

A meeting of the Cumberland Local Planning Panel will be held at 11:30a.m. via telephone conference on Wednesday, 8 April 2020.

Business as below:

Yours faithfully

Hamish McNulty
General Manager

ORDER OF BUSINESS

1. Receipt of Apologies
2. Confirmation of Minutes
3. Declarations of Interest
4. Address by invited speakers
5. Reports:
 - Development Applications
 - Planning Proposals
6. Closed Session Reports

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Item No: LPP013/20

DEVELOPMENT APPLICATION FOR 9 VERLIE STREET, WENTWORTHVILLE

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: DA2019/368/1

Application lodged	27 September 2019
Applicant	Baini Design
Owner	Aarg Group Pty Ltd
Application No.	DA2019/368/1
Description of Land	9 Verlie Street, South Wentworthville NSW 2145, Lot 15 DP 16442
Proposed Development	Demolition of existing structures and construction of a two storey 42 place child care centre over basement car parking
Site Area	696.8m ²
Zoning	R3 – Medium Density Residential Zone
Disclosure of political donations and gifts	Nil disclosure
Heritage	The subject site does not contain a heritage item, is not located within the vicinity of the heritage item or heritage conservation area.
Principal Development Standards	FSR Permissible: 0.7:1 Proposed: 0.49:1 Height of Building Permissible: 9m Proposed: 8m (top of lift over run)
Issues	<ul style="list-style-type: none"> - Number of children and outdoor unencumbered space - Landscaped area - Driveway and upper storey setbacks - Site frontage

SUMMARY:

1. Development Application No. DA2019/368/1 was received on 27 September 2019 for demolition of existing structures and construction of a two storey 42 place child care centre over basement car parking.
2. The application was publicly notified to occupants and owners of the adjoining properties for a period of 14 days between 16 October 2019 and 30 October 2019. In response, 6 submissions were received. During the assessment process, the residents from a broader catchment area on the western side of Verlie Street had approached Council requesting to be included in the notification process, which resulted in additional 7 submissions by way of objection and 1 petition submitted to Council.

3. Council through its assessment identified a number of concerns with the proposal, and requested amended plans and additional information on 15 January 2020.
4. Amended plans received on 10 February 2020 do not warrant re-notification of the proposal.
5. There are non-compliances with the proposed development having considered the provisions of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017, Child Care Planning Guideline (the Guideline) 2017, and Holroyd Development Control Plan 2013 (HDCP).
6. The proposed development seeks following notable variations:

Control	Required	Provided	% variation
Number of children and outdoor unencumbered space (regulation 108 and part 4.9 the Guideline)	$7\text{m}^2 \times 42 = 294\text{m}^2$	Proposed development = 293m^2 Assessing officer's calculation = 280m^2 (excluding retaining walls) $280\text{m}^2 / 7 = 40$ children Recommendation = reduce number of children from 42 to 40	11.8%
Landscaped area (DCP)	Min. 20%, width of 2m = 139.36m^2	131m^2 (18.8%)	5.9%
Setbacks from side boundary (DCP)	Driveway – 1.5m Upper storey – 4m	Driveway – 1.1m Lift/stairs core on eastern side – 0.9m	26.6% 77.5%
Min. site frontage (DCP)	20m	15.24m	23.8%

7. The application has been referred to the Cumberland Local Planning Panel (CLPP) for determination due to the number of submissions received during the notification period.
8. It is recommended that the application be approved for a maximum of 40 children (due to the available unencumbered outdoor space/play area), subject to conditions provided in the Draft Notice of Determination held at Attachment 1.

REPORT:

Subject Site and Surrounding Area

The subject site is known as 9 Verlie Street, South Wentworthville, and is legally described as Lot 15 in DP 16442. The site is located on the northern side of Verlie Street. The site is a rectangular block with a frontage of 15.24m, depth of 45.72m and a total site area of 696.8m^2 . The site is currently occupied by a detached single storey

clad dwelling house and attached carport. Adjoining the subject site directly to the east and west are a two storey brick dwelling house and an attached two storey dual occupancy respectively. The immediate area is characterised by low density housing. The subject site and all adjoining properties are zoned R3 Medium Density Residential. Properties located on the southern side of Verlie Street are zoned R2 Low Density Residential.

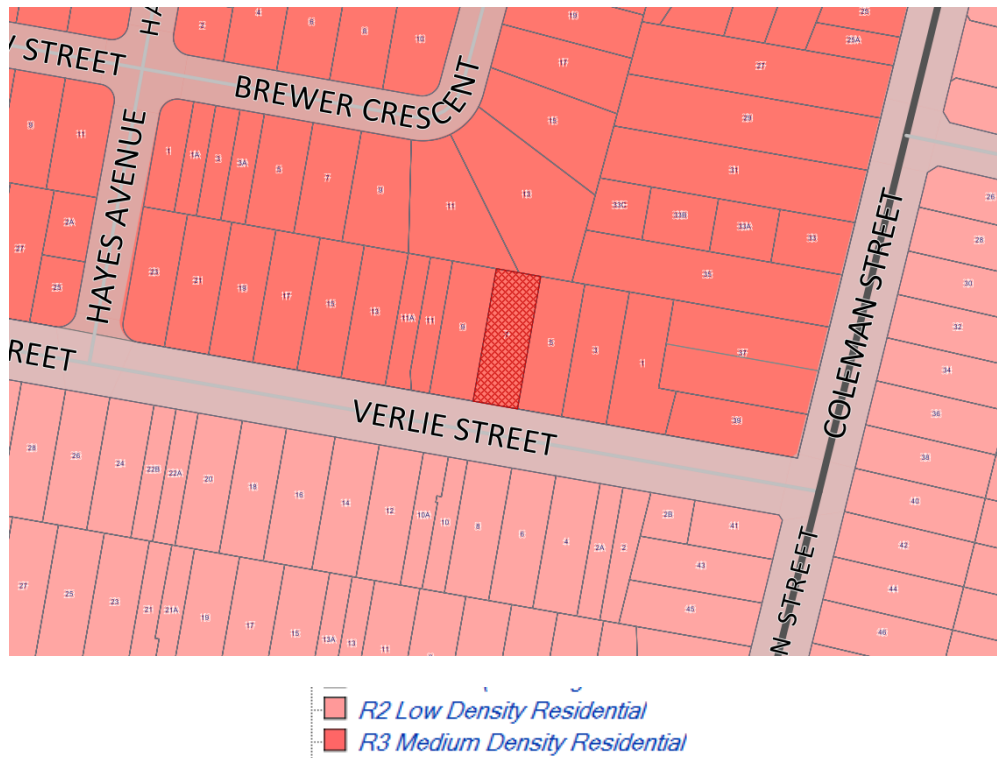


Figure 1 – Locality Plan of subject site



Figure 2 – Aerial view of subject site



Figure 3 – Street view of subject site

Description of the Proposed Development

The proposed development, as amended, involves the demolition of existing structures and construction of a two storey, 42 place child care centre over basement parking accommodating 11 parking spaces.

Key features of the development proposal are as follows:-

- Demolition of the existing dwelling and carport.
- Construction of a two-storey child care facility accommodating 42 children.
- Construction of a basement level car parking area accommodating 11 car parking spaces, for staff and visitors (including 1 accessible space), bin room, and lift/stairs.
- The facility proposes to accommodate 42 children, as follows:
 - 7 children – 0-2 yrs
 - 15 children – 2-3 yrs
 - 20 children – 3-5 yrs
- The proposed centre will operate from 7.00am to 6.00pm Monday to Friday, and will employ 7 staff.
- The ground floor level contains toilets, storage, indoor and outdoor play areas, and lift/stairs.

- The first floor level contains office, toilet, staff room, kitchen, laundry, and lift/stairs.
- There is no signage proposed as part of the application.

History

Date	Action
27/9/2019	Development Application 2019/368 was lodged.
8/10/2018	The application was referred to Council's internal departments for review.
16/10/2019 to 30/10/2018	The application was publicly notified to adjoining and opposite owners, a notice was placed in the local press and a notice placed on the site for 14 days. In response, 6 submissions were received. During the assessment process, the residents from a broader catchment area on the western side of Verlie Street had approached Council requesting to be included in the notification process, which resulted in additional 7 submissions by way of objection and 1 petition submitted to Council. Total submissions by way of objections equate to 14.
15/01/2020	Application was deferred due to non-compliances with SEPP (Educational Establishments and Child Care Facilities) 2017, Child Care Planning Guideline 2017, Holroyd Development Control Plan 2013, as well as on-site detention, traffic, waste management and environmental health matters.
10/02/2020	Amended plans were received by Council, which do not warrant re-notification of the proposal.
8/04/2020	Application referred to CLPP for determination.

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Think Planners dated 9 September 2019 and was received by Council on 27 September 2019 in support of the application.

Contact with Relevant Parties

The assessing officer has undertaken a site inspection of the subject site and surrounding properties and has been in regular contact with the applicant throughout the assessment process.

Internal Referrals

Development Engineer

The development application was referred to Council's Development Engineer for comment who has advised that the development is supportable in regards to the provision of on-site detention, subject to conditions.

Traffic Engineer

The development application was referred to Council's Traffic Engineer for comment who has advised that the development is supportable in regards to traffic management, and on-site parking provision in the basement level, subject to conditions.

Tree Management Officer

The development application was referred to Council's Tree Management Officer for comment who has advised that the development is supportable, subject to conditions.

Waste Management Officer

The development application was referred to Council's Waste Management Officer for comment who has advised that the development is supportable in regards to provision of bin tug, bin storage room, and waste collection and management plan, subject to conditions.

Environmental Health Officer

The development application was referred to Council's Environmental Health Officer for comment who has advised that the development is supportable in regards to fit-out for food preparation area, acoustic assessment, noise management plan, noise attenuation measure, soil assessment and site contamination, subject to conditions.

Children's Services

The development application was referred to Council's Children's Services section for comment who has advised that the development is supportable in regards to compliance with the provisions of Education and Care Services National Regulations and Law, subject to conditions.

External Referrals

The application was not required to be referred to any external government authorities for comment.

Planning Comments**The provisions of any Environmental Planning Instruments (EP&A Act s4.15 (1)(a)(i))****(a) State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)**

Clause 7 of SEPP 55 requires Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development. The matters listed within Clause 7 have been considered in the assessment of the development application.

Matter for Consideration	Yes/No
Does the application involve re-development of the site or a change of land use?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
In the development going to be used for a sensitive land use (e.g.: residential, educational, recreational, childcare or hospital)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the site listed on Council's Contaminated Land database?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the site subject to EPA clean-up order or other EPA restrictions?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has the site been the subject of known pollution incidents or illegal dumping?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the site adjoin any contaminated land/previously contaminated land?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>1. A Preliminary Site Investigation report prepared by Geotechnical Consultant Australia, which includes a soil assessment, was submitted with the application. The report did not reveal any potential matters of concern with regard to contamination and concludes that the site is suitable for its intended use, subject to recommendations to be imposed as conditions of consent. Council's Environmental Health Officer has reviewed the reports and determined that the site is suitable for such a development given that the report provides that the site is suitable for the proposed use.</p>	

(b) State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

The relevant provisions of the SEPP have been considered in the assessment of the Application.

It is noted that State Environmental Planning Policy (Educational Establishments And Child Care Facilities) 2017 commenced on 1 September 2017. The SEPP applies to any proposals for new schools or child care centres or proposed alterations and additions to existing centres. The relevant provisions of the SEPP have been considered in the assessment of the Application.

A comprehensive assessment and compliance table is attached to this report in Appendix A, which indicates that there are non-compliances with the SEPP 2017 with regard to number of children proposed and outdoor unencumbered space as under:

Control	Required	Provided
Number of children and outdoor unencumbered space (regulation 108 SEPP 2017 and part 4.9 the Guideline)	$7m^2 \times 42 = 294m^2$	The application indicates that an unencumbered area of $293m^2$ is provided, which is equal to a shortfall of $1m^2$ to accommodate 42 children. However, this calculation does not include the width of the proposed retaining walls required for the excavation of rear yard and the installation of acoustic fencing, which must be carried out wholly within the site. The assessment officer's calculation of the unencumbered outdoor space equates to $280m^2$. This will accommodate only 40 children. This report recommends a condition to be imposed on any consent granted for a reduction in the number of children to 40. The applicant has been advised regarding the condition to reduce the number of children.

(a) Statement Environmental Planning Policy No 19 - Bushland in Urban Areas

The subject site does not adjoin land zoned or reserved for public open space. The proposal does not propose to disturb bushland zoned or reserved for public open space.

(b) State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

Removal of one (1) existing street tree and four (4) trees on site is proposed as part of this application. Council's Tree Management Officer has reviewed the proposal and raised no objections to tree removal, subject to the impositions of conditions. In addition, the proposal does not exceed the biodiversity offsets scheme threshold. Therefore, the proposed vegetation removal is considered acceptable.

Regional Environmental Plans (Deemed State Environmental Planning Policies)

(c) Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The subject site is identified as being located within the area affected by the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. The proposed development raises no issues as no impact on the catchment is envisaged.

Note: The subject site is not identified in the relevant map as land within the 'Foreshores and Waterways Area' or 'Wetland Protection Zone', is not a 'Strategic Foreshore Site' and does not contain any heritage items. Hence the majority of the SREP is not directly relevant to the proposed development.

Local Environmental Plans

(a) Holroyd Local Environmental Plan (LEP) 2013

The proposed development is defined as a 'centre based child care facility' under the provisions of Holroyd Local Environmental Plan (LEP) 2013. Centre based child care facilities are a permissible land use with consent under the R3 – Medium Density Residential zoning applying to the land under Holroyd LEP 2013.

A comprehensive assessment and compliance table is attached to this report in Appendix B which demonstrates the development proposal's compliance with the relevant planning controls that are applicable to the site under the Holroyd LEP 2013.

The provisions of any draft Environmental Planning Instruments (EP & A Act Section 4.15(1)(a)(ii))

The proposed development is not affected by any relevant Draft Environmental Planning Instruments.

The provisions of any Development Control Plans (Environmental Planning & Assessment Act Section 4.15(1)(a)(iii))

(b) Holroyd Development Control Plan (HDCP) 2013

The Holroyd DCP 2013 provides guidance for the design and operation of development within Holroyd to achieve the aims and objectives of Holroyd LEP 2013.

The proposed development is generally compliant with the relevant provisions. Parts A, B & I apply to the proposal. A comprehensive assessment and compliance table is attached to this report at Appendix C which demonstrates the development proposal's compliance with the relevant planning controls that are applicable to the site.

The assessment provided in Appendix C indicates that there are some minor non-compliances with the HDCP 2013 with regard to landscaped area, upper level and driveway setbacks, and site frontage, which are discussed in the following section:

No.	Clause	Comment	Yes	No	N/A
PART A – GENERAL CONTROLS					
3.5	Access, Maneuvering and Layout				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	The proposed driveway is setback 1.1m from the eastern side boundary which is less than what is required. Setback shortfall of 0.4m is considered acceptable, given the provision of separate driveways which will ensure safe vehicular movement while entering and exiting the site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PART B – RESIDENTIAL CONTROLS					
1	GENERAL RESIDENTIAL CONTROLS				
1.5	Landscaped Area				
	Min. 20% = 139.36m ²	Area of 18.8% (131m ²) is provided with min. 2m dimension. Landscaped area with dimension of less than 2m equates to 15.3m ² .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
		<p>Total landscaped area provided on site is 146.3m², or 20.9% that complies with min 20% area required.</p> <p>Variation to the required landscaped area based on its width is acceptable, as it is capable to retain dense plantings to the majority part of the proposed area.</p>			
5	MULTI DWELLING HOUSING				
5.2	Upper storey setback 4m	<p>Building envelope standards, which apply to the proposed child care, generally are satisfied with the exception to the lift/stairs core setbacks to the eastern side boundary. This variation is considered acceptable, given the proposed location of the lift/stairs core will not result in adverse overshadowing, privacy and amenity impacts to the adjoining properties. Articulation to the building appearance is also maintained by protrusion of the lift/stairs core forming part of the building façade.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PART I – CHILDCARE CENTRES					
1	SIZE, DENSITY AND LOCATION				
	<p>Site Frontage The minimum site frontage for a child care centre is 20 metres.</p>	<p>The site has a frontage of 15.24m. The deficiency of the property's site frontage is considered supportable as the proposal generally complies with relevant requirements for child care centres in terms of provision and quality of play spaces, amenity impacts of the centre, provision of parking and compatibility with surrounding properties. In addition, the subject property complies with site and location considerations contained within the Child Care Planning Guideline, which takes precedence over Council's DCP.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4 (EP&A Act s4.15(1)(a)(iia))

There is no draft planning agreement associated with the subject Development Application.

The provisions of the Regulations (EP&A Act s4.15 (1)(a)(iv))

The proposed development raises no concerns as to the relevant matters arising from the Environmental Planning and Assessment Regulations 2000 (EP&A Reg).

The Likely Environmental, Social or Economic Impacts (EP&A Act s4.15 (1)(b))

It is considered that the proposed development will have no significant adverse environmental, social or economic impacts in the locality.

The suitability of the site for the development (EP&A Act s4.15 (1)(c))

The subject site and locality is not known to be affected by any natural hazards or other site constraints likely to have a significant adverse impact on the proposed development. Accordingly, it is considered that the development is suitable in the context of the site and surrounding locality.

Submissions made in accordance with the Act or Regulation (EP&A Act s4.15 (1)(d))

Advertised (newspaper) ☒ Mail ☒ Sign ☒ Not Required ☐

In accordance with Council's Notification requirements contained within Holroyd DCP 2013, the proposal was publicly notified for a period of 14 days between 16 October 2019 and 30 October 2019. The notification generated total of 14 submissions in respect of the proposal, with nil submission disclosing a political donation or gift. The issues raised in the public submissions are summarised and commented on as follows:

Figure 4 – Submissions summary table

Concern	Comment
<p>1. Traffic and parking</p> <p>Verlie Street does not allow a two-way traffic when both sides are occupied by on street parking.</p> <p>High congestion and 10m wide street with no speed humps resulted in speeding on Verlie Street and frequent accidents. Traffic flow on Verlie Street will be increased being the bypass from Great Western highway and M4 for commuters travelling from South Wentworthville towards the west. Traffic peak times within AM/PM, particularly during garbage collection times, are to be considered as safety</p>	<p>The submitted traffic report relies on surveys during peak times AM and PM between 7.00am – 9.00am and 4.00pm – 6.00pm on 25 July 2019. The data used has taken consideration of traffic generation projected from approved development at 24 Verlie Street. Council noted the additional traffic to be generated by the proposal and the findings from the Traffic and Parking Impact Assessment Report. Revised traffic report submitted with the application prepared by Stanbury Traffic Planning reference no. 19-113-2 dated March 2020 demonstrated that Verlie Street could accommodate vehicles movement from both child care centres at 9 and 24 Verlie Streets. The proposed development is a low trip generator projecting an additional/one (1) vehicle movement every two minutes during peak hour. Additional vehicles movement can be accommodated in the locality without affecting performance of Verlie Street, or on the existing</p>

Concern	Comment
<p>hazard and will affect children and pedestrian safety.</p> <p>The proposed development will reduce availability of on street parking in Verlie Street for residents.</p> <p>The proposed development will not provide sufficient parking for the child care centre operation.</p> <p>The data used in traffic assessment cannot be used to justify the proposed development as no other child care centre is operational on Verlie Street yet.</p>	<p>road network with respect to delays or queues of nearby intersections.</p> <p>Under the Holroyd Development Control Plan 2013, the required parking rate for child care centres located in R3 Medium Density Residential zone is 1 space per 4 children, which equates to total of 10 spaces required if the recommended reduction in the number of children from 42 to 40 is implemented. The proposed basement could accommodate the required car spaces, which will assist with providing additional parking off Verlie Street.</p> <p>It is noted that Council's rate of 1 car space per 4 children is consistent with the recently introduced NSW State Government document entitled Child Care Planning Guideline, in which the rate of 1 space per 4 children encompasses the whole centre including all staff.</p> <p>A condition is to be imposed to ensure that all car parking spaces to be allocated to visitors. The proposed parking arrangement and swept path have been reviewed by Council's Traffic Engineer and considered satisfactory, subject to conditions.</p> <p>The provision of separate driveways for entry and exit allow all vehicles to enter and leave in a forward direction and provide adequate sight distance. It is envisaged that motorists will be capable of entering and exiting the site in a safe and efficient manner. In addition, there is a 1.2m separation distance between the two driveways which also provide pedestrians a safe refuge area to wait to cross when vehicles enter and exit the basement.</p> <p>An additional condition is included to ensure any front fencing will allow clear sightlines for vehicular access. The number of parking spaces provided is considered acceptable and appropriate to meet the parking demand of the proposed centre, without placing unacceptable demands on the availability of parking within the locality or on the local street network.</p>

Concern	Comment
	<p>The entry/exit driveway is at an obvious location that will not be missed by parents and caregivers. The parents and caregivers will be regular visitors to the centre knowing in advance the location of car parking. An Operational Management Plan (OMP) shall be enforced by way of conditions to encourage the use of the basement parking facility. All pickup and drop-off is expected to take place within the basement and it is not considered to create any adverse impact on the public space.</p> <p>The proposed car parking in the basement level has been provided with the number of spaces that complies with the DCP requirement, which will be able to absorb the demand from the development and mitigate any potential traffic impact on Verlie Street.</p> <p>Council's Waste Management Section has reviewed the proposal and considered the waste arrangement satisfactory. Commercial waste arrangement may also be carried out independently from Council's service. Conflict with Council's garbage truck movements therefore is not anticipated given the operation of the child care centre will be wholly contained in the subject site.</p>
<p>2. Noise The proposed child care centre will be source of environmental noise nuisance to surrounding properties and disturbance to a quiet street.</p>	<p>The proposed development has been accompanied with noise impact assessment/acoustic report and Noise Management Plan, which recommended the construction of acoustic fencing to minimise noise impact from the child care centre.</p> <p>The design of acoustic fencing location, height and effectiveness have been reviewed by Council's Environmental Health Officer and are considered satisfactory to comply with the relevant noise control provisions.</p> <p>The acoustic report demonstrates that the proposed centre can be accommodated on the site without noise nuisance to adjoining and surrounding properties. The noise generated from both indoor and outdoor play activities can comply with the relevant environmental noise guidelines with the imposition of a noise management plan submitted with the application</p>

Concern	Comment
	<p>and the installation of relevant noise mitigation measures such as acoustic fencing. The acoustic consultant recommendation has been captured in the Noise Management Plan submitted with the application.</p> <p>The centre is proposed to operate from 7.00am to 6.00pm Monday to Friday. The acoustic assessment also has had regard to noise generated from mechanical plant, car park emissions and indoor activities, which only occur during the operation of child care centre.</p> <p>Conditions are to be imposed in the consent to avoid any breaches to the required noise threshold, including noise management to be incorporated in the OMP.</p>
<p>4. The proposed child care centre is not suitable for the street located where demographic of the population consists of elderly. Oversupply of child care centres will result in business saturation and quality. No precedence of two child care centres built on the same street.</p>	<p>The site permits the construction of the child care centre, and proposed development generally satisfies the requirements contained within Holroyd DCP 2013, the criteria under the Child Care Planning Guideline and relevant regulations stipulated under the Educational Establishments and Child Care Facilities SEPP 2017, with the exceptions above.</p> <p>Council may consider limiting the size of child care centres if they share a property boundary as pertained in Holroyd DCP 2013. In this instance, the proposed child care centre is not sharing any property boundary to the approved child care centre at 24 Verlie Street and it is located 100m away from each other. The site and location considerations contained within the Child Care Planning Guideline takes precedence over Council's DCP, where more than one child care centre may be permitted on the same street.</p> <p>The approved child care centre at 24 Verlie Street has addressed the required criteria applying specifically to the site. The subject application has also been submitted with supporting documentation and was found to be satisfactory, as discussed within the body of this report. Cumulative traffic generation has been addressed in the revised traffic report submitted with the application prepared by Stanbury Traffic Planning reference no. 19-113-2 dated March 2020, demonstrating that Verlie Street could</p>

Concern	Comment
	<p>accommodate vehicles movement from both child care centres at 9 and 24 Verlie Streets.</p> <p>The existing demography of the area is not a matter of consideration under the Child Care Planning Guideline and relevant regulations stipulated under the Educational Establishments and Child Care Facilities SEPP 2017.</p> <p>In relation to the child care centre quality, it is the operator's responsibility to satisfy the relevant child care provider requirements and comply with the regulations to maintain its licence and business operation.</p>
5. Impact of development on adjoining property to the west, such as, unauthorised parking on driveway, damage and waste management during construction, waste management, trespassing, window height, and construction hours.	<p>Suitable conditions will be imposed in relation to any potential damage and waste management during construction, waste management, potential trespassing and construction hours to minimise impact of the proposed development on the adjoining property. Unauthorised parking on driveway can be reported to Council's compliance section for action, if it occurs. Condition regarding parking during construction period will be imposed. The upper level setback on the western side has been increased to 4m to reduce any potential overlooking into the adjoining property from the proposed office and kitchen windows.</p>

The public interest (EP&A Act s4.15(1)(e))

In view of the foregoing analysis, it is considered that the development, if carried out subject to the conditions set out in the recommendation below, will have no significant adverse impacts on the public interest.

Section 7.11 (Formerly S94) Contribution Towards Provision or Improvement of Amenities or Services

This part of the Act relates to the collection of monetary contributions from applicants for use in developing key local infrastructure. The development was lodged prior to 15 January 2020. Therefore, the Cumberland Local Infrastructure Contributions Plan does not apply. The payment of contributions in accordance with Holroyd Section 94 Contributions Plan 2013 does not apply to the proposed child care centre on the subject site.

Disclosure of Political Donations and Gifts

The applicant and notification process did not result in any disclosure of Political Donations and Gifts.











CONCLUSION:

The application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979, State Environmental Planning Policy No. 55 – Remediation of Land, State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017, Education and Care Services National Regulations, Holroyd Local Environmental Plan 2013 and the Holroyd Development Control Plan 2013 and is considered to be satisfactory for approval, subject to reduction in number of children to 40 (to comply with the outdoor unencumbered space) and the draft conditions.

REPORT RECOMMENDATION:

- 1. That Development Application No. DA2019/368/1 for demolition of existing structures and construction of a two storey 40 place child care centre over basement car parking on land at 9 Verlie Street South Wentworthville be deferred commenced, subject to attached conditions.**
- 2. Persons whom have lodged a submission in respect to the application be notified of the determination of the application.**

ATTACHMENTS

1. Revised Full Set of Architecturals [↓](#) 
2. Revised Stormwater Plans [↓](#) 
3. Traffic and Parking Impact Assessment [↓](#) 
4. Submissions [↓](#) 
5. Locality Map [↓](#) 
6. Appendix A - SEPP (Education & Child Care Facilities) 2017 [↓](#) 
7. Appendix B - Holroyd Local Environmental Plan 2013 [↓](#) 
8. Appendix C - Holroyd Development Control Plan 2013 [↓](#) 
9. Appendix D - Child Care Guideline 2017 [↓](#) 
10. Draft Notice of Determination [↓](#) 

**DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20**

**Attachment 1
Revised Full Set of Architecturals**

19100

COMPLIANCE TABLE

Sheet List		Sheet List		Sheet List	
Sheet Number	Sheet Name	Sheet Number	Sheet Name	Sheet Number	Sheet Name
00	COMPLIANCE TABLE	07	ELEVATIONS	13	SCHEDULE OF FINISHES & STREETSCAPE
01	DEMOLITION PLAN	08	SECTIONS	14	CALCULATION PLAN
02	SITE PLAN	09	FENCE DETAIL	15	0-2 INDOOR PLAY AREA
03	SITE ANALYSIS PLAN	10	CALLOUT ELEVATIONS	16	2-3 INDOOR PLAY AREA
04	BASEMENT PLAN	11	SHADOW DIAGRAMS	17	3-5 INDOOR PLAY AREA
05	GROUND FLOOR PLAN	12	3D PERSPECTIVES + AXO VIEWS	18	EVACUATION PLAN
06	FIRST FLOOR PLAN			19	SOLAR STUDY
				20	KITCHEN + LAUNDRY DETAILS
				21	NOTIFICATION PLAN



CONSULTANTS

SPECIALTY	COMPANY	NAME	PHONE	EMAIL
HYDRAULICS SOCIOMETER	AUSRAIAN COE BUILTING ENGINEERS	JOE BACHA	0414 283 233	joeb@coeeng.com.au
ENVIRONMENTAL PLANNER	ENVIR. PLANNERS	JONATHAN WOOD	029 2890 8543	jonath@enviropanners.com.au
LANDSCAPE ARCHITECT	OUTSIDE IN DESIGN	REBECCA SURMAN	0413 445 447	rebecca@outsideindesign.com.au
ACOUSTIC	RODNEY STEVENS ACOUSTIC CONSULTANTS	PENNY ELLERY	0419 406 192	penny@rodneystevensacoustics.com
TRAFFIC MANAGEMENT	STANBURY TRAFFIC PLANNING	MORGAN STANBURY	0410 561 848	morgan@stanburyntraffic.com.au
GEOTECH	GEOTECHNICAL CONSULTANTS AUSTRALIA	JOE NIADER	0413 125 265	joe@geocconsultants.com.au
ACCESS	VISA ACCESS ARCHITECTS	FARAH MADON	042 051 876	admin@accessarchitects.com.au
SURVEY	NEW SOUTH SURVEYS	DANIEL HOBBS	029 2885 0630	info@newsouthsurveys.com.au

REV	DESCRIPTION	DATE	BY
a	ADD POINT APPLICATION	06/19/18	CJ
b	REMOVED MISC DISCOUNTS	06/19/18	CJ
c			
d			
e			
f			
g			
h			
i			
j			
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y			
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FOR DA APPROVAL



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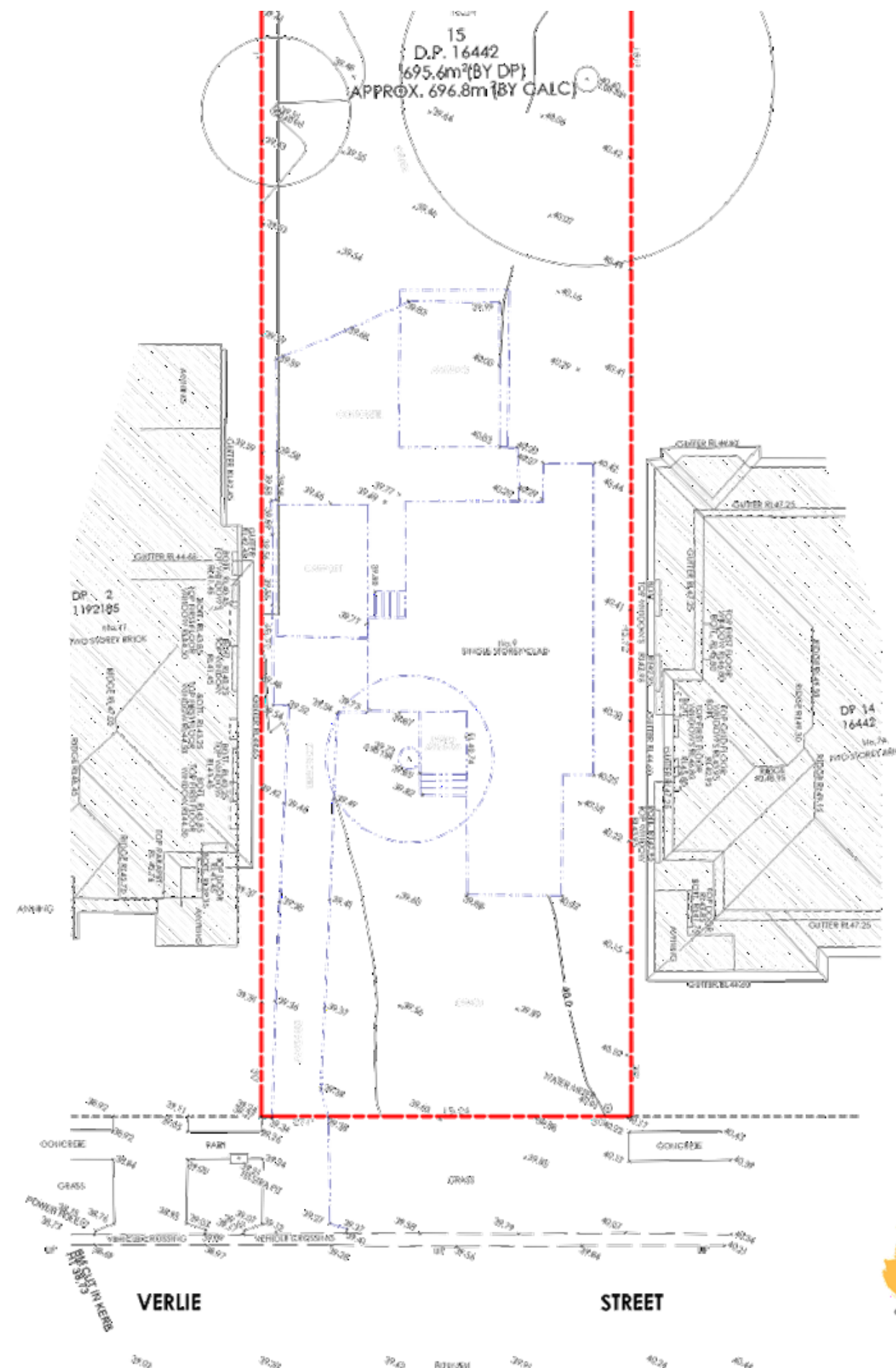
B.A.I.N.E DESIGN
 40th St 08 9322 293
 18 Union street
 Parramatta, NSW 2150
 Sydney, Australia
 Phone F + 61 2 9388 9250
 info@baine-design.com.au
 www.baine-design.com.au

PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

CONFORMANCE TABLE

PROJECT NUMBER	CRATING NUMBER	DATE	REASON
19100	00	06/07/17	0
	SCAB 001	DRYING IN CAB	CHARGE 50

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18 Years Growth
Parramatta, NSW 2150
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www.bainidesign.com.au



FOR DA APPROVAL			
PROJECT TITLE PROPOSED CHILD CARE FACILITY 9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145			
DRAWING TITLE DEMOLITION PLAN			
PROJECT NUMBER 19100	DRAWING NUMBER 01	DATE 04/05/19	REVISION B
SHEET NO. 1	DRAWING GA	DRAWING BY CR	

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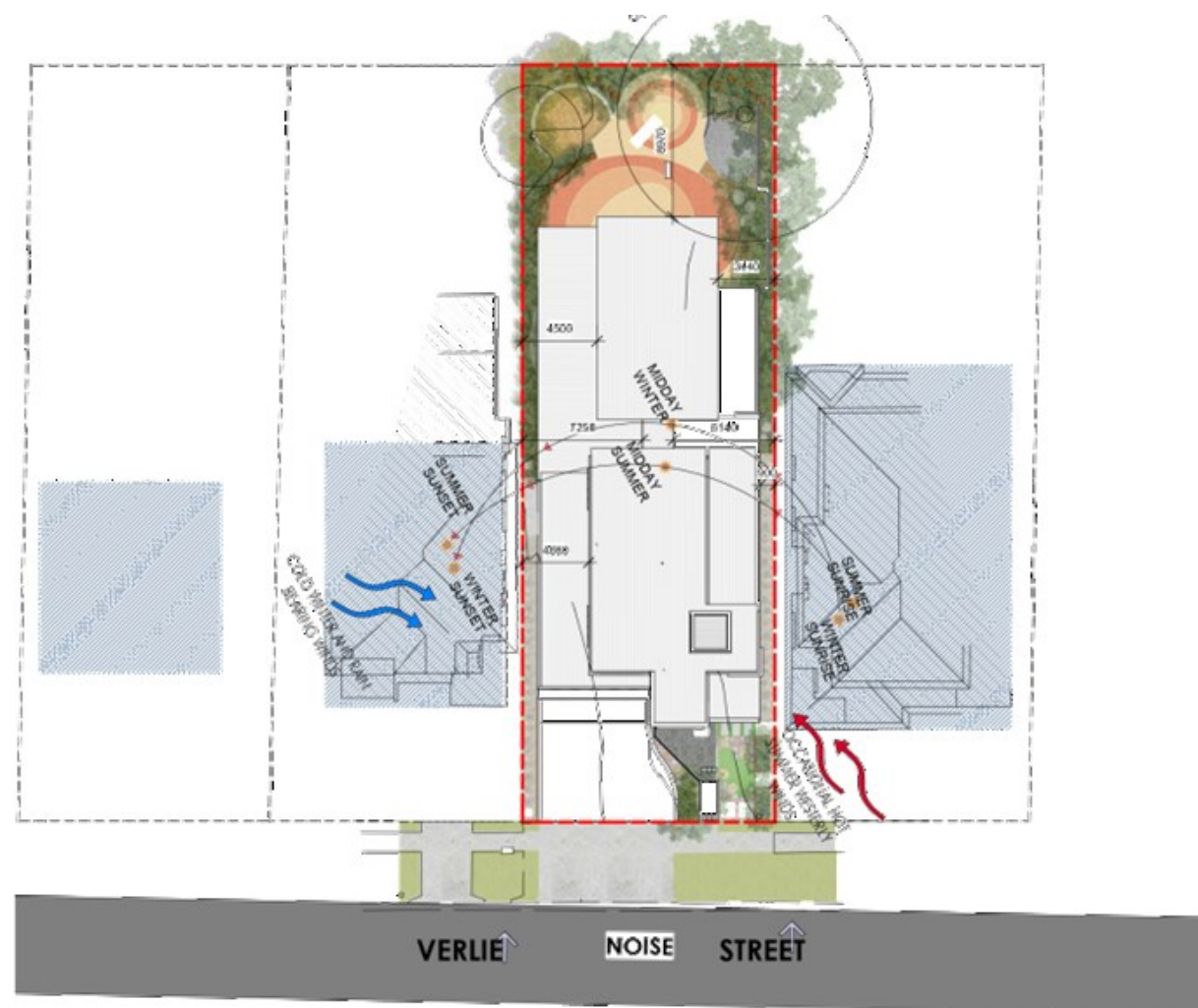
**1 Site Plan
1:100**

REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	20/03/20	CR
2	REVISIONS	20/03/20	CR
3			
4			
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FOR DA APPROVAL

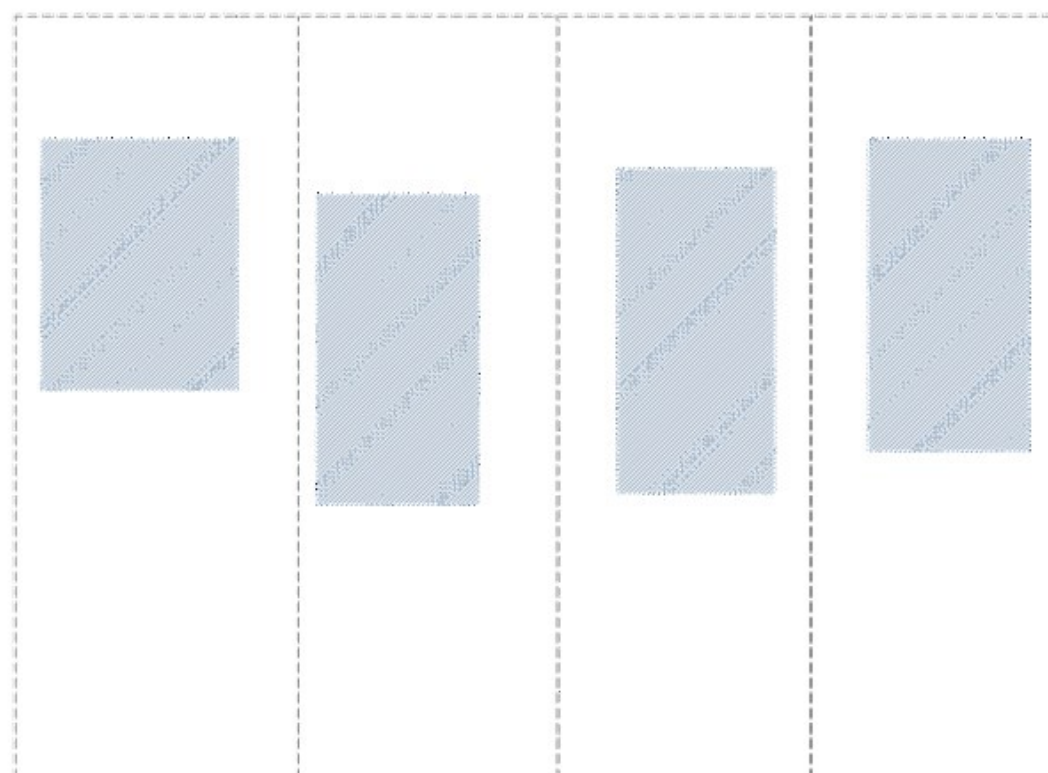
baini design		PROJECT TITLE	
BAINI DESIGN 18/01/2018 12:00 18/01/2018 12:00 Sydney, Australia 18/01/2018 12:00 18/01/2018 12:00 www.bainidesign.com.au		PROPOSED CHILD CARE FACILITY 9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145	
		DRAWING TITLE	
		SITE PLAN	
		PROJECT NUMBER	19100
		DRAWING NUMBER	02
		DATE	04/05/19
		REVISION	B
		SCALE & UNIT	1:100
		DRAWN BY	GA
		CHECKED BY	CR

This drawing is a preliminary design and is not to be used for construction purposes. It is for DA approval only. All dimensions are in millimetres unless otherwise stated. Do not scale from the drawing.



**1 Site Analysis Plan
1:200**

REV	DESCRIPTION	DATE	BY
1	PROPOSED SITE ANALYSIS PLAN	20/04/20	CB
2	REVISIONS	20/04/20	CB
3			
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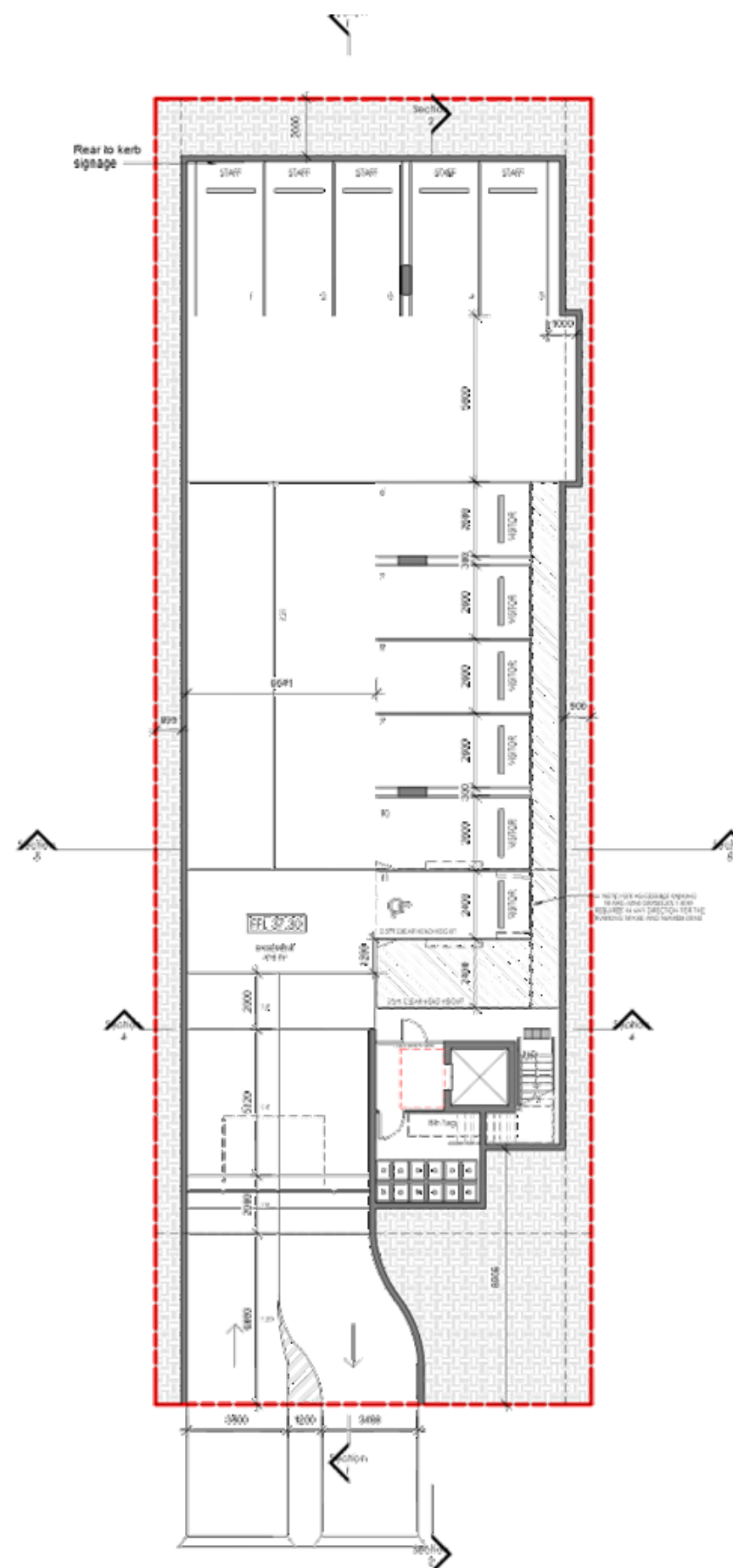
BAINI DESIGN
18/01/2018 (22/04/20)
18/01/2018 (22/04/20)
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18/01/2018 (22/04/20)
18/01/2018 (22/04/20)
18/01/2018 (22/04/20)
18/01/2018 (22/04/20)
18/01/2018 (22/04/20)
18/01/2018 (22/04/20)

**PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145**

SITE ANALYSIS PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	001	20/04/20	B
	002	20/04/20	C

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2 Basement Level
1 : 100

REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	20/03/20	CB
2	REVISIONS	20/03/20	CB
3			
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9			
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18/01/2018 12:12:00
Sydney, Australia
18/01/2018 12:12:00
18/01/2018 12:12:00
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PROJECT TITLE
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

DRAWING TITLE
BASEMENT PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	04	04/03/20	B
	SCALE 1:100	DRAWN BY	CHECKED BY
		GA	CB

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1 Ground Floor
1:100

REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	08/04/20	CR
2	REVISIONS	08/04/20	CR
3			
4			
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8			
9			
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18/01/2018 (22/02/20)
18/01/2018 (22/02/20)
Sydney, Australia
Phone: +61 2 7588 1020
Email: info@bainidesign.com.au
www.bainidesign.com.au

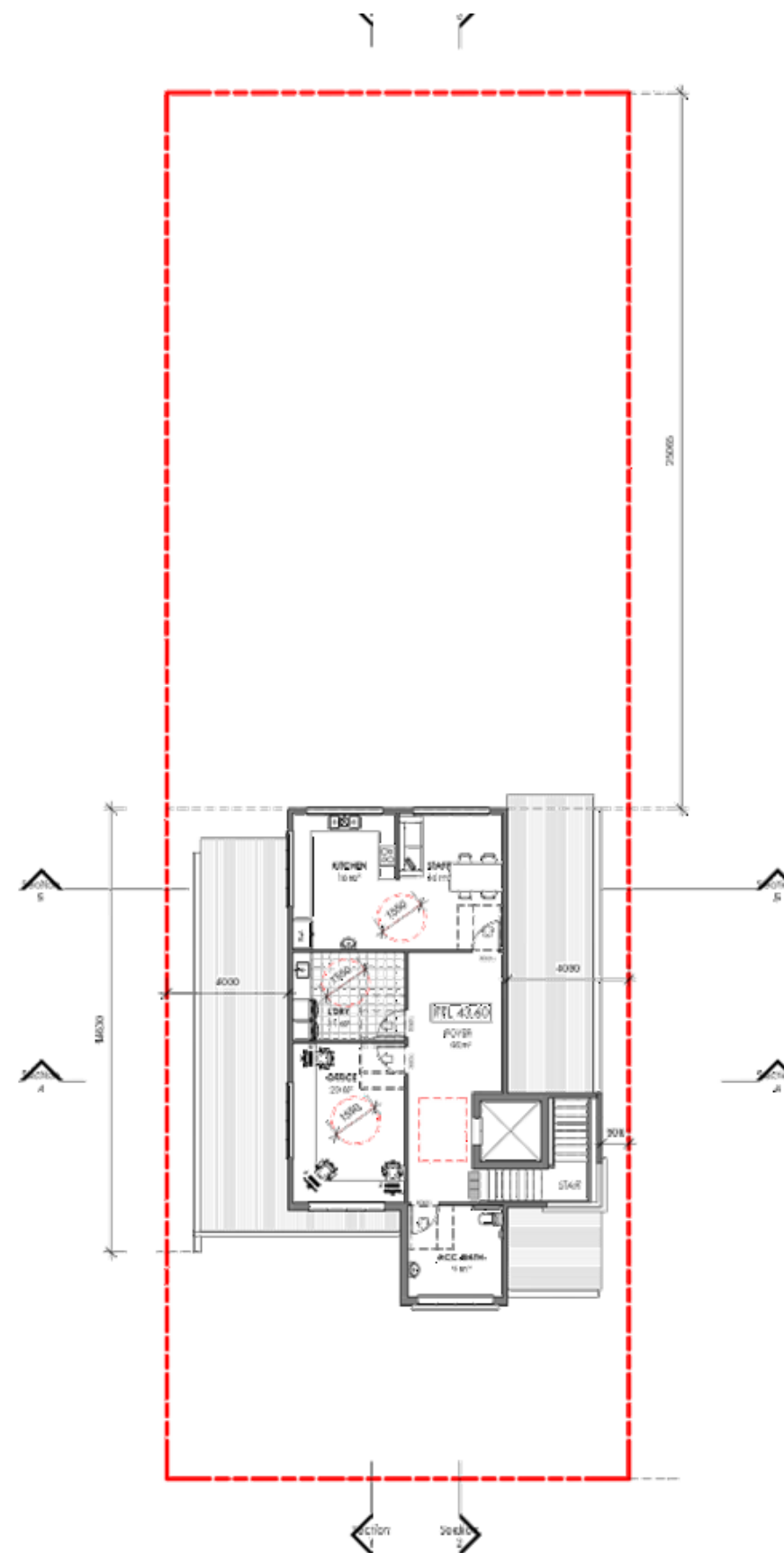
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

GROUND FLOOR PLAN

19100

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	05	08/04/20	B
	06	08/04/20	C

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Level 1
1 : 100

REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	20/03/20	CR
2	REVISIONS	20/03/20	CR
3			
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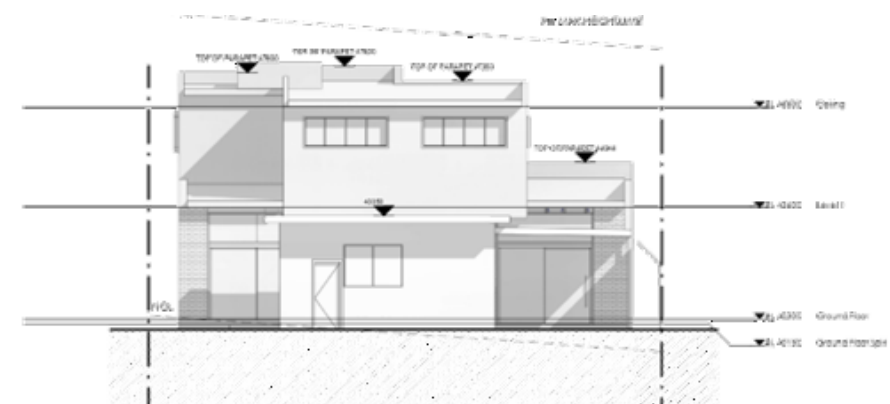
BAINI DESIGN
18/01/2018 (20/03/20)
18/01/2018 (20/03/20)
Sydney, Australia
18/01/2018 (20/03/20)
18/01/2018 (20/03/20)
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PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

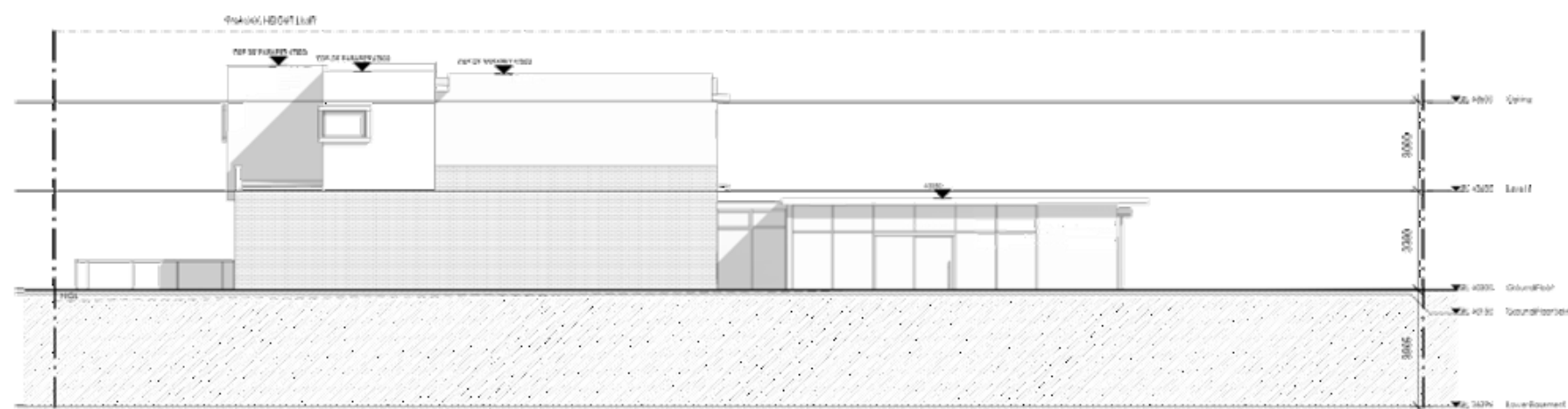
FIRST FLOOR PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	04	04/04/20	B
	05	04/04/20	C

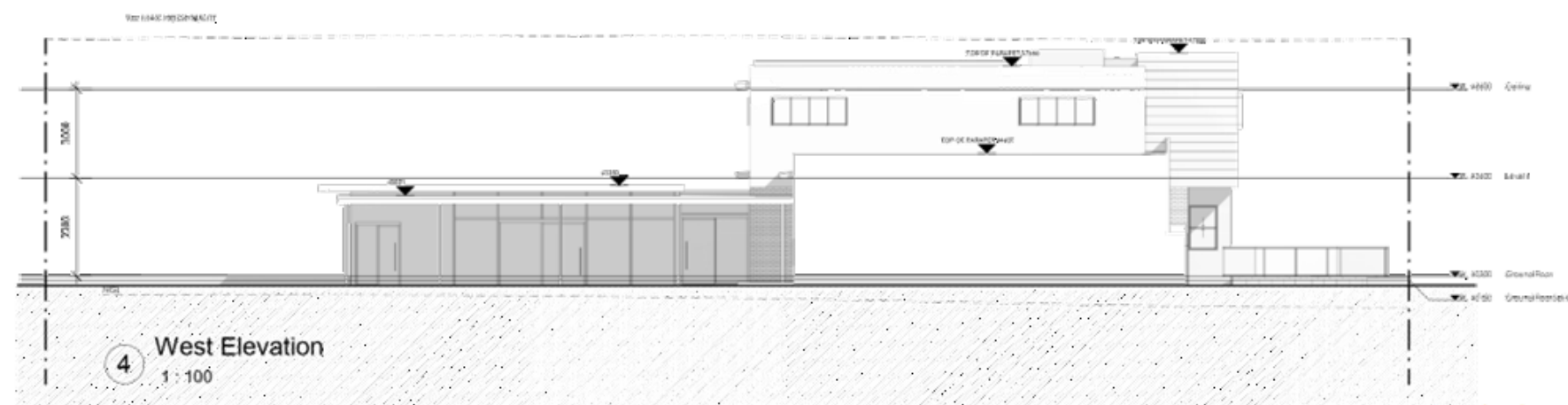
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2 North Elevation
1 : 100



3 East Elevation
1 : 100



4 West Elevation
1 : 100

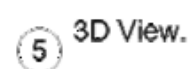
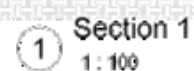
[illegible]

**BAINI
DESIGN**
CHILD CARE SPECIALIST

BAINI DESIGN
 ABN 51 068 732 293
 15 Union Street
 Rozelle NSW 1585
 Sydney Australia
 Phone +61 2 9588 7320
 info@bainiDesign.com.au
 www.bainiDesign.com.au

DRAWING TITLE ELEVATIONS			
PROJECT NUMBER 19100	DRAWING NUMBER 07	DATE 06/26/19	REASON B
	SCALE & X	DRAWN BY	CHECKED BY

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VIEW HAS BEEN TAKEN FROM THE NIGHBOURING
PROPERTY FIRST FLOOR WINDOW OF 11 VERLIE STREET,
SOUTH WENTWORTHVILLE FROM THE WEST OF THE SITE.
THIS CAN BE SEEN THROUGH SECTION 8

[illegible]

FOR DA APPROVAL



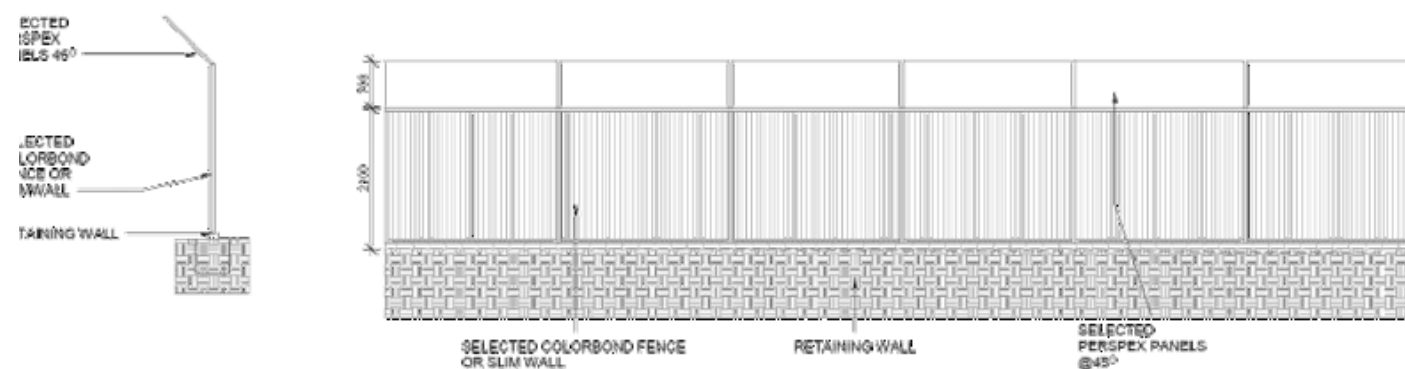
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BAINI DESIGN
 ABN 51 068 732 293
 15 Union Street
 Rozelle NSW 1585
 Sydney Australia
 Phone +61 2 9588 7320
 info@bainiDesign.com.au
 www.bainiDesign.com.au

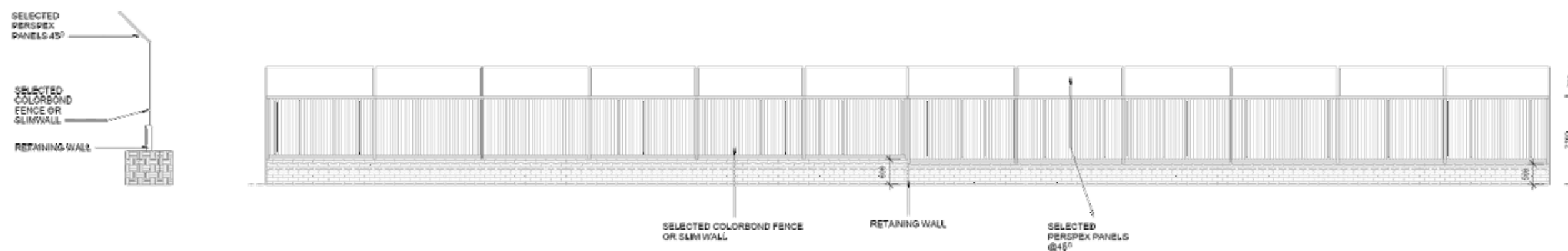
PROJECT TITLE
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

DRAWING TITLE			
SECTIONS			
PROJECT NUMBER 19100	DRAWING NUMBER	DATE	REASON
	<u>08</u>	<u>04/25/99</u>	<u>B</u>
	SCALE & X1 <u>1:100</u>	DRAWN BY <u>GA</u>	CHECKED BY <u>CB</u>

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1 West Elevation Fence Detail
1:50



2 East Elevation Fence Detail
1:50

REV	DESCRIPTION	DATE	BY



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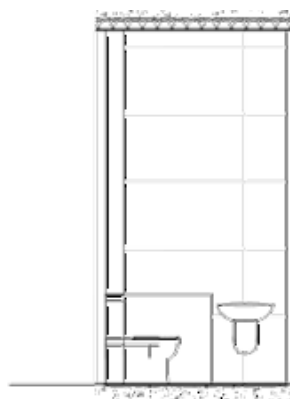
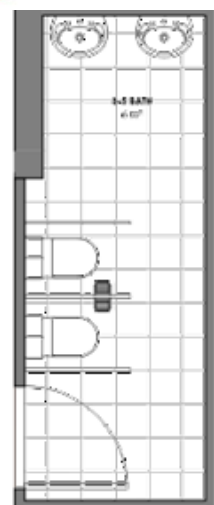
BAINI DESIGN
PO BOX 12220
15 Years On
Parramatta, NSW 2150
Sydney, Australia
Phone +61 2 7588 6200
info@bainidesign.com.au
www.bainidesign.com.au

PROJECT TITLE
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

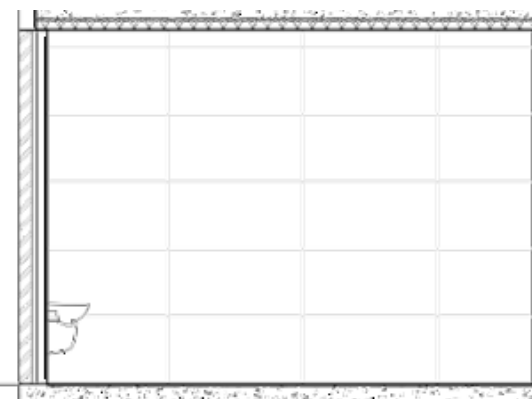
DRAWING TITLE
FENCE DETAIL

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	09	04/01/20	
	SCALE 8:1	DRAWN BY	CHECKED BY
	1:50	GA	CB

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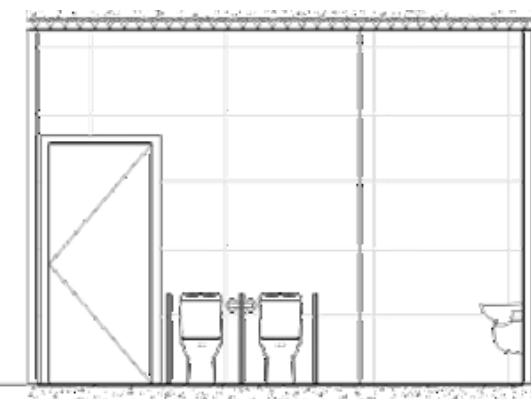
12 3-5 Bath. Elevation - A
1:30



13 3-5 Bath. Elevation - B
1:30

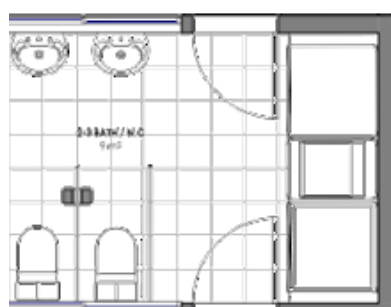


14 3-5 Bath. Elevation - C
1:30



15 3-5 Bath. Elevation - D
1:30

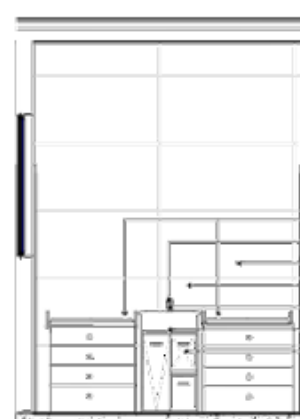
3-5 Bath
1:30



2-3 Bath / N.C
1:30



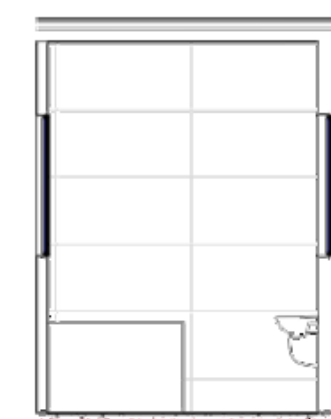
7 2-3 Bath. Elevation - A
1:30



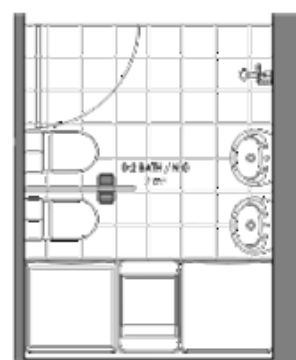
8 2-3 Bath. Elevation - B
1:30



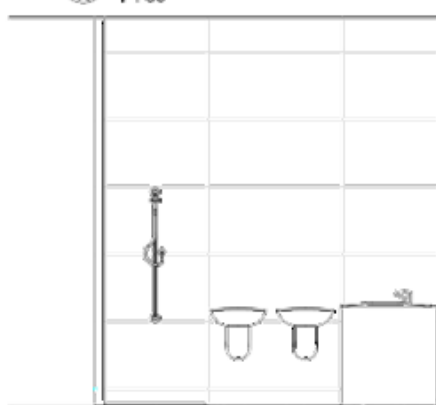
9 2-3 Bath. Elevation - C
1:30



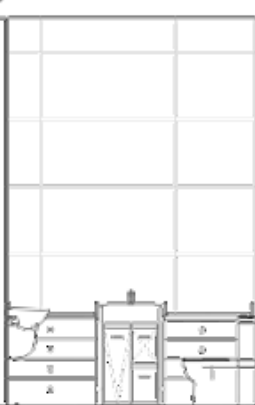
10 2-3 Bath. Elevation - D
1:30



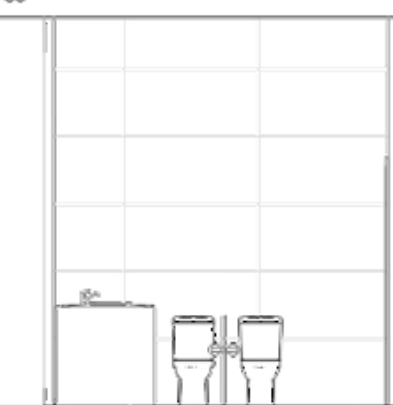
0-2 Bath / N.C
1:30



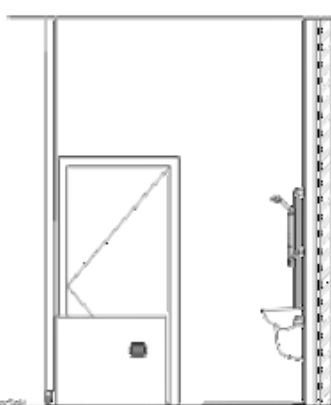
2 0-2 Bath. Elevation - A
1:30



3 0-2 Bath. Elevation - B
1:30



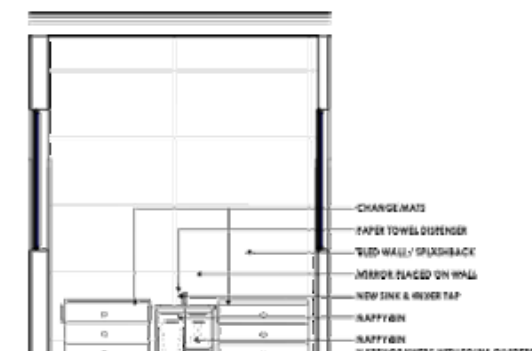
4 0-2 Bath. Elevation - C
1:30



5 0-2 Bath. Elevation - D
1:30

REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	06/05/19	CB
2	REVISIONS	06/05/19	CB
3			
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Nappy Change Detail



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BAINI DESIGN
RPT 51 008 122 509
18 Years Growth
Parramatta, NSW 2150
Sydney Australia
R2000 + 61 2 9388 6200
info@bainidesign.com.au
www.bainidesign.com.au

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PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

DRAWING TITLE
CALLOUT ELEVATIONS

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	10	06/05/19	B
	SCALE 8:1	DRAWN BY	CHECKED BY
	1:30	GPA	KCB

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1 9am Winter Shadow
1 : 200



2 12pm Winter Shadow
1 : 200



3 3pm Winter Shadow
1 : 200

REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	08/04/20	CB
2	REVISIONS	08/04/20	CB
3			
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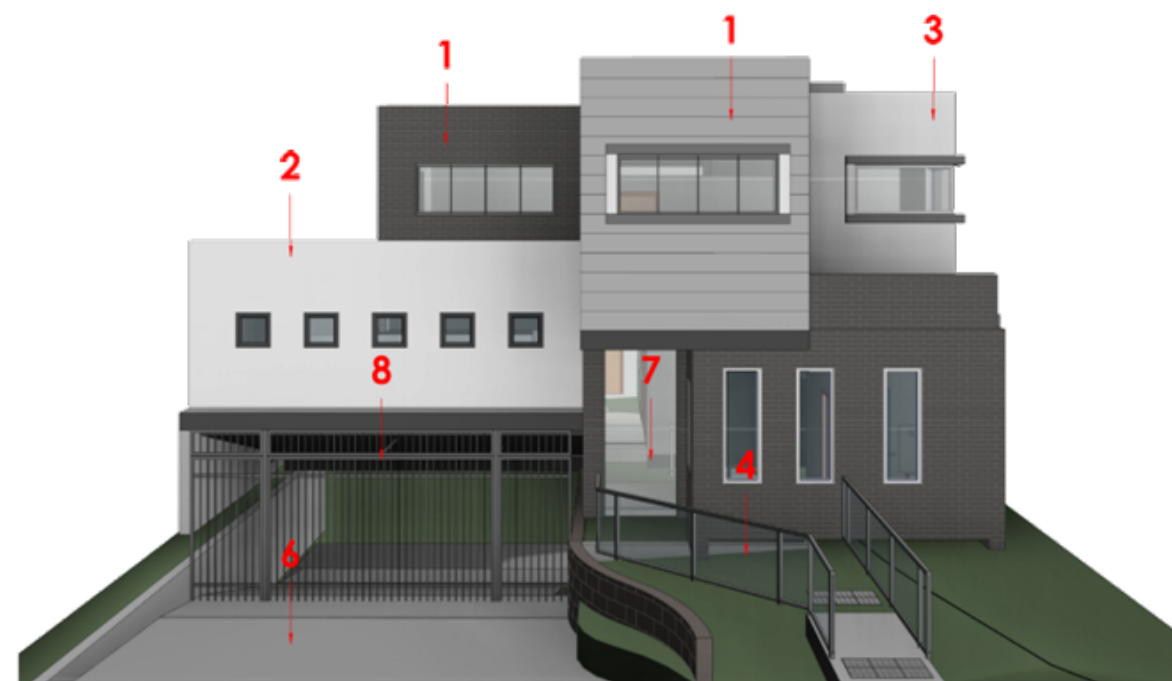
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18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)
18/01/2018 (22/2/20)



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PROPOSED CHILD CARE FACILITY			
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145			
SHADOW DIAGRAMS			
PROJECT NUMBER	DATE	REVISION	
19100	08/04/20	B	
SCALE	DRAWN BY	CHECKED BY	
1:200	GA	CB	

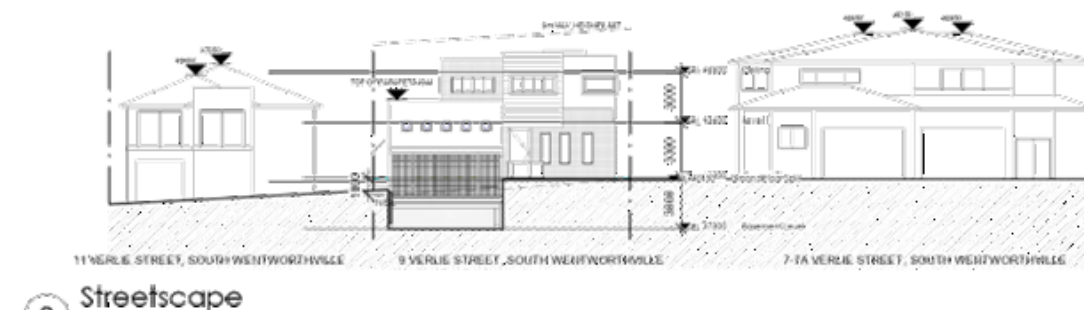
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SCHEDULE OF MATERIALS AND FINISHES SUBJECT TO AVAILABILITY

REFERENCE	ELEMENT	MATERIAL	FINISH / SPECIFICATION
01	EXTERNAL WALL	FACE BRICK	POH HERO 2 OR SIMILAR
02	EXTERNAL WALL	CLADDING	BUEUX LEXICON WHITE / OR SIMILAR
03	EXTERNAL WALL	CLADDING	CHUUX TIMELESS GREY / OR SIMILAR
04	RAILSTRIDE	ALUMINIUM STEEL / GLASS	BLACK CHARCOAL COATED
05	REAR WINDOWS/DOORS	GLASS/STEEL POWDER COATED ALUMINIUM FRAME	-
06	DRIVEWAY	CONCRETE	BURNT CONCRETE CHARCOAL MATTE FINISH
07	ENTRANCE/ALFRESCO DOOR	GLASS/STEEL POWDER COATED ALUMINIUM FRAME	-
08	GARAGE	TIMBER SLATS	CHURCHMAN / OR SIMILAR

REV	DESCRIPTION	DATE	BY
1	ISSUED FOR APPROVAL	06/04/20	CR
2	REVISIONS		
3			
4			
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7			
8			



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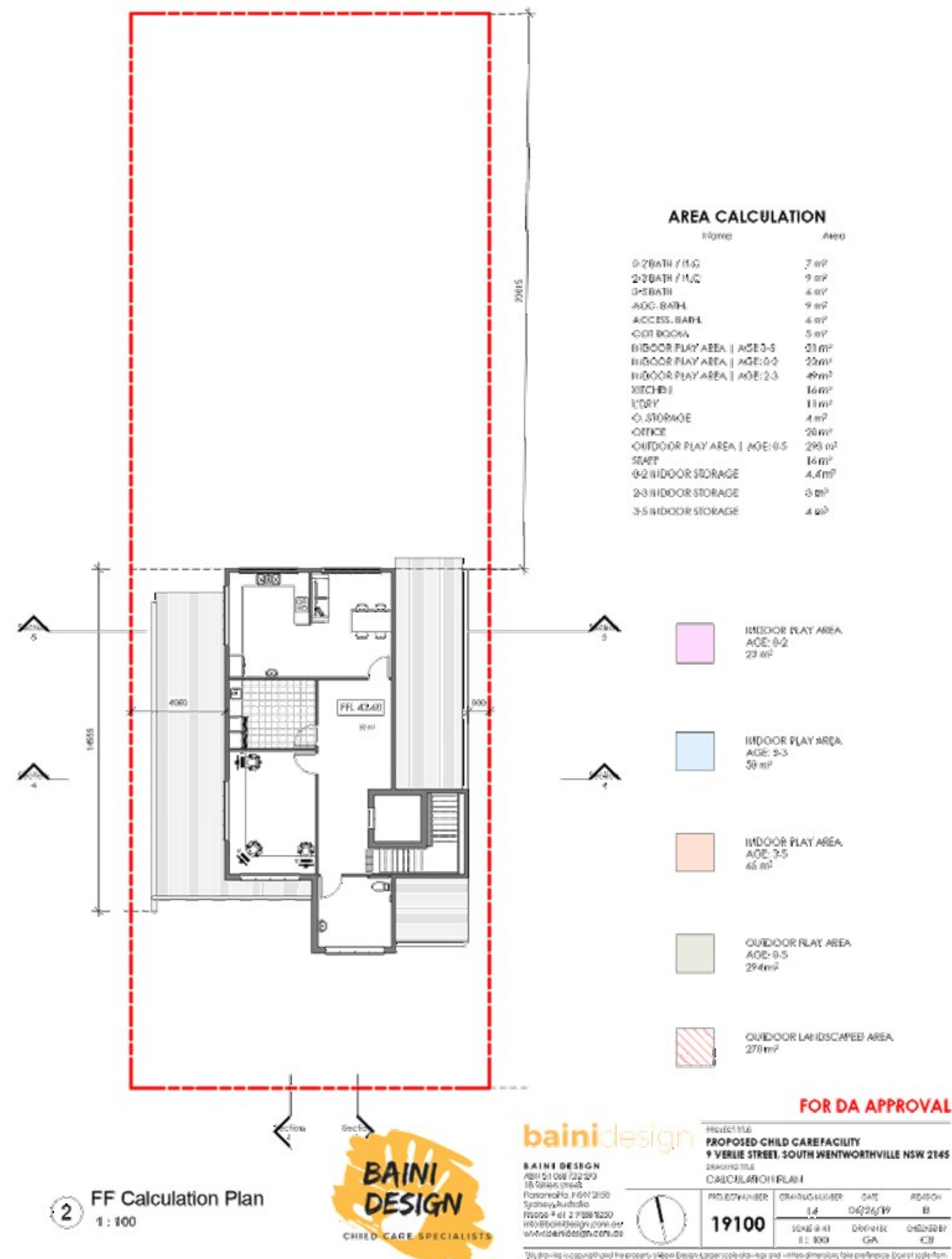
BAINI DESIGN
PO BOX 122/200
18 GLENVIEW STREET
PARRAMATTA, NSW 2150
Sydney Australia
TEL: 02 9708 1020
WWW.BAINIDESIGN.COM.AU

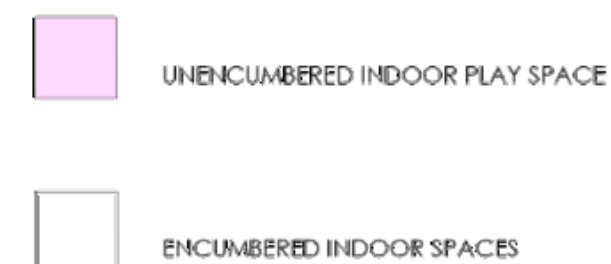
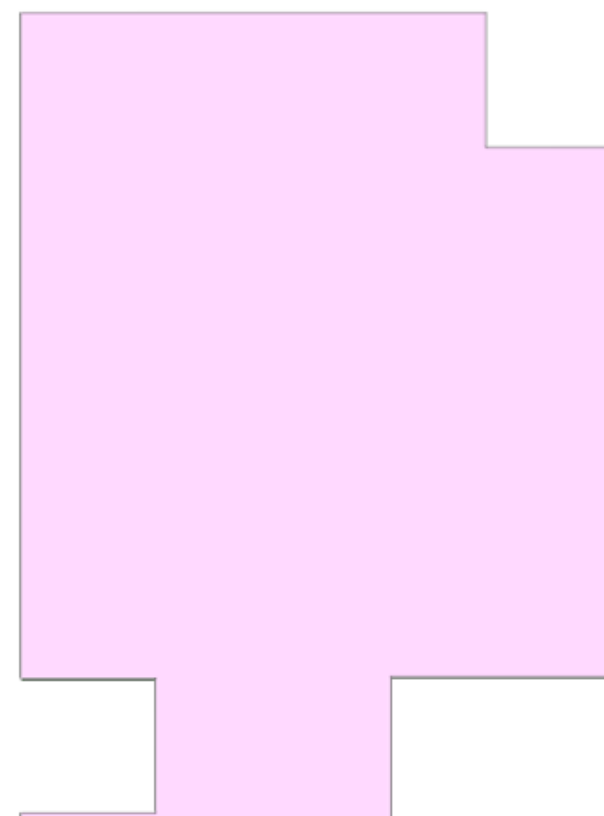
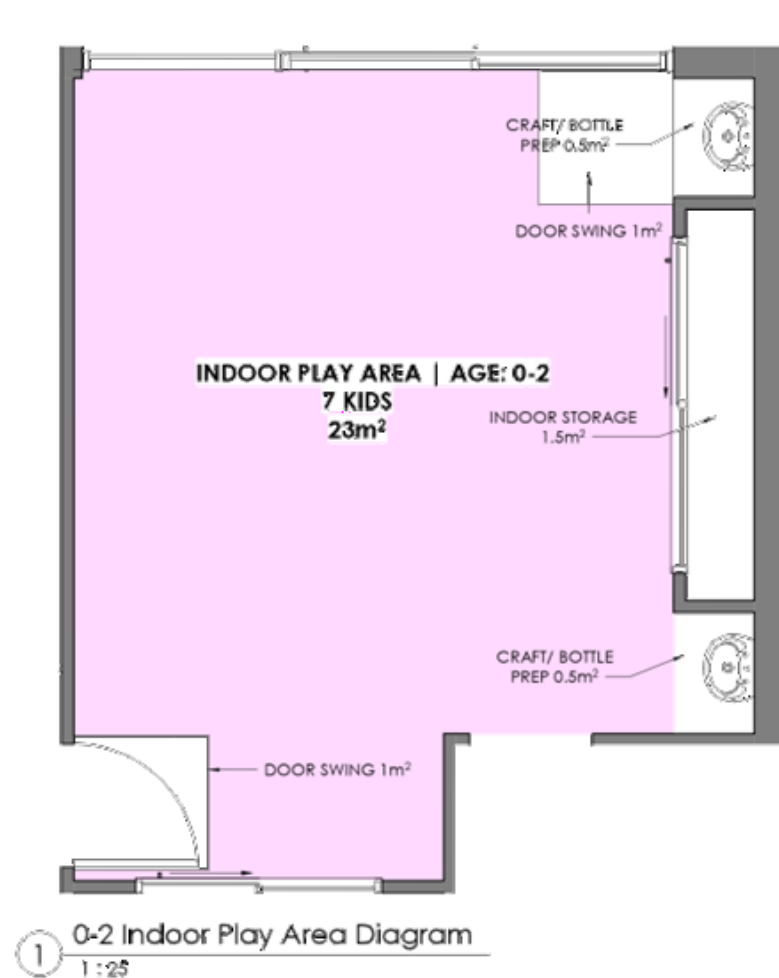
PROJECT TITLE
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

SCHEDULE OF FINISHES & STREETSCAPE

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	12	06/04/20	B
	SCALE 1:100	DRAWN BY	CHECKED BY
	1:100	GPA	KCB

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SPACES	SQM
BOTTLE PREP/ CRAFT TABLE	1m²
INDOOR STORAGE	1.5m²
DOOR SWING	2m²
INDOOR PLAY AREA	23m²
TOTAL:	27.8m²

REV	DESCRIPTION	DATE	BY
1	PROPOSED INDOOR PLAY AREA	20/03/20	CB
2	REVISIONS		
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PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

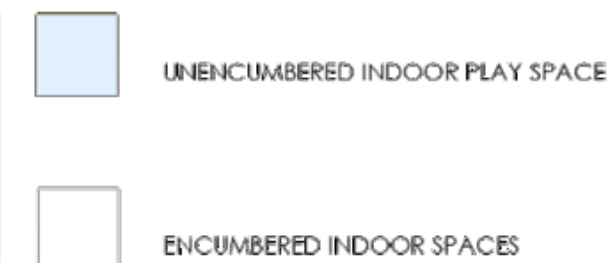
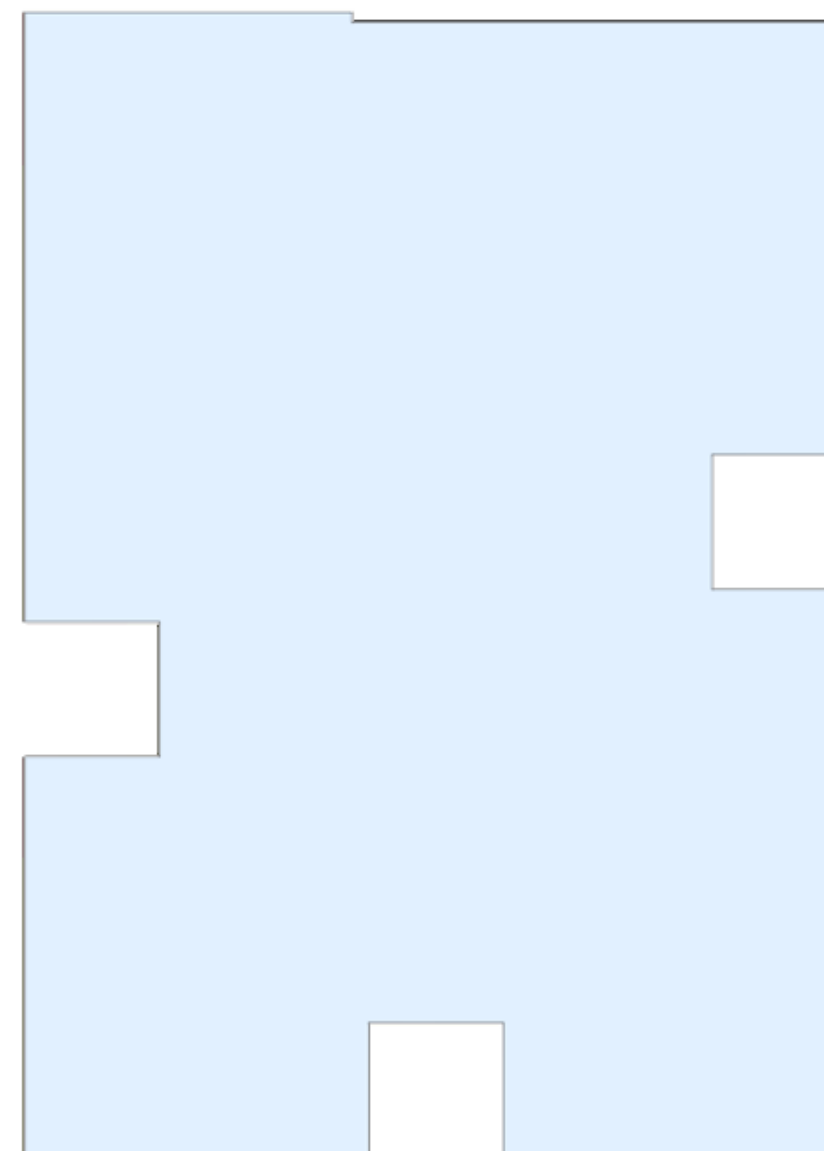
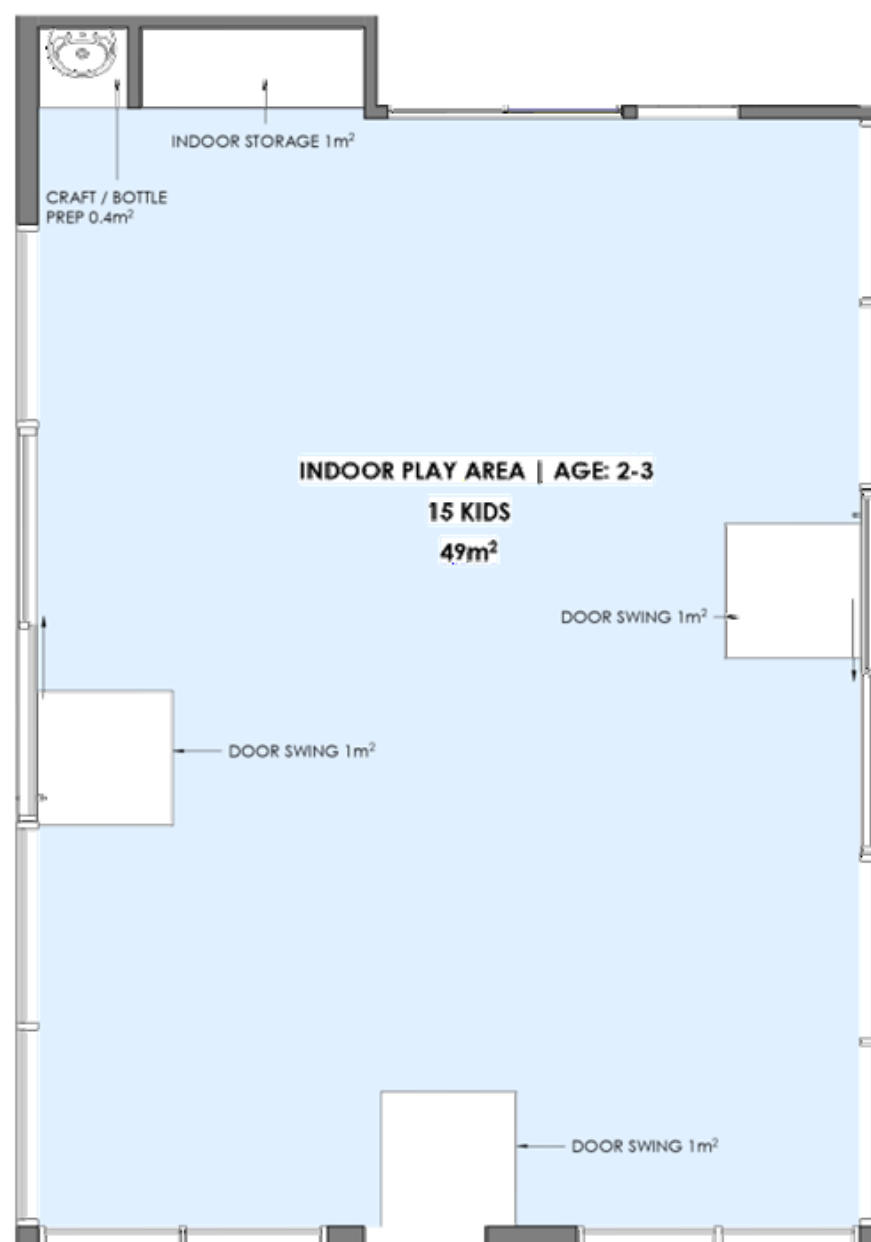
0-2 INDOOR PLAY AREA

19100

15 04/24/19 B

1:25 GA CB

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SPACES	SQM
BOTTLE PREP/ CRAFT TABLE	0.4m ²
INDOOR STORAGE	1m ²
DOOR SWING	3m ²
INDOOR PLAY AREA	49m ²
TOTAL:	53.4m²

1 2-3 Indoor Play Area Diagram
1:25

REV	DESCRIPTION	DATE	BY
1	PROPOSED 2-3 INDOOR PLAY AREA	04/04/20	CB
2	2-3 INDOOR PLAY AREA	04/04/20	CB
3			
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baini design

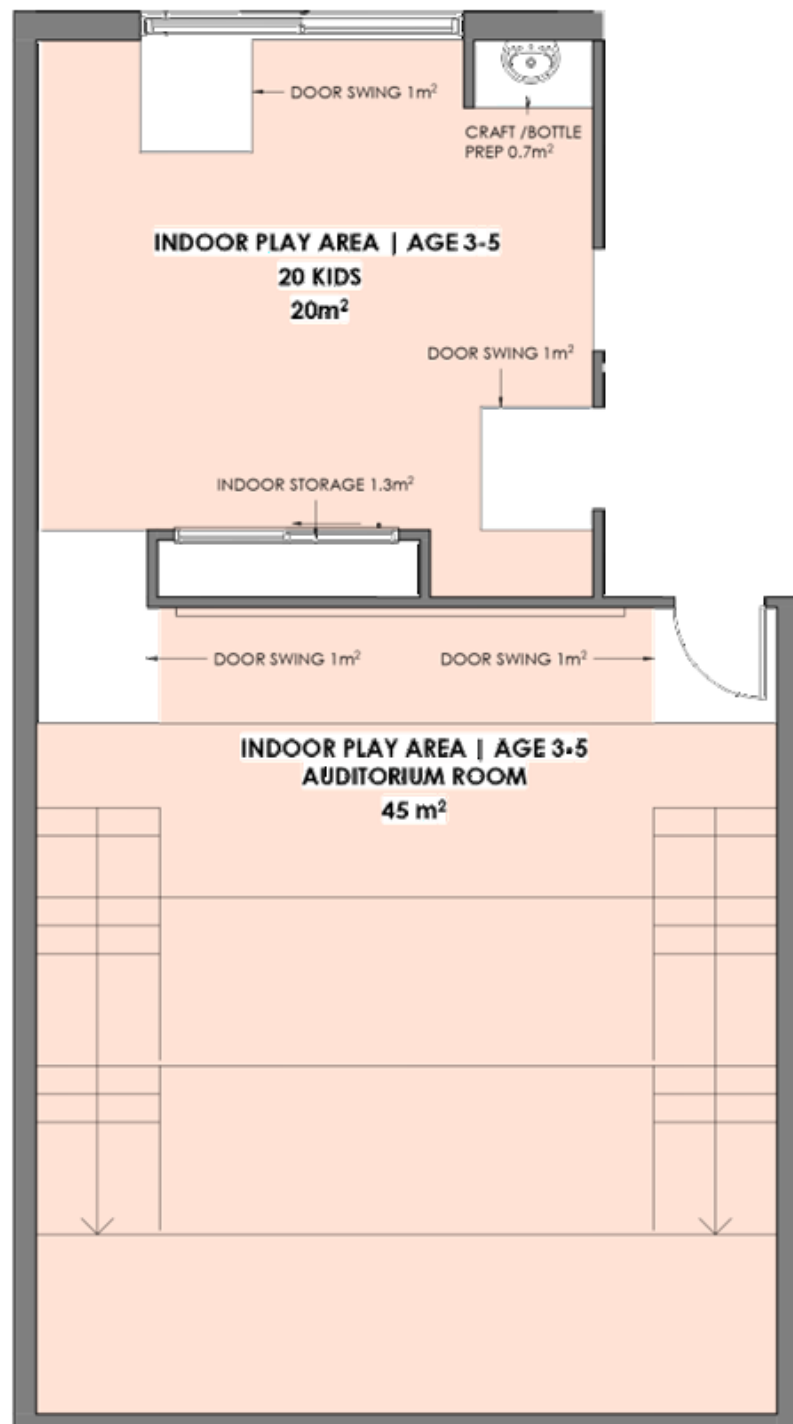
BAINI DESIGN
15/151 008 122/200
15/151 008 122/200
PO Box 116, 151/151 008 122/200
Sydney, Australia
15/151 008 122/200
15/151 008 122/200
www.bainidesign.com.au

PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

2-3 INDOOR PLAY AREA

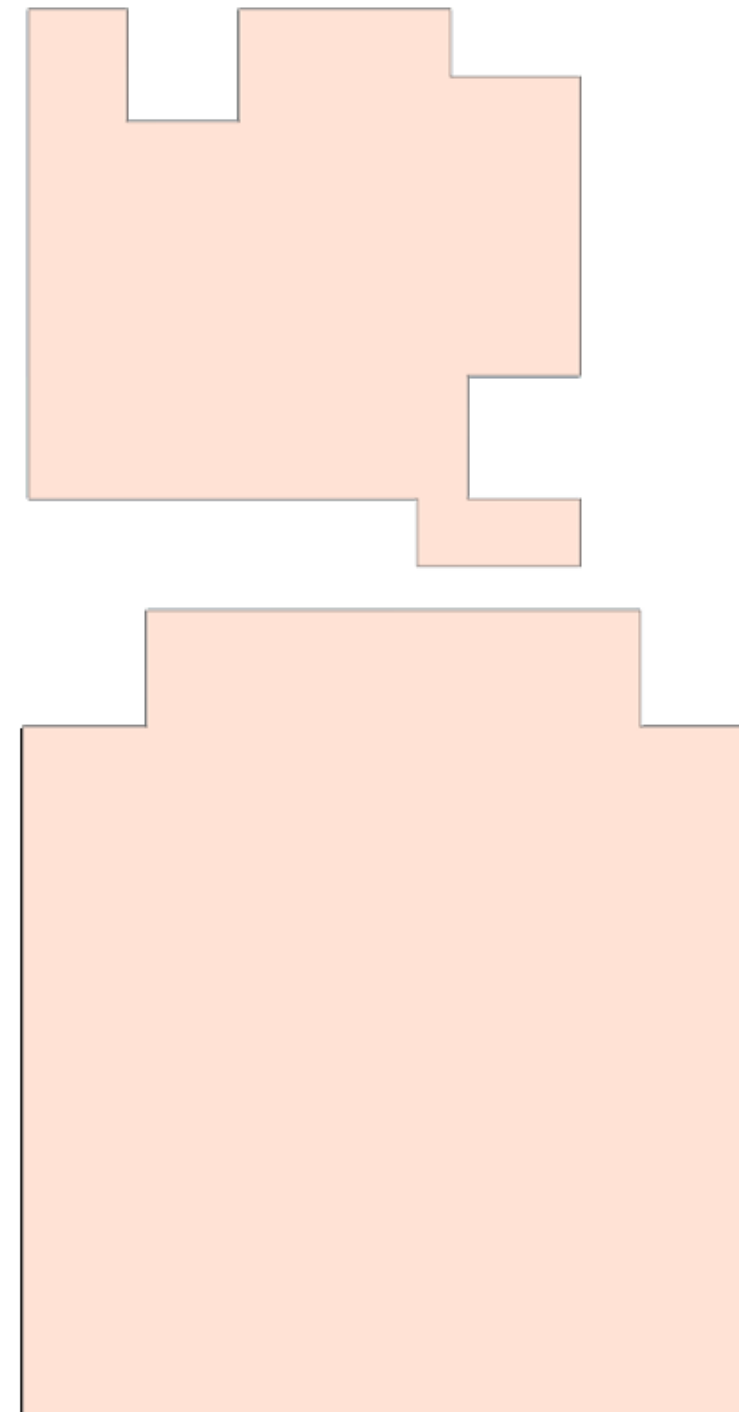
PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	1A	04/04/20	B
	SCALE 8:1	DRAWN BY	CHECKED BY
	1:25	GA	CB

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1 3-5 Indoor Play Area Diagram
1 : 30

REV	DESCRIPTION	DATE	BY
1	PROPOSED 3-5 INDOOR PLAY AREA	28/03/20	CB
2	20 KIDS INDOOR PLAY AREA	28/03/20	CB
3			
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- UNENCUMBERED INDOOR PLAY SPACE
- ENCUMBERED INDOOR SPACES

SPACES	SQM
BOTTLE PREP / CRAFT TABLE	0.7m²
INDOOR STORAGE	1.3m²
DOOR SWING	4m²
INDOOR PLAY AREA	65m²
TOTAL:	71m²



FOR DA APPROVAL

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RPT 51 088 122 500
18 GLENVIEW STREET
PARRAMATTA, NSW 2150
Sydney, Australia
RPT 51 088 122 500
18 GLENVIEW STREET
PARRAMATTA, NSW 2150
Sydney, Australia

PROJECT TITLE
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

PROJECT NUMBER
19100

DATE
04/04/20

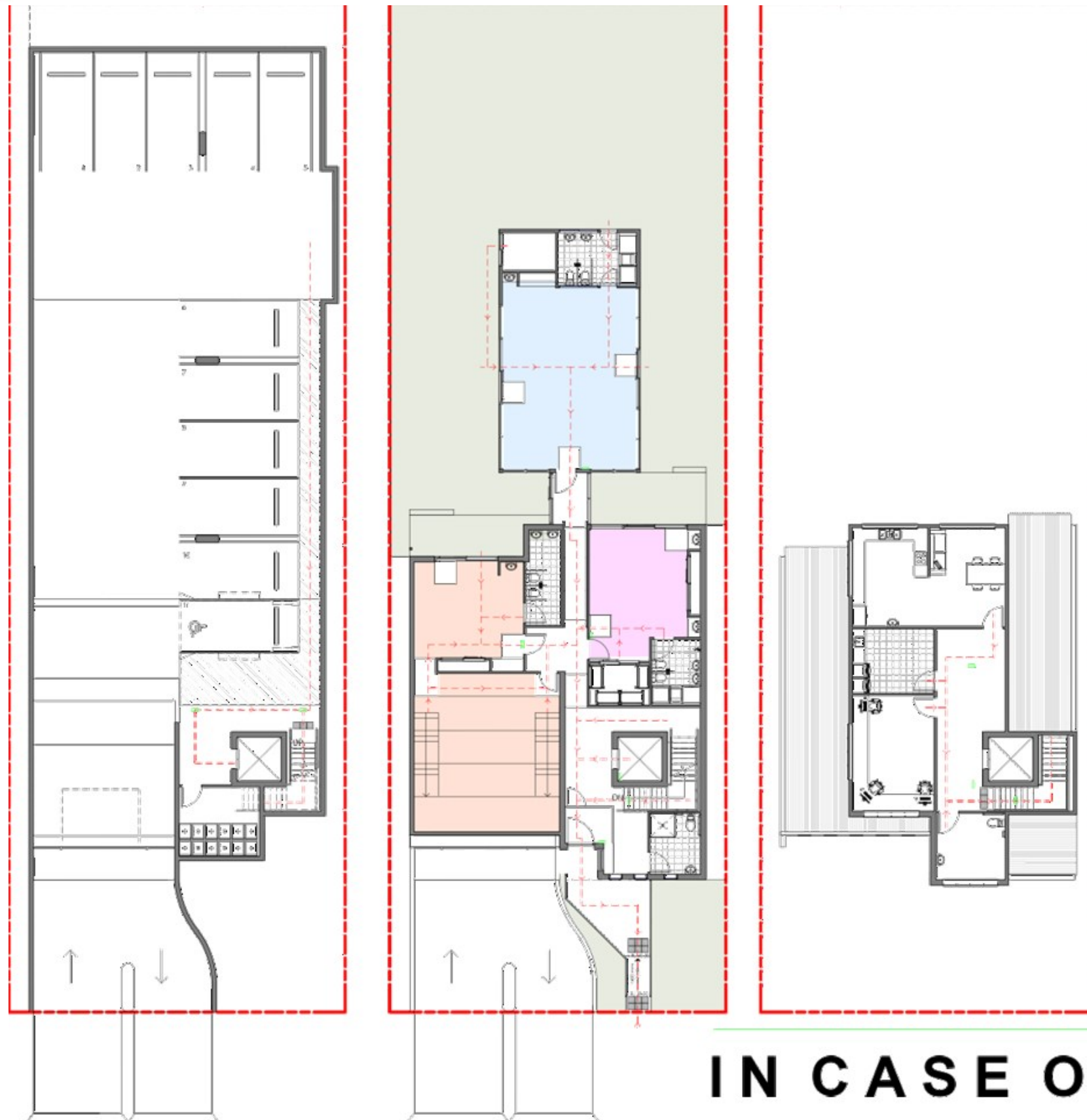
REVISION
B

SCALE
1:30

DRAWN BY
GPA

CHECKED BY
CB

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1. Remain calm. Do not panic
2. Leave building by designed exit or nearest safe exit
3. Proceed to the closest ASSEMBLY AREA (see map)
4. Remain at ASSEMBLY AREA until otherwise directed by staff / Emergency Services

LEGEND

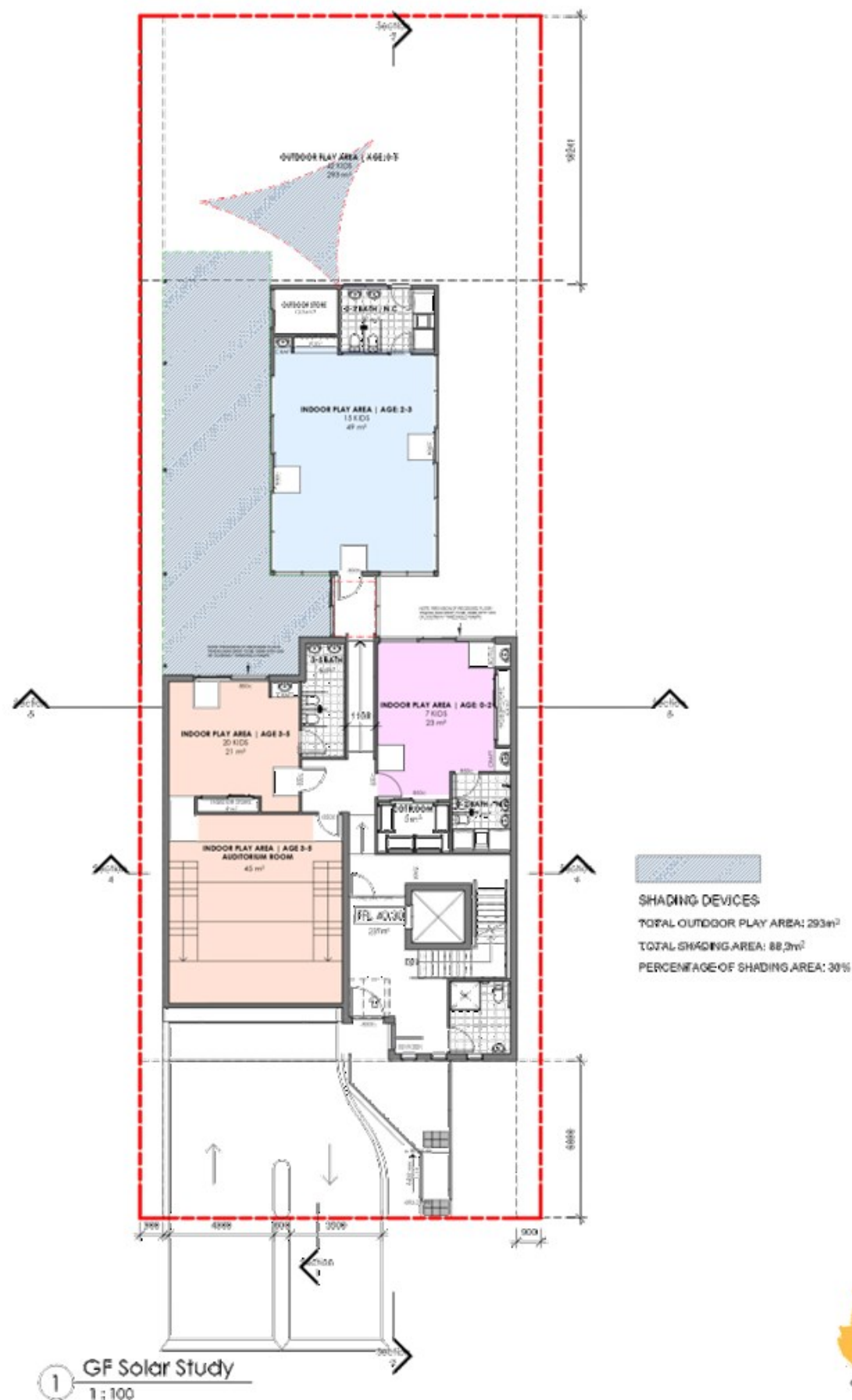
- = EVACUATION LINE
- = ASSEMBLY AREA
- = FIRE SIGHT

FIRE OPERATION

- Stay back from fire 2-3 metres
- Check Pressure Gauge
- Ensure door of clear exit path is directly behind you
- Use the PASS method

- P - pull pin
- A - aim at edge of fire
- S - squeeze the handle
- S - sweep the fire

**IN CASE OF EMERGENCY
FIRE / AMBULANCE / POLICE
DIAL 000**



REV	DESCRIPTION	DATE	BY
1	PROPOSED CHILD CARE FACILITY	20/03/20	CB
2	REVISIONS		
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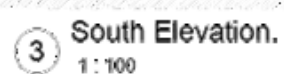
BAINI DESIGN
10/11 51 008 122 200
18 Years (1998)
Parramatta, NSW 2150
Sydney, Australia
Phone +61 2 7588 6200
info@bainidesign.com.au
www.bainidesign.com.au

**PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145**

SOLAR STUDY

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19100	19	04/26/19	B
	SCALE 8:1	DRAWN BY	CHECKED BY
	1:100	GA	CB

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[illegible]

BAINI DESIGN
 ABN 51 068 732 293
 15 Union Street
 Rozelle NSW 1585
 Sydney Australia
 Phone +61 2 9588 7320
 info@bainiDesign.com.au
 www.bainidesign.com.au

FOR DA APPROVAL

PROJECT INFO
PROPOSED CHILD CARE FACILITY
9 VERLIE STREET, SOUTH WENTWORTHVILLE NSW 2145

NOTIFICATION PLAN

PROJECT NUMBER	GRANT NUMBER	DATE	RESCO
19100	21	06/26/19	B
	2020-01	06/26/19	C

[illegible]

DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 2
Revised Stormwater Plans

STORMWATER DRAWINGS

FOR

PROPOSED CHILD CARE DEVELOPMENT

AT

9 VERLIE STREET,

SOUTH WENTWORTHVILLE NSW

Revisions	
No.	Description
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EROSION CONTROL NOTES

1. ALL EROSION AND SEDIMENT CONTROL DEVICES ARE TO BE PLACED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS, AND ALL Silt TRAPS ARE TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
2. ALL Silt TRAPS ARE TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
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10. ALL Silt TRAPS ARE TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

NOTES

1. ALL UNITS ARE TO BE 1000 LITRES PER SECOND UNLESS OTHERWISE SPECIFIED.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL EXISTING SERVICES ARE PROTECTED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
3. ALL PITS TO BE 1000 LITRES PER SECOND UNLESS OTHERWISE SPECIFIED.
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SYMBOLS

- 1. ALL UNITS ARE TO BE 1000 LITRES PER SECOND UNLESS OTHERWISE SPECIFIED.
- 2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL EXISTING SERVICES ARE PROTECTED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
- 3. ALL PITS TO BE 1000 LITRES PER SECOND UNLESS OTHERWISE SPECIFIED.
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DRAWING SCHEDULE

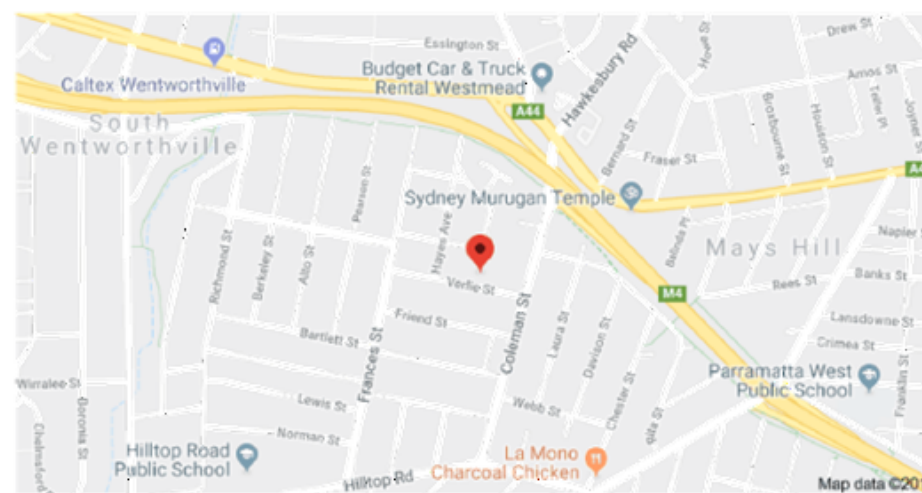
DRAWING NO.	DRAWING TITLE
001	COVER SHEET
002	SITE AND AREA DRAINAGE PLAN
003	BASEMENT DRAINAGE PLAN

UNDERGROUND SERVICES

COVERS SHOWN IN THIS TABLE IS A GENERAL GUIDE ONLY. DEPTH OF SERVICES TO BE DETERMINED BY SERVICE CONTRACTOR/OWNER PRIOR TO DIGGING.			
SERVICES	COVER (mm)	DIAMETER (mm)	REFERENCE
ELECTRIC CABLES	400	150	ENERGY AUSTRALIA DRAWINGS, BAYB
	900	150	ENERGY AUSTRALIA DRAWINGS, BAYB
TELSTRA	250		DAYD DRAWING,
GAS	750	75	NSW/GHSE TO CODES AND PRACTICES FOR STREETS OPENING
WATER	400	150	SYDNEY WATER DRAWING & GUIDE TO PRACTICES FOR STREETS OPENING

IF DIGGING WITHIN 2m OF ANY OF THE SERVICES LISTED ABOVE, THE SERVICE CONTRACTOR MUST BE NOTIFIED AND PRESENT WHILE DIGGING.

LOCALITY MAP



1m 0 1 2 3 4 5m
1:100 AT

FOR D.A. ONLY
CUMBERLAND COUNCIL



DIAL 1100 BEFORE YOU DIG
NO SUBSURFACE INVESTIGATION HAS BEEN MADE
IT IS YOUR RESPONSIBILITY TO OBTAIN SERVICE
DIAGRAMS FROM RELEVANT AUTHORITIES

ARCHITECT
BAIN DESIGN

PROJECT
PROPOSED CHILD CARE
9 VERLIE STREET,
SOUTH WENTWORTHVILLE

TITLE
COVER SHEET

22/03/2019

UNITED
UNITED CONSULTING ENGINEERS
PTY LTD
Civil/Structural Engineers

Shop 2, 147-149 Liverpool Rd
Berala NSW 2178
Telephone: (02) 9770 2771
Fax: (02) 9770 2772
Email: info@uniteng.com.au
Web: www.uniteng.com.au

Scale: 1:100
Date: 22/03/2019
Drawn: [Signature]
Checked: [Signature]
Approved: [Signature]

Sheet No. 1 of 3

AS 3500.3 - TABLE 2.2
MINIMUM GRADIENT OF SURFACE
WATER DRAINS

NOMINAL SIZE DN	MINIMUM GRADIENT AUST.
75	1:100
100	1:100
150	1:100
225	1:200
300	1:250
375	1:300

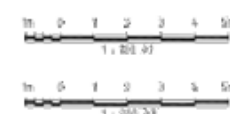
AS 3500.3 - TABLE 8.2
SIZING OF MINIMUM INTERNAL DIMENSIONS FOR
STORMWATER AND INLET PITS

DEPTH TO INVERT OF OUTLET	MINIMUM INTERNAL DIMENSION (mm)	
	RECTANGULAR	CIRCULAR
0-100	150	150
100-150	200	200
150-200	250	250
200-250	300	300
250-300	350	350
300-350	400	400

NOTE:
PITS GREATER THAN 400 DEEP TO HAVE STEP
RINGS AT 300 CTS IN ACCORDANCE WITH
AUSTRALIAN STANDARDS

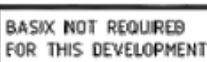
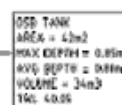
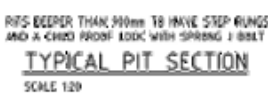
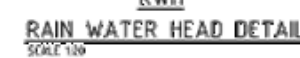
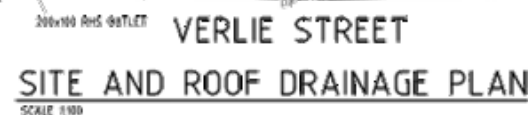


DIAL 1100 BEFORE YOU DIG
NO SUBSURFACE INVESTIGATION HAS BEEN MADE
IT IS YOUR RESPONSIBILITY TO OBTAIN SERVICE
DIAGRAMS FROM RELEVANT AUTHORITIES



LEGEND - SERVICES

- A - AUGUR
- E - ELECTRICITY
- P - ELECTRICITY OVERHEAD
- G - GAS
- O - OPTUS
- S - SEWER
- SW - STORMWATER
- T - TELSTRA
- W - WATER



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EROSION CONTROL NOTES

3. ALL BRUSH AND STATION CONTROL DEVICES ARE TO BE PLACED IN THE HAND OF THE DRIVER AT ANY CONSTRUCTION SITES, AND SILENT TRIPS ARE TO BE MAINTAINED TO PREVENT UNNECESSARY BURDEN ON CONSTRUCTION.
4. ALL TRIPS ARE TO BE PERFORMED UNDER ADEQUATE SUPERVISION AND THE ARCHITECT IS TO PROVIDE ARCHITECT'S DRAWINGS, EXISTING CONDITIONS, AND OTHER INFORMATION MAINTAINED EXCEPT IN AREAS CLEARED FOR BUILDINGS, INFRASTRUCTURE.
5. INSURE TEMPORARY SEDIMENT BARRIERS TO BE IN PLACE FIRST, UNLESS TO COLLECT SILENT TRIPS, NO CRASH OR STANDARDS.
6. BEST MANAGEMENT PRACTICES (BMP) IS THE UNDERSTANDING OF RESPONSIBILITY TO ENSURE THAT ALL SITE ACTIVITIES COMPLY WITH THE REQUIREMENTS OF THE LOCAL, STATE, AND FEDERAL GOVERNMENTS.
7. ALL TRIPS TO BE PERFORMED FOR ALL TRIPS AND SILENT TRIPS.

NOTES

- [illegible]

SYMBOLS

- | | |
|--|--|
| | FISHED LEVEL |
| | FISHED SURFACE LEVEL |
| | TOP OF KERB |
| | FISHED LEVEL |
| | EXISTING LEVEL |
| | SURFACE LEVEL |
| | INVERT LEVEL |
| | ROAD LATCHMENT AREA 10M |
| | HIGHWAYS LATCHMENT AREA 10M |
| | UNSURFACED LATCHMENT AREA 10M |
| | DOWN PIPE OR DOWNFALL |
| | SPREADER |
| | VERTICAL DROP |
| | VERTICAL BUMP |
| | DOWN WATER HEAD & DOWN PIPE |
| | CLEAN OUT POINT |
| | 150mm GULLY |
| | CONCRETE CATCH INLET/MANHOLE |
| | GRAVEL INLET PIT |
| | ZONED WATER SURFACE |
| | ZONED WATER SURFACE WITH 275mm STORM DRAIN |
| | STORMWATER PIPE |
| | SUPERFLOOD STORMWATER PIPE |
| | CHANNEL STORMWATER PIPE |
| | DUND LINE |
| | ZONED SURFACE PIPE |
| | SILT FENCE |
| | OVERLAND FLOW |

250

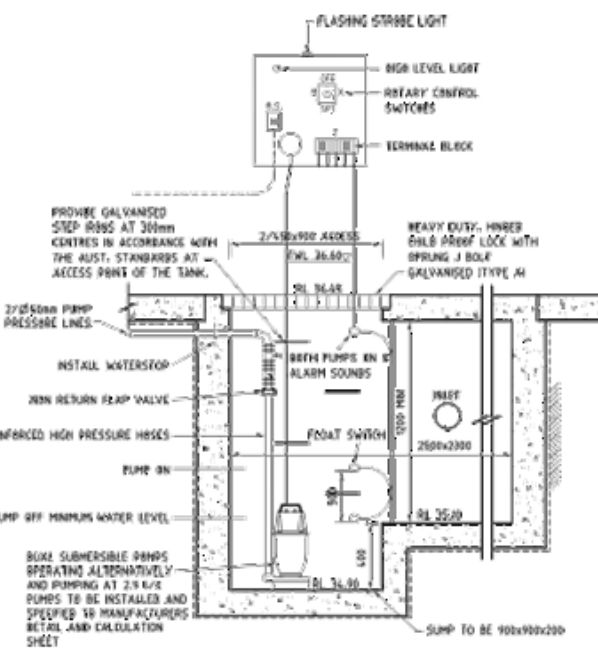
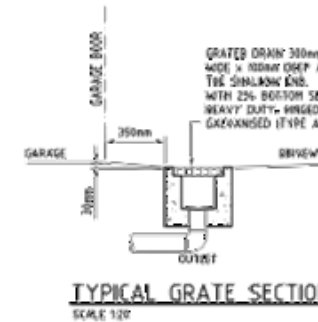
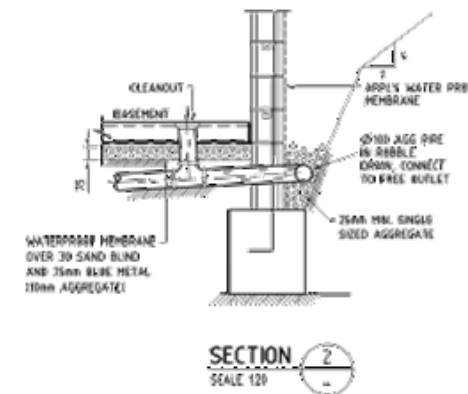
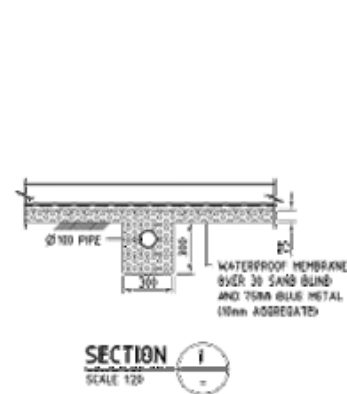
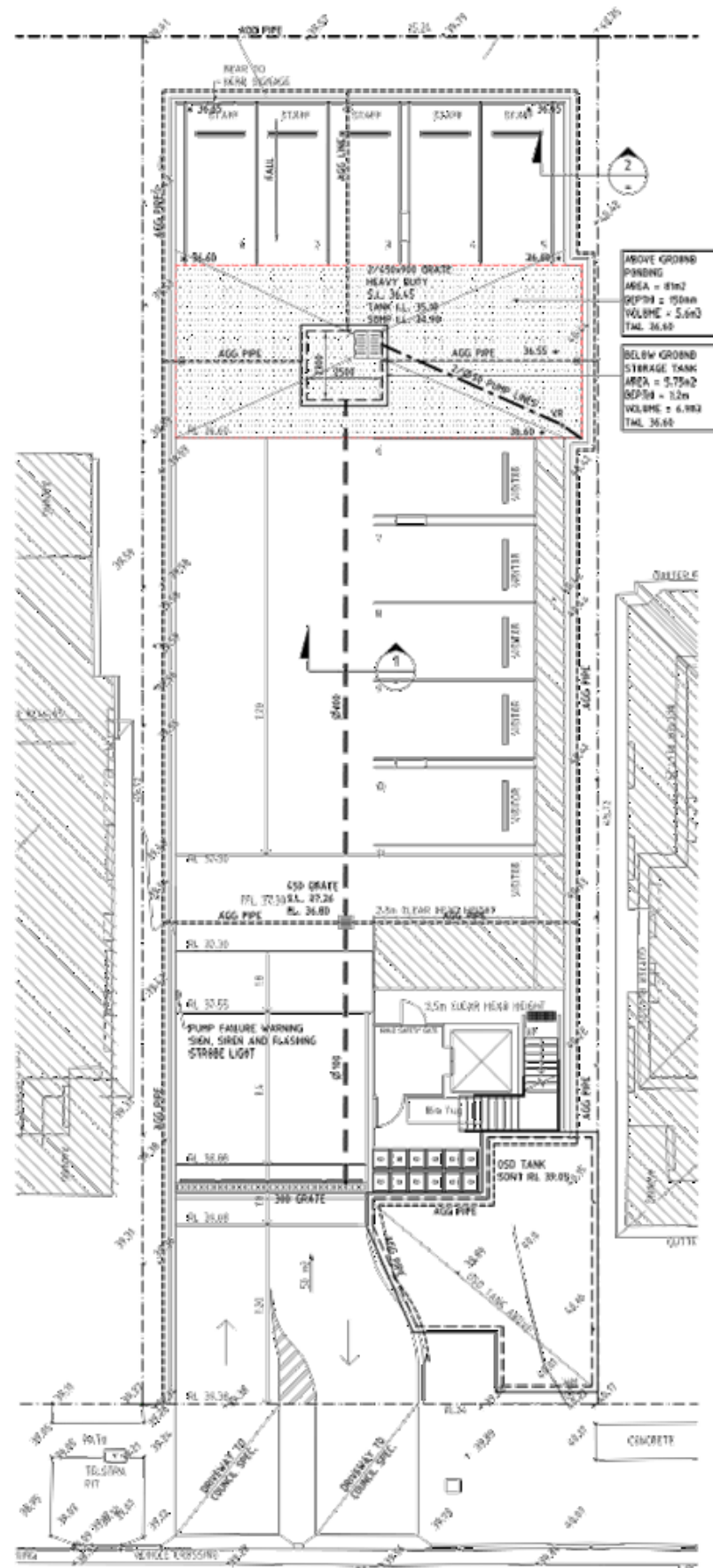
ARCHITECT
BAINI DESIGN

PROJECT
PROPOSED CHILD CARE
9 VERLIE STREET,
SOUTH WENTWORTHVILLE

TITLE
SITE AND ROOF
DRAINAGE PLAN



DIAL 1100 BEFORE YOU DIG
NO SUBSURFACE INVESTIGATION HAS BEEN MADE
IT IS YOUR RESPONSIBILITY TO OBTAIN SERVICE
DIAGRAMS FROM RELEVANT AUTHORITIES



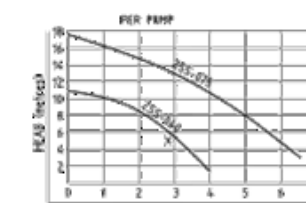
STANDARD PUMP OUT DESIGN NOTES

- THE PUMP SHALL BE PROGRAMMED TO WORK ALTERNATELY ON AN ED ALARM BOTH PUMPS TO HAVE AN EQUAL OPERATION (LIFT AND PUMP) (LIFT).
- A LOW LEVEL FLOAT SHALL BE PROVIDED TO ENSURE THAT THE MINIMUM REQUIRED WATER LEVEL IS MAINTAINED WITHIN THE SUMP AREA OF THE BELOW GROUND TANK IN THIS REGARD THIS FLOAT MUST FUNCTION AS A SWITCH WHICH SHUTS THE PUMP.
- A SECOND FLOAT SHALL BE PROVIDED AT A HIGHER LEVEL, APPROXIMATELY 300mm ABOVE THE MINIMUM WATER LEVEL, WHICH SETS THE PUMP WILL OPERATE AND DRAIN THE TANK TO THE LEVEL OF THE LOW LEVEL FLOAT.
- A THIRD FLOAT SHALL BE PROVIDED AT A HIGH LEVEL WHICH IS APPROXIMATELY THE ROOF LEVEL OF THE BELOW GROUND TANK. THIS FLOAT SHOULD START THE OTHER PUMP TEST IS NOT OPERATING AND ACTIVATE THE ALARM.
- AN ALARM SYSTEM SHALL BE PROVIDED WITH A FLASHING STROBE LIGHT ON A PUMP FAILURE WARNING SIGN WHICH ARE TO BE LOCATED AT THE DRIVEWAY ENTRANCE TO THE BASEMENT LEVEL. THE ALARM SYSTEM SHALL BE PROVIDED WITH A BATTERY BACKUP IN CASE OF POWER FAILURE.

Legend

1. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).
2. ONE (1) PUMP (OMEGA SUBMERSIBLE PUMPS) (LIFT).
3. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).
4. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).
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7. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).
8. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).
9. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).
10. TWO (2) PUMPS (OMEGA SUBMERSIBLE PUMPS) (LIFT).

PUMP SPECIFICATIONS



EROSION CONTROL NOTES

1. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE PLACED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS, AND ALL SILENT DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.
2. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.
3. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.
4. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.
5. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.

NOTES

1. ALL UNITS ARE TO BE 1000 LITRES OF 1000 LITRES GRADE BASED.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS.
3. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.
4. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.
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10. ALL EROSION AND SILTATION CONTROL DEVICES ARE TO BE MAINTAINED IN GOOD ORDER THROUGHOUT DURING CONSTRUCTION.

SYMBOLS

1. 1000 LITRES	1000 LITRES
2. 1000 LITRES	1000 LITRES
3. 1000 LITRES	1000 LITRES
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ARCHITECT
BAINI DESIGN
PROJECT
PROPOSED CHILD CARE
9 VERLIE STREET,
SOUTH WENTWORTHVILLE
TITLE
BASEMENT
DRAINAGE PLAN



DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 3
Traffic and Parking Impact
Assessment



UPDATED TRAFFIC & PARKING IMPACT ASSESSMENT

PROPOSED CHILD CARE CENTRE
9 VERLIE STREET
SOUTH WENTWORTHVILLE

PREPARED FOR BAINI DESIGN
OUR REF: 19-113-2



MARCH 2020

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302/166 glebe point road
glebe nsw 2037

morgan@stanburytraffic.com.au
www.stanburytraffic.com.au

ph : 0410 561 848
abn : 23 613 111 916

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1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by Baini Design to prepare an Updated Traffic & Parking Impact Assessment to accompany a Development Application to be lodged with Cumberland City Council. The Development Application seeks consent for the demolition of an existing site structures and the construction of a purpose built child care centre at 9 Verlie Street, South Wentworthville (hereafter referred to as the 'subject site').

The two storey child care centre is proposed to be capable of accommodating up to 42 children. The centre is to be serviced by a single level of basement parking for up to 11 passenger vehicles. Vehicular access between the on-site basement parking area and Verlie Street is proposed via separate but adjacent ingress and egress driveways located within the south-western corner of the site.

This aim of this assessment is to investigate and report upon the potential traffic and parking consequences of the development application and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the proposed development;
- Section 3 assesses the adequacy of the proposed site access arrangements, parking provision, internal circulation and servicing arrangements with reference to relevant Council, Roads & Maritime Services, Australian Standard and State Environmental Planning Policy specifications;
- Section 4 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure; and
- Section 5 estimates the traffic generating ability of the proposed development and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner.

The report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2007. The application is not of sufficient scale to be referred to the Roads & Maritime Services under this Instrument.

1.2 Reference Documents

Reference is made to the following documents throughout this report:

- The Roads & Maritime Services' *Guide to Traffic Generating Developments*;
- Holroyd Council's *Holroyd Development Control Plan 2013* (HDCP 2013);
- Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004);
- Australian Standard for *Parking Facilities Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2009);
- NSW Government's *Children (Education and Care Services) Supplementary Provisions Regulation 2012*;
- NSW Government's *State Environmental Planning Policy (Educational Establishment and Child Care Facilities) 2017*; and
- NSW Government's *Child Care Planning Guideline*.

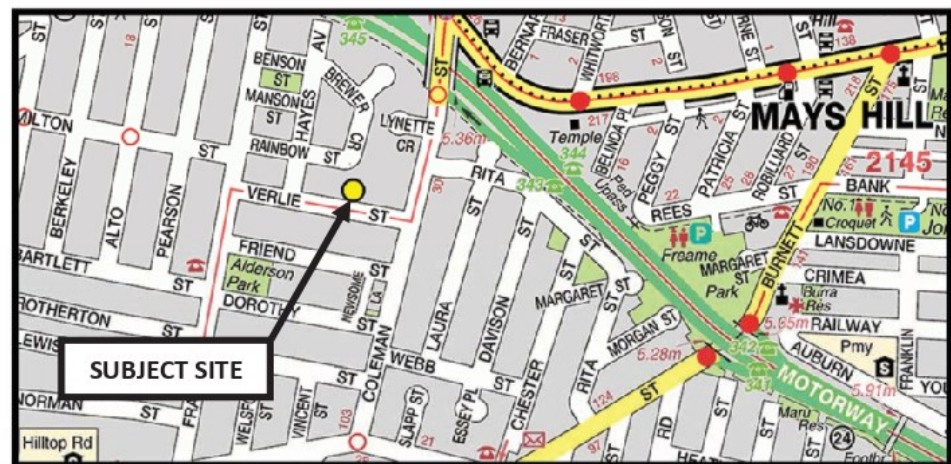
Architectural plans have been prepared by Baini Design and should be read in conjunction with this report, reduced copies of a selection of which (ground and basement plans only) are included as **Appendix 1** for reference.

1.3 Site Details

1.3.1 Site Location

The subject site is situated on the northern side of Verlie Street, approximately 120m to the west of the junction with Coleman Street, South Wentworthville. The site location is illustrated below within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

**FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT**



Source: UBD's Australian City Streets – Version 4

**FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT**



Source: Google Earth (accessed 19/07/19)

1.3.2 Site Description

The subject site provides a real property description of Lot 15 DP16442 and a street address of 9 Verlie Street, South Wentworthville.

The allotment provides a predominantly rectangular shaped parcel of land with approximate frontage of 15m to Verlie Street. The site extends to the north away from Verlie Street approximately 46m, resulting in a total site area in the order of approximately 700m².

1.3.3 Existing Site Use

The subject site currently contains a single detached residential dwelling within the central southern portion of the site adjoined by associated outbuildings to the north. This dwelling is currently serviced by a single ingress / egress driveway connecting with Verlie Street within the south-western corner of the site.

1.3.4 Surrounding Uses

The site is currently surrounded by the following:

- A residential duplex is situated to the west of the site, with both dwellings being separately accessed via driveways connecting with Verlie Street;
- A detached residential dwelling is situated to the east, fronting and being serviced by Verlie Street;
- A detached residential dwelling is situated to the north, fronting and being serviced by Rainbow Street; and
- A series of detached residential dwellings are situated to the south on the opposite side of Verlie Street.

2. PROPOSED DEVELOPMENT

2.1 Built Form

The subject application seeks Council's approval to the demolition of existing detached residence and the construction of a purpose built child care centre capable of accommodating up to 42 children.

The child care centre is to be contained within a two storey building situated within the southern central portion of the site. The ground floor of the building is proposed to contain three separate indoor playrooms, a sleeping area, an office, an outdoor play area, an auditorium room and ancillary amenities. The first floor is proposed to contain staff room, office, kitchen and ancillary amenities.

The building is proposed to be serviced by a single basement level of parking containing 11 passenger vehicle parking spaces.

Vehicular connectivity between the basement parking area and Verlie Street is proposed via separate but adjacent ingress and egress driveways located within the south-western corner of the site.

Direct pedestrian access to the building is proposed via a pathway located to the east and separate to the abovementioned vehicular access driveway.

2.2 Proposed Operation

The child care centre is proposed to accommodate up to 42 children as follows:

- 7 children aged between zero and two years of age;
- 15 children aged between two and three years of age; and
- 20 children aged between three and five years of age.

The centre is required to employ a minimum of seven staff in accordance with the current Children (Education and Care Services) National Law (NSW) requirements, as follows:

- Two staff associated with the children aged between zero and two years of age;
- Three staff associated with the children aged between two and three years of age; and
- Two staff associated with the children aged between three and five years of age.

The centre is proposed to operate between 7:00am and 6:00pm Monday to Friday.

3. SITE ACCESS & INTERNAL CIRCULATION

3.1 Access

3.1.1 Vehicular Access

Vehicular access between the on-site basement parking area and Verlie Street is proposed to be provided via separate 3.5m wide ingress and 3.4m egress driveways situated within the south-western corner of the site.

The driveway is proposed to provide direct connectivity to an internal roadway which provides a 3.5m wide ingress lane separated from a 3.4m wide egress lane separated by a 1.2m wide median, thence merging within the site to form a single combined ingress / egress ramp connecting with the basement parking area.

The above driveway arrangement is proposed to provide direct connectivity to the basement car parking capable of accommodating up to 11 passenger vehicle parking spaces.

AS2890.1:2004 provides driveway design specifications based on the proposed primary land use, the functional order of the access road and the number of spaces the driveway is to serve. Tables 3.1 and 3.2 of AS2890.1:2004 specify that, at minimum, a Category 1 type driveway is required, providing a combined ingress / egress driveway width of between 3m and 5.5m based on the local (non-arterial) functional order of Verlie Street, the child care centre land-use proposed and the passenger vehicle parking provision within the parking area of 11 spaces. The proposed separated ingress and egress driveways, providing widths of 3.5m and 3.4m, respectively, therefore exceed the minimum AS2890.1-2004 specifications and accordingly, are considered to be satisfactory.

Swept path plans have been prepared in order to demonstrate the ability of passenger vehicles to enter and exit the site, copies of which are included as **Appendix 2**.

The safety and efficiency of access / egress movements are also proposed to be assisted by the provision of a relatively level (less than 1:20) grade within the first 6m inside the property boundary.

Verlie Street provides a consistent vertical and horizontal alignment within the vicinity of the subject site, resulting in good sight distance between the frontage road and the proposed site access driveway.

3.1.2 Pedestrian Access

Direct pedestrian access to the building is proposed via a pathway located to the east and separate to the abovementioned vehicular access driveway.

3.2 Passenger Vehicle Parking

3.2.1 Parking Provision

The development is proposed to be serviced by 11 on-site passenger vehicle parking spaces.

NSW Government's *Child Care Planning Guideline* specifies that parking should be provided in accordance with HDCP 2013, which provides the following minimum vehicular parking rates for child care centres outside of the R2 zone:

One space per four children

Application of the abovementioned parking rates to the proposed centre accommodating 42 children results in a passenger minimum vehicle parking requirement of 11 spaces.

The proposed parking provision of 11 passenger vehicle parking spaces therefore complies with the minimum vehicular parking requirements of HDCP 2013 and is accordingly, considered to be satisfactory.

3.2.2 Passenger Vehicle Parking Allocation

The 11 on-site passenger vehicle parking spaces are proposed to be allocated as follows:

- five staff parking spaces; and
- Six visitor / parent / guardian parking spaces (including one disabled spaces).

The following sub-sections of this report provide assessment of the suitability or otherwise of the proposed parking provision and allocation.

3.2.2.1 Staff Parking

The staff parking provision represents an approximate parking rate of 0.7 spaces per staff member required in accordance with current Children (Education and Care Services) National Law (NSW) requirements specified within Section 2.2 of this report.

The suitability or otherwise of the staff parking rate of the child care centre is most reasonably calculated based on Census Journey to Work data. The 2016 Census indicated that approximately 58% of people in South Wentworthville travelled to work by driving a car, which equates to a required employee parking rate of 0.58 spaces per employee, thereby suggesting that adequate staff parking is proposed.

The proposed staff parking provision is cognisant of the likelihood that it all staff won't drive themselves to and from the centre on a daily basis, whereby it is envisaged that a notable portion of staff may not own a vehicle, may car pool

with other employees or may select more sustainable methods of travel such as walking or public transport (the site is well serviced by bus services within walking distance of the site – see Section 4.4 of this report). The proposed staff parking provision of five spaces is therefore considered to be satisfactory.

3.2.2.2 Parent / Guardian Parking

In order to undertake an assessment of the suitability of the proposed visitor parking provision of six spaces, reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments*. This publication specifies that the average length of stay of parents / guardians when setting-down / picking-up children at child care centres is 6.8 minutes. On the basis of all children being set-down and picked-up with an even distribution over a period of two hours (say, 7:00am – 9:00am and 4:00pm – 6:00pm), the arrival rate of parents / guardians will be one parent / guardian every 2.8 minutes.

The above length of stay and arrival rate results in an average of 2.4 (6.8/2.8) parents / guardians being on-site at any one time during the peak set-down / pick-up periods. The average parent / guardian parking demand during peak pick-up / set-down periods is therefore projected to be rounded up to three spaces.

It should however be noted that the above analysis represents an absolute worst case scenario for the following reasons:

- It assumes that all parents / guardians will drive their children to and from the centre, when the Roads & Maritime Services' surveys suggest 93% of children are driven to and from centres;
- It assumes a zero sibling rate, when our experience suggests a sibling rate of at least 10% commonly prevails;
- It assumes a 100% attendance rate, when our experiences suggests a maximum of 90% is more likely; and
- It assumes that all children will be set-down and picked-up within a two hour period, when children can be set-down / picked-up at any time during the operational hours.

The above analysis, indicating a parent / guardian parking demand of three spaces has however been retained in order to account for variations in average demand associated with short term peak influxes of parents / guardians during set-down / pick-up periods. In consideration of this and the above discussion, the proposed parent / guardian parking allocation of six spaces is considered to be appropriate.

3.2.3.4 Neighbourhood Parking Policy

The previous analysis concludes that the on-site parking provision and allocation is appropriate in accordance with the locally sensitive parking requirements of HDCP 2013 and the projected operational characteristics of the site. In this

regard, it is not expected that the proposed development will result in any unreasonable impacts on surrounding amenity.

Notwithstanding the above, it is desirable that centre formulate and implement a Neighbourhood Parking Policy, which provides a series of operational initiatives with the objective of minimising the potential impacts of the development on the adjoining public parking infrastructure and thus the surrounding residential amenity. This Policy should include, but not be limited to, the following:

- Staff members whom drive to the site are to occupy designated on-site staff parking spaces, in preference to parking on-street;
- Long stay staff members whom drive are to occupy the on-site stacked parking spaces first to ensure there is no requirement for the movement of staff vehicles during the operational day;
- Parent / visitors whom drive to the site are to occupy designated on-site visitor parking spaces, in preference to parking on-street;
- If all on-site visitor parking spaces are occupied, visitors whom drive to the site are to park within Verlie Street immediately adjacent to the subject site if possible in order to minimise the potential impact on surrounding residential amenity and eliminate the requirement for pedestrian crossing activity over the public road; and
- If site visitors cannot park within the site or immediately adjacent to the site in Verlie Street, care should be taken to park in locations which do not unreasonably impede adjacent public road traffic flow.

The Neighbourhood Parking Policy should be provided to all staff and parents at the time of employment and enrollment, respectively.

If considered necessary, the requirement for a Neighbourhood Parking Policy could reasonably be imposed by Council as a condition of development consent.

3.3 Service Vehicle Parking

The centre is likely to necessitate regular servicing with respect to the collection of refuse. Refuse is proposed to be stored within a bin room located within the south-eastern portion of the basement parking area. These bins are to be wheeled to the Verlie Street frontage for collection in a similar manner to adjoining residential development.

Minor deliveries associated with the centre operation are expected to be undertaken by vans and utilities. Such servicing activities are proposed to be accommodated within single visitor passenger vehicle parking spaces located within the on-site car park. These activities are to be undertaken between 10:00am and 1:00pm, thereby being outside the peak child set-down / pick-up periods of the centre.

3.4 Parking Circulation and Manoeuvrability

Passenger vehicles upon entry to the site, will travel in a forward direction to access the basement parking area via an access roadway / ramp running along the western site boundary.

The basement parking area comprises six parking spaces allocated to visitors provided in a 90 degree arrangement along the eastern boundary, serviced by a single central parking aisle forming an extension of the site access roadway / ramp.

A further five parking spaces allocated to staff are provided adjacent to the northern boundary, provided in a perpendicular alignment to the abovementioned parking row to the south.

The internal access roadway / ramp and basement parking area has generally been designed to accord with the minimum requirements of AS2890.1:2004 and AS2890.6:2009, providing the following minimum dimensions:

- Staff 90 degree angled vehicle parking space width = 2.4m;
- Visitor 90 degree angled vehicle parking space width = 2.6m;
- Disabled 90 degree angled vehicle parking space width = 2.4m (plus adjoining 2.4m wide shared area);
- Additional space width adjoining obstruction = 0.3m;
- Vehicle parking space length = 5.4m;
- Parking aisle width adjoining 90 degree angled parking spaces = 5.8m;
- Clearance = 2.2m (2.5m above disabled parking spaces);
- Minimum two-way roadway = 5.5m;
- Maximum ramp grade = 1:4;
- Maximum ramp grade within 6m of property boundary = 1:20; and
- Maximum change in ramp grader = 1:8.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the above compliance with the relevant AS2890.1:2004 and AS2890.6:2009 specifications.

In order to demonstrate the internal passenger vehicle manoeuvrability within the vicinity of these areas and generally throughout the overall parking area, this Practice has prepared a number of swept path plans which are included as **Appendix 2**. The turning paths provided on the plans have been generated using

Autoturn software and derived from B99 and B85 vehicle specifications provided within AS2890.1:2004.

Section B4.4 of AS2890.1:2004 states the following with regard to the use of templates to assess vehicle manoeuvring:

'Constant radius swept turning paths, based on the design vehicle's minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.'

It would therefore appear that whilst the turning paths provided within AS2890.1:2004 can be utilised to provide a 'general indication' of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally manoeuvre more efficiently than the paths indicate. Notwithstanding this, the swept path plans illustrate that passenger vehicles can manoeuvre throughout and enter and exit the most difficult passenger vehicle parking spaces within the parking areas.

Whilst the basement parking area forms a dead end aisle, the alignment of the internal parking aisle/s is such that passenger vehicles are capable of undertaking a three point turn in order to exit the site in a forward direction in the event of all parking spaces being occupied, if so required. The proposed basement parking area layout as it relates to passenger vehicle manoeuvrability is therefore considered to be satisfactory.

3.5 Pedestrian Circulation

Pedestrian connectivity between the child care centre building and the southern Verlie Street footway is proposed via pathway separate and to the east of the vehicular access driveway. Further to this access, pedestrian connectivity between the parking spaces within the basement parking area and the building is proposed via stairs and a lift located on the south-eastern corner of the car park. A pathway connecting this lift with all visitor parking spaces within the basement is provided, ensuring visitors can move between the parking spaces and the rest of building clear of obstruction / manoeuvring areas.

4. EXISTING TRAFFIC CONDITIONS

4.1 Surrounding Road Network

The following provides a description of the local road network surrounding the subject site:

- **Verlie Street** performs a local access function under the care and control of Cumberland Council, providing an east-west alignment between Coleman Street in the east and Frances Street in the west.

Verlie Street provides an approximate 10m wide pavement providing one through lane of traffic in each direction in conjunction with untimed parallel parking along both kerb alignments, in the vicinity of the site. Traffic flow is governed by a speed limit of 50km/h.

To the east, Verlie Street forms a T-junction with Coleman Street with Coleman Street performing the priority route.

To the west, Verlie Street forms a T-junction with Hayes Avenue, operating under major / minor priority control with Verlie Street forming the priority route.

Further to the west, Verlie Street forms a T-junction with Frances Street with Frances Street performing the priority route.

- **Coleman Street** performs a local collector function, providing a north-south alignment between the Great Western Highway to the north and Hilltop Road to the south.

Coleman Street provides a 13m wide pavement providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments, in the vicinity of the site. Traffic flow is governed by a speed limit of 50km/h.

Traffic signals are provided at the intersection of the Great Western Highway and Coleman Street with all movements permitted. Additional roundabout control is in place for the M4 Motorway westbound exit and Hilltop Road intersections.

- **Frances Street** performs a local collector function, providing a north-south alignment between Hamilton Street to the north and Hilltop Road to the south.

Frances Street provides a 13m wide pavement providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments, in the vicinity of the site. Traffic flow is governed by a speed limit of 50km/h.

- **Hayes Avenue** performs a local access function, providing a north-south alignment between Verlie Street to the south and its termination to the south of the M4 Motorway corridor approximately 380m to the north.

Hayes Avenue provides an 8m wide pavement providing one through lane of traffic in each direction in conjunction with untimed parallel parking along both kerb alignments, in the vicinity of the site. Traffic flow is governed by a speed limit of 50km/h.

4.2 Existing Traffic Volumes

Staff of this Practice have undertaken peak hour traffic surveys of the junction of Verlie Street and Coleman Street to the east of the subject site in order to accurately ascertain traffic existing demands within the immediate precinct.

Surveys were undertaken between 7:00am – 9:00am and 4:00pm – 6:00pm on Wednesday the 25th of July 2019.

Figure 3 below provides a summary of the surveyed peak hour (8:00am – 9:00am and 4:00pm – 5:00pm) traffic flows at the subject intersection, whilst full details are available upon request.

FIGURE 3
JULY 2019 WEEKDAY PEAK HOUR TRAFFIC VOLUMES
JUNCTION OF COLEMAN STREET & VERLIE STREET

Legend: AM Peak / PM Peak

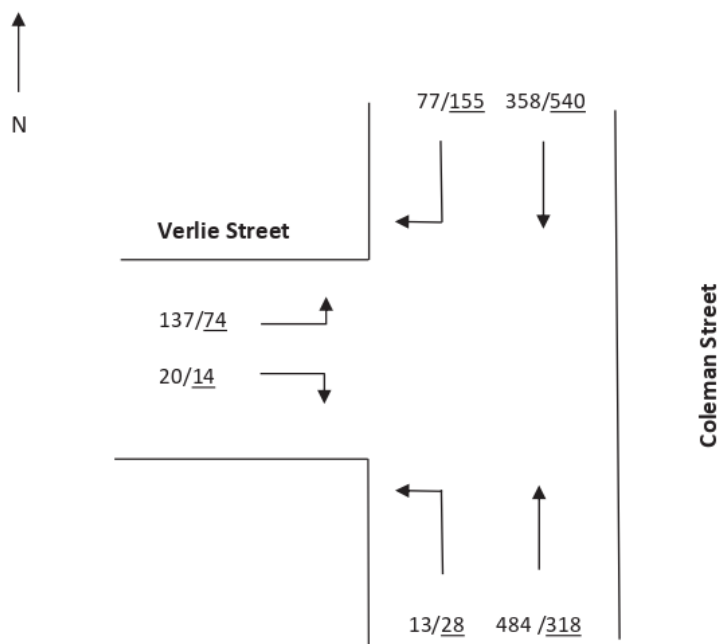


Figure 3 indicate the following weekday commuter peak hour traffic demands:

- Coleman Street accommodates southbound traffic demands of between approximately 450 – 700 vehicles per hour;
- Coleman Street accommodates northbound traffic demands of between approximately 350 – 500 vehicles per hour; and
- Verlie Street accommodates directional traffic demands of between approximately 90 – 180 vehicles per hour during weekday commuter peak hours.

4.3 Existing Road Network Operation

4.3.1 Intersection Performance

The surveyed intersections have been analysed utilising the SIDRA computer intersection analysis program in order to objectively assess the operation of the nearby public road network.

SIDRA is a computerised traffic arrangement program which, when volume and geometrical configurations of an intersection are imputed, provides an objective assessment of the operation efficiency under varying types of control (i.e. signs, signal and roundabouts). Key indicators of SIDRA include level of service where results are placed on a continuum from A to F, with A providing the greatest intersection efficiency and therefore being the most desirable by the Roads and Maritime Services.

SIDRA uses detailed analytical traffic models coupled with an iterative approximation method to provide estimates of the abovementioned key indicators of capacity and performance statistics. Other key indicators provided by SIDRA are average vehicle delay, the number of stops per hour and the degree of saturation. Degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Degree of saturation is a useful and professionally accepted measure of intersection performance.

SIDRA provides analysis of the operating conditions that can be compared to the performance criteria set out in **Table 1** below (being the RMS NSW method of calculation of Level of Service).

TABLE 1 LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS PRIORITY CONTROLLED INTERSECTIONS		
Level of Service	Average Delay per Vehicle (secs/veh)	Expected Delay
A	Less than 14	Good
B	15 to 28	Acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Near capacity
E	57 to 70	At capacity and requires other control mode
F	> 70	Unsatisfactory and requires other control mode

The existing conditions have been modelled utilising the peak hour traffic volumes presented within **Figure 3**.

Table 2 below provides a summary of the SIDRA output data whilst more detailed summaries are included as **Appendix 3**.

TABLE 2 SIDRA OUTPUT – EXISTING WEEKDAY PEAK HOUR PERFORMANCE JUNCTION OF VERLIE STREET AND COLEMAN STREET		
	AM	PM
Coleman Street South Approach		
Delay	5.6	5.6
Degree of Saturation	0.26	0.18
Level of Service	A	A
Coleman Street North Approach		
Delay	8.3	7.8
Degree of Saturation	0.27	0.41
Level of Service	A	A
Verlie Street Approach		
Delay	12.5	14.2
Degree of Saturation	0.19	0.10
Level of Service	A	A
Total Intersection		
Delay	12.5	14.2
Degree of Saturation	0.27	0.41
Level of Service	A	A

Table 2 indicates that the junction of Coleman Street and Verlie Street provides a level of service of A during peak commuter periods, representing good operation with spare capacity.

4.3.2 Verlie Street Performance

The previous traffic surveys indicates that Verlie Street currently accommodates directional traffic demands during weekday commuter peak hours of up to 180 vehicles per hour.

Reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments* in order to undertake an assessment of the operational performance of the surrounding local road network. This publication indicates that a single lane of traffic accommodating peak hour traffic demands of less than 200 vehicles, such as that observed within Verlie Street, provides a level of service 'A'. Such a level service indicates free flow where drivers are virtually unaffected by other vehicles and have freedom to select their desired speed and to manoeuvre within the traffic stream.

The prevailing pavement width of Verlie Street allows through traffic movements to occur independently of kerb-side parking. This combined with the reasonably consistent vertical and horizontal alignment of the public road, results in vehicles being able to manoeuvre to and from the abutting development sites and intersecting roads with a good level of efficiency.

4.4 Public Transport

4.4.1 Heavy Rail

The site is located approximately 1.7km to the south-west of Westmead Railway Station. Westmead Railway Station provides access to train services which operate along the T1 (North Shore, Northern & Western) Line.

The T1 Line provides regular services between the Richmond, Penrith (and beyond) and the City as well as Hornsby (and beyond) linking with numerous other lines servicing the greater Sydney metropolitan area and beyond via interchanges at Blacktown, Parramatta, Granville, Clyde, Lidcombe, Strathfield and the City.

4.4.2 Buses

Transit Systems operate the following bus services in the immediate vicinity of the site:

- Route 809 Merrylands to Pemulwuy;
- Route 810 Merrylands to Parramatta;
- Route 811 Pemulwuy to Parramatta;
- Route T80 Parramatta to Liverpool;
- Route 810x Merrylands to Parramatta; and
- Route 811x Greystanes to Parramatta.

Routes 809, 810 and 811 operate along Frances Road, with stops being located within 300m walking distance of the site. Routes 809 and 811 provide a service frequency of 30 minutes during weekday commuter peaks, extending to 60 minutes during other periods. Route 810 provides a service frequency of 60 minutes.

Routes T80, 810x and 811x operate along the Great Western Highway servicing stops approximately 700 metres distance to the north of the site. Route T80 provides a weekday commuter peak period frequency of between 5 and 10 minutes, extending to 10 – 15 minutes during other weekday periods and 25 minutes during weekends. Routes 810x and 811x combine to provide a weekday commuter peak period frequency of 10 minutes, extending to 30 minutes during other periods.

4.4.3 Pedestrians

Pedestrians are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- A footpath is provided along the northern side of Verlie Street, to the west of the junction with Hayes Avenue and in front of a number of properties to the east of Hayes Avenue;
- A footpath is provided along both sides of Coleman Street and Frances Street;
- Pedestrian refuges are provided over Coleman Street at its junction with the M4 Motorway westbound off-ramp; and
- Signalised pedestrian crossings are provided over the southern, eastern and northern approaches of the intersection of Great Western Highway and Coleman Street.

4.5 Parking Provision and Demand

Parallel parking is unrestricted within the immediate vicinity of the site along both kerb alignments of Verlie Street.

In order to assess the potential impact of the proposed implementation of the abovementioned on-street parking restrictions, an assessment of the surrounding public parking infrastructure supply and demand has been undertaken.

Inspections have indicated that the following on-street car parking is provided within 120m walking distance of the subject site within Verlie Street as follows:

- 18 parking spaces are provided along the northern kerb alignment of Verlie Street; and
- 19 parking spaces are provided along the southern kerb alignment of Verlie Street.

There are accordingly a total of 37 on-street car parking spaces situated within easy walking distance of the subject site.

Surveys of parking demand within Verlie Street within the vicinity of the site Street were undertaken by staff of this Practice in order to ascertain the existing demand within the surrounding public parking area. Surveys were undertaken between 7:00am – 9:00am and 4:00pm – 6:00pm on Wednesday the 24th of July 2019 in order to capture the likely peak development set-down / pick-up periods associated with the centre.

Table 3 overleaf provides a summary of the survey results.

TABLE 3 PARKING DEMAND SURVEY ON-STREET PARKING IN VERLIE STREET BETWEEN COLEMAN STREET AND HAYES AVENUE 24TH JULY 2019			
Time	Number of Parking Spaces Occupied		
	Northern Side Capacity = 18	Southern Side Capacity = 19	Total Capacity = 37
7:00am	9	10	19
7:15am	9	10	19
7:30am	9	10	19
7:45am	9	10	19
8:00am	9	11	20
8:15am	9	11	20
8:30am	8	11	20
8:45am	8	10	18
9:00am	8	10	18
4:00pm	9	8	17
4:15pm	9	8	17
4:30pm	9	8	17
4:45pm	9	9	18
5:00pm	9	9	18
5:15pm	8	9	17
5:30pm	8	10	18
5:45pm	8	10	18
6:00pm	8	10	18

Table 3 illustrates that the minimum number of unoccupied parking spaces within the immediate vicinity of the subject site was surveyed to be 17 spaces being available within Verlie Street during the likely peak operational periods of the development.

5. PROJECTED TRAFFIC CONDITIONS

5.1 Traffic Generation

5.1.1 Proposed Centre

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within the Roads & Maritime Services' *Guide to Traffic Generating Developments*. This publication specifies the following traffic generation rates for child care centres:

0.8 vehicle trips per child during the morning commuter peak hour

0.7 vehicle trips per child during the evening commuter peak hour

Application of the above traffic generation rates to the proposed 42 place child care centre results in an estimated development traffic generation of 34 vehicle trips during the morning peak hour, and 30 vehicle trips during the evening peak.

5.1.2 Cumulative Traffic Generation

Further to the proposed child care centre, it is acknowledged that an additional child care centre was recently approved at 24 Verlie Street (DA2018/357/1), capable of accommodating up to 38 children. Whilst not approved, a subsequent modification application has been lodged with Council, involving an increase in the approved number of children at the centre to 40. The proposed centre is capable of generating 32 vehicle trips during the morning peak hour, and 28 vehicle trips during the evening peak.

The cumulative traffic generation of the proposed and approved centres is therefore expected to be 66 vehicle trips during the morning peak hour, and 58 vehicle trips during the evening peak.

5.2 Trip Assignment and Projected Traffic Volumes

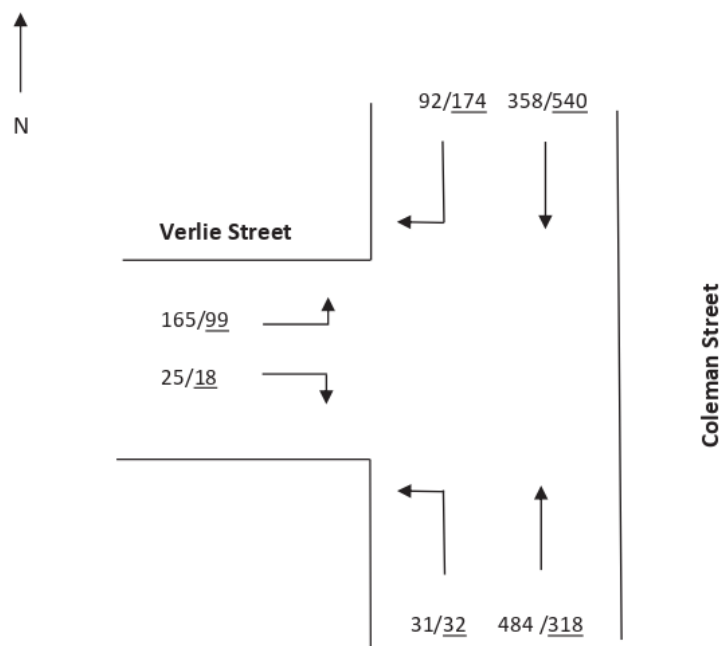
The generated trips of both the proposed and approved child care centres are likely to be evenly distributed between inbound and outbound movements associated with the setting down and picking up of children during the morning and evening peak periods, respectively. The developments are therefore projected to generate 33 ingress and 33 egress movements during the morning peak hour and 29 ingress and 29 egress movements during the evening peak hour.

For the purposes of this assessment and in order to generate an absolute worst case scenario, it is assigned that all of the above additional vehicle trips are required to negotiate the junction of Coleman Street and Verlie Street. The projected peak hour traffic volumes at this junction have been formulated by adding the abovementioned traffic generation and trip assignment to the existing demands presented within **Figure 3**, whereby additional traffic demands have been distributed in accordance with existing assignments. **Figure 4** overleaf

provides an estimation of the future traffic demands at the nearby public road junction.

FIGURE 4
PROJECTED WEEKDAY PEAK HOUR TRAFFIC VOLUMES INCORPORATING THE
PROPOSED AND APPROVED CHILD CARE CENTRES WITHIN VERLIE STREET
JUNCTION OF COLEMAN STREET & VERLIE STREET

Legend: AM Peak / PM Peak



5.3 Traffic Impacts

5.3.1 Projected Intersection Performance

The nearby public road junction of Coleman Street and Verlie Street has been modelled in order to estimate the likely impact on traffic safety and efficiency utilising the projected traffic volumes illustrated within **Figure 4**. A summary of the most pertinent results are indicated within **Table 3** overleaf whilst more detailed summaries are provided within **Appendix 4**.

TABLE 3 SIDRA OUTPUT – WEEKDAY PEAK HOUR PERFORMANCE JUNCTION OF COLEMAN STREET & VERLIE STREET				
	Existing Conditions		Projected Conditions	
	AM	PM	AM	PM
Coleman Street South Approach				
Delay	5.6	5.6	5.6	5.6
Degree of Saturation	0.26	0.18	0.27	0.19
Level of Service	A	A	A	A
Coleman Street North Approach				
Delay	8.3	7.8	8.6	7.9
Degree of Saturation	0.27	0.41	0.28	0.43
Level of Service	A	A	A	A
Verlie Street Approach				
Delay	12.5	14.2	13.1	14.9
Degree of Saturation	0.19	0.10	0.23	0.14
Level of Service	A	A	A	B
Total Intersection				
Delay	12.5	14.2	13.1	14.9
Degree of Saturation	0.27	0.41	0.28	0.43
Level of Service	A	A	A	B

Table 3 indicates that the cumulative additional traffic generated by the proposed and approved child care centre developments within Verlie Street is projected to result in minor alterations to existing average vehicular delay and degree of saturation at the junction of Coleman Street and Verlie Street. Whilst the existing level of service during the morning peak period is projected to remain unaltered, the level of service during the evening peak period is projected to reduce from 'A' to 'B'. However, such a level of service still represents good operation with spare capacity.

5.3.2 Overall Road Network Performance

The development has been projected to generate up to 34 vehicle movements per hour during commuter peak periods. Such a peak hour traffic generation equates to approximately one additional vehicle movement every two minutes during commuter peaks, which is not projected to, in itself, result in any unreasonable impacts on the existing operational performance of the surrounding local road network. Notwithstanding this, the cumulative traffic generation of the proposed centre with the approved centre at 24 Verlie Street has been projected to be generate up to 66 vehicle movements per hour during commuter peak periods.

The previous assessment contained within this report has revealed that traffic demands within the surrounding local road network are moderate and accordingly motorists are provided with a reasonable level of service with spare capacity.

Whilst it is acknowledged that traffic demands within the surrounding regional and arterial road network are more considerable, the presence of positive intersection control at and nearby the precinct access points provide motorists with safe and efficient means with which to access and exit the subject precinct.

In consideration of the above, the impact of the development is most likely to be a result of the safety and efficiency with which motorists are capable of entering and exiting the development. The low traffic demands within Verlie Street in conjunction with the good sight distance provisions between the frontage road and the driveway location is such that it is envisaged that motorists will be capable of entering and exiting the site in a safe and efficient manner.

5.4 Parking Impacts

The proposed development provides an on-site parking provision which complies with the locally sensitive parking requirements of HDCP 2013 and the projected operational characteristics of the site. It is accordingly not expected that the development will result in unreasonable impacts on surrounding public road parking supply / capacity.

Notwithstanding the above, in the unlikely event that short term on-street parking demand is generated by the development during peak set-down and pick-up periods, surveys have indicated the minimum number of unoccupied parking spaces within the immediate vicinity of the subject site was surveyed to be 17 spaces. It is accordingly not anticipated that the development will result in any negative impacts on surrounding residential amenity or public road efficiency in the unlikely event that some on-street parking occurs as a result of the centre.

5.5 Transport Impacts

The subject site is located within very close walking distance to bus services operating along Frances Road and the Great Western Highway and moderate walking distance to Westmead Railway Station. It is accordingly expected that a proportion of the future centre users will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. The capacity of the existing public transport system is however not envisaged to be measurably affected by any additional demand associated with the development, given its limited scale.

6. CONCLUSION

This report assesses the potential parking and traffic implications associated with a proposed child care centre at 9 Verlie Street, South Wentworthville. Based on this assessment, the following conclusions are now made:

- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner;
- The proposed off-street parking provision complies with the minimum requirements specified by HDCP 2013, thereby indicating that there not be any increased on-street parking demand as a result of the development;
- The internal passenger vehicle circulation arrangements are envisaged to provide for safe and efficient internal manoeuvring;
- The surrounding road network operates with a reasonable level of service during peak periods;
- The subject development has been projected to generate up to 34 vehicle movements to and from the site during weekday commuter peak hours; and
- The surrounding road network is considered to be capable of accommodating the additional traffic projected to be generated by the subject development in conjunction with another approved child care centre development at 24 Verlie Street.

It is considered, based on the contents of this report and the conclusions contained herein, there are no parking or traffic related issues that should prevent approval of the subject application. This action is therefore recommended to Council.

APPENDIX 1

17100

PROPOSED CHILD CARE FACILITY

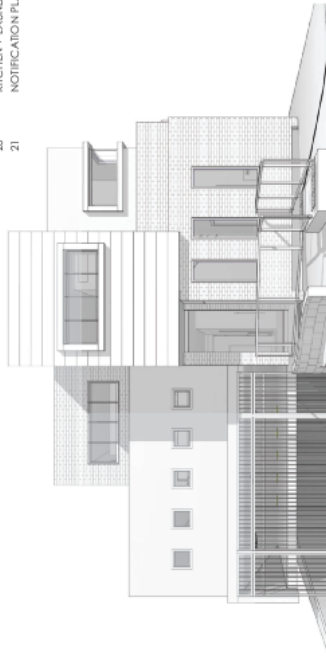
9 VERULSTREET, SOUTH WENTWORTHVILLE NSW 2145
LOT / SECTION / PLAN NO: 151 / DP 16442 | CUMBERLAND COUNCIL

COMPLIANCE TABLE

ITEM	PROPOSED 696.8 m ² (BY CALC.)	STANDARD	COMPLIANCE
A. SITE AREA		-	-
B. SETBACK			
FRONT	5 m	5 m	YES
REAR	9.425 m	-	YES
SIDE	0.9 m	0.9 m	YES
C. GROSS FLOOR AREA			
BASEMENT	416 m ²	-	-
GROUND FLOOR	237 m ²	-	-
FIRST FLOOR	97 m ²	-	-
TOTAL GROSS FLOOR AREA	315.5 m ²	749.5 m ²	YES
D. FSR	0.45 : 1	0.7 : 1 / 487.76 m ²	YES
E. HEIGHT	8.4 m	9 m	YES
F. LANDSCAPE AREA	270 m ² (99%)	20% (119.5 m ²)	YES
G. SITE COVERAGE	268.313 m ² (38%)	40% (419.28 m ²)	NO
H. CHILDCARE			
NUMBER OF CHILDREN			
0-2 YEARS	7 KIDS	-	YES
2-3 YEARS	15 KIDS	-	YES
3-5 YEARS	20 KIDS	-	YES
TOTAL NO.	42 KIDS	-	YES
NUMBER OF TEACHERS			
0-2 YEARS	2 TEACHERS	1-4 KIDS	YES
2-3 YEARS	3 TEACHERS	1-5 KIDS	YES
3-5 YEARS	2 TEACHERS	1-10 KIDS	YES
TOTAL NO.	7 TEACHERS	-	YES
INDOOR PLAY AREA			
0-2 YEARS	20 m ²	3.25 m ² / KD	YES
2-3 YEARS	30 m ²	3.25 m ² / KD	YES
3-5 YEARS	65 m ²	3.25 m ² / KD	YES
TOTAL AREA	138 m ²	3.25 m ² / KD	YES
OUTDOOR PLAY AREA			
TOTAL AREA	294 m ²	7 m ² / KD	YES
I. CAR PARKING			
SHARED	1 SPACE	-	-
DISABLED	1 SPACE	-	-
TEACHERS	5 SPACES	-	-
VISITORS	6 SPACES	-	-
TOTAL CAR SPACES	13 SPACES	11 SPACES	YES

Sheet List

Sheet Number	Sheet Name	Sheet Number	Sheet Name	Sheet Number	Sheet Name
00	COMPLIANCE TABLE	07	ELEVATIONS	13	SCHEDULE OF FINISHES & STREETSCAPE
01	DEMOLITION PLAN	08	SECTIONS	14	CALCULATION PLAN
02	SITE PLAN	09	FENCE DETAIL	15	0-2 INDOOR PLAY AREA
03	SITE ANALYSIS PLAN	10	CALLOUT ELEVATIONS	16	2-3 INDOOR PLAY AREA
04	BASEMENT PLAN	11	SHADOW DIAGRAMS	17	3-5 INDOOR PLAY AREA
05	GROUND FLOOR PLAN	12	3D PERSPECTIVES + A&O VIEWS	18	EVACUATION PLAN
06	FIRST FLOOR PLAN			19	SOLAR STUDY
				20	KITCHEN + LAUNDRY DETAILS
				21	NOTIFICATION PLAN



CONSULTANTS

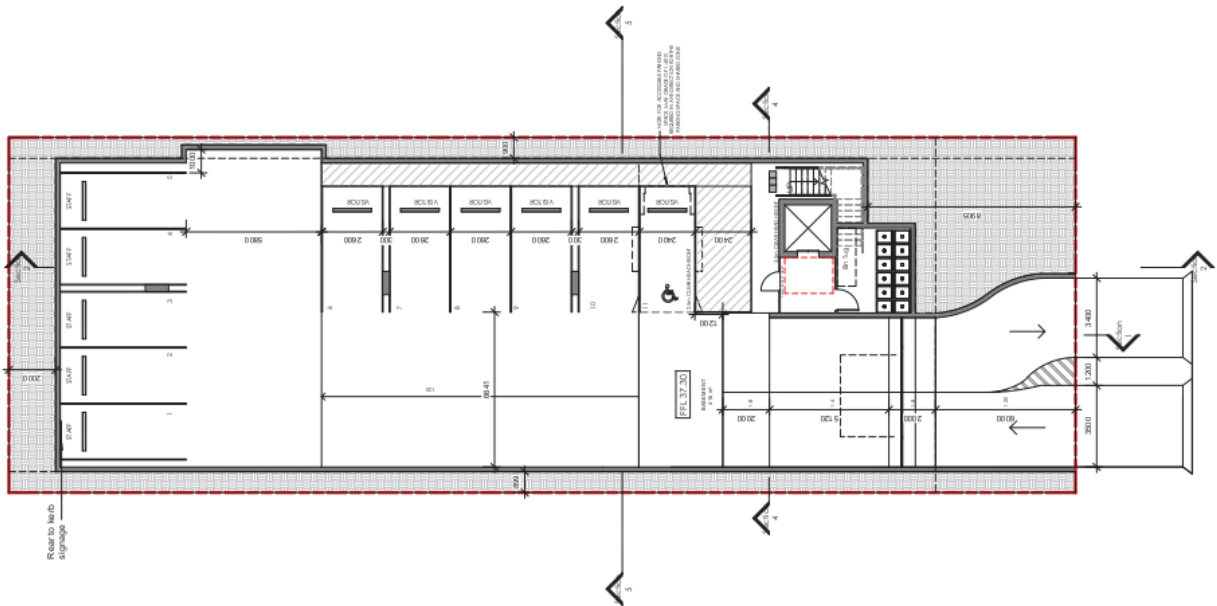
SPECIALITY	COMPANY	NAME	PHONE	EMAIL
HYDRAULICS / DRAINWAGES	AUSTRALIAN CONSULTING ENGINEERS	JOE BACHA	0414 263 233	joe@bachaeng.com.au
TOWN PLANNER	THINK PLANNERS	JONATHAN WOOD	(02) 8990 8543	jwood@thinkplanners.com.au
LANDSCAPE ARCHITECT	OUTSIDE IN DESIGN	REBECCA SURIAN	0413 446 447	rebecca@outsideindesign.com.au
ACOUSTIC	ROONEY STEVENS ACOUSTIC CONSULTANTS	PENNY EDNEY	0419 606 192	penny@rooneystevensacoustic.com.au
TRAFFIC MANAGEMENT	STANBURY TRAFFIC PLANNING	MORGAN STANBURY	0410 561 848	morgan@stanburytraffic.com.au
GEO TECH	GEO TECHNICAL CONSULTANTS AUSTRALIA	JOE NAZAR	0413 126 205	joe@geotecnaustralia.com.au
ACCESS	VISTA ACCESS ARCHITECTS	FARAH MADON	0412 031 876	adam@vistaaccessdirect.com.au
SURVEY	NEW SOUTH SURVEYS	DANIEL HOBICHE	(02) 9885 0430	info@newsouthsurveys.com.au

FOR DA APPROVAL

baini design
PROJECT TITLE: PROPOSED CHILD CARE FACILITY
9 VERULSTREET, SOUTH WENTWORTHVILLE NSW 2145
DATE: 15/04/2020
DRAWN BY: J.B. / J.W. / R.S. / P.E. / M.S. / J.N. / F.M. / D.H.
CHECKED BY: J.B. / J.W. / R.S. / P.E. / M.S. / J.N. / F.M. / D.H.
SCALE: A1
PROJECT NUMBER: 19100
DATE: 04/07/17
B. / C.B.

BAINI DESIGN
CHILD CARE SPECIALISTS
15/04/2020
Sydney, Australia
Phone: 0413 126 205
info@bainidesign.com.au
www.bainidesign.com.au
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DESCRIPTION	DATE	BY
15/04/2020	J.B.	J.B.
15/04/2020	J.W.	J.W.
15/04/2020	R.S.	R.S.
15/04/2020	P.E.	P.E.
15/04/2020	M.S.	M.S.
15/04/2020	J.N.	J.N.
15/04/2020	F.M.	F.M.
15/04/2020	D.H.	D.H.



2 Basement Level
1:100

DESCRIPTION	DATE	BY
DESIGNED	18/02/20	CB
DRAWN	18/02/20	CB
CHECKED	18/02/20	CB
APPROVED	18/02/20	CB

FOR DA APPROVAL

baini
design

PROJECT
PROPOSED CHILD CARE FACILITY
9 VERULE STREET, SOUTH WENTWORTHVILLE NSW 214

PROJECT NO.
19100

DATE
04/07/17

SCALE
1:100

CHECKED
CB

DATE
04/07/17

SCALE
1:100

CHECKED
CB

PROJECT NO.
19100

DATE
04/07/17

SCALE
1:100

CHECKED
CB

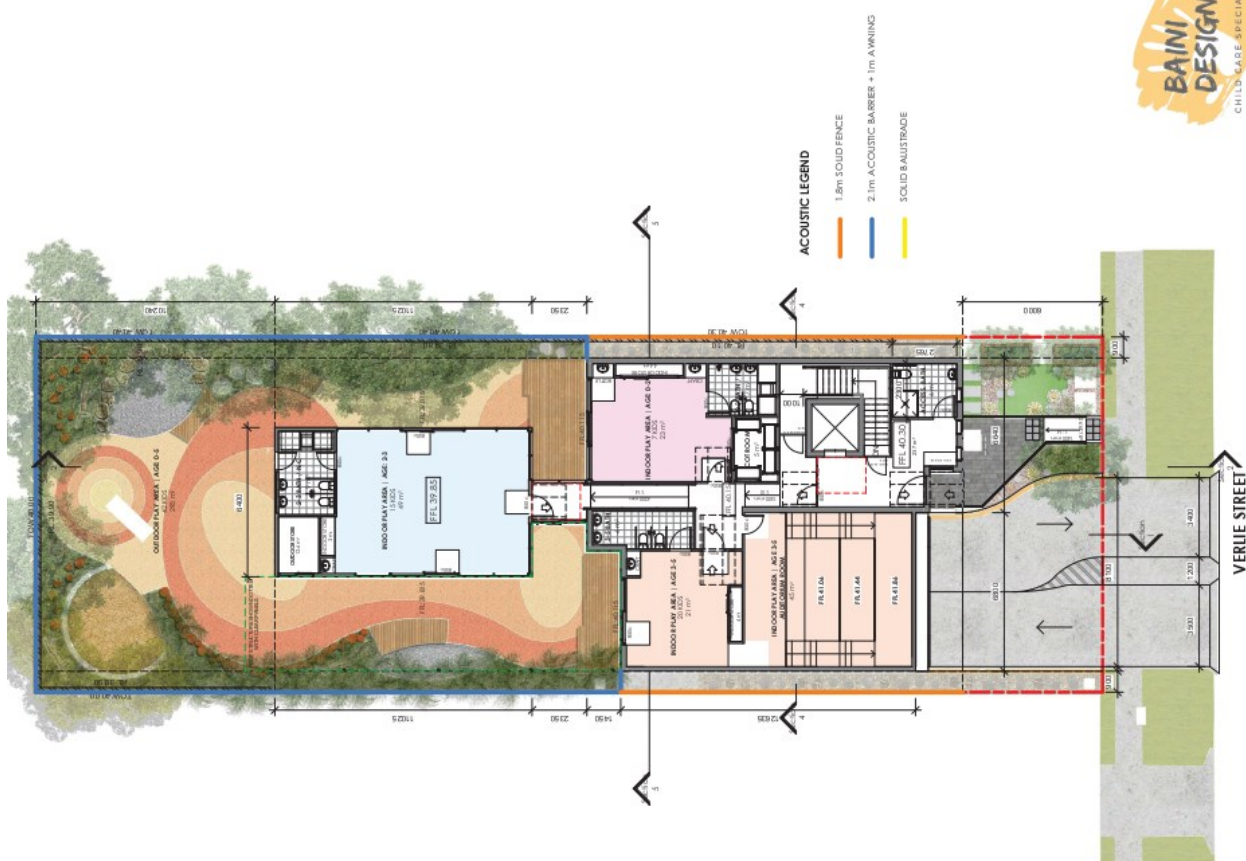
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19100

DATE
04/07/17

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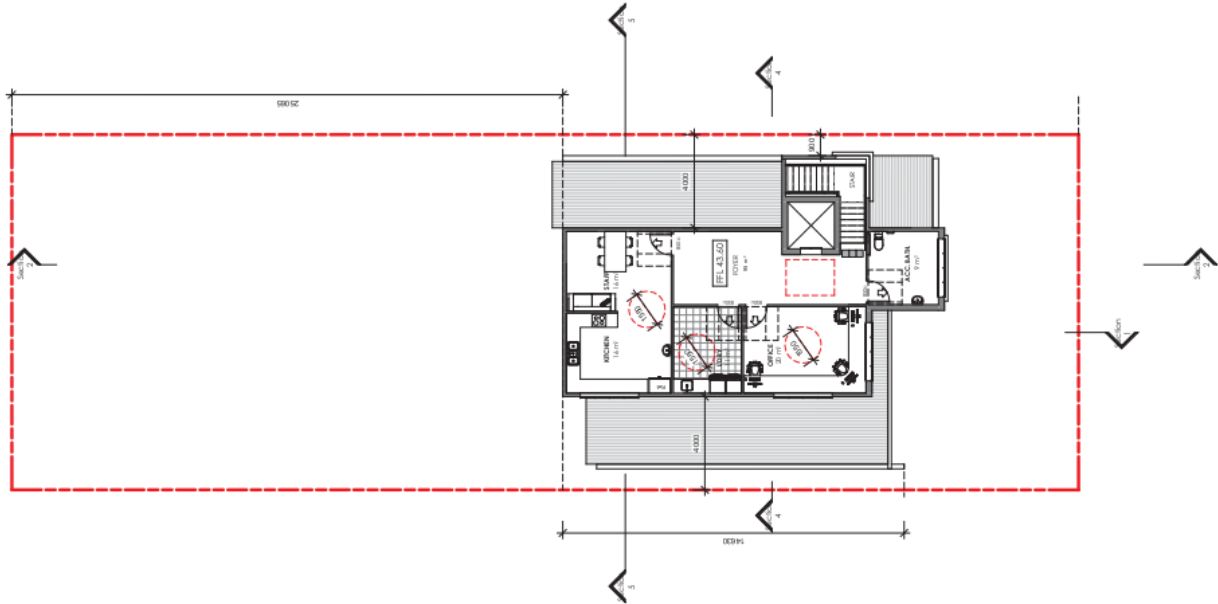




① Ground Floor
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	ASIA REG.	20/7/19	CB

[illegible]



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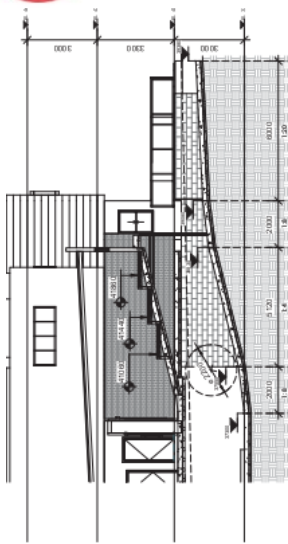
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CHECKED		
APPROVED		



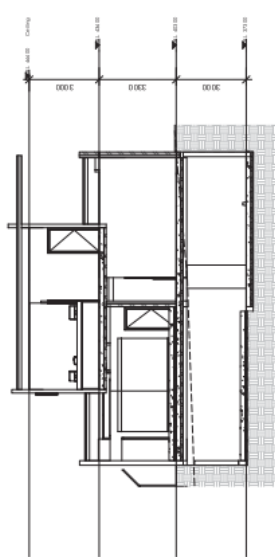
baini design

PROJECT TITLE PROPOSED CHILD CARE FACILITY 9 VERULIST STREET, SOUTH WENTWORTHVILLE NSW 214	
PROJECT NUMBER 19100	
PROJECT NAME 19100	
PROJECT ADDRESS 9 VERULIST STREET, SOUTH WENTWORTHVILLE NSW 214	
PROJECT DATE 04/02/19	
PROJECT SCALE 1: 100	
PROJECT CHECKER CB	

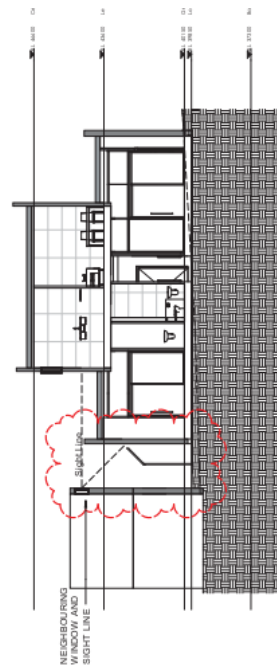
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Section 3
③ 1:100



Section 4
④ 1:100



Section 5
⑤ 1:100

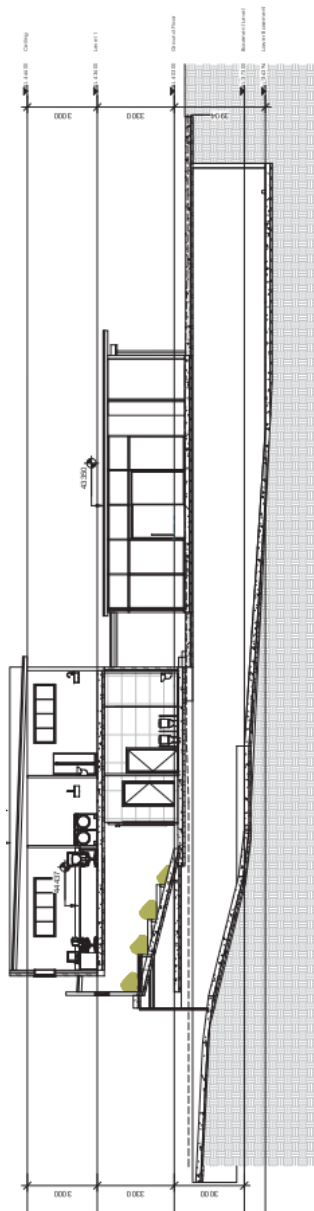
FOR DA APPROVAL

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BAINI DESIGN
ARCHITECTS
11 VERLE STREET
SOUTH WENTWORTHVILLE NSW 214
SYDNEY, AUSTRALIA
PHONE: 02 9611 1000
WWW.BAINIDESIGN.COM.AU

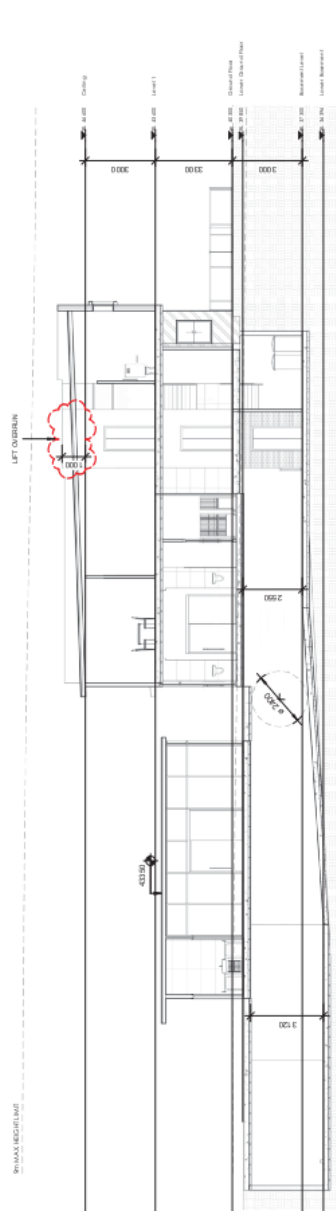
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PROJECT ADDRESS: 9 VERLE STREET, SOUTH WENTWORTHVILLE NSW 214
PROJECT NUMBER: 19100
DATE: 04/25/19
DRAWN BY: B
CHECKED BY: CA
SCALE: 1:100

BAINI DESIGN
CHILD-CARE SPECIALISTS

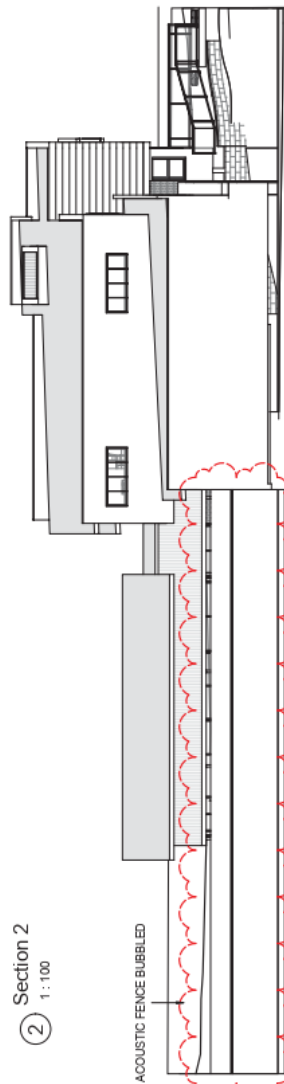
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Section 1
① 1:100



Section 2
② 1:100

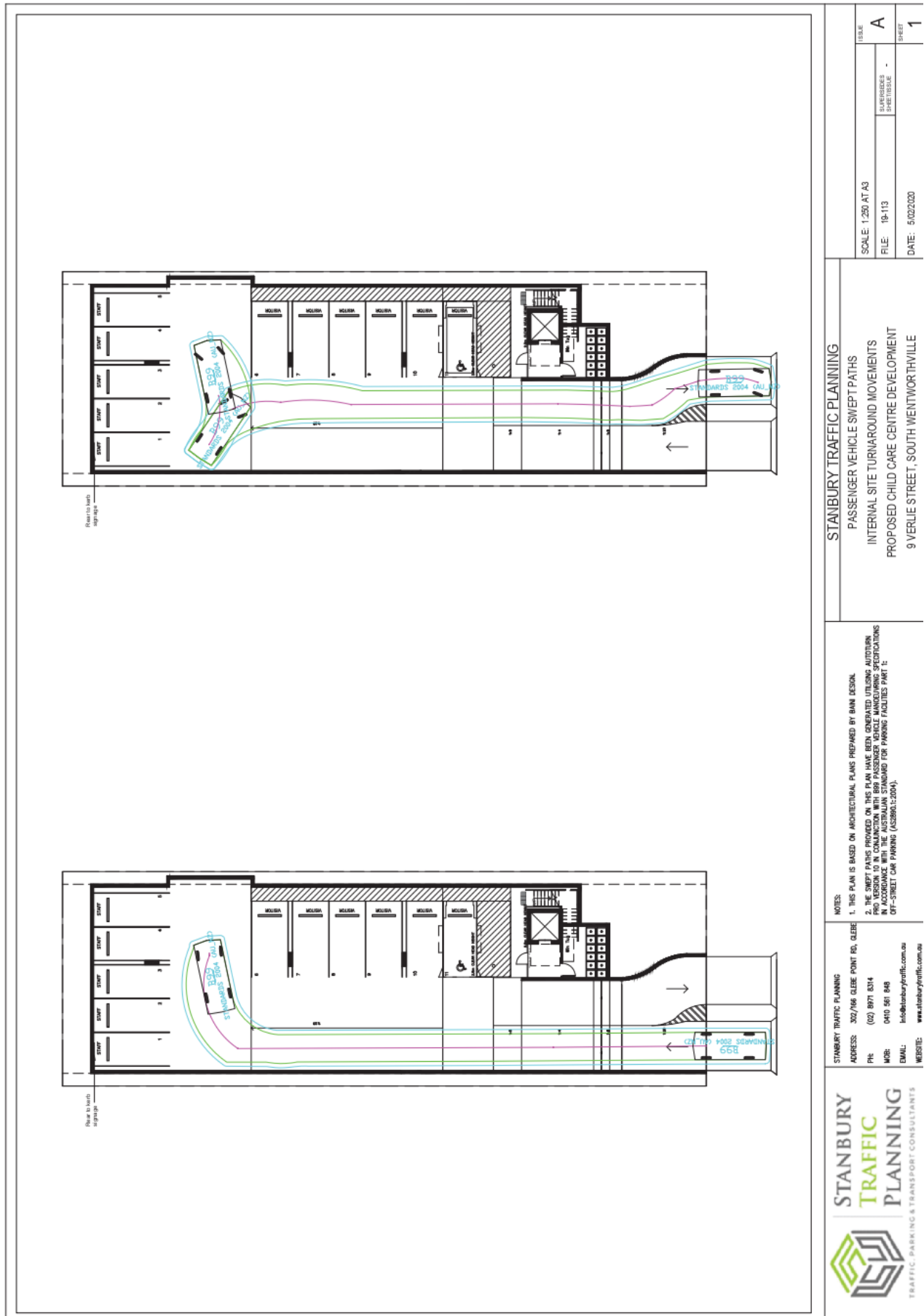


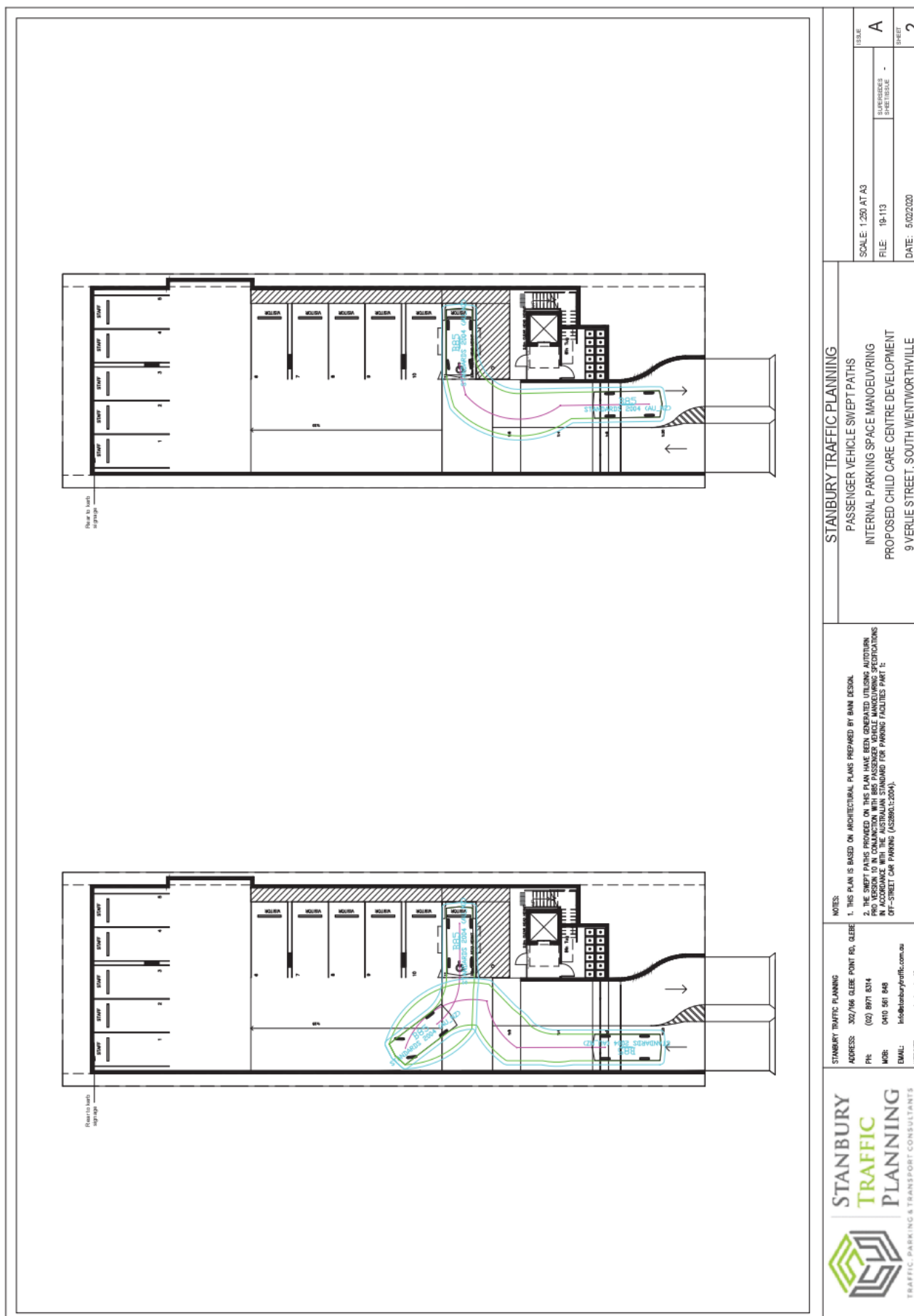
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THIS CAN BE SEEN THROUGH SECTION 5

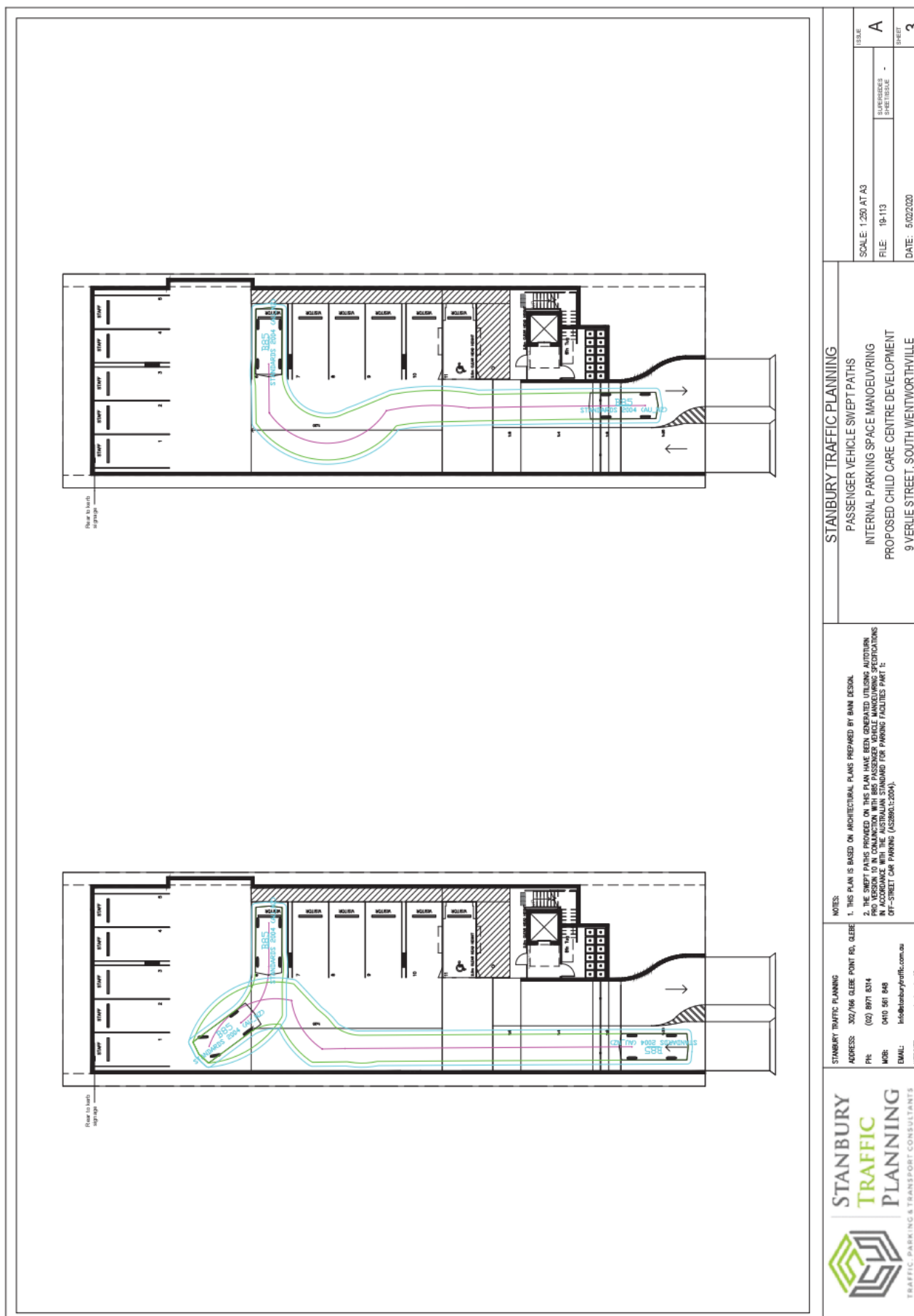
3D View.
⑤

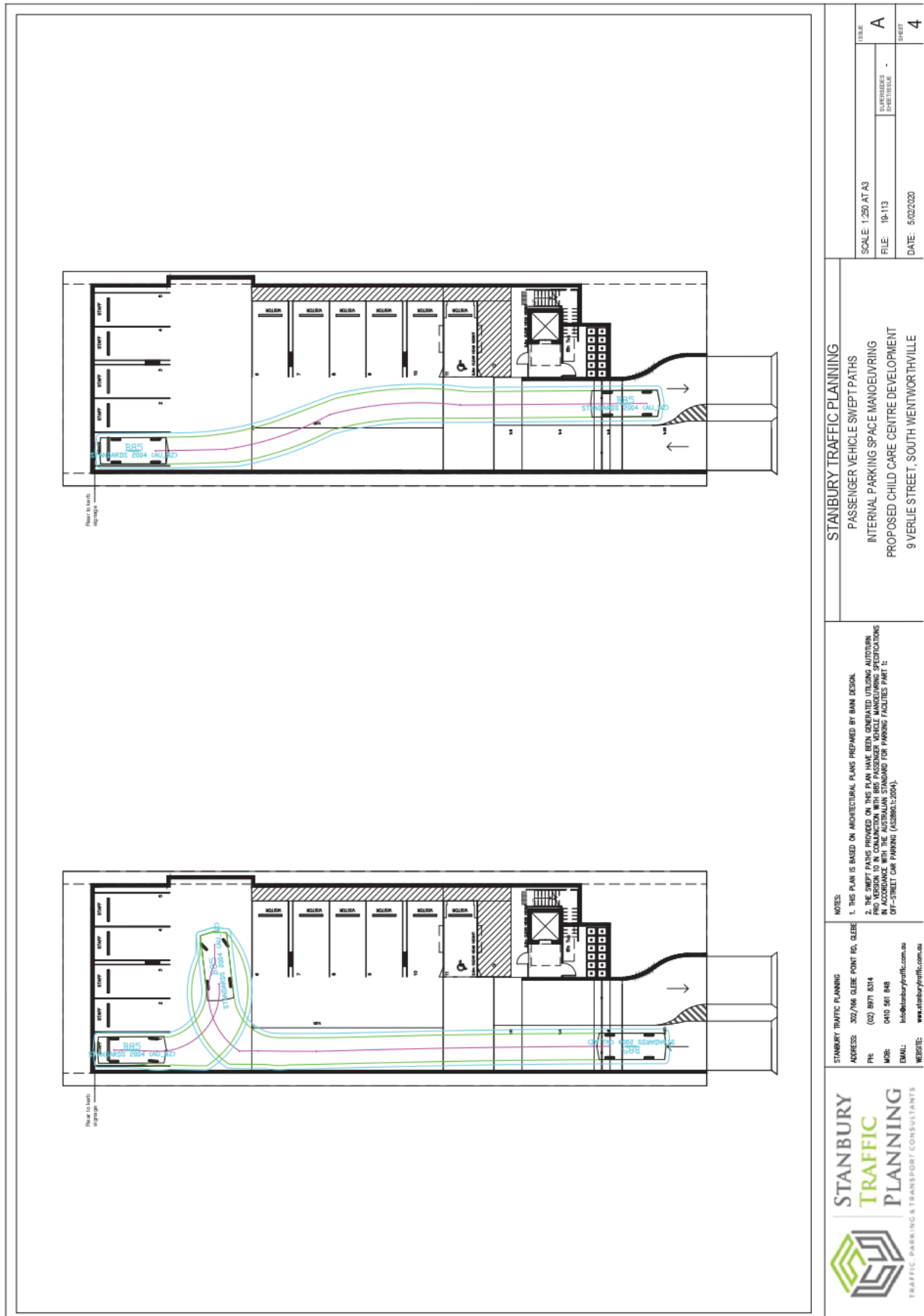
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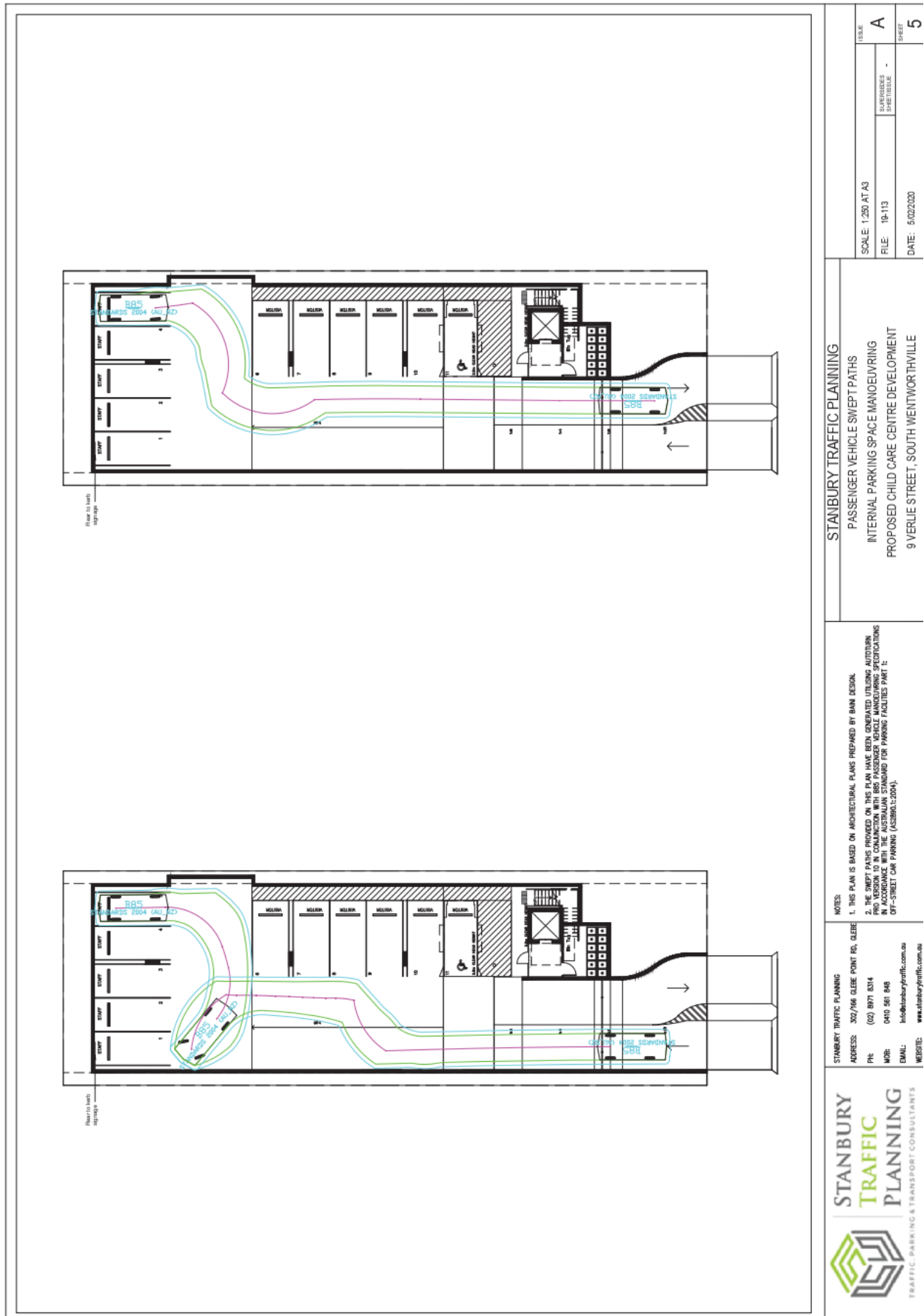
APPENDIX 2











APPENDIX 3

MOVEMENT SUMMARY

▽ Site: 101 [Coleman Street & Verlie Street]

Existing AM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Coleman Street South												
1	L2	13	5.0	0.264	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.9
2	T1	484	5.0	0.264	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		497	5.0	0.264	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Coleman Street North												
8	T1	358	5.0	0.266	0.9	LOS A	0.9	6.8	0.27	0.12	0.27	57.9
9	R2	77	5.0	0.266	8.3	LOS A	0.9	6.8	0.27	0.12	0.27	55.5
Approach		435	5.0	0.266	2.2	NA	0.9	6.8	0.27	0.12	0.27	57.5
West: Verlie Street												
10	L2	137	5.0	0.187	7.9	LOS A	0.7	5.2	0.53	0.75	0.53	51.3
12	R2	20	5.0	0.187	12.5	LOS A	0.7	5.2	0.53	0.75	0.53	50.8
Approach		157	5.0	0.187	8.4	LOS A	0.7	5.2	0.53	0.75	0.53	51.2
All Vehicles		1089	5.0	0.266	2.2	NA	0.9	6.8	0.18	0.16	0.18	57.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Tuesday, 30 July 2019 2:18:54 PM
Project: C:\Users\Morgan Stanbury\Google Drive\STP1\Stanbury Traffic Planning\SIDRA\2019\19-113\Existing AM.sip8

MOVEMENT SUMMARY

▽ Site: 101 [Coleman Street & Verlie Street]

Existing PM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Coleman Street South												
1	L2	28	5.0	0.184	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.7
2	T1	318	5.0	0.184	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		346	5.0	0.184	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.4
North: Coleman Street North												
8	T1	540	5.0	0.414	0.9	LOS A	2.1	15.4	0.30	0.15	0.35	57.6
9	R2	155	5.0	0.414	7.8	LOS A	2.1	15.4	0.30	0.15	0.35	55.2
Approach		695	5.0	0.414	2.5	NA	2.1	15.4	0.30	0.15	0.35	57.0
West: Verlie Street												
10	L2	74	5.0	0.102	6.8	LOS A	0.4	2.7	0.43	0.65	0.43	51.6
12	R2	14	5.0	0.102	14.2	LOS A	0.4	2.7	0.43	0.65	0.43	51.1
Approach		88	5.0	0.102	8.0	LOS A	0.4	2.7	0.43	0.65	0.43	51.5
All Vehicles		1129	5.0	0.414	2.3	NA	2.1	15.4	0.22	0.16	0.25	57.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX 4

MOVEMENT SUMMARY

▽ Site: 101 [Coleman Street & Verlie Street]

Projected AM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Coleman Street South												
1	L2	31	5.0	0.274	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.7
2	T1	484	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		515	5.0	0.274	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
North: Coleman Street North												
8	T1	358	5.0	0.283	1.2	LOS A	1.2	8.6	0.31	0.15	0.33	57.5
9	R2	92	5.0	0.283	8.6	LOS A	1.2	8.6	0.31	0.15	0.33	55.1
Approach		450	5.0	0.283	2.7	NA	1.2	8.6	0.31	0.15	0.33	57.0
West: Verlie Street												
10	L2	165	5.0	0.229	7.9	LOS A	0.9	6.5	0.54	0.76	0.54	51.2
12	R2	25	5.0	0.229	13.1	LOS A	0.9	6.5	0.54	0.76	0.54	50.7
Approach		190	5.0	0.229	8.6	LOS A	0.9	6.5	0.54	0.76	0.54	51.1
All Vehicles		1155	5.0	0.283	2.6	NA	1.2	8.6	0.21	0.20	0.22	57.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Wednesday, 11 March 2020 12:17:18 PM

Project: G:\My Drive\Stanbury Traffic Planning\SIDRA\2019\19-113\Projected AM.sip8

MOVEMENT SUMMARY

▽ Site: 101 [Coleman Street & Verlie Street]

Projected PM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Coleman Street South												
1	L2	32	5.0	0.186	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.6
2	T1	318	5.0	0.186	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		350	5.0	0.186	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
North: Coleman Street North												
8	T1	540	5.0	0.431	1.1	LOS A	2.4	17.9	0.33	0.17	0.39	57.3
9	R2	174	5.0	0.431	7.9	LOS A	2.4	17.9	0.33	0.17	0.39	55.0
Approach		714	5.0	0.431	2.8	NA	2.4	17.9	0.33	0.17	0.39	56.8
West: Verlie Street												
10	L2	99	5.0	0.136	6.8	LOS A	0.5	3.7	0.44	0.66	0.44	51.5
12	R2	18	5.0	0.136	14.9	LOS B	0.5	3.7	0.44	0.66	0.44	51.0
Approach		117	5.0	0.136	8.1	LOS A	0.5	3.7	0.44	0.66	0.44	51.5
All Vehicles		1181	5.0	0.431	2.6	NA	2.4	17.9	0.24	0.19	0.28	56.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Wednesday, 11 March 2020 12:19:01 PM

Project: G:\My Drive\Stanbury Traffic Planning\SIDRA\2019\19-113\Projected PM.sip8

DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 4
Submissions

3/2/2020

Petition**To the councillor of Cumberland council of New South Wales**

The Petition of residents of Verlie Street in South Wentworthville.

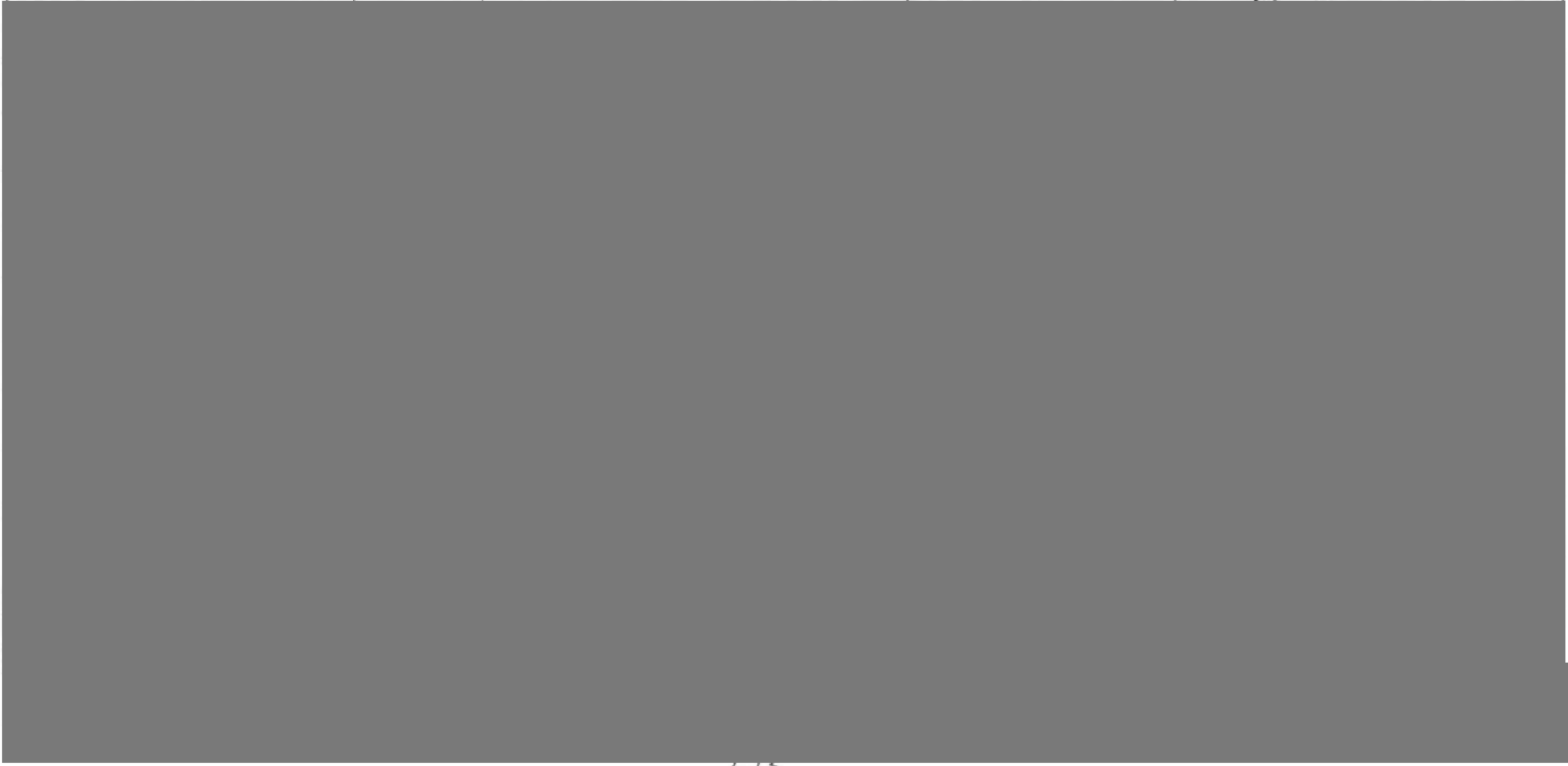
Bring to the attention of the councillor our strong opposition to Development Application DA 2019/368 which applies to build a child care centre on the premise of 9 Verlie Street.

We strongly oppose this Development Application because:

1. It disregards the fact that another development application, DA 2018/357/1, to build a childcare centre on the premise located at 24 Verlie Street was granted deferred commencement in June last year and that the development work has not started yet.
2. The assessments of traffic flow, street parking and environmental noise impact as conducted by developer of the proposed childcare centre are based on current environmental and road conditions that there is no childcare centre operating yet on Verlie Street. Until after the first childcare centre (in point 1) is completed and operational, and provided the developer of the proposed childcare centre then conducts another round of assessments, the current data measured and projected in their assessment reports cannot be used to justify this development at this point of time.
3. Verlie Street is single lane, 10 meters wide, bidirectional and has no centre line. It is relatively short, about 300 meters from one end of the street to the other end. It has a 50 kph speed limit but it has no speed humps. Speed driving is not unusual on this street. Due to increasing number of new developments and population growth on both sides of the street, residents don't have enough car park and often park their cars on the street. The proposed childcare centre is located about 100 meters away from the first childcare centre and they are on the same street. We have a genuine concern of traffic congestion & safety, contention of street parking and increase in environmental noise produced as a result of putting these two childcare centres of close proximity to each other on the same street.
4. The NSW Child care planning 2017 document and the Holroyd Development Control Planning 2013 document do not have a ruling for proximity between two childcare centres on the same street, neither do they provide for any guidelines to developers who plan to develop new childcare centre on a street which already has another childcare centre operating or already has another new childcare centre under construction. As current statistic shows, there is no precedence of two childcare centres built on the same street found in South Wentworthville, Hilltop and Merrylands. We suggest the council and state government review their current child care centre control planning guidelines and make suitable changes to address above concern. Until then, we request this development application be rejected.

1/3

The undersigned petitioners therefore respectfully request the councillor reject this Development Application DA 2019/368

Name	Street Number	Email Addr	Mobile Number	Signature
				

4/5

The undersigned petitioners therefore respectfully request the councillor reject this Development Application DA 2019/368

Name	Street Number	Email Addr	Mobile Number	Signature


3/3


Olivia Yana

From: 
Sent: 
To: Records Department
Cc: Olivia Yana
Subject: Submission (public) DA 2019/368/1 DA's 9 verlie street south Wentworthville nsw 2145

Dear Dania Elasi,

Concerns regarding the construction of a two storey 42 place child care centre at 9 verlie street south Wentworthville nsw 2145.

My name is  south Wentworthville. I just heard about this DA therefore I am writing this letter because I am not happy and I also concerning regarding of this development. If I am not wrong I just know that no.24 verlie street south Wentworthville is already approved for 35 place child care centre, so to have 2 childcare centre on the same street, it gonna be too much crowded and too much noise plus it not safe for the kids and would be result in detrimental traffic issues in verlie street. I am concerning about the speeding that already resulted with road side accident in front of property no. 7/8/9/10 of verlie street. And sometime not enough space for residents parking.

Unfortunately the addition of a child care centre at this address will increase the traffic, please I hope you can make our street safe again not be at greater risk for our future kids.

Best regards,





Olivia Yana

From: 
Sent:
To: Records Department
Cc: Olivia Yana
Subject: Submission (public): DA- 2019/368/1 9 verlie street south Wentworthville


Dear Dania Elassi,

Concerns regarding the construction of a two storey 42 place child care centre at 9 verlie street south Wentworthville nsw 2145.

I am  south Wentworthville. I am writing this letter because I am not happy and I also concerning regarding of this development. I have live I this street more than 10 years, and it have always been a nice and quiet and safe street that I am happy to live in, however thing change and I am concerning about the speeding that already result with road side accident in front of my property no. 7 and other no. 8/9/10 of verlie street. And sometime not enough space for residents parking. On top of that as you already know that no.24 verlie street south Wentworthville is already approved for 35 place child care centre and to have 2 childcare centre on the same street, it gonna be too much crowded and too much noice plus it not safe for the kids and would be result in detrimental traffic issues in verlie street.

Unfortunately the addition of a child care centre at this address will increase the traffic, please I hope you can make our street safe again not be at greater risk for our future kids.

Best regards,




Olivia Yana**From:****Sent:****To:****Subject:**

Records Department

Comment on application DA-368/2019 SOUTH WENTWORTHVILLE

For the attention of the General Manager / Planning Manager / Planning Department

Application DA-368/2019 SOUTH WENTWORTHVILLE
Address 9 Verlie Street, South Wentworthville NSW 2145
Description Child Care Centres (DRAFT)
Name of commenter
Address of commenter
Email of commenter

Comment

To whom it may concern,

I agree that there is already an oversupply of child care centres in this vicinity who have been pre-existing for many years in less than 1 km of this application.

Traffic is already an absolute nightmare on Verlie street, struggling to get past vehicles parked on both sides of the road for the entirety of the day, having to carefully pull over and wait for vehicles coming the opposite direction to pass.

Most of the population of this area are elderly and the demographic does not meet the requirements of another child care in the area.

I would like to see this application get declined to be approved as use for a child care Centre.

This comment was submitted via PlanningAlerts, a free service run by the [OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)




Olivia Yana**From:** **Sent:**

Saturday, 28 September 2019 10:08 PM




To:

Records Department

Subject:

Comment on application DA-368/2019 SOUTH WENTWORTHVILLE

For the attention of the General Manager / Planning Manager / Planning Department

Application DA-368/2019 SOUTH WENTWORTHVILLE
Address 9 Verlie Street, South Wentworthville NSW 2145
Description Child Care Centres (DRAFT)
Name of commenter 
Address of commenter 
Email of commenter 

Comment

There are already multiple childcare centres in very close proximity to this address. Another childcare is not needed in the area. There is an oversupply already.

Another service will add to traffic congestion especially as it is not a corner block and also be disturbing to neighbours who are living in the quiet street.

Please do not allow this to go ahead.


This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)




Olivia Yana

From: 
Sent: 
To: Records Department
Subject: Submission (public): DA-368/2019 SOUTH WENTWORTHVILLE - DA's - 9 Verlie ST, SOUTH WENTWORTHVILLE NSW 2145

Concerns regarding the construction of a two storey 42 place child care centre at 9 Verlie Street, South Wentworthville.

As owner and resident  th Wentworthville I have concerns regarding this development. I have previously written about the unsafe speeding in Verlie Street (in late 2018) which resulted a parked vehicle being hit (in the previous year three parked vehicles were also hit). I was informed that as there wasn't enough police data about incidences that nothing could be done. A few months ago another two parked cars were hit.

All of the vehicles have been hit in the same location - outside number 7&9 and 8&10 Verlie Street. There was almost another car accident on Friday as a speeding car was driving up Verlie Street towards Coleman Street and a vehicle was leaving a driveway at number 6.

Verlie Street is a thoroughfare into South Wentworthville and the traffic is pretty constant at peak times of the day. I have great concerns about the safety of residents already and to add a 42 place child care centre into the street on top of the already conditionally approved 35 place child care centre to be developed at 24 Verlie Street is unsafe and would result in detrimental traffic issues in Verlie Street.

Unfortunately the addition of a child care centre at this address will increase the traffic and unless something is done about the speeding, people's lives will be at a greater risk.

Kind regards


Sent from my iPhone

[REDACTED]

Olivia Yana

From: [REDACTED]
Sent: [REDACTED]
To: Records Department
Subject: Application MOD2019/5281

Dear Sir/Madam

We currently own [REDACTED] and have leased tenants at both addresses.

Our tenants have expressed concern over the traffic in Verlie Street, especially with the building of childcare at 24 and 9 Verlie Street.

We believe an increase in number of children at 24 will be detrimental to the residents and an added risk to children in the area with more vehicles in the street.


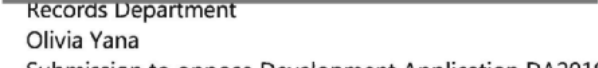
We also believe two child care centres in the same street, so close together is a great concern and presents a traffic issue that will result in less street parking, more cars using the street, adding to the thoroughfare traffic and the increased business activity will create greater traffic issues.

We do not believe there should be an increase in children numbers at 24 Verlie Street, let alone two childcare centres so close together.

Kind regards

[REDACTED]
[REDACTED]


Olivia Yana

From: 
Sent: 
To: Records Department
Cc: Olivia Yana
Subject: Submission to oppose Development Application DA2019/3681/1 to develop a childcare centre on 9 Verlie Street South Wentworthville

Dear Sir

I am in opposition to another childcare centre being built in our street, Verlie Street South Wentworthville.

A second childcare centre will greatly impact on traffic flow as Verlie Street is the bypass from Great Western Hwy and the M4 for commuters travelling to and from South Wentworthville to Greystanes and other suburbs.

Parking will also be an issue as Verlie Street is gradually becoming a street of duplexes and that has greatly impacted available street parking. A second childcare centre will make parking impossible.

Kind regards



Sent from my iPad

Olivia Yana

From: [REDACTED]
Sent: Friday, 3 February 2020 2:14 PM
To: Records Department
Cc: Olivia Yana
Subject: Re: Submission to oppose Development Application DA 2019/368/1 to develop a childcare centre on 9 Verlie Street South Wentworthville

Importance: High

Hi Cumberland Council, Olivia Yana,

I would like to submit another reason in regard of opposition of 9 Verlie street development.

90% drivers are not follow the speed limit on the street, and there are not any safety infrastructure, which raise a big safety risk for local residents. Not even mention for children, if the childcare centres put on.

Since 2013 we moved in, we have notice 90% of people speeding on this street. The local people have raised with council a lot of times about people careless driving on the street, however, there is not one safety infrastructure has been put on. Also because this street is the first main street when cars drive off the M4, during the peak hour, you can see a lot of cars driving and speeding on the street, plus Verlie street is an up and down hill street, people are speeding up very easily and quickly. If the council is not willing to improve the safety condition of the street, this street would be a huge threat for any local residents and business.

Your urgent attention is much appreciated.

Kind Regards

[REDACTED]

To: council@cumberland.nsw.gov.au <council@cumberland.nsw.gov.au>
Cc: Olivia.Yana@cumberland.nsw.gov.au <Olivia.Yana@cumberland.nsw.gov.au>
Subject: Submission to oppose Development Application DA 2019/368/1 to develop a childcare centre on 9 Verlie Street South Wentworthville

Hi Cumberland Council, Olivia Yana,

I am the owner [REDACTED] m writing this email is in regard of opposition of 9 Verlie street development.

The development is a huge safety hazards for local residents street car packing. There is not enough capacity for extra traffic flow on Verlie Street.

Olivia Yana

From: [REDACTED]
Sent: [REDACTED]
To: Records Department
Cc: Olivia Yana
Subject: Re: Submission to oppose Development Application DA 2019/368/1 to develop a childcare centre on 9 Verlie Street South Wentworthville
Importance: High

Hi Cumberland Council, Olivia Yana,

I would like to submit another reason in regard of opposition of 9 Verlie street development.

This street will be a heavy traffic, noise, parking hazards with two childcare centers only 100 meters away.

24 Verlie street **Street South Wentworthville, has been approved to build a childcare center.**

If another center approved again, will be too much traffic, too much noise, and not enough parking for local or childcare center.

Your urgent attention is much appreciated.

Kind Regards

[REDACTED]

To: council@cumberland.nsw.gov.au <council@cumberland.nsw.gov.au>
Cc: Olivia.Yana@cumberland.nsw.gov.au <Olivia.Yana@cumberland.nsw.gov.au>
Subject: Re: Submission to oppose Development Application DA 2019/368/1 to develop a childcare centre on 9 Verlie Street South Wentworthville

Hi Cumberland Council, Olivia Yana,

I would like to submit another reason in regard of opposition of 9 Verlie street development.

90% drivers are not follow the speed limit on the street, and there are not any safety infrastructure, which raise a big safety risk for local residents. Not even mention for children, if the childcare centres put on.

Since 2013 we moved in, we have notice 90% of people speeding on this street. The local people have raised with council a lot of times about people careless driving on the street, however, there is not one safety infrastructure has been put on. Also because this street is the first main street when cars drive off the M4, during the peak hour, you can see a lot of cars driving and speeding on the street, plus Verlie street is an up and down hill street, people are speeding up very easily and quickly.

If the council is not willing to improve the safety condition of the street, this street would be a huge threat for any local residents and business.


Olivia Yana

From:
Sent:
To:
Cc:
Subject:


DA 2019/368 9 Verlie Street Wentworthville

Since Olivia is on leave until 6th November. Forwarding this email to council address.

Hi Olivia,

Thank you for your time early last week on 22/10, Tuesday.

As discussed with you, we have mentioned our concerns for the DA: 2019/368/1, which is going to be constructed beside our house.

1. Any damage to our property 11 Verlie street.

As mentioned by you an officer must provide photos of our property before construction and compare with after construction photos. Inspection needs to be done at regular intervals to make sure no structural damage to our property.

2. Rubbish and waste management during construction.

We are requesting for appropriate rubbish/waste and debris management during construction/demolition of 9 Verlie street South Wentworthville.

Please remove the rubbish/waste and any other construction related things from 11 Verlie street South Wentworthville on regular basis. Please take the responsibility of cleaning and wiping off dirt/paint/cement on the common fence and our property 11 Verlie street during construction and demolition.

3. Trespassing our property 11 Verlie street.

In the past, we have experienced people trespassing in our property from 9 Verlie street when no one was living at 9 Verlie street.

Please make sure while construction workers don't trespass our property.

4. Windows Height:

Looking at the windows on the west side elevation, we have a concern about the height of the window. For our privacy please make sure high-level windows are built which are not ruling out our bedroom privacy.

5. Construction Hours.


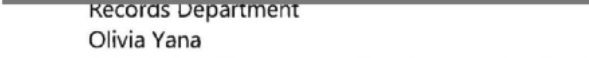
As it is residential area please restrict the construction hours according to NSW construction policies and regulations.

6. Driveway parking.

We can understand that during construction parking will be a problem. Please take care of not blocking our driveway.

We congratulate the owner and their decision to construct a new property at 9 Verlie street. We are willing to help and co-operate in the situations when required.


Olivia Yana

From: 
Sent: 
To: Records Department
Cc: Olivia Yana
Subject: Submission #1 to oppose Development Application DA 2019/368/1 - to develop a childcare centre on 9 Verlie Street South Wentworthville

Dear Council Officer,

I am writing to oppose the development application on the ground that a previous application, DA 2018/357/1 to build a childcare centre on the same street has already been granted deferred commencement last year meaning that the current proposed development would be the second childcare centre on Verlie Street should it be approved by the council. Has the State government and council investigated the likelihood of oversupply of childcare places in this area and in this case, two childcare centres on same street?

Referring to the 2020 Child Care Directory in Holroyd Council area, currently there are about 5+ childcare centres within 1 Km radius from Verlie Street and there are about 10+ childcare centres within 2 Km radius from Verlie Street. Is there any real need to have two childcare centres on Verlie Street?

According to a research done by the Australian Childcare Alliance (ACA) in 2018, it said:

###

The early learning sector has observed the issue of oversupply becoming more and more of a problem in recent years.

With few barriers to entry for new or existing providers to set up new centres, the saturation of childcare centres in certain geographic areas has led to many services experiencing lower utilisation or being squeezed out of business.

If not addressed, oversupply will lead to increased costs for families and may impact on the quality of services in local communities.

However with the right policies in place, we can ensure a sustainable early learning sector that continues to provide families with affordable high quality early learning services, thus giving Australia's youngest generation the best start in life.

<https://childcarealliance.org.au/news/179-australia-s-media-is-starting-to-listen-to-the-growing-oversupply-issue>

###

I hereby urge the council to reject the proposed development because it will most likely create an oversupply situation, increasing costs for families and may impact on the quality of services in the local communities.

Kind regards,




Olivia Yana**From:****Sent:****To:****Cc:****Subject:**

Records Department

Olivia Yana

Submission #2 to oppose Development Application DA 2019/368/1 - to develop a childcare centre on 9 Verlie Street South Wentworthville

Dear Council Officer,

I am against development application, DA 2019/368 , to build a childcare centre on 9 Verlie Street. Reason is because a previous development application DA 2018/357/1 to build a childcare centre on 24 Verlie Street was approved last year and construction hasn't even started yet. The subject DA/2019/368 , if approved, will become the second childcare centre on the same street. I have a real concern that street parking is not enough to meet the needs of parents who drop off their kids to the centre during morning peak hours between 7:00am and 10:00am, particularly on the weekly council garbage collection day.

It is understandable that parents who drop off their kids to the childcare centre will most likely park their cars on the kerbside because there are not enough car parks inside the centre, and it takes them too much time to drive down the basement car park and makes its way back to the front street. With two childcare centres on same street, parents will contend for street parking leaving no space for local residents. Exactly how long the parents park their cars on the street really depend on how far the parked car is from the centre and how many kids they carry with them, roughly from 15 minutes to half an hour.

I don't think it is the objective of the council to build more childcare centres at the expense of causing inconvenience to local residents who normally park their cars on the street as they always do.

I hereby ask the council to reject the proposed development DA/2019/ 368.



Kind regards,



Kind regards,




Olivia Yana

From: 
Sent: 
To: Records Department
Cc: Olivia Yana
Subject: Submission #3 to oppose Development Application DA 2019/368/1 - to develop a childcare centre on 9 Verlie Street South Wentworthville

Dear Council Officer,

The development application, DA 2019/368 , to build a childcare centre on 9 Verlie Street is bad for road users and pedestrians on Verlie Street particularly on the weekly council garbage collection day between 7:00am and 10:00am. Bear in mind that there was another childcare centre development application DA 2018/357/1 on 24 Verlie Street already approved last year and the construction has not yet started.

For people who are not from this area, Verlie Street is heavily used by commuters to go between Parramatta and Greystanes. It is bordered on one end by Coleman Street, there are 3 ways cars come through to Verlie Street from the east, via M4 onramp, from Great Western Highway and from Hilltop Road. These 3 routes present the huge volume of traffic flow into Verlie Street westbound heading towards Greystanes. The other end of Verlie Street is bordered by Frances Street, there are only 2 ways cars come through to Verlie Street from the west, via Hamilton Street and Hilltop Road. These 2 routes present relatively less traffic flow into Verlie Street eastbound heading towards Parramatta. Verlie Street is 10 meters wide, single lane, bidirectional and has a speed limit of 50K but no speed humps. The T junction between Verlie and Coleman Street is always a point of congestion during morning traffic hours.

With two childcare centres in place on the same street, they will worsen congestion on Verlie Street during morning peak hours particularly on weekly council garbage collection day which normally happens between 7 and 10am.

I ask the council to review not just the impact this proposed development will cause to traffic, pedestrian safety, parking, noise and other environmental factors but the overall impact arising from two childcare centres operating on the same street. As a long time of resident of Verlie street, and from what I have seen and heard so far, I strongly suggest the council to reject the subject development application.

Kind regards,



DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 5
Locality Map



Locality Map - 9 Verlie Street South Wentworthville

DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 6

Appendix A - SEPP (Education &
Child Care Facilities) 2017

APPENDIX A

State Environmental Planning Policy (Educational Establishments & Child Care Facilities) 2017

The subject Development Application falls under Part 3 of the SEPP, entitled *Early education and care facilities—specific development controls*. An assessment against the relevant clauses of the SEPP is provided in the table below:

Part 3 Early education and care facilities—specific development controls

Standard	Required/Permitted	Provided	Compliance
Notes	<p>Note 1. A service approval is required to operate an early education and care facility that is an education and care service to which the Children (Education and Care Services) National Law (NSW) applies or a State regulated education and care service to which the Children (Education and Care Services) Supplementary Provisions Act 2011 applies. Approved services are subject to various operational requirements under that legislation, including requirements for the physical environment of the approved service.</p> <p>Note 2. Complying development controls specifically for school-based child care are provided for in clause 40.</p>	A service approval from the NSW Dept. of Education (DEC) is required to be obtained by the operator. To be conditioned.	To condition
22 Centre-based child care facility—concurrence of Regulatory Authority required for certain development	<p>(1) This clause applies to development for the purpose of a centre-based child care facility if:</p> <p>(a) the floor area of the building or place does not comply with regulation 107 (indoor unencumbered space requirements) of the Education and Care Services National Regulations, or</p> <p>(b) the outdoor space requirements for the building or place do not comply with regulation 108 (outdoor unencumbered space requirements) of those Regulations.</p> <p>(2) The consent authority must not grant development consent to development to which this clause applies except with the concurrence of the Regulatory Authority.</p>	<p>The proposed development complies with Clause 107 of the National Regulations.</p> <p>The proposed development complies with Clause 108 of the National Regulations.</p> <p>Noted</p>	<p>Yes</p> <p>Yes – subject to conditions</p> <p>Noted</p>
23 Centre-based child care facility—matters for consideration by consent authorities	Before determining a development application for development for the purpose of a centre-based child care facility, the consent authority must take into consideration any applicable provisions of the <i>Child Care Planning Guideline</i> , in relation to the proposed development.	Refer to assessment contained at Appendix D.	Refer to Appendix D
25 Centre-based child care facility—non-discretionary	(1) The object of this clause is to identify development standards for particular matters relating to a centre-based child care facility that, if complied with, prevent the consent authority from		

development standards	<p>requiring more onerous standards for those matters.</p> <p>(2) The following are non-discretionary development standards for the purposes of section 79C (2) and (3) of the Act in relation to the carrying out of development for the purposes of a centre-based child care facility:</p> <p>(a) location—the development may be located at any distance from an existing or proposed early education and care facility,</p> <p>(b) indoor or outdoor space</p> <p>(i) for development to which regulation 107 (indoor unencumbered space requirements) or 108 (outdoor unencumbered space requirements) of the Education and Care Services National Regulations applies—the unencumbered area of indoor space and the unencumbered area of outdoor space for the development complies with the requirements of those regulations, or</p> <p>(ii) for development to which clause 28 (unencumbered indoor space and useable outdoor play space) of the Children (Education and Care Services) Supplementary Provisions Regulation 2012 applies—the development complies with the indoor space requirements or the useable outdoor play space requirements in that clause,</p> <p>(c) site area and site dimensions—the development may be located on a site of any size and have any length of street frontage or any allotment depth,</p> <p>(d) colour of building materials or shade structures—the development may be of any colour or colour scheme unless it is a State or local heritage item or in a heritage conservation area.</p> <p>(3) To remove doubt, this clause does not prevent a consent authority from:</p> <p>(a) refusing a development application</p>	<p>Noted</p> <p>The proposed development complies with Clause 107 of the National Regulations.</p> <p>The proposed development complies with Clause 108 of the National Regulations.</p> <p>The proposed development complies with Clause 28(2) of the Supplementary Provisions Regulation.</p> <p>The proposed development complies with Clause 28(4) of the Supplementary Provisions Regulation.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>Noted</p> <p>Yes</p> <p>Yes – subject to conditions</p> <p>Yes</p> <p>Yes</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
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	<p>in relation to a matter not specified in subclause (2), or</p> <p>(b) granting development consent even though any standard specified in subclause (2) is not complied with.</p>		
<p>26 Centre-based child care facility—development control plans</p>	<p>(1) A provision of a development control plan that specifies a requirement, standard or control in relation to any of the following matters (including by reference to ages, age ratios, groupings, numbers or the like, of children) does not apply to development for the purpose of a centre-based child care facility:</p> <p>(a) operational or management plans or arrangements (including hours of operation),</p> <p>(b) demonstrated need or demand for child care services,</p> <p>(c) proximity of facility to other early education and care facilities,</p> <p>(d) any matter relating to development for the purpose of a centre-based child care facility contained in:</p> <p>(i) the design principles set out in Part 2 of the <i>Child Care Planning Guideline</i>, or</p> <p>(ii) the matters for consideration set out in Part 3 or the regulatory requirements set out in Part 4 of that Guideline (other than those concerning building height, side and rear setbacks or car parking rates).</p> <p>(2) This clause applies regardless of when the development control plan was made.</p>	Noted	Noted

Consideration of the relevant requirements of the Child Care Planning Guideline is provided at Appendix D to this report.

DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 7

Appendix B - Holroyd Local
Environmental Plan 2013

APPENDIX B

Holroyd Local Environmental Plan 2013

The proposed development is defined as a 'centre based child care facility' under the provisions of Holroyd LEP 2013. Child care facilities are a permissible land use with consent under the R3 – Medium Density Residential zoning applying to the land under Holroyd LEP 2013.

A summary of the relevant provisions applicable to the Application is provided in the following table.

Clause	Standard	Comment	Comply?		
			Yes	No	N/A
Part 2 Permitted or prohibited development					
	Zone R3 - Medium Density Residential Objectives of zone <ul style="list-style-type: none">• To provide for the housing needs of the community within a medium density residential environment.• To provide a variety of housing types within a medium density residential environment.• To enable other land uses that provide facilities or services to meet the day to day needs of residents.	The proposed child care centre is considered to be consistent with the objectives of the zone as it provides a service that meets the day to day needs of residents.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Permissible Uses/Development	A childcare centre is a permissible form of development within the R3 – Medium Density Residential Zone, and requires the consent of Council.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.7	Demolition requires consent	Demolition is sought as part of this application.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Part 4 Principal development standards					
4.3	Height of Buildings 9 metres	The overall height of the existing building is 8m, as measured from natural ground level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Floor Space Ratio 0.7:1	Site Area: 696.8m ² Maximum FSR: 0.7:1 Maximum GFA: 487.76m ² Provided: 344.3m² (0.49:1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6	Exceptions to development standards	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Part 5 Miscellaneous provisions					
5.9	Repealed				
5.10	Heritage conservation	There are no heritage items in the immediate vicinity that would be impacted as a result of the proposal.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Part 6 Additional local provisions					
6.1	Acid Sulfate Soils	The site is not affected by potential acid sulfate soils.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.4/6.7	Flood planning and Stormwater Management	The site is not flood affected. The stormwater plans were	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Clause	Standard	Comment	Comply?		
			Yes	No	N/A
		reviewed by Council's Development Engineer who raised no objection, subject to conditions.			
6.5	Terrestrial Biodiversity	The site is not identified as being affected by biodiversity.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.7	Riparian land and watercourses	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.8	Salinity	The site is located on lands identified as being affected by moderate salinity potential. Standard conditions have been included within the Draft Notice of Determination.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 8

Appendix C - Holroyd
Development Control Plan 2013

APPENDIX C

Holroyd Development Control Plan 2013

The relevant objectives and provisions of Holroyd Development Control Plan 2013 have been considered in the following assessment table:

No.	Clause	Comment	Yes	No	N/A
PART A – GENERAL CONTROLS					
2	Roads and Access				
2.4	Access: Vehicular Crossings, Splay Corners, Kerb & Guttering				
	VC to be reconstructed if in poor condition, damaged or design doesn't comply.	Existing VC to be demolished and 2 separated VCs with 1.2m width median are proposed to be constructed. Council's Development Engineer has reviewed this arrangement with no objections.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc.	There are no services that would be affected by the proposed driveway. The proposed existing street tree to be removed has been reviewed by Council's Tree Management section and supported subject to condition.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Corner sites VC to be min. 6m from the tangent point.	Not Applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Corner sites require 3m x 3m (residential) and 4m x 4m (commercial) splay corner to be dedicated.	Not Applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.7	Road Widening	Not Applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Car Parking				
3.1	Minimum Parking Spaces				
	1 per 4 children, applies to R3 Medium Density Residential zone With the reduction of children to 40: No of children – 40/4 = 10 Total Required: 10 spaces	11 car parking spaces provided within basement level with the following ratio. Staff = 5 spaces Visitor = 6 spaces Condition is to be imposed to ensure the car parking spaces allocation is 10 spaces for visitor parking. To be conditioned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Car Parking, Dimensions & Gradient				
	- Min. clear length 5.5m (5.4m AS2890.1-2004). - Min. clear width 2.4m for open space; 3m for between walls. - Min. clearance height 2.3m.	The application was referred to Council's Traffic Engineer, who raised no objections subject to conditions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	Access, Maneuvering and Layout				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	The proposed driveway is 1.1m from the eastern side boundary which is less than what is required. Setback shortfall of 0.4m is considered acceptable given that the proposed width of the separate driveways which will ensure safe vehicular movement while entering and exiting the subject site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
3.6	Parking for the Disabled				
	2 spaces per 100 spaces up to 400, and 1 per 100 thereafter, or part thereof.	1 accessible car parking space provided. Given the relatively low number of parking spaces in total this has been considered acceptable by Council's Traffic Engineer.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Tree and Landscape Works	Council's Tree Management Officer has assessed the submitted plans and documentation and advised the proposal is acceptable, subject to conditions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Biodiversity	The land is not environmentally sensitive land and is not zoned E2 Environmental Conservation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1	Retaining Walls	Retaining walls are associated with the basement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.3	Erosion and Sediment Control Plan	The applicant has submitted an erosion and sediment control plan which is satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Stormwater Management	The application was referred to Council's Development Engineer, who raised no objection, subject to conditions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Flood Prone Land	The site is not affected by flooding.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Managing External Road Noise and Vibration	The site is not affected by road or rail noise.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Safety and Security	The design is considered to be satisfactory from a safety and security perspective. A satisfactory level of passive surveillance to Verlie Street is provided. The proposed treatment of the front setback areas allows visibility and discourages concealment, whilst front landscaping provides an appropriate demarcation of public and private space.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Waste Management	Waste Management Plan submitted and considered satisfactory. The development proposes a private collection. The application was referred to Council's Waste Management Section and no objection was raised to the proposed waste management arrangements.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PART B – RESIDENTIAL CONTROLS					
1	GENERAL RESIDENTIAL CONTROLS				
1.1	Building Materials	A variety of construction materials proposed as well as finishing materials and colours provides a good variety of finishes for the building. The proposed childcare facility should add visual interest to the street and locality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Fences	A front fence is not proposed. Side and rear fencing of 2.1m high (with 1m 45° awning) is proposed to	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
		be erected in accordance with acoustic recommendations around the outdoor play area. The remaining side fencing is proposed to be 1.8m high. To be conditioned	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Views	The proposed development does not impede existing views currently enjoyed by neighbouring properties.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4	Visual Privacy	<ul style="list-style-type: none"> The proposed 1.8m - 2.1m high fence will maintain visual privacy at ground level. The two (2) first floor windows proposed to the western side boundary, being the office and kitchen, will have a sill height of 1.8m high and setback of 4m. East facing window to the staircases will have a sill height of 1.8m high and setback of 0.9m. The two (2) south/rear facing windows being the kitchen and staff room have a sill height of 1.8m. In addition, these windows are setback 20m from the rear boundary. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Landscaped Area Min. 20% = 139.36m ²	<p>Area of 18.8% (131m²) is provided with min. 2m dimension.</p> <p>Landscaped area with dimension of less than 2m equates to 15.3m².</p> <p>Total landscaped area provided on site is 146.3m², or 20.9% that complies with min 20% area required.</p> <p>Variation to the required landscaped area based on its width is acceptable, as it is capable to retain dense plantings to majority part of the proposed area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Max. 50% of provided landscaped area shall be forward of the front building line	23.9m ² provided in front setback (16.3%)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Only hard paved areas for driveways/pathways to be in front setback area. Not to cover entire area.	Only driveway is hardstand and pathways to the entry of the centre.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6	Safety & Security	Safety and security has been maintained to an acceptable level, as identified above in Part A, Section 10.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.8	Sunlight Access	<p>The site is of north-south orientation.</p> <p>Adequate solar access is provided to the child care centre and surrounding dwellings.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
		The shadow diagrams indicate that the eastern or western adjoining dwellings would not be unreasonably affected.			
1.9	Cut and Fill	Cut and fill associated with basement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.11	Vehicular Access and Driveways	Separate vehicular entry and exit proposed with 1.2m median width. Refer to comments by Council's Development Engineering and Traffic Section – satisfactory subject to conditions. 2 VCs in total proposed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Basement Parking	Whilst basement parking shall not be located outside the building footprint for single dwellings and dual occupancies, this provision does not apply to child care centres.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.1	Lot Size and Frontage Min 900m ²	Does not apply to child care centre development.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.2	Setbacks - Principal St: 6m Single storey - Side: 0.9m - Rear: 3m Second storey: 4m	6m setback provided to the building line from Verlie Street. Minimum 0.9m side and 10m rear setbacks on ground floor level. Second storey side setbacks comply, with the exception of 0.9m setback from the eastern side boundary of the proposed lift/stairs core.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
5.3	Building Height Max. 2 storey and 9m; if single storey max. 7m (this also applies to attics) Min. 2.4m floor to ceiling height Only the first 20m could be 2 storey	8m max. building height. Min. 3m floor to ceiling height. Only the first 20m is 2 storey.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.4	Building Appearance Design: Have regard to the size/shape/orientation of lot; style not to be in strong visual contrast to locality Comment on streetscape Bulk and scale: Max. 10m blank wall on first floor side; min. 1m wide indent. Front Facade:	The appearance of the building as viewed from the street is acceptable. The proposal is considered to be compatible with a number of newer-style residential developments in the locality. In addition, it is important to note that the proposed development is commercial in nature, and in this regard, the architecture is considered to depict this function. Satisfactory presentation, the front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	<ul style="list-style-type: none"> Front door and a window of a habitable room on the ground floor to face Principal Street. <p>Corner lot: Address Secondary Street with windows, architectural features, surveillance</p>	door faces the principal street.			
Part E – Public Participation					
	Notification Requirements	<p>The application was publicly notified to adjoining and opposite owners, a notice was placed in the local press and a notice placed on the site for 14 days between 16 October 2019 and 30 October 2019. In response, 6 submissions were received. During the assessment process, residents from a broader catchment area on the western side of Verlie Street had approached Council requesting to be included in the notification process, which results in additional 7 submissions by way of objection submitted to Council.</p> <p>The grounds of objections raised in the submissions have been addressed elsewhere in this report and are not considered sufficient to warrant refusal of the DA.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PART I – CHILDCARE CENTRES					
SIZE, DENSITY AND LOCATION					
No.	Clause	Comment	Yes	No	N/A
1	SIZE AND DENSITY				
	<p>Any proposed Child Care Centres in R2 zones should be limited in size to accommodate not more than forty-five (45) children. Capacities of child care centres located in other zones will be assessed on the merits of each application.</p> <p>Development in residential zones shall have an appropriate size, scale, bulk, etc sympathetic to the surrounding residential development.</p> <p>The general design requirements for Child Care Centres located within R2 and R3 zones, should comply with the standards outlined in Part B of this DCP relating to one and two storey residential development.</p>	<p>42 children proposed. Refer to recommendation for reduction in the number of children.</p> <p>The proposed two storey building is consistent with other newer-style two-storey dwellings in the locality.</p> <p>The design illustrates consistency with Part B.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	<p>Note: If the proposed child care centre has a common boundary with an existing child care centre, the applicant must demonstrate that the new centre is not an addition to the existing centre by way of illustrating that the centre cannot be combined at a later stage.</p> <p>If the proposed child care centre is to be located in a building consisting of more than one level, the child care centre component must be located on the ground floor of the buildings with office and storage space permitted on the upper level.</p> <p>The minimum site frontage for a child care centre is 20 metres.</p>	<p>There are no child care centres sharing common boundary with the subject application.</p> <p>The first floor will be used for kitchen and for staff facilities. The laundry for the childcare centre is also proposed to be located at the first floor level.</p> <p>The site has a frontage of 15.24m. The deficiency of the property's site frontage is considered supportable as the proposal generally complies with relevant requirements for child care centres in terms of provision and quality of play spaces, amenity impacts of the centre, provision of parking and compatibility with surrounding properties. In addition, the subject property complies with site and location considerations contained within the Child Care Planning Guideline, which takes precedence over Council's DCP.</p>	<p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
LOCATION					
	<p>The site must not be 300m from hazardous industries, LP gas sites, mobile telephone base stations and towers, and safe from any other environmental health hazards, such as high lead levels, chemical spraying in rural areas, or proximity to cooling tower drift in high rise building areas.</p> <p>Child care centres should not be located having frontage to any road, which in the opinion of Council, is unsuitable for the establishment of a child care centre having regard to:- (a) prevailing traffic conditions:</p>	<p>The subject site is located in a medium density residential area and is surrounded by single and two storey detached and attached residential developments within a 300m radius.</p> <p>An environmental site and locality analysis has not been undertaken, however, all development within the 300m radius is residential, and in this regard, it is considered that there are no hazardous land uses within this locality.</p> <p>The proposed development has been assessed by Council's Traffic Section, and is considered to be satisfactory from a locational perspective. The site does not have frontage to an arterial or sub-arterial road.</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>

No.	Clause	Comment	Yes	No	N/A
	<p>(b) pedestrian and traffic safety; and</p> <p>(c) the likely impact of development on the flow of traffic on the surrounding street system.</p> <p>In this regard child care centres should not be located having frontage to an arterial or sub-arterial road (see Appendix 1 to Part I of HDCP 2013). As a general guide the roads identified in Appendix 2 are also considered by Council to be generally unsuitable for the establishment of child care centres, without special consideration firstly being given to the prevailing traffic conditions. All applications are to be supported by a Traffic and Parking Report prepared by a suitably qualified person addressing the above issues to Council's satisfaction.</p>	<p>The site / road is not listed within Appendix 1 or 2 of Part I of the HDCP 2013.</p> <p>The proposed development was accompanied by a traffic and parking study which has been reviewed and deemed acceptable by Council's Traffic Engineering department.</p>			
2	VEHICULAR ACCESS AND PARKING				
	ACCESS				
	<p>Separate entry and exit driveways shall be provided where safe and convenient on street parking is not otherwise available, to Council's satisfaction, for the setting down and picking up of children. The design of such driveways shall ensure that inbound and outbound vehicles are separated and that vehicles enter and leave the site in a forward direction.</p> <p>Applications for Child Care Centres will not be favourably considered where the site has frontage to an arterial road, sub-arterial road or where the development would be contrary to the environmental capacity of the street or contrary to the traffic movement on the surrounding street system.</p> <p>All applications are to be supported by a Traffic and Parking Report prepared by a suitably qualified person</p>	<p>Separate entry/exit driveways are proposed.</p> <p>The proposed development has been assessed by Council's Traffic Section, and is considered to be satisfactory.</p> <p>As discussed above, the site does not have frontage to an arterial or sub-arterial road.</p> <p>The application is supported by a Traffic and Parking Impact Assessment, which has been assessed by Council's Traffic Section as satisfactory.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	addressing the above issues to Council's satisfaction.				
PARKING					
	<p>All staff parking shall be provided on-site in any event.</p> <p>To eliminate the possibility of frontages and access ways containing expanses of plain cement, decorative pavement treatment shall be provided to all driveways and parking areas. That is, the use of decorative paving materials such as exposed aggregate or pattern stamped and coloured concrete and paving bricks. Plain cement or coloured cement will not be accepted for driveways and parking areas for aesthetic and amenity purposes.</p>	<p>The development is compliant with regard to the minimum number of parking spaces to be provided, subject to condition regarding allocation.</p> <p>Driveway finishes to be conditioned.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ACOUSTIC AND VISUAL PRIVACY					
	<p>An acoustic assessment must be completed by a suitably qualified person.</p> <p>A Noise Management Plan shall accompany the development application. This should, as a minimum, provide details of child to staff ratios, noise control measures of children while in outdoor play areas and seasonal play times</p> <p>Noise abatement measures are to be undertaken to ensure that inside noise levels do not exceed 40dB(A) (Leq 24). Assessments should take background noise levels into account</p> <p>A landscape buffer with suitable screening plants and a minimum width of 1 metre shall be provided along the side and rear boundaries of the development to help minimise overlooking.</p>	<p>Acoustic assessment and noise management plan in support of the proposal have been assessed by Council's Environmental Health Unit and is considered satisfactory subject to conditions.</p> <p>Visual privacy of the adjoining properties has been maintained to an acceptable level through the use of hi-light windows, boundary fencing and appropriate side and rear setbacks.</p> <p>A landscape buffer has been continuously provided adjacent to outdoor spaces along the side and rear boundaries.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	INDOOR SPACES				
	Where achievable, windows of indoor play areas are to be located with a northern orientation and should receive at least three hours of sunlight between the hours of 9am and	All indoor play spaces are provided with good access to direct sunlight.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	3pm on June 21. For locations where a northern orientation for indoor play areas is not achievable, they should be located where they will receive a minimum of 3 hours of sunlight, where possible				
5	OUTDOOR SPACES				
	<p>a) Located away from the main entrance of the child care centre, car parking areas or vehicle circulation areas;</p> <p>b) Integrated with indoor space and provide direct and easy access between those two areas;</p> <p>c) Of a design and layout to enable clear lines of sight to all areas of the outdoor space to allow direct staff supervision from other areas of the child care centre;</p> <p>d) Located away from existing and potential noise and environmental health sources;</p> <p>e) If the child care centre is located in a predominantly residential area, outdoor spaces are to be located away from the living/bedroom windows of surrounding dwellings;</p> <p>f) Inaccessible from public areas outside of the child care centre, except in the case of an emergency evacuation or centre deliveries such as sand replacement;</p> <p>g) Located away from areas where objects can be projected down onto play areas; and</p> <p>h) Adequately fenced on all sides</p> <p><u>Transitional Areas</u></p> <p>a) A transitional area between the building and the play area supporting space for both indoor and outdoor activities is to be provided. It is space additionally required for the building and the playground and may only be included as either the outdoor or indoor space requirement, not both. It may comprise of a verandah;</p> <p>b) The roof area of the</p>	<p>a) The outdoor play areas are located away from the main entrance to the childcare centre, car parking areas and vehicle circulation areas,</p> <p>b) The indoor spaces lead onto the outdoor play area which provides a transitional space between the two areas.</p> <p>c) The levels proposed between the indoor areas and outdoor areas will enable sightlines to be maintained to allow direct staff supervision.</p> <p>d) The outdoor area is located away from existing and potential noise sources as it is located at the rear of the site.</p> <p>e) The outdoor areas are located away from the bedrooms/living area of surrounding dwellings, and any potential noise impacts will be mitigated by way of recommendations made within the acoustic report and conditions of consent.</p> <p>f) The proposed outdoor areas are inaccessible from public areas outside of the child care centre.</p> <p>g) Considered satisfactory.</p> <p>h) The facility is considered to be adequately fenced.</p> <p><u>Transitional Areas</u></p> <p>a) A transitional area in the form of an outdoor deck has been provided,</p> <p>b) The primary rear deck/transitional area is covered by roof,</p> <p>c) Achievable</p> <p>d) Achievable</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	transitional area must be a minimum of 4 meters in width to ensure sufficient activity zones with access space around them; c) The transitional area must be designed in a manner that offers protection from unfavourable weather conditions, including strong winds and rainfall; d) The transitional area must be designed in a manner that utilises natural temperature controlling measures, including cross ventilation.				
6	LANDSCAPING				
	A detailed landscape plan prepared by a suitably qualified landscape professional should be submitted with all development applications for child care centres and should demonstrate the following: a) Separation of outdoor space into active quiet areas; b) Proposed planting, with a variety of trees and plants to be used which create visual interest for children, and can provide shading where appropriate; c) Locations of play equipment; d) Separation of outdoor space according to age ranges, including the locations of lower fencing or other structures which divide the outdoor spaces; and e) Outdoor spaces which include a variety of surfaces such as grass, soft porous paving and the like	A landscape plan was submitted in support of the DA and is considered satisfactory. Separation of outdoor space according to age range is not included in the landscape plan, however, such a control is not a requirement of the Education & Care Services National Regulations, the Education and Child Care SEPP, or the Child Care Planning Guideline. The landscape plan includes details of all equipment proposed. The landscape plan shows a variety of ground surfaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	FENCING				
	Outdoor space is required to be fenced on all sides with a height of at least 1.8m. Acoustic fences should not be higher than 2m. If a fence higher than 2m is unavoidable it must be contained within the development site with a 1.8m traditional lapped and capped boundary fence and the remaining height to be of thick, transparent perspex to ensure any views are maintained.	Side and rear fencing is proposed to be erected in accordance with acoustic recommendations, as follows: 2.1m high fencing with 1m 45° awning for the side and rear boundaries adjacent to outdoor spaces is recommended in the acoustic report. A 1.8m high solid boundary fence is proposed to the remaining boundaries.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	FIRE SAFETY AND EMERGENCIES				
	An evacuation plan complying with AS3745-2002 Emergency Control	An evacuation plan submitted. Satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	Organisation and Procedures for Buildings, Structures and Workplaces shall be submitted as part of the Development Application				
9	ACCESSIBILITY				
	All new child care centres, building conversions and additions to existing premises shall comply with the minimum access requirements outlined in Part D3 of the Building Code of Australia and AS 1428.1 Design for Access and Mobility – General Requirements for Access – New Building Work. Details are to be included on plans to be submitted with the application for development consent.	An accessibility report was submitted in support of the application. It is recommended that a standard condition of consent be imposed upon any development consent that requires compliance with the BCA, Disability Discrimination Act and Disability (Access to Premises – Buildings) Standards 2010.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20

Attachment 9
Appendix D - Child Care
Guideline 2017

APPENDIX D– CHILD CARE PLANNING GUIDELINE 2017

The Guideline establishes the assessment framework to deliver consistent planning outcomes and design quality for centre-based child care facilities in NSW. Consent Authorities must consider Parts 2, 3 & 4 of the Guideline.

An assessment against Parts 2, 3 & 4 of the Guideline is provided in the tables below:

Part 2 – Design quality principles

The design quality principles establish the broad design context guide of all new proposals for child care facilities, regardless of whether they are stand alone, part of a mixed-use development, modifications or retrofits of existing buildings or seeking to occupy premises without incurring new building works.

Good design is integral to creating sustainable and liveable communities. There is growing appreciation of the significant role that good design can play in education with increasing evidence that learning outcomes are closely related to the quality of learning environments.

Factors such as air quality, ventilation, natural lighting, thermal comfort and acoustic performance have been shown to have a profound impact on learning, engagement, social interactions and competencies. They also contribute to wellbeing through creating a sense of belonging, self-esteem and confidence.

Comment:

The 7 design quality principles have been considered within the DCP assessment sections of this report, as well as in detail in Part 3 below, entitled *Matters for consideration*, which provide specific design controls and criteria to support the overarching design quality principles.

The proposed development is considered to have been designed having regard to the 7 design quality principles, however, additional detail is required to demonstrate full compliance, as outlined below.

Part 3 Matters for consideration

The considerations give guidance to applicants on how to design a high-quality proposal that takes account of its surroundings and any potential environmental impacts the development may cause and to be mindful of potential impacts that may arise from existing uses and conditions within a locality.

The matters support the design principles and must be considered by the consent authority when assessing a DA for a child care facility. Child care facilities can be developed in a broad range of locations and need to be flexible in how they respond to the requirements and challenges this brings.

be flexible in how they respond to the requirements and challenges this brings.

Criteria	Comments	Compliance		
3.1 Site selection and location		Yes	No	N/A
For proposed developments in or adjacent to a residential zone, consider:				
<ul style="list-style-type: none">the acoustic and privacy impacts of the proposed development on the residential properties	Acoustic report submitted. Refer to discussion provided under Appendix C. Visual privacy considered satisfactory, subject to conditions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none">the setbacks and siting of buildings within the residential context	Setbacks and siting of the building comply with HDCP requirements.			
<ul style="list-style-type: none">traffic and parking impacts of the proposal on residential amenity.	Traffic and parking report submitted. Refer to discussion provided under Appendix C.			
3.2 Local character, streetscape and the public domain interface				
The proposed development should:				
<ul style="list-style-type: none">contribute to the local area by being	It is considered that the proposed			

<p>designed in character with the locality and existing streetscape</p> <ul style="list-style-type: none"> reflect the predominant form of surrounding land uses, particularly in low density residential areas use landscaping to positively contribute to the streetscape and neighbouring amenity integrate car parking into the building and site landscaping design in residential areas. 	<p>contemporary design will enhance the locality.</p> <p>The proposed design is similar in form to a number of newer-style detached dwellings in the locality.</p> <p>It is considered that the landscaping proposed will contribute positively to the visual amenity of the site and locality.</p> <p>Basement car parking provided.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Create a threshold with a clear transition between public and private realms, including:</p> <ul style="list-style-type: none"> fencing to ensure safety for children entering and leaving the facility windows facing from the facility towards the public domain to provide passive surveillance to the street as a safety measure and connection between the facility and the community 	<p>There is no front fencing proposed, however, children will be contained within the complex unless picked up or dropped off by their parents / carers.</p> <p>The centre provides a satisfactory level of passive surveillance to the street.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3 Building orientation, envelope and design				
<ul style="list-style-type: none"> Orient a development on a site and design the building layout to ensure visual privacy and minimise potential noise and overlooking impacts on neighbours. optimise solar access to internal and external play areas avoid overshadowing of adjoining residential properties minimise cut and fill 	<p>Visual privacy considered to be satisfactorily maintained, subject to conditions.</p> <p>Solar access to indoor and outdoor space is optimised.</p> <p>The proposed development does not overshadow adjoining properties.</p> <p>The extent of cut and fill is considered satisfactory.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> building height should be consistent with other buildings in the locality building height should respond to the scale and character of the street setbacks should allow for adequate privacy for neighbours and children at the proposed child care facility setbacks should provide adequate access for building maintenance <p>setbacks to the street should be consistent with the existing character</p>	<p>The height of the building is 2 storey / 8m (to top of lift over run) and is consistent with surrounding dwellings and complies with HLEP height standard.</p> <p>Setbacks comply with HDCC controls for child care centres and are considered satisfactory.</p> <p>Adequate access is provided.</p> <p>Setbacks comply with HDCC controls for buildings in a residential</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	zone and are consistent with new residential development.			
<p>Accessible design can be achieved by:</p> <ul style="list-style-type: none"> linking all key areas of the site by level or ramped pathways that are accessible to prams and wheelchairs, including between all car parking areas and the main building entry 	All areas of the site are accessible through the use of lifts and ramps.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4 Landscaping				
<ul style="list-style-type: none"> Appropriate planting should be provided along the boundary integrated with fencing. Screen planting should not be included in calculations of unencumbered outdoor space. <p>Incorporate car parking into the landscape design of the site by:</p> <ul style="list-style-type: none"> planting shade trees in large car parking areas to create a cool outdoor environment and reduce summer heat radiating into buildings taking into account streetscape, local character and context when siting car parking areas within the front setback using low level landscaping to soften and screen parking areas. 	Appropriate landscaping is provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5 Visual and acoustic privacy				
<p>Minimise direct overlooking of indoor rooms and outdoor play spaces from public areas through:</p> <ul style="list-style-type: none"> appropriate site and building layout suitably locating pathways, windows and doors permanent screening and landscape design. 	<p>The amended design of the facility facilitates the maintenance of privacy.</p> <p>The provision of acoustic boundary fencing with maximum height of 2.1m that will be attached to a 1m 45° awning will eliminate any potential overlooking from the outdoor play area.</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<p>A new development, or development that includes alterations to more than 50 per cent of the existing floor area, and is located adjacent to residential accommodation should:</p> <ul style="list-style-type: none"> provide an acoustic fence along any boundary where the adjoining property contains a residential use. 	Acoustic report submitted which recommends the installation of acoustic fencing.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>(An acoustic fence is one that is a solid, gap free fence).</p> <ul style="list-style-type: none"> ensure that mechanical plant or equipment is screened by solid, gap free material and constructed to reduce noise levels e.g. acoustic fence, building, or enclosure. <p>A suitably qualified acoustic professional should prepare an acoustic report which will cover the following matters:</p> <ul style="list-style-type: none"> identify an appropriate noise level for a child care facility located in residential and other zones determine an appropriate background noise level for outdoor play areas during times they are proposed to be in use determine the appropriate height of any acoustic fence to enable the noise criteria to be met. 	<p>Mechanical plant will be installed on the ground level on the eastern boundary. Conditions are to be imposed to ensure that the mechanical plant is located away from the side boundaries and any impact of the plant to be determined at CC stage – to be conditioned.</p> <p>Acoustic report submitted.</p> <p>Projected noise levels identified.</p> <p>Background noise levels identified.</p> <p>Heights of acoustic fences recommended.</p>			
3.6 Noise and air pollution				
<p>An acoustic report should identify appropriate noise levels for sleeping areas and other non play areas and examine impacts and noise attenuation measures where a child care facility is proposed in any of the following locations:</p> <ul style="list-style-type: none"> on industrial zoned land where the ANEF contour is between 20 and 25, consistent with AS 2021 – 2000 along a railway or mass transit corridor, as defined by <i>State Environmental Planning Policy (Infrastructure) 2007</i> on a major or busy road other land that is impacted by substantial external noise. 	<p>Acoustic report submitted. The site is not affected by external noise or vibration.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Locate child care facilities on sites which avoid or minimise the potential impact of external sources of air pollution such as major roads and industrial development</p>	<p>The site is not located adjacent to a major road and is not affected by air pollution.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7 Hours of operation				
<p>Hours of operation within areas where the predominant land use is residential should be confined to the core hours of 7.00am to 7.00pm weekdays. The hours of operation of the proposed child care facility may be extended if it adjoins or is adjacent to non-residential land uses.</p>	<p>The core operating hours for the centre proposed are contained to between 7.00am and 6.00pm. No approval granted for after-hours use.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8 Traffic, parking and pedestrian circulation				

<ul style="list-style-type: none"> Off street car parking should be provided at the rates for child care facilities specified in a Development Control Plan that applies to the land. 	Parking complies with HDCP 2013.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>A Traffic and Parking Study should be prepared to support the proposal to quantify potential impacts on the surrounding land uses and demonstrate how impacts on amenity will be minimised. The study should also address any proposed variations to parking rates and demonstrate that:</p> <ul style="list-style-type: none"> the amenity of the surrounding area will not be affected there will be no impacts on the safe operation of the surrounding road network. <p>Alternative vehicular access should be provided where child care facilities are on sites fronting:</p> <ul style="list-style-type: none"> a classified road 	<p>A traffic and parking report has been submitted which has indicated that the proposed development is a low trip generator and can be accommodated in the locality without affecting performance, delays or queues of nearby intersections, and complies with Council's parking requirements.</p> <p>Not applicable.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The following design solutions may be incorporated into a development to help provide a safe pedestrian environment:</p> <ul style="list-style-type: none"> separate pedestrian access from the car park to the facility delivery and loading areas located away from the main pedestrian access to the building and in clearly designated, separate facilities vehicles can enter and leave the site in a forward direction. 	<p>Pedestrian access is separate from vehicular access.</p> <p>The proposed facility does not include a loading area. It is considered that, given the nature of the use, delivery trucks would not be servicing the site. At most, light commercial vans would deliver any required products to be used, if not brought to the centre by the operator.</p> <p>Vehicles can enter and exit the site in a forward manner. Refer to traffic comments.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Car parking design should:</p> <ul style="list-style-type: none"> include a child safe fence to separate car parking areas from the building entrance and play areas provide clearly marked accessible parking as close as possible to the primary entrance to the building in accordance with appropriate Australian Standards 	<p>The basement car parking area is separated from the main building entrance and foyer area. The car parking area is also separated from any indoor and outdoor play areas.</p> <p>1 accessible space is provided, which is clearly marked.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<ul style="list-style-type: none"> include wheelchair and pram accessible parking. 	Lift access is provided.			
Part 4 – Applying the National Regulations to development proposals				
4.1 Indoor space requirements				
(Regulation 107) Min. 3.25sqm of unencumbered indoor space (Regulation 107) Storage: - Min. 0.3m³ per child of external storage - Min. 0.2m³ per child of internal storage	Required: 42 x 3.25m² = 136.5m² 42 x 0.3m³ = 12.6m³ 42 x 0.2m³ = 8.4m³	Provided 138m² 11.4 m³ Minor shortfall considered acceptable. 12.6m³	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2 Laundry and hygiene facilities				
(Regulation 106) On-site laundry facilities should contain: <ul style="list-style-type: none"> a washer or washers capable of dealing with the heavy requirements of the centre a dryer laundry sinks adequate storage for soiled items prior to cleaning. 	Laundry located on the first floor level achieves a satisfactory size.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2 Laundry and hygiene facilities				
(Regulation 109) Toilet and hygiene facilities should be designed to maintain the amenity and dignity of the occupants. Design considerations could include: <ul style="list-style-type: none"> junior toilet pans, low level sinks and hand drying facilities for children a sink and handwashing facilities in all bathrooms for adults direct access from both activity rooms and outdoor play areas windows into bathrooms and cubicles without doors to allow supervision by staff external windows in locations that prevent observation from neighbouring properties or from side boundaries	Achievable Provided Provided Supervision is achievable Window locations and sizes considered appropriate.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.4 Ventilation and natural light				
(Regulation 110) Services must be well ventilated, have adequate natural light, and be maintained at a temperature that ensures the safety and wellbeing of children.	All the rooms have a northern aspect allowing for natural light and well ventilation.		<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>Child care facilities must comply with the light and ventilation and minimum ceiling height requirements of the National Construction Code. Ceiling height requirements may be affected by the capacity of the facility.</p> <p>Designers should aim to minimise the need for artificial lighting during the day, especially in circumstances where room depth exceeds ceiling height by 2.5 times. It is recommended that ceiling heights be proportional to the room size, which can be achieved using raked ceilings and exposed trusses, creating a sense of space and visual interest.</p>	<p>BCA compliance is required. To be conditioned</p> <p>Provided.</p>			
4.5 Administrative space				
<p>(Regulation 111) A service must provide adequate area or areas for the purposes of conducting the administrative functions of the service, consulting with parents of children and conducting private conversations.</p>	<p>Provided.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6 Nappy change facilities				
<p>(Regulation 112) Child care facilities must provide for children who wear nappies, including appropriate hygienic facilities for nappy changing and bathing. All nappy changing facilities should be designed and located in an area that prevents unsupervised access by children. Child care facilities must also comply with the requirements for nappy changing and bathing facilities that are contained in the National Construction Code.</p>	<p>Provided.</p> <p>Condition accordingly for compliance with the BCA. To be conditioned.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.7 Premises designed to facilitate supervision				
<p>(Regulation 115) A centre-based service must ensure that the rooms and facilities within the premises (including toilets, nappy change facilities, indoor and outdoor activity rooms and play spaces) are designed to facilitate supervision of children at all times, having regard to the need to maintain their rights and dignity. Child care facilities must also comply with any requirements regarding the ability to facilitate supervision that are contained in the National Construction Code.</p>	<p>Condition is to be imposed to relocate indoor storage area and to delete wall between age 3-5 auditorium room and indoor play area to allow satisfactory supervision. To be conditioned.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.8 Emergency and evacuation procedures				
<p>(Regulation 97 & 168) Regulation 168 sets out the list of procedures that a care service must</p>	<p>Provided.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

have, including procedures for emergency and evacuation. Regulation 97 sets out the detail for what those procedures must cover including:				
<ul style="list-style-type: none"> instructions for what must be done in the event of an emergency an emergency and evacuation floor plan, a copy of which is displayed in a prominent position near each exit a risk assessment to identify potential emergencies that are relevant to the service. 				
4.9 Outdoor space requirements				
<p>(Regulation 108)</p> <p>Min. 7sqm of unencumbered outdoor space per child.</p> <p>42 x 7m² = 294m²</p> <p>Where a covered space such as a verandah is to be included in outdoor space it should:</p> <ul style="list-style-type: none"> be open on at least one third of its perimeter have a clear height of 2.1 metres have a wall height of less than 1.4 metres where a wall with an opening forms the perimeter have adequate flooring and roofing be designed to provide adequate protection from the elements 	<p>The application indicates that an unencumbered area of 293m² is provided, which is a shortfall of 1m² to accommodate 42 children. However, this has not taken consideration of the width of the proposed retaining walls required for the excavation of rear yard and the installation of acoustic fencing. The assessment officer's calculation of the unencumbered outdoor space equates to 280m². This will accommodate only 40 children. This report recommends a condition to be imposed on any consent granted for a reduction in the number of children to 40. To be conditioned.</p> <p>The perimeter is fully open.</p> <p>>3m</p> <p>N/A</p> <p>Adequate flooring achievable.</p> <p>The rear deck is covered.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.10 Natural environment				
<p>(Regulation 113)</p> <p>The approved provider of a centre-based service must ensure that the outdoor spaces allow children to explore and experience the natural environment.</p>	Satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.11 Shade				
<p>(Regulation 114)</p> <p>Controlled exposure to daylight for limited periods is essential as sunlight provides vitamin D which promotes healthy muscles, bones and overall</p>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>wellbeing. Outdoor play areas should be provided with controlled solar access throughout the year.</p> <p>Outdoor play areas should:</p> <ul style="list-style-type: none"> • have year-round solar access to at least 30 per cent of the ground area, with no more than 60 per cent of the outdoor space covered. • provide shade in the form of trees or built shade structures giving protection from ultraviolet radiation to at least 30 per cent of the outdoor play area • have evenly distributed shade structures over different activity spaces. 	<p>The rear outdoor areas face due north.</p> <p>The shaded area equates to 30% (84m²) of the ground area.</p> <p>Shade structures and shade trees are provided.</p>			
4.12 Fencing				
<p>(Regulation 104)</p> <p>Any outdoor space used by children must be enclosed by a fence or barrier that is of a height and design that children preschool age or under cannot go through, over or under it.</p>	<p>1.8m - 2.1m high fencing is proposed for the boundaries, whilst secure fencing is now provided at the front of the site to stop children from escaping or people entering from the sides.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.13 Soil Assessment				
<p>(Regulation 25)</p> <p>To ensure consistency between the development consent and the service approval application, a soil assessment should be undertaken as part of the development application process.</p> <p>Where children will have access to soil the regulatory authority requires a preliminary investigation of the soil.</p>	<p>A soil assessment report was submitted with the application. Council's Environmental Health Unit has reviewed the proposal and considered satisfactory, subject to conditions.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DOCUMENTS
ASSOCIATED WITH
REPORT LPP013/20**

**Attachment 10
Draft Notice of Determination**



DEVELOPMENT APPLICATION NOTICE OF DETERMINATION

Under the *Environmental Planning and Assessment Act, 1979*
(Section 4.18(1))

Development Application No: DA2019/368/1

Applicant: Baini Design
PO Box 2402
North Parramatta NSW 2124

Property Description: 9 Verlie Street South Wentworthville NSW 2145,
Lot 15 DP 16442

Development: Demolition of existing structures and construction of a two storey
40 place child care centre over basement car parking

Determination

Pursuant to Sections 4.16(3) of the Act, Council advises that the development application has been determined by:

- **Granting of "Deferred Commencement" Consent** on the grounds specified on the following page(s)

Determination Date: 8 April 2020

Date from which Consent Operates: To be advised upon satisfactory completion of 'Schedule A'

Date Consent Lapses: To be advised upon satisfactory completion of 'Schedule A'

By: Cumberland Local Planning Panel

Right of Appeal

Sections 8.7 and 8.10 of The Act confers on an applicant who is dissatisfied with the determination of a consent authority a right of appeal to the Land and Environment Court within 6 months of the date of this notice.

NOTE: This consent is generally valid for a period of 5 years effective from the date of this notice, unless specified otherwise by Section 4.53 of the Act, or by conditions.

Sohail Faridy

COORDINATOR DEVELOPMENT ASSESSMENT

Date: 8 April 2020

In accordance with Section 4.59 of the *Environmental Planning and Assessment Act, 1979*, any person may question the validity of this consent in legal proceedings commenced in the Land and Environment Court within 3 months of the date of publication of the notice.

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160
T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

Welcome Belong Succeed

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CUMBERLAND CITY COUNCIL
Development Application Notice of Determination
Under the Environmental Planning and Assessment Act 1979 (Section 4.18(1))

CONDITIONS OF APPROVAL

Deferred Commencement Conditions

1. DADCA01 - Deferred Commencement Approval

This is a 'Deferred Commencement Consent' under Section 4.16(3) of the Environmental Planning and Assessment Act 1979. This consent does not become operative until the applicant has satisfied Council of the requirements listed in Schedule 'A' of this consent, and Council has advised in writing that those matters have been satisfactorily addressed. In accordance with s.4.53(6) of the Act, if the applicant fails to satisfy Council as to the matter/s specified in Schedule A within 2 years from the date of this consent, this consent lapses.

(Reason: Statutory requirement)

Schedule 'A'

2. DADCZ01 - Traffic and Parking

The architectural plans shall be amended to address the following matters:

Provision/ allocation of car space and line marking

- i. Ten (10) car spaces must be provided for visitors and clearly marked on all relevant architectural plans.

Vehicle manoeuvring

- ii. All car spaces shall have forward movement entry to the car spaces. No reverse entry to car space is supported.
- iii. The swept path vehicle manoeuvring diagram shall demonstrate the forward entry to each of the critical car spaces, such as car space nos. 1, 5 6, and 11 (disabled car space), and reverse exit manoeuvring for B99 vehicle.
- iv. Signage of "Front to Kerb" must be installed on the face wall (not rear to Kerb).

Headroom clearance

- v. The headroom clearance from the entrance to basement ramp up to the disabled car space shall be 2.3m clearance (from the floor to the lowest hanging obstruction or object such as water/sewer pipeline, cables lines etc.)
- vi. The head room clearance within the disabled car space must be at least 2.5m.

In this regard, the following details must be submitted:

- The long-section through the driveway from the property boundary past the disabled car space with the disabled car space, the section of slab ceiling and the shutter door assemble at the entrance at the background.
- Cross-section of the basement that passes through the middle of the disabled car space and shows sections of the disabled car space and the adjoining driveway aisle, including floor and ceiling slabs.
- The headroom clearance dimensions at each critical location shall be shown on the sections.

All the plans, including stormwater and landscape plans, shall be amended to reflect the changes above.

(Reason: Stormwater disposal, vehicular access, manoeuvring and parking requirements.)

CUMBERLAND CITY COUNCIL
Development Application Notice of Determination
Under the Environmental Planning and Assessment Act 1979 (Section 4.18(1))

General Conditions

3. DAGCA01- General

This consent shall lapse five years after the date from which it operates unless building, engineering or construction work has physically commenced.

(Reason: Advisory)

4. DAGCA02 - Approved Plans and Supporting Documents

The development must be carried out in accordance with the following endorsed plans and documents, except as otherwise provided by the conditions of this consent and/or amended in red.

Reference/Dwg No	Revision	Title/Description	Prepared By	Date/s
01, 02, 04, 05, 06, 07, 08, 09, and 20	B	Architectural plans (project no. 19100) - as amended to satisfy schedule A	Baini Design	28/01/2020
13	B	Schedule of Materials and Finishes (project no. 19100)	Baini Design	28/01/2020
18	B	Evacuation Plan (project no. 19100) - as amended to satisfy schedule A	Baini Design	28/01/2020
LA-00 and LA-01	A	Landscape Plan (job no. LA190529)	Studio IZ	02/09/2019
		Arboricultural Impact Assessment	Horticultural Management Services	02/08/2019
07MB3093/D01 sheet 1 of 3, 07MB3093/D02 sheet 2 of 3, and 07MB3093/D03 sheet 3 of 3	F	Stormwater Drawings (OSD Plan No. 2020-013) - as amended to satisfy schedule A	United Consulting Engineers Pty Ltd	03/02/2020
E1928-1	1	Preliminary Site Investigation	GCA Geotechnical Consultant Australia	04/07/2019
		Waste Management Plan	Baini Design	09/08/2019
		Plan of Management		25/09/2019
190270R1	3	Noise Impact Assessment	Rodney Stevens Acoustics Pty Ltd	28/01/2020
190270R2	0	Noise Management Plan	Rodney Stevens Acoustics Pty Ltd	28/01/2020

(Reason: To confirm and clarify the details of the approval)

CUMBERLAND CITY COUNCIL
Development Application Notice of Determination
Under the Environmental Planning and Assessment Act 1979 (Section 4.18(1))

5. **DAGCA07 - Separate Approvals**
Separate Development Approval shall be obtained for the installation of signage in association with the proposed use.

(Reason: To control the future development of the site)
6. **DAGCA08 - Obtaining a Construction Certificate for Building Work**
This Development Consent does not constitute approval to carry out construction work. Construction work may only commence upon the issue of a Construction Certificate, appointment of a Principal Certifier, and lodgement of Notice of Commencement.

If demolition is associated with the erection of or extension to an existing building, then demolition must not commence prior to the issue of a Construction Certificate.

(Reason: Information)
7. **DAGCB01- Australia Post Guidelines**
Letter boxes are to be provided within the development in accordance with the relevant Australia Post Guidelines.

(Reason: To ensure compliance with mail delivery regulations)
8. **DAGCB03 - Lighting**
Any lighting on the site shall be designed so as not to cause a nuisance to other residences in the area or to motorists on nearby roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.

(Reason: Protect amenity of surrounding area)
9. **DAGCB06 - Telecommunications/ TV Antennae**
No more than one telecommunications/TV antenna is to be installed to each dwelling/building.

(Reason: To prevent the proliferation of telecommunications/TV antennae)
10. **DAGCD06 - Mechanical Ventilation**
The premises must be suitably ventilated in accordance with the National Construction Code 2019 and AS1668.1 and 2 - 2012. The Use of Ventilation and Air-Conditioning in Buildings - Mechanical Ventilation in Buildings.

(Reason: To ensure compliance with ventilation standards)
11. **DAGCD07 - Waste Management**
Requirements of the approved Waste Management Plan shall be complied with during site preparation and throughout demolition and construction phases of the development.

(Reason: Compliance with approval)
12. **DAGCA04 - Child Care Centre**
This approval is given for the use of the land for the purposes of a Child Care Centre with a maximum of 40 children (0-5 years). A separate approval and/or license will be required from the Department of Education and Communities (DEC) prior to commencement of operations. Compliance with the Education and Care Services National Regulations is required at all times.

(Reason: Clarify approved use)
13. **DAGCA05 - Construction within Boundary**
All approved construction including but not limited to footings, walls and guttering shall be

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constructed wholly within the boundaries of the site.

(Reason: To ensure compliance with approved plans)

14. DAGCB02 - Food Premises - Design, Construction and Fitout of Food Premises

The design, construction, and fitout of the food premises must comply with Standard 3.2.3 of the Australian and New Zealand Food Standards Code under the Food Act 2003 and AS 4674 - 2004 Design, Construction and Fitout of Food Premises.

Note: Copies of AS 4674-2004 may be obtained from the Standards Australia Customer Service by visiting the website www.standards.com.au. Copies of the Food Standards Code (Australia) may be obtained by visiting the website www.foodstandards.gov.au.

(Reason: To ensure the food premises fitout complies with relevant food safety legislation and standards)

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Conditions which must be satisfied prior to the commencement of demolition of any building or structure

15. DAPDB01 - Construction Certificate - Prior to the Commencement of any Demolition Works

Where demolition is associated with the erection of a new structure, or an altered portion of or an extension to an existing building, the demolition of any part of a building is "commencement of building work" pursuant of section 6.6 of the Act. In such circumstance all conditions of this consent must be satisfied prior to any demolition work. This includes, but is not limited to, the issue of a Construction Certificate, appointment of a PCA and Notice of Commencement under the Act.

(Reason; Statutory Requirement)

16. DAPDB02 - Demolition - General

Demolition - General

- a) That two (2) working days (i.e. Monday to Friday exclusive of public holidays) prior to the commencement of any demolition work, notice in writing is to be given to the Council. Such written notice is to include:
 - The date when demolition will commence,
 - Details of the name, address and business hours contact telephone number of the demolisher, contractor or developer.
 - The licence number of the demolisher, and relevant WorkCover licenses, (see minimum licensing requirements in (d) below, and
 - Copies of the demolisher's current public liability/risk insurance policy indicating a minimum cover of \$10,000,000.00.
- b) Demolition of buildings and structures must comply with all current and relevant Australian Standards.
- c) Demolition works are restricted as follows:
 - Monday to Saturday inclusive - 7:00am - 5:00pm
 - Sundays and Public Holidays - No work
- d) At least two (2) working days (i.e. Monday to Friday exclusive of public holidays), the developer or demolition contractor must notify adjoining residents prior to demolition commencing advising the following:
 - The date when demolition will commence;
 - Details of the name, address and business hours contact telephone number of the demolisher, contractor or developer;
 - The telephone number of WorkCover's Hotline 13 10 50.

Demolition Involving the Removal of Asbestos

General Information

Homes built or renovated prior to 1987 are likely to contain asbestos. Asbestos is most commonly found within eaves, internal and external wall cladding, ceilings and walls (particularly within wet areas such as bathrooms and laundries), and fences. Unless properly handled, asbestos disturbed or removed during renovations can cause the development of asbestos related diseases, such as asbestosis, lung cancer and mesothelioma.

To ensure work does not cause undue risk please see the following site for further information: www.asbestosawareness.com.au

Asbestos to be removed by licensed asbestos removalist

All works removing asbestos containing materials must be carried out by a suitably licensed asbestos removalist duly licensed with Workcover NSW, holding either a Friable (Class A) or a Non- Friable (Class B) Asbestos Removal License which ever applies AND a current WorkCover Demolition License where works involve demolition.

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NOTE:

- Removal of asbestos by a person who does not hold a Class A or Class B asbestos removal license is permitted if the asbestos being removed is 10m² or less of non-friable asbestos (approximately the size of a small bathroom).
- Friable asbestos materials must only be removed by a person who holds a current Class A asbestos license.
- To find a licensed asbestos removalist please see www.workcover.nsw.gov.au

Compliance with applicable Legislation, Policies and Codes of Practice

Asbestos removal works are to be undertaken in accordance with the following:

- NSW Work Health and Safety Act and Regulation 2011;
- Safe Work Australia Code of Practice for the Management and Control of Asbestos in the Workplace [NOHSC:2018(2005)]
- NSW Government WorkCover Code of Practice - How to Safely Remove Asbestos;
- NSW Government WorkCover Code of Practice - How to Manage and Control Asbestos in the Workplace; and

Clearance certificate

Following completion of asbestos removal works undertaken by a licensed asbestos removalist re-occupation of a workplace must not occur until an independent and suitably licensed asbestos removalist undertakes a clearance inspection and issues a clearance certificate.

Notification of asbestos removal works

At least two (2) working days (i.e. Monday to Friday exclusive of public holidays), the developer or demolition contractor must notify adjoining residents prior to the commencement of asbestos removal works. Notification is to include, at a minimum:

- The date and time when asbestos removal works will commence;
- The name, address and business hours contact telephone number of the demolisher, contractor and/or developer;
- The full name and license number of the asbestos removalist/s; and
- The telephone number of WorkCover's Hotline 13 10 50

Warning signs must be placed so they inform all people nearby that asbestos removal work is taking place in the area. Signs should be placed at all of the main entry points to the asbestos removal work area where asbestos is present. These signs should be weatherproof, constructed of light-weight material and adequately secured so they remain in prominent locations. The signs should be in accordance with AS 1319-1994 Safety signs for the occupational environment for size, illumination, location and maintenance.

Barricades

Appropriate barricades must be installed as appropriate to prevent public access and prevent the escape of asbestos fibres. Barricades must be installed prior to the commencement of asbestos removal works and remain in place until works are completed.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

17. DAPDB03 - Demolition - Asbestos**Asbestos to be removed by a licensed asbestos removalist**

All demolition works involving the removal and disposal of asbestos must only be undertaken by contractors who hold a current WorkCover NSW Friable Class A Asbestos Removal Licence or where applicable a Non-friable Class B (bonded) Asbestos Removal Licence. Removal must be carried out in accordance with the "Code of Practice on how to safely remove asbestos" published by WorkCover NSW (catalogue no.WC03561).

No asbestos products are to be re-used on site.

No asbestos laden skips or bins are to be left in any public place without the approval of

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Council.

Note:

- Removal of asbestos by a person who does not hold a Class A or Class B asbestos removal licence is permitted if the asbestos being removed is 10 m² or less of non-friable asbestos (approximately the size of a small bathroom).
- Friable asbestos materials must only be removed by a person who holds a current Class A asbestos license.
- To find a licensed asbestos removalist please see www.workcover.nsw.gov.au

Compliance with applicable Legislation, Policies and Codes of Practice

Asbestos removal works are to be undertaken in accordance with the following:

- NSW Work Health and Safety Act and Regulation 2011;
- Safe Work Australia Code of Practice for the Management and Control of Asbestos in the Workplace [NOHSC:2018(2005)]
- NSW Government WorkCover Code of Practice - How to Safely Remove Asbestos;
- NSW Government WorkCover Code of Practice - How to Manage and Control Asbestos in the Workplace.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

18. DAPDB04 - Asbestos Clearance Certificate

Following completion of asbestos removal works undertaken by a licensed asbestos removalist re-occupation of a workplace must not occur until an independent and suitably licensed asbestos removalist undertakes a clearance inspection and issues a clearance certificate.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

19. DAPDB05 - Notification of Asbestos Removal Works

At least five (5) working days (i.e. Monday to Friday exclusive of public holidays), the developer or demolition contractor must notify adjoining residents prior to the commencement of asbestos removal works. Notification is to include, at a minimum:

- The date and time when asbestos removal works will commence;
- The name, address and business hours contact telephone number of the demolisher, contractor and/or developer;
- The full name and license number of the asbestos removalist/s; and
- The telephone number of WorkCover's Hotline 13 10 50.

Standard commercially manufactured signs containing the words "DANGER ASBESTOS REMOVAL IN PROGRESS" measuring not less than 400mm x 300mm are to be erected in prominent visible positions on the site during asbestos removal works.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

20. DAPDB06 - Barricades for Asbestos Removal

Appropriate barricades must be installed as appropriate to prevent public access and prevent the escape of asbestos fibres. Barricades must be installed prior to the commencement of asbestos removal works and remain in place until works are completed.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

21. DAPDB07 - Site Safety Fencing - Demolition Only

The site must be fenced to a minimum height of 1.8m in accordance with SafeWork NSW guidelines to prevent public access throughout demolition. The fencing must be erected

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before the commencement of any demolition work and maintained.

(Reason: Public safety)

22. DAPDB08 - Demolition Inspections

Council (not a private certifier) must inspect the site prior to and after demolition works. Payment of the demolition inspection fee in accordance with Council's current fees and charges policy must be made to arrange the inspections.

After completion of demolition works, the applicant must notify Council within 7 days to assess the site and ensure compliance with AS2601-2001 - Demolition of Structures.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

23. DAPDB09 - Tree Preservation

All street trees and trees on private property that are protected under Cumberland City Council's controls, shall be retained and protected in accordance with AS 4970 - 2009 'Protection of Trees on Development Sites' during demolition and construction works except where Council's prior written consent has been obtained.

(Reason: Tree Preservation and Protection)

24. DAPDB10 - Demolition, Excavation, Construction Noise and Vibration Management Plan

A site specific Noise Management Plan shall be developed and submitted to Council prior to the commencement of any demolition, excavation and construction works on site.

The Plan must be prepared by a suitably qualified person who possesses the qualifications to be eligible for membership of the Australian Acoustic Society, Institution of Engineers Australia or the Australian Association of Acoustic Consultants.

The Plan must include but not be limited to the following:-

- (a) Identification of any noise sensitive receivers near to the site;
- (b) A prediction as to the level of noise impact, including the proposed number of any high noise intrusive appliances, likely to affect the nearest noise sensitive receivers. A statement should also be submitted outlining whether or not predicted noise levels will comply with the noise criteria stated in the NSW EPA Interim Construction Noise Guideline (2009). Where resultant site noise levels are likely to be in exceedance of this noise criteria then a suitable proposal must be given as to the duration and frequency of respite periods that will be afforded to the occupiers of neighbouring property;
- (c) A representative background noise measurement (LA90, 15 minute) should be assessed in the vicinity of any potentially affected receiver locations and measured in accordance with AS 1055:1.2.1997;
- (d) Confirmation of the level of community consultation that has/is and will be undertaken with Building Managers/ occupiers of the main adjoining noise sensitive properties likely to be most affected by site works and the operation of plant/machinery particularly during the demolition and excavation phases;
- (e) Confirmation of noise monitoring methodology that is to be undertaken during the main stages of work at neighbouring noise sensitive properties in order to keep complaints to a minimum;
- (f) The type of action will be undertaken following receipt of a complaint concerning offensive noise including provision of a site contact;
- (g) Details of any noise mitigation measures that have been outlined by an acoustic consultant or otherwise that will be deployed on site to reduce noise impacts on the occupiers of neighbouring noise sensitive property to a minimum.

(Reason: Environmental and residential protection)

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25. DAPDB11 - Hazardous Materials Survey Required

Prior to the commencement of any demolition works on site, a Hazardous Materials Survey Report must be prepared by a suitably qualified person (such as a certified Occupational Hygienist) and submitted to the satisfaction of the certifier, with a copy provided to Council. The report must identify and record the type, location and extent of any hazardous materials on the site and make recommendations as to the safe management and/or removal to ensure the site is safe for demolition, construction and future use/occupation.

(Reason: To ensure controls are in place for hazardous materials)

26. DAPDB12 - Sediment and Erosion Control measures

Prior to the commencement of works, the following measures are to be implemented on the site to assist with sedimentation control during the construction phase of the project:-

- (a) A dish shaped diversion drain or similar structure will be constructed above the proposed building works to divert run-off to a stable discharge area such as dense ground cover. This diversion drain is to be lined with turf or otherwise stabilised.
- (b) A sediment-trapping fence using a geotechnical fabric specifically designed for such purpose and installed to manufacturer's specifications is to be placed in suitable locations below the construction area to reduce impacts on waterways.
- (c) Vegetation and/or existing building structures will be cleared from the construction site only, other areas to remain undisturbed.
- (d) Restricting vehicle access to one designated point and having these driveways adequately covered at all times with blue metal or the like.
- (e) A vehicle wheel wash, cattle grid, wheel shaker or other appropriate device, shall be installed prior to commencement of any site works or activities, to prevent mud and dirt leaving the site and being deposited on the street.
- (f) Building operations such as brick cutting, washing tools or brushes and mixing mortar are not permitted on public roadways or footways or in any other locations, which could lead to the discharge of materials into the stormwater drainage system or waterways.
- (g) Stockpiles of topsoil, sand, aggregate, soil or other material shall not be located on any drainage line or easement, natural watercourse, footpath or roadway. Stockpiles shall be protected with adequate sediment controls.
- (h) The installation of gutters, downpipes, and the connection of downpipes to the stormwater disposal system prior to the fixing of the roof cladding.

Such measures are to be maintained at all times to the satisfaction of Council and the Principal Certifier. Failure to do so may result in the issue of penalty notices.

(Reason: To minimise/prevent impacts on waterways by minimising soil erosion and sediment leaving the site)

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Conditions which must be satisfied prior to the issue of a Construction Certificate

27. DACCA01 - Amendments to Approved Plans

Amended plans/documents shall be submitted to the Accredited Certifier prior to the issue of a Construction Certificate addressing the following matters:

- a) Internal wall, craft area and indoor storage between indoor play area and auditorium room for age 3 - 5 years old shall be deleted from the plans and be relocated to allow direct supervision of children.
- b) A 2.1m high acoustic fence with 45° awning extending to 1m, as measured from the finished floor level of the outdoor play area, shall be constructed entirely within the subject property.
- c) All boundary fence on top of retaining wall with the fence height exceeding 2.4m as measured from the lower adjacent ground level, shall be constructed of transparent Perspex/lattice type of materials in its place.

(Reason: To confirm and clarify the terms of Council's approval)

28. DACCA02 - Application for a Construction Certificate

Construction work must not commence until a Construction Certificate has been obtained from Council or an Accredited Certifier.

(Reason: Statutory requirement)

29. DACCA03 - Disabled Access & Facilities

Access and facilities for people with disabilities must be provided in accordance with the relevant requirements of the National Construction Code (for all new building work) and in addition, with the relevant requirements of the 'Disability (Access to Premises - Building) Standards 2010'. Details of the proposed access, facilities and car parking for people with disabilities are to be included in the plans/specifications for the construction certificate.

(Reason: To ensure compliance with the requirements of the National Construction Code)

30. DACCA04 - Works within Boundary

No portion of the works are to encroach beyond the boundaries of the subject property. Alternatively, documentary evidence that the owner of the adjoining property has no objection to the required works or access, is to be submitted to the Principal Certifier prior to the issue of a Construction Certificate.

(Reason: To ensure protection of adjoining properties)

31. DACCB01 - Damage Deposit for Council Infrastructure

A Damage Deposit (calculated in accordance with Council's adopted Fees and Charges) shall be paid to Council prior to the issue of the Construction Certificate. This Damage Deposit can be refunded upon the completion of all works with the issue of an Occupation Certificate. A written request shall be submitted to Council to release the bond.

Council may use part or all of the deposit to carry out rectification work for any damage caused by the development to Council's infrastructure.

(Reason: To protect Council infrastructure)

32. DACCB02 - Payment of Bonds, Fees and Long Service Levy

The Principal Certifier is to ensure and obtain written proof prior to the issue of a Construction Certificate that all bonds, fees and contributions as required by this consent have been paid to the applicable authority. This includes payment of a long service levy as required under part 5 of the Building and Construction Industry Long Service Payments Act 1986.

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(Reason: To ensure that the applicable bonds, fees and levies are paid)

33. DACCB05 - Fees to be paid to Council prior to issue of the Construction Certificate

Demolition Inspections	\$482.00
Damage Deposit	\$2,850.00
Cash bond to cover the registration of a Positive Covenant and Restriction as to User over the Onsite Stormwater Detention System. (This bond is refundable upon the submission of proof of registration of the Restriction on Use and Positive Covenant with the Land and Property Information NSW.)	\$6,290.00
Landscaping Inspection fee where Council is the Principal Certifying Authority	\$343.00
Traffic Management Plan	\$201.00 initial fee
Cash bond or bank guarantee to cover the removal of redundant vehicular crossings and laybacks along the full road frontage and replacement with kerb and gutter. (This bond will be held for 'Six (6) months after the completion of works' or issue of a 'Final Occupation Certificate' (whichever occurs last) to remedy and defects that may arise within this time.)	\$1,500.00
Cash bond or bank guarantee for the satisfactory completion of the construction and/or reconstruction of the concrete footpath paving adjacent to the site. This bond will be held for 'Six (6) months after the completion of works' or issue of a 'Final Occupation Certificate' (whichever occurs last) to remedy and defects that may arise within this time.	\$1,500.00
Cash bond or bank guarantee for the satisfactory completion of the construction and/or reconstruction of the concrete kerb and guttering adjacent to the site. (This bond will be held for 'Six (6) months after the completion of works' or issue of a 'Final Occupation Certificate' (whichever occurs last) to remedy and defects that may arise within this time.)	\$1,000.00

Please note that other fees and charges may be applicable to the proposal, and the total fees calculated at the time of payment may exceed the figures detailed above. Further, fees to be paid to Council will be determined at the time of payment in accordance with Council's current adopted Fees and Charges Policy and therefore may exceed the fee amount quoted above.

(Reason: Statutory requirement and information)

34. DACCB06 - Photographic Record of Council Property - Damage Deposit

The applicant shall submit to Council prior to demolition commencing and/or issue of any Construction certificate, for the purposes of the damage deposit bond lodged to cover making good any damage caused to the property of Council, a full photographic record of the

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condition of Council's property (i.e., road pavement, kerb and guttering, footway, stormwater drainage, etc.) adjacent to the subject site.

The purpose of the photographic record is to establish any pre-existing damage to Council's property to ensure that you are not liable for any re-instatement works associated with that damage. However, if in the opinion of Council, the existing damage has worsened or any new damage occurred during the course of construction, Council may require either part or full re-instatement.

Failure to provide a full photographic record described above, is likely to render the applicant liable to rectify all damages unless satisfactory proof can be provided that the damage was pre-existing.

(Reason: Maintain public assets)

35. DACCL03 - Adjustment to Services

The arrangements and costs associated with any adjustment/relocation of services infrastructure shall be borne in full by the applicant/developer. Details are to be submitted with the application for a Construction Certificate.

(Reason: Ensure the applicant is responsible for costs associated with adjustments to Telecommunications infrastructure)

36. DACCC01 - Footpath Design Levels

Detailed footpath levels shall be obtained from Council before finalisation of the footpath and driveway design for Construction Certificate Application by lodging an "Application for Property Boundary Line Levels". Any required adjustments shall be included in the plans and the interface across the street boundaries shall be designed to incorporate smoothly the designated levels.

When lodging the "Application for Property Boundary Line Levels", fees are payable in accordance with Council's adopted fees and charges, which will go towards administration costs.

Unless an alternative specific design is submitted and approved by Council, the footpath levels adjoining the site shall generally be as follows:

- (a) The internal driveway levels shall be designed to meet Council's footpath verge levels such that a maximum cross fall of 2.5% is achieved where the formal footpath meets the driveway.
- (b) The level of the boundary line as it crosses the driveway shall incorporate a cross fall equivalent to the general longitudinal grade of the street. Any required adjustments shall be included in the plans and submitted for approval (under Section 138 of the Roads Act) prior to the release of the Construction Certificate.

Note: Care should be taken in steep landforms to ensure scraping of vehicles is avoided.

(Reason: Public infrastructure)

37. DACCC02 - Protection of Public Places

The adjoining or adjacent public area is not to be obstructed by any materials, vehicles, refuse skips and the like, under any circumstances unless approved in writing by Council.

If the work involved in the demolition or construction of a building is likely to disrupt or obstruct pedestrian or vehicular traffic in a public place, or building involves the closure of a public place, a barrier, fence or hoarding shall be erected prior to the commencement of any work subject to approval of a Traffic Management Plan.

(Reason: Safety)

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38. DACCC03 - Submission of Plans for Works within the Road Reserve

The submission to Council of three (3) copies and an electronic copy of Civil Engineering drawings for the design of all works within the road reserve required adjacent/near/outside Verlie Street including long and cross sections, details of proposed structures, ancillaries (e.g. footpaths, signage etc.) and specifications.

The drawings must be approved by Council in writing and all fees and charges paid prior to the issue of the Construction Certificate.

Such design shall be:

- (a) Prepared and submitted in electronic format, undertaken by a consulting Civil Engineer,
- (b) Approved in writing by Council under Section 138 of the Roads Act., prior to the issue of the Construction Certificate, and
- (c) All Civil Engineering works adjacent/near/outside [address] is to be fully supervised by Council. A maintenance period of six (6) months or as specified by Council shall apply to the work after it has been completed and approved. In that period the Applicant shall be liable for any part of the work which fails to perform in the manner outlined in Council's specifications, or as would reasonably be expected under the design conditions, and
- (d) Upon completion of the works, the Applicant is to provide to Council two (2) copies of "work as executed plans". The plans are to show relevant dimensions and finished levels and are to be certified by a registered surveyor. Also the Applicant is to provide to Council, in an approved format, details of all public infrastructure created as part of the works, including certification from the Design Engineer.

Note: Driveway construction will require a separate approval vehicular crossing and road works.

(Reason: To ensure compliance of engineering works/Council assets are constructed to acceptable standards for engineering works)

39. DACCC04 - Vehicular Crossings, Redundant Vehicular Crossings and other Works

Concrete vehicular crossing(s) shall be installed across the footpath at the entrance(s) and/or exit(s) to the site in accordance with Council requirements. All disused or redundant vehicle crossings and laybacks shall be removed and reinstated with concrete kerb and gutter or to the existing edging profile as specified by Council and the footpath area is to be restored to the satisfaction of Council's Engineer.

A separate Council approval is required and in this regard the applicant must lodge an application (available from Council's Customer Services Centre or from Council's website), and pay the appropriate fees and charges prior to the issue of the Construction Certificate.

This application will also be required where new pavement, repair or reinstatement of footpath or other ancillary works such as kerb and gutter and stormwater pit construction is proposed and/or required.

(Reason: To ensure appropriate access to the site can be achieved)

40. DACCG07 - Maintaining Sight Lines

All new walls adjacent to vehicular crossings must be lowered to a height of 600mm above the internal driveway level for a distance of 1.5m within the site or splayed 1.5 metre by 1.5 metre to provide satisfactory sight lines. Details are to be submitted to the Accredited Certifier prior to the issue of a Construction Certificate showing compliance with this condition.

(Reason: Safety)

41. DACCZ03 - Sight Distance

To maintain sight distance to pedestrians, all fencing and landscaping within 2.0m of a

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driveway shall have a maximum height of 1.0 m and 50% transparent above a height of 0.5m. All solid posts higher than 0.5m (but lower than 1m) shall have a maximum width of 350mm and a minimum spacing of 1.2m.

(Reason: Safety)

42. DACCC05 - Hoardings

A separate Hoarding approval for the erection of a Class A (fence type) or Class B (overhead type) hoarding along the street frontage(s) must be obtained from Council. The relevant application form shall be submitted to Council with a footpath occupancy fee based on the area of footpath to be occupied according to Council's Schedule of Fees and Charges, and the application shall be approved before the commencement of work.

(Reason: Safety & information)

43. DACCC06 - Separate Approval for Works in the Public Road (External Works) - Section 138 Roads Act

In accordance with Section 138 of the Roads Act 1993 and prior to the issue of any Construction Certificate, the applicant must submit a Road and Footpath Opening Permit application with detailed plans. Written approval must be obtained from the appropriate road authority (usually Council for local and regional roads and both Council and Roads & Maritime Services (RMS) for arterial roads), for any works in the road reserve.

Where the work involves closure of a carriageway on a State or Regional Road, or may impact on traffic flows on a State or Regional Road, or is within close proximity of a Traffic Facility (e.g. Traffic Lights) then a Road Occupancy License (ROL) must be obtained from the Planned Incidents Unit of the Traffic Management Centre of the RMS. The application should be lodged at least 10 days prior to the planned commencement date.

(Reason: Protection of Public Assets and information)

44. DACCE03 - Construction Traffic Management Plan (CTMP)

Prior to the issue of any Construction Certificate, the applicant shall submit and have approved by Council's Engineers, a detailed construction Traffic Management Plan (TMP). The plan shall demonstrate how construction and delivery vehicles will access the development site during the demolition, excavation and construction phase of the development. The plan shall be certified by a suitably qualified and experienced traffic consultant and all traffic associated with the subject development shall comply with the terms of the approved Construction Traffic Management Plan.

The following matters (at a minimum) must be addressed in the TMP:

- a) A detailed description and route map of the proposed truck/construction vehicle access routes.
- b) The locations of any proposed Construction Works Zones along the site frontage.
- c) Provide a construction schedule.
- d) Tradesperson parking (parking shall be provided on-site where possible).
- e) Provide relevant Traffic Control Plans (must be certified by a suitably qualified RMS ticket holder).
- f) Provide relevant Pedestrian Management Plans.
- g) A site plan which indicates site entrances and exits, turning areas within the site for construction and spoil removal vehicles allowing a forward ingress and egress for all construction vehicles on the site (superimposed truck swept path diagrams). Site entrances and exits shall be controlled by a certified traffic controller.

(Reason: Traffic safety and amenity during construction phase)

45. DACCG11 - Stop Signs

Appropriate sign(s) shall be provided and maintained within the site at the point(s) of vehicular egress to signal all vehicles to stop before proceeding onto any public way.

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(Reason: Adequate access and egress)

46. DACCG05 - Off Street Car Parking - General

Ten (10) off-street car parking spaces for visitors suitably marked in accordance with the approved plans (unless elsewhere specified) shall be provided. Each space shall have minimum dimensions in accordance with the relevant Australian Standard.

Details are to be submitted to the Principal Certifier prior to the issue of a Construction Certificate showing compliance with this condition.

(Reason: Parking and access)

47. DACCJ03 - Certification of the Stormwater Drainage System Design

The proposed stormwater design shall be certified by a suitably qualified person, in accordance with the approved stormwater plans, Council's "On-site Stormwater Detention Policy" and shall be submitted to the Accredited Certifier prior to the issue of the Construction Certificate.

Certification of the proposed stormwater design shall be obtained from a Chartered Professional Civil Engineer with Institution of Engineers, Australia Corporate Membership and registered on the National Engineers Register (NER) and shall be submitted to the Accredited Certifier prior to the issue of the Construction Certificate.

(Reason: Adequate stormwater management)

48. DACCJ06 - Silt Arrestors and Gross Pollutant Traps

Silt and gross pollutant traps shall be fitted in all stormwater pits, designed in accordance with Council's Engineering Specifications and Holroyd Development Control Plan and to the satisfaction of Council or an Accredited Certifier. Details are to be submitted with the design prior to the issue of the Construction Certificate.

(Reason: Environmental protection)

49. DACCZ01 - Prevention of Spilling of Street Stormwater

To prevent street stormwater entering property through the driveway, the driveway within the nature strip shall rise up from the gutter with the crest, at the property boundary, of approx. 100mm above the top of the kerb. The crest level shall be shown on the plan with the finished surface levels.

(Reason: To prevent street stormwater spilling into subject site.)

50. DACCJ08 - Control of Seepage Water

A holding tank shall be provided to store seepage water for a period of 24 hours. The discharge of seepage water to the kerb is to be restricted between 11:00pm and 3:00am at a maximum discharge rate of 5.0 L/s. A minimum of seepage rate of 0.001 L/s per sq. shall be adopted to calculate the capacity of the holding tank unless a geotechnical report prepared by a qualified Geotechnical Consultant is submitted which provides a different seepage rate, prior to the issue of a Construction Certificate.

(Reason: Prevention of public nuisance from discharge of seepage water)

51. DACCZ02 - Basement Pump-out System

The basement stormwater pump-out system shall be designed and constructed to allow for subsoil drainage and any water falling on access points to the basement car park to include the following:

- (a) The pump-out system shall have storage to accommodate runoff volume of equivalent to 1% AEP 12-hours storm event, in case of pump-out failure, with the following provisions.

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- i. A holding tank capable of storing the run-off from a 1% AEP (1:100 year ARI, average reoccurrence interval) - 90 minutes duration storm event, allowing for pump failure.
- ii. Aboveground storage area around the tank capable of storing difference between 1%AEP- 90 minutes duration storm event and 1%AEP 12 hours duration storm event
- (b) A two (2) submersible type pump units (working on an alternate basis) capable of emptying the holding tank at a rate equal to the lower of:
 - i. The permissible site discharge (PSD) rate; or
 - ii. The rate of inflow for the one hour, 5-year ARI storm event.
- (c) An alarm system comprising of basement pump-out failure warning sign together with a flashing strobe light and siren installed at a clearly visible location at the entrance to the basement in case of pump failure.
- (d) A 100 mm freeboard to all parking spaces.
- (e) Submission of full hydraulic details and pump manufacturers specifications.
- (f) Pump out system to be connected to a stilling pit and gravity line before discharge to the street gutter.

Plans and design calculations along with certification from the certified stormwater engineer indicating that the design complies with the above requirements are to be submitted to the satisfaction of the Principal Certifying Authority prior to issue of the Construction Certificate.

(Reason: Management of driveway runoff and subsoil drainage.)

52. DACCJ05- Grated Drain to Garage Entrance/Driveway/Street Boundary

A grated trench drain shall be provided across the width at the end of the basement ramp. Unless otherwise designed by a Qualified Civil Engineer, the dimensions of the trench grate shall not be less than 200mm wide by 150mm deep at the shallow end, and have a minimum slope of 2%. This trench drain shall be connected to an approved drainage system. The grated drain calculation shall be in accordance with AS/NZS3500.

The above information must be indicated on all relevant drawings to be submitted with the Construction Certificate.

(Reason: Environmental protection)

53. DACCJ01 - Detailed Stormwater Drainage System Design

Prior to the issue of the Construction Certificate a detailed stormwater drainage plan for the safe disposal of stormwater from the site, prepared in accordance with Council's "On-Site Stormwater Detention Policy", the "Stormwater and On Site Detention Drawing Submission Checklist" and the "Upper Parramatta River Catchment Trust's On-site Stormwater Detention Handbook" shall be submitted and approved by the Accredited Certifier.

Should any changes be required to the approved stormwater drainage plan, the amended design shall achieve equivalent performance standards in accordance with Council's "On-Site Stormwater Detention Policy".

The stormwater plan shall be in accordance with the OSD Plan Number 2020-013 and address the followings:

- i. The roof gutter and downpipe system for lot 1 shall be design to convey the 5-minute duration 1% AEP storm event into the OSD system with no gutter overflows.
- ii. The stormwater plan shall indicate the finished surface levels of the OSD tank base slab at critical locations such as each corners etc.
- iii. Areas of the site that will by-pass the detention system/s shall be clearly delineated on the drawing, and the OSD Design Summary Calculations shall correspond.
- iv. Amendments in red (if any) on the OSD drawing.

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Please note that where the proposed design extends beyond the property boundary, separate approval under Section 138 of the Roads Act 1993, must be obtained from Council prior to the commencement of works.

The amended plan shall be submitted to the Principal Certifying Authority (PCA) for approval together with the application for the construction certificate.

(Reason: Stormwater management)

54. DACCJ10 - Engineering Design - Basement Excavation

The following engineering details or design documentation (where appropriate) shall be submitted to the Principal Certifier (Council or Accredited Certifier) prior to the issuing of a Construction Certificate:-

- a) Documentary evidence prepared by a suitably qualified professional geotechnical engineer shall be submitted to the Principal Certifier, that confirms the suitability and stability of the site for the proposed excavation and building as well as certifying the suitability and adequacy of the proposed design and construction of the building for the site.
- b) A report shall be prepared by a professional engineer and submitted to the Principal Certifier prior to the issuing of a Construction Certificate, detailing the proposed methods of excavation, shoring or pile construction. This report must include measure(s) to eliminate or avoid any possible damage to the adjoining or nearby properties from the proposed building and excavation works. Any practices or procedures specified in the engineer's report in relation to the avoidance or minimisation of structural damage to nearby premises, are to be fully complied with and incorporated into the plans and specifications for the Construction Certificate. A copy of the engineer's report is to be submitted to the Council, if the Council is not the Principal Certifier.
- c) Driven type piles/shoring must not be provided unless a geotechnical engineer's report is submitted to the Principal Certifier, prior to the issuing of a Construction Certificate, which states that damage should not occur to any adjoining premises and public place as a result of the works.
- d) The installation of ground or rock anchors (including underneath a public roadway or public place) are subject to separate approval. Works associated with proposed anchors must not be carried out without the specific written consent of the owners of the affected adjoining premises and (where applicable) details of compliance must be provided to the Principal Certifier prior to the commencement of any excavation or building works.

(Reason: To ensure the proposed method of excavation is suitable for the site and to prevent damage occurring to adjoining premises)

55. DACCJ11 - Excavations Extending Below the Base of Footings of Adjoining Development

Where excavations extend below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation must preserve and protect the building from damage and, if necessary, underpin and support the adjoining building in an approved manner. The person causing the excavation must give the owner of the adjoining property at least seven (7) days written notice of its intention to excavate below the level of the base of the footing. The person must also furnish the adjoining property owner with particulars of the proposed work.

(Reason: To ensure the support for neighbouring buildings)

56. DACC01 - Dilapidation Report

A Dilapidation report should be prepared for any adjoining or nearby property that may be

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subject to potential damage as a result of any works being undertaken on the site as part of this approved development. This is designed to assist all parties should damage occur which is not preventable. The dilapidation reports must be completed and submitted to the owner/s of the affected property/ies, Council and the Principal certifier prior to undertaking any works that may cause damage. All costs shall be borne by the applicant/person acting on the consent.

The Dilapidation Report is to be prepared by a suitably qualified practising engineer.

Please note:

- a) Any damage that may be caused is a civil matter. This consent does not allow or authorise any party to cause damage, trespass, or any other unlawful act and Council will not be held responsible for any damage that may be caused to adjoining buildings as a consequence of the development being carried out.
- b) Council will not become directly involved in disputes between the builder, owner, developer, its contractors and the owners of neighbouring buildings.

(Reason: To ensure there is an adequate record of the state of neighbouring properties prior to works commencing on site)

57. DACCK05 - Salinity

This site has been identified as having a potential salinity hazard. To prevent moisture/salinity from entering the built structure, appropriate construction measures are to be incorporated for all dwellings/buildings. Details of the proposed methods of construction shall be included in the engineering plans submitted to the Accredited Certifier prior to the issue of a Construction Certificate.

(Reason: Ensure appropriate construction methods are used)

58. DACCK06 - Retaining Walls

Retaining walls greater than 1.0m above the finished ground level or other approved methods necessary to prevent the movement of excavated or filled ground, together with associated stormwater drainage measures, shall be designed by an appropriately qualified person. Details are to be included with any Construction Certificate application.

(Reason: To ensure safety and the proper design or retaining structures)

59. DACCK07 - Structural Engineer's Details

Structural engineer's details (in duplicate) prepared and certified by a practising qualified structural engineer of all reinforced concrete and structural members shall be submitted to the Accredited Certifier.

(Reason: To ensure safety and the proper design or structural elements of the building)

60. DACCL05- Compliance with Acoustic Report

Prior to the issue of a Construction Certificate, the construction drawings and construction methodology must be assessed and certified by a suitably qualified acoustic consultant to be in accordance with any requirements and recommendations of the approved acoustic report prepared by Rodney Stevens Acoustics Pty Ltd dated 28 January 2020 reference 190270R1 Revision 3.

Note: Suitably qualified Acoustic Consultant means a consultant who possesses the qualifications to render them eligible for membership of the Australian Acoustics Society, Institution of Engineers Australia or the Association of Australian Acoustic Consultants at the grade of member.

(Reason: To ensure appropriate noise attenuation measures are used)

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Conditions which must be satisfied prior to the commencement of any development work

61. DAPCZ01 - Works within Council Reserve

All works within the Council reserve shall be completed within three (3) weeks of the date of commencement. Council's Development Engineer shall be advised prior to the commencement of works.

(Reason: To preserve Council's assets and amenity)

62. DAPCZ02 - Worker's Compensation

Submission to Council of a Certificate of Currency of the contractor's Workers' Compensation Policy prior to the commencement of works.

(Reason: Safety)

63. DAPCZ03 - Public Liability

All construction works shall be in accordance with the WorkCover safety requirements. Submission of insurance documentation demonstrating a minimum Public Liability cover of \$20,000,000 is to be submitted prior to commencement of works. Cumberland Council shall be named on the Certificate of Currency as an interested party.

(Reason: Safety)

64. DAPCZ04 - Footpath Protection

Protection must be provided for Council footpaving, kerbing and guttering. Wooden mats must also be provided at all entrances where the site fronts paved footpaths.

(Reason: To preserve Council's assets and amenity)

65. DAPCA01 - Appointment of Principal Certifier

No work shall commence in connection with this Development Consent until:

- a) A construction certificate for the building work has been obtained from a Certifier.
- b) the person having the benefit of the development consent has:
 - (i) appointed a principal certifier for the building work, and
 - (ii) given at least 2 days' notice to the Council, and the principal certifier if not the Council, of the person's intention to commence the erection of the building, and
- c) The principal certifier has, no later than 2 days before the building work commences:
 - (i) notified the Council of his or her appointment, and
 - (ii) notified the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work, and
- d) The person carrying out the building work has notified the principal certifier that the person will carry out the building work as an owner-builder, if that is the case
- e) The person having the benefit of the development consent, if not carrying out the work as an owner-builder, has:
 - (i) appointed a principal contractor for the building work who must be the holder of a contractor licence if any residential building work is involved, and
 - (ii) notified the principal certifier of such appointment, and
 - (iii) unless that person is the principal contractor, notified the principal contractor of any critical stage inspections and other inspections that are to be carried out in respect of the building work, and

(Reason: Statutory requirements)

66. DAPCA03 - Site Safety Fencing

Erect site fencing to a minimum height of 1.8m, to exclude public access to the site

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throughout the construction works. The fencing must be erected before the commencement of any work and maintained.

(Reasons: Statutory requirement and health and safety)

67. DAPCA04 - Principal Certifier Sign

Prior to commencement of any work, signage must be erected in a prominent position on the work site identifying:

- a) The Principal Certifier by showing their name, address and telephone number;
- b) The Principal Contractor (if any) by showing the Principal Contractor's name, address and telephone number (outside of work hours) for that person.
- c) The sign must state that unauthorised entry to the work site is prohibited.

Any such sign is to be maintained while the work is being carried out, and must be removed when the work has been completed.

(Reason: Statutory requirement)

68. DAPCA05 - Sydney Water Tap in Approvals

The approved plans must be submitted through the Sydney Water 'Tap in' portal to determine whether the development application will affect Sydney Water's sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met. Sydney Water 'Tap in' customers will receive an approval receipt. For further details please refer to Sydney Water's web site at www.sydneywater.com.au/tapin or call 1300 082 746.

The Principal Certifier must ensure that the plans have been approved through the Sydney Water 'Tap in' process and an approval receipt is issued prior to the commencement of works.

(Reason: Statutory requirement)

69. DAPCA06 - Toilet Amenities for People Working at the Site

Suitable toilet amenities are to be provided at the work site at all times. If a temporary toilet is proposed, it must:-

- a) Have a hinged door capable of being fastened from both inside and outside,
- b) Be constructed of weatherproof material,
- c) Have a rigid and impervious floor; and
- d) Have a receptacle for, and supply of, deodorising fluid.

(Reason: To ensure suitable toilet amenities are provided for workers)

70. DAPCA07 - Notice of Requirements from Sydney Water

Following application to Sydney Water, they will assess the development and if required will issue a "Notice of Requirements" letter detailing all requirements that must be met. The Notice of Requirements letter must be submitted to the Principal Certifier before the commencement of works.

(Reason: To comply with statutory requirements)

71. DAPCC01 - Salinity

The applicant must advise the relevant public utility authorities of the salinity problems that have been identified, to ensure their services are designed to take into consideration the effects of saline soils on their installations.

(Reason: To ensure utility authorities design relevant utilities in consideration of the saline soils)

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Conditions which must be satisfied during any development work

72. DADWZ01 - Pedestrian Access

Pedestrian access, including disabled and pram access, is to be maintained as per Australian Standard AS1742.3 "Part 3 - Traffic Control Devices for Works on Roads".

(Reason: Safety)

73. DADWZ02 - Sign Posting

All advisory and regulatory sign posting (for example parking restriction signage, pedestrian crossing signs, warning signs) are to remain in place during construction.

(Reason: Safety)

74. DADWZ03 - Site Works

All turfed areas shall be finished level with adjoining surfaces and also fall evenly to approved points of drainage discharge.

(Reason: Landscaping/site works)

75. DADWZ04 - Basement Parking

A convex mirror is to be provided so that drivers can see up the driveway from within the basement. An intercom device is to be located:

- i) on the driver's side wall at the top of the driveway to the basement carpark, so that visitors can access the carparking spaces; and
- ii) within the basement foyer so that disabled persons can contact any unit if the lift is not working.

Details of any control device for the roller gates (if proposed) shall be shown on the plans. The control device shall not reduce the width of the access driveway/ramp (i.e. maintain compliance with AS2890.1-2004) and shall not impact on the flow of traffic and road safety.

(Reason: Access and safety)

76. DADWA01 - Construction Hours

No construction or any other related activities including the delivery of materials to the site shall be carried out on the site outside the hours of 7.00 am to 6.00 pm Mondays to Fridays and 8.00 am to 4.00 pm Saturdays. No work is to occur on Sundays and public holidays.

Note: Demolition work is not permitted on weekends or public holidays- refer to specific demolition conditions for approved hours.

Where the development involves the use of jackhammers/ rock breakers and the like or other heavy machinery, such equipment may only be used between the hours of 7.00 am - 6.00 pm Monday to Friday.

(Reason: To minimise impacts on neighbouring properties)

77. DADWA02 - Dust Control

Major Works

The following measures must be implemented (in part or in total) as directed by Cumberland City Council to control the emission of dust:

- a) Dust screens must be erected around the perimeter of the site and be kept in good repair for the duration of the work.
- b) All dusty surfaces must be wet down and any dust created must be suppressed by means of a fine water spray. Water used for dust suppression must not be contaminated or allowed to enter the stormwater system.

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- c) All stockpiles of materials that are likely to generate dust must be kept damp or covered.
- d) All stockpiles of soil or other materials shall be placed away from drainage lines, gutters or stormwater pits or inlets.
- e) All stockpiles of soil or other materials likely to generate dust or odours shall be covered.
- f) All stockpiles of contaminated soil shall be stored in a secure area and be covered if remaining more than 24 hours or as directed by the Cumberland City Council.

(Reason: To prevent the movement of dust outside the boundaries of the site)

78. DADWA03 - Site Management

All possible and practical steps shall be taken to prevent nuisance to the occupants of the surrounding neighbourhood from windblown dust, debris, noise and the like during the demolition, excavation and building works.

(Reason: Health and amenity)

79. DADWA04 - Acid Sulphate Soils

Any excavation works carried out on site should be closely monitored to ensure no signs of Potential Acid Sulfate Soil (PASS) or Actual Acid Sulfate Soil (AASS) are observed. Indicators may include grey to greenish blue clays, unusual gold-yellow mottling or 'rotten egg' odours. If any of these indicators are observed, excavation of the site is to be stopped immediately, the Principal Certifier is to be notified and a suitably qualified environmental scientist should be contracted to further assess the site.

(Reason: Environmental protection)

80. DADWA05 - Construction Management Plan

All development activities and traffic movements must be carried out in accordance with the approved Construction Management Plan.

All controls in the Plan must be maintained at all times. A copy of the Plan must be kept on site at all times and made available to the certifier on request.

(Reason: Compliance with condition of consent)

81. DADWA06 - Stamped Plans

Stamped plans, specifications, documentation and the consent shall be available on site at all times during construction.

(Reason: To ensure compliance with approved plans)

82. DADWA07 - General Site Requirements during Demolition and Construction

All of the following are to be satisfied/complied with during demolition, construction and any other site works:

- a) All demolition is to be carried out in accordance with Australian Standards AS 2601-2001.
- b) Demolition must be carried out by a registered demolition contractor.
- c) A single entrance is permitted to service the site for demolition and construction. The footway and nature strip at the service entrance must be planked out with close boarded, hardwood timber footpath protection pads. The pad shall cover the entire width of the footpath opening for the full width of the fence.
- d) No blasting is to be carried out at any time during construction of the building.
- e) Care must be taken during demolition/ excavation/ building/ construction to prevent any damage to adjoining buildings.
- f) Adjoining owner property rights and the need for owner's permission must be observed at all times, including the entering onto land for the purpose of undertaking works.

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- g) Any demolition and excess construction materials are to be recycled wherever practicable.
- h) The disposal of construction and demolition waste must be in accordance with the requirements of the Protection of the Environment Operations Act 1997.
- i) All waste on the site is to be stored, handled and disposed of in such a manner as to not create air pollution (including odour), offensive noise or pollution of land and/or water as defined by the Protection of the Environment Operations Act 1997. All excavated material should be removed from the site in the approved manner and be disposed of lawfully to a tip or other authorised disposal area.
- j) Section 143 of the Protection of the Environment Operations Act 1997 requires waste to be transported to a place which can lawfully accept it. All non-recyclable demolition materials are to be disposed of at an approved waste disposal depot in accordance with legislation.
- k) All materials on site or being delivered to the site are to generally be contained within the site. The requirements of the Protection of the Environment Operations Act 1997 must be complied with when placing/stockpiling loose material, disposing of concrete waste, or other activities likely to pollute drains or water courses.
- l) Details as to the method and location of disposal of demolition materials (weight dockets, receipts etc.) should be kept on site as evidence of approved methods of disposal and recycling.
- m) Any materials stored on site must be stored out of view or in such a manner so as not to cause unsightliness when viewed from nearby lands or roadways.
- n) Public footways and roadways adjacent to the site must be fully maintained and cleared of obstructions during construction unless prior separate approval from Council is obtained including payment of relevant fees.
- o) Building operations such as brick cutting, washing tools or paint brushes, and mixing mortar shall not be performed on the roadway or public footway or any other locations which could lead to the discharge of materials into the stormwater drainage system.
- p) All site waters during excavation and construction must be contained on site in an approved manner to avoid pollutants entering into waterways or Council's stormwater drainage system.

(Reason: To ensure minimal disruption to the local area and to ensure demolition, building and any other site works are undertaken in accordance with relevant legislation and policy.)

83. DADWA15- Importation of Fill

All fill imported onto the site shall be validated to ensure the imported fill is suitable for the proposed land use from a contamination perspective. Fill imported on to the site shall also be compatible with the existing soil characteristic for site drainage purposes.

All fill imported onto the site must be validated by either one or both of the following methods:

- a) Imported fill should be accompanied by documentation from the supplier which certifies that the material is not contaminated based upon analyses of the material for the known past history of the site where the material is obtained; and/or
- b) Sampling and analysis of the fill material shall be conducted in accordance with NSW EPA (1995) Sampling Design Guidelines.

(Reason: To ensure controls are in place for contamination management)

84. DADWA09 - Power Connection - Major Development

All power connection to the development shall be installed underground for all major development (excluding dwellings, secondary dwellings and dual occupancy developments).

(Reason: To avoid visual clutter)

85. DADWA11 - Communication Cabling

All communication cabling shall be installed underground as per the relevant authority's requirements.

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(Reason: Environmental Amenity)

86. DADWA12 - Compliance with the Demolition, Excavation and Construction Noise and Vibration Management Plan

All demolition, excavation and construction works carried out on the premises which form part of this consent must be carried out in accordance with the Demolition, Excavation and Construction Noise and Vibration Management Plan submitted to and approved by Council as part of this consent.

(Reason: To protect residential amenity)

87. DADWA13 - Compliance with Hazardous Materials Survey Report

All of the recommendations for management and/or removal of hazardous materials on the site, as outlined in the Hazardous Materials Survey Report prepared prior to commencement of demolition works, must be complied with.

Prior to the Occupation Certificate being issued, a clearance certificate must be submitted to the Principal Certifier from a suitably qualified person (such as a certified Occupational Hygienist) confirming that all hazardous materials identified have been contained, managed or removed in accordance with the recommendations given in the approved Hazardous Materials Survey Report, and that the site is safe for future occupation in accordance with the approved use.

(Reason: To ensure controls are in place for hazardous materials)

88. DADWA14 - Classification of Waste

Prior to the exportation of waste (including fill or soil) from the site, the waste materials must be classified, transported, and disposed of in accordance with the Protection of the Environment Operations Act 1997 and NSW EPA requirements.

(Reason: To ensure controls are in place for waste management)

89. DADWA17 - Notification of New Contamination Evidence

- (a) Any new information which comes to light during site preparation, remediation, demolition or construction works which has the potential to alter previous conclusions about site suitability and contamination must be notified to the Principal Certifier and Cumberland City Council.
- (b) Council may require a NSW accredited site auditor to be engaged to review the contamination assessment and remediation/validation process (where applicable). If appropriate, Council may also require a new Remedial Action Plan (RAP) to be prepared and implemented to ensure the site can be made suitable for the approved use in light of the new information.
- (c) Where a NSW accredited Site Auditor is engaged in compliance with part (b) above, an occupation certificate **must not be** issued until a Section A Site Audit Statement has been submitted to Cumberland City Council by the Auditor confirming the site is now suitable for the proposed use.

(Reason: To ensure controls are in place for contamination management)

90. DADWC04 - Survey Report

In order to ensure compliance with approved plans, a Survey Certificate to Australian Height Datum shall be prepared by a Registered Surveyor as follows:-

- a) At the completion of the first structural floor level indicating the level of that floor and the relationship of the building to the boundaries.
- b) At the completed height of the building, prior to the placement of concrete in form work, or the laying of roofing materials.
- c) At completion, the relationship of the building and any penetrations thereto, to the boundaries.

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Progress certificates in response to points (a) through to (c) shall be provided to the Council or the Accredited Certifier at the time of carrying out relevant progress inspections. Under no circumstances will work be allowed to proceed should such survey information be unavailable or reveal discrepancies between the approved plans and the proposed works.

(Reason: To ensure compliance with approved plans)

91. DADWA19 - Excavation Pump-out

Water that has accumulated in any excavation is not to be pumped into any stormwater disposal system unless the approval of Cumberland City Council is obtained prior. The analytical results of any discharge must comply with relevant EPA and ANZECC standards for water quality and be made available to Council upon request. Any water to be discharged to Council's stormwater system shall not contain a concentration of suspended sediment exceeding 50mg/L, shall have a pH of between 6.5-8.0 and shall comply with the ANZECC Guidelines for Fresh and Marine Water Quality and the NSW Department of Housing, Managing Urban Stormwater - Soils and Construction 2004.

Water testing shall be carried out by a suitably qualified environmental scientist. Water that does not comply with the above standards shall not be discharged to the stormwater system, and shall be disposed of using alternative approved means.

Results of water testing (if required) shall be provided to Council or in the Validation Report for remediation projects as required by the conditions of this consent. Documentation for the off-site disposal of water shall be included in the Validation Report.

Note: Other options for the disposal of excavation pump-out water include disposal to sewer with prior approval from Sydney Water, or off-site disposal by a liquid waste transporter for treatment/disposal to an appropriate waste treatment/processing facility.

(Reason: Environmental amenity)

92. DADWA20 - Road and Footpath Opening Permit

Pursuant to Section 138 of the Roads Act, should any work on the verge, footpath, public road reserve or public reserve (open space) be required, approval will need to be obtained from Council. In this regard the Applicant is to contact Council's Customer Services Centre to apply for a Road and Footpath Opening Permit, for works in relation to the excavation of the verge (e.g. for the purpose of installation of services such as private stormwater, private gas line, private sewer, private water pipe, etc.). This Permit is to be obtained prior to any works on the verge, footpath, public road reserve or public reserve being undertaken.

Road and Footpath Opening Permits do not include driveways, laybacks and major stormwater drainage construction, which are covered separately by the 'Application for Vehicular Crossing and Road Works' or the 'Application for Street Drainage Works Approval'.

(Reason: Maintain public asset)

93. DADWC07 - Switchboards/Service Panels

Switchboards and/or service panels for utilities are not to be attached to the front facades/elevations of the building(s).

(Reason: To ensure that switchboards and service panels are appropriately located)

94. DADWC01 - Obstruction of Road or Footpath

The use of the road or footpath for the storage of any building materials, waste materials, temporary toilets, waste bins or any other matter is not permitted unless approved by Council.

(Reason: Protection of infrastructure, safety & information)

95. DADWC02 - Compliance with the National Construction Code

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All building work must be carried out in accordance with the provisions of the National Construction Code (NCC).

(Reason: Prescribed statutory control)

96. DADWC05 - Salinity

The building and external walls are not to proceed past ground floor formwork/reinforcing level until such time as the Accredited Certifier has confirmed that all required construction measures addressing salinity (as required by this consent and accompanying Construction Certificate) have been carried out.

(Reason: To ensure required construction measures addressing salinity are carried out)

97. DADWC06- Air Conditioning Units - Location

Air conditioning units are to be located to the ground level of rear yards or within basement garages and not within the side setbacks or frontages of the property. Air conditioning units are not to be visible from the street or public place and are not to obscure windows/window frames or architectural features of the building.

(Reason: To ensure that air conditioning units associated with the development are appropriately located and do not detract from the appearance of the buildings)

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Conditions which must be satisfied prior to the issue of any Occupation Certificate relating to the use of the building or part

98. DAOCF04 - Street Tree Removal/Replacement Fee

The applicant shall meet the full cost for Council to:

- a) Remove the existing street tree and replant 45 litre (container size) tree. The location and species of the replacement street tree shall be determined by Council.
- b) Provide and plant *Corymbia ficifolia* in a 45 litre (container size) street tree/s once the works are completed and details of the proposed species are to be submitted to and approved by Council in accordance with Section 4.17 of the Environmental Planning & Assessment Act 1979, prior to issue of the Occupation Certificate.

The tree shall be maintained in a healthy and vigorous state for a period of 12 months from the date of planting or until established.

(Reason: Tree preservation and environmental amenity)

99. DAOCZ01 - Pump-out System Alarm

Details of suitable measures to immediately alert the owners of the building (including when the building is not occupied) that a pump failure has occurred shall be provided to the Principal Certifying Authority for approval, prior to the issue of an Occupation Certificate.

(Reason: Safety)

100. DAOCZ02 - Driveway within Nature Strip

The vehicle crossing and the driveway between the street and front boundary shall be constructed of plain concrete with no colour or stencilling.

(Reason: To maintain uniformity of driveway)

101. DAOCZ03 - Works-As-Executed Stormwater Plan

Works-As-Executed stormwater plans shall be submitted to the Principal Certifying Authority prior to the issue of the Occupation Certificate, certifying that the stormwater drainage system has been constructed and completed in accordance with the approved stormwater plans. The person issuing the Occupation Certificate shall ensure that the following documentation is completed and submitted

- a. The Work-As-Executed plans are prepared on the copies of the approved drainage plans issued with the Construction Certificate with the variations marked in red ink.
- b. The Work-As-Executed plans have been prepared by a registered surveyor certifying the accuracy of dimensions, levels, storage volumes, etc.
- c. The "As-built" On-Site Detention (OSD) storage volumes are to be presented in a tabular form using the pyramid volume and prismatic volume calculation method.
- d. OSD WAE Survey certification form and WAE dimensions form (Form B10 and attachment B. Refer to UPRCT Handbook).
- e. Certificate of Hydraulic Compliance (Form B11) from a qualified drainage / hydraulic engineer (refer to UPRCT Handbook). The person issuing Hydraulic certificate shall ensure that all the works have been completed and comply with the approved plans.
- f. Approved verses installed Drainage Design (OSD) Calculation Sheet certified by a qualified practicing Hydraulic Engineer.
- g. Structural Engineer's Certificate for the OSD tank structure, basement pump out tank structure, OSD basin (retaining) wall etc.
- h. Structural Engineer's Certificate for the OSD tank structure, basement pump out tank structure, OSD basin (retaining) wall certifying structural stability of the structure and leak-proof capability etc.

The above is to be submitted to the Principal Certifying Authority prior to the issue of an occupation certificate and another set of the documents shall be submitted to Council.

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(Reason: To ensure works comply with approved plans and adequate information are available for Council to update the record.)

102. DAOCZ04 - On-Site Detention (OSD) Warning Signs

The applicant shall provide a standard OSD area warning sign within the aboveground basin area in accordance with Clause 7.1 (i) of the Council's OSD policy.

(Reason: To provide warning that the stormwater may rise and cause ponding.)

103. DAOCZ05 - Child Care Kitchen

Certification must be provided from a suitably qualified person that all work in connection with the occupation or use of the premises for the preparation, display and storage of food has been carried out in accordance with the terms of this development consent.

(Reason: Food fit out compliance)

104. DAOCZ06 - Operational Management Plan

An Operational Management Plan (OMP) shall be prepared and submitted to Council prior to the issue of an Occupation Certificate and be approved by Council's Executive Manager Development and Building and reviewed in regular basis. The plan shall detail how the Childcare Centre will be managed to minimise impact on neighbouring properties (particularly on-street parking). The OMP should include but not limited to the below:

- a) Drop off / pick up time is staged and occurs within the basement carpark area,
- b) Encourage staff and parents to use public transport,
- c) Advise parents to not park outside neighbouring properties and respect residents' amenity,
- d) Regular monitoring of off-street and on-street parking,
- e) The Noise Management plan prepared by Rodney Stevens Acoustics Pty Ltd, Reference 190270R2, Revision 0, dated 28 January 2020, and
- f) Any other conditions of this consent relevant to operational management of the centre.

(Reason: Protect amenity of the adjoining properties)

105. DAOCA02 - Final Clearance

A final clearance is to be obtained from the relevant energy service provider if clearance has not previously been obtained.

(Reason: To ensure power is available for the site)

106. DAOCA03 - S73 Compliance Certificate

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained prior to the issue of the Occupation Certificate. Application must be made through Sydney Water or an authorised Water Servicing Coordinator (WSC). An assessment will be made to determine the availability of water and sewer services, which may require extension, adjustment or connection to Sydney Water mains. Please refer to Sydney Water's website at www.sydneywater.com.au or call 1300 082 746 to learn more about applying through an authorised WSC or Sydney Water.

(Reason: To meet Sydney Water's requirements to adequately service the new subdivision with water, wastewater and stormwater facilities).

107. DAOCA04 - Engineers Certificate

A Structural Engineer's certificate from the supervising structural engineer responsible for the design shall be submitted to the Accredited Certifier. This certificate shall state that all foundation works/reinforced concrete/structural members have been carried out/erected in accordance with the Engineer's requirements and the relevant standards/codes.

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(Reason: Structural certification)

108. DAOCA05 - Height

The maximum height of the proposed development shall be A.H.D. RL47.8m. A survey report is to be provided to the Principal Certifier prior to the issue of any occupation certificate confirming that the building does not exceed this height.

(Reason: To ensure that the structure as built does not exceed the LEP height of buildings development standard)

109. DAOCA08 - Certification of Engineering Works

Prior to occupation, the following documents must be submitted to the Accredited Certifier.

- a) A Certificate from a Chartered Professional Engineer with Institution of Engineers, Australia Corporate Membership and registered on the National Engineers Register (NER) under the appropriate professional category, and
- b) "Work - As - Executed" drawings of the engineering works prepared by a Registered Surveyor or equivalent.

The abovementioned Certificate is to certify that:

- i. the stormwater drainage system, and/or
- ii. the car parking arrangement and area including circulating ramps, and/or
- iii. any related footpath works, and/or
- iv. the basement mechanical pump and well system, and/or
- v. the proposed driveway and layback, and/or
- vi. other civil works have been constructed in accordance with the Council approved plans and details and satisfies the design intent and complies with the appropriate SAA Codes relevant Standards and Council's Policies and Specifications.

Where Council is not the Principal Certifier, copies of the above documents are to be provided to Council prior to the issue of any Occupation Certificate.

(Reason: Asset management)

110. DAOCA11 - Civil Works on the Footway

The following works are to be carried out at the applicant's expense and to Council's satisfaction prior to the issue of any occupation certificate:

- a) Reconstruct sections of cracked or defective footpath along the full frontage of the site, and/or
- b) Reconstruct existing public drainage pit/pipe system, and/or
- c) Construct a new vehicular crossing, and/or
- d) Remove any redundant vehicular crossings and replace with kerb and gutter to match the adjoining.

Where the Applicant nominates Council to undertake the civil and stormwater works, they must contact Council in order to obtain an estimated cost for construction and contract to undertake the works.

(Reason: To preserve Council's assets and amenity)

111. DAOCA12- Construction of Concrete Footpath

A concrete footpath of width 1.2 metres shall be constructed across the full length adjacent to the frontage of the property.

The above works must be constructed prior to the release of any Occupation Certificate.

Note: The above works will require the submission of the relevant application for the works to be undertaken.

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(Reason: To preserve Council's assets and amenity)

112. DAOCA13 - Construction of Concrete Kerb and Gutter

Standard 150mm high concrete kerb with gutter shall be constructed to replace the damaged sections adjacent to the frontage of the property.

The above works must be programmed and constructed prior to the issuing of any Occupation Certificate.

Note: The above works will require the submission of the relevant application for the works to be undertaken.

(Reason: To preserve Council's assets and amenity)

113. DAOCB04 - Acoustic Verification Report

Prior to the issue of the Occupation Certificate, a suitably qualified acoustic consultant* must prepare an acoustic verification report to the satisfaction of the Principal Certifier that confirms the following:

- a) All recommendations contained in the DA acoustic report prepared by Rodney Stevens Acoustics Pty Ltd dated 28 January 2020 reference 190270R1 Revision 3 have been implemented, and
- b) The project specific noise criteria established in the DA acoustic report and any other noise and vibration criteria specified in this consent are being complied with.

*Note: Suitably qualified Acoustic Consultant means a consultant who possesses the qualifications to render them eligible for membership of the Australian Acoustics Society, Institution of Engineers Australia or the Association of Australian Acoustic Consultants at the grade of member.

(Reason: To protect residential amenity)

114. DAOCD01 - Fire Safety Certificate

A final Fire Safety Certificate shall be obtained in accordance with Part 9, Division 4 of the Environmental Planning and Assessment Regulation 2000, prior to the issue of the Occupation Certificate for the building.

A copy of the Fire Safety Certificate and fire safety schedule shall be:

- 1) Forwarded to Cumberland Council;
- 2) Forwarded to the Commissioner of the New South Wales Fire Brigade; and
- 3) Prominently displayed in the building.

(Reason: Fire safety)

115. DAOCG01 - Certification of the Constructed Stormwater Drainage System

The constructed stormwater drainage system shall be certified by a Chartered Professional Civil Engineer with Institution of Engineers, Australia Corporate Membership and registered on the National Engineers Register (NER), in accordance with Council's Engineering Specifications of the Holroyd Development Control Plan, prior to issue of the Final Occupation Certificate.

(Reason: Adequate stormwater management)

116. DAOCH02 - Covenant & Restriction as to User for Stormwater Controlled Systems

Prior to occupation and the issuing of an Occupation Certificate, the Applicant shall register a Positive Covenant and a Restriction as to User, under section 88E and or section 88B of the Conveyancing Act as appropriate in favour of Council ensuring the ongoing retention, maintenance and operation of the stormwater System. This is to include the on-site stormwater detention system (OSD), which are in accordance with Council's standards and

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specifications for stormwater drainage and on-site stormwater detention. The documents shall be approved by the benefiting authority for registration with NSW Land Registry Services.

Note: Prior to release of the documents creating the Restriction on Use and Positive Covenant, the benefiting authority shall be satisfied that the as-constructed On Site Detention is in accordance with the approved drawings and Council requirements.

The Positive Covenant and Restriction on Use documents shall be registered with the NSW Land Registry Services within six (6) months from the date of release by the benefiting authority.

(Reason: Compliance and adequate maintenance of drainage system)

117. DAOCH03 - OSD Identification Plate

Prior to the issue of a Final Occupation Certificate, the applicant shall install an identification plate near or on the control structure of the On-site Stormwater Detention (OSD) system. This is to advise the registered proprietor of their responsibility to maintain the OSD facility and not to tamper with it in any manner without the written consent of Council.

The wording and plate shall be in accordance with Council's standard requirements.

(Reason: To ensure that the OSD system is installed and identified in accordance with this approval)

118. DAOCH09 - Certificate of Compliance

A certificate of compliance for the construction of vehicular crossings, footpath paving, kerb and guttering and roadworks shall be obtained from Council and be submitted to the Principal Certifier.

(Reason: Protection of public asset)

119. DAOCA07 - Notification of Food Business

Prior to the issue of any Occupation Certificate, the food business must notify Council of their food business details in accordance with the Food Act 2003 and The Australia New Zealand Food Standards Code - 3.2.2 - Food Safety Practices and General Requirements, Clause 4. Registration forms are available on Council's website www.cumberland.nsw.gov.au.

(Reason: Registration and notification to relevant authorities)

120. DAOCB01 - Mechanical Ventilation - Certificate of Completion

Prior to issue of an Occupation Certificate and following the completion, installation, and testing of all the mechanical ventilation systems, a Mechanical Ventilation Certificate of Completion and Performance in accordance with the National Construction Code 2019, must be submitted to the Principal Certifier.

(Reason: To ensure correct installation of mechanical ventilation systems)

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Conditions which must be satisfied during the ongoing use of the development

- 121. DAOUA06 - Trading Outside the Building**
At no time may any signs, sound amplification equipment and the like or goods for sale or display be placed on the public road, public footpath, service land, parking area and driveways, public or private pedestrian walkways, outside the shop or in the immediate vicinity without prior consent of Council.

(Reason: Safety and amenity)
- 122. DAOUA09 - Business/Trade Commercial Waste Collection**
Prior to occupation of the premises the operator shall enter into a commercial contract for the collection of trade waste and recyclables generated at the premises. A copy of all contracts and receipts shall be kept on the premises and made available to Council Officers on request.

(Reason: To ensure suitable arrangements are in place for the collection of business/trade commercial waste and recyclables)
- 123. DAOUA19- Lighting Nuisance**
The use of floodlighting or the like, to advertise or attract attention or for the convenience of patrons must be controlled so as not to cause any distraction or disturbance to nearby or adjacent residents, pedestrians or motorists. The use of flashing lights is strictly prohibited.

(Reason: Environmental amenity)
- 124. DAOUZ01 - Pump Operation**
The operation of the pump for the OSD system shall not give rise to an equivalent continuous (LAeq) sound pressure level at any point on any residential property greater than 5dB(A) above the existing background LA90 level (in the absence of the noise under consideration).

(Reason: To comply with statutory requirements)
- 125. DAOUZ02 - Turning Area**
Turning area shall be maintained for such purpose at all times. The car parking spaces, driveways and manoeuvring areas are to be used for visitors' vehicles only and not for the storage of new or used materials, finished goods or commercial vehicles.

(Reason: Access to parking)
- 126. DAOUZ03 - Acoustic Compliance**
Within three months of the premises being occupied by the childcare centre, an acoustic report by a suitably qualified person, is to be submitted to the consent authority demonstrating that the noise emitted from the premises complies with the criteria contained in the acoustic report prepared by Acoustic Impact Assessment prepared by Rodney Stevens Acoustics, Reference R180318R2, Revision 1, dated 11 February 2019. Where the criteria are not met the acoustic report is to include recommendation of noise control measures that are to be implemented to ensure compliance with the criteria. The report is to include post validation results.

(Reason: Compliance with development consent)
- 127. DAOUZ04 - Hygiene and Food Storage**
Sufficient provisions must be made for the installation of adequate double bowl wash sinks (or single bowl with dishwasher), food preparation sinks and hand wash basins within all food handling areas including bottle preparation areas. Staff food must be stored in a separate area for food intended for the children. Sufficient space must be available to store any required dry goods for the premises.

(Reason: Hygiene)

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128. DAOUZ05 - General

- a. The number of children cared for in the new centre shall not exceed 40 aged up to 5 years.
- b. The first floor shall only be associated with administrative/office, staff area, kitchen or storage functions.
- c. No retail sales or advertising of retail sales is to be undertaken from the subject site at any time.
- d. Identification number/s is/are to be clearly displayed at the front of the premises.
- e. All privacy measures shall be maintained in their approved condition for the life of the development and shall not be modified or removed without written consent from Council.

(Reason: Compliance with development consent)

129. DAOUB01 - Annual Fire Safety Statement

Pursuant to Part 9, Division 5 of the Environmental Planning and Assessment Regulation the owner of the building shall furnish Council with an Annual Fire Safety Statement from a competent person to certify the essential fire safety measures in the building. The Annual Fire Safety Statement shall be issued within 12 months of the issue of the fire safety certificate, and then on an annual basis.

A copy of the Annual Fire Safety Statement shall also be:

- a) Forwarded to the Commissioner of the New South Wales Fire Brigade; and
- b) Prominently displayed in the building

(Reason: Fire safety)

130. DAOUA26 - Operational Management Plan & Noise Management Plan

Compliance with Operational Management Plan (OMP) and the Noise Management Plan (NMP) throughout the life of this consent. The OMP and NMP shall be reviewed on regular basis to ensure all road safety conditions are adequately addressed.

(Reason: To protect residential amenity)

131. DAOUC14 - General Noise Emission Criteria

- a) Noise from the development must not exceed a project amenity/intrusiveness noise level or maximum noise level in accordance with relevant requirements of the NSW EPA Noise Policy for Industry 2017 (NPfI).
- b) Background noise monitoring must be carried out in accordance with the long-term methodology in Fact Sheet B of the NPfI.
- c) An LAeq,15 minute (noise level) emitted from the development must not exceed the LA90, 15 minute (background noise level) by more than 3dB when assessed inside any habitable room of any affected residence or noise sensitive commercial premises at any time. Further:
 - i. The noise level and the background noise level shall both be measured with all external doors and windows of the affected residence closed.
 - ii. Background noise measurements must not include noise from the development but may include noise from necessary ventilation at the affected premise.

Corrections in Fact Sheet C of the NPfI are applicable to relevant noise from the development measured in accordance with this condition, however duration corrections are excluded from commercial noise.

(Reason: To protect residential amenity)

132. DAOUC19- Waste Management Plan

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The storage, handling and disposal of waste and recyclable materials generated on the premises must be carried out in accordance with the approved Waste Management Plan.

(Reason: To protect the environment)

133. DAOUE03 - Parking

At least ten (10) visitors car parking spaces numbered and line marked in accordance with the endorsed plan, are to be made available at all times for vehicles associated with the occupation/use of the premises/building.

(Reason: Access to required car parking spaces)

134. DAOUE04 - Vehicle Access

All vehicles are to enter and exit the site in a forward direction.

(Reason: Traffic and pedestrian safety)

135. DAOUA14 - Hours of Business Operation

The hours of operation are restricted to between:

- a) 7.00am and 6.00pm, Monday to Friday.

No use of the premises is permitted on Saturday, Sunday or Public Holidays.

All deliveries shall occur only during the approved hours of operation. Any use of the childcare centre outside those hours for meetings, training, early drop-offs, late pick-ups, cleaning, maintenance etc will require a modification to the Development Consent for the approved hours of use.

(Reason: Ensure business operates between approved hours)

136. DAOUA20 - Loading

All loading and unloading operations shall be carried out wholly within the confines of the site, at all times. All delivery vehicles shall enter and leave the site in a forward direction.

(Reason: Adequate servicing)

137. DAOUC04 - Air Emissions

The use of the premises shall not give rise to air pollution or and an odour nuisance as defined by the Protection of the Environment Operations Act 1997 and waste gases shall not be hazardous or harmful to human health or the environment.

(Reason: To protect human health and the environment)

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Advisory Notes

138. DAANN05 - Lapsing of Consent

In accordance with Section 4.53 of the Environmental Planning and Assessment Act 1979 (as amended), this Development Consent lapses five (5) years after the date from which it operates unless building, engineering or construction work has physically commenced. A Construction Certificate must be obtained and the works commenced in accordance with the approved plans and specifications within five (5) years from the date of this Development Consent.

139. DAANN07 - Owner Builders

Under the Home Building Act 1989, any property owner who intends undertaking construction work to a dwelling or dual occupancy over the value of \$10,000 (inclusive of GST) must obtain an owner-builder permit from the NSW Fair Trading. See www.fairtrading.nsw.gov.au.

140. DAANN01 - Dial Before You Dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please, contact Dial Before You Dig at www.1100.com.au or telephone 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial Before You Dig service in advance of any construction or planning activities.



141. DAANN02 - Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's mobile network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works, which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800 810 443 or <https://www.telstra.com.au/consumer-advice/digging-construction/relocating-network-assets>.

142. DAANN03 - Dividing Fences

The erection of dividing fences under this consent does not affect the provisions of the Dividing Fences Act 1991. Under this Act, all relevant parties must agree prior to the erection of any approved dividing fence/s under this consent.

Council has no regulatory authority in this area and does not adjudicate civil disputes relating to the provision of or payment for the erection of dividing fences.

If there is a neighbour dispute about the boundary fence, the Community Justice Centre (CJC) can provide mediation. See the CJC website for more information - cjc.justice.nsw.gov.au

143. DAANN08 - Process for Modification

The plans and/or conditions of this Consent are binding and may only be modified upon written request to Council under Section 4.55 of the Environmental Planning and Assessment Act, 1979 (as amended). The modification application shall be accompanied by the appropriate fee, application form and required information. You are not to commence any

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action, works, contractual negotiations, or the like, on the requested modification until Council issues an amended consent.

144. DAANN09 - Review of Determination

In accordance with the provisions of Section 8.2 of the Environmental Planning and Assessment Act 1979, you can request Council to review this determination (this does not apply to designated or Crown development). You must lodge the review application within a period of six months from the date shown on this determination. It should be noted that a review application is unable to be reviewed/determined after six months from the date of determination. Therefore, the submission of the review application must allow sufficient time for Council to complete the review within the prescribed timeframe including the statutory requirement for public notification. A fee as per Council's current Pricing Policy, Fees and Charges, is payable for such a review.

145. DAANN10 - Right of Appeal

Section 8.7 and 8.10 of the Environmental Planning and Assessment Act 1979, gives the applicant the right of appeal to the Land and Environment Court within six months after the date the decision appealed against is notified or registered on the NSW planning portal, or as otherwise prescribed.

146. DAANN12 - Skips on Council Footpath

The applicant must apply to Council's Customer Services Centre and pay the respective minimum ten (10) day application fees and deposit, should a mini-skip type or larger builder's waste container be required to be left on Council's footpath, nature strip or roadway for the removal of any builder's waste etc. These fees must be paid prior to the container's placement. In the event of the container being removed within the ten day period, and the Council being notified, a pro-rata refund will be made. If the container is to remain at the site for longer than ten days, a further fee must be paid before the ten day period expires. No consultation is necessary if placing the container within the property to which this application is related. However, caution should be exercised in placing the bin to ensure no damage occurs to Council property.

147. DAANN13 - Work Health and Safety

For information regarding, codes of practice and guidelines regarding demolition and construction work, visit the SafeWork NSW website at safework.nsw.gov.au/your-industry/construction, or phone 13 10 50.

148. DAANN16 - Compliance with Disability Discrimination Act

This approval does not necessarily protect or guarantee against a possible claim of discrimination (intentional or unintentional) under the Disability Discrimination Act 1992, and the applicant/owner is advised to investigate their liability under this Act. Please note that from 1 May 2011 under the Disability (Access to Premises - Buildings) Standards 2010, if access is provided to the extent covered by this Standard, then such access cannot be viewed as unlawful under the Disability Discrimination Act 1992.

(Reason: To inform of relevant access requirements for persons with a disability)

149. DAANN11 - Signage Approval

A separate development application for any proposed external signs must be submitted for the approval of Council, prior to the erection or display of any such signs. This does not apply to signage which is 'Exempt Development'.

150. DAANN20 - Critical Stage Inspections for Building Work (Classes 5, 6, 7, 8 or 9)

Where applicable inspections of the development site may be required to be undertaken at the following stages:

- a) Prior to covering any stormwater drainage connections; and
- b) After the building work has been completed and prior to any occupation certificate being issued in relation to the building;
- c) Final.

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If the person having the benefit of the development consent appoints Council as the Principal Certifier, Council will give written advice as to what critical stage inspections apply.

Prior to issuing an occupation certificate or subdivision certificate the Principal Certifier must be satisfied that the work has been inspected on the above occasions.

Except as provided by subclause (c), the inspections may be carried out by the Principal Certifier or, if the Principal Certifier agrees, by another certifier.

The final inspection detailed at subclause (c) may only be carried out by the Principal Certifier.

For each inspection the principal contractor (or owner-builder) must notify the Principal Certifier at least forty eight (48) hours in advance that the site is ready to be inspected prior to the commencement of work on the next stage.

(Reason: Statutory Requirements)

Item No: LPP014/20

DEVELOPMENT APPLICATION FOR 20 CUMBERLAND ROAD, GREYSTANES

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: DA2019/417/1

Application lodged	30 October 2019
Applicant	Baini Design
Owner	Mrs J Kayrouz & Mr J Kayrouz
Application No.	DA2019/417/1
Description of Land	20 Cumberland Road GREYSTANES NSW 2145, Lot 1 DP 239389
Proposed Development	Demolition of existing structures and construction of a two-storey attached dual occupancy with Torrens Title subdivision into 2 lots
Site Area	562m ²
Zoning	R2 Low-Density Residential (Holroyd Local Environmental Plan 2013)
Disclosure of political donations and gifts	Nil disclosure
Heritage	The subject site is not a heritage-listed item and is not within a heritage conservation area.
Principal Development Standards	<p><u>Floor Space Ratio</u> Permissible: 0.5:1 Proposed: 0.48:1</p> <p><u>Height of Building</u> Permissible: 9m Proposed: 7.31m</p>
Issues	Rear setback, principal private open space.

SUMMARY:

1. Development Application No. DA2019/417/1 was received on 30 October 2019 seeking consent for the demolition of existing structures and construction of a two-storey attached dual occupancy with Torrens Title subdivision into 2 lots.
2. The application was publicly notified to occupants and owners of the adjoining properties for a period of 14 days between 25 November 2019 and 10 December 2019. In response, nil submissions were received.
3. The subject site is not a heritage-listed item and is not situated within a heritage conservation area pursuant to the provisions of the Holroyd Local Environmental Plan 2013.
4. The subject site is located 40m north-east of a State Heritage Item 'Lower Prospect Canal Reserve' (I01945).

5. The variations from the controls in the Holroyd Development Control Plan 2013 are as follows:

Control	Required	Provided	% variation
Principal Private Open Space	Minimum area - 25m ² i)	18.4m ²	26.4%
Sunlight Access	C.5 Direct sunlight access for a minimum of 3 hours between 9am – 4pm at winter solstice to at least one main living area	Lot 1 Approximately 1.5 hours of direct sunlight access to the living room.	50%
Rear setback	30% of site depth (13.25m)	4.4m (rear west) 11.5m (rear east)	West rear: 66.79% East rear: 13.2%

6. The application is recommended for conditional approval subject to the conditions as provided in the attached schedule.
7. The application is referred to the Panel as there is a declared conflict of interest.

REPORT:

Subject Site and Surrounding Area

The subject site is located on the southern side of Cumberland Road, Greystanes and comprises an area of 562m². The subject site currently has a single-storey dwelling with attached garage, front boundary fencing, and detached shed at the rear of the site.

The site slopes to the front with the following dimensions:

- Southern corner – north west: 0.69m;
- Southern corner – north east: 0.15m

The site adjoins a two-storey dwelling to the east, a public park to the west and an educational establishment to the north.

The site is located 40m north-east of a State heritage listed item 'Lower Prospect Canal Reserve', (SHR: I01945). The Lower Canal was incorporated into a public reserve in 1998. The reserve is just over 6.6 km in length, measured from Reconciliation Road, Pemulwuy to Pipehead, Guildford. It varies from 40m to 100m in width and covers approximately 54.6 hectares. The Lower Canal, and its associated infrastructure, is state significant as it comprises a key component of the Upper Nepean Scheme. This scheme was the outcome of the first major engineering investigation in NSW into the

provision of an adequate and reliable water supply to meet the needs of a rapidly growing Sydney. The portion of the canal to which the site is in proximity to includes a pedestrian/cycle way.



Figure 1 – Locality Plan of the subject site



Figure 2 – Street view of the subject site



Figure 3 – Rear view of the subject site taken from the heritage item



Figure 4 - The heritage item (facing east)

Description of the Proposed Development

Council has received a development application for the demolition of existing structures and construction of a two-storey attached dual-occupancy with Torrens-title subdivision to create two (2) lots. A detailed description of the development is below.

Demolition

- Existing driveway and crossover;
- Single-storey dwelling;
- Associated outbuildings.

Construction

Two-storey dual occupancy;

- One attached garage per unit;
- Four bedrooms for Unit 1, and three bedrooms for Unit 2;
- Street facing balconies accessible by master bedrooms;
- Two driveways with crossovers to their respective garages;
- Alfresco spaces to the rear, accessed from the main living area;
- Associated landscaping.

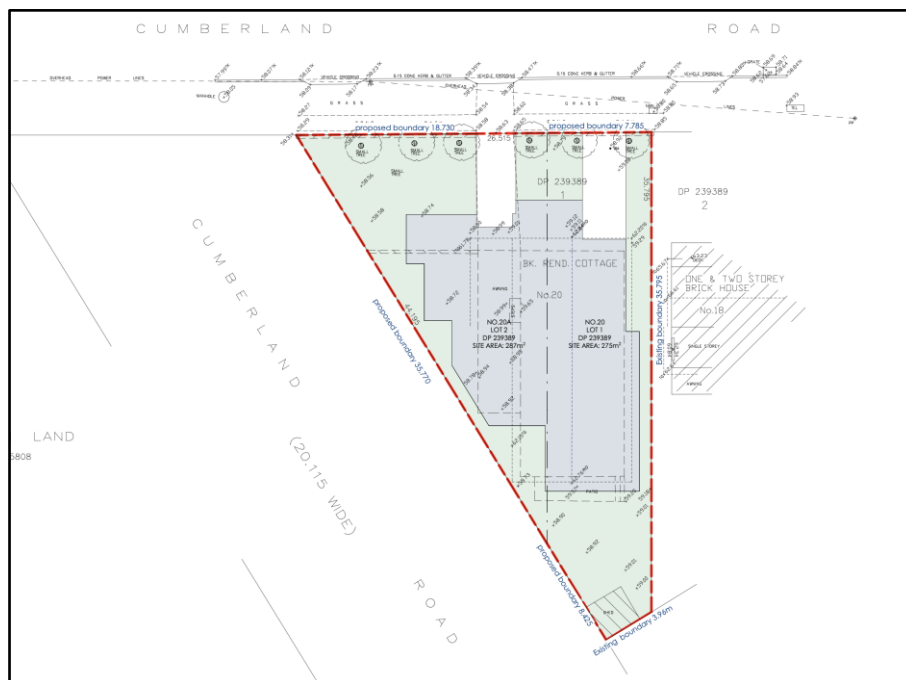


Figure 5 – Proposed dual-occupancy development

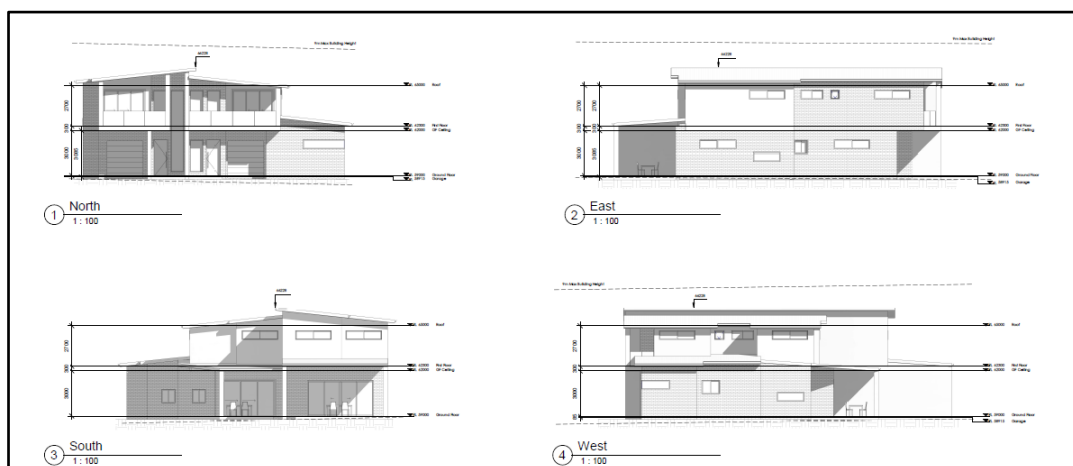


Figure 6 – Proposed dual occupancy development

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Baini Design dated 21 October 2019, in support of the application.

Contact with Relevant Parties

The assessing officer has undertaken a site inspection of the subject site and surrounding properties and has been in regular contact with the applicant throughout the assessment process.

Internal Referrals

Internal referrals were not required for this application.

External Referrals

External referrals were not required for this application.

Planning Comments

The provisions of any Environmental Planning Instruments (EP&A Act s4.15 (1)(a)(i))

State Environmental Planning Policies

The proposed development is affected by the following State Environmental Planning Policies:

(a) State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

Clause 7 of SEPP 55 requires Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development. The matters listed within Clause 7 have been considered in the assessment of the development application.

Matter for Consideration	Yes/No
Does the application involve re-development of the site or a change of land use?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
In the development going to be used for a sensitive land use (e.g.: residential, educational, recreational, childcare or hospital)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Matter for Consideration	Yes/No
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the site listed on Council's Contaminated Land database?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the site subject to EPA clean-up order or other EPA restrictions?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has the site been the subject of known pollution incidents or illegal dumping?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the site adjoin any contaminated land/previously contaminated land?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. The site is not identified in Council's records as being contaminated and the site has historically been used for residential purposes. The subject site continues to be used for residential purposes and contamination is not expected.	

(b) State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

The proposal does not involve vegetation removal. Therefore the provisions of this SEPP are not applicable.

(c) State Environmental Planning Policy (Coastal Management) 2018

The subject site is no identified as a coastal wetland or land identified as "proximity area for coastal wetlands" or land identified as such by the Coastal Vulnerability Area Map.

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

BASIX Certificate nos. 1053051s & 1053206s issued on 28 October 2019, prepared by Baini Design have been submitted with the application and are considered to be satisfactory.

Regional Environmental Plans

The proposed development is affected by the following Regional Environmental Plans:

(a) Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment

The subject site is within the Georges River Catchment. The proposal does not have the potential to adversely impact the groundwater or the water quality within the Georges River or its tributaries. Conditions of consent have been recommended to address the installation of erosion and sediment control measures during the demolition and construction phases of the development.

Local Environmental Plans

Holroyd Local Environmental Plan 2013

The provisions of the HLEP2013 are applicable to the development proposal. It is noted that the development achieves compliance with the key statutory requirements of the HLEP2013 and the objectives of the R2 Low-Density, Residential Zone.

(a) Permissibility:-

The proposed development is defined as a 'Dual Occupancy' and is permissible in the R2 Low-Density Residential Zone with consent.

Dual Occupancy means a dual occupancy (attached) or a dual occupancy (detached), and are a type of residential accommodation.

The relevant matters to be considered under HLEP2013 and the applicable clauses for the proposed development are summarised below.

Figure 7 – Holroyd LEP 2013 Compliance Table

DEVELOPMENT STANDARD	COMPLIANCE	DISCUSSION
4.3 Height of Buildings – max. 9m	Yes	Proposed height: 7.31m
4.4 Floor Space Ratio – max. 0.5:1	Yes	Proposed FSR: 0.48:1
4.1 <i>Minimum subdivision lot size 450m²</i>	N/A	See below discussion
4.1A Exceptions to minimum lot sizes for certain residential development	Yes	Pursuant to the provisions of Cl. 4.1A consent for subdivision below the minimum subdivision lot size at Cl.4.1, can be granted if the proposed development subdivision is for a dual-occupancy. Proposed: Unit One Lot: 275m ²

		<p>Unit two lot: 287m².</p> <p>In this regard, the proposed subdivision is deemed acceptable.</p>
5.10 Heritage Conservation	Yes	<p>The subject site is located approximately 40m north-east of a State Heritage-listed item (Lower Prospect Canal).</p> <p>Given the distance of the site from the item, the site is considered to be sufficiently removed, so as not to have an impact on the item.</p> <p>In this regard, a Heritage Impact Assessment is not required.</p>
6.1 Acid Sulphate Soils	N/A	The subject site is not identified as having acid sulphate soil affectation.
6.2 Earthworks	Yes	Minimal earthworks proposed for the site.
6.4 Flood Planning	N/A	The subject site is not flood affected.
6.5 Terrestrial Biodiversity	Yes	<p>The subject adjoins a 'Remnant Native Vegetation' zone.</p> <p>The development is not considered to have adverse impacts on the adjoining vegetation or habitat of native fauna, as the works are contained within the boundaries of the lot.</p> <p>The works that take place on the site do not have the potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, as there are no plans for access during construction into the affected area.</p> <p>Appropriate demolition and construction measures shall be implemented through recommended conditions of consent.</p>

		The development is not anticipated to cause adverse impacts on the existing condition of the fauna and flora on the adjoining land.
6.6 Riparian Land and Watercourse	N/A	The subject site is not identified as Riparian Land or Watercourse land.
6.7 Stormwater Management	Yes	The submitted stormwater plan is determined to be appropriate for the development and the site.
6.8 Salinity	Yes	The site is affected by moderate salinity and the proposed works are unlikely to have any impact on the salinity processes on the land.

The provisions of any proposed instrument that is or has been the subject (EP&A Act s4.15 (1)(a)(ii))

(a) Draft State Environmental Planning Policy (Environment)

The proposed development is not affected by any relevant Draft Environmental Planning Instruments.

The provisions of any Development Control Plans (EP&A Act s4.15 (1)(a)(iii))

The HDCP 2013 provides guidance for the design and operation of development to achieve the aims and objectives of the HDCP 2013.

A comprehensive assessment and compliance table is contained in Attachment B. The following table highlights non-compliances with the DCP, which relate primarily to principal private open space and setbacks. The variations sought are considered satisfactory on merit in this instance.

Figure 8: HDCP 2013 Variation Table

Clause	Control	Proposed	Variation
1.5 Landscaping and Open Space	C.14 Principal Private Open Space Minimum area of 25m ²	18.4m ²	26.4%
1.8 Sunlight Access	C.5 Direct sunlight access for a minimum of 3 hours between 9am – 4pm at winter solstice to at least one main living area	Lot 1 Approximately 1.5 hours of direct sunlight	50%

		access to the living room.	
3.6 Setbacks	C.4 Rear Setback for dual occupancies Minimum 30% of the length of the site The requirement of Lot 2: 30% of 44.19m = 13.25m.	4.4m (rear west) 11.5m (rear east)	West rear: 66.79% East rear: 3.2%

As indicated in the compliance table above, the proposed development departs from the principal private open space and setback provisions of Council's HDCP 2013.

The variations are considered acceptable on merit considered that the proposal performs adequately from an environmental planning viewpoint and may be supported for the reasons discussed below:

Rear Setback shortfall (Lot two)

In accordance with the HDCP 2013, dual occupancies require a rear setback of 30% of the lot depth.

Lot two's lot is therefore required a minimum rear setback of:

- 13.25m (30% of 44.19m)

Lot two proposes a rear setback which varies between 4.4m – 11.5m. The variation is considered acceptable as the subject lot comprises an irregular allotment configuration and there is no distinct delineation between the rear and side lot boundaries. Furthermore, the subject site adjoins a public park to the west and there is no opportunity for overlooking where the reduced rear setback is applied as the site does not adjoin residential lots to the west. The dwelling is consistent with the existing streetscape character and the minimum deep soil and landscaping area has been achieved.

In this regard, the variation is considered acceptable.

Direct Sunlight Access shortfall (Lot one)

In accordance with the HDCP2013, new dwellings are to ensure direct sunlight access for a minimum of 3 hours between 9am – 4pm at the winter solstice (22 June) to be provided to at least one main living area of the dwelling.

Lot One's main living area is orientated south-east and will reach a maximum 1.5 hours of direct sunlight access. The variation is considered acceptable as the site is an irregular allotment configuration. It should be noted that the layout of lot two, where the living room is situated at the north next to the garage cannot be reciprocated on Lot One. It is therefore unfeasible as the current location of the garage and available width cannot accommodate relocating the living room. The proposed layout in its current form provides adequate residential amenity to the internal living area and there is a reasonable amount of sunlight access. Additionally, the private open space to the rear

of lot one is afforded solar access for a minimum 3 hours between 9am to 4pm and it is considered to provide adequate residential amenity.

Principal Private Open Space area shortfall (Lot two)

In accordance with the HDCP2013, each lot shall have a minimum principal private open space area of 25m² with a minimum width of 4m. Lot two proposes an area of 18.4m².

The shortfall of 6.6m² (26%) is considered to be acceptable as the overall minimum private open space has been achieved. Furthermore, the proposed area of principal private open space is deemed useable and meets solar access requirements. It is also noted that the minimum width for principal private open space has been achieved.

In this regard, the variation is considered acceptable.

These non-compliances are considered acceptable as the proposal will protect the amenity of adjoining sites, permit adequate solar access and will provide for a landscaped residential setting including the provision of a functional private open space area for the development.

The provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4 (EP&A Act s4.15(1)(a)(iia))

There is no draft planning agreement associated with the subject application.

The provisions of the Regulations (EP&A Act s4.15 (1)(a)(iv))

The proposed development raises no concerns as to the relevant matters arising from the Environmental Planning and Assessment Regulations 2000 (EP&A Reg).

The Likely Environmental, Social or Economic Impacts (EP&A Act s4.15 (1)(b))

It is considered that the proposed development will have no significant adverse environmental, social or economic impacts in the locality.

The proposed development is contributing to the provision of housing in the Cumberland LGA to meet the needs of the local population.

The suitability of the site for the development (EP&A Act s4.15 (1)(c))

The subject site and locality is not known to be affected by any natural hazards or other site constraints likely to have a significant adverse impact on the proposed development. Accordingly, it is considered that the development is suitable in the context of the site and surrounding locality.

Submissions made in accordance with the Act or Regulation (EP&A Act s4.15 (1)(d))

Advertised (newspaper) ☐

Mail ☒

Sign ☐

Not Required ☐

In accordance with Council's Notification requirements contained within the HDCP2013, the proposal was publicly notified for a period of 14 days between 25 November 2019 and 10 December 2019. No submissions were received in respect of the proposal.

The public interest (EP&A Act s4.15(1)(e))

In view of the foregoing analysis it is considered that the development, if carried out subject to the recommended conditions will have no significant adverse impacts on the public interest.

Section 7.11 (Formerly S94) Contribution Towards Provision or Improvement of Amenities or Services

Section 7.11 of the Environmental Planning & Assessment Act 1979 relates to the collection of monetary contributions from applicants for use in developing key local infrastructure.

The development requires the payment of contributions in accordance with Council's (Holroyd) Section 94 Development Contributions Plans.

The calculation is based on:

- The number of bedrooms

As at 18 March 2020, the fee payable is \$12,381. This figure is subject to indexation as per the relevant plan. The draft determination attached includes a condition requiring payment of the contribution prior to issue of a Construction Certificate.

Disclosure of Political Donations and Gifts

The applicant and notification process did not result in any disclosure of Political Donations and Gifts.

CONCLUSION:

The development application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979, Environmental Planning and Assessment Regulation 2000, Holroyd Local Environmental Plan 2013 and Holroyd Development Control Plan 2013 and is considered to be satisfactory for approval subject to conditions.







The proposed development is appropriately located within the R2 Low-Density Residential Zone under the relevant provisions of the Holroyd Local Environmental Plan 2013. The proposal is consistent with the relevant statutory controls applying to the development. Minor non-compliances with Council's controls have been discussed in the body of this report. The development is considered to perform adequately in terms of its relationship to its surrounding built and natural environment, particularly having regard to impacts on adjoining properties.

For these reasons, it is considered that the proposal is satisfactory having regard to the matters of consideration under Section 4.15 of the Environmental Planning and Assessment Act 1979, and the development may be approved subject to conditions.

RECOMMENDATION:

That Development Application No. DA2019/417/1 for demolition of existing structures and construction of a two-storey attached dual occupancy with Torrens Title subdivision into 2 lots on land at 20 Cumberland Road GREYSTANES NSW 2145 be approved, subject to attached conditions.

ATTACHMENTS

1. Draft Notice of Determination [↓](#) 
2. Holroyd Development Control Plan 2013 [↓](#) 
3. Survey Plan [↓](#) 
4. Architectural Plans - External [↓](#) 
5. Architectural Plans - Internal [↓](#) 
6. Landscape Plan [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT LPP014/20

Attachment 1
Draft Notice of Determination

37. DAPCZ04 - Public Liability

All construction works shall be in accordance with the WorkCover safety requirements. Submission of insurance documentation demonstrating a minimum Public Liability cover of \$20,000,000 is to be submitted prior to commencement of works. Cumberland Council shall be named on the Certificate of Currency as an interested party.

(Reason: Safety)

38. DAPCZ05 - Footpath protection

Protection must be provided for Council footpaving, kerbing and guttering. Wooden mats must also be provided at all entrances where the site fronts paved footpaths.

(Reason: To preserve Council's assets and amenity)

39. DAPCA01 - Appointment of Principal Certifier

No work shall commence in connection with this Development Consent until:

- a) A construction certificate for the building work has been obtained from a Certifier.
- b) the person having the benefit of the development consent has:
 - (i) appointed a principal certifier for the building work, and
 - (ii) given at least 2 days' notice to the Council, and the principal certifier if not the Council, of the person's intention to commence the erection of the building, and
- c) The principal certifier has, no later than 2 days before the building work commences:
 - (i) notified the Council of his or her appointment, and
 - (ii) notified the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work, and
- d) The person carrying out the building work has notified the principal certifier that the person will carry out the building work as an owner-builder, if that is the case
- e) The person having the benefit of the development consent, if not carrying out the work as an owner-builder, has:
 - (i) appointed a principal contractor for the building work who must be the holder of a contractor licence if any residential building work is involved, and
 - (ii) notified the principal certifier of such appointment, and
 - (iii) unless that person is the principal contractor, notified the principal contractor of any critical stage inspections and other inspections that are to be carried out in respect of the building work, and

(Reason: Statutory requirements)

40. DAPCA02 - Home Building Compensation Fund

No residential building work within the meaning of the Home Building Act 1989 may commence until:

- a) A contract of insurance in accordance with Part 6 of the Home Building Act 1989 is entered into and is in force, where such a contract is required under that Act;
- b) The Principal Certifier is satisfied that the principal contractor for the work is the holder of the appropriate licence and is covered by the appropriate insurance, in each case if required by the Home Building Act 1989 (unless the work is to be carried out by an owner-builder);
- c) If the work is to be carried out by an owner builder, that the owner builder is the holder of any owner-builder permit required under the Home Building Act 1989;
- d) Written notice of the following information has been provided to Council;
 - i. In the case of work for which a principal contractor is required to be appointed:
 - The name and licence number of the principal contractor, and
 - The name of the insurer by which the work is insured under Part 6 of the Home Building Act 1989,
 - ii. In the case of work to be done by an owner-builder:
 - The name of the owner-builder, and
 - If the owner-builder is required to hold an owner-builder permit under the

Application No: DA2019/417/1
Property: 20 Cumberland Road GREYSTANES NSW 2145,
Officer: Jason Louie
Created: 20 March 2020 6:35:00 PM

CONDITIONS OF CONSENT

General Conditions

1. **DAGCA01- General**

This consent shall lapse five years after the date from which it operates unless building, engineering or construction work has physically commenced.

(Reason: Advisory)

2. **DAGCA02 - Approved Plans and Supporting Documents**

The development must be carried out in accordance with the following endorsed plans and documents, except as otherwise provided by the conditions of this consent.

Reference/Dwg No	Revision	Title/Description	Prepared By	Date/s
20024/01	A	Site & Site analysis plan	Baini Design	29/10/2019
20024/02	A	Floor Plans	Baini Design	29/10/2019
20024/03	A	Elevations & Sections	Baini Design	29/10/2019
20024/04	-	Streetscape & Subdivision & Demolition Plan	Baini Design	21/10/2019
JALA-19-0024/LP-01	A	Landscape Plan	Jala Designs	29/10/2019
-	-	Waste Management Plan	Baini Design	-
Certificate # 1053206s	-	Basix Certificate	Baini Design	28/10/2019
Certificate # 11053051s	-	Basix Certificate	Baini Design	28/10/2019

(Reason: To confirm and clarify the details of the approval)

3. **DAGCA08 - Obtaining a Construction Certificate for Building Work**

This Development Consent does not constitute approval to carry out construction work. Construction work may only commence upon the issue of a Construction Certificate, appointment of a Principal Certifier, and lodgement of Notice of Commencement.

If demolition is associated with the erection of or extension to an existing building, then demolition must not commence prior to the issue of a Construction Certificate.

(Reason: Information)

4. **DAGCB06 - Telecommunications/ TV Antennae**

No more than one telecommunications/TV antenna is to be installed to each dwelling/building.

(Reason: To prevent the proliferation of telecommunications/TV antennae)

5. **DAGCB07 - Tree Preservation**

All street trees and trees on private property that are protected under Cumberland City Council's controls, shall be retained except where Council's prior written consent has been obtained.

(Reason: Tree preservation)

6. **DAGCD07 - Waste Management**

Requirements of the approved Waste Management Plan shall be complied with during site preparation and throughout demolition and construction phases of the development.

(Reason: Compliance with approval)

7. **DAGCA05 - Construction within Boundary**

All approved construction including but not limited to footings, walls and guttering shall be constructed wholly within the boundaries of the site.

(Reason: To ensure compliance with approved plans)

Conditions which must be satisfied prior to the commencement of demolition of any building or structure

8. **DAPDB01 - Construction Certificate - Prior to the Commencement of any Demolition Works**

Where demolition is associated with the erection of a new structure, or an altered portion of or an extension to an existing building, the demolition of any part of a building is "commencement of building work" pursuant of section 6.6 of the Act. In such circumstance all conditions of this consent must be satisfied prior to any demolition work. This includes, but is not limited to, the issue of a Construction Certificate, appointment of a PCA and Notice of Commencement under the Act.

(Reason; Statutory Requirement)

9. **DAPDB02 - Demolition - General**

Demolition - General

- a) That two (2) working days (i.e. Monday to Friday exclusive of public holidays) prior to the commencement of any demolition work, notice in writing is to be given to the Council. Such written notice is to include:
 - The date when demolition will commence,
 - Details of the name, address and business hours contact telephone number of the demolisher, contractor or developer.
 - The licence number of the demolisher, and relevant WorkCover licenses, (see minimum licensing requirements in (d) below, and
 - Copies of the demolisher's current public liability/risk insurance policy indicating a minimum cover of \$10,000,000.00.
- b) Demolition of buildings and structures must comply with all current and relevant Australian Standards.
- c) Demolition works are restricted as follows:
 - Monday to Saturday inclusive - 7:00am - 5:00pm
 - Sundays and Public Holidays - No work
- d) At least two (2) working days (i.e. Monday to Friday exclusive of public holidays), the developer or demolition contractor must notify adjoining residents prior to demolition commencing advising the following:
 - The date when demolition will commence;
 - Details of the name, address and business hours contact telephone number of the demolisher, contractor or developer;
 - The telephone number of WorkCover's Hotline 13 10 50.

Demolition Involving the Removal of Asbestos

General Information

Homes built or renovated prior to 1987 are likely to contain asbestos. Asbestos is most commonly found within eaves, internal and external wall cladding, ceilings and walls (particularly within wet areas such as bathrooms and laundries), and fences. Unless properly handled, asbestos disturbed or removed during renovations can cause the development of

asbestos related diseases, such as asbestosis, lung cancer and mesothelioma.

To ensure work does not cause undue risk please see the following site for further information: www.asbestosawareness.com.au

Asbestos to be removed by licensed asbestos removalist

All works removing asbestos containing materials must be carried out by a suitably licensed asbestos removalist duly licensed with Workcover NSW, holding either a Friable (Class A) or a Non- Friable (Class B) Asbestos Removal License which ever applies AND a current WorkCover Demolition License where works involve demolition.

NOTE:

- Removal of asbestos by a person who does not hold a Class A or Class B asbestos removal license is permitted if the asbestos being removed is 10m² or less of non-friable asbestos (approximately the size of a small bathroom).
- Friable asbestos materials must only be removed by a person who holds a current Class A asbestos license.
- To find a licensed asbestos removalist please see www.workcover.nsw.gov.au

Compliance with applicable Legislation, Policies and Codes of Practice

Asbestos removal works are to be undertaken in accordance with the following:

- NSW Work Health and Safety Act and Regulation 2011;
- Safe Work Australia Code of Practice for the Management and Control of Asbestos in the Workplace [NOHSC:2018(2005)]
- NSW Government WorkCover Code of Practice - How to Safely Remove Asbestos;
- NSW Government WorkCover Code of Practice - How to Manage and Control Asbestos in the Workplace; and

Clearance certificate

Following completion of asbestos removal works undertaken by a licensed asbestos removalist re-occupation of a workplace must not occur until an independent and suitably licensed asbestos removalist undertakes a clearance inspection and issues a clearance certificate.

Notification of asbestos removal works

At least two (2) working days (i.e. Monday to Friday exclusive of public holidays), the developer or demolition contractor must notify adjoining residents prior to the commencement of asbestos removal works. Notification is to include, at a minimum:

- The date and time when asbestos removal works will commence;
- The name, address and business hours contact telephone number of the demolisher, contractor and/or developer;
- The full name and license number of the asbestos removalist/s; and
- The telephone number of WorkCover's Hotline 13 10 50

Warning signs must be placed so they inform all people nearby that asbestos removal work is taking place in the area. Signs should be placed at all of the main entry points to the asbestos removal work area where asbestos is present. These signs should be weatherproof, constructed of light-weight material and adequately secured so they remain in prominent locations. The signs should be in accordance with AS 1319-1994 Safety signs for the occupational environment for size, illumination, location and maintenance.

Barricades

Appropriate barricades must be installed as appropriate to prevent public access and prevent the escape of asbestos fibres. Barricades must be installed prior to the commencement of asbestos removal works and remain in place until works are completed.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

10. **DAPDB07 - Site Safety Fencing - Demolition Only**

The site must be fenced to a minimum height of 1.8m in accordance with SafeWork NSW guidelines to prevent public access throughout demolition. The fencing must be erected before the commencement of any demolition work and maintained.

(Reason: Public safety)

11. **DAPDB08 - Demolition Inspections**

Council (not a private certifier) must inspect the site prior to and after demolition works. Payment of the demolition inspection fee in accordance with Council's current fees and charges policy must be made to arrange the inspections.

After completion of demolition works, the applicant must notify Council within 7 days to assess the site and ensure compliance with AS2601-2001 - Demolition of Structures.

(Reason: To ensure compliance with the relevant legislation and to ensure public and work safety)

12. **DAPDB10 - Demolition, Excavation, Construction Noise and Vibration Management Plan**

A site specific Noise Management Plan shall be developed and submitted to Council prior to the commencement of any demolition, excavation and construction works on site.

The Plan must be prepared by a suitably qualified person who possesses the qualifications to be eligible for membership of the Australian Acoustic Society, Institution of Engineers Australia or the Australian Association of Acoustic Consultants.

The Plan must include but not be limited to the following:-

- (a) Identification of any noise sensitive receivers near to the site;
- (b) A prediction as to the level of noise impact, including the proposed number of any high noise intrusive appliances, likely to affect the nearest noise sensitive receivers. A statement should also be submitted outlining whether or not predicted noise levels will comply with the noise criteria stated in the NSW EPA Interim Construction Noise Guideline (2009). Where resultant site noise levels are likely to be in exceedance of this noise criteria then a suitable proposal must be given as to the duration and frequency of respite periods that will be afforded to the occupiers of neighbouring property;
- (c) A representative background noise measurement (LA90, 15 minute) should be assessed in the vicinity of any potentially affected receiver locations and measured in accordance with AS 1055:1.2.1997;
- (d) Confirmation of the level of community consultation that has/is and will be undertaken with Building Managers/ occupiers of the main adjoining noise sensitive properties likely to be most affected by site works and the operation of plant/machinery particularly during the demolition and excavation phases;
- (e) Confirmation of noise monitoring methodology that is to be undertaken during the main stages of work at neighbouring noise sensitive properties in order to keep complaints to a minimum;
- (f) The type of action will be undertaken following receipt of a complaint concerning offensive noise including provision of a site contact;
- (g) Details of any noise mitigation measures that have been outlined by an acoustic consultant or otherwise that will be deployed on site to reduce noise impacts on the occupiers of neighbouring noise sensitive property to a minimum.

(Reason: Environmental and residential protection)

13. **DAPDB12 - Sediment and Erosion Control measures**

Prior to the commencement of works, the following measures are to be implemented on the site to assist with sedimentation control during the construction phase of the project:-

- (a) A dish shaped diversion drain or similar structure will be constructed above the proposed building works to divert run-off to a stable discharge area such as dense ground cover. This diversion drain is to be lined with turf or otherwise stabilised.

- (b) A sediment-trapping fence using a geotechnical fabric specifically designed for such purpose and installed to manufacturer's specifications is to be placed in suitable locations below the construction area to reduce impacts on waterways.
- (c) Vegetation and/or existing building structures will be cleared from the construction site only, other areas to remain undisturbed.
- (d) Restricting vehicle access to one designated point and having these driveways adequately covered at all times with blue metal or the like.
- (e) A vehicle wheel wash, cattle grid, wheel shaker or other appropriate device, shall be installed prior to commencement of any site works or activities, to prevent mud and dirt leaving the site and being deposited on the street.
- (f) Building operations such as brick cutting, washing tools or brushes and mixing mortar are not permitted on public roadways or footways or in any other locations, which could lead to the discharge of materials into the stormwater drainage system or waterways.
- (g) Stockpiles of topsoil, sand, aggregate, soil or other material shall not be located on any drainage line or easement, natural watercourse, footpath or roadway. Stockpiles shall be protected with adequate sediment controls.
- (h) The installation of gutters, downpipes, and the connection of downpipes to the stormwater disposal system prior to the fixing of the roof cladding.

Such measures are to be maintained at all times to the satisfaction of Council and the Principal Certifier. Failure to do so may result in the issue of penalty notices.

(Reason: To minimise/prevent impacts on waterways by minimising soil erosion and sediment leaving the site)

Conditions which must be satisfied prior to the issue of a Construction Certificate

14. DACCZ02 - Sight Distance

To maintain sight distance to pedestrians, all fencing and landscaping within 2.0m of a driveway shall have a maximum height of 1.0 m and 50% transparent above a height of 0.5m. All solid posts higher than 0.5m (but lower than 1m) shall have a maximum width of 350mm and a minimum spacing of 1.2m.

(Reason: Safety)

15. DACCA02 - Application for a Construction Certificate

Construction work must not commence until a Construction Certificate has been obtained from Council or an Accredited Certifier.

(Reason: Statutory requirement)

16. DACCA04 - Works within Boundary

No portion of the works are to encroach beyond the boundaries of the subject property. Alternatively, documentary evidence that the owner of the adjoining property has no objection to the required works or access, is to be submitted to the Principal Certifier prior to the issue of a Construction Certificate.

(Reason: To ensure protection of adjoining properties)

17. DACCB01 - Damage Deposit for Council Infrastructure

A Damage Deposit (calculated in accordance with Council's adopted Fees and Charges) shall be paid to Council prior to the issue of the Construction Certificate. This Damage Deposit can be refunded upon the completion of all works with the issue of an Occupation Certificate. A written request shall be submitted to Council to release the bond.

Council may use part or all of the deposit to carry out rectification work for any damage caused by the development to Council's infrastructure.

(Reason: To protect Council infrastructure)

18. DACCB02 - Payment of Bonds, Fees and Long Service Levy

The Principal Certifier is to ensure and obtain written proof prior to the issue of a Construction Certificate that all bonds, fees and contributions as required by this consent have been paid to the applicable authority. This includes payment of a long service levy as required under part 5 of the Building and Construction Industry Long Service Payments Act 1986.

(Reason: To ensure that the applicable bonds, fees and levies are paid)

19. DACCB03 - Section 7.11 Contribution

Prior to the issue of a Construction Certificate, a monetary contribution imposed under Section 7.11 of the Environmental Planning and Assessment Act 1979 and the relevant contribution plan, is to be paid to Council for the amount of **\$12,381.00 + CPI**. A copy of the relevant contribution plan can be viewed on Council's website at www.cumberland.nsw.gov.au or inspected at Council's Service Centre located at 16 Memorial Avenue, Merrylands between the hours of 8am and 4.30pm Monday to Friday.

(Reason: To retain a level of service for the existing population and to provide the same level of service to the population resulting from new developments)

20. DACCB06 - Photographic Record of Council Property - Damage Deposit

The applicant shall submit to Council prior to demolition commencing and/or issue of any Construction certificate, for the purposes of the damage deposit bond lodged to cover making good any damage caused to the property of Council, a full photographic record of the condition of Council's property (i.e., road pavement, kerb and guttering, footway, stormwater drainage, etc.) adjacent to the subject site.

The purpose of the photographic record is to establish any pre-existing damage to Council's property to ensure that you are not liable for any re-instatement works associated with that damage. However, if in the opinion of Council, the existing damage has worsened or any new damage occurred during the course of construction, Council may require either part or full re-instatement.

Failure to provide a full photographic record described above, is likely to render the applicant liable to rectify all damages unless satisfactory proof can be provided that the damage was pre-existing.

(Reason: Maintain public assets)

21. DACCC01 - Footpath Design Levels

Detailed footpath levels shall be obtained from Council before finalisation of the footpath and driveway design for Construction Certificate Application by lodging an "Application for Property Boundary Line Levels". Any required adjustments shall be included in the plans and the interface across the street boundaries shall be designed to incorporate smoothly the designated levels.

When lodging the "Application for Property Boundary Line Levels", fees are payable in accordance with Council's adopted fees and charges, which will go towards administration costs.

Unless an alternative specific design is submitted and approved by Council, the footpath levels adjoining the site shall generally be as follows:

- (a) The internal driveway levels shall be designed to meet Council's footpath verge levels such that a maximum cross fall of 2.5% is achieved where the formal footpath meets the driveway.
- (b) The level of the boundary line as it crosses the driveway shall incorporate a cross fall equivalent to the general longitudinal grade of the street. Any required adjustments shall be included in the plans and submitted for approval (under Section 138 of the Roads Act) prior to the release of the Construction Certificate.

Note: Care should be taken in steep landforms to ensure scraping of vehicles is avoided.

(Reason: Public infrastructure)

22. DACCC02 - Protection of Public Places

The adjoining or adjacent public area is not to be obstructed by any materials, vehicles, refuse skips and the like, under any circumstances unless approved in writing by Council.

If the work involved in the demolition or construction of a building is likely to disrupt or obstruct pedestrian or vehicular traffic in a public place, or building involves the closure of a public place, a barrier, fence or hoarding shall be erected prior to the commencement of any work subject to approval of a Traffic Management Plan.

(Reason: Safety)

23. DACCC03 - Submission of Plans for Works within the Road Reserve

The submission to Council of three (3) copies and an electronic copy of Civil Engineering drawings for the design of all works within the road reserve required adjacent/near/outside 20 Cumberland Road Greystanes including long and cross sections, details of proposed structures, ancillaries (e.g. footpaths, signage etc.) and specifications.

The drawings must be approved by Council in writing and all fees and charges paid prior to the issue of the Construction Certificate.

Such design shall be:

- (a) Prepared and submitted in electronic format, undertaken by a consulting Civil Engineer,
- (b) Approved in writing by Council under Section 138 of the Roads Act., prior to the issue of the Construction Certificate, and
- (c) All Civil Engineering works adjacent/near/outside 20 Cumberland Road Greystanes is to be fully supervised by Council. A maintenance period of six (6) months or as specified by Council shall apply to the work after it has been completed and approved. In that period the Applicant shall be liable for any part of the work which fails to perform in the manner outlined in Council's specifications, or as would reasonably be expected under the design conditions, and
- (d) Upon completion of the works, the Applicant is to provide to Council two (2) copies of "work as executed plans". The plans are to show relevant dimensions and finished levels and are to be certified by a registered surveyor. Also the Applicant is to provide to Council, in an approved format, details of all public infrastructure created as part of the works, including certification from the Design Engineer.

Note: Driveway construction will require a separate approval vehicular crossing and road works.

(Reason: To ensure compliance of engineering works/Council assets are constructed to acceptable standards for engineering works)

24. DACCC04 - Vehicular Crossings, Redundant Vehicular Crossings and other Works

Concrete vehicular crossing(s) shall be installed across the footpath at the entrance(s) and/or exit(s) to the site in accordance with Council requirements. All disused or redundant vehicle crossings and laybacks shall be removed and reinstated with concrete kerb and gutter or to the existing edging profile as specified by Council and the footpath area is to be restored to the satisfaction of Council's Engineer.

A separate Council approval is required and in this regard the applicant must lodge an application (available from Council's Customer Services Centre or from Council's website), and pay the appropriate fees and charges prior to the issue of the Construction Certificate.

This application will also be required where new pavement, repair or reinstatement of footpath or other ancillary works such as kerb and gutter and stormwater pit construction is proposed

and/or required.

(Reason: To ensure appropriate access to the site can be achieved)

25. DACCC05 - Hoardings

A separate Hoarding approval for the erection of a Class A (fence type) or Class B (overhead type) hoarding along the street frontage(s) must be obtained from Council. The relevant application form shall be submitted to Council with a footpath occupancy fee based on the area of footpath to be occupied according to Council's Schedule of Fees and Charges, and the application shall be approved before the commencement of work.

(Reason: Safety & information)

26. DACCC06 - Separate Approval for Works in the Public Road (External Works) - Section 138 Roads Act

In accordance with Section 138 of the Roads Act 1993 and prior to the issue of any Construction Certificate, the applicant must submit a Road and Footpath Opening Permit application with detailed plans. Written approval must be obtained from the appropriate road authority (usually Council for local and regional roads and both Council and Roads & Maritime Services (RMS) for arterial roads), for any works in the road reserve.

Where the work involves closure of a carriageway on a State or Regional Road, or may impact on traffic flows on a State or Regional Road, or is within close proximity of a Traffic Facility (e.g. Traffic Lights) then a Road Occupancy License (ROL) must be obtained from the Planned Incidents Unit of the Traffic Management Centre of the RMS. The application should be lodged at least 10 days prior to the planned commencement date.

(Reason: Protection of Public Assets and information)

27. DACCCJ01 - Detailed Stormwater Drainage System Design

Prior to the issue of the Construction Certificate a detailed stormwater drainage plan for the safe disposal of stormwater from the site, prepared in accordance with Council's "On-Site Stormwater Detention Policy", the "Stormwater and On Site Detention Drawing Submission Checklist" and the Holroyd Development Control Plan 2013 shall be submitted and approved by the Accredited Certifier.

Should any changes be required to the approved stormwater drainage plan, the amended design shall achieve equivalent performance standards in accordance with Council's "On-Site Stormwater Detention Policy".

Please note that where the proposed design extends beyond the property boundary, separate approval under Section 138 of the Roads Act 1993, must be obtained from Council prior to the commencement of works.

(Reason: Stormwater management)

28. DACCCJ03 - Certification of the Stormwater Drainage System Design

The proposed stormwater design shall be certified by a suitably qualified person, in accordance with Council's "On-site Stormwater Detention Policy" and shall be submitted to the Accredited Certifier prior to the issue of the Construction Certificate.

Certification of the proposed stormwater design shall be obtained from a Chartered Professional Civil Engineer with Institution of Engineers, Australia Corporate Membership and registered on the National Engineers Register (NER) and shall be submitted to the Accredited Certifier prior to the issue of the Construction Certificate.

(Reason: Adequate stormwater management)

29. DACCK05 - Salinity

This site has been identified as having a potential salinity hazard. To prevent moisture/salinity

from entering the built structure, appropriate construction measures are to be incorporated for all dwellings/buildings. Details of the proposed methods of construction shall be included in the engineering plans submitted to the Accredited Certifier prior to the issue of a Construction Certificate.

(Reason: Ensure appropriate construction methods are used)

30. DACCK06 - Retaining Walls

Retaining walls greater than 1.0m above the finished ground level or other approved methods necessary to prevent the movement of excavated or filled ground, together with associated stormwater drainage measures, shall be designed by an appropriately qualified person. Details are to be included with any Construction Certificate application.

(Reason: To ensure safety and the proper design or retaining structures)

31. DACCK07 - Structural Engineer's Details

Structural engineer's details (in duplicate) prepared and certified by a practising qualified structural engineer of all reinforced concrete and structural members shall be submitted to the Accredited Certifier.

(Reason: To ensure safety and the proper design or structural elements of the building)

32. DACCL02 - Telecommunications

If the development likely to disturb or impact upon telecommunications infrastructure, written confirmation from the service provider that they have agreed to the proposed works must be submitted to the Principal Certifier prior to the issue of a Construction Certificate or any works commencing, whichever occurs first.

(Reason: Ensure services are not disturbed)

33. DACCL03 - Adjustment to Telecommunications

The arrangements and costs associated with any adjustment/relocation of telecommunications infrastructure shall be borne in full by the applicant/developer. Details are to be submitted with the application for a Construction Certificate.

(Reason: Ensure the applicant is responsible for costs associated with adjustments to Telecommunications infrastructure)

Conditions which must be satisfied prior to the commencement of any development work

34. DAPCZ01 - Alterations/removal of services

The applicant to arrange with the relevant public authority the alteration or removal of any affected services in connection with the development. Any such work being carried out at the applicant's cost.

(Reason: Public utility authority requirement)

35. DAPCZ02 - Works within Council Reserve

All works within the Council reserve shall be completed within three (3) weeks of the date of commencement. Council's Development Engineer shall be advised prior to the commencement of works.

(Reason: To preserve Council's assets and amenity)

36. DAPCZ03 - Worker's Compensation

Submission to Council of a Certificate of Currency of the contractor's Workers' Compensation Policy prior to the commencement of works.

(Reason: Safety)

Home Building Act 1989, the number of the owner-builder permits.

Where Council is not the Principal Certifier, the Principal Certifier is responsible for notifying Council of the above matters.

Where arrangements for doing residential building work change while the work is in progress so that the above information becomes out of date, the Principal Certifier (if not Council) must provide Council with written notice of the updated information.

(Reason: Statutory requirement)

41. DAPCA03 - Site Safety Fencing

Erect site fencing to a minimum height of 1.8m, to exclude public access to the site throughout the construction works. The fencing must be erected before the commencement of any work and maintained.

(Reasons: Statutory requirement and health and safety)

42. DAPCA04 - Principal Certifier Sign

Prior to commencement of any work, signage must be erected in a prominent position on the work site identifying:

- a) The Principal Certifier by showing their name, address and telephone number;
- b) The Principal Contractor (if any) by showing the Principal Contractor's name, address and telephone number (outside of work hours) for that person.
- c) The sign must state that unauthorised entry to the work site is prohibited.

Any such sign is to be maintained while the work is being carried out, and must be removed when the work has been completed.

(Reason: Statutory requirement)

43. DAPCA05 - Sydney Water Tap in Approvals

The approved plans must be submitted through the Sydney Water 'Tap in' portal to determine whether the development application will affect Sydney Water's sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met. Sydney Water 'Tap in' customers will receive an approval receipt. For further details please refer to Sydney Water's web site at www.sydneywater.com.au/tapin or call 1300 082 746.

The Principal Certifier must ensure that the plans have been approved through the Sydney Water 'Tap in' process and an approval receipt is issued prior to the commencement of works.

(Reason: Statutory requirement)

44. DAPCA06 - Toilet Amenities for People Working at the Site

Suitable toilet amenities are to be provided at the work site at all times. If a temporary toilet is proposed, it must:-

- a) Have a hinged door capable of being fastened from both inside and outside,
- b) Be constructed of weatherproof material,
- c) Have a rigid and impervious floor; and
- d) Have a receptacle for, and supply of, deodorising fluid.

(Reason: To ensure suitable toilet amenities are provided for workers)

45. DAPCA07 - Notice of Requirements from Sydney Water

Following application to Sydney Water, they will assess the development and if required will issue a "Notice of Requirements" letter detailing all requirements that must be met. The Notice of Requirements letter must be submitted to the Principal Certifier before the commencement of works.

(Reason: To comply with statutory requirements)

Conditions which must be satisfied during any development work

46. DADWZ01 - Inspection of On Site Detention Works

The stormwater drainage works are to be inspected during construction, by the Council or by a suitably qualified Civil Engineer. Documentary evidence of compliance with Council's specifications shall be obtained prior to proceeding to the subsequent stages of construction, encompassing not less than the following key stages:

- (a) Initial inspection to discuss concept and site conditions/constraints prior to commencement of construction of the detention basin/tank.
- (b) Prior to landscaping of detention basin or pouring of the roof of the detention tank.
- (c) After completion of storage but prior to installation of fittings (e.g. orifice plates, screens, flap valves etc.)
- (d) Final Inspection

Council's standard inspection fee will apply to each of the above set inspection key stages. Additional inspection fees will apply for additional inspections required to be undertaken by

(Reason: Stormwater Management)

47. DADWZ03 - Sign Posting

All advisory and regulatory sign posting (for example parking restriction signage, pedestrian crossing signs, warning signs) are to remain in place during construction.

(Reason: safety)

48. DADWA01 - Construction Hours

No construction or any other related activities including the delivery of materials to the site shall be carried out on the site outside the hours of 7.00 am to 6.00 pm Mondays to Fridays and 8.00 am to 4.00 pm Saturdays. No work is to occur on Sundays and public holidays.

Note: Demolition work is not permitted on weekends or public holidays- refer to specific demolition conditions for approved hours.

Where the development involves the use of jackhammers/ rock breakers and the like or other heavy machinery, such equipment may only be used between the hours of 7.00 am - 6.00 pm Monday to Friday.

(Reason: To minimise impacts on neighbouring properties)

**49. DADWA02 - Dust Control
Minor Works**

Where a dust nuisance is likely to occur, suitable screens and/or barricades shall be erected during the demolition, excavation and building works. If necessary, water sprays shall be used on the site to reduce the emission of dust. Screening shall consist of minimum 2 metres height of shade cloth or similar material secured to a chain wire fence of the like and shall be modified as directed by the Cumberland City Council should it fail to adequately control any dust nuisance.

(Reason: To prevent the movement of dust outside the boundaries of the site)

50. DADWA03 - Site Management

All possible and practical steps shall be taken to prevent nuisance to the occupants of the surrounding neighbourhood from windblown dust, debris, noise and the like during the demolition, excavation and building works.

(Reason: Health and amenity)

51. DADWA06 - Stamped Plans

Stamped plans, specifications, documentation and the consent shall be available on site at all times during construction.

(Reason: To ensure compliance with approved plans)

52. DADWA07 - General Site Requirements during Demolition and Construction

All of the following are to be satisfied/complied with during demolition, construction and any other site works:

- a) All demolition is to be carried out in accordance with Australian Standards AS 2601-2001.
- b) Demolition must be carried out by a registered demolition contractor.
- c) A single entrance is permitted to service the site for demolition and construction. The footway and nature strip at the service entrance must be planked out with close boarded, hardwood timber footpath protection pads. The pad shall cover the entire width of the footpath opening for the full width of the fence.
- d) No blasting is to be carried out at any time during construction of the building.
- e) Care must be taken during demolition/ excavation/ building/ construction to prevent any damage to adjoining buildings.
- f) Adjoining owner property rights and the need for owner's permission must be observed at all times, including the entering onto land for the purpose of undertaking works.
- g) Any demolition and excess construction materials are to be recycled wherever practicable.
- h) The disposal of construction and demolition waste must be in accordance with the requirements of the Protection of the Environment Operations Act 1997.
- i) All waste on the site is to be stored, handled and disposed of in such a manner as to not create air pollution (including odour), offensive noise or pollution of land and/or water as defined by the Protection of the Environment Operations Act 1997. All excavated material should be removed from the site in the approved manner and be disposed of lawfully to a tip or other authorised disposal area.
- j) Section 143 of the Protection of the Environment Operations Act 1997 requires waste to be transported to a place which can lawfully accept it. All non-recyclable demolition materials are to be disposed of at an approved waste disposal depot in accordance with legislation.
- k) All materials on site or being delivered to the site are to generally be contained within the site. The requirements of the Protection of the Environment Operations Act 1997 must be complied with when placing/stockpiling loose material, disposing of concrete waste, or other activities likely to pollute drains or water courses.
- l) Details as to the method and location of disposal of demolition materials (weight dockets, receipts etc.) should be kept on site as evidence of approved methods of disposal and recycling.
- m) Any materials stored on site must be stored out of view or in such a manner so as not to cause unsightliness when viewed from nearby lands or roadways.
- n) Public footways and roadways adjacent to the site must be fully maintained and cleared of obstructions during construction unless prior separate approval from Council is obtained including payment of relevant fees.
- o) Building operations such as brick cutting, washing tools or paint brushes, and mixing mortar shall not be performed on the roadway or public footway or any other locations which could lead to the discharge of materials into the stormwater drainage system.
- p) All site waters during excavation and construction must be contained on site in an approved manner to avoid pollutants entering into waterways or Council's stormwater drainage system.

(Reason: To ensure minimal disruption to the local area and to ensure demolition, building and any other site works are undertaken in accordance with relevant legislation and policy.)

53. DADWA17 - Notification of New Contamination Evidence

- (a) Any new information which comes to light during site preparation, remediation, demolition or construction works which has the potential to alter previous conclusions about site suitability and contamination must be notified to the Principal Certifier and Cumberland City Council.
- (b) Council may require a NSW accredited site auditor to be engaged to review the contamination assessment and remediation/validation process (where applicable). If appropriate, Council may also require a new Remedial Action Plan (RAP) to be prepared and implemented to ensure the site can be made suitable for the approved use in light of the new information.
- (c) Where a NSW accredited Site Auditor is engaged in compliance with part (b) above, an occupation certificate **must not be** issued until a Section A Site Audit Statement has been submitted to Cumberland City Council by the Auditor confirming the site is now suitable for the proposed use.

(Reason: To ensure controls are in place for contamination management)

54. DADWC01 - Obstruction of Road or Footpath

The use of the road or footpath for the storage of any building materials, waste materials, temporary toilets, waste bins or any other matter is not permitted unless approved by Council.

(Reason: Protection of infrastructure, safety & information)

55. DADWC02 - Compliance with the National Construction Code

All building work must be carried out in accordance with the provisions of the National Construction Code (NCC).

(Reason: Prescribed statutory control)

56. DADWC04 - Survey Report - Minor Development (up to two stories)

In order to ensure compliance with approved plans, a Survey Certificate to Australian Height Datum shall be prepared by a Registered Surveyor as follows:-

- a) At the completion of the first structural floor level indicating the level of that floor and the relationship of the building to the boundaries.
- b) At the completed height of the building, prior to the placement of concrete in form work, or the laying of roofing materials.
- c) At completion, the relationship of the building and any penetrations thereto, to the boundaries.

Progress certificates in response to points (a) through to (c) shall be provided to the Council or the Accredited Certifier at the time of carrying out relevant progress inspections. Under no circumstances will work be allowed to proceed should such survey information be unavailable or reveal discrepancies between the approved plans and the proposed works.

(Reason: To ensure compliance with approved plans)

57. DADWC06- Air Conditioning Units - Location

Air conditioning units are to be located to the ground level of rear yards or within basement garages and not within the side setbacks or frontages of the property. Air conditioning units are not to be visible from the street or public place and are not to obscure windows/window frames or architectural features of the building.

(Reason: To ensure that air conditioning units associated with the development are appropriately located and do not detract from the appearance of the buildings)

58. DADWC07 - Switchboards/Service Panels

Switchboards and/or service panels for utilities are not to be attached to the front facades/elevations of the building(s).

(Reason: To ensure that switchboards and service panels are appropriately located)

Conditions which must be satisfied prior to the issue of any Occupation Certificate relating to the use of the building or part

59. DAOCZ01 - OSD Works-as-executed

A copy of the as approved stormwater drainage and On Site Detention plan/overland flowpath showing work as executed details shall be submitted to Council. The work as executed plan shall be in accordance with Council's standards and specifications for stormwater drainage and on-site stormwater detention.

(Reason: Stormwater management)

60. DAOCZ02 - OSD Maintenance Schedule

A maintenance schedule for the stormwater and On-Site Detention system including a sketch plan of the components forming the sites stormwater and On-Site Detention system shall be submitted. The maintenance schedule shall be prepared by a qualified hydraulic engineer and shall be in accordance with the Upper Parramatta River Catchment Trust requirements.

(Reason: Stormwater management)

61. DAOCZ03 - Road Works

Any works requiring levels within the road reserve will require the submission of Council's Vehicular Crossing application form.

(Reason: To preserve Council's assets and amenity)

62. DAOCZ04 - Vehicular Crossing(s)

A full width either of residential duty, or heavy duty vehicular crossing shall be provided opposite the vehicular entrance to the site, with a width of 3m (single crossing), or min of 5m to max of 6m (combined crossing) at the boundary line. These works shall be carried out by a licensed construction contractor at the applicant's expense and shall be in accordance with Council's issued drawings and level sheets.

(Reason: to preserve Council's assets and amenity)

63. DAOCA01 - Occupation Certificate (section 6.9 of the Act)

A person must not commence occupation or use (or change of use where an existing building) of the whole or any part of a new building (within the meaning of section 6.10 of the Act) unless an Occupation Certificate has been issued in relation to the building or part.

The Principal Certifier is required to be satisfied, amongst other things, that:

- a) All required inspections (including each applicable mandatory critical stage inspection) have been carried out; and
- b) Any preconditions to the issue of the certificate required by a development consent have been met.

Note: A new building includes an altered portion of, or an extension to, an existing building.

(Reason: Statutory requirement)

64. DAOCA02 - Final Clearance

A final clearance is to be obtained from the relevant energy service provider if clearance has not previously been obtained.

(Reason: To ensure power is available for the site)

65. DAOCA03 - S73 Compliance Certificate

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained prior to the issue of the Occupation Certificate. Application must be made through Sydney Water

or an authorised Water Servicing Coordinator (WSC). An assessment will be made to determine the availability of water and sewer services, which may require extension, adjustment or connection to Sydney Water mains. Please refer to Sydney Water's website at www.sydneywater.com.au or call 1300 082 746 to learn more about applying through an authorised WSC or Sydney Water.

(Reason: To meet Sydney Water's requirements to adequately service the new subdivision with water, wastewater and stormwater facilities).

66. DAOCA04 - Engineers Certificate

A Structural Engineer's certificate from the supervising structural engineer responsible for the design shall be submitted to the Accredited Certifier. This certificate shall state that all foundation works/reinforced concrete/structural members have been carried out/erected in accordance with the Engineer's requirements and the relevant standards/codes.

(Reason: Structural certification)

67. DAOCA05 - Height

The maximum height of the proposed development shall be A.H.D. 7.31m. A survey report is to be provided to the Principal Certifier prior to the issue of any occupation certificate confirming that the building does not exceed this height.

(Reason: To ensure that the structure as built does not exceed the LEP height of buildings development standard)

68. DAOCA08 - Certification of Engineering Works

Prior to occupation, the following documents must be submitted to the Accredited Certifier.

- a) A Certificate from a Chartered Professional Engineer with Institution of Engineers, Australia Corporate Membership and registered on the National Engineers Register (NER) under the appropriate professional category, and
- b) "Work - As - Executed" drawings of the engineering works prepared by a Registered Surveyor or equivalent.

The abovementioned Certificate is to certify that:

- i. the stormwater drainage system, and/or
- ii. the car parking arrangement and area including circulating ramps, and/or
- iii. any related footpath works, and/or
- iv. the basement mechanical pump and well system, and/or
- v. the proposed driveway and layback, and/or
- vi. other civil works have been constructed in accordance with the Council approved plans and details and satisfies the design intent and complies with the appropriate SAA Codes relevant Standards and Council's Policies and Specifications.

Where Council is not the Principal Certifier, copies of the above documents are to be provided to Council prior to the issue of any Occupation Certificate.

(Reason: Asset management)

69. DAOCA11 - Civil Works on the Footway

The following works are to be carried out at the applicant's expense and to Council's satisfaction prior to the issue of any occupation certificate:

- a) Reconstruct sections of cracked or defective footpath along the full frontage of the site, and/or
- b) Reconstruct existing public drainage pit/pipe system, and/or
- c) Construct a new vehicular crossing, and/or
- d) Remove any redundant vehicular crossings and replace with kerb and gutter to match the adjoining.

Where the Applicant nominates Council to undertake the civil and stormwater works, they

must contact Council in order to obtain an estimated cost for construction and contract to undertake the works.

(Reason: To preserve Council's assets and amenity)

70. DAOCF05 - Unpaved Verge Area

The applicant shall construct/reconstruct the unpaved verge area with grass, species and installation approved by Council prior to issue of a Final Occupation Certificate.

(Reason: Environmental protection)

71. DAOCH02 - Covenant & Restriction as to User for Stormwater Controlled Systems

Prior to occupation and the issuing of an Occupation Certificate, the Applicant shall register a Positive Covenant and a Restriction as to User, under section 88E and or section 88B of the Conveyancing Act as appropriate in favour of Council ensuring the ongoing retention, maintenance and operation of the stormwater System. This is to include the on-site stormwater detention system (OSD)/Compensatory Flood Storage/Overland Flowpath/Pollution Control Device/mechanical pump-out system/ charged lines, which are in accordance with Council's standards and specifications for stormwater drainage and on-site stormwater detention. The documents shall be approved by the benefiting authority for registration with NSW Land Registry Services.

Note: Prior to release of the documents creating the Restriction on Use and Positive Covenant, the benefiting authority shall be satisfied that the as-constructed On Site Detention is in accordance with the approved drawings and Council requirements.

The Positive Covenant and Restriction on Use documents shall be registered with the NSW Land Registry Services within six (6) months from the date of release by the benefiting authority.

(Reason: Compliance and adequate maintenance of drainage system)

72. DAOCH01 - Certification of the Constructed Stormwater System (Minor/Small Scale Residential Works)

The constructed stormwater system shall be certified by a suitably qualified person, prior to the issue of the Final Occupation Certificate.

(Reason: Adequate stormwater management)

73. DAOCH03 - OSD Identification Plate

Prior to the issue of a Final Occupation Certificate, the applicant shall install an identification plate near or on the control structure of the On-site Stormwater Detention (OSD) system. This is to advise the registered proprietor of their responsibility to maintain the OSD facility and not to tamper with it in any manner without the written consent of Council.

The wording and plate shall be in accordance with Council's standard requirements.

(Reason: To ensure that the OSD system is installed and identified in accordance with this approval)

Conditions which must be satisfied prior to the issue of any Subdivision Certificate

74. DASCA04 - Application for Subdivision Certificate

An application for a Subdivision Certificate shall be lodged with Council or an Accredited Certifier for approval to enable the subdivision plans to be submitted to and registered with NSW Land Registry Services.

(Reason: To comply with statutory requirements)

Conditions which must be satisfied during the ongoing use of the development

75. DAOUZ01 - Privacy

All privacy measures shall be maintained throughout the life time of the development.

(Reason: Privacy)

76. DAOUA08 - Waste & Recycling Collection

Garbage and recycling must not be placed on the kerbside for collection more than one hour before the scheduled collection time. Bins and containers are to be removed from the kerbside as soon as practicable and returned to the designated waste storage area.

The garbage and recyclable storage and bins must be adequate to contain the volume and type of garbage and recyclable matter on the food premises. All garbage and recyclable matter must be enclosed in the waste bins with lids completely closed at all times.

(Reason: To regulate noise and garbage collection arrangements)

77. DAOUC15 - Noise - Residential buildings

Any air conditioner mechanical ventilation systems/rainwater tank pumps must comply with the requirements of Protection of the Environment Operations (Noise Control) Regulation 2017 and shall not:

Emit noise that is audible within a habitable room in any other residential property (regardless of whether any door or window to that room is open):

- i. Before 8.00am and after 10.00pm on any Saturday, Sunday or public holiday; or
- ii. Before 7.00am and after 10.00pm on any other day; and

Emit a sound pressure level when measured at the boundary of any other residential property, at a time other than those specified in (i) and (ii) above, which exceeds the background (LA90, 15minutes) by more than 5dB(A). The source noise level must be measured as a LAeq 15 minute.

(Reason: To protect residential amenity)

78. DAOUD02- Landscape Maintenance - General

All open space areas are to be regularly maintained in a neat and tidy state. In this regard, lawn areas are to be kept mown and gardens weeded and mulched with any dead plants replaced. Property owners must maintain their trees in a safe growing condition.

(Reason: Safety and landscape amenity)

79. DAOUE01 - Registration of Final Plan with NSW Land Registry Services

Upon issue of a Subdivision Certificate, the final plan of subdivision must be registered with the NSW Land Registry Services.

(Reason: Statutory requirement and information)

80. DAOUE04 - Vehicle Access

All vehicles are to enter and exit the site in a forward direction.

(Reason: Traffic and pedestrian safety)

Advisory Notes

81. DAANN01 - Dial Before You Dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please, contact Dial Before You Dig at www.1100.com.au or telephone 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be

necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial Before You Dig service in advance of any construction or planning activities.



82. DAANN02 - Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's mobile network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works, which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on Phone Number 1800 810 443 or <https://www.telstra.com.au/consumer-advice/digging-construction/relocating-network-assets>.

83. DAANN03 - Dividing Fences

The erection of dividing fences under this consent does not affect the provisions of the Dividing Fences Act 1991. Under this Act, all relevant parties must agree prior to the erection of any approved dividing fence/s under this consent.

Council has no regulatory authority in this area and does not adjudicate civil disputes relating to the provision of or payment for the erection of dividing fences.

If there is a neighbour dispute about the boundary fence, the Community Justice Centre (CJC) can provide mediation. See the CJC website for more information - cjc.justice.nsw.gov.au

84. DAANN05 - Lapsing of Consent

In accordance with Section 4.53 of the Environmental Planning and Assessment Act 1979 (as amended), this Development Consent lapses five (5) years after the date from which it operates unless building, engineering or construction work has physically commenced. A Construction Certificate must be obtained and the works commenced in accordance with the approved plans and specifications within five (5) years from the date of this Development Consent.

85. DAANN07 - Owner Builders

Under the Home Building Act 1989, any property owner who intends undertaking construction work to a dwelling or dual occupancy over the value of \$10,000 (inclusive of GST) must obtain an owner-builder permit from the NSW Fair Trading. See www.fairtrading.nsw.gov.au.

86. DAANN08 - Process for Modification

The plans and/or conditions of this Consent are binding and may only be modified upon written request to Council under Section 4.55 of the Environmental Planning and Assessment Act, 1979 (as amended). The modification application shall be accompanied by the appropriate fee, application form and required information. You are not to commence any action, works, contractual negotiations, or the like, on the requested modification until Council issues an amended consent.

87. DAANN09 - Review of Determination

In accordance with the provisions of Section 8.2 of the Environmental Planning and Assessment Act 1979, you can request Council to review this determination (this does not apply to designated or Crown development). You must lodge the review application within a period of six months from the date shown on this determination. It should be noted that a review application is unable to be reviewed/determined after six months from the date of determination. Therefore, the submission of the review application must allow sufficient time

for Council to complete the review within the prescribed timeframe including the statutory requirement for public notification. A fee as per Council's current Pricing Policy, Fees and Charges, is payable for such a review.

88. DAANN10 - Right of Appeal

Section 8.7 and 8.10 of the Environmental Planning and Assessment Act 1979, gives the applicant the right of appeal to the Land and Environment Court within six months after the date the decision appealed against is notified or registered on the NSW planning portal, or as otherwise prescribed.

89. DAANN12 - Skips on Council Footpath

The applicant must apply to Council's Customer Services Centre and pay the respective minimum ten (10) day application fees and deposit, should a mini-skip type or larger builder's waste container be required to be left on Council's footpath, nature strip or roadway for the removal of any builder's waste etc. These fees must be paid prior to the container's placement. In the event of the container being removed within the ten day period, and the Council being notified, a pro-rata refund will be made. If the container is to remain at the site for longer than ten days, a further fee must be paid before the ten day period expires. No consultation is necessary if placing the container within the property to which this application is related. However, caution should be exercised in placing the bin to ensure no damage occurs to Council property.

90. DAANN13 - Work Health and Safety

For information regarding, codes of practice and guidelines regarding demolition and construction work, visit the SafeWork NSW website at safework.nsw.gov.au/your-industry/construction, or phone 13 10 50.

91. DAANN17 - Critical Stage Inspections - General

Critical stage inspections must be called for by the Principal Contractor or Owner Builder as required by the Principal Certifier and any Service Agreement, the Environmental Planning and Assessment Act 1979 (Act) and the Regulations.

Work must not proceed beyond each critical stage until the Principal Certifier is satisfied that work is proceeding in accordance with this consent, the Construction Certificate(s) and the Act. 'Critical Stage Inspections' means the inspections prescribed by the Regulations for the purposes of section 6.5 of the Act or as required by the Principal Certifier and any Service Agreement.

Note 1: The Principal Certifier may require additional inspections beyond mandatory critical stage inspections in order to be satisfied that work is proceeding in accordance with this consent.

Note 2: The Principal Certifier may, in addition to inspections, require the submission of Compliance Certificates, survey reports or evidence of suitability in accordance with Part A2.2 of the NCC in relation to any matter relevant to the development.

(Reason: Statutory requirement)

DOCUMENTS
ASSOCIATED WITH
REPORT LPP014/20

Attachment 2
Holroyd Development Control
Plan 2013

Attachment B

Holroyd Development Control Plan 2013

Relevant Control	Proposal	Compliance
Part A - General Controls		
2.4 & 2.7 Road Widening, Closures and splay corners	Corner sites VC to be min. 6m from the tangent point	N/A
	Corner sites require 3m x 3m splay corner to be dedicated	N/A
	Roads, access, road widening	N/A
3.1 Car Parking	2 car parking spaces per dwelling (1 undercover) <i>Lot 1:</i> one garage with driveway to accommodate vehicle; <i>Lot 2:</i> one garage with driveway to accommodate vehicle;	Yes
3.3 Dimensions and Gradients	Parking length – 5.5m, Parking width – 2.4m, 3m for enclosed single garages, 5.5m for double garages <i>Lot 1:</i> 6.00m depth, 3.25m wide <i>Lot 2:</i> 6.00m depth, 2.93m wide,	Yes
4.1 Tree and Landscape Works	Council approval is required for following prescribed trees/vegetation: - height of over 3.6m - Table 1 & 2 trees are not prescribed trees - Not including noxious weeds No significant trees proposed for removal. It should be noted that the subject site does not contain any significant-sized trees.	Yes
4.2 Development Works including existing trees and landscaping	- Conserve and retain trees where possible. - Vehicular driveways shall be located a minimum of 3 metres from the outside edge of the trunk.	The proposed driveways are both within 3m from existing tree trunks. As per the landscape plan, appropriate measures have been proposed for the protection of the non-significant trees during the construction phase.
	Discourage the removal of the following trees: - significant height, size, portion or age - part of the streetscape - part of a wildlife habitat - indigenous, rare or endangered species - visual screening - remnant or riparian vegetation	The subject site does not contain existing trees that are significant in height, or part of wildlife habitat.
	Submission of arborist report to justify the reason(s) for tree removal.	N/A

5.0 Biodiversity	Refer to HLEP Biodiversity map. Tree and Landscape Works	The site is adjoining the Remnant Native Vegetation zone. Detailed discussion can be reviewed under the 'Local Environmental Plan' section of this report.	Yes
6.4 ESCP	Soil Management	Yes- Satisfactory	Yes
7.0 Stormwater Management	Stormwater Management	Yes – Appropriate stormwater drainage plan has been submitted and determined to be satisfactory.	Yes
9.0 External Noise and Vibration	External Road Noise and Vibration	N/A	N/A
11 Waste Management	Waste Management Plan	Yes - Satisfactory	Yes
Part B Residential Controls			
1.1 Building Appearance	Building appearance, materials, articulation, garage projection	Yes - Acceptable	Yes
1.2 Fences	Front Fences max 1.5m, max 1m solid	Existing front boundary fence to be demolished. No changes to existing rear and side boundary fences.	Yes
	Side/rear Fences min 1.8m max 2.4m	No changes to side or rear fences.	Existing.
	Corner sites, fences and landscaping must be max 900mm at the street corner of the allotment in an area measuring 1.5 metres x 1.5 metres from the corner.	Site is not a corner lot.	N/A
1.3 Views	Significant or district views should be retained (at least in part).	N/A – There are no significant or district view corridors within the vicinity.	N/A
1.4 Privacy	Visual Privacy	An assessment of the plans, along with a site inspection of the existing adjoining dwellings indicate that visual privacy into primary living spaces are not found to be impacted. The street facing balconies are forward of the neighbouring dwelling and will not have line of sight into the lot. There are also no rear facing balconies proposed for the dwelling, and therefore there are no overlooking impacts upon the neighbouring private open spaces.	Yes

		Furthermore, there are no first floor living rooms proposed. Compliance has been achieved, and no further privacy treatments are required.	
	Acoustic Privacy	Subject site is not within close proximity to a rail corridor or classified road. No pool pumps proposed. Any air conditioning unit will need to comply with the relevant noise regulation of NSW EPA.	Yes
	Side and Rear Balconies max 12sqm and max 2.5m wide with privacy screens	No rear facing balconies proposed.	N/A
1.5 Landscaping and Open Space	Min. landscaping area: - lots <600m ² – min. 20%	205.4m ² /36.54%	Yes
	Landscaping min. 2m wide, predominantly in rear yard	Yes – Min. 2m wide and predominantly in the rear yard as shown on the landscape plan.	Yes
	Total Private Open Space (POS) min 15% site area & min 3m wide	Proposed POS has a minimum width of 3m in each direction, as shown on the landscape plan. Unit One – 46.5m ² /16.2% Unit Two – 98.5m ² /35.81%	Yes
	Principal POS min 25m ² and 4m wide	<u>Lot one</u> Proposed: 27.8m ² Shortest width: 4.1m <u>Lot two</u> Proposed: 18.4m ² Shortest width: 4.4m The PPOS of Unit One falls short by 6.6m ² (26%). Further discussion can be reviewed under the 'Development Control Plan' section of this report.	Merit. Yes
	POS directly accessible from living area	Yes – accessible from living areas from both units, as illustrated on the ground floor plan.	Yes
1.6 Safety and Security	Check Safer by Design principles: - Surveillance - Front door faces street - Access Control - Ownership	Each unit faces the street	Yes

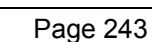
1.8 Sunlight and Access	3 hours solar access to at least one main living area of proposed development between 9am and 4pm in mid-winter	<p>Lot 1 proposes two south-east facing windows and will receive a maximum 1.5 hours of direct sunlight access to the living area.</p> <p>The variation is considered to be acceptable based on merit.</p> <p>Further discussion can be reviewed under the 'Development Control Plan' section of the report.</p> <p>Lot 2 will receive solar access to the north facing living room.</p>	<p>Merit</p> <p>Yes</p>
	3 hours solar access to adjoining developments' to at least one main living area between 9am and 4pm in mid-winter	<p>The shadow diagram illustrates the neighbouring dwelling will receive their required solar access between 9am and 4pm.</p> <p>It should also be noted that the lots are orientated on a 'North-to-south' axis.</p>	Yes
	3 hours solar access to 50% of required POS area of proposed and adjoining developments' between 9am and 4pm in mid-winter	<p>The shadow diagram illustrates the neighbouring dwelling will receive their required solar access to their POS between 9am and 4pm.</p> <p>It should also be noted that the lots are orientated on a 'North-to-south' axis.</p>	Yes
1.9 Cut and Fill	Maximum 300mm fill outside building envelope	No fill proposed for the site.	N/A
	Maximum 450mm cut outside building envelope	Minor cut of 0.08m	Yes
1.11 Carparking and Roads	Maximum garage projection 1.5m	Garages do not project forward of the main building line.	Yes
	Driveway setback min 1m from side boundary	The setback for both driveways are more than the minimum required 1000mm.	Yes
	Basement max 1m projection	N/A – No basement proposed	N/A
	Basement forward in forward out	N/A	N/A
1.12 Universal Housing and Accessibility	All 2 storey dwellings to provide 1 room capable of being used as a bedroom, kitchen, bathroom/toilet and living areas on ground level.	<p><u>Unit One</u></p> <p>No ground level bedroom. However, kitchens, living spaces, dining spaces and bathrooms have been provided.</p> <p><u>Unit Two</u></p> <p>No ground level bedroom. However, kitchens, living spaces, dining spaces and</p>	Yes

		bathrooms have been provided.	
3.1 Dual Occupancy and Semi Detached Dwellings	Site area min 500sqm in R2 zone	Yes – The allotment has a site area of 562m ²	Yes
	Site width min 15m at front building line	The width of the lot is 26.51m at the front building line.	Yes
	Max 2 storeys facing the street, single storey at rear (for detached dual occupancies only)	Application does not relate to a detached dual occupancy.	N/A
3.2 Specific requirements for Detached Dual Occupancy	Min 2m separation between external walls of both dwellings.	No applicable to current application.	N/A
3.3 Fronting laneways and cul-de-sacs	Not permitted within 'bulb' of cul-de-sac	The subject site is not located in a cul-de-sac	N/A
	Minimum 1m side setbacks and total 3m side boundary setbacks (may be divided along both sides of the new building)	N/A	N/A
	3m front setback to lane alignment	N/A	N/A
	Front setback to be landscaped and allow for 1 garage only, 3m max width driveway	N/A	N/A
3.4 Corner Allotments	Min front setback 6m	N/A	N/A
	Secondary setback 4m and 5.5m to garage	N/A	N/A
	Design must address both street frontages.	N/A	N/A
3.5 Site Coverage	Max site coverage 50%	170.9m ² /30.4%	Yes
3.6 Setbacks	Min front setback 6m	Each unit meets the minimum setback from the boundary to the primary building line. Unit One: 6m Unit Two: 6.9m	Yes
	Min side setback 900mm	Western Setback: 1.1m; Eastern Setback: 900mm	Yes
	Min rear setback 30% of the length of site	<u>Lot One</u> Required: 30% of 35.79m = 10.73m Proposed: 11.5m - 13.7m <u>Lot 2</u> Required: 30% of 44.19m = 13.25m Proposed: West rear: 66.79% (8.85m) East rear: 13.2% (1.75m)	Merit

		The shortfalls are considered to be acceptable based on merit. Detailed discussion can be reviewed under the 'Development Control Plan' section of this report.	Yes
	Max 1.5m articulation zone, 25% of building width	Articulation within the BL is provided by front porches and balconies, extends into the 6000mm BL by: <u>Lot One:</u> 1.9m <u>Lot two</u> 1000mm	Yes
3.7 Building Height	Two storeys max (See LEP Max BH)	Yes – The proposal constitutes an attached dual occupancy of 2 storeys. The maximum height of building proposed in both units are: 7.31m	Yes
	Min floor to ceiling 2.4m	Ground: 3m; First: 2.7m	Yes
	Min. 6m Front setback for 2 storey secondary street facing dual occupancy	Subject site does not have a secondary frontage.	N/A
3.8 Building Appearance	Max. length of walls along the first floor side boundaries shall be 10m without any indentations, offsets or other articulation features.	Yes – no wall continues greater than the maximum 10m allowable. Articulation features include placement of windows on the first floor level.	Yes

DOCUMENTS
ASSOCIATED WITH
REPORT LPP014/20

Attachment 3
Survey Plan



DOCUMENTS
ASSOCIATED WITH
REPORT LPP014/20

Attachment 4
Architectural Plans - External

PROPOSED DUAL OCCUPANCY

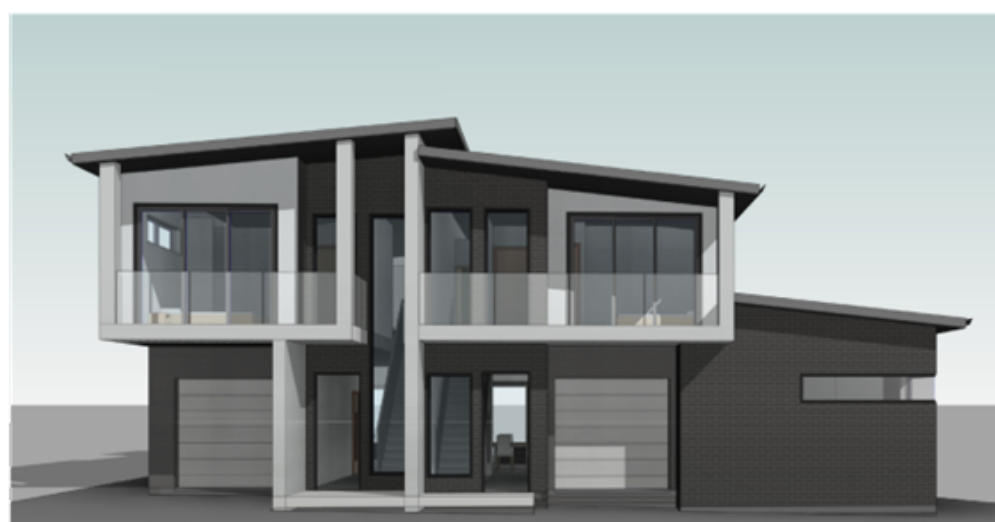
20 Cumberland Road, Greystanes
LOCAL PLANNING 1 / 239 3899 | CUMBERLAND COUNCIL

20024

COMPLIANCE TABLE

DRAWING LIST	
Sheet Number	Sheet Name
00	COMPLIANCE TABLE + 3D PERSPECTIVE+ BASIX
01	SITE & SITE ANALYSIS PLAN
02	FLOOR PLANS
03	ELEVATIONS & SECTIONS
04	STREETScape & SUBDIVISION & DEMOLITION PLAN
05	SHADOW DIAGRAMS
06	SCHEDULE OF MATERIALS AND FINISHES
07	NOTIFICATION PLAN

ITEM	PROPOSED	STANDARD	COMPLIANT
SITE AREA LOT 1	275 m ²	-	YES
SETBACKS			
FRONT	6M	6M	YES
REAR	10.073 M	30% OF SITE LENGTH	YES
SIDE	3.9 M	0.9 M	YES
GFA GROUND FLOOR	66 m ²	-	-
GFA FIRST FLOOR	89 m ²	-	-
TOTAL GFA	154 m ²	-	YES
SITE AREA LOT 2	287 m ²	-	-
SETBACKS			
FRONT	6M	6M	YES
REAR	10.073 M	30% OF SITE LENGTH	YES
SIDE	3.9 M	0.9 M	YES
GFA GROUND FLOOR	72 m ²	-	-
GFA FIRST FLOOR	55 m ²	-	-
TOTAL GFA	127 m ²	-	YES
HEIGHT	7.54 M	9 M	YES
FSR	281 m ²	0.5:1	YES
LANDSCAPE AREA	204 m ²	112.4 m ² / 20% Landscaping min	YES



BASIX COMMITMENTS: LOT 1

Water Commitments
The applicant must install showerheads with a maximum rating of 3 star (4.2 l/min) in all showers in the development.
The applicant must install a toilet flushing system with a minimum rating of 3 star in each toilet in the development.
The applicant must install taps with a maximum rating of 3 star in the kitchen in the development.
The applicant must install basin taps with a minimum rating of 3 star in each bathroom in the development.
Alternative water
Rainwater tank
The applicant must install a rainwater tank of at least 100 litres on the site. The rainwater tank must be installed in accordance with the requirements of applicable regulatory authorities.
The applicant must configure the rainwater tank to collect rain runoff from at least 40 square metres of the roof area of the development (excluding the area of the roof which drains to any rainwater tank or private dam).
The applicant must connect the rainwater tank to:
• all toilets in the development
• at least one outdoor tap in the development (Note: NSW Health does not recommend that rainwater be used for human consumption in areas with potable water supply.)

Thermal Commitments
General features
The dwelling must not have more than 2 storeys.
The conditioned floor area of the dwelling must not exceed 300 square metres.
The dwelling must not contain open mesquite area exceeding 25 square metres.
The dwelling must not contain a full level habitable attic room.
Roof, walls and ceiling
The applicant must construct the roof, walls, and ceiling area of the dwelling in accordance with the specifications listed in the table below.
Windows, glazed doors and skylights
The applicant must install the windows, glazed doors and sliding devices described in the table below in accordance with the specifications listed in the table. Relevant non-thermal specifications must be satisfied for each window and glazed door.
The dwelling may have 1 skylight (not square metres) which is not listed in the table.
The following requirements must also be satisfied in relation to each window and glazed door:
• For the following glass and frame types, the certification can be performed by visual inspection:
- Aluminium single clear
- Aluminium double (part clear)
- Timber/PVC/UPVC/glass single clear
- Timber/PVC/UPVC/glass double (part clear)
• For other glass and frame types, each window and glazed door must be accompanied with certification showing a U value no greater than 0.14 W/m²K and a Solar Heat Gain Coefficient (SHGC) within the range of 0.40 to 0.60. Total system U values and SHGC must be calculated in accordance with Natl

Energy Commitments
Hot water
The applicant must install the following hot water system in the development or a system with a higher energy rating gas instantaneous with a performance of 3 star.
Cooling system
The applicant must install the following cooling system, or a system with a higher energy rating in at least 1 living area, 1 phase air conditioning, Energy rating 3 star.
The applicant must install the following cooling system, or a system with a higher energy rating in at least 1 bedroom: 1 phase air conditioning, Energy rating 3 star.
The cooling system must provide for daylight zoning between living areas and bedrooms.
Heating system
The applicant must install the following heating system, or a system with a higher energy rating in at least 1 living area, 1 phase air conditioning, Energy rating 3 star.
The applicant must install the following heating system, or a system with a higher energy rating in at least 1 bedroom: 1 phase air conditioning, Energy rating 3 star.
The heating system must provide for daylight zoning between living areas and bedrooms.
Ventilation
The applicant must install the following exhaust systems in the development:
At least 1 Bathroom individual fan, ducted to lapade or roof.
Kitchen individual fan, ducted to lapade or roof.
Laundry individual fan, ducted to lapade or roof.
Operation control: manual switch on/off.
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Operation control: manual switch on/off.
Kitchen individual fan, ducted to lapade or roof.
Operation control: manual switch on/off.
Laundry individual fan, ducted to lapade or roof.
Operation control: manual switch on/off.

BASIX COMMITMENTS: LOT 2

Water Commitments
The applicant must install showerheads with a maximum rating of 3 star (4.2 l/min) in all showers in the development.
The applicant must install a toilet flushing system with a minimum rating of 3 star in each toilet in the development.
The applicant must install taps with a maximum rating of 3 star in the kitchen in the development.
The applicant must install basin taps with a minimum rating of 3 star in each bathroom in the development.
Alternative water
Rainwater tank
The applicant must install a rainwater tank of at least 100 litres on the site. The rainwater tank must be installed in accordance with the requirements of applicable regulatory authorities.
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The applicant must connect the rainwater tank to:
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- Timber/PVC/UPVC/glass single clear
- Timber/PVC/UPVC/glass double (part clear)
• For other glass and frame types, each window and glazed door must be accompanied with certification showing a U value no greater than 0.14 W/m²K and a Solar Heat Gain Coefficient (SHGC) within the range of 0.40 to 0.60. Total system U values and SHGC must be calculated in accordance with National Building Regulation Council (NBS) conditions. Frame and glass types shown in the table below are for reference only.

Energy Commitments
Hot water
The applicant must install the following hot water system in the development or a system with a higher energy rating gas instantaneous with a performance of 3 star.
Cooling system
The applicant must install the following cooling system, or a system with a higher energy rating in at least 1 living area, 1 phase air conditioning, Energy rating 3 star.
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Kitchen individual fan, ducted to lapade or roof.
Operation control: manual switch on/off.
Laundry individual fan, ducted to lapade or roof.
Operation control: manual switch on/off.

FOR DA APPROVAL

DESCRIPTION	DATE	BY
DESIGNED	20/04/20	
CHECKED		
APPROVED		

baini design
BAINI DESIGN
PH: 02 955 724 972
18 Wilson Street
Paramatta, NSW 2150
Sydney, Australia
Mobile: 02 2 1488 8228
info@bainidesign.com.au
www.bainidesign.com.au

Project No:
PROPOSED DUAL OCCUPANCY
20 Cumberland Road, Greystanes
Drawing No:
COMPLIANCE TABLE + 3D PERSPECTIVE+ BASIX

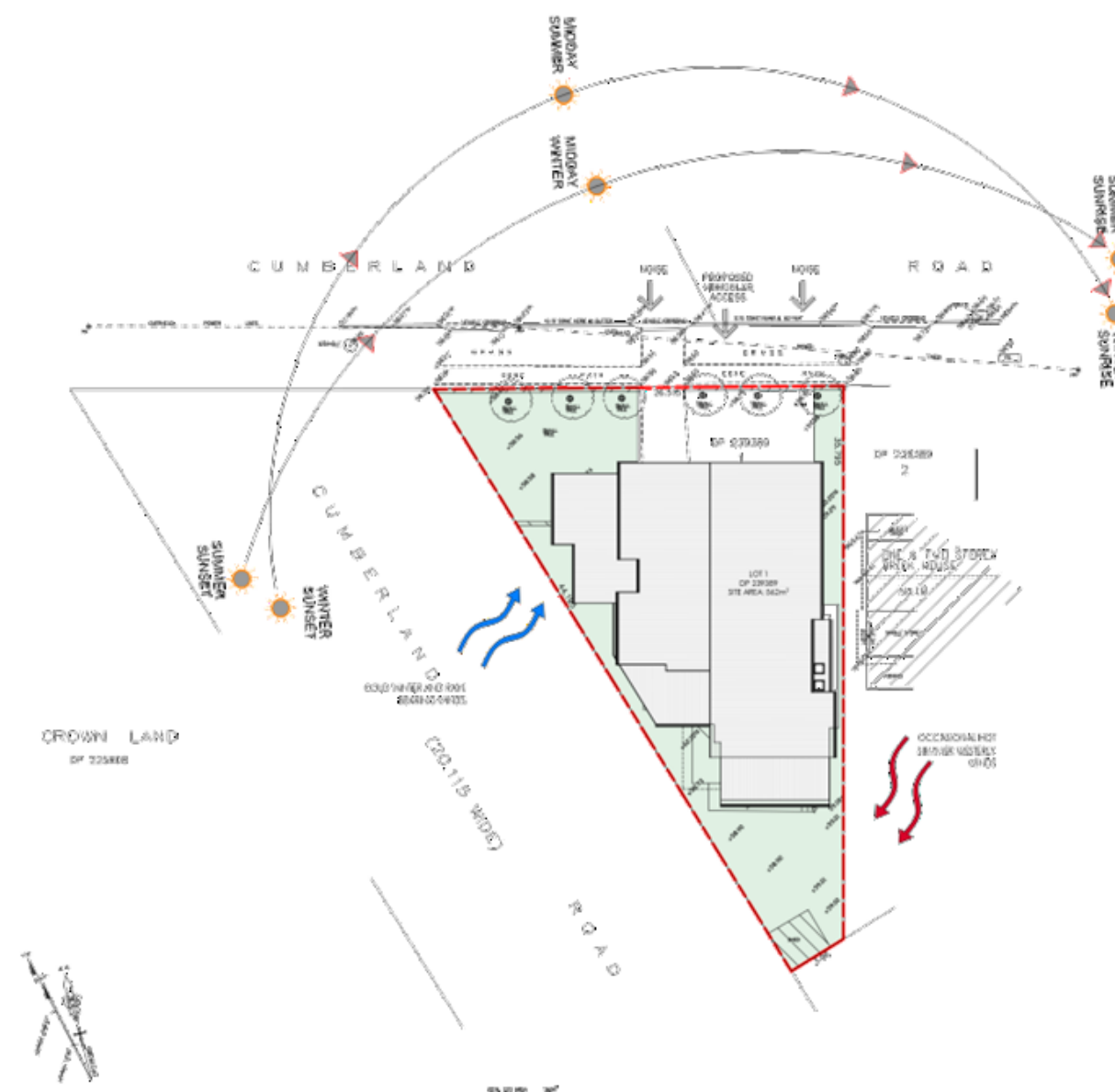
PROJ NUMBER	DRAWING NUMBER	DATE	REVISION
20024	00	29/10/19	A
	SCALES	DATE	DESIGNED BY
	CB	CB	CB

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1 Site Plan
1:200

REV	DESCRIPTION	DATE	BY
1	FOR SUBMISSION	29/07/19	
2			
3			
4			
5			
6			
7			
8			



2 Site Analysis Plan
1:200

FOR DA APPROVAL

baini design

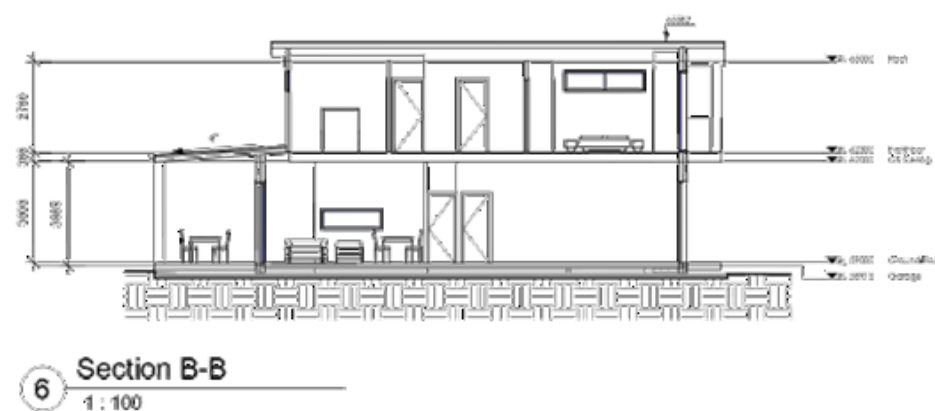
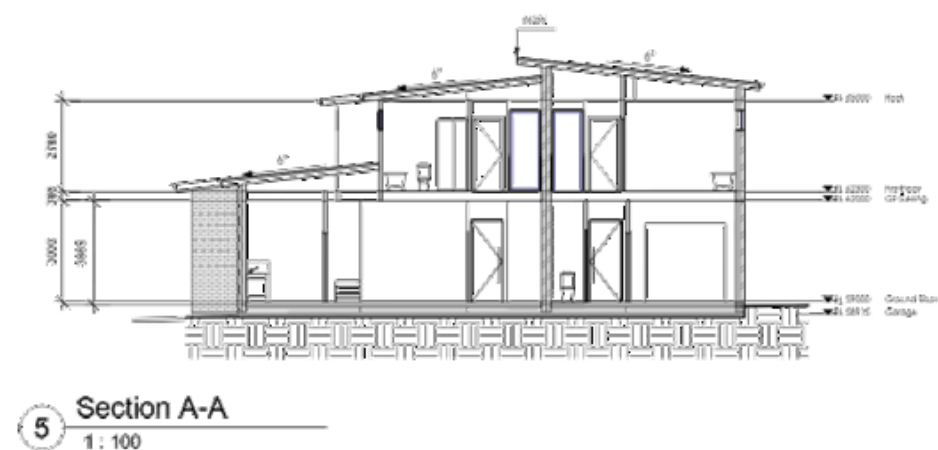
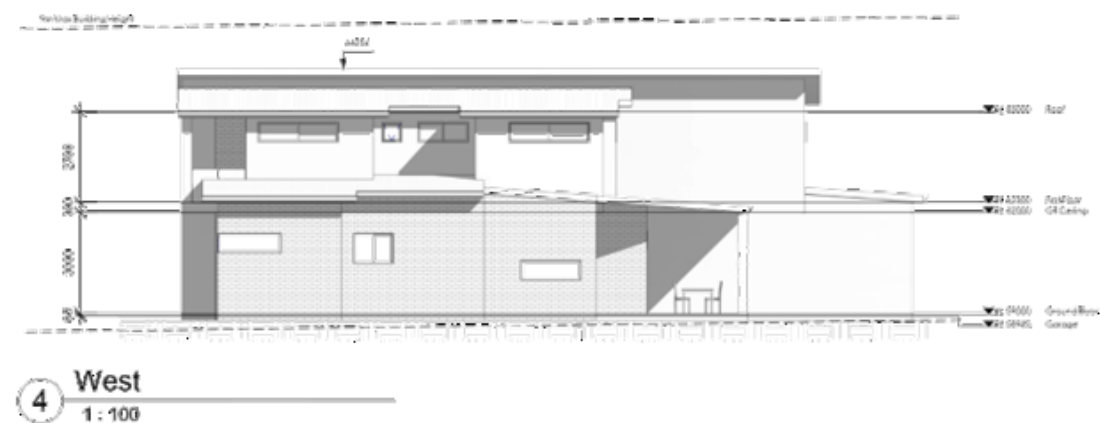
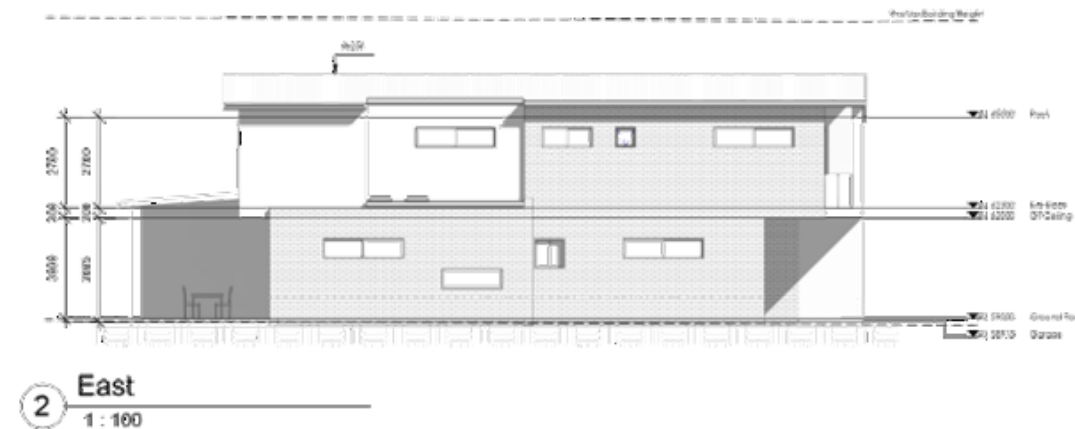
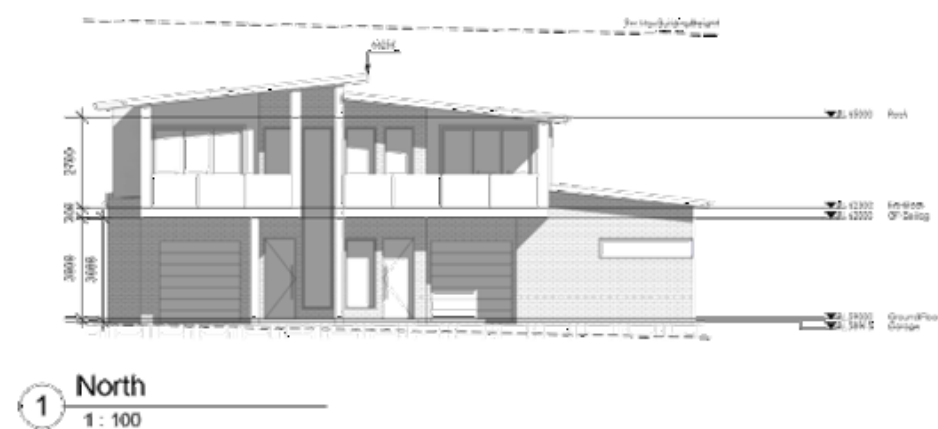
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18 GLENVIEW
Parramatta, NSW 2150
Sydney, Australia
R2020-1-01 2 7/2019/2020
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PROJECT TITLE
PROPOSED DUAL OCCUPANCY
20 CUMBERLAND ROAD, GREYSTONES

DRAWING TITLE
SITE & SITE ANALYSIS PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
20024	01	29/07/19	A
	SCALE 1:1	DRAWN BY	CHECKED BY
	1:200	CB	CB

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PROJECT TITLE
PROPOSED DUAL OCCUPANCY
20 CUMBERLAND ROAD, GREYSTONES

DRAWING TITLE
ELEVATIONS & SECTIONS

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20024	02	29/07/19	A
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2 Demolition Plan
1 : 200

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 Parramatta, NSW 2150
 Sydney, Australia
 Phone +61 2 988 2250
 info@bainidesign.com.au
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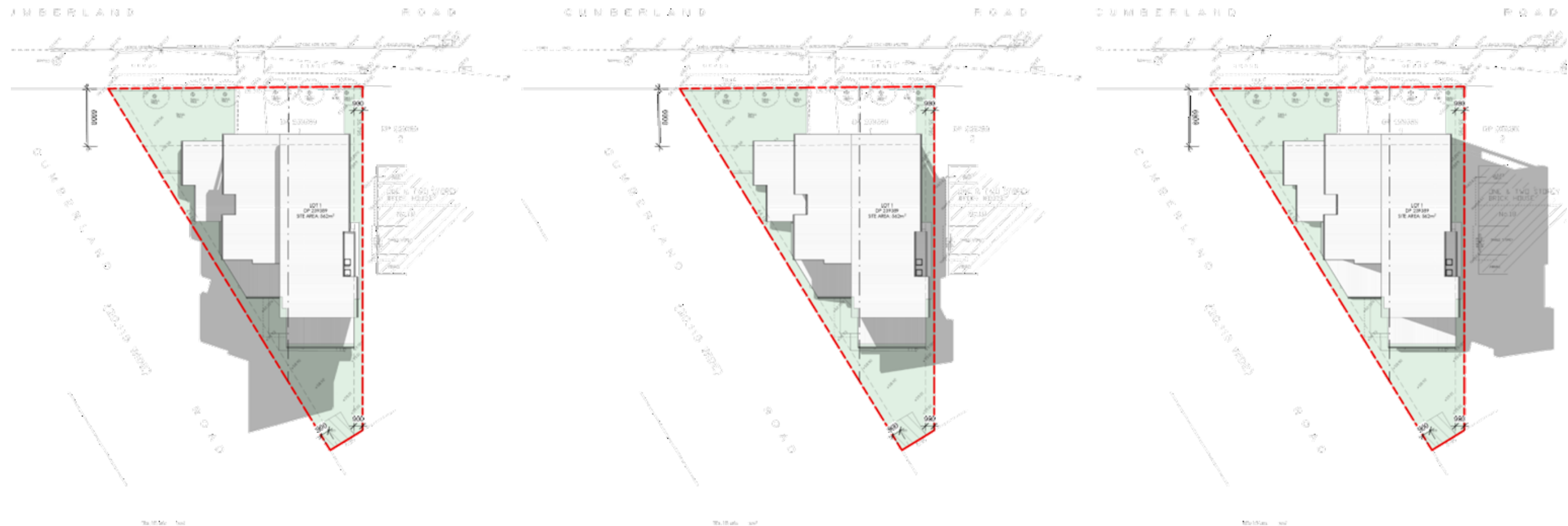


PROJECT TITLE
PROPOSED DUAL OCCUPANCY
20 Cumberland Road, Greystanes

DRAWING TITLE
STREETScape & SUBDIVISION & DEMOLITION PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
20024	04	23/07/19	
	SCALE: 1:1	DRAWN BY: JCB	CHECKED BY: JCB
PROJECT ADDRESS			

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1 Shadows June 21st 9am
1:200

2 Shadows June 21st 12 noon
1:200

3 Shadows June 21st 3pm
1:200

REV	DESCRIPTION	DATE	BY
1	FOR SUBMISSION	20/01/20	
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**PROPOSED DUAL OCCUPANCY
20 CUMBERLAND ROAD, GREYSTONES**

SHADOW DIAGRAMS

PROJECT NUMBER	DATE	REVISION
20024	20/01/20	A
SCALE 8:1	DRAWN BY	CHECKED BY
1:200	CB	CB

This drawing is prepared and the property design is for information only and is not a contract. It is subject to change without notice. All dimensions are in millimeters unless otherwise stated.



NOTE: ALL FINISHES ARE SUBJECT TO AVAILABILITY

SCHEDULE OF MATERIALS AND FINISHES

REFERENCE	ELEMENT	MATERIAL	FINISH / SPECIFICATION
01	EXTERNAL WALL	FACE BRICK	POB ALTRESO ESPRESSO OR SIMILAR
02	EXTERNAL WALL	FACE BRICK	PGH METALLIC POWDER OR SIMILAR
03	EXTERNAL WALL	RENDER	DULUX WHITE OR WHITE OR SIMILAR
04	COLUMNS	RENDER	DULUX TERRACE WHITE OR SIMILAR
05	ROOF	COLORBOND	COLORBOND WINDSPRAY OR SIMILAR
06	GARAGE	COLORBOND	COLORBOND SURFMASTER OR SIMILAR
07	BALUSTRADE	-	SELECTED GLASS FINISH
08	WINDOWS AND DOORS	GLASS SET IN POWDER-COATED ALUMINIUM FRAME	DULUX DURATEC MATT BLACK OR SIMILAR

REV	DESCRIPTION	DATE	BY
1	FOR SUBMISSION	20/03/20	
2			
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FOR DA APPROVAL

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**PROPOSED DUAL OCCUPANCY
20 CUMBERLAND ROAD, GREYSTONES**

SCHEDULE OF MATERIALS AND FINISHES

20024

DATE: 20/03/20

REVISION: A

SCALE: 1:100

DRAWN BY: C.B.

CHECKED BY: C.B.

This drawing is prepared for the property shown. Design, layout, and construction are subject to change without notice. All dimensions are to be taken from the finished state. All materials are to be of a standard suitable for the purpose. All materials are to be of a standard suitable for the purpose. All materials are to be of a standard suitable for the purpose.

DOCUMENTS
ASSOCIATED WITH
REPORT LPP014/20

Attachment 5
Architectural Plans - Internal



2 Ground Floor
1:100

REV	DESCRIPTION	DATE	BY
1	DESIGN	20/03/20	
2			
3			
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5			
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8			
9			
10			



3 First Floor
1:100

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BAINI DESIGN
ABN 51 006 722 293
18 Nelson Street
Rosedale, VIC 3072
Sydney Australia
Phone +61 2 7086 1200
info@bainidesign.com.au
www.bainidesign.com.au



FOR DA APPROVAL
PROJECT NO:
PROPOSED DUAL OCCUPANCY
20 CUMBERLAND ROAD, GREYSTONES

DRAWING TITLE
FLOOR PLANS

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
20024	02	29/03/20	A
	SCALE & KEY	DRAWN BY	CHECKED BY
	1:100	C.B.	C.B.

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DOCUMENTS
ASSOCIATED WITH
REPORT LPP014/20

Attachment 6
Landscape Plan



All work and materials shall be in accordance with current Australian Standards components, Local Council Landscaping and Tree Code and in accordance.

DRAWING

DRAWING
a. These landscape drawings must be read in combination with the drawing package from the consultant team including arborists, ecologists, engineering and architecture drawings.

SCALING

SCALING
a - This drawing is not to be scaled. All dimensions to be verified on site prior to commencement of work. Discrepancies, omissions and/or omissions between this drawing & information supplied by owner must be reported immediately for clarification before proceeding.

SITE CLEARANCE

SITE CLEARANCE
a - Remove general boulders/debris, litter and any stones greater than 75mm in dia from the areas to be planted. Just materials are to be collected and taken to the Contractors tip or disposed of on site as directed.

TRAINING AREAS

MANUFACTURING

- a - Approved topsoil: both site used and imported, shall be laid onto site and spread evenly over the approved formation to give a finished depth of 100mm for grassed areas. All turfing area topsoil to be placed over a minimum of 100mm depth. Soil tests to comply with BS4449.
- b - Finished level of topsoil in grassed areas to be 38mm above all adjoining paving.
- c - Turf shall be laid in straight lines with joints staggered. Turf shall be lightly rolled after the completion of laying.

PLANTING AREA

PLANTING AREAS

- a - Approved topsoil from other sites and imported, shall be laid onto site and spread evenly on the approved formation. All planting topsoil to be placed on a minimum of 300mm depth and 400mm of water as specified. Soil tests to comply with BS 4343.
- b - Finished levels of topsoil in planted areas to be 100mm above adjoining paths.
- c - Ensure tree planting holes are increased to increase the overhanging soil level.
- d - To GPD (backfill and seal) - Multi mix 3:1 (20mm river gravel) (brake materials mixed 50:50)

HARDSTAND, RETAINING WALLS, DRAINAGE & FENCING

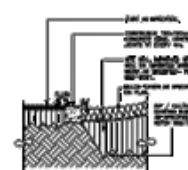
HARDSTAND, RETAINING WALLS, DRAINAGE & FENCING
a leader in asphalt and engineered materials for pavements, walls, bases, steps, curbs and drainage

MATERIALS AND FINISHES SCHEDULE

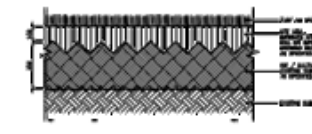
Mulch	
Turfing	Turf shall consist of A-grade green couch - 25mm thick
Mulchtype 1	100mm depth of bleached cypress fine mulch to all planting areas
Mulchtype 2	Gravel mulch, 80mm depth over gravel (30mm)
Soils	
Planting areas	Prepare as noted, install 100mm modified site topsoil with additives to satisfy AS4419 Soils for Garden Use.
Turfing areas	Prepare as noted, install 100mm modified site topsoil with additives to satisfy AS4419 Soils for Garden Use.
Fertiliser	
Planting areas	Organic extra fertiliser to manufacturer's specification or approved equivalent
Turfing areas	EC88 fertiliser to a manufacturer's specification or approved equivalent
Edging	
Concrete Edge	150mm x 150mm continuous concrete edge. Refer detail
Establishment and Maintenance	
All landscape areas	3 months

PLANTING SCHEDULE

Code	Botanical name	Common Name	SIZE	QTY
WJ EG	<i>Liriope Evergreen Giant</i>	Evergreen Giant	140mm	30
TRA Jas	<i>Trachelospermum jasminoides</i>	Star Jasmine	140mm	48
SHRUBS				
Code	Botanical name	Common Name	SIZE	QTY
COR rub	<i>Cordyline rubra</i>	Rubra Cordyliline	200mm	6
COD var	<i>Codiaeum variegatum</i>	Croton	200mm	6
STR reg	<i>Strelitzia reginae</i>	Bird of Paradise	200mm	10
SYZ cas	<i>Syzygium Cascade</i>	Cascade Lilly Pilly	200mm	11
TREES				
Code	Botanical name	Common Name	SIZE	QTY
ELA PD	<i>Elaeocarpus Prima Donna</i>	Prima Donna Elaeocarpus	25L	2





04 TYPICAL CONCRETE EDGE



05 TYPICAL TURFLAYING
ICAD 1:20 (A) 1:40 (B)



06 TYPICAL PLANTING MEDIA
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LANDSCAPE PLAN FOR DEVELOPER APPLICATION	JD	29.10.19	Prepared By:  JALA DESIGNS Jones & Associates Landscape Architects JALA - Jones & Associates Landscape Architects PO Box 3679, Parramatta NSW 2124 ABN 63 641 954 19 info@jaldesigns.com.au	Prepared For: BAINI DESIGN PTY LTD 15 Miller St, Parramatta NSW 2150 PC 000553 747 info@baini.com.au	Project: PROPOSED DUAL OCCUPANCY	Drawing Title: LANDSCAPE PLAN	Date: 29.10.2019	Project Number: JALA-19-024
					Subject Site Address: 20 Cumberland Road, Greystanes, NSW		Scale: 1:100 @ A1 1:200 @ A3	Drawing Number: LP-01

Item No: LPP015/20

PLANNING PROPOSAL - 2-36 CHURCH STREET, LIDCOMBE

Responsible Division: Environment & Planning
Officer: Executive Manager Environment and Precincts
File Number: PP-1/2019

Lodged	14 November 2019	
Proponent	Urbis on behalf of Billbergia	
Description of Land	Lots 1-18 DP 217589, 2-36 Church Street Lidcombe	
Site Area	Approximately 10,132m ²	
Site Description and Existing Use	The site is vacant residential land made up of 18 individual lots that total approximately 10,132m ² in land area. The site has street frontage along Church Street that measures approximately 273 metres.	
	<p>The proposal seeks to increase the Height of Building controls across the site from:</p> <ul style="list-style-type: none"> • 14.9 metres to 22 metres • 16.9 metres to 44 metres • 22.9 metres to 53 metres • 27 metres to 53 metres <p>The proposal also seeks to increase the Floor Space Ratio from 1.29:1, 1.49:1 and 2.49:1 to 4.21:1.</p>	
Existing Planning Controls	Zoning	R4 High Density Residential
	Height of Building (HoB)	14.9 metres 16.9 metres 22.9 metres 27 metres
	Floor Space Ratio (FSR)	1.29:1 1.49:1 2.49:1
Requested Planning Controls	Zoning	No Change
	Height of Building (HoB)	22 metres 44 metres 53 metres
	Floor Space Ratio (FSR)	4.21:1
Recommended Planning Controls	Zoning	No Change
	Height of Building (HoB)	22 metres 32 metres 40 metres
	Floor Space Ratio (FSR)	3.2:1
Heritage	Nil.	

Disclosure of political donations and gifts		Nil.
Previous considerations		Nil.

SUMMARY:

This report seeks to provide an overview of a Planning Proposal Request submitted to Council on 14 November 2019 for 2-36 Church Street, Lidcombe. The Planning Proposal seeks to amend the Auburn Local Environmental Plan 2010 (ALEP 2010) to allow the redevelopment of the site for an integrated residential neighbourhood, including social housing mixed with private housing and a child care centre, by:

- Increasing the height of building controls from:
 - 14.9 metres to 22 metres
 - 16.9 metres to 44 metres
 - 22.9 metres to 53 metres
 - 27 metres to 53 metres
- Increasing the floor space ratio from, 1:29:1, 1.49:1, 2.49:1 and 2.6:1 to 4.21:1

The status of the Planning Proposal is outlined in Figure 1.



Figure 1: Status of the Planning Proposal

REPORT:

1. The Site And Its Context

The site, located at 2-36 Church Street, Lidcombe, is owned by Land and Housing Corporation NSW (LAHC). The site is close to Lidcombe railway station and within 400m of the hub of the Lidcombe Town Centre. The project, entailing a mixed tenure residential development of four stand-alone buildings with basement parking and a

child care centre, will facilitate redevelopment of the site as part of the NSW Government's Communities Plus Program. This program seeks to deliver new communities where social housing blends with private housing, with good access to transport, employment, improved community facilities and open space.

The Communities Plus Program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

A development application on this site was approved by the Sydney Central City Planning Panel in December 2019 to support a redevelopment of the site in accordance with the outcomes of the Communities Plus Program. This approval was based on the current controls of the site, and provides 262 apartments. The planning proposal is seeking to achieve greater social, affordable and private housing outcomes on the site through changes in the height and floor space ratio controls.



Figure 2: The Site

Local Context

The boundaries of the site to the north, east and west are defined by Church Street. The site is approximately 350m east of Lidcombe Station. The site is bounded directly to the south by the Lidcombe-Olympic Park railway corridor.

The site is approximately 10,132m² and is currently comprised of 18 lots. Street frontage along Church Street measures approximately 273 metres.

The site falls approximately 8m across the length of the site. There are steeper areas of slope towards the north-western edge of the site.

The majority of the lots on the northern side of Church Street contain single and double storey detached dwelling houses, with the exception of an eight level residential flat building to the north-west of the site. At the far eastern end of the site is a raised bridge that crosses over the railway corridor and leads through to a light industrial area.

There is a large landscaped median strip in the north-east of the site which will be used to provide additional open space amenity for the proposal.

Regional Context

Lidcombe is a principal local centre within the Cumberland local government area. Lidcombe is approximately 18km west of the Sydney CBD and 8km to the east of the Parramatta CBD. Lidcombe Railway Station is serviced by the T1 Western Line, the T2 Inner West & Leppington Line, the T3 Bankstown Line and the T7 Olympic Park line. There are also four bus stops located within five minutes walking distance of the site, providing access to a range of local and cross-regional bus services.



Figure 3: Regional Context

2. Planning Controls (Auburn LEP 2010)

Current Planning Controls

The site is currently zoned R4 High Density Residential, with Maximum Height of Building controls of 14.9m, 16.9m, 22.9m and 29m and Floor Space Ratio controls of 1:29:1, 1.49:1, 2.49:1 and 2.6:1 applying across the site. Lidcombe Railway Station, which is adjacent to the site, is listed as a heritage item. These controls are shown graphically in Figures 4 to 7.

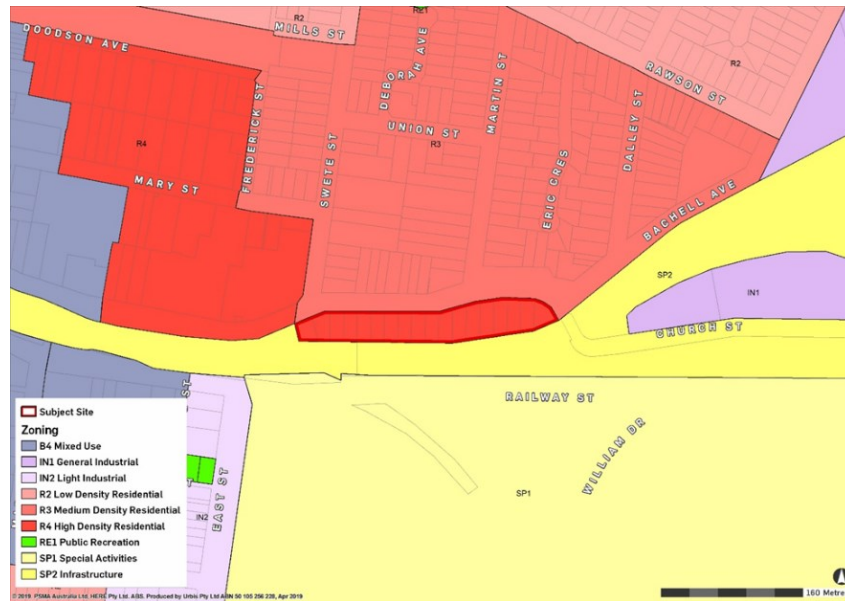


Figure 4: Current Land Use Zoning

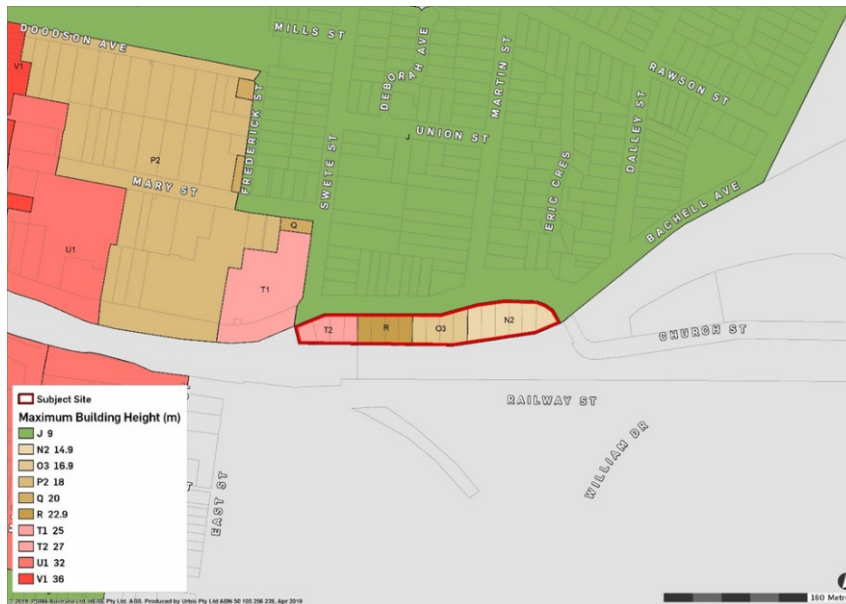


Figure 5: Current Height of Building

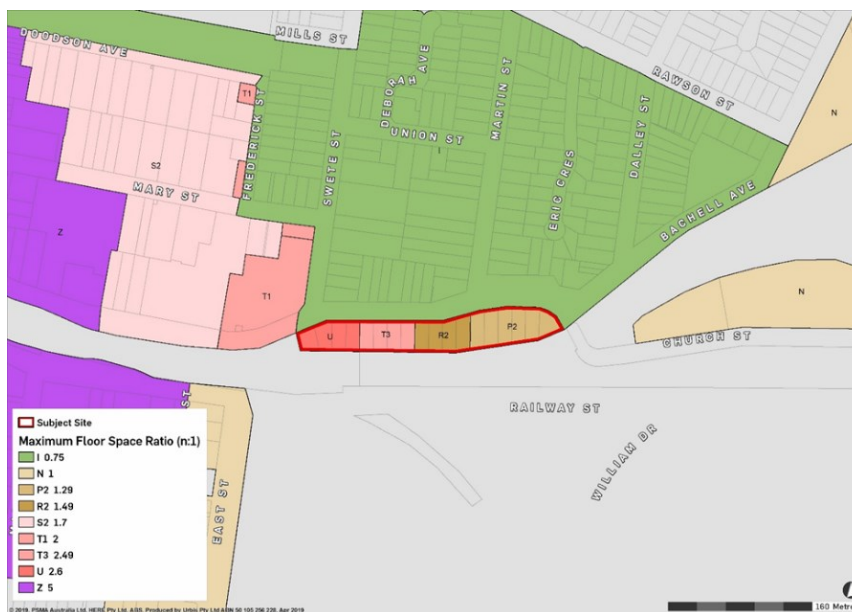


Figure 6 Current Floor Space Ratio

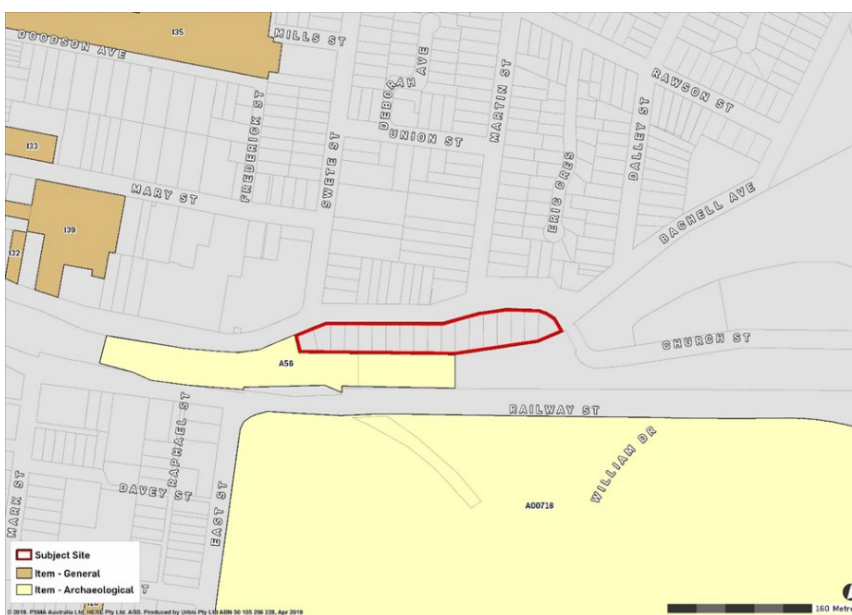


Figure 7: Current Heritage Items

Lidcombe Town Centre Planning Controls Strategy

The Lidcombe Town Centre Planning Controls Strategy has been developed by Council and is included as part of the planning proposal for the new Cumberland Local Environmental Plan. The Strategy supports the provision of an increased range of heights in Lidcombe Town Centre to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future.

The building heights of the strategy range from 18 metres to 60 metres within the Lidcombe Town Centre. Building heights on the northern side of the railway line will graduate east to west from 29 metres, 36 metres, 38 metre, 55 metres to 60 metres.

On the southern side of the railway line, the building heights will graduate east to west from 45 metres, 55 metres to 60 metres.

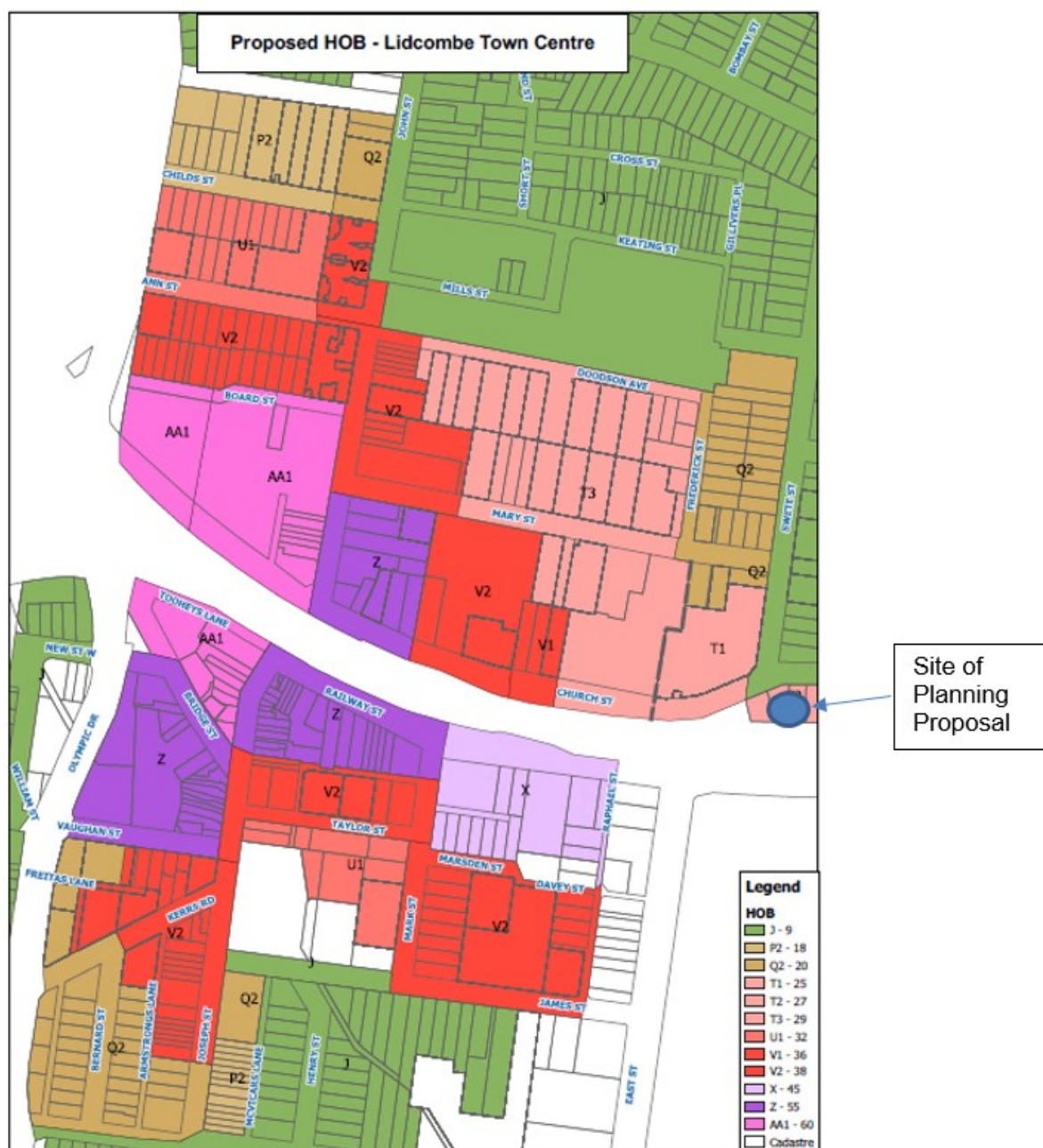


Figure 8: Proposed Building Heights in Lidcombe Town Centre Planning Controls Strategy

The site for this planning proposal is not located within the area investigated for the Lidcombe Town Centre Planning Controls Strategy, but is adjacent to the study area. The low density development to the north will maintain its existing 9 metre maximum building height, and the residential apartment complex on the corner of Church Street and Swete Street will remain at 25 metres.

3. The Planning Proposal Request

The Planning Proposal Request seeks to amend the Auburn Local Environmental Plan 2010 (ALEP 2010) to allow the redevelopment of the site for an integrated residential neighbourhood, including social housing mixed with private housing and a child care centre, by:

- Increasing the height of building controls from:
 - 14.9 metres to 22 metres
 - 16.9 metres to 44 metres
 - 22.9 metres to 53 metres
 - 27 metres to 53 metres
- Increasing the floor space ratio from, 1:29:1, 1.49:1, 2.49:1 and 2.6:1 to 4.2:1

The changes to planning controls identified in the Planning Proposal Request is outlined in Figures 9 and 10.

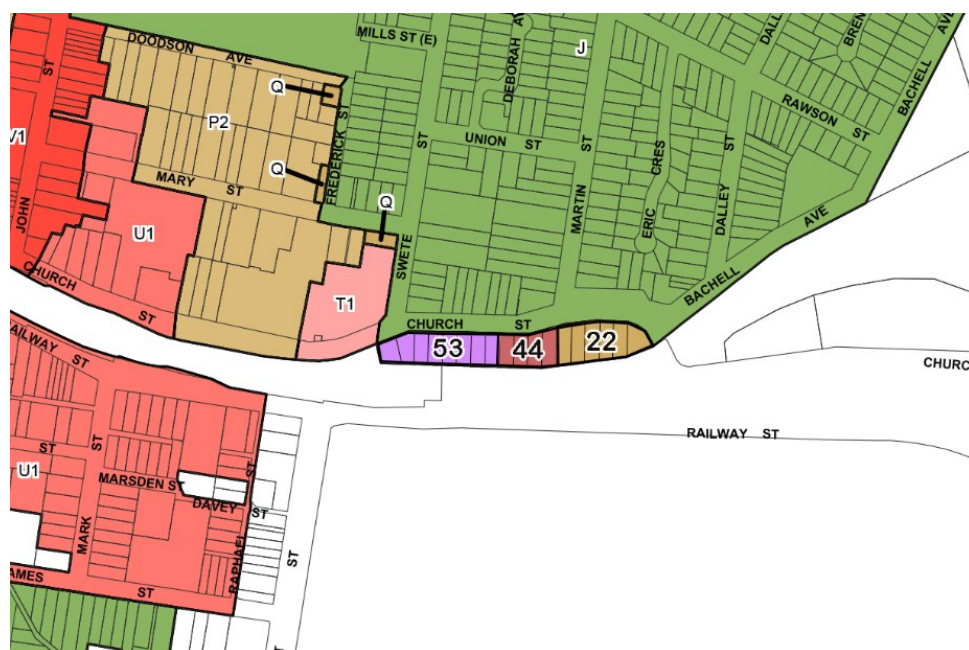


Figure 9: Proposed Height of Building Controls in Planning Proposal Request



Figure 10: Proposed Floor Space Ratio Controls in Planning Proposal Request

The intended outcomes of the Planning Proposal are to:

- Deliver approximately 42,000m² of additional gross floor area (GFA) to the Lidcombe Town Centre. The floor space will be predominantly for residential accommodation, with a high proportion being dedicated to social housing
- Deliver residential development providing varying unit sizes and affordability options within walking distance of existing local facilities and public transport connectivity
- Achieve consistency with State Government policy to encourage growth within existing centres
- Promote sound planning practice and transport focused development
- Manage redevelopment of the site resulting from the amalgamation of 18 existing lots, in a timely and comprehensive manner.

A concept plan of the Planning Proposal Request is provided in Figure 11.

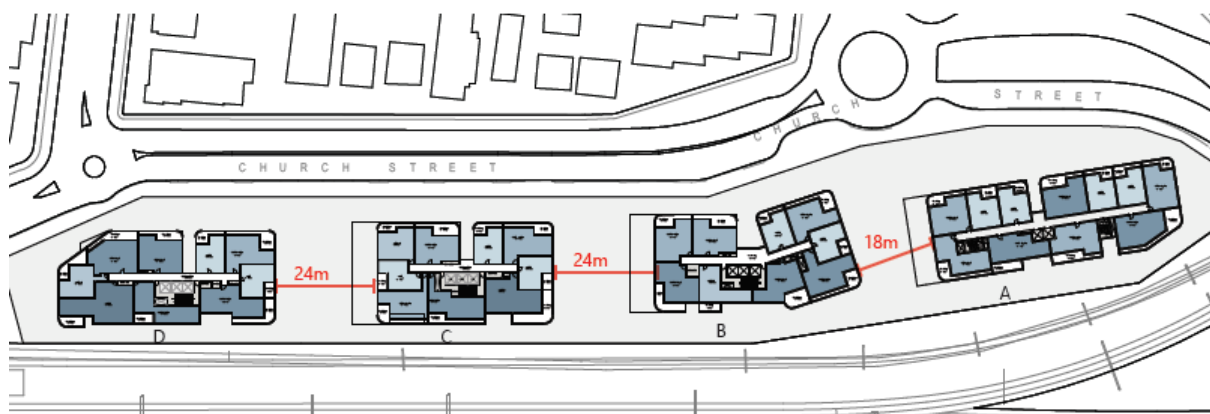


Figure 11 Concept Plan of the Planning Proposal Request

The proponent is also proposing a public benefit offer of:

- Social housing units to be retained by Land and Housing Corporation (LAHC) and operated under lease by an appointed Community Housing Provider
- Monetary contribution towards local road upgrades and traffic management improvements.

The offer will be considered by Council should a Gateway Determination be issued, with reference to Council's Planning Agreements Policy and Interim Affordable Housing Policy.

Based on the Planning Proposal Request, a total of 480 apartments are provided. This is an increase of 218 apartments when compared to the approved development under the current controls.

4. Amended Planning Proposal for Site

Council has reviewed the Planning Proposal Request in relation to the built form components of floor space ratio and height. This review has considered the interface with the adjoining residential areas and Lidcombe Town Centre, and overshadowing impacts of the proposal in relation to adjoining residential areas and the heritage listed Rookwood Cemetery and Necropolis. Based on this review, an amended planning proposal is identified for the site.

Interface with Town Centre and Adjoining Residential

The current planning controls encourage a stepped form from west to east away from the Lidcombe Town Centre. This approach is maintained with the proponent's Planning Proposal Request and is also consistent with the approach used for the Lidcombe Town Centre Planning Controls Strategy.

The proponent's proposed building heights of 53 metres are higher than the building heights of 25 metres adjoining the site and the building heights of 45 metres within the north east part of the town centre, as identified in the Lidcombe Town Centre Planning Controls Strategy.

In relation to the interface between the low density residential along Church Street and the concept plan included in the Planning Proposal Request, a building separation of over 20 metres will be provided between existing low density dwellings on the northern side of Church Street and the proposed buildings.

Overshadowing Impacts

A review of overshadowing indicates that the buildings identified in the planning proposal do not impact on adjoining residential areas. The location and siting of the buildings casts a shadow across the train corridor.

The proponent's proposed building heights of 53 metres and 44 metres overshadow the northwest corner of Rookwood Cemetery and Necropolis. This provides an unacceptable impact on the heritage listed site. The review by Council indicates that a maximum building height of 40 metres will avoid overshadowing impacts on the cemetery.

Amended Planning Proposal

Based on the review, an amended planning proposal is identified for the site with the following planning controls:

- A graduated maximum building height on the site, consistent with the current planning approach, based on 40m for the two buildings closest to Lidcombe Train Station (western end), 32m for the third building and 22m for the fourth building (eastern end)
- A floor space ratio of 3.2:1 for the site, aligned with the proposed maximum building heights in the amended planning proposal.

The proposed planning controls for the amended planning proposal are provided in Figures 12 and 13.



Figure 12: Proposed Height of Building Controls with Amended Planning Proposal

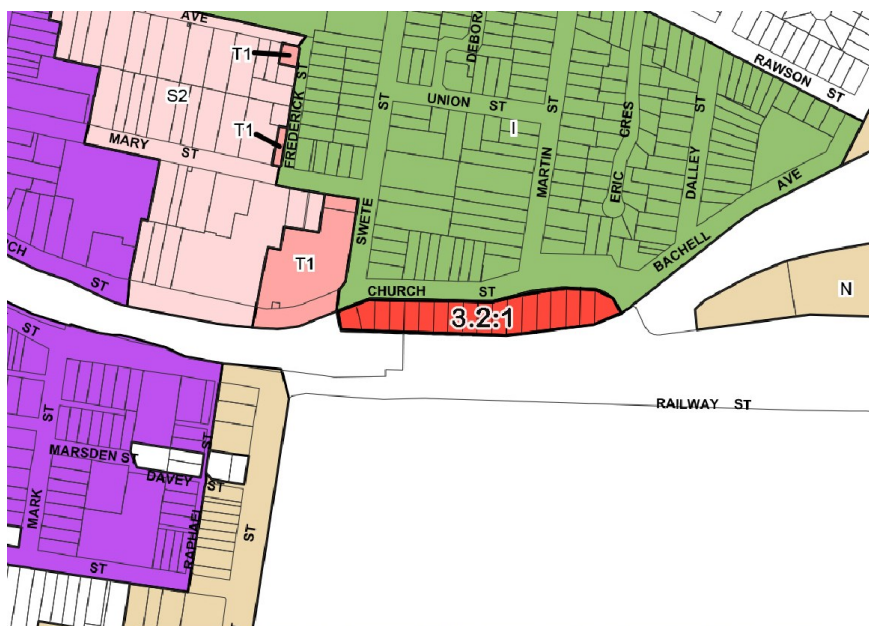


Figure 13: Proposed Floor Space Ratio Controls with Amended Planning Proposal

Based on the amended planning proposal, a total of 384 apartments are estimated to be provided. This is an increase of 122 apartments when compared to the approved development under the current controls.

5. Strategic Merit Assessment

Built Form

There is strategic merit in progressing the proposal to the next phase of assessment following consideration of built form, as:

- The range in building heights encourage a stepped form from west to east away from the Lidcombe Town Centre, consistent with the approach to current planning controls on the site and the Lidcombe Town Centre Planning Controls Strategy
- The amended planning proposal with reduced building heights and floor space ratio controls will result in a built form that minimises interface impacts on adjoining residential properties.

Traffic and Transport

There is strategic merit in progressing the proposal to the next phase of assessment following consideration of traffic and transport, as:

- The surrounding road network operates with a reasonable level of service during peak periods
- The adjoining road network is capable of accommodating traffic volumes estimated to be generated by the proposal

- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner
- The proposal is within walking distance to public transport services at Lidcombe Town Centre, providing local and regional access to key centres.

Heritage

There is strategic merit in progressing the proposal to the next phase of assessment following consideration of heritage, as:

- The site is outside of the curtilage of Heritage Item No. A56 'Lidcombe Signal Box' (south side of railway lines)
- The reduced building heights outlined in the amended planning proposal will avoid overshadowing impacts on the State Heritage Listed Rookwood Cemetery and Necropolis.

Economic and Social Benefits

There is strategic merit in progressing the proposal to the next phase of assessment as:

- The proposal will provide a mixed tenure residential development consisting of private, affordable and social housing, contributing to an increase in housing supply for different market segments
- There will be a temporary increase in employment opportunities as a result of construction jobs associated with the proposal.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

There is strategic merit in progressing the proposal to the next phase of assessment, as it is consistent with the following key Local Planning Priorities of Cumberland 2030: Our Local Strategic Planning Statement:

- Planning Priority 5: Delivering housing diversity to suit changing needs: as the proposal will deliver variety of apartment types including social and affordable housing apartments
- Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives: as the proposal will deliver affordable and social housing
- Planning Priority 11: Promoting access to local jobs, education opportunities and care services: as the proposal will deliver additional housing opportunities close to the employment and education facilities that are located in close proximity to the Lidcombe Town Centre and adjoining employment areas.

Consistency with Greater Sydney Region Plan - A Metropolis of Three Cities

There is strategic merit in progressing the proposal to the next phase of assessment as it is generally consistent with the following planning directions of the Greater Sydney Region Plan:

- Objective 10. Greater housing supply: the proposal provides a greater amount of housing supply than would be possible if there were no change to the height and floor space ratio control
- Objective 11. Housing is more diverse and affordable: the proposal aims to deliver a range of housing types, sizes and tenures increase housing diversity and affordability
- Objective 14 A metropolis of three cities – integrated land use and transport creates a walkable and 30 minute cities: the proposal provide additional housing within walking distance of Lidcombe station. The level of service offered by Lidcombe Station is greater than other centres, and provide a greater level of opportunity for the future residents to access jobs and services.

Consistency with the Central City District Plan

There is strategic merit in forwarding this proposal for a Gateway Determination, as the amended proposal is generally consistent with the following Planning Priorities of the Central City District Plan:

- Planning Priority C5 Providing housing supply, choice and affordability with access to jobs, services and public transport: the proposal seeks to deliver additional housing in close proximity to established residential neighbourhoods, services and public transport
- Planning Priority C6 Creating and renewing great places and local centres, and respecting the District's heritage: the proposal for a new residential apartment development within 400m of Lidcombe train station and the town centre will encourage users of the site to utilise public transport and to walk
- Planning Priority C9 Delivering integrated land use and transport planning and a 30 minute city: the proposal will facilitate the provision of additional housing in close proximity to the Lidcombe train station and associated railway lines. These railway lines access strategic centres, giving more people access to services via public transport within 30 minutes.

CONCLUSION:

It is recommended that the amended planning proposal, with revised building height controls of 40 metres, 32 metres and 22 metres, and revised floor space ratio control of 3.2:1, be reported to Council seeking a Gateway Determination. This recommendation is being made as:

- The proposal will provide a mixed tenure residential development consisting of private, affordable and social housing

- The amended proposal will minimise interface impacts with adjoining residential properties, and avoid overshadowing of the heritage listed Rookwood Cemetery and Necropolis
- The proposal is in close proximity to public transport services and the adjoining road network is capable of accommodating the traffic projected to be generated by the proposal
- Is consistent with strategic directions outlined in Cumberland 2030: Our Local Strategic Planning Statement, Greater Sydney Region Plan and Central City District Plan.

CONSULTATION:

The proposal and supporting documentation were exhibited for a period of 28 days, from 8 February 2020 to 9 March 2020, as required by Cumberland's Planning Proposal Notification Policy. A total of 15 submissions were received during the exhibition period. The submission raised concerns about the following issues:

- Increase in traffic and traffic congestion as a result of the development
- Parking issues created by the development
- Street parking on Church Street and Swete Street are currently heavily used by commuters
- Overshadowing impacts
- Loss of privacy and overlooking due to number of units proposed
- Inconsistency with Auburn and Lidcombe Town Centre Planning Controls Strategy..

FINANCIAL IMPLICATIONS:

There are no financial implications for Council associated with this report.

POLICY IMPLICATIONS:

This report recommends that this matter be reported to Council for further consideration. Should Council resolve to forward this planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination, there will be policy implications associated with the subsequent stages of the planning proposal process. These will be outlined in subsequent Council reports.

COMMUNICATION / PUBLICATIONS:







There are no communication/publication implications for Council associated with this report.

REPORT RECOMMENDATION:

That Cumberland Local Planning Panel (CLPP) recommend that:

1. The amended planning proposal, with building height controls of 40 metres, 32 metres and 22 metres, and floor space ratio control of 3.2:1, proceed to the next stage of assessment and be reported to Council seeking a resolution to forward the planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination.

ATTACHMENTS

1. Attachment 1 - Planning Proposal Request [↓](#) 
2. Attachment 2 - Design Report [↓](#) 
3. Attachment 3 - Traffic Impact Assessment [↓](#) 
4. Attachment 4 - Social Impact Assessment [↓](#) 
5. Attachment 5 - Heritage Impact Statement [↓](#) 
6. Attachment 6 - Summary of Submissions [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT LPP015/20

Attachment 1

Attachment 1 - Planning Proposal
Request

- completing and improving a safe and connected cycling network to and within centres;
- improving public transport services to all strategic centres;
- conserving and interpreting heritage significance;
- designing parking that can be adapted to future uses;
- providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts; and
- creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.

The extent to which the proposal will give effect to the relevant strategic directions has been addressed within **Section 6.3.2.1** of this report.

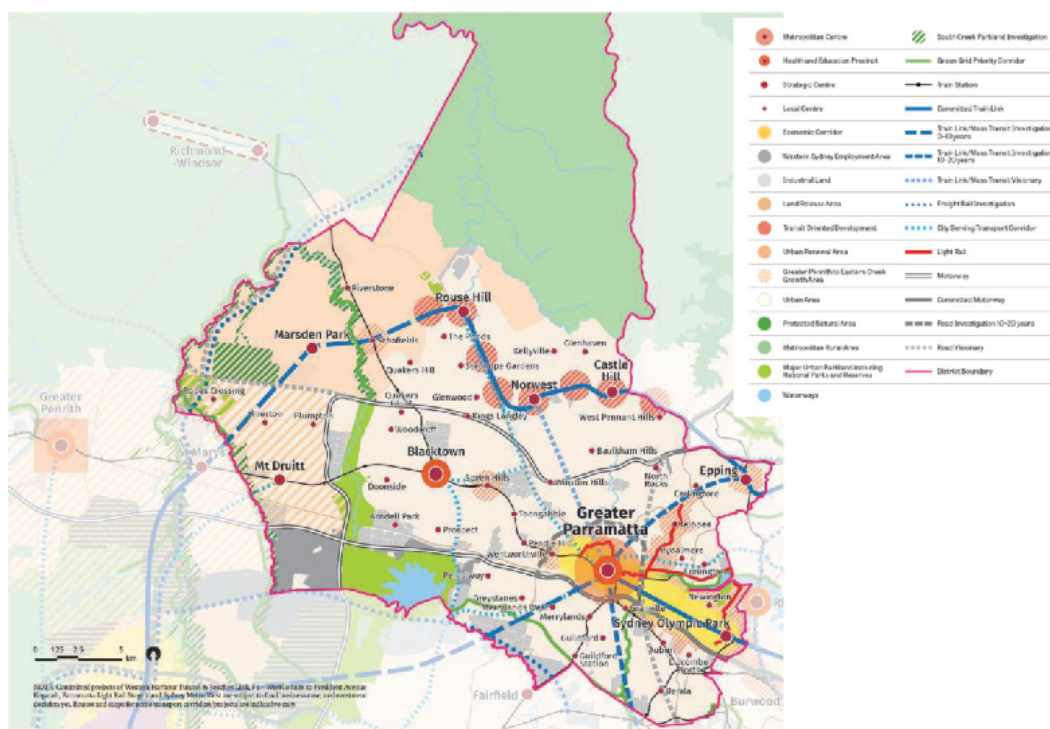
4.2. CENTRAL CITY DISTRICT PLAN

The *Central City District Plan* (CCD Plan) was released by the GSC for discussion in November 2016 and finalised in March 2018. The CCD Plan is a 20-year plan to manage growth within the Central District to achieve the 40-year vision for Greater Sydney as set out in the Greater Sydney Regional Plan – *A Metropolis of Three Cities*. The Central District includes the Blacktown, Cumberland, Parramatta and The Hills local government areas.

The CCD Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The Central City District is the central and major component of the Central River City. It is anticipated that the Central City District will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. The Central City District Structure Plan is at Figure 12 below.

Figure 12 – Central City District Structure Plan



Source: Greater Sydney Commission

URBIS

2-36 CHURCH STREET, LIDCOMBE PLANNING PROPOSAL

PREPARED FOR
BILLBERGIA
18 MARCH 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director	Jayne Klein
Project Code	P9500
Report Number	FINAL

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EXECUTIVE SUMMARY

OVERVIEW

This Planning Proposal report has been prepared by Urbis on behalf of Billbergia (the Proponent) and seeks an amendment to the maximum building height of building (HOB) and floor space ratio (FSR) standards under the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) pertaining to 2-36 Church Street, Lidcombe (Lots 1-18 DP217589).

The land the subject of this Planning Proposal is zoned R4 High Density Residential under the Auburn LEP 2010. The proposed uses are permissible with consent in the R4 High Density Residential zone.

The purpose of this Planning Proposal is to amend the Auburn LEP 2010 to allow the redevelopment of the site close to the Lidcombe Town Centre for an integrated residential neighbourhood. The proposal includes social housing, private housing and a childcare centre within close proximity of the Lidcombe train station, consistent with the objectives of the existing R4 High Density Residential zone. The Planning Proposal will further reinforce Lidcombe as an urban centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per **Table 1**.

Table 1 – Proposed amendments to Auburn LEP 2010

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)		
Building A	14.9 metres	22 metres
Building B	16.9 metres	44 metres
Building C	22.9 metres	53 metres
Building D	27 metres	53 metres
Floor Space Ratio (FSR)	1.29:1 1.49:1 2.49:1 2.6:1	4.21:1

This report has been prepared to assist Council to prepare a Planning Proposal for the Auburn LEP 2010 amendment in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

BACKGROUND

The subject site, 2-36 Church Street, Lidcombe is currently owned by Land and Housing Corporation NSW (LAHC). The redevelopment of 2-36 Church Street is part of the NSW Government Communities Plus program, which seeks to deliver new communities where social housing blends with private and affordable housing, with good access to transport, employment, improved community facilities and open space.

The Communities Plus program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

The site is one of the larger amalgamated sites in Lidcombe and this presents an opportunity to significantly improve the town centre and provide additional housing supply.

Cumberland Council decided on 20 June 2019 to set the maximum height limit within the Auburn and Lidcombe Town Centres Strategy at 60 metres for the Lidcombe Town Centre. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the council for the land located immediately north-west of the site. The Proposal's maximum height at its western end is proposed at 53m, decreasing gradually from west to east across the site. Key beneficial planning outcomes which will come out of the development are set out below.

PLANNING OUTCOMES

In summary, the site will achieve the following key planning outcomes with resultant community benefits:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the provision of additional housing close to public transport links and services:**

The proposed development maximises floor space on the periphery of the local centre, taking advantage of existing transport and infrastructure investment.

- **Accessibility to key strategic centres in the Metropolitan area:**

Is located within proximity to three centres, including the North Lidcombe Local Centre; Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City.

- **Consistent with vision for Sydney's future form:**

Is increasing density on existing urban land within proximity to an established centre which is consistent with the vision of future Sydney's urban form, limiting urban sprawl and intensifying development on existing urban land focused around centres.

- **Delivers housing consistent with the resident profile:**

The development will deliver social housing within an area of need mixed with market residential housing.

- **Childcare centre**

The proposal includes a childcare centre which will increase the number of childcare spaces in the local area, in a new purpose-built building in close proximity to public transport and the town centre. The childcare centre would provide a minimum of 60 places.

Following our analysis of the site and its surrounding context and the applicable State and local planning policies, it is demonstrated that there is clear strategic and site specific planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by Cumberland Council and that Council resolve to forward it to the Department of Planning and Environment for Gateway Determination in accordance with the *Environmental Planning and Assessment Act 1979* to prepare the necessary LEP amendment.

1. INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of Billbergia (the Proponent) and seeks an amendment to the maximum height of buildings (HOB) and floor space ratio (FSR) standards under the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) pertaining to the land at 2-36 Church Street, Lidcombe (the site).

The land the subject of this Planning Proposal is zoned R4 High Density Residential under the Auburn LEP 2010. The proposed uses are permissible with consent in the R4 High Density zone.

The purpose of this Planning Proposal is to amend the Auburn LEP 2010 to allow the redevelopment of the site close to the Lidcombe Town Centre for an integrated residential neighbourhood including social housing mixed with private housing and a childcare centre. The site is within close proximity of the Lidcombe train station. The proposal is consistent with the objectives of the existing R4 High Density Residential zone. The Planning Proposal will further reinforce Lidcombe as a local centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per **Table 2**.

Table 2 – Proposed amendments to Auburn LEP 2010

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)	27 metres	22 metres
	22.9 metres	44 metres
	16.9 metres	53 metres
	14.9 metres	53 metres
Floor Space Ratio (FSR)	2.6:1	4.21:1
	2.49:1	
	1.49:1	
	1.29:1	

The Planning Proposal seeks to facilitate the establishment of an integrated neighbourhood including mixed tenure housing on the edge of the Lidcombe Town Centre. The development will consist of four apartment buildings set within landscaped grounds providing high quality public open space throughout the development. It is intended that some aspects of the infrastructure upgrades are to be provided as part of a Voluntary Planning Agreement (VPA).

The development would comprise a mix of uses including:

- Social housing;
- Private housing;
- Childcare centre; and
- Car parking for users of the building within the basement.

A Proposed VPA Strategy (refer **Appendix B**) proposes the following as part of a VPA:

- 27 additional social housing units; and
- Monetary contribution of \$7,900,000 for road upgrades and traffic improvements.

1.2. BACKGROUND

The 2-36 Church Street, Lidcombe project presents an opportunity to provide a new housing development on the edge of the Lidcombe Town Centre in a key strategic location with excellent public transport links.

The project site, located at 2-36 Church Street, Lidcombe, is owned by Land and Housing Corporation NSW (LAHC). The site is located in a significant location within the Lidcombe Town Centre, close to the railway station and within 400m of the hub of the town centre. The proposal incorporates an amalgamation of individual sites which, when combined, will form a key strategic site within the area.

The project, entailing a mixed tenure residential development of four stand-alone buildings with basement parking and a childcare centre, will facilitate redevelopment of the site as part of the NSW Government Communities Plus program, which seeks to deliver new communities where social housing blends with private housing, with good access to transport, employment and local facilities.

The Communities Plus program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

The development facilitates delivery of new housing including much needed housing for low income households within a well-connected area, walkable to a local centre and public transport. It is located within proximity to three centres identified in the Greater Sydney Region Plan, including the Lidcombe North Local Centre, Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City.

1.2.1. Stakeholder Engagement

Consultation has been undertaken with planning officers at Cumberland Council. Officers have advised the heights of proposed buildings should consider the heights proposed for the Lidcombe Town Centre in the Auburn and Lidcombe Town Centres Strategy, and to step the proposed heights of buildings down across the site from west to east as a transition from the maximum heights in the Lidcombe town centre under the Auburn and Lidcombe Town Centres Strategy.

The proposed development proposes a transition in building heights across the site from west to east.

1.3. REPORT STRUCTURE

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment (DPE) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the site and its context;
- Background and detail of ongoing stakeholder engagement;
- Summary of the local planning controls;
- Overview of the strategic context of the site;
- Description of concept proposal
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provisions which are impacted by the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the expected community consultation process; and
- An approximate project timeline.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- **Appendix A** – Design Report prepared by Plus Architecture
- **Appendix B** – Proposed Voluntary Planning Agreement (VPA) Strategy
- **Appendix C** – Traffic Impact Assessment prepared by Stanbury Traffic Planning
- **Appendix D** – Proposed FSR and HOB Maps

2. SITE & SURROUNDING CONTEXT

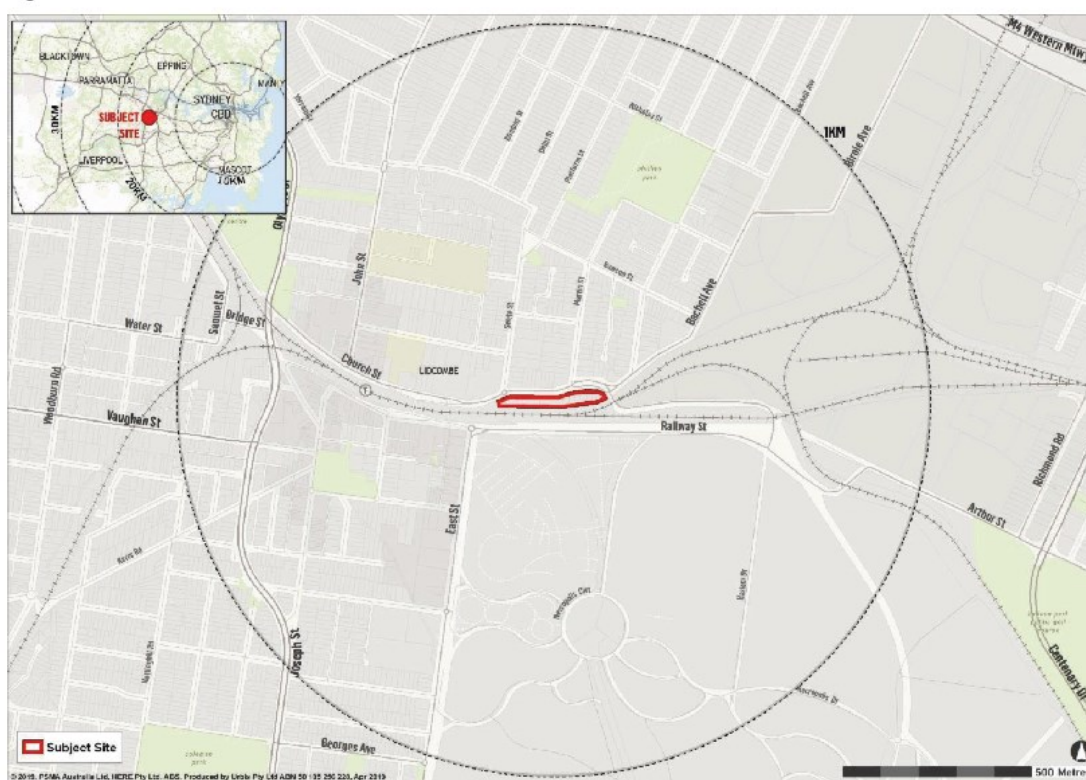
2.1. REGIONAL CONTEXT

Lidcombe is a local centre within close proximity of the CBD of Parramatta (approximately 8km) on the T1 Western Line. Located within the Cumberland local government area, Lidcombe is approximately 18km west of the Sydney CBD (refer **Figure 1**).

Lidcombe is bordered by the suburbs of Newington and Camellia (to the north), Homebush and Rookwood (to the east), Chullora and Potts Hill (to the south) and Auburn and Berala (to the west). Lidcombe is connected to the broader region via the A6 motorway which runs through the middle of Lidcombe and connects to the Western Motorway (north of precinct) and South Western Motorway (south of precinct).

Lidcombe is also within close proximity to Sydney Olympic Park, which is to have a new station connecting to Stage 2 of the Parramatta Light Rail system.

Figure 1 – Site Location Plan



Source: Google Maps

Figure 2 – Regional context



Source: Plus Architecture

2.2. LOCAL CONTEXT

Lidcombe Town Centre is a local centre featuring retail, community and some civic services focused to the north and south of the Lidcombe train station. The centre is divided by the main western railway line which runs east to west through the centre.

The area is well connected by public transport via the Lidcombe train station and high frequency bus services.

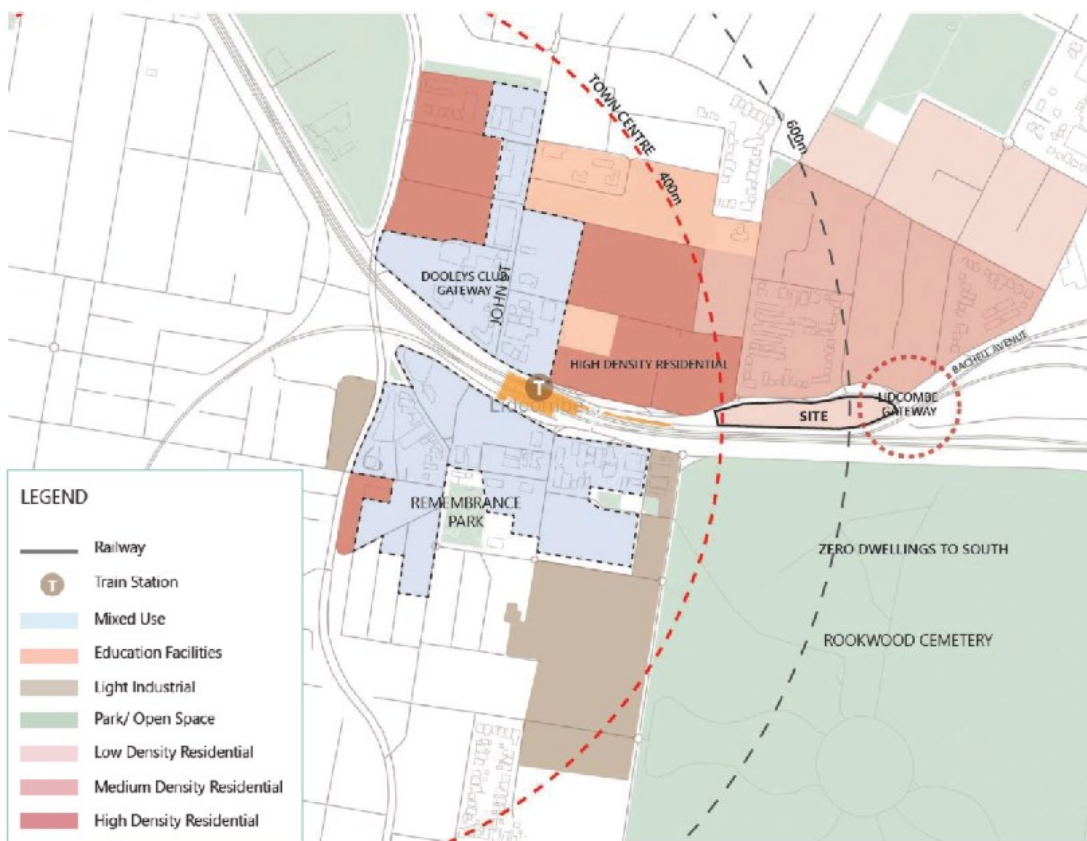
Lidcombe Town Centre features existing social infrastructure including schools and civic amenities, public open space including Remembrance Park at the southern end of the centre, a varied range of retail offerings, cafes and restaurants and other facilities servicing the local population. Lidcombe Public School and St Joachim's Catholic Primary School are both located on the east side of the Lidcombe Town Centre.

Lidcombe is currently going through a transition phase, whereby the centre is changing from a low density railway suburb to a transit-oriented development centre, with residential flat buildings becoming a more dominant feature.

The Lidcombe Town Centre, including its skyline, is set to undergo a transformation, with a recent strategic study identifying the need to permit increased heights, changes to FSR and zoning controls within the centre to achieve a better urban design outcome for the future character of the area.

The suburban low-medium density housing to the north of the site encourages the built form of the proposal to be sensitive in scale through architectural features, and to integrate improved amenity through ground level green space and pedestrian connectivity.

Figure 3 – Local Context



Source: Plus Architecture

2.3. SITE DESCRIPTION

The properties that are subject to this planning proposal are as follows:

Table 3 – Site Area

Address	DP	Area
2 Church Street, Lidcombe	Lot 18 DP217589	520.4m ²
4 Church Street, Lidcombe	Lot 17 DP217589	577.7m ²
6 Church Street, Lidcombe	Lot 16 DP217589	527m ²
8 Church Street, Lidcombe	Lot 15 DP217589	527m ²
10 Church Street, Lidcombe	Lot 14 DP217589	527m ²
12 Church Street, Lidcombe	Lot 13 DP217589	527m ²
14 Church Street, Lidcombe	Lot 12 DP217589	527m ²
16 Church Street, Lidcombe	Lot 11 DP217589	527m ²
18 Church Street, Lidcombe	Lot 10 DP217589	527m ²
20 Church Street, Lidcombe	Lot 9 DP217589	526.9m ²
22 Church Street, Lidcombe	Lot 8 DP217589	546.6m ²
24 Church Street, Lidcombe	Lot 7 DP217589	601.2m ²
26 Church Street, Lidcombe	Lot 6 DP217589	639.4m ²
28 Church Street, Lidcombe	Lot 5 DP217589	649.3m ²
30 Church Street, Lidcombe	Lot 4 DP217589	648.1m ²
32 Church Street, Lidcombe	Lot 3 DP217589	619.4m ²
34 Church Street, Lidcombe	Lot 2 DP217589	580.4m ²
36 Church Street, Lidcombe	Lot 1 DP217589	534.3m ²
Combined Site Area		10,132.7m²

The site boundaries to the north, east and west are defined by Church Street. The site is approximately 350m east of Lidcombe Station. The site is bounded directly to the south by the Lidcombe-Olympic Park railway corridor. To the south of the railway corridor is Rookwood Cemetery which gives the site exemplary amenity to the south as the aspect available is comparable to a public park.

The site is approximately 10,133m² and is currently comprised of 18 lots. Street frontage along Church Street measures approximately 273 metres.

The site falls approximately 8m across the length of the site. There are steeper areas of slope towards the north-western edge of the site. The John Street local retail zone is located 300m to the north-west of the subject site.

The majority of the lots on the northern side of the site contain single and double storey detached dwelling houses, with the exception of an eight level residential flat building to the north-west of the site. At the far

eastern end of the site is a raised bridge that crosses over the railway corridor and leads through to a light industrial area.

Figure 4 – Aerial Photograph



Source: Google Earth

2.4. SURROUNDING ROAD, RAIL AND BUS NETWORK

The site is situated between three main arterial roads. To the west is the A6 motorway which connects the Cumberland Highway at Carlingford to the Princes Highway at Heathcote. To the east of the site is the A3 motorway which connects to the A8 at Monavale to the north and connects to Princes Highway at Blakehurst to the south. To the north of the site is the Western Motorway.

The site is located approximately 350m east of the entry to Lidcombe station, which is a major station on the Sydney Trains network. It is serviced by the T1 Western Line, the T2 Inner West & Leppington Line, the T3 Bankstown Line and the T7 Olympic Park line. There are also four bus stops located within five minutes walking distance of the site.

There are some larger parks for organised sports further to the north.

3. EXISTING PLANNING CONTROLS

This section provides a summary of the existing local planning framework as may be relevant to the site.

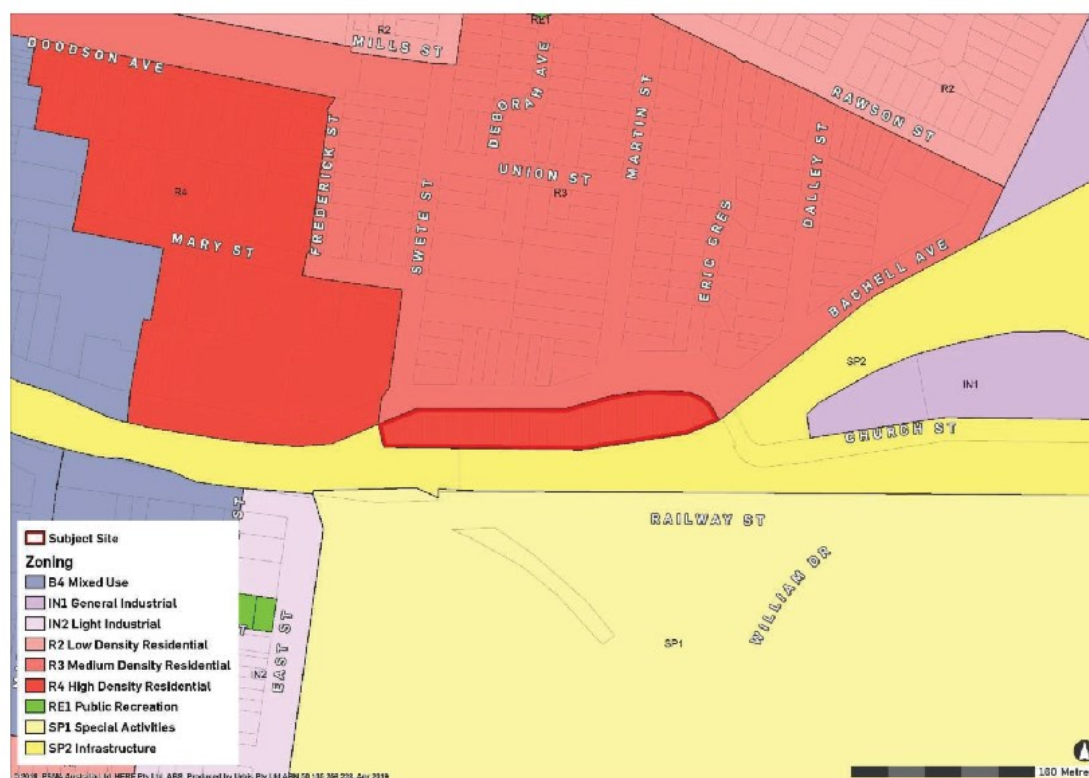
3.1. AUBURN LOCAL ENVIRONMENTAL PLAN 2010

The *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) is the principal Environmental Planning Instrument governing development on the site.

3.1.1. Zoning and Permissibility

The subject site is zoned R4 (High Density Residential) under the Auburn LEP 2010. As illustrated in Figure 5 below, the surrounding area is predominantly zoned R3 with the exception of land to the south which is zoned SP2 Infrastructure (Railway) and SP1 Special Activities (Cemetery) further to the south.

Figure 5 – Existing LEP Zoning Map



Source: Auburn LEP 2010
(Site outlined in red)

The existing zoning controls applying to the site are summarised in **Table 4** below:

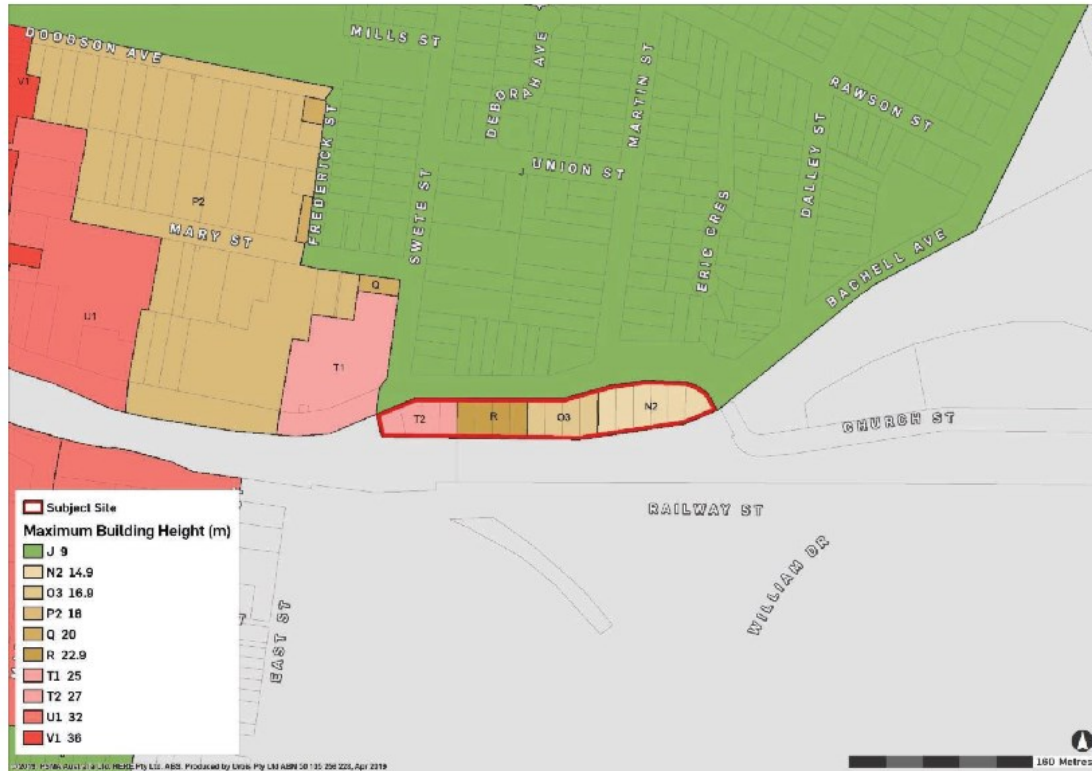
Table 4 – R4 High Density Residential Zone

Control	R4 High Density Residential
Zone Objectives	<ul style="list-style-type: none"> To provide for the housing needs of the community within a high density residential environment. To provide a variety of housing types within a high density residential environment. To enable other land uses that provide facilities or services to meet the day to day needs of residents. To encourage high density residential development in close proximity to bus service nodes and railway stations.
Permitted without consent	Nil
Permitted with consent	<p>Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Hostels; Hotel or motel accommodation; Multi dwelling housing; Neighbourhood shops; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Shop top housing; Any other development not specified in item 2 or 4</p>
Prohibited	<p>Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</p>

3.1.2. Height of Buildings

Clause 4.3 of the Auburn LEP 2010 establishes a maximum building height in metres above existing ground level across the site in four stages from west to east, being 27m, 22.9m, 16.9m and 14.9m, as illustrated in Figure 6 below. To the north the predominant maximum building height is 9m.

Figure 6 – Height of Buildings Map Extract



Source: Auburn LEP 2010

3.1.3. Floor Space Ratio

Clause 4.4 of the Auburn LEP 2010 establishes the maximum floor space ratio (FSR) across the site in four stages from west to east, being 2.6:1, 2.49:1, 1.49:1 and 1.29:1 as shown in Figure 7 below.

Figure 7 – Floor Space Ratio Map Extract

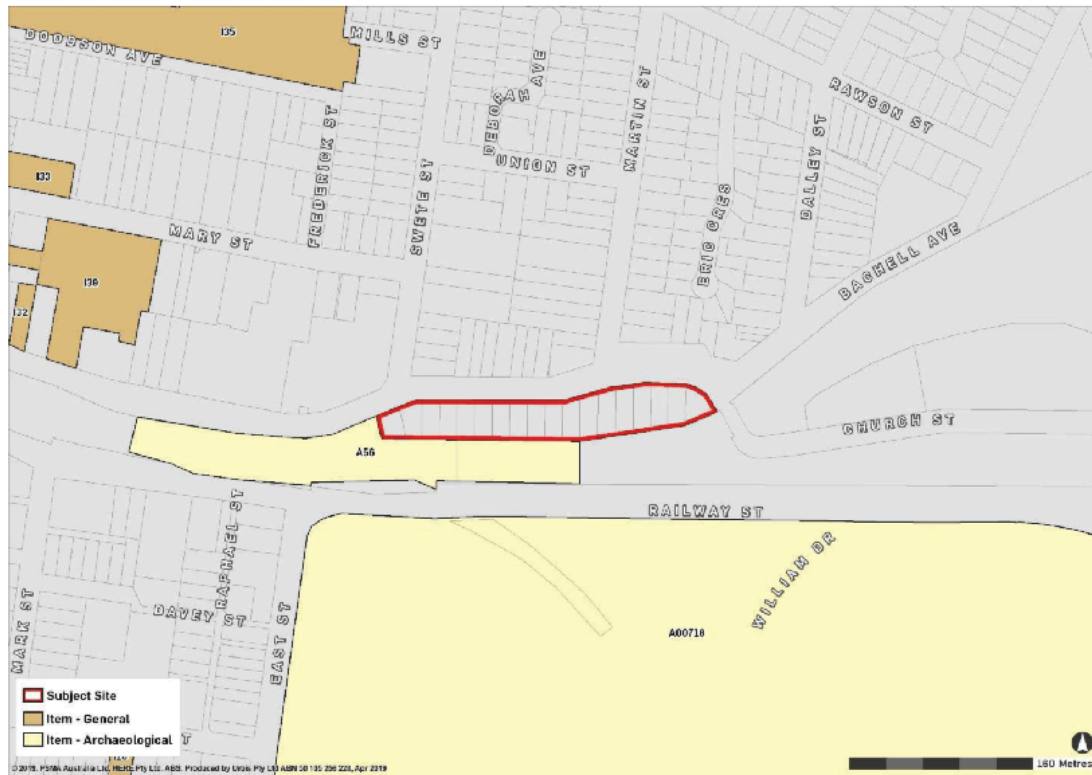


Source: Auburn LEP 2010

3.1.4. Heritage

Schedule 5 of the Auburn LEP identifies Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery is identified as Archaeological Site No. A00718 which is a State listed item. The subject site is not a listed heritage item nor is it part of a heritage conservation area. Refer Figure 8 below.

Figure 8 – Heritage Map Extract



Source: Auburn LEP 2010

3.1.5. Acid sulfate soils

Clause 6.1 of the LEP identifies the site as containing Acid Sulfate Soils, Class 5. Refer Figure 9 below.

Figure 9 – Acid Sulfate Soils map extract



Source: Auburn LEP 2010

3.2. AUBURN DEVELOPMENT CONTROL PLAN 2010

The Auburn Development Control Plan 2010 (Auburn DCP 2010) is applicable to the site, specifically the residential development controls, which apply to all residential development within the R4 High Density Residential zone. Other development controls applicable to the site include controls for parking and loading, access and mobility, tree preservation, waste and stormwater drainage.

The development controls for residential flat buildings require that there is a minimum site area of 1000m² and street frontage of 26m in the R4 zone. The tower component of any building above the podium or street wall height is to have a maximum floor plate of 850m².

The minimum front setback shall be between 4 - 6m to provide a buffer zone from the street where residential use occupies the ground level. In all residential zones, buildings shall have a side setback of at least 3 metres and a minimum rear setback of 10m.

4. STRATEGIC PLANNING CONTEXT

4.1. GREATER SYDNEY REGION PLAN 2018 – A METROPOLIS OF THREE CITIES

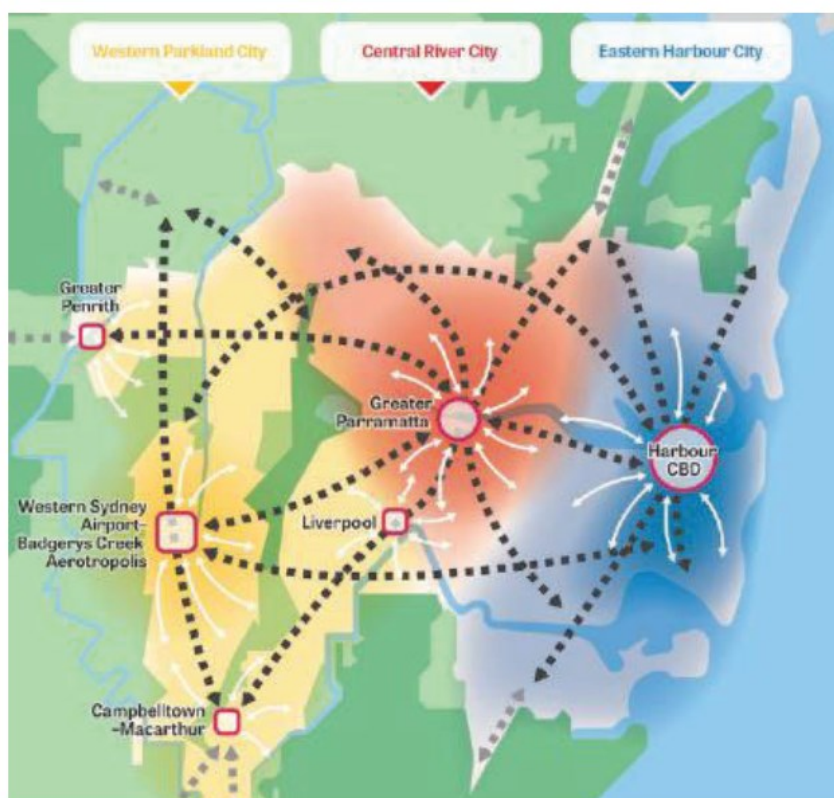
The Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan) was released by the Greater Sydney Commission (GSC) in March 2018. The Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney. The Plan establishes a strategic framework informing district and local plans and the assessment of planning proposals.

The Plan is built on a vision of three cities (the Western Parkland City, the Central River City and the Eastern Harbour City) where most residents live within 30 minutes of their jobs, education and health facilities, services, and recreational spaces. Each of the three cities will be supported by metropolitan and strategic centres. Lidcombe is located within the Central River City (refer to Figure 10 below) and is within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor surrounded by areas such as the Westmead health and education precinct, the Sydney Olympic Park lifestyle precinct and the advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn.

The 30-minute city will enable residents to have quick and easy access to jobs and essential services. The Plan identifies that as Greater Sydney's population grows, housing supply and choice will increase to meet the growing and changing needs of the community. The Central River City will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. As the population of the Central River City is projected to increase from 1.3 million people to 1.7 million people over the next 20 years, this will lead to a transformation of many parts of the city from a suburban to an urban environment.

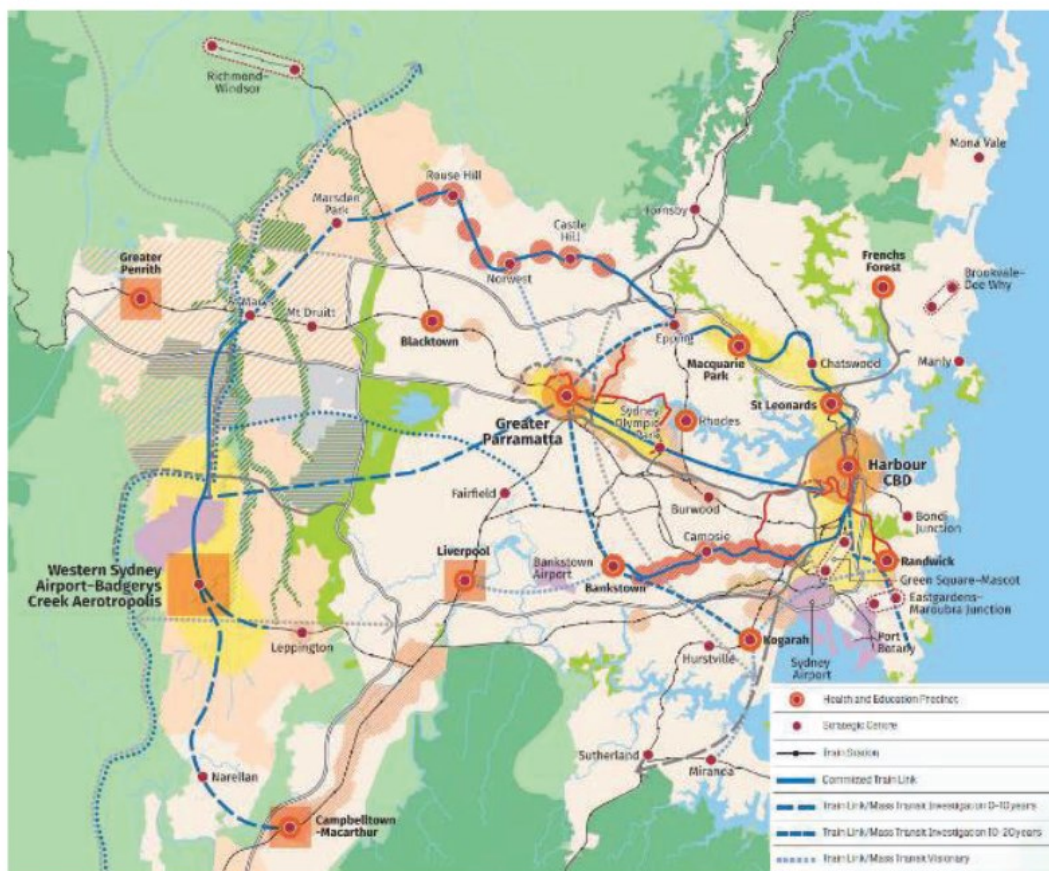
The Plan identifies that development will need to better capitalise on air rights rather than making space by expanding urban footprints, including good quality apartment buildings.

Figure 10 – A Metropolis of Three Cities – The Three Cities



Source: Greater Sydney Commission (GSC)

Figure 11 – A Metropolis of Three Cities – Structure Plan



Source: GSC

Objectives within the Plan of most relevance to this Planning Proposal include:

- Objective 10: Greater housing supply

The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projects.
- Objective 11: Housing is more diverse and affordable
 - Strategy 11.2: State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.
- Objective 22: Investment and business activity in centres
 - Strategy 22.1: Provide access to jobs, goods and services in centres by:
 - attracting significant investment and business activity in strategic centres to provide jobs growth
 - diversifying the range of activities in all centres;
 - creating vibrant, safe places and a quality public realm;
 - focusing on a human-scale public realm and locally accessible open space;
 - balancing the efficient movement of people and goods with supporting the liveability of places on the road network;
 - improving the walkability within and to centres;

Of particular relevance to this Planning Proposal, the CCD Plan seeks to provide housing supply, choice and affordability with access to jobs, services and public transport.

Lidcombe North is identified as a Local Centre within the CCD Plan.

Planning Priority C3: Providing services and social infrastructure to meet people's changing needs.

This Planning Priority seeks to achieve liveability through housing, infrastructure and services that meet people's needs. It also involves the provision of a range of housing types in the right locations with measures to improve affordability.

Improvements in public transport through Government investment is enabling a new pattern of high density transit-oriented living.

The proposal provides apartments of varying types, sizes and ownership in a highly accessible location.

Planning Priority C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport.

The location, type and cost of housing requires choices that have far-reaching impacts on quality of life. New housing must be in the right places to meet demand for different housing types, tenure, price points, preferred locations and design. When coordinated with local infrastructure, neighbourhoods can be liveable, walkable and cycle-friendly neighbourhoods with direct, safe and universally designed pedestrian and cycling connections to shops, services and public transport.

The proposal provides a substantial increase in housing supply in the local area, in addition to choice and varying levels of affordability, within walking distance to public transport and services.

Planning Priority C6: Creating and renewing great places and local centres, and respecting the District's heritage

Lidcombe North is identified as a Local Centre within the CCD Plan. The Plan identifies that local centres are highly accessible and provide an interchange for bus and rail networks linking to strategic centres. Where the local centres include public transport and transport interchanges, they are an important part of a 30-minute city. The development site is within 400m walking distance of the train station and the core of the local centre. It will, therefore, support the ongoing viability of the centre as well as residents' social connections both within the centre and with other centres on the public transport network.

The CCD Plan seeks to provide the potential for interchanges to deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods. This aim is supported by the proposal's intensity of uses in a highly accessible location.

It is identified that additional residential development within a five-minute walk of a centre focused on local transport, or within a 10-minute walk of a centre with city-shaping or city-serving public transport, will help to create walkable local centres. It is identified that place-based planning for centres should address the following principles of relevance to the site:

- Deliver transit-oriented development and co-locate facilities and social infrastructure;
- Improve walking, cycling and public transport connections;
- Increase residential development in, or within a walkable distance of, the centre.

Planning Priority C9: Delivering integrated land use and transport planning and a 30-minute city

The CCD Plan identifies the vision for Greater Sydney as one where people can access jobs and services in their nearest metropolitan and strategic centre, and in the long-term more and more people will have public transport access to their closest metropolitan or strategic centre within 30 minutes.

The site's location close to the Lidcombe train station and bus services is ideal for the integration of land use and transportation.

The extent to which the proposal will give effect to the relevant planning priorities has been addressed within **Section 6.3.2.1** of this report.

4.3. DRAFT CUMBERLAND 2030: OUR LOCAL STRATEGIC PLANNING STATEMENT

The draft LSPS describes how the Cumberland area will develop and grow over the next 10 years, consistent with State and local policy, and community aspirations. It sets a land use vision and establishes priorities and actions for Council to manage growth and change.

The draft LSPS indicates that the Cumberland population is forecast to grow by around 30% over the next 20 years to reach approximately 300,000 people by 2036. Therefore, the number of dwellings needed to house the future population is forecast to increase. Given the projected growth, the draft LSPS acknowledges that it is critical that the supply of housing is delivered to meet the population targets.

The Vision of the draft LSPS is:

'Cumberland is a diverse and inclusive community, offering easy access to jobs and services, with places and spaces close to home that take advantage of our natural, built and cultural heritage.'

The draft LSPS's vision for the future includes that Cumberland will offer opportunities for housing growth in planned centres and corridors, whilst protecting the existing character and amenity of the surrounding established residential areas, with a focus on delivering diversity and affordability in the local housing market to meet the needs of the community.

Lidcombe is classified as a Principal Local Centre in the draft LSPS. The draft LSPS identifies that Lidcombe is a town centre with popular eat streets and vibrant night time economy. As recognised in the Central City District Plan, Lidcombe is also growing as a key employment generating centre through its locational advantage as a part of the Greater Parramatta and Olympic Peninsula (GPOP).

The proposal seeks to develop a large number of apartments, both private and social housing, in a location with excellent access to public transport, to the Lidcombe town centre and to community facilities.

4.4. AUBURN AND LIDCOMBE TOWN CENTRES INVESTIGATION INTO HEIGHT CONTROLS AND ZONING

The *Auburn and Lidcombe Town Centres Investigation into height of building controls and zoning* ('the Investigation') prepared by JBA, dated February 2016 was commissioned to study the planning provisions that apply to specific precincts in the town centres of Auburn and Lidcombe Town Centres. This was found to be required because studies had identified the unlocked potential of the Auburn and Lidcombe Town Centres in the context of broader Sydney. In addition, recent DAs presented to Council were failing to deliver a quality urban form.

The Investigation found that there is a strong disconnect between the current height and FSR controls across both town centres. The report notes that the overarching objective of the City is to achieve diversity and interest in the Auburn and Lidcombe skylines, as well as a desire to create a spatial hierarchy focused around transit oriented centres. This leads to providing for a range of heights, including transitional heights at the edges of the centres.

The Investigation recommends increasing height limits to redistribute floor space vertically rather than horizontally across the town centres, freeing up more ground floor area for public domain improvements.

The form of development proposed for the site reflects this approach of focussing floor space vertically in four towers of varying heights, enabling communal open space to be provided at the ground level.

The Investigation has identified that the provision of affordable housing is a key consideration for future housing delivery in the LGA given that much of the community experiences levels of socio-economic disadvantage, with lower personal/household incomes and higher levels of housing stress than generally evident in metropolitan Sydney. It is stated that although the release of more land for higher density residential forms in town centres may result in target population figures being exceeded, affordable housing will better cater for the actual local demographic, and as such, have positive social implications.

The proposal incorporates the provision of social housing in a highly accessible location within 400m walking distance of the town centre and the Lidcombe train station.

The Investigation has found that in addition to being a rail based centre, Lidcombe has other attributes making it particularly suited to accommodating additional homes (and jobs), including:

- Proximity to Parramatta, which is evolving as western Sydney's CBD;
- It has an established town centre;
- Availability of social infrastructure, including schools, open space and community facilities;
- A location within an area of high demand for new homes, and a presence and general acceptance of higher density housing forms.

Due to this, the Investigation notes that Auburn and Lidcombe centres should be optimised for growth. The site is considered to be in an optimal location for additional height and density given its location on the edge of the town centre, its proximity to the train station, and it being located on the northern side of the railway line with the Rookwood Cemetery beyond the rail line to the south, being a less sensitive land use with regard to overshadowing impacts. It is also a large underdeveloped area of land under single ownership which is proposed for amalgamation.

The Investigation finds that pedestrians should be given priority throughout the Lidcombe Town Centre. The importance of the ground floor plane as well as reinforcement of key streets, active frontages, incidental public spaces and green spaces are the key elements that would provide enrichment in the town centres.

While the site is not in the hub of the town centre, the elements of incidental green spaces will also provide enrichment to this area on the periphery of the centre. This is of particular significance given the site's proximity to the train station and the number of pedestrian movements that would be expected through this area, particularly with increasing population growth into the future.

Precinct 15, identified within the Investigation, is immediately north-west of the site and Precinct 16 is further to the north. The Investigation recommends increasing the heights across Precinct 15 so as to provide a transition down to the residential areas to the north of Doodson Avenue. It is also recommended to increase the height across Precinct 16 to provide the opportunity for new development typologies and to increase the density to allow for R4 High Density. The recommendations include changing the zone from R3 to R4, increasing the height to 20m and increasing the FSR to 2:1.

The proposed greater height limit and FSR for the site included in this Planning Proposal are in line with the recommendations of the Investigation as the site is in a key strategic location close to the train station. Providing for additional density on the site allows greater numbers of people to live close to public transport, enabling convenient and equitable access to jobs and services further afield.

The Investigation found that higher towers are a relevant typology within the Lidcombe Town Centre and there is the opportunity to provide a mix of building heights and a diversity of form. Height should be used in locations which reinforce the urban structure and hierarchy of space by punctuating key corners, junctions or locations adjacent to active ground floor planes and amenity.

The site is in a key location alongside the railway line and at the junction between a number of streets, thus being a good candidate for increased height in a strategic location formed by the amalgamation of a number of lots.

The testing undertaken in the Lidcombe Town Centre revealed that there is a range of optimum heights between 60-76m that are more compatible with a 5:1 FSR and which achieve more slender tower forms and public domain outcomes. It is noted in the Investigation that this is highly influenced by the range of typical lot sizes and opportunities for amalgamations evidenced in the Lidcombe Town Centre.

While the site was not included within the study area considered in the Investigation, it is immediately adjacent to the Lidcombe study area. There is recognition in the Investigation of the desire to have a variety of heights within the Centre while also altering the FSR on some sites. While the site sits on the edge of the core town centre area, its location to the north of the railway line and the large expanse of the Rookwood Cemetery, and close to the Lidcombe train station, puts it in a prime location for amalgamation of a number of low density, underutilised sites, providing capacity for additional housing supply in the form of taller building forms.

4.5. DRAFT AUBURN AND LIDCOMBE TOWN CENTRES STRATEGY

The *Draft Auburn and Lidcombe Town Centres Strategy*, prepared by Cumberland Council, December 2016 ('the Strategy') was prepared because it has been recognised that the Auburn and Lidcombe Town Centres are at a critical transition point. While substantial increases in density (FSR) were made in these centres in 2014, it is considered by the Council that the resulting development has not been of the expected quality either aesthetically or functionally. The problem has been the disconnect between the heights and FSRs, with heights often not sufficient to encourage the anticipated quality of design. Hence the Council engaged JBA consultants to undertake an investigation of the heights in Lidcombe and Auburn Town Centres, and to also review a limited number of zonings and FSRs.

In summary, the Strategy supports provision of an increased range of heights in Lidcombe Town Centre, with some amendments to zoning and FSR, to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future.

As a result of the Strategy, the existing Auburn LEP 2010 FSR and HOB controls for the site were put in place.

The subject site is just outside the extent of the precincts where the Strategy has made recommendations for changes to zoning and/or FSR or where further consideration is required (Figure 13).

Figure 13 – Extent of precinct areas, outlined in blue



Source: *Draft Auburn and Lidcombe Town Centres Strategy*

Urban planning principles for Lidcombe set out in the Strategy are the following:

1. Modest expansion of the commercial area to support a greater diversity of economic activity, including potential for innovation and enterprise uses.
2. Provide a transition from the commercial building heights within the town centre to the surrounding areas.

3. Generate a built form that is responsive to its context, provides street level views and vistas that enhance the sense of place.
4. Increase the permitted heights:
 - To facilitate a variety of well-designed buildings that support environmental comfort and public amenity.
 - To provide a varied skyline that emphasises the role of the centre and shares distant views to city skylines and iconic places.
 - To facilitate the provision of new open space, pedestrian connections and a substantial tree canopy to create a vibrant, attractive town centre.
5. Encourage the precincts north and south of the rail line to continue to evolve with a different character, while contributing to a single well-connected town centre.

The built form of the proposal responds to its context through providing increased density on a site in close proximity to the rail line, taking advantage of the convenience of accessing the train station and bus services. The site is located within a 400m walking catchment of the Lidcombe Town Centre and the Lidcombe train station. The proposed stepping down of the maximum height controls in stages across the site reflects the existing LEP controls, while increasing these heights above the existing LEP height controls. The proposal seeks to increase development density on existing urban land within proximity of an established centre which is consistent with the vision for the future Sydney's urban form.

The public park will provide street level views and vistas which will enhance the sense of place in the local area.

The proposed height increase will enable four well-designed buildings to be developed on the site to make best use of the proposed increase to FSR, while also providing a well-designed landscaped areas surrounding the buildings..

The stepping down of the heights across the site from west to east supports the development of a varied skyline in the centre and a transition to low density residential areas to the east while enabling residents of the buildings to have distant views to the city skyline.

The form of development proposed for the site facilitates the provision of landscaping and tree canopy on the ground level.

Recommendations on the proposed height limits within the Draft Auburn and Lidcombe Town Centres Strategy were presented at the Cumberland Local Planning Panel Meeting on 20 June 2019. As a result, the Council decided to set the maximum height limit within the Strategy at 60 metres for the Lidcombe town centre. Starting from this maximum, Council supports a transition down in height moving east away from the centre, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed to be 53m.

5. INTENDED DEVELOPMENT OUTCOME

This Planning Proposal seeks to facilitate the redevelopment of the subject site to accommodate an integrated residential neighbourhood including social and private housing and a childcare centre close to the Lidcombe Town Centre.

5.1. CONCEPT DESIGN

The urban design principles and design rationale supporting the Planning Proposal have been developed through the preparation of a concept design by Plus Architecture (refer Design Report at **Appendix A**).

The proposal for a mixed social and private housing development within four separate apartment buildings of varying heights is supported by the provision of basement car parking and landscaping around the buildings.

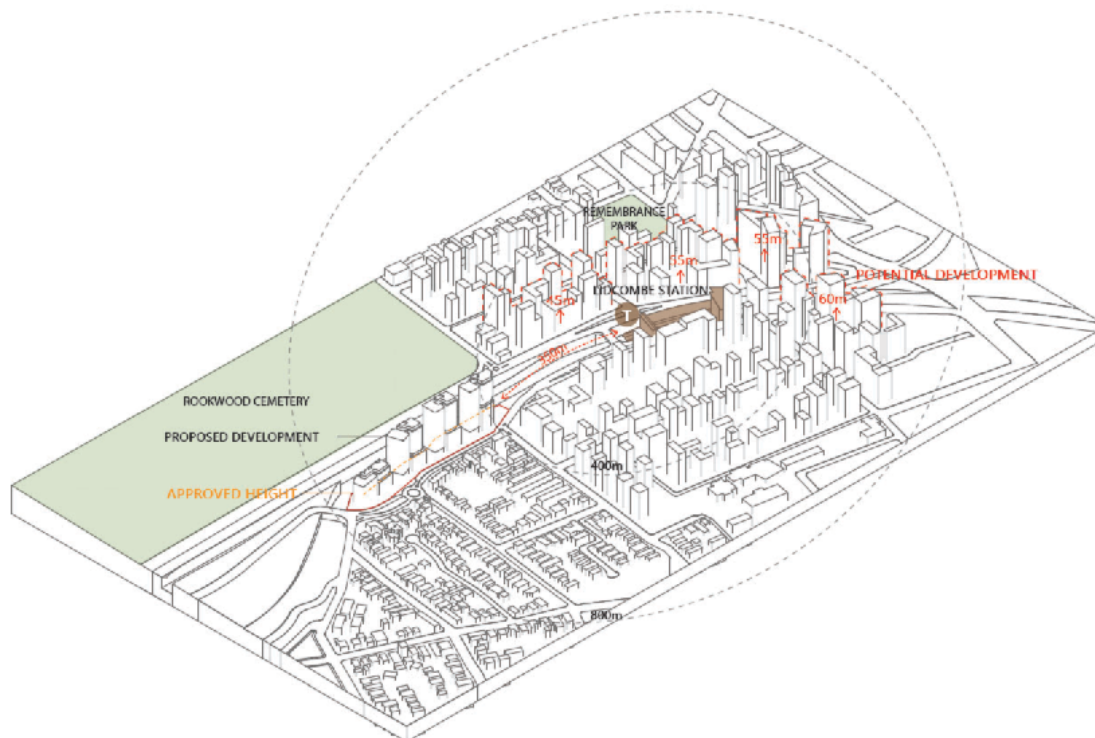
The concept design which has been prepared by Plus Architecture will form the basis for the detailed design solution for the proposal.

Figure 14 – Building A viewed from the west



Source: Studio Modus

Figure 15 – Local context proposed height



Source: Plus Architecture

Key aspects of the proposal include:

- The proposal involves an additional approximately 20,000m² Gross Floor Area (GFA) in addition to the existing 22,180m² GFA permitted under the existing controls, resulting in a total of approximately 42,000m² GFA.
- The overall FSR of the site is proposed to increase from 2.1:1 to 4.21:1.
- A total of 480 apartments are to be provided, including social apartments within Building A. All other apartments are private apartments and are in buildings B, C and D. Buildings D and C are proposed to be 53m high as these buildings are situated closer to the town centre. Building B steps down to 44m high and Building A steps down further to 22m. This allows for a gradual transition of height from west to east across the site. The highest building forms on the site are in the western part of the site and these are slightly lower than the maximum height limit set by the Auburn and Lidcombe Town Centre Strategy for the Lidcombe town centre. Refer massing elevation diagram at Figure 16 below.
- There are an additional 272 car spaces proposed in addition to the existing 328 permitted under the existing controls, resulting in a total of 600 car spaces. Car parking is provided at the rate of 1.25 spaces per apartment.
- The site will read as an extension to the existing Lidcombe Town Centre, with building heights stepping west to east and providing for a visually interesting skyline.
- The site forms a gateway to Lidcombe Town Centre from the east and presents the opportunity to make a significant urban design statement.
- A range of private and public open spaces will be provided to meet the needs of existing and future communities.
- The proposal envisages residential towers surrounded by landscaped areas that aim to enhance connectivity and pedestrian movement.

- The position of buildings within the site allows for street level views and vistas across and through the site enhancing the sense of place.

The portions of the building above the height control plane are set back by 2m to the north, east and west to ensure that the bulk above the height plane does not dominate the street. The roof form to the levels above the height plane are proposed to be lightweight roofs throughout all buildings.

- The design detailing will be built up in such a way that its base relates to its immediate context. The four buildings will be broken up through articulation, and then a finer grain will be developed such that the podium base is more sensitive to its immediate northern context.
- With the base more appropriately articulated, the towers can then float above the base. Bringing some tower elements closer to the ground than others, helps emphasise and articulate a finer grain to the 4 buildings.
- An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in/ left out by virtue of a central median.
- The site will include four podiums in order to create cohesion between the existing building fabric of the surrounding lots and the new proposed apartment buildings.
- The proposed building forms have been designed to comply with the ADG standard of which 70% of living and private areas of the apartments receive a minimum of two hours of direct sunlight between 9am and 3pm in mid-winter.
- Active ground level interfaces addressing Church Street are proposed in the form of:
 - A highly connected and permeable ground level pedestrian environment;
 - Well designed landscaped areas around the building offering good connections to apartment buildings and the street; and
 - Carefully considered vehicular servicing and entrance points to the basement.

Figure 16 – Massing diagram



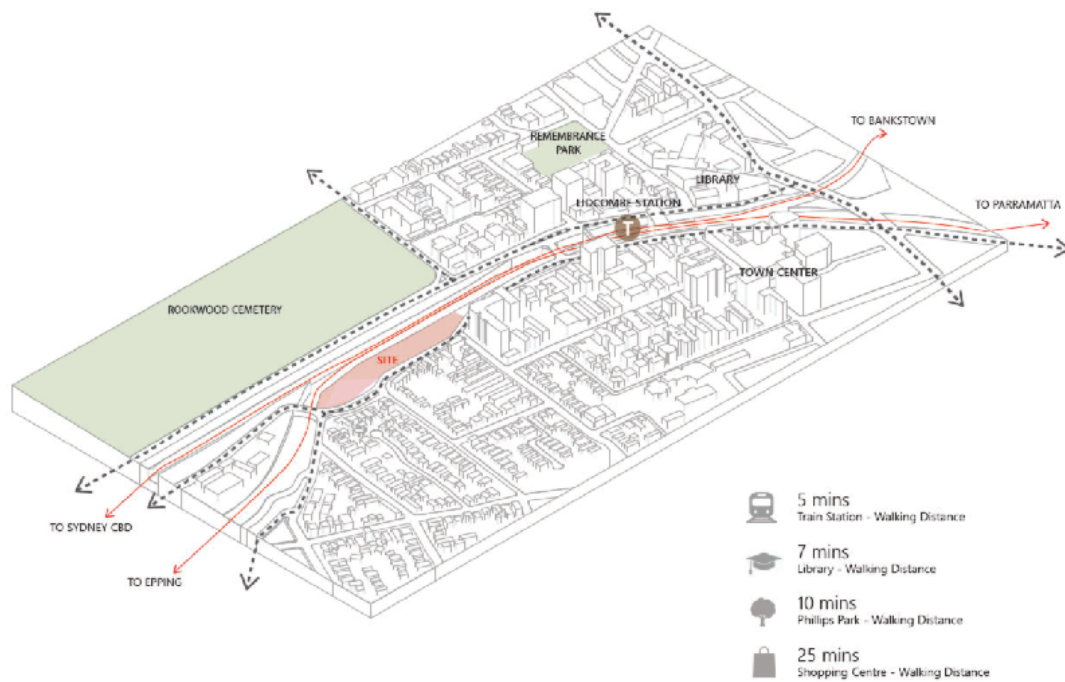
Source: Plus Architecture

5.2. DESIGN CONSIDERATIONS

5.2.1. Site features

The proposed development of the site and development of the concept design is based on site features in and around the site. Consideration of these features aims to ensure that the development on the site works cohesively with the surrounding urban context.

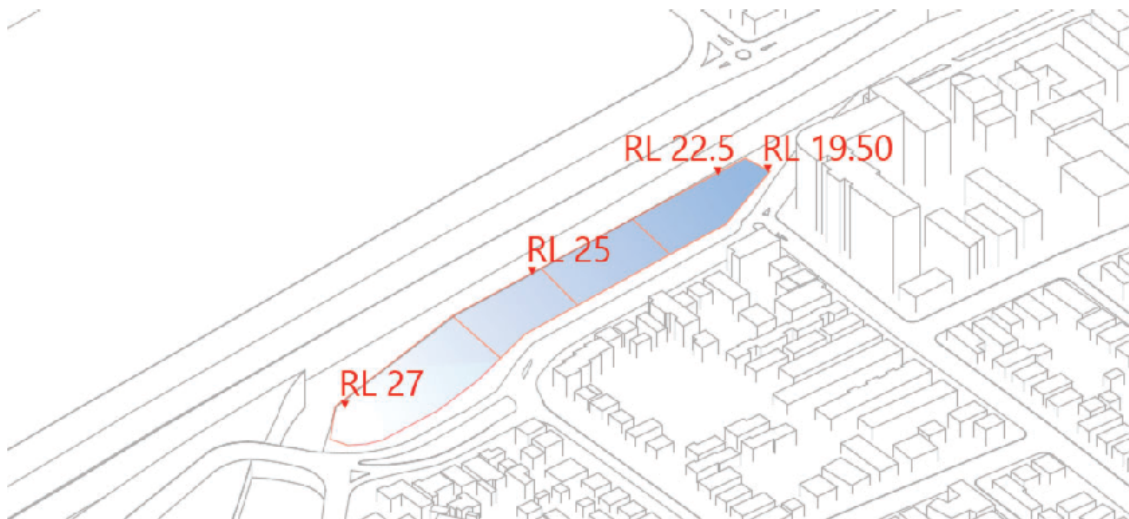
Figure 17 – Site features



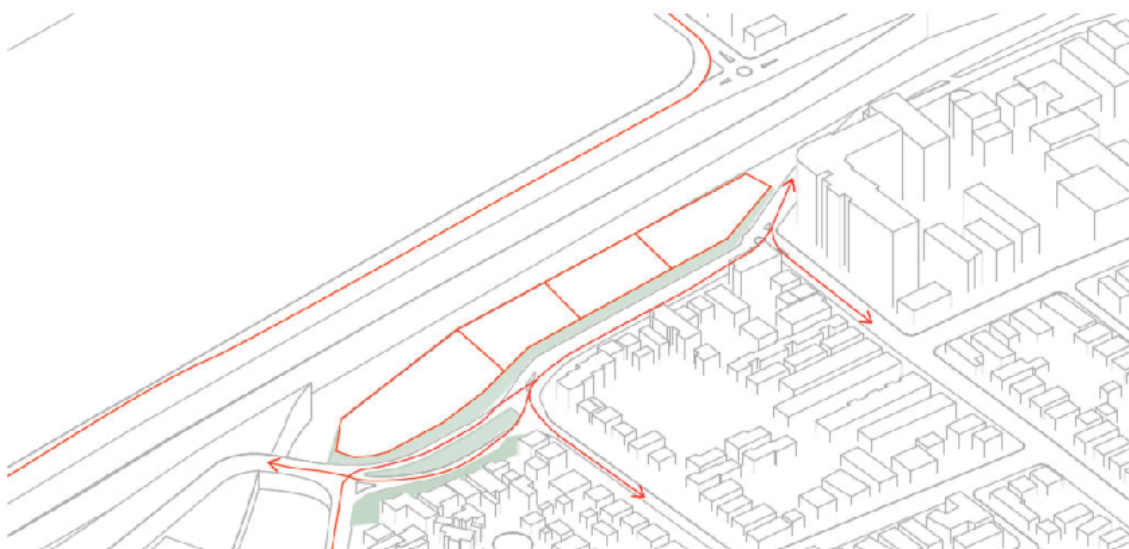
Site analysis



Solar access



Site levels



Road structure and green space

Source: Plus Architecture

5.2.1.1. Building Size and Typology

The sizes of the proposed concept buildings have been considered in relation to the current and future context of the site.

Feedback from Council planning officers was that the building forms should not exceed the 60m maximum building height proposed under the Draft Auburn and Lidcombe Town Centre Strategy for the Lidcombe Town Centre. Retention of the stepped down approach from west to east across the site provided for under the current FSR and height controls was sought to be retained, albeit with greater height and density across the site.

As detailed above, Council decided to set the maximum height limit within the Auburn and Lidcombe Town Centres Strategy at 60 metres for the Lidcombe Town Centre. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed to

be 53m. While this does not carry on the gradual decrease in heights extending from the town centre, there are key beneficial planning outcomes which will come out of the development.

Figure 18 – Proposed site section

View from the south



Source: Plus Architecture

5.2.1.2. Landscaping

Well designed landscaped areas will be provided at ground level. In addition, planting is proposed that will climb vertically through slots in the buildings and link to communal areas on the roofs. This will not only provide a positive impact to residents through enhancing the aesthetic quality of the development but will also contribute to providing an appropriate architecture for the surrounding community, which is already lacking in green spaces.

Figure 19 – Proposed landscaping

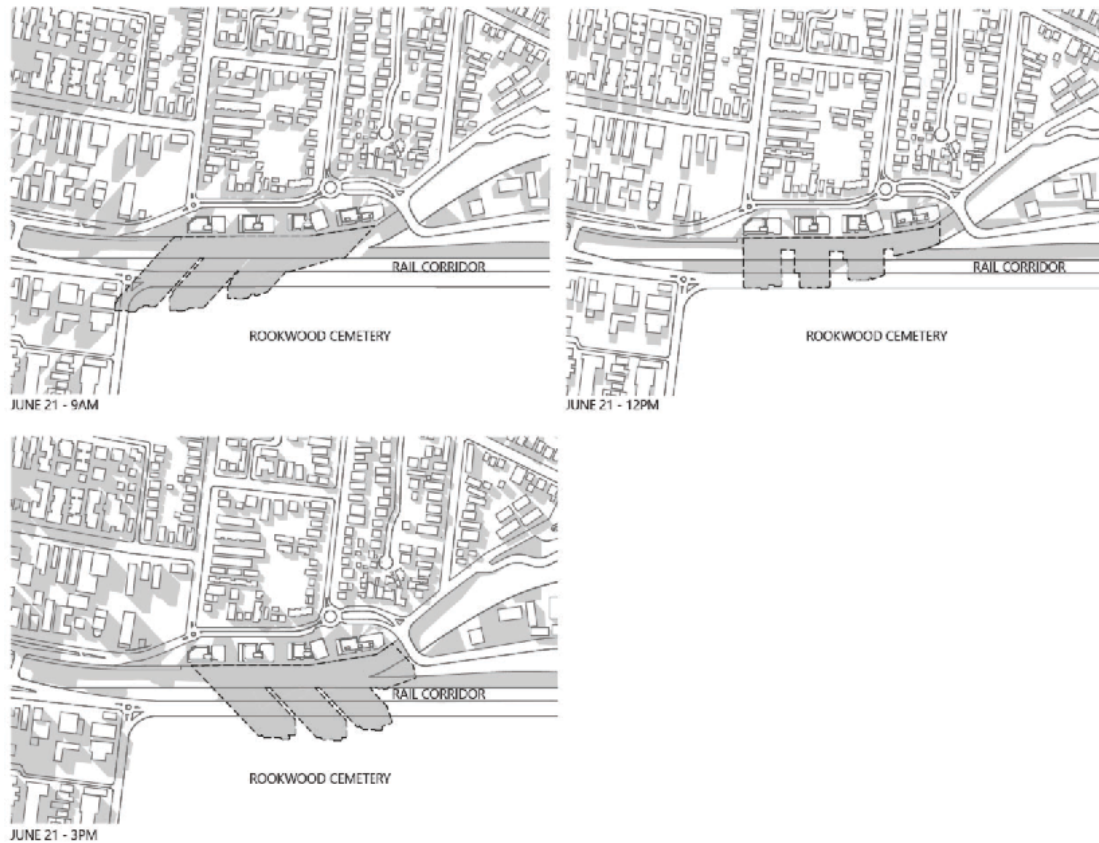


Source: Plus Architecture

5.2.1.3. Solar Access

The east-west orientation of the site and its location on the northern side of the railway line has significant benefits with regard to shadows cast on adjoining properties. As illustrated in the shadow diagram below, the shadows cast at midday in mid winter fall onto the railway line and on to a portion of Rookwood Cemetery. No shadows are cast onto adjoining sensitive land uses such as residential or recreation uses.

Figure 20 – Shadow diagrams



Source: Plus Architecture

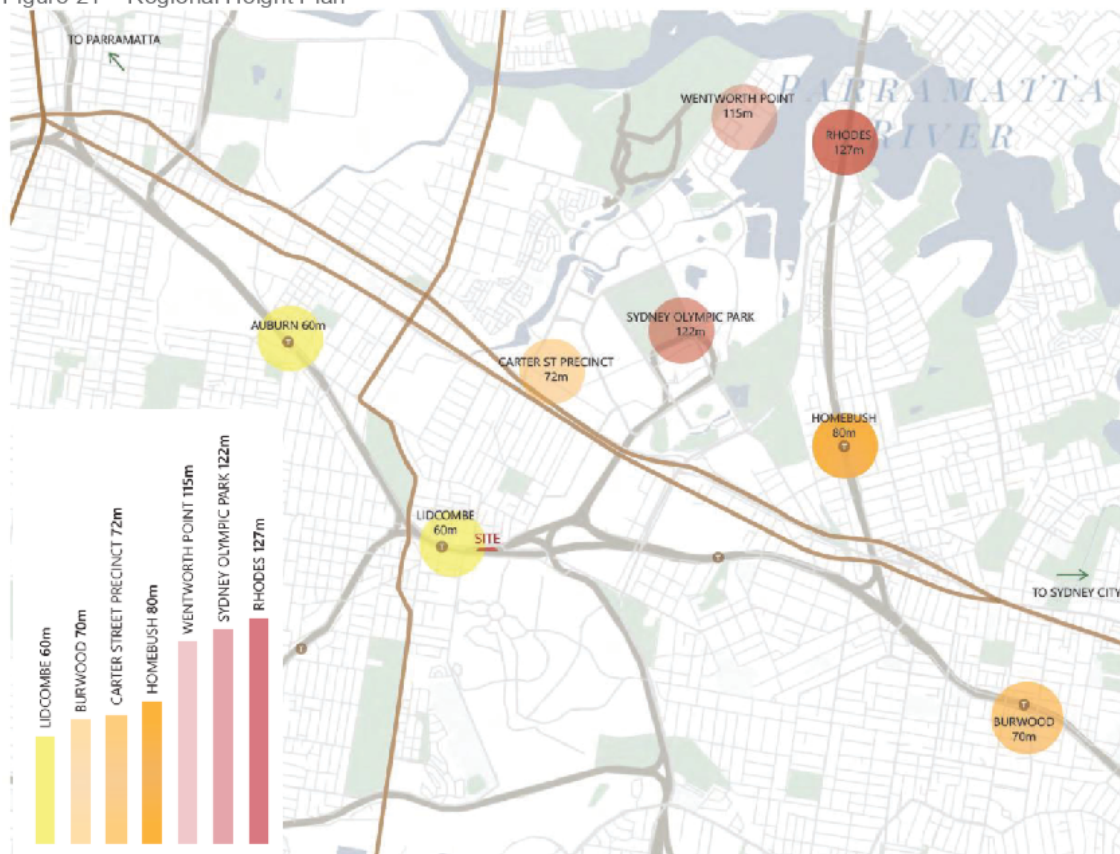
5.2.2. Built Form Principles

5.2.2.1. Height

The proposed height of the building has been derived from several design constraints and objectives. These are:

- Consistency with the desired character for Lidcombe Town Centre;
- The site is zoned R4 High Density and is currently subject to variable LEP height and FSR controls that encourage a stepped form from west to east away from Lidcombe Town Centre;
- Floor to floor heights appropriate for the proposed residential use of the buildings;
- The services and structural height requirements and clearances required for the buildings;
- The potential height of buildings in Lidcombe is a maximum of 60m. This height limit contrasts to surrounding suburbs which in some cases have a potential height of up to almost double this amount (Figure 21); and
- The proposed heights provide a transition from the taller building forms in the western part of the site down to the lower built forms on the eastern part of the site.

Figure 21 – Regional Height Plan



Source: Plus Architecture

5.2.2.2. Traffic and Parking

The Traffic Impact Assessment at **Appendix C** has determined that the traffic volumes which would be generated by the proposed FSR and height of the development can be managed appropriately.

5.2.2.3. Environmentally Sustainable Development

The development will comply with the sustainability targets for high rise residential developments set in accordance with *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*. These require:

- 40% reduction in potable water consumption
- 25% reduction in greenhouse gas emissions for 6 storey building or higher
- 35% reduction in greenhouse gas emissions for 4-5 storey building (LAHC building)

Further detail on compliance with these requirements will be included in the future DA for the development.

5.2.2.4. Wind

Wind Assessment studies will enable mitigation of potential impacts on existing and new open space use through the detailed design of built elements and soft landscaping.

5.3. BENEFITS OF THE PROPOSAL

The future development of the site will deliver benefits for the Lidcombe community including the following:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the provision of additional housing close to public transport links and services:**

The proposed development maximises floor space on the periphery of the local centre, taking advantage of existing transport and infrastructure investment.

- **Accessibility to key strategic centres in the Metropolitan area:**

Is located within proximity to three centres, including the Lidcombe Town Centre; Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City within the Greater Sydney Region Plan.

- **Consistent with vision for Sydney's future form:**

Is increasing density on existing urban land within proximity to an established centre which is consistent with the vision of future Sydney's urban form, limiting urban sprawl and intensifying development on existing urban land focused around centres.

- **Delivers housing consistent with the resident profile:**

The development will deliver social and private housing options within an area of need.

6. PLANNING PROPOSAL ASSESSMENT

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016, amended February 2019).

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

6.1. PART 1 - OBJECTIVES & INTENDED OUTCOMES

6.1.1. Objectives

The primary objective of the Planning Proposal is to facilitate the delivery of a high density mixed tenure residential development close to the Lidcombe Town Centre and train station that successfully integrates with the surrounding land uses.

6.1.2. Intended Outcomes

This section outlines the intended outcomes of the Planning Proposal.

The intended outcomes are to deliver:

- Approximately 42,000m² of additional gross floor area (GFA) to the Lidcombe Centre.
- The floorspace will be predominantly for residential accommodation, with a high proportion being dedicated to social housing.

The Planning Proposal also seeks a number of related outcomes which include the following:

- Consistency with State government policy to encourage growth within existing centres: New residential development providing varying unit sizes and affordability options within walking distance of existing local facilities and excellent public transport connectivity.
- Sound planning practice and transport focused development: An increased intensity of activities close to the Lidcombe Town Centre, consistent with its Local Centre role and realising the opportunities associated with proximity to public transport infrastructure.
- Timely delivery of the redevelopment of the site: An opportunity to manage redevelopment of the site resulting from the amalgamation of 18 existing lots, in a timely, logical and comprehensive manner.
- A high quality residential development that successfully integrates with the emerging context: Responding to the continued further development of the Lidcombe Town Centre, recognising that the planning for the combined sites is being progressed to achieve increased intensity of activities with associated business, employment, recreation and transport opportunities.
- Landscape opportunities: The site provides opportunities for well-considered landscaped areas around the proposed buildings.

6.2. PART 2 - EXPLANATION OF PROVISIONS

To achieve the intended outcome, this Planning Proposal seeks to amend the Auburn LEP 2010 in relation to the site as follows.

Table 5 - Proposed Amendments to the Auburn LEP 2010 HOB and FSR Standards

Part 4 Principal Development Standard	Amendment to Development Standard
4.3 Height of Buildings (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. The current Height of Building Map is illustrated in Figure 6 .	It is proposed that the Height of Buildings Map for the site is modified to show an increase in maximum height, from the current range of heights being 14.9 metres, 16.9 metres, 22.9 metres and 27 metres to 22 metres, 44 metres, 53 metres and 53 metres. The proposed Height of Building Map is illustrated in Figure 22 .
4.4 Floor Space Ratio (2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The current Floor Space Ratio is illustrated in Figure 7 .	It is proposed that the Floor Space Ratio Map for the site is modified to show an increase in the maximum FSR, from the current 2.1:1 average across the site to 4.21:1. The proposed Floor Space Ratio Map is illustrated in Figure 23 .

6.2.1. Building Height

It is proposed that a range of maximum height controls be applied to the site including 22 metres, 44 metres, 53 metres and 53 metres.

This outcome will be achieved by amending the *Auburn LEP 2010, Height of Buildings Map-Sheet HOB_007* to provide for this range of building heights (as shown in Figure 22).

Figure 22 – Proposed HOB Map



Source: Cox Architecture

6.2.2. Floor Space Ratio

It is proposed that a 4.21:1 maximum floor FSR control be applied to the site.

This outcome will be achieved by amending the *Auburn LEP 2010, Floor Space Ratio Map-Sheet FSR_007* to provide for a FSR of 4.21:1 on the subject site (as shown in Figure 23);

Figure 23 – Proposed FSR Map



Source: Urbis

6.3. PART 3 - JUSTIFICATION

6.3.1. Section A - Need for the Planning Proposal

6.3.1.1. Q1 - Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. The Planning Proposal is consistent with strategic documents which seek to establish additional housing and a range of housing types and social infrastructure within close proximity to public transport and existing infrastructure and jobs.

These documents include:

- Greater Sydney Region Plan 2018 – A Metropolis of Three Cities;
- Central City District Plan;
- Draft Cumberland 2030: Our Local Strategic Planning Statement;
- Auburn and Lidcombe Town Centres Investigation into Height Controls and Zoning; and
- Draft Auburn and Lidcombe Town Centres Strategy.

These are discussed in **Section 4**.

6.3.1.2. Q2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the Auburn LEP 2010 limits opportunity for development of appropriate density and scale on the site that would contribute to the local and state strategic planning objectives and unlock the potential of the site.

Alternative approaches to achieve the intended outcome have been considered. A site-specific planning proposal is the best, most efficient and time effective approach to deliver the intended outcome.

Without an amendment to the statutory planning controls, the proposed Design Concept for the site cannot be achieved and the associated public benefits would be lost. The site is a logical and appropriate place to concentrate future growth, in close proximity to the Lidcombe Town Centre and conveniently located near to services and public transport infrastructure.

An amendment to the height of building and FSR standards is sought to ensure the site redevelopment results in a high-quality design outcome, which responds to the site and wider locality.

6.3.2. Section B - Relationship to Strategic Planning Framework

6.3.2.1. Q3 – Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

(a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria require that a planning proposal demonstrate strategic merit against (at least one of) the following three criteria:

1. *Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.*
2. *Consistent with a relevant local council strategy that has been endorsed by the Department.*
3. *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The Planning Proposal demonstrates strategic merit in relation to Criteria 1 above as set out below:

Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan was released in October 2017 and outlines a vision for Sydney to 2056 as a global metropolis of three cities being – the Western Parkland City, the Central River City, and the Eastern Harbour City. The plan envisages Sydney as a city where people live within 30 minutes of jobs, education and health facilities, services and live within great places.

The plan provides an update to A Plan for Growing Sydney with a particular focus on growth and development in Sydney (including infrastructure). This is defined by four key themes and ten directions:

- Infrastructure and Collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The Plan identifies Lidcombe North as a Local Centre with strategic importance in addressing the needs of an evolving Sydney metropolitan region. The key directions and objectives with relevance to this Planning Proposal are addressed in the table below.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Infrastructure and collaboration:		
<i>A city supported by infrastructure</i>		
Objective 1	Infrastructure supports the three cities	<p>The proposed development will support existing infrastructure, encourage job creation, and support existing and future services.</p> <p>The proposal will contribute to the vision of a 30 minute city through the provision of new housing in an existing centre well serviced by public transport.</p>
Objective 2	Infrastructure aligns with forecast growth-growth infrastructure compact	<p>A Metropolis of Three cities has identified the Lidcombe North Local Centre as having strategic importance in the Metropolitan area. The proposed new residential development aligns with this focus for the centre.</p> <p>The social infrastructure that is part of the proposal will enhance the strategic importance of the Lidcombe North Local Centre.</p>
Objective 4	Infrastructure use is optimised	The proposed Concept Design will ensure better utilisation of existing infrastructure.
<i>A collaborative city</i>		
Objective 5	Benefits of growth realised by collaboration of governments, community and business	The Concept Design incorporates social and private housing. The social housing component is being provided in collaboration with Land and Housing Corporation.
Liveability:		
<i>A city for people</i>		
Objective 6	Services and infrastructure meet communities' changing needs	The proposed development will provide additional housing of varying sizes, tenures and affordability to meet the needs of the broader community. The proposal collocates additional housing with existing transport infrastructure as per the aspiration of the Regional Plan.
Objective 7	Communities are healthy, resilient and socially connected	This Planning Proposal integrates land use and transport to encourage active modes of travel such as giving more people the option of taking public transport as part of their daily commute or walking to local services.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Objective 8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	Lidcombe is a culturally diverse area. The proposed development provides housing for a wide range of people with varied socio-economic backgrounds which is supportive of a culturally diverse neighbourhood.
<i>Housing the city</i>		
Objective 10	Greater housing supply	The Planning Proposal provides for a greater amount of housing supply than would be possible if the height and FSR controls were to remain as they currently are.
Objective 11	Housing is more diverse and affordable	The Design Concept provides for a range of housing types, sizes and tenures which increases the diversity and affordability of housing provision.
<i>A city of great places</i>		
Objective 13	Environmental heritage is identified, conserved and enhanced	<p>Schedule 5 of the Auburn LEP identifies that the site adjoins Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery, south of the site across the railway lines, is identified as Archaeological Site No. A00718. This is a State listed item. The proposal is not expected to impact upon these archaeological heritage items.</p> <p>An AHIMS search undertaken on 9 April 2019 by Urbis shows no known Aboriginal sites or places on the site.</p>
Productivity:		
<i>A well-connected city</i>		
Objective 14	A metropolis of three cities - integrated land use and transport creates walkable and 30-minute cities	This Planning Proposal provides additional housing at a location that can utilise the existing railway lines linking through Lidcombe train station, increasing residents' access to jobs and business' access to workers.
Sustainability:		
<i>A city in its landscape</i>		

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Objective 30	Urban tree canopy cover is increased	The proposal will incorporate landscape areas around the buildings which will include tree planting, to enhance visual amenity and shading.
<i>An efficient city</i>		
Objective 33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposal will comply with BASIX requirements under the SEPP (Building Sustainability Index: BASIX) 2004.
Objective 34	Energy and water flows are captured, used and re-used	The ESD design approach seeks to achieve compliance with the requirements of SEPP (Building Sustainability Index: BASIX) 2004.
Objective 35	More waste is re-used and recycled to support the development of a circular economy	The proposal will involve the promotion of waste recycling.
<i>A resilient city</i>		
Objective 37	Exposure to natural and urban hazards is reduced	The site is outside the flood planning area identified within the Auburn LEP 2010.
<i>Implementation</i>		
Objective 39	A collaborative approach to city planning	The Planning Proposal incorporates a collaborative approach to city planning as it is a joint venture between LAHC and Billbergia.

Draft Cumberland 2030: Our Local Strategic Planning Statement (draft LSPS)

A range of local planning priorities are identified to progress the implementation of the draft LSPS. Of particular relevance to the proposal are the following:

- Planning Priority 5: Delivering housing diversity to suit changing needs
- Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives
- Planning Priority 9: Providing high quality, fit-for-purpose community and social infrastructure in line with growth and changing requirements
- Planning Priority 11: Promoting access to local jobs, education opportunities and care services

The proposal aligns with these local planning priorities and will assist in their implementation.

Central City District Plan (2018)

The site is located in the Central City District. The Central City District Plan (2018) applies to the site and sets out the aspirations and priorities for liveability, productivity and sustainability within the district and in the Lidcombe Town Centre.

The Central City District is part of the Central River City. Its vision will be achieved by:

- A shared vision for the Greater Parramatta and Olympic Peninsula that recognises that Greater Parramatta is a central hub which brings together stakeholders in business, health, education, arts and heritage.
- Significant population growth over the next 20 years which will transform many parts of the city from a suburban to an urban environment.
- Preserving and celebrating the city's rich heritage.
- Cultural events and facilities which will continue to improve the city's liveability.
- Focusing economic activity and infrastructure investment in the GPOP Economic Corridor, supported by the well-established industrial corridor which extends from Villawood to Wetherill Park.
- Enhancement of economic activity surrounding Greater Parramatta through investment in links to the surrounding strategic centres, such as Bankstown.
- The Greater Sydney Green Grid will improve connections to and enhance existing open spaces, particularly along the Parramatta, Duck and Georges rivers and Prospect Reservoir.
- Large urban renewal areas providing the opportunity to improve sustainability through a precinct-based approach.

This Planning Proposal contributes to the above actions and the priorities outlined within the Central City District Plan as detailed in **Table 6**.

Table 6 – Response to Central City District Plan

CENTRAL CITY DISTRICT PLAN		
Planning Objective	Description	Comment
Infrastructure and collaboration:		
C1	Planning for a city supported by infrastructure	The proposed development will ensure better utilisation of existing infrastructure. The proposal will also provide community infrastructure in the form of social housing,
C2	Working through collaboration	The development will provide social housing in collaboration with LAHC.
Liveability:		
C3	Providing services and social infrastructure to meet people's changing needs	The Planning Proposal seeks to provide a range of housing including social housing to provide options for those already living in the area and others looking for accommodation close to public transport links.
C4	Fostering healthy, creative, culturally rich and socially connected communities	<p>The Concept Design demonstrates a high quality urban design outcome that facilitates a safe, equitable and sustainable built environment.</p> <p>The proposal demonstrates best practice urban design principles that seek to foster a healthy, creative, culturally rich and socially inclusive environment.</p>

CENTRAL CITY DISTRICT PLAN		
Planning Objective	Description	Comment
C5	Providing housing supply, choice and affordability, with access to jobs, services and public transport	The location of the site provides good connections to public transport, shops and services within easy walking distance. The development will provide a range of housing tenures and price points through the inclusion of social and private housing. Apartment sizes will vary which will enable households of various sizes and demographics to live on the site.
C6	Creating and renewing great places and local centres, and respecting the District's heritage	Great places are walkable – the proposal for a new residential apartment development within 400m of Lidcombe train station and the town centre will encourage users of the site to utilise public transport and to walk.
Productivity:		
C9	Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal will facilitate the provision of additional housing in close proximity to the Lidcombe train station and associated railway lines. These railway lines access strategic centres, giving more people access to services via public transport within 30 minutes.
Sustainability:		
C16	Increasing urban tree canopy cover and delivering Green Grid connections	The landscaping around the future residential development will include tree planting to ensure that the development provides shade and visual amenity within the neighbourhood.
C19	Reducing carbon emissions and managing energy, water and waste efficiently	The proposal will achieve compliance with the energy and water saving targets of SEPP (Building Sustainability Index: BASIX) 2004. Waste recycling can be provided for in future building designs

(b) Does the proposal have site-specific merit?

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria:

Table 7 – Site Specific Merit Test

Criteria	Planning Proposal Response
Does the Planning Proposal have site specific merit with regard to: <i>the natural environment (including known significant environmental values, resources or hazards)?</i>	The site is not identified as flood affected or bushfire prone land. The site does not contain any natural environmental features, which would preclude the site from being redeveloped in accordance with the proposed development.

Criteria	Planning Proposal Response
	Importantly, the proposed concept plan responds appropriately to the site's natural environment and provides for a range of uses that are suitable for the location.
Does the Planning Proposal have site specific merit with regard to: <i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>The site is well connected to existing and planned infrastructure, is located within walking distance to the town centre and public transport and can achieve a number of key directives outlined in the Sydney Greater Region Plan and the Central City District Plan.</p> <p>In this regard, the proposed Concept Design demonstrates a holistic approach to the redevelopment of the area and surrounding urban context and effectively illustrates how the proposed concept development would fit appropriately within the changing urban fabric.</p> <p>This is demonstrated within the 3D context massing in the Planning Proposal Design Report prepared by Plus Architecture which concludes that the subject site is suitable for the proposed height and bulk. The building envelopes have been designed to promote view sharing, provide solar access to apartments, and enable appropriate separation distances.</p>
Does the Planning Proposal have site specific merit with regard to: <i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	<p>The subject is located within an established urban area and is fully serviced by existing and planned infrastructure which is capable of accommodating the increased density on the subject site.</p> <p>Preliminary investigations have been undertaken to identify the services required on the site to enable the proposed development concept to be completed.</p> <p>In this regard, the site is capable of being serviced by the appropriate infrastructure.</p>

6.3.2.2. Q4 – Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

There is no endorsed local strategic planning statement or other endorsed local strategy or strategic plan relevant to the site. However, as detailed above, the planning proposal aligns with Cumberland Council's recently released draft LSPS.

6.3.2.3. Q5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal's consistency with current State Environmental Planning Policies (SEPPs) is summarised in **Table 8**. The Planning Proposal's consistency with Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed SEPPs, is summarised in Table 8.

Table 8 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Educational Establishments and Child Care Facilities) 2017	Not relevant
SEPP Amendment (Child Care) 2017	Not relevant
SEPP (State and Regional Development) 2011	Not relevant
SEPP (Sydney Drinking Water Catchment) 2011	Not relevant
SEPP (Urban Renewal) 2010	Not relevant
Draft SEPP (Environment)	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of the SEPP in relation to the Sydney Harbour catchment.
SEPP (Affordable Rental Housing) 2009	Not relevant
SEPP (Western Sydney Parklands) 2009	Not relevant
SEPP (Exempt and Complying Development Codes) 2008	Not relevant
SEPP (Western Sydney Employment Area) 2009	Not relevant
SEPP (Rural Lanes) 2008	Not relevant
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not relevant
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development. The proposed development is identified as traffic generating development to be referred to the Roads and Maritime Services in accordance with Schedule 3 of the SEPP. The Traffic Impact Assessment provided at Appendix C concludes that the road network has sufficient capacity for the anticipated traffic levels resulting from the development, with minimal impacts to the road network. Traffic related matters are discussed in more detail at Section 6.4.1.2 .
SEPP (Miscellaneous Consent Provisions) 2007	Not relevant
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant
SEPP (Sydney Region Growth Centres) 2006	Not relevant
SEPP (State Significant Precincts) 2005	Not relevant
SEPP (Building Sustainability Index: BASIX) 2004	BASIX requirements will be complied with and will be addressed in a subsequent DA for the proposed development.
SEPP (Housing for Seniors or People with a Disability) 2004	Not relevant
SEPP (Penrith Lakes Scheme) 1989	Not relevant
SEPP (Kurnell Peninsula) 1989	Not relevant

State Environmental Planning Policy	Comment
SEPP No. 14 Coastal Wetlands	Not relevant
SEPP No. 19 Bushland in Urban Areas	Not relevant
SEPP No. 21 Caravan Parks	Not relevant
SEPP No. 26 Littoral Rainforests	Not relevant
SEPP No. 30 Intensive Agriculture	Not relevant
SEPP No. 33 Hazardous and Offensive Development	Not relevant
SEPP No. 36 Manufactured Home Estates	Not relevant
SEPP No. 44 Koala Habitat Protection	Not relevant
SEPP No. 47 Moore Park Showgrounds	Not relevant
SEPP No. 50 Canal Estate Development	Not relevant
SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP No. 55 Remediation of Land	<p>Clause 6 of SEPP 55 requires that in the event of a change of land use, the planning authority must consider whether the land is contaminated, if the land can be suitably remediated for the proposed use and that the authority is satisfied that this remediation is sufficient for the proposed uses on the land.</p> <p>The residential land use of the site will not change as a result of the planning proposal. Future development applications will be subject to SEPP 55.</p>
SEPP No. 62 Sustainable Aquaculture	Not relevant
SEPP No. 64 Advertising and Signage	Not relevant
SEPP No. 65 Design Quality of Residential Apartment Development	A subsequent DA for the proposed development will need to consider SEPP65 requirements. The design concepts submitted with the Planning Proposal have been tested having regard to the SEPP 65 and the Apartment Design Guide and are capable of complying.
SEPP No. 70 Affordable Housing (Revised Schemes)	SEPP70 recognises that there is a need for affordable housing within each area of the State. A subsequent DA for the proposed development will consider the SEPP70 affordable housing requirements.
SEPP No. 71 Coastal Protection	Not relevant

Table 9 – Consistency with Regional Environmental Plans

Regional Environmental Plan	Comment
Sydney REP No. 8 – Central Coast Plateau Areas	Not relevant
Sydney REP No. 9 – Extractive Industry	Not relevant
SREP No. 16 – Walsh Bay	Not relevant
SREP No. 20 – Hawkesbury-Nepean River	Not relevant
SREP No. 24 – Homebush Bay Area	Not relevant
SREP No. 26 – City West	Not relevant
SREP No. 30 – St Marys	Not relevant
SREP No. 33 – Cooks Cove	Not relevant
Sydney (SREP) (Sydney Harbour Catchment) 2005	Not relevant
Greater Metropolitan REP No. 2 – Georges River Catchment	Not relevant
Willandra Lakes REP No. 1 – World Heritage Property	Not relevant
Murray REP No. 2 – Riverine Land	Not relevant

6.3.2.4. Q6 - Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The Planning Proposal's consistency with applicable section 9.1 Ministerial Directions is outlined in **Table 10**.

Table 10 – Section 9.1 Compliance Table

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	Not relevant
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
2. Environment and Heritage	
2.1 Environmental Protection Zones	Not relevant. The site is not identified as an environmental protection zone or for environment protection purposes.
2.2 Coastal Protection	Not relevant

Ministerial Direction	Comment
2.3 Heritage Conservation	<p>Schedule 5 of the Auburn LEP identifies that the site adjoins Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery to the south of the site is identified as Archaeological Site No. A00718. This is a State listed item. The proposal is not expected to have impacts upon these items.</p> <p>An AHIMS search undertaken on 9 April 2019 by Urbis shows no known Aboriginal sites or places on the site.</p>
2.4 Recreation Vehicle Areas	Not relevant
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not relevant
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, (c) to minimise the impact of residential development on the environment and resource lands. <p>The proposal is consistent with these objectives as it seeks to provide a variety and choice of housing types, while making efficient use of existing infrastructure and services. It is located where there is good existing access to infrastructure and services. The proposal will minimise impacts on the environment and resource lands.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> (a) improving access to housing, jobs and services by walking, cycling and public transport; (b) increasing the choice of available transport and reducing dependence on cars; (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car;

Ministerial Direction	Comment
	<p>(d) supporting the efficient and viable operation of public transport services; and</p> <p>(e) providing for the efficient movement of freight.</p> <p>The proposal is consistent with the direction. The subject site is located close to the Lidcombe Town Centre and is within walking distance of the Lidcombe train station. The increased density on the site will support the patronage of the station and accords with the key direction from the State Government, which seeks to co-locate increased densities within the wider catchment of public transport nodes.</p>
3.5 Development Near Licensed Aerodromes	Not relevant
3.6 Shooting Ranges	Not relevant
4. Hazard and Risk	
4.1 Acid Sulphate Soils	The site is classified as Class 5 Acid Sulfate soils. This will need to be considered at DA stage.
4.2 Mine Subsidence and Unstable Land	Not relevant
4.3 Flood Prone Land	The site has not been identified as flood-prone land.
4.4 Planning for Bushfire Protection	Not relevant
5. Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not relevant
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant
5.5 – 5.7	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Not relevant
5.9 North West Rail Link Corridor Strategy	Not relevant

Ministerial Direction	Comment
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. Section 6.3.2.1 of this proposal outlines an assessment demonstrating the achievement of the objective of Greater Sydney Region Plan – A Metropolis of Three Cities.
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Auburn LEP 2010.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	A Plan for Growing Sydney has been superseded by A Metropolis of Three Cities. The Planning Proposal is consistent with the aims of A Metropolis of Three Cities as detailed within Section 6.3.2.1 .
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable

Ministerial Direction	Comment
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of planning Principles for the Cooks Cove Precinct	Not applicable

6.4. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

6.4.1.1. Q7 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

No. The subject site is fully developed for urban purposes and comprises minimal vegetation. There are no known critical habitats; threatened species or ecological communities located on the site and therefore the likelihood of any significant adverse impacts are minimal.

6.4.1.2. Q8 - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The site is free from any major physical constraints. The likely environmental effects associated with the future development are commensurate to any dense urban environment. These impacts have been suitably managed and can be further mitigated within the detailed development stage.

The following summary identifies the key potential impacts and how they are managed:

Building Height

The Planning Proposal seeks to impose an increased maximum building height on the site to align with the maximum height in the Lidcombe Town Centre of 60m. This is in line with the maximum heights of buildings envisaged in the Draft Auburn and Lidcombe Town Centre Strategy. The proposed building height has been formulated based upon the following key aspects:

- The draft Auburn and Lidcombe Town Centre Strategy supports provision of an increased range of heights in Lidcombe Town Centre to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future. Cumberland Council decided on 20 June 2019 to set the maximum height limit within the Lidcombe Town Centre at 60 metres. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed at 53m.
- The architectural form of the proposal appears slender in nature and minimises overshadowing of adjoining properties, with overshadowing at 12pm at mid winter being restricted to impacting upon the railway lines and Rookwood Cemetery to the south.
- The site is zoned R4 High density and is currently subject to variable height controls that encourage a stepped form from west to east away from the Lidcombe Town Centre.
- The potential height of buildings in Lidcombe is a maximum of 60m which contrasts with surrounding suburbs which in some cases have a potential height of up to double this amount.
- There is the ability for increased travel demand to be managed as described within the Traffic Impact Assessment.

Based on the above local and external considerations, it is considered that the proposed height being a maximum of 53m at the western end down to 22m at the eastern end is appropriate given the strategic positioning within the Draft Auburn and Lidcombe Town Centre Strategy.

These considerations are addressed in the Design Report, which has been prepared by Cox Architecture and is provided at **Appendix A**.

Visual Impact – Building Bulk and Scale

The proposed building massing has been carefully considered and designed across the site to respond to the site's context as follows:

- The building forms are consistent with the desired character for Lidcombe Town Centre. The four buildings step down in height from 53m at the western end of the site closest to the town centre, to 22m at the eastern end of the site.
- The site's location to the north of the railway corridor and Rookwood Cemetery makes it an ideal site to provide buildings of height with no impact on neighbouring lots. Any shadows cast at 12pm during winter are cast over the immediate railway line and cemetery.
- An active ground level interface on the site's northern frontage to Church Street is provided via the provision of landscaping around the buildings.
- The proposal's residential towers surrounded by landscaped areas enhances connectivity and pedestrian movement.

Overshadowing

The proposal has been designed to address solar access and overshadowing impacts. An assessment of the potential shadow impacts has been undertaken within the Design Report at **Appendix A**.

Shadow diagrams have been prepared to assess the proposed impact on solar access to adjoining properties between 9am and 3pm for the winter solstice (June 21). The shadow diagrams demonstrate the intended development outcome will result in only minor overshadowing impacts to the railway land and Rookwood Cemetery to the south.

It is noted that the Planning Proposal seeks to incorporate development controls for maximum building height and floor space ratio to provide security to Council and the broader community that the proposed redevelopment seeks to provide a public benefit, high quality design outcome and mitigate any potential adverse impacts.

Traffic and Parking Impacts

A Traffic Impact Assessment has been prepared by Stanbury Traffic Planning which describes the existing local traffic context and assesses the potential traffic implications of the proposal. A copy of the report is submitted with the Planning Proposal at **Appendix C**.

The traffic report has determined that the potential traffic impacts of the proposal on the surrounding road network can be appropriately managed.

Beneficial impacts would result from the proposed altered traffic arrangements due to the provision of the access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in/ left out by virtue of a central median.

Public Benefits and Proposed VPA Strategy

The proposal has many public benefits. These public benefits include proximity to employment, transport, educational facilities and town centre services. Social housing is proposed which integrates seamlessly with the private housing on the site. The social housing provides a greater range of housing options for the community within the local area, which responds to the significant housing affordability issue currently facing Sydney.

Other public benefits include that the proposal will form the gateway to the Lidcombe Town Centre from the easterly direction, thus enhancing the sense of arrival and sense of place for visitors to the centre. The proposal incorporates four podiums into the design of the buildings in order to create cohesion between the existing building fabric of the surrounding lots and the proposed apartment buildings. This will also result in a human scale to the development at ground level.

In addition to the public benefits highlighted above, the proposal is providing other specific public benefits as part of a Proposed VPA Strategy (refer **Appendix B**), including:

- Additional social housing units; and
- Monetary contribution of \$7,900,000 for road upgrades and traffic improvements.

These public benefits are described further below:

Additional social housing units

- In addition to being beneficial to the NSW Government in achieving overall housing targets, the provision of 27 additional social housing provides housing which is affordable for low and very low income earners, a cohort of the community where there is a significant need. There is a well-recognised demand for this type of housing in the Cumberland Local Government Area and the Sydney region, therefore the provision of additional social housing will provide significant public benefit.

Monetary contribution for road upgrades and traffic improvements

- Road upgrades and traffic improvements have been discussed with Council. The monetary contribution of \$7,900,000 will enable a substantial amount of upgrades to be undertaken as Council sees fit within the Lidcombe Town Centre.

Heritage

As discussed in **Section 3.1.4** the subject site is not a listed heritage item under the Auburn LEP 2010, nor is it located within a heritage conservation area. There are no known archaeological items on the site. The adjoining site to the south (railway land) contains the locally significant Archaeological Site No. A56 'Lidcombe Signal Box' located on Railway Street, between Mark and East Streets (south side of railway lines).

Rookwood Cemetery to the south of the site is identified as Archaeological Site No. A00718 and is a State listed item.

It is not anticipated that there will be any adverse impacts upon these heritage items as a result of the proposal.

Summary

Overall, it is considered that the site will not result in any significant environmental effects that would preclude the LEP amendment and the ultimate redevelopment of the site for a high density residential development. This proposed outcome can be accommodated on the subject site without resulting in adverse impacts on the future development potential of the neighbouring sites.

6.4.1.3. Q9 - Has the planning proposal adequately addressed any social and economic effects?

The key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

- The potential economic impacts associated with the increased density on the subject site are addressed as follows:
 - The Planning Proposal supports the State Government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
 - The existing precinct is in a prime position for urban renewal. Optimising the potential to redevelop the site will assist State Government and Council to deliver the targets set out in the Greater Sydney Region Plan – A Metropolis of Three Cities and the Central City District Plan and will also provide a mixed tenure residential development consisting of private and social housing.
 - There will be a temporary increase in employment opportunities as a result of construction jobs.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
 - The Planning Proposal will provide social and private housing of a mixture of sizes to meet the differing needs of the community.
 - The Planning Proposal will provide social infrastructure in accordance with the Proposed VPA Strategy, including:
 - Additional social housing units;
 - Monetary contribution of \$7,900,000 for road upgrades and traffic improvements.

- There will be positive social impacts from the provision of housing within walking distance of public transport and local amenities.

6.5. STATE AND COMMONWEALTH INTERESTS

6.5.1.1. Q10 - Is there adequate public infrastructure for the planning proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area.

It will reinforce existing investment in public transport infrastructure, through increased patronage of the existing Lidcombe train station.

6.5.1.2. Q11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

7. PART 4 - MAPPING

The Planning Proposal seeks to amend the following Auburn LEP 2010 Maps:

- Height of Buildings Map Sheet HOB_007
- Floor Space Ratio Map Sheet FSR_007

The proposed changes are shown in Figure 22 and Figure 23 of this report and reproduced in full at **Appendix D**.

8. PART 5 - COMMUNITY CONSULTATION

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with DP&E's *A Guide to Preparing Local Environmental Plans*.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s);
- Notification on the Cumberland Council website; and
- Written correspondence to owners and occupiers of adjoining and nearby properties and relevant community groups.

In terms of consultation with Council, the proponent has met with Council planning staff prior to the lodgement of this Planning Proposal. The proponent has taken on board council's feedback and refined the scale and definition of the building envelopes and the public domain interface to address Council requirements.

9. PART 6 - PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within approximately 12 months. An indicative project timeframe is provided below.

Table 11 – Indicative project timeline

Stage	Timeframe and/or Date
Consideration by Cumberland Council	42 calendar days November 2019 – January 2020
Planning Proposal referred to DPIE for Gateway Determination	April 2020
Gateway Determination by DPIE	To be determined
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions and of the Planning Proposal post-exhibition	6 weeks
Submission to DPIE to finalise the LEP	To be determined
Gazettal of LEP Amendment	Late 2020 – early 2021

10. CONCLUSION

This Planning Proposal seeks an amendment to Auburn Local Environmental Plan 2010 to facilitate the establishment of a high density, mixed tenure residential apartment development with childcare centre. The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*”. It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for an increase in height and FSR on the site.

The site represents a significant opportunity for comprehensive redevelopment, in a key strategic location close to the Lidcombe Town Centre and Lidcombe train station. The proposal will provide significant benefits through the Proposed VPA Strategy including additional social housing units and monetary contribution for road upgrades and traffic improvements.

Overall, it is considered that the proposal will result in significant public benefits from the development of four high quality residential apartment buildings providing 480 residential units, consisting of a range of affordable options including social housing. This Planning Proposal supports the State government’s current direction of increasing density in centres with good access to public transport and facilities.

The Planning Proposal seeks to deliver positive social and economic benefits and on this basis, it is requested that Council resolve to forward this Planning Proposal to the Department of Planning, Industry and Environment for LEP Gateway determination.

DISCLAIMER

This report is dated 18 March 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Billbergia (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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

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

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A PLANNING PROPOSAL DESIGN REPORT AND LANDSCAPE PLANS

APPENDIX B PROPOSED VPA STRATEGY

APPENDIX C TRAFFIC IMPACT ASSESSMENT

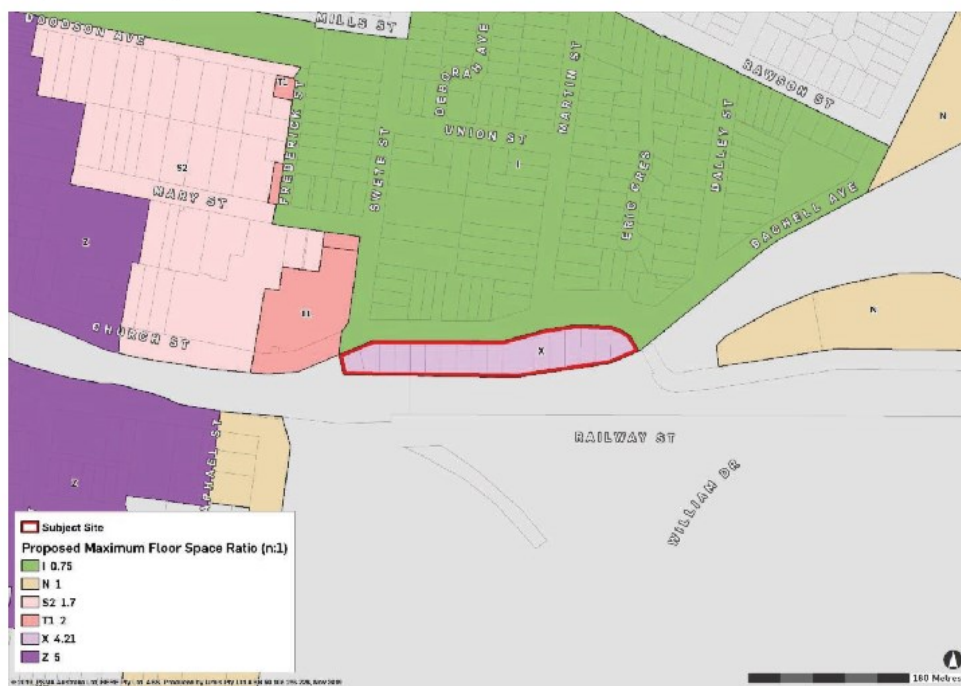
APPENDIX D PROPOSED LEP MAPS

Proposed HOB Map



Source: Cox Architecture

Proposed FSR Map



Source: Urbis

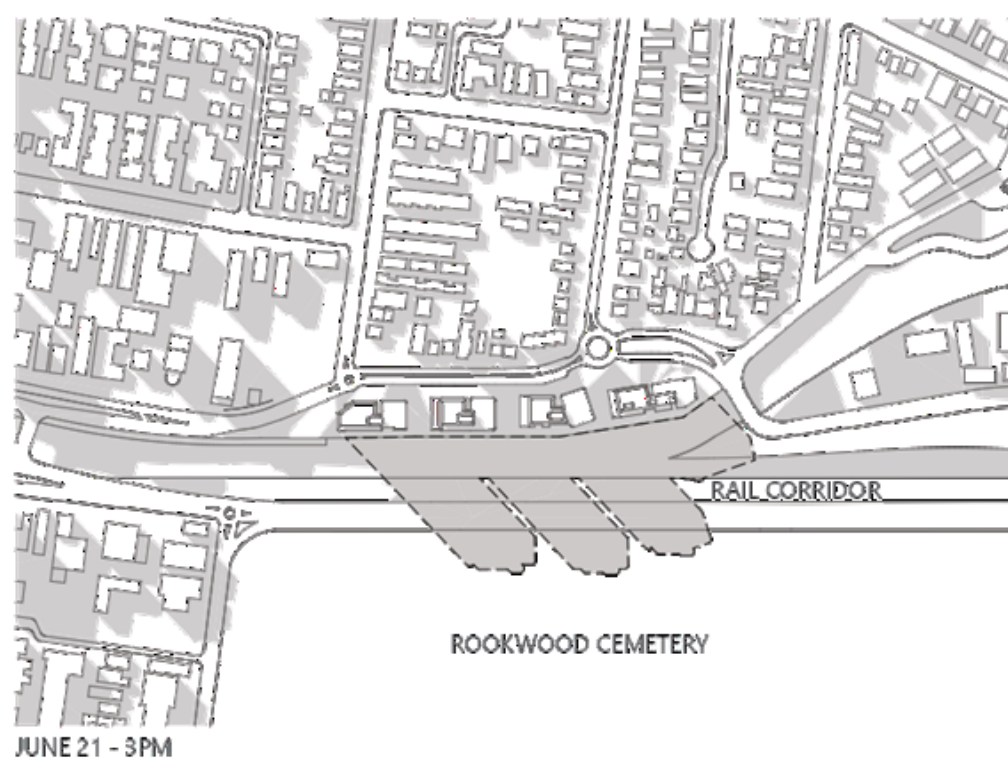
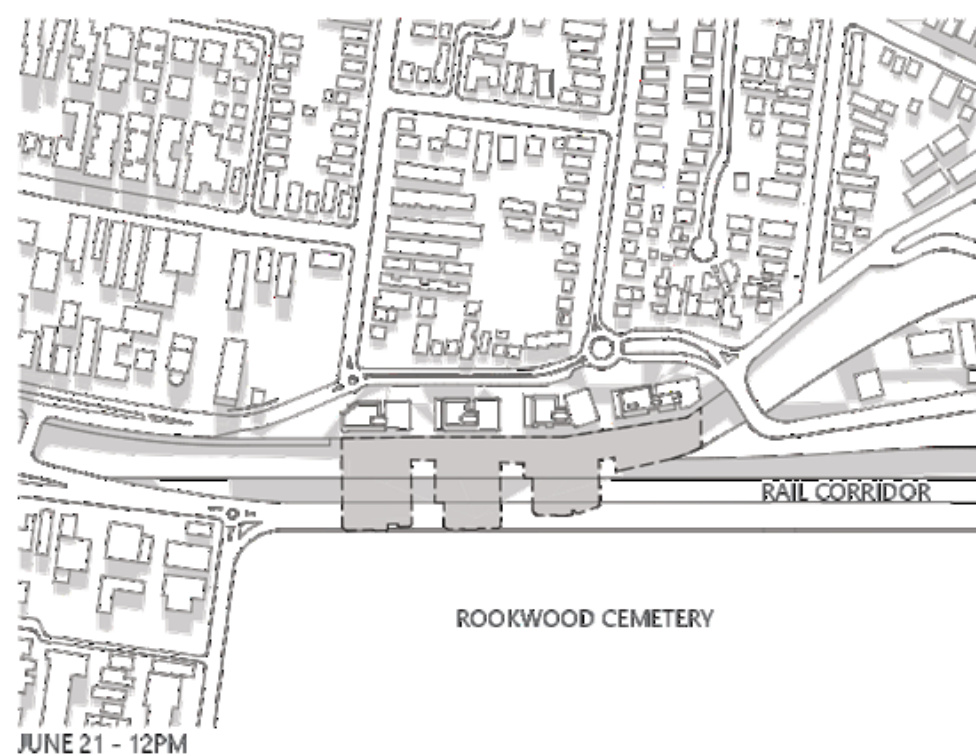
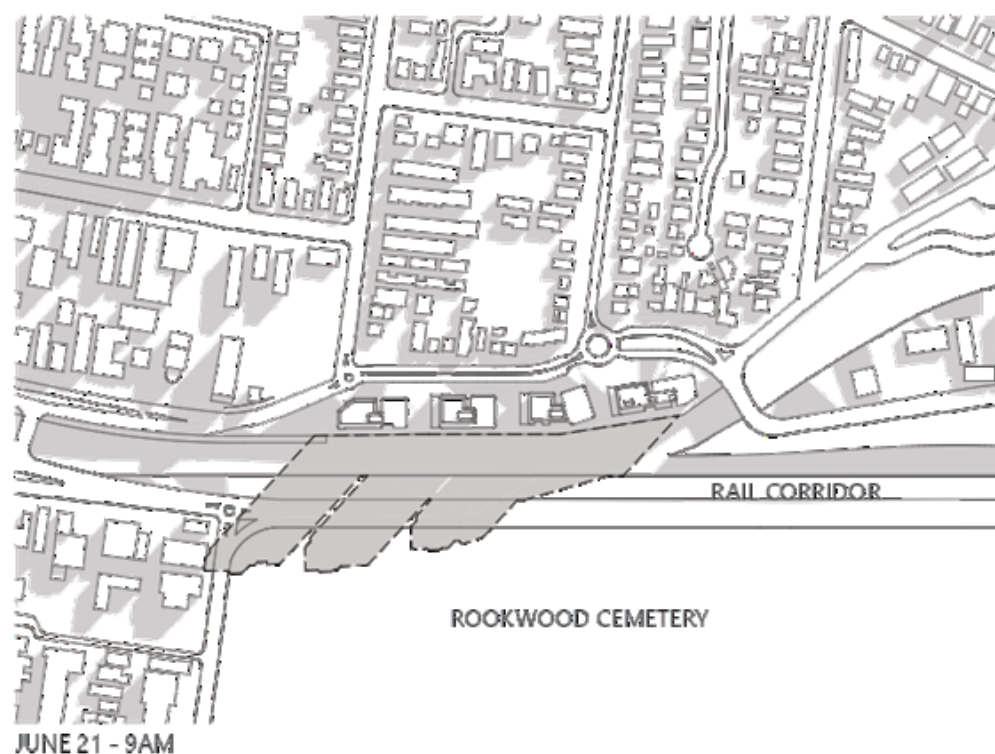
DOCUMENTS
ASSOCIATED WITH
REPORT LPP015/20

Attachment 2

Attachment 2 - Design Report

03 PROPOSED DEVELOPMENT SHADOWS

The rail corridor and parts of the northern boundary of Rookwood cemetery absorbs most of the shadows that are being cast on Jun 21 by the proposal.



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01 PRECINCT ANALYSIS REGIONAL CONTEXT



Lidcombe is situated approximately 8km east of Parramatta CBD and 18km west of the Sydney CBD. With frequent train connections to both CBDs as well as close proximity to the future Sydney Olympic Park Light Rail station connecting to Stage 2 of the Parramatta Light Rail system, Lidcombe is ideally situated to support the increasing demand for varied housing stock as well as support the growth of business and commercial assets.

Equally, Lidcombe's status as a regional town centre with strong transport linkages allow for the opportunity to promote an on-going macro-level strategy for the greater Sydney region with respect to limiting the extent of urban sprawl by increasing the density of urban land stock that is sited within the bounds of existing town centres and infrastructure.

Some of the Urban Planning Principles for Lidcombe taken from the draft Auburn and Lidcombe Town Centre Strategy are listed below:

- Transition building heights within the town centre to the surrounding areas
- Generate a built form that is responsive to its context
- Increase the permitted heights for reasons including provision of a varied skyline emphasising the role of the city centre
- Encourage the precincts north and south of the rail line to continue to evolve with a different character.

LEGEND

- Railway
- Ⓣ Train Station

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PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

2-36 CHURCH STREET LIDCOMBE

PLANNING PROPOSAL DESIGN REPORT

REPORT BY PLUS ARCHITECTURE
18/03/2020

Prepared for Cumberland Council
March 2020



Plus Architecture Sydney Pty Ltd
Nominated Architect: Amit Julka/10002

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PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

BACKGROUND

The site of 2-36 Church St, Lidcombe is currently empty land entirely owned by the NSW Land and Housing Corporation and the redevelopment of this is part of the NSW Government Communities Plus Program. This program aims to deliver new communities where there is a mix of social housing blending with private housing, communities with good access to public transport and employment as well as ensuring improved community facilities and open spaces. The program aims to leverage the capacity and expertise of private and non government sectors.

In February of 2019, Billbergia was the successful proponent selected to develop this site.

Billbergia is committed to providing quality community infrastructure through a voluntary planning agreement with the Cumberland Council.

This is an opportunity for the development of 2-36 Church Street, Lidcombe to provide an inclusive an integrated community comprising of private dwellings and social housing, open spaces and improved community infrastructure.

INTRODUCTION

This planning design report outlines the proposal for a mixed use residential development site at 2-36 Church St, Lidcombe and supports the planning application by Billbergia.

The site, located on the northern Interface at the rail corridor that feeds Lidcombe Station, comprises an area of 10,133m². It occupies a highly prominent position with close proximity to infrastructure, services and amenities.

Taking into consideration the significant uplift in urban density marked for the Lidcombe town centre, any development on the site has the potential to read naturally as an extension to this future urban context, stepping down from west to east transitioning to the local context.

POSITIVE CONTRIBUTIONS TO THE COMMUNITY INCLUDE:

- Contributions for the upgrade of surrounding infrastructure
- Power lines on Church St to go underground
- A childcare facility to support the growing community
- Increasing stock for social housing

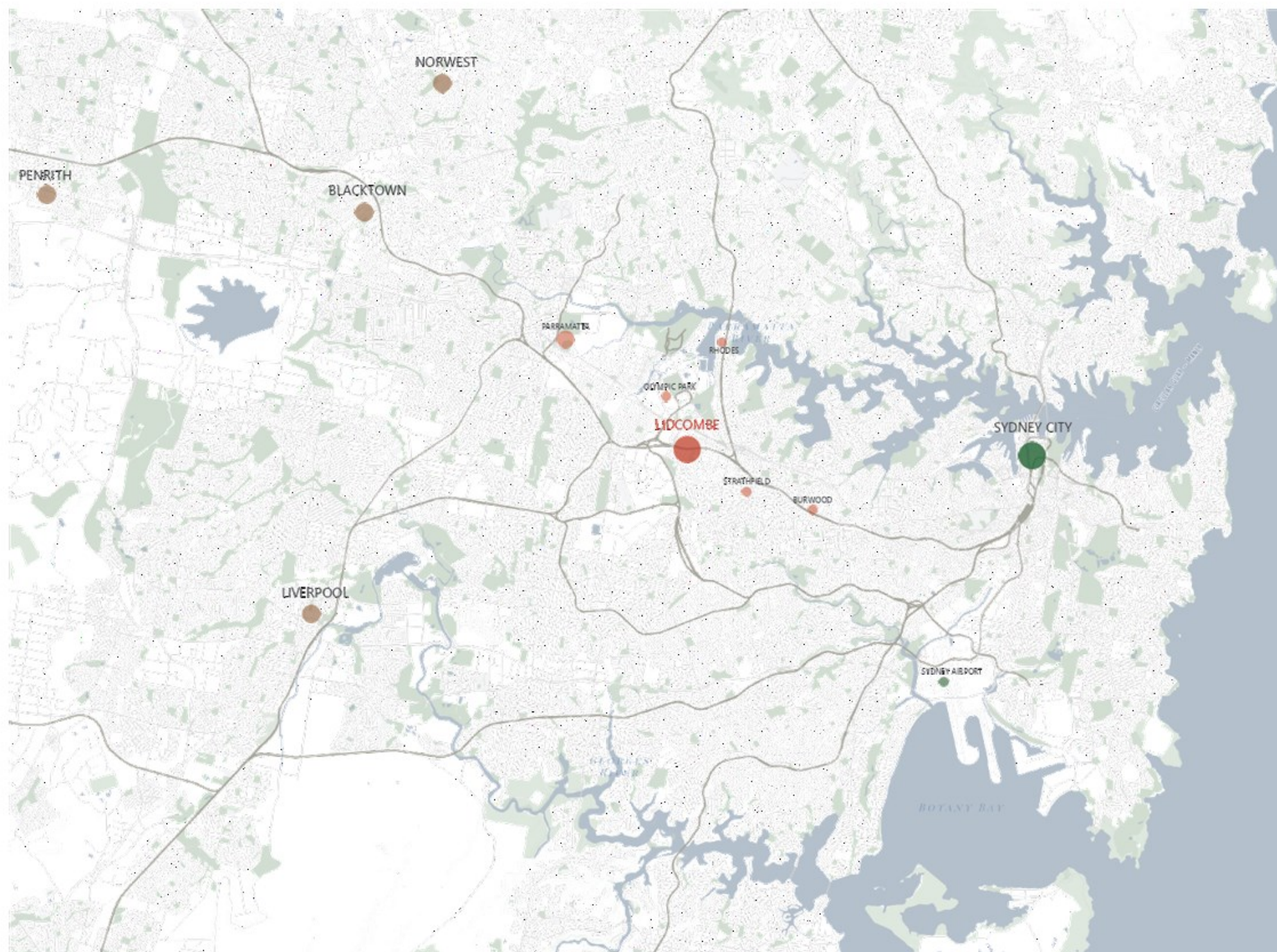
SITE MODIFICATION TO PLANNING CONTROLS

- Increasing height limits for some of the proposed buildings as a transition to the taller town centre
- Increasing the FSR from 2.1: to 1 (site-wide) to 4.21:1
- Increasing the GFA permitted on site from 21279m² to 42690m²

01

PRECINCT ANALYSIS

01 PRECINCT ANALYSIS METROPOLITAN CONTEXT

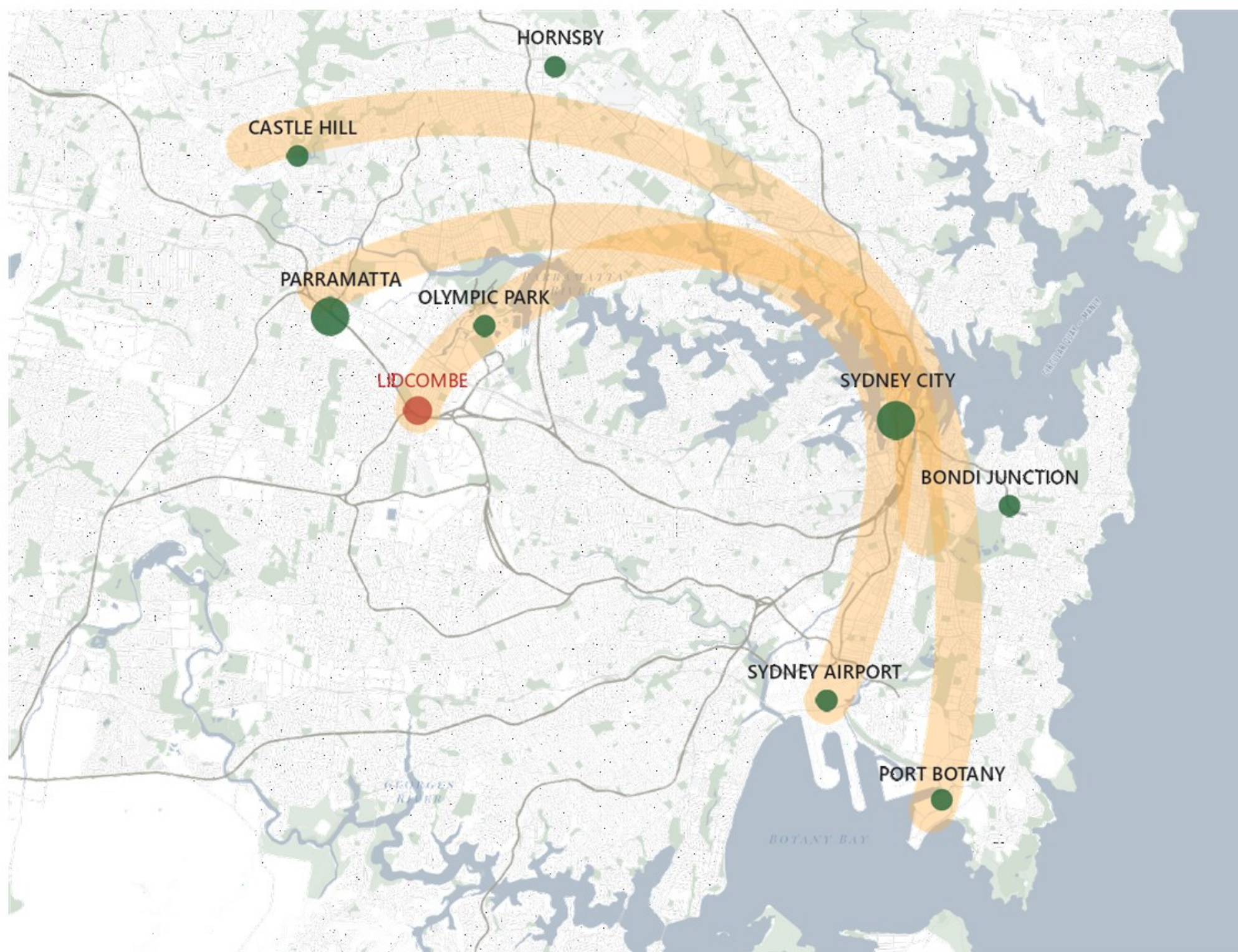


The site in Lidcombe is located within the local government areas of Cumberland Council and that of the city of Parramatta.

The site itself has close proximity to three town centres: Parramatta Metropolitan City, Sydney Olympic Park Strategic Centre and the North Lidcombe Local Centre.

The suburb of Lidcombe is approximately 18km from the Sydney CBD.

01 PRECINCT ANALYSIS ECONOMIC CORRIDOR



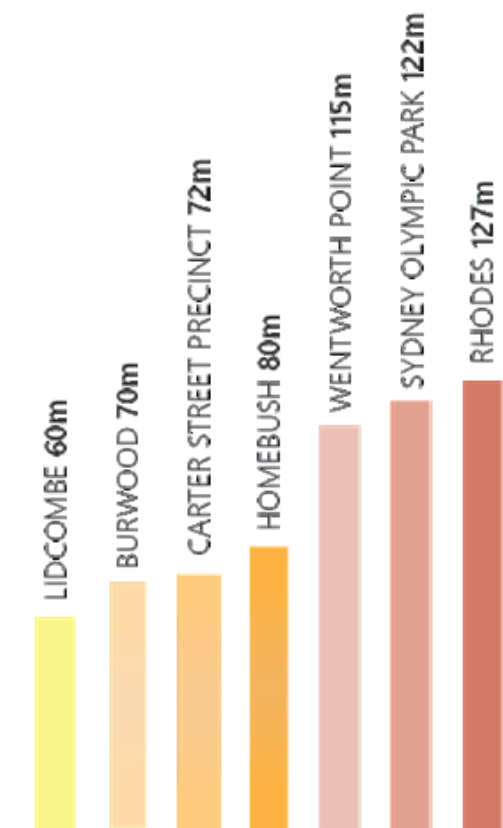
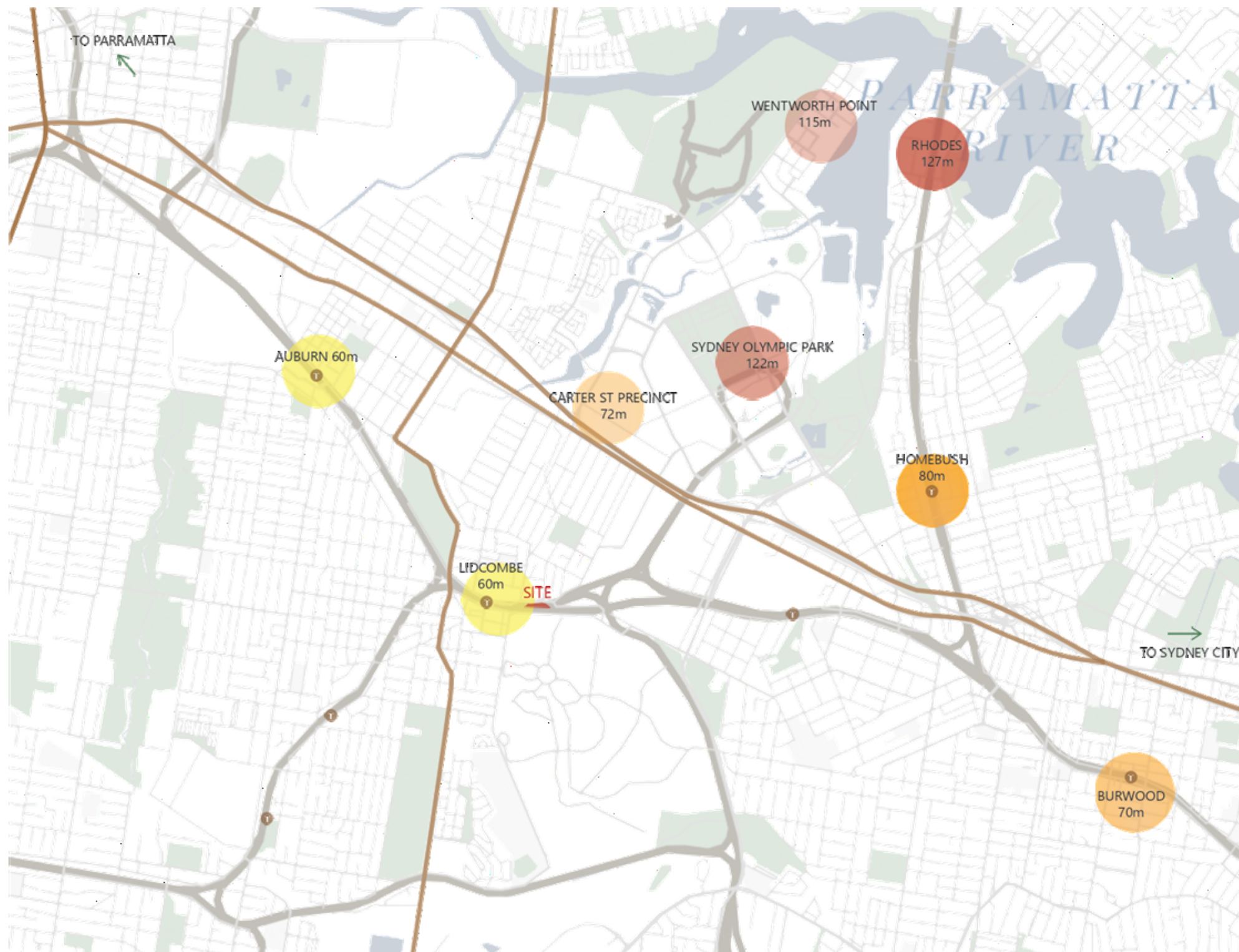
The Global Economic Corridor is of economic significance for Sydney and Australia as Sydney's knowledge jobs are heavily concentrated within this Global economic Corridor. This corridor generates 41% of the NSW Gross State Product.

This corridor extends from Port Botany and Sydney Airport to the South and extends via north Sydney to Macquarie Park to Parramatta and all the way west to Norwest Business Park.

Lidcombe sits on the edge of the middle band that stretches from Macquarie Park down to Sydney Olympic Park. Lidcombe sits strategically due to its proximity and rail connections to Sydney Olympic Park and thus the rest of the Global Economic Corridor.

01 PRECINCT ANALYSIS LOCAL HEIGHT ANALYSIS

The Lidcombe Town Centre recommends heights up to 60m. In contrast, the surrounding town centres propose heights of up to almost double.

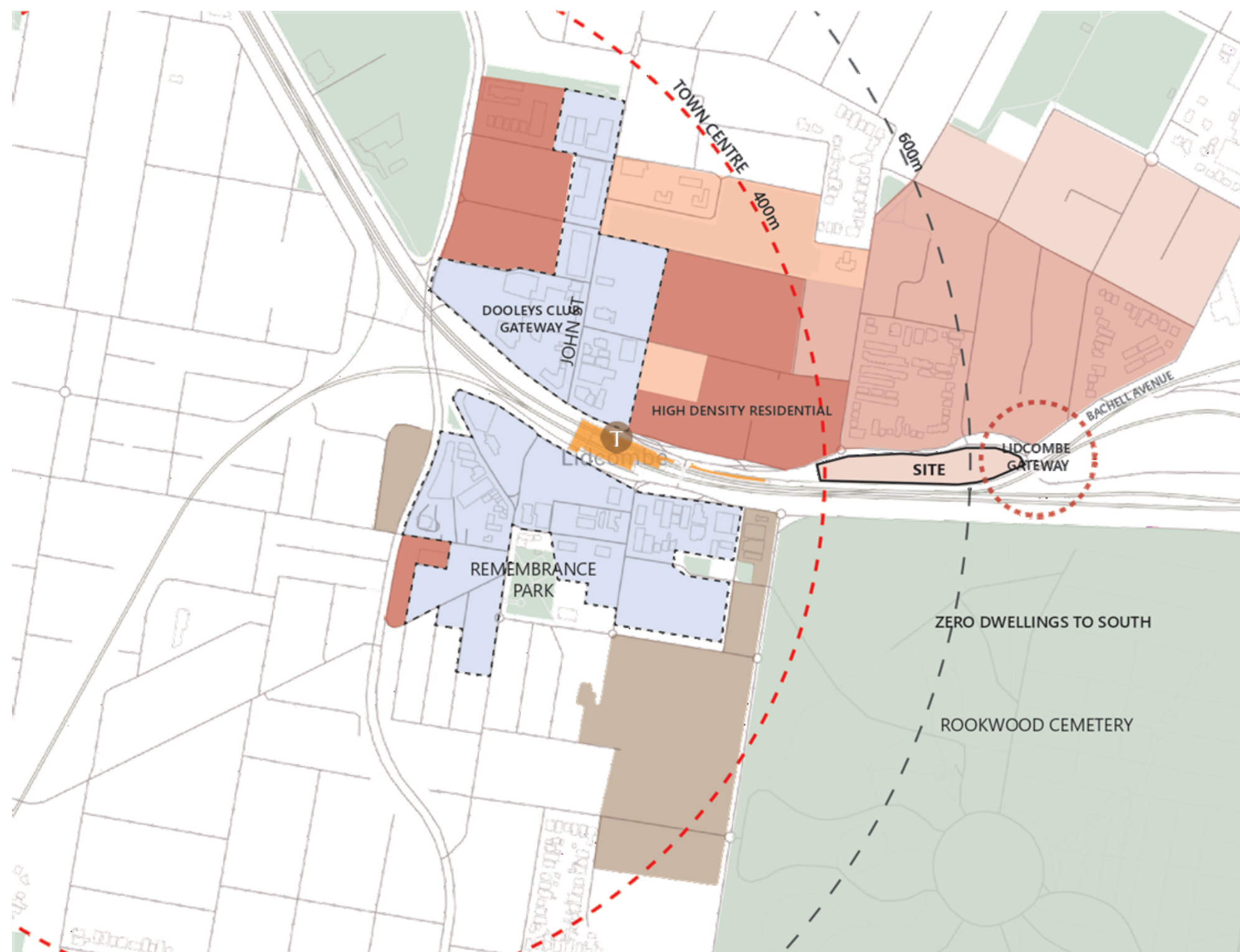


01 PRECINCT ANALYSIS LOCAL CONTEXT

The North Lidcombe town centre is within 400m of the site with the Lidcombe Train Station 350m east of the site. The retail strip of John Street provides amenities within 300m to the north west of the site. Immediately to the south is the railway corridor and beyond that is the Rookwood cemetery. East of the site is a light industrial area.

The suburban low-medium density housing to the north of the site encourages the built form to be sensitive in scale through architectural features, and to integrate improved amenity through ground level green space and pedestrian connectivity.

The provision of a new and varied housing stock within 30 minutes of the local centre will contribute to increased accessibility and productivity of resident worker populations. Included in this is also the delivery of much needed social housing.



LEGEND

- Railway
- Train Station
- Mixed Use
- Education Facilities
- Light Industrial
- Park/ Open Space
- Low Density Residential
- Medium Density Residential
- High Density Residential

01 PRECINCT ANALYSIS
NEIGHBOURHOOD IMAGES



LIDCOMBE TRAIN STATION



LIDCOMBE PUBLIC SCHOOL



JOHN STREET



LIDCOMBE INDUSTRIAL AREA



LIDCOMBE REMEMBRANCE PARK



ROOKWOOD CEMETERY

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2-36 CHURCH STREET, LIDCOMBE

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02

SITE ANALYSIS

02 SITE ANALYSIS ACCESS / CIRCULATION



ARTERIAL ROAD CONNECTIONS

There are 3 main arterial roads bounding the site.

East of the site is the A3 motorway connecting Mona Vale to the north to Princes Highway at Blakehurst to the south.

To the west is the A6 motorway which connects Cumberland highway at Carlingford to Princes Highway at Heathcote.

The M4 western motorway is to the north of the site.

PUBLIC TRANSPORT CONNECTIONS

Lidcombe train Station is considered a major train station with services and connections allowing it to be serviced by 4 different lines - T1 Western line, T2 Inner West line, T3 Bankstown line and T7 Olympic line. The station is 350m east of the site.

4 bus stops are located within 5 minutes of the site.

02 SITE ANALYSIS
SITE PHOTOS



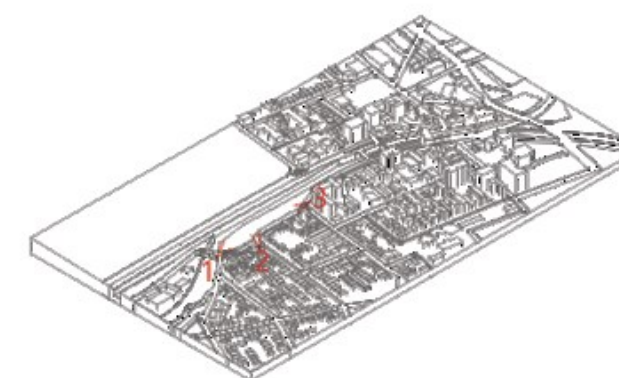
1 View from North East of the site



2 Church Street, the North of the site



3 Church Street, North West end of the site



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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

02 SITE ANALYSIS

EXISTING SITE

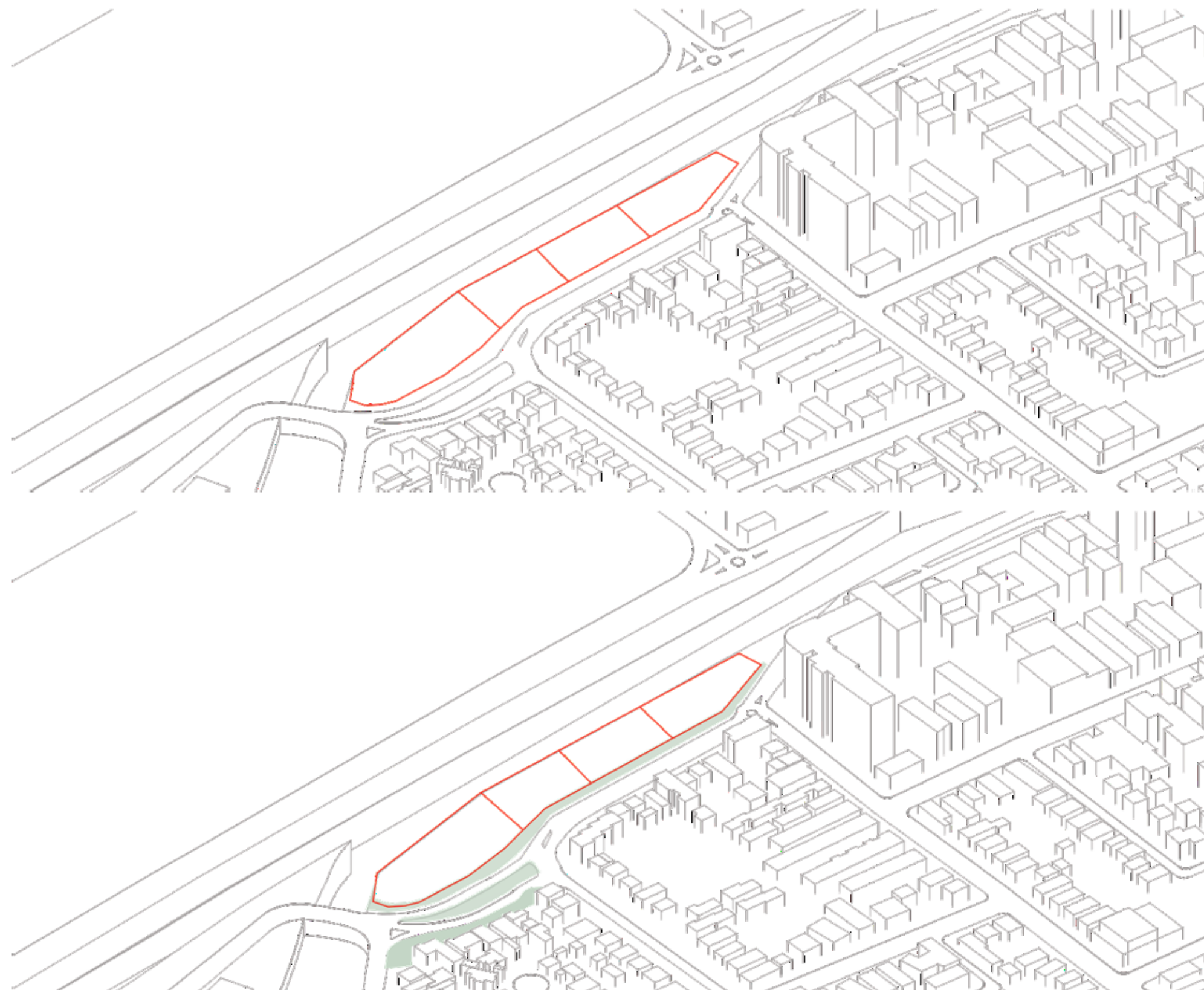
The site is an irregular shape with an area of 10,133m²

There are 18 individual site lots with a street frontage and road access directly onto Church St measuring at approximately 273m.

The site has various depths with a minimum width of 17m at the eastern end and 43m at the western end.

GREEN SPACE

These zones which comprise portions of the development site as well as public landscape, when taken as a whole provide an important landscape buffer that serves to soften the built form, particularly when viewed from street level.



PLANNING PROPOSAL DESIGN REPORT

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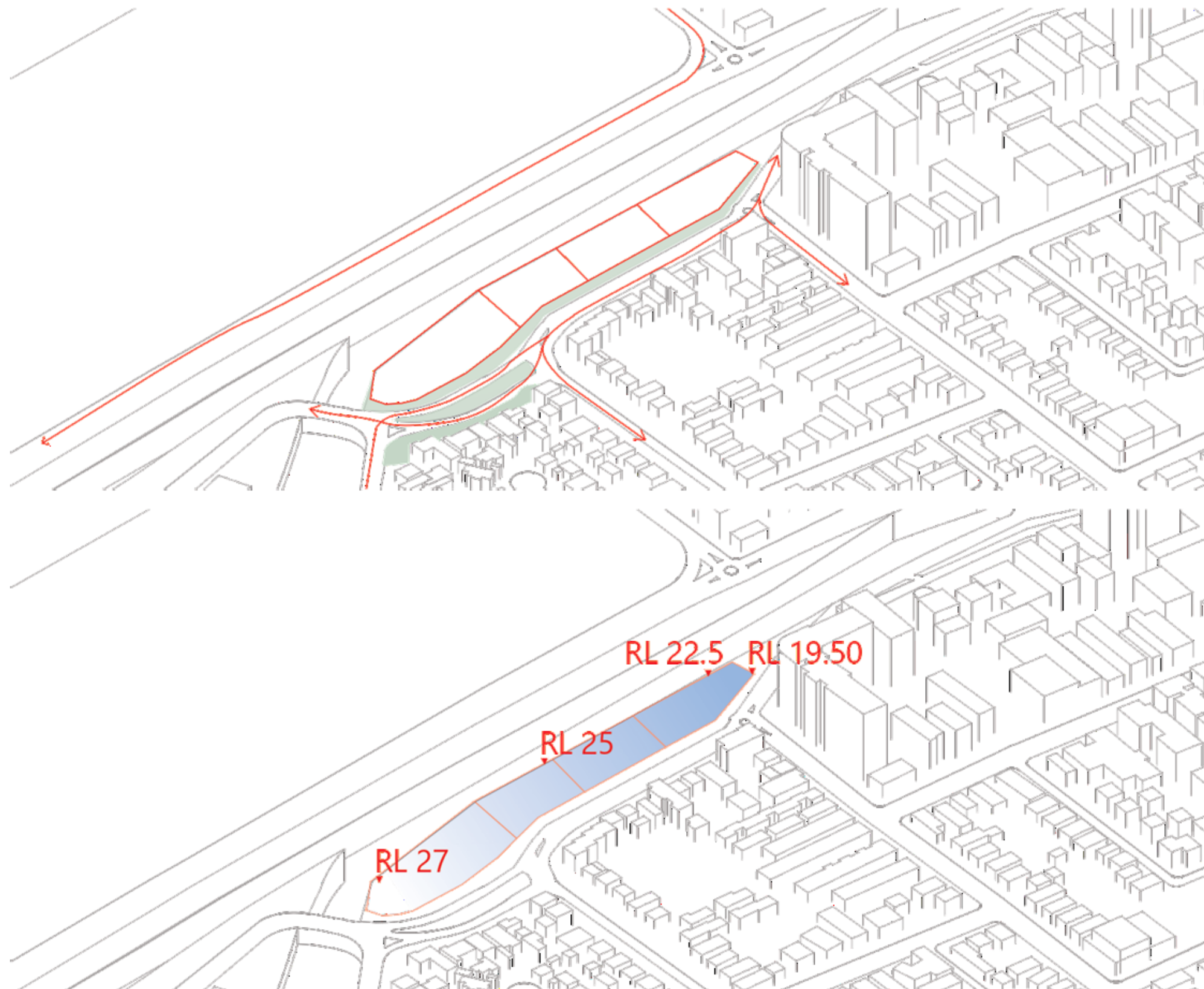
02 SITE ANALYSIS

ROAD STRUCTURE

With multiple streets coming off Parramatta Rd and leading to Church St, this location could be seen as a clear gateway into the town centre.

SITE LEVELS

The site falls 8m across the length of the site, with varying steepness at different sections



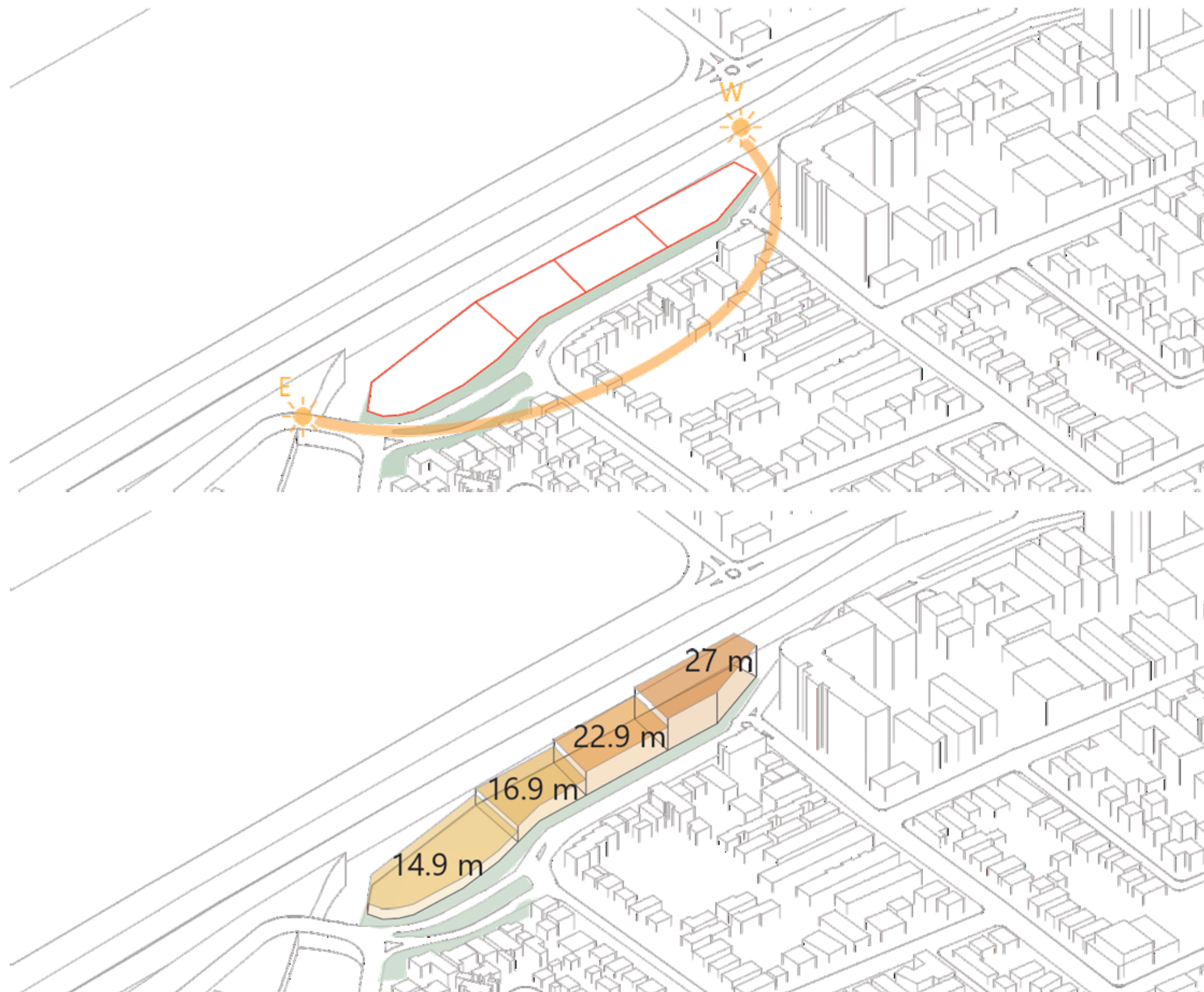
02 SITE ANALYSIS

SOLAR ACCESS

The site has a favourable orientation receiving the northern sun across the length of the whole site. With the train line immediately to the south and no immediate neighbours, no built form is casting any significant shadows on the site. Any shadows cast at 12pm during winter are cast over the railway and cemetery.

LEP HEIGHTS

Current LEP controls suggests a stepping of the site in regards to both height and FSR which is in line with the future vision of a stepped built form moving away from Lidcombe Town Centre.



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PROPOSED DEVELOPMENT

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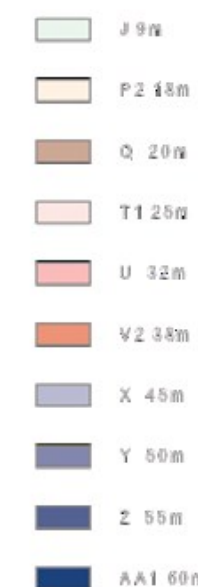
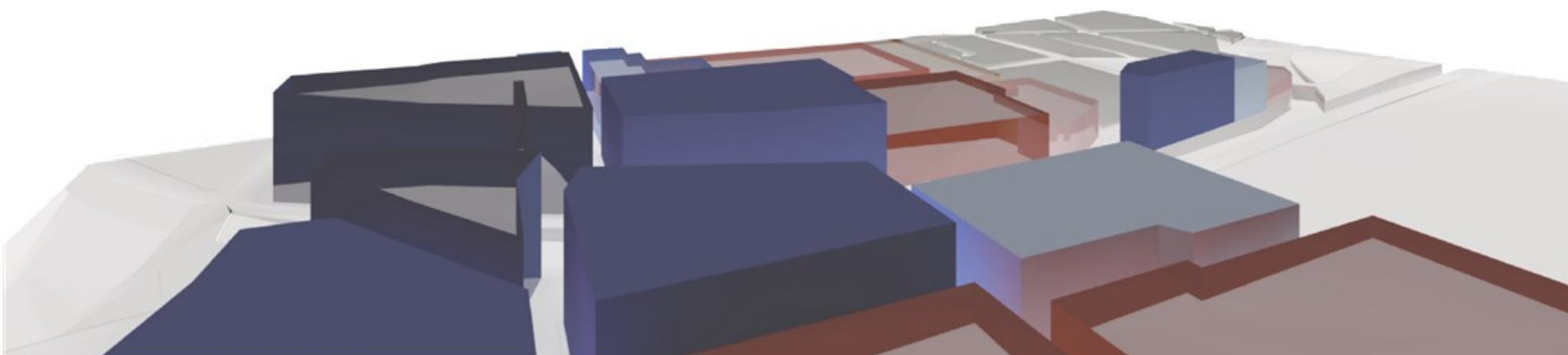
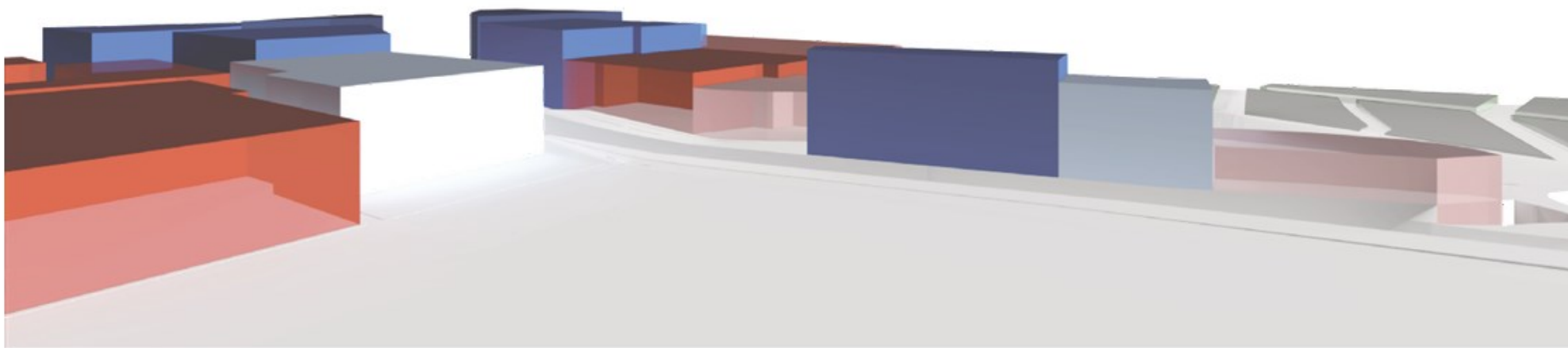
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03 PROPOSED DEVELOPMENT LOCAL CONTEXT PROPOSED HEIGHT

The future context of the Lidcombe Town Centre envisions buildings up to 60 metres in height and FSRs up to 5:1.

With this context in mind, the proposal for this site and its close proximity to the town centre is sympathetic with the vision for the future of Lidcombe Town Centre.

The plan is extracted from the proposed Lidcombe Town Centre Plan with aerial views showing the proposal with this future context.



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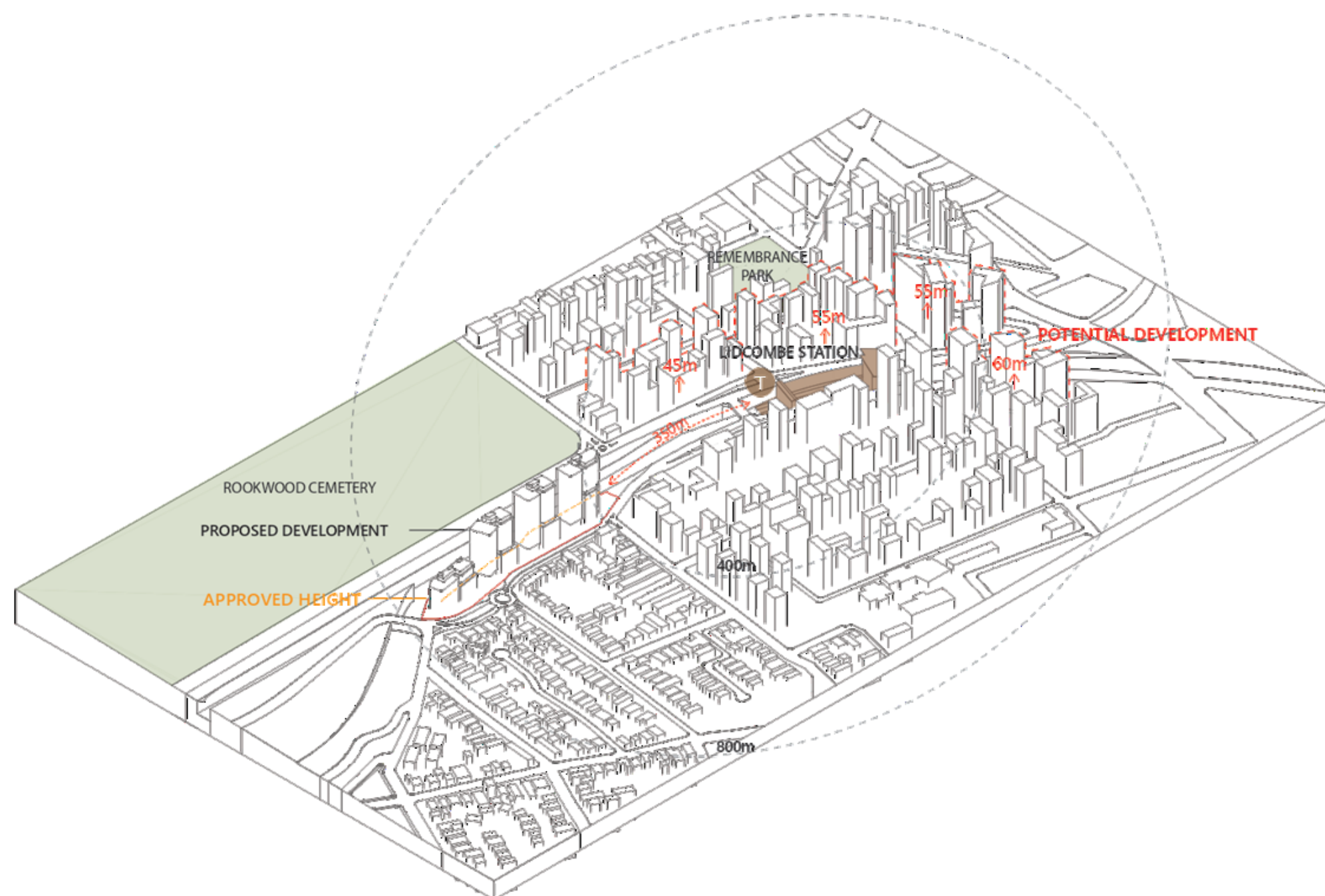
03 PROPOSED DEVELOPMENT LOCAL CONTEXT PROPOSED HEIGHT

SITE PROXIMITY

The site is ideally located with good accessibility to existing services, amenities and infrastructure being only 350m from the Lidcombe Train Station and 400m from the Lidcombe Town Centre. It provides an invaluable opportunity to help increase available housing stock within the area.

HEIGHT OPPORTUNITY

With the future of Lidcombe Town Centre set to increase in density and height, the proposal is in keeping with this vision, while at the same time, being sensitive to its local context.

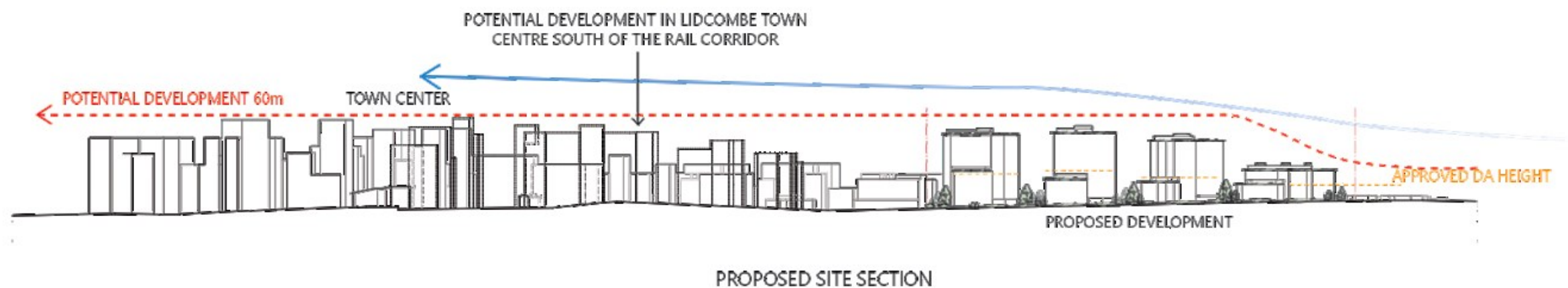


03 PROPOSED DEVELOPMENT SITE SECTION

TRANSITIONING

It is proposed that the western most building closest to the Town Centre will step down in height to 53m, as the first to transition from the proposed Town Centre.

The proposal continues to transition to 22m to highlight the suburban gateway to the Town Centre at Church St and to complement its immediate context.



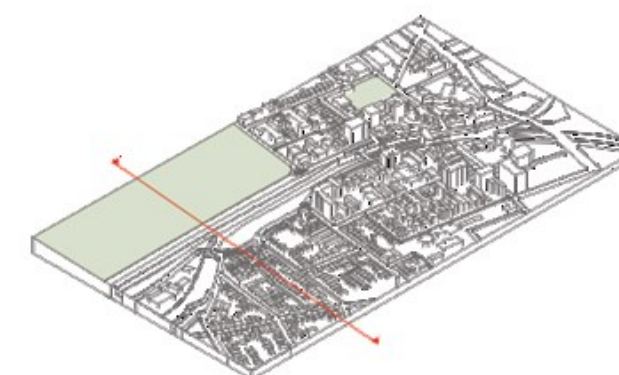
03 PROPOSED DEVELOPMENT SITE SECTION



EXISTING SITE SECTION



PROPOSED SITE SECTION



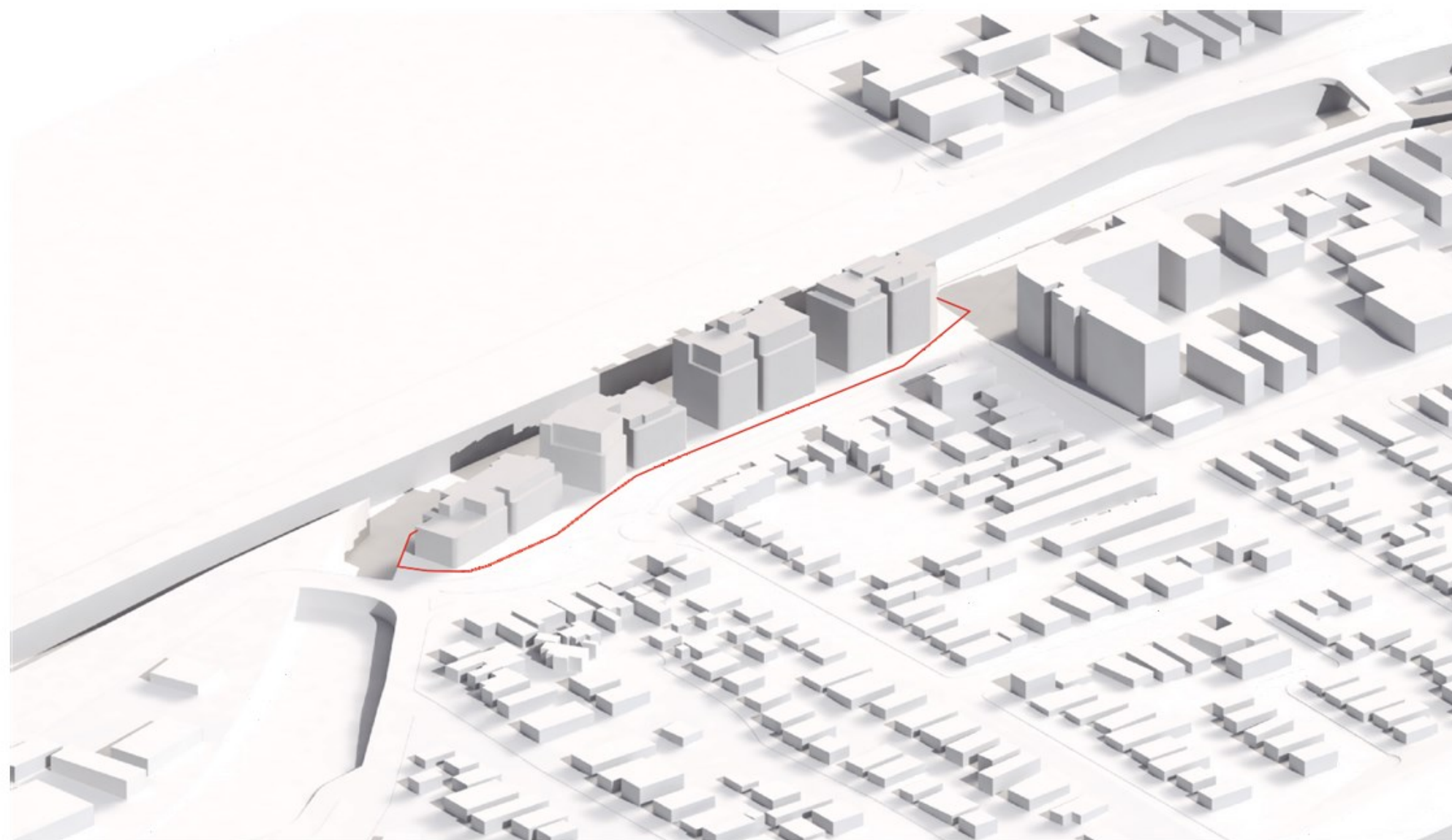
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03 PROPOSED DEVELOPMENT APPROVED DEVELOPMENT PROPOSAL



The site's proximity to the future Lidcombe Town Centre has it uniquely placed to supply much needed housing stock to the Lidcombe community.

The opportunity to provide a sympathetic transition from the Town Centre to adjacent built form allows for the potential of greater density on the site than in the currently approved DA.

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03 PROPOSED DEVELOPMENT URBAN PRINCIPLES

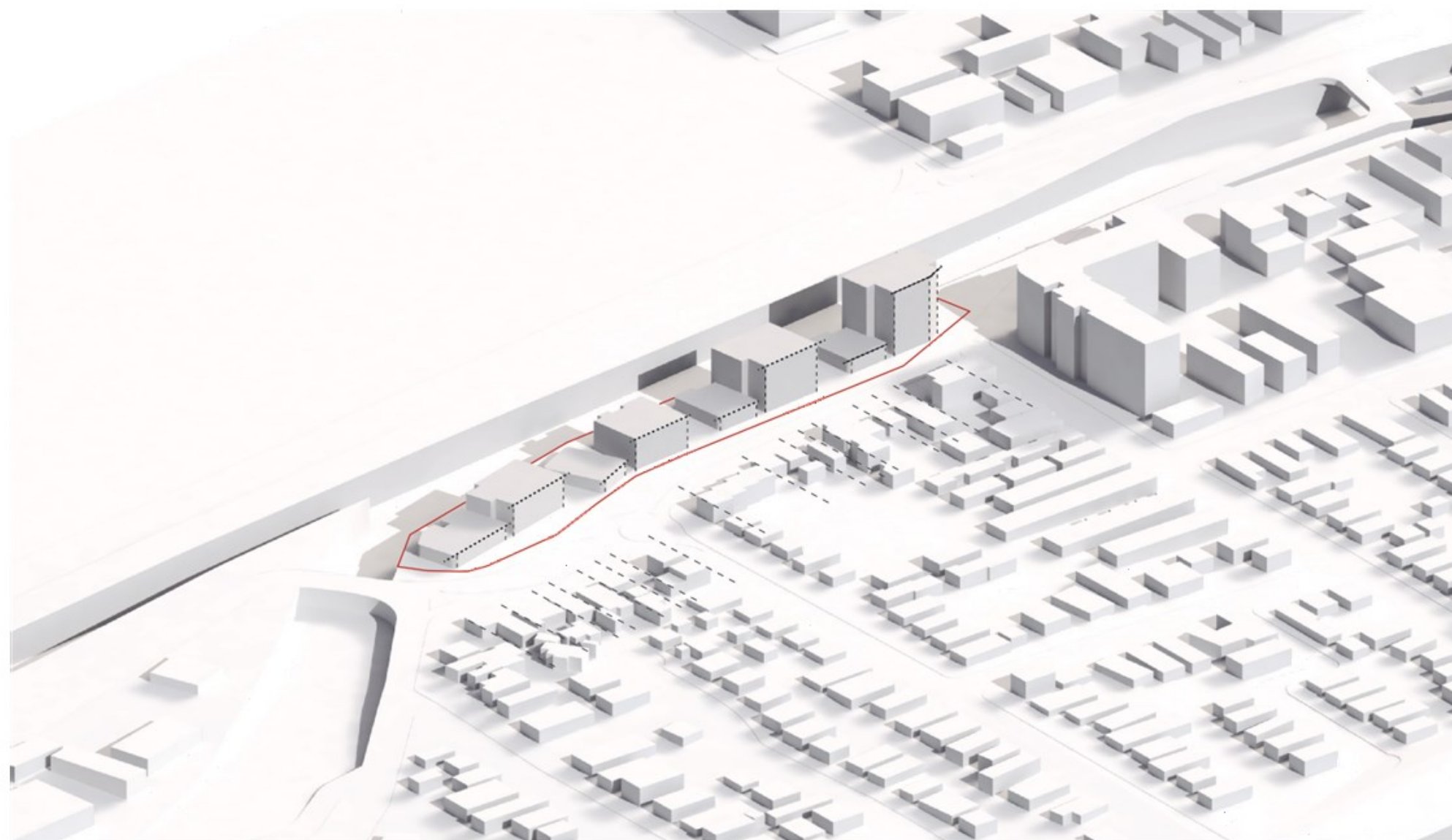


EXISTING SITE

In order to envisage the potential for the site, the current approved DA proposal was stripped back in order to re-imagine a sympathetic development that was bold in its proposition while in keeping with the future of the Lidcombe Town Centre.

The proposal kept the existing framework that has already been established by the current approved Development Application, by keeping within boundaries already established by the 4 buildings.

03 PROPOSED DEVELOPMENT URBAN PRINCIPLES



ESTABLISHMENT OF PODIUM SCALE

Build up the architecture in such a way that its base relates to its immediate context.

Break up the 4 buildings through articulation, and then developing further a finer grain such that the podium base is more sensitive to its immediate northern context.

03 PROPOSED DEVELOPMENT URBAN PRINCIPLES



CRAFTING THE TOWERS

With the base more appropriately articulated, the towers can then float above the base. Bringing some tower elements closer to the ground than others, helps emphasise and articulate a finer grain to the 4 buildings.

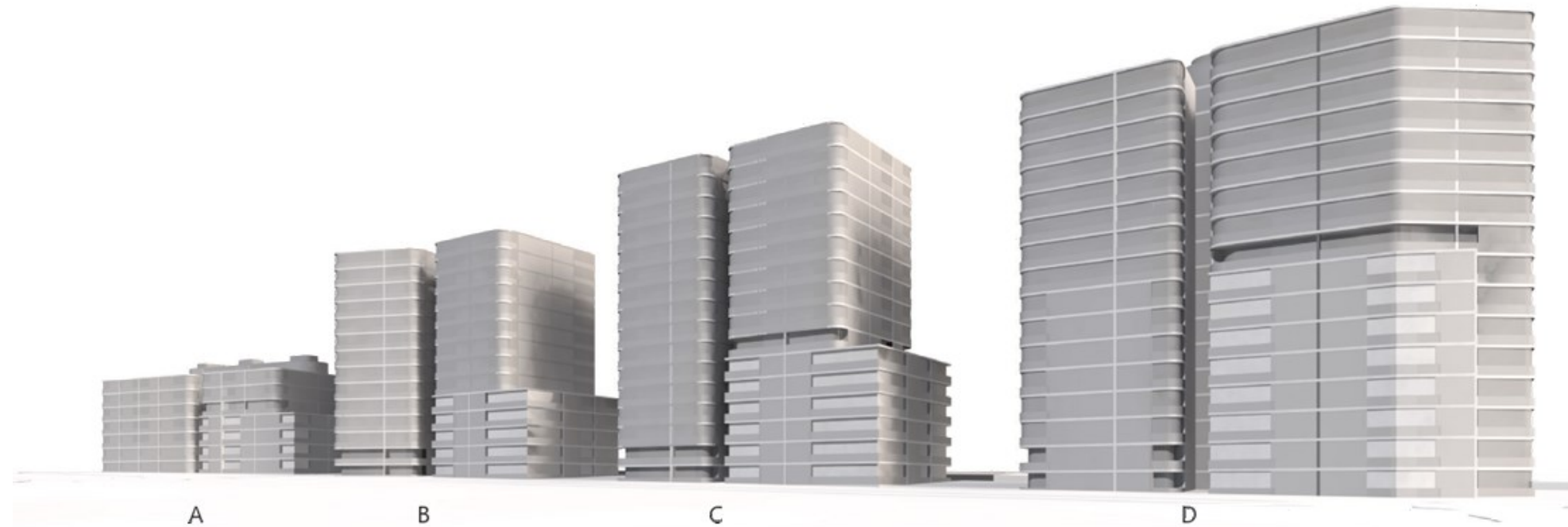
03 PROPOSED DEVELOPMENT URBAN PRINCIPLES



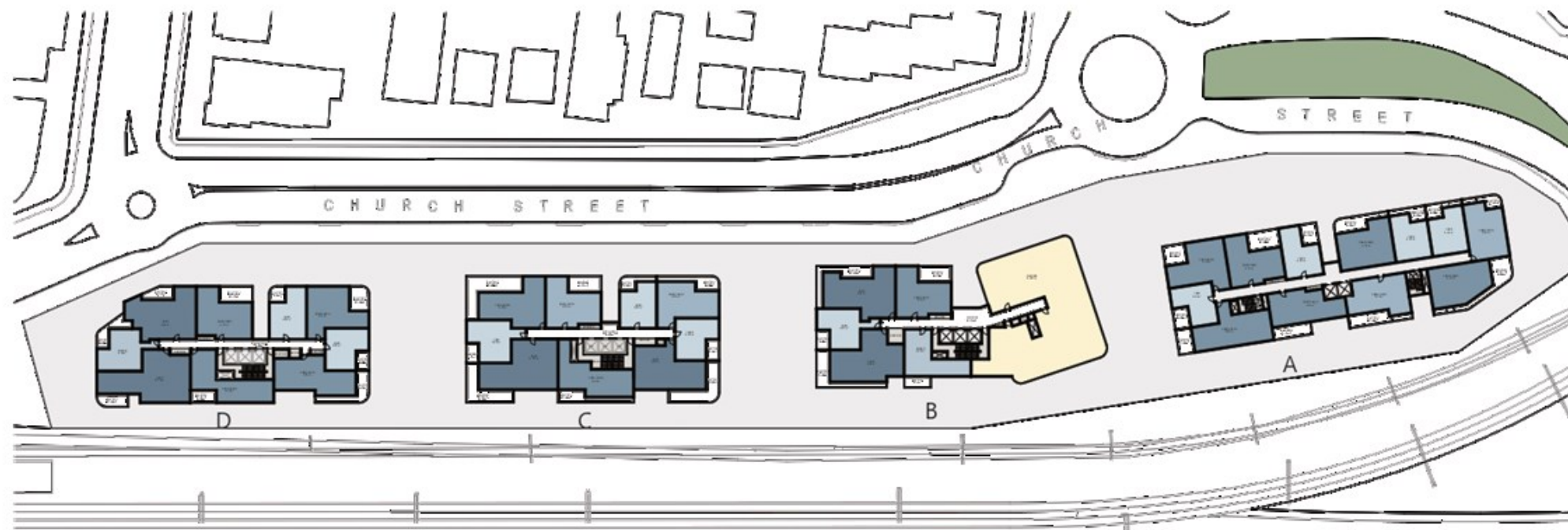
INTRODUCING LANDSCAPE

Through the introduction of well designed landscaped areas not only just to the ground levels but letting it climb vertically through slots, and occupying communal areas on the roofs will not only provide positive impact to its residents but also contribute to providing an appropriate architecture to the surrounding community that is already lacking in green spaces.

03 PROPOSED DEVELOPMENT GROUND PLAN



Using the same framework as the current approved DA, apartments will be planned to ensure compliance with ADG. Ground level will incorporate a daycare centre which will be of benefit to the surrounding community,



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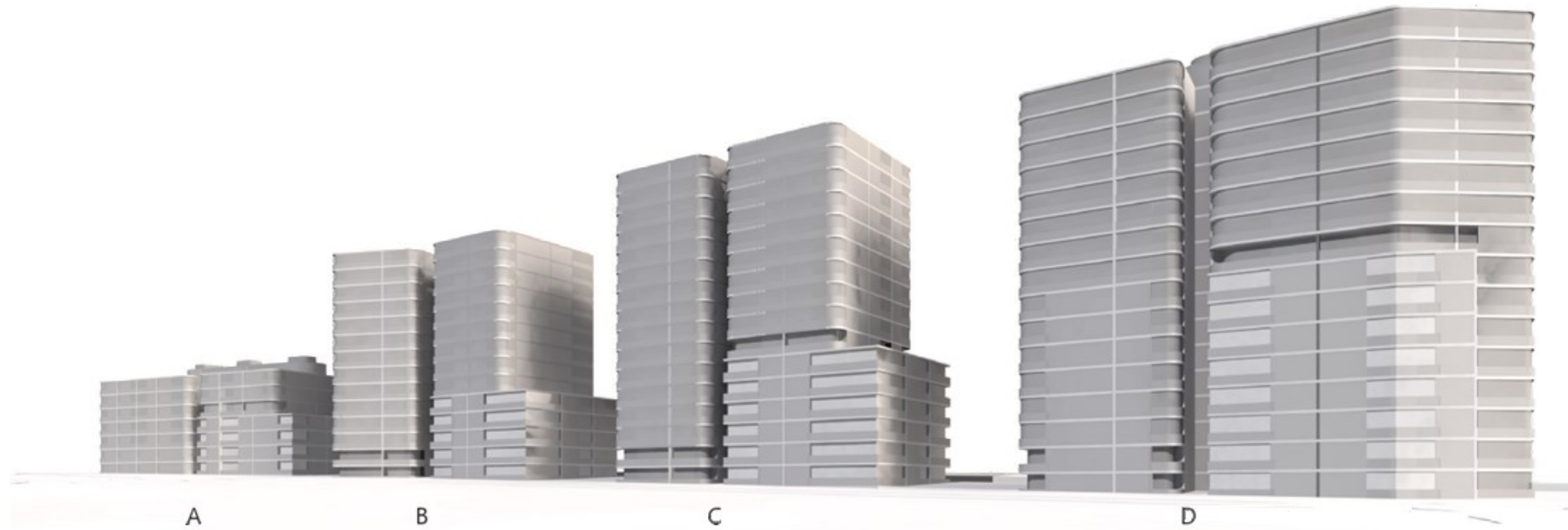
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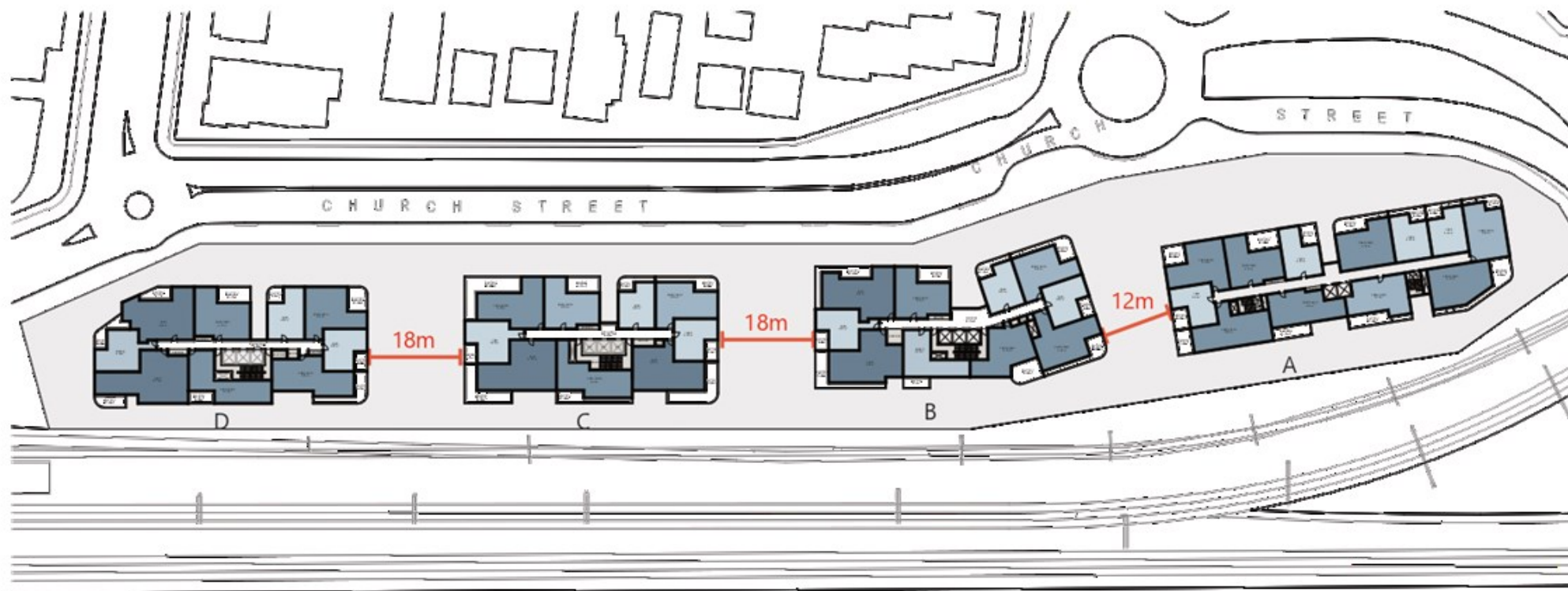
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03 PROPOSED DEVELOPMENT TYPICAL PODIUM PLAN



The lower levels will achieve setbacks as indicated in the ADG with planning to allow for a mixture of balconies and wintergardens. The balconies may be used more in the lower levels to help create recesses and breaks in the architecture



PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

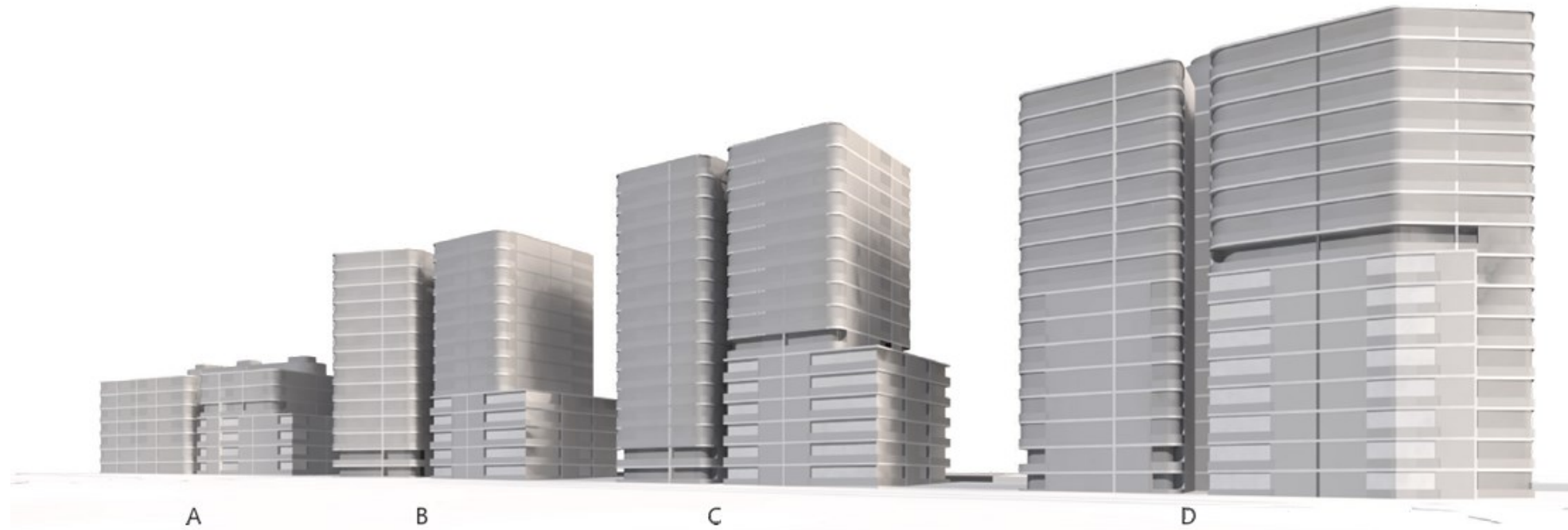
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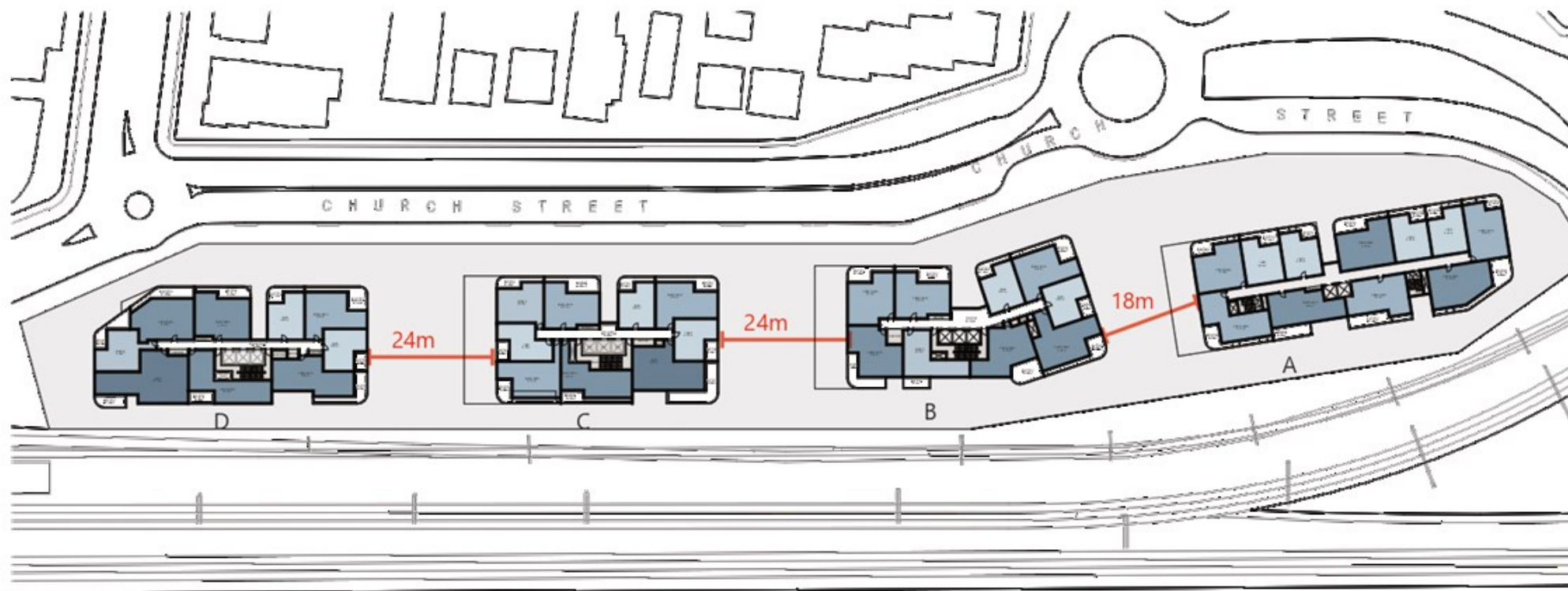
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03 PROPOSED DEVELOPMENT TYPICAL TOWER PLAN



The higher levels are setback further to ensure compliance, and to give each building adequate breathing space. Potentially the lower levels will transition more into wintergardens as the tower gets higher for protection from wind.



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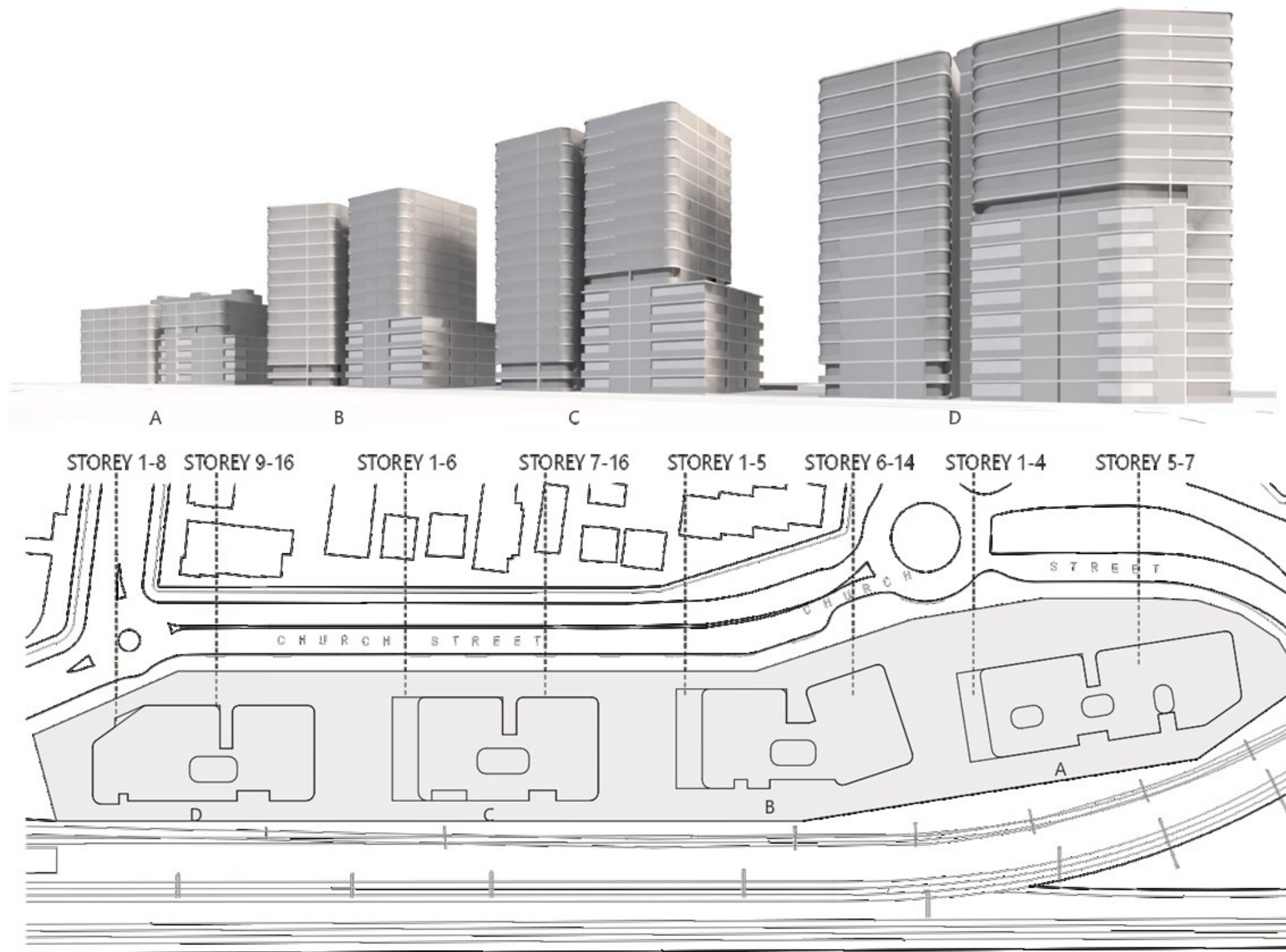
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03 PROPOSED DEVELOPMENT ROOF PLAN



SUMMARY OF HEIGHTS

BUILDING A (EASTERN BUILDING)
- 7 Storeys

BUILDING B
- 14 Storeys

BUILDING C
- 16 Storeys

BUILDING D (WESTERN BUILDING)
- 16 Storeys

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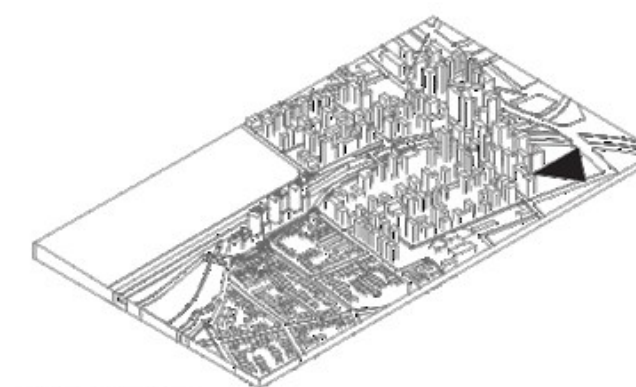
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03 PROPOSED DEVELOPMENT AERIAL VIEWS



VIEW FROM NW

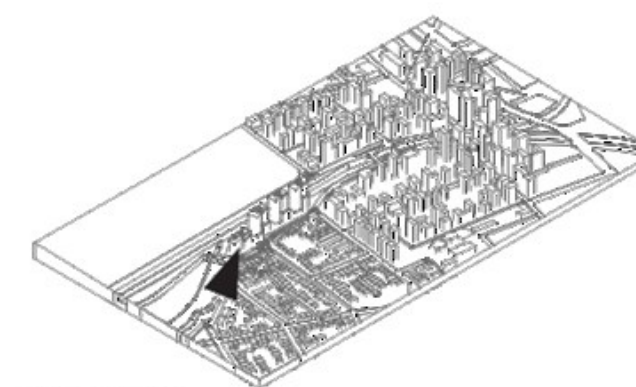
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT AERIAL VIEWS



VIEW FROM NE

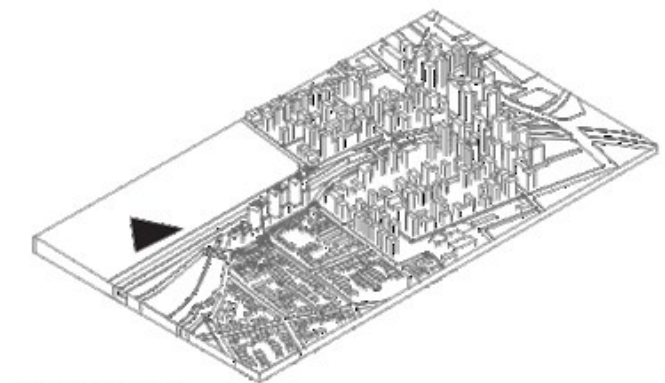
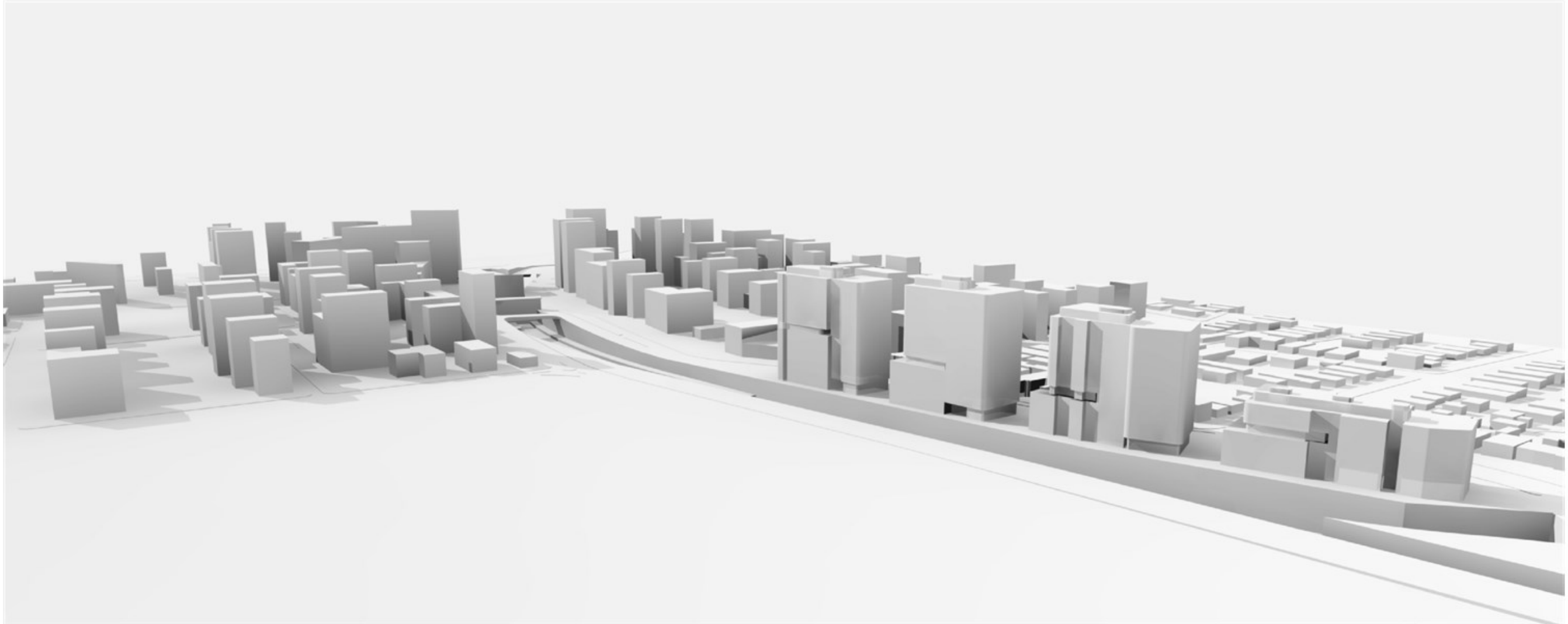
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PLANNING PROPOSAL DESIGN REPORT
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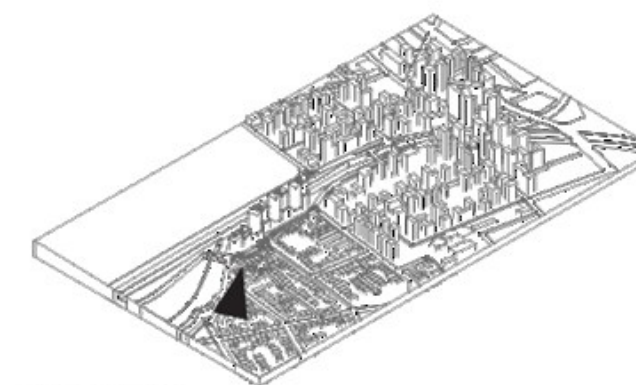
03 PROPOSED DEVELOPMENT
AERIAL VIEWS



VIEW FROM SE

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03 PROPOSED DEVELOPMENT STREET VIEWS



VIEW FROM NE

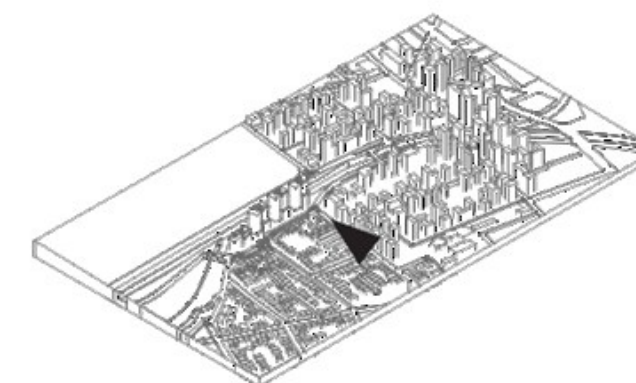
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT STREET VIEWS



VIEW FROM SWETE STREET

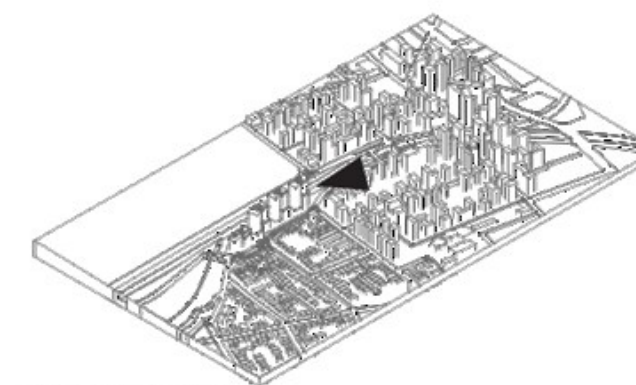
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT STREET VIEWS



VIEW FROM WEST

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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT LANDSCAPE

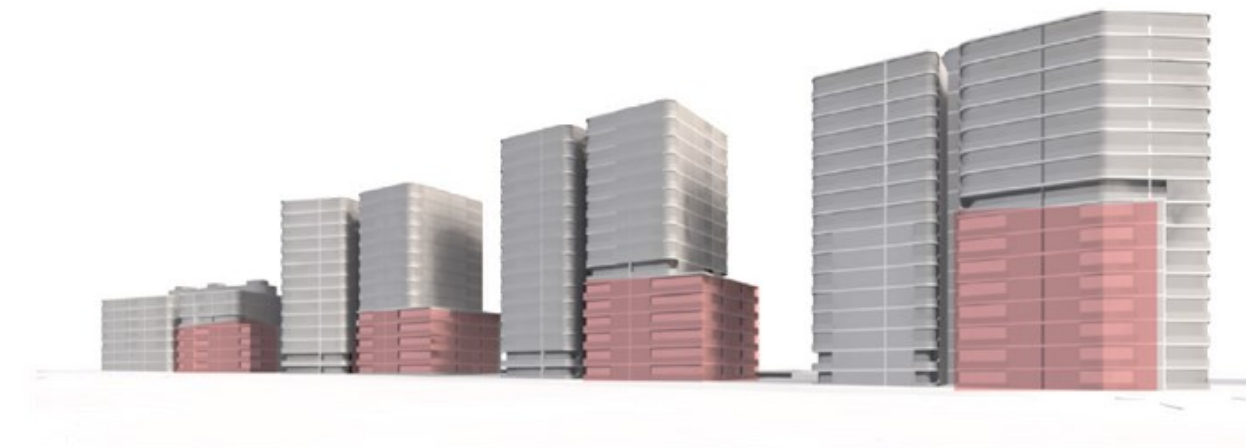
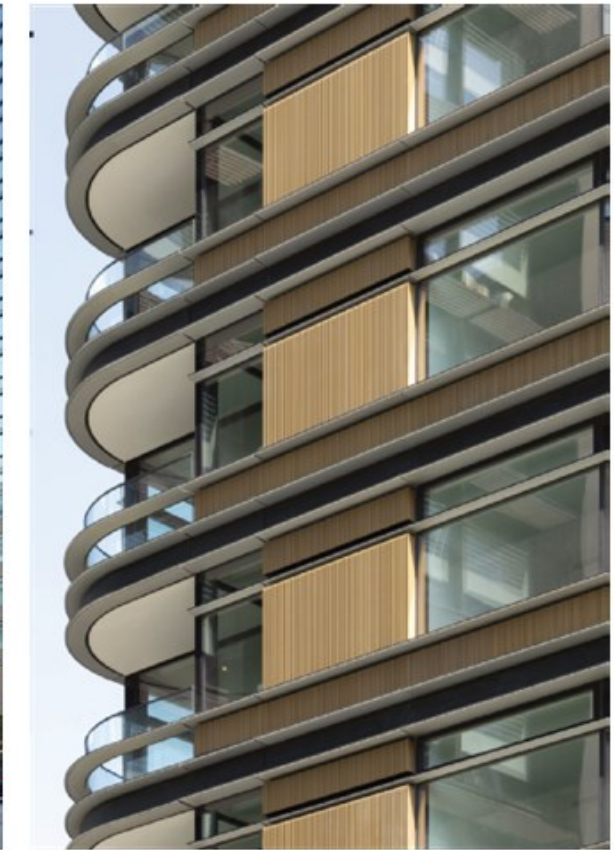


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2-36 CHURCH STREET, LIDCOMBE

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03 PROPOSED DEVELOPMENT
PODIUM CHARACTER

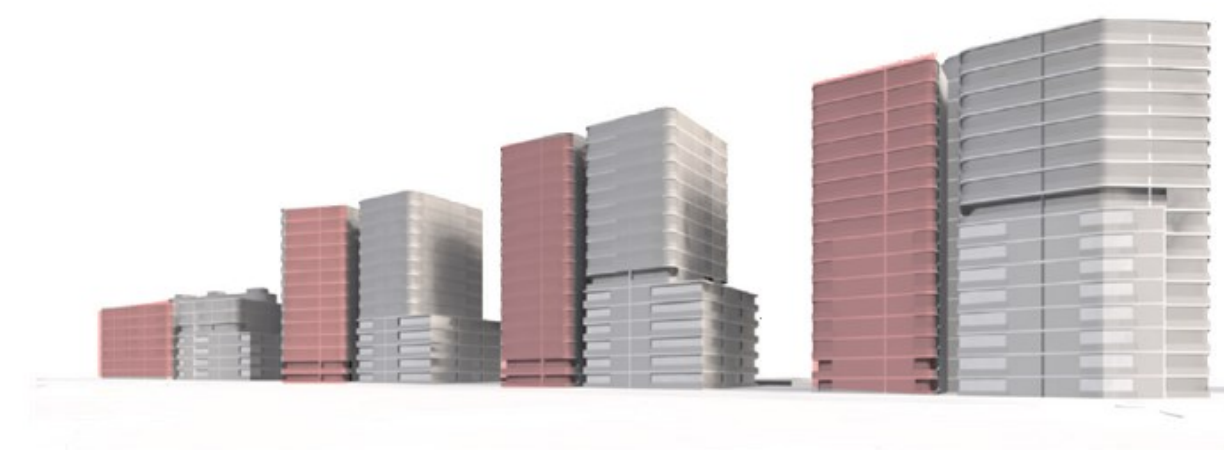


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2-36 CHURCH STREET, LIDCOMBE

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03 PROPOSED DEVELOPMENT
GLASS TOWERS - WINTERGARDENS

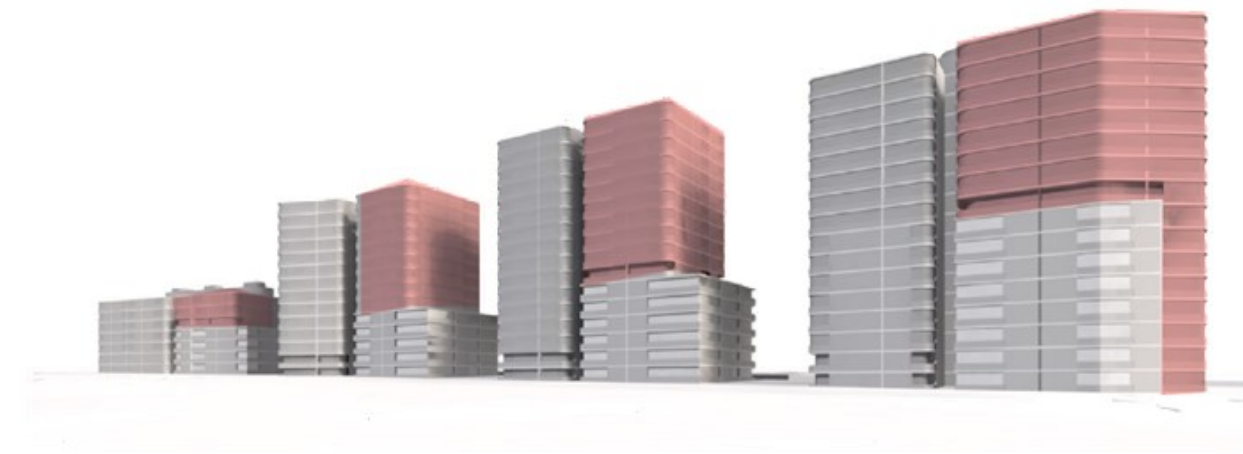


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2-36 CHURCH STREET, LIDCOMBE

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03 PROPOSED DEVELOPMENT
GLASS TOWERS

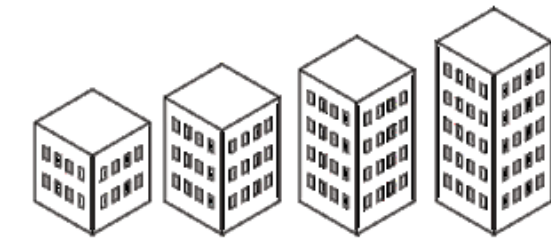
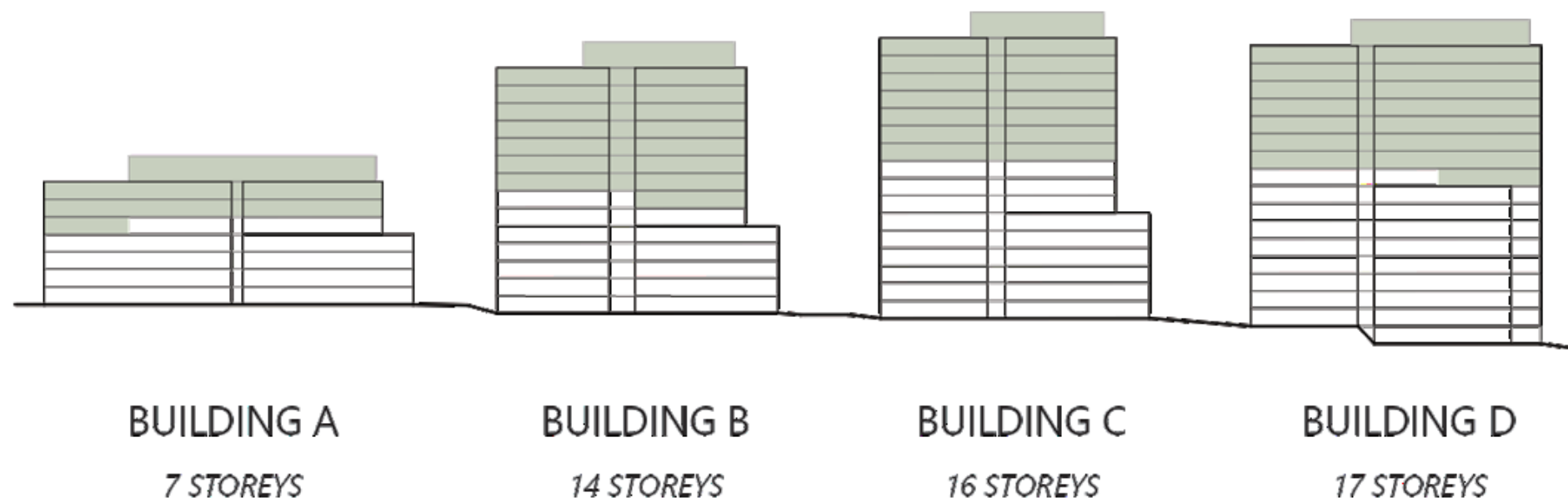


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2-36 CHURCH STREET, LIDCOMBE

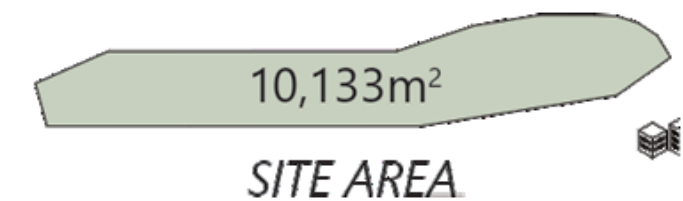
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03 PROPOSED DEVELOPMENT SUMMARY



480
HOMES



PROPOSED GFA - 42,690M²
PERMITTED GFA - 21,179M²

PROPOSED FSR - 4.21

CONCLUSION



2-36 Church St, Lidcombe is a significant yet under utilised site that is highly accessible to existing services, transport, infrastructure and amenities. This proposal aims to capture this potential and develop it in line with the future vision of the Lidcombe Town Centre and deliver much needed housing stock to Lidcombe, Sydney.

The site naturally reads as an extension of the town centre with the future proposal stepping down from the town centre skyline to the surrounding neighbourhoods.

The site is highly favourable in regards to orientation making it an ideal location for providing a high density of quality homes with excellent amenity. The proposal itself is also ideal to not cause significant overshadowing to the surrounding context. The proposal presents an opportunity to also improve the open spaces and landscaped areas enhancing connectivity, pedestrian movement while providing positive impact to the surrounding neighbourhood.

PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

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Suite 602, L6, 150 Karangahape Road AUCKLAND 1010 New Zealand	Tel +64 9 281 3800 auckland@plusarchitecture.com.au
Level 15, 111 Eagle Street BRISBANE QLD 4000 Australia	Tel +61 7 3067 3599 brisbane@plusarchitecture.com.au
Level 1, 60 Cashel Street CHRISTCHURCH 8013 New Zealand	Tel +64 3 337 9481 christchurch@plusarchitecture.com.au
Suite 5, 18 Tedder Avenue MAIN BEACH QLD 4217 Australia	Tel +61 7 5610 1913 goldcoast@plusarchitecture.com.au
Level 2, 448 St Kilda Road MELBOURNE VIC 3004 Australia	Tel +61 3 8696 3999 melbourne@plusarchitecture.com.au
Suite 112, 19 Ogilvie Road PERTH WA 6153 Australia	Tel +61 8 6500 6490 perth@plusarchitecture.com.au
Level 3, 66 Clarence Street SYDNEY NSW 2000 Australia	Tel +61 2 8823 7000 sydney@plusarchitecture.com.au

DOCUMENTS
ASSOCIATED WITH
REPORT LPP015/20

Attachment 3
Attachment 3 - Traffic Impact
Assessment



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

UPDATED TRAFFIC IMPACT ASSESSMENT

PLANNING PROPOSAL
RESIDENTIAL APARTMENT DEVELOPMENT
2 – 36 CHURCH STREET, LIDCOMBE

PREPARED FOR BILLBERGIA PTY. LIMITED
OUR REF: 18-079-4



MARCH 2020

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302/166 glebe point road
glebe nsw 2037

morgan@stanburytraffic.com.au
www.stanburytraffic.com.au

ph : 0410 561 848
abn : 23 613 111 916

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APPENDICES

1. Traffic Survey Data
2. SIDRA Output (Existing Conditions)
3. SIDRA Output (Projected Conditions)

1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by Billbergia Pty. Limited to prepare a Traffic Impact Assessment with respect to a Planning Proposal with respect to 2 – 36 Church Street, Lidcombe (hereafter referred to as the 'subject site'). The Planning Proposal seeks site specific modifications to the Auburn Local Environmental Plan 2010 to increase the maximum building height, increase the Floor Space Ratio and increase the gross floor area provisions.

This aim of this assessment is to investigate and report upon the potential traffic consequences of the Proposal and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the Planning Proposal;
- Section 3 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure; and
- Section 4 estimates the traffic generating ability of the Planning Proposal and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner.

The report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2007.

1.2 Background

A Development Application (DA 94/2019) was recently approved with Cumberland Council with respect to the subject site, seeking approval for site preparation works, excavation, tree removal and the construction of four residential apartment buildings, collectively containing 262 dwellings.

The three western-most buildings (buildings B, C and D) were proposed to comprise 209 standard residential apartments, comprising:

- 58 one bedroom dwellings;
- 98 two bedroom dwellings; and
- 53 three bedroom dwellings.

These buildings were to be serviced by a shared basement parking area, provided over four levels, containing 239 parking spaces.

Vehicular access between this shared parking area and Church Street was proposed to be provided via a driveway situated approximately 50m to the east of the Swete Street. Access movements between this driveway and Church Street was proposed to be restricted to left in / left out only through the construction of a 600mm wide central median within Church Street, extending between Swete Street and Martin Street.

The eastern-most building (Building A) was proposed to comprise 53 social housing apartments in accordance with the Affordable Housing SEPP, comprising:

- 16 one bedroom dwellings; and
- 37 two bedroom dwellings.

The social housing dwellings were proposed to be serviced by a single basement car parking situated below the eastern building, accommodating 25 parking spaces. Vehicular access to this parking area was proposed via the creation of a fourth southern approach to the junction of Church Street and Martin Street, and the modification of this intersection to be control by a single lane circulating roundabout.

The abovementioned access roadway was also proposed to provide connectivity to a formalised off-street at-grade heavy vehicle loading area situated adjacent to the southern site boundary. This loading area was proposed to accommodate the refuse collection and removalist activities of all four buildings.

Stanbury Traffic Planning prepared a Parking & Traffic Impact Assessment dated September 2018 in support of DA 94/2019.

1.3 Reference Documents

Reference is made to the following documents throughout this report:

- Stanbury Traffic Planning's *Parking & Traffic Impact Assessment: Proposed Residential Apartment Development 2 – 36 Church Street, Lidcombe* dated September 2018 (herein referred to as "the DA Traffic Report");
- The Roads & Maritime Services' *Guide to Traffic Generating Developments*; and
- Auburn City Council's *Auburn Local Environmental Plan 2010* (ALEP 2010).

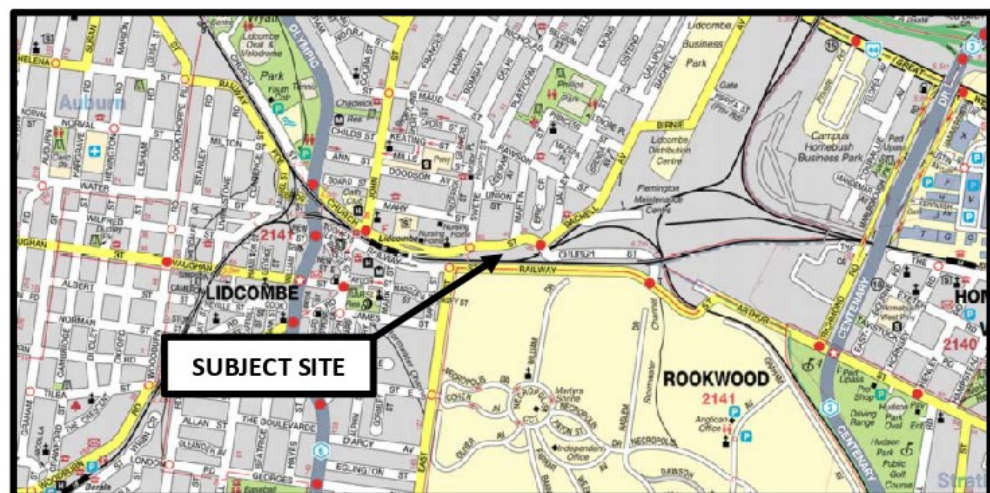
A Planning Proposal report has been prepared by Cox Architecture Pty. Ltd. and should be read in conjunction with this report.

1.3 Site Details

1.3.1 Site Location

The subject site is situated on the southern side of Church Street approximately between Swete Street and Bachell Avenue, Lidcombe. The site location is illustrated below and overleaf within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

**FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT**



Source: UBD's Australian City Streets – Version 4

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Google Earth (accessed 13/08/18)

1.3.2 Site Details

The subject site comprises a number of allotments providing a street address of 2 – 36 Church Street, Lidcombe.

Collectively, the allotments form an irregularly shaped parcel of land providing an approximate frontage to Church Street of 310m.

The site extends to the south away from Church Street between 20 – 40m, resulting in an approximate total site area in the order of 1.1 hectares.

1.3.3 Existing Use

The subject site is largely vacant however previously accommodated a total of 18 detached residential dwellings, each with separate direct vehicular access to Church Street.

1.3.4 Surrounding Uses

The site is immediately adjoined to the south by the T1, T2, T3 and T7 Railway Lines. Rookwood Cemetery is located further to the south on the opposite side of Railway Street.

A combination of low, medium and high density residential development is located to the north on the opposite side of Church Street.

The Lidcombe town centre is situated to the west of the site.

An industrial precinct bounded by the railway line and Church Street is situated to the east.

2. PLANNING PROPOSAL

2.1 Built Form

The Planning Proposal seeks the following site specific modifications to the ALEP 2010:

- Increase the maximum building height of buildings within the site to 53m;
- Increase the Floor Space Ratio of development within the site to 4.21:1; and
- Increase the gross floor area permitted within the site to 42,690m².

The above alterations to existing ALEP 2010 controls are proposed to facilitate an uplift in the proposed residential yield over and above that recently proposed as part of DA 94/2019 and assessed within the DA Traffic Report. **Table 1** below provides a summary of the development yield subject to DA 94/2019 and the current Planning Proposal.

TABLE 1 SUMMARY OF DEVELOPMENT APPLICATION AND PLANNING PROPOSAL DEVELOPMENT YIELD			
	Development Application	Planning Proposal	Alteration
MARKET HOUSING			
One Bedroom Units	58	132	+74
Two Bedroom Units	98	197	+99
Three Bedroom Units	53	71	+18
Subtotal	209	400	+191
SOCIAL HOUSING			
One Bedroom Units	16	27	+11
Two Bedroom Units	37	53	+16
Three Bedroom Units	-	-	-
Subtotal	53	80	+27
TOTAL	262	480	+218

Table 1 indicates that the Planning Proposal involves an additional development yield of 218 dwellings over and above that proposed by DA 94/2019, comprising 191 market dwellings and 27 social housing dwellings.

The abovementioned additional development yield is proposed to be contained within four buildings as proposed by DA 94/2019, however additional building stores are to be provided.

The originally proposed site access arrangements are proposed to be retained, whereby:

- The market housing dwellings are proposed to be serviced by a driveway connecting with Church Street, situated approximately 50m to the east of the Swete Street. Access movements between this driveway and Church Street is proposed to be restricted to left in / left out only through the construction of

a 600mm wide central median within Church Street, extending between Swete Street and Martin Street.

- The social housing dwellings are proposed to be serviced through the creation of a fourth southern approach to the junction of Church Street and Martin Street, and modification of the intersection to be controlled by a single lane circulating roundabout.

3. EXISTING TRAFFIC CONDITIONS

3.1 Surrounding Road Network

The following provides a description of the local road network servicing the subject development site:

- **Church Street**, with Bachell Avenue and Birnie Avenue, performs a collector function connecting Olympic Drive in the west with Parramatta Road in the north-east, intersecting with both under traffic signal control. Adjacent to the subject site, Church Street primarily provides a 12m wide carriageway, providing one through lane of traffic in each direction in conjunction with unrestricted parallel parking along both kerb alignments. Notwithstanding this, a wide vegetated median separates directional travel lanes between Martin Place and Bachell Avenue.

Traffic flow within Church Street adjacent to the site is governed by a sign posted speed limit of 60km/h, however a 50km/h speed limit applies to the west of the site within the Lidcombe town centre.

Church Street forms a T-junction with Swete Street adjacent to the north-western corner of the site, operating under single lane circulating roundabout control.

Church Street forms a T-junction with Martin Street approximately central to the northern site frontage, operating under major / minor priority control with Church Street performing the priority route.

Church Street forms a T-junction with Bachell Avenue adjacent to the north-eastern corner of the site, operating under traffic signal control. Kerbside parking restrictions apply in the vicinity of this junction facilitating the provision of exclusive left and right turn lanes within Church Street on approach to Bachell Avenue.

Church Street extends to the south-east to form a T-junction with Railway Street, operating under traffic signal control.

Church Street provides connectivity to a railway overbridge to the west of Swete Street in the vicinity of the Lidcombe town centre, providing a local tow centre connection to Railway Street to the south of the railway line. Bypasses are provided to the north and south of the overbridge (within Church Street and Railway Street, respectively), via a series of junctions to actively separate conflicting movements as much as is practicable.

Further to the west, Church Street forms a T-junction with John Street, operating under traffic signal control.

- **Swete Street** performs a local access function, extending to the north from Church Street to link with Maud Street. Swete Street provides a 13m wide pavement providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments. Traffic flow is governed by a sign posted speed limit of 50km/h.

Swete Street forms T-junctions with a series of east-west local access streets in Mary Street, Union Street, Mills Street and Rawson Street, operating under major / minor priority or signage control with Swete Street performing the priority route in each instance. Further to the north, Swete Street curves to the west to form Maud Street, which in turn, connects with John Street and Yarram Street under an off-set roundabout control.

- **Martin Street** performs a lower order local access function, extending to the north from Church Street to link with Princess Street. Martin Street provides a 7m wide pavement providing one through lane of traffic in each direction and parallel parking along the western kerb alignment (parking along the eastern kerb alignment is prohibited). Traffic flow is governed by a sign posted speed limit of 50km/h.

Martin Street forms intersections with Union Street and Rawson Street operating under major / minor priority or signage control with Martin Street performing the priority route in both instances. Further to the north, Martin Street curves to the east to form Princess Street, which in turn, connects with Bachell Avenue.

- **Bachell Avenue** primarily continues to the previously presented collector road route between Olympic Drive and Parramatta Road, also comprising Church Street and Birnie Avenue. Bachell Avenue provides a 13m wide pavement primarily providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments. Parking restrictions apply in the vicinity of Church Street to facilitate two south-boundary travel lanes on approach to the signalised intersection control. Traffic flow within Bachell Avenue by a sign posted speed limit of 60km/h.

Bachell Avenue forms T-junctions with a series of lower order access roads in Dalley Street, Rawson Street and Princess Street under major / minor priority or signage control with Bachell Avenue performing the priority route in all instances. Further to the north, Bachell Avenue forms a T-junction with Birnie Avenue with the through route between the southern Bachell Avenue and the Birnie Avenue approaches forming the priority route. To the north of Birnie Avenue, Bachell Avenue continues to the north to connect with Parramatta Road, intersecting under major / minor priority control with the State Road performing the priority route.

3.2 Existing Traffic Volumes

This Practice has commissioned surveys of the following public road intersections in the immediate vicinity of the subject site during the preparation of the DA Traffic Report, in order to accurately ascertain the traffic demands:

- The junction of Church Street and Bachell Avenue;
- The junction of Church Street and Martin Street;
- The junction of Church Street and Swete Street;
- The series of junctions associated with the connection of Church Street with the railway overbridge; and
- The series of junctions associated with the connection of Railway Street with the railway overbridge.

Surveys were undertaken between 7:00am – 9:00am and 4:00pm – 6:00pm on Thursday the 26th of July 2018.

Table 2 below provides a summary of the surveyed commuter peak hour (8:00am – 9:00am and 4:30pm – 5:30pm) traffic flows at the intersections whilst full details are contained within **Appendix 1** for reference.

TABLE 2 EXISTING PEAK HOUR TRAFFIC VOLUMES 8:00AM – 9:00AM & 4:30PM – 5:30PM						
Road	AM Peak			PM Peak		
	EB/NB	WB/SB	Total	EB/NB	WB/SB	Total
Church Street						
West of Railway Overbridge	345	465	810	382	633	1015
East of Railway Overbridge	827	451	1278	494	991	1485
East of Swete Street	598	307	905	375	720	1095
East of Martin Street	604	303	907	382	779	1161
East of Bachell Avenue	299	255	554	408	333	741
Railway Overbridge						
B/n Church St & Railway St	932	434	1336	686	901	1587
Railway Street						
West of Mark Street	214	-	214	153	-	153
East of Railway Overbridge	259	314	573	550	452	1002
Mark Street						
South of Railway Street	512	274	786	273	560	833
Swete Street						
North of Church Street	456	357	813	313	476	789
Martin Street						
North of Church Street	16	34	50	66	21	87
Bachell Avenue						
North of Church Street	504	248	752	270	740	1010

Note: EB = Eastbound NB = Northbound
WB = Westbound SB = Southbound

3.3 Existing Road Network Operation

3.3.1 Local Intersection Operation

The surveyed intersections were analysed as part of the DA Traffic Report assessment utilising the SIDRA computer intersection analysis program in order to objectively assess the operation of the nearby public road network.

SIDRA is a computerised traffic arrangement program which, when volume and geometrical configurations of an intersection are imputed, provides an objective assessment of the operation efficiency under varying types of control (i.e. signs, signal and roundabouts). Key indicators of SIDRA include level of service where results are placed on a continuum from A to F, with A providing the greatest intersection efficiency and therefore being the most desirable by the Roads and Maritime Services.

SIDRA uses detailed analytical traffic models coupled with an iterative approximation method to provide estimates of the abovementioned key indicators of capacity and performance statistics. Other key indicators provided by SIDRA are average vehicle delay, the number of stops per hour and the degree of saturation. Degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Degree of saturation is a useful and professionally accepted measure of intersection performance.

SIDRA provides analysis of the operating conditions that can be compared to the performance criteria set out in **Table 3** below (being the RMS NSW method of calculation of Level of Service).

TABLE 3		
LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS		
PRIORITY CONTROLLED INTERSECTIONS		
Level of Service	Average Delay per Vehicle (secs/veh)	Expected Delay
SIGNAGE / PRIORITY CONTROLLED INTERSECTIONS		
A	Less than 14	Good
B	15 to 28	Acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Near capacity
E	57 to 70	At capacity and requires other control mode
F	> 70	Unsatisfactory and requires other control mode
SIGNALISED INTERSECTIONS AND ROUNDABOUTS		
A	Less than 14	Little or no delay
B	15 to 28	Minimal delay and spare capacity
C	29 to 42	Satisfactory delays with spare capacity
D	43 to 56	Satisfactory but near capacity
E	57 to 70	At capacity, incidents will cause excessive delays
F	> 70	Extreme delay, unsatisfactory

The existing conditions have been modelled utilising the peak hour traffic volumes presented within **Appendix 1**.

Table 3 provides a summary of the SIDRA output data whilst more detailed summaries are included as **Appendix 2**.

TABLE 3		
SIDRA OUTPUT – EXISTING WEEKDAY PEAK HOUR PERFORMANCE		
	AM	PM
Church Street & Western Overbridge Ramp		
Delay	9.6	10.3
Degree of Saturation	0.21	0.34
Level of Service	A	A
Church St & Overbridge		
Delay	16.5	21.5
Degree of Saturation	0.52	0.61
Level of Service	B	B
Church Street & Eastern Overbridge Ramp		
Delay	8.8	6.2
Degree of Saturation	0.36	0.39
Level of Service	A	A
Railway Street & Mark Street		
Delay	12.4	12.6
Degree of Saturation	0.27	0.21
Level of Service	A	A
Railway Street & Overbridge		
Delay	20.0	27.8
Degree of Saturation	0.68	0.84
Level of Service	B	B
Railway Street & Eastern Overbridge Ramp		
Delay	7.9	11.3
Degree of Saturation	0.14	0.27
Level of Service	A	A
Church Street & Swete Street		
Delay	7.5	11.0
Degree of Saturation	0.65	0.81
Level of Service	A	A
Church Street & Martin Street		
Delay	7.5	12.6
Degree of Saturation	0.15	0.422
Level of Service	A	A
Church Street & Bachell Avenue		
Delay	16.4	21.4
Degree of Saturation	0.36	0.61
Level of Service	B	B

Table 3 indicates that the immediate precinct and adjoining public road intersections provide a level of service of A or B during peak commuter periods, representing acceptable operation with spare capacity.

3.3.2 Regional Road Network Access Conditions

The previously presented SIDRA assessment indicates that motorists are provided with a good level of serviced when Church Street in the immediate vicinity of the subject site. Further to this, the following discussion is provided with respect to access to the greater surrounding regional road network:

- John Street provides signalised connectivity to / from Parramatta Road to the north-west, with all movements facilitated;
- Birnie Avenue provides signalised connectivity to / from Parramatta road to the north-east, with all movements facilitated;
- Arthur Street provides signalised connectivity to / from Centenary Drive to the south-east, with all movements facilitated;
- Weeroona Road provides signalised connectivity to / from Joseph Street to the south, with all movements facilitated;
- Joseph Street provides signalised connectivity to / from Olympic Drive to the south-west (although right turn movements from Joseph Street are prohibited);
- Church Street provides signalised connectivity to / from Olympic Drive to the west (although right turn movements to Church Street are prohibited); and
- Boorea Street provides signalised connectivity to Olympic Drive to the north-west, with all movements facilitated.

3.4 Public Transport

3.4.1 Heavy Rail

The centre of the site is located approximately 500m walking distance to the east of Lidcombe Railway Station. Lidcombe Railway Station performs an important interchange within the Sydney train network facilitating access to train services which operate along the following lines:

- The T1 (Western) Line;
- The T2 (Inner West) Line;
- The T3 (Bankstown) Line; and
- The T7 (Olympic Park) Line.

3.4.2 Buses

The following bus services operate in the vicinity of the site:

- Route 401 between Lidcombe and Sydney Olympic Park operates along Swete Street, with the closest stops being within 200m walking distance of the site;
- Route m92 between Sutherland and Parramatta operates along Church Street, with the closest stops being within 350m walking distance of the site; and

- Route 925 between Lidcombe and East Hills via Bankstown operates along Railway Street, with the closest stops being within 550m walking distance of the site.

Route 401 provides a service frequency of 20 minutes during weekday commuter peaks, extending to 40 minutes during other weekday periods and Saturdays.

Route m92 provides a service frequency of 10 minutes during weekday commuter peaks, extending to 15 minutes during other weekday business periods and 20 minutes during other times.

Route 925 provides a service frequency of 30 minutes during weekday commuter peaks, extending to 60 minutes during other periods.

3.4.3 Pedestrians

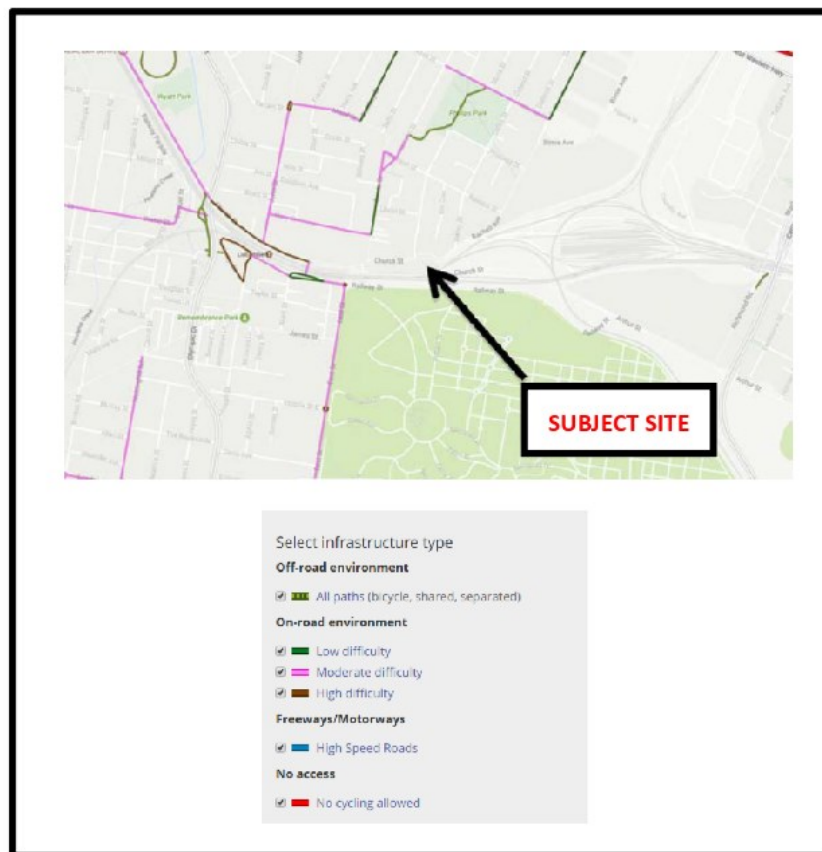
Pedestrians are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- Footpaths are provided along both sides of Church Street in the immediate vicinity of the site;
- A signalised pedestrian crossing is provided over the eastern Church Street approach at its junction with Bachell Avenue;
- A footpath is provided along the western side of Bachell Avenue;
- Footpaths are provided along both sides of Martin Street and Swete Street;
- A pedestrian refuge is provided over Swete Street at its junction with Church Street within the roundabout intersection control splitter island;
- A footpath is provided along the northern side of Church Street to the west of Swete Street;
- Signalised pedestrian crossings are provided over all approaches at the junction of Church Street and John Street;
- A grade separated pedestrian bridge is provided over the railway line connecting Church Street and Railway Street at Lidcombe Railway Station;
- A pedestrian crossing is provided over Railway Street adjacent to Lidcombe Railway Station;
- A footpath is provided along the southern side of Railway Street; and
- A pedestrian crossing is provided over Mark Street at its intersection with Railway Street.

3.4.4 Cyclists

Figure 5 below illustrates the bicycle routes established in the Lidcombe region.

**FIGURE 5
BICYCLE PATHS**



Source: Transport Roads and Maritime Services

The routes in the immediate vicinity of the subject site include:

- On-road routes to the north via Swete Street and John Street;
- An on-road route to the west via Church Street; and
- An on-road route to the south via East Street.

4. PROJECTED TRAFFIC CONDITIONS

4.1 Traffic Generation

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within their *Guide to Traffic Generating Developments* and the more recently released *Technical Direction TDT 203/04a*. The following sub-sections provide a summary of the traffic generating potential of the previous and proposed site uses with respect to those rates established by the Roads & Maritime Services.

4.1.1 Development Application

DA 94/2019 involves the provision of four high density residential apartment buildings, accommodating 262 dwellings.

The Roads & Maritime Services' *Technical Direction TDT 203/04a* provides trip generation advice for high-density residential developments, specifying average weekday morning and evening peak hour trip generation of 0.19 and 0.15 trips per unit respectively.

DA 94/2019 was therefore projected to be capable of generating in the order of 50 and 39 vehicular trips during weekday morning and evening peak hours.

4.1.2 Planning Proposal

The Planning Proposal involves the provision of four high density residential apartment buildings, accommodating 480 dwellings.

Application of the previously presented Roads & Maritime Services average traffic generation rates to the increased Planning Proposal development yield therefore results in the site being capable of generating 92 and 72 vehicular trips during weekday morning and evening peak hours.

4.2 Trip Assignment

Residential traffic generation typically comprises egress movements during the morning peak period and ingress movements during the evening peak period, associated with normal journey to and from work patterns. For the purposes of this assessment, an 80% outbound / 20% inbound split has been applied to traffic generated by the residential development during the morning peak period. The reverse condition has been applied during the evening peak.

Traffic has been assigned to / from the development block as follows, being derived from existing distribution patterns recently surveyed and illustrated within **Appendix 1**:

- 20% of trips travel to and from the west via Church Street;
- 20% of trips travel to and from the north via Swete Street;

- 5% of trips travel to and from the north via Martin Street;
- 20% of trips travel to and from the north-east via Bachell Avenue;
- 15% of trips travel to and from the east via Church Street; and
- 20% of trips travel to and from the south-west via the railway overbridge.

4.3 Traffic Impacts

4.3.1 Projected Intersection Performance

The nearby surrounding public road intersections have been modelled in order to estimate that likely impact on traffic safety and efficiency incorporating the additional traffic generation associated with the proposed development, under the following scenarios:

- The development yield of 262 dwellings and site access arrangements proposed under DA 94/2019; and
- The development yield of 480 dwellings and the site access arrangements proposed under the current Planning Proposal.

A summary of the most pertinent results are indicated within **Table 4** overleaf whilst more detailed summaries are provided within **Appendix 3**.

TABLE 4 SIDRA OUTPUT – WEEKDAY PEAK HOUR PERFORMANCE						
	Existing Conditions		Projected Conditions			
	AM	PM	Devel'ment Application		Planning Proposal	
			AM	PM	AM	PM
Church St & Western Overbridge Ramp						
Delay	9.6	10.3	9.6	10.4	9.6	10.5
Degree of Saturation	0.21	0.34	0.22	0.35	0.22	0.35
Level of Service	A	A	A	A	A	A
Church St & Overbridge						
Delay	16.5	21.5	16.7	21.8	16.9	22.1
Degree of Saturation	0.52	0.61	0.52	0.61	0.52	0.62
Level of Service	B	B	B	B	B	B
Church St & Eastern Overbridge Ramp						
Delay	8.8	6.2	8.9	6.2	9.0	6.3
Degree of Saturation	0.36	0.39	0.36	0.39	0.36	0.39
Level of Service	A	A	A	A	A	A
Railway St & Mark St						
Delay	12.4	12.6	12.4	12.7	12.5	12.7
Degree of Saturation	0.27	0.21	0.27	0.21	0.27	0.21
Level of Service	A	A	A	A	A	A
Railway St & Overbridge						
Delay	20.0	27.8	20.2	28.8	23.3	30.1
Degree of Saturation	0.68	0.84	0.68	0.85	0.74	0.86
Level of Service	B	B	B	C	B	C
Railway St & Eastern Overbridge Ramp						
Delay	7.9	11.3	7.9	11.3	8.0	11.3
Degree of Saturation	0.14	0.27	0.14	0.27	0.14	0.27
Level of Service	A	A	A	A	A	A
Church St & Swete St						
Delay	7.5	11.0	7.8	11.3	8.1	11.5
Degree of Saturation	0.65	0.81	0.68	0.82	0.70	0.83
Level of Service	A	A	A	A	A	A
Church St & Martin St						
Delay	7.5	12.6	5.0	5.3	5.2	5.5
Degree of Saturation	0.15	0.42	0.20	0.51	0.19	0.55
Level of Service	A	A	A	A	A	A
Church St & Bachell Ave						
Delay	16.4	21.4	15.6	21.4	15.8	21.4
Degree of Saturation	0.36	0.61	0.31	0.62	0.31	0.63
Level of Service	B	B	B	B	B	B

Table 4 indicates the following:

- The additional development yield associated with the Planning Proposal is not projected to result in any unreasonable impacts on the surrounding road network over and above that associated with DA 94/2019;
- In regard to the above, the additional traffic generated by the Planning Proposal is not projected to have unreasonable impacts on operation of the surrounding surveyed public road intersections, with only minor alterations projected with respect to delay and degree of saturation;

- The current intersection levels of service are projected to remain unaltered, with the exception of the junction of Railway Street and the railway over bridge, which is projected to reduce from 'B' to 'C' during the evening peak hour, with such a level of service still represents satisfactory performance; and
- The modification of the existing priority controlled junction of Church Street and Martin Street to accommodate roundabout control (including a new fourth southern approach to service the development) is projected to result in a reduction in the average vehicular delays at the junction, whilst also facilitating safe and efficient development access.

4.3.2 Surrounding Regional Road Network

The previous assessment indicates that the Planning Proposal is projected generate up to 92 peak hour vehicles movements to and from the site during peak periods. This equates to 42 additional peak hour vehicle movements over and above that approved by DA 94/2019.

The abovementioned Planning Proposal traffic generation equates to approximately three vehicle movements every two minutes over and above current demands during commuter peaks. These additional trips are envisaged to be distributed to various surrounding regional roads including Olympic Drive, Parramatta Road and Centenary Drive, thereby not all being accommodated at any one particular access intersection. Such a level of additional traffic, given this distribution, is not projected to in itself, result in any unreasonable impacts on the existing operational performance of the surrounding regional road network.

Whilst it is acknowledged that traffic demands within the surrounding arterial road network are considerable, the presence of traffic signal intersection operation at major junctions provide motorists with safe means with which to access and exit the subject precinct.

4.3.3 Site Access Assessment

It has previously been presented that the Planning Proposal involves the following access arrangements:

- An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in / left out by virtue of a central median; and
- The creation of a fourth southern approach to the existing junction of Church Street and Martin Street and the modification of the intersection control to operate under traffic signal control.

Whilst turning movements to / from the western access driveway are proposed to be limited to left in / left out, unrestricted access movements are to be facilitated by the proposed roundabout control at Martin Street. This roundabout control, in conjunction with the existing roundabout control at Swete Street allows motorists to undertake necessary turnaround movements thereby being

capable of accessing the site from the west along Church Street and also to egress the site to the east along Church Street. The same turnaround movements will also be afforded to properties along the northern side of Church Street whose access movements will also be limited to left in / left out.

The proposed restricted access movements will ensure that site access movements will have minimal impact on the efficiency of through vehicle movements along Church Street. Similarly, egress movements from the western site driveway are envisaged to be able to occur with regular and extended gaps in westbound Church Street traffic flow afforded by the traffic signal control at Bachell Avenue.

Further to the above with respect to the subject development, the introduction of the median removes existing undesirable right turn movements between abutting development (to the north) and Church Street, thereby removing prevailing existing traffic conflicts.

The existing 12m wide Church Street pavement is capable of maintaining one 3.6m wide through traffic lane and one 2.1m wide parking lane in each direction in conjunction with the proposed 600mm wide median.

Further to the above, the proposed implementation of roundabout control at the eastern site access driveway is expected to afford motorists accessing and exiting the site with an efficient control mechanism. It has been previously presented that the variable alignment of Church Street to the east of Martin Street somewhat limits sight distance from the proposed eastern driveway to the east. The extent of sight distance is considered to be appropriate, particularly considered the desirable frictional effect of the roundabout control on through Church Street traffic speeds, thereby affording motorists entering and exiting the site appropriate viewing time of approaching public road traffic prior to entering a conflict situation. The proposed roundabout control at the eastern site access driveway and the junction of Church Street and Martin Street is therefore projected to provide motorists with safe and efficient means of site access / egress.

4.4 Public Transport Considerations

The subject site is ideally situated within close walking distance to a number of bus services and Lidcombe Railway Station. It is accordingly expected that a proportion of the future residents within the subject development will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. The provision of high development density in this location is accordingly justified and in accordance with the current land use planning principle of providing high density residential development in close proximity of good public transport infrastructure.

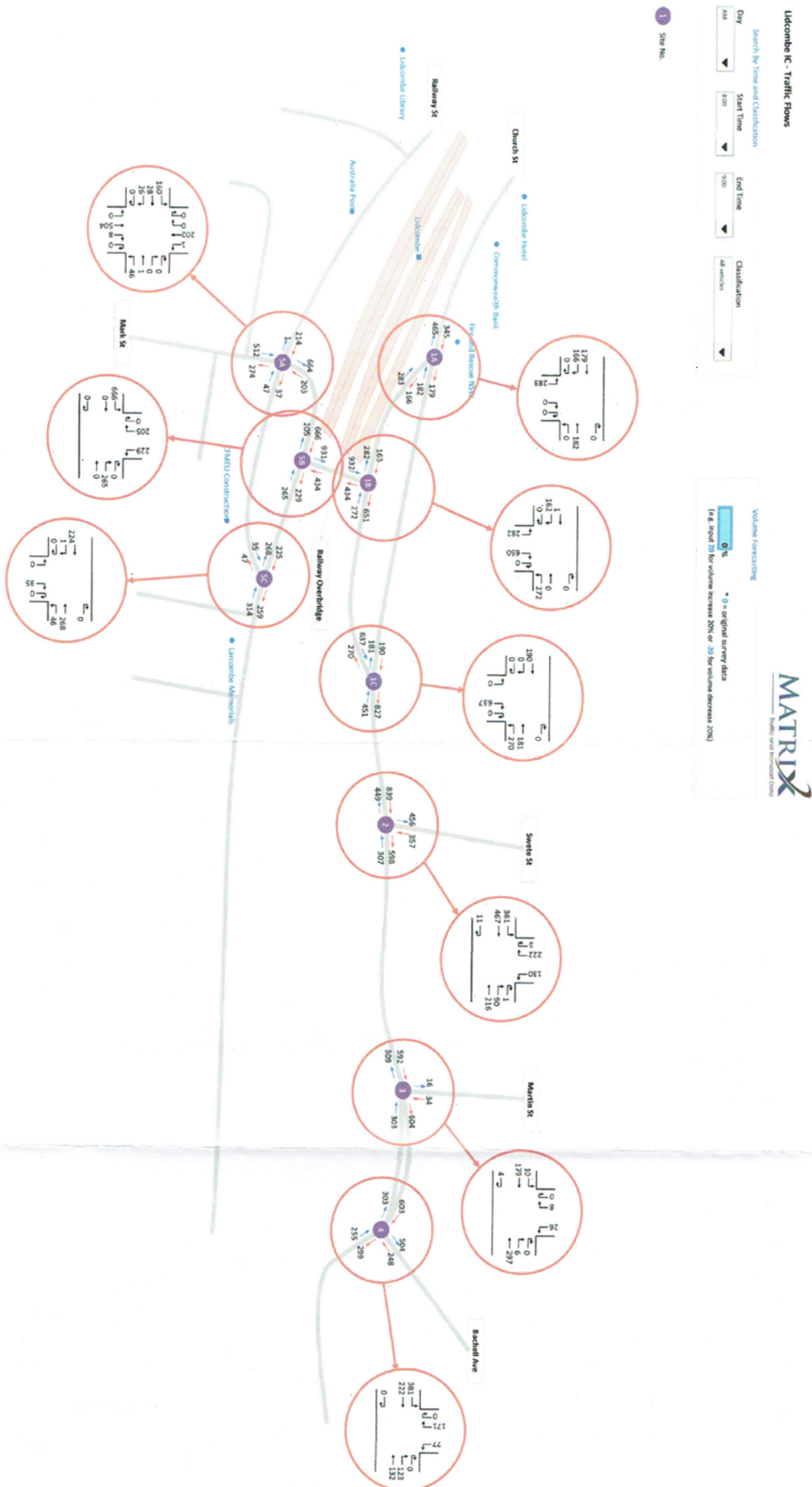
5. CONCLUSION

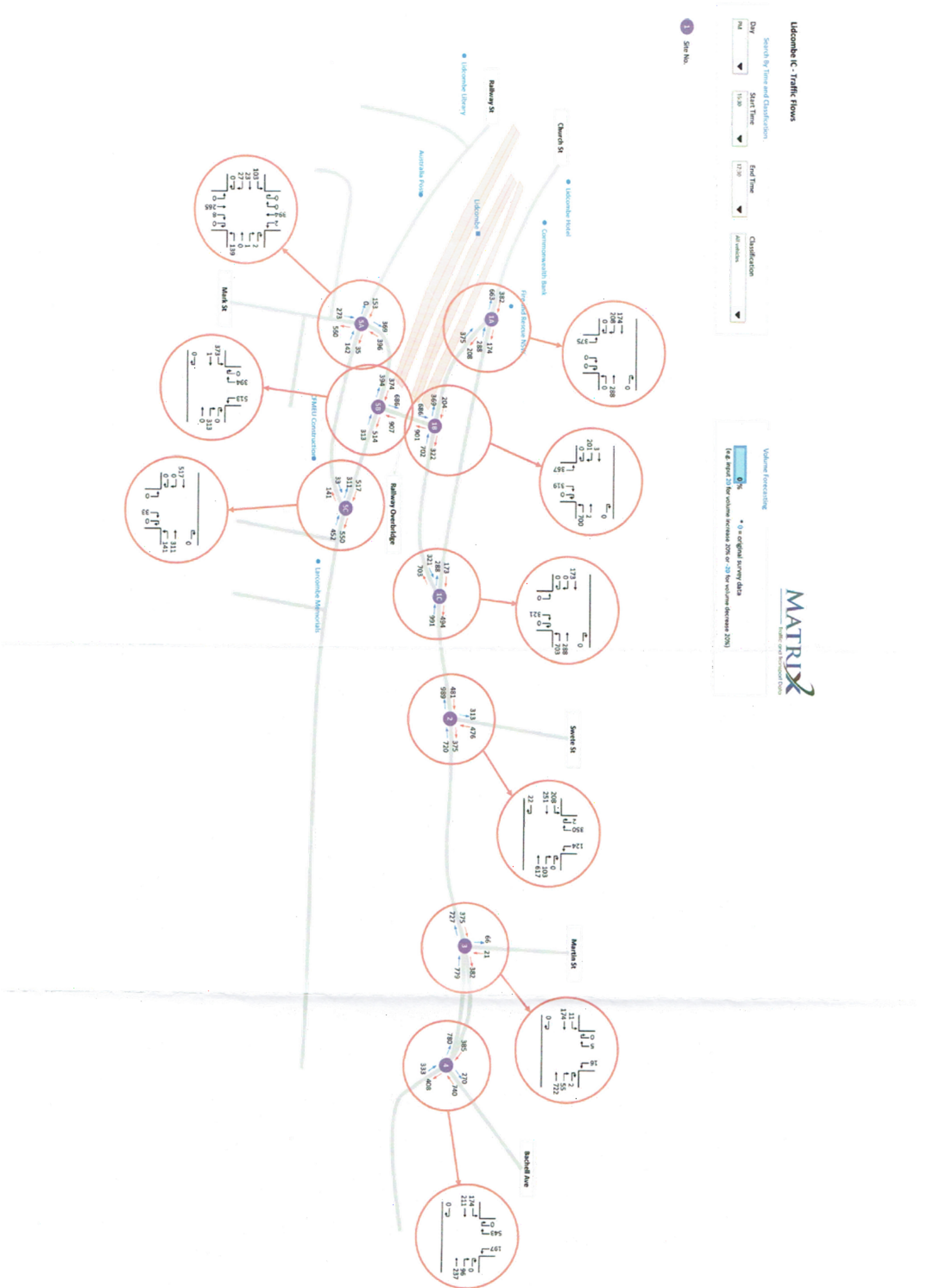
This report assesses the potential traffic implications associated with a Planning Proposal which seeks modifications to the ALEP 2010 to increase the maximum building height, increase the Floor Space Ratio and increase the gross floor area provisions of residential development within 2 – 36 Church Street, Lidcombe. Based on this assessment, the following conclusions are now made:

- The Planning Proposal seeks modifications to ALEP 2010 which will allow a residential apartment yield of 480 dwellings;
- The Planning Proposal involves the following access arrangements:
 - An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in / left out by virtue of a central median; and
 - The creation of a fourth southern approach to the existing junction of Church Street and Martin Street and the modification of the intersection control to operate under traffic signal control.
- The surrounding road network operates with a reasonable level of service during peak periods;
- The Planning Proposal development yield has been projected to generate up to 92 peak hour vehicle trips to and from the subject site;
- The adjoining road network is capable of accommodating the traffic projected to be generated by the subject development; and
- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner, whilst also provided a series of benefits to surrounding road users.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic related issues that should prevent approval of Proposal.

APPENDIX 1





APPENDIX 2

MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Existing AM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	283	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		283	5.0	0.158	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	182	5.0	0.206	9.6	LOS A	0.8	6.1	0.40	0.97	0.40	51.0
Approach		182	5.0	0.206	9.6	LOS A	0.8	6.1	0.40	0.97	0.40	51.0
West: Church Street West												
11	T1	179	5.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	166	5.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		345	5.0	0.095	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.5
All Vehicles		810	5.0	0.206	5.3	NA	0.8	6.1	0.09	0.52	0.09	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Existing PM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	375	5.0	0.209	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		375	5.0	0.209	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	288	5.0	0.343	10.3	LOS A	1.7	12.1	0.48	1.00	0.51	50.6
Approach		288	5.0	0.343	10.3	LOS A	1.7	12.1	0.48	1.00	0.51	50.6
West: Church Street West												
11	T1	174	5.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	208	5.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		382	5.0	0.116	3.0	NA	0.0	0.0	0.00	0.32	0.00	56.1
All Vehicles		1045	5.0	0.343	6.0	NA	1.7	12.1	0.13	0.58	0.14	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Existing AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	282	5.0	0.520	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
3	R2	650	5.0	0.520	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		932	5.0	0.520	5.6	NA	0.0	0.0	0.00	0.59	0.00	52.9
East: Eastern Church Street Ramp												
4	L2	272	5.0	0.152	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		272	5.0	0.152	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
West: Western Church Street Ramp												
12	R2	163	5.0	0.424	16.5	LOS B	1.8	12.8	0.80	1.00	1.09	45.6
Approach		163	5.0	0.424	16.5	LOS B	1.8	12.8	0.80	1.00	1.09	45.6
All Vehicles		1367	5.0	0.520	6.9	NA	1.8	12.8	0.10	0.64	0.13	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Existing PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	367	5.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
3	R2	319	5.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		686	5.0	0.383	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Eastern Church Street Ramp												
4	L2	700	5.0	0.390	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		700	5.0	0.390	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
West: Western Church Street Ramp												
12	R2	204	5.0	0.607	21.5	LOS B	2.9	21.1	0.87	1.11	1.47	42.9
Approach		204	5.0	0.607	21.5	LOS B	2.9	21.1	0.87	1.11	1.47	42.9
All Vehicles		1590	5.0	0.607	7.7	NA	2.9	21.1	0.11	0.65	0.19	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Existing AM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	637	5.0	0.355	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.1
Approach		637	5.0	0.355	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Church Street East												
4	L2	270	5.0	0.151	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	181	5.0	0.272	8.8	LOS A	1.1	7.9	0.62	0.85	0.70	51.2
Approach		451	5.0	0.272	6.9	LOS A	1.1	7.9	0.25	0.65	0.28	53.3
West: Church Street West												
11	T1	190	5.0	0.260	8.0	LOS A	1.0	7.4	0.58	0.82	0.63	51.7
Approach		190	5.0	0.260	8.0	LOS A	1.0	7.4	0.58	0.82	0.63	51.7
All Vehicles		1278	5.0	0.355	6.4	NA	1.1	7.9	0.17	0.64	0.19	53.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Existing PM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	321	5.0	0.179	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		321	5.0	0.179	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.2
East: Church Street East												
4	L2	703	5.0	0.392	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	288	5.0	0.288	6.2	LOS A	1.2	8.8	0.48	0.70	0.48	53.1
Approach		991	5.0	0.392	5.8	LOS A	1.2	8.8	0.14	0.58	0.14	54.2
West: Church Street West												
11	T1	173	5.0	0.160	5.5	LOS A	0.6	4.4	0.39	0.62	0.39	53.5
Approach		173	5.0	0.160	5.5	LOS A	0.6	4.4	0.39	0.62	0.39	53.5
All Vehicles		1485	5.0	0.392	5.7	NA	1.2	8.8	0.14	0.58	0.14	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Monday, 13 August 2018 5:44:03 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUEAS02.sip8

MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Existing AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	504	5.0	0.273	0.0	LOSA	0.1	0.5	0.01	0.01	0.01	59.9
3	R2	8	5.0	0.273	6.5	LOSA	0.1	0.5	0.01	0.01	0.01	57.3
Approach		512	5.0	0.273	0.1	NA	0.1	0.5	0.01	0.01	0.01	59.8
East: Railway Street East												
4	L2	47	5.0	0.035	6.3	LOSA	0.1	1.0	0.29	0.56	0.29	52.5
Approach		47	5.0	0.035	6.3	LOSA	0.1	1.0	0.29	0.56	0.29	52.5
North: Western Overbridge Ramp												
7	L2	1	5.0	0.108	5.6	LOSA	0.0	0.0	0.00	0.00	0.00	58.1
8	T1	202	5.0	0.108	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0
Approach		203	5.0	0.108	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	160	5.0	0.170	8.0	LOSA	0.7	4.9	0.52	0.74	0.52	51.6
11	T1	28	5.0	0.112	8.9	LOSA	0.4	2.7	0.62	0.84	0.62	49.9
12	R2	26	5.0	0.112	12.4	LOSA	0.4	2.7	0.62	0.84	0.62	49.1
Approach		214	5.0	0.170	8.7	LOSA	0.7	4.9	0.54	0.77	0.54	51.1
All Vehicles		976	5.0	0.273	2.3	NA	0.7	4.9	0.14	0.20	0.14	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Monday, 13 August 2018 5:58:52 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\RAIMAR01.sip8

MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Existing PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	265	5.0	0.147	0.1	LOSA	0.1	0.6	0.04	0.02	0.04	59.7
3	R2	8	5.0	0.147	7.3	LOSA	0.1	0.6	0.04	0.02	0.04	57.2
Approach		273	5.0	0.147	0.3	NA	0.1	0.6	0.04	0.02	0.04	59.6
East: Railway Street East												
4	L2	139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
Approach		139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
North: Western Overbridge Ramp												
7	L2	2	5.0	0.210	5.6	LOSA	0.0	0.0	0.00	0.00	0.00	58.0
8	T1	394	5.0	0.210	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach		396	5.0	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	103	5.0	0.083	6.6	LOSA	0.3	2.4	0.35	0.60	0.35	52.3
11	T1	23	5.0	0.104	8.3	LOSA	0.3	2.5	0.61	0.83	0.61	49.9
12	R2	27	5.0	0.104	12.6	LOSA	0.3	2.5	0.61	0.83	0.61	49.1
Approach		153	5.0	0.104	7.9	LOSA	0.3	2.5	0.44	0.68	0.44	51.3
All Vehicles		961	5.0	0.210	2.4	NA	0.5	3.8	0.15	0.21	0.15	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Monday, 13 August 2018 6:00:06 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\RAIMAR02.sip8

MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Existing AM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	279	5.0	0.678	20.0	LOS B	3.9	28.5	0.86	1.17	1.67	43.7
Approach		279	5.0	0.678	20.0	LOS B	3.9	28.5	0.86	1.17	1.67	43.7
North: Overbridge												
7	L2	241	5.0	0.255	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
9	R2	216	5.0	0.255	5.5	LOS A	0.0	0.0	0.00	0.59	0.00	52.9
Approach		457	5.0	0.255	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	701	5.0	0.391	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		701	5.0	0.391	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
All Vehicles		1437	5.0	0.678	8.4	NA	3.9	28.5	0.17	0.69	0.32	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Tuesday, 14 August 2018 7:45:36 AM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\RAIOVE01.sip8

MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Existing PM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	329	5.0	0.836	27.8	LOS B	6.6	48.4	0.93	1.44	2.61	39.9
Approach		329	5.0	0.836	27.8	LOS B	6.6	48.4	0.93	1.44	2.61	39.9
North: Overbridge												
7	L2	540	5.0	0.532	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
9	R2	415	5.0	0.532	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		955	5.0	0.532	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	394	5.0	0.220	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		394	5.0	0.220	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		1678	5.0	0.836	10.0	NA	6.6	48.4	0.18	0.75	0.51	49.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Existing AM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
Approach		35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
East: Railway Street East												
4	L2	46	5.0	0.026	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	268	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		314	5.0	0.142	0.8	NA	0.0	0.0	0.00	0.08	0.00	59.1
West: Eastern Overbridge Ramp												
11	T1	225	5.0	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		225	5.0	0.119	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		574	5.0	0.142	0.9	NA	0.1	1.1	0.03	0.08	0.03	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Monday, 13 August 2018 6:11:26 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\RAIEAS01.sip8

MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Existing PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
Approach		33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
East: Railway Street East												
4	L2	141	5.0	0.079	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	311	5.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		452	5.0	0.165	1.8	NA	0.0	0.0	0.00	0.16	0.00	58.2
West: Eastern Overbridge Ramp												
11	T1	517	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		517	5.0	0.274	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1002	5.0	0.274	1.2	NA	0.2	1.6	0.02	0.10	0.02	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: [Church Street & Swete Street]

Existing AM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	216	5.0	0.316	6.6	LOS A	2.1	15.2	0.55	0.65	0.55	52.1
6	R2	90	5.0	0.316	9.5	LOS A	2.1	15.2	0.55	0.65	0.55	51.7
6u	U	1	5.0	0.316	11.0	LOS A	2.1	15.2	0.55	0.65	0.55	52.1
Approach		307	5.0	0.316	7.5	LOS A	2.1	15.2	0.55	0.65	0.55	52.0
North: Swete Street												
7	L2	130	5.0	0.459	9.4	LOS A	3.3	24.2	0.76	0.86	0.80	49.2
9	R2	222	5.0	0.459	12.1	LOS A	3.3	24.2	0.76	0.86	0.80	49.5
9u	U	5	5.0	0.459	13.6	LOS A	3.3	24.2	0.76	0.86	0.80	49.9
Approach		357	5.0	0.459	11.1	LOS A	3.3	24.2	0.76	0.86	0.80	49.4
West: Church Street West												
10	L2	361	5.0	0.653	6.1	LOS A	7.2	52.5	0.53	0.54	0.53	51.8
11	T1	467	5.0	0.653	5.9	LOS A	7.2	52.5	0.53	0.54	0.53	52.7
12u	U	11	5.0	0.653	10.3	LOS A	7.2	52.5	0.53	0.54	0.53	52.7
Approach		839	5.0	0.653	6.0	LOS A	7.2	52.5	0.53	0.54	0.53	52.3
All Vehicles		1503	5.0	0.653	7.5	LOS A	7.2	52.5	0.59	0.64	0.60	51.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site:** [Church Street & Swete Street]

Existing PM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	617	5.0	0.813	15.1	LOS B	13.2	96.1	1.00	1.08	1.41	47.1
6	R2	103	5.0	0.813	18.0	LOS B	13.2	96.1	1.00	1.08	1.41	46.7
6u	U	1	5.0	0.813	19.5	LOS B	13.2	96.1	1.00	1.08	1.41	47.1
Approach		721	5.0	0.813	15.5	LOS B	13.2	96.1	1.00	1.08	1.41	47.0
North: Swete Street												
7	L2	124	5.0	0.487	7.4	LOS A	3.6	26.1	0.64	0.73	0.64	50.3
9	R2	350	5.0	0.487	10.1	LOS A	3.6	26.1	0.64	0.73	0.64	50.7
9u	U	2	5.0	0.487	11.6	LOS A	3.6	26.1	0.64	0.73	0.64	51.1
Approach		476	5.0	0.487	9.4	LOS A	3.6	26.1	0.64	0.73	0.64	50.6
West: Church Street West												
10	L2	208	5.0	0.400	5.8	LOS A	3.3	24.0	0.43	0.55	0.43	52.1
11	T1	251	5.0	0.400	5.6	LOS A	3.3	24.0	0.43	0.55	0.43	52.9
12u	U	22	5.0	0.400	10.1	LOS A	3.3	24.0	0.43	0.55	0.43	52.9
Approach		481	5.0	0.400	5.9	LOS A	3.3	24.0	0.43	0.55	0.43	52.5
All Vehicles		1678	5.0	0.813	11.0	LOS A	13.2	96.1	0.73	0.83	0.91	49.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Martin Street]

Existing AM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	267	5.0	0.146	0.0	LOS A	0.0	0.4	0.02	0.01	0.02	59.8
6	R2	6	5.0	0.146	6.3	LOS A	0.0	0.4	0.02	0.01	0.02	57.9
Approach		273	5.0	0.146	0.2	NA	0.0	0.4	0.02	0.01	0.02	59.8
North: Martin Street												
7	L2	26	5.0	0.019	6.2	LOS A	0.1	0.5	0.27	0.55	0.27	52.6
9	R2	8	5.0	0.010	7.5	LOS A	0.0	0.2	0.42	0.64	0.42	51.4
Approach		34	5.0	0.019	6.5	LOS A	0.1	0.5	0.31	0.57	0.31	52.3
West: Church Street West												
10	L2	10	5.0	0.102	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.8
11	T1	183	5.0	0.102	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		193	5.0	0.102	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
All Vehicles		500	5.0	0.146	0.6	NA	0.1	0.5	0.03	0.06	0.03	59.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Martin Street]

Existing PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	722	5.0	0.422	0.1	LOS A	0.6	4.5	0.08	0.04	0.08	59.3
6	R2	57	5.0	0.422	6.7	LOS A	0.6	4.5	0.08	0.04	0.08	57.4
Approach		779	5.0	0.422	0.6	NA	0.6	4.5	0.08	0.04	0.08	59.1
North: Martin Street												
7	L2	16	5.0	0.012	6.1	LOS A	0.0	0.3	0.26	0.54	0.26	52.6
9	R2	5	5.0	0.013	12.6	LOS A	0.0	0.3	0.70	0.83	0.70	48.0
Approach		21	5.0	0.013	7.7	LOS A	0.0	0.3	0.37	0.61	0.37	51.4
West: Church Street West												
10	L2	11	5.0	0.098	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.8
11	T1	174	5.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.7
Approach		185	5.0	0.098	0.3	NA	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		985	5.0	0.422	0.7	NA	0.6	4.5	0.07	0.05	0.07	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Bachel Avenue]**

Existing AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	132	5.0	0.116	8.2	LOS A	2.4	17.9	0.45	0.37	0.45	52.9
6	R2	123	5.0	0.183	15.2	LOS B	2.4	17.3	0.62	0.72	0.62	46.6
Approach		255	5.0	0.183	11.6	LOS A	2.4	17.9	0.53	0.54	0.53	49.7
North: Bachel Avenue												
7	L2	77	5.0	0.081	16.5	LOS B	1.6	11.8	0.51	0.69	0.51	46.1
9	R2	171	5.0	0.358	34.8	LOS C	6.2	45.1	0.86	0.79	0.86	37.3
Approach		248	5.0	0.358	29.1	LOS C	6.2	45.1	0.75	0.76	0.75	39.7
West: Church Street West												
10	L2	381	5.0	0.299	6.6	LOS A	2.1	15.1	0.24	0.62	0.24	53.3
11	T1	222	5.0	0.353	24.5	LOS B	7.4	54.0	0.80	0.67	0.80	42.8
Approach		603	5.0	0.353	13.2	LOS A	7.4	54.0	0.44	0.64	0.44	48.9
All Vehicles		1106	5.0	0.358	16.4	LOS B	7.4	54.0	0.53	0.64	0.53	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachel Avenue]**

Existing PM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	237	5.0	0.478	25.6	LOS B	8.1	59.3	0.82	0.69	0.82	42.2
6	R2	96	5.0	0.363	32.7	LOS C	3.3	24.0	0.93	0.76	0.93	38.1
Approach		333	5.0	0.478	27.7	LOS B	8.1	59.3	0.85	0.71	0.85	40.9
North: Bachel Avenue												
7	L2	197	5.0	0.162	11.2	LOS A	3.1	22.5	0.38	0.68	0.38	49.4
9	R2	543	5.0	0.613	19.9	LOS B	15.5	113.3	0.70	0.80	0.70	44.0
Approach		740	5.0	0.613	17.6	LOS B	15.5	113.3	0.62	0.77	0.62	45.3
West: Church Street West												
10	L2	174	5.0	0.132	6.5	LOS A	0.9	6.6	0.19	0.60	0.19	53.4
11	T1	211	5.0	0.591	36.9	LOS C	8.7	63.6	0.96	0.80	0.96	37.3
Approach		385	5.0	0.591	23.2	LOS B	8.7	63.6	0.62	0.71	0.62	43.2
All Vehicles		1458	5.0	0.613	21.4	LOS B	15.5	113.3	0.67	0.74	0.67	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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APPENDIX 3

MOVEMENT SUMMARY

 **Site: [Church Street & Bachell Avenue]**

Projected AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	134	5.0	0.128	10.1	LOS A	2.8	20.2	0.51	0.41	0.51	51.4
6	R2	123	5.0	0.224	17.7	LOS B	2.8	20.2	0.67	0.73	0.67	45.2
Approach		257	5.0	0.224	13.8	LOS A	2.8	20.2	0.58	0.56	0.58	48.2
North: Bachell Avenue												
7	L2	77	5.0	0.092	19.8	LOS B	1.9	13.6	0.59	0.70	0.59	44.2
9	R2	171	5.0	0.307	31.2	LOS C	5.8	42.1	0.80	0.78	0.80	38.7
Approach		248	5.0	0.307	27.6	LOS B	5.8	42.1	0.74	0.75	0.74	40.3
West: Church Street West												
10	L2	389	5.0	0.305	6.6	LOS A	2.1	15.4	0.23	0.62	0.23	53.3
11	T1	229	5.0	0.303	19.8	LOS B	6.9	50.0	0.72	0.61	0.72	45.3
Approach		618	5.0	0.305	11.5	LOS A	6.9	50.0	0.41	0.62	0.41	50.0
All Vehicles		1123	5.0	0.307	15.6	LOS B	6.9	50.0	0.52	0.63	0.52	47.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachell Avenue]**

Projected PM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	243	5.0	0.500	25.7	LOS B	8.4	61.0	0.83	0.69	0.83	42.2
6	R2	96	5.0	0.364	32.7	LOS C	3.3	24.0	0.93	0.76	0.93	38.1
Approach		339	5.0	0.500	27.7	LOS B	8.4	61.0	0.86	0.71	0.86	40.9
North: Bachell Avenue												
7	L2	197	5.0	0.162	11.2	LOS A	3.1	22.5	0.38	0.68	0.38	49.4
9	R2	549	5.0	0.622	20.0	LOS B	15.8	115.1	0.71	0.80	0.71	43.9
Approach		746	5.0	0.622	17.7	LOS B	15.8	115.1	0.62	0.77	0.62	45.3
West: Church Street West												
10	L2	177	5.0	0.134	6.5	LOS A	0.9	6.8	0.19	0.60	0.19	53.4
11	T1	212	5.0	0.594	36.9	LOS C	8.8	63.9	0.97	0.80	0.97	37.3
Approach		389	5.0	0.594	23.1	LOS B	8.8	63.9	0.61	0.71	0.61	43.3
All Vehicles		1474	5.0	0.622	21.4	LOS B	15.8	115.1	0.67	0.74	0.67	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachell Avenue]**

Projected PP AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 91 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	134	5.0	0.129	10.5	LOS A	2.8	20.7	0.51	0.42	0.51	51.1
6	R2	123	5.0	0.229	18.1	LOS B	2.8	20.7	0.67	0.73	0.67	44.9
Approach		257	5.0	0.229	14.2	LOS A	2.8	20.7	0.59	0.57	0.59	48.0
North: Bachell Avenue												
7	L2	77	5.0	0.091	19.7	LOS B	1.9	13.6	0.58	0.70	0.58	44.3
9	R2	175	5.0	0.306	30.9	LOS C	5.9	43.1	0.80	0.78	0.80	38.8
Approach		252	5.0	0.306	27.5	LOS B	5.9	43.1	0.73	0.75	0.73	40.4
West: Church Street West												
10	L2	396	5.0	0.310	6.7	LOS A	2.3	16.9	0.24	0.62	0.24	53.2
11	T1	233	5.0	0.312	20.4	LOS B	7.1	52.0	0.73	0.62	0.73	44.9
Approach		629	5.0	0.312	11.8	LOS A	7.1	52.0	0.42	0.62	0.42	49.8
All Vehicles		1138	5.0	0.312	15.8	LOS B	7.1	52.0	0.53	0.64	0.53	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.8	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.8	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachel Avenue]**

Projected PP PM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	246	5.0	0.507	25.8	LOS B	8.5	61.9	0.83	0.69	0.83	42.1
6	R2	96	5.0	0.365	32.7	LOS C	3.3	24.0	0.93	0.76	0.93	38.1
Approach		342	5.0	0.507	27.7	LOS B	8.5	61.9	0.86	0.71	0.86	40.9
North: Bachel Avenue												
7	L2	197	5.0	0.162	11.2	LOS A	3.1	22.5	0.38	0.68	0.38	49.4
9	R2	555	5.0	0.631	20.1	LOS B	16.0	116.9	0.71	0.80	0.71	43.9
Approach		752	5.0	0.631	17.7	LOS B	16.0	116.9	0.62	0.77	0.62	45.2
West: Church Street West												
10	L2	177	5.0	0.134	6.5	LOS A	0.9	6.8	0.19	0.60	0.19	53.4
11	T1	213	5.0	0.597	37.0	LOS C	8.8	64.2	0.97	0.80	0.97	37.3
Approach		390	5.0	0.597	23.1	LOS B	8.8	64.2	0.61	0.71	0.61	43.2
All Vehicles		1484	5.0	0.631	21.4	LOS B	16.0	116.9	0.68	0.74	0.68	43.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected AM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	638	5.0	0.356	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.1
Approach		638	5.0	0.356	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Church Street East												
4	L2	277	5.0	0.154	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	190	5.0	0.286	8.9	LOS A	1.2	8.5	0.63	0.86	0.73	51.1
Approach		467	5.0	0.286	7.0	LOS A	1.2	8.5	0.26	0.66	0.30	53.2
West: Church Street West												
11	T1	193	5.0	0.265	8.0	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
Approach		193	5.0	0.265	8.0	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
All Vehicles		1298	5.0	0.356	6.5	NA	1.2	8.5	0.18	0.65	0.20	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Friday, 24 August 2018 3:19:52 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUEAS03.sip8

MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	327	5.0	0.182	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		327	5.0	0.182	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.2
East: Church Street East												
4	L2	704	5.0	0.393	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	290	5.0	0.293	6.2	LOS A	1.2	9.1	0.48	0.71	0.50	53.1
Approach		994	5.0	0.393	5.9	LOS A	1.2	9.1	0.14	0.58	0.15	54.2
West: Church Street West												
11	T1	179	5.0	0.166	5.5	LOS A	0.6	4.6	0.40	0.62	0.40	53.5
Approach		179	5.0	0.166	5.5	LOS A	0.6	4.6	0.40	0.62	0.40	53.5
All Vehicles		1500	5.0	0.393	5.8	NA	1.2	9.1	0.14	0.59	0.14	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	640	5.0	0.357	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.1
Approach		640	5.0	0.357	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Church Street East												
4	L2	284	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	195	5.0	0.295	9.0	LOS A	1.2	8.8	0.63	0.86	0.74	51.0
Approach		479	5.0	0.295	7.0	LOS A	1.2	8.8	0.26	0.66	0.30	53.2
West: Church Street West												
11	T1	194	5.0	0.267	8.1	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
Approach		194	5.0	0.267	8.1	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
All Vehicles		1313	5.0	0.357	6.5	NA	1.2	8.8	0.18	0.65	0.20	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	333	5.0	0.186	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		333	5.0	0.186	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.2
East: Church Street East												
4	L2	705	5.0	0.393	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	292	5.0	0.298	6.3	LOS A	1.3	9.4	0.49	0.72	0.51	53.0
Approach		997	5.0	0.393	5.9	LOS A	1.3	9.4	0.14	0.58	0.15	54.2
West: Church Street West												
11	T1	185	5.0	0.173	5.6	LOS A	0.7	4.8	0.40	0.63	0.40	53.5
Approach		185	5.0	0.173	5.6	LOS A	0.7	4.8	0.40	0.63	0.40	53.5
All Vehicles		1515	5.0	0.393	5.8	NA	1.3	9.4	0.14	0.59	0.15	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected AM Peak
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	5	5.0	0.009	6.2	LOS A	0.0	0.3	0.44	0.57	0.44	52.0
2	T1	1	5.0	0.009	6.4	LOS A	0.0	0.3	0.44	0.57	0.44	52.9
3	R2	3	5.0	0.009	9.7	LOS A	0.0	0.3	0.44	0.57	0.44	52.5
Approach		9	5.0	0.009	7.4	LOS A	0.0	0.3	0.44	0.57	0.44	52.2
East: Church Street East												
4	L2	1	5.0	0.203	4.7	LOS A	1.2	8.5	0.09	0.46	0.09	53.6
5	T1	297	5.0	0.203	4.8	LOS A	1.2	8.5	0.09	0.46	0.09	54.6
6	R2	6	5.0	0.203	8.1	LOS A	1.2	8.5	0.09	0.46	0.09	54.2
Approach		304	5.0	0.203	4.9	LOS A	1.2	8.5	0.09	0.46	0.09	54.6
North: Martin Street												
7	L2	26	5.0	0.033	5.6	LOS A	0.2	1.1	0.34	0.57	0.34	52.5
8	T1	1	5.0	0.033	5.7	LOS A	0.2	1.1	0.34	0.57	0.34	53.5
9	R2	8	5.0	0.033	9.0	LOS A	0.2	1.1	0.34	0.57	0.34	53.1
Approach		35	5.0	0.033	6.4	LOS A	0.2	1.1	0.34	0.57	0.34	52.7
West: Church Street West												
10	L2	10	5.0	0.130	4.6	LOS A	0.7	5.0	0.07	0.47	0.07	53.7
11	T1	179	5.0	0.130	4.8	LOS A	0.7	5.0	0.07	0.47	0.07	54.7
12	R2	1	5.0	0.130	8.1	LOS A	0.7	5.0	0.07	0.47	0.07	54.3
12u	U	5	5.0	0.130	9.8	LOS A	0.7	5.0	0.07	0.47	0.07	54.8
Approach		195	5.0	0.130	4.9	LOS A	0.7	5.0	0.07	0.47	0.07	54.6
All Vehicles		543	5.0	0.203	5.0	LOS A	1.2	8.5	0.11	0.48	0.11	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected PM Peak
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	1	5.0	0.005	9.9	LOSA	0.0	0.2	0.70	0.62	0.70	49.4
2	T1	1	5.0	0.005	10.0	LOSA	0.0	0.2	0.70	0.62	0.70	50.3
3	R2	1	5.0	0.005	13.3	LOSA	0.0	0.2	0.70	0.62	0.70	49.9
Approach		3	5.0	0.005	11.1	LOSA	0.0	0.2	0.70	0.62	0.70	49.9
East: Church Street East												
4	L2	2	5.0	0.513	4.8	LOSA	4.3	31.6	0.18	0.47	0.18	53.2
5	T1	722	5.0	0.513	4.9	LOSA	4.3	31.6	0.18	0.47	0.18	54.2
6	R2	57	5.0	0.513	8.2	LOSA	4.3	31.6	0.18	0.47	0.18	53.8
Approach		781	5.0	0.513	5.2	LOSA	4.3	31.6	0.18	0.47	0.18	54.1
North: Martin Street												
7	L2	16	5.0	0.021	5.6	LOSA	0.1	0.7	0.35	0.56	0.35	52.5
8	T1	1	5.0	0.021	5.7	LOSA	0.1	0.7	0.35	0.56	0.35	53.5
9	R2	5	5.0	0.021	9.0	LOSA	0.1	0.7	0.35	0.56	0.35	53.1
Approach		22	5.0	0.021	6.4	LOSA	0.1	0.7	0.35	0.56	0.35	52.7
West: Church Street West												
10	L2	11	5.0	0.158	4.9	LOSA	0.8	6.1	0.21	0.49	0.21	53.0
11	T1	174	5.0	0.158	5.1	LOSA	0.8	6.1	0.21	0.49	0.21	54.0
12	R2	3	5.0	0.158	8.4	LOSA	0.8	6.1	0.21	0.49	0.21	53.5
12u	U	15	5.0	0.158	10.0	LOSA	0.8	6.1	0.21	0.49	0.21	54.1
Approach		203	5.0	0.158	5.5	LOSA	0.8	6.1	0.21	0.49	0.21	53.9
All Vehicles		1009	5.0	0.513	5.3	LOSA	4.3	31.6	0.19	0.47	0.19	54.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected PP AM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	8	5.0	0.014	6.1	LOS A	0.1	0.5	0.43	0.58	0.43	52.0
2	T1	1	5.0	0.014	6.3	LOS A	0.1	0.5	0.43	0.58	0.43	52.9
3	R2	5	5.0	0.014	9.6	LOS A	0.1	0.5	0.43	0.58	0.43	52.5
Approach		14	5.0	0.014	7.4	LOS A	0.1	0.5	0.43	0.58	0.43	52.2
East: Church Street East												
4	L2	1	5.0	0.193	4.7	LOS A	1.1	7.9	0.11	0.46	0.11	53.5
5	T1	272	5.0	0.193	4.9	LOS A	1.1	7.9	0.11	0.46	0.11	54.5
6	R2	6	5.0	0.193	8.2	LOS A	1.1	7.9	0.11	0.46	0.11	54.1
6u	U	1	5.0	0.193	9.8	LOS A	1.1	7.9	0.11	0.46	0.11	54.7
Approach		280	5.0	0.193	5.0	LOS A	1.1	7.9	0.11	0.46	0.11	54.5
North: Martin Street												
7	L2	26	5.0	0.035	5.8	LOS A	0.2	1.2	0.37	0.58	0.37	52.4
8	T1	1	5.0	0.035	5.9	LOS A	0.2	1.2	0.37	0.58	0.37	53.4
9	R2	9	5.0	0.035	9.2	LOS A	0.2	1.2	0.37	0.58	0.37	53.0
Approach		36	5.0	0.035	6.6	LOS A	0.2	1.2	0.37	0.58	0.37	52.6
West: Church Street West												
10	L2	13	5.0	0.153	4.7	LOS A	0.8	6.1	0.08	0.48	0.08	53.5
11	T1	204	5.0	0.153	4.8	LOS A	0.8	6.1	0.08	0.48	0.08	54.6
12	R2	2	5.0	0.153	8.1	LOS A	0.8	6.1	0.08	0.48	0.08	54.1
12u	U	9	5.0	0.153	9.8	LOS A	0.8	6.1	0.08	0.48	0.08	54.7
Approach		228	5.0	0.153	5.0	LOS A	0.8	6.1	0.08	0.48	0.08	54.5
All Vehicles		558	5.0	0.193	5.2	LOS A	1.1	7.9	0.12	0.48	0.12	54.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected PP PM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	2	5.0	0.007	10.3	LOS A	0.0	0.3	0.73	0.64	0.73	49.3
2	T1	1	5.0	0.007	10.5	LOS A	0.0	0.3	0.73	0.64	0.73	50.2
3	R2	1	5.0	0.007	13.8	LOS A	0.0	0.3	0.73	0.64	0.73	49.8
Approach		4	5.0	0.007	11.2	LOS A	0.0	0.3	0.73	0.64	0.73	49.7
East: Church Street East												
4	L2	4	5.0	0.554	5.0	LOS A	5.0	36.3	0.27	0.47	0.27	52.8
5	T1	739	5.0	0.554	5.1	LOS A	5.0	36.3	0.27	0.47	0.27	53.8
6	R2	57	5.0	0.554	8.4	LOS A	5.0	36.3	0.27	0.47	0.27	53.4
6u	U	2	5.0	0.554	10.1	LOS A	5.0	36.3	0.27	0.47	0.27	54.0
Approach		802	5.0	0.554	5.4	LOS A	5.0	36.3	0.27	0.47	0.27	53.8
North: Martin Street												
7	L2	16	5.0	0.022	5.7	LOS A	0.1	0.8	0.38	0.57	0.38	52.4
8	T1	1	5.0	0.022	5.9	LOS A	0.1	0.8	0.38	0.57	0.38	53.4
9	R2	6	5.0	0.022	9.2	LOS A	0.1	0.8	0.38	0.57	0.38	52.9
Approach		23	5.0	0.022	6.6	LOS A	0.1	0.8	0.38	0.57	0.38	52.6
West: Church Street West												
10	L2	12	5.0	0.176	4.9	LOS A	1.0	7.1	0.22	0.51	0.22	52.7
11	T1	178	5.0	0.176	5.1	LOS A	1.0	7.1	0.22	0.51	0.22	53.7
12	R2	6	5.0	0.176	8.4	LOS A	1.0	7.1	0.22	0.51	0.22	53.3
12u	U	30	5.0	0.176	10.1	LOS A	1.0	7.1	0.22	0.51	0.22	53.9
Approach		226	5.0	0.176	5.8	LOS A	1.0	7.1	0.22	0.51	0.22	53.7
All Vehicles		1055	5.0	0.554	5.5	LOS A	5.0	36.3	0.26	0.48	0.26	53.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Tuesday, 12 November 2019 6:40:12 PM

Project: G:\My Drive\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUMAR12.sip8

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	282	5.0	0.520	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
3	R2	651	5.0	0.520	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		933	5.0	0.520	5.6	NA	0.0	0.0	0.00	0.59	0.00	52.9
East: Eastern Church Street Ramp												
4	L2	279	5.0	0.156	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		279	5.0	0.156	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
West: Western Church Street Ramp												
12	R2	163	5.0	0.429	16.7	LOS B	1.8	13.0	0.80	1.00	1.10	45.5
Approach		163	5.0	0.429	16.7	LOS B	1.8	13.0	0.80	1.00	1.10	45.5
All Vehicles		1375	5.0	0.520	6.9	NA	1.8	13.0	0.09	0.64	0.13	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	367	5.0	0.386	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
3	R2	325	5.0	0.386	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		692	5.0	0.386	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Eastern Church Street Ramp												
4	L2	701	5.0	0.391	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		701	5.0	0.391	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
West: Western Church Street Ramp												
12	R2	204	5.0	0.613	21.8	LOS B	2.9	21.4	0.88	1.11	1.48	42.8
Approach		204	5.0	0.613	21.8	LOS B	2.9	21.4	0.88	1.11	1.48	42.8
All Vehicles		1597	5.0	0.613	7.7	NA	2.9	21.4	0.11	0.65	0.19	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	282	5.0	0.521	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
3	R2	653	5.0	0.521	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		935	5.0	0.521	5.6	NA	0.0	0.0	0.00	0.59	0.00	52.9
East: Eastern Church Street Ramp												
4	L2	286	5.0	0.159	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		286	5.0	0.159	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
West: Western Church Street Ramp												
12	R2	163	5.0	0.434	16.9	LOS B	1.8	13.2	0.81	1.01	1.11	45.4
Approach		163	5.0	0.434	16.9	LOS B	1.8	13.2	0.81	1.01	1.11	45.4
All Vehicles		1384	5.0	0.521	6.9	NA	1.8	13.2	0.09	0.64	0.13	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Thursday, 8 August 2019 10:46:22 AM

Project: G:\My Drive\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUOVE11.sip8

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected PP PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	367	5.0	0.389	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
3	R2	331	5.0	0.389	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		698	5.0	0.389	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Eastern Church Street Ramp												
4	L2	702	5.0	0.391	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		702	5.0	0.391	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
West: Western Church Street Ramp												
12	R2	204	5.0	0.619	22.1	LOS B	3.0	21.6	0.88	1.12	1.50	42.6
Approach		204	5.0	0.619	22.1	LOS B	3.0	21.6	0.88	1.12	1.50	42.6
All Vehicles		1604	5.0	0.619	7.7	NA	3.0	21.6	0.11	0.65	0.19	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: [Church Street & Swete Street]

Projected AM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	232	5.0	0.352	6.7	LOSA	2.4	17.6	0.56	0.66	0.56	52.0
6	R2	98	5.0	0.352	9.6	LOSA	2.4	17.6	0.56	0.66	0.56	51.5
6u	U	14	5.0	0.352	11.1	LOSA	2.4	17.6	0.56	0.66	0.56	52.0
Approach		344	5.0	0.352	7.7	LOSA	2.4	17.6	0.56	0.66	0.56	51.8
North: Swete Street												
7	L2	132	5.0	0.473	9.8	LOSA	3.6	26.0	0.78	0.88	0.84	48.9
9	R2	222	5.0	0.473	12.5	LOSA	3.6	26.0	0.78	0.88	0.84	49.3
9u	U	5	5.0	0.473	14.0	LOSA	3.6	26.0	0.78	0.88	0.84	49.7
Approach		359	5.0	0.473	11.5	LOSA	3.6	26.0	0.78	0.88	0.84	49.2
West: Church Street West												
10	L2	361	5.0	0.680	6.4	LOSA	7.7	55.9	0.61	0.57	0.61	51.6
11	T1	471	5.0	0.680	6.2	LOSA	7.7	55.9	0.61	0.57	0.61	52.4
12u	U	11	5.0	0.680	10.6	LOSA	7.7	55.9	0.61	0.57	0.61	52.4
Approach		843	5.0	0.680	6.3	LOSA	7.7	55.9	0.61	0.57	0.61	52.1
All Vehicles		1546	5.0	0.680	7.8	LOSA	7.7	55.9	0.64	0.66	0.65	51.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site:** [Church Street & Swete Street]

Projected PM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	620	5.0	0.822	15.5	LOS B	13.7	100.1	1.00	1.09	1.44	46.8
6	R2	104	5.0	0.822	18.4	LOS B	13.7	100.1	1.00	1.09	1.44	46.5
6u	U	4	5.0	0.822	19.9	LOS B	13.7	100.1	1.00	1.09	1.44	46.8
Approach		728	5.0	0.822	16.0	LOS B	13.7	100.1	1.00	1.09	1.44	46.8
North: Swete Street												
7	L2	130	5.0	0.501	7.6	LOS A	3.7	27.2	0.66	0.75	0.66	50.2
9	R2	350	5.0	0.501	10.3	LOS A	3.7	27.2	0.66	0.75	0.66	50.6
9u	U	2	5.0	0.501	11.8	LOS A	3.7	27.2	0.66	0.75	0.66	51.0
Approach		482	5.0	0.501	9.6	LOS A	3.7	27.2	0.66	0.75	0.66	50.5
West: Church Street West												
10	L2	208	5.0	0.412	5.9	LOS A	3.4	25.0	0.45	0.55	0.45	52.0
11	T1	263	5.0	0.412	5.7	LOS A	3.4	25.0	0.45	0.55	0.45	52.9
12u	U	22	5.0	0.412	10.1	LOS A	3.4	25.0	0.45	0.55	0.45	52.9
Approach		493	5.0	0.412	6.0	LOS A	3.4	25.0	0.45	0.55	0.45	52.5
All Vehicles		1703	5.0	0.822	11.3	LOS A	13.7	100.1	0.74	0.84	0.93	49.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Swete Street]**

PPAM

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	244	5.0	0.383	6.7	LOS A	2.7	19.8	0.58	0.67	0.58	51.8
6	R2	107	5.0	0.383	9.6	LOS A	2.7	19.8	0.58	0.67	0.58	51.4
6u	U	25	5.0	0.383	11.1	LOS A	2.7	19.8	0.58	0.67	0.58	51.9
Approach		376	5.0	0.383	7.8	LOS A	2.7	19.8	0.58	0.67	0.58	51.7
North: Swete Street												
7	L2	134	5.0	0.486	10.1	LOS A	3.8	27.6	0.80	0.89	0.88	48.7
9	R2	222	5.0	0.486	12.8	LOS A	3.8	27.6	0.80	0.89	0.88	49.1
9u	U	5	5.0	0.486	14.4	LOS A	3.8	27.6	0.80	0.89	0.88	49.5
Approach		361	5.0	0.486	11.8	LOS A	3.8	27.6	0.80	0.89	0.88	48.9
West: Church Street West												
10	L2	361	5.0	0.704	6.7	LOS A	8.1	58.9	0.67	0.60	0.67	51.4
11	T1	474	5.0	0.704	6.5	LOS A	8.1	58.9	0.67	0.60	0.67	52.2
12u	U	11	5.0	0.704	10.9	LOS A	8.1	58.9	0.67	0.60	0.67	52.2
Approach		846	5.0	0.704	6.6	LOS A	8.1	58.9	0.67	0.60	0.67	51.8
All Vehicles		1583	5.0	0.704	8.1	LOS A	8.1	58.9	0.68	0.68	0.70	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Tuesday, 12 November 2019 6:29:22 PM

Project: G:\My Drive\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUSWE21.sip8

MOVEMENT SUMMARY

 **Site:** [Church Street & Swete Street]

PP PM

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	623	5.0	0.832	16.0	LOS B	14.4	104.9	1.00	1.11	1.47	46.5
6	R2	107	5.0	0.832	18.9	LOS B	14.4	104.9	1.00	1.11	1.47	46.2
6u	U	6	5.0	0.832	20.5	LOS B	14.4	104.9	1.00	1.11	1.47	46.5
Approach		736	5.0	0.832	16.5	LOS B	14.4	104.9	1.00	1.11	1.47	46.5
North: Swete Street												
7	L2	136	5.0	0.516	7.8	LOS A	3.9	28.5	0.68	0.76	0.68	50.1
9	R2	350	5.0	0.516	10.5	LOS A	3.9	28.5	0.68	0.76	0.68	50.5
9u	U	2	5.0	0.516	12.0	LOS A	3.9	28.5	0.68	0.76	0.68	50.9
Approach		488	5.0	0.516	9.8	LOS A	3.9	28.5	0.68	0.76	0.68	50.4
West: Church Street West												
10	L2	208	5.0	0.425	5.9	LOS A	3.6	26.1	0.46	0.55	0.46	52.0
11	T1	275	5.0	0.425	5.7	LOS A	3.6	26.1	0.46	0.55	0.46	52.8
12u	U	22	5.0	0.425	10.2	LOS A	3.6	26.1	0.46	0.55	0.46	52.8
Approach		505	5.0	0.425	6.0	LOS A	3.6	26.1	0.46	0.55	0.46	52.5
All Vehicles		1729	5.0	0.832	11.5	LOS A	14.4	104.9	0.75	0.85	0.95	49.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Tuesday, 12 November 2019 6:31:37 PM

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MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Projected AM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	283	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		283	5.0	0.158	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	191	5.0	0.217	9.6	LOS A	0.9	6.4	0.40	0.97	0.40	51.0
Approach		191	5.0	0.217	9.6	LOS A	0.9	6.4	0.40	0.97	0.40	51.0
West: Church Street West												
11	T1	182	5.0	0.096	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	166	5.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		348	5.0	0.096	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.5
All Vehicles		822	5.0	0.217	5.3	NA	0.9	6.4	0.09	0.53	0.09	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Friday, 24 August 2018 3:38:26 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUWES03.sip8

MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Projected PM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	375	5.0	0.209	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		375	5.0	0.209	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	290	5.0	0.347	10.4	LOS A	1.7	12.3	0.48	1.00	0.52	50.5
Approach		290	5.0	0.347	10.4	LOS A	1.7	12.3	0.48	1.00	0.52	50.5
West: Church Street West												
11	T1	180	5.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	208	5.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		388	5.0	0.116	3.0	NA	0.0	0.0	0.00	0.31	0.00	56.1
All Vehicles		1053	5.0	0.347	6.0	NA	1.7	12.3	0.13	0.58	0.14	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

STOP Site: [Church Street & Western Railway Overbridge Ramp]

Projected PPAM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	283	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		283	5.0	0.158	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	196	5.0	0.223	9.6	LOS A	0.9	6.6	0.41	0.97	0.41	51.0
Approach		196	5.0	0.223	9.6	LOS A	0.9	6.6	0.41	0.97	0.41	51.0
West: Church Street West												
11	T1	183	5.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	166	5.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		349	5.0	0.097	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.5
All Vehicles		828	5.0	0.223	5.3	NA	0.9	6.6	0.10	0.53	0.10	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Thursday, 8 August 2019 10:34:19 AM

Project: G:\My Drive\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUWES11.sip8

MOVEMENT SUMMARY

STOP Site: [Church Street & Western Railway Overbridge Ramp]

Projected PP PM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	375	5.0	0.209	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		375	5.0	0.209	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	292	5.0	0.350	10.5	LOS A	1.7	12.6	0.48	1.00	0.53	50.5
Approach		292	5.0	0.350	10.5	LOS A	1.7	12.6	0.48	1.00	0.53	50.5
West: Church Street West												
11	T1	186	5.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	208	5.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		394	5.0	0.116	2.9	NA	0.0	0.0	0.00	0.31	0.00	56.2
All Vehicles		1061	5.0	0.350	6.0	NA	1.7	12.6	0.13	0.58	0.15	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
Approach		35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
East: Railway Street East												
4	L2	46	5.0	0.026	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	268	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		314	5.0	0.142	0.8	NA	0.0	0.0	0.00	0.08	0.00	59.1
West: Eastern Overbridge Ramp												
11	T1	228	5.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		228	5.0	0.121	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		577	5.0	0.142	0.9	NA	0.1	1.1	0.03	0.08	0.03	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Friday, 24 August 2018 3:41:29 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\RAIEAS03.sip8

MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
Approach		33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
East: Railway Street East												
4	L2	141	5.0	0.079	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	313	5.0	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		454	5.0	0.166	1.8	NA	0.0	0.0	0.00	0.16	0.00	58.2
West: Eastern Overbridge Ramp												
11	T1	517	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		517	5.0	0.274	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1004	5.0	0.274	1.2	NA	0.2	1.6	0.02	0.10	0.02	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	35	5.0	0.046	8.0	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
Approach		35	5.0	0.046	8.0	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
East: Railway Street East												
4	L2	46	5.0	0.026	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	269	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		315	5.0	0.142	0.8	NA	0.0	0.0	0.00	0.08	0.00	59.1
West: Eastern Overbridge Ramp												
11	T1	232	5.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		232	5.0	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		582	5.0	0.142	0.9	NA	0.1	1.1	0.03	0.08	0.03	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
Approach		33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
East: Railway Street East												
4	L2	141	5.0	0.079	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	317	5.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		458	5.0	0.168	1.8	NA	0.0	0.0	0.00	0.16	0.00	58.2
West: Eastern Overbridge Ramp												
11	T1	517	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		517	5.0	0.274	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1008	5.0	0.274	1.2	NA	0.2	1.6	0.02	0.10	0.02	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	505	5.0	0.273	0.0	LOS A	0.1	0.5	0.01	0.01	0.01	59.9
3	R2	8	5.0	0.273	6.5	LOS A	0.1	0.5	0.01	0.01	0.01	57.3
Approach		513	5.0	0.273	0.1	NA	0.1	0.5	0.01	0.01	0.01	59.8
East: Railway Street East												
4	L2	47	5.0	0.036	6.3	LOS A	0.1	1.0	0.29	0.56	0.29	52.5
Approach		47	5.0	0.036	6.3	LOS A	0.1	1.0	0.29	0.56	0.29	52.5
North: Western Overbridge Ramp												
7	L2	1	5.0	0.109	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.1
8	T1	205	5.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		206	5.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	160	5.0	0.170	8.0	LOS A	0.7	4.9	0.52	0.74	0.52	51.6
11	T1	28	5.0	0.112	9.0	LOS A	0.4	2.7	0.62	0.84	0.62	49.9
12	R2	26	5.0	0.112	12.4	LOS A	0.4	2.7	0.62	0.84	0.62	49.1
Approach		214	5.0	0.170	8.7	LOS A	0.7	4.9	0.55	0.77	0.55	51.1
All Vehicles		980	5.0	0.273	2.3	NA	0.7	4.9	0.14	0.20	0.14	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	269	5.0	0.150	0.1	LOSA	0.1	0.6	0.04	0.02	0.04	59.7
3	R2	8	5.0	0.150	7.3	LOSA	0.1	0.6	0.04	0.02	0.04	57.2
Approach		277	5.0	0.150	0.3	NA	0.1	0.6	0.04	0.02	0.04	59.6
East: Railway Street East												
4	L2	139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
Approach		139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
North: Western Overbridge Ramp												
7	L2	2	5.0	0.210	5.6	LOSA	0.0	0.0	0.00	0.00	0.00	58.0
8	T1	395	5.0	0.210	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach		397	5.0	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	103	5.0	0.083	6.6	LOSA	0.3	2.4	0.36	0.60	0.36	52.3
11	T1	23	5.0	0.104	8.3	LOSA	0.3	2.5	0.62	0.84	0.62	49.8
12	R2	27	5.0	0.104	12.7	LOSA	0.3	2.5	0.62	0.84	0.62	49.0
Approach		153	5.0	0.104	7.9	LOSA	0.3	2.5	0.44	0.68	0.44	51.3
All Vehicles		966	5.0	0.210	2.4	NA	0.5	3.8	0.15	0.21	0.15	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	506	5.0	0.274	0.0	LOS A	0.1	0.6	0.02	0.01	0.02	59.8
3	R2	8	5.0	0.274	6.5	LOS A	0.1	0.6	0.02	0.01	0.02	57.3
Approach		514	5.0	0.274	0.1	NA	0.1	0.6	0.02	0.01	0.02	59.8
East: Railway Street East												
4	L2	47	5.0	0.036	6.3	LOS A	0.1	1.0	0.30	0.56	0.30	52.5
Approach		47	5.0	0.036	6.3	LOS A	0.1	1.0	0.30	0.56	0.30	52.5
North: Western Overbridge Ramp												
7	L2	1	5.0	0.111	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.1
8	T1	209	5.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		210	5.0	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	160	5.0	0.171	8.0	LOS A	0.7	4.9	0.52	0.74	0.52	51.6
11	T1	28	5.0	0.113	9.0	LOS A	0.4	2.7	0.63	0.85	0.63	49.8
12	R2	26	5.0	0.113	12.5	LOS A	0.4	2.7	0.63	0.85	0.63	49.0
Approach		214	5.0	0.171	8.7	LOS A	0.7	4.9	0.55	0.77	0.55	51.0
All Vehicles		985	5.0	0.274	2.3	NA	0.7	4.9	0.14	0.20	0.14	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	271	5.0	0.151	0.1	LOS A	0.1	0.6	0.04	0.02	0.04	59.7
3	R2	8	5.0	0.151	7.3	LOS A	0.1	0.6	0.04	0.02	0.04	57.2
Approach		279	5.0	0.151	0.3	NA	0.1	0.6	0.04	0.02	0.04	59.6
East: Railway Street East												
4	L2	139	5.0	0.129	7.3	LOS A	0.5	3.8	0.45	0.67	0.45	52.0
Approach		139	5.0	0.129	7.3	LOS A	0.5	3.8	0.45	0.67	0.45	52.0
North: Western Overbridge Ramp												
7	L2	2	5.0	0.210	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.0
8	T1	395	5.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		397	5.0	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	103	5.0	0.083	6.6	LOS A	0.3	2.4	0.36	0.60	0.36	52.3
11	T1	23	5.0	0.105	8.4	LOS A	0.3	2.5	0.62	0.84	0.62	49.8
12	R2	27	5.0	0.105	12.7	LOS A	0.3	2.5	0.62	0.84	0.62	49.0
Approach		153	5.0	0.105	7.9	LOS A	0.3	2.5	0.44	0.68	0.44	51.3
All Vehicles		968	5.0	0.210	2.4	NA	0.5	3.8	0.15	0.21	0.15	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected AM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	279	5.0	0.683	20.2	LOS B	4.0	28.9	0.87	1.18	1.69	43.6
Approach		279	5.0	0.683	20.2	LOS B	4.0	28.9	0.87	1.18	1.69	43.6
North: Overbridge												
7	L2	244	5.0	0.258	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
9	R2	219	5.0	0.258	5.5	LOS A	0.0	0.0	0.00	0.59	0.00	52.9
Approach		463	5.0	0.258	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	702	5.0	0.392	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		702	5.0	0.392	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
All Vehicles		1444	5.0	0.683	8.4	NA	4.0	28.9	0.17	0.69	0.33	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected PM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	332	5.0	0.846	28.8	LOS C	6.9	50.4	0.93	1.46	2.71	39.5
Approach		332	5.0	0.846	28.8	LOS C	6.9	50.4	0.93	1.46	2.71	39.5
North: Overbridge												
7	L2	541	5.0	0.533	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
9	R2	415	5.0	0.533	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		956	5.0	0.533	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	398	5.0	0.222	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		398	5.0	0.222	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		1685	5.0	0.846	10.2	NA	6.9	50.4	0.18	0.76	0.53	49.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected PP AM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	280	5.0	0.738	23.3	LOS B	4.5	33.0	0.90	1.24	1.93	42.1
Approach		280	5.0	0.738	23.3	LOS B	4.5	33.0	0.90	1.24	1.93	42.1
North: Overbridge												
7	L2	354	5.0	0.322	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.4
9	R2	223	5.0	0.322	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
Approach		577	5.0	0.322	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.2
West: Western Railway Street Ramp												
10	L2	703	5.0	0.392	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		703	5.0	0.392	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
All Vehicles		1560	5.0	0.738	8.8	NA	4.5	33.0	0.16	0.70	0.35	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	336	5.0	0.860	30.1	LOS C	7.3	53.6	0.94	1.51	2.86	39.0
Approach		336	5.0	0.860	30.1	LOS C	7.3	53.6	0.94	1.51	2.86	39.0
North: Overbridge												
7	L2	540	5.0	0.533	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
9	R2	416	5.0	0.533	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		956	5.0	0.533	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	400	5.0	0.223	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		400	5.0	0.223	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		1692	5.0	0.860	10.5	NA	7.3	53.6	0.19	0.77	0.57	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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DOCUMENTS
ASSOCIATED WITH
REPORT LPP015/20

Attachment 4

Attachment 4 - Social Impact
Assessment

Figure 6 Site photos



Picture 1 Single storey houses opposite the site on Church Street

Source: Urbis



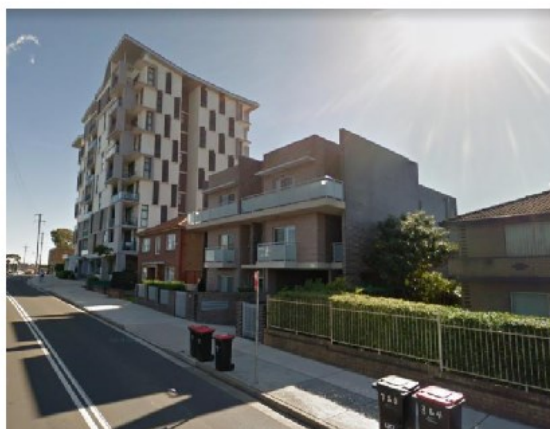
Picture 2 Current site and split median strip on Church Street

Source: Urbis



Picture 3 High density uses on Church Street

Source: Urbis



Picture 4 Increase in density towards the town centre

Source: Google Earth]



Picture 5 Pedestrian paths on Swete Street

Source: Urbis



Picture 6 Townhouses opposite the site

Source: Google Earth



SOCIAL IMPACT ASSESSMENT

2 - 36 Church Street Lidcombe

Prepared for
BILLBERGIA
14 January 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Rachel Trigg
Consultant	Alyce Noney
Project Code	P0009500
Report Number	Final

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EXECUTIVE SUMMARY

This Social Impact Assessment (SIA) has been prepared for Billbergia to inform the planning proposal for 2 – 36 Church Street (the site). The planning proposal (the proposal) seeks to amend the existing height standards and floor space ratio on site to construct a new integrated residential neighbourhood. The proposal will consist of four new buildings, ranging from 53 to 22 meters, and will include social and private housing, a childcare centre, public open space and a flexible community hub space.

Assessing social impacts

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations.

The potential impacts of the proposal are assessed by comparing the consequence of the impact (minimal – extreme) against the likelihood of the impact occurring (rare to very likely). This risk assessment methodology has been used from the International Association for Impact Assessment (IAIA) and the Department of Planning, Industry and Environment (DPI&E) and is outlined below.

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments. The risk assessment matrix used by the IAIA and DPI&E is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher. As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
-----	--	----------	--	------	--	-----------	--

Potential Social Impacts

Based on the assessment in this report, the key social impacts of this proposal are considered to be:

- Availability of social housing: the provision of social housing units on site will generate a very high positive impact by increasing supply in an area of identified need. This positive impact is expected to directly change people's lives, given the service social housing provides for the most vulnerable people in communities.
- Access to facilities and open space: the increased provision and access to community facilities, child care and open space is expected to have a high positive impact in the local community by providing needed social infrastructure in an area of undersupply.
- Change in visual character: it is expected the proposal will initially have a high negative impact on a small group of residents' visual amenity. This proposal represents a change to the existing height on Church Street and residents in the single story houses opposite will experience a considerable change to their regular outlook which could be met with high concern. However, this is expected to occur in other sites around Lidcombe as the suburb transits to a high density centre in line with strategic directions.

Longer term it is expected the broader community can adapt to this change and will have a low impact on the visual character of the town centre. This is largely influenced by the location of the site in an area highly suitable for density, the design of the buildings to avoid overshadowing residential properties and the inclusion of community uses on site. This will help integrate the proposal with the long term vision for the centre of Lidcombe and is consistent with strategic growth principles.

- Activation of the site: the redevelopment of the currently vacant site is expected to have a high positive impact on the local area by activating the site for a range of community uses and broadening passive surveillance opportunities.

Recommendations are provided below to help further manage and improve the potential impacts arising from the proposal. Based on this assessment and the recommendations provided, it is likely the proposal will generate a positive impact to the local community and the potential changes to the existing visual character can be managed over time.

Recommendations

The following recommendations are provided to further manage the potential impacts from the proposal:

- Prepare an Operational Plan of Management (OPM) as part of the future development application (DA) for the site. The OPM should be undertaken by the social housing provider and document their protocols relating to the social housing residential cohort, support services and building management.
- Consider a flexible residential floor plan or dual key apartments to enable a diverse social housing provision that could include one to three bedroom units in the future. This would be the responsibility of the NSW Land and Housing Corporation to undertake.
- Design the open space to provide considerable shade to combat the urban heat impact.
- Ensure the child care centre and public playground is secure from the road to maintain the safety of all users on site. This level of detail can be provided during the detailed DA stage for the site.
- Continue to consult with Council regarding the size, layouts and uses of the proposed facilities to reduce potential duplication of provision and ensure local needs are met.
- Allocate a provision of affordable child care spaces to at-need households within the local area.
- Consider an inclusive playground design to accommodate people from a range of ages and abilities.
- Undertake a Landscape and Visual Impact Assessment as part of the future planning for the site.
- Undertake consultation with the community to provide feedback on the proposal and input to the final design.
- Investigate the need for screening to reduce potential sensitive view receivers and to add to the site amenity.
- Undertake a Crime Prevention Through Environmental Design (CPTED) Assessment during the detailed DA stage to assess and minimise any safety risks. This should consider the facilitation of direct

pedestrian access from Building D across Church Street and access movements to and from the proposed child care centre.

1. INTRODUCTION

Urbis Pty Ltd (Urbis) was engaged by Billbergia to prepare a Social Impact Assessment (SIA) for 2 – 36 Church Street, Lidcombe (the site). The SIA is to inform a planning proposal on site to provide an integrated residential neighbourhood including social and private housing, a childcare centre, public open space and flexible community hub space.

1.1. LEGISLATIVE REQUIREMENT

Section 4.15 of the *Environmental and Planning Assessment Act 1979* (EP&A Act) requires the likely impacts of a development, including social impacts in the locality, to be considered and addressed as part of the planning process.

Cumberland Council currently does not have a policy to guide the preparation of a SIA. This SIA has been informed by best practice guidelines outlined by the International Association for Impact Assessment (IAIA) and the Department of Planning, Industry and Environment (DPIE).

1.2. DEFINING SOCIAL IMPACTS

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. It involves a detailed and independent study to outline social impacts, identify mitigation measures, and provide recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations. In line with international best practice guidelines, social impacts can involve changes to people's:

- Health and wellbeing
- Economic livelihood
- Safety and security
- Community and belonging
- Environment and surrounds
- Fears and aspirations
- Social equity¹.

1.3. METHODOLOGY

Background review	Impact Scoping	Assessment and reporting
<ul style="list-style-type: none"> ▪ Review of surrounding land uses ▪ Review of relevant state and local policies to understand potential implications of the proposal ▪ Analysis of relevant data to understand the existing community. 	<ul style="list-style-type: none"> ▪ Review of site plans ▪ Stakeholder mapping ▪ Consultation with Council to identify potential impacts. 	<ul style="list-style-type: none"> ▪ Assessment of significant impacts considering management measures ▪ Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.

¹ Adapted from the International Association for Impact Assessment (IAIA)

2. ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The IAIA highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the consequence of an impact against the likelihood of the impact occurring. This approach is also used in the DPI&E *Social Impact Assessment Guidelines for State Significant mining, petroleum production and extractive industry development (2017)*.

This risk assessment methodology is outlined below and has been used in this SIA.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
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Consequence level

The consequence level of impact considers:

- Who is expected to be impacted, including the volume of people affected and the level of concern they feel about the matter
- When the potential impact will occur and the frequency of potential impacts
- The scale or degree of change from the existing condition as a result of the impact
- The extent to which people or an environment can adapt to or mitigate the impact².

Management measures

Social impacts are assessed before and after the implementation of management measures. Management measures are designed to reduce negative impacts and enhance positive impacts. These measures can take different forms and may be incorporated in the planning, construction or operational stage of the proposal.

Section 7 of this report assess potential impacts prior to management measures as part of the impact scoping phase. Impacts which are assessed as moderate or higher are considered significant and included for further assessment in Section 8. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level.

² Adapted from DPI&E SIA Guidelines 2017

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments.

The risk assessment matrix used by the IAIA and DPI&E is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher.

As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

3. THE PROPOSAL

The Planning Proposal seeks to amend the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) to allow the redevelopment of the site for an integrated residential neighbourhood. The development would comprise:

- Four residential buildings containing 80 social housing units and 400 privately owned units. The social housing units are intended to be integrated in Building A only.
- Childcare centre (minimum 60 places).
- Community hub space (approximately 150 sqm) which could facilitate a variety of uses including meeting rooms, arts and cultural facilities or co-working spaces.
- Basement carparking with approximately 600 spaces.
- Road reconfiguration and site contribution to create a new public "Gateway Park" accessible to all local residents.
- Public domain upgrades of footpaths, street trees and landscaping along part of Church Street.

The site masterplan is shown in Figure 1 to Figure 4 overleaf. The development is part of the Communities Plus Program, which seeks to redevelop Land and Housing Corporation sites throughout NSW into sustainable mixed-use communities. Further information on this program is contained in Section 5.

The Planning Proposal also seeks to amend the height of building standards under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per Table 1.

Table 1 Proposed amendments to Auburn LEP 2010

Development control	Existing max.	Proposed max.
Height of Buildings (HOB)		
Building A	14.9 metres	22 metres
Building B	16.9 metres	44 metres
Building C	22.9 metres	53 metres
Building D	27 metres	53 metres
Floor Space Ratio (FSR)	2.6:1 2.49:1 1.49:1 1.29:1	4.21:1

Voluntary Planning Agreement

A Voluntary Planning Agreement (VPA) is also proposed as part of the Planning Proposal. It is proposed the following social infrastructure on site will be provided under this VPA:

- public open space embellishments and dedication
- public domain upgrades to Church Street
- childcare centre
- community hub space.

Figure 1 Proposed massing elevation



Source: COX Architecture

Figure 2 Landscape Plan, ground floor



Source: COX Architecture

Figure 3 Proposed community hub



Source: COX Architecture

Figure 4 View from the north east, with proposed open space in the forefront



Source: COX Architecture

4. SITE CONTEXT

The site is positioned within the Lidcombe Town Centre, 400m from Lidcombe train station. Lidcombe is identified as a principle town centre and a growing employment node. It has an 'eat street' and night time economy presence, due to the concentration of various food and beverage outlets along the town centre. Aside from food outlets, most facilities in the town centre are local level civic, medical or community services.

The site is currently unoccupied and is located opposite single storey houses and walk up apartments. This dwelling mix is typical of the existing context, where newer, high density housing supply has increased to help meet population growth. St Andrew's Ukrainian School is also located near the site, however this is a language school and is only open on Saturday's from 9am – 1:30pm.

The mix of single storey and high density dwellings also represents the changing nature of the suburb. Lidcombe is currently transitioning from a low-density railway suburb to a transit-oriented development centre in response to growth. This change has resulted in an increase in residential flat buildings and density within the town centre. It is expected this growth and density will continue if strategic directions to increase building heights and change planning controls within Lidcombe are realised.

Figure 5 Site context



Source: Urbis

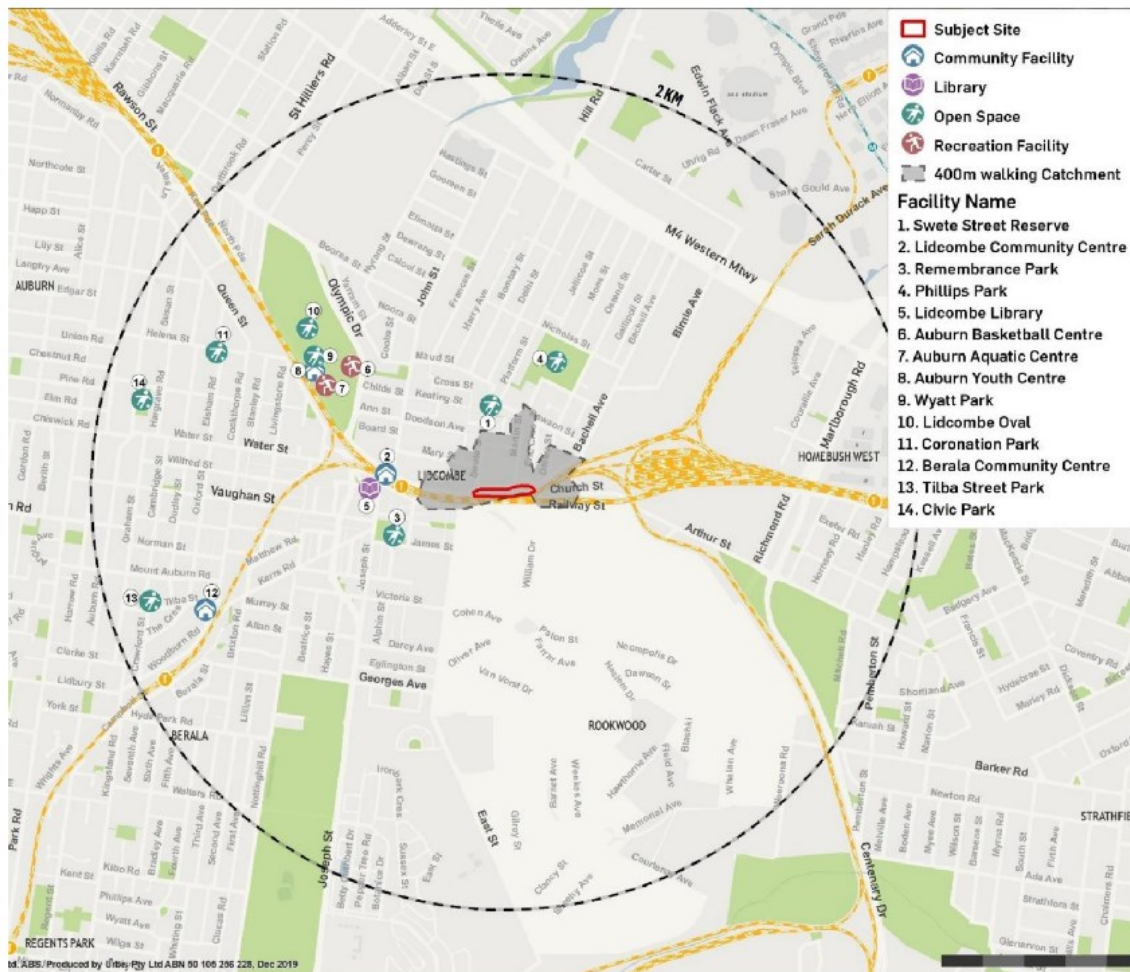
4.1. SURROUNDING SOCIAL INFRASTRUCTURE

Figure 7 overleaf maps the existing social infrastructure within walking distance (400m) and a 2km radius to the site. Table 1 summarises the facilities within this catchment area as well as key findings from relevant local strategic documents.

Table 2 Social infrastructure review

Category	Findings
Community facility	<p>Cumberland's <i>Community Facility Strategy</i> identifies a deficit of community facilities within Lidcombe. Currently, there are no community facilities north of the railway line (where the site is located) and only three within the catchment area.</p> <p>The Lidcombe Community Centre is co-located with the library and has a maximum capacity for 80 people. The centre is a single hall and is primarily used for events, dances and concerts. The other identified facility - Berala Community Centre – is a newer facility with multi-purpose functionality. The centre is located further from the site and contains a main hall and meeting rooms which can be reconfigured to cater for different capacities.</p>
Library	<p>Lidcombe Library is the only library in the catchment area and is located within walking distance of the site, to the southern side of the station. At 360 sqm, it is the second smallest library in Cumberland LGA and is significantly below the recommended floor space provision. Cumberland's <i>Library Strategy</i> identifies an additional 1,051 sqm of floor space is needed to meet standards.</p>
Open space	<p>Lidcombe generally lacks a network of local level parks and open space, with no open space within walking distance of the site. Most of the open space identified is isolated for sports fields.</p> <p>Remembrance Park, to the south of the station, provides the only formalised seating area and play area near the town centre. There are no playgrounds to the north of the station, near the site. This environment is consistent with the findings of Cumberland's <i>Draft Open Space and Recreation Strategy</i> which identifies a deficit of local parks and playgrounds in Lidcombe.</p>
Recreational facility	<p>The site generally has good access to formalised recreational space. Wyatt Park, to the east of the site, is a significant recreational corridor for the Lidcombe and Auburn communities. The corridor co-locates a range of recreational facilities including Auburn Aquatic Centre, Auburn Basketball Centre, a youth centre, sports fields and several outdoor courts. Phillips Park is also near the site and contains soccer fields and cricket pitches.</p>

Figure 7 Social infrastructure map



Source: Urbis

5. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts. The complete policy review is contained in Appendix A.

A summary of the key findings from the policy review, as it relates to the proposal, are outlined below:

Table 3 Policy review impact scoping

Theme	Summary of findings
Shortage of social housing	<p>NSW is facing an increasing demand for social and affordable rental housing, with approximately 60,000 households on the waiting list. This demand has largely been driven by an unaffordable private rental market and fewer social housing vacancies. Research also indicates the length of social housing stays are becoming longer, with more than half of all social housing tenants holding a lease for over 10 years.</p> <p>To help increase supply, the NSW Government has partnered with the Land and Housing Corporation to deliver new social housing sites via the Communities Plus program. The proposal is part of this program.</p>
Social housing as integrated developments	<p>Historically, social housing in NSW was concentrated in housing estates. Concentrating social housing largely resulted in poor health and liveability outcomes, with many estates experiencing an increase in crime and unemployment rates.</p> <p>The NSW Government now seeks to integrate social housing with private and affordable housing to help reduce concentrations of disadvantage. Under this model, social housing will look the same as private dwellings and be located close to transport, employment and community services. This model has considerably improved the quality of social housing supply and renewed social housing experiences.</p>
Suitability of Lidcombe town centre for density	<p>As the population grows, new housing supply must be integrated with local services and public transport infrastructure to create more liveable and walkable cities. Town centres provide a key opportunity to increase housing and commercial space in highly connected areas.</p> <p>Lidcombe is identified as a principle town centre in Cumberland's <i>Local Strategic Planning Statement</i>. Its connection to existing public transport provides a key opportunity to increase housing density in an area well connected to NSW city centres (Parramatta and Sydney). This will be critical in achieving the Greater Sydney Commission vision for a 30 minute city. The <i>Draft Auburn and Lidcombe Town Centres Strategy</i> also considers Lidcombe is suitable for increased density, provided higher quality design standards are met.</p>
Increased pressure on local services and infrastructure	<p>The centre of Lidcombe is changing with increases in housing densities and migration rates expected to drive population growth. This is placing pressure on the existing supply of social infrastructure which is already low in the following areas:</p> <p>Open space</p>

Lidcombe currently has a deficit of open space (parks over 0.5 ha) and local level playgrounds. To help address this, Council aims to create a network of smaller spaces that provide a diversity of recreational activities and improved pedestrian connectivity.

Childcare and arts services

There are currently no Council-run education and care services in Lidcombe, which represents a lack of equitable provision to Council services. There is also an identified need for additional arts and creatives spaces, particularly considering Lidcombe's strategic location and highly diverse demographic profile.

Community facilities

There is an existing shortfall of community facility space in the suburb, which will continue to increase with population growth. Council aims to develop a new community hub (incorporating a library, multipurpose community centre and other functions) in the town centre to help meet demand. The existing Lidcombe library site could be considered as a location option.

6. SOCIAL BASELINE

A social baseline identifies the demographic and social characteristics of the existing community. It is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

6.1. COMMUNITY PROFILE

A community profile has been developed for Lidcombe suburb based on demographic data from the Australian Bureau of Statistics (ABS Census 2016), DPI&E and the Department of Family and Community Services (FACS). The demographic characteristics of Cumberland LGA and Greater Sydney have been used for comparison purposes. The complete demographic table is contained in Appendix B.



High proportion of young adults

A third of the population is aged 20 – 34 years.



Culturally and linguistically diverse

Most of the population were born overseas (60%) and speak a language other than English (80%).



Family households are dominant

Close to 80% of the population live in family households, with 14% living in lone person households.



Mix of dwellings and densities

Half of all dwellings are separate houses, however high to medium density living is also common, representing 28% of all dwellings.



Regular public transport use

Lidcombe has considerably higher rates of people travelling to work by public transport (37%) compared to the LGA (26%) and Greater Sydney (23%).



High rates of homelessness in the LGA

Cumberland LGA has the second highest rate of homelessness across all NSW LGA's, accounting for 8% of the population.



Long waiting times for social housing

There is a five to ten year wait for studio/one bedroom social housing properties in the Auburn – Granville Allocation Zone. Waiting times increase to over ten years for two to four bedroom properties.



Strong population growth

Population projections indicate the LGA will increase by 23% by 2036. Growth will be experienced across all age groups, with the strongest growth in people over 70 years (80%).

6.2. CRIME AND SAFETY

Crime data from the Bureau of Crime Statistics Research (BOCSAR) indicates Lidcombe generally has a similar or lower rate of crime compared to NSW. The exceptions to this are rates of non-domestic assault and motor vehicle crimes, which are higher than the Cumberland LGA and NSW average.

Most crimes in Lidcombe are concentrated around the train station. This concentration is typical of most stations, due to high volume of people (both residents and visitors) passing through the area at all times of the week.

7. IMPACT SCOPING

A proposal may cause a range of direct and indirect social impacts which can have a positive, negative or neutral impact on the existing environment and community. A SIA should assess the impacts which are considered to have the most significant impacts on the community and identified stakeholder groups.

The following section outlines the impact scoping considerations which were used to inform the determination of significant social impacts. The assessment process used to determine each impact level is described in Section 2

7.1. IMPACTED COMMUNITIES

Based on the local context and community profile, the following individuals and communities are likely to be impacted by the proposal:

- Lidcombe residents
- Residences on Church Street
- Western Sydney community, particularly:
 - Households on the NSW social housing waitlist
 - Lower socio-economic families.

7.2. STAKEHOLDER CONSULTATION

As part of the SIA process, a phone call was held with Council's Engagement office to understand the local context and potential impacts of the proposal. High level, key findings are summarised below.

Table 4 Summary of consultation

Key area	Detail
Lidcombe community	<ul style="list-style-type: none"> ▪ The suburb has a high rate of homelessness which has largely been driven by overcrowding. ▪ The community is also highly diverse and is fairly young. Students have been attracted to the area given the suburb's location to tertiary education providers (e.g. TAFE, WSU Parramatta).
Suitability of site	<ul style="list-style-type: none"> ▪ Density of the site is considered appropriate, given the site's proximity to the train station and town centre. ▪ The location of the site next to the railway corridor provides a greater separation buffer to existing land uses. ▪ Some tenants may not want to have views to Rookwood Cemetery, depending on personal preference. ▪ Activation of the broader town centre area could be enhanced. There is limited lighting and pedestrian amenity late at night.
The proposal	<ul style="list-style-type: none"> ▪ Affordable and social housing is a key need in the area, particularly given the current waiting lists and homelessness rates. ▪ The inclusion of community uses on site would be beneficial to the area, considering that they are open to both the public and incoming residents. ▪ Future planning may need to include an assessment of school capacity in the area, depending on the size of apartments chosen.

	<ul style="list-style-type: none"> It's recognised that there may be some stigma attached to social housing. However, supply is a key need for the area.
Social infrastructure needs	<ul style="list-style-type: none"> Council's <i>Children's and Family Strategy</i> identified a lack of Council-run child care centres in Lidcombe. Affordable and quality child care places are much needed in the area. Historic community facility provision in Cumberland LGA has resulted in many smaller halls which lack flexibility and are costly to maintain. Council is moving towards the construction of larger, multipurpose facilities. There are plans to construct a new multipurpose community facility in the CBD. The applicant should continue to consult with Council to consider if a monetary contribution may be more appropriate to this facility, given Council's current provision model. The inclusion of a community hub on site which supports flexible uses (e.g. arts and cultural, makerspace, music rooms) would help meet current undersupply. Open space should be shaded to allow for cooler areas and greater use.
Pedestrian amenity	<ul style="list-style-type: none"> Church Street is a major road and can be challenging for pedestrians to cross given the roundabouts and split median strips. The proposal should consider how pedestrians will be able to safely navigate this road, without relying on median strips/safety islands. Consideration should also be given to how access to the child care centre will be managed.

7.3. PRELIMINARY ASSESSMENT

Table 5 outlines the social impacts which were considered as part of this SIA. These social impacts have been informed by the contextual information presented in Section 2 to Section 7 of this report.

The social impacts in Table 5 were assessed against the SIA criteria contained in Section 2, without considering management measures.

Any impacts which were assessed as having a moderate or higher impact are considered significant and included for further assessment in Section 8. Social impacts which were assessed as having a low or neutral impact are described below and are not included for further assessment.

Table 5 Impact scoping

Potential impacts	Potentially impacted communities	Preliminary assessment
Neutral to low impacts: not included for further assessment		
Traffic generation from the proposal	Lidcombe residents St Andrews Ukrainian School	<p>The proposal will involve the construction of a new roundabout at Church and Martin Street, as well as new access driveways. The proposal also seeks to provide 600 basement carparking spaces to accommodate the incoming residents.</p> <p>The Traffic Impact Assessment prepared by Stanbury Traffic Planning considers the surrounding road network can accommodate the proposal with reasonable levels of services. The changes to Church</p>

		<p>Street are also considered to provide a safer and more efficient road and traffic environment for all users.</p> <p>As the Traffic Impact Assessment considers there are no traffic issues to prevent approval, the traffic generation from the proposal is considered to have a low to neutral impact on the community.</p>
Moderate to very high impacts: significant impacts, assessed further in Section 8		
Availability of social housing	<p>Western Sydney community</p> <p>Households on the NSW social housing wait list</p>	<p>Evidence indicates that NSW is facing a shortage of social housing which is impacted on the most vulnerable members of our communities. The proposal will increase the supply of social housing and is likely to have a significant positive impact.</p> <p>This impact has been included for further assessment in Section 9.</p>
Access to facilities and open space	Lidcombe residents	<p>Population growth is placing pressure on the existing supply of social infrastructure, with Council identifying gaps in community facility, child care and open space provision in Lidcombe. The proposal seeks to introduce new community uses and open space on site to help meet this gap.</p> <p>This impact has been included for further assessment in Section 9</p>
Change in visual character	<p>Lidcombe residents</p> <p>Residents on Church Street</p>	<p>The proposal will introduce a new height limit to the Lidcombe town centre and represents a relatively large land area. The proposed density increase is in line with the strategic directions of the city but will represent a visual change which will be most pronounced on residents immediately opposite the site.</p> <p>This impact has been included for further assessment in Section 9</p>
Activation and connectivity	<p>Lidcombe residents</p> <p>Residents on Church Street</p>	<p>The proposal will redevelop a site which is currently vacant, offering new opportunities to contribute to the broader activation and connectivity of the town centre.</p> <p>This impact has been included for further assessment in Section 9</p>

8. ASSESSMENT OF SIGNIFICANT IMPACTS

The following section provides a detailed assessment of the significant social impacts to the proposal, as identified in Table 5. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level. The assessment process used to determine each impact level (low to very high) is described in Section 2.

8.1. AVAILABILITY OF SOCIAL HOUSING

Description of impact	Impacted groups
Increased social housing supply in Western Sydney	<ul style="list-style-type: none"> Western Sydney community Households on the NSW social housing wait list
Current environment	
<p>Social housing is a critical form of infrastructure for the most vulnerable people in the community. It provides direct housing and social support to people from a range of demographics, including the elderly, carers, families and people with a disability.</p> <p>Evidence from the NSW Government (see Appendix A) indicates that NSW is facing an increasing shortage of social housing. There are currently 60,000 households on the NSW waiting list, with demand primarily driven by an unaffordable private rental market and fewer social housing vacancies. Social housing demand is also high in the local catchment area. Data from FACS indicates there is a five to ten year wait for studio/one bedroom rooms in the Auburn – Granville catchment and over ten years for two, three and four bedroom properties.</p> <p>Historically, social housing in NSW was concentrated in housing estates which resulted in poor health and liveability outcomes. Current planning seeks to integrate social housing with private and affordable housing to reduce concentrations of disadvantage.</p>	
Impact of the proposal	
<p>The proposal will provide approximately 80 social housing units in Building A to help meet the current housing shortage of one and two bedroom units in the local catchment area. The social housing units will be co-located with approximately 400 private residential units across Buildings B – D, in line with current integration models.</p> <p>The proposal will provide these new social housing units in a highly accessible location. Incoming tenants will be within walking distance (400m) to Lidcombe's major public transport hub, being within easy distance to Sydney and Parramatta's employment centres. Incoming tenants can also access the services within the Lidcombe town centre and benefit from the additional community facilities and open space provided on site.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> Management of the social housing units by the Department of Communities and Justice (formally FACS) or a Community Housing Provider to ensure provision is maintained equitably and to a high standard. Design of all buildings to be undertaken by Cox Architecture to ensure the exterior all social housing units are consistent with the private, 	<ul style="list-style-type: none"> Prepare an Operational Plan of Management (OPM) as part of the future development application (DA) for the site. The OPM should be undertaken by the social housing provider and document their protocols relating to the social housing residential cohort, support services and building management. Consider a flexible residential floor plan or dual key apartments to enable a diverse social

<p>residential units. The design is also proposed to be of a high quality built form.</p> <ul style="list-style-type: none"> Intended management of the proposed community uses on site by Council to provide access to both private residential tenants and social housing tenants, enabling equal provision to all. 	<p>housing provision that could include one to three bedroom units in the future. This would be the responsibility of the NSW Land and Housing Corporation to undertake.</p>
Residual impact (considering management measures)	
Likelihood: Very likely	Consequence: Major
<p>Based on the above assessment, it is expected the provision of social housing units on site will generate a very high positive impact by increasing supply in an area of identified need. This positive impact is expected to directly change people's lives, given the service social housing provides for the most vulnerable people in communities.</p>	

8.2. ACCESS TO FACILITIES AND OPEN SPACE

Description of impact	Impacted groups
Increased provision and access to local community facilities and open space	<ul style="list-style-type: none"> Lidcombe residents
Current environment	
<p>Lidcombe is a local centre and contains various levels of social infrastructure and facilities. As shown in Section 4.1, most of the community facilities and open space are contained to the south of the railway, away from the site. Accessibility to some of these facilities is therefore limited.</p> <p>Population growth is placing increasing pressure on the existing supply of social infrastructure and open space. Council has identified an existing shortfall of community and cultural facility space, open space (parks over 0.5 ha) and local level playgrounds. This deficit is expected to increase with population growth. There are also no Council-run education and care services in Lidcombe, which is identified as a lack of equitable provision by Council.</p>	
Impact of the proposal	
<p>The proposal will improve the provision and quality of social and recreational infrastructure in the area by providing a community hub, public park and child care centre. The location of these facilities within walking distance to Lidcombe train station and town centre will provide greater access opportunities to the broader community.</p> <p>These facilities are proposed to be delivered under a VPA with Council and have been designed to address a key social infrastructure need, as follows:</p> <ul style="list-style-type: none"> The community hub is proposed to be the only community facility space in the Lidcombe CBD, north of the railway line. This facility is approximately 175 sqm and would have one main space available for activities or community programs. The space could support a range of uses depending on the need of the suburb's highly diverse and growing population, including meeting rooms, arts and cultural space or a co-working/business incubator space. The public park will provide approximately 2,000 sqm of new public open space. This includes the provision of a new playground, to help reduce the current deficit in the suburb. The park will also 	

provide for a range of passive uses, with a BBQ area, seating and pedestrian paths proposed are part of the future design.

- The long day child care centre will provide a minimum of 60 places. The VPA anticipates Council will own and manage the facility once constructed, helping to address the current deficit of Council-run education services in the area.

Management measures	SIA recommendations
<ul style="list-style-type: none"> ▪ Intended management of the community hub and child care centre by Council to allow access to both incoming residents and the general public. ▪ Location of the proposed community uses on the lower floors to increase accessibility and visibility to the community. ▪ Design of the community hub as a flexible space to adapt to changing community needs over time. 	<ul style="list-style-type: none"> ▪ Design the open space to provide considerable shade to combat the urban heat impact. ▪ Ensure the child care centre and public playground is secure from the road to maintain the safety of all users on site. This level of detail can be provided during the detailed DA stage for the site. ▪ Continue to consult with Council regarding the size, layouts and uses of the proposed facilities to reduce potential duplication of provision and ensure local needs are met. ▪ Allocate a provision of affordable child care spaces to at-need households within the local area. ▪ Consider an inclusive playground design to accommodate people from a range of ages and abilities.
Residual impact (considering management measures)	
Likelihood: Likely	Consequence: Moderate
Based on the above assessment, the increased provision and access to community facilities, child care and open space is expected to have a high positive impact in the local community by providing needed social infrastructure in an area of undersupply.	

8.3. CHANGE IN VISUAL CHARACTER

Description of impact	Impacted groups
Potential change to the visual character of Lidcombe town centre.	<ul style="list-style-type: none"> ▪ Lidcombe residents ▪ Residents on Church Street
Current environment	
Lidcombe is an urban area and is identified as a principle local centre. The suburb has been developed around the train station, with most services concentrated in this CBD area. The CBD area is generally surrounded by low density residential and some walk up apartments. The site is located at the eastern end of the CBD and is currently vacant. It is located opposite single storey houses and medium density apartments, with density increasing moving west towards the city centre.	

Over the past years, the suburb has been developing in response to population growth. This has seen density in the CBD increase with the construction of multiple medium to high density apartments. However, the *Draft Auburn and Lidcombe Town Centres Strategy* notes some of these developments have a poor urban quality due to limiting planning controls. Some new developments have a bulky appearance, poor amenity and little usable outdoor space for residents and the public. To help overcome this and align with the strategic direction of the city, the strategy proposes a maximum height limit of 60 metres for the Lidcombe Town Centre. Currently, this strategy has not been adopted by Council.

Impact of the proposal

The proposal will introduce four new residential buildings on site, ranging from 53 meters to 22 meters. While residential uses are permitted on site, this will be a considerably higher built form than the existing surrounding uses. This height change will be most pronounced on residents living opposite the site on Church Street.

New developments with a higher built form can be a contested land use in any community given the change it represents to the skyline and the potential and/or perceived impacts on amenity and services. However, this tension can be ameliorated by ensuring height is concentrated in appropriate locations, bulk appearances are reduced, and community benefits are increased.

The proposal has been designed to maximise new housing supply in a highly connected area, supporting the Greater Sydney Commission's vision for a 30 minute city. In selecting this site, the proposal will integrate new housing in walking distance to public transport, shops and services. Lidcombe town centre has also been identified as suitable for increased density. The proposal aligns with the maximum 60 meter height limit which is proposed for the centre. The buildings on site will be stepped, ensuring the bulk of the height is located closest to the town centre.

Being located next to the railway line, many of the potential overshadow impacts to neighbouring properties have been reduced. Shadow diagrams indicate all shadows in mid-winter (at 9am, 12pm and 3pm) will be confined to the railway line and parts of Rookwood cemetery. No shadows are expected on the residential properties on Church Street. The Heritage Impact Statement considers the height of the buildings will have an acceptable impact on surrounding heritage items (including the cemetery) and will not change their outcome.

The proposal has also been designed to enhance connectivity with the surrounding area. The buildings are setback from the road and incorporate various public open space and greenery along Church Street. This helps to reduce overshadowing on Church Street and provides an enhanced pedestrian amenity.

Management measures	SIA recommendations
<ul style="list-style-type: none"> Location of the proposal next to the railway corridor, minimising potential overshadowing impacts on residences. Design of the site to incorporate a range of community uses to provide public benefit and invite people into the site. This reduces the potential for the site to become isolated from the community and helps to better integrate the site into the urban fabric. Reconfiguration of Church Street to provide a larger set back from the road and reduce the feeling of overshadowing on pedestrian users. 	<ul style="list-style-type: none"> Undertake a Landscape and Visual Impact Assessment as part of the future planning for the site. Undertake consultation with the community to provide feedback on the proposal and input to the final design. Investigate the need for screening to reduce potential sensitive view receivers and to add to the site amenity.

Residual impact (considering management measures)	
Likelihood: Likely (initial short term) to Possible (long term)	Consequence: Moderate (short term) to Minimal (long term)
<p>Based on the above assessment, it is expected the proposal will initially have a high negative impact on a small group of resident's visual amenity. This proposal represents a change to the existing height on Church Street and residents in the single story houses opposite will experience a considerable change to their regular outlook which could be met with high concern. However, this is expected to occur in other sites around Lidcombe as the suburb transits to a high density centre in line with strategic directions.</p> <p>Longer term it is expected the broader community can adapt to this change and will have a low impact on the visual character of the town centre. This is largely influenced by the location of the site in an area highly suitable for density, the design of the buildings to avoid overshadowing residential properties and the inclusion of community uses on site. This will help integrate the proposal with the long term vision for the centre of Lidcombe and is consistent with strategic growth principles.</p>	

8.4. ACTIVATION OF THE SITE

Description of impact	Impacted groups
Potential for increased activation and connectivity of a vacant site.	<ul style="list-style-type: none"> Lidcombe residents Residents on Church Street
Current environment	
<p>The site is one of the largest land holdings in the town centre, stretching for approximately 270 meters. However, the site is vacant and does not provide activation to the broader area. The lack of activity and lighting on site provides limited pedestrian amenity, particularly at night.</p> <p>The site also borders Church Street which is one of the main vehicle and pedestrian corridors for Lidcombe. A pedestrian path is provided on both sides of Church Street to facilitate access from the station to the nearby residential areas. However, Church Street is a difficult road to cross for pedestrians. The roundabout at Swete/Church Street and the split median strip at Martin/Church Street creates a challenging and potentially unsafe crossing point.</p>	
Impact of the proposal	
<p>The proposal will activate a previously vacant site and provide opportunities to contribute to the overall safety of the town centre. Train stations are typically areas of heightened crime. The redevelopment of the site to cater for residents and non-residents will provide greater passive surveillance opportunities along the main pedestrian spine to the station. The inclusion of publicly accessible facilities on site will also encourage a diversity of people to use the site during the day, when residential sites are mostly vacant. Overall the proposal allows for broader community ownership and public activation of the site which are unlikely to be realised if the site was isolated for residential apartments only.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> Intended management of the proposed community hub and public park by Council to allow for public access, encouraging a greater diversity of users on site and longer periods of activation. 	<ul style="list-style-type: none"> Undertake a Crime Prevention Through Environmental Design (CPTED) Assessment during the detailed DA stage to assess and minimise any safety risks. This should consider the facilitation of direct pedestrian access from

<ul style="list-style-type: none"> Provision of new pedestrian paths throughout the site and tree planting on Church Street to help facilitate movement and walkability. This will encourage greater use of the space to and from the town centre. Location of the public park and community uses fronting Church Street to encourage activity at the public-facing side of the site, opposed to facing the rail corridor. Construction of a new roundabout and crossing at Martin/Church Street to provide for safer pedestrian and vehicle movements from the site, as described in the Traffic Impact Assessment. 	<p>Building D across Church Street and access movements to and from the proposed child care centre.</p>
Residual impact (considering management measures)	
Likelihood: Likely	Consequence: Moderate
<p>Based on the above assessment, the redevelopment of the currently vacant site is expected to have a high positive impact on the local area by activating the site for a range of community uses and broadening passive surveillance opportunities.</p>	

9. CONCLUSION

This SIA has been undertaken to assess the potential social impacts arising from the planning proposal at 2 - 36 Church Street. The planning proposal seeks to amend the existing height and floor space ratios to construct a new residential development with social and private housing, a childcare centre, public open space and community hub.

Based on the assessment in this report, the key social impacts of this proposal are considered to be:

- Availability of social housing: the provision of social housing units on site will generate a very high positive impact by increasing supply in an area of identified need. This positive impact is expected to directly change people's lives, given the service social housing provides for the most vulnerable people in communities.
- Access to facilities and open space: the increased provision and access to community facilities, child care and open space is expected to have a high positive impact in the local community by providing needed social infrastructure in an area of undersupply.
- Change in visual character: it is expected the proposal will initially have a high negative impact on a small group of resident's visual amenity. This proposal represents a change to the existing height on Church Street and residents in the single story houses opposite will experience a considerable change to their regular outlook which could be met with high concern. However, this is expected to occur in other sites around Lidcombe as the suburb transits to a high density centre in line with strategic directions.

Longer term it is expected the broader community can adapt to this change and will have a low impact on the visual character of the town centre. This is largely influenced by the location of the site in an area highly suitable for density, the design of the buildings to avoid overshadowing residential properties and the inclusion of community uses on site. This will help integrate the proposal with the long term vision for the centre of Lidcombe and is consistent with strategic growth principles.

- Activation of the site: the redevelopment of the currently vacant site is expected to have a high positive impact on the local area by activating the site for a range of community uses and broadening passive surveillance opportunities.

Section 9.1 below contains recommendations to help further manage and improve the potential impacts arising from the proposal. Based on this assessment and the recommendations provided, it is likely the proposal will generate a positive impact to the local community and the potential changes to the existing visual character can be managed over time.

9.1. RECOMMENDATIONS

The following recommendations are provided to further manage the potential impacts from the proposal:

- Prepare an Operational Plan of Management (OPM) as part of the future development application (DA) for the site. The OPM should be undertaken by the social housing provider and document their protocols relating to the social housing residential cohort, support services and building management.
- Consider a flexible residential floor plan or dual key apartments to enable a diverse social housing provision that could include one to three bedroom units in the future. This would be the responsibility of the NSW Land and Housing Corporation to undertake.
- Design the open space to provide considerable shade to combat the urban heat impact.
- Ensure the child care centre and public playground is secure from the road to maintain the safety of all users on site. This level of detail can be provided during the detailed DA stage for the site.
- Continue to consult with Council regarding the size, layouts and uses of the proposed facilities to reduce potential duplication of provision and ensure local needs are met.
- Allocate a provision of affordable child care spaces to at-need households within the local area.
- Consider an inclusive playground design to accommodate people from a range of ages and abilities.
- Undertake a Landscape and Visual Impact Assessment as part of the future planning for the site.
- Undertake consultation with the community to provide feedback on the proposal and input to the final design.

- Investigate the need for screening to reduce potential sensitive view receivers and to add to the site amenity.
- Undertake a Crime Prevention Through Environmental Design (CPTED) Assessment during the detailed DA stage to assess and minimise any safety risks. This should consider the facilitation of direct pedestrian access from Building D across Church Street and access movements to and from the proposed child care centre.

10. DISCLAIMER

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APPENDIX A POLICY REVIEW

STATE GOVERNMENT

Greater Sydney Commission – Central District Plan 2018

The Greater Sydney Commission's District Plans divide Greater Sydney into five districts which represent their common locality and planning opportunities. The site is located within the Central District.

The Central District Plan (the District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan is guided by four key themes that represent the planning priorities for each district, with ten directions to guide delivery. The planning priorities of relevance to this proposal are summarised below.

Key planning priorities	Relevance to proposal
C3: Providing services and social infrastructure to meet people's changing needs	<ul style="list-style-type: none"> A growing population is increasing the demand on existing services and infrastructure. There is a need to better integrate these facilities to help meet demand and contribute to healthier neighbourhoods. New facilities should be accessible with direct walking/cycling connections to encourage healthy lifestyles and facilitate social interaction. The development of shared use, multipurpose, flexible and intergenerational facilities will be essential in ensuring better access and usage of services. Publicly owned land, including social housing in renewal precincts, may provide opportunities to co-locate social infrastructure and mixed uses at the heart of neighbourhoods.
C4: Fostering healthy, creative, culturally rich and socially connected communities	<ul style="list-style-type: none"> Social housing should be integrated with private and affordable housing to help reduce concentrations of disadvantage. Social housing should also have good access to transport, employment, community facilities and open spaces to provide a better social housing experience.
C5: Providing housing supply, choice and affordability with access to jobs, services and public transport	<ul style="list-style-type: none"> The location, type and cost of housing directly influence a person's quality of life (e.g. commuting time). New housing supply must be coordinated with local infrastructure to create liveable, walkable and cycle-friendly neighbourhoods with direct access to shops, services and public transport.
C0: Delivering integrated land use and transport planning and a 30 – minute city	<ul style="list-style-type: none"> The District Plan sets a long-term vision for people to have public transport access to their closest metropolitan or strategic centre within 30 minutes. Integrating land use, transport and infrastructure is necessary to achieve this vision. Encouraging the growth of strategic and local centres will reduce the need for people to travel long distances to access jobs and services.

NSW Government - Future direction for Social Housing in NSW 2016

The Future Directions for Social Housing in NSW sets out the NSW Government's vision for social housing over the next 10 years. The strategy is intended to drive better outcomes for tenants and helping those who are able to transition out of social housing.

The strategy notes that:

- Demand for social and affordable rental housing is increasing. Fewer social housing vacancies and an unaffordable private rental market has driven the growth of the social housing waitlist to 60,000 households.
- The average length of housing stays are also becoming longer, with more than 50% of people in social housing holding a lease for more than 10 years.
- Approximately 40% of social housing in NSW are located in concentrated housing estates. Many estates experience high levels of crime, unemployment, domestic violence, poor educational outcomes and associated child protection issues. The strategy notes improving the physical environment, including access to infrastructure, parks and community facilities can help to address this, as well as providing better support to employment and training opportunities.

To help meet demand, the NSW Government has launched Communities Plus in collaboration with the Land and Housing Corporation to fast track social housing developments. The new social housing developments will be modern, look the same as neighbouring private dwellings and be close to transport, employment and other community services. It aims for large redevelopments to target a 70:30 ratio of private to social housing to enable more integrated communities.

LOCAL GOVERNMENT

Cumberland Council – Cumberland 2030: Our Local Strategic Planning Statement 2019

Cumberland's *Local Strategic Planning Statement (CLSPS)* set outs that LGA's economic, social and environmental land use needs over the next 10 years. It sets out clear planning priorities about what will be needed (such as jobs, homes, services and parks) and actions to deliver the priorities for the community's future vision.

As part of the CLSPS process, the community were asked to provide feedback on how they wanted the LGA to look like in the future. Key community feedback of relevance to this proposal include:

- Sense of community and liveability of the area
- Equality and access to infrastructure and services
- High quality and diverse range of green spaces
- Jobs close to home
- A strategic approach to planning and development that results in positive outcomes for the community.

The CLSPS recognises the importance of town centres in delivering a range of services and facilities to support future growth. Town centres provide community life, retailing and entertainment and provide a highly valued cultural atmosphere. Lidcombe is identified as a principle local centre, with "popular eat streets and vibrant night time economy". It's also growing as a key employment generating centre due to its strategic location.

Key planning priorities which support the vision of Cumberland and of relevance to this proposal include:

- Delivering housing diversity to suit changing needs
- Delivering affordable housing suitable for the needs of all people at various stages of their lives
- Designing vibrant and attractive town centres
- Providing high quality, fit-for purpose community and social infrastructure in line with growth and changing requirements.

Cumberland Council – Cumberland Community Strategic Plan 2017 – 27

Cumberland's *Community Strategic Plan* sets out the community's vision for the future; the strategies in place to achieve it, and how progress towards or away from the vision will be measured. Cumberland community's vision for the future is to "Welcome, Belong, Succeed".

Key outcomes of relevance to this proposal to achieve this vision are:

- We have high quality community facilities and spaces that fit our purposes
- We feel safe in all areas of Cumberland at all times
- We have equal access to local services and facilities
- We have great natural and green spaces that suit a variety of uses
- We have access to jobs locally and in our region
- Our planning decisions and controls ensures the community benefits from development.

Cumberland Council – Draft Auburn and Lidcombe Town Centres Strategy 2016

The *Draft Auburn and Lidcombe Town Centre Strategy* will be used to inform the preparation of a planning proposal to amend the zoning, floor space and height controls for these town centres. It has been prepared in response to the current development which, while meeting minimum requirements, didn't provide the expected aesthetic or functional contribution to the centres. It became apparent that there is a disconnect between heights and floor space ratios (FSR), with heights often insufficient to encourage the quality of design anticipated.

The strategy makes the following observations for Lidcombe's built form:

- Shop top housing is the predominant form of housing in the town centre. Residential flat building and lower density housing surround the town centre. There is an opportunity to provide a greater variety of housing, including both affordable housing and live-work opportunities.
- Improving the connectivity for all users across the rail line and within the centre will be critical to achieving a cohesive functioning town centre in the future.
- There is an identified need to increase the retail convenience offerings for the local population, especially for a supermarket within the town centre.
- Across the Lidcombe and Auburn town centres, some developments have sought to maximise the floor space within the limited heights by filling as much of the site as possible. This has resulted in a bulk appearance, poor amenity and little useable outdoor space at the ground level for both residents and the public.

Cumberland Council – Draft Open Space and Recreation Strategy 2019 – 2029

Cumberland's *Open Space and Recreation Strategy* provides a 10 year direction for open space, sport and recreation services and facilities. The strategy's principles, strategic directions and actions focus on achieving social inclusion, connectivity, health and wellbeing, increased sport and recreation participation and social and environmental sustainability within Cumberland.

The strategy identifies Lidcombe has a deficit of open space, with poor access to parks over 0.5 ha in size. Phillips Park is the only identified open space which serves the population of Lidcombe North. To help minimise this deficit, the strategy provides the following priorities:

- Expanding the size of existing open space (e.g. through the acquisition of adjoining sites)
- Improving the pedestrian access to existing open space (e.g. through active street networks or connecting up parks)
- Creating a network of smaller spaces that provide a range of recreation functions with active street connections between.

The strategy also notes there is a current and future need for more local play spaces and additional off-leash areas in Lidcombe.

Cumberland Council – Community Facilities Strategy 2019 – 2029

Cumberland's *Community Facilities Strategy* provides direction for Council's programming, management, planning and provision of community facilities over the next 10 years.

Key findings of relevance to Lidcombe include:

- There is an existing shortfall of community facility space, which will increase with population growth. To overcome this, Council have implemented a key action to investigate the opportunity to develop a community hub (incorporating library, multipurpose community centre and other functions) within the Lidcombe Town Centre. As an option, this could be considered through the redevelopment of Lidcombe's existing Library and Community Centre site.
- There is a need for additional arts and creative spaces across the LGA, with particular need in Lidcombe. Industry benchmarks also indicate the need for a multipurpose performing arts or cultural centre in Cumberland.
- There are no Council-run education and care services in Lidcombe. This represents a lack of equitable access to Council's services for the community. The majority of Council's education and care services are focused in the western and central sections of the LGA.
- All of Council's libraries (except Granville library) will be undersized in the future. Local infrastructure contributions can contribute to the expansion or redevelopment of libraries in high growth areas (e.g. Lidcombe).

Cumberland Council – Children and Families Strategy 2019 – 2023

Cumberland's Children and Families Strategy provides a four year direction for the provision of education and care services. The strategy aims to ensure Council is collaboratively planning for the growing and changing needs, interests and aspirations of children and families in Cumberland.

Key findings of relevance to the proposal include:

- Lidcombe North will have the fourth highest growth of children (0 – 4 years) and primary school children (5 – 12 years) in the LGA.
- Based on benchmarks there is a current gap of 1,014 places for children aged 0 – 5 years for centre-based care. By 2036, this gap will extend to 2,864 places.
- Council will investigate opportunities to provide additional Council operated education and care services in the eastern section of the Cumberland area.

APPENDIX B DEMOGRAPHIC DATA

Table 6 Demographic table

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Population	19,627	216,079	4,823,991
Median age	33	32	36
Average people per household	3.2	3.2	2.8
Age distribution (%)			
Aged 0-4	6.0%	7.8%	6.4%
Aged 5-9	4.7%	7.0%	6.4%
Aged 10-14	4.0%	5.7%	5.8%
Aged 15-19	5.5%	5.8%	6.0%
Aged 20-24	9.6%	7.9%	7.1%
Aged 25-29	12.5%	9.9%	7.9%
Aged 30-34	10.5%	9.6%	8.1%
Aged 35-39	7.6%	7.8%	7.4%
Aged 40-44	5.9%	6.3%	7.1%
Aged 45-49	6.0%	5.8%	6.7%
Aged 50-54	6.3%	5.6%	6.3%
Aged 55-59	6.6%	5.2%	5.8%
Aged 60-64	5.0%	4.3%	5.0%
Aged 65-69	3.3%	3.6%	4.4%
Aged 70-74	2.3%	2.6%	3.3%
Aged 75-79	1.7%	2.0%	2.4%
Aged 80-84	1.2%	1.4%	1.8%
Aged 85+	1.3%	1.5%	2.0%
Country of birth and Indigenous identification (%)			
Australia	30.0%	41.7%	57.1%
Born overseas country #1	South Korea: 15.4%	India: 6.6%	China: 4.7%
Born overseas country #2	China: 11.2%	China: 6.5%	England: 3.1%

DEMOGRAPHIC DATA

URBIS
2 - 36 CHURCH STREET LIDCOMBE_SIA_FINAL

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Born overseas country #3	Vietnam: 6.0%	Lebanon: 4.9%	India: 2.7%
Aboriginal or Torres Strait Islander	0.2%	0.6%	1.5%
Language spoken at home (%)			
English only	19.0%	28.9%	58.4%
Language other than English #1	Korean: 17.9%	Arabic: 15.2%	Mandarin: 4.7%
Language other than English #2	Mandarin: 11.1%	Mandarin: 6.3%	Arabic: 4.0%
Language other than English #3	Cantonese: 10.3%	Cantonese: 4.5%	Cantonese: 2.9%
Family composition (%)			
Couple family without children	31.4%	26.8%	33.4%
Couple family with children	50.8%	54.5%	49.5%
One parent family	14.7%	16.2%	15.2%
Other family	3.2%	2.5%	1.8%
Household composition (%)			
Family households	78.7%	77.0%	73.6%
Lone person households	13.8%	18.0%	21.6%
Group households	7.6%	5.0%	4.7%
Dwelling structure (%)			
Separate house	49.9%	56.0%	56.9%
Semi-detached	21.1%	16.2%	14.0%
Flat or apartment	27.9%	26.8%	28.1%
Other dwelling	0.3%	0.6%	0.6%
Tenure (%)			
Owned outright	25.2%	25.6%	29.1%
Owned with mortgage	30.7%	29.9%	33.2%

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Rented	39.5%	40.2%	34.1%
Other tenure type	0.6%	0.7%	0.9%
Employment (%)			
Unemployed	8.5%	9.5%	6.0%
Occupation (%)			
Professionals	21.8%	18.9%	26.3%
Technicians and Trades Workers	12.7%	15.4%	11.7%
Clerical and Administrative Workers	12.3%	14.2%	14.6%
Managers	9.0%	8.9%	13.7%
Sales Workers	9.0%	9.3%	9.0%
Labourers	13.2%	12.1%	7.5%
Community and Personal Service Workers	9.3%	9.7%	9.6%
Machinery Operators and Drivers	6.1%	8.4%	5.6%
Income (\$)			
Median personal weekly income	\$524	\$501	\$719
Median family weekly income	\$1,495	\$1,436	\$1,988
Median household weekly income	\$1,571	\$1,379	\$1,750
Level of highest educational attainment (%)			
Year 9 or below	6.9%	9.7%	7.1%
Year 10	6.5%	10.0%	9.4%
Year 11	2.7%	3.3%	3.1%
Year 12	26.3%	21.2%	17.3%
Certificate level I-IV	7.1%	9.9%	12.2%

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Advanced Diploma and Diploma level	9.1%	8.5%	9.3%
Bachelor Degree level and above	27.4%	22.2%	28.3%
Motor vehicles (%)			
None	11.9%	11.7%	11.1%
1 motor vehicle	39.7%	37.8%	37.1%
2 motor vehicle	30.7%	30.7%	32.8%
3 or more vehicles	13.3%	15.4%	15.7%
Method of travel to work (%)			
People who travel to work by public transport	36.6%	25.7%	22.8%
People who travel to work by car as driver or passenger	52.1%	62.4%	59.8%
Rates of homelessness (%)			
Number of homeless persons*	Not calculated	3,129	NSW total: 37,692

Source: ABS Census 2016 * Homeless rates take from the ABS 2016 Census of Population and Housing: Estimating homelessness per LGA

Socio Economic Indexes for Areas (SEIFA)

The Socio-Economic Indexes for Areas (SEIFA) has been developed by the Australian Bureau of Statistics (ABS) to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. Four indices have been developed. The Index of Relative Socio-Economic Advantage and Disadvantage is a continuum of advantage (high values) to disadvantage (low values) and is derived from Census variables related to both advantage and disadvantage.

The area with the lowest score is given a decile of 1, the area with the second lowest score is given a decile of 2 and so on, up to the area with the highest score is given the highest decile.

Table 7 SEIFA Index

Advantage and Disadvantage		
	Score	Decile
Lidcombe (suburb)	1011	7
Cumberland LGA	959	5

APPENDIX C POPULATION PROJECTIONS

Cumberland LGA	Year						
	2016	2021	2026	2031	2036	% of 2036 population	% change 2016 - 2036
Aged 0 to 4	17,750	19,150	20,400	21,000	21,900	7.5%	23.4%
Aged 5 to 9	14,900	16,800	17,750	19,200	19,700	6.7%	32.2%
Aged 10 to 14	13,000	14,800	16,350	17,550	18,800	6.4%	44.6%
Aged 15 to 19	13,300	14,300	15,800	17,500	18,600	6.4%	39.8%
Aged 20 to 24	16,750	17,500	18,050	19,700	21,300	7.3%	27.2%
Aged 25 to 29	20,050	20,700	20,700	21,650	23,250	8.0%	16.0%
Aged 30 to 34	19,400	20,750	20,450	20,900	21,900	7.5%	12.9%
Aged 35 to 39	16,400	18,750	19,350	19,400	19,900	6.8%	21.3%
Aged 40 to 44	14,300	16,350	18,250	19,100	19,200	6.6%	34.3%
Aged 45 to 49	13,200	14,650	16,300	18,450	19,250	6.6%	45.8%
Aged 50 to 54	12,550	13,200	14,400	16,200	18,100	6.2%	44.2%
Aged 55 to 59	11,300	12,050	12,650	13,900	15,500	5.3%	37.2%
Aged 60 to 64	9,350	10,550	11,200	11,950	13,100	4.5%	40.1%
Aged 65 to 69	7,850	8,350	9,450	10,200	10,850	3.7%	38.2%
Aged 70 to 74	6,000	7,200	7,700	8,900	9,600	3.3%	60.0%
Aged 75 to 79	4,650	5,400	6,600	7,200	8,350	2.9%	79.6%
Aged 80 to 84	3,300	3,900	4,600	5,750	6,350	2.2%	92.4%
Aged 85 +	3,400	3,750	4,350	5,400	6,850	2.3%	101.5%
Total persons	217,450	238,200	254,350	273,900	292,450	-	34.5%
Change	14,450	20,700	16,200	19,550	18,500	-	-
Growth rate (%)	1.4%	1.8%	1.3%	1.5%	1.3%	-	-

Source: Department of Planning, Industry and Environment (DPIE)

APPENDIX D CRIME STATISTICS

Table 8 Crime rates per 100,000 people, June 2018 – June 2019

Crime type	Lidcombe	Cumberland LGA	NSW
Non-domestic assault	594.1	358.6	402.1
Break and enter (non-dwelling)	74.9	67.8	127.1
Malicious damage to property	421.0	512.9	732.2
Motor vehicle theft	205.8	179.3	168.5
Steal from motor vehicle	538.0	467.1	484.2
Steal from persons	46.8	28.5	49.5
Break and enter dwelling	201.2	295.5	325.1

Source: BOCSAR

The following table contains the two-year crime trends for Lidcombe, Cumberland LGA and NSW. Some crime trends for Lidcombe are not calculated (n.c.) by BOCSAR due to limited sample sizes.

Table 9 Two year crime trends, June 2017 – June 2019

Crime type	Lidcombe	Cumberland LGA	NSW
Non-domestic assault	Stable	Stable	Stable
Break and enter (non-dwelling)	n.c.	-22.7%	Stable
Malicious damage to property	Stable	Stable	Stable
Motor vehicle theft	Stable	Stable	Stable
Steal from motor vehicle	Stable	Stable	Stable
Steal from persons	Stable	Stable	-12.3%
Break and enter dwelling	Stable	Stable	Down 6.1% per year

Source: BOCSAR. N.C = not calculated



DOCUMENTS
ASSOCIATED WITH
REPORT LPP015/20

Attachment 5

Attachment 5 - Heritage Impact
Statement

approximately 100m to the east of Platform 4-5, and the Overbridge between Church Street and Railway Street located approximately 10m to the east of Platform 2-3). West: 5 metres from end of platform.

Refer to Figure 14.



Figure 14: SHR Curtilage.
State Heritage Inventory

2.3.2.5 Statement of Significance

The State Heritage Inventory provides the following Statement of Significance for this item:

Lidcombe Railway Station is historically significant at a local level as a station established during the first phase of NSW railway construction in the 1850s, with the station opening in 1858 as part of the Main South Line. The station is also associated historically with Rookwood Cemetery from 1867 (with the station being named 'Rookwood' for a period between 1878 and 1914) and the Sydney Meat Preserving Company (from 1871), which stimulated an increased need for transport to the area. Significant upgrade works followed in 1888 and the main building complex still present at the station is historically significant in its ability to demonstrate this phase of development, with the platform station buildings being representative of standard design 'third class' station buildings typical of the late 1880s period of railway design.

The station is aesthetically significant at a local level in

HERITAGE IMPACT STATEMENT



2-36 Church Street, Lidcombe
November 2019 | J4002

**Weir
Phillips**
Heritage
and Planning

Level 19, 100 William Street Woolloomooloo NSW 2011
Phone: (02) 8076 5317

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1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Planning Proposal Submission for a new residential flat development at Nos. 2-36 Church Street, Lidcombe, New South Wales. A Development Application (DA-94/2019) was submitted to Cumberland Council in 2019, however, has not yet been determined. This Planning Proposal submission seeks to increase the height of the proposed buildings to bring it in line with the proposed 60m height limit as outlined in the *Draft Auburn and Lidcombe Town Centres Strategy (T109873/2016)*. The site is adjacent to the Lidcombe town centre.

The site is located within the Cumberland Council area. The principal planning control for the site is the *Auburn Local Environment Plan 2010 (LEP 2010)*. The site is not listed but is located within the vicinity of local items under Schedule 5, Part 1 of the *LEP 2011* and State items under the *NSW Heritage Act 1977*.

Under Part 5.10 of the *LEP 2010*, Council must consider:

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The appropriate heritage management document in this instance is a Heritage Impact Statement (HIS).

This statement has been prepared at the request of the owner of the site and accompanies plans prepared by Cox Architecture.

1.2 Authorship and Acknowledgements

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., M.Herit.Cons. (cand.), and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage and Planning.

1.3 Limitations

Given that the site is not heritage listed, a site history and assessment were not provided for. The histories contained in this statement for heritage items were prepared using readily available resources.

No Aboriginal or historical archaeology was carried out on the site.

1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

1.5 Physical Evidence

A site visit was carried out in November 2019. Unless otherwise stated, the photographs contained in this statement were taken by the authors on this occasion.

1.6 Documentary Evidence

1.6.1 Heritage Listing Sheets

- Office of Environment & Heritage, 'Lidcombe Fire Station',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030010>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Lidcombe Railway Station Group',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800244>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Lidcombe Signal Box',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030054>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Rookwood Cemetery and Necropolis',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045470>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Royal Oak Hotel',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030053>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'St Joachim's Catholic Church, Parish Hall and School',
[environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030027](https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030027), accessed 20 November, 2019.

1.6.2 Planning Documents

- *Auburn Development Control Plan 2010.*
- *Auburn Local Environmental Plan 2010.*

1.7 Site Location

Nos. 2-36 Church Street is located on the southern side of Church Street between Swete Street and Dalley Street (Figure 1). The site is identified as Lots 1-18 (inclusive) of D.P. 217589.

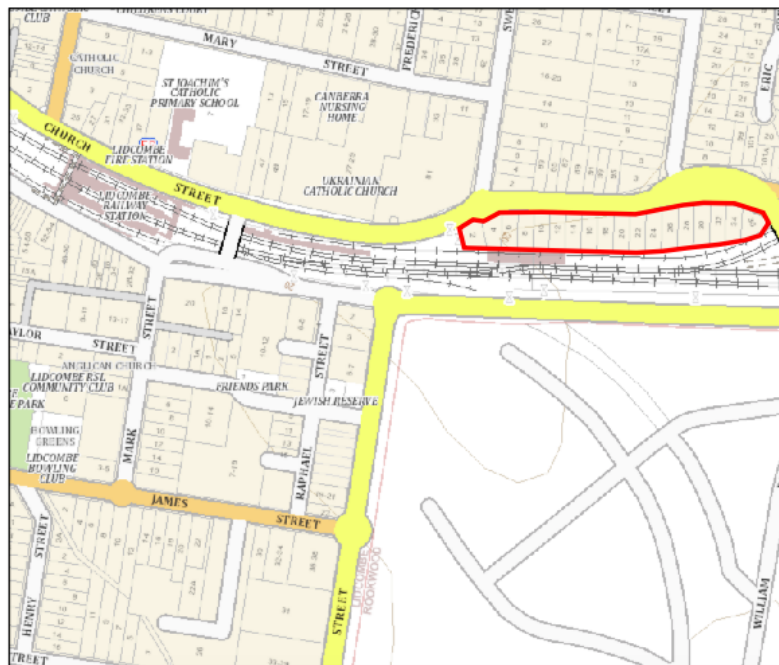


Figure 1: Map of Nos. 2-36 Church Street. The subject site is outlined in red.
SIX Maps, 2019

2 ASSESSMENT OF SIGNIFICANCE

2.1 Summary of Statutory Heritage Listings

Nos. 2-36 Church Street, Lidcombe:

- Are not listed as local heritage items by Schedule 5, Part 1 of the *LEP 2010*.
- Are not listed as State heritage items under the auspices of the *NSW Heritage Act 1977*.
- Are not located within a Heritage Conservation Area by Schedule 5, Part 2 of the *LEP 2010*.

2.2 Heritage Items Within the Vicinity of the Site

Refer to Figure 2, which shows heritage items within the vicinity of the site. In this plan, heritage items are coloured brown and yellow and numbered and Conservation Areas are hatched red. The red arrow points to the subject site.



**Figure 2: HER_006 showing heritage items in relation to the subject site. Annotations in red and 'A00718' added by WPH&P.
Auburn LEP 2010**

For the following, 'within the vicinity' has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

2.3 State Listings

Nos. 2-36 Church Street is located within the vicinity of one heritage item listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*:

- **'Rookwood Cemetery and Necropolis'.**

Nos. 2-36 Church Street is located within the vicinity of one heritage item listed on the RailCorp s170 Register under the auspices of the *NSW Heritage Act 1977*:

- **'Lidcombe Railway Station and Yard Group'.**

2.3.1 Rookwood Cemetery and Necropolis

This item lies directly to the south of the subject site. It is identified as SHR No. 00718. It is also a local heritage item under Schedule 5, Part 1 of the *LEP 2010*. It is marked 'A00718' in Figure 2 above.

2.3.1.1 History

The following is an abbreviated history provided by the State Heritage Register for this item. For a full account, see the heritage listing sheet:

Prior to European settlement, the traditional owners of the area now occupied by Rookwood were the Wangal people, a Darug language-speaking 'clan' group. The Wangal group original extended from Sydney Cove westerly to Parramatta (POM, 23). Aboriginal occupation of this region dates back well into the Pleistocene period (over 10,000 years ago)(Jacquet, 2015, 27).

The Haslem Creek Cemetery, as Rookwood was originally known, was the result of urban encroachment. By the 1840s, only half a century after the arrival of the First Fleet, Sydney's third cemetery at Devonshire Street (now the site of Central Station and railway yards) was facing the same fate as its predecessors: it was running out of space and suffering from urbanisation. Land values were increasing, and for a young city there were better uses for the space it occupied (POM, 23).

By the mid 1850s the need for a new cemetery was becoming urgent. In response the NSW Government embarked on a great Victorian enterprise - mirrored only 10 years earlier at Brookwood outside London - the search for a large-enough parcel of land to bury Sydney's dead in perpetuity (POM, 23). In 1860 the Government advertised that it wanted to purchase land along the railway for a cemetery. After a number of site inspections the Government had narrowed its choice to two possible sites, the Wentworth's Homebush Estate and the Hyde Park Estate.

On the 18th September 1862 the Government of New South Wales purchased 200 acres of the Hyde Park Estate owned by Mr Edward Cohen. During the same month Surveyor Heady sketched the site for the cemetery. By November 1862 Charles Moore, Director of the Botanical Gardens had begun supervising the fencing of the land. In 1863 the Lands Department invited the major denominations to nominate trustees for portions of the cemetery. The area was divided among the denominations according to their proportion in the population in the 1861 census. Roman Catholic, Church of England, Independent (Congregational), Wesleyan, Presbyterian and Jews were invited to name their trustees. Within the area allocated, preparation of the cemetery grounds was to be at the expense of each denomination. At this time the area was known as Haslem's Creek Necropolis.

In June 1864 Colonial Architect, James Barnet, submitted plans for the construction of a lodge for a manager and this was constructed by mid 1865. In December 1865 the Government surveyor, John Armstrong, surveyed the route for the railway into the cemetery and it was opened in April 1867. Rookwood was unusual internationally in having two specially designed 'necropolis' railway stations to cater for funerals and visitors - one at Sydney (Regent Street), which still survives and one in the cemetery, since dismantled and re-erected as a church in Ainslie, Canberra.

Management of the Haslem's Creek Necropolis was resolved by the passing of the Necropolis Act of 1867, which specified that the internal arrangements and ornamentation of each section of the

cemetery were to be managed by the nominated trusts. Burials commenced in January 1867 under the authority of this Act.

Figure 3 provides an aerial photograph over the Cemetery from 1943. In this photograph, the subject site is outlined in red and the Cemetery is marked '1'. Vegetation within the Cemetery and along Station Road has grown since this date, as has the number of monuments within the Cemetery. The Cemetery would have been more visible from the subject site and vice versa that it is today.



Figure 3: Aerial photograph over Cemetery (1943) also showing its location relative to the subject site and other nearby items.
SIX Maps, 2019

2.3.1.2 Description

The State Heritage Register provides the following description for this item:

Rookwood Necropolis is the largest cemetery in Australia, the Southern Hemisphere (Jacquet, 2015, 8) and one of the largest in the world, having an area of 288 hectares and approximately 1,000,000 epitaphs recorded on 600,000 graves and 200,000 crematoria niches. It is a multi-denominational cemetery dating from 1867 onwards, with landscaped layout with a focus of a circular hub or roadway.

It is a suburb in its own right, perched on ridges 15km west of the Sydney CBD (ibid, 2015, 8).

Early Design:

The original 200 acre layout is located in the north-western corner of the site. The road pattern radiates from a central hub and two different approaches to design are exemplified. The Wesleyan, Presbyterian, Independent, General and Catholic Cemeteries uses a curvilinear layout whereas the Anglican Cemetery uses a grid layout. The original designers followed a garden design, which was continued in the layout of individual sections.

Located in the Church of England No.1 Cemetery is an extensive system of serpentine drains and ponds. The open drain is brick-lined and approximately 1800mm deep. Extensive shelters, urns, bridges, fountains, and gardens ornament the serpentine drains. The paths, gardens and carriageways throughout the older sections are formed between finely detailed brick gutters which remain largely intact.

The Crematorium:

The grounds are dominated by the Spanish Mission style building which is laid out in cruciform pattern to accommodate three separate chapels. The earlier parts of the garden are enclosed by a rendered brick wall with tiles capping that gives it an attractive unified appearance as viewed from the rest of the cemetery. Within the wall, formal gardens are laid out in an axial pattern using brick and stone to negotiate changes of levels. Ponds mark the intersection of the main pathways. The major axes terminate in wrought iron gates which afford attractive views over the rest of the cemetery.

Plants and Design:

What remains on the site is an accretion of introduced and remnant native plants. Some of the introduced planting dates from the original layout of the cemetery. These include *Araucaria* pines (*A.cunninghamii* - hoop pine; *A.bidwillii* - Bunya pine; *A.columnaris* - Cook's pine; *A.heterophylla* - Norfolk Island pine), *Magnolia grandiflora* - evergreen magnolia / bull bay and *Pinus* spp. trees and *Phoenix* (*P.canariensis* - Canary Island date palms); *P.dactylifera* - date palm; *P.senegalensis* - clumping date palms and *Washingtonia robusta* (Californian desert fan) palms. These have been planted in an ordered geometric grid which is transected by gardenesque curvilinear roads in turn bordered by avenue planting. Within this layout are pavilions, fountains and shelters that are important elements in the landscape.

The more recent cemetery areas in the south and eastern portions of the site revert to informal arrangements of native trees and shrubs. The cemetery provides a habitat for two rare and endangered plant (shrub) species, *Acacia pubescens* and *Dillwynia parvifolia*. It also contains an unusual ecotone where a pocket of Sydney sandstone associated vegetation occurs in the midst of predominantly Wianamatta shale associated vegetation. It also supports populations of 19 species of frogs and reptiles and a large number of bird species.

Figure 4 below provides a current aerial photograph of the site. Figure 5 is a view into the Cemetery from East Street showing its general character.



Figure 4: Aerial photograph over the northern part of the Cemetery, showing its location relative to the subject site and other heritage items discussed below.

SIX Maps, 2019

Key: Nos. 2-36 Church Street is outlined in red; '1': Rookwood Cemetery; '2' Lidcombe Station; '3' Lidcombe Signal Box.



Figure 5: View into the Cemetery from East Street.

2.3.1.3 Setting and View Corridors

The northern end of Rookwood Cemetery is located within a low-scale light industrial setting, with the railway corridor and infrastructure to the north and Post-World War II light industrial buildings along the northern end of East Street to the west.

There are significant views into Rookwood Cemetery from East Street and Station Street and from roads that lead into these streets at right angles. There are no significant view corridors towards the Cemetery from the northern side of the railway corridor, including across the subject site from Church Street. The views are blocked by fencing. The tree canopy is generally visible. Refer to Figure 6.



Figure 6: View across the site towards the Cemetery. A number of monuments are just visible above the fence and through the trees. From other parts of the site and from Church Street, the fence and trees block all views. These are not significant views.

There are significant view corridors within Rookwood Cemetery, including those that were deliberately established when the Cemetery was laid out and those that have arisen as a result of the change in vegetation patterns or the construction of chapels and monuments.

The Cemetery was not planned with regards to view corridors out into the surrounding area. View corridors out of the Cemetery towards the north and the subject site and interrupted by Railway Street and the rail corridor and are screened by existing vegetation on the northern side of Railway Street. Refer to Figures 7 to 9.



Figure 7: View towards the subject site from within the Cemetery. As noted above, views are screened by existing vegetation.



Figure 8: View towards the eastern part of the subject site from within the Cemetery.



Figure 9: View looking northwest towards Lidcombe Town Centre from within the Cemetery.

2.3.1.4 Curtilage

The curtilage under the SHR listing is defined as Lot 7, D.P. 46563, Lot 490, D.P. 48319 and Lot 492, D.P. 48441.

The curtilage under the local listing is bound by East and Railway Streets. Refer to Figure 10. The subject site is coloured red and marked by the red arrow.

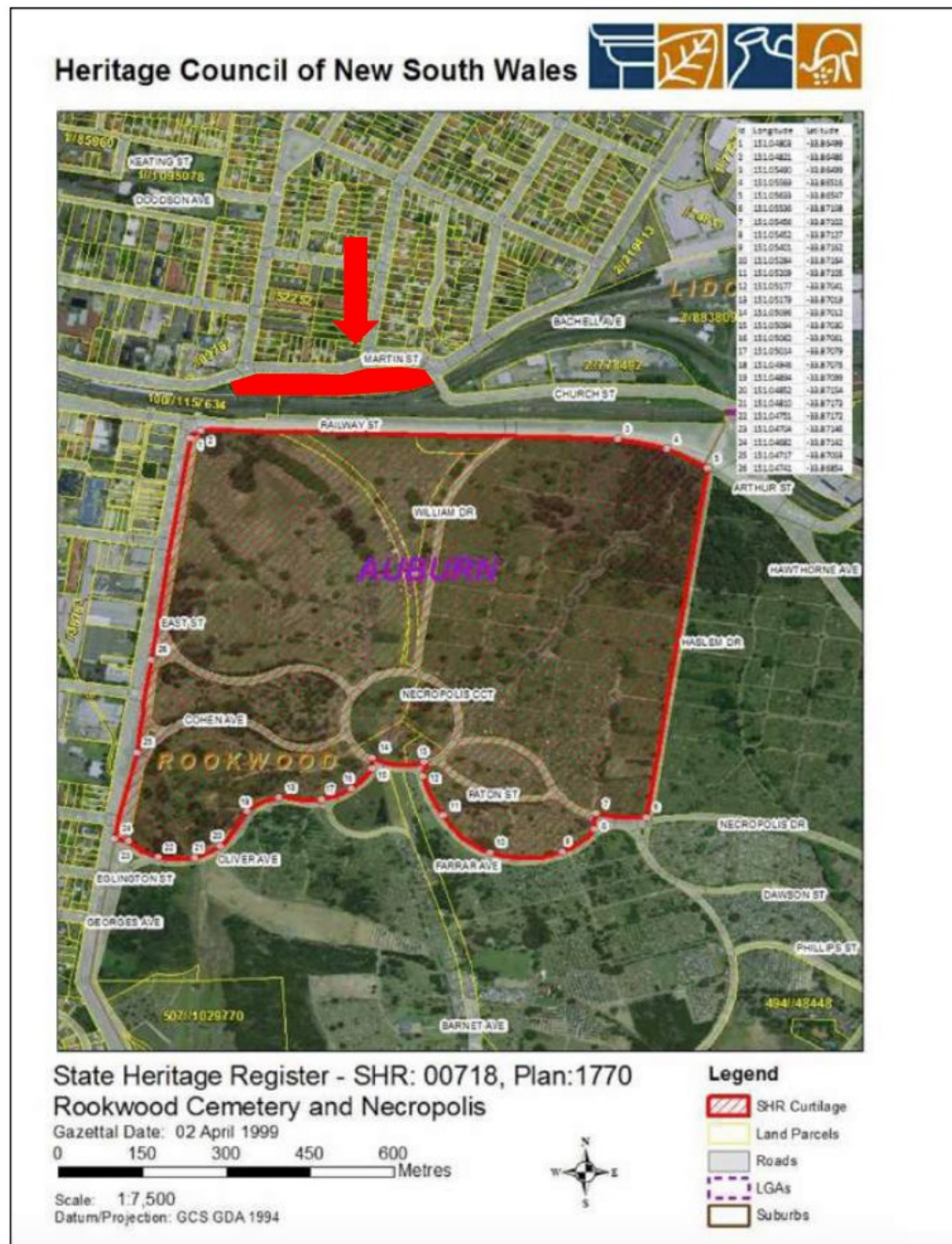


Figure 10: SHR Curtilage.
State Heritage Inventory

2.3.1.5 Statement of Significance

The State Heritage Register provides the following Statement of Significance for this item:

The points are ranked in order of priority:

- Rookwood Necropolis is one of the largest burial grounds in the world and contains the largest 19th century cemetery in Australia;

- b) the scale of design, design features, use of plants, gardenesque layout, high quality and diversity of structures, monuments and details of Rookwood Necropolis represent a rare surviving example of mid-late 19th century ideals for a major public cemetery. The choices of plants in these sections also demonstrate 19th century funerary etiquette and fashion by way of plant symbolism;
- c) the views and expertise of a number of prominent individuals are manifest in the historic fabric and design of Rookwood Necropolis;
- d) the Necropolis memorials form a set of monumental masonry without parallel in Australia. They include examples that are unique in themselves or display a high degree of technical accomplishment, and others which represent changes in social burial customs since 1867;
- e) as a social document and genealogical resource, Rookwood Necropolis is unique in its scale and comprehensiveness. The Necropolis is the burial place of a large number of noteworthy individuals;
- f) Rookwood Necropolis is of significance in providing habitats for two rare and endangered plant species: downy wattle (*Acacia pubescens*) (Status: vulnerable) and the small leaved Dillwynia (*D. parvifolia*) (Status: vulnerable and uncommon). It also contains an unusual ecotone where a pocket of Sydney sandstone associated vegetation occurs in the midst of predominantly Wianamatta shale associated vegetation. (NSW DPWS, 1988), with additions on plant conservation statii from Fairley, 2004)

This statement is adopted for the purposes of this assessment.

2.3.2 Lidcombe Railway Station Group

This item lies directly adjacent to the south and southwest of the subject site. It is identified as SHI No. 4800244. It is also identified as a local heritage item under Schedule 5, Part 1 of the *LEP 2010*. It is marked 'A52' in Figure 2 above.

2.3.2.1 History

The State Heritage Inventory provides the following history for this item:

The Main Western line to Parramatta Junction (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown and then single track to Parramatta Junction (but duplicated in 1856). The line was built as a direct connection to Parramatta Junction and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long distance purpose than to the communities along it. In 1892 the line was quadrupled from Homebush to Flemington, with the quadruplication being extended to Lidcombe in 1924.

Lidcombe is a major junction location with buildings from three significant periods: the 1881 major upgrade of the site with wayside buildings (converted to island platform structures in the 1924 upgrade); the 1924 upgrade with the addition of tracks and the overhead booking office and steps; and 1997/8 modifications for the Olympic Park line.

A station was opened at Lidcombe (then called Haslams Creek) on 1 November 1858 and featured a combined residence and booking office on a timber platform. The initial stimuli of development at Lidcombe were the establishment of the cemetery at Rookwood (to the south-east) from 1867 and the 140 acre works of the Sydney Meat Preserving Company (to the north) in 1871. The station was renamed Rookwood in 1878.

In 1881 the station was significantly upgraded, including demolition of the original building and construction of the present Platforms 2/3 and 4 and their buildings. There were also branch lines into the cemetery and meat works. In 1896 a footbridge was constructed linking the two platforms at the western end.

In 1913, the name of the suburb and station was changed to Lidcombe to remove associations with the nearby cemetery. In 1912, a new railway line was opened between Lidcombe and Regents Park, thus making Lidcombe a significant railway junction. In 1924, quadruplication of the main railway line from Sydney brought an extra platform (Platform 1), signal box and bridge and overhead booking office to Lidcombe.

The two underbridges spanning Olympic Drive are believed to date from 1924 when the above upgrades occurred and the Regents Park line was reconstructed.

In 1945 a parcels office was built to handle items being sent to those serving in the armed services during WWII. In 1965 a milk bar was built and in 1979 an overhead canopy was constructed on Platform 2/3.

The 1924 upgrade which included alterations to 1881 buildings, a new overhead booking office and steps were all replaced in 1997/8 when Lidcombe underwent major alterations with a new footbridge and overhead booking office and a new platform for the Olympic Park line.

The booking office was demolished, but much of the rest of the station remains in its 1881-1924 condition. The 1924 signal box still remains, but was closed in 1983.

Further construction including an extension to the overbridge and a new platform (No. 5) is being undertaken in 2008/2009 as part of a turnback service which will be in operation from 2010. The parcels office which was constructed in 1945 was removed as part of the turnback platform works.

2.3.2.2 Description

The State Heritage Inventory provides a detailed site description. The Station comprises the following structures:

BUILDINGS

Platform Building, Platform 2/3 (Type 4) (1881, 1924)

Former toilet block, Platform 2/3 (1880)

Platform Building, Platform 4/5- Type 4 (1881, 1924)

Overhead Booking Office & Station Concourse, (1998)

Signal Box, (1924)

STRUCTURES

Canopies: on Platform 0-4, (1998) - Platform 5, (2008)

Platforms: Platform 0, (1998) - Platform 1, (1924) - Platform 2/3,
(1881) - Platform 4, (1881) - Platform 5, (2008)

Pedestrian footbridge, (1998)

Overbridge- Church Street and Railway Street, (1923)

Refer to the listing sheet for detailed descriptions of each element. The closest of the above structures to the site is Platform 0, which lies to the southwest of the subject site (Figure 11).



Figure 11: Platform 0, looking east towards the subject site.

2.3.2.3 Setting and View Corridors

The areas to the immediate north and south of Lidcombe Railway Station Group are commercial in character. To the north, along Church Street and directly outside the main station entrance, there are one to three storey buildings of varying ages and styles. Further east, heading towards the subject site at Nos. 2-36 Church Street, are residential flat buildings, including a recent 9-storey building. The character of the immediate setting of the Station to the north is likely to change as sites are redeveloped to meet the desired future character as expressed by Cumberland Council controls. South of the Station Group are low rise commercial and light industrial buildings.

The principal view corridors towards the Station Group are obtained from the immediately adjacent streets. Views from Church Street towards the Station Group begin when standing to the west of the subject site. There are no significant view corridors towards the Station Group across the site.

It is noted that views towards the platform buildings and platforms from the surrounding streetscapes are obscured by the later awnings over the platforms so that only the roof tops are generally visible. The overbridge and footbridge are visible from Railway Street and Church Street. The Signal Box on Railway Street is visible from Railway Street.

View corridors out of the Station towards surrounding streets are generally blocked by canopies or walls. The most significant view corridors out of the Station are contained within the railway corridor. Refer to Figures 12 and 13.



Figure 12: View south towards Lidcombe Station from subject site.



Figure 13: View west from station towards Lidcombe town centre along Church Street.

2.3.2.4 Curtilage

The State Heritage Inventory provides the following curtilage for this item:

North: Property boundary to Church Street. South: Property boundary to Railway Street. East: 5 metres from end of the sprint platform to Olympic Park (including the Signal Box located

demonstrating architectural features of the 1880s period of railway architecture, as well as the subsequent 1924 additions associated with the quadruplication of the line. The 1881 station buildings and 1924 additions are generally intact externally, though the station group has been impacted on by modern developments that have resulted in the loss of some historical station components and the addition of modern structures.

The station is also important historically as a major railway junction, with a new line to Regents Park constructed in 1912, and it continues in this role, with a new platform constructed during the 1997 upgrade for provision of services for the new Olympic Park line.

The extant signal box dates from the 1924 phase of development and contributes to the understanding of the requirements for safe working and railway signalling required at this time and is representative of a standard 1920s signal box design. However the box is no longer operational and has been refurbished internally with signalling equipment removed, reducing its ability to demonstrate its previous function.

This statement is adopted for the purposes of this assessment.

2.4 Local Heritage Listings

There are two items (note: one of these items is listed under two parts) by Schedule 5, Part 1 of the *Auburn LEP 2010* within the vicinity of the site:

- 'No. 1 Section buildings, relic and place', East and Railway Streets, Lidcombe
- 'Rookwood Cemetery or Necropolis', East and Railway Streets, Lidcombe
- 'Lidcombe Signal Box', Railway Street, between Mark and East Streets, Lidcombe

2.4.1 No. 1 Section Buildings, Relic and Place/Rookwood Cemetery

See under Section 2.3.1 above. It is identified as I00718 by Schedule 5, Part 1 of the *LEP 2010*.

2.4.2 Lidcombe Signal Box

2.4.2.1 History

Refer to Section 2.3.2 for a general history of the Station. The State Heritage inventory listing sheet does not provide a separate history for this item.

2.4.2.2 Description

The State Heritage Inventory listing sheet provides the following description of this item:

External Materials: Brick and concrete, Marseilles tile roof.

Lidcombe Signal Box, a two storey brick and concrete building, with hipped roof, clad in terracotta or Marseilles tiles. The building houses railway signalling equipment, but was not available for inspection.

Refer to Figure 15 below.



Figure 15: Lidcombe Signal Box viewed from Railway Street.

2.4.2.3 Setting and View Corridors

Lidcombe Signal Box lies on Railway Street, the opposite side of which is lined with two and three-storey Post-World War II light industrial and commercial buildings. To the north lies the railway corridor.

The principal view corridors towards this item are obtained from directly outside of it on Railway Street. There are angled view corridors towards it on approach along Railway Street in either direction. There are view corridors towards it from within the railway corridor and from the overhead bridge nearby. View corridors towards and from the Signal Box from Lidcombe Station are of high significance.

This item is not visible from the subject site. The site is not currently visible from this item.

2.4.2.4 Curtilage

This item has a lot boundary curtilage.

2.4.2.5 Statement of Significance

The State Heritage Inventory provides the following Statement of Significance for this item:

The signal box demonstrates the continuing importance of manual signalling on the busy suburban railway lines near the Flemington car yards and other rail junctions.¹

2.4.3 Other Items

The following items listed by Schedule 5, Part 1 of the *LEP 2010* are physically removed from the setting of the subject site and have no existing view corridors towards and from

¹ Office of Environment & Heritage, 'Lidcombe Signal Box', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030054>, accessed 19 November, 2019.

the subject site. It is acknowledged, however, that the proposed works may be visible from these items and thus form part of their wider setting:

- 'St Joachims Catholic Church, Parish Hall and School', John and Mary Streets, Lidcombe (Item No. I39)
- 'Lidcombe Fire Station', No. 37 Church Street, Lidcombe (Item No. I32)
- 'Royal Oak Hotel', Nos. 46-50 Railway Street, Lidcombe (Item No. I38)

Refer back to Figures 1 for their location with respect to the subject site.

3 NOS. 2-36 CHURCH STREET

3.1 The Site

Nos. 2-36, Lidcombe, is located on the southern side of Church Street to the east of Lidcombe Station. The southern boundary is formed by the railway corridor. The site is identified as Lots 1-18 (inclusive) of D.P. 217589. The total site area is 10,132.7m².

The site is long and narrow. It is raised above Church Street. There is a solid Colorbond fence along the southern boundary with the railway corridor and a wire fence along the Church Street boundary. There are no buildings on the site. There are a number of trees on the site including a variety of native and non-native species. The majority of these trees are located along the railway corridor boundary; others are scattered across the site. Refer to Figures 16 and 17.



Figure 16: The site.



Figure 17: The site.

3.2 The Setting

To the south of site lies the railway corridor, with Railway Street and Rookwood Cemetery beyond. These elements are described above.

To the north of the site, Church Street is mixed in character. Immediately opposite the site and extending west are one and two-storey dwellings varying in style in period. Under the *LEP 2010*, this area has a maximum height limit of 9m. West of Swete Street are recently erected residential flat complexes up to eight-storeys in height. The height limit under the *LEP 2010* rises from 25m and over as the Station is approached. The *Draft Auburn and Lidcombe Town Centres Strategy* is proposing new height limits. The character of the area will change if sites are developed in line with these controls.



Figure 18: Church Street, opposite the site, east of Swete Street.



Figure 19: Church Street, opposite the site, west of Swete Street.

4 THE PROPOSAL

The following should be read in conjunction with the Planning Proposal Submission prepared by Billbergia which seeks to:

- Increase the height of proposed buildings to align with the proposed 60m height of the Lidcombe town centre, comprising the following:
 - Building A from 17.7m to 22m.
 - Building B from 21.9m to 44m.
 - Building C from 31.9m to 53m.
 - Building D from 28.1m to 53m.

It is also proposed to increase the number of dwellings from 262 to 480 and the number of car spaces from 272 to 600.

The form and character of the will remain the same. It is only proposed to increase their height via the additional storeys.

5 EFFECT OF WORK

5.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application. The following assessment is made with an understanding of the objectives and controls provided by the *Auburn LEP 2010* and the *Auburn DCP 2010* as well the *Draft Auburn and Lidcombe Town Centres Strategy*.

5.2 Effect of Work on Heritage Items Within the Vicinity

Rookwood Cemetery

The increase in height will have an acceptable impact on the ability to understand the heritage significance of Rookwood Cemetery for the following reasons:

- The Cemetery will be slightly overshadowed for part of the day by the increase in height. This is confined to the northern extremity comprising the street boundary and not the monuments and memorials which are the main contributors to the site's significance.
- The existing vegetation and railway corridor will continue to partially screen the site from the Cemetery.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact as they diminish in scale to the east.
- The proposed works will not block or reduce significant view corridors towards or from the Cemetery. As set out above, these views are mainly obtained from the southern side of the railway corridor.
- The wider setting of Rookwood Cemetery is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Lidcombe Railway Station Group

The proposed increase in height will have an acceptable impact on the ability to understand the heritage significance of the Lidcombe Railway Station Group for the following reasons:

- The most significant elements of the Station Group are sufficiently separated from the subject site so as to have no impact. The increase in height will not change this outcome.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact on the Station Group's wider setting as they diminish in scale to the east. Building D is closest to the Station Group; however, the building will not overshadow it at any time of day.
- The proposed height increase will not block significant view corridors out of the Station. Existing views to the east are restricted to within the railway corridor. There are no significant views from the east towards the Station Group.
- The wider setting of the Station Group is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Lidcombe Signal Box

The proposed increase in height will have a minimal but acceptable impact on the ability to understand the heritage significance of the Lidcombe Signal Box for the following reasons:

- The Signal Box is sufficiently separated from the immediate setting of the subject site for the proposed works to have no impact. The increase in height will not change this outcome.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact on the Signal Box as they diminish in scale to the east. Building D is closest to the Signal Box; however, the building will not overshadow it at any time of day.
- The proposed height increase will not block significant view corridors towards the Signal Box, which are primarily from the Station Group.
- The wider setting of the Signal Box is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.

- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Other Items

The proposed increase to the height of the buildings will increase their visibility within the wider setting of the three local heritage items identified in Section 2.4.3 above. The physical separation, however, is sufficient for there to be no additional impact on the character of their immediate setting or on view corridors towards and from these items. The items lie within the town centre which means that the character and scale of the surrounding area will change as it is developed in line with Cumberland Council's desired future character. The proposed buildings as lying adjacent to the town centre will sit comfortably within their wider setting.

6 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Planning Proposal Submission to Council to increase the height of the buildings at Nos. 2-36 Church Street, Lidcombe, in conjunction with a submitted Development Application (DA-94/2019). The subject site is not listed but lies within the vicinity of local and State heritage listed items. It is proposed to increase the height of the buildings to align with the proposed 60m height limit to the Lidcombe town centre, which the subject site adjoins. The buildings will vary in height from 22m to 53m compared to the existing 17.7m to 28.1m.

The proposal will have an acceptable impact on heritage items within the vicinity as they are sufficiently separated from the subject site and the height increase will not change this outcome. The building heights will continue to vary and diminish in scale to the east. As a result, the massing of the group will vary, reducing their visual impact from all angles. The increase in height will not block any significant view corridors towards or from these items, but it will slightly overshadow the northern extremity of the Rookwood Cemetery. The increase in height, however, will ensure the buildings become a characteristic element in the future character of the Lidcombe town centre which forms the wider setting of these items.

The proposed works fulfil the aims and objectives of the *LEP 2010* and the *DCP 2010* by improving the quality and diversity of housing options while respecting the significance of heritage items in Lidcombe.

DOCUMENTS
ASSOCIATED WITH
REPORT LPP015/20

Attachment 6

Attachment 6 - Summary of
Submissions

Summary of Submissions

No	Support or objection	Key Issues
01	Objection	Traffic and parking
02.	Agency Submission	Not relevant to the change in planning controls.
03.	Did not state	Built form
04.	Objection	Proposed Building Height
05.	Objection	Proposed Building Height, FSR and traffic and parking, privacy, direct solar access, overshadowing and security.
06.	Objection	Proposed Building Height, FSR, traffic and parking, noise pollution and disturbance and privacy and security.
07.	objection	Proposed Building Height, FSR, traffic and parking, noise pollution and disturbance and privacy and security.
08.	objection	Proposed Building Height, FSR, traffic and parking, noise pollution and disturbance and privacy and security.
09.	Objection	Privacy and overlooking, the proposal site's location in town centre and proposed draft town centre controls and vision, noise pollution and disturbance, Building Height and development feasibility and provision of affordable housing units, parking and traffic congestion, wind, dwelling mix, wild life concerns, security issues
10.	-	Errors in drawings and incorrect street notations
11.	Objection	Building Height and built form, FSR, privacy and overlooking, noise pollution and disturbances, location of site within Town Centre, traffic congestion and compliance issues
12.	Objection	Building Height, built form issues, FSR, direct solar access, shadows, privacy and overlooking, built form compliance and appeal, littering, traffic
13.	Objection	Building Height, FSR, Privacy, Solar Access, shadows, overlooking, traffic and parking, compliance with existing planning controls, scale of built form.
14.	Objection	Building Height, FSR, Privacy, Solar Access, Shadows, Privacy and overlooking, traffic and parking, non-compliance with existing and proposed planning controls and proposed Lidcombe Town Centre vision, built form height transition from within Town Centre, no community benefit
15	Support	Traffic and public domain improvements.