

COLUMBIA PRECINCT CONSORTIUM

COLUMBIA PRECINCT CONCEPT PLAN

PARRAMATTA ROAD & COLUMBIA
LANE, HOMEBUSH

PART 3A APPLICATION MP 10-0143
FOR MIXED USE DEVELOPMENT

PREFERRED PROJECT REPORT
to the DIRECTOR-GENERAL
DEPT of PLANNING & INFRASTRUCTURE

October 2012

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AUTHOR'S STATEMENT**RE: COLUMBIA PRECINCT MP10-0143
CONCEPT PLAN ENVIRONMENTAL
ASSESSMENT**

	SUBMISSION OF CONCEPT PLAN PREFERRED PROJECT REPORT Prepared under Preserved Provisions of Part 3A of the Environmental Planning and Assessment Act 1979.
Environmental Assessment prepared by: Name Qualifications Address	Lindsay Hunt BTP (NSW) Hons. Cert. T&CP, MPIA, CPP Director, Colston Budd Hunt & Kafes Pty Ltd Level 18, Tower A, Zenith Centre 821 Pacific Highway Chatswood NSW 2067
In respect of the following:-	
Project to which Part 3A applies	Columbia Precinct Regeneration, Homebush
Applicant name	Columbia Precinct Consortium
Applicant address	C/- David Lhuede PO Box 7005 McMahons Point 2060
Land to be developed	Land known as Nos. 2-20 Parramatta Road and 11-13 Columbia Lane Homebush shown at Figures 2, 3 & 4.
Proposed development	Staged Construction and occupation of mixed-use commercial/retail/residential buildings, and associated physical works
Environmental assessment	The Environmental Assessment Report was formally exhibited in January/February 2012. The current document represents the Concept Plan Environmental Assessment Preferred Project Report prepared in accordance with the DG's Requirements and Letter of Issues.
Certificate	I certify that I have prepared the contents of this document and to the best of my knowledge: <ul style="list-style-type: none"> • It is in accordance with the requirements of Part 3A of the Act, the Department of Planning's Environmental Assessment Requirements and the Dept's Letter of Issues attached; • It contains all available information that is relevant to the environmental assessment of the Concept Plan development to which it relates; and • The information contained in the document is not knowingly false or misleading.
Signature	Lindsay Hunt
Date	October 2012

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- B - Director-General's Requirements for MP10-0143
- C - Department's Letter of Adequacy for EA To Be Formally Exhibited
- D1 - Department's Letter of Issues 19/4/12 Following Formal Exhibition of EA
- D2 - Department's Timing letter of 13/9/12 and CBHK Letter in Response 18/9/12
- E - Relevant Correspondence With Strathfield Council
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ANNEXURES

- A - Revised Architectural Drawings
- B - Revised Statement of Commitments
- C - Study Team Letter to Department Responding to Matters in Council Letter of 16/3/12
- D - Study Team Letter to Council 28 August 2012 following meeting
- E - Study Team Submission to Strathfield's draft LEP

EXECUTIVE SUMMARY

A. This Document

- (i) The current document is the Preferred Project Report ('PPR') for the Columbia Precinct prepared as requested by the Department of Planning & Infrastructure under the preserved Part 3A provisions of the Environmental Planning and Assessment Act and Regulation. The Department's Letter of Issues dated 19 April 2012 sets out their requirements (see Attachment D). This is a declared Concept Plan Application, and therefore does not require assessment under local planning provisions. An evaluation against those local provisions is provided in this PPR nevertheless.

B. Brief Background

- (ii) The Columbia Precinct Regeneration ('CPR') project is a mixed-use re-development of a three hectare 'brownfields' site located at Nos. 2-20 Parramatta Road and 11-13 Columbia Lane, close by Homebush railway station (see Figures 1 and 2 at end of Executive Summary). A Preliminary Environmental Assessment report was lodged with the Department in August 2010, and was formally declared a Major Project Concept Plan Application in October 2010 (see Attachment A).
- (iii) The Director-General's Requirements were issued in November 2010 (see Attachment B), and the Project Team then researched and prepared the necessary draft Environmental Assessment Report, passing the Department's Test of Adequacy in October 2011 (see Attachment C) before lodgement as final in November 2011. That documentation was then formally exhibited for agency and public comment during January and February this year, receiving very few objections for a project of this scale. The Department's subsequent Letter of Issues was provided in April (Attachment D).

C. The Project

- (iv) The Columbia mixed use proposal consists of a mix of retail, showroom, community and commercial floor space activating the street level with seven residential buildings above containing in the vicinity of 650 units (depending upon final mix), stepping up away from

Parramatta Road (see summary plans at Figures 3 and 4). A significant amount of the land will be preserved for publicly-accessible open spaces, including large areas for public dedication, and ground level connectivity for pedestrians and cyclists will be generous. Total proposed Gross Floor Area yields a Floorspace Ratio of around 2.8 to one, of similar order to the FSR contemplated for this area in Strathfield Council's draft Local Environmental Plan recently exhibited for the LGA. SEPP 65 performance of the apartments is very good (see Mayoh Architects documents submitted with the earlier Environmental Assessment.)

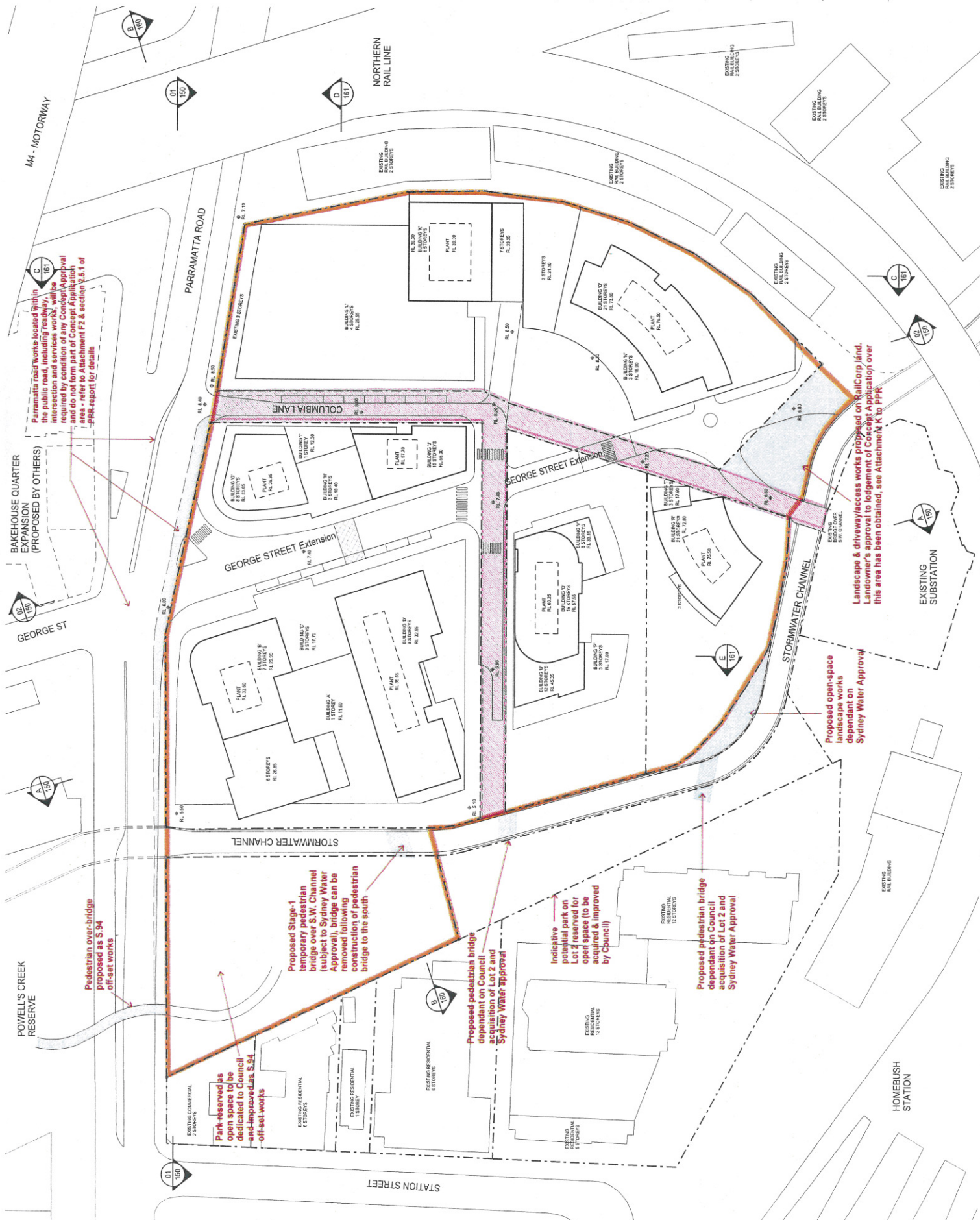
The Columbia Precinct scheme proposes a different arrangement of massing across the site to that currently being considered by Council officers, benefiting from the Project Team's extended design process examining the benefits and impacts of a range of possible alternatives, including Council's draft envelopes.

The Part 3A Concept Application does not include the proposed public road and services works located on land within declared public roads, namely the two laneways (Railway and Columbia Lanes), and widening and intersection works required by RMS within Parramatta Road. Those works will be dealt with respectively, firstly as subsequent Part 4 Development Application(s), and secondly as a requisite condition of Concept Approval, being an essential consequence of the site's development and required by RMS. The drawing overpage (A.003C) provides illustration.

D. Coverage of this Preferred Project Report

- (v) The purpose of this current Report is to achieve the following:-
- Provide answers to the matters raised in the Department's Letter of Issues of 19 April 2012 (see Schedule at the end of this Executive Summary showing where each Issue is addressed in this report);
 - Introduce amendments to the Concept Proposal in response to the Department's Issues (see in particular the revised Mayoh architecturals at Annexure A and revised Statement of Commitments at Annexure B);

Shaded public laneway land does not form part of the Part 3A Concept Application area, the proposed public works within these areas will be covered by subsequent Part 4 DA to Council if Concept Approval is granted.



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Division Title

Project

2-20 Parramatta Road & 11-13 Columbia Lane, Homebush NSW

1:1000 @ A3

 Checked: PH Drawn: TT

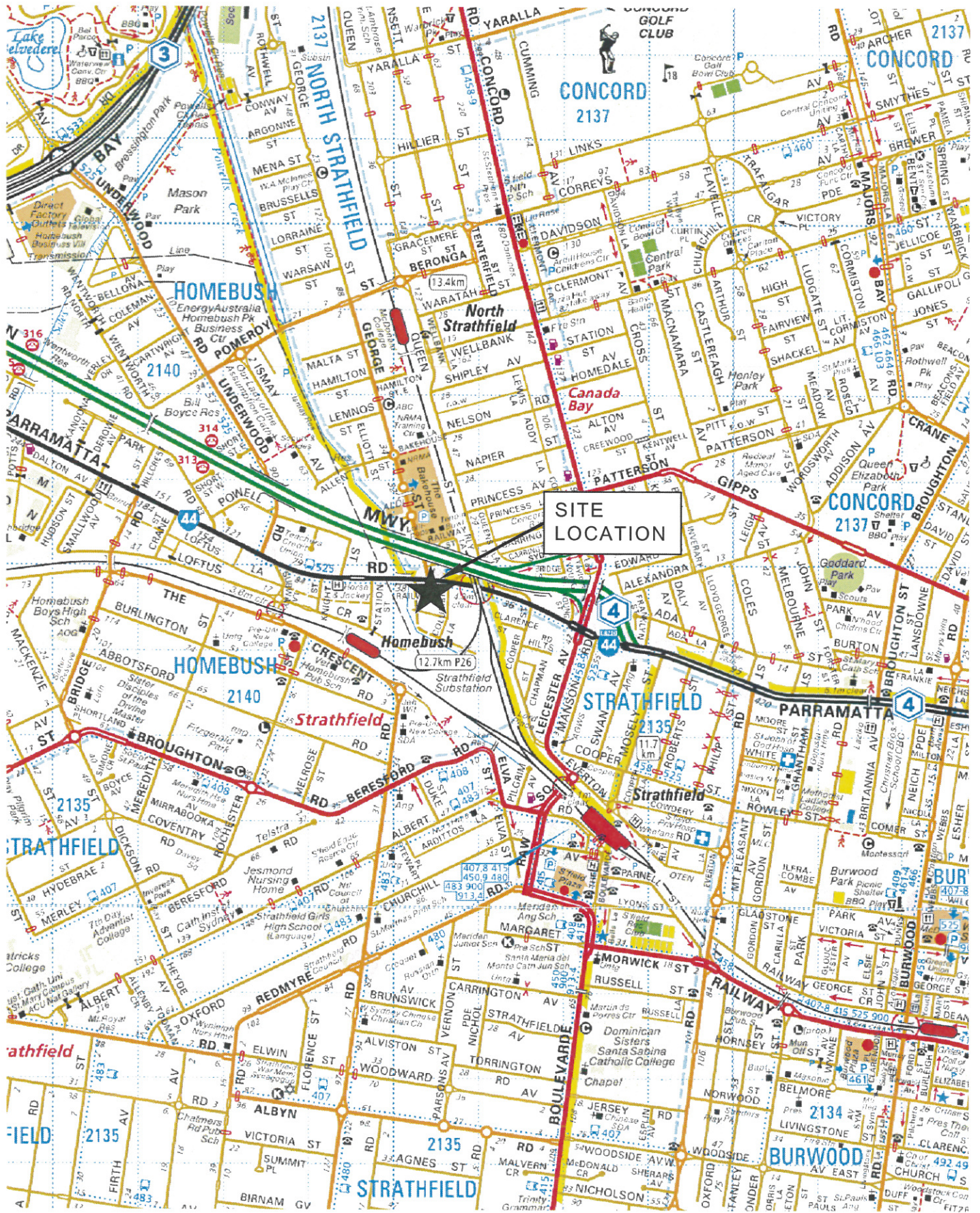
A.003 C

- Bring together other relevant material or correspondence arising since the October 2011 Environmental Assessment documentation was completed and placed on statutory exhibition;
- Provide this current document as a formal Preferred Project Report requested by the Department for the purposes of the preserved Part 3A provisions of the Act.

E. Conclusion

- (vi) The design and analysis work undertaken for the Columbia Precinct over the past two years in reaching this point are considered by the Project Team to have achieved the following:-
- a) Resolution of complex design and development issues arising from the redevelopment of a large 'brownfields' site in multiple ownership, close to rail and bus services;
 - b) A meritorious design for significant numbers of workers and residents who will enjoy a high level of occupant amenity in its various forms, with low impact on adjoining and adjacent uses, and of similar development intensity to that contemplated by Council's draft controls;
 - c) Compliant performance against SEPP65 and Infrastructure SEPP design criteria and guidelines;
 - d) Strong public amenities in the form of landscaped ground level open space, pedestrian/cycleway links and a significant new public park and urban plaza;
 - e) Upgrading of the Parramatta Road/George Street intersection to an RMS-approved design, providing improved site access to the Columbia site and to the adjoining Ausgrid and RailCorp lands;
 - f) Strong environmental, energy efficiency and ESD performance incorporated in the design;
 - g) Responses provided to matters raised by Strathfield Council;
 - h) Satisfaction of matters raised by other public authorities;
 - i) Consistency with the Department's Metropolitan and Sub-Regional Strategies.

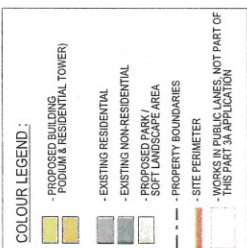
- (vii) It is considered that this Preferred Project Report satisfactorily addresses matters raised by the Department and others, and that relevant issues have been resolved. The Preferred Project as now proposed is considered to faithfully reflect that process, and to be a meritorious scheme that will significantly enhance this area and provide a good example of the results achievable from detailed design analysis in a complex brownfields environment.



Location Plan



Aerial View

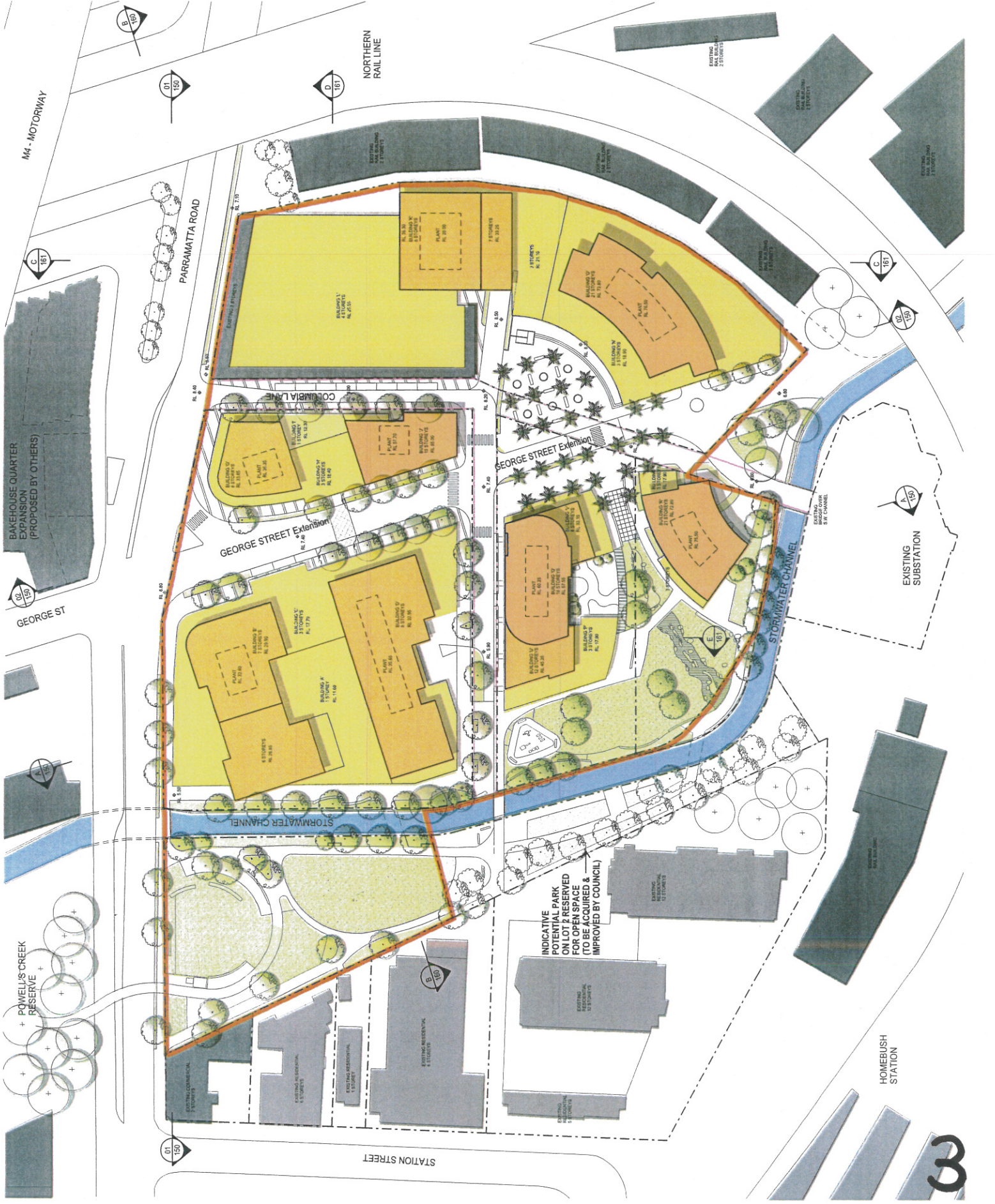
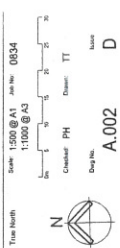
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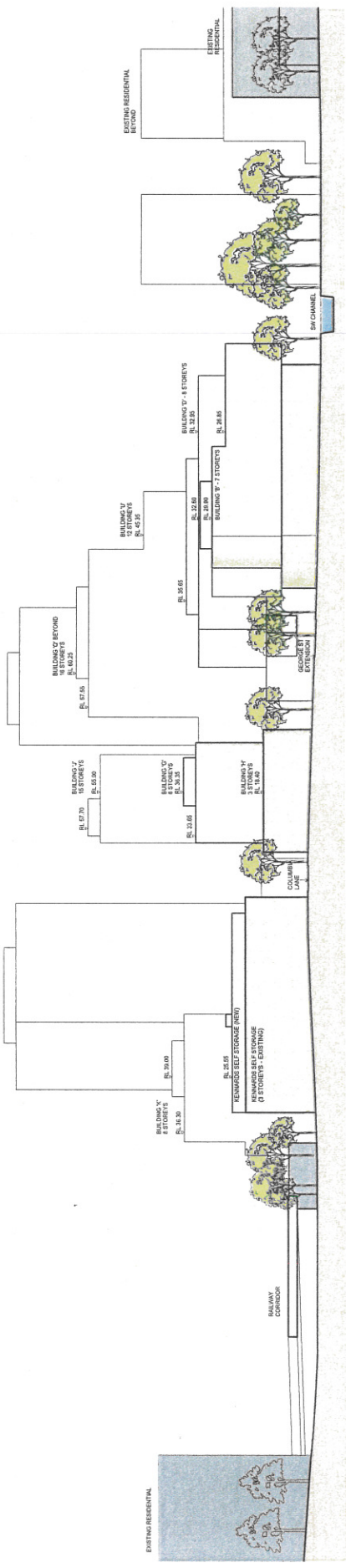
Clients

David Lhuete Pty. Ltd.
Kennards Self-Storage Pty. Ltd.
Hai Phong Properties Pty. Ltd.

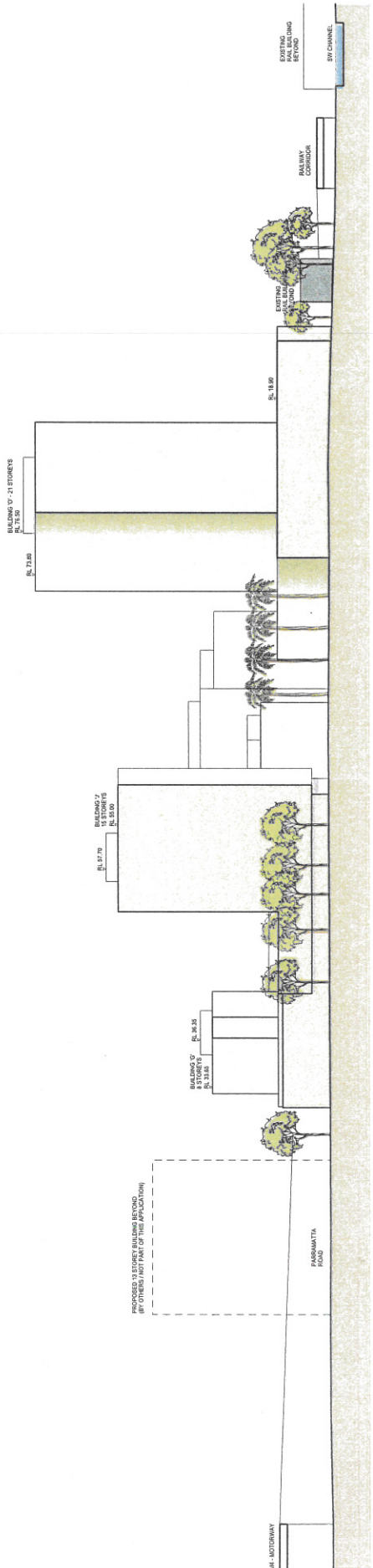
Indicative Design
SITE PLAN

Project
CONCEPT PLAN APPLICATION FOR :
columbia**precinct**
regeneration
HOMBUSH





01 NORTH ELEVATION
002 PARRAMATTA ROAD



02 WEST ELEVATION
002 GEORGE STREET

D	ISSUE FOR PPR	15-10-12
C	ISSUE FOR REVIEW: CONCEPT PLAN FOR CONCEPT AND BUILDING ELEVATIONS C.G. M.N. TO SUBMIT ROAD DESIGN	27-08-12
B	ENVIRONMENTAL ASSESSMENT	18-10-11
A	CONCEPT PLAN (DRAFT) SUBMISSION	08-07-11
Issue	Architectural Description	Date

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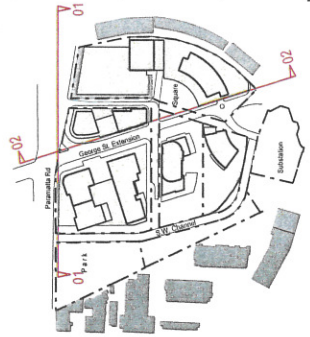
Client:
David Lhuide Pty. Ltd.
Kennards Self-Storage Pty. Ltd.
Hui Phing Properties Pty. Ltd.

Drawing Title:
Indicative Design
SITE ELEVATIONS

Project:
CONCEPT PLAN APPLICATION FOR:
columbia precinct regeneration
HOMEBUSH
2-20 Parramatta Road & 11-13 Columbia Lane, Homebush NSW

Scale: 1:500 @ A1 1:1000 @ A3 08/34
Drawn: PH TT
Checked: PH
Date: A.150
Sheet: D

KEY PLAN



I INTRODUCTION

I.1 Context of this Report

This document is a 'Preferred Project Report' requested by the NSW Department of Planning and Infrastructure pursuant to Section 75H(6) of the Environmental Planning and Assessment Act in respect of Major Project MP10-0143, a declared Part 3A (see Attachment A Declarations) mixed use residential/retail/commercial redevelopment of a brownfields industrial/ commercial site in Homebush referred to as Columbia Precinct, known as Nos 2-20 Parramatta Road and 11-13 Columbia Lane. The private developable lands are owned by the Columbia Precinct Consortium, comprising of Kennards Pty Ltd, David Lhuede Pty Ltd, and Hai Phong Properties Pty Ltd. Two public laneways owned by Strathfield Council will require ancillary works, but will wholly remain in public ownership, and additional public land will be provided for community use. See Figures 1 and 2 previously.

The Part 3A Environmental Assessment Report⁽¹⁾ and Project Application drawings, duly prepared in accordance with the Director-General's Requirements (at Attachment B) and the Department's letter of adequacy (Attachment C) were lodged with the Department on behalf of the applicants in November 2011, and were placed on formal statutory exhibition and authority notification for 6 weeks during January and February 2012. Non-statutory consultation had previously been implemented by the proponent in May 2011 with the creation of a website and a letterbox drop of some 2000 properties, and was documented at Attachment E to that EA Report⁽¹⁾. The Project is deemed to be a Preserved Part 3A Project pursuant to Schedule 6A of the Act, following the repeal of Part 3A in October 2011.

⁽¹⁾ Colston Budd Hunt & Kafes Pty Ltd with Mayoh Architects, Columbia Precinct Regeneration Concept Plan - Environmental Assessment Report to the Director-General, October 2011

Following the Department's formal exhibition of the Concept Plan Application the Department wrote to the applicant by letter of 19 April 2012 ('Department's Letter of Issues') asking that the issues raised in that letter be addressed by the applicant, and that the response be made in the form of a Prepared Project Report ('PPR'), which is the current document. The DP&I's Letter of Issues is found at Attachment D to this report.

The amended Concept Plan drawings are shown at Annexure A to this PPR, incorporating refinements to developable areas consequent upon more detailed intersection design and responding to several of the issues raised in the Letter of Issues. These drawings introduce a number of minor changes to the Concept Plan drawings exhibited in January and February of this year, discussed in Chapter 4 of this PPR. These include some adjustment to footprints and envelopes, and minor reduction in Gross Floor Area – see area schedule following:-

	<u>Previously</u>	<u>Proposed Now</u>
Residential units	c. 650 - 60,000m ²	c. 650 - 60,000m ²
Commercial	4,540 m ²	4,200m ²
Retail/showroom	4,800 m ²	4,760m ²
Self storage	12,700 m ²	12,850m ²
Community uses	920 m ²	920m ²
Total	c. 83,000 m²	c. 82,730m²

1.2 Format of this Preferred Project Report

This PPR report is structured as follows:-

Chapter 1	Introduction and context
Chapter 2	Discussion of matters raised in Department's Letter of Issues

of 19 April 2012 (letter is at Attachment D behind text)

Chapter 3	Discussion of matters raised by other public agencies (including Strathfield Council, at Annexure C) and others (found at Attachments F1 to F7)
Chapter 4	Discussion of drawing amendments (at Annexure A)
Chapter 5	Concluding comments and observations
Attachments	A to F as above, plus supplementary documents prepared by SLR Consulting, Professor Peter Webber (on urban design and SEPP 65 issues), Pikes' legal advice, and Leyshon Consulting (on land use/floorspace and viability) – Attachments A to L in total
Annexures	Revised Concept Plan drawings, revised Columbia landowners' Statement of Commitments, and submissions to Strathfield Council (C, D&E).

I.3 Acknowledgements

Discussions and meetings have been held with Officers of Strathfield Council on a range of matters, and with the Department of Planning and Infrastructure in response to issues raised. Discussions were also held with relevant officers of Integral Energy/Ausgrid, Sydney Water, RailCorp and the RMS (formerly RTA), and relevant correspondences are attached to this PPR. Their assistance is gratefully acknowledged.

2. MATTERS RAISED IN DEPARTMENT OF PLANNING LETTER OF ISSUES

2.1 This Chapter

The purpose of this chapter is to deal with the matters raised by the Department of Planning and Infrastructure in its Letter of Issues of 19 April 2012, a copy of which is found at Attachment D to the current PPR report. The matters raised by the Department can be summarised as follow (see Schedule at end of Executive Summary identifying where the Issues are addressed in this PPR.)

- (i) Landowners' consent for roadworks;
- (ii) Bulk and scale issues;
- (iii) Residential amenity;
 - Solar access
 - External noise impacts
 - RFDC unit sizes and private open space
- (iv) Private and public transport;
- (v) ESD further information;
- (vi) Non-residential uses at ground level.

Other matters, headed 'Additional Information Required', were also raised in that letter:-

- (vii) A range of issues raised in Strathfield Council's letter to the Department dated 16 March in response to the Columbia Precinct Concept Plan exhibition, and issues arising in the Council's exhibited draft LEP;
- (viii) Section 94 Contributions;
- (ix) On-Site Car Parking;
- (x) Access to Ausgrid Sub-Station and RailCorp lands;
- (xi) Accuracy of Photomontages;

- (xii) Potential Community Uses for inclusion on-site;
- (xiii) Serviced Apartments Component.

2.2 Land Owners' Consent

All proposed buildings and related landscaping and ancillary works are located wholly within privately-owned land of the Consortium. Certain access and public space works are proposed within Strathfield Council-owned public roads, (typical of any development taking access off a public road), namely Columbia Lane running south off Parramatta Road, and Railway Lane running west off Columbia Lane providing internal access to buildings within the Columbia Precinct. That Council-owned land will remain owned by Council, and will be augmented with additional public roadway and plaza space which can also be dedicated to Strathfield Council if Council so wishes. The proposed improvements and increases in public space are significant, and wholly at the expense of the Consortium private land-owners.

The Project Team submission to Council found at Annexure D requests inter alia Council's consent as landowner to the inclusion of public works within public road land as part of the Concept Application.

It is arguably the case that Council's consent to lodge the EA over public roadway is not required, and that this aspect of the approval can be handled simply by approval to do road works under Section 138 of the Roads Act. Alternatively, if the Department were to insist that Council landowners' approval is required and given that Council has not to date provided it, the current Part 3A application has now been amended from that earlier described, in order to remove those works, and development approval will then be sought under Part 4 of the Act as part of subsequent Development Applications following Concept Plan approval. (See Pikes' legal advice at Attachment K). *[In that regard it is noted that the Land & Environment Court has the power to provide such owner's approval on appeal of a Part 4 DA, so there is little reason why Council should withhold it].*

In relation firstly to the public works proposed within the two public laneways (Columbia and Railway Lanes), the Department's suggested option in their letter of Issues (at Attachment D1) of removing them from the application is to be followed, in the absence of Council landowner's approval. Pikes' legal advice by letter found at Attachment K supports the legal appropriateness of the Dept's advice, and recommends that those works be dealt with by subsequent Development Application pursuant to Part 4 of the Act. That is the course of action now adopted. The affected areas are as shown on the Drawing A.003C 'Potential works' found in the Executive Summary and as part of the Annexure A drawings.

In relation secondly to the road-widening and intersection works on Parramatta Road required by RMS/SRDAC following the usual consultation under the Infrastructure SEPP (see required intersection layout at Figure 7 and detail at Attachment F2), Pikes' legal advice (by email, found in Attachment K), is to the effect that those works can lawfully be required of the applicant as a condition of approval under the Act, and that "...there is no owner's consent requirements for land to which a condition relates." Those works, being the works within the Parramatta Road public roadway, are located immediately north of the Columbia Precinct land, and thus do not form part of this Part3A application.

The proposed southern end of the George Street extension is shown as passing in a straight line through the S-W corner of Kennards' land and then on to join the accessway on RailCorp land leading to the RailCorp workshop. This arrangement represents a significant improvement to RailCorp's existing access, and so was not opposed when the Project team met with them. See emails and RailCorp letter of landowner authority at Attachment F4 covering those minor works.

Ausgrid's agreement to the proposed new access arrangements is not required as an affected landowner. It was nevertheless forthcoming. See Attachment F3.

2.3 Bulk and Scale

In response to the statement on bulk and scale in the Department's Issues letter, the Design Team understands that the building separations required under the SEPP 65 Residential Flat Design Code are in fact achieved or comfortably exceeded, as was discussed in a subsequent meeting with DoP planners. This can be seen when looking more closely at the proposed above-podium heights of Buildings B&D, Q&R and K&O, which are all of above-podium heights that do not infringe the building separation guidelines found in the Code. *[Note that drawings with labels 'Building 'B', 'C' etc. are actually building elements of the larger buildings illustrated.]*

To elaborate upon the discussion with Department's planners on this issue:-

- firstly in relation to Building elements B&D shown at Figure 4, Building B is seven storeys (six storeys above podium) and the separation to 'D' of eight storeys (7 storeys above podium) is **18 metres**.
- Secondly, the western position of Building 'C' which is 2 storeys above podium comes to within 9.5m of Building 'D'. This is consistent with the RFDC for non-habitable windows. The indicative design layouts (refer drawings A.104 and A.105) demonstrate that habitable room windows are not required in this location, as the relevant units would have habitable room frontages facing west over the new park and east over the courtyard.
- thirdly, in relation to Q&R, Building Q is 16 storeys overall 'above-podium' formed by Building 'V', and the separation from 'R' is **24 metres** at its closest, rapidly increasing to over 40 metres due to the splay orientation.
- fourthly in relation to K&O, Building K is Kennards administration building of 8 storeys overall and four to five storeys above-podium, and is separated from residential Building 'O' by a minimum of **14 metres** to the 4 storey above-podium component, and a minimum of over 23m to the 5 storey above podium component. The minimum separations prescribed by the RFDC for these instances are 12m and 18m respectively

2.4 Residential Amenity

Three resident amenity issues are raised under this heading – namely solar access, acoustic impacts, and areas of residential units and their private open space – and are dealt with in that order below.

2.4.1 Solar Access

The extent of solar access into individual units has been analysed by SLR Consulting in their exhibited EA Report “*Columbia Precinct Solar Access Report June 2011*”, using acknowledged modelling based on ‘sun’s-eye views’ derived from CAD files and indicating compliance with the applicable RFDC rules-of-thumb. The modelling takes into account the location, height and juxtaposition of all proposed and existing buildings, so that cumulative effects are taken into account. *[Note as mentioned in the previous section, that drawings with labels ‘Building ‘B’, ‘C’ etc. are actually building elements of the larger buildings illustrated - for example ‘H’, ‘T’ and ‘P’ are actually podium elements beneath taller buildings, and so are not to be considered in isolation.]*

To quote from SLR’s letter of clarification dated 30 August 2012 in response to issue raised (forming part of SLR documentation found in Attachment G)...“*SLR Report 610.10150-R3R3 took into consideration all proposed and surrounding buildings that may have overshadowing impact on the proposed development. Sun Eye Views showing modelled buildings are shown in Appendix E of the report.*”

With respect to the solar access performance of Buildings H, T, R and P as specifically noted in the Department’s letter of issues, the following is noted by way of clarification:

Buildings H, T, R and P are not independent buildings; rather they are building components which combine with other building components to create discrete stand alone buildings. In this regard the proposed

independent buildings containing residential floor space are ABCD, GHIJ, PQUV, RT and NO. By way of example, for building RT, 'T' identifies the podium envelope (Levels G, 1, 2) and 'R' identifies the envelope for the tower above the podium. RT is however only one building as can readily be seen on the concept plan drawings including the indicative design layouts.

Accordingly, the solar performance of buildings H, T, R and P can only be considered within the performance of the overall building of which they form a part as follows:-

- Building element H is a podium component of the building GHIJ. Building GHIJ includes 76 residential units. SLR's solar access report identifies that 72 of the 76 units (95%), shown within the indicative design plans, achieve 2 hours solar access on 21 June which is the relevant RFDC rule of thumb for a dense urban environment. This exceeds the 70% rule of thumb within the RFDC.
- Building element P is a podium component of the building PQUV. SLR's solar access report identifies that the PQUV indicative design layout contains 130 units of which 98 (75%) achieve at least 2 hours solar access on 21 June, again comfortably satisfying the RFDC's 70% rule of thumb.
- Building elements T (podium) and R (tower above the T podium) combine to make one building. Further assessment of the solar access performance of the indicative unit layouts has been reviewed by Mayoh Architects and several units have been seen to achieve the solar access threshold where they were not previously reported as doing so. This review has concluded that 74% of the indicative design units achieve at least 2 hours solar access on 21 June. The floor by floor assessment is shown in the table below and has been derived from detail review of the unit locations within the 3-D building envelope, assessed at hourly intervals and inclusive of all neighbouring buildings shadow impacts for the 9:00 am to 3:00 pm timeframe.

Building RT (Floor level)	No of Units	Units with 2 hrs min solar access	% of units 2 hrs min. solar access
LEVEL 1	6	2	
LEVEL 2	6	2	
LEVEL 3	6	2	
LEVEL 4	6	4	
LEVEL 5	6	4	
LEVEL 6	6	5	
LEVEL 7	6	5	
LEVEL 8	6	5	
LEVEL 9	6	5	
LEVEL 10	6	5	
LEVEL 11	6	5	
LEVEL 12	6	5	
LEVEL 13	6	5	
LEVEL 14	6	5	
LEVEL 15	6	5	
LEVEL 16	6	5	
LEVEL 17	6	5	
LEVEL 18	6	5	
LEVEL 19	6	5	
LEVEL 20	6	5	
TOTAL	120	89	74.2%

It should also be noted that over 83% of the units in the building RT have a north-east to north-west exposure and achieve some level of direct solar access through the year. Additionally, the majority of solar access units, particularly from level 10 to level 20, achieve solar access in the range of 4-6 hours during the 9am-3pm period, far exceeding the minimum standard. Most units also receive solar access either prior to 9am or after 3pm. The building envelope as proposed is considered to satisfy the RFDC and most importantly be capable of achieving excellent passive solar energy efficiency.

As can be seen from the further comparative solar drawings provided to the Department, comparing the 'sun's-eye view' across the day for both the Columbia Precinct proposal and the Council alternative (Council's draft 'Figure 3' envelope drawing), the Columbia Precinct will achieve a notably superior performance. This is a function of the building massing proposed across the Columbia Precinct site and the careful attention given by the Design Team to the placement, stepping and orientation of the proposed buildings, compared with the mostly unrelieved massing exhibited by Council's Figure 3 arrangement put forward as a draft built form solution.

2.4.2 Acoustic Impacts

This issue was addressed in SLR Consulting EA report "*Columbia Precinct Noise and Vibration Assessment July 2011*", and subsequently in their follow-up letters of 24 April 2012 and 16 August 2012 following further discussions and correspondence (these two SLR letters are also contained in Attachment G).

SLR's findings can be summed up as favourable, subject to refinement at subsequent DA stage in due course when detailed design and specifications will be provided for each residential unit, dependant on its location and situation within the proposed development.

It is noted that SLR's original acoustic report analysed road, rail, mechanical plant and substation noise sources in terms of likely acoustic impacts, and nominated a range of available acoustic attenuation measures that can be introduced to the design and specification of residential units at subsequent DA stage. Their work involved the monitoring of ambient noise conditions (including rail) at four locations around the site, and then the 3D modelling using SoundPLAN, of future noise levels at all residential facades. SLR Acoustics' follow-up letters provide further explanation of the modelling results and likelihood of DA compliance with applicable acoustic criteria, concluding that those criteria can be satisfied.

The Department's Letter of Issues suggests that 3D acoustic modelling of Council's draft footprints be undertaken for comparison. However, even if the cost of doing so were not an issue, any modelling is constrained by the fact that the CAD information in 3D is simply not available for Council's suggested layout, and that layout is acknowledged as being only a draft in any event. Accordingly the appropriate test here is to model what is proposed by the Columbia Precinct design, and that has been done by SLR Consulting, concluding favourably. Any design solution which did not achieve those results would have been unacceptable to the Design Team. It and would also fail in the marketplace.

By way of qualitative observation however, Council's suggestion places six-storey residential buildings on site boundaries directly adjacent road and rail noise sources in a noisy acoustic environment. Residential units within those buildings would need to face away from those noise sources if they were to achieve acoustic compliance, which in turn would grossly compromise solar access requirements. The Columbia Precinct design on the other hand, has been formulated with those acoustic design criteria uppermost in mind, and proposes a superior design solution which will achieve the required compliance with acoustic design criteria as well.

As noted, SLR Acoustic provided their further technical advice by letter of 16 August 2012, in response to the matters raised on this issue by Council's letter and repeated in the Department's Letter of Issues. Their assessment concludes that Council's 'Figure 3' draft alternative performs no better acoustically than the Columbia Precinct proposal, but notes that the performance of the Council scheme is achieved by a design which is compromised on the basis of other amenity considerations, notably solar access, ventilation and views/outlook. The SLR analysis concludes that the *"proponent's preferred design of setting back residential towers above less sensitive podiums with parapet above is considered to be a more appropriate and*

balanced solution.” The applicable acoustic standards will be satisfied by the proposal.

2.4.3 Apartment Areas and Private Open Space

Indicative floor layouts of the residential buildings were provided as part of the exhibited EA documentation. Additional information is now provided with this current PPR document in response to the apartment area Issue as raised by the Department. See new Mayoh drawings of residential layouts at A.180A and A.181A appended at Annexure A. This information documents that the sizes of the residential units fall within or exceed the dimensions or floor space ranges suggested in the RFDC to SEPP 65 (see Rules-of-Thumb on page 69 of the RFDC).

It is noted that the RFDC nominates smaller unit sizes where affordable housing is a consideration, of 50/70/95m² internal for one/two/three bedrooms units respectively. The RFDC on pp 71 and 72 seeks primary balconies to have a minimum depth of 2 metres, preferably 2.4 metres, and Mayoh Architects have also paid close regard to the RFDC’s objectives and guidelines for better balcony design. The following section of the RFDC (pp 73/4) provides objectives and rules-of-thumb for ceiling heights, which are also satisfied.

The RFDC also includes several rules-of-thumb applicable to open space as follows (separately to the above rules-of-thumb for balconies):-

- Communal open space should be min 25-30% of site area;
- Ideally a minimum 25 per cent of open space should be deep soil zones (i.e. 6 to 8 per cent of site or more);
- If that is not achievable, then private open space should be greater and/or a S.94 contribution should be made to purchase additional public open space;
- Ground or on-podium units should have 25m² of private open space, min. dimension of 4 metres.

9.0 Landscape Concept Plan

9.16 LANDSCAPE COMPONENTS



LEGEND:

- OPEN SPACE AREA
- DEEP SOIL ZONE AREA
- PROPERTY BOUNDARIES
- BASEMENT OUTLINE
- SITE PERIMETER

TOTAL SITE AREA :
(excluding public lanes)
29,666 m²

OPEN SPACE AREA :
(excluding public lanes)
13,815 m²
46.6% of Total Site Area

DEEP SOIL ZONE AREA :
6,628 m²
48% of Open Space Area



OPEN SPACE AREA



DEEP SOIL ZONE AREA

D	SCALE FOR PPR	15-10-12
C	CONCEPT PLAN FOR OPEN SPACE AND DEEP SOIL ZONE CALCULATION TO SUIT ROAD DESIGN	27-06-12
B	ENVIRONMENTAL ASSESSMENT ISSUE - SITE PERIMETER HIGHLIGHTED	18-10-11
A	CONCEPT PLAN DRAFT SUBMISSION	09-07-11
	Issue	Assessment Description
	Architect	Date

PD MAYOY PTY LTD
JANET KETTERIDGE
Principal Architect
10/11 Columbia Lane, Hornsby NSW 1585
02 9438 1111
www.mayoy.com.au

MAYOY ARCHITECTS
JAMES MAYOY
Principal Architect
10/11 Columbia Lane, Hornsby NSW 1585
02 9438 1111
www.mayoy.com.au

Client:
David Lhuide Pty. Ltd.
Kennards Self-Storage Pty. Ltd.
Hai Phong Properties Pty. Ltd.

Drawing Title:
Indicative Design
OPEN SPACE &
DEEP SOIL AREAS

Project:
CONCEPT PLAN APPLICATION FOR:
columbia precinct regeneration
HORNBSBY

Scale: 1:1000 @ A1
Date: 08/04/12
Drawing No: 0834

North Arrow

Scale: 0 5 10 15 20 25 30 35 40 45 50
m

Contract: PH
Drawing: TT
Issue: D
Drawing No: A.200

These open space criteria are all comfortably satisfied or exceeded by the proposed Columbia Precinct development.

Ground level publicly-accessible open space (not including the canal or any such areas within Council-owned public laneways) totals 13815m² or 46.4% of privately-owned Columbia Precinct land, (of which just less than half is deep soil planting), or if Lhuede's Lot 1/814227 land reserved for public open space is excluded from the calculations, then the figure is 10,142m² or 39.0% of the private land. To this should be added the 3000m² of proposed communal courtyards on-structure to obtain a measure of the extent of common 'open space' of various types accessible by residents, at some 56.6% of currently private site area, or 50.6% excluding the reserved open space.

There is an additional 3630m² of the site devoted to lower level private courtyards, averaging over twice the rule-of-thumb figure per apartment noted above. Areas of private balconies are additional again, totalling an estimated 9300m² (though subject to final design), an average of around 14.4m² per apartment.

2.5 Traffic Assessment

2.5.1 Parramatta Rd/George Street intersection

Several meetings and discussions at a technical level have been held with RMS traffic planners, who requested that a concept engineering design be undertaken of Parramatta Road and its intersection with George Street in particular. That has been done, by Mott Macdonald Consulting Engineers, and is now provided to RMS and the Department, having been discussed with RMS at several meetings.

The final agreed intersection layout produced by Mott Macdonald is included at Figure 7 and Attachment F2 to this PPR, along with CBHK Traffic's technical submission responding to the RMS's requests. These documents

suggest that the upgraded intersection will function creditably with the signals split phasing as requested by RMS. Relevant correspondence with RMS on the matter is also found at Attachment F2.

2.5.2 Pedestrian/cycle link

The proposed pedestrian bicycle link between Columbia Precinct and Homebush Station will cross the Powells Creek stormwater channel via a short bridge to be provided by the Columbia Consortium, and then proceed for most part via an existing Council right-of-way imposed by Council DA condition across adjoining land specifically for that public purpose through to Station Street and thence to the station. Completion of this connection will require public ownership of the southern strip of the Powells Creek open space reserve further from Parramatta Road, facilitated by the Consortium's proposed dedication to Council of the much larger section of open space north through to Parramatta Road. This southern strip of land (Lot 2 in DP814227) was purchased by the Department of Defence around 1980 for \$150,000, and is used only as open space storage of building materials. Given (a) its longstanding zoning as future public reserve, (b) its enhanced strategic importance once it links to Parramatta Road and beyond, (c) its present unsightly appearance as open storage, (d) the absence of any real development potential, and (e) the public benefits that would flow from Council's purchase, Council could reasonably be expected to acquire it (if necessary by resumption) in the short term.

Pending that public acquisition, the pedestrian/cycling link to Homebush would be provided via the new pedestrian bridge across the stormwater channel, (anticipated as a Condition of any Concept Approval), thence the northern Powells Creek open space being dedicated to Council, and then a short section of Parramatta Road footpath to reach Station Street – a very good albeit not perfect linkage arrangement.

2.6 Environmentally Sustainable Development

ESD issues were dealt with in some detail in the SLR Consulting Report titled *"Columbia Precinct Ecologically Sustainable Design Assessment July 2011"*, and related issues were dealt with in another SLR report *"Water-Sensitive Urban Design"* of same date, both reports being lodged with the Environmental Assessment documentation.

The first SLR report, now updated and attached at G, identifies a range of ESD inclusions recommended for incorporation, while recognising that the Concept Plan stage is too early for their precise specification or design. The SLR report examined ten ESD elements in their report (pp. 2,3), finding recommended measures including the following:-

- Combined heat, cooling and power through four proposed tri-generation systems, which would be located within building basement. The proposed combined heat, cooling and power solutions will significantly minimise greenhouse emissions and will easily comply with the most stringent ESD regulations; (subject to detailed design development at DA stage);
- Photovoltaic (PV) Solar Cells for selected Towers. The site has the potential to install 550 kW PV solar systems to be operated at high efficiency all year around;
- Rainwater tanks for irrigation and toilet flushing;
- Grey water storage and reuse;
- Water-efficient bathroom and kitchen fittings;
- Incorporation of thermal mass as a thermal efficiency measure;
- Appropriate glazing /sun louvre selection to cut excess solar heat gains;
- A minimum 4.0 star energy efficient air conditioning systems, if provided;
- Power sub-metering to allow for effective monitoring and management of electricity consumption;
- Water sub-metering for different uses where appropriate;
- Cyclist parking facilities;
- Carspaces reserved for low emission or alternate fuel vehicles such as electric cars;

- Low VOC paint, carpet, sealant and adhesives throughout the building; and
- Use of energy-efficient household appliances.

These are in addition to all the SEPP 65 requirements to be satisfied, solar access and cross-ventilation in particular, which in turn have been significant determinants of the Concept Design itself. Notable characteristics of the project as devised by the Project Design Team include the stepping up of buildings towards the south to maximise sun and wind penetration into the site, and the predominant orientation of the residential buildings' E-W axes towards the north, with the same effect.

The second SLR report referred to at the start of this Section, examines questions of Water Sensitive Urban Design inputs to the proposed development. That report looks at, amongst other things, whether stormwater detention was required, concluding that it was not necessary, due to the close proximity of receiving waters and the reduction in site outflows. SLR advise that this position was as agreed with Council stormwater engineers, noting the significant stormwater benefits to be achieved by the proposed provision of extensive permeable landscaped areas compared with the c.100% impermeable surfaces at the present time. Added ESD benefit derived from the proposed development includes the significant improvement in the quality of stormwater leaving the development land, and the re-use of rainwater and 'greywater' for landscaping irrigation and related purposes.

The Department's letter also asks that consideration be given to achieving Green Star rating under the Pilot Communities Tool. In that regard it should be noted that this Tool is a very preliminary technique in early stages of development, and not applicable to the project at this time. It is at pilot testing stage, with the result that it is not yet '*proved up*', and user design guidelines are not available for its application. Furthermore, it is not yet clear to us from the information available to date, what is its actual objective purpose, and other rating tools appear more applicable. Under the circumstances it is not the appropriate tool at this juncture. See SLR letter dated 30 August 2012 in Attachment G.

2.7 Land Use/Viability

This issue is particularised by the letter of issues as the amount and location of proposed ground floor tenancies identified in the Concept Plan drawings, notably along the western edge of the site.

In this regard it is to be noted that the proposed design has benefitted from an extensive period of detailed development, with inputs from Leyshon Consulting and Professor Peter Webber in addition to the core Design Team. Leyshon Consulting prepared a report submitted with the draft Part 3A Environmental Assessment documentation which was supplemented in the Department's response regarding the EA's Test of Adequacy. Additional information has been provided by Leyshon Consulting letter dated 16 May 2012, in response to the Department's Letter of Issues following EA Report notification and exhibition. See Leyshon Consulting's letter at Attachment I to this PPR report, emphasising the following findings:-

- Leyshon's view that the mix of local convenience and bulky goods retail proposed by the Applicant is appropriate for the site over the longer term, (and in any event would be open to variation in the future if absolutely necessary for reasons of market change;)
- That the retail/commercial ground floor space on the 'western edge' of the development site could be used for retail and commercial uses which do not require exposure to Parramatta Road or George Street. *[In that respect it is noted that the western N-S pedestrian link up to Parramatta Road will be expected to be well-patronised, given its function, and given the activity being generated within the site generally – ed. note].* Given that the overall quantum of such non-residential ground floor space is comparatively small, given that it offers no threat to any other centre, and given that it is important for activating street-level activity, the proposed mix is considered appropriate.

2.8 Additional Information Sought

Those matters discussed above represent the extent of formal Issues referred by the Department to the applicant for response. The remaining seven matters attached to the Department's letter of 19 April fall under the heading '*Additional Information Required*'. The Columbia Team's response to each of those seven matters follows:

2.8.1 Council's Figure 3 Layout

The Council letter of 16 March 2012 in response to the exhibition of the Concept Application is called up by the Department's Letter of Issues, and the Design Team's detailed response to Council's issues by CBHK letter to the Department of Planning is found at Annexure C to this PPR.

The Project Design Team's response to Council's alternative site layout illustrated at their draft Figure 3 of Council's submission, is documented in some detail in that response. It is evident from that analysis that Council's building envelopes in their draft Figure 3 are essentially little more than an intensification of the previous Council layout applying to the out-dated Strathfield DCP 20 Controls, as they adopt the original Council footprints but in essence simply add extra building height to achieve significantly greater floor space. In particular, the Columbia Precinct project performs notably better than Council's Figure 3 draft concept in the following matters:-

- Favourable variation in building form across the site, whereas Council's alternative would be monotonous and unrelieved, particularly if it were to attempt to achieve the site FSR's provided for;
- Superior solar access into residential units (est. 75% compliant versus an estimated 40% for Council's Figure 3);
- Superior solar access to all forms of open space;
- Superior air circulation around, and ventilation through, the units;

- Comparable if not superior acoustic performance from road and rail noise.

The remaining Council issues of 16 March are addressed in the Team response to the draft exhibited Strathfield planning controls (CBHK 22 March 2012) and the above-mentioned Team response (CBHK 25 May 2012) to the Council's submission to the Columbia Concept Plan, both of which have been provided previously to the Department and are appended to this current PPR report (Annexure E and Annexure C respectively). It is not considered necessary to repeat those points again here, and the reader is invited to consult those Annexures for detail.

2.8.2 Section 94 Contributions

Liability for these developer contributions has been calculated in accordance with applicable Section 94 Plans, and is documented in the Project's exhibited Concept Plan Environmental Assessment Report (CBHK October 2011) in Section 4.3 of that report. Strathfield Council provided no response at the time of the Concept Plan exhibition to those S.94 calculations, either as to the approach adopted or the contribution calculated (at \$6.6 million).

The table following shows the calculation of dollar value of S.94 contributions attributable to the nature and scale of development as now amended in this PPR, by stage of development, and subtracting S.94 credits due by virtue of existing floorspace being replaced by new development:-

Table: Section 94 Contributions by Project Stage ⁽¹⁾									
Type of space	s.94 rate	Stage One		Stage Two		Stage Three		Total Site	
		no. units	\$	no. units	\$	no. units	\$	no. units	\$
Studio/1 Br unit	\$10,647	148	1,575,756	62	660,114	38	404,586	248	2,640,456
2/Br unit	\$14,216	162	2,302,992	74	1,051,984	60	852,960	296	4,207,936
3/Br unit	\$17,655	59	1,041,645	18	317,790	22	388,410	99	1,747,845
Commercial ⁽²⁾	\$165/m ²	-16,605m ²	-2,739,825	2,109m ²	347,985	0m ²	0	-14,496m ²	-2,391,840
Retail/Showroom	\$90/m ²	4,760m ²	428,400	0m ²	0	-	-	4,760m ²	428,400
Total		\$2.610m		\$2.378m		\$1.646m		\$6.634m	

Notes: ⁽¹⁾ See plans of anticipated staging in Annexure A of this Report and floorspace summary table by stage overpage.

⁽²⁾ 'Commercial' includes non-retail offices and self-storage space

General: These numbers will need adjustment for final DA drawings and area calculations at time of Part 4 DA Stages

FLOORSPACE SUMMARY TABLE – PROPOSED AND EXISTING BY STAGING AREA FOR S.94

	STAGE ONE AREA	STAGE TWO AREA	STAGE THREE AREA	ALL STAGES
<u>Proposed Residential</u>				
0/1 Br units	148	62	38	248
2 Br units	162	74	60	296
3 Br units	59	18	22	99
<u>Proposed non-residential</u>				
N'hood commercial	2,465m ²	235m ²	0m ²	2,700m ²
N'hood retail	1,300m ²	0m ²	0m ²	1,300m ²
Showroom	3,460m ²	0m ²	0m ²	3,460m ²
Kennards storage	0m ²	12,850m ²	0m ²	12,850m ²
Kennards offices	0m ²	1,500m ²	0m ²	1,500m ²
Community uses	240m ²	300m ²	380m ²	920m ²
<u>Less existing m² to be credited (for refurbishment or replacement)*:-</u>				
Commercial	19,070m ²			19,070m ²
Self-storage		12,476m ²		12,476m ²
Carpark (not for credit)			(4,210m ²)	(4,210m ²)

Notes: *Self-storage and all other existing floorspace (ni. carparking, which does not attract car parking) is treated as commercial for S.94 purposes. Thus the proposed commercial/self-storage floorspace of 17,050m², minus the existing space being refurbished or replaced of (19,070 + 12,476 = 31,546m²), leaves a credit of 14,496m² for S.94 purposes. These represent the latest calculations provided by Mayoh Architects, based on the current PPR scheme and the staging plans included in Annexure A, and will be subjected to more detailed surveyed analysis at Part 4 DA stage.

Discussions with Council are underway regarding their agreement to formalise such matters, along with the inclusion of possible community facilities on-site. A proportion of that \$6.6m liability will be by way of land dedication and works-in-kind (e.g. park construction), and part by monetary contribution, staged as suggested in Section 4.3 of the EA Report and further documented in the CBHK letter to Council copied at Annexure D. There will be other project-related works such as the construction of the new George Street southern leg that are prerequisites of the project's development, and therefore may not be eligible to be treated as S.94 off-sets even though the reserved future roads are shown as such under Council's statutory controls.

Accordingly, it is suggested that a condition be included in any approval, should such be granted, along the following lines.

Section 94 Contributions will be payable on the basis of the current Strathfield S.94 Plan rates for Precinct 3C of Strathfield LGA, and in stages according to the development applications to be submitted, discounted for existing floorspace proposed to be replaced at each stage. The floor areas to be used in these calculations are to be measured by registered surveyor, in accordance with the units of measure stipulated in Council's Section 94 Plans.

The Consortium land Lot 1 DP814227 referred to as Powells Creek Open Space, will be dedicated in fee simple at no cost to Council as part of Stage One development of Columbia Precinct. The value of that land as calculated by registered Valuer will be subtracted from the Section 94 liability calculated as at above. If Council elects that the developer be responsible for the land's physical embellishment, Council will work with the developer's landscape designers and RMS in order to arrive at an agreed design to be constructed by the developer. The cost of that construction works will also be subtracted from the Section 94 amount, at an agreed valuation. The Valuer

appointed to undertake these valuations will be as agreed between the two parties, or if no agreement can be reached, will be the nomination of the NSW Institute of Valuers.

2.8.3 On-Site Parking

As detailed in the CBHK Traffic Report, the proposed parking provision is considered appropriate, and is consistent with the Director-General's Requirements for the Project's Environmental Assessment, as follows.

The Director-General's Requirements for the Columbia Precinct Environmental Assessment stated that *'the Department supports reduced car parking rates in areas well-served by public transport'*. Such a description would include Columbia Precinct, given its adjacency to good rail and bus corridors.

The exhibited Environmental Assessment documentation (in particular the CBHK Transport and Accessibility report dated June 2011) and the Concept Plan design, paid close regard to the Metro Transport Plan targets, Work Place Travel Plan procedures, and other State policy documents addressed in Chapter 3 of that CBHK report in arriving at the appropriate parking provision for the project. Detailed in Chapter 3 of the CBHK report, the allocated parking rates are generally compatible with Council's DCP20 rates, as follows:-

- Self-storage 1 car/150m² (Kennards' observed rates – there is no DCP20 rate for self-storage space);
- Showroom 1 car/100m² (RTA);
- Retail 1 car/50m² (DCP20);
- Commercial 1 car/100m² (DCP20);
- Community uses 1 car/200m² (CBHK allowance for the relatively minor floorspace involved);
- Residential units and visitors (adopting RTA rates for high accessibility locations).

Such rates are consistent with the objectives of the State Government's transport policy documents for such well-served sites. They are expected to satisfy anticipated on-site parking demand, and will assist in reducing traffic generation and making appropriate use of the available public transport near to the site.

2.8.4 Access to Ausgrid and RailCorp Land

At the present time the only access to the south to the Ausgrid electricity substation and the RailCorp depot is obtained via the Columbia Lane/Parramatta Road intersection. Smaller vehicles (i.e. not including large rigid trucks) can approach westbound on Parramatta Road, while any larger vehicles presently need to approach eastbound on Parramatta Road and turn across the westbound flows on Parramatta Road, which fortunately benefit from gaps created by the Leicester Road traffic signals nearby to the east.

The intersection of Parramatta Road and George Street will be made four-way when the first stage of the Columbia Precinct development proceeds. The new intersection (see Figure 7 attached) has been designed to cater for 19 metre semi-trailers entering Columbia Precinct from Parramatta Road both east and west, and the new George Street south will rejoin the Columbia Lane alignment at the point of connection as illustrated at Figure 8 attached. From there the service vehicles will be able to follow their existing routes to both the Ausgrid and the RailCorp sites, as illustrated by the swept path drawings provided to those authorities for their sign-off. In addition, the indicative intersection design incorporates 'candy canes' (removable flexible bollards) in the new median on Parramatta Road opposite Columbia Lane, to facilitate heavy vehicle movement to and from Ausgrid and RailCorp during construction if for any reason alternate access is not available at any time during that period.

Meetings were held with both bodies to explain the proposed arrangements and to seek their agreement, which has been obtained (Attachments F3 and F4). The letter from RailCorp also provides its authority as landowner of the rear land, to undertake associated roadworks for access to it, relating to the proposed connection at its northwest corner.

2.8.5 Accuracy of Photomontages Provided

See joint POD Group/RLA certification letter at Attachment J. The photomontages were prepared by POD Group, using accepted industry-leading technology described in that Attachment, under supervision of Dr. Richard Lamb, accepted Court expert in the field of visual impacts, who has verified their accuracy and jointly signed the certification with POD Group.

2.8.6 Proposed Community Uses

Whilst interest has been expressed in relation to a number of possible community uses within the Columbia Precinct, it has not been possible to obtain definite pre-commitment at this stage in the planning process, having regard for the development lead time involved. Some of the community uses and activities that are likely to be considered for possible inclusion in the Columbia development would include the following:-

- Council meeting room/hall for general purpose use;
- The Powells Creek park and possible community facilities therein (e.g. toilets, skateboard rink, children's playground etc);
- Children's playgroup;
- Childcare/occasional care/holiday care;
- Child health;
- Book/toy library branch;
- Senior services;
- Emergency accommodation;
- Community Arts 'n Crafts;
- Men's shed;
- Rehearsal and performance spaces;
- Youth drop-in centre;
- ESL Assist/Translation Services;

- Tresillian Care;
- KidsHelp/Family Support;
- DoCs office;
- Health services;
- Centre Link office;
- Charities office;
- Cultural associations.

Council's views on this issue have been sought (see CBHK letter at Annexure D). Unless Council were to make an early decision pre-Determination, the community uses actually to be included will become more evident as the development proceeds. In the case of Council-provided activities it is likely that any such inclusion will either be reflected in Section 94 offsets (which would be valued depending upon type of tenure and fit-out/improvements), or would be a rent-paying tenancy. The attached revised Statement of Commitments (Annexure B) reflects the proponents' position, and any future introduction of community facilities to the site can be covered by general condition of consent, pending any express Council intention, along the following lines.

Council may at any stage of the development elect to include one or more community facilities within the proposed ground floor tenancies to be constructed. Once agreement between Council and developer has been reached as to the number and location of these community facility tenancies, any net benefit to Council by virtue of dedicated strata space or subsidised rental shall be valued and then subtracted from the Section 94 contributions payable. Appointment of the valuer shall either be by agreement or Institute appointment. Community facility operators may also elect to pay commercial rates for selected spaces, in which case no S.94 off-set will be necessary.

2.8.7 Serviced Apartments

It can be confirmed that the number of serviced apartments proposed for the development is included within the estimated total number of 650 residential

units. However, numbers may vary slightly as detailed design and planning proceed toward DA preparation and lodgement following Concept Plan Approval, (assuming approval is given).

3. OTHER MATTERS RAISED BY OTHER PUBLIC AGENCIES

3.1 This Chapter

The purpose of this chapter is to document the Columbia Team's response to the several public authority submissions to the Department's formal notification of the Concept Application material exhibited in January and February this year, and to outline how the relevant issues raised by those authorities have been resolved by subsequent dealings. The submission by Strathfield Council and the Team's response to it are found at Attachment E, and the issues raised were discussed in Chapter 2. Relevant correspondences from other agencies (i.e. not including Strathfield Council) discussed in this chapter are found in Attachment F to this PPR. A number of the public agencies consulted, such as Office of Environment and Heritage, and the Department of the Environment, Climate Change and Water, had no concerns that needed to be addressed, and so are not attached.

3.2 Canada Bay Council (Attachment F1)

Canada Bay's submission supports redevelopment of the Columbia Precinct. However it also supports Strathfield Council's planning staff in their ideas for the area, as expressed in the draft Strathfield LEP, and contends that the development should more properly reflect Strathfield's DCP 20 (Parramatta Road Corridor). Given that Canada Bay Council's planners are supporting Strathfield planners' position, the Columbia team's response to Canada Bay is already found in the response to Strathfield's issues discussed in Chapter 2 (see full response document at Annexure C). Paraphrased, the summary response is that the Columbia Precinct Concept Plan is to be preferred to the built form result inherent in DCP20 and the subsequent Figure 3 Council plan, and will achieve a superior outcome across the spectrum of planning criteria as discussed in Chapter 2 and detailed in the Team response at Annexure C.

3.3 SRDAC/Roads & Maritime Service – Attachment F2

Several meetings were held with RTA/RMS to discuss the proposed Columbia Precinct development and the detail design of the Parramatta Road/George Street intersection and signals phasing. The several relevant correspondences are found in Attachment F2 to this report. Discussions were separately held with other RMS Officers regarding necessary footbridge clearances over Parramatta Road (minimum 5.3 metres, reflecting the 4.3 metre clearance of adjacent Arnotts rail bridge).

Further detailed survey information was obtained in-field, the underground and above-ground services were identified and located wherever possible, and Mott Macdonald (road design engineers) were retained to prepare the proposed intersection layout at Figure 7 and also included in Attachment F2 to this PPR. It is believed that the RMS's issues here have been fully addressed and that appropriate RMS conditions will be provided to the Department for inclusion in any Concept Approval the Department might issue in due course. Further RMS approval will be required in the future with lodgement of implementable Part 4 DA's.

3.4 Energy Australia (now Ausgrid) - Attachment F3

Responsible for electricity network assets (poles, wires, substations), Energy Australia was recently renamed Ausgrid following the sale of Energy Australia's retail business to TRUenergy. A series of emails and telephone conversations with relevant officers established the following site planning criteria pertaining to their interests:-

- a) Vehicle access (20 tonne) is to be retained to each transmission pylon
- b) Any structures beneath overhead lines are to be preferably non-conductive, or if that is not possible, very well earthed, particularly in public spaces
- c) Landscaping and any structures in the easements will need to be formally approved as part of EA Approval process in due course

- d) The underground 132kV lines in the site just to the north of the substation will need formal easement on Title, with no build-over
- e) A large articulated vehicle will need to be able to access the substation over the future roads through Columbia Precinct (see discussion below).

These initial communications were followed by the Department of Planning & Infrastructure's Letter of Issues dated 19/4/12 (at Attachment D) requesting confirmation that Ausgrid's point (e) could be achieved. A meeting was held with relevant Ausgrid personnel to present the Columbia project plans illustrating the development staging and semi-trailer swept paths, in order to demonstrate that Ausgrid's existing access (currently via Columbia Lane) to their substation on the southern side of the stormwater channel can be maintained and actually improved upon (by allowing all movements, unlike at present). The meeting was followed up by formal CBHK request dated 11 July 2012 and Ausgrid's favourable response was received by letter of 18 July 2012. These documents are both found in Attachment F3.

3.5 RailCorp - Attachment F4

By CBHK and RailCorp letter, emails and telephone. This consultation is primarily in relation to the RailCorp Maintenance Depot adjoining the south-eastern corner of Columbia Precinct, accessed only via Columbia Lane. A copy of RailCorp's letter is attached, with the following matters arising:-

- There will be no public access provided for in this Part 3A Application through the RailCorp land in the direction of Strathfield Town centre, as RailCorp has no plans to vacate this land – **response:** this is acknowledged. However, it would be poor planning to design the Columbia Precinct layout in such a way that any possibility of future access through the RailCorp land were precluded altogether. Accordingly, provision has been made to allow that to occur, in the event that it became a possibility at some future date, however distant.

- Site access via Columbia Lane or future alternative is to be permanently available 24/7, and to be designed to accommodate large articulated vehicles (note that no vehicle of that size had been witnessed there, either by Kennards staff or the project team).

These initial communications were followed by the Department of Planning & Infrastructure's Letter of Issues dated 19/4/12 (at Attachment D) requesting confirmation that RailCorp heavy vehicle access could still be achieved. A meeting was held with relevant RailCorp personnel to present project plans illustrating the development staging and semi-trailer swept paths, in order to demonstrate that RailCorp existing access (currently via Columbia Lane) to their substation on the southern side of the stormwater channel can be maintained and actually improved upon (by allowing all movements, unlike at present). The meeting was followed up by formal CBHK request (including plans and swept paths) dated 5 July 2012 and RailCorp favourable response was received by letter of 10 September. These documents are all found in Attachment F4, including RailCorp owner's consent for minor road connection works proposed on the entry to their land.

It is to be noted that truck access to the RailCorp land will actually be improved with the construction of the intersection works proposed for Parramatta Road/George Street south which will then accommodate all movements.

3.6 Sydney Water Corporation – Attachment F5

Sydney Water owns the Powell's Creek concrete-lined stormwater canal, as well as being the responsible body for sewer and water. Discussions/emails, and meeting in Parramatta, led to verbal advice that stormwater could not be stored in the canal, that bridge crossings of the canal should be minimised, and that an 'in principle' Section 73 certificate should be sought in relation to sewer and water supply. That S.73 application has been lodged and a response received, also found in Attachment F5. No riparian planting is recommended. SLR's revised Infrastructure Report of 28 August and letter of 30 August both found in Attachment G address the question of

OSD, concluding that it will not be required at this location, notwithstanding usual Sydney Water policy.

It is also noted that Strathfield Council has stated that it is keen to see additional pedestrian bridge crossings of the stormwater canal, in line with the Columbia Team's original plan shown to Sydney Water, who is concerned about ongoing maintenance costs and liability associated with structures located within Sydney Water land. The Columbia Team maintains an open mind on this issue. Given that such bridge(s) will form part of public pedestrian ways attached to public open space, on-going liability might best be the responsibility of Strathfield Council, and Council may well prove more persuasive in any future dealings with Sydney Water.

3.7 Transport NSW – Attachment F6

Discussed in the Environmental Assessment, these dealings were all prior to the formal exhibition of the Concept Application material in February this year, and included those with the Sydney Metro branch of Transport NSW. Firstly, with Transport NSW by CBHK letter, email and telephone discussions providing advice as to the foreshadowed future upgrade of the northern Sydney freight line (timing and movement projections, largely for input to acoustic impact assessment by SLR), and on the future use of the spare rail capacity across the Arnotts Bridge (we are advised that it will not be made available for any non-rail use, such as bike way).

Secondly, with Sydney Metro by CBHK letter, email and telephone. Although the State Government announced the shelving of Sydney Metro some time ago, it remains a matter for consideration under SEPP Infrastructure for any excavation in the vicinity of the Metro alignment shown on Transport plans and sections. The corresponding Sydney Metro Development guidelines have then been obtained and assessed, and their requirements for horizontal and vertical separations have been taken into account in the design.

3.8 Personal Submissions – Attachment F7

The Columbia Team created a project information web-site that was physically notified by letterbox drop and then electronically exhibited in May 2011. Responses to all matters raised by the small number of submissions received were documented in the Concept Application Environmental Assessment Report exhibited in February this year. A handful of further private submissions were made during that formal exhibition period (see Attachment F7). These raised similar issues as previously, such as traffic, building height, noise, infrastructure. It is considered that appropriate and satisfactory responses have been provided to each of these.

3.9 In Conclusion

It is considered that the necessary public authority consultations have been properly and successfully undertaken, and that appropriate responses and solutions to the matters arising have been identified and acted upon as necessary. Submissions by individuals have also been assessed, and Team responses have been provided.

4. DRAWING AMENDMENTS

4.1 Introduction

The purpose of this chapter is to bring together the amended and additional drawings resulting from the submissions received to the Concept Application from public agencies and private individuals, and from discussions and negotiations held with various parties, as discussed in chapter 3 of this report. This chapter deals with amended architectural drawings, landscape drawings and amended development staging plans in that order.

4.2 Architectural Drawings

The amendments to architectural drawings have arisen due to several factors:-

- a) detailed engineering design of the new Parramatta Road/George Street intersection, in response to RTA/RMS request, better defining the residual Columbia land available for re-development,
- b) clarification of EA-defined building envelopes to confirm compliance with separations found in the RFDCode to SEPP 65,
- c) refinement of building setbacks in several locations to improve horizontal clearances for the occasional larger vehicles passing through the Precinct,
- d) additional Mayoh Architects drawings to highlight distinction between the Concept Plan and Council's development concept as expressed in their 'Figure 3', found in Attachment E, and
- e) additional plans of typical residential levels, showing typical layouts and floor areas, including spaces external to buildings, to demonstrate achievable compliance with RFDC 'Rules-of-Thumb'.

These amended or additional drawings are found in Annexure A, and are as follow:

COLUMBIA – SCHEDULE OF DRAWING CHANGES TO PPR

PPR PLAN NO.	DATED	REPLACING ENV. ASSESS. DRAWING	TITLE	CHANGE
A.001D	15/10/12	A.001B	Master Plan	Intersection and George St alignment, adjoining footprints adjusted up or down as required
A.002D	15/10/12	A.002B	Site Plan	As above
A.003C	15/10/12	A.003A	Works outside site	As above, plus public roads to be Part 4 DA
A.103D	15/10/12	A.103B	Ground level plan	As above, for A.003
A.104D	15/10/12	A.104B	Level 1 plan	As above
A.105D	15/10/12	A.105B	Level 2 plan	As above
A.106D	15/10/12	A.106B	Level 3 plan	As above
A.107D	15/10/12	A.107B	Typical L4-7	As above
A.108D	15/10/12	A.108B	Typical L8+	Intersection and George St only
A.150D	15/10/12	A.150B	North and west elevations	Minor change at George St entry
A.160D	15/10/12	A.160B	E-W section	Minor change at George St entry
A.161C	15/10/12	A.161B	Sections	Clarification, labelling
A.180B	15/10/12	New Sheet	Res layouts north zone	Res. Unit Areas for SEPP65 compliance
A.181B	15/10/12	New Sheet	Res. Layouts south zone	Res. Unit Areas for SEPP65 compliance
A.200D	15/10/12	A.200B	Ground level landscaped open space	Intersection and George St
A.250-4B	15/10/12	A.201C	Staging diagrams	Stage 2A becomes Stage 1B
A.300D	15/10/12	A.300B	Building envelopes Ground	As for A.001D
A.301D	15/10/12	A.301B	Envelopes upper levels	As for A.001D plus more labelling
A.410B-570B	15/10/12	New Sheets	Comparison of Columbia and Council's figure 3	Scheme comparison only -- no changes
A.804D	15/10/12	A.804B	Aerial 3D's	Building G amended
A.900D - 905D	15/10/12	A.900B - 905B	Shadow diagrams	As for A.001C – footprints amended

Source: CBHK assessment of latest PPR-amended architectural drawings against equivalent EA drawings

4.3 SEPP 65 Performance

The amended indicative design scheme has retained the arrangement of units with the exception of Building elements “H” and “G” (“H” being the podium levels on which tower “G” sits). The indicative design now shows 2 fewer units in the podium building element “H” as follows:

- one less unit at the Level 1 northern end – which previously showed a single frontage and southwest facing unit onto the George St extension and

- 1 less unit at Level 2 in roughly the same position.

The units within tower element “G” have been slightly reconfigured however their ratio of cross ventilation and solar access is equal to what was previously proposed. Accordingly there is no change to the SEPP 65 performance of the proposed residential component of the Columbia development, and the earlier SEPP 65 analysis and certification provided for the exhibited Environmental Assessment remains applicable, and is not further provided at this PPR stage.

4.4 Landscape Drawings

The alterations or refinements to the Mayoh architectural drawings have very little impact on the Landscape Concept Plan lodged with the EA material placed on formal exhibition earlier this year as the Annexure 8 Report prepared by Site Image. The key components of the landscape design remain unchanged, (see composite Landscape Concept Plan at Figure 6), viz.

- Generous landscaped public plaza at the head of George Street south, acting as an activity focus for the Precinct;
- Strong focus on open space works along the N-S Powells Creek Corridor, including the large public park and overhead bridges to be developed and dedicated as part of the project;
- Generous associated landscaped setbacks on the Columbia Precinct side of the open space corridor, to provide better pedestrian connectivity and improved building separation from existing buildings adjacent the site;
- Excellent pedestrian linkages within and adjoining the site generally;
- Fully 45% of the CPR site area will be publicly accessible, one half of which will be deep soil landscaping, well in excess of RFDC standards;
- Strong landscaped treatment of podium areas for occupant use generally.

4.5 Development Staging

The development staging drawings prepared by Mayoh Architects are also found within Annexure A, in addition to swept paths showing how 19 metre articulated vehicles will access and negotiate through the site to the Ausgrid and RailCorp land at the end of Columbia Lane during all phases of construction and site development staging.

5. CONCLUSIONS

A great deal of design development work has been undertaken on the Columbia Precinct by the Project Team headed by Mayoh Architects, supported by a full range of specialist consultants including Professor Webber, Dr Lamb, Ross Shepherd (Site Image) and Mott Macdonald to name only four. Most of that work preceded the final documentation forming the original Concept Plan, while much followed in response to agency feedback before, during and after the formal exhibition of the EA documentation, and during the work required in responding to the Department's Letter of Issues and preparing the current Preferred Project Report.

At the conclusion of this extended process, it is considered that the following observations can be fairly drawn in respect of the Columbia Precinct Concept Application:-

- The siting and massing of the proposed buildings across the Columbia Precinct site yield what is arguably an excellent built form;
- The project design has generated results of high contemporary design standards that will have little if any negative impact on its surrounds;
- It will perform creditably across the range of design criteria followed by the Project Team, and achieve an excellent SEPP 65 result in terms of satisfying or exceeding the design principles and RFDC rules-of-thumb;
- In all respects it will out-perform the suggested alternative design solution embodied in Council's Figure 3 draft concept as discussed in Section 2.8.1 and Annexure C of this report, although it is not dissimilar in terms of total site floorspace;

- The project will create an excellent mixed-use environment offering very good access to open space, well-activated ground level environment and very good residential amenity to its c.650 households, in close proximity to good public transport and wholly consistent with Metropolitan and Sub-Regional Planning Strategies;
- The project will also boast strong 'green' credentials, with generous open space and landscaping, and very good ESD performance;
- It will contribute strongly to the wider Strathfield/Homebush community by virtue of the extent of its public open spaces, urban spaces, pedestrian and cycle linkages, community facilities and other Section 94 contributions;
- The result will be an excellent example of what can be achieved with redundant 'brownfields' sites such as this along the Parramatta Road corridor, where the standard of development to date could at best be described as average;
- All issues raised by public agencies and private individuals in relation to the Columbia Concept Plan have been satisfactorily addressed.