SUTHERLAND
&ASSOCIATES
PLANNING

1 Burroway Road, Wentworth Point

Environmental Impact Statement

(SSD 14_6387)

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

Environmental Impact Statement

1 Burroway Road, Wenworth Point

Mixed use development comprising 3 buildings containing residential apartments above podium level commercial uses (SSD 14_6387)

May 2014

Prepared under instructions from
Payce Communities Wentworth Point Pty Limited & SH FWT Development Pty Limited

by

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1.0 DECLARATION

DECLARATION

Submission of Environmental Impact Statement:
Prepared under Schedule 2 of the Environmental Planning and Assessment Regulation 2000.

Environmental Impact Statement prepared by:
Aaron Sutherland
Director, Sutherland & Associates Planning Pty Ltd
Bachelor of Town Planning UNSW

Address:
PO Box 6332
Baulkham Hills BC NSW 2153

In respect of:
Environmental Impact Statement for State significant development Application for 1 Burroway Road, Wenworth Point (SSD 14_6387)

Declaration:
It is declared that this Environmental Impact Statement has been prepared:

- in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000; and
- the statement contains all available information that is relevant to the environmental assessment of the proposed development; and
- to the best of my knowledge the information contained in this report is neither false nor misleading.

Aaron Sutherland
Director, Sutherland & Associates Planning Pty Ltd
May 2014

2.0 EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared under section 78A (8A) of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979) in support of a State Significant Development (SSD) Development Application (DA) for a 9 storey mixed use development above 3 common basement levels, comprising two ground floor podium levels, separated by an open air plaza, containing a small supermarket, speciality retail and a child care centre. Three buildings are proposed above the podium level containing residential apartments. The site is located within the 'Olympic Park Sites' map and is known as 1 Burroway Road, Wentworth Point.

Pursuant to Schedule 2 of the State Environmental Planning Policy (State and Regional Development) 2011, the proposed development is State Significant Development (SSD). This is due to the subject site forming part of the 'Sydney Olympic Park Sites' State Significant Site, within this schedule and the proposed development having an estimated capital investment value greater than $10 million.

The proposed development represents a refinement of the successful architectural scheme prepared by Rice Daubney architects and submitted to the design competition process which was held for the site by the Sydney Olympic Park Authority. The winning design by Rice Daubney was endorsed by the Sydney Olympic Park Authority Design Review Panel.

The subject proposal was presented to the Department of Planning and Infrastructure (DP&I) in January 2014. The Department issued Director-General's Environmental Assessment Requirements (DGRs) for the proposal on 26 February 2014.

This EIS has been prepared in accordance with the requirements of Schedule 2 Part 2 of the Environmental Planning and Assessment Regulations 2000 (EP&A Reg 2000) and reviews the relevant environmental planning instruments as they apply to the site, provides an assessment of the potential effects of the proposal with reference to the DGRs issued for the development and the heads of consideration listed under section 79C of the EP&A Act 1979.

This EIS demonstrates that the proposed design scheme will not result in any unreasonable impacts on adjoining properties, the locality or the environment. The proposal is considered consistent with the DGRs issued for the development and the aims and objectives of State Environmental Planning Policy (State and Regional Development) 2011 and State Environmental Planning Policy (Major Development) 2005 and their relevant key development standards and the specific objectives and design principles of the Wentworth Point Precinct Masterplan 2030.

The proposal will provide a positive social impact to the development of the area, and as demonstrated within this report, the proposal does not result in any unreasonable adverse impacts upon adjoining properties and the public domain in terms of overshadowing, privacy, views or visual bulk and scale impacts.

An assessment of the potential impacts concludes that the redevelopment of the site for mixed use purposes is consistent with the objectives of the current zone and is compatible with forthcoming surrounding land uses within the locality.

It is recommended that this State significant development application be approved because it represents the type and scale of development that is intended for the site, it is in accordance with the strategic and statutory planning framework for the site, and any potentially adverse environmental impacts will be appropriately mitigated.

3.0 INTRODUCTION

This Environmental Impact Statement has been prepared by Sutherland & Associates Planning Pty Ltd on behalf of Payce Communities Wentworth Point Pty Limited & SH FWT Development Pty Limited to accompany a State significant development (SSD) application for a mixed commercial and residential development at 1 Burroway Road, Wentworth Point.

The development specifically involves the erection of a two ground level retail and commercial podiums separated by an at-grade central open air plaza above the three common basement levels. Two 8 storey residential buildings are located above the larger western podium, whilst a single 8 storey residential building is located above the smaller eastern podium.

The proposed development is detailed on architectural plans prepared by Rice Daubney Architects. The application is also accompanied by the following:

- Survey Plan - Land Title Solutions (LTS)
- SEPP 65 Design Verification Statement - Rice Daubney Architects
- Landscape Plan and Statement - Context
- Geotechnical Report - Pells Sullivan Meynink
- Contamination and Acid Sulphate Assessment - DLA Environmental
- Remediation Action Plan - DLA Environmental
- Flood Advice - Northrop
- Traffic Impact Assessment - Henson
- Acoustic Assessment - Renzo Tonin
- BCA Compliance Assessment Report- Vic Lilli and Partners
- BASIX Certificate - Northrop
- Waste Management Plan - Cini Little
- Access Report - Philip Chun
- Civil Package including Concept Stormwater Plan - Northrop
- ESD Strategy - The Footprint Company
- Quantity Surveyor - RLB
- Integrated Water Cycle Management Report - Northrop
- Pedestrian Wind Environment Report - Windtech
- Construction Management Plan - Northrop
- Biodiversity Statement - SMEC
- Structural Design Report - Brown Consulting
- Hydraulics and Fire Design Statement

Consultation with the Sydney Olympic Park Authority has been undertaken throughout the design development to date, which commenced following appointment of Payce and Rice Daubney as the successful tenderer following the design competition process. In addition, Urban Growth NSW are currently providing guidance on a range of matters including the interface of the proposal with the surrounding public domain. The subject development application was presented to the Sydney Olympic Park Authority Design Review Panel on 6 December 2013 where the scheme was generally positively received. A meeting was held with the Department of Planning and Infrastructure on 20 January 2014 to introduce the proposal. Finally, a meeting was held with Auburn City Council on 27 March 2014 to discuss the proposal.

3.0 INTRODUCTION

This Environmental Impact Statement has been prepared in accordance with the State significant development provisions of the Environmental Planning and Assessment Act 1979 (EP&A Act), the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 and the Director General's Requirements issued for the project. The Statement details the proposal's consistency with the relevant strategic planning policies, and compliance against the applicable environmental planning instruments and planning policies including:

- NSW 2021
- Draft Metropolitan Strategy for Sydney 2031
- Draft West Central Subregional Strategy
- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Major Development) 2005
- Sydney Regional Environmental Plan – Sydney Harbour Catchment 2005
- State Environmental Planning Policy No.55 – Remediation of Land
- State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- Sydney Olympic Park Masterplan 2030
- Sydney Olympic Park Wentworth Point Precinct Masterplan 2030
- Sydney Olympic Park Access Guidelines 2011
- Sydney Olympic Park Major Event Impact Assessment Guidelines
- Sydney Olympic Park Urban Elements Design Manual
- Sydney Olympic Park Environmental Guidelines
- Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy

Having regard to the applicable legislative framework, it is considered that the proposed development is consistent with the aims and objectives of the relevant environmental planning instruments and policies whilst being compatible with the emerging character of the locality and minimising any potential impacts on the amenity of the adjoining properties.

4.0 SITE DESCRIPTION AND LOCATION

4.1. Locality Description

The site is known as 'Dock' 1 Burroway Road, Wentworth Point and is located at the northern end of a new residential and mixed use suburb known as Wentworth Point.

The site is located immediately adjacent to the Sydney Olympic Park Ferry Wharf, approximately 2.8 kilometres from Sydney Olympic Park train station to the south, and approximately 3.7 kilometres from the M4 motorway also to the south. A shared pedestrian path and cycleway along the Parramatta River adjacent to the west of the site provides access to the Millennium Parklands and also the Armory Wharf Cafe.

The Wentworth Point precinct is located on reclaimed land which has historically been occupied by industrial activities, which are being replaced with new residential development. The initial redevelopment of the majority of the precinct was guided by the 2004 Homebush Bay Development Control Plan, however, as time progressed the Homebush Bay West Development Control Plan was prepared by the Urban Design Advisory Service for the majority of the precinct to guide the future development of the peninsula.

Wentworth Point is bounded by the Parramatta River along its eastern and northern boundaries, Sydney Olympic Park to the south and Millennium Parklands to the west across Hill Road. The Millennium Parklands contain the 'Millennium Marker' which is located to the south-east of the subject site.

The context of the site has been undergoing urban renewal with the redevelopment of large brownfield sites in the area and predominantly to the south-west including The Waterfront at Wentworth Point, Sydney Olympic Park and Newington.

The location of the site is illustrated in Figure 1 below.

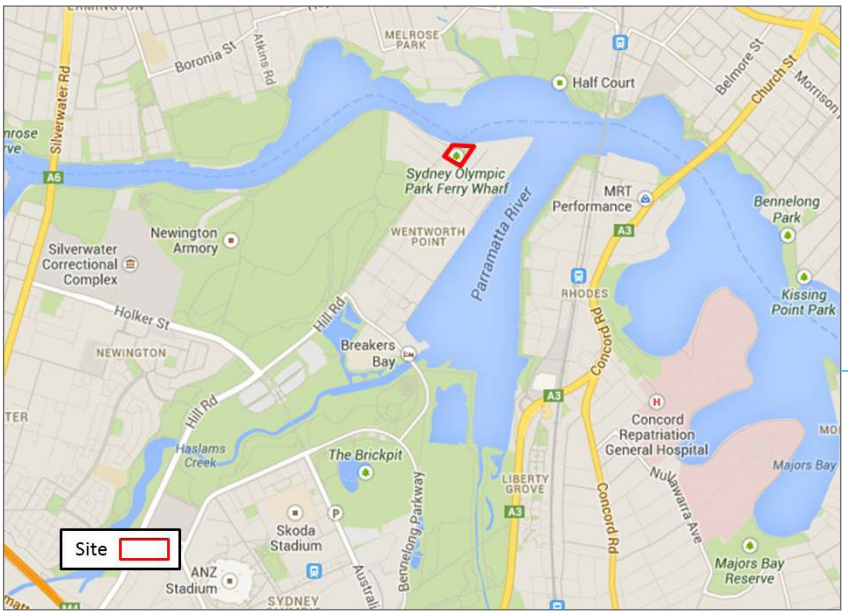

Figure 1:

Site location (Source: Google Maps 2013)

4.2. Site Description

The site comprises a portion of Lot 1 in DP 859608 and is known as 1 Burroway Road, Wentworth Point. The site is located on the northern side of Burroway Road at the junction of Hill Road. An aerial image of the sites is shown in Figure 2.

The site is currently in the ownership of the Sydney Olympic Park Authority and contains the Sydney Olympic Park Ferry Wharf, an internal loop road which provides access to the ferry terminal, a small car park, as well as a large grassed area adjacent to Burroway Road which occupies the majority of the site and is bordered by a line of trees along each side.

The current site will be subdivided by the Sydney Olympic Park Authority to create the development site, which is approximately the location of the existing large grassed area. The notional site is rectangular in shape and has an area of 10,430 square metres. The south-western boundary of the site adjacent to Burroway Road is approximately 100 metres in length and the site is currently relatively level.

Figure 2:

Site (Source: Six Maps, Department of Lands 2014)

Photograph 1:

The existing entry to the site from the end of Hill Road

Photograph 2:

The grass area which is the development site as viewed from the existing internal road facing east

Photograph 3:

The grass area which is the development site as viewed from Burroway Road facing south-east

Photograph 4:

The grass area which is the development site, from within the site and facing west

Photograph 5:

The existing ferry wharf and circulation road on the site

4.3. Surrounding Development

The context of the site is rapidly changing from its industrial origins into a vibrant mixed use community with a considerable proportion of the buildings along Hill Road now comprising residential development.

Immediately adjacent to the north-east is the Parramatta River, whilst the sites to the north-east and the south-west currently contain industrial buildings which will be shortly redeveloped for predominantly residential accommodation and a school to the south-east. Opposite the site to the south-west across Burroway Road is another industrial building.

Photograph 6:

The Parramatta River adjacent to the north-east

Photograph 7:

The existing industrial site to the north-west

Photograph 8:

The industrial building opposite to the south-west across Burroway Road

Photograph 9:

Hill Road facing south as viewed from the subject site

Photograph 10:

The existing industrial site to the south-east

Photograph 11:

Recently completed development along Hill Road to the south of the site

5.1. Wentworth Point Urban Activation Precinct

On 16 March 2013 the NSW Premier announced the Urban Activation Precinct program as an important component of a package of wider housing delivery and jobs initiatives. Through consultation with local communities and councils, Urban Activation Precincts aim to deliver more homes in places with access to infrastructure, transport, services and jobs. The benefits to the community will include greater housing choices, increased amenities, services and improved public spaces.

The Department of Planning and Infrastructure exhibited draft plans in July and August 2013 for the Wentworth Point Urban Activation Precinct to revitalise 18.6 ha of government land at Wentworth Point over 20 years.

The Urban Activation Precinct completely surrounds the subject site and includes land immediately adjacent to north-west and the south-east of the subject site and provides for:

- An R4 High Density zoning to provide for residential buildings with an FSR of 2.6:1 and heights up from 5 to 25 storeys.
- a new 3.9 ha peninsula park along with three new pocket parks
- foreshore cycling and walking paths at least 20m wide
- an 18-classroom school with playing fields by 2017
- upgrades to nearby Hill and Bennelong Rds to accommodate the increased population
- new maritime uses adjacent to Homebush Bay for rowing/kayaking facility, dry boat storage and supporting retail and businesses

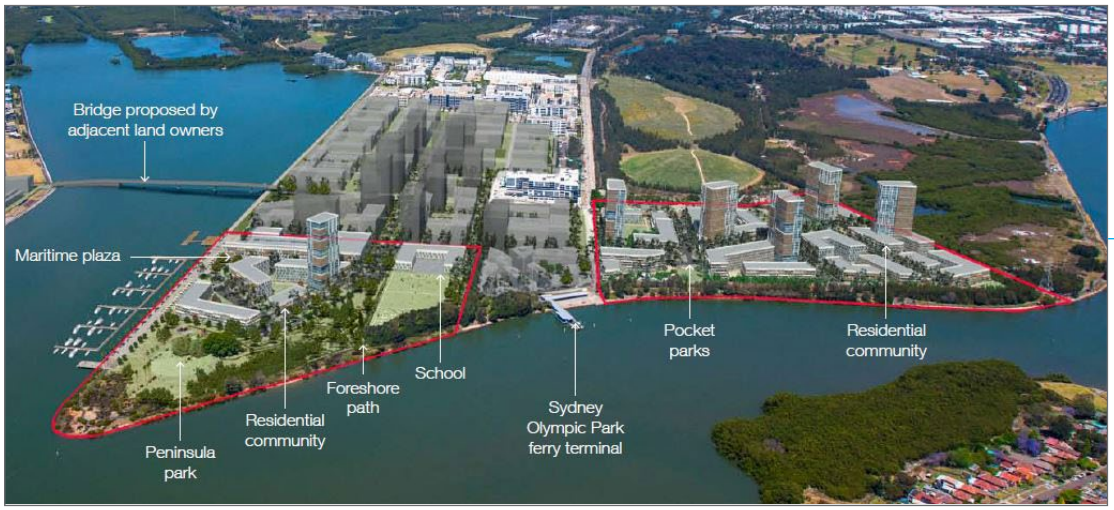

Figure 3: Wentworth Point UAP

5.2. Homebush Bay West Development Control Plan – Draft Amendment No. 1

On 12 December 2012, the Department of Planning and Infrastructure placed on exhibition the Homebush Bay West Development Control Plan – Amendment No. 1.

The proposed amendment to the HBW DCP sought to increase heights in certain locations within the northern end of Wentworth Point from 8 storeys up to 16 to 25 storeys across 12 towers to accommodate

an additional 106,000 square metres of floor area, accompanied by a Voluntary Planning Agreement to construct and maintain a bridge between Wentworth Point and Rhodes.

The proposed amendments to the DCP were justified on the basis that they retain the same structural arrangement for Wentworth Point, and sensitively group the towers around the new 'focal point' of the bridge. It was argued that there is a net benefit to the community as the new bridge also links Wentworth Point to the train station at Rhodes.

Both the proposed new bridge and amendment to the Homebush Bay West Development Control Plan were approved in 2013.

Figure 4:

Approved amendment to Homebush Bay West DCP

6.0 PROPOSED DEVELOPMENT

6.1. Description

The proposal provides for the erection of a 9 storey mixed use development above three common basement levels at 1 Burroway Road, Wentworth Point including new roads and public domain works.

The development specifically involves the erection of a two ground level commercial podiums, above three common basement levels, which are separated by a central open air plaza. The larger western podium is proposed to contain a small supermarket, four speciality retail stores, above which are two residential buildings. The smaller eastern podium contains an indicative 8 speciality retail stores as well as a cafe, above which is located one residential building.

The two lower basement levels provide parking for residents, whilst the upper basement level provides parking for retail customers.

The three residential buildings which rise above the podium level are crafted as three thin blades along a north-south axis. This configuration avoids a large expanse of building wall along the River and creates a delicate series of slim-line buildings when viewed from the Parramatta River. Each building begins to step back from the northern above Level 5 which provides relief when viewed from the River and generates a high level of modulation and articulation to the buildings which take on a sculptural form.

The proposal also involves the construction of the public domain surrounding the site comprising a new road parallel to the Parramatta River between the proposed development and the existing ferry wharf, and also a new service street along the south-eastern boundary of the site.

The proposal has been designed as a robust architectural solution with each residential building designed to take advantage of the orientation towards Parramatta River. Visual interest will be achieved through the use of a unifying screen system which serves to create drama whilst framing views of the River. The screen acts to provide privacy to the occupants as well as creating a bold architectural solution for the prominent façades.

The proposed development is detailed in the architectural plans prepared by Rice Daubney Architects.

Figure 5:

Photomontage of proposal

6.2. Numerical Overview

Control	Proposed
Site Area	10,430 square metres
GFA	26,527 square metres
FSR	2.54:1
Height	Parapet: 30.1 - 30.7 metres Maximum plant: 33.1 - 33.7 metres
Storeys	9
Apartments	• 256 (58 x 1 bed, 189 x 2 bed, 9 x 3 bed) • 7 of the 2 bedroom apartments are affordable housing apartments to be dedicated to SOPA
Non-residential uses	1 supermarket (1,866 square metres) 12 indicative speciality stores 1 child care centre
Car parking	310 residential 104 retail/commercial
Bicycle Spaces	80 retail and visitor; 66 residential
Common Open Space	1,480 square metres (14% of site area)
Deep soil	916 square metres (8.7% of site area) (353 square metres on slab and 563 square metres on grade)

6.3. Indicative Uses

The proposed design of the building provides retail tenancies at the ground floor of the building which address Burroway Road, the internal through-site link, and the new northern road. It is intended that the retail tenancies will be occupied by a variety of uses appropriate for a mixed use development such as cafes, restaurants, hairdressers, newsagents, pharmacies, medical centres and the like. A number of these uses are currently prohibited under SEPP (Major Development) 2005 and accordingly this application seeks indicative approval for the use of these tenancies, as defined under the Standard Instrument, as follows:

Food and Drink Premises:

> premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:=
>
> (a) a restaurant or cafe,
>
> (b) take away food and drink premises,
>
> (c) a pub,
>
> (d) a small bar.

Shops:

> premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop, but does not include food and drink premises or restricted premises.

Business Premises:

> a building or place at or on which:
>
> (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or
>
> (b) a service is provided directly to members of the public on a regular basis,
>
> and includes a funeral home and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.

Medical Centre:

> premises that are used for the purpose of providing health services (including preventative care, diagnosis, medical or surgical treatment, counselling or alternative therapies) to out-patients only, where such services are principally provided by health care professionals. It may include the ancillary provision of other health services.

As well as the above general uses which are currently prohibited, indicative approval is also sought for the following specific components of the development, which are currently permissible, and form fundamental components of the development for which the buildings have been specifically designed to accommodate:

- supermarket
- child care centre

Approval is sought for all of the above indicative uses in this development and it is intended that subsequent detailed development applications will be lodged in the future for the specific detail and fitout of each retail and commercial tenancy.

6.4. Apartment Mix

The proposed residential accommodation comprises 58 x 1 bedroom apartments (23%), 189 x 2 bedroom apartments (74%), and 9 x 3 bedroom apartments (3%).

6.5. Materials and Finishes

The proposed will employ a broad variety of materials including perforated and stamped pre-cast concrete, coloured punched metal screens and steel. The proposed materials and finishes are detailed in the architectural plans provided by Rice Daubney Architects at Appendix B.

6.6. Access and Parking

Pedestrian access to the retail and commercial tenancies is provided at-grade via a generously proportioned through-site link through the centre of the site, as well as directly from Burrow Road and the new northern road. The southern entry to the through-site link is from the south-eastern corner of the site at Burroway Road, and extends through the site to the new road which will be created on the northern side of the site in between the proposed development and the existing ferry wharf. Pedestrian access is also provided from the retail basement parking level (basement level 1) up to the through-site link plaza space via a set of travellators.

Pedestrian access to the residential buildings is provided via six lobbies throughout the development. Four of these lobbies are accessed from the internal through-site link, which assists in ensuring activation of this space even when the retail components are close, whilst two of the lobbies for the western residential building are access from the new western street and also Burroway Road, providing activation of these areas of the building.

Vehicular access is provided into the development as follows:

- The loading dock for the supermarket is a drive-through arrangement with entry from the western road and egress at Burroway Road.
- The retail basement parking level is accessed via a vehicular ramp from the new eastern road.
- The residential basement parking levels are accessed via a vehicular ramp from Burroway Road.

Drop-off pick-up spaces are proposed on the new northern street to serve the child care centre.

6.7. Private and Public Open Space

The proposed development provides two expansive landscaped common open space areas above each podium with a combined area of 1,480 square metres. The landscaping will comprise of both soft and hard landscaping. A core ethos in the landscape design for the podiums is to provide edible gardens. A landscaped area is also located at the ground level within the northern setback area of the site.

6.8. Trees

The proposal requires the removal of all of the trees around the perimeter of the site. These trees were planted to provide a temporary parkland during the Sydney Olympics to ensure an attractive areas was provided adjacent to the Sydney Olympic Park Ferry Wharf. The mixed use redevelopment of the site as envisaged under the Masterplan which applies to the site necessitates the removal of the trees, however, they will be replaced with a high quality public domain around the entire site which will incorporate a generously landscaped setting for the proposed development.

7.0 DIRECTOR GENERAL REQUIREMENTS

The Director-General's Assessment Requirements (DGRs) for the proposal were issued on 26 February 2014. A copy of the DGR is appended at Appendix X. The key issues to be addressed in the EIS are set out the following table along with an indication of where they have been addressed in this report.

Key Issue	Where Addressed in EIS
General Requirements The Environmental Impact Statement (EIS) must meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000. Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include: • adequate baseline data; • consideration of potential cumulative impacts due to other development in the vicinity; and • measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment. The EIS must be accompanied by a report from a qualified quantity surveyor providing: • a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived; • an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and • certification that the information provided is accurate at the date of preparation.	This Environmental Impact Statement (EIS) meets the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000. An Environmental Risk Assessment is provided at Section 10.15. The assessment of the key issues includes adequate baseline data, consideration of potential cumulative impacts and mitigation measures at Section 11 to avoid, minimise and if necessary, offset the predicted impacts. This EIS is accompanied by a report from a qualified quantity surveyor providing the necessary information at Appendix O.

7.0 DIRECTOR GENERAL REQUIREMENTS

Key Issue	Where Addressed in EIS
Statutory and Strategic Context – including: Address the relevant statutory provisions applying to the site contained in all relevant EPIs, including: • State Environmental Planning Policy (State and Regional Development) 2011; • State Environmental Planning Policy (Major Development) 2005; • State Environmental Planning Policy No 55 - Remediation of Land; • State Environmental Planning Policy No 65—Design Quality of • Residential Flat Development; • State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004; and • Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. **Permissibility** Detail the nature and extent of any prohibitions that apply to the development. **Development Standards** Identify compliance with the development standards applying to the site. **Contamination** Demonstrate that the site is suitable for the proposed use in accordance with SEPP 55. **Relevant Policies and Guidelines:** Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land (DUAP)	Section 8 - Statutory Planning Framework
Policies Address the relevant planning provisions, goals and strategic planning objectives in the following: • NSW 2021; • Residential Flat Design Code; • Draft Metropolitan Strategy for Sydney 2031; • Sydney Olympic Park Master Plan 2030; • Sydney Olympic Park Wentworth Point Precinct Master Plan 2030; • Sydney Olympic Park Access Guidelines 2011; • Sydney Olympic Park Major Event Impact Assessment Guidelines; • Sydney Olympic Park Urban Elements Design Manual; • Sydney Olympic Park Environmental Guidelines; and • Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy.	Section 8 - Statutory Planning Framework

7.0 DIRECTOR GENERAL REQUIREMENTS

Key Issue	Where Addressed in EIS
Built Form and Urban Design • Address the height, bulk and scale of the proposed development within the context of the locality, including the indicative controls for the Wentworth Point Activation Precinct. • Demonstrate design quality, with specific consideration of the overall site layout, open spaces and edges, interface with the public domain, gateways, façade, rooftop, massing, setbacks, building articulation, materials, colours and signage or signage envelopes. • Detail how services, including but not limited to, waste management, loading zones, and mechanical plant are integrated into the design of the development. • Demonstrate how the design responds to any comments and recommendations made by the Sydney Olympic Park Authority Design Review Panel.	Section 8 - Statutory Planning Framework Section 10.1 - Environmental Assessment
Environmental Amenity Provide information detailing the provision of solar access and any overshadowing impacts, acoustic impacts, privacy, view loss and wind impacts. A high level of environmental amenity must be demonstrated.	Section 8 - Statutory Planning Framework Section 10.2 - Environmental Assessment
Ecologically Sustainable Development (ESD) • Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the design, construction and ongoing operation phases of the development. • Demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice. • Provide an Integrated Water Management Plan which details any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design measures.	Section 8 - Statutory Planning Framework Section 10.3 - Environmental Assessment
Noise and Vibration • Identify the main noise and vibration generating sources and activities at all stages of construction, and any noise sources during operation. Outline measures to minimise and mitigate potential noise and vibration impacts on surrounding occupiers of land. Relevant Policies and Guidelines: • NSW Industrial Noise Policy (EPA) • NSW Road Noise Policy (DECCW 2011) • Interim Construction Noise Guideline (DECC) • Development Near Rail Corridors and Busy Roads (DoPI) • Assessing Vibration: A Technical Guideline 2006	Section 8 - Statutory Planning Framework Section 10.4 - Environmental Assessment

Key Issue	Where Addressed in EIS
Transport and Accessibility The transport and accessibility assessment shall detail: • A Transport Impact Assessment must be undertaken of the area around Hill Road to Burroway Rd, especially around the bus interchange, car park and ferry wharf. The plans provided indicate a removal of the bus roundabout which is required to provide quick access in and out of the site for buses serving the ferry wharf. Alternate bus routes may be provided, but an adequate assessment of turning circles and access routes must be undertaken in planning alternate routes. The Transport Impact Assessment should also consider bus, pedestrian, bicycle and car access to the ferry wharf during construction. • The Traffic Impact Assessment should also detail access and parking arrangements at all stages of construction and measures to mitigate any associated pedestrian, cycle, public transport or traffic impacts. • The adequacy of public transport to meet the likely future demand of the proposed development. • How users of the development will be able to make travel choices that support the achievement of State Plan targets. Specifically, describe the measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages throughout the site in addition to addressing the potential for implementing a location specific sustainable travel plan • The Traffic Impact Assessment should also provide details of the total daily and peak hour vehicle movements likely to generated by the proposed development, including accurate details of the current and future daily vehicle movements from surrounding approved and proposed developments and assess the impacts of the traffic generated on the road network, particularly on surrounding intersections and those on Hill Road (including that of the new Homebush Bay Bridge) and the proposed redesigned bus and ferry transport interchange and bus services operating on the surrounding road network, and the need/associated funding for upgrading or road improvement works (if required). • the proposed access and parking provisions associated with the proposed development, including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and cycle networks;	Section 8 - Statutory Planning Framework Section 10.5 - Environmental Assessment

Key Issue	Where Addressed in EIS
• access and car parking arrangements at all stages of construction and measures to mitigate any associated pedestrian, cycleway, public transport or traffic impacts. • the proposed service vehicle movements (including vehicle type and the likely arrival and departure times); • Detail the proposed design of the public transport interchange, including access and parking arrangements for buses, the kiss and ride facility, accessible parking, pedestrian and cycle access and the circulation of buses, vehicles, cyclists and pedestrians throughout the interchange. Relevant Policies and Guidelines: • Guide to Traffic Generating Developments (RMS) • Sydney Olympic Park Master Plan 2030 • EIS Guidelines – Road and Related Facilities (DoPI) • NSW Planning Guidelines for Walking and Cycling.	
Major Events Demonstrate how the proposed development will be constructed and operated during major event periods at Sydney Olympic Park with reference to the Major Event Impact Assessment Guidelines, 2007, in particular implications of the ferry terminal operations on the development.	Section 8 - Statutory Planning Framework Section 10.6 - Environmental Assessment
Utilities In consultation with relevant agencies, the existing capacity and any augmentation requirements of the development for the provision of utilities including staging of infrastructure shall be addressed.	Section 8 - Statutory Planning Framework Section 10.7 - Environmental Assessment
Staging Provide details regarding the staging of the proposed development (if proposed).	No staging proposed.
Contributions Address any Contributions Plan and/or details of any Voluntary Planning Agreement.	Section 8 - Statutory Planning Framework Section 10.8 - Environmental Assessment
Biodiversity Identify any impacts on the riparian corridor and measures to mitigate any impacts.	Section 8 - Statutory Planning Framework Section 10.9 - Environmental Assessment
Flooding As assessment of any flood risk on site and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005), including the potential effects of climate change, sea level rise and an increase in rainfall intensity.	Section 8 - Statutory Planning Framework Section 10.10 - Environmental Assessment

Key Issue	Where Addressed in EIS
Drainage Detail drainage associated with the proposal, including stormwater and drainage infrastructure.	Section 8 - Statutory Planning Framework Section 10.11 - Environmental Assessment
Water Quality • Identify if the proposal involves any intake or discharge of water from or to the Parramatta River and any associated impacts. • Provide an assessment of any thermal water discharges against relevant guidelines. • Identify the likely amount of any construction water, the discharge procedures and the receiving water body, the treatment of any construction water and any impacts on water quality of the receiving body. **Relevant Policies and Guidelines:** • Australian and New Zealand Guidelines for Fresh and Marine Quality (ANZECC 2000).	Section 8 - Statutory Planning Framework Section 10.12 - Environmental Assessment
Servicing and Waste Identify, quantify and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site.	Section 8 - Statutory Planning Framework Section 10.13 - Environmental Assessment

8.0 STATUTORY PLANNING FRAMEWORK

8.1. New South Wales 2021 (The State Plan)

NSW 2021 is a 10 year plan based around five broad strategies to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen the State's local environment and communities.

One of the goals in relation to rebuilding the economy is to place downward pressure on the cost of living. The target in relation to this goal is to facilitate the delivery of 25,000 new dwellings in Sydney per year by continuing to set dwelling targets for local councils outlined in subregional strategies and to partner with local councils to ensure that targets for housing and growth are reflected in relevant planning proposals and in local planning instruments.

The proposed development promotes the targets of the State Plan by providing additional residential accommodation in a location which is well served by public transport, recreational facilities and employment opportunities. The proposed commercial uses also promote the targets of the State Plan by providing additional commercial uses within the growing employment and mixed use location of Sydney Olympic Park. The proposed development facilitates employees using walking and cycling as travel modes if they choose to live close to work in the emerging mixed use areas of Wentworth Point and Sydney Olympic Park

8.2. Draft Metropolitan Strategy for Sydney 2031

In early 2013, the NSW Government released the Draft Metropolitan Strategy for Sydney 2031 which is intended to replace the Metropolitan Strategy for Sydney 2036. The Draft Metropolitan Strategy for Sydney 2031 differs from the existing strategy in that it prioritises housing and jobs growth across Sydney by increasing minimum housing and jobs targets, which are up 17% and 33% respectively on the previous strategy. The Draft Strategy also identifies nine key locations that will demonstrate how housing and jobs growth can be delivered alongside improved transport connections and infrastructure by coordinating between the draft Metropolitan Strategy for Sydney and the State's infrastructure plans – the Long Term Transport Master Plan and the State Infrastructure Strategy.

The Draft Metropolitan Strategy for Sydney 2031 includes a programme of Urban Activation Precincts to be delivered across Sydney to regenerate existing areas of the city to deliver more housing and public spaces, schools, community facilities and other infrastructure. One of the locations of the Urban Activation Precincts is Wentworth Point which is adjacent on both sides of the subject site.

The Draft plan identifies that Sydney will need 540,000 homes by 2031, which equates to 27,250 homes per year which is a significant increase to the 14,500 homes which have been delivered per year for the last 5 years. The delivery of these targets is to be through subregional strategies and Local Environmental Plans. In 2014, new Subregional Delivery Plans will be drawn up in partnership with the community and local councils. The existing West Central subregional strategy within which the site is located identifies a target of 96,000 additional dwellings between 2006 and 2036.

The proposed development will assist in reaching the target of 27,250 homes per year identified in the Draft Metropolitan Strategy for Sydney 2031 in a location which is well served by public transport, recreational facilities and employment opportunities.

8.3. Draft West Subregional Strategy

The Draft West Subregional Strategy was released in 2007 and provides further detail to fulfill the goals and objectives outlined in the Metropolitan Plan for Sydney 2036. The Draft West Subregional Strategy was released prior to the updated Metropolitan Plan, which explains the minor difference in housing targets for the Central West area which has subsequently been increased under the Metropolitan Plan.

The Draft West Subregional Strategy provides general and specific directions relevant to the Auburn local government area including a dwelling target of 17,000 and employment target of 12,000 jobs and between 2004 and 2031.

The proposed development will assist in reaching the target of 17,000 additional homes for the West subregion in a location which is well served by public transport, recreational facilities and employment opportunities.

The proposed commercial and retail components of the development will also assist in increasing employment opportunities within the area.

In addition, relevant objectives for Economy and Employment within the West Central Subregional Strategy include:

> A1 Provide suitable commercial sites and employment lands in strategic areas.
>
> A1.1 Provide a framework for accommodating jobs across the subregion.
>
> A1.2 Plan for sufficient zoned land and infrastructure to achieve employment capacity targets in employment lands.

The proposal seeks consent for indicative uses which are prohibited in the existing zone, despite the objective with the Draft West Subregional Strategy for sufficient zoned land for economic growth and employment opportunities. These uses represent appropriate commercial activities for the proposed mixed use development and location, and are described as desired for the site under the Wentworth Point Precinct Masterplan 2030, and in the absence of a zoning which would ordinarily permit these employment generating uses it is considered appropriate to rely on Section 89E(3) of the Environmental Planning and Assessment Act 1979 which provides that development consent may be granted despite the development being partly prohibited by an environmental planning instrument.

8.4. State Environmental Planning Policy (State and Regional Development) 2011

The State Environmental Planning Policy (State and Regional Development) 2011 was adopted on 1 October 2011 and identifies State Significant Development (SSD). Schedule 2 of the SEPP identifies 'Sydney Olympic Park Sites' as shown on the map as being SSD where the capital investment value is more than $10 million. The subject site falls within the boundary of the Sydney Olympic Park Sites map. The project has a capital investment value exceeds $10 million and is therefore SSD.

Clause 11 of State Environmental Planning Policy (State and Regional Development) 2011 provides that development control plans do not apply to State significant development. Sydney Olympic Park Master Plan 2030 is considered a development control plan. However, this is contradictory to State Environmental Planning Policy (Major Development) 2005 (as above) and its requirement to consider the Master Plan. Therefore, the Master Plan is given due consideration in this EIS.

8.5. Sydney Regional Environmental Plan – Sydney Harbour Catchment 2005

The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 provides aims and controls to protect the values of the Harbour. The Plan provides general aims for all sites within the Sydney Harbour Catchment as well as specific planning provisions relating to the foreshore and waterways area as identified under the SREP. The subject site is not included within the foreshores and waterways area and therefore is considered against the general aims for sites within the Sydney Harbour Catchment. The following table provides an assessment of the proposed development against the relevant provisions of the SREP.

Control	Comment
Part 1 Preliminary - Aims	
(1) This plan has the following aims with respect to the Sydney Harbour Catchment: (a) to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained: (i) as an outstanding natural asset, and (ii) as a public asset of national and heritage significance, for existing and future generations, (b) to ensure a healthy, sustainable environment on land and water, (c) to achieve a high quality and ecologically sustainable urban environment, (d) to ensure a prosperous working harbour and an effective transport corridor, (e) to encourage a culturally rich and vibrant place for people, (f) to ensure accessibility to and along Sydney Harbour and its foreshores, (g) to ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity, (h) to provide a consolidated, simplified and updated legislative framework for future planning. (2) For the purpose of enabling these aims to be achieved in relation to the Foreshores and Waterways Area, this plan adopts the following principles: (a) Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good, (b) the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores, (c) protection of the natural assets of Sydney Harbour has precedence over all other interests.	The proposal is consistent with the aims of the SREP in that: • it will provide for a healthy, sustainable environment on the site; • it will achieve a high quality and ecologically sustainable development on the site through its high environmental performance • the proposed development does not prevent public access to the foreshore of the Parramatta River.

Control	Comment
Part 2 - Planning Principles	
Sydney Harbour Catchment The planning principles for land within the Sydney Harbour Catchment are as follows: (a) development is to protect and, where practicable, improve the hydrological, ecological and geomorphological processes on which the health of the catchment depends, (b) the natural assets of the catchment are to be maintained and, where feasible, restored for their scenic and cultural values and their biodiversity and geodiversity, (c) decisions with respect to the development of land are to take account of the cumulative environmental impact of development within the catchment,	The proposal is consistent with the planning principles set out in this clause, as follows: • the proposal is for the erection of buildings on a newly created lot, consistent with the vision of the site under the Wentworth Point Precinct Masterplan 2030
(d) action is to be taken to achieve the targets set out in Water Quality and River Flow Interim Environmental Objectives: Guidelines for Water Management: Sydney Harbour and Parramatta River Catchment (published in October 1999 by the Environment Protection Authority), such action to be consistent with the guidelines set out in Australian Water Quality Guidelines for Fresh and Marine Waters (published in November 2000 by the Australian and New Zealand Environment and Conservation Council), (e) development in the Sydney Harbour Catchment is to protect the functioning of natural drainage systems on floodplains and comply with the guidelines set out in the document titled Floodplain Development Manual 2005 (published in April 2005 by the Department), (f) development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour, (g) the number of publicly accessible vantage points for viewing Sydney Harbour should be increased, (h) development is to improve the water quality of urban run-off, reduce the quantity and frequency of urban run-off, prevent the risk of increased flooding and conserve water, (i) action is to be taken to achieve the objectives and targets set out in the Sydney Harbour Catchment Blueprint, as published in February 2003 by the then Department of Land and Water Conservation, (j) development is to protect and, if practicable, rehabilitate watercourses, wetlands, riparian corridors, remnant native vegetation and ecological connectivity within the catchment, (k) development is to protect and, if practicable, rehabilitate land from current and future urban salinity processes, and prevent or restore land degradation and reduced water quality resulting from urban salinity, (l) development is to avoid or minimise disturbance of acid sulfate soils in accordance with the Acid Sulfate Soil Manual, as published in 1988 by the Acid Sulfate Soils Management Advisory Committee.	• the built form of the proposed residential development will not adversely impact on the water quality of the River; and • the proposal is of a high architectural quality which will contribute positively upon the appearance of the site as viewed from the Parramatta River.

8.6. State Environmental Planning Policy No. 55 - Remediation of Land

State Environmental Planning Policy No. 55 - Remediation of Land applies to all land and aims to provide for a State-wide planning approach to the remediation of contaminated land.

Clause 7 of SEPP 55 requires the consent authority to consider whether land is contaminated prior to granting consent to carrying out of any development on that land and if the land is contaminated, it is satisfied that the land is suitable in its current state or will be suitable after remediation for the purpose for which the development is proposed to be carried out.

The site was formerly used for industrial purposes. DLA Environmental have prepared an Environmental Site Assessment and Waste Characterisation report for the site which accompanies this application. This assessment involved a comprehensive sampling regime of eighty two (82) soil samples from twenty (20) borehole locations. This chemical evaluation of soil contaminants was conducted in conjunction with visual and historical investigation of the potential environmental impacts on the Site. The procedures of this assessment were carried out in accordance with the SEPP 55 definition relating to the planning aspects of contamination assessments. Analytical results were compared to the NEPM 1999, Table 5a Column D – Residential with Minimal Opportunities for Soil Access and representatively against the ENM Guidelines, which are appropriately identified guidelines for the intended land use and future excavation and disposal operations of the Site.

No odours, soil staining or other observations of visual indicators of contamination were observed at the Site. Moreover, no external, off-site influences were acknowledged as posing possible contamination risk of the Site. Based on the above, the Department of Planning and Infrastructure can therefore be satisfied that the site is capable of being used for commercial and residential purposes as proposed.

8.7. State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65) aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes.

In order to satisfy these aims and improve the design quality of residential flat buildings in the State, the plan sets design principles in relation to context, scale, built form, density, resources, energy and water efficiency, landscaping, amenity, safety and security, social dimensions and aesthetics.

SEPP 65 applies to new residential flat buildings, the substantial redevelopment/refurbishment of existing residential flat buildings and conversion of an existing building to a residential flat building.

Clause 3 of SEPP 65 defines a residential flat building as follows:

> Residential flat building means a building that comprises or includes:
>
> a) 3 or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and

> b) 4 or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops), but does not include a class 1a building or a class 1b building under the Building Code of Australia.

The development meets the definition of a residential flat building. As such the provisions of SEPP 65 are applicable to the proposed development.

SEPP 65 requires any development application for residential flat development to be assessed against the 10 principles contained in clauses 9-18 of SEPP 65 and the matters contained in the Residential Flat Design Code (RFDC). The 10 principles of SEPP 65 are addressed below and the matters contained in the RFDC are addressed in Appendix A of this statement.

The proposed development satisfies the design principles of the plan as follows:

Context

The development is considered to be contextually appropriate for the following reasons:

- The site is surrounded by the Wentworth Point Urban Activation Precinct, with 25 storey towers with FSRs of 2.6:1 on either side of the subject site.
- The broader context of the site has also been subject to urban renewal with the medium to high density redevelopment of large brownfield sites in the area including Sydney Olympic Park and Newington.
- The site is in close proximity to a range of transport, employment and entertainment facilities including Sydney Olympic Park ferry wharf which immediately adjacent to the site, Sydney Olympic Park train station which is 2.8 kilometres to the south, and the M4 motorway which is approximately 3.7 kilometres from the M4 motorway also to the south. A shared pedestrian path and cycleway along the Parramatta River adjacent to the west of the site provides access to the Millennium Parklands and also the Armory Wharf Cafe.
- The proposal is consistent with the emerging character of the area and the objectives for the B1 Neighbourhood Centre zone within which it is located.
- The massing of the development is consistent with that which is provided for the site under State Environmental Planning Policy (Major Development) 2005 as well as the Wentworth Point Precinct Masterplan 2030.
- The massing and scale of the proposed development responds to the scale and siting of the proposed adjoining development. In particular the proposed development has provided a modest and receding scale along the foreshore to limit the visual impact of the proposal from the foreshore, whilst an increased height along the southern side of the site serves the define the street and appropriately terminate the end of Hill Road.
- Having regard to the planning principle established in the matter of Project Venture Developments v Pittwater Council [2005] NSWLEC 191 most observers would not find the proposed development offensive, jarring or unsympathetic to its location within the former Naval Stores urban renewal area. In this regard, the proposed development will be compatible with its context.

Scale

The building's scale is appropriate to the scale of emerging buildings and proposed buildings within the precinct for the following reasons:

- The proposed 9 storey height of the development is generally consistent with the 30 metre height control for the site under State Environmental Planning Policy (Major Development) 2005 and the number of storeys anticipated for the site under the Wentworth Point Precinct Masterplan 2030.
- The proposed scale of the development is also consistent with the 8 storey scale of buildings which have emerged along Hill Road to the south of the site.
- However, there has also been two recent planning changes being the creation of the Wentworth Point Urban Activation Precinct as well as the recent amendment to the Homebush Bay West Development Control Plan which will result in a significant number of 25 storey residential towers within the immediate context of the subject site. Within this forthcoming context, the scale of the proposed development is considered modest and indeed the site has the capacity to absorb greater height than that which is proposed.

Built Form

The proposal is for a podium style development with the residential buildings above each designed as slim line buildings along a north-south axis. The design of the development serves to define the street edges of the site, whilst also creating a high level of pedestrian permeability through the site and also visual permeability between Burroway Road and the Parramatta River foreshore through the site. The ground floor plane is suitably activated with individual entries to retail spaces and multiple residential lobbies.

The introduction of three individual buildings above the podium level generates visual interest and serves to break up the scale of the development as each building can be viewed in several dimensions as a pedestrian passes the building. The three residential buildings which rise above the podium level are crafted as three thin blades and this configuration avoids a large expanse of building wall when viewed from both the surrounding streets and from the River. Each building begins to step back from the northern boundary above Level 5 which provides visual relief when viewed from the River and generates a high level of modulation and articulation to the buildings which take on a sculptural form.

The proposal has been designed as a bold architectural solution with each residential building designed to take advantage of the orientation towards Parramatta River. Visual interest will also be assisted through the use of a unifying screen system which serves to create drama whilst framing views of the River. The screen acts to provide privacy to the occupants as well as creating a bold architectural solution for the prominent façades.

The proposal will provide a contemporary infill development which will contribute positively to the emerging character of surrounding streetscapes.

Density

Whilst the scale of the proposed development is consistent with the 30 metre height control for the site, the proposal has a density of 2.54:1 which is marginally above that of 2.25:1 which is suggested for the site under State Environmental Planning Policy (Major Development) 2005.

However, the proposed development provides a high quality retail and commercial element, as well as high level of amenity for the residential apartments which are consistent with the rules of thumb for

residential apartments under the Residential Flat Design Code. In particular separation distance, solar access and cross-flow ventilation for the proposal all achieve the suggested requirements. Accordingly, the characteristics of the subject site and proposed scheme have demonstrated that the site has the environmental capacity to absorb the proposed density whilst achieving a high level of residential amenity.

In addition, the proposed density is considered modest when considered in the context of the two recent planning changes to land immediately surrounding the site, being the creation of the Wentworth Point Urban Activation Precinct as well as the recent amendment to the Homebush Bay West Development Control Plan. These planning changes will result in a significant increase in density within the immediate context and literally surrounding the subject site. Within this forthcoming context, the density of the proposed development is considered modest.

In summary, the density of the proposal is considered appropriate for the site and its location in that:

- The availability and capacity of local infrastructure, public transport and recreational opportunities supports the additional floor space proposed.
- The density proposed does not give rise to any significant impacts on the adjoining properties in terms of overshadowing, loss of privacy or visual impact as detailed in this Statement.
- A high level of amenity is provided for occupants of the development.
- The proposed density assists in meeting the demand for housing in the local government area in an appropriate location.

Resource, energy and efficiency

The design provides for sustainable development, utilising passive solar design principles, thermal massing and achieves cross ventilation to an acceptable number of dwellings within the development. A BASIX Certificate accompanies this application which confirms that the development will meet the NSW Government's requirements for sustainability.

Landscaping

The proposed development provides a generous open air plaza centrally within site which will comprise soft and hard landscape elements. In addition to this, the proposal includes a large landscaped outdoor play area for the child care centre and a landscaped area is also located at the ground level within the northern setback area of the site.

The provision of landscaping for the residents is comprised two expansive landscaped common open space areas above each podium. The landscaping will comprise of both soft and hard landscaping and a core ethos in the landscape design for the podiums is to provide edible gardens. The common open space areas will provide a high level of amenity for the residents of the development and an attractive oasis for the apartments which face towards the landscaped areas.

The podium level landscaped areas for the residents comprise 14% of the site area (excluding the new eastern road) and whilst this is marginally below the 25% rule of thumb in the Residential Flat Design Code, given the nature of the proposal as a mixed use development and also the substantial provision of open space in the adjacent Millennium Parklands, the proposed provision of landscaping within the development is considered acceptable.

Amenity

A high level of amenity is provided for the occupants of the development with the development providing generous apartment sizes and practical room dimensions and shapes, storage space, indoor and outdoor space and access for all age groups and degrees of mobility. The number of units with access to natural light and ventilation has also been maximised with 70% receiving cross flow ventilation and 70% also receiving over 2 hours of solar access to a portion of the living room window.

The design of the development ensures a high level of privacy for both the residents of the building and surrounding residents.

Safety and Security

The safety and security of the surrounding public domain as well as the Sydney Olympic Park will be profoundly enhanced by introducing activity on the site and the casual surveillance of all surrounding streets from the dwellings within the development.

Social Dimensions and Housing Affordability

The development provides a mix of 58 x 1 bedroom, 189 x 2 bedroom dwellings and 9 x 3 bedroom dwellings. The 'New South Wales Household and Dwelling Projections, 2008-2036: 2008 Release' prepared by the Department of Planning indicates that the average household size in Sydney is expected to continue its decline from 2.61 in 2006 to 2.49 by 2036. In addition, the population projections indicate that the lone person household is the type of household expected to experience the greatest percentage increase between 2006 and 2036 (69%). The proposed provision of units is consistent with the expected increase in smaller households.

The proposal will also provide 7 of the 2 bedroom units which will be dedicated to the Sydney Olympic Park Authority specifically for the provision of affordable housing. For these reasons it is considered that the development responds positively to the housing needs of the local community.

Aesthetics

The proposed development provides for a contemporary and attractive building which is compatible with the emerging character within the area. The proposed development introduces a variety of building elements and utilises a visually engaging architectural language with a selection of appropriate materials and finishes. The proposed built form and composition of the new building responds to the emerging character of the area and therefore provides a positive contribution to the visual quality of Wentworth Point.

8.8. State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 applies to the development and aims to encourage sustainable residential development.

BASIX certificates for each building accompany the development application and demonstrates that the proposal achieves compliance with the BASIX water, energy and thermal efficiency targets.

8.16. State Environmental Planning Policy (Infrastructure) 2007

Clause 101 of the SEPP provides that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

> (a) where practicable, vehicular access to the land is provided by a road other than the classified road, and
>
> (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:
>
> i. the design of the vehicular access to the land, or
>
> ii. the emission of smoke or dust from the development, or
>
> iii. the nature, volume or frequency of vehicles using the classified road to gain access to the land, and
>
> (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

The subject site does not have a frontage to a classified road.

Clause 102 of the SEPP relates to the impact of road noise or vibration on residential development, which is located on land adjacent to a road with an annual average daily traffic volume of more than 40,000 vehicles. Hill Road carries an annual average daily traffic volume of approximately 10,000 vehicles and accordingly Clause 102 does apply.

The proposed development is Traffic Generating Development pursuant to Clause 104 and Schedule 3 of the SEPP as it contains more than 2000 square metres of shops. The application will therefore need to be referred to the RMS for comment.

8.9. State Environmental Planning Policy (Major Development) 2005

8.9.1. Zoning and Permissibility

The subject site falls within the Zone B1 Neighbourhood Centre under the Major Development SEPP. An extract of the Land Zoning Map is included as Figure 6.

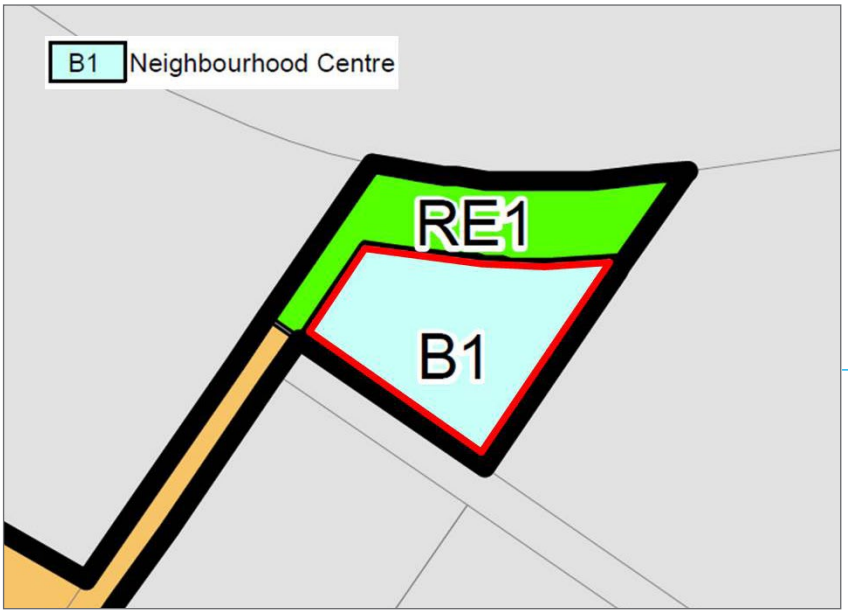

Figure 6:

Extract from SEPP (Major Developments) 2005 zoning map for Sydney Olympic Park

The proposed development is defined as 'shop top housing' which is a permissible use in the zone. Specifically, residential development is permissible as part of a mixed use development.

The proposal is seeking indicative approval for the two following uses which are permissible within consent in the zone:

- child care centre
- supermarket (which is considered to meet the definition of 'neighbourhood shop' as it is small in size and will provides goods to meet the day to day needs of residents within the immediate locality).

However, it is intended that the speciality retail tenancies will be occupied by a range of appropriate uses in this location such as cafes, restaurants, hairdresser, newsagent, pharmacies, medical centres and the like and the development application is therefore seeking consent for the following indicative uses:

- Food and Drink Premises
- Shops
- Business Premises
- Medical Centre

However, these uses are prohibited within the B1 Neighbourhood Zone, despite being consistent with Wentworth Point Precinct Masterplan 2030, Section 2.4 Land Use Controls which states:

> Ground floor retail and home office use is allowed. Suggested retail uses could include those that support the transport hub such as small supermarkets, convenience shops, pharmacies, post offices, local bank branches, restaurants and takeaway food shops, speciality stores and professional offices.

Notwithstanding that the desired speciality retail uses are prohibited they are considered appropriate uses for the site as identified in the Wentworth Point Precinct Masterplan 2030, and so the application is relying on Section 89E(3) of the Environmental Planning and Assessment Act 1979 which provides that:

> (3) Development consent may be granted despite the development being partly prohibited by an environmental planning instrument.

Schedule 2, Part 23 Sydney Olympic Park site, Clause 7(2) of the SEPP provides that the consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.

The objective of the B1 Neighbourhood Centre zone is to:

> provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.

The proposed development incorporates a range of small-scale retail premises which are intended to be occupied by a range of retail and business uses that will serve the needs of people who live or work in the surrounding neighbourhood. Residential accommodation is only proposed as part of a mixed use development. For the reasons given the proposal is considered to be consistent with the objectives of the B1 Neighbourhood Centre zone.

8.9.2. Building Height

The SEPP provides a maximum height for the site 30 metres as shown in Figure 7. The proposed building marginally exceeds the 30 metre height limit, with a parapet height of between 30.1 and 30.7 metres, and a maximum height of plant within the centre of the roof of 33.1 and 33.7 metres.

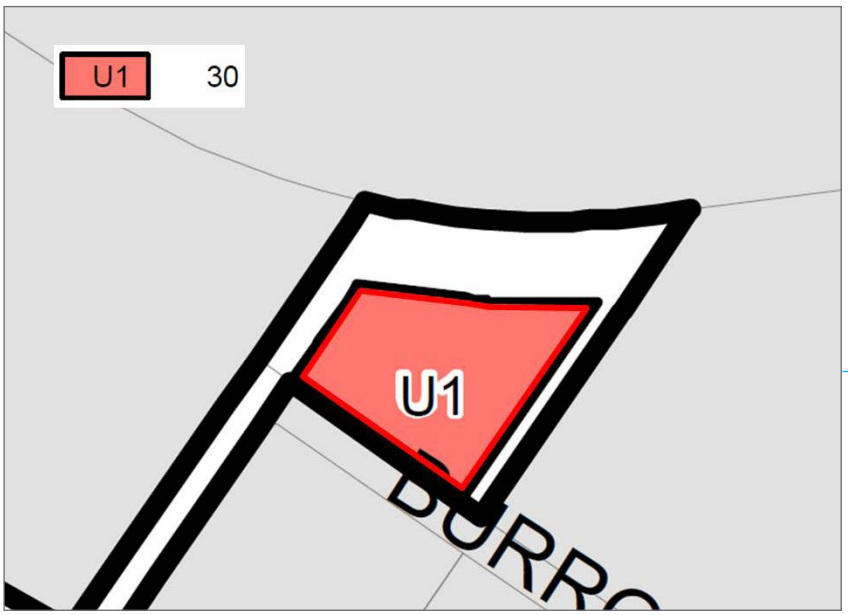

Figure 7:

Extract from SEPP (Major Developments) 2005 Height map for Sydney Olympic Park

Schedule 2, Part 23 Sydney Olympic Park site, Clause 22 of the SEPP provides that development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

> (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and
>
> (b) that there are sufficient environmental planning grounds to justify contravening the development standard.

This EIS provides a written request for a variation to the height development standard.

The proposed 9 storey building is generally consistent with the 30 metre height control and the elements which exceed this height are minor and not able to be readily perceived from the public domain due to their location within the central areas of the roof.

Having regard to the two recent planning changes in the immediate context of the site being the creation of the Wentworth Point Urban Activation Precinct as well as the recent amendment to the Homebush Bay West Development Control Plan, the surrounding sites will eventually accommodate a number of 25 storey residential towers. Within this forthcoming context, the scale of the proposed development is considered modest and the minor variation to the 30 metres height controls is considered acceptable.

Accordingly, strict compliance with the height development standard is unnecessary and unreasonable in this instance, and there are sufficient environmental grounds to justify the proposed variation.

8.9.3. Floor Space Ratio

The SEPP suggests a maximum floor space ratio (FSR) for the site of 2.25:1, as shown in Figure 8. The proposal has a density of 2.54:1 which is marginally above that of 2.25:1 which is suggested for the site under the SEPP.

Schedule 2, Part 23 Sydney Olympic Park site, Clause 22 of the SEPP provides that development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

> (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and
>
> (b) that there are sufficient environmental planning grounds to justify contravening the development standard.

This EIS provides a written request for a variation to the FSR development standard.

The proposed development is the winner of a competitive design process and provides a high quality retail and commercial element, as well as high level of amenity for the residential apartments which are consistent with the rules of thumb for residential apartments under the Residential Flat Design Code. In particular solar access and cross-flow ventilation for the proposal achieve the suggested requirements, and separation distances also meet the rules of thumb with the exception of a pinch point where the use of screens has been employed to mitigate any privacy impact. Accordingly, the characteristics of the subject site and proposed scheme have demonstrated that the site has the environmental capacity to absorb the proposed density whilst achieving a high level of residential amenity.

In addition, the proposed density is considered modest when considered in the context of the two recent planning changes to land immediately surrounding the site, being the creation of the Wentworth Point Urban Activation Precinct as well as the recent amendment to the Homebush Bay West Development Control Plan. These planning changes will result in a significant increase in density within the immediate context and literally surrounding the subject site. Within this forthcoming context, the density of the proposed development is considered modest.

Compliance with the FSR development standard is unnecessary and unreasonable in this instance, and there are sufficient environmental grounds to justify the proposed variation, because:

- The availability and capacity of local infrastructure, public transport and recreational opportunities supports the additional floor space proposed.
- The density proposed does not give rise to any significant impacts on the adjoining properties in terms of overshadowing, loss of privacy or visual impact as detailed in this Statement.
- The proposed development is the result of a competitive design process and demonstrates design excellence.
- A high level of amenity is provided for occupants of the development.
- The proposed density assists in meeting the demand for housing in the local government area in an appropriate location.
- Within the context of the new planning controls for immediately surrounding land, the proposed density is modest.

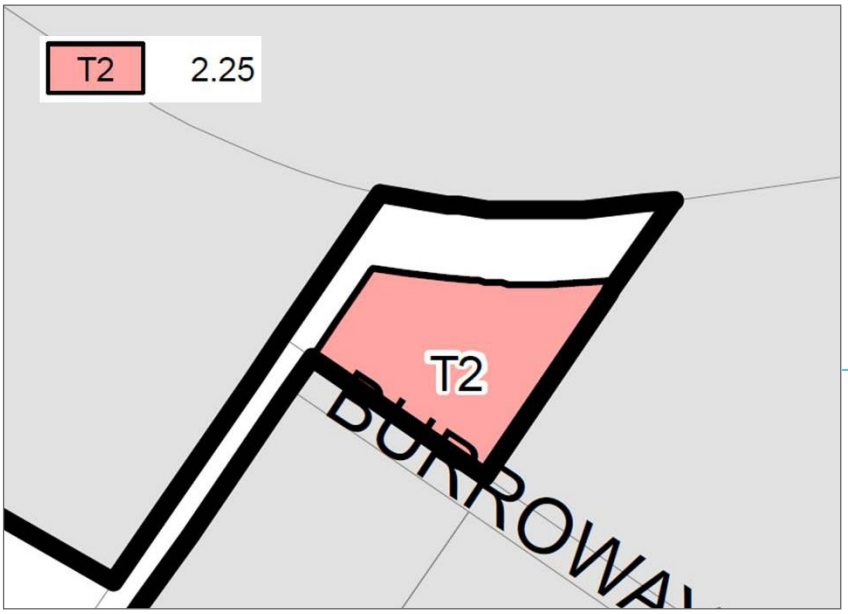

Figure 8:

Extract from SEPP (Major Developments) 2005 FSR map for Sydney Olympic Park

8.9.4. Public Utility Infrastructure

Schedule 2, Part 23 Sydney Olympic Park site, Clause 23 of the SEPP requires that Development consent must not be granted for development on land within the Sydney Olympic Park site unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.

Sydney Olympic Park Authority, as the current owner of the site, have advised that the site is generally served by the necessary utilities with sufficient capacity to service the proposed development. An electrical kiosk is proposed at the ground floor on the western side of the development.

8.9.5. Major Events Capability

Schedule 2, Part 23 Sydney Olympic Park site, Clause 24 of the SEPP requires that consent must not be granted to development on land within the Sydney Olympic Park site, if the consent authority is satisfied that during major events held within the Sydney Olympic Park site:

> (a) traffic generated by the development is likely to cause the local road network and connections to the regional road network to become saturated or otherwise fail, and
>
> (b) the development is likely to prevent the effective management of crowd movement and transport services, and
>
> (c) the development is likely to compromise the effective functioning of major event infrastructure, and
>
> (d) the development conflicts with the emergency management plans of government agencies or the emergency evacuation plans of major event venues.

The subject site is somewhat of an anomaly in the Sydney Olympic Park precinct as it is reasonably removed from the primary Sydney Olympic Park area, and indeed the majority of the remainder of the Wentworth Point suburb is governed under other planning controls which do not require the preparation of an Event Management Statement. Accordingly, the physical separation of the subject site from the central Sydney Olympic Park area is such that it will not adversely affect the major events capability of Sydney Olympic Park.

The subject site does however contain the Sydney Olympic Park Ferry Wharf which is a fundamental public transport node in high use during major events. It is considered that the proposed development will achieve a significantly positive influence in relation to the Ferry Wharf as it introduces passive surveillance over the terminal where none currently exists and the proposed retail offering will also provide a valuable service and convenience to passengers awaiting a ferry.

8.9.6. Transport

Schedule 2, Part 23 Sydney Olympic Park site, Clause 25 of the SEPP states that development consent must not be granted for development on land within the Sydney Olympic Park site unless the consent authority is satisfied that the development includes measures to promote public transport use, cycling and walking

The proposed development is located immediately adjacent to the Sydney Olympic Park Ferry Wharf as well as an extensive bicycle network throughout the area. The proposed development provides a significant provision of bicycle parking. Accordingly, the development of the subject site will promote a high level of walking, cycling and use of public transport.

8.9.7. Master Plan

Schedule 2, Part 23 Sydney Olympic Park site, Clause 25 of the SEPP states that development consent must not be granted for development on land within the Sydney Olympic Park site to which a master plan applies unless the consent authority has considered that master plan.

In 2011, the Wentworth Point Precinct Masterplan 2030 was made and is the relevant Masterplan governing the redevelopment of the site. The provisions of the Wentworth Point Precinct Masterplan 2030 are addressed further in this EIS.

8.9.8. Design Excellence

Schedule 2, Part 23 Sydney Olympic Park site, Clause 30 of the SEPP requires that development consent must not be granted for development that is the erection of a new building unless the consent authority has considered whether the proposed development exhibits design excellence.

The proposed development is considered to exhibit design excellence for the following reasons:

- The bulk, massing and modulation of the proposed development is an appropriate fit within the current and forthcoming context of the site.
- The design of the development provides a high level of visual interest and fine grain by breaking up the length of the site through the introduction of three separate buildings above the podium.
- The proposed development is the successful entrant from a competitive design process held in respect of the site.
- The proposed development exhibits a high standard of architectural design and detailing as illustrated in the architectural plans prepared by Rice Daubney Architects.
- The proposed materials and finishes are of a high quality and will contribute positively to the locality.
- The proposal will result in a significant improvement to the public domain by defining the street edge and activating the surrounding streets.
- The proposed development does not adversely impact view corridors and will achieve a high level of visual and physical permeability through the site.
- The proposed development will achieve high level of amenity for the occupants.
- The proposal achieves the principles of ecologically sustainable development.

8.10. Sydney Olympic Park Masterplan 2030 and the Sydney Olympic Park Wentworth Point Precinct Masterplan 2030

A new master plan for the site was approved in 2011 and is known as the Wentworth Point Precinct Masterplan 2030. The Wentworth Point Precinct Masterplan 2030 provides that the general controls in Part 3 and 4 of the overall Sydney Olympic Park Masterplan 2030 apply to the site where relevant and the Wentworth Point Precinct Masterplan 2030 provides specific controls for the site in relation to land uses, FSR, number of storeys, vehicular and pedestrian access to site, through-site links, and setbacks.

The general controls in Part 3 and 4 of the Sydney Olympic Park Masterplan 2030 are considered below where relevant, followed by the detailed controls specific to the site under the Wentworth Point Precinct Masterplan 2030.

8.10.1. Access and Parking

Part 4 of the Sydney Olympic Park Masterplan 2030 requires the provision of car parking at the following rates for the proposal:

Use	Parking Rate	Required	Provided
Supermarkets (1,789sqm)	4 spaces per 100 square metres	71.56	96
Retail (1,155sqm)	1 space per 50 square metres	23.1	
Child care	1 space per 4 children and suitable drop-off for visitors 1 space per 2 staff	8	8 in basement for staff and 45 newly created on-street
Residential	58 x 1 bed - 1 space 189 x 2 bed - 1.2 spaces 9 x 3 bed - 1.5 spaces	58 226.8 13.5 298 Total	246
	Visitor - 0.25 spaces/dwelling	64	64

The provision of car parking is generally consistent with the rates suggested in the Masterplan, with marginally more spaces for the retail component and marginally less for the residential component. As discussed in the Traffic and Parking Report which accompanies this application, the proposed provision of car parking is considered acceptable having regard to the nature of the proposal, the context of the site, and physical attributes of the site and development.

Part 4 of the Sydney Olympic Park Masterplan 2030 requires the provision of car parking at the following rates for the proposal:

Use	Bicycle Parking Rate	Required	Provided
Commercial	1 space per 50 square metres permanent 1 space per 75 square metres for visitors	68 45	80
Residential	1 bed - 1 space 2 bed - 1.2 spaces 3 bed - 1.5 spaces	58 226.8 13.5 298 Total	66
	Visitor - 0.25 spaces/dwelling	64	

The proposal provides bicycle parking which is generally consistent with the rates suggested in the

Masterplan for commercial activities. Whilst the bicycle parking provision is less than suggested for the residences, apartments are provided with storage cages in the basement and generous bans which are capable of accommodating a bicycle.

8.10.2. Site Configuration

The Wentworth Point Precinct Masterplan 2030 requires the proposed site configuration to be consistent with the site, streets and parks as shown in Figure 5 Wentworth Point Precinct Sites Boundaries Plan (refer to Figure 9 below).

The Wentworth Point Precinct Masterplan 2030 defines a new notional site area, which forms the development site to which the proposed development has been designed. It also defines a new foreshore street along the northern side of the development site, which separate the development from the existing Sydney Olympic Park Ferry Wharf. The Wentworth Point Precinct Masterplan 2030 also dictates a new eastern street which serves the purpose of a service road for the development and allows traffic flow through.

The proposed development provides the new streets consistent with Figure 5 of the Masteplan.

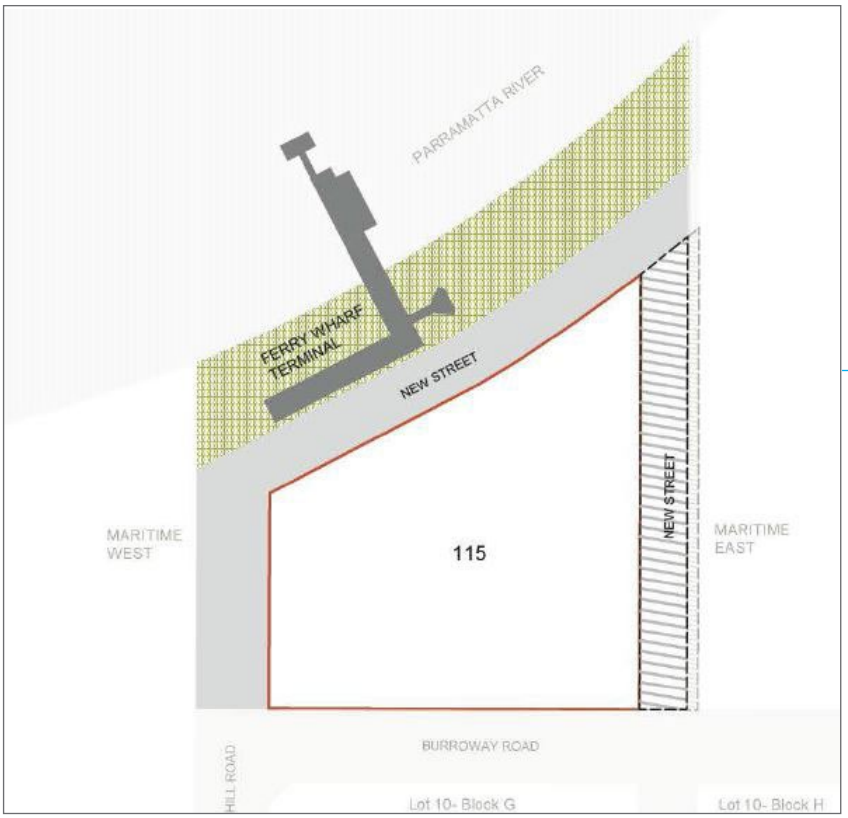

Figure 9:

Masterplan Figure 5 - Site Configuration

8.10.3. Floor Space Ratio control

The Wentworth Point Precinct Masterplan 2030 defines the area which is to be used for the calculation of the FSR for the development in Figure 6 (refer to Figure 10 below).

Figure 10:

Masterplan Figure 6 - Floor Space Ratio

This site area is 10,430 square metres and has been used for the calculation of FSR. Whilst the proposal marginally exceeds the suggested FSR for the site, the site has been demonstrated to have the environmental capacity to accommodate the proposed density and variation to the FSR is warranted in this instance.

8.10.4. Land Use control

It is intended that the speciality retail tenancies will be occupied by a range of appropriate uses in this location such as cafes, restaurants, hairdresser, newsagent, pharmacies, medical centres and the like and the development application is therefore seeking consent for the following specific and general indicative uses:

- child care centre
- supermarket
- Food and Drink Premises
- Shops
- Business Premises
- Medical Centre

These uses are consistent with Wentworth Point Precinct Masterplan 2030, Section 2.4 Land Use Controls which states:

> Ground floor retail and home office use is allowed. Suggested retail uses could include those that support the transport hub such as small supermarkets, convenience shops, pharmacies, post offices, local bank branches, restaurants and takeaway

food shops, speciality stores and professional offices.

8.10.5. Building Height control

The Wentworth Point Precinct Masterplan 2030 provides the following provisions in relation to building height:

- Ensure building heights comply with Figure 8 Wentworth Point Precinct Building Heights Plan (refer to Figure 11 below).
- Heights shall comply with storey heights where noted on the Building Heights Plan.
- Along the foreshore road frontage the maximum height of 6 stories is permitted for up to 30 percent of overall building length. The remaining height should not exceed four stories.

Figure 11:

Masterplan Figure 8 - Building Heights

The proposed development has an overall height of 9 storeys, however it begins to step back progressively for each floor above 5 storeys from the new northern street, with the eastern and western buildings stepping back further than the central building. The proposal does not strictly adhere to the suggested arrangement heights, with some elements stepping back greater than required and other elements protruding marginally into the lower height area. However, the proposal is considered to achieve a balanced outcome which respects the principle of progressively stepping back from the new northern street. The proposed residential buildings present as thin blades to the new northern street due to the their north-south long axis such that the building ends occupy

less than 50% of the northern frontage of the site. Notwithstanding that 30% of the foreshore road frontage can be 6 storeys, the proposal has no 6 storey elements along the foreshore road frontage. Whilst the maximum height along the foreshore at 5 storeys exceeds the suggested 4 storeys height control, it is only for a length of approximately 50% of the site frontage due to the slim characteristic of the residential buildings. Given that the slim quality of the buildings and that there are no 6 storey elements along the foreshore road frontage, the proposed 5 storey elements along the foreshore road frontage are considered an acceptable design response to the site and the controls.

In conclusion, whilst the proposed development does not strictly adhere to the suggested rigid arrangement of heights for the site, it provides a more modulated and organic approach to height with some elements greater and some smaller that suggested, which achieves a high level of articulation and visual relief to the foreshore road frontage and an appropriate architectural response consistent with the objective of the height control.

8.10.6. Building Zone and Setback controls

The Wentworth Point Precinct Masterplan 2030 provides that the building zones and setbacks should be generally in accordance with those illustrated in Figure 9 (refer to Figure 12) below.

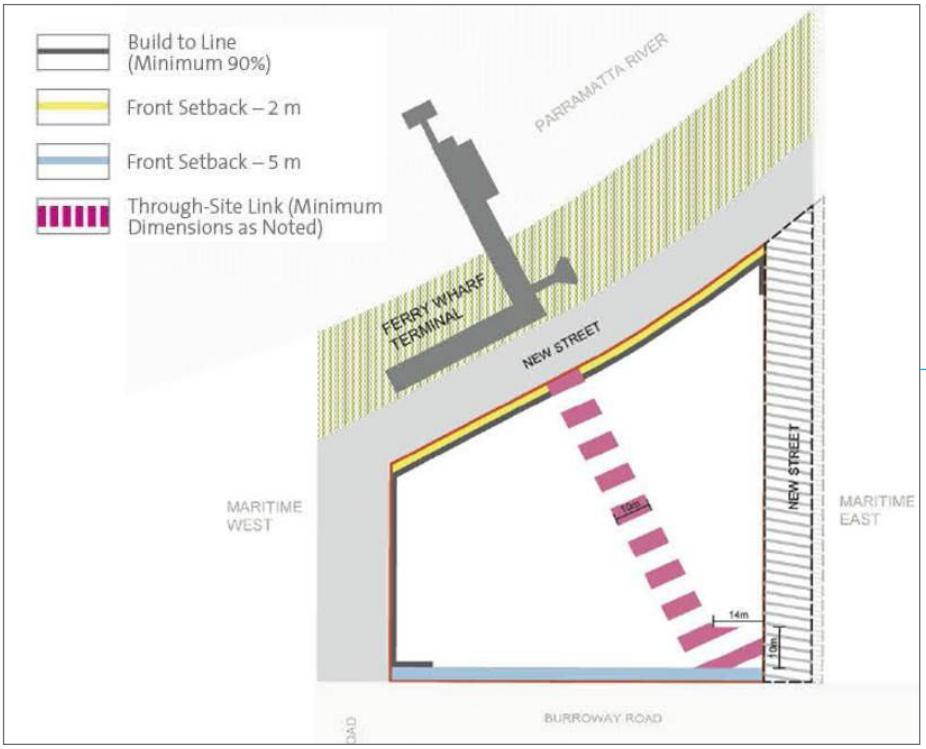

Figure 12:

Masterplan Figure 9 - Building Zones and Setback Plan

A critical element is the requirement for a through site link to align with the Ferry Wharf pontoon, providing a direct visual link between the wharf and the Burroway Road intersection. The proposed setbacks are generally consistent with those depicted and the proposal also provides a generous through-site link which will complement the adjacent public streets and provide a well lit and legible public thoroughfare with active ground level uses from the proposed speciality retail shops on both sides of the thoroughfare. The proposed complies with the required 5 metre setback from Burroway Road.

8.10.7. Event Controls (Vehicle Entry)

The precinct is identified as an Event Traffic Zone in the Major Event Impact Assessment Guidelines and the Wentworth Point Precinct Masterplan 2030 requires the provision of vehicular entry into the site from Burroway Road and also the new eastern road as depicted in Figure 7 (Refer to Figure 13 below).

The proposal provides the vehicular access as required. Whilst an additional vehicular access is proposed from the western road, this is only to serve the loading dock and will be used infrequently.

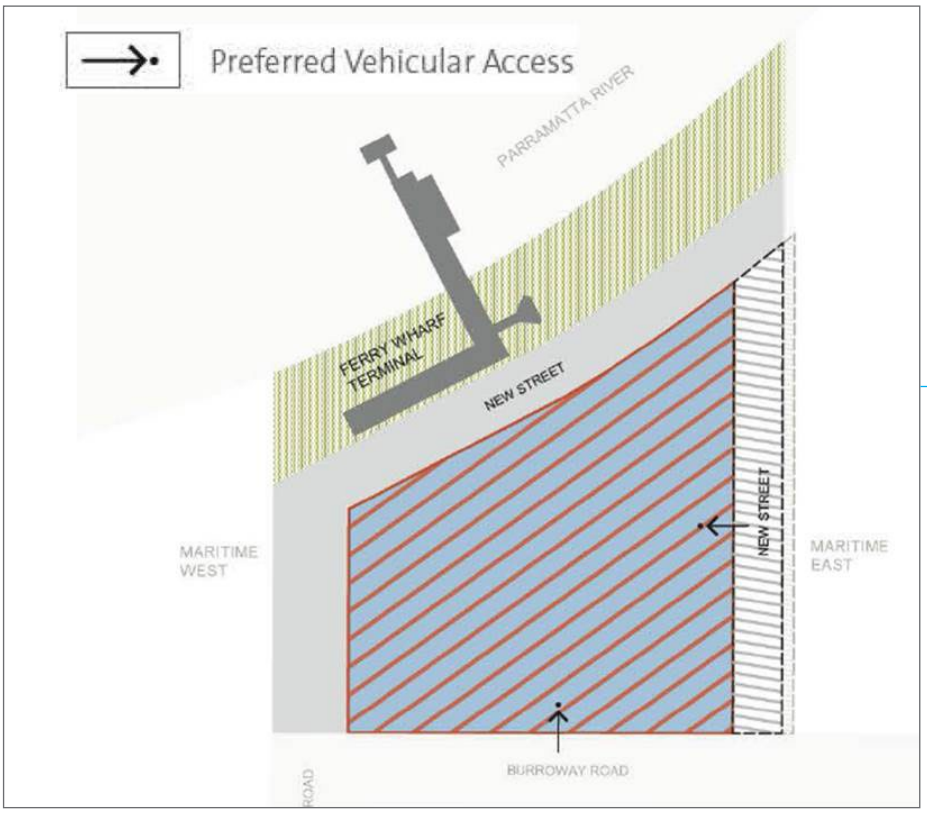

Figure 13:

Masterplan Figure 7 - Land Uses

8.10.8. Public Domain Controls

The Wentworth Point Precinct Masterplan 2030 provides that the proposed development of the site should provide the following:

- the Hill Road Extension and the Foreshore Drive to be designed as shown in Figure 10 Foreshore Drive - Typical Section and Plan.
- the future new development funded street as shown in Figure 11 Secondary Street- Typical Section and Plan.
- 3 metre wide awnings along the Foreshore Drive frontage.

The proposed development provides for the Hill Road extension, the new Foreshore Drive, as well as the new eastern road in accordance with the specifications provided within the Masterplan and by the Sydney Olympic Park Authority. The proposed building configuration does not allow for an awning along the foreshore drive frontage, however, it provides for continuous awnings along the entire length of the through-site link which provides adequately for pedestrian amenity.

8.11. Sydney Olympic Park Access Guidelines 2011

The purpose of these Guidelines is to provide information concerning the requirements for an accessible built environment that enables independent, equitable and inclusive access for people with disabilities. Part 1 of the Guidelines apply to all building works within Sydney Olympic Park.

These Guidelines are intended to provide guidance to Government agencies, architects, venue operators, event operators, designers and others who are involved in the design, construction, fit-out, planning and operations of facilities and venues within Sydney Olympic Park.

The proposed development has been designed in accordance with the Guidelines, BCA and relevant Australian Standards to provide appropriate access for persons with disabilities throughout the surrounding public domain and within the public and private spaces within the development. Travel distances, circulation, gradients, doorways and amenities have all been appropriately designed.

In addition, all apartments have been designed so as to be visitable by people with a disability and living areas are accessible with circulation spaces and clear door openings which meet the requirements of AS 1428.1. Finally, the proposal provides 10% of the apartments as Adaptable Housing to a class B standard within AS4299.

8.12. Sydney Olympic Park Major Event Impact Assessment Guidelines

These guidelines apply to all developments within Sydney Olympic Park and have been prepared for understanding and mitigating the impacts from development on the capacity of Sydney Olympic Park to successfully host major event.

The guidelines require that a Development Application must include an Events Information Statement in order to facilitate the Sydney Olympic Park Authority Place Manager undertaking a Major Event Impact Assessment. An Event Information Statement may contain any information considered relevant by the proponent of the development, however every such Statement must at least provide the following information relating to the Development Application.

- Number of residents and/or workers to be accommodated;
- Number of car-parking spaces required / provided;
- The location and capacity of entry and exit points to the premises, including delivery areas and car parks;
- Number, frequency, and timing, of service vehicle movements into and out of the premises;
- The extent and location of any encroachment into the Public Domain;
- Details of all requirements for works within the Public Domain;
- An overview of the scale, timing and nature of the Development in construction activity terms;
- The normal hours of business operations;
- Emergency evacuation routes and meeting places; and
- Other information as required by SOPA's Place Manager.

The subject site is somewhat of an anomaly in the Sydney Olympic Park precinct as it is reasonably removed from the primary Sydney Olympic Park area, and indeed the majority of the remainder of the Wentworth Point suburb is governed under other planning controls which do not require the preparation of an Event Management Statement. Notwithstanding this, the subject site contains the Sydney Olympic

Park Ferry Wharf which is a fundamental public transport node in high use during major events. It is considered that the proposed development will achieve a significantly positive influence in relation to the Ferry Wharf as it introduces passive surveillance over the terminal where none currently exists and the proposed retail offering will also provide a valuable service and convenience to passengers awaiting a ferry.

This application already details a number of the items to be included in the Events Information Statement, such as number of car parking spaces, entry and exit points to the development, service vehicle movements, etc. It is proposed that an Events Information Statement can be prepared prior to the issue of an Occupation Certificate.

8.13. Sydney Olympic Park Urban Elements Design Manual

The purpose of the Sydney Olympic Park Urban Elements Design Manual (UEDM) is to deliver an integrated and consistently high quality public realm for Sydney Olympic Park with a particular focus on the urban core of the Town Centre.

The UEDM is a technical manual which sets standards of performance and design quality taking into account robustness, fitness for purpose, sustainability of material selection, operational efficiency and integration with the existing public domain as a legacy of the 2000 Summer Olympics. It also sets standards for public safety, amenity and universal access.

The UEDM has been taken into account in the development of the Landscape Plans and Public Domain Plans for the proposed development.

8.14. Sydney Olympic Park Environmental Guidelines

The Environmental Guidelines focus on highlighting key environmental issues for Sydney Olympic Park, defining the major challenges these issues present and stating the various commitments that the Sydney Olympic Park Authority has made to progressively enhance the sustainability of Sydney Olympic Park. The Guidelines enable the adequacy of development proposals at Sydney Olympic Park to be checked by consent authorities in terms of the potential to enhance environmental sustainability outcomes.

The key objectives of significance to the proposed development are addressed in the table below:

Objective	Comment
Water Conservation • Maximise opportunities for building design to incorporate water collection and recycling • Avoid adverse impacts on water quality or quantity in local streams, wetlands and groundwater from operations, developments and major event activities at Sydney Olympic Park	The proposal will be making use of the Water Reclamation and Management Scheme (WRAMS) system in Sydney Olympic Park which provides a recycled water option for which provides for toilets and clothes washing water for developments within the Park. In addition a rainwater harvesting system is provided for the development that collects rainwater from the roof for reuse on site. Harvested rainwater will be used for landscape irrigation. Other Improvements will be made in water consumption efficiency by installing more efficient fixtures and tapware. As a result, the base building consumption of potable water is minimised. Appropriate erosion and sediment controls measures will be implemented during construction to ensure no adverse impact to water quality in nearby wetlands.
Energy Conservation • Prioritise the use of passive solar design, natural ventilation and selection of energy efficient materials to enhance thermal performance • Require energy-efficient heating and cooling systems, building management systems, lighting, and energy consuming appliances to be incorporated in all new building projects. • Adapt and apply best available environmental design principles, technology, demand-management and procurement practices to progressively and significantly reduce greenhouse gas emissions.	Solar access to the residential apartments has been optimised through the careful consideration of the internal layout of the dwellings and the proposed development exceeds the requirements for solar access and cross-flow ventilation within the RFDC. In addition, the proposed development has achieved a BASIX Certificate which details the measures which will be implemented to minimise energy consumption and confirms that the development will meet the NSW Government's requirements for sustainability.

Objective	Comment
Materials Selection • Consider whole-of-life impacts on the environment when selecting materials for development and operations • Prioritise non-use of chlorine, fluorine and hydrogen based carbon gases. • Minimise use of known environmentally damaging or unhealthy products such as PVC, CCA etc. • Prioritise the use of low impact timber products including low emission composite timber in construction and timber from managed sustainable sources.	The proposed materials and finishes are detailed in the architectural plans provided by Rice Daubney Architects. The materials have been chosen for durability and longevity and in particular pre-cast concrete provides for high thermal efficiency. The use of products such as PVC will be minimised in favour of other products including steel.
Waste Management • Require waste management performance and recycling targets for all developments throughout design, construction and operational activities, with a minimum of 80% of construction and demolition waste to be recycled or re-used for each development.	A waste management plan accompanies the subject application which details the measures which will be implemented to reach recycling targets throughout the design, construction and operational activities of the development.
Transport Management • Apply 'demand management' techniques (including integrated ticketing, car-parking controls, priority bus lanes etc) that encourage public transport use and discourage excessive road based private transport accessing Sydney Olympic Park – particularly during peak commuter times and major events periods. • Promote and support innovative transport modes, sustainable transport technologies and the use of alternative fuels.	The proposal seeks to provide a mixed use development with a resident and worker population with excellent access to public transport facilities. The proposal will actively discourage road based transport accessing Sydney Olympic Park during major event periods as the residents will be able to walk or cycle to events.
Pollution Control • Comply with all relevant statutes and regulatory requirements. • Promote the design and physical construction of new buildings so that they mitigate environmental impacts associated with major events.	All relevant statutes and regulatory requirements for pollution control will be complied with. The Acoustic Report which accompanies the application addresses acoustic impacts of major events on the proposed development.

8.15. Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy

The Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy seeks to integrate the urban water cycle, including stormwater, groundwater and wastewater management and water supply, into development design to minimise environmental impacts associated with a development.

The proposal will be making use of the Water Reclamation and Management Scheme (WRAMS) system in Sydney Olympic Park which provides a recycled water option for which provides for toilets and clothes washing water for developments within the Park. In addition, the Integrated Water Cycle Management report prepared by Northrop which accompanies this application outlines measures which will be adopted in the development for harvesting and re-using roof water, managing runoff discharging from the developed site, improving the quality of stormwater runoff and the principles for water conservation. A rainwater harvesting system is provided for the development that collects rainwater from the roof for reuse on site. Harvested rainwater will be used for landscape irrigation. Other Improvements will be made in water consumption efficiency by installing more efficient fixtures and tapware. As a result, the base building consumption of potable water is minimised.

9.0 CONSULTATION

To date, the project team has consulted with the following:

- Sydney Olympic Park Authority
- Urban Growth
- Sydney Olympic Park Authority Design Review Panel
- Department of Planning and Infrastructure
- Auburn City Council

The site is currently in the ownership of the Sydney Olympic Park Authority and so many meetings and consultation have been undertaken with the authority throughout the design development to date, which commenced following appointment of Payce and Rice Daubney as the successful tenderer following the design competition process.

Urban Growth are currently providing guidance on a range of matters including the interface of the proposal with the surrounding public domain. To date meetings have been held on 1 August 2013, 4 November 2013, 21 January 2014 and are currently ongoing to resolve a number of issues.

The proposed development was discussed with Auburn City Council at a meeting held on 27 March 2014. The specific issue of concern raised by Council was in relation to the management of overland flow stormwater from Hill Road through the subject site. Auburn City Council were subsequently provided with a detailed engineering response prepared by Northrop on 10 April 2014. This issue is discussed at Section 10.11 of this report. At the time of writing, a response has not been received from Auburn City Council.

The subject development application was presented to the Sydney Olympic Park Authority Design Review Panel on 6 December 2013 where the scheme was generally positively received. The proposed development has been further refined in response to feedback provided from the panel as follows:

Screening

The Panel suggested that additional screening could be provided to the west and east elevations of the buildings and removed from the top where it folds over onto the roof of the buildings. In response, there has been some minor amendments to the screens on the east and west facades to ensure that a sufficient level of visual privacy is achieved between the buildings. In addition, the screening folding over the roof has been removed as suggested because it was considered that it did not contribute significantly in terms of occupancy comfort.

Loading Dock and Garbage Storage/Servicing

The Panel suggested that further resolution of the loading dock would benefit the proposal and also raised concern that provision should be made for garbage collection on site. The loading dock area has been further resolved and is supported by a traffic and parking report which accompanies the application. Auburn City Council were consulted in relation to preferred method of garbage collection, which is from the street rather than within the building.

Hill Road elevation

The Panel expressed some concern that the Hill Road ground floor had been designed as the back of house area for the development. The proposed has been substantially amended in response to this

concern and a pocket park is now proposed on the north eastern corner, a residential foyer is introduced into Hill Road at the ground floor and steps to the podium level common open space are included on the western side of the development.

Exit Paths

The Panel raised some concern about exit paths due to the design of the residential corridors. BCA input and Alternative Fire Engineering input have confirmed that the travel distances are workable. Some redesign has occurred to the northern apartments toward reducing the travel distances.

Balcony sizes

Some concern was raised by the Panel in relation to balcony sizes, however, they have been reviewed and found to achieve compliance with the Rules of Thumb in the RFDC. The balconies are considered to provide an especially high level of amenity in this development as they have been oriented to enjoy views of the Parramatta River.

A meeting was held with the Department of Planning and Infrastructure on 20 January 2014 to introduce the proposal.

10.1. Built Form and Urban Design

Height, bulk and scale

The proposed 9 storey height of the development is generally consistent with the 30 metre height control for the site under State Environmental Planning Policy (Major Development) 2005 and the number of storeys anticipated for the site under the Wentworth Point Precinct Masterplan 2030. The proposed scale of the development is also consistent with the 8 storey scale of buildings which have emerged along Hill Road to the south of the site.

The development presents as a highly modulated form as it employs a typology of three slim line buildings above the podium level arranged along a north-south axis. This arrangement of buildings is particularly successful in minimising the bulk of the building in comparison to a traditional courtyard perimeter typology as there is no dominant street wall, rather the development presents as a series of sculptural forms which allow views though the site and also means that the visual appearance of the development continuously changes as the pedestrian moves past the site and different facades reveal themselves.

Within the context of the recently amended planning controls which apply to all of the sites surrounding the subject site, which will allow residential towers of up to 25 storeys in height, the height, bulk and scale of the proposed development is considered a modest response to the subject site.

Design Quality

The proposed scheme represents a refinement of the winning entrant of a competitive design process conducted by the Sydney Olympic Park Authority in relation to the site.

The proposal is for a podium style development with the residential buildings above designed as slim line elements along a north-south axis. Each building begins to step back from the northern boundary above Level 5 which provides visual relief when viewed from the River and generates a high level of modulation and articulation to the buildings which take on a sculptural form.

The proposal has been designed as a bold architectural solution with each residential building designed to take advantage of the orientation towards Parramatta River. Visual interest is also generated by the introduction of a unifying screen facade system which serves to create drama whilst framing views of the River. The screen acts to provide privacy to the occupants as well as creating a bold architectural solution for the prominent façades. The proposed development utilises a visually engaging architectural language with a selection of other appropriate materials and finishes to compliment the facade screen.

The ground floor plane has also been carefully considered and the design of the development serves to define the street edges of the site, whilst also creating a high level of pedestrian permeability through the site and also visual permeability between Burroway Road and the Parramatta River foreshore through the site. The ground floor plane is suitably activated with individual entries to retail spaces and multiple residential lobbies.

The proposed built form and composition of the new building is of a high quality and responds to the emerging character of the area and therefore provides a positive contribution to the visual quality of Wentworth Point.

Services

The integration of services within the development has been carefully considered and has informed the basement arrangements and ground floor arrangement.

A dedicated drive-through loading dock is provided for the supermarket whilst loading for the speciality retail is likely to be much more infrequent and can either be serviced from an on-street loading zone or from within the retail basement parking level.

Waste collection will be undertaken by Auburn City Council. The proposed development has been designed with waste rooms within the retail parking level adjacent to the lifts to facilitate bin removal by building management, with shutes directly to the residential floors above.

Mechanical plant has been integrated into the design of the development with various plant rooms within the basement of the building. An electrical kiosk is proposed at the ground floor on the western side of the development, adjacent to a fire control room.

Sydney Olympic Park Authority Design Review Panel

The subject development application was presented to the Sydney Olympic Park Authority Design Review Panel on 6 December 2013 where the scheme was generally positively received. The proposed development has been further refined in response to feedback provided from the panel as discussed under Consultation above.

10.2. Environmental Amenity

The proposal will provide a high standard of residential amenity.

Overshadowing

The height of the proposal is consistent with that provided for the site under the Masterplan and therefore the shadow resulting from the proposal is as expected by the Masterplan. The shadow diagrams prepared by Rice Daubney which accompany the subject application illustrate that the shadow falls over the Hill Road extension and intersection of Hill Road and Burroway Road as well as the industrial building opposite to the south in the morning, before overshadowing Burroway Road to the south in the middle of the day, and finally overshadowing Hill Road, the new eastern Road, and some of the eastern adjoining site in the afternoon.

The site opposite to the south currently contains a warehouse building and so the proposed overshadowing is considered acceptable in the short term. In the long term, this site will be developed for a 9 storey residential flat building, consistent with the Homebush Bay West DCP (Amendment No. 1). The overshadowing to any future building is likely to be minor as it is in the morning and by midday the northern facade of the building will be in sunlight and for the remainder of the day such that the shadow from the proposed development will not prevent the achievement of 70% of apartments within the future development to the south across Burroway Road from achieving solar access.

The site to the east currently contains vacant industrial buildings and so overshadowing in the short term

is considered acceptable. In the long term, the site will be developed for a school, consistent with the Wentworth Point Urban Activation Precinct. The school buildings are to be located adjacent to Burroway Road, in the area likely to be overshadowed in the afternoon, whilst the playground and playing fields are located at the northern end of the site and will not be overshadowed by the proposal. Having regard to the fact that the school site will enjoy unimpeded solar access for the entire morning period, and that the outdoor areas of the school will enjoy solar access for the entire day, the proposed overshadowing of the eastern site is considered acceptable in the circumstances of the site and also having regard to the height of the proposal which is envisaged for the site under the recently adopted Masterplan.

Solar Access

The proposed development meets the requirements of the RFDC for solar access with 70% of apartments enjoying a minimum of 2 hours solar access to the living areas in mid-winter between 9.00am and 3.00pm.

Acoustic Impacts

Acoustic and vibration impacts have been assessed and it has been concluded that the proposal can achieve compliance with all relevant design considerations as outlined in the Acoustic Report prepared by Renzo Tonin which accompanies the subject application.

Visual Privacy and View Loss

There are no buildings within the vicinity of the site which enjoy views across the site to the Parramatta River and therefore the proposal does not result in any view loss. The development has however been specifically designed to provide a high level of visual permeability with framed views to the river through the buildings and in particular along the through-site link from Burroway Road to the Parramatta River.

The proposed separation between the buildings is generally compliant with the separation requirements of the RFDC. In addition, the proposed screening system for the building not only provides an aesthetic function but is designed to protect view impacts from within the development to provide a high level of privacy for the occupants with all the majority of apartments enjoying framed views of the Parramatta River and also taking advantage of the northerly aspect. It is considered the design adequately protects visual privacy for future residents.

Wind Impacts

A Pedestrian Wind Environment Report prepared by Windtech accompanies the subject application. The principles of wind amelioration have been adopted in relation to the public domain by the use of a podium arrangement and awnings at the base of the building where possible to reduce any downwash caused by the building. Subject to the implementation of the recommendations of the Windtech report, the proposed measures are considered sufficient to ensure a comfortable pedestrian environment for the proposal.

In addition, the balconies for the apartments have also been designed having regard to potential wind impacts along the Parramatta River and the proposed screen facade system ensures that balconies are sufficiently integrated into the facade of the building so as to minimise wind impacts for residents.

10.3. Ecologically Sustainable Development

The proposal is supported by an ESD strategy and Section J of the BCA assessment and BASIX Certification. The development incorporates a range of measures to reduce energy and water consumption. The strategy identifies that high quality internal environments are created by:

- Access to natural light and ventilation;
- Acoustic treatments;
- Materials selection; and
- A rainwater harvesting system

The ESD strategy also highlights the high level of access to public transport and walking and cycling options supporting the sustainability of the site and the proposed development.

The proposed development is also consistent with the principles of ESD as provided under clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 as described below:

Precautionary Principle
If there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.

The proposed development is accompanied by multiple environmental studies and technical reports which conclude that there are no environmental constraints that preclude the development of the site in accordance with the proposal, subject to appropriate management in construction and operational strategies. The mitigation measures outlined in this Statement detail the methods by which environmental impacts will be managed on the site.

Inter-Generational Principle
The proposal will ensure that the health, diversity and productivity of the environment is enhanced for the benefit of future generations as it represents a sustainable use of the site which will take advantage of the existing infrastructure and make more efficient use of the site. The redevelopment of this site will also have positive social, economic and environmental impacts. The location of new residential development on a site with excellent access to public transport will enable residents to make sustainable travel choices which will protect the environment for future generations.

Biodiversity Principle
The subject application is accompanied by a range of environmental reports dealing with issues such as biodiversity on the site, the riparian corridor, and contamination. This documentation demonstrates with appropriate certainty that there is no threat of serious or irreversible environmental damage as a result of the proposal.

Valuation Principle
The valuation principle is more appropriately applied to broader strategic planning decisions and not at the scale of this application. Notwithstanding this, the costs of infrastructure and measures to ensure an appropriate level of environmental performance on the site have been incorporated into the cost of the development and include the provision of a new road to access the Ferry terminal as well as management of upstream stormwater flows.

10.4. Noise and Vibration

An Acoustic Report has been prepared by Renzo Tonin in support of the application. The Report has:

- Conducted an assessment on the impact of traffic noise, noise from major events, and noise from the retail component of the proposal on the acoustic amenity of the proposed residential accommodation;
- Determined the noise emission criteria from the proposed development based on on-site noise logging and NSW EPA Industrial Noise Policy; and
- Outlined the main noise sources during the construction stage and sets up the noise/vibration criteria based on the requirements of "Interim Construction Noise Guideline (DECC)" and "Assessing Vibration: A Technical Guideline 2006".

The Report recommends specific building structures (glazing, roof/ceiling, external walls) to ensure that external noise intrusion into the proposed building fully complies with the internal noise criteria established within the Report.

10.5. Transport and Accessibility

The proposal is supported by a detailed Traffic and Parking Assessment. This assessment has considered parking requirements, traffic generation impacts and internal access provision. The assessment concludes that the levels of car parking, and bicycle storage provided, are appropriate given the location adjacent to the Sydney Olympic Park Ferry Wharf as well as the close proximity of the Sydney Olympic Park train station.

In relation to service vehicle provision, the assessment concludes that the loading and servicing of the proposed retail components of the proposal is appropriate.

The assessment of traffic generation has identified that intersection performance assessed on SIDRA analysis maintains an acceptable level of performance with good remaining capacity. The assessment has also assessed accessibility of the proposed basement which has been deemed to be acceptable and functional.

10.6. Major Events

The subject site is somewhat of an anomaly in the Sydney Olympic Park precinct as it is reasonably removed from the primary Sydney Olympic Park area, and indeed the majority of the remainder of the Wentworth Point suburb is governed under other planning controls which do not require the preparation of an Event Management Statement. Accordingly, the physical separation of the subject site from the central Sydney Olympic Park area is such that it will not adversely affect the major events capability of Sydney Olympic Park.

The subject site does however contain the Sydney Olympic Park Ferry Wharf which is a fundamental public transport node in high use during major events. It is considered that the proposed development will achieve a significantly positive influence in relation to the Ferry Wharf as it introduces passive surveillance over the terminal where none currently exists and the proposed retail offering will also provide a valuable service and convenience to passengers awaiting a ferry.

10.7. Utilities

Sydney Olympic Park Authority, as the current owner of the site, have advised that the site is generally served by the necessary utilities with sufficient capacity to service the proposed development. An electrical kiosk is proposed at the ground floor on the western side of the development.

10.8. Contributions

The Contributions Plan for Sydney Olympic Park is a confidential document, therefore further consultation with SOPA will be required to determine the level of contributions required for the proposed development.

10.9. Biodiversity

The proposal does not result in any unreasonable impact upon biodiversity on the site or the riparian corridor, subject to mitigation measures, as outlined in the Riparian Corridor Assessment prepared by SMEC which accompanies this Statement at Appendix V.

10.10. Flooding

SKM have prepared the Floodplain Risk Management Study and Plan dated March 2005 for Parramatta City Council in relation to the Lower Parramatta River. Northrop have provided flood advice which has interpreted the tabulated Peak Water Levels for the relevant section of the River and provides the following:

- Probable Maximum Flood (PMF) Level = 2.30m AHD 100-year ARI Flood Level = 1.42m AHD
- The Flood Planning Level is typically determined by the greater of PMF Level or '100-year ARI Flood Level + 500mm freeboard'. This is the level that typically sets the minimum habitable floor level for development in flood-affected areas.
- Based on the above, the Flood Planning Level for this site is RL 2.3m AHD.
- The proposed FFL 2.80m AHD would be 500mm above the calculated FPL which is adequate.

Accordingly, the development is compatible with the flood hazard of the land, and is not likely to significantly adversely affect flood behaviour to the detriment of other properties, and incorporates appropriate measures to manage risk of life from flood.

10.11. Drainage and Stormwater Overland Flow Paths and Site Levels

The stormwater design for the proposed development has been prepared by Northrop and accompanies the subject application. The stormwater design is consistent with Sydney Olympic Park Authority's requirements to minimise and control nuisance flooding and to provide safe passage for less frequent floods.

During consultation with Auburn City Council, a query was raised concerning the control and management of overland flow paths north along Hill Road and potentially through the subject site. UrbanGrowth NSW are currently progressing an Urban Activation Precinct for the sites immediately adjacent to the east and west of the subject site and Browns Consulting have prepared a preliminary Road and Drainage Design which can be found at Appendix X to this Statement. The drainage design includes a 5 metre wide open channel along the western boundary of the subject site which is intended to convey stormwater and overland flow from Hill Road to the Parramatta River.

The proposed new roadway within the subject site has been designed by Northrop, based on calculations for the existing contributing catchments prepared by Brown Consulting, to accommodate runoff from the

north-eastern corner of the subject intersection to the Parramatta River. Northrop provides the following comments in relation to this issue:

- The stormwater design proposes a conventional road intersection in lieu of the existing layback and driveway which will improve the levels for passage of overland flow north of Burroway Road along the proposed extension to Hill Road.
- The longitudinal section of the proposed extension to Hill Road promotes overflow in a northerly direction from the intersection to a point approximately 50 metres north of the intersection.
- The calculations by Brown Consulting indicate the total flow from the existing catchment to the intersection of Burroway and Hill Road. Northrop estimates approximately 50% of this flow will affect the north-eastern corner of the subject intersection and the remaining 50% has been deemed to remain on the western side of Hill Road and will therefore not affect the subject intersection for the Hill Road extension.
- Overland flow into the Hill Road extension will occur in the event of blockage of the existing pit (located on the north-eastern corner of the intersection) and in the event it ponds up to approximately 210mm.
- The proposed road cross-section has capacity to convey approximately 2.8 cumecs of overland flow. This equates to the gap flow Brown Consulting has calculated for the 100-year ARI event allowing for a 1-year ARI capacity (only) for the existing pit / pipe system (based on 50% of the total flows calculated by Brown Consulting affecting the eastern side of the intersection).
- The relief point for overflow from the proposed Hill Road extension to the River is at proposed road chainage 50. Intermittent kerbs along the western edge of the parking / set-down area are proposed to enable overflow at pavement level (rather than top of kerb, i.e. 150mm higher).

In conclusion the proposed design provided by Northrop incorporates measures to satisfactorily manage overflow from the north-eastern corner of the Burroway / Hill Road intersection and the incorporation of intermittent kerbs along the western side of the parking / set-down area to the proposed Hill Road extension will lower the level before overflow will continue to the Parramatta River.

The site levels are based on the existing site levels as well as the necessary flood levels. This is consistent with the approach of UrbanGrowth NSW in the road and drainage design for the UAP which surrounds the subject site.

10.12. Water Quality

The Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy seeks to integrate the urban water cycle, including stormwater, groundwater and wastewater management and water supply, into development design to minimise environmental impacts associated with a development.

The proposal will be making use of the Water Reclamation and Management Scheme (WRAMS) system in Sydney Olympic Park which provides a recycled water option for which provides for toilets and clothes washing water for developments within the Park. In addition, the Integrated Water Cycle Management report prepared by Northrop which accompanies this application outlines measures which will be adopted in the development for harvesting and re-using roof water, managing runoff discharging from the developed site, improving the quality of stormwater runoff and the principles for water conservation. The rainwater harvesting system and stormwater design incorporates appropriate measures, as detailed in the documentation prepared by Northrop which accompanies this application, to ensure that water quality is preserved both during construction, through the implementation of appropriate erosion and

sediment controls measures, as well as during operation of the completed development.

10.13. Servicing and Waste

A Waste Management Plan accompanies the subject application. The Waste Management Plan sets out the construction and operational waste management processes that will be followed and discusses the provision of appropriate garbage and recycling storage areas within the development, which have been designed in accordance with Auburn City Council's guidelines which is the relevant waste authority for domestic waste within Sydney Olympic Park.

The Waste Management Plan sets out measures to avoid the generation of waste through design, material selection and building practices.

10.14. Sediment, Erosion and Dust Measures

This application is accompanied by sediment and erosion control measures which will be implemented during construction to ensure no adverse impact to water quality in nearby wetlands.

10.15. Environmental Risk Assessment

An Environmental Risk Assessment determines residual risk by reviewing the significance of environmental impacts and the ability to manage those impacts. The Environmental Risk Assessment for the proposed development is derived from Australian Standard AS4369.1999 Risk Management and Environmental Risk Tools.

The assessment indicates the significance of potential environmental impacts on a scale of 1 to 5 (5 being more significant) based on the receiving environment, the level of understanding of the type and extent of impacts, and response to the environmental consequences. The assessment considers how manageable the impacts are on a scale of 1 to 5 (5 being complex) based on the complexity of mitigation measures, the known level of performance of the safeguards proposed, and the opportunity for adaptive management. This is illustrated below in the Risk Assessment Matrix.

Significance of Impact	**Manageability of Impact**				
	5 Complex	4 Substantial	3 Elementary	2 Standard	1 Simple
1 Low	6 Medium	5 Low/Medium	4 Low/Medium	3 Low	2 Low
2 Minor	7 High/Medium	6 Medium	5 Low/Medium	4 Low/Medium	3 Low
3 Moderate	8 High/Medium	7 High/Medium	6 Medium	5 Low/Medium	4 Low/Medium
4 High	9 High	8 High/Medium	7 High/Medium	6 Medium	5 Low/Medium
5 Extreme	10 High	9 High	8 High/Medium	7 High/Medium	6 Medium

10.0 ENVIRONMENTAL ASSESSMENT

The Environmental Risk Assessment addresses:

- the adequacy of baseline data;
- the potential cumulative impacts due to other development in the vicinity; and
- measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.

The below table illustrates the risk assessment for the proposed development:

Item	Phase	Potential Environmental Impact	Proposed Mitigation Measures and/or comment	Significance of Impact	Manageability of Impact	Residual Impact
C - Construction O - Operation						
Biodiversity	C	Loss of vegetation within the site. Potential to impact on biodiversity of the site	Vegetation to be removed during construction will be replaced with new planting as illustrated in the landscape plan which accompanies the application. A Riparian Corridor Assessment accompanies the application which includes mitigation measures to guide construction works.	3	2	5 (low / medium)
Amenity	O	Inadequate privacy, solar access, ventilation. Overshadowing of adjoining sites.	Proposal has been designed to meet or exceed amenity requirements of the RFDC and SEPP 65. Overshadowing of adjoining sites is minimal	2	1	3 (low)
Flood	O	Flooding will occur within building if appropriate levels are not adopted for the building.	SKM have prepared the Floodplain Risk Management Study and Plan dated March 2005 for Parramatta City Council in relation to the Lower Parramatta River. Northrop have provided flood advice which has interpreted the tabulated Peak Water Levels for the relevant section of the River and provides appropriate flood levels.	3	1	4 (low / medium)
Resources, Water and Energy	C+O	Waste of water, energy and other resources	Detention tanks, rainwater tanks and stormwater treatment measures. Waste management plan to be implemented to reduce waste and encourage recycling. Materials selection and energy saving devices. Multiple ESD measures	2	1	3 (low)
Noise and Vibration	C+O	Noise during construction. Noise during operation.	The acoustic assessment provides that adequate control of construction noise will be achieved through implementation of Construction Management Plan. Subject to finalisation of equipment specifications, appropriate sound minimisation measures will be incorporated within the development.	C - 2 O - 2	C - 2 O - 1	4 (low/ medium) 3 (low)

Transport and Parking	C+O	Increased traffic and parking on local roads	Sufficient parking is provided within the development for the various uses to ensure that the proposal does not result in a detrimental impact on parking on surrounding streets. The proposal is supported by a detailed Traffic and Parking Assessment which has identified that surrounding intersection performance assessed on SIDRA analysis maintains an acceptable level of performance with good remaining capacity.	3	1	4 (low / medium)
Hazardous Materials	C	Potential to encounter asbestos Remediation of contaminated soil. Risk of mishandling of hazardous materials and substances	Should asbestos be encountered then it should be removed by a licensed contractor. Remediation of contaminated soil will be undertaken in accordance with the Remediation Action Plan prepared by DLA which accompanies this application.	3	2	4 (low / medium)
Construction Management including sediment and erosion control and air quality	C	Potential generation of off-site transmission of sediment, dust and fine particles affecting water quality	Implementation of a Construction Management Plan including its provisions relating to erosion and sediment control measures	2	1	3 (low)
Crime	O	Risk of criminal activity affecting employees, residents and visitors	Crime Prevention Through Environmental Design principles have been applied to ensure access control, surveillance and territorial reinforcement	2	1	3 (low)

11.0 MITIGATION MEASURES

The mitigation measures that are required to mitigate the likely impacts arising from the proposal. The measures have been determined by the planning and environmental assessment in Sections 8 and 10 and the specialist consultant reports appended.

Mitigation Measures
Environmental sustainability Implement the recommendations of the ESD Strategy prepared by The Footprint Company at Appendix O.
Accessibility The detailed design will incorporate the recommendations in the Accessibility Review report, prepared by Philip Chun Accessibility Consultants at Appendix L.
Traffic and transport • The developer will encourage a minimum of deliveries and other site traffic during Special Events both during construction and operation phases. • Development construction activity will be staged over a suitable timeframe and in a suitable sequence to avoid clashes with the largest Major Events. • Compliance with AS 2890.1 and AS 2890.2 is required.
Geotechnical Construction work is to be undertaken in accordance with the recommendations of the Geotechnical Report prepared by Pells Sullivan Meynink at Appendix E.
Acoustic The recommendations of the Acoustic Report prepared by Renzo Tonin at Appendix F will be implemented during construction and the management measures implemented during operation. Further assessment of mechanical plant will be undertaken in accordance with the recommendations of the Acoustic Report.
Biodiversity Construction work is to be undertaken in accordance with the recommendations of the Riparian Corridor Assessment prepared by SMEC at Appendix V.
Contamination Remediation of the site is to be undertaken in accordance with the Remediation Action Plan prepared by DLA at Appendix H.
Construction management A detailed Construction and Environmental Management Plan will be prepared by the appointed contractor prior to the commencement of works. The Plan will be prepared in accordance with the relevant applicable Australian Standards and Occupational Health and Safety requirements and will address the following matters: • site access controls, public safety, amenity and security; • operating hours; • noise and vibration control; • material management, waste and material re-use; • construction traffic management; • dust suppressions; • tree protection; and • notification of surrounding properties.

Operational Waste Management The measures identified in the Waste Management Plan at Appendix M will be implemented to reach recycling targets throughout the design, construction and operational activities of the development.
Water Sensitive Urban Design The proposal will be making use of the Water Reclamation and Management Scheme (WRAMS) system in Sydney Olympic Park which provides a recycled water option for which provides for toilets and clothes washing water for developments within the Park. In addition, the stormwater management and Water Sensitive Urban Design initiatives for the project as identified at Appendix Q will be implemented during the construction of the development.
Wind Mitigation The recommendations of the Pedestrian Wind Environment Report prepared by Windtech at Appendix R will be implemented during construction of the development.

12.0 JUSTIFICATION

The subject site is located within the broader Sydney Olympic Park Specialised Precinct which is designated to accommodate significant jobs and housing growth. The site is:

- located close to the geographic centre of the metropolitan Sydney region approximately 12km west of the Sydney CBD and 6km east of the Parramatta CBD
- currently underutilised
- adjacent to Sydney Olympic Parklands, the Parramatta River and Homebush Bay, which offers a high level of amenity to residents, and
- in an area with a strong local market demand for additional housing.

The proposed development is generally consistent with the relevant planning controls and the result of a competitive design process and will ensure that a further provision of residential accommodation is provided in a location within close proximity to employment opportunities and a range of services and public transport. The proposal will result in increased housing supply and choice which will contribute to easing the costs of housing in the locality.

The proposed development is consistent with the scale and density envisaged for the site under the relevant planning controls and will deliver a visually engaging response appropriate to the emerging character the locality.

13.0 CONCLUSION

This State significant development application seeks approval for a 9 storey mixed use development above 3 common basement levels, comprising two ground floor podium levels, separated by an open air plaza, containing a small supermarket, speciality retail and a child care centre, and three buildings above the podium level containing residential apartments.

The proposal is the result if a competitive design process hosted by the Sydney Olympic Park Authority and the winning design by Rice Daubney forms the basis of this application.

This Environmental Impact Statement was prepared in accordance with the State significant development provisions of the Environmental Planning and Assessment Act 1979 (EP&A Act), the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 and the Director General's Requirements issued for the project. It has also been prepared in accordance with the requirements of the State Environmental Planning Policy (Major Development) 2005 and the Wentworth Point Precinct Master Plan 2030 which comprise the key planning framework for the development.

Careful consideration has been given to the location, size and design of the proposed buildings to ensure that a high quality outcome will be achieved which is consistent with the emerging character of the area. The proposed dwellings are considered to well designed and will provide a high level of amenity to the future occupants. The proposal will also achieve a significant contribution to the upgrade and activation of the public domain and provides for future uses which are desirable and consistent with the intended development outcomes for the area.

As a result of this analysis, the proposed development has been demonstrated to be consistent with the strategic and statutory planning framework, will achieve design excellence, and does not result in significant adverse environmental impacts. It is therefore recommended that this State significant development application be approved because it represents the type and scale of development that is intended for the site.

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX A

RESIDENTIAL FLAT DESIGN CODE COMPLIANCE SUMMARY

A

Sutherland & Associates Planning Pty Ltd

APPENDIX A

RESIDENTIAL FLAT DESIGN CODE COMPLIANCE TABLE

Note: The following guidelines must be read in conjunction with detailed text contained in the Design Code.

Part 1 Primary Development Controls

Objectives	Comments	Complies
Height		
• To ensure future development responds to the desired scale and character of the street and local area. • To allow reasonable daylight access to all developments and the public domain.	• The proposal provides a 9 storey development which is consistent with the maximum height in storeys control in the Masterplan. The proposal is considered to respond appropriately to the emerging character of the area as well as the anticipated scale of buildings within the immediate context of the site. • The proposed development will not result in any unreasonable impacts on the solar access available to the adjoining properties.	Yes
Building Depth		
• To ensure that the bulk of the development is in scale with the existing or desired future context. • To provide adequate amenity for building occupants in terms of sun access and natural ventilation. • To provide for dual aspect apartments.	• The bulk of the development is consistent with that which is envisaged by the relevant planning controls. • The RFDC indicates that in general an apartment depth of 10-18 metres is appropriate (from glass line to glass line). The proposed buildings have varying depths which generally do not exceed 18 metres from glass line to glass line. The building footprints are considered acceptable having regard to the nature of the proposal as a mixed use development and as the design of the proposal provides adequately for the amenity of the proposed apartments in terms of solar access and cross-flow ventilation The apartment depths proposed generally comply with the guidelines for apartment depth specified in the RFDC. • Many of the 256 apartments are dual aspect apartments.	Yes

Objectives	Comments	Complies
Building Separation		
• To ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings. • To provide visual and acoustic privacy for existing and new residents. • To control overshadowing of adjacent properties and private or shared open space. • To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants. • To provide deep soil zones for stormwater management and tree planting, where contextual and side conditions allow.	• The massing of the development is broken down by the introduction of three separate buildings above the podium level which achieves variation in massing and height. • The relationships between apartments have been managed to ensure that sufficient acoustic and visual privacy is maintained. • The development proposed does not result in any unreasonable impacts on the adjoining properties in terms of loss of privacy or visual impacts. • The shadow diagrams also demonstrate that the proposal will not result in any unreasonable impact to properties to the south across Burroway Road. • The private open space areas have been designed and orientated to optimise solar access and ensure that the private open space areas are directly accessible from living areas and will function as an extension of these internal living spaces. • Communal open space is provided by two podium courtyards within the subject development.	Yes
Street Setbacks		
• To establish the desired spatial proportions of the street and define the street edge. • To create a clear threshold by providing a transition between public and private space. • To assist in achieving visual privacy to apartments from the street. • To create good quality entry space to lobbies, foyers or individual dwelling entrances.	• The scale, setback and massing of the proposed development appropriately defines the street edges. • The built form provides a clear distinction between the public and private domain. • The residential units are all elevated above the street levels and accordingly good levels of privacy are achieved to all units. • Secure residential lobbies are proposed.	Yes

Objectives	Comments	Complies
Side and Rear Setbacks		
Side setbacks: • To minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings. • To retain or create a rhythm or pattern of development that positively defines the streetscape so that space is not just what is left over around the building form.	• The proposal provides a side boundary setbacks from the eastern boundary consistent with the requirement of the Masterplan. • The massing of the development creates modulation which reduces the apparent mass of the development and introduce visual interest.	Yes
Floor Space Ratio		
• To ensure that development is in keeping with the optimum capacity of the site and the local area. • To allow definable development density for generic building types. • To provide opportunities for modulation and depth of external walls within the allowable FSR. • To promote thin cross-section buildings, which maximise daylight access and natural ventilation. • To allow generous habitable balconies.	• The local infrastructure has sufficient capacity to cater for the proposed FSR proposed. The proposal will not result in any adverse impacts on the local area. • The dwellings will have an acceptable level of amenity in terms of unit size, access to natural light, privacy, natural ventilation and as such the proposed density is considered appropriate. • The buildings provide an appropriate expression which incorporates a high level of modulation to create visual interest and also to open views around the buildings. • Daylight access and natural ventilation has been maximised. • All units have fully compliant balcony sizes.	Yes

Part 2 Site Configuration

Objectives	Comments	Complies
Site Analysis		
Site Analysis	A site analysis accompanies this DA.	Yes

Objectives	Comments	Complies
Deep Soil Zones		
• To assist with management of the water table. • To assist with the management of water quality. • To improve the amenity of developments through the retention and/or planting of large and medium size trees.	• The redevelopment of the overall site provides 8.7% of the site as podium level deep soil which meets with the requirements of the Residential Flat Design Code (6.25%).	Yes
Fences and Walls		
• To define the edges between public and private land. • To define the boundaries between areas within the development having different functions or owners. • To provide privacy and security.	• The proposed building defines the edges between the public and private domain.	Yes
Landscape Design		
• To add value to residents' quality of life within the development in the forms of privacy, outlook and views. • To provide habitat for native indigenous plants and animals. • To improve stormwater quality and reduce quantity. • To improve the microclimate and solar performance within the development. • To improve urban air quality. • To contribute to biodiversity.	• A Landscape Plan accompanies the application and demonstrates that the proposal will result in residential flat buildings within a suitably landscaped setting having regard to the urban context of the site. The proposal will deliver generously landscaped podium open space areas.	Yes
Open Space		
• To provide residents with passive and active recreational opportunities. • To provide an area on site that enables soft landscaping and deep soil planting. • To ensure that communal open space is consolidated, configured and designed to be useable and attractive. • To provide a pleasant outlook.	• The proposal is considered to provide an ample amount of open space by virtue of the podium level courtyards within the subject development. • The podium level courtyards provide an attractive outlook for the apartments.	Yes

Objectives	Comments	Complies
Orientation		
• To optimise solar access to residential apartments within the development and adjacent development. • To contribute positively to desired streetscape character. • To support landscape design of consolidated open space areas. • To protect the amenity of existing development. • To improve the thermal efficiency of new buildings. • Position and orientate buildings to maximise north facing walls (within 30 degrees east and 20 degrees west of north) where possible.	• Solar access to the residential apartments has been optimised through the careful consideration of the internal layout of the dwellings. • The proposed development will introduce contemporary new buildings which will contribute positively to the streetscape. • The proposed development will not result in any unreasonable impacts on the amenity of surrounding properties. • A BASIX Certificate has been obtained for the proposed development. • The building design has taken advantage of the north, east and west facing elevations which contain many of the living areas within the development.	Yes
Planting on Structures		
• To contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards. • To encourage the establishment and healthy growth of trees in urban areas.	• The Landscape Plan accompanying the application illustrates all proposed landscaping elements.	Yes
Stormwater Management		
• To minimise the impact of residential flat development and associated infrastructure on the health and amenity of natural waterways. • To preserve existing soil and natural features, including watercourses and wetlands.	• The proposed development will not result in an adverse impact on any natural waterways. • No existing natural features are located on the site.	Yes
Safety		
• To ensure residential flat developments are safe and secure for residents and visitors. • To contribute to the safety of the public domain.	• The building has been designed and orientated to enable passive surveillance of spaces surrounding the site. Appropriate security to residential entries and lift access will be provided.	Yes

Objectives	Comments	Complies
Visual Privacy		
• To provide reasonable levels of visual privacy externally and internally, during the day and at night. • To maximise outlook and views from principal rooms and private open space without compromising visual privacy.	• The development proposed does not result in any unreasonable impacts on the adjoining properties in terms of loss of privacy or visual impacts. • The relationships between apartments have been managed to ensure that acoustic and visual privacy is maintained.	Yes
Building Entry		
• To create entrances which provide a desirable residential identity for the development. • To orient the visitor. • To contribute positively to the streetscape and building façade design.	• The six residential pedestrian entrances to the development are clearly identifiable and appropriately located.	Yes
Parking		
• To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport – public transport, bicycling and walking. • To provide adequate car parking for the building's users and visitors, depending on building type and proximity to public transport. • To integrate the location and design of car parking with the design of the site and the building.	• The site is well served by public transport with ferry services available immediately adjacent to the site. • As discussed previously, the proposed car parking provision is considered acceptable for the site and is consistent with the rates in the Masterplan. • The car parking accesses into the site have been located away from the pedestrian entrances and is considered to be satisfactorily integrated into the building.	Yes
Pedestrian Access		
• To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain. • To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, access ways or lifts.	• Pedestrian access is provided to the development from all surrounding streets as well as the through-site link. • At grade access has been provided to the each of the residential entry foyers as well as the retail entries, with the lobbies also containing lifts.	Yes

Objectives	Comments	Complies
Vehicle Access		
• To integrate adequate car parking and services access without compromising street character, landscape or pedestrian amenity and safety. • To encourage the active use of street frontages.	• The car parking access into the site has been appropriately located to segregate vehicle and pedestrian movements. • The vehicle entry and exits have been satisfactorily integrated into the building.	Yes

Part 3 Building Configuration

Objectives	Comments	Complies
Apartment Layout		
• To ensure the spatial arrangement of apartments is functional and well organised. • To ensure that apartment layouts provide high standards of residential amenity. • To maximise the environmental performance of apartments. • To accommodate a variety of household activities and occupants' needs.	• The size and spatial arrangement of the dwellings within the development will provide a high level of amenity for future occupants. • The layout of each apartment is functional and efficient. • A BASIX certificate has been obtained for the development indicating that the environmental performance of the building is adequate. • A range of unit size and configurations is provided.	Yes
Apartment Mix		
• To provide a diversity of apartment types, which cater for different household requirements now and in the future. • To maintain equitable access to new housing by cultural and socio-economic groups.	• A mix of units is provided in a variety of configurations and sizes. • The proposed apartments will contribute to the diversity of housing within the locality.	Yes

Objectives	Comments	Complies
Balconies		
• To provide all apartments with private open space. • To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents. • To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings. • To contribute to the safety and liveliness of the street by allowing for casual overlooking and address. • Minimum depth of private balconies 2 metres.	• All balconies comply with the Residential Flat Design Code private open space requirements. • The living room of each dwelling opens to a balcony. • The balconies are integrated into the overall architectural form of the building. • The building addresses each street frontage. The opportunity for the natural surveillance of all streets is provided from both the balconies, kitchen and bedroom windows of the development. • A minimum depth of 2 metres has been provided to all primary balconies.	Yes
Ceiling Heights		
• To increase the sense of space in apartments and provide well-proportioned rooms. • To promote the penetration of daylight into the depths of the apartment. • To contribute to flexibility of use. • To achieve quality interior spaces while considering the external building form requirements.	• Residential ceiling heights will comply with the minimum 2.7 metre requirement for habitable rooms. • The apartment depths combined with the internal layout ensures that adequate daylight penetration is provided into the apartments. • The floor to ceiling heights allow the future flexibility of use. • A high level of amenity has been provided to all units within the development with the majority of units receiving adequate access to natural light and natural ventilation.	Yes
Flexibility		
• To encourage housing designs which meet the broadest range of the occupants' needs possible. • To promote 'long life loose fit' buildings, that can accommodate whole or partial changes of use. • To encourage adaptive re-use. • To save the embodied energy expended in building demolition.	• The variety of unit designs anticipates a broad range of occupants needs. The changing needs of occupants can be accommodated by changing uses of rooms. • Demolition materials will be recycled where possible.	Yes

Objectives	Comments	Complies
Ground Floor Apartments		
• To contribute to the desired streetscape of an area and to create active safe streets. • To increase the housing and lifestyle choices available in apartment buildings.	• There are no ground floor apartments.	N/A
Internal Circulation		
• To create safe and pleasant spaces for the circulation of people and their personal possessions. • To facilitate quality apartment layouts, such as dual aspect apartments. • To contribute positively to the form and articulation of the building façade and its relationship to the urban environment. • To encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.	• Simple and clear circulation is provided in a safe environment. Units have secure access and perimeter surveillance of access to the building is achieved. • The unit layout and the building design reflects the principles outlined in the Residential Flat Design code. • The form and articulation of the building positively relate to the urban environment and the context of the development. • Few dwellings are generally accessed from each level. This arrangement encourages interaction and recognition between resident and will improve perceptions of safety.	Yes
Mixed Use		
• To support the integration of appropriate retail and commercial uses with housing. • To create more active lively streets and urban areas, which encourage pedestrian movement, service the needs of the residents and increase the area's employment base. • To ensure that the design of mixed use developments maintains residential amenities and preserves compatibility between uses.	• The subject development introduces retail tenancies throughout the development and facing Burroway Road and the Foreshore Drive which will create a vibrant shopping location. • The design of the development, with the residential apartments located at a considerable height above the ground floor retail, ensures that residential amenity will be maintained.	Yes
Storage		
• To provide adequate storage for everyday household items within easy access of the apartment. • To provide storage for sporting, leisure, fitness and hobby equipment.	• Combined storage facilities which are approximately 4m2 in area have been provided within each dwelling.	Yes

Objectives	Comments	Complies
Acoustic Privacy		
• To ensure a high level of amenity by protecting the privacy of residents within residential flat buildings both within the apartments and in private open spaces.	• Good levels of acoustic privacy are maintained to all units. • The application is accompanied by an Acoustic Report prepared by Renzo Tonin Pty Ltd which details the noise mitigation measures which will need to be provided in order to comply with the criteria set out in AS2021-2000.	Yes
Daylight Access		
• To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development. • To provide adequate ambient lighting and minimise the need for artificial lighting within daylight hours. • To provide residents with the ability to adjust the quantity of daylight to suit their needs. Rules of Thumb: • Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of three hours direct sunlight between 9 am and 3 pm in mid winter. In dense urban areas a minimum of two hours may be acceptable. • Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10 % of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed (see Orientation and Energy Efficiency). • See Apartment Layout for Additional Rules of Thumb.	• The buildings have been designed and orientated to ensure that adequate access to natural light is provided to habitable rooms. • The depth of each apartment will ensure that the habitable rooms will receive adequate ambient lighting. • 70% of units receive 2 hours between 9am-3pm to living room windows. • There are no single aspect, south facing apartments. • Apartment layouts have been designed to maximise daylight utilisation.	Yes

Objectives	Comments	Complies
Natural Ventilation		
• To ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants. • To provide natural ventilation in non-habitable rooms, where possible. • To reduce energy consumption by minimising the use of mechanical ventilation, particularly air-conditioning. • Rules of Thumb • Building depths which support natural ventilation typically range from 8 to 15 metres. • Sixty percent (60%) of residential units should be naturally cross ventilated. • Twenty five percent (25%) of kitchens within a development should have access to natural ventilation. • Developments which seek to vary the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.	• 70% of the apartments receive natural cross flow ventilation. This is considered acceptable having regard to the 'rule of thumb' nature of the control. • The building footprints are considered acceptable as they provide adequately for the amenity of the proposed apartments in terms of solar access and cross-flow ventilation. • All kitchens have access to natural ventilation, through open planning with living areas. • All habitable rooms have access to good natural ventilation.	Yes
Awnings and Signage		
• To provide shelter for public streets. • To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design.	• The proposed provides awning above all pedestrian entry areas into the development. • No signage is proposed as a component of this application.	Yes

Objectives	Comments	Complies
Facades		
• To promote high architectural quality in residential flat buildings. • To ensure that new developments have facades which define and enhance the public domain and desired street character. • To ensure that building elements are integrated into the overall building form and façade design.	• The architectural design quality of the proposed development is of a high standard and complies with the Residential Flat Design Code. The colours and materials proposed are appropriate with the contemporary character of the building. • The proposed building facades are contemporary in appearance and will provide a positive contribution to the streetscape. • The façade elements are integrated into the overall building form and façade design.	Yes
Roof Design		
• To provide quality roof designs which contribute to the overall design and performance of residential flat buildings. • To integrate the design of the roof into the overall façade, building composition and desired contextual response. • To increase the longevity of the building through weather protection.	• The roof design integrates equipment and services and provides skyline modulation to the building.	Yes
Energy Efficiency		
• To reduce the necessity for mechanical heating and cooling. • To reduce reliance on fossil fuels. • To minimise greenhouse gas emissions. • To support and promote renewable energy initiatives.	• A BASIX Certificate accompanies the application which details the measures which will be implemented to minimise energy consumption.	Yes
Maintenance		
• To ensure long life and ease of maintenance for the development.	• Materials have been selected that are robust and have longevity.	Yes

Objectives	Comments	Complies
Waste Management		
• To avoid the generation of waste through design, material selection and building practices. • To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development. • To encourage waste minimisation, including source separation, reuse and recycling. • To ensure efficient storage and collection of waste and quality design of facilities	• Appropriate garbage and recycling storage areas are provided in accordance with the Council guidelines.	Yes
Water Conservation		
• To reduce mains consumption of portable water. • To reduce the quantity of urban stormwater runoff.	• A BASIX Certificate accompanies the application which details how water consumption will be minimised. • Water quality planning is provided as a component of the DA.	Yes

ACN 144 979 564 ABN 54 144 979 564

APPENDIX B

SURVEY PLAN B

Land Title Solutions (LTR)

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX C

ARCHITECTURAL DRAWINGS, PHOTOMONTAGES AND SEPP 65 DESIGN VERIFICATION STATEMENT

C

Rice Daubney

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX D

LANDSCAPE PLAN AND STATEMENT D

Context

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX E

GEOTECHNICAL REPORT E

Pells Sullivan Meynink

SUTHERLAND & ASSOCIATES PLANNING

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APPENDIX F

ACOUSTIC REPORT F

Renzo Tonin

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX G

BCA COMPLIANCE ASSESSMENT REPORT G

Vic Lilli & Partners

ACN 144 979 564 ABN 54 144 979 564

APPENDIX H

CONTAMINATION AND ACID SULPHATE SOIL ASSESSMENT AND REMEDIATION ACTION PLAN

H

DLA Environmental

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX I

TRAFFIC AND PARKING ASSESSMENT

Henson Consulting

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX J

FLOOD ADVICE J

Northrop

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX K

BASIX CERTIFICATE K

Northrop

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX L

ACCESSIBILITY REPORT

Philip Chun

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX M

WASTE MANAGEMENT PLAN

M

Cini Little

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX N

CIVIL PACKAGE INCLUDING STORMWATER CONCEPT PLAN

N

Northrop

ACN 144 979 564 ABN 54 144 979 564

APPENDIX O

QS COST ESTIMATE

Rider Levett Bucknall

ACN 144 979 564 ABN 54 144 979 564

APPENDIX P

ESD STRATEGY P

The Footprint Company

SUTHERLAND & ASSOCIATES PLANNING

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APPENDIX Q

INTEGRATED WATER CYCLE MANAGEMENT Q

Northrop

SUTHERLAND & ASSOCIATES PLANNING

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APPENDIX R

PEDESTRIAN WIND ENVIRONMENT R

Windtech

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX S

HYDRAULICS AND FIRE DESIGN STATEMENT S

Wood and Grieve Engineers

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX T

STRUCTURAL DESIGN REPORT

T

Brown Consulting Pty Ltd

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX U

CONSTRUCTION MANAGEMENT PLAN U

Northrop

ACN 144 979 564 ABN 54 144 979 564

APPENDIX V

RIPARIAN CORRIDOR ASSESSMENT V

SMEC

SUTHERLAND & ASSOCIATES PLANNING

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APPENDIX W

DIRECTOR GENERAL REQUIREMENTS W

Department of Planning & Infrastructure

SUTHERLAND & ASSOCIATES PLANNING

ACN 144 979 564 ABN 54 144 979 564

APPENDIX X

PRELIMINARY ROAD AND DRAINAGE DESIGN FOR WENTWORTH POINT UAP

Brown Consulting