C Concept Response to Submissions Report Appendix I Stage 1A Design Report

4.2. CITY OF PARRAMATTA COUNCIL

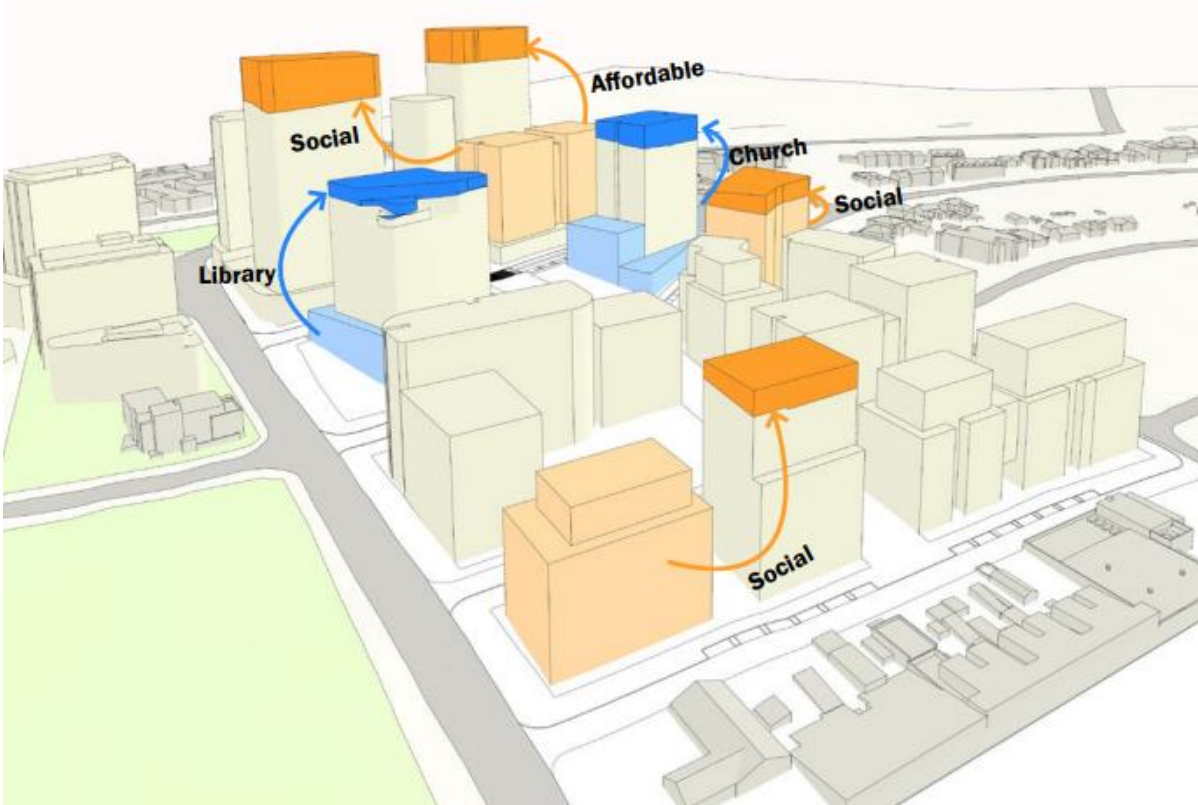
The following table sets out a response to each issue raised in the Summary of Recommendations appended to the CoP RtS submission dated 3 June 2022, referred to by CoP as 'Attachment A'.

Table 8 Council Comments

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
1. Land Use Planning			
1.1 That the Clause 4.6 request to vary height not be supported for The Core	<p><u>Clause 4.6 Variation Request - Heights</u></p> <p>The concerns raised in the CoP submission with respect to the Clause 4.6 request has not been adequately addressed and no changes to the proposed heights have been made (refer Section 2.1 of the CoP submission). The height increase variations range between 16% and 23%. These are considered significant non-compliances to a relatively recently approved master plan. It is considered that variation in heights can be achieved under a compliant scheme and that this is not a reason to exceed permissible building envelopes.</p> <p>CoP requests that the applicant demonstrate through presenting a Telopea DCP / Master Plan compliant scheme and provide a comparison whereby it is understood clearly that the variation to the heights is as a result of bonus FSR relating to seniors housing and LAHC's residential development available under the State Environmental Planning Policy (Housing) 2021.</p>	<p>As noted in Section 3, refinements to height have made across the Telopea CPA.</p> <p>Amended Clause 4.6 Variations for height in relation to the Concept DA and Stage 1A development has been prepared by Urbis to address the comments raised in the CoP submission. Buildings with heights consistent with the LEP, and above and below the LEP heights are shown in 3D model views, and visualisations of the proposed heights.</p> <p>The Concept DA exceeds the maximum height of buildings across development blocks C1, C2, C3, C4, C6 and C7, with the greatest exceedance being 17m (24%). This is attributed to development blocks C1 and C2, which are located within the Upper Core in immediate proximity to PLR and where the tallest buildings are located.</p> <p>The degree of variation is either reduced and/or offset by lower building heights the further the development transitions eastward from the Middle Core to the Lower Core. Most notably, seven buildings within development blocks C5, C6, C7</p>	<p>Appendix N Clause 4.6 Variation to height in relation to the Telopea CPA, including The Core</p> <p>Appendix O Clause 4.6 Variation to height in relation to Stage 1A</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>and C8 (east of Manson Street in the Middle and Lower Core), propose a scale of development 4-7m below the maximum allowable height limit. The only exception is one building (C6.1b), which exceeds the maximum height by 7m (18%).</p> <p>Overall, seven of the twenty buildings within the Core Precinct exceed the maximum height standard ranging from 16% to 24%. A compensatory reduction in built form has been applied to eight buildings of between -13% and -50%. This strategy has resulted in improved solar access to the public domain (Eyles Street Pedestrian Link), reduction in overshadowing to Telopea Public School when compared to a LEP compliant scheme (whilst balanced with minor increases in overshadowing to Sturt Park when compared to a LEP compliant scheme), improved ADG performance and reduced visual impact as a result of taller but fewer towers across the skyline.</p> <p>The core accommodates 20% additional floorspace than that envisaged by the LEP height controls as a result of FSR bonus provisions allowed under PLEP 2011, Seniors SEPP and ARH SEPP. Figure 19 of the Clause 4.6 Variation for the Concept DA illustrates how the proposed additional height sought for buildings C1.2, C2.1, C3, C4, C6.1 and C7.2 can be attributed directly to the bonus floorspace associated with social</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>housing, affordable housing, and community facilities in C3 and C4.</p> <p>It is important to note that 21,000 sqm of the GFA sits below the PLEP 2011 height and 16,000sqm of GFA above across six buildings. The additional GFA contributes to the following:</p> <ul style="list-style-type: none"> ▪ Additional four/five storeys within C1.2A with reduced height below the height plane for C2.2 ▪ Approximately two storeys across C3.1 and C4.1 ▪ One additional storey for C6.1b with reduced height for C6.1A and C5.1 <p>Furthermore, 1,000sqm of the height projection is to accommodate an increase in the library from 3,000sqm to 4,150sqm in response to Council's request for a full-size library to be delivered. Overall, the application of bonus FSR provisions requires floor area to be physically accommodated within taller building forms.</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p data-bbox="544 260 1473 288">Figure 8 Relationship of Height and Bonus Floorspace within the Core Precinct</p>  <p data-bbox="544 1126 770 1155">Source: Bates Smart</p>	<p data-bbox="1238 1193 1845 1406">The decision to push and pull the building heights across the Core Precinct is the result of an iterative and extensive master planning exercise in tandem with feedback from the State Design Review Panel (SDRP) and Council to maximise the quality and amenity of the public domain, diversity in building</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>typologies and a reduction in building footprints where appropriate.</p> <p>By applying a greater degree of flexibility to the building heights based on a first principles approach, the Core Precinct can provide a higher standard of residential and public amenity with respect to improved green space and improved solar access than previously realised through the initial structure planning and rezoning stages.</p> <p>It is noted that some areas of the proposed Concept DA fall outside of the boundaries on the PLEP 2011 Height of Building Map, predominantly due to the proposed road alignment to retain existing trees. In these areas the proposed building podium adopts a reduced building height appropriate to addressing the scale and proportion of the adjoining street.</p> <p>As noted in the Submissions Report prepared by Urbis the application was lodged in July 2021, prior to public exhibition of the draft <i>State Environmental Planning Policy (Housing) 2021</i> (Housing SEPP) which occurred from 31 July 2021 until 29 August 2021 and the commencement of the Housing SEPP on 26 November 2021.</p> <p>Under Schedule 7, Clause 2 of the Housing SEPP, the former provisions of a repealed instrument continue to apply for any:</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<ul style="list-style-type: none"> ▪ Development application made, but not yet determined, on or before the commencement date; ▪ Concept development application made, but not yet determined, on or before the commencement date; and ▪ Staged development application made subsequent to a concept development application approval granted on or before the commencement date. <p>As such the relevant provisions of the Housing SEPP are not a formal matter for consideration for the SSDA. It is noted that the Housing SEPP will be a matter for consideration of future detailed DAs for built form proposed under the Telopea Concept Plan.</p> <p>Notwithstanding this, the revised clause 4.6 variation requests submitted with this report clearly articulate where additional height and floor space can be attributed to the bonuses available under the applicable controls, including PLEP 2011, Affordable Rental Housing SEPP and Seniors Housing SEPP.</p>	
	<p><u>Clause 4.6 Variation Request – FSR</u></p> <p>The application does not clearly identify what variation is being sought with respect to floor space and percentage variation, instead it relies on a total GFA spread over the</p>	<p>An amended Clause 4.6 Variation for FSR has been prepared by Urbis addressing the matters raised in the CoP submission.</p>	<p>Appendix P Clause 4.6 Variation to FSR in relation</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>Core and Precincts. CoP does not support this approach.</p> <p>A Clause 4.6 Variation to Standard must indicate where the FSR is being drawn from in relation to the PLEP 2011 FSR Map and what variation is being sought over and above the permitted FSR under PLEP 2011 (not total GFA). Specifically, in its original submission, CoP considered that the proposal should not be including FSR from the area (of public road) where no height and FSR are allocated under the PLEP 2011 and as such the applicant must justify this in its Clause 4.6 application. Clarification is required on the planning and legal implications of locating buildings over this land and the subsequent noncompliance</p>		to the Concept Plan
<p>1.2 The applicant presents a scheduled breakdown of the FSR and GFA allocations (including standard efficiency rates) for each lot within the Concept Area (The Core and Precincts) corresponding to accurate plans and showing that the maximum permissible FSR for each lot has not been exceeded. Noting that this will form the basis for any Concept</p>	<p><u>Building Efficiencies</u></p> <p>CoP is concerned that:</p> <ul style="list-style-type: none"> a detailed schedule of GFA with corresponding plans for the Precincts have not been provided by the applicant. The information provided in relation to The Core is inadequate and there are discrepancies between the proposed base GFA for buildings in The Core and the envelope plans presented in the application that do not match the GFA identified for that site. <p>Further information is requested including a more detailed breakdown of GFA calculations for each building and GFA diagrams (both The Core and</p>	<p>In response to comments from DPE and CoP, an updated GFA schedule have been provided for the Core and Precincts.</p> <p>The amended Clause 4.6 in relation to FSR has incorporated a detailed schedule of GFA to reflect CoP's comments.</p>	<p>Appendix P</p> <p>Clause 4.6 Variation to FSR in relation to the Concept Plan</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
<p>Approval, and therefore ensuring that the approved envelopes do not risk exceeding permissible density provisions in future development applications. Furthermore, that the proposal demonstrates that it does not draw GFA from the roads shown in the Parramatta LEP 2011 with no allocated FSR.</p>	<p>Precincts) must be provided to adequately assess the lower efficiency rate proposed, reconcile a potential mismatch between the proposed GFA and the approved building envelopes. This will reduce any flow-on impacts at DA approval stage.</p>		
<p>1.3 CoP recommends that the Design Excellence Strategy be revised to:</p> <ul style="list-style-type: none"> ▪ Demonstrate compliance with Clause 6.12 Design Excellence of the Parramatta LEP 2011 ▪ That a CoP representative is nominated for all Design Competitions, and not just the future CoP library site. 	<p>In considering whether a development exhibits design excellence, a consent authority must have regard for the matters in Cl 6.12(4) of PLEP2011. It is recommended the Design Excellence Strategy be updated to ensure compliance with PLEP 2011. Key issues include:</p> <ul style="list-style-type: none"> ▪ The capital value for Stage 1A triggers a design competition as set out in Clause 6.12(5) of the PLEP 2011. Neither the Design Excellence Strategy nor Response to Submissions Report has directly addressed why this area should be exempt from the Clause 6.12(5). ▪ Within the Concept Proposal, blocks C1, C2, C3 and C4 all propose a tower element above the height trigger of 55m as set out in Clause 6.12(5) of PLEP2011. The application is seeking exemption 	<p>The Design Excellence Strategy for the Telopea Concept Plan Area has been amended to address comments provided by DPE and CoP officers.</p> <p>It is also noted that the proposed Concept Plan and Stage 1A has been subject to three State Design Review Panel processes to ensure Design Excellence is achieved.</p> <p>In response to CoP comments, a letter has been submitted to CoP to request a waiver for Stage 1A pursuant to Clause 6.12(6) of the PLEP 2011 on the basis that an alternative design excellence process has been sought for Stage 1A which is capable of exhibiting design excellence as required by Clause 6.12 of PLEP 2011. Further details on the alternative design excellence process for Stage</p>	<p>Appendix E Design Excellence Strategy and Stage 1A Design Excellence Waiver</p>

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<ul style="list-style-type: none"> ▪ That the Government Architect of NSW nominate their preferred process and timing for Design Review and that the strategy be updated to reflect GANSW requirements. ▪ Design Juries should have an odd number of members and should not be dominated by parties representing the applicant 	<p>from running a future Design Competition for block C4, however it is not clear why this is being sought or whether there is any compelling justification for CoP to agree to any such exemption. In the context of this precinct, CoP is of the view that LEP requirements for Design Excellence should be consistently applied in all cases where the threshold is met to ensure the best design outcomes possible for those sites.</p> <ul style="list-style-type: none"> ▪ Further, the locations of the sites in the northern and southern precincts have not been provided and this gives no certainty to the determining authority that the competitions will be carried out as no sites have been identified. CoP considers the PLEP 2011 is clear in its requirements and thresholds for holding design competitions. The application should clarify if they are seeking an exemption from CoP in relation to holding competitions in this area. <p>CoP considers that the Design Excellence Strategy should be updated to:</p> <ul style="list-style-type: none"> ▪ Address directly why exemptions from design competitions are being sought from CoP and / or demonstrate compliance with Clause 6.12(5). It is noted that CoP, not the consent authority (DPE) has the power to provide exemptions from design competitions. ▪ Confirm a CoP representative on the Jury for all design competitions; 	<p>1A are included in the amended Design Excellence Strategy.</p> <p>No further exemptions are sought for future stages of the development at this time by FPA. If further exemptions are sought, the Design Excellence Strategy would be required to be updated and a request would need to be granted by CoP.</p> <p>Based on CoP comments, the Design Excellence Strategy has been amended to identify that the selection panel will comprise a minimum of five members, including:</p> <ul style="list-style-type: none"> ▪ Government Architect NSW nominated representative (as Chair). ▪ FPA nominated Architect. ▪ FPA nominated development representative. ▪ Consent authority nominated representative. ▪ CoP nominated representative. <p>The DPE and CoP will also be invited as observers for all competitions.</p>	

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	<ul style="list-style-type: none"> Design Juries should have an odd number of members and have equal representation of Proponent's and other representatives on the panel(not heavily weighted to the applicants, as it is proposed); and Confirmation by Government Architects NSW of their nominated and preferred process for the post competition design integrity phase, timing and method of design review at the key project milestones that are required. 		
1.4 That the SDRP provide written certification that the submitted Detailed Development Application for Stage 1A has appropriately addressed the panel's recommendations.	CoP acknowledges that written advice was prepared by the SDRP following the design review session held on 12 August 2021. This advice confirmed that the SDRP were generally supportive of the design development of Stage 1A, including proposed architectural character, material strategies and diversity of apartment types is generally supported by the SDRP.	The proposal remains generally consistent with the scheme discussed at the August SDRP meeting, with refinements made to address matters raised by CoP and DPE.	
1.5 That the delivery timeframes for new housing in Stage 3 should be reconsidered to be brought forward, based on current condition of the existing housing stock in this area.	CoP requests that the proposal reconsider the staging of delivery of new housing based on current condition of the existing housing stock in Stage 3 areas.	As previously advised to GANSW and DPE, changes to the proposed staging cannot occur due to the commercial arrangements between LAHC and FPA.	

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2. State and Local Contributions (VPA Letter of Offers) Recommendations			
2.1 The development should contribute to the provision of local infrastructure to meet the demand from increased residential and worker population as a direct result from the development. This contribution should be equal or greater in value than the development contributions payable under the Parramatta (Outside CBD) Contributions Plan 2021.	<p>The quantum of development contributions is not agreed to by CoP. Specifically, the seeking off existing dwelling offset or credit for existing social housing on LAHC land is not supported as it is type of development that does not generate development contributions. It is recommended that:</p> <p>Negotiations continue between LAHC/ Frasers and CoP in relation to the Revised Letter of Offer (VPA). Noted VPA negotiations are ongoing.</p> <p>No approval be issued for the development prior to the agreement of CoP to enter into a VPA with the applicant.</p>	<p>As outlined in Section 2.1.1 of this Report, FPA has invested significant effort in seeking to progress the Local VPA. At the time of writing, FPA awaits Council's formal response to the Revised Offer. It is understood officers are proposing to report the matter to Council's December 2022 meeting.</p> <p>FPA submits that Stage 1A could be approved ahead of the VPA's execution on the basis that conditions of consent could formalise contributions.</p> <p>FPA would be prepared to accept a suitably worded condition requiring execution of the VPA prior to the occupation of the first building in Stage 1A.</p>	
2.2 That negotiations continue between LAHC/ Frasers and CoP in relation to the Revised Letter of Offer (VPA).	VPA negotiations are ongoing	The Local VPA negotiations have progressed significantly since receipt of the RFI. FPA understands the Draft VPA Offer is being reported to a Council meeting in December 2022 in accordance with procedures in the City of Parramatta VPA Policy, and until such time as Council passes a resolution, negotiations cannot progress. The Council reporting process does not preclude assessment of the Concept Plan and Stage 1A from progressing.	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
2.3 That no approval be issued for the development prior to the agreement of CoP to enter into a VPA with the applicant.	VPA negotiations are ongoing	<p>The Local VPA negotiations have progressed significantly since receipt of the RFI. FPA understands the Draft VPA Offer is being reported to a Council meeting in December 2022 in accordance with procedures in the City of Parramatta VPA Policy, and until such time as Council passes a resolution, negotiations cannot progress. The Council reporting process does not preclude assessment of the Concept Plan and Stage 1A from progressing.</p> <p>FPA aims to reach agreement to the key terms of the VPA, and progress towards this aim will be regularly reported to DPE.</p> <p>FPA submits that in this context Stage 1A could be approved ahead of the VPA's execution on the basis that conditions of consent could formalise contributions.</p> <p>FPA would be prepared to accept a suitably worded condition requiring execution of the VPA prior to determination of the next DA for residential development following the Stage 1A project Application Approval.</p>	
2.4 Transport for NSW and DPE of Education and/or School Infrastructure NSW, consult with CoP in relation to the allocation	Ongoing discussions with other state agencies form part of the State VPA.	Consultation between State Government agencies and CoP in relation to allocation of funding in Telopea is a matter for the State Government and CoP.	

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of funding which may be of co-benefit to the local community.			
3. Property and Legal Matters			
3.1 That in accordance with Section 8 of the SEARs the legal mechanisms which guide the process for NSW LAHC to acquire CoP roads and CoP property at 21 Sturt Street should be outlined.	In relation to public roads, clarity is required from the applicant as to whether an agreement is reached between CoP and LAHC on the transfer of public roads, or it will be undertaken by compulsory acquisition (e.g. Section 30 agreement). It is noted that the avenue in which the applicant chooses will involve different methods and timeframes. In relation to 21 Sturt Street CoP has now received written confirmation on 29 March 2022 from LAHC advising CoP that it “supports the compulsory acquisition of 21 Sturt Street, Telopea, as part of the Telopea Urban Renewal Project.	Agreement between FPA/LAHC and CoP has been reached to apply Section 30 of the <i>Land Acquisition (Just Terms Compensation) Act 1991 (NSW)</i> , which provides for compulsory acquisition of CoP owned public roads and 21 Stuart Street ‘by consent’.	
3.2 That 21 Sturt Street and the proposed ‘land swap’ be removed from the VPA letter of offer.	In relation to 21 Sturt Street CoP has now received written confirmation on 29 March 2022 from LAHC advising CoP that it “supports the compulsory acquisition of 21 Sturt Street, Telopea, as part of the Telopea Urban Renewal Project.” CoP maintains that the property shall not form part of the VPA and be removed from the Letter of Offer.	<p>Consistent with the Revised Letter of Offer made to Council, dated 9 November 2021 and subsequent discussions with Council Officers, 21 Sturt Street has been removed from the VPA Offer. Transfer of the land at 21 Sturt Street and Council owned roads is proposed via compulsory acquisition between Council and LAHC, provided the parties can reach an agreement under Section 30 of the Land Acquisition (Just Terms Compensation) Act 1991 (LA Act).</p> <p>Agreeing to the terms of a Section 30 agreement to transfer the 21 Sturt Street land and Council owned roads to LAHC will be a condition precedent</p>	


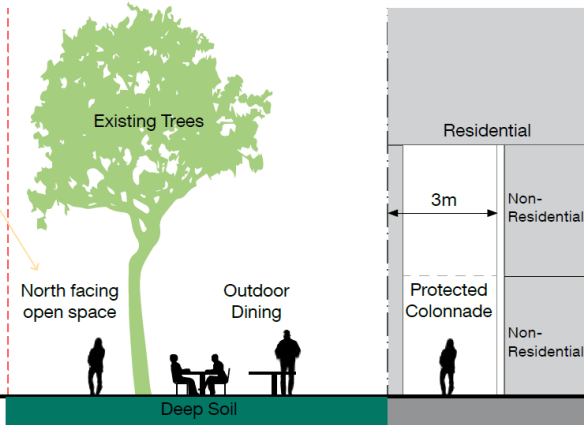
Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		to the delivery of the other developer contributions under the Local VPA.	
4. Urban Design			
4.1 That the applicant revise the design of the Core to more closely reflect the Telopea Master Plan 2017 and controls within the Parramatta LEP 2011	While minor alterations were made to some building envelopes to comply with the ADG, there has been no significant redesign of the Concept Plan to better reflect the Telopea Master Plan. As per the CoP submission, The Concept Area should be redesigned to align with the LAHC and CoP endorsed Telopea Masterplan 2017, which ultimately informed the Parramatta LEP 2011 and DCP 2011 controls relating to the Telopea Precinct.	While FPA acknowledges the CoP request to provide a scheme compliant with the Telopea Masterplan, the current scheme has been informed by the overarching principles of the masterplan while also incorporating technical inputs from the project team and advice from the GANSW.	
	<p><u>Key inconsistencies with the Telopea Master Plan</u></p> <ul style="list-style-type: none"> Building Envelopes: Proposed building envelopes are excessive for the site and do not provide a human-scale to the street. Building envelopes are irregularly shaped, with acute angles to buildings, upper-level setbacks are cut-off by tower elements, there are elongated facades, and excessive building depths and footprints. This results in an incoherent, awkward approach to siting and aligning the built forms within their context. For example, building C4 which has a podium at two separate levels and a tower which intersects irregularly with the podium and building C5 which has two different setbacks at ground level resulting in an incohesive building form that impacts view lines up Manson Street. Tower Heights: The information does not demonstrate how variations to tower heights in 	<p><u>Building Envelopes</u></p> <p>The refined Telopea CPA plans prepared by Bates Smart have addressed the CoP comments in relation to irregular building envelopes, (which were the result of tree retention efforts). C4 podium design is responding to the typography.</p> <p><u>Tower Heights</u></p> <p>As noted above, an amended Clause 4.6 Request has been prepared to reflect DPE and CoP comments.</p> <p><u>Overshadowing</u></p> <p>Efforts have been made to minimise overshadowing impact by building below height limit. As noted in the response to DPE's submission, the Concept Response to</p>	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix C Concept Response to Submissions Report</p> <p>Appendix D Design Guidelines</p> <p>Appendix N Clause 4.6 Variation to height in</p>

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	<p>comparison to the maximum heights contained in the PLEP 2011 are of greater benefit. The height of buildings C5, C6 and C7, all currently at a height of 13-14 storeys, should be decreased to acknowledge the height transition away from the light rail.</p> <ul style="list-style-type: none"> • Overshadowing: The proposed variations to height appear to result in additional overshadowing to Telopea Public School and Sturt Park at key times during mid-winter which is not supported (Concept RTS Report, p. 32). • Amenity impacts: <ul style="list-style-type: none"> ○ Amenity benefits for building residents as a result of additional building height (more views, greater solar access on higher levels) have been detailed, however consideration of how these heights impact the experience and amenity at street level and within the public domain has not been provided. No visual impact assessment, wind impact assessment or detailed solar analysis has been provided along the streets and in open spaces. ○ There has been no consideration of the interface of the building envelopes adjoining the public spaces at street level and how high quality, active public spaces will be delivered. No details on the activation, accessibility and design of building envelopes along the Eyles pedestrian link have been provided, despite the 	<p>Submissions Report provides an assessment of the proposed scheme shadow diagrams compared to the shadow cast by existing development at the site, shadow cast by a building height compliant with the PLEP 2011, shadow cast by the proposed Concept Approval building envelopes, and shadow cast by the reference scheme.</p> <p>While representing a minor increase based on the reference scheme, the impacts are considered acceptable on balance that the shadow is cast at 3pm onwards and not continuously throughout 9am – 3pm.</p> <p><u>Amenity Impacts</u></p> <p>Amenity impacts associated with the height variation have been addressed in the amended Clause 4.6 for height for the Concept Proposal prepared by Urbis. The Clause 4.6 variation request presents the environmental planning grounds as to why strict compliance with the height of building standards is unreasonable and unnecessary in this circumstance. It is considered reasonable and appropriate to vary the Height of Buildings development standard to the extent proposed for the reasons detailed within this submission and as summarised below:</p> <ul style="list-style-type: none"> ▪ The proposed building heights provide for an improved transition in built form and land use intensity from the Upper Core area adjacent to 	<p>relation to the Telopea CPA, including The Core</p>

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	<p>~280m long strip being a key focus of the Concept Plan.</p> <ul style="list-style-type: none"> Ground Level and Setbacks: Plans and street elevations do not clearly identify where ground level uses are commercial/retail or residential. This usage determines the appropriate setback at ground level and therefore must be identified in the documentation. Where street frontages at ground level are activated with retail or commercial uses a 0-3m setback is required, and where residential uses are at ground level a greater setback of 3-6m is required. Ground level setbacks are not consistent along the length of a street block. For example, C5 has varying setbacks along one building façade. 	<p>the future Telopea PLR to the Lower Core and the wider Telopea Precinct beyond;</p> <ul style="list-style-type: none"> The proposed Concept building envelopes have been carefully designed to minimise visual impact, disruption of views and loss of privacy, delivery a high standard of amenity for existing and future residents. This is largely attributed to the creation of taller and slender tower forms that exceed the height limit; The proposed built form provides a high level of solar access to the public domain and public open space and any overshadowing impacts have sought to be minimised; The Concept DA will not have any adverse impacts on heritage items or historic views; The Concept DA utilises the landscape character of Telopea as a key design principle with the built form and layout respecting and reinforcing the topography of the Core Precinct and new public spaces being designed around the retention of existing mature trees; In response to SDRP and Council feedback, the proposed building heights allow high quality, high density residential development to be delivered in a varied and interesting building typology and form which provides greater amenity for the Telopea community; 	

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		<ul style="list-style-type: none"> ▪ The Concept DA includes a variety of high quality public open spaces including parks, gardens, landscaped pedestrian links with a varied planting palette for the benefit of existing and future residents; ▪ The Concept DA will deliver new, high quality retail uses, a childcare centre, medical centre, library, church and residential aged care facility to serve the Telopea community; ▪ Of the twenty buildings proposed as part of the Core area, only seven represent a variation to the Height of Buildings control, with the remaining thirteen buildings within or below the height limit. Of the seven buildings that breach the PLEP 2011 height limit, the greatest exceedance is 24%, with four of the six buildings having a variation of 16%-20%; and ▪ A proposal which complied with the Height of Buildings development standard would result in lower quality housing, homogenous building forms, reduced public benefits for the community and greater impacts on the amenity of existing residents. <p><u>Buildings interfacing public spaces</u></p> <p>The ground level interface of built form and public domain has been considered at Section 1.2 of the Design Guidelines with objectives and provisions:</p>	

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		<ul style="list-style-type: none"> ▪ To transition between private and public domain without compromising safety and security. ▪ To maximise the amenity of new streets and public open spaces. ▪ To retain and enhance the amenity of Public open spaces. <p>The Indicative Schemes for the Core & East, Northern and Southern Precincts show how the objectives and provisions may be achieved.</p> <p>The Design Guidelines include a requirement that the Eyles Street access route should be activated by a mix of retail frontages, community facilities, open spaces, residential entrances to individual properties, residential lobbies and residential communal facilities. These requirements are demonstrated in the Indicative Scheme.</p> <p>The Concept Proposal Landscape Plans include public domain plans for Eyles Street, which varies in width as it transitions from high intensity use, transitioning in scale to residential uses adjacent Benaud Lane.</p> <p><u>Ground level and setbacks</u></p> <p>As noted previously, tree retention has been a core principle of the overall Concept Plan. The current proposed maintains three locations where a zero</p>	

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	<p>Figure 9 Setbacks to retail frontages</p>  <p>Picture 14 Proposed Envelope Plan - Locations of Nil Tower Setbacks</p> <p>Source: Bates Smart</p>	<p>lot line setback has been used for tower typologies (C1.1, C1.2 and C2.1) to retain existing trees.</p> <p>Lot C2 proposed increased street setbacks (from 0m to 7-13m) creating a new north facing open space around the sites existing trees.</p> <p>As illustrated in Figure 9, a 3m deep, two storey colonnade is proposed, the design strategy provides great amenity to the public domain in a slightly different configuration to the envisaged 0m street setback with towers setback 3m.</p>  <p>Picture 15 Proposed C2.1 Colonnade</p>	
	<ul style="list-style-type: none"> Solar Analysis: Solar analysis centres on the number of hours of sun access to spaces but does not consider the time of day these spaces may receive 	<p><u>Solar analysis</u></p>	

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	<p>additional overshadowing from the proposed buildings. Hourly solar diagrams should be provided for each open space to assess when overshadowing may be happening (i.e., if there is additional overshadowing during the lunch period this is a concern).</p> <ul style="list-style-type: none"> ▪ Street Widths: Proposed streets are not wide enough to cater to the density proposed refer below for recommended widths. ▪ No details on how the footpaths, street verges, through-site-links and interfaces with adjacent buildings will be designed to deliver a pedestrian friendly environment. ▪ No details have been provided on how the design deals with the lack of delineation between public and private spaces throughout the Core. This must be provided in a plan identifying clear boundaries, use and site area. 	<p>Solar access shadow diagrams have been prepared by Bates Smart and are included in the Design Concept Plan Report. Shadow diagrams have been prepared for hourly intervals from 9am to 3pm for 21st June, representing the greatest overshadowing impact through the year.</p> <p>The shadow diagrams compare the shadow cast by existing development at the site, shadow cast by a building height compliant with the PLEP 2011, shadow cast by the proposed Concept Approval building envelopes, and shadow cast by the reference scheme.</p> <p>The overshadowing impact of the proposed envelopes when compared to compliant LEP envelopes for key public open areas is discussed below.</p> <p>The proposed reference scheme allows for a greater area of additional high quality public space to be delivered in the Core Precinct which will be accessible to the general public 24 hours a day and receive improved solar access</p> <p>Hassell and Bates Smart have undertaken a detailed analysis of the quantity of sunlight achieved to key open spaces within the Eyles Street Pedestrian Link during the Winter Solstice and the Spring/Autumn Equinox. The analysis concludes:</p>	

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		<ul style="list-style-type: none"> Winter sun is performing equally or has moderate improvements to key areas; and Solar access has increased significantly during the Equinox. <p>The key area of improvement to the Eyles Street Pedestrian Link relates to the community courtyard along the central spine, where additional open space has been delivered.</p> <p><u>Street widths</u></p> <p>No changes are proposed to the current street widths, as noted in the previous Response to Submissions, street widths (path and verge) have been designed in alignment with the 'Parramatta Design Guidelines (PDG) Town Centres' guidelines rather than CoP recommendations for minimum widths.</p> <p><u>Delineation between public and private domain</u></p> <p>Appendix F contains the Concept Proposal Landscape Drawings, which clearly delineate the boundary between the proposed public and private domain areas in the Core Precinct.</p>	
	<p><u>Inadequate Information</u></p> <p>An updated set of documentation is required which should amend/ include the following:</p> <ul style="list-style-type: none"> The envelope control plan for the Core does not provide sufficient dimensions for proposed 	<p>Updated documentation has been prepared including:</p> <ul style="list-style-type: none"> The Public Domain Plan includes typical sections for each street typology type to 	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix F Concept</p>

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	<p>envelopes. The length and depth of all proposed envelopes (including podiums) and all ground floor and upper-level setbacks should be dimensioned.</p> <ul style="list-style-type: none"> ▪ Maximum RLs for each building envelope should be included on the envelope control plan. The inclusion of height in metres from ground level does not take into consideration the topography of the site. ▪ Individual buildings and towers should be labelled on all plans (i.e., Building C1 should be labelled with Lot C1.1 and Lot C1.2A, etc. to better match labelling on street elevations.) ▪ A site plan for the Core should be provided that includes the street widths for all proposed streets (not just building envelope to building envelope), on-street parking, designated public and private open spaces and their site areas. ▪ The height of lower ground and upper ground levels are not dimensioned on elevations. ▪ Basements and the full extent of lower levels should be included on all street elevations or provided in sections and in plans. ▪ There are discrepancies between building envelopes in plan and in elevation including: <ul style="list-style-type: none"> ○ Street elevations show Lot C1.1 with an upper-level setback above level 1 to the east which is not shown in plan. 	<p>provide guidance on future design, including dimensions, activities, materiality and finishes.</p> <ul style="list-style-type: none"> ▪ Envelope Controls Plans have been prepared for the Core & East Precinct (DA01.MP.130), North Precinct (DA01.MP.230) and South Precinct (DA01.MP.330) to reflect these comments. ▪ Maximum RLs are included on all elevations. Envelope control plans show heights in metres and storeys for legibility. ▪ DA02.MP.000 provides a key plan to identify all buildings ▪ Basements are not shown on elevations as they are not visible. Information on the footprint, layouts and depth of basements is provided in the set of architectural plans. ▪ Updates have been made on the following building envelopes: ▪ Street elevations show Lot C1.1 with an upper-level setback above level 1 to the east is shown in plan. ▪ Lot E2 envelope plans have been updated with the proposed built form providing a 7 storey built form with upper level 3 metre setback at 6 storeys. 	<p>Proposal Civil Drawings</p>

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	<ul style="list-style-type: none"> ○ Street elevations show Lot E2 at 7 storeys (22m) with no upper-level setback and in plan as 28m tall with an upper-level setback of 3m to each side at 25m height. ○ Street elevations show Lot C3.1 with a setback to level 14 on one elevation and a setback to levels 13 and 14 on another elevation. These setbacks are not shown in plan at all. ○ Building C2 is shown in street elevations with a podium at level 1 that extends between the two towers and is higher than the podium setbacks to the boundary. In plan C2 is shown as having one continuous podium with no level changes. ○ Plans show a 3m upper-level setback to Shortland Street for tower C2.1 but in street elevations no upper-level setback is shown. ○ Plan shows no difference in roof height on building C2.2 in the articulation zone, whereas street elevations show a lower roof along the articulation section. ○ Street elevations for C4.1 do not show a setback above podium which can be seen in plan. ▪ Some building envelopes in the Concept Master Plan do not comply with the proposed Design Guidelines for the Core (Appendix K) or there has 	<ul style="list-style-type: none"> ▪ As noted in Section 3.1.1, building breaks have been introduced to C1.1, C1.2, C2.1, C5, C6 and E1. ▪ While streetwalls have been generally updated to reflect CoP comments, podium and tower typologies were never envisaged for the entire core area. The lower core was defined by street wall typologies with a lower scale of 6 storeys and an upper scale of 6 storeys. The proposed envelopes propose a combination of streetwall buildings with and without upper level setbacks, committing to diversity of streetwall heights to create a diverse range of architectural character and improve solar access and residential amenity. Further details are provided in the Concept Response to Submissions Report. ▪ Minimum floor to ceiling heights have been provided on all elevations. ▪ Communal open space is clearly defined from the public domain in the Concept Proposal Drawings for the Core and East Precincts at DA02.MP.1403, North Precinct at DA02.MP.2402, and the South Precinct at DA02.MP.3402 ▪ Buildings with apartments located below the street level have not been identified at the Concept Proposal stage. The Design Guidelines include design requirements for 	

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	<p>not been enough information provided to assess whether the envelopes comply, including:</p> <ul style="list-style-type: none"> ○ Length of Building facades should not exceed 45m (as per Guidelines) without building breaks: ○ There are still several facades that exceed 45m with no architectural articulation or breaks (C1.1 –53m, C1.2 –47m, C2.1 –67m, C5 –57m, C6 –66m, E1 –77m)" ○ In the upper core (bounded by Sturt St, Shortland St and Manson St) buildings should adopt a podium and tower typology with a street wall of 2-4 stores and a tower set back a minimum of 3m: <ul style="list-style-type: none"> ▪ C2.2 has been described as a ‘mid-rise street wall typology’ in an area where buildings should adopt a podium and tower typology. ▪ Buildings C1.2 and C2.1 have a 0m setback to some street walls where they should apply a 3m setback. ▪ Building C4.1 exceeds the maximum street wall height of 4 storeys as it has not included the upper ground level which is of a considerable height. ▪ Building C5.1 does not have a street wall with upper-level setback and instead has 9-12 storeys from ground level as the ‘street wall.’ 	<p>apartments that are located at a level below street level (if any are proposed in future detailed DAs).</p> <ul style="list-style-type: none"> ▪ Driveways and building entries have been identified on plans for the indicatives schemes for the Core & East, Northern and South Precincts. ▪ Rooftop communal spaces is identified on plans prepared by Bates Smart accompanying the Concept DA. 	

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	<ul style="list-style-type: none"> Street setbacks within the Core should be between 0-3m for retail/commercial uses and 3-6m for residential: Building uses have not been identified <ul style="list-style-type: none"> Minimum floor to ceiling heights: Minimum floor to ceiling heights have not been provided Communal open space has not been clearly defined from the public domain Communal open space has not been clearly defined from the public domain Buildings with apartments located below the street level have not been identified Driveways and building entries have not been identified on plans Rooftop communal spaces have not been identified on plans. 		
	<p><u>Recommended key amendments/design controls</u></p> <ul style="list-style-type: none"> Eyles Street should be retained as a public street between Benaud Lane and New Marshal Street. It should be a public shareway or laneway dedicated to CoP to reflect its primary 'access' purpose and accommodate additional street parking. CoP requests that the applicant submit revised drawings to reflect this or the DPE condition this as part of any approval. 	<p>No changes are proposed to Eyles Street beyond the proposed development. The Eyles Street Link remains as a pedestrian street which includes steps, ramps and lifts to provide 24 hour accessible routes to the top of the hill.</p> <p>An assessment of overshadowing of Telopea Public School is provided in Section 4.1 of this report.</p>	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix C Concept Response to Submissions Report</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> ▪ Height of buildings are required to be adjusted to ensure there should be no additional overshadowing to Telopea Public School or Sturt Park. This overshadowing occurs between 1pm and 3pm during mid-winter, a time of high activity in these areas when protection of solar access is incredibly important. ▪ Building facades of perimeter buildings should not exceed 50m without building breaks: There are still several facades that exceed 50m with no architectural articulation or breaks (C5 –58-84m, C6 –66m, E1 –77m) ▪ All other building facades should not exceed 50m in length. There are several buildings that exceed this length (C1.1 – 53m, C2.1 – 68m, C2.2 – 67m, C3 – 55m, C4 – 58m) ▪ In relation to the tower/podium buildings (C1, C2, C3 and C4), CoP considers: <ul style="list-style-type: none"> ○ C1 & C2 & C3 – as the podium is retail (or community facilities) and only 2-3 levels high, it is acceptable to be a generally longer. The towers above should be no longer than 50m as measured from the horizontal façade. ○ C4 – Assume this is a full residential building, therefore the podium level is excessive in length and will result in poor residential amenity. The building envelope needs to be refined to ensure the building length (as measured both for podium 	<p>Between 1pm and 3pm on 21st June, the proposed building envelopes cast shadow beyond that cast by a PLEP 2011 compliant building height. At 1pm and 2pm additional shadow is cast over a portion of the Telopea Public School site and at 3pm additional shadow is cast over a northern portion of Sturt Park. It is noted that in both cases, the additional overshadowing is only to a small portion of the school and park sites. The additional overshadowing at 1pm occurs at the western corner on the school site in an area which is already shaded by mature trees and at 2pm the additional overshadowing mainly occurs to existing school buildings and an area of car parking. The additional overshadowing, which is limited to about an hour, does not occur to the main areas of the school grounds during recess or lunchtime break periods.</p> <p>The proposed building envelope produces 1,645sqm less shadow across Telopea Public School, with the reference scheme producing 7,635sqm less shadow. Utilising the reference design, the Concept DA shadows 8.8% of Telopea Public School at its worst case being 3pm.</p> <p>As noted in Section 3.1.1, building façades have been updated to reflect these comments.</p> <p>As noted in Section 3.1.1, updates to Building E1 were considered by the project team. The proposed built form incorporates the retention of a</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>and tower) does not exceed 50m. Upper level setbacks are required for the tower above this podium.</p> <ul style="list-style-type: none"> ▪ In relation to perimeter buildings (C5-C9 and E1): <ul style="list-style-type: none"> ○ C5 – the building length along Manson Street is not acceptable and some form of building break or articulation, and resolution of the building setbacks and form is required. ○ C6 – the 66m+ length façade is not acceptable and the stepping down of height is not a way to address articulation. Some form of cut out on this elevation must be incorporated. ▪ In relation to C6, C7 and C8 - cut outs proposed are acceptable on the condition that: <ul style="list-style-type: none"> ○ They must be located so that buildings facades do not exceed 50m in length without a cut out (refer plans Notes which states that the cut out locations may vary this is not acceptable). ○ Cut outs are applied to all levels of the proposed building ▪ Through site links that are open to sky are preferred for safety and amenity reasons. Semi-enclosed through site links 1-2 storeys high must incorporate the principles of CPTED (Crime Prevention through Environmental Design) to ensure these links are safe and secure." 	<p>significant Category AA tree along the eastern boundary which remains visible from the public domain and Moffats Drive. To ensure adequate articulation is provided, building breaks have been introduced into the reference scheme (note C) with a step down in height from 3-4 storeys along the northern boundary to an 8 storey component along Evans Street.</p> <p>The floorplates have reduced significantly in size. An LEP compliant scheme included six large footprint towers in the upper core, all of which had typical floorplates larger than 1000sqm. Significantly, three of the tower forms that were above 1,000sqm have been reduced to less than 1,000sqm, whilst one tower has reduced in height significantly, introducing a new mid-rise street wall typology into the upper core.</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> ○ E1 – the 77m+ façade is excessive and some form of building break or articulation on this elevation must be incorporated. There are opportunities for fine-grain articulation along this façade. ▪ Building C2.2 is not supported and should be redesigned as a tower-and-podium with a maximum tower façade length of 50m. Stepping down in height of the towers is not considered appropriate articulation of these facades. ▪ Residential floorplates should not exceed 1000sqm. Building depth and length should be reduced to align with this control (for example, tower C2.2 has a building length of 67m and a depth of 25m, and a floorplate size of 1519sqm – resulting in a tower that is overscale for the site and potentially poor occupant amenity). ▪ The placement of upper levels on building C4 should be revised. The upper levels should not intrude into the street setbacks. The intersection of the upper levels and lower levels at the corner of Manson Street and Shortland Street is not supported. ▪ The height of buildings C5, C6 and C7, all currently at a height of 13-14 storeys, must be decreased to acknowledge the height transition away from the light rail. ▪ The proposal must identify usages at ground level within the Core and provide appropriate setbacks to 		

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	<p>these buildings. Additional setbacks to retain or provide mature trees is supported.</p> <ul style="list-style-type: none"> ▪ Ground level front building setbacks 3m ground floor front setbacks in Wade, Manson Streets and Benaud Land and 6m front setbacks in Sturt and Shortland Streets. ▪ Minimum street widths should align with the Telopea DCP which requires: <ul style="list-style-type: none"> ○ Wade Street (proposed as 10m) - a 13m carriageway (including roadway and on-street parking) of 13m and a footpath with landscape verge of 3m on each side. ○ For an extension of Eyles Street a 10m carriageway (including roadway and on-street parking) with a 4-5m footpath and landscape verge on each side. ○ For Benaud Place a 9m carriageway (including roadway and on street parking) and a 3m footpath and landscape verge on each side. ○ For any additional new road connections, a minimum 7m carriageway and a minimum 2.5m parking indented parking bays to one side of the street and a minimum of 3m verges (Fig Tree Lane is 8.5m wide, Manson Street 10m wide in proposal). 		

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<p>4.2 That the applicant revise the design of the Precincts consistent with the Telopea DCP.</p>	<p>CoP recommends the Precincts should be delivered in accordance with the controls contained in the Parramatta DCP for the Telopea Precinct to achieve consistency across the precinct. Refer Attachment B for specific commentary on the Design Guidelines and additional site testing in the Precinct.</p> <p>Recommended key design amendments / design controls:</p> <ul style="list-style-type: none"> ▪ Street wall heights – Provide a maximum 6 storey street wall, and a 3m or 6m setback for the upper levels of a 7 or 8 storey building respectively. ▪ The 0m side setbacks result in excessive façade lengths. While some articulation zones have been included on building envelopes in the Precinct, there are several facades that still reach between 70-100m. Such long facades may lead to issues of excessive excavation and large retaining walls, as well as impact the desired finer grain resolution for the streetscape. ▪ The proposed development of isolated lots via party walls with LAHC development will also needs to be considered, as these developments could create building lengths of up to 65m. ▪ Front setbacks – New development must provide a 6m setback to the street to align with the existing streetscape, increase deep soil zone (DSZ) and improve amenity for residents. 	<p><u>Street wall heights</u></p> <p>Podium and tower typologies were never envisaged for the entire core area. The lower core was defined by streetwall typologies with a lower scale of 6 storeys and an upper scale of 6 storeys.</p> <p>The proposed envelopes propose a combination of streetwall buildings with and without upper level setbacks, committing to diversity of streetwall heights to create a diverse range of architectural character and improve solar access and residential amenity.</p> <p><u>Front setbacks</u></p> <p>As noted in Section 3.1.1 and the Concept Architectural Plans prepared by Bates Smart, the North and South Precinct, have been increased from 3 to 4 metres.</p> <p><u>Side setbacks</u></p> <p>As noted in Section 3.1.1 and the Concept Architectural Plans prepared by Bates Smart, building articulation zones have been introduced to reduce the length of façades. Increased setbacks have also been provided adjacent to potential isolated lots to encourage increased deep soil areas in the future.</p>	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix C Concept Response to Submissions Report</p>

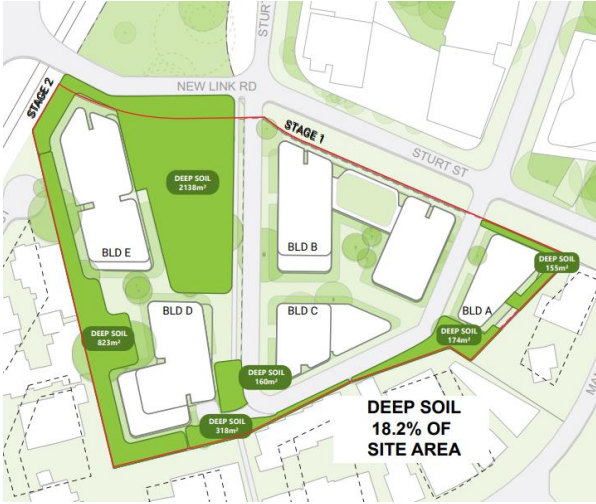

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> Side setbacks – A minimum 3m setback to the side boundaries for part of the length of the building, increased to 6m where habitable rooms only face the side boundary. Rear setbacks – A rear setback of 15% of the site length or 10m (whichever is greater) to allow for larger portions of uninterrupted DSZ of a reasonable width and depth. This will allow a continuous deep soil network formed with adjacent lots. Deep Soil Zones (DSZ) – Provide a minimum 30% of DSZ on the site area, with half of the total deep soil area located at the rear of the site. Minimum dimensions for area to be considered as deep soil are 4m x 4m as per the Parramatta DCP and 6m x 6m as per the ADG. Deep Soil area and basement plans showing all proposed basement outlines aligned to recommended front and rear setbacks and remaining deep soil on private land only and not under proposed roads. 	<p><u>Rear setbacks</u></p> <p>As noted in Section 3.1.1 and the Concept Response to Submissions Report prepared by Bates Smart, while deep soil is generally located within rear setbacks as noted in the Telopea DCP, the proposed concept generally encourages a stepped form, forming smaller courtyards rather than one large continuous 10 metre deep soil zone to rear boundaries. The overall deep soil approach maintains the minimum DCP quantitative requirements (30%) but have been delivered in a slightly different format with consideration of significant clusters of existing substantial trees across the site.</p> <p><u>Deep soil zones</u></p> <p>As noted in Section 3.1.1 and the Concept Response to Submissions Report prepared by Bates Smart, a minimum of 30% deep soil has been achieved across the site. Basements are setback from street frontages to maximise deep soil opportunities to street.</p> <p>The Concept Response to Submissions Report prepared by Bates Smart includes measurements of deep soil landscaping calculated for the DCP requirement of minimum 4mx4m dimensions and ADG minimum dimensions of >6m.</p> <p>Whilst not strictly in accordance with the minimum 10m deep or 15% sit length rear setback controls,</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		the North and South Precinct proposals prioritise the retention of significant trees and achieves like-for-like deep soil landscaping with DCP requirements.	
	<p>Application of planning controls in the Telopea DCP is imperative to allow for the significant renewal of the area with new buildings and places that are designed to maintain existing site characteristics such as scale, proportion, setbacks, human scale, trees and topography. The proposed built forms for the Precincts do not consider the existing topography, subdivision or curvilinear streets that are unique to Telopea. A coherent or consistent built form has not been applied which results in a disconnect with the surrounding context. The proposed development is of a scale and bulk that is excessive for the area.</p> <p>Attachment B Design Testing indicates the additional benefit of deep soil provision and tree retention if the Precincts were designed in accordance with the controls contained in the Telopea DCP.</p>	As noted in Section 3.1.1 and the Concept Response to Submissions Report prepared by Bates Smart, the current approach to landscaping and deep soil, improves the overall provision of deep soil across the site by retaining existing trees and providing increased depths for deep soil provided.	Appendix C Concept Response to Submissions Report
4.3 The Applicant revises the isolated lots study which demonstrates development outcomes consistent with the CoP Telopea DCP	<p>CoP reiterates the points raised in its original submission in relation to this matter. Site isolation is an important issue that needs to be addressed before any determination is given. The proponent needs to consider the purchase of these properties and not defer this matter to a future development approval process.</p> <p>CoP refutes the ascertain in the Submissions Report that these sites are not in fact 'isolated' as there is no</p>	As noted above, an amended isolated lot study has been prepared by Bates Smart. Further information is provided in Section 4.1 .	Appendix B Concept Proposal Drawings Appendix C Concept Response to

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>minimum lot size requirement under Parramatta LEP 2011 and therefore a six-storey development could be feasibly developed. The Parramatta DCP 2011 requires a minimum site frontage of 24 metres for sites without two street or lane frontages for residential flat buildings. This is to ensure that future development is on a site area great enough to deliver high amenity outcomes for the occupants, deep soil zone requirements and adequate building separation from neighbouring lots.</p> <p>All isolated sites within the Precincts have a site frontage less than 24m and therefore a residential flat building under the DCP would not be able to be developed on these sites. The Isolated Sites Study notes the only way the proposed envelopes are possible is to share a party wall with LAHC development to the southern of each site.</p> <p>The Isolated Lot Study is not considered adequate as it:</p> <ul style="list-style-type: none"> ▪ Applies a nil setback on LAHC sites to the south of the isolated sites. This does not comply with the DCP, will hinder the redevelopment potential of neighbouring sites, and therefore is not supported. ▪ Does not provide parking, basement or lobby details to demonstrate compliance. ▪ the Isolated Sites Study does not provide internal layouts for the proposed development on these sites to ensure compliance with the ADG 		Submissions Report

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> Does not provide a detail level of compliance with the ADG, including details on solar access and natural ventilation to apartments. 		
4.4 That the applicant prepares a site purchase strategy to demonstrate that efforts will be made to acquire any isolated sites and potential amalgamation to occur.	<p>The CoP submission in relation to this matter still stands –refer to Section 5.4 of the CoP submission regarding the creation of isolated sites. This remains a significant issue in the Precinct and the response provided indicating that the proposal does not burden existing land owners from redeveloping sites is rejected by CoP. It is likely the redevelopment of these lots will be assessed by CoP through the DA process. Based on the urban design testing by CoP for the Northern Precinct, very poor urban design and planning outcomes will result from the identified potential site isolation. The application does not provide sufficient justification for their isolation and has not been fully tested against the PDGP 2011 controls, for which these sites would be likely assessed. Given the sheer size of LAHC land holdings, only a few sites that will be isolated and the timeframe in which LAHC can achieve this, it is not unreasonable for the site purchase strategy to be demonstrated and potential future amalgamation to occur.</p>	<p>LAHC is not required to prepare a site purchasing strategy. As outlined above, LAHC is progressing negotiations with affected owners who have expressed an interest in selling their properties.</p> <p>LAHC is progressing negotiations with affected owners who have expressed an interest in selling their properties.</p> <p>Furthermore, LAHC and FPA have concurrently investigated the development potential of each of the isolated lots to confirm that they are able to be developed independently, should that circumstance eventuate.</p> <p>The revised Isolated Lots Study prepared by Bates Smart demonstrates that the Concept Plan is not reliant upon, nor contingent on securing all isolated lots, and that each of the isolated lots can be redeveloped under current planning controls to deliver a complying residential typology.</p> <p>The negotiation and design testing processes progressed to date are also consistent with the Land and Environment Court's judgment <i>Karavellas v Sutherland Shire Council [2004] NSWLEC 251</i> relating to site isolation. Reasonable efforts have been undertaken to acquire the isolated lots and will continue in order to facilitate</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>amalgamation into the development site as part of future relevant stages.</p> <p>The Concept Plan cannot be used as the mechanism to amalgamate properties that are not within LAHC's ownership and are subject to ongoing negotiations. In the event that acquisition, and amalgamation does not occur, testing has demonstrated that orderly and efficient development can occur.</p>	
4.5 The applicant presents urban design testing of the Evans Road (Waratah) shops block (bounded by Evans Road, Benaud Place, Shortland and Sturt Streets)	The upper-level setbacks submitted as part of the revisions to The Core comply with ADG building separation and visual privacy requirements. The built form is stepped so that levels above 25m are all 12m from the centreline along Benuad Lane and Sturt Street, and there is 24m between these buildings and the proposed development to the west along Fig Tree Lane.	This issues has been addressed and no further refinements are proposed.	
4.6 CoP comments in relation to Stage 1A revisions made as part of the RTS	<p>Basement Carparking and Alignment</p> <p>CoP supports the removal of basement access via Winter Street, however the resultant extent of basement decreases deep soil located south of the Neighbourhood Park and the avenue of trees aligned to Mews Street. By reducing deep soil, it reduces the growth of mature canopy sizes, which impacts heat island effect.</p> <p>The connection of the carpark basement between Building C and D should be redesigned as two separate structures on site. The driveway access point from the</p>	<p>The amendments to the Stage 1A design have resulted in reconfiguration of open space to improve north-south link legibility and update the configuration of both public open space and communal open space.</p> <p>A total of 18.2% of the Stage 1A site area is proposed with deep soil landscaping. Refer to Figure 10.</p> <p>While the area above the basement link is not deep soil, medium and small trees and low shrub plantings will help to mitigate urban heat by</p>	<p>Appendix H Stage 1A Architectural Plans</p> <p>Appendix I Stage 1A Design Report</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>south of Building D is sufficient to allow for vehicle movement into the carpark.</p>	<p>reducing paving and highly reflective materials in this part of the public open space. Refer to Figure 11. Overall, the proposed scheme improves connections and increases open space across the Precinct.</p> <p>The current design ensures that loading can be undertaken with minimal impacts on residential vehicular movement. The introduction of two separate basement structures would require an additional loading dock which would increase the overall basement size and reduce the potential for deep soil within the site.</p>	
	<p>Figure 10 Stage 1A deep soil landscape areas</p> 	<p>Figure 11 Proposed landscape design for area of site above basement link</p> 	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>Building C –blank wall</p> <p>The extent of large brick walls to the substation on the corner of Building C presents a large blank wall without any planting to screen it. CoP recommends a tree planted edge sitting in front of the substation and brick wall to help conceal and create visual interest.</p>	FPA have adopted the CoP recommendation and the proposed Stage 1A Architectural Plans and Landscape Plans have been amended to include a row of trees in front of the southern elevation of Building C.	<p>Appendix H Stage 1A Architectural Plans</p> <p>Appendix I Stage 1A Design Report</p>
	<p>Ground level Setback - Sturt Street</p> <p>The current 2.7m ground level front building setbacks in Sturt Street do not reflect DCP requirements are not supported. In the context of the proposed high density and scale of development CoP reiterates that the provision of generous space in street corridors is key to the creation of an amenable and comfortable neighbourhood for people.</p>	As noted in Section 3.1.2 , Stage 1A has been amended to provide an increased setback of 4 metres to Sturt Street reflecting street setbacks in the Parramatta DCP.	<p>Appendix H Stage 1A Architectural Plans</p> <p>Appendix I Stage 1A Design Report</p>
	<p>Footpath widths:</p> <p>The Sturt Street cross sections alignment is shown inconsistently across the submitted drawing sets. The provision of a 3m minimum width concrete shared path on the south side of Sturt Street which forms an important connection to the Parramatta Light Rail and Active Transport Link.</p> <p>A 1.8m minimum concrete pedestrian path connection to Adderton Road is required on the northern side.</p> <p>The Mews Street footway at 1.7m is not supported (kerb to property boundary) and should have a minimum</p>	<p>The Stage 1A civil plans provide a minimum 3.5m wide verge with a shared path on the southern side of Sturt Street in Stage 1A. Details for concrete width can be incorporated as a condition of consent.</p> <p>The Stage 1A civil plans provide a minimum 4.5m wide verge with a pedestrian footpath to be northern side of Adderton Road. Details for concrete width can be incorporated as a condition of consent.</p> <p>The Mews Street footway is a privacy accessway not a public footpath. In this section of the Mews</p>	<p>Appendix L Stage 1A Civil Drawings</p>

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	<p>overall width of 3.5m in accordance with the Paramatta Public Domain Guidelines. This does not include parking lanes. All footpaths should be in situ concrete, min width 1800mm. It is recommended that the existing drawings be revised to reflect the amended pedestrian footway width.</p>	<p>the verge width of 4.2m and narrows in sections where there is indented parallel parking bays to 1.7m. This accessway will be managed and controlled by the appropriate strata body corporate.</p>	
	<p>Tree Retention:</p> <p>The revised plans submitted as part of Stage 1A have raised concerns in relation to further tree removal as a result of the extent of basement, road alignment, OSD storage tank alignment and building layout. There are two trees that were originally shown as retained in the previous submitted envelope plan that are now shown as removed and trees shown as retained that will consequently be removed due to the building envelope impacting on the Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) of trees.</p> <p>CoP recommends that:</p> <ul style="list-style-type: none"> • The applicant submit revised and aligned landscape, civil and architectural plans and examines and compares the number of trees removed and demonstrates ways more mature trees can be retained. • Plans should indicate that the basements must be set down so that trees can be planted at ground level in large contiguous planters with no lightweight soils. Site and building sections should be provided 	<p>Tree retention has been a core principle of the overall Concept Plan with the proposal retaining an increased number of trees across the Telopea CPA when compared to the original Telopea Master Plan including a 25% increase in Category AA trees across the site. As part of the RFI response, a review of all tree removal and retention has been undertaken to ensure consistency is provided in all technical inputs.</p> <p>An Arboricultural Assessment has been undertaken by Naturally Trees, which provides an analysis of the impact of the development proposal on trees in the Stage 1A area with additional guidance on appropriate management and protective measures. The Arboricultural Assessment provides a schedule of the relevant trees to include data and a condition assessment, an appraisal of the impact of the proposal on trees and any resulting impact that has on local character and amenity, and a preliminary method statement setting out appropriate protective measures and management of trees to be retained.</p>	<p>Appendix J Stage 1A Landscape Plans</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>clearly showing the extent and depth of basement parking under, in particular Mews Street.</p> <ul style="list-style-type: none"> • In order for the proposed avenue of trees wrapping around Mews Street (which will create ample canopy cover and privacy for residents for this environment) to be realised, the current basement and Civil basin positions must be reconsidered. The basement connection between Building A and B should be removed or have a sufficient slab setdown to allow for a 1.8m depth of soil below grade to ensure trees can grow with adequate soil volume to support a large mature tree. • The applicant provide updated drawings to relocate or reconfigure the OSD tank so it does not jeopardise the ability to achieve the proposed landscape (tree planting) design. The current location of the OSD tank conflicts with other delivery commitments of street trees in Mews Street. It will not be suitable to have these trees planted in planter boxes at the side of the (narrow) road. • The building be realigned so the existing trees can be retained in the south west of the site. The Basement and building encroachment is more than the 10% allowable into the TPZ and sits within the SRZ of existing trees. Similarly, the tree next to the end of Winter Street is also impacted by the proposed building. 	<p>A comprehensive landscaping scheme has been developed by Hassall Landscape Architects to mitigate the loss of trees which includes the planting of new large, medium and small trees.</p> <p>The basement connection between Building A and B has a basement set down of approximately 1.5 metres, which will provide adequate soil volume of soil for tree planting.</p> <p>Updated Civil Plans provided by JWP have not relocated the Basin 5 or 6 within the Stage 1A Civil Plans. It is anticipated that the basins will not impact on the future street trees. If DPE require further certainty, a condition of consent could be implemented.</p>	

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5. Public Domain			
<p>5.1 The public domain plans should be revised in relation to the comments provided in Technical Assessment at Attachment B, including but not limited to the following:</p> <ul style="list-style-type: none"> Clarification of all public domain works that will be delivered as part the Stage 1 approved DA, Clarification of public domain works that will be delivered as part the Stage 1 approved VPA Offer, That the design and documentation meet the requirements as set out in Chapter 2, 2.3 Development Application of the Parramatta Public Domain Guidelines i.e.: o minimum 60% 	<p><u>Stage 1A</u></p> <p>In relation to Stage 1A and the public domain – the proposed public domain finishes do not currently reflect the requirements of the Parramatta Public Domain Guidelines (e.g. stone paving on footpaths, street light types, bin types etc). Therefore, any development consent for Stage 1A must be on the basis that final public domain fixtures, materials and finishes for CoP parks and footpaths are to be negotiated with, and approved by, CoP during detailed design phases as follows:</p> <p>Prior to any Construction Certificate or similar approval:</p> <p>1. Notwithstanding any development approval all Stage 1A public domain alignments, fixtures, materials and finishes for CoP parks and footpaths are subject to final CoP approval. Submission (to CoP) of fully resolved Public Domain Construction Drawings in accordance with the requirement of the Parramatta Public Domain Guidelines (refer PPDG Section 2.3 and 2.4) is required prior to any CC approval. The following submission information must be provided:</p> <p>a) Detailed finished spot levels and refined contour design for all pavements.</p> <p>b) Longitudinal sections: - Long sections cut along property boundaries. The longitudinal public footpath gradient must remain smooth and continuous. If</p>	<p>The Public Domain Plan at Appendix K requires compliance with Council's Public Domain Guidelines.</p> <p>Nevertheless, some of the proposed conditions can be accepted by FPA prior to an agreement on VPA matters including:</p> <ul style="list-style-type: none"> Condition 1 (a) – (d) and (h) – (k). Condition 2 Condition 4 Condition 5 Condition 6 <p>As noted in Condition 1, FPA does not agree to providing revised landscape plans to CoP prior to the commencement of construction works. Plans will remain consistent with the approval, and if changes are required this may require a Section 4.55 modification which will require referral and comment from CoP.</p> <p>Construction drawings will be submitted to and approved by the certifier as provided for under the EP&A Act.</p>	<p>Appendix K Public Domain Plan</p>

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<p>resolved public domain layout design with dimensions, materials, typical details etc, and</p> <ul style="list-style-type: none"> full resolved alignment plans. <p>Both the approved DA and VPA layout design and documentation should be fully coordinated and any subsequent adjacent stages (layout plans at 60% resolved design plus preliminary civil engineering design)</p>	<p>local level changes are required to suit zero lot building finished floor levels and building entry points the transition must be handled within the private development site.</p> <p>c) Civil cross sections (building to building) at 20m intervals and at critical building interfaces (entries).</p> <ul style="list-style-type: none"> i) surface levels and falls (refer PPDG Section 2.3 for compliance) ii) interface with adjacent buildings (beyond the project boundary line right up to the adjacent building façade) or adjoining surface finish; iii) basement car parking structure under any public domain area if and where appropriate, iv) iv) adjacent building finished floor levels. <p>d) Access design generally in accordance with DDA, AS1428 requirements and to the satisfaction of council's access consultant.</p> <p>Access to parks should be inclusive and equitable. Where steps are used, graded walkways (min 1:20 grade) should be provided also. Use of ramps (1:14 grade) should be avoided or minimal. Access to buildings should be inclusive and equitable. Where steps are provided, graded walkways (min 1:20 grade) should be provided as well. Use of ramps (1:14 grade) should be avoided or minimal.</p>	<p>In relation to ongoing maintenance, this forms part of the ongoing VPA negotiations between CoP and FPA.</p> <p>Condition 3 is not accepted by FPA as it is intended that the number, species and size of trees proposed is consistent with the stamped plans to ensure the vision of the Telopea CPA is maintained.</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>e) Soil volume calculations demonstrating soil depth and volume compliance to ADG requirements for all plants planted on podium or basement. Soil depth calculations are to be based on soil fill material only - excluding any mulch and drainage layers.</p> <p>f) Furniture Elements:</p> <p>i) the allocation of fixed bench seat types and other fixtures and fittings according to detailed design. Seats and benches with backrests and arm rests at minimum 3050 distances are required for the Light Rail Plaza Park. Additional benches and seats without backrests and armrests are permitted.</p> <p>ii) Seats and benches to be accessible and comfortable, robust and vandal-proof with strong frames and battens, and materials must be to CoP approval. For seats, benches and all other elements refer to the requirements of the PPDG (Sections 5.2).</p> <p>iii) Bin type – must conform to CoP waste management collection system requirements – to be resolved with CoP officers.</p> <p>iv) Fixing details for all proposed furniture elements must be provided.</p>		

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>g) Unit Paving:</p> <ul style="list-style-type: none"> i) Construction details in accordance with the relevant CoP Standard details – DS 40-45 (except paving layout which may vary). ii) Jointing plans showing the co-ordination of all construction joints in the upper slab with the stone unit paving jointing over must be included. iii) For all unit paving areas - detailed paving layout and set-out plans are required to resolve detailed paving orientation/alignments and to minimise cut pavers at pram ramps, driveways and other fixtures. <p>h) Inlet pit lids and frames - High quality, heel safe, Class C load capacity is required for all pedestrianised areas. Cast iron or stainless-steel finishes should be included in unit paved areas. Drainage grates on an accessible path of travel and within common areas are to have slots or circular openings with a maximum width of 13mm. Slots are to be laid with the long dimension at right angles to the paths of travel.</p> <p>i) Infill pit lids – to match surrounding pavement type with no concrete surround in unit paved areas.</p>		

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>j) Lighting levels – to meet AS1158.3 design requirements.</p> <p>k) Street light poles – Endeavour Energy standard galvanised steel poles. Alignment and setout to be shown.</p> <p>l) Trees – confirm proposed street tree strategy and species.</p> <p>The submission is required to be submitted to Council for approval prior to the issue of the relevant Construction Certificate. The submission is to be provided to and approved by the Group Manager of Development and Traffic Services Unit (DTSU) at CoP. Reason: To ensure achievement of high-quality public domain, which will be the long term assets of CoP, are compliant with CoP standards and policies.</p> <p>m) Pre and post sealant applications are required for all stone pavements prior to the issuing of any Occupation Certificate by CoP. A natural look penetrating sealant is to be specified. The applicant will need to provide test results (after applying paving sealant) to prove all pavement material and finishes used in Telopea are non-slip surfaces that comply with a V5 rating (according to AS4586:2013) in both wet and dry conditions. Details of this are to be provided to CoP for its records. Reason: to ensure a consistent sealant treatment of stone pavement is used across CoP public domain assets.</p>		

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	<p>n) Notwithstanding any approval of DA drawings, the number, species and size of trees proposed for CoP owned public places is subject to CoP review and refinement in consultation with CoP officers. Final tree species for public streets and parks to be approval by CoP.</p> <p>o) All trees supplied must be grown in accordance with AS2303:2018 (Tree stock for landscape use). Certification is to be forwarded to the Principal Certifying Authority upon completion of the planting, certifying the trees have been grown in accordance with AS2303:2018. A copy of this certificate is to be forwarded to CoP with the relevant Occupation Certificate. The requirements for height, calliper and branch clearance for street trees should be in accordance with AS2303:2018. Reason: To minimise plant failure rate and ensure quality of stock utilised.</p> <p>p) A structural pavement system is required around proposed trees in paved areas in the public footway and publicly accessible pedestrian areas to mitigate against soil compaction and to maximise aeration and porosity in the tree root zone. Suitable systems include suspended concrete slabs or structural cells such as strata cells. Granular structural soil is not acceptable. Tree grates may be required depending on the detailed design of the selected pavement structure system. The base of all tree pits will need to incorporate a drainage layer and pipe that connects to nearest stormwater pit and must be</p>		

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>shown on the Public Domain Construction Drawings. The invert level of the storm water pit receiving the drainage water from the tree pits is also to be shown on the Public Domain Construction Drawings. Documentary evidence of compliance with these requirements is to be confirmed in the Public Domain Construction Drawings and submitted to and approved by the CoP DTSU Manager prior to the issue of the relevant Construction Certificate. Reason: To ensure high quality street trees are provided.</p> <p>q) An automatic irrigation system is to be provided to all trees and understorey planting in parks and streets. Irrigation design information is to be provided in the Public Domain Construction Drawings. Reason: To provide best conditions to achieve healthy, thriving, long-lived trees in Telopea.</p>		
	<p><u>Concept Area –The Core</u></p> <p>CoP concerns in relation to the public domain have not been addressed by the RTS, specific concerns relate to:</p> <ul style="list-style-type: none"> ▪ Inconsistencies -The drawing sets provided in the RTS show inconsistencies which indicate the design is still not final and/or fully coordinated across disciplines. For example proposed tree retention and proposed public open space (ref Appendices E & L). ▪ Lack of adequate information -The orderly delivery of land development via separate DAs in the Core Area relies on rigorously resolved holistic master planning 	<p>Refinements to all plans have been undertaken to ensure consistency across all documentation and to provide an adequate level of detail is provided across the Telopea CPA.</p> <p>To provide the level of detail requested by CoP would require full detailed DA level documentation for the entirety of the Telopea CPA Core Precinct.</p> <p>Given that concept approval is sought for the Core Precinct, and not detailed DAs it is not considered appropriate administration of planning approvals at this stage to provide additional detailed plans, which will be subject of a further detailed</p>	<p>Appendix B Concept Proposal Drawings</p> <p>Appendix F Concept Proposal Landscape Drawings</p> <p>Appendix L Concept</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>and certainty of site wide design outcomes to inform assessment of incremental DAs submissions. Therefore clarity is required in relation to the proposed building levels, stormwater design, deep soil, groundwater movement, tree canopy networks, legible side wide strategies (WSUD, services, dual reticulation, cycle and bus connections), ground level setbacks and consistent and legible public domain outcomes. Detailed levels interfaces between sites need to be addressed now so that potential problems and undesirable outcomes are not forced down the line for surrounding development. For example typical street sections shown at Appendix I are depicted flat which does not realistically convey complex site and project conditions. This level of information is not satisfactory to support future assessment of individual DA's.</p> <p><u>Information Requirements</u></p> <p>Additional design documentation is required to satisfactorily support future incremental delivery of land via separate development applications for the Core including:</p> <ul style="list-style-type: none"> ▪ Site wide bus, pedestrian and cycle connection strategy diagrams. ▪ Whole of street front and rear building setbacks diagrams. 	<p>development application. It is considered that sufficient detail has been provided to progress the assessment of the Concept DA. It is acknowledged that further documentation will be required for each subsequent DA and be appropriately included within each further DA, to at least the level of detail included in the detailed design for the Stage 1A development.</p> <p>FPA invite suitable conditions requiring an appropriate level of detailed information related to the public domain for subsequent development applications for each stage of development, as outlined in the CoP submission.</p>	Proposal Civil Drawings

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> ▪ Diagram clarifying proposed road reservations, carriageway and footway (kerb to boundary line) widths for all streets. ▪ Site-wide deep soil/basement plan diagram confirming deep soil setbacks at front and rear of lots (coordinated with the building setback diagram). ▪ Indicative building finished floor levels to inform assessment of interfaces between submitted DAs and future undeveloped sites. ▪ A comprehensive subdivision DA submission for all streets and public places in the Core Area to inform assessment of incremental development applications(to be approved before any single site DA approval can be made)including the following: <ul style="list-style-type: none"> ○ Full engineering grading plans (already provided). ○ Integrated services designs. ○ Regular street cross sections at 20m intervals for all streets showing existing and proposed levels and interface to the adjacent properties (minimum 5m) showing indicative, not typical, sections. ○ Longitudinal sections ○ Existing trees fully contained within contiguous deep soil zones (ie full drip line). 		

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> Public Domain finishes and embellishment in accordance with the requirement of the Parramatta Public Domain Guidelines (refer Chapter 2 for submission requirements and Chapters 3 to 6 for design requirements). Soil strategy 		
5.2 Public domain improvements directly adjacent to development sites should be included as Conditions of Consent of any approval and not be part of local contributions or the VPA.	As per the CoP submission, upgrades to the public domain are delivered via a condition of an approved development application and extends from the site boundary and or building entry to the kerb and for the full length of the site's street(s) frontage. Public domain works beyond the approved DA scope of work are typically delivered by the Planning Agreement.	<p>The proposed public domain improvements are considered well above the average streetscape expectations for a residential development. Overall, the streets have been designed to have noticeable public benefits and are critically important to the overall public domain strategy for the Telopea CPA (refer to Appendix F). Public domain improvements include street furniture, public art installations, cycle ways and generous street tree planting for connected canopies and shade.</p> <p>The benefit of a single 'Master Plan Developer' for a precinct such as Telopea undergoing significant planned urban renewal is that the public domain standard is set at a high standard for a large area of the Telopea precinct.</p>	<p>Appendix D Design Guidelines</p> <p>Appendix E Design Excellence Strategy</p> <p>Appendix F Concept Proposal Landscape Drawings</p>

<p>6.1 A plan of for all proposed open space to be dedicated to CoP should be submitted which clearly indicates the extent of dedication to CoP and aligns with the proposed subdivision plan, landscape and basement plans. All open space to be dedicated to CoP shall demonstrate that there is no basement encroachment.</p>	<p>CoP is satisfied that there is no basement encroachment under the neighbourhood park.</p> <p>Appendix S –Subdivision Plans are inconsistent with Appendix T, whereby separate lots are not shown for the neighbourhood park, arrival plaza or pocket parks on Shortland and Sturt Streets.</p> <p>CoP requests that revised Subdivision Plans are resubmitted, however if DPE wish to proceed without amended plans, CoP recommends the following be conditioned as part of any future approval for the SSD Application:</p> <p>In relation to Stage 1A</p> <ul style="list-style-type: none"> ▪ All land to be dedicated to CoP should be shown on a Subdivision Plan as a separate lot (should also be zoned as RE1 to reflect intended land use), including the: <ul style="list-style-type: none"> ○ Neighbourhood Park; and ○ Arrival Plaza. <p>In relation to Concept Plan area:</p> <ul style="list-style-type: none"> ▪ All land to be dedicated to CoP should be shown on a Subdivision Plan as a separate lot (should also be zoned as RE1 to reflect intended land use), including the: <ul style="list-style-type: none"> ○ Sturt Street Pocket Park; ○ Shortland Street Pocket Park; ○ Community courtyard (between New Marshall Road and Wade Lane) 	<p>These recommendations are acknowledged.</p> <p>A Dedication Plan (DA01.MP.11) has been prepared by Hassell as part of the previous Submissions package.</p> <p>Given that VPA negotiations are ongoing, noting the progress made to date, an agreed final dedication plan will be provided, if changes occur.</p> <p>A suitably worded condition of consent on the Concept Plan approval could require submission of any such plan prior to submission of the next development application (post Stage 1A), noting that it would need to reflect the status of VPA negotiations at that time.</p>	<p>Appendix F Concept Proposal Landscape Drawings</p>
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<p>6.2 CoP supports the majority of design amendments. CoP recommends the following be conditioned as part of any future approval for the Light Rail Arrival Plaza prior to any approval and VPA agreement:</p>	<p><u>Arrival Plaza</u></p> <p>CoP recommends the following be conditioned as part of any future approval for the Light Rail Arrival Plaza:</p> <ul style="list-style-type: none"> ▪ <i>Prior to any construction works commencing or the issuing of a Construction Certificate, a revised landscape plan and construction drawings be submitted to Council. The plans must be prepared by a suitably qualified designer and submitted to Council for approval by the Manager Open Space & Natural Resources or delegate. The landscape plan must address Council's concerns (but not be limited to) the following:</i> ▪ <i>Consolidation of the garden beds and 'opening up' the centre of the park by expansion of the lawn area and redesigning the pathway network;</i> ▪ <i>Removal of the pump track,</i> ▪ <i>Inclusion of detailed design drawings that will be used for construction,</i> ▪ <i>Reconfiguration of the playground and multi-use court to avoid conflict with any shade canopy structure and garden beds</i> ▪ <i>Landings need to be provided at the top of all stairs,</i> ▪ <i>Tree protection measures consistent with conditions of this development consent.</i> ▪ <i>All dedicated open space will require a minimum 2 year maintenance period by the applicant following completion of each stage In relation to the neighbourhood park, Council supports the majority of</i> 	<p>FPA does not agree to providing revised landscape plans to CoP prior to the commencement of construction works. Plans will remain consistent with the approval, and if changes are required this may require a Section 4.55 modification which will require comment from CoP.</p> <p>Construction drawings will be submitted to and approved by the certifier as provided for under the EP&A Act.</p> <p>As noted above, the FPA does not agree to providing revised landscape plans to CoP prior to the commencement of construction works. Plans will remain consistent with the approval, if changes are required this may require a Section 4.55 modification which will require comment from CoP.</p> <p>Council's request for a 2 year maintenance period is contradictory to more recent feedback received from Council requesting oncosts be excluded from the VPA. Notwithstanding this, FPA maintains the VPA negotiations are ongoing and are pending Council's consideration of the Revised Letter of Offer at the upcoming November 2022 Council meeting. In the event that the VPA is not executed prior to determination of the Stage 1A Project Application, suitably worded conditions could be utilised to formalise an appropriate maintenance arrangement.</p>	
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amendments to the design including the inclusion of shelters, BBQ facilities and benches and removal of water feature.

Neighbourhood Park

In relation to the neighbourhood park, CoP supports the majority of amendments to the design including the inclusion of shelters, BBQ facilities and benches and removal of water feature. CoP requests the following be conditioned as part of any future approval for the Hilltop Neighbourhood Park:

- *Prior to any construction works commencing or the issuing of a Construction Certificate, a revised landscape plan and construction drawings be submitted to Council. The plans must be prepared by a suitably qualified designer and submitted to Council for approval by the Manager Open Space & Natural Resources or delegate. The landscape plan must address Council's concerns (but not be limited to) the following:*
- *Increase turfed areas / reduce garden beds to maximise useable open space and reduce ongoing maintenance burden*
- *Removal of all play equipment,*
- *Include detailed design drawings that will be used for construction,*
- *Tree protection measures consistent with conditions of this development consent.*
- *All dedicated open space will require a minimum 2 year maintenance period.*

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>CoP does not support open space between New Marshall Road and Benaud Lane for a number of reasons. A better outcome for this area is to maintain it as a public shareway or laneway dedicated to CoP to reflect its primary 'access' purpose and accommodate additional street parking.</p> <p>CoP requests that the applicant submit revised drawings to reflect this or the DPE condition this as part of any approval.</p>	<p>As outlined in Section 2.1.2 of this report, FPA's offer to fully fund a regional library is wholly contingent on open space across the Telopea CPA, and particularly the Eyles Street Pedestrian Link, being dedicated to Council. FPA maintains (with the support of the State Design Review Panel) that open space is a superior amenity outcome than the road based outcome Council is seeking to secure in this location. Notwithstanding this, to ensure VPA discussions progress, FPA would consider removing the lower two portions of the Eyles St Link between Manson St and Benaud Lane from the VPA and would seek to retain these portions in private ownership to ensure high quality open space is achieved for the Telopea CPA. FPA would accept a suitably worded condition to formalise this arrangement.</p> <p>FPA is not prepared to reduce the open space provision across the site. Accordingly, FPA concurs with Council that DPE would need to impose a condition on any future approval should it form the view that the land in question should be prioritised primarily for access purposes over an open space purpose. In doing so, DPE should satisfy itself that the introduction of vehicular movements in this part of the site can be supported on traffic grounds.</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
6.3 The community/library courtyard space shall increase in size to include Church courtyard and removal of Sturt St pocket park.	Not addressed in RTS Package.	Drawing number DA01.MP.110 in the Concept Proposal Drawings pack prepared by Bates Smart clearly identifies land proposed to be dedicated to Council and land proposed to be dedicated to LAHC.	
6.4 CoP supports a public shareway or laneway between New Marshall Road and Benaud Lane.	CoP does not support open space between New Marshall Road and Benaud Lane. CoP requests that the applicant submit revised drawings to reflect this or the DPE condition this as part of any approval.	Addressed above.	
7. Traffic and Transport			
7.1 That the Stage 1A scheme be revised to include additional visitor parking in line with RMS standards and CoP DCP.	The visitor parking shortfall has not been addressed. Refer to CoP submission, Section 8.2 Parking and Access for original comment. CoP considers that those centres which qualify for reduced visitor parking rate are generally those strategic or major centres with significant interchanges such as the Parramatta CBD or Epping, not Telopea. CoP Officers are aware there are significant issues currently within Telopea arising with existing residents and a high demand for on-street car parking due to increasing number of residential flat building development and insufficient visitor car parking.	The visitor parking shortfall was addressed in Section 5.7 of the Submissions Report and the Addendum Traffic and Parking Statement prepared by ASON. In summary, the Draft Telopea DCP allows for the provision of residential visitor car parking on street. Given the significant amount of new on-street parking that will be delivered as part of the Concept Plan, and particularly parking within the Telopea Core, the current parking arrangements are considered appropriate for Stage 1A. It is also noted that the TfNSW (formerly RMS) Guide states the following: CoP may wish to reduce this requirement for buildings located in close proximity	

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		<p>to public transport, or where short-term unit leasing is expected.”</p> <p>It is also noted that the SDRP provided commentary in advice dated 30 August 2021, stating that any opportunities for further lowering proposed parking rates, reducing car reliance and prioritising both pedestrian movement and public transit use is generally supported by the SDRP.</p>	
7.2 Stage 1A must prepare a Construction Pedestrian and Traffic Management Plan (CPTMP), including management of construction worker vehicles and parking, prior to the commencement of the works in consultation with CoP Traffic and Transport Manager.	This is accepted by the Proponent and is recommended as a condition of consent.	No further comment required.	
7.3 Stage 1A and all future development stages of the Concept Plan submit a Green Travel Plan	This is accepted by the Proponent and is recommended as a condition of consent.	No further comment required.	
7.4 That Stage 1A be amended to remove car	An amended parking access has been provided as part of the overall refinements to the project.	No further comment required.	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
parking access via Winter Street and sole basement car park access be via new internal road.			
7.5 Incorporate CoP recommended amendments to proposed road network changes and either be agreed with CoP Officers prior to development approval being granted or conditions be imposed requiring CoP endorsements of amended plans prior to construction commencing.	<u>Recommended amendments to Stage 1A</u> In the CoP submission, Attachment B, Section 7.1, detailed traffic comments were provided on Stage 1A in relation to the following matters: <ul style="list-style-type: none"> ▪ Raised Crossings ▪ Pedestrian Refuge Islands ▪ Cycleways ▪ Parking Bays ▪ Wade/Mews/Sturt Intersection Design and Mews Street General Comments ▪ Adderton Road ▪ Other intersections 	The level of detail provided in the updated civil plans is appropriate for this DA stage. Detailed plans will be provided in accordance with development consent conditions to the certifier for the relevant construction certificate.	
	<u>Recommended amendments to Telopea Concept Plan Area</u> In the CoP submission, Attachment B, Section 7.2, CoP provided detailed traffic comments on the Telopea Concept Plan Area. These matters have not been addressed and remain outstanding. The following comments are provided:	The updated Civil Plans and Traffic Modelling Report are reconciled and address the matters raised by CoP.	Appendix G Concept Proposal Civil Drawings Appendix L Stage 1A Civil Drawings

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> ▪ A Warrant Assessment has not been undertaken for the provision of Traffic Control Signals. This is not acceptable to CoP. A warrant assessment must be undertaken prior to approval of this development as this will have significant design implications. All traffic signals proposed at intersections are subject to meeting TfNSW's warrants (ref. TfNSW Traffic Signal Design Guide Section 2 Warrants). Approval will also need to be obtained from CoP and TfNSW under Parramatta's Traffic Committee process. ▪ Although the kerb returns at intersections have been revised to accommodate vehicles, the approach taken at Sturt/Marshall/Manson where the right turn bays have been removed is not acceptable. Furthermore, it is noted that an amended SIDRA model was provided for the Sturt/Marshall/Manson intersection, however: <ul style="list-style-type: none"> a) A Phasing Summary must be provided for further review. b) It is considered likely that these signals will be linked with the one at Adderton/New Link Road intersection due to its close proximity. The SIDRA model should be amended to link to the signals at Adderton Road and cycle time also needs to be amended to 120 seconds. c) It is unclear whether pedestrian protection on all approaches has been accounted for in the model. 		Appendix s Traffic Modelling Report

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>The lack of right turn bays particularly on Sturt Street will cause delays and queuing at this intersection which can also adversely impact Adderton Road/New Link Road intersection. Pedestrian protection on all approaches will result in all vehicles being blocked should a vehicle be wanting to turn left or right at the stop line due to the red arrow hold. Any right turning vehicles filtering through the intersection will also block any through/left turning movements. These can all increase delays and queuing on Sturt Street/New Link Road which is part of a bus route.</p> <p>A preliminary signs and line marking plan has been provided. This is acceptable, however approval will be required post development through the Traffic Committee process and the following minor corrections addressed:</p> <ul style="list-style-type: none"> a) Plans should be amended to show what parking restrictions are proposed. b) 'Give Way' signs at a number of intersections appears to be set too far back from the intersection (e.g. Sturt Street, Wade Street, Marshall Street, etc.) c) 'No Stopping' signs at some intersections are missing the arrow pointing to the other side. This is to be amended. d) At Adderton/New Link Road intersection, it is recommended a 'Do Not Queue Across Intersection' sign be installed on New Link Road on approach to 		

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>the signals to advise drivers to not queue across the light rail track.</p> <p>e) At New Link Road/ Sturt/ Mews intersection, an additional 'No Entry' and 'Left Only' sign should be installed on the western side of Mews Street</p> <p>f) The inconsistencies noted in the landscape plans have still not been resolved and should be addressed prior to approval.</p>		
	<p><u>Eyles Street Pedestrian Spine</u></p> <p>The Civil Plans show raised thresholds at all intersecting roads through the Eyles Street Pedestrian Spine. Raised thresholds should not be provided unless they are signposted and line marked as raised pedestrian crossings and meet the relevant design standards (AS 1742.13, Austroads Guide to Road Design Part 4 and Austroads Guide to Traffic Management Part 8).</p> <p>Furthermore, the Traffic Report still does not comment on the forecasted pedestrian volumes to confirm if the CoP interim warrants will be met as stated in the previous CoP submission. Should the pedestrian volumes be too low, alternative pedestrian facilities through the Eyles Street Pedestrian Spine would need to be explored. These matters should be addressed prior to approval being granted.</p>	<p>The pedestrian refuge and kerb ramp on Shortland Street has been removed from the refined scheme.</p> <p>To ensure the intersection can accommodate 12.5 HRVs, swept path analysis has been prepared by JWP as part of the refined Civil Plans.</p>	<p>Appendix G Concept Proposal Civil Drawings</p>
	<p><u>Bus Stop and Parking</u></p> <p>These matters have not been addressed and remain outstanding, except for the CoP recommendation below</p>	<p>FPA accept that on-street parking be time restricted so that visitors may park on the street</p>	

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	<p>which has generally been agreed to by the applicant. This recommendation should be provided as a condition with any DA approval:</p> <p>‘All parking bays are to have time restricted parking to ensure that residents do not park in these spaces all day and that visitors have places to park. The parking bays are also not to be line marked as this restricts capacity. The parking bays are to be designed in accordance with AS2890.5-2020.’</p>	parking provided, and be designed in accordance with AS2890.5-2020.	
	<p><u>Wade Street</u></p> <p>The Civil plans have been adjusted to have the median island in Wade Street start after the pedestrian crossing points at Sturt Street and Shortland Street. This is not a desirable approach as pedestrians will use the projection of the median island as a make-shift refuge island which is not safe. The design for Wade Street will need to be revised to ensure that if a median island is provided in the road that refuge islands which comply with TfNSW Technical Directions are integrated into it. Furthermore, the location of the crossing point in Wade Street at Shortland Street is well clear of the pedestrian desire line. As such, it is unlikely for pedestrians to use this facility and are more likely to cross the road closer to Shortland Street in their direct path of travel. As noted above regarding the revised positioning of the median island on Wade Street, the approach taken to resolve this concern is not acceptable. Refuge islands provided on Wade Street should comply with TfNSW Technical Directions.</p>	The current median island is 2 metres wide which can comply with TfNSW Technical Direction.	Appendix G Concept Proposal Civil Drawings

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p><u>Evans Road</u></p> <p>It is still unclear when the staged upgrades at Pennant Hills Road and Evans Road intersection will occur and the proposed construction timeline. As mentioned previously, this intersection is considered critical to provide improved regional connections to the growing Telopea precinct and priority should be given at this location.</p>	<p>The timing of the staged upgrades to Pennant Hills Road and Evans Road, which were identified as a required future upgrade within the wider network upgrades during the rezoning of the Telopea Precinct, are subject to TfNSW review and assessment.</p>	
	<p><u>SIDRA Modelling</u></p> <p>Evans Road and Shortland Street intersection SIDRA modelling:</p> <ul style="list-style-type: none"> Proposed signalisation will impact parking and access for the local residents and businesses in this area. Consultation is required with the affected residents and businesses. Consultation is required with the affected residents and businesses. It is unclear why a pedestrian refuge island is proposed on Shortland Street, east of Benaud Lane given that there is a signalised pedestrian crossing approx. 40m east of this location. It is recommended that this refuge island be removed to encourage pedestrians to use the signalised crossing. Note that the pedestrian refuge will also need to meet the relevant warrants. A kerb ramp is required on the northern side of Shortland Street, west of Benaud Lane 	<p><i>Evans Road and Shortland Street intersection</i></p> <p>The pedestrian refuge and kerb ramp on Shortland Street has been removed from the refined scheme.</p> <p>To ensure the intersection can accommodate 12.5 HRVs, swept path analysis has been prepared by JWP as part of the updated Civil Plans.</p> <p><i>Adderton and Manson Street intersection</i></p> <p>As part of the proposed Concept DA, traffic signals are proposed for the following intersections:</p> <ul style="list-style-type: none"> Adderton Road/ New Link Road Sturt Street/ Manson Street Evans Road/ Shortland Street <p>A traffic warrant assessment has been carried out for the Adderton Road/ Manson Street based on traffic demand from the Traffic Signal Design – Section 2 Warrants guideline (TfNSW). The traffic warrant assessment that the intersection does not</p>	<p>Appendix G Concept Proposal Civil Drawings</p> <p>Appendix S Traffic Modelling Report</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<ul style="list-style-type: none"> These signals will also need to meet TfNSW traffic signal warrants and approval from TfNSW. The intersection is to be designed to accommodate 12.5m HRVs <p>Adderton and Manson Street intersection SIDRA modelling:</p> <ul style="list-style-type: none"> There are concerns with sight distance to these signals for SB vehicles on Adderton Road due to the bend over the railway bridge. It is recommended that 'Prepare to Stop Traffic Signals' with flashing lanterns be installed on approach to these signals to increase driver awareness. This will require consultation with affected residents and businesses There appears to be insufficient footpath widths behind the kerb ramps on Manson Street. 	satisfy the traffic warrant criteria, based purely on traffic demand.	
8. Tree Management			
<p>CoP has reviewed Appendix V1 Arboricultural Impact Appraisal and Method Statement – Telopea Stage 1 and 1A Revision B prepared by Naturally Trees dated 18 June, 2021.</p> <p>The report recommends removal of a significant</p>	<p>The application has not addressed any of the recommendations made in Attachment A, Section 8 of the CoP submission. The level of reporting provided is not considered satisfactory. Specifically:</p> <ul style="list-style-type: none"> The revised documentation results in greater tree loss yet the application maintains amendments are not required to the original Arboricultural Impact Appraisal. 	<p>Amended Arborist Reports have been prepared based on the amended scheme for the Telopea CPA and Stage 1 development.</p> <p>The proposed Stage 1A development will necessitate the removal of 195 high category trees (Category AA and A). To compensate for loss of amenity, a replacement tree planting strategy it is proposed within the site. A comprehensive new landscaping scheme is proposed. New tree plantings are proposed in consolidated deep soil areas of the site with sufficient dimensions to allow</p>	<p>Appendix Y Concept Proposal BDAR</p> <p>Appendix Z Stage 1 Proposal BDAR</p> <p>Appendix AA Arborist Report – Stage 1</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
proportion of high value trees within this stage without providing any reasonable justification to suggest the development impacts have been adequately assessed in their entirety. In Attachment A, Section 8 of the CoP submission, the application was requested to make a number of amendments to the Arboricultural Impact Appraisal and Method Statement.	<ul style="list-style-type: none"> ▪ Inconsistency between the arboricultural reporting, landscape and civil documentation regarding tree removal/tree retention are present. ▪ These inconsistencies must be resolved so that the extent of tree removal requested for approval can be clearly understood and assessed. 	<p>potential tree growth to reach significant height without inconvenience and be sustainable in the long term. The proposed new tree plantings will contribute to the local amenity and character of the site.</p> <p>56 category A and AA trees could potentially be affected through Tree protection zone (TPZ) disturbance in the Stage 1A development site.</p>	Appendix BB Arborist Report – Concept Proposal
9. Social Impacts			
As in the SIA, CoP recommends that detailed design of future project stages continues to take a ‘tenure blind’ approach, with no external indicators of tenure type	<p>Addressed in the previous RTS</p> <p>The approach of not allocating specific blocks, buildings, facilities or spaces to a particular housing tenure is supported.</p>	The CoP comments are noted. No further action required	
Further details of how the Connecting with Country strategy will be responded to in future	It is requested the application detail the particular project specific Telopea Design Considerations recommended by the Fulcrum Agency to be implemented, at what	This is acknowledged by FPA and addressed in the updated Design Excellence Strategy prepared by Urbis. The Connecting with Country Strategy includes an Opportunity Plan that identifies areas	Appendix E Design

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
development is requested.	stage, and process to monitor and report on implementation	<p>of the project that would benefit from immediate and long-term opportunities for Connecting with Country, as well as key design considerations and recommendations in relation to:</p> <ul style="list-style-type: none"> ▪ Landscape narratives ▪ Caring for Country ▪ Foreground contemporary Aboriginal culture in public spaces ▪ Aboriginal art ▪ Wayfinding and place names ▪ Economic opportunities. <p>The recommendations of the Strategy will be responded to in each of the future development phases for the Telopea CPA alongside ongoing engagement with appropriate Aboriginal stakeholders throughout the project.</p> <p>The Public Domain Plans at Appendix F also contains Connecting with Country opportunities.</p>	<p>Excellence Strategy</p> <p>Appendix F Concept Proposal Landscape Drawings</p>
Stage 1A be revised to adjust bedroom mix and inclusion of adaptable units in line with the Parramatta DCP 2011.	Where the State Environmental Planning Policy (Housing) 2021 is silent, the Parramatta DCP (PDCP) 2011 Dwelling Mix should be treated as a guide for dwelling mix provision in Telopea. The Bates Smart and Hassell Guidelines significantly departs from the PDCP 2011 as shown in the table below.	As noted above, the Housing SEPP is not a relevant consideration for this SSDA, as the savings and transitional provisions of the Affordable Rental Housing SEPP and Seniors Housing SEPP apply to the development application. Dwelling mix has been based in ongoing discussions with LAHC and FPA to ensure	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation																				
	<table border="1"> <tr> <td></td><td>PDCP 2011 Dwelling Mix</td><td>Telopea Stage 1 A Dwelling Mix (green depicts compliance, red depicts noncompliance)</td><td>Number of units per bedroom number required to comply with PDCP dwelling mix</td></tr> <tr> <td>One bedroom</td><td>10-20%</td><td>39% (1,265)</td><td>648 (20%)</td></tr> <tr> <td>Two Bedroom</td><td>60-75%</td><td>57% (1,873%)</td><td>2,592 (70%)</td></tr> <tr> <td>Three Bedroom</td><td>10-20%</td><td>4% (120)</td><td>300 (10%)</td></tr> <tr> <td>Total</td><td></td><td>3,704</td><td>3,704</td></tr> </table> <p>The CoP original recommendations, that Stage 1A dwelling mix be revised adjust bedroom mix and inclusion of adaptable units in line with the Parramatta DCP 2011 have not been addressed and remain outstanding.</p>		PDCP 2011 Dwelling Mix	Telopea Stage 1 A Dwelling Mix (green depicts compliance, red depicts noncompliance)	Number of units per bedroom number required to comply with PDCP dwelling mix	One bedroom	10-20%	39% (1,265)	648 (20%)	Two Bedroom	60-75%	57% (1,873%)	2,592 (70%)	Three Bedroom	10-20%	4% (120)	300 (10%)	Total		3,704	3,704	that the outcomes and vision of the Communities Plus model can be met across the site.	
	PDCP 2011 Dwelling Mix	Telopea Stage 1 A Dwelling Mix (green depicts compliance, red depicts noncompliance)	Number of units per bedroom number required to comply with PDCP dwelling mix																				
One bedroom	10-20%	39% (1,265)	648 (20%)																				
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Three Bedroom	10-20%	4% (120)	300 (10%)																				
Total		3,704	3,704																				
Staging of the Concept Plan shall not disrupt continuous service of the existing Dundas Library and Neighbourhood Centre until such time a new Library and Community facility is operational.	It is acknowledged this forms part of current VPA negotiations and the CoP position remains.	FPA have made a commitment to CoP, subject to the finalisation of negotiations on the Local VPA, that the CoP community facility at 21 Sturt Street will not be closed until such time as a new community facility opens in the Telopea CPA.																					
10. Sustainability																							
CoP requests the application commits to or demonstrates compliance with CoP requirements on the following sustainability matters:	<p>The following conditions are recommended for installation of dual reticulation systems:</p> <p>Stage 1A conditions:</p> <ul style="list-style-type: none"> <i>In relation to Stage 1A development that prior to CC stage, a dual reticulation (dual pipe) system is to be installed of sufficient size and capacity to supply all potable and non-potable water uses for the building,</i> 	As noted in the Submissions Report, dual reticulation is not agreed to by FPA for Stage 1A or the Telopea CPA. Ongoing discussions are occurring between FPA and Sydney Water regarding dual piping for the site. The Sydney Water Growth Servicing Plan does not incorporate																					

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
<ul style="list-style-type: none"> Ensure future buildings are Electric Vehicle (EV) ready Ensure future development will have dual piping facilities installed in accordance with the CoP requirements Urban heat (development satisfy Council's DCP requirements for urban heat island effect mitigation strategies) Commit to Council's recommended BASIX (Building Sustainability Index) targets 	<p><i>including cooling towers, and a single connection point at the boundary of the site for connection to a future recycled water scheme.</i></p> <ul style="list-style-type: none"> <i>In relation to Stage 1A development that prior to CC stage, it must be demonstrated that the building is to capture rainwater and provide sufficient storage for reuse of no less than 92% of the typical annual rainfall falling on the building's roof for non-drinking water uses through the dual reticulation system.</i> <i>In relation to Stage 1A development that prior to CC stage, the development shall confirm that all cooktops are induction type.</i> <p>For the Concept Plan Area:</p> <ul style="list-style-type: none"> <i>In relation to the Concept Plan Area, that future development applications demonstrate that dual piping is provided for each apartment and mixed use building in accordance with the requirements of the Parramatta Development Control Plan 2011.</i> <i>In relation to the Concept Plan Area, that future development application address the urban heat controls contained in the Parramatta Development Control Plan 2011.</i> <i>In relation to the Concept Plan Area, that future development demonstrates that all cooktops are induction type.</i> 	<p>any servicing or infrastructure delivery updates in the area up to 2027.</p> <p>As noted in the previous Submissions Report, the requirement for induction cooktops is accepted by FPA and is invited as a condition of consent.</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>The following conditions are recommended for Stage 1A and Concept Plan Area for EV ready development:</p> <ul style="list-style-type: none"> ▪ <i>Prior to the issue of the relevant construction certificate, the following must be demonstrated to the satisfaction of the certifying authority:</i> ▪ <i>All multi-unit residential car parking must provide an EV Ready Connection to each and every space allocated to residents. An EV Ready Connection is the provision of a cable tray and a dedicated spare 30A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.</i> ▪ <i>Provide EV Distribution Board(s) in of sufficient size to allow connection of all EV Ready Connections.</i> ▪ <i>Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.</i> ▪ <i>Each EV Ready Connection is served from a cable tray and a dedicated spare 30A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.</i> ▪ <i>EV Distribution Boards are to be dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time</i> 	<p>As noted in the previous Submissions Report, all buildings will be future proofed and have allowances for EV charging capabilities.</p> <p>This commitment can be reinforced through a suitably worded condition of consent.</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<p>during off-peak periods, to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard.</p> <ul style="list-style-type: none"> ▪ EV Load Management System is to be capable of: ▪ Reading real time current and energy from the electric vehicle chargers under management; ▪ Determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged; ▪ Scale to include additional chargers as they are added to the site over time 		
11. Biodiversity			
Further justification is required as to why a Biodiversity Offsets Scheme is not triggered and a Biodiversity Development Assessment Report is not required	The application is accompanied by a Biodiversity Development Assessment Report Waiver Request (Appendix Y). CoP notes this request needs to be approved by the Planning Agency Head and the Environment Agency Head. Given that the current DA proposes to remove a significant amount of vegetation that is native to NSW, a Biodiversity Development Assessment Report appears to be warranted as per the original CoP submission.	<p>This is acknowledged. BDARs have been prepared for both the Telopea CPA and Stage 1 by ACS Environmental.</p> <p>For the proposed Telopea CPA development, no credits are assessed as having been generated with the loss of a potential area of 1.5ha of elements of highly modified floristically, structurally and functionally landscaped areas of Sydney Turpentine Ironbark Forest in the Sydney Basin Bioregion, occurring as street and garden amenity</p>	<p>Appendix Y Concept Proposal BDAR</p> <p>Appendix Z Stage 1 Proposal BDAR</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>plantings, with potentially only three remnant individuals retained within the subject area.</p> <p>Section 9.2 of the BAM (2020) qualifies that low scores for vegetation integrity (lower than 15) do not generate the requirement for biodiversity offset costs. As the vegetation integrity score for the entire Telopea CPA is 13, it falls below the threshold of a vegetation integrity score of 15 for plant community types (PCTs) that represent a threatened ecological communities (TEC) and are not associated with habitat for threatened species.</p> <p>The vegetation is assessed as having a very low floristic, structural and functional integrity in the canopy tree, shrub and ground strata. There is very low composition of natural species in the assemblage, a low spread of tree diameter at breast height over bark (DBH) sizes with no regeneration occurring and little functional aspects to the vegetation to provide foraging, sheltering or breeding habitat opportunity for any threatened fauna.</p> <p>For the proposed Stage 1A development, no credits are assessed as having been generated with the loss of a potential area of 0.9454ha of elements of highly modified floristically, structurally and functionally, landscaped areas of Sydney Turpentine Ironbark Forest in the Sydney Basin Bioregion, occurring as street and garden amenity</p>	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>plantings, with potentially only two remnant individuals retained within the subject area.</p> <p>As the vegetation integrity score for the Telopea Stage 1A subject area is 12.8, it falls below the threshold of a vegetation integrity score of 15 for PCTs that represent a TEC and are not associated with habitat for threatened species.</p> <p>The vegetation is assessed as having a very low floristic, structural and functional integrity in the canopy tree, shrub and ground strata. There is very low composition of natural species in the assemblage, a low spread of tree DBH sizes with no regeneration occurring and little functional aspects to the vegetation to provide foraging, sheltering or breeding habitat opportunity for any threatened fauna.</p>	
A Biodiversity Management Plan be prepared and accompany future development applications for the Concept Area.	<p>Recommended Condition -Tree removal</p> <p><i>A number of trees proposed for removal have also been identified to contain hollows or are otherwise occupied by native fauna e.g. nests and is a key threatening process. The following is recommended to be included as a condition of development consent:</i></p> <p><i>The removal of trees containing hollows must be offset through the installation of nest boxes with pre-clearance surveys required to minimise the potential for injury to wildlife. These mitigation measures should be guided by</i></p>	FPA invite a suitable condition that is consistent with the CoP recommended condition of consent.	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
	<i>a Biodiversity Management Plan (or similar) e.g. number / type / location of nest boxes.</i>		
12. Contamination			
It is recommended that the CoP Contaminated Land Policy and Procedure is considered and referenced for each stage of development.	It is recommended that DPE condition any approval to ensure consistency with Council's technical recommendations made in its original submission.	Future development applications for each stage of the development are to be assessed against the provisions of the Hazards and Resilience SEPP, to ensure that the land is suitable for the proposed land uses and development. This is consistent with the assessment framework for potentially contaminated land applying to all of NSW.	Not applicable
13. Drainage and Catchment Management			
The application shall demonstrate how the development complies with the CoP Local Floodplain Risk Management Policy, Parramatta LEP 2011 and DCP 2011 and NSW Floodplain Development Manual dated April 2005. The Flood Assessment Report shall be updated	For the private domain and for the core and precincts, a water management strategy must be prepared demonstrating application of Water Sensitive Urban Design (WSUD) to achieve the water quality and environmental targets described in DCP 2011. This should be based primarily on integration with the landscape and not rely on proprietary 'end of pipe' treatment devices. Private and public domain water management and WSUD strategy must be combined and must be modelled for the precinct as a whole using MUSIC software or equivalent. This should form part of the Masterplan. Water Management for individual lots and sub precincts will then be able to be designed as a subset of this Masterplan.	The stormwater management strategy provides an appropriate treatment solution which does achieve the outcomes and requirements of DCP 2011. The individual strategies for each of the development sites within the Telopea CPA area will be documented and provided as part of those future individual applications and will meet the requirements of DCP 2011.	

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
<p>The Integrated Water Management Plan should be updated in accordance with to Attachment B.</p>	<p>Please refer to the CoP submission, Attachment B, Section 13.1 (a) –(m). These matters have not been addressed.</p>	<p>In response to the matters raised:</p> <ul style="list-style-type: none"> a) Detailed Hydraulic pipe design and overland flow assessment will be prepared at construction certificate stage. The parameters will be based on CoP design guidelines and AR&R. b) The Technical Addenda prepared as part of the previous Submissions Report provides a comparison of ARR87 and ARR2019 adopted parameters and justification as to why the current ARR2019 study is most accurate. c) Please refer to the Technical Addenda prepared as part of the previous Submissions Report. d) Detailed Hydraulic pipe design and overland flow assessment will be done at construction certificate stage. The parameters will be based on CoP design guidelines and AR&R. e) Please refer to the Technical Addenda. f) Flood planning levels for the creek are summarised in Section 4.3 of the Concept Proposal Flood Assessment (S20156-REP-HYD-0001 Rev C 10/11/2020) and includes 500 mm freeboard above the 1% AEP flood level. g) Tailwater conditions are described in Table 2 of the Concept Proposal Flood Assessment 	<p>Appendix R of the previous Submissions Report Package</p>

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>(S20156-REP-HYD-0001 Rev C 10/11/2020). The boundary is more than 400 mm downstream of Kissing Point Road. Sensitivity reducing the boundary slope from 0.9% to 0.5% shows there is no difference in the reported water levels at the site.</p> <p>h) Detailed Hydraulic pipe design and overland flow assessment will be done at construction certificate stage. The parameters will be based on the CoP design guidelines and AR&R.</p> <p>i) There are no flood impacts for creek flooding as a result of the development as the Telopea Estate lots are located outside of the 1% AEP flood extent as described in Section 3.1 of the Concept Proposal Flood Assessment (S20156-REP-HYD-0001 Rev C 10/11/2020).</p> <p>j) Refer response to i) above.</p> <p>k) Refer to supporting documents within Concept Proposal Flood Assessment (S20156-REP-HYD-0001 Rev C 10/11/2020).</p>	
The Integrated Water Management Plan should be updated:	Please refer to the CoP submission, Attachment B, Section 13.2 (a) –(e). These matters have not been addressed. MUSIC Model needs to be provided for stormwater design along with a sub-catchment plan.	<p>In response to the matters raised:</p> <p>a) Correct. The IWMP supports the "core" and Stage 1A developments only. Separate IWMP's will be prepared to support future stages of the Telopea CPA.</p> <p>b) An integrated DRAINS model will be prepared at the detail design stage to assess the</p>	Appendix R of the previous Submissions Report Package (Integrated Water Management)

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>proposed Stage 1A and "core" Concept Proposal water cycle elements in the context of the surrounding public stormwater infrastructure. This will consist of the area surrounding the Stage 1A and "core" Concept Proposal and not the entire Telopea CPA.</p> <p>c) We note that only three (3) of the proposed basins are located within public roads with the other three (3) being located within the private Stage 1A development and the future park area to the north of the New Link Road. The basins proposed in the public roads treat/detain only the stormwater captured in the public road itself and is, therefore, the most practical location for these devices. It would be an unnecessary development burden and unreasonable to require public stormwater to be detained in private land.</p> <p>We note that underground tanks can be accessed and maintained safely with the appropriate traffic control that would be required for works in a public road.</p> <p>d) Noted.</p> <p>e) Noted.</p>	
A full DRAINS model will be prepared.	DRAINS model must be provided for stormwater design along with sub-catchment plan. Please refer to the CoP submission, Attachment B, Section 13.3(a) –(f). These matters have not been addressed.	<p>In response to the matters raised:</p> <p>a) An integrated DRAINS model will be prepared at the detail design stage to assess the proposed Stage 1A and "core" Concept</p>	Appendix R of the previous Submissions Report Package (Integrated

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
		<p>Proposal water cycle elements in the context of the surrounding public stormwater infrastructure. This will consist of the area surrounding the Stage 1A and "core" Concept Proposal and not the entire Telopea CPA.</p> <p>b) Appropriate tailwater conditions will be applied at the detail design stage. Sea Level Rise and climate change assessments are not necessary for the DRAINS model. We would suggest that these can be assessed in the flood assessment.</p> <p>c) Noted and completed at the detail design stage.</p> <p>d) Noted and completed at the detail design stage.</p> <p>e) Noted and completed at the detail design stage.</p> <p>f) No DRAINS available and a hydraulic pipe assessment will be completed at the detail design stage</p>	Water Management)
The development shall comply with the water quality treatment measurements and targets contained in the Telopea DCP section on Water Sensitive Urban	Please refer to the CoP submission, Attachment B, Section 13.4 (a) –(c). These matters have not been addressed. MUSIC Model needs to be provided for stormwater design along with a sub-catchment plan	<p>In response to the matters raised:</p> <p>a) The MUSIC model prepared in the IWMP supports Stage 1A and the "core" areas only. Separate models will be prepared to support the future development stages of the Telopea CPA.</p>	Appendix R of the previous Submissions Report Package (Integrated Water Management)

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
Design (WSUD). An electronic copy of MUSIC Model is required.		<p>We note that the Telopea Draft DCP is inconsistent with the Parramatta DCP in terms of pollutant reduction targets. The Telopea Draft DCP requires reductions which far exceed the industry standard. We also note that the Telopea DCP targets far exceed the targets adopted in the 'Telopea Master Plan Flooding & Watercycle Management Report' (Mott MacDonald 2017).</p> <p>b) The StormFilter chambers are co-located with the underground OSD tanks as they treat only the public road itself, and not private development stormwater. This is with the exception of the two (2) devices located within the Stage 1A site which will remain privately owned. The use of StormFilters as water quality treatment controls are common place in most LGA's across NSW. Above ground, non proprietary devices are an unnecessary burden for the development.</p> <p>We note that StormFilter devices only require inspection once every 6 months and a minor service once every 12 months.</p> <p>c) Noted. Electronic MUSIC model has been issued to CoP.</p>	
Matters relating to the assessment and design of Stage 1A shall comply with the CoP	Please refer to the CoP submission, Attachment B, Section 13.5 (a) –(d). These matters have not been addressed.	<p>In response to the matters raised:</p> <p>a) Noted</p>	Appendix R of the previous Submissions Report Package

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
requirements in Attachment B.		b) Noted. See previous responses provided in previous Submissions Report c) Noted. See previous responses provided in previous Submissions Report d) Underground tanks can be accessed and maintained safely with the appropriate traffic control that would be required for works in a public road.	(Integrated Water Management)
Matters relating to hand over of future CoP owned assets shall comply with the CoP requirements outline in Attachment B.	Please refer to the CoP submission, Attachment B, Section 13.7(d) –(j). These matters are required at completion of project and prior to handover to CoP	This is noted by FPA and forms part of ongoing VPA negotiations.	
14. Waste Management			
Stage 1A development is required to increase the footprint of the waste holding area to accommodate a 60L/dwelling per week generation rate for recycling.	CoP is in the process of amending its waste guidelines to reflect a 60L/dwelling/week generation rate for recycling(this will be operational prior to this development being realised). A 60L waste generation rate is required to ensure consistency with our waste guidelines and will ensure best practise and adequate recycling capacity for the occupants in the future"	Given the uncertainty on future rates, the proposal for Stage 1A has addressed the current CoP waste guidelines. Future stages will address the current waste management guidelines at the time of lodgement. A suitably worded condition of consent can reinforce this commitment.	Appendix T Stage 1A Addendum Waste Management Plan
The application is to provide further details in relation to waste truck access to Stage 1A as detailed in Technical	CoP requires trucks to be able to enter and exit in a forward motion within a 3 point turn. From the provided plans, it is not clear whether the waste holding area is located sub-street level. Further detail is required to understand the access, as access into areas below	Bulky waste is provided on the lower ground floor and is accessible via Sturt Street at ground level (refer to PLA-AR-DA0099). In response to the CoP	Appendix T Stage 1A Addendum Waste

Council Submission (November 2021)	Council Comment (June 2022)	Response	Supporting Documentation
Assessment at Attachment B	<p>street level is generally not supported. CoP also requires 4.5m clearance height throughout the truck's entire travel path. All paths travelled by a waste truck will need to be rated to support a 25t vehicle.</p> <p>The use of turn tables is not supported in Parramatta for the function of waste collection, irrespective of where turntables are used in other locations, noting councils have different waste requirements and controls.</p> <p>It is incorrectly assumed the waste collection vehicles would only be occasionally visiting the site. The vehicles are required to access the site up to 6 times a week to perform the waste collection function.</p> <p>The location of the bulky waste room is not acceptable. The proposed location presents an operational challenge where bulky waste will need to be navigated passed bins in the garbage holding area as bulky waste is collected on the same day as the garbage and recycling bins. The bulky waste room requires a separate access and not through the garbage holding room.</p>	<p>comments, a separate entrance has been provided to the bulky waste room.</p> <p>Use of a turntable is considered by ASON as a safer option given the circumstances of the site and allows for heavy vehicles to reverse and manoeuvre in areas with limited space. The use of a loading dock reduces the need to provide additional basement which would impact on deep soil across Stage 1A.</p> <p>The CoP requirements specify 4.5m clearance for HRV access into residential developments of 6 storeys or greater. This is achieved by the current design.</p>	Management Plan

4.3. TRANSPORT FOR NSW (TFNSW)

The following table sets out a response to each issue raised by TfNSW in correspondence dated 25 May 2022.

Table 9 TfNSW Comments

Comment	Response	Supporting Documentation
1a. The referenced 'Telopea Stage 1 Master Plan Traffic and Transport Assessment Addendum', utilised SIDRA modelling to identify underperforming intersections at the planning proposal stage. However, proposed signalisations have not yet been validated, and updated warrants assessment are required for Adderton Road/New Link Road, Adderton Road/Manson Street, Manson Street/Sturt Street and Shortland Street/Evans Road.	<p>A traffic warrant assessment has been prepared by ASON based on traffic demand from the <i>Traffic Signal Design –Section 2 Warrants guideline</i> (TfNSW) for the following proposed intersections:</p> <ul style="list-style-type: none"> ▪ Adderton Road/New Link Road ▪ Adderton Road/ Manson Street ▪ Manson Street/Sturt Street ▪ Shortland Street/Evans Road 	Appendix S Traffic Modelling Report
1b. Also, justification is required to evidence the safety need for traffic control signals if traffic volumes do not warrant signals.	<p>Although the four intersections do not meet the traffic demand for signalised intersections, the following observations should be considered in specific regard to this project:</p> <ul style="list-style-type: none"> ▪ Adderton Road/New Link Road: Given the road network includes a level crossing, and potential conflict between road users and the Parramatta Light Rail, a signal will likely be required on safety grounds, regardless of traffic demands. ▪ Adderton Road/Manson Street: Community feedback received to date has highlighted that there are safety issues due to poor visibility driven by tight horizontal and vertical curvature, to assist with public use of the site a signal may still be warranted due to safety. ▪ Manson Street/Sturt Street: To avoid Manson Street being used as an alternative route to the proposed New Link Road, or as a rat run to avoid 	Appendix S Traffic Modelling Report

Comment	Response	Supporting Documentation
	<p>congested intersections on Kissing Point Road and providing flexibility in traffic management.</p> <ul style="list-style-type: none"> Sturt Street/Evans Road: Given the proximity of the intersections to areas of high commercial and residential development, as well as the Parramatta Light Rail stop, it is likely that pedestrian volumes will increase significantly to what can be observed at present. 	
<p>1c. A warrant assessment will need to be undertaken as per the 'Traffic Signal Design Manual, Section 2 Warrants', as proposed traffic signals on state classified roads will require consent from the Transport for NSW (TfNSW) for the provision of Traffic Control Signals under Section 87(4) of the Roads Act 1993.</p>	<p>A Warrants Assessment has been undertaken for the Adderton Road / New Link Road intersection.</p>	<p>Appendix S Traffic Modelling Report</p>
<p>2. Comment 5 in the previous TfNSW for SSD-14378717 dated 20 December 2021 has not been adequately addressed. Relocation of the proposed TCS on Adderton Road/New Link Road is to be reflected in resubmitted civil design plans and amended SIDRA modelling.</p>	<p>As part of the Concept Proposal, a new signalised intersection is proposed at Adderton Road/ New Link Road, residing approximately 100m south of Robert Street. This intersection maintains the single northbound and southbound through lanes on Adderton Road, and provides a northbound right turn, and southbound left turn bay into New Link Road.</p> <p>ASON has undertaken a review and comparison of the SIDRA results between the assessment detailed in the Traffic Modelling Report at Appendix S, and included a comparison to the previous assessment undertaken in 2017 to inform the rezoning. ASON have noted that the key differences in the modelling results may be attributed to the following factors:</p> <ul style="list-style-type: none"> Traffic surveys undertaken on Tuesday 15 March 2016 in comparison to August / September 2022 surveys; The intersection model was developed in SIDRA 6.1 as an isolated intersection in the 2017 Transport Assessment in comparison to the new model being 	<p>Appendix S Traffic Modelling Report</p>

Comment	Response	Supporting Documentation
	<p>developed in SIDRA 9.0 as part of a Network, where upstream and downstream impacts are better identified, and additional impact to the mid-block signalised crossing north of Roberts Street has been identified;</p> <ul style="list-style-type: none"> ▪ The background growth previously used in the 2017 report was based on an older STFM model in comparison to this assessment, which relied upon STFM model issued to the Project Team on 31 August 2022; ▪ The previous model used in the 2017 report was based on 60 seconds cycle time, with our new assessment based on a 130 second cycle time based on signal operations data sourced from TfNSW; ▪ The intersection was modelled with a different intersection layout in the 2017 report, with a through and left turn north approach, through and right turn south approach, and a shared left and right turn lane on the New Link Road approach, which is significantly different to the design modifications required by TfNSW recently, resulting in additional lanes at the intersection. Given the presence of the Light Rail and the need to offer protection to both pedestrian and bicycle movements, as well as vehicular movements, the modelling input is vastly different to the original modelling completed in 2017. <p>The mitigation scenario is therefore provided, but the mitigation works are not immediately required for Stage 1A development. The exact timing of the mitigation shall be developed in consultation with TfNSW and Council in future stages of the Telopea Development.</p>	
<p>3. The TfNSW concerns regarding the proximity of the proposed intersection to the midblock signals near Roberts Street is still a concern and has not been addressed.</p>	<p>As part of the Concept Proposal, a signalised intersection is proposed at Adderton Road/ New Link Road, residing approximately 100m south of Robert Street. This intersection maintains the single northbound and southbound through lanes on Adderton Road, and provides a northbound right turn, and southbound left turn bay into New Link Road. The stop line on the eastern approach is set back to</p>	<p>Appendix S Traffic Modelling Report</p>

Comment	Response	Supporting Documentation
	accommodate the northbound/ southbound light rail tracks, and a short 50m left turn bay is provided in addition to the continuous right turn lane.	
4. New Link Road is proposed to be a single lane on approach. There are conflicting pedestrian crossings and required pedestrian protection time will result in no traffic coming out of the side street (Sturt Street). TfNSW requests two lanes on this approach.	<p>Based on multiple meetings and rounds of feedback with TfNSW (refer to Section 2.1.3), the refined design has updated the overall design of the New Link Road to include two lanes out and one lane in (from Telopea).</p> <p>This option was considered to meet the requirements of TfNSW whilst still providing the added benefit of two way traffic and providing connectivity to Telopea.</p>	Appendix S Traffic Modelling Report
5. Updated SIDRA modelling should be provided for base scenarios with and without development and should exclude mitigation measures delivered by CoP or TfNSW that are identified to mitigate estimated background growth. There are currently no funding commitments to construct these proposals. Development scenarios for SIDRA modelling should include the proposed traffic control signals and development only.	<p>Updated SIDRA Modelling was prepared in the Traffic Modelling Report prepared by ASON in response to Transport for New South Wales (TfNSW) comments outlined in letter dated 25 May 2022, subsequent meeting with TfNSW on 4 August 2022, and correspondences since the meeting. ASON developed a new SIDRA Network Model covering the Telopea Core Precinct, which has been calibrated and validated to intersection turn counts and queue surveys, collected across August and September of 2022.</p> <p>As part of the Concept Proposal the following intersections are proposed to be signal controlled as per the Traffic and Transport Assessment previously completed in 2017 which formed the basis of the Planning Proposal and rezoning of the precinct in October 2018. The majority of which are currently priority controlled.</p> <ul style="list-style-type: none"> ▪ Adderton Road/ New Link Road (New Intersection) ▪ Adderton Road/ Manson Street (Existing Intersection, currently priority controlled) ▪ Sturt Street/ Manson Street (Existing Intersection, currently priority controlled) ▪ Evans Road/ Shortland Street (Existing Intersection, currently priority controlled) 	Appendix S Traffic Modelling Report

Comment	Response	Supporting Documentation
6. TfNSW is seeking confirmation that an additional TCS at the New Link Road/Adderton Road will not hinder the PLR from achieving its contracted running time.	<p>Section 9.2.4 of the Traffic Modelling Report, prepared by ASON includes an assessment of impacts on the Parramatta Light Rail. Issues have been identified at the Adderton Road/New Link Road intersection and were further investigated. The modelling undertaken identifies that the proposed level crossing on New Link Road may have an impact on the efficiency of the Parramatta Light Rail and generate up to 70 seconds of delay.</p> <p>The sensitivity tests, in conjunction with the Future Base Case Modelling showed that the issues identified are not driven by the Concept Proposal demand.</p>	Appendix S Traffic Modelling Report
7. There is a proposed 3% crossfall gradient on both sides of the New Link Road verge that is not aligned to the light rail alignment (2.5% crossfall gradient to the south). Amended civil plans should be submitted showing the grade pavement at crossing is flush with the light rail.	<p>This is noted and will be updated with full details to be submitted as part of a Construction Certificate / Roads Act / WAD arrangements.</p> <p>Indicative crossfall changes are shown on the updated civil plans.</p>	
8. The kerb line is proposed to transition down to pavement level and the kerb and gutter will terminate at the edge of the light rail carriageway. TfNSW is seeking confirmation of stormwater drainage arrangements of the kerb adjacent to the light rail corridor, noting there is no encompassing drainage line in this location on the submitted civil plans.	<p>Significant liaison occurred between JWP and PLR during the construction of the PLR to ensure that the appropriate drainage pipe was installed (line, level and location, size) by PLR.</p> <p>The submitted civil plans show pits immediately adjacent to (but outside) the PLR. The current plans have considered existing infrastructure within the site.</p>	Appendix G Concept Proposal Civil Drawings
9. TfNSW is seeking detail of the proposed track slab in the light rail crossing.	This matter can be addressed through suitably worded conditions of consent given the level of coordination between TfNSW, PLR and relevant consultants is needed for this.	
10. Submitted civil plans show incomplete road design. Updated civil plans should be provided showing comprehensive detail of drainage,	It is requested that this is considered as a condition of consent as part of WAD / Construction Certificate / Roads Act Approval.	

Comment	Response	Supporting Documentation
pavement, road future and TCS detail for further assessment and confirmation that there is no impact on the Light Rail project.		
11. The footpath and pedestrian crossing are not aligned to the location of the Overhead Wire pole JC5+236 which is a potential Disability Discrimination Act 1992 (DDA) compliance issue. The footpath and pedestrian crossing should be amended in resubmitted civil plans.	Path locations have taken into account overhead wire poles.	
<p>12. Although the traffic surveys were not completed at the height of the pandemic, traffic would still not be representative of the true nature of our road network. TfNSW requests the proponent revises the Traffic and Accessibility Impact Assessment to use traffic data from a wider sample of dates during a period pre-Covid or post-Covid.</p> <p>If the proponent is unable to source this data, the provided should be adjusted to account for reduced traffic volumes due to COVID-19.</p>	<p>All data required for the purposes of SIDRA model development has been recommissioned during August and September of 2022 and is not affected by COVID-19 restrictions.</p> <p>A previous draft methodology was reviewed by TfNSW, and all comments were addressed. Details around the collection of additional data were reported in the <i>Teloepa Concept Plan and Stage 1A SSDA – RtS Modelling Methodology</i>, submitted to TfNSW on 2 September 2022. No further feedback on the methodology has been received since the September submission. Further analysis is included in the Traffic Modelling Report. A total of four scenarios have been assessed including the existing 2022 base case, as well as 3 future year scenarios. The future base case captures background growth observed in TfNSW strategic models, and any committed road network upgrades across the study area. The future project case includes the demand generated by the proposed development, as well as background growth forecasts for the area. The road network comprises of any committed road network upgrades, as well as further enabling upgrades required to provide access to the proposed development.</p>	Appendix S Traffic Modelling Report
13a. The mode share targets for cycling and walking could be improved, and TfNSW would recommend	Precinct TTA Addendum outlines model shift targets, which are based on the mode share profiles of a number of benchmark suburbs that provide a similar land-use mix and access to public and active transport. Mode share targets have been set to	Appendix S Traffic

Comment	Response	Supporting Documentation
having short-term and long-term mode share targets also.	reflect the proximity of the PLR. It is the opinion of ASON that these are very realistic mode split targets.	Modelling Report
13b. The provision of bicycle parking and end of trip facilities will further encourage active transport as a viable mode share and should be monitored regularly to ensure adequate supply.	Noted, bicycle parking will be considered as part of future detailed development applications. Stage 1A has anticipated adequate storage for bicycles is provided in basement storage, which can be reinforced through suitably worded conditions of consent.	Appendix S Traffic Modelling Report
14a. The applicant is to consider reducing the parking rates with a maximum rather than a minimum rate and introducing parking management initiatives to de-incentivise driving where possible.	While a reduction in parking is acknowledged by FPA, particularly with the reduction of visitor parking on site, the current parking provision for the Stage 1A development is generally consistent with Table 4.3.9.2 'Telopea Precinct Parking Rates' of the Parramatta DCP 2011, whereby minimum rates were set.	Appendix S Traffic Modelling Report
14b. TfNSW recommend reducing the amount of carparking proposed (both off street and on street) as this will further encourage car driving as a preference and reduce any incentive to harness other more sustainable modes. This is consistent with Future Transport 2056 in which Travel Demand Management (TDM) is one of TfNSW top priorities.	As noted above, reduction in parking numbers is acknowledged by FPA. The level of off-street parking for visitor is a 50% reduction of the rate stipulated in Table 4.3.9.2 'Telopea Precinct Parking Rates' of the Parramatta DCP 2011. On-street parking provision is considered to be minimal and required to support short stay parking requirements of visitors, as well as service providers (e.g., couriers, deliveries, trades people).	
15. The stop line on the intersection layouts for Adderton Road/New Link Road should be located as close to the intersection as possible to minimise inter-green time and improve sight distances.	The stop line on the eastern approach is set back to accommodate the northbound/southbound light rail tracks, and a short 50m left turn bay is provided in addition to the continuous right turn lane. The stop line is considered to be as close as practical to the intersection, considering the need for pedestrian crossings and the potential for queueing across the PLR.	
16. TfNSW requires confirmation within the TAIA of proposed measures to minimise impact to the reliability of route 545. Increased housing densities, improved infrastructure and increased frequency of service will attract visitors to Telopea, as based on	The SIDRA modelling of the link performance between intersections is limited for assessing the impact on bus stopping patterns and dwell times throughout the network. The models and subsequent findings, focus primarily on intersection performance and delays.	Appendix S Traffic Modelling Report

Comment	Response	Supporting Documentation
similar uplifted locations. There is a great potential for increased traffic in all streets that have an access point, including Sturt Street.	Further clarification on what assumptions in relation to increased frequency of service will be required to establish whether the development will result in an impact to the reliability of Route 545.	
<p>17.A Green Travel Plan (GTP) should be developed consultatively with TfNSW to address cycleway constraints on Sturt, Marshall and Evans Street. Carriageway widths are too narrow to accommodate traversing buses and cycles.</p>	<p>The intended Road and Transport Connections within the Telopea Precinct is identified in Figure 4.3.9.2 of the Parramatta DCP 2011. Cycling infrastructure comprise of:</p> <ul style="list-style-type: none"> ▪ Sturt Street – Shared path along south side of road ▪ Marshall Road – requires clarification ▪ Evans Street – On-road bicycle lane <p>Given the project precinct does not extend the full extent of cycleways identified in the DCP, and Stage 1A plans already include a Shared Path on south side of Sturt Street, further clarifications on the purpose of the GTP will be necessary but could be accepted as a condition of consent.</p>	
<p>18.Details regarding the forecast loading and servicing by vehicle size, frequency, time of day and duration of stay should be provided to evidence that forecast demand of the development is adequately serviced by the proposed freight and service vehicle parking</p> <p>provisions. TfNSW advises there will be a significant number of vehicles rejected from the loading dock, causing circulating vehicles to illegally park on-street.</p>	This requirement can be met as a condition of consent requirement for Stage 1A, given the need for operational management details and data, which will not be fully known until Stage 1A is approved.	
TfNSW also provides the following comments for consideration by DPE in the determination of this application:	This is accepted by FPA in respect of the relevant works with consideration of the following:	

Comment	Response	Supporting Documentation
<p>1. All designs to be provided to TfNSW PLRs1 for review and approval.</p> <ul style="list-style-type: none"> ▪ All construction staging plans to be provided to TfNSW PLRs1 for review and approval. ▪ All operation, maintenance and decommissioning plans to be provided to TfNSW PLRs1 for review and approval. ▪ All costs associated to the review and approval by TfNSW PLRs1 of the aforementioned will borne by the proponent. ▪ The proposal may affect PLRs1 construction and/or operation and the proponent needs to demonstrate and reach an agreement with TfNSW and its agents how its development eliminates impact to construction and/or operation. <p>Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:</p> <ul style="list-style-type: none"> ▪ Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following: <ul style="list-style-type: none"> ○ A description of the development; ○ Location of any proposed work zone(s); 	<ul style="list-style-type: none"> ▪ The need for detail design approval by TfNSW PLR should only be related to the works in the immediate vicinity of the PLR and related to the New Link Road. ▪ The need for detail design approval for signals installation is a separate approval to TfNSW (Signals). ▪ All other road works are a matter for approval under Roads Act by CoP. <p>Further clarification is required to what particular operation, maintenance and decommissioning plans are expected. The works at PLR are for the road crossing as agreed in the MOU.</p> <p>FPA accepts an appropriately worked condition of consent to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) for each future stage of the development in consultation with TfNSW.</p>	

Comment	Response	Supporting Documentation
<ul style="list-style-type: none"> ○ Details of crane arrangements including location of any crane(s) and crane movement plan; ○ Haulage routes; ○ Proposed construction hours; ○ Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods; ○ Construction vehicle access arrangements; ○ Construction program and construction methodology, including any construction staging; ○ A detailed plan of any proposed hoarding and/or scaffolding ○ Measures to avoid construction worker vehicle movements within the Telopea Precinct; ○ Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder; 		

Comment	Response	Supporting Documentation
<ul style="list-style-type: none"> ○ Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and ○ Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP; 		

4.4. ADDITIONAL AGENCY SUBMISSIONS

The following government agency submissions were also received in June 2022:

- Heritage Council of NSW has stated that it is satisfied with the historical archaeological assessment and response in the Historical Archaeological Impact Assessment prepared by Urbis, dated 5 April 2022, which proposes that an Archaeological Research Design (ARD) and Work Method Statement (WMS) be prepared by a suitably qualified archaeologist to develop a methodology for the investigation and management of potential Locally significant relics across the Telopea CPA.
- Heritage NSW – Aboriginal Cultural Heritage has stated it has reviewed the RtS documentation and have no additional comments in relation to this project with respect to Aboriginal cultural heritage.
- Endeavour Energy has noted it has no further recommendations or comments regarding the RtS. FPA and its consultants continue to liaise with Endeavor Energy with regard to electricity supply.

In summary, no further information is required in response to submissions made by these government agencies.

4.5. PUBLIC SUBMISSIONS

One public submission has requested details or analysis of the impacts on neighbouring suburbs associated with the demand for high schools associated with the proposal.

A Social Needs Assessment was prepared by Urbis as part of the original EIS Package. This report mapped all social infrastructure within 400 metres (walking distance) and a 2 kilometre radius from the site to understand the existing level of provision and supply for a range of social infrastructure.

High schools within 2 kilometres of the site include James Ruse Agricultural School, Cumberland High School and St Patrick's Marist College. Other high schools within 5 kilometres include Marsden High School, Tara Anglican School for Girls and The Kings School.

An upgrade of Cumberland High School and the adjacent Carlingford West Public School was announced as part of the NSW 2021/22 Budget. The upgrade will include additional permanent teaching spaces and core facilities to support the growing population in the area and will include 102 learning spaces, sport and performance spaces, visual art spaces, a multipurpose hall, library, canteen and staff and administration facilities. The detailed design for the Cumberland High School upgrades will be evaluated as part of the relevant SSDA process and is not a relevant consideration of SSD-14378717.

In summary, considering the number of schools within 5 kilometres of the site and the proposed upgrades to Cumberland High School, the findings of the original Social Needs Assessment remain relevant and the increased population and additional demand for high school places generated by the development is able to be accommodated by current high school facilities in the area.

5. UPDATED PROJECT JUSTIFICATION

This Response to Submissions Report has responded to the key issues raised within the submissions regarding the for the staged redevelopment of the Telopea CPA, as well as a detailed proposal for the first stage of development. This Report is accompanied by:

- Updated Architectural, Landscape and Civil Plans which set out the proposed refinements to the original scheme and the clear identification of works associated with the Concept Proposal and the Stage 1A works for the first stage of development.
- Supplementary reports and technical advice which provides additional clarification and further information regarding the proposed development where relevant.

The report and supporting documents have been informed by additional consultation and engagement with key stakeholders, including DPE, CoP, TfNSW and Heritage NSW.

5.1. UPDATED EVALUATION OF THE PROPOSED DEVELOPMENT

Importantly, the refinements and clarifications made in responses to key issues raised within the submissions are changes that fit within the limits set by the project description. These refinements do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required. The Concept Proposal and Stage 1A Application for detailed works for the Telopea CPA (including minor design refinements and clarifications) is considered acceptable having regard to the following economic, environmental and social considerations, the proposed development will:

- Deliver revitalised social housing and introduce affordable housing in accordance with the *Future Directions for Social Housing in NSW* and to support the welfare of the community and those in need within Sydney;
- Respond to the strategic importance of the site and the character of the site and surrounding area;
- Support the economic and orderly development of land with the delivery of the first detailed stage of the development;
- Incorporate the overall road network of which portions will be dedicated to CoP to create land for public purposes;
- Incorporate biodiversity offset measures, tree protection, and replacement planting to conserve the natural environment; and
- Provide buildings that achieve a range of sustainability targets and measures established under the Concept Plan.

Overall the proposal is considered appropriate for the site and warrants approval from the Minister for Planning for the following reasons:

- The proposal is consistent with the strategic policy framework delivering a range of housing types and sizes to meet the needs of different households.
- The design of the proposal has been carefully considered to minimise any impacts, with the primary design objective centred on the health and wellbeing of the community; creating a place which is open, inclusive and highly connected with a focus on green spaces and healthy living.
- Opportunities and recommendations for Connecting with Country will be responded to in each of the future development phases for the Telopea CPA, alongside ongoing engagement with appropriate Indigenous stakeholders throughout the project.
- The staging strategy maintains a consistent tenure split between social and market dwellings as well as ensuring that the necessary infrastructure is delivered to service the relevant stages. Stage 1 is to be delivered from 2023 to 2029 including approximately 2,100 dwellings in areas closest to the light rail station; delivering community benefits and supporting the light rail project.
- In accordance with the BC Act, the proposal will not impose any adverse impact to ecological communities, habitat of threatened species, populations or ecological communities, or any significant species of fauna or flora.

- The residential development has been designed generally in accordance with SEPP 65 and meets the design criteria of the ADG.
- The proposed development has taken measures to minimise any impacts on the rail corridor in accordance with TISEPP.
- An Environmental Management Plan and Asbestos Management Plan are proposed to ensure the site is suitable for the proposed development in accordance with SEPP 55.
- The proposed social housing units have been designed to be consistent with the design criteria set out in the ARH SEPP.
- In accordance with the Seniors Housing SEPP and the Education SEPP the proposal will deliver seniors housing and a childcare centre.
- The Stage 1A proposed development meets the BASIX requirements and the Sustainability Report outlines the environmental sustainability measures to be implemented across the precinct.
- The proposal is consistent with the PLEP 2011 land use zones for the site and will deliver the objectives for high density residential and mixed use development and public recreation.
- The proposal generally complies with the PLEP 2011 height of building control that applies to the site and the development is supported by a Clause 4.6 Variation Request to exceed the height control in the Core area. The Clause 4.6 Variation Request provides a comprehensive justification that compliance with this part of the height control is unreasonable and unnecessary in the circumstances of the case as:
 - The objectives of the development standard including providing a transition in built form and land use intensity; minimising visual impact, disruption of views, loss of privacy and loss of solar access; reinforcing and respecting the character of the area; and maintaining satisfactory sky exposure and daylight to buildings and the public domain are achieved by the proposed development; and
 - There are sufficient environmental planning grounds to support the proposed development, in that the proposal does not result in any unacceptable impacts on amenity, or any heritage impacts and the proposed variation allows for the delivery of higher quality residential development, greater public open space and improved residential amenity.
- The proposal utilises the provisions of the ARH SEPP and Seniors Housing SEPP, in terms of the provision of additional floor space, with resultant exceedances of the maximum FSR provisions of the Parramatta LEP 2011. Justification for the non-compliances with the maximum FSR standards are provided in the updated Clause 4.6 variation request accompanying this RtS Report.
- The proposed development does not affect the heritage significance or view from any heritage assets.
- In accordance with the PLEP 2011, the proposed development is acceptable in relation to flood impacts.
- The Concept Plan was developed through a rigorous design process with consideration on the Design Excellence principles set within the PLEP 2011. Site-specific Design Guidelines have been developed to guide the ongoing architectural and urban design of the Telopea CPA. The Design Guidelines will ensure a high quality architectural and amenity outcome is achieved across the precinct. The Design Guidelines set out the vision for future development, as well as objectives and provisions in relation to built form, public domain, open space and trees, transport and parking and sustainability.
- Biodiversity development assessment reports (BDAR) for the Telopea CPA and Stage 1 development have been prepared to accompany the SSDA, which investigates the impact of the proposed development on the biodiversity values of the existing natural biota occurring on the land. Overall, the existing vegetation on site was assessed as having a very low floristic, structural and functional integrity in the canopy tree, shrub and ground strata. As such, the proposal introduces extensive deep soil landscaped areas into the precinct with tree retention prioritised where required.
- The proposal is acceptable in relation to visual impacts and does not result in any significant negative visual effects or impacts on its visual catchment. The proposal will cause a substantial but positive change to the existing character of the site and the surroundings. The proposal is responsive to the visual opportunities and constraints of the site and its surroundings and appropriately responds to the character of adjacent land uses.

- The proposal has no unacceptable traffic impacts and provides for infrastructure upgrade works as required. The proposal promotes the use and accessibility of public transport through new pedestrian connections and the light rail plaza.
- With the mitigation measures proposed, the proposal will result in a moderate to high positive impact on the contribution of trees to local amenity and character.
- Subject to the mitigation measures proposed, the development will have an acceptable impact in relation to Aboriginal Cultural Heritage.
- Subject to the identified utilities augmentation requirements, there is sufficient capacity to service the proposed development.

Where further investigations are recommended in order to assess any mitigation measures required in relation to the proposed development, these investigations will be undertaken as part of any future detailed applications, in accordance with the Concept Proposal.

The proposal will generate a highly positive social impact, particularly in the long term. Any identified negative impacts are proposed to be mitigated through implementation of appropriate management measures. Key social impacts include:

- Access to high quality social housing;
- Access to high quality affordable housing;
- Improved community facilities and access to high quality open space;
- Access to new supermarket, food and beverage, and specialty retail;
- A healthy built environment;
- Improved public safety;
- Community integration, belonging and connection; and
- Neighbourhood renewal.

This development application for SSD is accompanied by offers to enter into a State VPA and Local VPA for the provision of public infrastructure that supports the Concept Proposal as part of the overall renewal of Telopea.

The proposed State VPA includes:

- A total of 740 social dwellings, comprising:
 - Replacement of the existing 486 social dwellings on the site, with new, fit for purpose social dwellings;
 - An additional 254 social dwellings;
- Funding the Social Housing Outcomes Program (SHOP) for 740 social dwellings;
- Discount on market revenue to provide 256 affordable dwellings;
- A 30% apportionment of the infrastructure lead in costs for the project;
- Contribution of a Community Facility on the Telopea Public School Site;
- Contribution towards the upgrades of State transport upgrades;
- Contribution towards the provision of essential services such as Police, Fire and Ambulance

The proposed Local VPA includes additional infrastructure over and above the Telopea Master Plan that provides a public benefit including:

- Additional open space amenity in terms including:
 - A new light rail plaza;
 - Hill top park;

- Eyles pedestrian link; and
- Open space associated with the proposed library;
- Road and intersection upgrades; and
- Cycle way upgrades.

FPA are committed to continued meaningful engagement with stakeholders and the community. A range of engagement tools and techniques will be used to ensure the community can be informed about the project as it progresses and have an opportunity to provide input at the appropriate times as Telopea is created over the 15-20 year timeframe. Initially communications and engagement will focus on:

- Refining the project vision and supporting high level planning applications;
- Involving the community in discussions about public domain and proposed community facilities; and
- Establishing a framework for collaborating with local businesses, schools, service providers and peak bodies to deliver the social outcomes that are desired for Telopea.

Over time, this focus will turn to community building; ongoing detailed development applications communication to assist in managing construction activities; and services, programs, and activities to nurture a cohesive, supportive and healthy community.

Overall, the proposal will have long-term positive economic, social, and environmental impacts for the local community, the Paramatta LGA and the Greater Sydney region. In view of the above, we submit that the proposal is in the public interest and that the development application for State Significant Development should be approved subject to appropriate conditions.

DISCLAIMER

This report is dated December 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Frasers Property Telopea Developer Pty Ltd (**Instructing Party**) for the purpose of Response to Request for Further Information (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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