

16 December 2010

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attn: Caroline Owen

Dear Caroline

Re: Environmental Assessment Exhibition - MP 09_0054 - Mixed Use Development, at the Bakehouse Quarter

I refer to your letter dated 12 November 2010 seeking comment on a Mixed Use Development at the Bakehouse Quarter, North Strathfield. Canada Bay Council appreciates the opportunity to provide input to this matter.

Canada Bay Council has reviewed the documents placed on exhibition and provides the following comments.

Canada Bay Local Environmental Plan 2008

The Canada Bay Local Environmental Plan 2008 contains the relevant planning controls applicable to the Bakehouse Quarter. In this regard, the development proposes significant departures from the floor space ratio and height of building standards applicable to the land.

Notwithstanding the non-compliances, Action E10 of the Canada Bay Local Planning Strategy states that Council will investigate opportunities to increase the amount of employment floor space at the Bakehouse Quarter. Council is of the view that any increase in floor space on the site should ensure that the development is respectful of its surroundings and creates a positive urban design outcome.

Draft Canada Bay Local Environmental Plan 2011

The Environmental Assessment argues that the variations to the maximum floor space ratio and building heights are justified because "*compliance is achieved with the proposed amended development standards, which are currently being considered by Council in association with the preparation of the Comprehensive LEP.*"

Urbis has been advised that Council has not included the development which is subject to the Part 3A application in the draft Comprehensive LEP for Canada Bay. The concerns raised by Council for this application should be resolved prior to revised standards being included in the new LEP.

Heritage

Council's Heritage Advisor has undertaken a review of the site as part of the preparation of the Canada Bay LEP 2011. The surviving building fabric has substantial historical significance and the buildings are of value as representative early to mid twentieth century industrial buildings including the original factory buildings.

It is proposed to list the remnant industrial buildings at the Bakehouse Quarter as a heritage item under the Canada Bay LEP 2011. Comments from Council's heritage Advisor and a copy of the draft Heritage Inventory sheet for the site are provided as **Attachment C**.

Urban Design

Given the scale of the proposal and the extent of non-compliance proposed, Council engaged GM Urban Design and Architecture to provide Urban Design Advice on the Environmental Assessment. A comprehensive assessment of the proposal is provided in **Attachment A**.

The Urban Design advice concludes that the proposed development requires a number of issues to be addressed. These include:

- Design excellence through better articulation, high quality finishes and elegant design.
- Better integration with its immediate context as part of the Bakehouse Quarter.
- Reduction in bulk and scale of the proposed office building.
- Attempt to retain existing single storey brick building on site.
- Re-design of the central open space beneath the motorway.
- Improved activation of the public domain and streetscapes.
- Response to the site as a gateway marker.
- Improvement of car park design to allow for the hierarchy of pedestrian circulation over vehicular traffic.

The proposed development's general bulk and scale, lack of articulation, poor response to its immediate context and visual impacts are so significant that it is considered the proposal requires a complete redesign in order to address all the issues identified. Therefore, this proposal should be recommended for refusal unless all of the issues identified in the Urban Design review are addressed.

Stormwater, Waste & Traffic.

Detailed comments in relation to Stormwater, Waste and Traffic are provided in **Attachment B**.

Other Part 3A projects

Council is aware that Director General Requirements (DGRs) have been issued for a mixed use development known as the Columbia Precinct at 2-20 Parramatta Road & 11-13 Columbia Lane, Homebush.

Both the Bakehouse proposal and the Columbia precinct project justify their scale based on each others applications. This approach is contrary to the DGRs which require justification to be provided in response to existing/approved developments in the locality. It is considered inappropriate to undertake precinct wide strategic planning based on Part 3A applications that do not relate to the existing context.

Public benefit

Where a development proposes a significant increase to floor space ratio and height standards, it is Council's expectation that a public benefit be provided in addition to general section 94 contributions. In this regard, Council would welcome discussions in relation to a Voluntary Planning Agreement for supporting infrastructure. This may include the pedestrian link over Parramatta Road and improved pedestrian/bicycle connections in the locality.

Council land

Council is the owner of land known as Railway Lane and Lot 109 DP 717983. The plans indicate a theatre forecourt and associated stair/ramps on this land. It is important that approval not be issued for development on this land without land owners consent and endorsement being granted by Council. A plan showing the location of this land is provided in **Attachment D**.

I trust this submission will assist the Department of Planning in its review of the submitted Environmental Assessment. Should you have any enquiries in relation to this letter or require further information, please contact Marjorie Ferguson on 9911 6409.

Yours faithfully



Marjorie Ferguson
Manager, Strategic Planning

Attachment A - Urban Design Review

Urban Design Review



Bakehouse Quarter

George Street & Parramatta Road, **North Strathfield**

Dec 2010



CONTENTS

1.0	INTRODUCTION	3
1.1	Proposed development	3
1.2	Documents reviewed	3
1.3	Key controls applicable to the site	3
2.0	CONTEXT	4
2.1	Local context	4
2.2	The site	4
3.0	ANALYSIS	5
3.1	Response of proposed development to LEP controls	5
3.2	Response to DCP objectives	5
3.3	Urban design issues	6
3.3.1	- Character & context	6
3.3.2	- Bulk & scale	6
3.2.3	- Arrival & entrances	6
3.2.4	- Streetscape & activation	7
3.2.5	- Heritage & conservation	7
3.2.6	- Parking & loading	7
3.2.7	- Pedestrian access	7
3.2.8	- Design excellence	7
3.2.9	- Landscape provisions	8
3.2.10	- Visual impact & amenity	8
4.0	FINAL RECOMMENDATION	10

PREPARED FOR:

Canada Bay Council

PREPARED BY:

GM Urban Design & Architecture

Studio 201, 8 Clarke Street

Crows Nest 2065

Tel: (02) 9460 6088

Fax: (02) 9460 6099

DATE:

December 2010

1.0 INTRODUCTION

GM Urban Design & Architecture has been appointed by Canada Bay Council to provide urban design advice and a review of proposed development for the following lots in North Strathfield: Lot 1 in DP829703 located at 11 George Street; lots 8 & 9 in DP262882 located at 195 Parramatta Road; lot 1 in DP320106 located at 197A Parramatta Road; lots 30 & 31 in DP 1835 and lots 1-7 in DP262882 located at 199 Parramatta Road; and lots 1 & 2 in DP1023863, located at 211 Parramatta Road, North Strathfield. The purpose of this report is to analyse and document existing controls and the various site and local context considerations, to evaluate the part 3A proposal and measure its performance against applicable controls, as well as the urban design principles with regards to massing, scale relationships and architectural character.

1.1 Proposed development

The proposed development will be located beneath and around the M4 motorway and bounded by George Street and Parramatta Road, North Strathfield. It will consist of an office building (called building F) rising to 14 storeys and a building housing a hotel, drama theatre and restaurant rising to 13 storeys above ground as well as the adaptive reuse of part of a single storey brick building.

The site is situated along the designated enterprise corridor along Parramatta Road, and adjacent to the thriving George Street commercial precinct, characterised by early 20th century industrial buildings. The site is separated from an adjacent low scale residential neighbourhood to the east by the railway line, and from an emerging higher density residential neighbourhood to the south by Parramatta Road.

The proposed office building will be located adjacent to the railway line and set back from George Street 45m. It will be located on the boundary to the railway line and to existing buildings to the north. The proposed office building will be located 25m from the existing M4 motorway, and just 3m from its proposed future widening.

The overall FSR for the proposed development including the existing single storey brick building to be partially demolished will be 1.03:1.

1.2 Documents reviewed

As part of the initial analysis, GMU has reviewed the following documents and controls applicable to the proposed development:

- Architectural plans titled "Proposed Redevelopment Bakehouse Quarters" by WAH Architects, dated 31 August 2010
- Environmental Assessment, Proposed Redevelopment of South East Precinct, Bakehouse Quarter - Urbis, dated August 2010
- City of Canada Bay Local Environment Plan, 2008
- City of Canada Bay Development Control Plan, 2008

- Canada Bay Local Planning Strategy 2010.

1.3 Key controls applicable to the site

Local Environment Plan (LEP)

The following zone is applicable to the site: Zone B3 Commercial Core.

The objectives of the zone are:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.

The maximum allowable height is 27m.

The maximum allowable FSR is 0.75:1.

Controls specifically relating to the special transitional site A of which the subject site is part, and that apply to the proposed development are as follows:

Development must enable achievement of an overall integrated design for the land in relation to the following:

- building height, siting, arrangements and finishes,
 - landscaping,
 - open space,
 - pedestrian movement,
 - car parking,
 - road access,
 - public transport access,
 - local and subregional traffic management,
 - drainage,
 - environmental sustainability,
 - arrangement of land uses, and
- the proposed development will not have any significant adverse effect on the amenity of the site and the operation of the adjacent Main Northern Railway Line during the construction of any buildings or works or their operation.

Development must not result in:

- more than 6,000m² of gross floor area being used for the purposes of retail premises (excluding restaurants), or
- more than 3,500m² of gross floor area being used for the purposes of a supermarket.

2.0 CONTEXT

Development Control Plan (DCP)

The most relevant objectives of the DCP are as follows:

2. Foster ecologically sustainable development;
3. Ensure development responds to the qualities of the subject site;
4. Ensure development responds to the character of the surrounding neighbourhood;
5. Minimise negative impacts of development on the amenity of adjoining properties;
6. Encourage innovative housing, commercial and industrial design;
7. Maintain and enhance the natural, built and cultural significance of heritage items; and
8. Ensure future developments will provide for a community that considers the needs of all people who live, work and visit Canada Bay, including those people with disabilities.

The Canada Bay Council DCP 2008 does not specifically address the B3 commercial core zone, and relies largely on the controls set out in the LEP.

2.1 Local context

The proposed development is located at the southern end of the area known as the Bakehouse Quarter on the eastern side of George Street and directly underneath the M4 Motorway. Parramatta Road, which is designated as an enterprise corridor, is the main east-west collector providing access to the site. This enterprise corridor is intended to provide affordable spaces for local industry services such as automotive services. Its existing character is mixed with strip retail toward the west and recently built taller residential developments to the east. The streetscape character in the immediacy of the site is in transition with recently built residential development to the south west behind a number of car sale dealerships and next to older industrial sites immediately across the road from the site. Heavy volumes of traffic, poor road infrastructure and lack of urban design create a poor pedestrian environment along this road. This proposal should be expected to create a positive intervention along this road to address these issues.

The proposed development will be highly visible on approach along Parramatta Road and will mark the entrance to the Bakehouse Quarter. As such, the scale and height of this proposal should be expected to address its role as a gateway marker highly visible from a distance along a very busy collector road as well as from the M4 Motorway. Due to a drop in the topography, the taller elements of the proposal will also be visible from the lower scale residential neighbourhoods to the east across the railway line.

2.2 The site

The site is part of the thriving George Street commercial precinct, which is characterised by lower scale early 20th century industrial buildings. The proposal calls for an office building to be located adjacent to the railway line and set back from George Street by approximately 45m and to partially demolish a lower scale building located directly on the site. The proposed office building will be located 25m from the existing M4 motorway and just 3m away once the proposed future motorway widening is completed. The site is an extension of the Bakehouse Quarter; however the proposal does not seem to relate to its built form or appropriately transition down to the surrounding scale.

COMMENT: Due to the contrast in scale with the adjacent built form fabric and its departure from the existing streetscape along George Street with the partial demolition of an existing building as well as setting back and internalizing the entry points to the buildings, the proposed development does not adequately relate to the existing streetscape character along George Street. In addition, due to its excessive bulk and scale the proposed development does not provide an elegant architectural form to address its role as a gateway marker visible from a distance along Parramatta Road and the M4 Motorway.

3.0 ANALYSIS

The following discussion points have arisen from information gathered from the site visit conducted by GMU as well as the review of controls and documentation supporting the development.

3.1 Response of proposed development to LEP controls

LEP 2008

- Allowable height: 27m. The heights of the proposed hotel and office tower are 47m and 50m respectively; therefore, they exceed the allowable controls by 20m and 23m correspondingly.
- Allowable FSR: 0.75:1. Proposed FSR on development site F (11 George Street) is 0.78:1. Proposed FSR on development site O (195, 197A, 199 & 211 Parramatta Road) is 3.27:1. Combined proposed FSR for both sites is 1.03:1. This surpasses the allowable FSR control on the site which results in excessive bulk and scale, in particular for the proposed office building.

“Special Transitional Sites - A”: These sites require specific controls to deal with transition and integration with their immediate surrounding and context. The most relevant requirements affecting this site are as follows:

- Integration of building height with the overall design and context – The proposed development's approach to height in response to its context is questionable because the height and scale of surrounding development, especially within the Bakehouse Quarter, are much lower than the proposed office building and hotel. The proposed development does not address this adequately.
- Integration of arrangements and finishes – Choice of materials and finishes for the proposed development is very poor because each of the proposed buildings, especially the façade of the southern building presents a totally unsympathetic facade design, material finishes and colours none of which relate to or complement the character of the existing late 20th century industrial buildings that characterise George Street. This proposal attempts to relate to the area in transition along Parramatta Road, but completely neglects its more immediate setting within the Bakehouse Quarter.
- Integration of landscaping – The proposed development's response with regards to landscaping is problematic because the theatre forecourt and retail frontages are poorly connected to the main streetscape and showcase poorly and very limited areas of deep soil planting and landscaped features. Further, much of the landscaping is located on areas of the site overshadowed by the motorway.
- Integration of open space – The integration of the open space is poor because the amenity and character of open spaces are either compromised by the motorway and its support pillars and structure, or by the scale and austerity of the office buildings (Building F). The

central space is basically a carpark and much of the area is taken by vehicle circulation.

- Integration of pedestrian movement – This is also poor because main entrances and active frontages look onto a centralized on-grade car parking, and the motorway support structure and siting of the proposed buildings themselves do not contribute to an amenable environment for pedestrians. This obstructs direct lines of sight across the site and off the main street. In addition, there are virtually no through site links due to the location of the centralized on-grade carpark which is bound to create vehicular/pedestrian conflicts.
- Integration of road access – The integration of access is problematic because access off George Street requires the partial demolition of the existing street frontage and the access off Parramatta Road ramps up around the southern building leading cars to be directly in axis with the loading and service bay of the northern building.
- Arrangement of land uses – The existing uses limit the amount of open space with good amenity and solar access. The proposed bulky office building creates a large amount of overshadowing onto the site, in particular for the theatre / hotel forecourt which is further overshadowed by the motorway.

3.2 Response to DCP objectives

- The objective to foster ecologically sustainable development should be met through addressing the requirements of BASIX but will not be discussed within this report.
- The objective to ensure development responds to the qualities of the subject site are primarily addressed by screening the motorway as seen from Parramatta Road with tall buildings. However, the site has redeeming qualities and potential which need to be considered in the development. The termination of the view to the site from Parramatta Road is not well considered as the proposed development presents large areas of blank inactive walls covered by signage in axis with this view. Existing open spaces that receive good solar access will be largely built up. Therefore this objective is not satisfied.
- The objective to ensure development responds to the character of the surrounding neighbourhood is not well considered. The existing heritage character along George Street is continued by the single storey brick building which is proposed for partial demolition. New buildings fronting George Street and Parramatta Road do not respond to the existing heritage character. Views from George Street to the proposed office building will be significantly altered to the nature of views down existing laneways elsewhere on George Street. The proposed office building is bulky and terminates this view with a very large expanse of glazed wall as opposed to open sky above 3 storeys.

- The objective to minimise negative impacts of development on the amenity of adjoining properties is generally met as the overshadowing impacts are partially to the motorway and Parramatta Road. However, the view impact to surrounding residential areas is significant and therefore this objective is only partially satisfied.
- The objective to encourage innovative housing, commercial and industrial design is not fully satisfied since the proposed development is not well integrated with surrounding development visually or with respect to pedestrian access and amenity. Further, building facades are varied in their type and materiality but lack interest and cohesion.
- The objective to maintain and enhance the natural, built and cultural significance of heritage items is not applicable since the site is not in a heritage conservation area and no heritage listed items are present on site. However, success of the local area relies on a consistent late 20th century industrial character which the proposed development chooses to ignore. Therefore, performance of the proposed development against this objective is questionable.
- The objective to ensure future developments will provide for a community that considers the needs of all people who live, work and visit Canada Bay, including those people with disabilities appear to be met through necessary compliance with AS1428 design for access and mobility.

3.3 Urban design issues

3.3.1 Character & context

- The existing single storey brick building on site contributes to the character of George Street but it will be partially demolished.
- The office tower differs substantially in articulation, colour and texturing from the existing brick heritage character consistent along the eastern side of George Street.
- The ground floor of the office building as seen from George Street presents a completely different scale and rhythm to surrounding buildings.
- The proposed hotel and theatre are visually connected to the remainder of George Street despite its location on the other side of the overpass. Therefore the proposed development on this land (development site O) should contribute to the existing character of George Street.
- The figure ground of the proposed hotel and theatre is inconsistent with that of the existing context.

3.3.2 Bulk & scale

- The proposed office building (Building F) presents 14 stories to George Street. Although it is set back 45m, the scale will remain imposing as seen from George Street. The building protrudes

excessively above surrounding buildings and will be visible from the nearby context. This is grossly out of scale with the surrounding 3-4 storey buildings.

- Height and bulk make the office building visually dominant from nearby residential areas and the public domain.
- The 51m long eastern and western facades have a very bulky appearance that would require a building 2-3 times as tall in order to have slender and elegant proportions, therefore the building depth and overall footprint are too massive for the site.
- Vertical breaks in the west facade of the proposed office building (F) are insufficient to brake its mass and give it an elegant appearance.
- The eastern facade of the office building (F) as viewed from the proposed access shareway and George Street presents as a single, homogenous glazed wall. This is out of character with the surrounding adaptively reused late 20th century industrial buildings.
- The bulk of the office building overshadows and dominates the few open areas on site and further exacerbates the overshadowed condition produced by the motorway overpass.
- Proposed zoning of land immediately south of the site is mixed use and the trend here is toward residential development. Overshadowing by the proposed hotel building may be of concern for future development.

3.2.3 Arrival & entrances

- The principal vehicular entry point to the site from Parramatta Road travelling east will be via Railway Street, and will pass the large expanse of blank wall and loading facilities facing Parramatta Road prior to arrival at any point on the parking lot.
- Loading facilities and vehicle entry and exits will dominate the view down Railway Street which is the main vehicular entry way into the office building and all on-grade parking for the proposed hotel, theatre and restaurant.
- Entry to the site from Parramatta Road travelling west is complicated by the right in entry via the new access shareway that is visually separated from the hotel, theatre and restaurant.
- Entry to the site from George Street travelling south is logical and relatively direct in comparison to other entry paths, however the hotel and theatre are largely screened from view on approach, due to the presence of the motorway and its support structure.

3.2.4 Streetscape & activation

- Blank wall backing the stage followed by loading facilities will create a large dominant inactive edge to Parramatta Road. This is further exacerbated by the topography, causing the second restaurant beyond that addressing Railway Street to be too high above street level to activate much of the streetscape.

- The existing single storey brick building's existing active frontage to George Street is proposed for demolition which would remove existing activation along George Street.
- Proposed active frontages are concentrated about the proposed access shareway and away from the main street; this is not consistent with the character of George Street.
- The partial demolition of the single storey brick building would expose the untreated blank wall of the Harris Farm markets to the proposed access shareway. Since this will be visible from George Street, careful facade design must be used to maintain the amenity and character of George Street and the proposed access shareway.
- The proposed restaurant adjacent to the theatre will activate George Street and present a good corner to Parramatta Road for a short distance. However, the overall massing, scale and general activation of the streetscape are poor.

3.2.5 Heritage & conservation

- According to Canada Bay Council LEP 2008, the site is neither in a heritage conservation area nor are there any heritage items on site. However, adaptive reuse of the late 20th century industrial buildings along George Street has allowed the area to retain its character on which it now depends for its retail success.
- The facade of the portion of the single storey brick building proposed for demolition, with its lightweight awnings contributes significantly to the existing character of George Street. Its removal as the most interesting portion of the existing single storey brick building will expose the office tower to George Street, completely altering the character and atmosphere of George Street in this location.
- Termination of the proposed access shareway with a bulky, contemporary office building severely compromises the area's existing industrial character which currently contributes to the success of George Street.

3.2.6 Parking & loading

- It appears that there is only one accessible car space suggested in all of the on-grade parking for the proposed development, and it is located away from all major entrances.
- Entry routes to and exit paths from the central on grade car park are complicated and counter-intuitive due to the left in only approach to Railway Street, and the left in, left out only function of George Lane.
- George Lane is the most visible entrance in connection with the hotel, theatre and restaurant yet there is no direct entrance to the central car park from George Lane.
- It is questionable whether the support structure indicated for the possible future widening of the motorway is feasible, and therefore

whether the proposed entrance to the main on grade parking lot will be placed in the future location of a support column should the existing support structure pattern be extended.

- A potential conflict will exist between vehicles reversing into the loading dock servicing the drama theatre, and vehicles approaching the site via Railway Street.
- Railway Lane is indicated to be accessible to cars but offers no possibility for vehicles entering the lane to turn around or exit in a forward manner.

3.2.7 Pedestrian access

- There are no contiguous pedestrian pathways through the on grade car park with the exception of one mid-site link across George Lane. Users of the car park will largely be forced to walk through the vehicular ways in order to arrive at any of its surrounding destinations.
- There is no pedestrian pathway along the edge of the proposed hotel, theatre and restaurant leading out from the theatre forecourt.
- The pedestrian circulation seems secondary to the vehicular circulation on site.

3.2.8 Design excellence

- Lack of cohesion of architectural treatment across both buildings creates a lack of definition, recognition and identity for the proposed development
- The eastern facade design to both lower floors and office floors in the proposed office building is very monotonous and creates a negative visual amenity for the view terminating the new access shareway.
- Massive proportions, poor color combination and bulky massing contribute to a visually poor north and east facades for the office building which will be highly visible from the train line as well as visible from the adjacent Queen Street above the tree canopy.
- The facade treatment to the car parking floors above ground in the proposed office building lack interest and articulation and do not screen the car parks within.
- Location of the theatre stage, fly tower and rehearsal space hard on the building facade facing Parramatta Road creates large expanses of blank inactive walls. Allowing windows to puncture the wall on this facade would improve activation of the Road.
- Poorly articulated facade design for the hotel suites creates a negative visual amenity for its surroundings and does not relate architecturally to any existing development nearby.

3.2.9 Landscape provisions

- Approximately 70% of areas indicated on plan as being soft landscape are overshadowed by the motorway above. A further 20% will be overshadowed by its future widening.
- The remaining approximately 10% of landscape is scattered around the area of the proposed road and would be dwarfed by the scale of the proposed office building.
- Landscape plan does not detail a hierarchy of planting and, apart from showing generic trees, is characterised by large homogenous areas of "paving", and smaller areas of "shrub / ground covers" and "turf". This is not a positive outcome.
- The largest portion of landscape shown on architectural plans (beneath the motorway, separating the car park from George Street) is not defined at all on the landscape plan and looks like turf on the architectural plans.
- Formally planted palms along the proposed street would reinforce the austerity of the proposed office tower beyond and detract from the existing local heritage character.

3.2.10 Visual impact & amenity

- The visual impact study accompanying the Statement of Environmental Effects by Urbis is not comprehensive enough and omits a number of key views that should be analyzed with before and after photomontages to assess the real impacts of the bulk and scale on the existing view and vistas. The following are some suggested vantage points and photomontages that should be included as part of the visual impact analysis:
 - Photomontages from all vantage points discussed in the visual analysis: vantage points 1, 2, 4, 10 & 11.
 - Photomontage / analysis of the view from Parramatta Road travelling east and approaching the site from 150-200m away.
 - Photomontage / analysis of the view from George Street down the proposed access shareway.
 - Photomontage / analysis of views from neighbouring residential development to the south and east. Multiple vantage points from Carrington Street, Princess Avenue and Queen Street should be included.
 - Analysis of architectural character, colour and materiality of existing development in George Street and of the proposed development and its response.
 - Analysis / discussion of the visual amenity of public open spaces and streets in and around the proposed development.
- Images shown to the right and on the following page show views that should be included as before and after photomontages in the visual impact analysis.



George Street, looking south



George Street, looking north



Intersection of Parramatta Road & George Street, looking east

- Immediate context: Bakehouse Quarter
 - The proposal will be highly visible from the immediate context and significantly alter the character of the existing adaptive redevelopment along George Street and within the Bakehouse Quarters. Due to the disparity in scale between surrounding development and the proposed office building and hotel, many of the existing terminating vistas will be altered dramatically.
- Adjacent roads & termination of vistas
 - The siting of the proposed hotel at the end of a west to east axis along Parramatta Road makes the site a gateway building into the Bakehouse Quarter; however, the bulk and scale as well as the lack of articulation do not respond to its role as a gateway building. A visual impact study of this relationship should be required.
 - The lack of definition and visual interest of the hotel and theatre contribute negatively to its surrounding and will be highly visible from Parramatta Road travelling east over a distance of approximately 250m.
- Residential neighbourhoods
 - The presence of the bulky, poorly articulated facade along the eastern boundary of the proposed office building which will protrude above the tree canopy as seen from Queen Street will have a detrimental view impact on the pleasant residential character of the low scale residential neighbourhood bounded by that street. A comprehensive visual analysis from various vantage points within this neighbourhood should be required.
 - The large blank facade with a very large sign facing Parramatta Road will be visible from new high density residential development along the southern side of Parramatta Road opposite.
 - The likely redevelopment of lots immediately south of the proposed development into high density residential apartments will result in many new units directly facing the same large blank facade and large signage. This will have a negative view impact on any future residential development.



Approach from Parramatta Road, looking east



Approach from Parramatta Road, looking west

4.0 FINAL RECOMMENDATIONS

The proposed development requires a number of issues to be addressed. These include:

- Design excellence through better articulation, elegant design and high quality finishes
- Better integration of the proposed development with its immediate context as part of the Bakehouse Quarter
- Reduction in bulk and scale of the proposed office building
- Attempt to retain the existing single storey brick building on site
- Re-design of the central open space beneath the motorway
- Improved activation of the public domain and streetscapes
- Response to the site as a gateway marker
- Improvement of car park design to allow for the hierarchy of pedestrian circulation over vehicular traffic

The proposed office building's general bulk and scale, the proposed development's lack of articulation, poor response to its immediate context and visual impacts are so significant that in GMU's opinion, it requires a complete redesign in order to address all of the issues identified. Therefore, this proposal should be recommended for refusal unless significant changes take place to improve the design.

Attachment B - Stormwater, Traffic & Waste comments

Stormwater Management

- Stormwater attenuation measures for this development shall include provision of On-site Stormwater Detention in accordance with Council's Specification for the Management of Stormwater.
- Silt and sediment control measures including trash screens are to be installed in all drainage inlet pits to ensure that no pollution is deposited into the Bay.
- Rainwater re-use will be required in accordance with Council's Rainwater Re-use Policy or BASIX.
- In regards to flood inundation, a Flood Assessment Report will be required for the proposed development to ascertain the extent and depth of flood levels through the site during a design storm of 100-yr ARI. If the Flood Report finds that there will be inundation to the majority of the site, appropriate flood mitigation measures, flood proofing and a Flood Evacuation Plan, in accordance with the Flood Plain Development Manual, shall be undertaken.
- Any sub-surface water collected from the basement (sub-surface) via sump and mechanical pump-out system must not be discharged directly into the kerb but must be captured and controlled via a system of underground pipes to be safely disposed of directly into the Bay. Basement floors which are below sea level need to be fully waterproofed.

Traffic & Access

There is a Transport Master Plan for the area previously prepared by the Developer and endorsed by Council. In that Master Plan, it was envisaged that there be pedestrian links over Parramatta Road and also towards the Strathfield LGA. This included a pedestrian foot bridge over Parramatta Road. The proposed development does not include any such links.

- Given the increased number of vehicles per day generated from this development, there is a need to improve safety along George Street to accommodate the additional traffic. The existing intersection designs along George Street, which are not standard "roundabouts", need to be re-designed to enable either true turning movements of vehicles or completely removed and replaced with threshold designs to improve safety.
- The proposed "dog bone" shaped "roundabout" is unacceptable. There does not appear to be sufficient turning area for vehicle turning paths and would only cause confusion to drivers. The applicant needs to show turning paths confirming whether it is possible to undertake circulation movements around these devices. If there is insufficient width, then the "dog bone" design should be deleted.

- The intersection of George Street and the proposed George Lane needs to be redesigned as there are too many conflict points.
- A stop sign and a speed hump should be provided by applicant at each basement exit on the street. The stop sign must be accompanied by the associated line marking and the speed hump shall be set back 1.5 metres from the boundary alignment. The devices shall be designed and constructed in accordance with the provision of all relevant Australian Standards. The building plans shall indicate compliance with this requirement prior to the issue of a construction certificate.
- All vehicular ramps and parking areas shall be designed to comply with AS/NZS2890.1:2004 "Off Street Car Parking" Code in terms of minimum aisle widths, ramp gradients, overhead clearances, minimum dimensions of parking bays and so on.
- A Certificate from a Qualified Traffic Consultant shall be provided to verify that the parking layout and ramp design satisfies AS/NZS2890.1:2004.

Any works on public land, including footpaths and roadways will require Council's consent.

Parking

- Council's DCP does not provide a specific parking rate for hotels or theatres. The RTA Guide Traffic Generating Developments requires that 3 and 4 star hotels provide 1 space per 4 bedrooms. The RTA Guide does not however suggest a rate for theatres and hotel function facilities, the applicant has suggested a rate of 1 space per 10 seats for the theatres and 1 space per 20m² for the hotel function area. The applicant has not however provided any supporting documentation or drawn a comparison to similar developments justifying these parking rates.

Council's DCP - Mixed Use Areas and Neighbourhood Centres requires:

- Commercial premises to provide 1 space per 40m² GFA;
- Retail shops to provide 1 space per 40m² GLFA;
- Restaurants and Drink Premises to provide the greater of 1 space per 6m² of service area or 1 space per 4 seats.

Based on these requirements the development would be required to provide:

- 569 spaces for the commercial component;
- 12 spaces retail;

- 32 spaces for the restaurant (based on GLFA being 60% of GFA as per SEE);
- 80 spaces for the tavern (based on GLFA being 60% of GFA as per SEE);
- 44 spaces for the hotel.

The parking rate for the theatres and hotel function area shall be determined by drawing comparisons with similar developments.

Based on the calculations carried out by the applicant, the development would be required to provide 830 spaces, however the applicant has indicated that only 660 spaces will be provided due the varying components of the development having different peak operating times and parking requirements. The Applicant is requested to provide evidence to support this argument.

Waste

There is considered insufficient information to determine whether adequate waste storage and servicing requirements will be provided. Any revision of the plans should include a Waste Management Plan with appropriate details to demonstrate waste management on site. This information should be submitted to Council prior to approval of the application. In particular, the Waste Management Plan shall include:

- Provision for waste collection vehicles to enter and service all bins on site. Bins must not be presented on the pedestrian footway or roadway for servicing.
- A waste and recycling room should be provided on each floor of the commercial building. The waste and recycling area must have the capacity to store at least one (1) days volume of waste and recycling likely to be generated on that floor level.

Attachment C - Heritage

INTER OFFICE MEMO



To:	Paul Dewar		
From:	Helen Wilson		
Subject:	Bakehouse Quarter, 16 George Street, North Strathfield		
Date:	15 December 2010	File No:	MP 09 0054

Comments

Paul,

I refer to the document *Bakehouse Quarter - Environmental Assessment & Appendices-Redevelopment of South-East Precinct, Bakehouse Quarter* dated August 2010 by Urbis.

The document seeks a substantial increase in the floor space ratio and building height limit of the Bakehouse Quarter precinct. This increase is concentrated in a new building F of up to 14 storeys, new buildings O, P of up to 5 storeys and Q of up to 14 storeys and a new building F of up to 13 storeys.

There are intentions to heritage list the Bakehouse Quarter and manage it to retain its significance. A Comprehensive LEP has been prepared. The buildings and site features that are to be specifically recognised by a heritage listing include Buildings B, G1, H1, H2, H3 including the 'Arnotts' and 'Sao' signs, I, J and K. Additionally, the former stables building in the location of building G2 are significant and are included in the proposed heritage listing. The surviving building fabric has substantial historical significance and the buildings are of value as representative early to mid twentieth century industrial buildings designed by noted architect Charles Slatyer. Despite the removal of machinery associated with the production of biscuits at the factory, much of the building fabric and service pipes etc survive. The buildings and the surviving service pipes and fabric give the Bakehouse Quarter precinct much of its character.

There are potential heritage impacts as a result of the proposed development, and the increases in floor space ratio and building height limit.

The iconic illuminated 'Arnott's' and 'Sao' signs are located on a metal clad tower on Building H3. These signs are seen prominently from surrounding areas, especially from the elevated M4 Motorway, and are significant in associating the site with the company. The bulk and scale of proposed building F is too great for the adjacent former factory buildings. It will largely obscure the view of the significant Arnott's sign especially as viewed from the eastern portion of the M4 Motorway.

It is proposed to demolish part of the significant former stables building G2 to construct an additional roadway through to proposed building F. The stables building G2 should be retained intact. The access road that exists from George Street to the Building F site should be used instead.

It would have been hoped that any serious application to increase the floor space ratio and building height limits at the Bakehouse Quarter would have included an analysis of the significance of the main buildings on the site associated with the Arnott's factory and created appropriate guidelines for their adaptive re-use and conservation which then could have been incorporated into a development control plan for the site. However no heritage assessment has been included in the documentation.

Helen Wilson
Heritage Advisor

Attachment D - Council land

This aerial map of Parramatta, NSW, illustrates the M4 Westbound highway and its intersections with local streets. Key features include:

- Streets:** George St, Railway St, Parramatta Rd, and the M4 Westbound highway.
- Intersections:** George St/George Ln, Railway St/George Ln, Parramatta Rd/George St, and Parramatta Rd/Columbia Ln.
- Lot Numbers:** Various lot numbers are labeled, including 101/633891, 103/717983, 104/717983, 102/717983, 101/717983, 109/717983, 12/262882, 13/262882, 7/262882, 8/2629/262882, 1/320106, 1/325364, 1/1023863, 23863, 1835, 1835, 2/262882, 2524/262882, 26/262882, 199, 195, 197, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767,



Print 16/12/2010